PROSPECT ROAD
STREETSCAPE PROGRAM

An Element of the City of Fort Collins
Comprehensive Plan
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STREETSCAPE PROGRAM

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Comprehensive Plan
February 1993
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The Prospect Road Streetscape Program was a community vision originated several years ago by citizens, the residents in the Corridor and the Fort Collins City Council. The vision evolved into the current Program through a broad public participation effort. Numerous open houses, meetings and presentations were held for the property owners in the Corridor and community groups, to gather information. Four City Boards also provided insight and guidance in the evolution of the Program.

The Prospect Road Streetscape Program is uniquely tailored to the concerns and issues within the Corridor and will serve as a long term implementation tool for this special area of the community. The Planning Department sincerely appreciates the knowledge and support of City Council, the entire City staff, the residents and property owners and the interested professionals and citizens in the community who contributed throughout the process of developing the Program.

We gratefully acknowledge the following City Boards who assisted in the development and review of the Program:

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# PROSPECT ROAD STREETSCAPE PROGRAM

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Part One

Introduction
Existing Conditions and Analysis
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Implementation
PROSPECT ROAD
STUDY AREA LOCATION
INTRODUCTION

THE PROSPECT CORRIDOR

The Prospect Corridor, extending from County Road 5 west to Riverside Avenue, is a major entryway into Fort Collins. Located on the east side, and approximately midway between north and south Fort Collins, the Corridor is a gateway to Downtown, Colorado State University (CSU) and convenient to schools, parks and numerous recreational opportunities. Prospect Road serves as a major link to existing and future employment centers; and it is anticipated the Corridor will experience additional growth in the next ten to twenty years. Existing and proposed road systems will make the area one of the most accessible in Fort Collins and the region. Interstate 25, in the eastern part of the Corridor, provides convenient access to other communities along the Front Range and the area is only 65 miles from Stapleton International Airport in Denver. Timberline Road, located in the western part of the Corridor, will become a major north/south bypass on the eastern edge of the City.

Key physical features of the area include the Cache La Poudre River and associated drainage basins, gravel ponds, wetlands, and the spectacular mountain views. The river supports abundant wildlife and natural vegetation creating both scenic and resource values unrivaled in the Fort Collins area. Lands along the Poudre River, and in the floodway, offer excellent opportunities for open space and
recreational land uses. Existing irrigation canals, lakes developed through the gravel mining process, and the Spring Creek, Cooper Slough and Boxelder Creek drainage basins provide unique recreational opportunities for the Corridor. A high standard for development has been established in the western part of the study area with Seven Lakes and Prospect East Business Parks.

The Prospect Corridor is easily divided into three areas based on current land use. The western portion of the Corridor is dominated by business and industrial parks and will most likely continue to grow in the same pattern. The central portion of the Corridor is undeveloped and currently utilized as open space or being actively mined. And the eastern third of the Corridor is rural in character with large sections in agricultural uses. Because only one-third of the Prospect Road Corridor is developed, it offers a unique opportunity to implement City goals.

BACKGROUND

The Prospect Road Streetscape Program is the second in a series of design and management plans aimed at upgrading the visual quality of entryway Corridors into the City. The visual quality of entryways is directly related to a community's image; and a positive community image is essential for economic development and the ability to attract quality business and industry. Prospect Road represents an opportunity to create a positive first impression and demonstrates that Fort Collins is an attractive environment in which to live, work, and play.

In the fall of 1991 the Planning Department staff prepared a Mission Statement and Work Program for the streetscape design program for Prospect Road. The Mission Statement and Work Program (see APPENDIX A - MISSION STATEMENT AND WORK PROGRAM) were formally adopted by the Planning and Zoning Board on November 18, 1991 and the planning process was officially underway. City staff, property owners, interested citizens and four City boards contributed to the planning effort. The planning process has spanned over 12 months and the Prospect Road Streetscape Program is the product of this effort.
This effort was initiated in direct response to the City Council's 1991 - 1993 Work Plan and the 1990 Audit of the Land Development Guidance System. It is also a part of a continuing effort to plan for the future development of the City's major gateways including Harmony Road, North College Avenue and the I-25 Corridor. In addition, some recent initiatives further reinforced the need to develop a vision for the Corridor. These include: the City/CSU pre-master planning effort for the CSU Environmental Learning Center, known as the "Landscape Opportunities Study"; the discussion of a new CSU Visitor Center; the City Council's declaration of 1992 as the "Year of the River"; and the possibility of a new state tourism center at the Prospect Road and I-25 Interchange. The Study Area consists of all properties within one-third mile of Prospect Road from Riverside Drive on the west to the Urban Growth Area boundary one mile east of I-25.

PURPOSE OF THE STUDY

The Prospect Road Streetscape Program provides an opportunity to implement several goals and objectives of the City's Comprehensive Plan as contained in the Goals and Objectives document. The Goals and Objectives encourage design characteristics which lend clarity and identity to unique areas of the community. The recommended design styles for the Prospect Corridor are influenced by several major physical features including the Poudre River, existing wetlands, a network of waterways created by gravel mining operations, expansive views, Interstate 25, and existing public open space.

The Goals and Objectives also provide guidance for the development of the Program in terms of being sensitive to the natural environment of the area, discouraging development within floodplains and directing growth away from environmentally unique lands with scenic, natural, historical or recreational value. The Poudre River floodway, located between the existing Prospect Road bridge and Summit View Drive, is an environmentally sensitive area with unique scenic and historical qualities and offers both recreational and educational opportunities.

In regard to broad community design goals, the Goals and Objectives state that the City should develop the total
environment to provide harmony with nature and beauty in the man-made features. Secondly, the City should consider aesthetics in community development; and lastly, enhancement of the public street appearance should be given high priority with particular attention paid to the most viewed, used streets and entrance highways.

THE PLANNING PROCESS

The Planning and Zoning Board served as the steering committee and provided guidance and advice to staff throughout the planning process. Although this was a Council-initiated plan, the public participation effort was exceptional. Numerous members of the neighborhood and community-at-large, as well as three City advisory boards, provided substantial input into the Program. The recommended Program and associated implementation actions are the result of this intensive planning effort.

The planning process involved two parallel work efforts: a technical planning effort and a public participation process. The technical planning effort involved an inventory and analysis of existing conditions, an examination of opportunities and constraints, and development of design concepts for streetscape improvements along Prospect Road. At the same time a public participation process identified concerns and issues in the Corridor. Three City advisory boards - Natural Resources Advisory Board, Storm Drainage Board, and the Parks and Recreation Board provided input to the Program along with many property owners, Colorado State University, and interested citizens. Staff hosted five public open houses and numerous special meetings which generated comments and ideas, and helped shape the Program (See APPENDIX B - CHRONOLOGY OF CITIZEN PARTICIPATION EVENTS).

This document is the result of the group's effort to establish a physical planning framework for the Prospect Corridor. The Prospect Corridor has the potential to become one of the City's most attractive and scenic areas, and represents a unique opportunity for public and private coordination in planning and development. The timing is ideal to set forth a plan to encourage high quality new development and create a strong visual identity for the City.
THE PROGRAM

Although the Prospect Road Streetscape Program is conceptual in nature, it reflects the goals and aspirations of both landowners and the City. It is intended to be both a vision and a road map guiding future development - both public and private. The Program emphasizes the natural resources, open space and recreational opportunities around which new private development can occur.

The Program establishes design standards and guidelines for future streetscape development, taking advantage of the opportunity to shape the character and appearance of this major entryway to Fort Collins. The primary goal of the Program is to have a positive influence on the appearance of the Prospect Road public right-of-way and private street frontage, and establish design guidelines and standards that respect the natural environment.

The Program format is simple. Part One consists of an "existing conditions and analysis" element, design concept recommendations, and an implementation section. Part Two contains the design guidelines and standards for both the public and private sector. Part One provides potential developers with information about landform, drainage, soils, vegetation, wildlife, and visual resources, as well as cultural influences such as land uses, zoning, traffic, access, utilities, and history. The analysis identifies four distinct districts within the Corridor and provides the basis for the concept recommendations. The design recommendations create a "vision" of what the Prospect Corridor streetscape can be ten to twenty years from now. Conceptual streetscape plans and perspectives illustrate the four concepts or styles for the Corridor. The implementation section describes the phasing and development process, analyzes cost-benefit relationships, and prescribes the means for funding the Program. Part Two, which covers the design guidelines and standards, sets parameters for the visual appearance of Prospect Road, the median and the landscape along the right-of-way, and the Setback Zone. The standards and guidelines address setbacks, grading, intersections, fencing, lighting, architectural design, parking and service areas, and landscaping and maintenance.
The standards and guidelines complement existing elements of the Comprehensive Plan and are in harmony with other plans or studies currently under preparation including, but not limited to, the Natural Areas Policy Plan, Fort Collins Area Transportation Plan and the Cache La Poudre Master Drainageway Study. Given the unique characteristics of the Corridor, the program includes recommendations regarding open space linkages, potential recreation trail networks, and transitions between open space and urban level development. The challenge is to effectively plan for and encourage economic development in the area while preserving important natural resources and enhancing intrinsic scenic values. Prospect Corridor can become one of the most attractive entryways in Fort Collins, one that will contribute to the special character of the Community.
EXISTING CONDITIONS & ANALYSIS

INTRODUCTION

The technical portion of the planning process began by documenting the natural and cultural determinants and conditions for the Corridor. This chapter provides information about the Corridor, and highlights the opportunities and issues within the study area. A map within each section illustrates the key determinants. (See APPENDIX C - DOCUMENTS, PLANS, AND POLICIES for a detailed list of all reference material which was used in the preparation of the Existing Conditions and Analysis phase of the Program.)

LANDFORM AND DRAINAGE

Landform

The Prospect Corridor contains three dominant topographic landforms: the floodplain of the Cache La Poudre River, the river valley walls, and relatively flat plains on both ends of the study area. See Map on next page. The Front Range and Longs Peak are highly visible and constitute a dramatic backdrop for the Corridor.

The elevation of the study area ranges from approximately 4,910 feet at the eastern edge of the study area to approximately 4,940 feet near Riverside Avenue. The central portion of the study area is substantially lower in elevation due to the continuous down-cutting action of the Poudre River as it meanders within the floodplain. The valley walls represent the only significant change in elevation within the study area. The eastern valley wall near Summit View Drive is distinctly marked, with a ten (10) foot drop in elevation. The western valley wall is much wider with a gentler gradient, but drops almost thirty (30) feet from Riverside Avenue down to the river.
Drainage Basins and Water

The Cache La Poudre River and associated floodplain is located along the central portion of the study area and comprises approximately twenty-five (25) percent of the land within the Corridor. Three additional drainage basins occur within the study area: Boxelder Creek, Cooper Slough and the Spring Creek drainage basins. All of the drainage basins flow into the Poudre River floodplain in the central and eastern portions of the study area.

Draining approximately 1,900 square miles, the Cache La Poudre River is the largest river in the northern Colorado Front Range. The Poudre River floodway, as it is currently identified, is divided north of Prospect Road and the west section of the floodway flows under the existing Poudre River bridge. In a large storm, the eastern portion of the floodway would currently flow over Prospect Road and rejoin the main river channel south of the CSU Environmental Learning Center. Generally speaking, no development is allowed within the designated floodway. The land area between the floodway and the 100-year floodplain offers some development potential if flood proofing is provided. The Poudre River floodplain is currently being studied by the City of Fort Collins, Storm Water Utility and a Master Drainageway Study should be completed in 1994.
The Cooper Slough and Boxelder Creek drainage basins impact the eastern portion of the study area. Boxelder Creek and the Cooper Slough flow south from the northern edge of the study area and join on the north side of Prospect Road, west of Interstate 25. Recently master-planned storm drainage facilities will remove some land areas from the existing floodplains associated with the drainage basins and minimize hazards. These include a diversion structure to divert Cooper Slough flows to the Lake Canal and eventually to Boxelder Creek; channel improvements to contain flooding; ditch crossings, and; a new bridge structure at Prospect Road.

Spring Creek drainage basin crosses Prospect Road just east of Timberline Road. This basin was recently modified to accommodate all large flood events and now drains into two gravel ponds before entering the Poudre River on the north side of Prospect Road.

Several wetlands, ponds and associated riparian areas exist within the study area. Most of these are a result of gravel mining operations. Many gravel ponds have not been reclaimed and several are actively being mined. The wetlands, marshes and ponds provide recreational, educational and wildlife habitat resources within the study area and should be preserved or enhanced whenever possible. Stream bank erosion and water quality issues are concerns throughout the floodway and should be addressed as the area is reclaimed.

Two major irrigation canals are located within the eastern one-third of the study area. The Lake Canal crosses Prospect Road just east of the I-25 interchange frontage roads. The Cache La Poudre Reservoir Inlet parallels Prospect Road for the eastern half-mile of the study area. The Inlet lies within the proposed 100-foot right-of-way and ultimately will need to be relocated, undergrounded or incorporated into the future Prospect roadway design. Water for the irrigation canals is diverted from the Cache La Poudre River at some point up stream from the study area. Historically the water has been used for agricultural...
purposes and is allocated to area farmers through a complex system of water rights. As Fort Collins becomes more urbanized the need for irrigation canals will diminish; however, these major irrigation canals will likely remain viable for many years. While the canals can represent development constraints, they can also become recreational and visual amenities.

SOILS AND MINING

Sand and gravel mining operations changed the natural topography of much of the study area, leaving behind ponds, lakes and wetlands. Several of these water bodies are valued for their scenic and wildlife amenities. The Poudre River and the gravel-related water bodies will play a significant role in the development of the Prospect Corridor. The abundance of water features in the Corridor provides a unique opportunity to focus on water as a powerful visual element and should be enhanced in the design concepts for this area.

Several gravel companies still extract mineral and gravel resources in the river floodway of the Corridor. Most of the remaining study area is classified by the Department of Natural Resources, Colorado Geological Survey, as having significant sand, gravel and quarry aggregate resources.
The most significant resources are located in the F1-Floodplain deposit and contain relatively clean and sound gravel deposits. The gravel resources map illustrates the exact location and type of resource within the study area. Current unreclaimed ponds and wetlands exist within the study area and should be reclaimed and enhanced with native vegetation upon completion of mining operations. A variety of soil types, ranging from gravel to good quality agricultural soils, extend over the study area. Existing soils and geologic conditions do not represent serious constraints for development.

**VEGETATION AND WILDLIFE HABITAT**

*Natural Resources*

Fort Collins has always valued local natural environments as evidenced in the City’s **Goals and Objectives Document** (1977), the **Land Use Policies Plan** (1979), the **Land Development Guidance System** (1981), and the **Natural Areas Policy Plan** (1992). All of these documents contain directives pertaining to the conservation and protection of natural environments.

In 1988 the Planning and Zoning Board and City Council endorsed wetland and wildlife habitat maps defining the location and relative importance of natural areas within the City’s urban growth area. By increasing awareness of these areas, the maps reaffirmed the City’s commitment to conserving important wetland and wildlife habitats for their economic, social and aesthetic benefits.

**Wildlife Habitat**

The most significant natural areas in the Prospect Corridor are associated with the Cache La Poudre River and the ponds and wetlands developed through the extraction of sand and gravel resources in the Poudre River floodplain. These habitats support mammals such as deer, beaver, muskrats, and raccoons as well as many bird species including bald eagles, great blue herons and great horned owls. A variety of fish and reptile species have also been seen in the study area. Riparian forests and wetlands support the highest number of plant species and provide important nesting and feeding areas for most of the animal
species. The short grass prairie areas in the Riverway District serve as a food source for a variety of songbirds and small mammals, which in turn attract birds of prey. These areas also provide a buffer or separation from urban development. The predominant wildlife movement corridor follows the river valley, although there is significant movement in all directions from the river.

**Significant Vegetation**

Most of the natural vegetation within the Corridor is also located in the Poudre River floodplain and, to a lesser extent, Boxelder Creek. The predominant tree species are cottonwoods and willows. A detailed analysis of the area is available from the City’s Natural Resources Department and in the *Natural Areas Policy Plan* (1992). Both evergreen and deciduous trees exist throughout the Corridor due to agricultural and urban influences. Mature trees are important natural resources and provide wildlife habitat and visual amenities including a sense of proportion and scale, buffering, screening, enhancement and framing views, and add general visual interest to the landscape. Many patterns in the landscape are created by the use of vegetation, several of which establish a character and sense of place. A variety of patterns currently exist due to the impact of rural and agricultural influences and the recent urban development expansion. With proper management and planning, the natural resources within the Corridor can be enhanced and maintained for all users of the Corridor.

**VISUAL RESOURCES**

Visual quality is a complex concept which is both abstract and subjective. Photo documentation and field investigations were used to analyze the visual quality of the Prospect Corridor as perceived by a motorist driving along Prospect Road from I-25 to Riverside Avenue and from I-25 east to County Road 5. Three factors combine to create the perceived visual quality of the Corridor: quality and maintenance of the built environment; visual order, and;
vegetation. Long range views to Longs Peak and the Front Range are evident throughout the Corridor and also play an important role in the overall visual quality.

Entering Fort Collins from the east via Prospect Road, one cannot help but be impressed by the magnificent view of the Front Range. Longs Peak, to the southwest, can be clearly seen from most of the study area. The most important views are at the top of the I-25 overpass which serves as an overlook of the surrounding landscape. The next key view occurs at the Poudre Valley Wall.

The descent into the Poudre River floodplain provides for wide views across the river valley and long distance views to the foothills and the City. The existing scenic values in
Overhead Power Lines

Overhead Power Lines and Boxelder Creek area should be preserved and enhanced through proper planning and development coordination. Not all areas of the Riverway District are visually pleasing; some of the recently mined areas still retain a scarred appearance but can be improved through proper reclamation. Landscape grading and planting would quickly turn these areas into visual amenities.

The overhead power lines, which parallel Prospect Road in many sections, represent significant negative visual impacts in the Corridor area. As the City of Fort Collins Light and Power Utility provides service to developments along Prospect Road, power lines will be installed underground. The overhead power lines located along the south side of Prospect Road, operated by Public Service Company and Poudre Valley Rural Electric Association, will eventually be removed.

TRAFFIC AND ACCESS

Vehicular Circulation

Prospect Road is one of three primary entryways to the City from Interstate 25 and the main entrance to Colorado State University's central campus. In addition, Prospect Road currently provides central access to virtually all the regional destination points in Fort Collins. Future street improvements will extend Timberline Road north of Prospect Road and its extension will complement the function of Prospect Road and the I-25 connection as a regional circulation system to Denver and the Front Range.

Although access has improved dramatically and will continue to improve in the future, some existing conditions present access and circulation constraints. Prospect Road is only two lanes wide between County Road 5 and the Poudre River bridge, and has limited capacity in some portions of the city west of the study area. Between the Poudre River bridge and Riverside Avenue, Prospect Road has been improved to the City's arterial standards. As development occurs east of the bridge, Prospect Road will be improved to City arterial street standards. Current
arterial standards provide a 70 foot pavement width within a 100 foot right-of-way. This accommodates five lanes of traffic, with the center lane designed for a continuous turn lane and/or a median. On-street bike lanes and detached sidewalks are provided on both sides of the roadway.

Existing street intersections east of the Poudre River bridge will be improved as Prospect Road is widened. Two other intersections, not affected by future widening, were identified as particularly important for the Program: Prospect/Riverside and Prospect/Timberline. These intersections play an important role in the visual perception of the Corridor. With proper planning and design, these intersections can project a unity and cohesion in the Corridor and make a powerful statement as one enters the City.

Timberline Road also needs substantial upgrading to improve access to and from the Prospect Corridor. When Timberline Road is extended to the north, traffic on Summit View Drive is expected to decrease, easing the growing need for improvements at the Prospect Road and Summit View Drive intersection. County Road 5 will eventually be improved to a four-lane arterial north of Prospect Road.
Waterways in the area and existing development to the north limit the potential for additional arterial and collector streets from Prospect Road west of I-25. Existing residential development along Summit View Drive will limit its collector function in the future and the existing acute angle intersection with Prospect Road will become unacceptable if traffic volumes increase. There are currently two railroad lines that cross Prospect Road at the western edge of the study area. The tracks are improved where they cross Prospect Road and currently do not impact Prospect Road or the Program. Both rail lines are active and used for freight hauling.

The most significant impact on the circulation and transportation aspects of Prospect Road is Interstate 25. As growth occurs around the interchange area, traffic volumes will increase. This increased activity will further the importance of Prospect Road as a regional link to the City and I-25. With the recent improvements to the interchange, all four frontage roads are now developed to urban standards as defined by the State, although not to City of Fort Collins standards. These factors have been considered in the design of the Program.

Pedestrian Circulation

Sidewalks and bike paths currently do not exist along Prospect Road east of the river. Parallel five foot sidewalks and on-street bike lanes were developed west of the bridge with the recent road improvements. As Prospect Road is improved, pedestrian and bicycle circulation will be accommodated in several ways, including detached sidewalks and on-street bike lanes. The Poudre River Trail System parallels the river on the west side and will be extended south under the bridge by 1993. This trail system provides access to Riverbend Ponds and to Prospect Ponds open space south of Prospect Road. Spring Creek Trail crosses the southwestern corner of the study area and goes north under Prospect Road. Spring Creek Trail provides easy access to Edora Park and the Poudre River Trail System.
OWNERSHIP AND LAND USE

A high standard of urban development has been established in the westerly portion of the study area. Existing developments (including Prospect East and Seven Lakes business parks, EPIC, Edora Park, the Fort Collins Club, and the Park Central convenience/office center to the west of the study area) have set a standard of quality for development. The land uses in the western portion of the Corridor are predominately industrial and commercial business parks with major employers located at the intersections of Prospect Road and Riverside Avenue and Prospect Road and Sharp Point Drive. This area will continue to develop as a regional business district for the City with mixed uses of commercial, industrial and limited retail. The central area of the Corridor, between the Poudre River and Summit View Drive, has been significantly altered due to sand and gravel mining and is currently being revegetated and restored. Several large parcels are in public ownership and designated as regional open spaces and recreation areas. Colorado State University’s Environmental Learning Center is located on the south side of Prospect Road and extends south to the river.

Most of the area east of Summit View Drive is rural residential in character, with medium to large lot development. Several of the farms and acreages have
remained in their original ownerships for 30 years or more. There are two large parcels on the west side of I-25 currently being farmed. The southern parcel is in public ownership and is currently the site of the City's Resource Recovery Farm. The area east of I-25 historically has been used for farming or grazing. One large lot rural residential subdivision is located on the south side of Prospect Road near county Road 5. The parcel on the north side of Prospect Road, east of I-25, is in single ownership and currently being farmed. This parcel is master planned for more urban industrial business uses around the interchange, with a transition to planned residential closer to County Road 5.

Several areas within the Corridor will change dramatically over the next 20 years. Road improvements and land use changes will impact the Corridor with the most changes occurring near the I-25 interchange. The land uses will transition from agricultural to industrial, commercial and highway business uses. This will significantly alter the character of the eastern edge of the Corridor. The extreme eastern edge of the Corridor will continue to develop as a large lot residential area and will remain somewhat rural in character.

The central portion of the Corridor will largely remain the same. Most of this area lies within the Poudre River floodway and has limited development potential. Open space recreation areas and trails can be successfully extended throughout this area.

ANNEXATION

Only 60% of the study area is currently within the city limits. Almost all of the study area is within the Urban Growth Area (UGA) and is therefore subject to the UGA Agreement between the City and the County regarding development. Both the City and the County encourage developers to annex prior to development to ensure that urban level development standards are maintained. Properties eligible for annexation are required to annex prior to development, while those not eligible for annexation are required to go through a City-County joint review process. One condition of approval in this process is an annexation agreement for future annexation. Some
properties in the eastern half mile of the study area are outside the UGA and would develop under County regulations.

**ZONING**

![Zoning Map]

Most of the Corridor will likely develop as industrial, commercial and highway business related uses. These uses are appropriate for the Corridor and the City zoning is compatible. The eastern end of the Corridor will likely develop as a residential area and will function as a transition zone from the rural farmland east of the Urban Growth Area. The central portion of the study area, in the river valley, will ultimately develop as regional open space and some of the zoning should be modified to reflect the land use.

The City's Land Development Guidance System (LDGS) can be applied in most of the City's zoning districts. Under the LDGS a wide variety of land uses are allowed, if properly planned.

Although some properties are currently under County zoning, it is anticipated that most properties will be annexed and zoned in the City prior to development.
NATIONAL WATER HERITAGE AREA

The City is currently pursuing federal designation of the Poudre River drainage basin as a National Heritage Area. The focus of the designation would be to provide education about the history of water management in the westward expansion of the United States. Conservation and interpretation for natural and cultural resources would result.

The Prospect Corridor lies within this proposed area, and presents an array of opportunities for resource conservation and interpretation. It is possible that a portion of Prospect Corridor would become the main point of entry for a complex and sophisticated environmental learning center.

If federal designation is not achieved, a focused local initiative with the same general purpose will be implemented.

UTILITIES

The City provides water and sewer service to the western portion of the study area (approximately to the Poudre River Bridge), while the eastern portion is presently served by East Larimer County (ELCO) Water District and Boxelder Sanitation District. Some portions, west of the Poudre River Bridge, have inadequate water pressure for fire flow requirements and as development occurs, these areas will need to address these concerns. Future extension by all providers of water, sewer and electric utilities will support development in the Corridor.

Improved service in the area should occur with coordination between the City of Fort Collins, ELCO Water District, and the Boxelder Sanitation District utilizing Service Area Agreements. Timing of the extensions and improvements typically will occur as development occurs, or as Prospect Road is improved.
Although the exact timing and method of financing is not known, it is anticipated the City will extend a 16 inch water main as far as Summit View Drive within the next five years and electric vaults will be installed on the east side of I-25 by 1993.

The overhead power lines that currently exist in several areas of the Corridor will ultimately be undergrounded as improvements or development occurs along Prospect Road. Most of the overhead lines are Poudre Valley Rural Electric Association (REA) lines. All other overhead lines belong to Public Service Company of Colorado.

Two significant water distribution lines (both owned by the City of Greeley) cross Prospect Road at Summit View Drive and run parallel along the south side of the road eastward to the Larimer County line. The lines are located outside of the proposed 100 foot right-of-way for Prospect Road and are within a 30 foot utility easement. Restrictions for planting and development will apply within their easements.

HISTORICAL INFLUENCE

The Corridor has significant archeological importance. Recent archeological digs south of Summit View Drive along Prospect Road have discovered the remains of two males that date from 500-1000 AD. Although no other digs have occurred in this area, evidence of prehistoric man is assumed due to the importance of the river valley as a migratory and wildlife corridor for the region.

The Arapahoe Indians were the best known tribe in this area and Arapahoe Chief Friday, who at one time lived in the river valley, was a well respected friend of the settlers. Other Indians who also used the river corridor for hunting and fishing included the Cheyenne, Kiowas and the Utes.

Before the settlers arrived in the mid 1860's the river ran freely with the rains and floods. The river was most likely several small channels which crossed and meandered throughout the river valley. The river was rich in wildlife; both deer and buffalo roamed freely. The river valley was a hunting ground for the Indians where they watched from their campsites on the upper plateaus or river walls.
With the settlers (1860's) came water diversions on the river and the water was controlled for crop irrigation. The settlers used the valley to farm vegetable crops, hay, wheat, and for livestock grazing. With the diversions on the river upstream, the landscape changed significantly. Lack of flooding and river scouring created meadows and wetlands, some of which we can still see today.

Evidence in historical records indicates that the Prospect Corridor was crossed by several routes of the Overland Stage. The routes were changed often as Fort Collins grew and Indian and outlaw raids occurred. There were two parallel routes along the river and another stage road at the crossing of Boxelder Creek and Prospect Road. The Strauss family cabin and the Sherwood cabin to the south, were both used as stage stops during the early 1860's. The Strauss cabin still stands today near the river, south of the study area, as does the Grout House and outbuildings on the CSU Environmental Learning Center.
There is no historical record of the naming of Prospect Road, except by a reference from Clyde McIntyre, a local field worker in the 1930's. McIntyre recalled that the road was named by the subdividers of the original plat of Prospect Road, supposedly to indicate that from here one could see much of the City and have a "glorious view of the mountains". "Prospect", by definition, means a broad view, scene, outlook or viewpoint.

There are two theories regarding the landscape character before the influence of the settlers in the Cache La Poudre River Valley. One concept implies that the animal herds roaming along the river valley disturbed or trampled most significant vegetation. In addition, flooding and scouring would have impacted the valley bottom leaving it more open with smaller masses of vegetation similar to the landscape of the Green River in Wyoming.

The second theory implies that the valley was a riparian forest with cottonwoods and willows of varying ages growing in the river bottom. This is similar to the landscape of today in areas that have not been impacted due to mining, grazing or agricultural farming. No one can be sure of the exact landscape character before settlers, but historical references and recent scientific evidence have indicated that this area was much more of a grassland and shrub habitat than what we see today.

Present day influences along the river valley have also changed the landscape character of this area. Although the extraction of sand and gravel resources have changed the landscape dramatically from what the settlers would have known, the benefits of the gravel ponds and wetlands created have provided additional habitat for wildlife and recreation. The development of the river valley along the Prospect Corridor was influenced by several factors, most significantly by the agricultural research developed at the Agricultural College and the growth of the sugar beet industry in Fort Collins.
OPPORTUNITIES, CONSTRAINTS AND ISSUES

The Prospect Corridor has many positive attributes. The river, including the associated riparian habitats, is a valuable natural resource that offers unique recreational and educational opportunities. The large amount of existing open space and the potential for more open space to be acquired provides unique opportunities for a streetscape program different from any other in the community.

The opportunity to merge urban development with natural open space can mutually benefit all users of the Corridor, if future development is managed with a broad range of land use issues in mind. The fact that ownership patterns in the Corridor are not highly fragmented is also positive. Fort Collins strives to be a well integrated community that provides for a variety of land uses and development opportunities, while being respectful of natural resources and the environment.

Although the river offers a variety of visual and recreational assets, it also presents significant development constraints due to flooding and water quality issues. Land areas located between the floodway and the floodplain offer some development potential; however, floodplain related restrictions may increase development costs.

Mixed use developments with appropriate transitions are encouraged through the City’s Comprehensive Plan. The Goals and Objectives and the Land Use Policies Plan, together with the Land Development Guidance System (LDGS), and other plans and policies represent the official statements concerning land use matters and land use related decision-making. The Prospect Road Streetscape Program was developed with the Comprehensive Plan documents, and the existing conditions and constraints in mind. The foundation of the program is described in the Analysis section below.
Based on the existing conditions described above, four distinct districts, each with its own character, were identified within the overall study area Corridor. They are: the Developed Urban District, the Riverway District, the Highway Corridor District, and the Rural Residential District. Each district with its unique set of issues is described below.

The Developed Urban District includes the existing business parks along Prospect Road. This district is located between Riverside Avenue and the Poudre River. The prevailing land uses are industrial, office and commercial uses. The existing business parks have established a common streetscape character consistent with an urban area, and the Program recommends continuing this character. This area also has two major intersections, Riverside Avenue and Timberline Road, and the streetscape elements should strengthen and unify the image at these intersections.

The Riverway District is comprised of the Cache La Poudre River and its floodway. The district is bounded by the river on the west and Summit View Drive on the east. This area has had limited development impacts except for gravel mining operations. This district has important resource values for recreation and wildlife habitats. The area is "natural" and "pastoral" in character and has several wetlands and ponds. This district contains important views to the river and foothills which should be protected.
Wetland areas within the riverway act as filtering systems for stormwater runoff, preventing pollutants from entering the river, and should be maintained wherever possible. The potential value of these wetlands should not be underestimated. The fact that these areas occur within a major entryway to the City intensifies their importance. Although the exact impacts of floodplains and drainage improvements can only be identified on a case by case basis, the network of waterways affecting the area provides the potential for a number of public amenities that can be achieved if balanced with private development.

The Program recommends enhancing the natural open space with an emphasis on native vegetation and the natural qualities of the landscape. Incorporation of riparian and wetland areas associated with the river should be encouraged. Improvements in the district should protect and enhance the natural resources of the Poudre River and the habitats this area supports for recreation, education and historical values.

The Highway Corridor District is bounded by Summit View Drive on the west and runs through the I-25 Corridor to 1/2 mile east of I-25. This district has the potential to be developed as a regional commercial area with highway business, shopping and industrial park land uses. This district also has one of the primary interchanges from I-25 into Fort Collins with sweeping views to the Front Range, the river and the city. The recommendations for this district include protection of the long range views as much as possible. The Highway Corridor District crosses Boxelder Creek which has important storm drainage concerns and historical and wildlife values. The Program recommends enhancing the crossing over Boxelder Creek with an emphasis on riparian vegetation.

The Interchange area at I-25 has the potential to be developed as a focal point along I-25. The image that it projects to visitors should be a good one. The design guidelines and standards recommended for this area are intended to convey an image of quality and uniqueness.
The **Rural Residential District** comprises the eastern edge of the Corridor and is also the edge of the Urban Growth Area. This district has existing large lot, single-family homes on the south side of Prospect Road and has proposed low density planned residential development to the north. This district will be the eastern entry into the Prospect Corridor and the City. The recommendation for this area is to provide a landscape character that allows for the transition from rural "country life" to the more intense urban uses proposed in the Highway Corridor District.

Two **transition areas** are also identified in the Corridor. One area is at the crossing of the Cache La Poudre River and should emphasize the river for its historical, recreational and environmental importance in the Corridor and the community. Mass plantings of native plant material should be incorporated into this transition area. This area should highlight the transition from urban developed uses on the west, to a more open natural landscape in the river valley.

The Gateway transition area occurs at the east Poudre Valley Wall, at the intersection of Summit View Drive and Prospect Road. This area is very important in the sequential crossing from one landscape into another. The crossing should be emphasized with a landscape design that accentuates the relief and frames westward views of the river, city and foothills.
DESIGN CONCEPTS

INTRODUCTION

Urban design encompasses a wide variety of topics having to do with the physical environment in an urban setting. Existing development, open space, pedestrian and vehicular connections, the history of the area, architecture, vegetation and natural features all combine to create a character or a "sense of place". This sense of place or sense of belonging in the community is the challenge behind the development of the Prospect Road Streetscape Program.

DESIGN ISSUES

Four Districts were defined in the Analysis section of the Program: the Developed Urban District, the Riverway District, the Highway Corridor District and the Rural Residential District. In addition, two transition areas and the Interstate 25 interchange were identified as having unique attributes and should be developed with those considerations in mind. The Prospect Program celebrates each of the districts' unique characteristics and utilizes repetition of select elements such as, setbacks and lighting, to unify and blend the districts. The transition areas ease the change between districts as they merge.

In each district, issues were identified and several alternative design concepts were generated to address. Through the public participation process, the designs were refined and a preferred alternative was selected. The streetscape styles were selected on the basis of being:

- most compatible with future development plans,
- most appropriate for the expectations of the Corridor, and
- effective in creating a positive entryway image into the community.

The design styles were also chosen to be compatible with resource and environmental values, lower in development and maintenance costs, drought tolerant, and easy to implement. Detailed descriptions of the preferred alternative streetscape styles for each district can be found in Part Two of the Program.
The design styles were also chosen to be compatible with resource and environmental values, lower in development and maintenance costs, drought tolerant, and easy to implement. Detailed descriptions of the preferred alternative streetscape styles for each District can be found in Part Two of the Program.
IMPLEMENTATION

SUMMARY

A series of recommended implementation actions and funding options are included in this section of the Program. Implementation actions summarize the options and identify the lead agencies and timing. General options for funding are discussed, although there is no commitment to specific funding sources at this time. Preferred funding options are highlighted and the preferred option may be a combination of several different funding sources. The Prospect Corridor is estimated to develop over a 20-year time period and the implementation actions define a program that spans this time frame and provides flexibility if new funding sources or alternative implementation actions are identified.

Cost/benefits were analyzed with each design style and comparisons of normally incurred costs and proposed costs were evaluated. Based on current (1992) dollar figures, all four streetscape styles averaged equal to or less than typical streetscape costs. This is based on a comparison of typical streetscape elements such as turf, plantings, irrigation and landscape grading. The cost comparisons analyzed planting and irrigation costs utilizing a drought tolerant turf blend in most cases. The Prospect Program design styles achieve a streetscape that combines similar landscape elements, which normally occur along a road, in such a way that benefits the public without increasing development and maintenance costs.

Maintenance costs average about .05 - .10 cents per square foot, based on the installation of a drought tolerant turf blend which should be mowed a minimum of three times per year. The proposed costs are included so that the community would have a basis to compare the Program with normal development costs. The general intent of the Program is not to increase landscaping or construction costs for landowners, both public and private, but rather to coordinate those normally incurred costs in such a way as to provide a greater public good.
The design standards and guidelines implement the design styles as described in the Program, by creating a design framework for improvements along the streetscape. The standards and guidelines are to be used as a design aid for both public improvements and by private developers proposing projects in the Corridor, and; as an evaluation tool by the Planning and Zoning Board and City staff in the development review process. Minor changes are recommended to the City’s development review process, and the standards and guidelines would apply to all Planned Unit Developments (PUD’s) or land uses which require landscape and/or site plan approval by City staff.

Some of the implementation recommendations will require additional planning and/or design work; for example, a comprehensive master plan for the Riverbend Ponds Open Space should be prepared prior to any streetscape improvements or widening of Prospect Road. Additional design work and funding sources for the construction and maintenance of the interchange at I-25 and Prospect Road is critical if the City wants to maximize its opportunities for this gateway into Fort Collins. Other actions may require coordination among City departments, Larimer County, CSU and the State Department of Transportation.

This Program recommends that the City assign staff and resources to complete the implementation elements of the Program, giving priority to the adoption of the Program and amending the zoning code so that opportunities for a unified and enhanced streetscape may be implemented immediately. Effective implementation actions can turn the vision created by this Program into reality for existing residents and for future generations.
## IMPLEMENTATION ACTIONS

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### Transportation

1. Continue design development of the I-25 interchange for bikeways, sidewalks, landscaping, and special features or thematic elements. The design should consider the location of all these elements on the approaches and overpass and secure funding for construction and maintenance. The program should consider that this area is located outside of the City’s existing maintenance area and grading constraints may require special maintenance equipment.

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2. Request that the CDOT undertake preliminary engineering design for the I-25 interchange. Coordinate City plans with CDOT.

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3. Complete engineering designs for the intersection of Prospect Road and the Timberline Road extension. The designs should be completed prior to the installation of intersection plantings.

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### Planning

4. Complete a master plan for the Riverbend Ponds and Flatiron open space areas. The master plan should address both pedestrian and vehicular access and circulation (Timberline Road extension), recreation and interpretation, natural area enhancement, restoration, and wildlife mitigation measures within the open space areas. Public participation and involvement should be encouraged in the development of the master plan. Plantings within the setback zone of the Riverway District may occur prior to the completion of the master plan with City approval for locations.

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5. Continue cooperative planning program with CSU on the "Landscape Opportunities Study". This will give further direction to the opportunities within the Riverway District. CSU may be able to assist with any future design concepts for the Corridor.

6. Develop a plan for the design of landscape improvements along Boxelder Creek with the update of the Drainage Basin Plan. The City should encourage adjacent properties to integrate their landscape improvements with the Boxelder Creek planting plans as much as possible.

7. Future storm drainage improvements in the Poudre River Basin may require that a new bridge be constructed across the river. If one is required, the future bridge design should allow for views into the riverway for both pedestrians and motorists, provide for wildlife movement, and minimize the impact on adjacent natural areas.

8. Complete a study regarding the possibility of relocating or shifting the alignment of Prospect Road to the north, when the road is widened, east of I-25. This study should involve the area residents and should consider the impacts on the relocation or realignment of the Cache La Poudre Reservoir Inlet. This alignment would have the least impact on the existing residences on the south side of the road.

Regulation

9. Adopt the Prospect Road Streetscape Program standards and guidelines.

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<td><strong>10.</strong> Require all properties in the Prospect Corridor that annex into the City be zoned with a PUD condition or be annexed with a zone that requires site plan approval.</td>
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<td><strong>11.</strong> Amend the B-L (Limited Business), H-B (Highway Business), I-P (Industrial Park) and I-G (General Industrial) zoning districts to require new development located in the Prospect Corridor to comply with the design Standards and Guidelines.</td>
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<td><strong>12.</strong> Pursue adoption of the Prospect Road Streetscape Program as an amendment to Exhibit A of the Urban Growth Area Agreement. Supplemental Regulations pursue adoption of the standards and guidelines as an appendix.</td>
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<td><strong>13.</strong> Evaluate the Colorado Division of Land Reclamation requirements regarding gravel mining and consider additional City measures to ensure that buffering and screening of extraction operations be ensured prior to excavation.</td>
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**Maintenance**

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<td><strong>14.</strong> Develop a City-wide maintenance program for all arterial roadways which would identify funding and resources for median and right-of-way operations and maintenance. Currently there is no mechanism for funding additional operation and maintenance for median and right-of-way improvements within the City.</td>
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The agencies identified as leads may either oversee the implementation of an interdepartmental team to carry out the action or implement the action themselves. The coordinating agencies are those that may participate on the team or may be involved in the development and review of the proposed action. While not specifically identified in the charts, it is anticipated that various public boards and commissions will be involved as needed in the development and implementation of the proposed actions.

*Lead Implementing and Coordinating Agencies:

**City Agencies**

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<tr>
<th>Abbreviation</th>
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**Other Agencies**

- CSU - Colorado State University
- CDOT - Colorado Department of Transportation
- LC - Larimer County
FUNDING ACTIONS

The following options are intended to provide a basis or starting point for financing the implementation of the Program. The options are broken down by district with the preferred option highlighted. Presenting the options by district provides a logical strategy for financing the streetscape improvements within each district. Possible public and private funding sources for each of the districts are identified although there is no commitment of funding from these sources.

The following funding Options apply to the Urban Developed District.

**Option - 1 (Preferred)**
To the extent that improvements are necessary to offset the impacts (both specific and cumulative) of development, the developer would be required to pay for all such improvements and would be partially reimbursed from the City’s Street Oversizing Fund. The timing of the improvements would be market driven and would be implemented through the City’s development review process.

**Option - 2**
The City would implement street improvements through a "Choices 95" type of Capital Improvements Program to be funded through a new sales and use tax and/or property tax. This may require an election and a bond issue or a redistribution of existing capital improvement funds. The City’s Engineering Department typically administers the program.

**Option - 3**
Develop a new community-wide fund for maintenance of median and street landscaping based on special property assessments, sales tax or new development fee. This option is outlined in the Implementation Actions section and would require additional study. This option only applies to operation and maintenance functions. This option may require an election.

**Option - 4**
Property owner pays for all improvements through special assessment (Special Improvements District) or mill levy (General Improvement District) and is partially reimbursed from the City’s Street Oversizing Fund.

The following funding options apply to the Riverway District. The Riverway District bisects a regional open space and therefore any improvements should be considered as a community-wide benefit.

**Option - 1**
City or County implements street improvements through a "Choices 95" type of Capital Improvements Program through a new sales and use tax and/or property tax. This may require an election and a bond issue or a redistribution of existing Capital Improvement funds. The City’s Engineering Department typically administers the City’s program although lead agencies for implementation would be the Storm Water Utility, Natural Resources and Parks Planning. This option
would be implemented after the completion of the master plan for Riverbend Ponds and the Poudre River Master Drainageway Plan.

**Option - 2** Seek federal Intermodal Surface Transportation Efficiency Act (ISTEA) funds for capital improvements. The Riverway District streetscape improvements could qualify for enhancement funds and the City should consider possible funding at the end of the ISTEA Program (5 years), after the master plans for that area are completed. The City’s Transportation Department would administer the funds although the Storm Water Utility, Natural Resources and Parks Planning would most likely implement the improvements.

**Option - 3** To the extent that improvements are necessary to offset the impacts (both specific and cumulative) of the development, the developer would be required to pay for all such improvements and would be partially reimbursed from the City’s Street Oversizing Fund. The timing of the improvements would be market driven and would be implemented through the City’s development review process. This option would only apply to private properties in the district.

**Option - 4** Use volunteer or community service programs/funds for the implementation, operation and maintenance of landscape and interpretive programs. This strategy allows for immediate implementation of the streetscape and habitat improvements. This option could be initiated with any of the other funding options and could provide immediate interest and incentive for additional improvements in the Riverway District. Some streetscape improvements could be installed prior to the completion of the Riverbend Ponds Master Plan with strict supervision of all volunteer efforts; however, full installation should not be completed until the Master Plan is completed.

Volunteer Coordination is currently spread among several City departments with the greatest concentration of volunteer coordination occurring between Natural Resources and Forestry. Central coordination of an interdepartmental team would provide an effective system for implementation and the departments of Natural Resources or Forestry would be the logical lead agencies.

The following is a list of organizations and programs which could be utilized for this Option:

- Fort Collins Releaf - or other community service organizations i.e; Rotary, Kiwanis etc.
- CSU Environmental Learning Center - develop a cooperative program to participate in the development and installation of the landscape improvements.
Option - 6 Develop a new community-wide fund for maintenance of median and street landscaping based on special property assessment, sales tax or new development fee. This option is outlined in the Implementation Actions section and would require additional study. This option only applies to operation and maintenance functions. This option may require an election.

Option - 7 Seek State and Federal grants, loans and/or public and private foundation funding sources, such as the National Endowment of the Arts (NEA) programs, for planning, design and construction costs. Possible funding for landscape or interpretive improvements may be available through these sources. The Planning Department should research these funding options and determine if any are available.

Option - 8 Property owner pays for all improvements through special assessment (Special Improvements District) or mill levy (General Improvement District) and is partially reimbursed from the City’s Street Oversizing Fund.

The following funding options apply to the Highway Corridor and Rural Residential Districts, excluding the I-25 Interchange.

Option - 1 To the extent that improvements are necessary to offset the impacts (both specific and cumulative) of the development, the developer would be required to pay for all such improvements and would be partially reimbursed from the City’s Street Oversizing Fund. The timing of the improvements would be market driven and would be implemented through the City’s development review process.
Option - 2  City and/or County implements street improvements through a "Choices 95" type of Capital Improvements Program to be funded through a new sales and use tax and/or property tax. This may require an election and a bond issue or a redistribution of existing Capital Improvement funds. The City’s Engineering Department typically administers the City’s program although the lead agencies for implementing would be Planning, Forestry and Parks Maintenance.

Option - 3  (Preferred)  A combination of 1 and 2 is the best alternative for this area due to the large amount of land located outside of the City limits and the UGA.

Option - 4  Seek federal Intermodal Surface Transportation Efficiency Act (ISTEA) funds for capital improvements. The Highway Corridor streetscape improvements could qualify for enhancement funds and the City should consider possible funding at the end of the ISTEA Program (5 years). The City’s Transportation Department would administer the funds although the Storm Water Utility, Natural Resources and Parks Maintenance would most likely implement the improvements.

Option - 5  Develop a new community-wide fund for maintenance of median and street landscaping based on special property assessment, sales tax or new development fee. This option is outlined in the Implementation Actions section and would require additional study. This option only applies to operation and maintenance functions. This option may require an election.

Option - 6  Property owner pays for all improvements through special assessment (Special Improvements District) or mill levy (General Improvement District) and is partially reimbursed through the City’s Street Oversizing Fund.

The following funding options apply to the I-25 interchange and the frontage road system.

Option - 1  To the extent that improvements are necessary to offset the impacts (both specific and cumulative) of the development, the developer would be required to pay for all such improvements on Prospect Road and the frontage roads to upgrade to City standards including landscape improvements and would be partially reimbursed from the City’s Street Oversizing Fund. The timing of the improvements would be market driven and would be implemented through the City’s development review process.

Option - 2  City and/or County implements landscape improvements through a "Choices 95" type of Capital Improvements Program to be funded through a new sales and use tax and/or property tax. (The interchange and frontage road improvements would be funded through the State Department of Transportation (CDOT).) This may require an election and a bond issue or a redistribution of existing Capital Improvement funds. The City’s Engineering Department typically administers the City’s program although lead agencies for implementation would be Planning, Forestry and Parks Maintenance.
Option - 3 Seek federal Intermodal Surface Transportation Efficiency Act (ISTEA) funds for capital improvements. This would fund all streetscape improvements for the diamond interchange and frontage road improvements. The interchange improvements could qualify for enhancement funds and the City should consider possible funding at the end of the ISTEA Program (5 years). The City’s Transportation Department would administer the funds although Planning, Forestry and Parks Maintenance would most likely implement the improvements.

Option - 4 A combination of 1, 2 and 3 may be the best alternative for this area due to the community-wide benefit of improving the visual appearance of this interchange as a major entryway to the City.

Option - 5 Research possible funding from the City’s Lodging Tax for landscape and signage improvements for the interchange. This is an option which needs additional research but may be a good possibility if the State locates the new Visitors Center at the interchange.

Option - 6 Seek State and Federal grants, loans and/or public and private foundation funding sources, such as the National Endowment of the Arts (NEA) or State Tourism Board programs, for planning, design and construction costs. Possible funding for landscape and special features (signage or art) improvements may be available through these sources. The Planning department should research these funding options and determine if any are available.

Option - 7 Develop a new community-wide fund for maintenance of median and street landscaping based on special property assessments, sales tax or new development fee. This option is outlined in the Implementation Actions section and would require additional study. This option only applies to operation and maintenance functions. This option may require an election.

Option - 8 Property owner pays for all improvements (except State/Federal responsibilities) through special assessment (Special Improvements District) or mill levy (General Improvement District) and is partially reimbursed from the City’s Street Oversizing Fund.
Part Two

Standards and Guidelines:
Business Park Style
Natural Shrubscape Style
Prospect Gateway Style
Interchange Style
PROSPECT ROAD STREETSCAPE PROGRAM
Standards and Guidelines

PROCEDURE

The following standards and guidelines are intended to be used as a design aid by developers proposing projects in the Prospect Road Corridor; and as an evaluation tool by the City staff and the Planning and Zoning Board in their review processes. These standards and guidelines apply only to projects located in the Prospect Corridor as described in Part One, which are processed and approved according to Section 29-526 (d), Activity A, "All Development Criteria" of the LAND DEVELOPMENT GUIDANCE SYSTEM. "Standards" denoted by (+) are mandatory. "Design Guidelines" denoted by (o) are not mandatory, but are provided in order to guide planners, design consultants, developers and city staff about the Prospect Road design concept. The design guidelines describe a variety of ways that individual projects can contribute to the Prospect Road design concepts. In addition, the design guidelines will be used by City staff to guide the design of public sector projects in the Corridor.

The Planning and Zoning Board is empowered to grant variances to the mandatory (+) guidelines under the following circumstances:

1. The strict application of the guideline would result in peculiar and exceptional practical difficulties or exceptional and undue hardship upon the owner of affected property; and

2. The alternative site planning and landscape design approach meets the stated purpose of the Prospect Road design concepts; and

3. The variance may be granted without substantial detriment to the public good.

The Standards and Guidelines apply to the Setback Zone, as described, unless otherwise noted. A specific section of the Standards and Guidelines applies to each District as defined in the Analysis section.

The format for the Standards and Guidelines includes the following distinctions:

- *Italics* - provide a general description of section overview
- *Bold* - presents the standard or guideline
- Standard or other type - provide additional explanation of the Standards and Guidelines.
Business Park Style

The Business Park Style applies to all development improvements within the Developed Urban District, from Riverside Avenue to the Cache La Poudre River.
Existing Character
Business Park Style

The Business Park style is based on the existing landscape character established by the industrial and commercial development along Prospect Road in the Developed Urban District. The district has experienced a resurgence in growth in the last few years, and several quality business and industrial parks have set a high standard for landscape design. These developments have established a streetscape theme which incorporates a formal row of street trees planted in the parkway strip, with informal plantings for buffering and screening of parking and service areas behind the sidewalk. Several of the older areas within the district rated very low or negatively in the visual analysis section of the Program and the Business Park style establishes a landscape character that provides flexibility for these areas to improve their streetscape.

This style complements the existing character in this district by maintaining a thirty five (35)-foot setback, developing meandering or straight sidewalks and incorporating gently rolling berms behind the sidewalk. There are two major arterial intersections in the Urban Developed District which need substantial landscape improvements and should be developed in accordance with the Program.
Concept Plan
This plan illustrates the key elements of the streetscape program for this district with example arrangements of materials consistent with the standards and guidelines.
7' Detached Meandering Sidewalk

Rolling Berms Integral w/ Sidewalk Layout
This cross section shows the key elements of the program for this district, demonstrating the formal definition of the street edge, the scale of the space for the meandering or straight sidewalk, and the integration of buildings and parking with landforms and informal plantings.
Street Trees

Rolling Berms, Mixed Planting

Detached Sidewalk - Straight

R.O.W. Line

10' min., 7'

15'

50'

Setback Zone

Berms Against Buildings

11-7 Business Park Style
PROSPECT ROAD SETBACKS

The purpose of the Setback Zone along Prospect Road is to provide enough area between Prospect Road and the adjacent development to achieve the Business Park Style. The major elements in the Setback Zone are landscaping, berming and sidewalks. All three elements work together to create an attractive landscape that appears spacious and provides design continuity along the Prospect Corridor.

Developments located along the Prospect Road frontage, between Riverside Avenue and the Cache La Poudre River, shall provide a minimum thirty five (35)-foot setback from the future edge of the right-of-way, as determined by the City. (+)

This area shall be referred to as the “Setback Zone”. See page 12 for setback requirements on arterial and collector streets.

Providing positive drainage away from a building shall not be considered as the basis for a hardship in the Setback Zone. (+)

In situations where providing berms and a meandering sidewalk interferes with establishing positive drainage away from structures, drainage requirements must be met outside of the Setback Zone. Providing positive drainage away from the base of structures is not a valid reason for failing to create gently rolling berms, landscaping and a meandering sidewalk within the Setback Zone. If more than thirty five (35) feet is needed to create the desired landscape effect and also achieve positive drainage, the additional setback must be provided.
GRADING

Landscape grading on either side of Prospect Road is an important visual design element used throughout the Developed Urban District. The purpose of such grading is to create gently rolling berms in order to add interest to the landscape, complement the sidewalk, and soften the visual impact of development. In addition, berms may be used to screen parking areas or other undesirable views.

Gently Rolling Landscape Grading

Berms shall be used to create a gently rolling landscape in the Setback Zone between the sidewalk and development. (+)

No berming is allowed between the sidewalk and the curb where the sidewalk runs parallel to Prospect Road. (+)

Berms, swales and detention ponds within the Setback Zone and elsewhere on site shall be graded in such a way as to be integral parts of the landscape, with smooth transitions between changes in grade. (+)
Slopes shall be 4:1 or less within the public right-of-way, and 3:1 or less throughout the Setback Zone. (+)

Where the sidewalk meanders, the design of the grading and the alignment of the sidewalk should be integrated to create the impression that the landform is the reason the sidewalk meanders. (+)

Grading integrated with sidewalk alignment

Grading adjacent to sidewalks shall provide positive drainage away from the sidewalk for a minimum of one (1) foot on both sides of the walk.

Drainage away from both sides of sidewalks

The height of berms may vary from three (3) to eight (8) feet above existing grade. Berms intended to screen parking shall be at least four (4) feet high in order to effectively screen vehicle headlights. Berm heights must be approved by the City prior to any construction of such berms. (+)

Avoid cutting or filling within the drip line of existing trees that are to be saved. (+)

Using concrete to line conveyance channels is discouraged. (o)
ACCESS/CIRCULATION

The purpose of the following standards is to provide a means for pedestrians and bicyclists to travel parallel to Prospect Road and have access to developments along the road where appropriate. Since pollution levels are highest closer to the road, the sidewalk is separated from the edge of pavement to the extent practical. The sidewalk is intended to be aesthetically pleasing as well as functional. The sidewalk is seven (7) feet wide in order to accommodate both bicyclists and pedestrians, however, it is not intended to serve commuter bicycles. Six (6)-foot on-street bikelanes will be developed on both sides of Prospect Road when the road is widened to arterial standards to accommodate commuter bicyclists.

A detached seven (7)-foot wide concrete sidewalk is required along both sides of Prospect Road. The sidewalk shall either be straight and parallel the road a minimum of ten (10) feet from the edge of curb or meander with long, smooth, sweeping curves with not less than sixty (60) foot radii. (+)

Sidewalks shall be integrated with existing landscapes. Applicants are required to show how their sidewalk layout harmonizes and merges with the existing or proposed sidewalks on adjacent properties. (+)

At intersections, the seven (7)-foot wide sidewalk shall be parallel with Prospect Road for a minimum distance of sixty (60) feet and shall connect to pedestrian crosswalks at the corner. (+)

![Diagram of Sidewalk at Intersections]

60 Ft. Minimum Straight and Parallel to Prospect

Sidewalk at Intersections
FENCING AND SCREENING

The purpose of the following standards and guidelines is to create a unified theme for fencing in the landscape. The consistent use of dark colored picket fencing as security fencing and/or decoration, can unify the landscape character in the Developed Urban District. Fencing is to be used primarily outside of the Setback Zone. The following standards and guidelines clarify the desired type of fencing.

Fencing is not allowed within the Setback Zone, except as part of an entryway feature. Only that part of the fence that is incorporated into the entryway feature is allowed to encroach into the Setback Zone. (+)

Outside of the Setback Zone, ornamental aluminum fence with dark colored enamel finish and pickets spaced four inches apart is the preferred material and style for fencing that is visible along Prospect Road. Repetition of this distinctive style of fence is another design element that can help unify the District character. Applicants are encouraged to use this type of fencing for their security fencing needs. (o)

Outside of the Setback Zone, unclad chain link or wood fences visible from Prospect Road are discouraged. (o)

The appearance of chain link fencing can be greatly improved by using dark colored vinyl clad chain link and screening it with berming and plant material. (o)

Screen walls and/or other architectural fences may encroach into the Setback Zone if the Planning and Zoning Board determines that the design of the fence complements the architectural character of the building and does not detract from the Business Park Style. Such a fence shall be eight (8) feet or less in height and constructed using building materials and design details that match or harmonize with the architectural character and identity of the development. (+)
LIGHTING

The purpose of the following standards and guidelines is to encourage consistent light quality in the Corridor and to reduce conflicts between public street lighting, private lighting and tree placement.

When development occurs, public street lighting along the Corridor will be standard City fixtures on 30 foot high, bronze tone light poles. Unless precluded by physical restrictions, light standards will be alternatingly placed on both sides of the road. The lighting level will be in accordance with City engineering design standards. These design standards would result in lighting levels no greater than 1.0 Footcandle for the Developed Urban District along Prospect Road. The light source shall be consistent with the City electric utility standards then in effect. (+)

Trees with maximum heights above thirty (30) feet shall be spaced at least forty (40) feet from a streetlight. (+) (See City Planting Standard for additional detail.)

Trees with a maximum height of less than thirty (30) feet may be planted as close as fifteen (15) feet from a streetlight. (+) (See City Planting Standard for additional detail.)
ARCHITECTURAL DESIGN

The purpose of the following standards and guidelines is to promote high quality architectural design within the Urban Developed District, so that the architecture of the buildings adds to the visual interest of the Corridor.

Buildings shall be designed to ensure that all elevations include architectural detail and enhancement, rather than placing heavy emphasis solely on the front elevation and ignoring the need to apply aesthetic enhancements to the other elevations. Any accessory building or enclosure shall be similar to the principal building in design and materials. (+)

Architectural detail and interest on all elevations

The predominant architectural building finish should be of brick, tile, other masonry or concrete. The building should be integrated with landscape grading by berming against the building face adjacent to the Setback Zone. (o)

Rooftop mechanical equipment shall be screened so as to not be visible from public streets. (+)

Mechanical equipment screening and incorporation into architecture
Awning signs shall not be permitted to be back-lit except for individual letters and business logo. The extent of signage on an awning shall be limited to the lesser of thirty-five (35) square feet per individual tenant space or twenty-five (25) percent of the total area of the awning, and shall be applied to the most vertical portion of the awning. Awning signs shall not be allowed above the first story of a building. (+)

PARKING AND SERVICE AREAS

The following standards and guidelines are intended to enhance the design of parking and service areas in developments located adjacent to Prospect Road, outside the Setback Zone. The goal is to have these areas as visually unobtrusive as possible.

Parking areas shall be screened from public streets by plant material, fencing and/or berming. (+)

*Berms and planting to screen parking*

Parking is prohibited within the Setback Zone. (+)

Parking areas shall not extend for more than three-hundred (300) feet along the Developed Urban District (adjacent to the Setback Zone) without a significant visual break provided by buildings and/or landscaped open space. (+)

Large parking lots should be broken into sections not to exceed two hundred (200) cars each, separated by a twenty (20)-foot landscape buffer to provide the appearance of separation. (o)
Loading and service areas should be designed as an integral part of the building architecture to the extent practical. (o)

Utility equipment, storage areas, service areas, loading docks and trash collection areas shall be screened with berming, plant material and/or fencing and shall be located so that they are not visible from public streets. (+)

Service and utility screening integral with architecture

Loading and service areas should be designed as an integral part of the building architecture to the extent practical. (o)

LANDSCAPING

The predominant plant material shall be urban and ornamental in character. A formal row of street trees shall be planted between the curb and sidewalk. All planting behind the sidewalk shall be spaced and grouped informally along the bermed areas. Bluegrass lawn areas should be used in small accent plantings and in the parkway strip (between the sidewalk and curb) only. Drought tolerant grass mixes and/or ground covers should be the dominant plant material in all other planting areas.
Plant Palette:
The purpose of the plant palette is to promote design integrity in the Developed Urban District through repetition of plant materials. Secondly, the palette emphasizes low to moderate water demand plant material in order to conserve water. It offers an adequate range of plant material species to provide spatial definition; soften, buffer or screen development; and provide seasonal interest.

Areas of the Corridor outside of the Setback Zone are not limited to specific plant palettes, however, it is recommended that landscape plans throughout the Corridor utilize plant material from the palette in order to complement the Setback Zone landscape and conserve water wherever possible. (o)

Other Materials and Techniques:
Applicants are encouraged to use xeriscape techniques that include appropriate plant material selection, soil modification, mulches, appropriate irrigation and other techniques designed to conserve water without sacrificing variety and visual quality. (o)

Tree and Shrub Planting:
While the plant palettes define what species are to be used in the Setback Zone, the following standards and guidelines describe how the plant materials are to be arranged. The purpose is to produce a cohesive landscape as opposed to a series of individual project landscapes placed side by side.

Each individual site shall be designed within the context of the Business Park Style, with particular attention given to adjacent properties. Applicants are required to show how their landscape plan harmonizes and merges in line and grade with existing or proposed landscapes on adjacent properties in terms of grading, sidewalk layout, plant material selection, plant material quantities, planting design, and seasonal change. (+)

Street trees shall be planted in formal rows, in single-species groupings of at least 3 trees per species. Street trees shall be spaced thirty (30) feet to forty (40) feet on center and planted in the parkway strip. (+)

Trees with maximum heights above thirty (30) feet shall be spaced at least forty (40) feet from a streetlight. (+) (See City Planting Standard for additional detail).

Trees with a maximum height of less than thirty (30) feet may be planted as close as fifteen (15) feet from a streetlight. (+) (See City Planting Standard for additional detail).
Seasonal change is important to the aesthetic appeal of the streetscape. Accordingly, each project should contribute to an effective seasonal plant material display in the Corridor; however, individual sites are not expected to have continuous year round seasonal displays on their frontage. (o)

Informal plantings of deciduous trees should be periodically interrupted with groupings of evergreen trees used to provide winter texture and color and to screen objectionable views. Consider the landscape plans for adjacent properties when deciding the placement of evergreen trees. (o)

Informal plantings of evergreen trees, when used, shall be massed in groupings of three to twelve (3-12). (+)

Ornamental trees, when used, shall be planted in single species groupings of at least three (3) trees per group. (+)

Informal plantings of single species groupings of shrubs shall be massed with five to twenty-five (5-25) shrubs per group. (+)

In general, shrub masses are most effective when planted in bermed areas against buildings or when used for screening or at entry areas. (o)

See Concept Plan on page II-4-5 for suggested plant material arrangements.

Ground Cover and Turf Planting:
The purpose of the following standards and guidelines is to provide a uniform and consistent landscape treatment of the ground plane within each district and to encourage the use of innovative turf mixes that consume less water than traditional bluegrass lawn.

The predominant ground cover in the Setback Zone shall be a drought tolerant turf blend. (See Appendix D for recommended turf mix.) (+)

Bluegrass turf areas shall be limited to accent areas, entryways, and the Parkway Strip between the edge of curb and sidewalk only. (+)

Although this district is dominated by existing bluegrass turf in the Setback Zone, the Business Park Style strives to reduce water consumption for new turf areas in the Prospect Corridor. By limiting bluegrass turf to the parkway strip and for accent areas only, this concept will maintain the existing character and unify the streetscape while providing for less water consumption overall.

Incorporating flower beds and bulb plantings into shrub beds or accent areas is encouraged. (o)
Masses of bulbs, when used, should include one hundred (100) or more bulbs per grouping. (o)

Transitions between flower beds and turf areas shall be made with free flowing curvilinear lines. (+)

COLLECTOR AND ARTERIAL STREET INTERSECTIONS

The purpose of the following standards and guidelines is to establish a consistent appearance of major street intersections within the Developed Urban District. Arterial and collector streetscapes can extend and unify the Business Park design concept.

Intersection plantings and/or project identity features located on different corners of the same intersection shall harmonize and blend with each other through the repetition of form, color, and/or materials. (+)

For example, if all four corners are undeveloped when a plan is reviewed, then the first development would establish the theme of the remaining corners. The remaining corners at the intersection shall use similar building materials, colors, textures and plant materials to unify the intersection design.

Applicants are required to show that their landscape plan harmonizes and blends symmetrically with the existing or proposed landscapes for the other corners of the intersection in terms of grading, plant material selection, plant material quantities, planting design and hardscape materials. (Landscape plans for existing PUD projects are available in the Planning Department.) (+)

Ornamental plantings at intersections are encouraged. The incorporation of signage and/or project identity features into the intersection plantings is also encouraged. (o)

Intersection plantings, when used, shall meet all setback requirements for sight distances from the curb line. (+)

The grade behind the sidewalk should be gently sloped up to the intersection planting or merged into a bermed landscape. A minimum 5% grade is recommended. (o)

Intersection plantings should be characterized by low and medium height junipers, flowering accent plants, deciduous shrub masses and informally grouped deciduous and/or evergreen trees. Small deciduous shrubs as well as annual and perennial flowers not found on the plant palettes may also be incorporated into special feature landscapes at intersections. (o)
The incorporation of a low retaining wall into intersection planting areas and/or project identity signage, using materials that match the architectural finish of the building, is encouraged. (o)

Intersection plantings, identity signage

Turf shall be the ground cover in the parkway strip between the sidewalk and curb at intersections. (See Appendix D for recommended turf mix.) (+)

All streetscape improvements within five hundred (500) feet of an intersection, along an intersecting arterial or collector street, shall use similar building materials, design standards and spacing requirements as described in the Business Park design concept. (+)

Setbacks at intersections for buildings and parking lots from future edge of Right-of-Way shall be:

<table>
<thead>
<tr>
<th></th>
<th>Building Setback</th>
<th>Parking Setback</th>
<th>Fencing Setback</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arterial Streets</td>
<td>50 feet</td>
<td>50 feet</td>
<td>50 feet (+)</td>
</tr>
<tr>
<td>Collector Streets</td>
<td>30 feet</td>
<td>30 feet</td>
<td>30 feet (+)</td>
</tr>
</tbody>
</table>

Business Park Style  II-20
At least fifty (50) percent of the plant material used in the Setback Zone along arterial and collector streets shall be selected from the Business Park plant palette. (+)

PLANTING SPECIFICATIONS

The purpose of the planting specifications standards and guidelines is to promote high quality landscape construction that requires less maintenance and conserves water.

Soil preparation shall include the addition of organic matter and/or other substances to improve the condition of the soil and to conserve water. (+)

All shrubs and or accent plants shall be within defined shrub beds. (+)

Edging shall be four (4) inch steel strap set one inch above sod grade or an approved equivalent. (+)

The soil surface in shrub beds shall be mulched with three to four (3 to 4) inches of pole peelings, organic mulch or gravel to reduce moisture evaporation, improve water penetration, control weeds and help moderate environmental extremes. Mulch shall be applied over a weed barrier to all trees and shrubs and maintained on a regular basis. (+)

Plant material shall be spaced in a shrub bed to achieve coverage within three years. (+)

The spacing of plant material in shrub beds is critical to achieving a low maintenance landscape. Materials planted too far apart may allow for excessive weed growth between plantings and increase maintenance costs significantly. Plant spacing should allow for adequate root growth while providing for a low maintenance landscape.

Plant material with similar water requirements should be grouped together and irrigation systems should be designed to respond to the water needs of these groupings. Plants with different water requirements should be separate and the appropriate irrigation methods (drip emitters, mini-sprays, standard sprays or bubblers) should match the plants water requirements. (o)
MAINTENANCE

The purpose of the following maintenance standards and guidelines is to establish maintenance responsibility and to promote a consistent quality of landscape maintenance along the Prospect Road streetscape.

Property owners are required to maintain the landscape and remove litter up to the edge of curb or pavement along Prospect Road and other public streets. (+)

Turf areas and shrub beds shall be irrigated with an automatic irrigation system. (+)

Shrub beds and turf areas shall be kept in a reasonably weed free condition. (+)

The pruning of trees and shrubs shall be performed in such a manner as to enhance their natural character. See Landscape Standards for Streetscapes and Medians and the Tree Ordinance, City of Fort Collins Parks and Recreation Department, Forestry Division for further information regarding maintenance standards. (+)

Mowing shall occur at intervals based on the type of turf mix selected and the amount of water used. All turf shall be mowed a minimum of three (3) times per year, and, additionally on an "as needed" basis to ensure compliance with the requirements of the City Code. (+)

MEDIAN PLANTING

The development of a median in the Business Park area would unify the design theme for the area and should be installed as traffic and safety issues merit. Maintenance and cost issues should not be the sole determining factor regarding the design or location of any median within the Prospect Corridor. The following standards and guidelines are intended to promote a safe and consistent median design theme for the Business Park concept.

Median improvements should be consistent with city standards including curb, gutter and a splash block for the Business Park District. (o)

The landscape theme in any median shall be consistent with the Business Park landscape palette and planting standards. (+)
Natural Shrubscape Style

The Natural Shrubscape Style is applicable to all properties with frontage on Prospect Road between the Poudre River bridge and Summitview Drive.
Natural Shrubscape Style - Gravel Rec Trail Looking West
Natural Shrubscape Style

The Natural Shrubscape style emphasizes the riparian ecosystem and short grass prairie which were native to this area prior to the disturbances by the early settlers and gravel mining operations of the 1900's. This concept utilizes thickets of native shrubs massed in broad, blended drifts and clumps. The massing reflects the character of drainages and river valleys of the western foothills and plains. The planting concept encourages a natural riparian shrub habitat that parallels the river and unifies the landscape not only in the setback zone, but in the adjacent property too. The plantings should be designed to appear as a natural landscape that the road has been cut through, rather than designed to "line the road" with plantings, which is typical of development. This can be accomplished by continuing the plantings across the trails, sidewalks and roadway.

Adjacent landowners are encouraged to integrate future landscape and pedestrian improvements on their properties with the streetscape theme. This will help to create a cohesive landscape for all the Riverway District. The concept also recommends additional riparian trees to be established adjacent to the river. The riparian forest should taper down to a shrub habitat away from the river. In addition, groves and belts of riparian trees may be used to highlight entryways or as accents in the streetscape.

In addition to an eight (8)-foot wide sidewalk (five feet is standard on arterial streets), a secondary ten (10)-foot wide, unpaved recreation trail system is recommended in the Riverway District. This trail will provide additional linkages to the adjacent open space and natural areas in the Corridor. Another element recommended for the Riverway District is a system of environmental or historical interpretation areas with informational signage focusing on the importance of the Poudre River in the development of the region. These interpretation areas should consist of pull-offs integrated with the sidewalk and recreation trail system, and may include benches, bike racks, and trash receptacles.

The maintenance and management of the Riverway District is important in terms of its ability to promote biological diversity and retain the natural character of the area. The recommended maintenance techniques in the standards and guidelines reflect these ideas and provide for an innovative and progressive management program. Wildlife habitats, movement and management techniques are also important within the Riverway District and the Natural Shrubscape style recommends that additional underpasses be developed for wildlife crossings as the Prospect Road is widened. See the Implementation section on page 35 for additional recommendations.
Concept Plan
This plan illustrates the intended character of the streetscape for the Riverway District. Broad forms created by thickets of native shrubs in an open landscape of native grasses establish the basic order of the landscape. The scale of the plantings is the key to their effectiveness in overcoming the linear geometry of the roadway. Within this framework, accent shrubs and trees add interest and definition.
Interpretive & Rest Areas
- Seating
- Signage
- Bike Racks

Native Grasses

Rec Trail May Relate Primarily to Setback Zone

Setback Zone

R.O.W.

50'

Surface Water or Wetlands
- Maintain/Improve Existing Conditions
- Create/Incorporate into Grading Design
- Preserve View Opportunities

No Rec Trail in Narrow Areas
(Sidewalk Serves Users)
Cross Section
1"=20'

This cross section conveys the relatively open feeling of the shrub-dominated landscape (with a backdrop of trees along the river) and the terraced Setback Zone as it slopes down from the roadway. Note that later in this section, alternative cross sections for the roadway itself, including the median, are discussed.
6' Bike Lane

Varies 10' Minimum Sidewalk Detached

8' Crushed Stone Trail

50' Setback Zone

Edge of Asphalt (no curb)

Natural Shrubscape Style
PROSPECT ROAD SETBACKS

The purpose of the Setback Zone along Prospect Road is to provide enough area between Prospect Road and the adjacent development to achieve the Natural Shrubscape Style. The major elements are landscaping, grading, and sidewalks. All the elements work together to create an attractive landscape that appears spacious and provides design continuity along the Prospect Corridor.

Developments located along the Prospect Road frontage, between the Cache La Poudre River and Summit View Drive, shall provide a minimum 50 foot setback from the future edge of the right-of-way, as determined by the City. (+)

This area shall be referred to as the “Setback Zone”. See page III-19 for setback requirements on intersecting arterial and collector streets.

Required Setback Zone

Greater setbacks are encouraged adjacent to ponds, wetlands or the river to preserve view Corridors to the riparian areas from Prospect Road. (o)

Providing positive drainage away from a building shall not be considered as the basis for a hardship in the Setback Zone. (+)

In situations where providing berms and a meandering sidewalk interferes with establishing positive drainage away from structures, drainage requirements must be met outside of the Setback Zone. Providing positive drainage away from the base of structures is not a valid reason for failing to create naturalistic grading, landscaping and a meandering sidewalk within the Setback Zone. If more than 50 feet is needed to create the desired landscape effect and also achieve positive drainage, then additional setback must be provided.
GRADING

Landscape grading on both sides of Prospect Road is an important design element used throughout the Riverway District. The purpose of such grading is to create naturalistic contours and swales in order to emphasize the landscape and soften the visual impact of development. It is anticipated that Prospect Road will be elevated three to five (3-5) feet in the Riverway District due to the Cache La Poudre river floodway. With the roadway elevated, the landscape grading would achieve a flowing, terraced landscape within the Setback Zone, accommodating sidewalk and trail users in grade separated areas. Berms may be used to screen parking areas or other undesirable views behind the sidewalk.

No berming is allowed between the sidewalk and the edge of the curb. (+)

Barrow ditches or swales to retain or channel drainage water may be developed between the curb or edge of pavement, and sidewalk. (o)

Contour grading shall be used to create a gently rolling landscape in the Setback Zone between the sidewalk and development. (+)

The design of the landform and the alignment of the sidewalk and trails should be carefully integrated to take advantage of the grade separation in the terraced Setback Zone. (o)
The height of berms may vary from three (3) to six (6) feet above surrounding grade. Berms intended to screen parking areas shall be at least four (4) feet high in order to effectively screen vehicle headlights. Berm heights must be approved by the City prior to any construction of such berming. (+)

Berms, swales and detention ponds within the Setback Zone and elsewhere on the site shall be graded in such a way as to be integral parts of the landscape, designed with smooth transitions between changes in slope and shall not exceed a 3:1 slope. (+)

Avoid cutting or filling within the drip line of existing trees that are to be saved. (+)

Using concrete to line conveyance channels is discouraged. (o)

ACCESS/CIRCULATION

The purpose of the following standards and guidelines is to provide a means for pedestrians and bicyclists to travel parallel to Prospect Road and have access to open space and developments along the road where appropriate. Since pollution levels are highest closer to the road, the sidewalk is separated from the edge of pavement to the extent practical. The sidewalk is intended to be aesthetically pleasing as well as functional. The sidewalk is eight (8) feet wide in order to accommodate recreational bicyclists and pedestrians, however, this sidewalk is not intended to serve commuter bicycles. A six (6) foot on-street bikelane will be developed on both sides of Prospect Road when the road is widened to arterial standards to accommodate commuter bicyclists. In addition a ten (10) foot unpaved, low maintenance recreation trail should be developed within the Setback Zone or adjacent properties where appropriate. This trail will serve the adjacent open space areas and the CSU Environmental Learning Center and may meander outside of the Setback Zone and connect to other loop trails in the adjacent open space areas. Interpretation areas should be integrated with the sidewalk and/or trail system in this area of the Prospect Corridor.

A detached eight (8) foot wide concrete sidewalk is required along both sides on Prospect Road. The sidewalk shall be detached a minimum of ten (10) feet from the edge of curb and be characterized by long, smooth, sweeping curves with not less than sixty (60) foot radii. (+)

Sidewalks shall be integrated with existing landscapes, with particular attention given to adjacent properties. Applicants are required to show how their sidewalk layout harmonizes and merges in line and grade with the existing or proposed sidewalks on adjacent properties. (+)
At intersections, the eight (8) foot wide sidewalk shall parallel Prospect Road for a minimum distance of sixty (60) feet and shall connect to pedestrian crosswalks at the corner.

Grading adjacent to sidewalks shall allow for positive drainage away from the sidewalk for a minimum of one (1) foot on both sides of the walk. (+)

Example Intersection Connections

Drainage away from both sides of walk
A ten (10)-foot wide meandering recreation trail, meeting the minimum requirements of the Americans with Disabilities Act, should be provided along the bottom of the terraced slope. (o)

The recreation trail is intended to be utilized as a pathway for the City's adjacent Open Space Trail System and the CSU Environmental Learning Center. Connections to adjacent loop trails are encouraged. (o)

The recreation trail should merge with the eight (8) foot wide sidewalk prior to vehicular crossings (driveway or street crossings) whenever possible in order to promote safety. (o)

Interpretation areas should be integrated with the sidewalks and/or recreation trail on both sides of Prospect Road. These interpretation areas should include important environmental or historical information panels or signage. In addition, rest area features including permanently anchored benches, trash receptacles and bike racks should be provided at the interpretation areas. (o)

The design and maintenance of these facilities should be coordinated with an overall master plan for the Riverway District. The City or CSU should coordinate this master plan. Local environmental or historical community service groups are encouraged to participate and develop the interpretation program.

Plan detail of circulation and access in the Riverway District
FENCING AND SCREENING

The purpose of the following standards and guidelines is to create a consistent, appropriate theme for fencing in the Riverway District. Fencing is allowed primarily outside of the Setback Zone. The following standards and guidelines clarify the desired type of fencing for the Natural ShrubScaping Style.

Fencing is not allowed within the Setback Zone, except as part of an entryway feature. Only that part of the fence that is incorporated into the entryway feature is allowed to encroach into the Setback Zone. (+)

Outside of the Setback Zone, rural two (2) rail corral fencing and/or three strand smooth wire fencing, not exceeding five (5) feet in height, is recommended for this area. Repetition of this distinctive style of fence is another design element that can help unify the Riverway District. Applicants are encouraged to use this type of fencing for their security fencing needs. (o)

Outside the Setback Zone, other open and penetrable view fencing is allowed. Solid wood fencing, for distances of twenty (20) feet or less is permissible for screening and buffering. (+)

Screen walls and other architectural fences may encroach into the Setback Zone if the Planning and Zoning Board determines that the design of the fence complements the architectural character of the building and does not detract from the "theme" of the Natural ShrubScaping Style. Such a fence shall be six (6) feet or less in height and constructed using building materials and design details that match or harmonize with the architectural character and identity of the development. (+)

Unclad chain link fences that are visible from Prospect Road are discouraged. (o)

The appearance of chain link fencing can be greatly improved by using dark colored, vinyl clad chain link and partially screening it with berming and plant material. (o)

The appearance of all fencing should be enhanced with plant material. (o)
LIGHTING

The purpose of the following standards and guidelines is to encourage consistent light quality in the Corridor and to reduce conflicts between public street lighting, private lighting and tree placement.

When development occurs, public street lighting along the Corridor will be standard City fixtures on thirty (30) foot high, bronze tone light poles. Unless precluded by physical restrictions, light standards shall be alternatingly placed on both sides of the road. The lighting level shall be in accordance with City engineering design standards. These design standards shall result in lighting levels no greater than .6 Footcandle for the Riverway District along Prospect Road. The light source shall be consistent with the City electric utility standards then in effect. (+)

In the event that more intense development is allowed in the Riverway District than the intensity of development upon which this standard has been based, the City reserves the right to increase the Footcandle level to the City engineering design standard appropriate to the higher level of development to address public safety concerns.

Trees with maximum heights above thirty (30) feet shall be spaced at least forty (40) feet from a streetlight. (+)

Trees with a maximum height of less than thirty (30) feet may be planted as close as fifteen (15) feet from a streetlight. (+)

ARCHITECTURAL DESIGN

The purpose of the following standards and guidelines is to promote high quality architectural design within the Riverway District, so that the architecture of the buildings adds to the visual interest of the Corridor. The architectural character of this area should reflect the influence of the river and the natural character of the valley. This area has been impacted by many different influences, from flooding and agriculture to gravel mining operations. Building materials for this area should promote the unique elements of the area and include washed cobble, large river washed boulders and the historic grout or stucco materials used by the early settlers of the river valley.

The predominant building material finish should be of stucco, masonry material or concrete. Washed river rock and large cobbles may be used in walls, foundations, signage or retaining walls. (o)
The location of all buildings in this area should be sensitive to the views from Prospect Road and the river, with articulated walls fronting on Prospect Road or the river. (o)

Buildings shall be designed to ensure that all elevations include architectural detail and enhancement, rather than placing heavy emphasis solely on the front elevation and ignoring the need to apply aesthetic enhancements to the other elevations. Any accessory building or enclosure shall be similar to the principal building in design and materials. (+)

The maximum building height shall be twenty-five (25) feet. (+)

Rooftop mechanical equipment shall be screened so as to not be visible from all public rights-of-way. (+)

Awning signs shall not be permitted to be back-lit except for individual letters and business logo only. The extent of signage on an awning shall be limited to the lesser of thirty-five (35) square feet per individual tenant space or twenty-five (25) percent of the total area of the awning, and shall be applied to the most vertical portion of the awning. Awning signs shall not be allowed above the first story of the building. (+)

PARKING AND SERVICE AREAS

The following standards and guidelines are intended to enhance the design of parking and service areas in developments located in the Riverway District, outside the Setback Zone. The goal is for these areas to be as visually unobtrusive as possible.

Parking areas shall be screened from public streets by plant material, fencing and/or berming. (+)

Parking is prohibited within the Setback Zone. (+)

Parking areas shall not extend for more than three-hundred (300) feet along the Prospect Road frontage (adjacent to the Setback Zone) without a significant visual break provided by landscaped open space. (+)

Utility equipment, storage areas, service areas, loading docks and trash collection areas shall be screened with berming, plant material and/or fencing and shall be located so that they are not visible from public streets. (+)

Loading and service areas should be designed as an integral part of the building architecture to the extent practical. (o)
LANDSCAPING

The predominant plant material shall be native riparian and drought tolerant shrubs. Specific plant material and placement shall depend on location within the floodway. Drought tolerant and native grasses shall be used throughout this area. Riparian vegetation is encouraged in wetlands, meadows and other appropriate areas. Median plantings shall continue the same landscape theme across the road as the adjacent parkway strips. All planting shall be spaced informally and planted in masses or groups to create broad thickets across the right-of-way and Setback Zone.

Plant Palette:
A particularly specialized palette of plant materials is fundamental to establishing the character of the landscape in this district. Within the terraced Setback Zone, different microclimates created by the grading will suggest certain associations of plants. Also, the north-facing and south-facing slopes on either side of Prospect Road represent somewhat different microclimates. The palette (See Appendix E) indicates the suitability of the plant species to the different microclimates. The materials are expected to require little or no irrigation water once established. They represent an adequate range of species to provide spatial definition; soften, buffer or screen development; and provide seasonal interest.
All landscape plantings within the Poudre River floodway shall be placed so as not to interfere with conveyance of the design storm flow. Planting plans shall be reviewed by the Parks and Recreation, Forestry, Natural Resources, and Storm Water Utility departments of the City. (+)

Areas of the Corridor outside of the Setback Zone are not limited to specific plant palettes, however, it is recommended that landscape plans throughout the Corridor use plant material from the palettes in order to complement the Setback Zone landscape and conserve water wherever possible. (o)

Tree and Shrub Planting:
While the plant palette defines what plant material species are to be used in the Setback Zone, the following standards and guidelines describe how the plant materials are to be arranged. The purpose is to produce a cohesive landscape in the Riverway District as opposed to a series of individual project landscapes placed side by side.

Each individual site shall be designed within the context of the Corridor landscape, with particular attention given to adjacent properties. Applicants are required to show how their landscape plan harmonizes and merges with the existing or proposed landscape on adjacent properties in terms of grading, sidewalk layout, plant material selection, and continuation of planting patterns. (+)

Native shrubs, which are the primary plant material, shall be arranged informally and grouped by single species masses throughout the Riverway District. (+)

Single species groupings of shrubs shall be massed with fifteen (15) or more shrubs per group. (+)

Single species groupings may blend into adjacent groupings or be planted as specimen or accent plantings. (o)

Groves of deciduous trees shall be grouped in masses along the river and used for accent plantings at intersections and entrances to buildings. The adjacent landscape and views shall be considered when locating the trees. (+)

Trees on the edges of groves should be a smaller caliper size to create a more naturalistic appearance. (o)

Views to the Front Range and the Poudre River should be maintained along the Corridor. These views should be carefully planned so that they are not obscured by buildings and/or plant material. (o)
Ornamental trees from the Natural Shrubscape Style plant palette, when used, shall be planted in single species groupings of five (5) or more trees per group. (+)

See the Concept Plan on pages III-4-5 for example plant material arrangements.

Ground Cover and Turf Planting:
The purpose of the following standards and guidelines is to provide and consistent, appropriate landscape treatment of the ground plane within each district and to encourage the use of turf that consumes less water than traditional bluegrass. The Riverway District landscape should strive to recreate a short grass prairie and/or riparian meadows depending on their proximity to water areas.

The predominant ground cover in the Setback Zone shall be drought tolerant grass mixes consisting of native grasses where feasible. (See Appendix B for recommended seed mixes). (+)

The above described mixes should be considered a minimum standard. Applicants are encouraged to use turf mixes that are tolerant of the conditions where they are being used.

Other Materials and Techniques:
Applicants are encouraged to use xeriscape techniques including appropriate plant material selection, soil modification, mulches, appropriate irrigation and other techniques to conserve water without sacrificing variety and visual quality. (o)

COLLECTOR AND ARTERIAL STREET INTERSECTIONS

The purpose of the following standards and guidelines is to establish a consistent appearance of major street intersections within the Riverway District so that they contribute to the Natural Shrubscape Design Style.

Intersection plantings and/or project identity features located on different corners of the same intersection shall harmonize with each other through the repetition of form, color, and/or texture of materials. (+)

For example, if all four corners are undeveloped when a plan is reviewed, then the first development would establish the theme of the remaining corners. The remaining corners at the intersection shall use similar building materials, colors, textures and plant materials to unify the intersection design.
Applicants are required to show that their landscape plan harmonizes and blends with the existing or proposed landscapes for the other corners of the intersection in terms of grading, plant material selection, plant material quantities, planting design and hardscape materials. (Landscape plans for existing PUD projects are available in the City Planning Department.) (+)

Example intersection planting shown on the Concept Plan on pages III-4-5 is intended to convey a landscape character consistent with the Natural Shrubscape design concept.

Turf shall be the ground cover in the parkway strip between the sidewalk and the curb at intersections. (See Appendix B for recommended turf mix.) (+)

Intersection plantings shall use materials from the recommended plant palette and shall follow the same planting design concepts as described in the trees and shrubs section of the Natural Shrubscape Style. (+)

Signage and/or project identity features should be incorporated into intersection landscaping. (o)

Intersection plantings, when used, shall meet all setback requirements for sight distances from the curb. (+)

Rounded washed boulders may be used as accents in the landscape and washed river rock may be used as ground cover material at intersections or around any building. (o)

The grade behind the sidewalk should blend smoothly into the surrounding landscape. (o)

All streetscape improvements within five hundred (500) feet of an intersection along a collector street shall be developed in a manner which is compatible and harmonizes with the Natural Shrubscape Style design concept. (+)

Setbacks at intersections for buildings and parking lots from future edge of Right-of-Way shall be:

<table>
<thead>
<tr>
<th>Collector Streets</th>
<th>Building Setback</th>
<th>Parking Setback</th>
<th>Fencing Setback</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>30 feet</td>
<td>30 feet</td>
<td>30 feet (+)</td>
</tr>
</tbody>
</table>
At least 50 percent of the plant material along a Collector Street within five hundred (500) feet of the intersection shall be selected from the Natural Shrubscape Style plant palette. (+)

PLANTING SPECIFICATIONS

The purpose of the planting specification standards and guidelines is to promote high quality landscape construction that requires less maintenance and conserves water.

Soil preparation shall include the addition of organic matter and/or other substances to improve the condition of the soil and to conserve water. (+)

The soil surface in shrub beds or around individual plantings shall be mulched with three to four (3-4) inches of pole peelings or organic mulch to reduce moisture evaporation, improve water penetration, control weeds and help moderate environmental extremes. (+)

A temporary irrigation system shall be installed at time of development and utilized until all plant material can survive without artificial methods (approximately 2-3 years.) (+)

Plant material with similar water requirements should be grouped together and irrigation systems should be designed to respond to the water needs of these groupings. Plants with different water requirements should be separated and the appropriate irrigation method; drip emitters, mini-sprays, standard sprays or bubblers should match the plants water requirements. (o)

MAINTENANCE

The purpose of the following maintenance standards and guidelines is to establish maintenance responsibilities and management techniques which promote biological diversity while maintaining a consistent landscape character along the riverway streetscape.

Property owners are required to maintain the landscape and provide litter removal up to the edge of curb or pavement along Prospect Road and other public streets. (+)

Turf areas and shrub beds shall be irrigated with an automatic irrigation system until all material is established. (+)
Shrub beds and turf areas shall be kept reasonably free of noxious weeds utilizing integrated pest management techniques for weed control. (+)

Pests shall be controlled with integrated pest management techniques as per City standards and only used for epidemic control. (+)

Pruning of trees and shrubs should be performed to remove hazards and maintain safety for pedestrians and vehicles only. All pruning shall be performed in such a manner as to enhance the natural character of the trees and shrubs. See Landscape Standards for Streetscapes and Medians in the Tree Ordinance, City of Fort Collins Parks and Recreation Department, Forestry Division for further information regarding maintenance standards. (o)

Mowing shall be performed to define edges of pedestrian and vehicular traffic, to reduce fire hazards, control wildlife movement and for weed control as needed, however, mowing should be minimized as much as possible in order to establish and maintain the natural character of the riverway. (+)

A "clear zone" of three to six (3-6) feet in width shall be maintained along the edge of the road or curb on both sides of the roadway or median. This area shall be maintained at a vegetation height not exceed 18 inches. This may be accomplished through mowing or planting techniques. (+)

Nuisance trees shall be removed in all shrub groupings as per City standards. (+)

Native trees should be replaced due to death or disturbance, at a minimum ratio of "one-to-one" upon removal. (o)

Maintenance and replacement of the crushed stone recreation trail to prevent water damage and "ponding" shall be the responsibility of the adjacent property owner and shall occur annually. (+)
MEDIAN PLANTING

The development of a median in the Riverway District would unify the design theme and improve the overall visual quality within the Prospect Corridor. A continuous median should be installed along the entire length of the Riverway District. The median would provide continuity in the landscape and separate the roadway into a more pleasing scale. The design and location of the median within the Riverway District will improve aesthetics and provide additional wildlife habitat for the district. The following standards and guidelines are intended to promote a cohesive median design for the Riverway District.

The landscape character shall be consistent with the Natural Shrubscape Style palette and planting standards and shall be planted with shrub masses and grass only. (+)

Plantings should carry or extend the adjacent landscape theme and plant species across the roadway in order to unify the Riverway District. See the Concept Plan on pages III-4-5 for median planting theme. (o)

Median widths may vary based on roadway design, but shall be a minimum of twelve (12) feet wide for all landscape plantings beds. (+)

ROADWAY DESIGN ALTERNATIVES

An alternative road standard should be developed in the Riverway District in order to maintain a rural character and reflect an open, natural landscape theme. Several alternative roadway standards are illustrated on the next page. The preferred alternative Concept A includes the removal of the curb and gutter along the outside edge of the road and allows storm water to flow directly into the floodway. This concept will improve water quality and enhance the visual quality. All of the concept alternatives may utilize an all concrete surface or a combination of asphalt and concrete. Although an all concrete surface may involve more initial expense, the maintenance costs are lower. The following standards and guidelines should serve as a starting point for the future roadway design.

Roadway improvements should be designed with an innovative approach that considers such factors as landscape character, visual impacts, and runoff water quality, while maintaining safety for roadway users in the Riverway District. (o)

Curb and Gutter may be utilized along the median in order to satisfy safety and drainage requirements. (o)

If no curb or gutter is deemed to be necessary along the median, then the minimum width of the median shall be twenty (20) feet. (+)
Conceptual roadway design alternatives

Alternative 1
No Outside Curb & Gutter
Wide Landscaped Median (20' ±)
Edge of Asphalt
Striped Lane

Alternative 2
No Curb & Gutter, Wider Median

Alternative 3
6' Concrete Bike Lane in Lieu of Outside Curb & Gutter
Shrub Median Planting
Splash Plate
Vertical Curb

Alternative 4
City Standard Except:
Location More Than 300' from Arterial Intersection Would Preclude Median
Commuter Bike Lane 6.2
Striped Lanes
Edge of Asphalt
6-8" Clear Zone (Mowed 2-3x/yr)
Shrub Plantings

Note: Future roadways may include all concrete paving – curb to curb.

Landscaped Median - Drought Tolerant Grasses and Shrub Bands
6' Vertical Curb
Travel Lanes
6'
12'

6'
Concrete Bike Lane

Shrub & Gutter
Prospect Gateway Style

This style applies to the area bounded by Summit View Drive on the west and County Road 5 on the east, excluding the I-25 interchange.
"Farmstead" Tree Groves at Buildings and Intersections

160' Minimum Length Rows
20'-22' Spacing Between Trees

Openings Between Plantings
(1200' Max.)

Two Rows:
Street Trees.

Street Trees, Evergreen Trees,
Ornamental Trees, Tall Shrubs.

Prospect Gateway Character
Prospect Gateway Style

The Prospect Gateway style incorporates two themes that blend both the existing rural development and the proposed urban land uses in the Highway Corridor and Rural Residential Districts, excluding the I-25 Interchange.

The dominant theme of this concept consists of a double row of plantings symbolic of windbreaks, fence rows, and other lines in the rural landscape found along the Front Range. The plantings are spaced closer than the City standard to achieve the feeling of a windbreak, but in short segments to provide view opportunities. These plantings will primarily occur along Prospect Road, although extending them perpendicular along other roads or ditch lines is encouraged. The plantings incorporate a minimum of two rows of trees, or large shrubs. The row closest to Prospect Road should always be a row of street trees planted in the parkway strip. The other row provides for flexibility of plant material selection. Large or small trees, evergreens or large shrubs may be selected to provide screening depending on the adjacent land use and desired effect. Although this theme relates to the historical character of the rural landscape, the planting concept also repeats the line/grid patterns often found in developed urban areas.

The second theme consists of groves of trees surrounded by an open landscape reflective of rural farmsteads. This concept harmonizes with the existing rural residential character in the area and allows for flexibility for new developments to blend with the existing large lot residential areas. This style also provides for preservation of important long range views of the foothills by encouraging areas to remain open (without trees). The farmstead theme should be used in areas which are too small to accommodate the double row of plantings, or to highlight entry areas and frame off-site views. The Prospect Gateway style provides flexibility for all existing and proposed land uses in the Highway and Rural Residential Districts through the variation of different themes.
Prospect Gateway Style

This plan illustrates how two underlying themes establish the structure and character of the Prospect Gateway style. One is a linear pattern expressed in berms, sidewalks, and double row plantings; the other consists of groves of trees at buildings and entryways. Both are derived from patterns in the existing rural landscape in the area; and both use trees in distinct groupings with clear openings between them. The two themes allow flexibility in adapting new development to existing conditions and managing visibility for different desired effects.
Double Row Planting
- Two Rows
- Inside Row to be Street Trees
- Outside Row may be Street Trees, Ornamentals, Evergreens, Large Shrubs

Linear Berms

Consistent Intersection Landscape at All Four Corners

Extended Double Row Planting Theme Along Collectors and Arterials
This drawing shows the double row planting adjacent to new commercial or industrial development on one side of the road, and adaptation of the Prospect Gateway style to existing rural residential development on the other side. The style is flexible, and this cross section is only one of many different variations in the way it can be applied.
Inside Row
- Street Trees

Outside Row
- Street Trees
- Ornamental Trees
- Evergreen Trees
- Large Shrub

10' min.
8'
Detached Sidewalk

R.O.W. Line

50'
Setback Zone

Berms Against Buildings

Prospect Gateway Style
PROSPECT ROAD SETBACKS

The purpose of the Setback Zone along Prospect Road is to provide enough area between Prospect Road and the adjacent development to achieve the Prospect Gateway Style. The major elements in the Setback Zone are landscaping, berming and sidewalks. All three elements work together to create an attractive landscape that appears spacious and provides design continuity along the Prospect Corridor.

Developments located along the Prospect Road frontage, between Summit View Drive and County Road 5, shall provide a minimum 50 foot setback from the future edge of the right-of-way, as determined by the City. (+)

This area shall be referred to as the "Setback Zone". See page IV-20 for setback requirements on intersecting arterial and collector streets.

The setback adjacent to the Cache La Poudre Inlet Canal shall be determined when the design of Prospect Road and the canal relocation has been completed. The setback shall be consistent with the overall design character established for the Prospect Gateway Style. (+)

Providing positive drainage away from a building shall not be considered as the basis for a hardship in the Setback Zone. (+)

GRADING

Landscape grading on both sides of Prospect Road is an important visual design element used throughout the Highway Corridor and Rural Residential Districts. Grading in these Districts should be used to create a landscape symbolic of the lines and patterns in the rural landscape. This may include linear drainage swales, long linear berms or areas of flat open terrain in the Setback Zone. Berms may be used to screen parking areas or other undesirable views and to soften the visual impact of development.

Berms and swales may occur between the sidewalk and the curb or between the sidewalk and development. (o)
The height of berms may vary from three to eight (3-8) feet above existing grade. Berms intended to screen parking shall be at least four (4) feet high in order to effectively screen vehicle headlights. Berm heights must be approved by the city prior to any construction of such berms. (+)

Berms, swales and detention ponds within the Setback Zone and elsewhere on the site shall be graded in such a way as to be an integral part of the landscape. (+)

Using concrete to line conveyance channels is discouraged. (+)

Slopes shall be 4:1 or less within the public right-of-way, and 3:1 or less within the Setback Zone. (+)

Avoid cutting or filling within the drip line of existing trees that are to be saved. (+)

The design of the grading and the alignment of the sidewalk should be integrated in order to create the illusion that the landform is the reason the sidewalk is offset in alignment. (o)

Grading integral with sidewalk alignment

ACCESS/CIRCULATION

The purpose of the following standards and guidelines is to provide a means for pedestrians and bicyclists to travel parallel to Prospect Road and have access to developments along the road where appropriate. Since pollution levels are highest closer to the road, the sidewalk is separated from the edge of pavement to the extent practical. The sidewalk is intended to be aesthetically pleasing as well as functional. It may have offsets in alignment, and should be well integrated with the grading and landscaping. The sidewalk is eight (8) feet wide in order to accommodate both bicyclists and pedestrians, however, it is not intended to serve commuter bicycles.
A detached eight (8) foot wide concrete sidewalk is required along both sides of the road. The sidewalk shall be parallel to the road a minimum of 10 feet from the back of curb. The offset from the curb may vary with smooth transitions as shown in the detail below. (+)

![Detail of parallel sidewalk with offset alignment](image)

**Prospect Road**

Sidewalks shall be integrated into the existing landscapes, with particular attention given to adjacent properties. Applicants are required to show how their sidewalk layout harmonizes and merges with the existing or proposed sidewalks on adjacent properties. (+)

At intersections the eight (8) foot wide sidewalk shall parallel Prospect Road for a minimum distance of sixty (60) feet and shall connect to pedestrian crosswalks at the corner. (+)

![Sidewalk at intersections](image)

**Sidewalk at intersections**

Grading adjacent to sidewalks shall allow for positive drainage away from the sidewalk for a minimum of 1 foot on both sides of the walk. (+)

![Drainage away from both sides of sidewalks](image)

**Drainage away from both sides of sidewalks**
FENCING AND SCREENING

The purpose of the following standards and guidelines is to create a unified fencing theme in areas where fencing will be developed in the landscape, which is primarily outside of the Setback Zone. The consistent use of dark colored picket fencing as security fencing and/or decoration for business and industrial land uses, will help provide landscape cohesiveness along the Prospect Road streetscape. Residential areas should use innovative techniques in the design and placement of fencing and screening. The following standards and guidelines clarify the desired type of fencing.

Fencing is not allowed within the Setback Zone, except as part of an entryway feature. Only that part of the security fence that is incorporated into the entryway feature is allowed to encroach into the Setback Zone. (+)

Outside of the Setback Zone, in business, commercial or industrial areas, ornamental aluminum fence with dark colored enamel finish and pickets spaced four (4) inches apart is the preferred material and style for fencing that is visible from Prospect Road. Repetition of this distinctive style of fence is another design element that can help unify the Corridor landscape. Applicants are encouraged to use this type of fencing for their security fencing needs. (o)

Outside the Setback Zone in residential areas, wood fencing that is articulated and offset by jogs and is straight for a distance of no longer than one hundred and fifty (150) feet is recommended. (o)

Outside the Setback Zone, unclad chain link and wood fences visible from Prospect Road are discouraged in all business, commercial and industrial areas. (o)

The appearance of chain link fencing can be greatly improved by using a dark colored, vinyl clad chain link and partial screening, with berming and plant material. (o)

Screen walls and other architectural fences may encroach into the Setback Zone, if the Planning and Zoning Board determines that the design of the fence enhances the architectural character of the building and does not detract from the "theme" of the area. Such a fence shall be six (6) feet or less in height and constructed using building materials and design details that match or harmonize with the architectural character and identity of the development. (+)

LIGHTING

The purpose of the following standards and guidelines is to encourage consistent light quality in the Corridor and to reduce conflicts between public street lighting, private lighting and tree placement.
When development occurs, public street lighting along the Corridor shall be standard City fixtures on thirty (30) foot high, bronze tone light poles. Unless precluded by physical restrictions, light standards shall be alternatingly placed on both sides of the road. The lighting level shall be in accordance with City engineering design standards. These design standards shall result in lighting levels no greater than 1.0 Footcandles for the Highway Corridor area and no greater than .6 Footcandle for the Rural Residential area along Prospect Road. The light source shall be consistent with the City electric utility standards then in effect. (+)

In the event that more intense development is allowed in the Rural Residential area than the intensity of development upon which this standard has been based, the City reserves the right to increase the Footcandle level to the City Engineering Design Standard appropriate to the higher level of development to address public safety concerns.

Trees with maximum heights above thirty (30) feet shall be spaced at least forty (40) feet from a streetlight. (+)

Trees with a maximum height of less than fifty (30) feet may be planted as close as fifteen (15) feet from a streetlight. (+)

ARCHITECTURAL DESIGN

The purpose of the following standards and guidelines is to promote high quality architectural design within the Highway Corridor and Rural Residential Districts, so that the architecture of the buildings adds to the visual interest of the Corridor.

Buildings shall be designed to ensure that all elevations include architectural detail and enhancement, rather than placing heavy emphasis solely on the front elevation and ignoring the need to apply aesthetic enhancements to the other elevations. Any accessory building or enclosure shall be similar to the principal building in design and materials. (+)

For all business, commercial and industrial uses in the Highway Corridor area, the predominant architectural building finish should be of brick, tile, other masonry or concrete. The first story should be bermed into the landscaping. (o)
Rooftop mechanical equipment shall be screened so as to not to be visible from any public street Right-of-Way. (+)

Because the I-25 Overpass provides scenic views to the front range and Fort Collins, it is important that all roof tops are architecturally enhanced and/or mechanical equipment be screened, removed or placed so as not to be visible from the public view at that overpass. This may include moving systems to ground level to achieve this standard.

Awning signs shall not be permitted to be back-lit except for individual letters and business logo. The extent of signage on an awning shall be limited to the lesser of thirty-five (35) square feet or twenty-five (25) percent of the total area of the awning, and shall be applied to the most vertical portion of the awning. Awning signs shall not be allowed above the first story of a building. (+)

PARKING AND SERVICE AREAS

The following standards and guidelines are intended to enhance the design of parking and service areas in developments located adjacent to Prospect Road. The goal is to have these areas as visually unobtrusive as possible.

All parking areas shall be screened from public streets by plant material, fencing and/or berming. (+)

Parking is prohibited within the Setback Zone. (+)

Parking areas shall not extend for more than three hundred (300) feet along the Prospect Road frontage (adjacent to the Setback Zone) without a significant visual break provided by buildings and/or landscaped open space. (+)

Large parking lots should be broken into sections not to exceed two hundred (200) cars each, separated by a twenty (20) foot or greater landscape buffer to provide the appearance of separation. (0)
Utility equipment, storage areas, service areas, loading docks and trash collection areas that are visible from all public streets shall be screened with berming, plant material and/or fencing and shall be located so that they are not visible from public streets or building entries. (+)

Service and utility screening integral with architecture
Prospect Road Setback Zone

Loading and service areas should be designed as an integral part of the building architecture to the extent practical. (o)

LANDSCAPING

The landscape character for this area will incorporate two themes that blend both the existing rural landscape and future urban character of the districts. The dominant theme of this concept consists of a double row of plantings symbolic of windbreaks, fence rows, and other lines in the rural landscape found along the Front Range. The plantings are spaced closer than the City standard to achieve the feeling of a windbreak, but in short segments to provide view opportunities. The second theme incorporates groves of trees symbolic of plantings around a "farmstead" and would be utilized in accent and entry areas or areas too small to accommodate the double row of plantings. Open areas are encouraged where significant views should be preserved. These areas could incorporate low berms to screen clutter and add interest. Drought tolerant species, including turf grasses, are encouraged throughout the Prospect Gateway Style.
Plant Palette:
The purpose of the plant palette is to promote design continuity in the Highway Corridor and Rural Residential Districts through repetition of plant materials. Secondly, the plant palette emphasizes low to moderate water demand material in order to conserve water. The plant palette offers an adequate range of plant species to provide spatial definition; soften, buffer or screen development; and provide seasonal interest. (See Appendix F for the recommended plant palette.)

Areas of the Corridor outside of the Setback Zone are not limited to specific plant palettes, however, it is recommended that landscape plans throughout the Corridor utilize plant material from these plant palettes in order to complement the Setback Zone landscape and conserve water wherever possible. (o)

Other Materials and Techniques:
Applicants are encouraged to use xeriscape techniques that include appropriate plant material selection, soil modification, mulches, appropriate irrigation and other techniques designed to conserve water without sacrificing variety and visual quality. (o)

Tree and Shrub Planting:
While the plant palettes define what plant material species are to be used in the Setback Zone, the following standards and guidelines describe how the plant materials are to be arranged. The purpose is to produce a cohesive landscape as opposed to a series of individual landscapes placed side by side.
Each individual site shall be designed within the context of the Prospect Gateway Style, with particular attention given to adjacent properties. Applicants are required to show how their landscape plan harmonizes and merges with the existing or proposed landscape on adjacent properties in terms of grading, sidewalk layout, plant material selection, plant material quantities, planting design, views to the mountains and seasonal change. (+)

Periodic views to Longs Peak and the Front Range should be maintained along the Corridor. These windows to the mountains should be carefully considered in the design of the landscape. (o)

Two parallel rows of plantings shall be established along the roadway. The first row, closest to the curb, shall be selected from the Street Tree list in Appendix F. The second row shall be any tree or shrub species from the plant palette in Appendix F. The spacing within the rows and between the rows shall depend on which species is chosen for each row. This “double row” concept shall serve as the predominant landscape theme for the Highway Corridor and Rural Residential Districts. See the cross sections on the facing page for illustration of the choices. (+)

Each row shall be planted in single species groupings for a minimum of one hundred and sixty (160) feet in length. After the minimum length has been achieved, a different species may be selected from the appropriate plant list. Exceptions may be granted for areas which have frontages on Prospect Road of less than one hundred and sixty (160) feet. See Concept Plan on pages IV-4-5 for design concepts. (+)

The location of the sidewalk within the Setback Zone shall be considered when selecting plant material for the double row of plantings. (+)

Double row plantings of deciduous trees shall be periodically interrupted with double row plantings that include evergreen trees to provide winter interest and to screen objectionable views. The applicant shall consider landscape plans for adjacent properties when deciding the placement of evergreen trees. (+)

Seasonal change is important to the aesthetic appeal of the streetscape. Accordingly, each project should contribute to an effective seasonal plant material display in the districts, however, individual sites are not expected to have continuous year round seasonal displays on their frontage. (o)
Double Row Planting Concept Cross Sections

These different combinations of plant materials may be used for a variety of effects and functions.
The "Farmstead" theme shall group plant material in masses of five to twelve (5-12) street, evergreen, or ornamental trees per group. See Concept Plan on pages IV-4-5 for illustration of the concept. (+)

Ornamental trees and shrubs provide spring blossoms and additional fall color. When used in the "Farmstead" theme, they shall be planted in single species groupings of at least three (3) trees or shrubs per group. (+)

Trees with maximum heights above thirty (30) feet shall be spaced at least forty (40) feet from a streetlight. (+)

Trees with a maximum height of less than thirty (30) feet may be planted as close as fifteen (15) feet from a streetlight. (+)

Ground Cover and Turf Planting:
The purpose of the following standards and guidelines is to provide consistent and maintainable landscape treatments for the ground plane along Prospect Road, while creating a rural landscape character. These standards and guidelines encourage the use of innovative turf mixes that consume less water than traditional bluegrass lawns.

The predominant ground cover in the Setback Zone shall be a drought tolerant turf blend. (See Appendix C! for recommended seed mix). (+)

Incorporating flower beds and bulb plantings into accent areas or entrance areas behind the sidewalk is encouraged. (o)

Masses of bulbs, when used, shall include one hundred (100) or more bulbs per grouping. (+)

Edges between shrub beds and turf areas shall be made with long, straight or offset lines consistent with the overall linear patterns of the style. (Offset lines should be characterized by gently angular offsets connected with smooth curves.) (+)

COLLECTOR AND ARTERIAL STREET INTERSECTIONS

The purpose of the following standards and guidelines is to establish a consistent appearance of major street intersections along Prospect Road so that collectively the intersections contribute to the Prospect Gateway Style.
Intersection plantings and/or project identity features located on different corners of an intersection shall harmonize and blend with one another. Applicants are required to show that their landscape plan harmonizes and blends symmetrically with the existing or proposed landscapes for the other corners of the intersection in terms of grading, plant material selection, plant material quantities, planting design and hardscape materials. (Landscape plans for existing projects are available in the planning department). (+)

For example, if all four corners are undeveloped when a plan is reviewed, then the first development would establish the theme of the remaining corners. The remaining corners at the intersection shall use similar building materials, colors, textures and plant materials to unify the intersection design.

Turf shall be the predominant ground cover in the parkway strip between the sidewalk and the curb at intersections. (See Appendix C for recommended turf mix). (+)

Intersection plantings located behind the sidewalk are encouraged. The incorporation of signage and/or project identity features into the intersection is also encouraged. (o)

Intersection plantings, when used, shall meet all setback requirements for sight distances from the curb line. (+)

The grade behind the sidewalk should be gently sloped up to an intersection planting or merged into a berm'd landscape. A minimum five (5) percent grade is recommended. (o)

Intersection plantings should follow the concepts described in the Trees and Shrubs section utilizing the "Farmstead" theme. Small deciduous shrubs as well as annual and perennial flowers not found on the plant palettes may also be incorporated into special feature landscapes at intersections. (o)

The incorporation of retaining walls into intersection planting areas and/or project identity signage, using materials that match the architecture of the building, is encouraged. (o)

Example intersection planting shown on the Concept Plan is intended to convey a "landscape character" consistent with the Prospect Gateway Style.

All streetscape improvements within five hundred (500) feet of the intersection shall use similar building materials, design standards and spacing requirements as described in the Prospect Gateway Style. (See the I-25 Design Concepts for all Frontage Road requirements). (+)
Within 500' of an intersection, setbacks for buildings and parking lots from the edge of right-of-way of intersecting streets shall be:

<table>
<thead>
<tr>
<th></th>
<th>Building Setback</th>
<th>Parking Setback</th>
<th>Fencing Setback</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arterial Streets</td>
<td>50 feet</td>
<td>50 feet</td>
<td>50 feet (+)</td>
</tr>
<tr>
<td>Collector Streets</td>
<td>30 feet</td>
<td>30 feet</td>
<td>30 feet (+)</td>
</tr>
<tr>
<td>I-25 Frontage Roads</td>
<td>30 feet</td>
<td>30 feet</td>
<td>30 feet (+)</td>
</tr>
</tbody>
</table>

At least fifty (50) percent of the plant material used in the setback area along intersecting arterial and collector streets shall be selected from the Prospect Gateway Style plant palette. (+)

PLANTING SPECIFICATIONS

The purpose of the planting specification standards and guidelines is to promote high quality landscape construction that requires less maintenance and conserves water.

Soil preparation shall include the addition of organic matter and/or other substances to improve the condition of the soil and to conserve water. (+)

All shrubs and or accent plants shall be within defined shrub beds. (+)

Edging shall be four (4) inch steel strap set one inch above sod grade or an approved equivalent. (+)

The soil surface in shrub beds shall be mulched with three to four (3-4) inches of pole peelings or organic mulch to reduce moisture evaporation, improve water penetration, control weeds and help moderate environmental extremes. Mulch should be applied over a weed barrier and maintained on a regular basis. (+)

Plant material shall be spaced in a shrub bed to achieve coverage within three years. (+)

The spacing of plant material in shrub beds is critical to achieving a low maintenance landscape. Materials planted too far apart may allow for excessive weed growth between plantings and increase maintenance costs significantly. Plant spacing should allow for adequate root growth while providing for a low maintenance landscape.
Plant material with similar water requirements should be grouped together and irrigation systems should be designed to respond to the water needs of these groupings. Plants with different water requirements should be separate and the appropriate irrigation method (drip emitters, mini-sprays, standard sprays or bubblers) should match the plants water requirements. (o)

MAINTENANCE

The purpose of the following maintenance standards and guidelines is to establish maintenance responsibility and to promote a consistent quality of landscape maintenance along the Prospect Road streetscape.

Property owners are required to maintain the landscape and remove litter up to the edge of curb or pavement along Prospect Road and other public streets. (+)

Turf areas and shrub beds shall be irrigated with an automatic irrigation system. (+)

Shrub beds and turf areas shall be kept in a reasonably weed free condition. (+)

Mowing shall occur at intervals based on the type of turf mix selected and the amount of water used. All turf shall be mowed a minimum of three (3) times per year and then on an "as needed" basis. (+)

The pruning of trees and shrubs shall be performed in such a manner as to enhance their natural character. See Landscape Standards for Streetscapes and Medians and the Tree Ordinance, City of Fort Collins Parks and Recreation Department, Forestry Division for further information regarding maintenance standards. (+)
MEDIAN PLANTING

The development of a median in the Highway Corridor and the Rural Residential Districts would unify the design theme for the area and should be installed as traffic and safety issues merit. Maintenance and cost issues should not be the sole determining factor regarding the design or location of any median within the Prospect Corridor. The following standards and guidelines are intended to promote a safe and consistent median design using the Prospect Gateway Style.

Median improvements should be consistent with City standards including curb, gutter and a splash block for the Highway Corridor and Rural Residential Districts. (+)

Trees shall be prohibited within the median. (+)

The landscape theme for all medians in this area shall be consistent with the Prospect Gateway Style landscape palette and planting standards. (+)
**Interchange Style**

The Interchange Style includes the diamond interchange and the four frontage roads at Prospect Road and I-25.
This sketch shows the main planning and design concepts for the I-25 Interchange, bounded by the frontage roads and Boxelder Creek:

- Staggered rows of trees around the frontage roads define the area. Species shifts in the rows relate to the road geometry, with larger trees inside the curves.

- The progression up the ramps is expressed with decreasing height in the plantings, from large trees to small trees to shrubs, culminating in a low, open landscape at the top. This creates a striking image and emphasizes sweeping vistas of the city, the Front Range, and the surrounding landscape.

- Boxelder Creek is emphasized with riparian planting. This provides a natural edge to the interchange area and brings the color and character of western drainages into the scene.

- The sketch does not show a "special feature" within the diamond area, such as sculpture, signage, retaining walls, or other thematic elements. These are possibilities to be explored in later design efforts when plans to reconstruct the interchange have progressed further.

Concept Sketch
Interchange Style

The frontage roads create a unique opportunity for an expanded entry area by defining four large developable quadrants of land. This style takes advantage of this unique opportunity by reinforcing the quadrants as a single large space with street trees around the perimeter. The overpass is planned to capitalize on its sweeping views of the city, the Front Range, and the surrounding landscape, by recommending low growing plantings. Design concepts for the structure itself, as well as any special walls, pedestrian linkages, signage, sculpture, or other thematic elements, are not included in this program, but can be developed later to complement the program.

Street trees in a staggered row are recommended around the frontage roads to reinforce the perimeter definition and unify the area. The placement of the trees should relate to the road geometry and allow for varying conditions such as important views, entries to development, and the proximity of Boxelder Creek on the west. The frontage roads maintain a thirty (30)-foot setback zone to allow for a generous and cohesive entryway landscape. A six-foot wide sidewalk is recommended for both sides of all frontage roads.

The landscaping should decrease in height along the overpass approaches and ramps as they rise to the open "view platform" at the top. Plantings around the overpass should consist of large masses of bank cover shrubs and open areas of grasses. Prospect Road and the interchange ramps maintain a fifty (50)-foot Setback Zone.

Boxelder Creek crosses Prospect Road on the western edge of the Highway Corridor District, and it should be highlighted with colorful riparian trees and shrubs along its length. The landscape character of the creek should be extended into adjacent developments as appropriate. Views from Prospect Road and the frontage roads should be considered when placing plant material along the creek.
PROSPECT ROAD SETBACKS

The purpose of the Setback Zone along Prospect Road and the I-25 frontage roads is to provide enough area between the road and the adjacent development to achieve the Interchange Style. The major elements in the Setback Zone are landscaping, grading, and sidewalks. All three elements work together to create a striking landscape to reinforce the unique spaces and dramatic grade changes around the interchange.

Developments adjacent to Prospect Road and the I-25 ramps shall provide a minimum fifty (50) foot setback from the future edge of the right-of-way of Prospect Road, as determined by the City. (+)

This area shall be referred to as the "Setback Zone".

Developments along the I-25 frontage roads and ramps shall provide a minimum thirty (30) foot setback from the future edge of right-of-way, as determined by the City. (+)
Providing positive drainage away from a building shall not be considered as the basis for a hardship in the Setback Zone. (+)

GRADING

*Landscape grading along Prospect Road and the frontage roads is an important design element. The purpose of such grading is to enhance the landscape and soften the visual impact of development. Particularly within the diamond interchange, grading should be designed for distinctive effect rather than to create minimum fill slopes with the resulting geometric land forms. Also, in the event that a new overpass or other structures are added to the interchange in the future, grading should be used to integrate them into the overall concept. Grading along the frontage roads should continue the landscape patterns symbolic of the rural landscape as described in the Prospect Gateway section. This may include linear drainage swales, long linear berms or areas of flat open terrain in the Setback Zone.*

Berming and swales may be constructed between the sidewalk and the curb or between the sidewalk and development along the I-25 frontage roads. (o)

The height of berms along the I-25 Frontage roads may vary from three (3) feet to six (6) feet above existing grade. Berms intended to screen parking shall be at least four (4) feet high in order to effectively screen vehicle headlights. Berm heights must be approved by the city prior to any construction of such berms. (+)

Berms, swales and detention areas within the Setback Zone shall be graded in such a way as to be an integral part of the landscape, designed with smooth transitions between changes in slope. (+)

Slopes shall be 4:1 or less within the public right-of-way and 3:1 throughout the Setback Zone, with smooth transitions between changes in grade. (+)

Avoid cutting or filling within the drip line of existing trees that are to be saved. (+)

The design of the grading and the alignment of the sidewalk should be integrated in order to create the impression that the landform is the reason for the sidewalk alignment. (o)

Using concrete to line conveyance channels is discouraged. (o)
ACCESS/CIRCULATION

The purpose of the following standards is to provide a means for pedestrians and bicyclists to travel parallel to Prospect Road and have access to developments along the I-25 frontage roads where appropriate. Since pollution levels are highest closer to the road, the sidewalk is separated from the edge of pavement to the extent practical. The sidewalk is intended to be aesthetically pleasing as well as functional. The sidewalk shall be eight (8) feet wide on Prospect Road in order to accommodate both bicyclists and pedestrians, however, the sidewalk is not intended to serve commuter bicycles. Six (6) foot on-street bikelanes will be developed on both sides of Prospect Road when the road is widened to arterial standards to accommodate commuter bicyclists. The I-25 frontage roads will be developed as part of the City's collector street system and shall have six (6) foot bikelanes on both sides of the road. A six (6)-foot detached sidewalk is recommended for pedestrians along both sides the I-25 frontage roads.

A detached eight (8) foot wide concrete sidewalk is required along both sides of Prospect Road. The location may vary based upon grade and other special conditions related to the overpass design. The sidewalk design shall be coordinated with the state Department of Transportation and the City on a case by case basis. (+)

A detached six (6) foot wide concrete sidewalk is required along both sides of the I-25 frontage roads. The sidewalk shall be parallel to the road a minimum of ten (10) feet from the edge of curb. The offset from the curb may vary with a smooth transition as shown in the detail below. (+)

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The diagram shows a smooth transition from the parallel sidewalk to the detached sidewalk, with a minimum offset of 10 feet from the curb. The detail highlights the design considerations for the transition area.
Sidewalks shall be integrated with existing landscapes. Applicants are required to show how their sidewalk layout harmonizes and merges with the existing or proposed sidewalks on adjacent properties. (+)

At all intersections along Prospect Road and the I-25 frontage roads the sidewalk shall parallel the road for a minimum distance of sixty (60) feet and shall connect to pedestrian crosswalks at all corners. (+)

Sidewalk at intersections

Grading adjacent to sidewalks shall allow for positive drainage away from the sidewalk for a minimum of 1 foot on both sides of the walk. (+)
FENCING AND SCREENING

The purpose of the following standards and guidelines is to create a unified theme for fencing in the landscape. The consistent use of dark colored picket fencing as security fencing and/or decoration for business and industrial land uses, will help provide landscape cohesiveness in the Highway Corridor District. The following standards and guidelines clarify the desired type of fencing for all developments on Prospect Road and the I-25 frontage roads in the Highway Corridor District.

Security fencing is not allowed within the Setback Zone, except when the fence is part of an entryway feature. Only that part of the security fence that is incorporated into the entryway feature is allowed to encroach into the Setback Zone. (+)

Outside of the Setback Zone, an ornamental aluminum fence with dark colored enamel finish and pickets spaced four (4) inches apart is the preferred material and style for fencing that is visible. Repetition of this distinctive style of fence is another design element that can help unify the Corridor landscape. Applicants are encouraged to use this type of fencing for their security fencing needs. (o)

Outside the Setback Zone, unclad chain link and wood fences that are visible from Prospect Road are discouraged. (o)

The appearance of chain link fencing can be greatly improved by using dark colored, vinyl clad chain link and partial screening, with berming and plant material. (o)

Screen walls and other architectural fences may encroach into the Setback Zone, if the Planning and Zoning Board determines that the design of the fence enhances the architectural character of the building and does not detract from the character of the area. Such a fence shall be six (6) feet or less in height and constructed using building materials and design details that match or harmonize with the architectural character and identity of the development. (+)

The appearance of all fencing should be enhanced with plant material. (o)
LIGHTING

The purpose of the following standards and guidelines is to encourage consistent light quality in the Prospect Corridor and I-25 frontage road area and to reduce conflicts between public street lighting, private lighting and tree placement.

When development occurs, public street lighting along Prospect Road and the I-25 frontage roads shall be standard City fixtures on 30-foot high, bronze tone poles. Unless precluded by physical restrictions, light standards shall be alternatingly placed on both sides of the road. The lighting level shall be in accordance with City engineering design standards. These design standards shall result in lighting levels no greater than 1.0 Footcandles for the Highway Corridor area along Prospect Road. The light source shall be consistent with the City electric utility standards then in effect. (+)

In the event that more intense development is allowed in the interchange area than the intensity of development upon which this standard has been based, the City reserves the right to increase the footcandle level to the City Engineering Design Standard appropriate to the higher level of development to address public safety concerns, but not to exceed 2.0 footcandles.

Trees with maximum heights above thirty (30) feet shall be spaced at least forty (40) feet from a streetlight. (+)

Trees with a maximum height of less than thirty (30) feet may be planted as close as fifteen (15) feet from a streetlight. (+)

ARCHITECTURAL DESIGN

The purpose of the following standards and guidelines is to promote high quality architectural design within the Highway Corridor District and the I-25 frontage road areas, so that the architecture of the buildings adds to the visual interest of the Corridor.

Buildings shall be designed to ensure that all elevations include architectural detail and enhancement, rather than placing heavy emphasis solely on the front elevation and ignoring the need to apply aesthetic enhancements to the other elevations. Any accessory building or enclosure shall be similar to the principal building in design and materials. (+)

The predominant architectural building finish for the Highway Corridor District should be brick, tile, other masonry material or concrete. Buildings should be integrated with the landscape grading by berming against the building face adjacent to the Setback Zone. (o)
The building mass, bulk and size should not dominate the development. Smaller buildings that are unified in architectural character should be developed so that the maximum building coverage does not exceed thirty (30) percent for any parcel. (o)

Rooftop mechanical equipment shall be screened so as to not to be visible from any public right-of-way. This shall include screening all rooftop mechanical systems which are visible from the I-25 overpass. If necessary, mechanical equipment shall be located at ground level and screened. (+)

Mechanical equipment screening or incorporation into architecture
Awning signs shall not be permitted to be back-lit except for individual letters and business logo only. The extent of signage on an awning shall be limited to the lesser of thirty-five (35) square feet or twenty-five (25) percent of the total area of the awning, and shall not be applied to the most vertical portion of the awning. Awning signs shall not be allowed above the first story of a building. (+)

All buildings in the Highway Corridor District should be integrated into a "campus or park"-like setting. Clustering of buildings into pedestrian oriented areas with shared parking is advisable. (o)

Buildings clustered into "campus" setting
PARKING AND SERVICE AREAS

The following standards and guidelines are intended to enhance the design of parking and service areas for developments located in the Highway Corridor district. The goal is to have these areas as visually unobtrusive as possible when viewed from Prospect Road and/or the I-25 frontage roads.

All parking areas shall be screened from public streets by plant material, fencing, walls and/or berming. (+)

Parking is prohibited within all Setback Zones. (+)

Parking areas shall not extend for more than three hundred (300) feet along the Highway Corridor District (adjacent to the Setback Zone) without a significant visual break provided by buildings and/or landscaped open space. (+)

Large parking lots shall be broken into sections not to exceed two hundred (200) cars each, separated by a twenty (20) foot wide landscaped buffer area to provide the appearance of separation. (+)

Utility equipment, storage areas, service areas, loading docks and trash collection areas shall be screened with berming, plant material and/or fencing and shall be located so that they are not visible from public streets. (See detail in Prospect Gateway Style standards and guidelines on page IV-14.) (+)

Loading and service areas should be designed as an integral part of the building architecture to the extent practical. (o)

LANDSCAPING

The Interchange style expands the gateway by incorporating the four frontage roads into the design and defining a large developable space. The concept allows for the scenic views at the overpass to remain open while enhancing the approaches with transitional plantings.

Plant Palette:
The purpose of the plant palette is to promote design continuity in the Highway Corridor District, along Prospect Road and the I-25 frontage road streetscapes through the repetition of plant materials. Secondly, the palette identifies the appropriate species to achieve the design concept, emphasizing low to moderate water demand plant material. The plant palette offers a range of plant material species to provide spatial definition, create the transitions as described, buffer or screen development, and provide seasonal interest. (See Appendix G for the Interchange Style Plant Palette.)
Areas of the Corridor outside of the Setback Zones are not limited to specific plant palettes, however, it is recommended that landscape plans throughout this District utilize plant material from these plant palettes in order to complement the Setback Zone landscapes and conserve water wherever possible. (o)

Other Materials and Techniques:
Applicants are encouraged to use xeriscape techniques that include appropriate plant material selection, soil modification, mulches, appropriate irrigation and other techniques designed to conserve water without sacrificing variety and visual quality. (o)

Tree and Shrub Planting:
While the plant palettes define what plant material species are to be used in the Setback Zone, the following standards and guidelines describe how the plant materials are to be arranged. The purpose is to produce a cohesive landscape as opposed to a series of individual landscapes placed side by side.

Each individual site shall be designed within the context of the Interchange style with particular attention given to adjacent properties. Applicants are required to show how their landscape plan harmonizes and merges with the existing or proposed landscape on adjacent properties in terms of grading, sidewalk layout, plant material selection, quantities, and planting design. (+)

Periodic views to Longs Peak and the Front Range should be maintained along the Corridor. These windows to the mountains should be carefully planned so that significant views are not obscured by plant material. (o)

Groves of trees shall be planted at the intersections of Prospect Road and the frontage roads in accordance with the “Farmstead” theme described in the Prospect Gateway Style on page IV-18. From these intersections, plant material shall transition with decreasing height, texture and density as the road rises to the overpass. (+)

Plantings of ornamental trees leading into shrub masses shall be established on all sides of the interchange ramps. This planting transition shall culminate with bank cover shrub masses organized in a pattern with short prairie grasses at the top of the ramps. Accents of contrasting shrubs and forbs may be included near the overpass. The pattern should accentuate the grading, provide view openings, and add interest to the interchange. (See sketch on pages V-2-3.) (+)

In the Setback Zone adjacent to the interchange slopes, the bank cover shrub masses may be continued in order to appear to spill down the slopes onto flat ground; and informal groupings of trees may be established. (o)
Plant selection and location for the interchange slopes shall reflect the environmental conditions of the area. For example, soil, wind and solar exposure shall be considered when placing shrub material on the ramp slopes. (+)

A staggered row of street trees shall be planted along all frontage roads. The rows are not intended to be entirely continuous; varying conditions such as the proximity to Boxelder Creek and entryways shall be expressed with different species and breaks in the rows. The trees shall be selected from the Plant Palette in Appendix G. Trees may be spaced forty (40) to sixty (60) feet apart depending on the type of tree selected. (+)

The frontage road tree rows should relate to the road geometry. For example, the largest tree species may be used to line the inside of a curve, appearing as a reason for the curve, with a change in species at the ends of the curve. See the sketch and captions on pages -- for illustration and description of this idea. No more than four (4) tree species should be selected for each frontage road. (o)

The plantings shall be symmetrical throughout the four quadrants of the interchange. (The corresponding "mirror image" locations in each of the interchange quadrants shall be identical or substantially similar in plant material and spacing). The first frontage road to be designed and approved shall establish the pattern for the remaining three frontage roads. (+)

Where buffering and screening is required along the frontage roads, shrubs should be planted in long, linear, formal masses. The shrub masses may be located on berms. (o)

Along the frontage roads, the tree rows may be interrupted with evergreen tree groupings to provide winter interest or screen objectionable views. The applicant shall coordinate his/her landscape plans with the landscape plans for adjacent properties and the overall design of all four frontage roads when deciding the location of all trees. (+)

Ornamental trees and shrubs provide spring blossoms and additional fall color. When used, ornamental trees shall be planted in single species groupings of at least three (3) trees or five (5) shrubs per group. (+)

Trees with maximum heights above thirty (30) feet shall be spaced at least forty (40) feet from a streetlight. (+)

Trees with a maximum height of less than thirty (30) feet may be planted as close as fifteen (15) feet from a streetlight. (+)
Ground Cover and Turf:

The purpose of the following standards and guidelines is to provide uniform, consistent, and maintainable landscape treatments for the ground plane within the Highway Corridor District. These standards and guidelines encourage the use of turf mixes that consume less water than traditional bluegrass lawns.

The predominant ground cover in the Setback Zone shall be a drought tolerant turf blend. (See appendix G for grass mix.) (+)

The mix specified in the preceding standard shall be considered a minimum standard for drought tolerance. Other turf mixes may be substituted for the specified mixes with City approval. (+)

FRONTAGE ROAD INTERSECTIONS

The purpose of the following standards and guidelines is to establish a concept for the I-25 frontage road intersections so that they contribute to the design concepts described in the Interchange Style.

Intersection plantings and/or project identity features located on different corners of the same intersection shall harmonize and blend with each other through the repetition of form, color, and/or texture of materials. (+)

For example, if all four corners are undeveloped when a development plan is reviewed, then the first development would establish the theme of the remaining corners. The remaining corners at the intersection shall use similar building materials, colors, textures and plant materials to unify the intersection design.

Applicants are required to show that their landscape plan harmonizes and blends symmetrically with the existing or proposed landscapes for the other corners of the intersection in terms of grading, plant material selection, plant material quantities, planting design and hardscape materials. (Landscape plans for existing projects are available in the City’s Planning Department.) (+)

Turf shall be the ground cover in the parkway strip between the sidewalk and the curb at intersections. (See Appendix F for recommended turf mix.) (+)

The incorporation of signage or project identity features, using materials that match the architecture of the building, is encouraged. (o)
Intersection plantings, when used, shall meet all setback requirements for sight distances from the curb line. (+)

Intersection plantings should be developed in character with the "Farmstead" theme as described in the Tree and Shrub Planting section of the Prospect Gateway Style on page --. Ornamental deciduous shrubs as well as annual and perennial flowers not found on the plant palettes may also be incorporated into special feature landscapes at intersections. (o)

At the west frontage road intersection, the Boxelder Creek basin should be emphasized in the intersection landscape. For example, views of creek plantings, the mountains, or adjacent development may suggest an open or low profile landscape design. Riparian tree and shrub species should be used on the west side of the intersection, and may be appropriate on the east side as well. (o)

**PLANTING SPECIFICATIONS**

The purpose of the planting specification standards and guidelines is to promote high quality landscape construction that requires less maintenance and conserves water.

Soil preparation shall include the addition of organic matter and/or other substances to improve the condition of the soil and to conserve water. (+)

All shrubs and or accent plants shall be within defined shrub beds. (+) Edging shall be four (4) inch steel strap set one inch above sod grade or an approved equivalent. (+)

The soil surface in shrub beds shall be mulched with three to four (3-4) inches of pole peelings or organic mulch to reduce moisture evaporation, improve water penetration, control weeds and help moderate environmental extremes. Mulch should be applied over a weed barrier to all trees and shrubs and maintained on a regular basis. (+)

Plant material shall be spaced in a shrub bed to achieve coverage within three years. (+)

The spacing of plant material in shrub beds is critical to achieving a low maintenance landscape. Materials planted too far apart may allow for excessive weed growth between plantings and increase maintenance costs significantly. Plant spacing should allow for adequate root growth while providing for a low maintenance landscape.
Plant material with similar water requirements should be grouped together and irrigation systems should be designed to respond to the water needs of these groupings. Plants with different water requirements should be separate and the appropriate irrigation method (drip emitters, mini-sprays, standard sprays or bubblers) should match the plants water requirements. (o)

MAINTENANCE

The purpose of the following maintenance standards and guidelines is to establish maintenance responsibility and to promote a consistent quality of landscape maintenance along Prospect Road and the frontage road streetscape.

Property owners are required to maintain the landscape and provide litter removal up to the edge of curb or pavement along Prospect Road, the I-25 frontage roads and all other public streets. (+)

Turf areas and shrub beds shall be irrigated with an automatic irrigation system. (+)

Shrub beds and turf areas shall be kept in a reasonably weed free condition. (+)

Mowing shall occur at intervals based on the type of turf mix selected and the amount of water used. All turf shall be mowed a minimum of three (3) times per year and then on an as needed basis. (+)

The pruning of trees and shrubs shall be performed in such a manner as to enhance their natural character. See Landscape Standards for Streetscapes and Medians and the Tree Ordinance, City of Fort Collins Parks and Recreation Department, Forestry Division for further information regarding maintenance standards. (+)

BOXELDER CREEK PLANTING

The Boxelder Creek drainage basin forms a natural edge between the Prospect Gateway Style and the Interchange Style. The creek should be highlighted with native and riparian plant material, maintaining its character as it crosses Prospect Road. (The more structured streetscape lining Prospect Road should yield to the riparian plantings associated with the creek crossing. ) This area, when improved, should include enhancement of the drainage basin for wildlife habitats, storm water detention to create new wetland areas, and landscape grading of the channel banks.
Grading in the Boxelder Creek drainage basin should create gentle, flowing landforms in harmony with natural patterns of drainage basins. No slope should exceed 4:1. (o)

Landscape plans for the Boxelder Creek drainage basin shall consist of native and riparian plant species in naturalistic groupings. All plantings within the basin shall be placed so as not to interfere with the conveyance of the design storm flow for the basin. Plans shall be reviewed by the City's Natural Resources, Storm Water Utility, and Forestry Departments. See Appendix E (Natural Shrubscape Style) for Plant Palette. (+)

The character of the creek landscaping should be extended onto adjacent properties where appropriate, particularly in low areas that naturally relate to the creek basin. (o)

Applicants are encouraged to use xeriscape techniques that include appropriate plant material selection, soil modification, mulches, appropriate irrigation and other techniques designed to conserve water without sacrificing variety and visual quality. (o)

The ground cover in the Boxelder Creek drainage basin shall be native grasses. See Appendix E (Natural Shrubscape Style Plant Palette) for recommended grass mix. (+)

MEDIAN PLANTING

The development of a median in the Highway Corridor District would unify the design theme for the area and should be installed as traffic and safety issues merit. Maintenance and cost issues should not be the sole determining factor regarding the design or location of any median within the Prospect Corridor. The following standards and guidelines are intended to promote a safe and consistent median design theme for the Interchange Style design concept.

Median improvements should be consistent with City standards including curb, gutter and a splash block. (o)

Trees shall be prohibited within the median of Prospect Road. (+)

The landscape theme for all medians shall be consistent with the landscape palette and planting standards for shrubs and turf in the Interchange style. (+)
Appendices

Appendix A ............ Mission Statement and Work Program
Appendix B ............ Chronology of Citizen Participation Events
Appendix C ............ Documents, Plans, and Policies
Appendices D-G .... Plant Palettes:
Appendix D ............ Business Park Style
Appendix E ............ Natural Shrubshcape Style
Appendix F ............ Prospect Gateway Style
Appendix G ............ Interchange Style
Appendix H ............ Adopting Resolutions
Appendix I ............ Adopting Ordinance
APPENDIX A

PROSPECT ROAD STREETSCAPE PROGRAM

MISSION STATEMENT

The Prospect Road Streetscape Design Program will establish design standards and guidelines for future streetscape development in an area which is unique due to its location and abundance of open space, wetland areas and its proximity to major employment centers. Prospect Road is a major gateway to the community and the primary entryway to CSU. Prospect Road serves as a major link to existing and future employment centers and the improved urban interchange at I-25. The Prospect Road design program area is bounded by Riverside Avenue on the west, the Urban Growth Area Boundary on the east and extending for approximately one-third of a mile north and south of Prospect Road. The Prospect Road Streetscape Design Program (the "Program") represents an important opportunity to create a more cohesive and unified streetscape at a major entryway to Fort Collins, one that will contribute to the unique identity and character of the area.

The basic premise of the program is that the improved visual appearance of Prospect Road will play a vital role in enhancing the liveability, quality and economic health of the Prospect corridor and the community as a whole. The primary goal of the Program is to have a positive influence on the appearance of the Prospect Road public right-of-way, private street frontage and private streetscape improvements along Prospect Road and provide design guidelines and standards for development that respects the natural environment. The completion of the Program is in direct response to the City Councils 1991-1993 Work Plan and the 1990 Audit of the Land Development Guidance System.

The visual character of the Prospect Corridor Study Area is strongly influenced by the presence of the Poudre River, major drainage basins, public open spaces, wetlands and a network of waterways created by gravel mining operations. Developing industrial and business parks also contribute to the visual quality of the area. These key physical features, combined with the existing and potential urban land uses will influence the streetscape design character proposed for the corridor. The Standards and Guidelines will complement the existing elements of the Comprehensive Plan and will be in harmony with other plans or studies currently under preparation, including but not limited to the Natural Areas Plan, Fort Collins Area Transportation Plan and the Cache La Poudre Master Drainageway Plan. Given the unique physical characteristics of the corridor, the program will include recommendations regarding open space linkages, potential recreation trail networks and transitions between open space and urban level development.
The Planning and Zoning Board and the City Council will hold formal public hearings prior to official adoption and implementation of the Program. Implementation of the Program may result in the following:

- Design standards may impose development restrictions that do not currently exist. Properties adjacent to the Prospect Road right-of-way are most likely to be affected.

- In order to implement the Program, certain public improvements may be required.

- The Program may make recommendations regarding open space and trails within the corridor.

**Adopted November 18, 1991**

**Resolution PZ 91-16**
WORK PROGRAM SUMMARY

The following tasks summarize the basic elements of the planning work program:

**Inventory and Analysis of Existing Conditions:** Analyze existing historical and physical conditions and proposed plans in order to identify potential opportunities and constraints.

**Develop Design Concept:** Develop a design concept for the Prospect Road public right-of-way, median, private street and the I-25 interchange that emphasizes the scenic and visual quality while minimizing maintenance and water use.

**Prepare Design Standards and Guidelines:** Prepare mandatory design standards and/or optional design guidelines to be used in the evaluation of new development projects along Prospect Road. Design Standards and Guidelines will include, but not be limited to setbacks, grading, sidewalks & trails, landscaping, fencing, lighting, parking, service area, maintenance and architectural character.

**Develop Implementation Strategies:** Develop a program for phasing, funding and maintenance responsibilities for both public and private streetscape "beautification" improvements along Prospect Road. Prepare preliminary cost estimates for all improvements.

**Citizen Participation Program:** Develop a program to receive and respond to public input throughout the planning process. Other City departments, County staff and area landowners and the State Division of Transportation are key affected interests and need to be involved in the planning process.
## APPENDIX B

### PROSPECT ROAD STREETSCAPE PROGRAM

#### CHRONOLOGY OF CITIZEN PARTICIPATION EVENTS

<table>
<thead>
<tr>
<th>DATE</th>
<th>ACTION OR EVENT</th>
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<tr>
<td>09/12/91</td>
<td>Initial coordination meeting with CSU</td>
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<td>09/25/91</td>
<td>Planning and Zoning Board Work Session (Mission Statement and Work Program Coordination)</td>
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<tr>
<td>10/09/91</td>
<td>Storm Drainage Board meeting (Mission Statement and Work Program)</td>
</tr>
<tr>
<td>10/11/91</td>
<td>Coordination meeting with County Planning Department</td>
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<tr>
<td>10/23/91</td>
<td>Parks and Recreation Board meeting (Mission Statement and Work Program)</td>
</tr>
<tr>
<td>11/05/91</td>
<td>Meeting with Citizen Planners - Land Use Committee</td>
</tr>
<tr>
<td>11/05/91</td>
<td>Meeting with State Department of Transportation</td>
</tr>
<tr>
<td>11/06/91</td>
<td>Letter with Mission Statement and Work Program sent to Adjacent Property Owners (250 letters were mailed)</td>
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<tr>
<td>11/06/91</td>
<td>Natural Resources Advisory Board meeting (Mission Statement and Work Program)</td>
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<tr>
<td>11/11/91</td>
<td>Choice City Cycling Coalition meeting</td>
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<tr>
<td>11/12/91</td>
<td>Open House for Property Owners - presented Mission Statement and Work Program, 281 Conference room (30)*</td>
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<tr>
<td>11/15/91</td>
<td>Planning and Zoning Board work session</td>
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<td>11/18/91</td>
<td>Planning and Zoning Board Hearing - adopted Resolution #91-16 authorizing Mission Statement and Work Program to be completed</td>
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<tr>
<td>01/10/92</td>
<td>Meeting with State Department of Transportation</td>
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<tr>
<td>01/21/92</td>
<td>Program Review during City Council Meeting - CIC - Open to Public</td>
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<td>02/12/92</td>
<td>Storm Drainage Board Meeting (Existing Conditions and Design Concepts)</td>
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<td>02/12/92</td>
<td>Planning and Zoning Board Work Session (Existing Conditions and Design Concepts)</td>
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<td>Open House - (Presentation of Existing Conditions and Design Concepts)**</td>
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<td>03/04/92</td>
<td>Natural Resources Advisory Board Meeting (Existing Conditions and Design Concepts)</td>
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<td>04/22/92</td>
<td>Parks and Recreation Board Meeting (Preferred Alternatives and Implementations)</td>
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<td>04/28/92</td>
<td>Phi Sigma Alpha meeting (General Program Review)</td>
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<td>04/30/92</td>
<td>Open House - Preferred Alternatives and Implementations**</td>
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<td>05/05/92</td>
<td>Open House - Preferred Alternatives and Implementations**</td>
</tr>
<tr>
<td>05/20/92</td>
<td>Storm Drainage Board meeting (Preferred Alternatives and Implementations)</td>
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<td>Natural Resources Advisory Board work session (Preferred Alternatives and Implementations)</td>
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<td>06/03/92</td>
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<td>06/09/92</td>
<td>City Council Worksession - Program Overview</td>
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<td>11/16/92</td>
<td>Planning and Zoning Board Hearing - item tabled</td>
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<tr>
<td>11/24/92</td>
<td>Planning and Zoning Board Work Session</td>
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<tr>
<td>12/14/92</td>
<td>Meeting with Property Owners - (discussed traffic and transportation issues)</td>
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Planning and Zoning Board Hearing - adopted Resolution PZ 92-18 - Approving the City of Fort Collins Prospect Road Streetscape Program and recommending its inclusion as an element of the Comprehensive Plan of the City of Fort Collins and recommending to the City Council the adoption of the Prospect Road Streetscape Program Standards and Guidelines.

City Council Hearing - First Reading, Ordinance No. 7, 1993, Approving City of Fort Collins Prospect Road Streetscape Program and Incorporating it as an Element of the Comprehensive Plan of the City of Fort Collins and Adopting the Prospect Road Streetscape Program Standards and Guidelines.

Second Reading of Ordinance No. 7, 1993, Approving City of Fort Collins Prospect Road Streetscape Program and Incorporating it as an Element of the Comprehensive Plan of the City of Fort Collins and Adopting the Prospect Road Streetscape Program Standards and Guidelines.

* The 1st Open House was oriented to the immediate property owners along the corridor. Approximately 60 property owners were notified thru a general mailing and through an article in the Coloradoan and Triangle Review.

** Public Open Houses - For each open house, 300 letters were sent to affected interests and a notice was published in the Triangle Review.
APPENDIX C

PROSPECT ROAD STREETSCAPE PROGRAM
DOCUMENTS, PLANS AND POLICIES

LARIMER COUNTY DOCUMENTS:

Larimer County Land Use Plan; Larimer County, Planning Department, Fort Collins, Colorado; January 20, 1988

Larimer County Comprehensive Zoning Resolution; Larimer County, Planning Department, Fort Collins, Colorado; October 1991

CITY OF FORT COLLINS DOCUMENTS, PLANS AND POLICIES:

Natural Areas Policy Plan (Draft); The City of Fort Collins, Natural Resources Department, Fort Collins, Colorado; April 8, 1991

Fort Collins Area Transportation Plan; The City of Fort Collins, Transportation Department, Fort Collins, Colorado; December 3, 1991

Fort Collins Bike Map; The City of Fort Collins, Transportation Department, Fort Collins, Colorado; July 1991

Land Use Policies Plan; The Citizens of Fort Collins and The City of Fort Collins, Planning Department, Fort Collins, Colorado; August 14, 1979, Amended December 1979

Goals and Objectives; The City of Fort Collins, Planning Department, Fort Collins, Colorado; August 1977, Amended February 2, 1988 and December 3, 1991

Urban Growth Area Master Street Plan; The City of Fort Collins, Transportation Department, Fort Collins, Colorado; March 1981, Amended July 1989

City Forestry Standards and Specifications; The City of Fort Collins, Parks and Recreation Department, Forestry Division, Fort Collins, Colorado; May 1986

Landscape Standards for Streetscapes and Medians; The City of Fort Collins, Parks and Recreation Department, Forestry Division, Fort Collins, Colorado; May 1981

Prospect Median Plans; City of Fort Collins, Parks and Recreation Department, Forestry Division, Fort Collins, Colorado; April 23, 1985

City of Fort Collins Landscape Guide; The City of Fort Collins, Parks and Recreation Department, Forestry Division, Fort Collins, Colorado; Printed 1976, Revised/Expanded 1981

Design Criteria and Standards for Streets; The City of Fort Collins, Engineering Department, Fort Collins, Colorado; July 1986

Zoning, Annexation and Development of Land Regulations; The City of Fort Collins, Department of Development Services, Fort Collins, Colorado; August 1991
Tree Utility Standards; The City of Fort Collins, City Staff, Fort Collins, Colorado; March 4, 1991

Street Oversizing Fee; The City of Fort Collins, Engineering Department, Fort Collins, Colorado; July 1979, Amended December 1988

The City of Fort Collins Sewer Master Plan; The City of Fort Collins, Water and Wastewater Utilities, Fort Collins, Colorado; January 1988

The City of Fort Collins Water Master Plans; The City of Fort Collins, Water and Wasterwater Utilities, Fort Collins, Colorado; January 1988

Irrigation Ditches Information Pamphlet; The City of Fort Collins, Storm Drainage Department, Fort Collins, Colorado; May 1990

City of Fort Collins Tree Ordinance; The City of Fort Collins, Parks and Recreation Department, Forestry Division, Fort Collins, Colorado; April 15, 1990

City of Fort Collins Parks and Recreation Master Plan; The City of Fort Collins, Parks and Recreation Department, Fort Collins, Colorado; 1988

OTHER DOCUMENTS:

Cache La Poudre River National Recreation Area Study; Shalkey Walker Associates; September 1989

Cache La Poudre River Resource Assessment; National Park Service, Rocky Mountain Region; December 1990

Stormwater - Master Drainageway Studies: Spring Creek; Engineering Professionals; March 1988; Boxelder Creek; Simons, RI & Associates; August 1988

Prospect Corridor Development Considerations; Cityscape Urban Design; June 1988


Boulder Master Transportation Plan; Howard Needles Tammen & Bergendoff; October 1989, Second Printing April 1991

Transportation and Circulation Element; City of Davis, University of California, Davis, California; General Plan, Volume I: Plan Policies; December 24, 1987

Bicycle Circulation and Safety Study; City of Davis, University of California; De Leuw, Cather and Company, Engineers and Planners; August 1972

Bicycle Programs; City of Davis, Davis, California; November 1975, Revised August 1977

Bikeway Plan (Draft); City of Davis, Department of Public Works, Davis California; May 1991

Fort Collins Yesterdays; Evadene Burris Swanson, 1975
Intermodal Surface Transportation Efficiency Act of 1991; U.S. Department of Transportation; December 18, 1991

Trees for Conservation: Planning, Planting and Care; Colorado State Forest Service, Colorado State University, Fort Collins, Colorado; 1988

Living Snow Fences: Protection That Just Keeps Growing; Colorado State University, Dr. Dale L. Shaw, Fort Collins, Colorado; October 1991


History of Larimer County, Colorado; Ansel Watrous; 1976

Existing Zoning and Master Plans (ODP's);

WREN Gravel Mining Reclamation Plan; M & I Consulting Engineers, Roger Shores; Western Mobile; January 1978

7-Lakes and Prospect Park East Landscape Plans;

Federal Emergency Management Agency Flood Plain Maps; Community Panels 44 of 90 - 87171, 45 of 90 - 87184, 46 of 90 - 87173, 47 of 90 - 87174, 48 of 90 - 87163, 49 of 90 - 87202, 50 of 90 - 87201, 51 of 90 - 87212, 52 of 90 - 87211; May 8, 1984
Appendices D - G

PROSPECT ROAD STREETSCAPE PROGRAM
PLANT PALETTES
**PROSPECT ROAD STREETSCAPE PROGRAM**

**PLANT PALETTE**

**Developed Urban District; Business Park Style**

<table>
<thead>
<tr>
<th>Botanical Names</th>
<th>Common Names</th>
<th>Supplemental Water Requirement*</th>
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<tbody>
<tr>
<td><strong>Shade Trees</strong></td>
<td></td>
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<tr>
<td>Celtis occidentalis</td>
<td>Hackberry</td>
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<tr>
<td>Fraxinus pennsylvanica varieties</td>
<td>Green Ash</td>
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</tr>
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<td>Gleditsia triacanthos varieties</td>
<td>Honeylocust</td>
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<td>Quercus macrocarpa</td>
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<tr>
<td>Tilia species</td>
<td>Linden</td>
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<tr>
<td><strong>Ornamental Trees</strong></td>
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<tr>
<td>Betula occidentalis</td>
<td>Western River Birch</td>
<td>Moderate</td>
</tr>
<tr>
<td>Crataegus species, varieties</td>
<td>Hawthorn</td>
<td>Moderate</td>
</tr>
<tr>
<td>Malus species, varieties</td>
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<td>Prunus padus</td>
<td>Mayday Tree</td>
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<td>Pyrus ussuriensis</td>
<td>Ussurian Pear</td>
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<td><strong>Evergreen Trees</strong></td>
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<td>Picea pungens</td>
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<td>Pinus cembroides edulis</td>
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<td>Pinus flexilis</td>
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<td>Pinus nigra</td>
<td>Austrian Pine</td>
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<tr>
<td>Pinus ponderosa</td>
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<tr>
<td>Pinus sylvestris</td>
<td>Scotch Pine</td>
<td>Moderate</td>
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</table>

* This rating gives a general indication of the amount of water needed to supplement Fort Collins' average rainfall in order to promote healthy development of plant materials after establishment. *All plant materials will need substantial irrigation to become established after planting.*

"Low" applies to plants that typically need five to ten inches of supplemental water per year for acceptable growth and vigor. Translated another way, three thorough soakings during a typical summer season are usually adequate.

"Moderate" applies to plants that need irrigation on a more regular basis, in the amount of ten to twenty inches of supplemental water per year.
### Urban Developed District; Business Park Style

#### Page 2

<table>
<thead>
<tr>
<th>Botanical Names</th>
<th>Common Names</th>
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<tr>
<td>Caryopteris incana</td>
<td>Blue Mist Spirea</td>
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<td>Cornus species, varieties</td>
<td>Redtwig Dogwood</td>
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<td>Cotoneaster species</td>
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<td>Eranthis ravennae</td>
<td>Plume Grass</td>
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<td>Euonymus alatus 'Compacta'</td>
<td>Burning Bush</td>
<td>Moderate</td>
</tr>
<tr>
<td>Forestiera neomexicana</td>
<td>New Mexico Privet</td>
<td>Low</td>
</tr>
<tr>
<td>Juniperus species, varieties</td>
<td>Juniper</td>
<td>Moderate</td>
</tr>
<tr>
<td>Miscanthus sinensis</td>
<td>Maiden Grass</td>
<td>Moderate</td>
</tr>
<tr>
<td>Pinus mugho</td>
<td>Mugo Pine</td>
<td>Moderate</td>
</tr>
<tr>
<td>Prunus species</td>
<td>Sand Cherry, Flowering Almond</td>
<td>Moderate</td>
</tr>
<tr>
<td>Ribes species</td>
<td>Currant</td>
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<tr>
<td>Rhus aromatica 'Gro-Low'</td>
<td>Gro-Low Fragrant Sumac</td>
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</tr>
<tr>
<td>Rhus trilobata</td>
<td>Threeleaf Sumac</td>
<td>Low</td>
</tr>
<tr>
<td>Spiraea species</td>
<td>Spirea</td>
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</tr>
<tr>
<td>Syringa species</td>
<td>Lilac</td>
<td>Low</td>
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#### Representative Perennials

& Bulbs

<table>
<thead>
<tr>
<th>Botanical Names</th>
<th>Common Names</th>
<th>Supplemental Water Requirement*</th>
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<tbody>
<tr>
<td>Achillea species</td>
<td>Yarrow</td>
<td>Low-moderate</td>
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<tr>
<td>Asclepias tuberosa</td>
<td>Butterfly Milkweed</td>
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<tr>
<td>Chrysanthemum varieties</td>
<td>Dwarf Shasta Daisy</td>
<td>Moderate</td>
</tr>
<tr>
<td>Echinacea purpurea</td>
<td>Purple Coneflower</td>
<td>Moderate</td>
</tr>
<tr>
<td>Festuca ovina</td>
<td>Blue Fescue Grass</td>
<td>Moderate</td>
</tr>
<tr>
<td>Geranium species</td>
<td>Cranesbill</td>
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<tr>
<td>Helichotrichon sempervirens</td>
<td>Blue Avena Grass</td>
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<td>Hemerocallis species</td>
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<td>Iris species</td>
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<td>Liatris species</td>
<td>Gayfeather</td>
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<td>Linum species</td>
<td>Flax</td>
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<td>Grape Hyacinth</td>
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<td>Narcissus species</td>
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<td>Rudbeckia species</td>
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<tr>
<td>Salvia species</td>
<td>Sage</td>
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<td>Sedum species</td>
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<td>Tulipa species</td>
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<td>Moderate</td>
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## Appendix E

### PROSPECT ROAD STREETSCAPE PROGRAM

#### PLANT PALETTE

**Riverway District; Natural Shrubscape Style**

<table>
<thead>
<tr>
<th>Botanical Names</th>
<th>Common Names</th>
<th>Dry Uplands</th>
<th>Intermediate Areas</th>
<th>Wet Lowlands</th>
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<tbody>
<tr>
<td><strong>Large Riparian Trees</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Populus sargentii</td>
<td>Plains Cottonwood</td>
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<td>X</td>
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<tr>
<td>P. acuminata</td>
<td>Lanceleaf Cottonwood</td>
<td>X</td>
<td>X</td>
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<tr>
<td>Salix amygdaloïdes</td>
<td>Peachleaf Willow</td>
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<tr>
<td><strong>Small Riparian Trees</strong></td>
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<td>Alnus tenuifolia</td>
<td>Thinleaf Alder</td>
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<tr>
<td>Betula occidentalis</td>
<td>Western River Birch</td>
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<tr>
<td>Crataegus succulentia</td>
<td>Colorado Hawthorn</td>
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<tr>
<td><strong>Large Shrubs</strong></td>
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<tr>
<td>*Prunus americana</td>
<td>American Plum</td>
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<td>*Prunus virginiana</td>
<td>Chokecherry</td>
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<td>*Shepherdia argentea</td>
<td>Silver Buffaloberry</td>
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<td><strong>Medium Shrubs</strong></td>
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<td>Amorpha fruticosa</td>
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<td>Chrysothamnus nauseosus</td>
<td>Rubber Rabbitbrush</td>
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<td>Cornus stolonifera</td>
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<td>Corylus cornuta</td>
<td>Beaked Filbert</td>
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<td>Prunus besseyi</td>
<td>Western Sand Cherry</td>
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<tr>
<td>+Rhus aromatica &quot;Gro-Low&quot;</td>
<td>Gro-Low Fragrant Sumac</td>
<td>X</td>
<td>X</td>
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<tr>
<td>*Rhus trilobata</td>
<td>Threeleaf Sumac</td>
<td>X</td>
<td>X</td>
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</tr>
<tr>
<td>Ribes aureum</td>
<td>Golden Currant</td>
<td>X</td>
<td>X</td>
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<tr>
<td>Ribes cereum</td>
<td>Squaw Currant</td>
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<td>X</td>
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<tr>
<td>Rosa woodsii</td>
<td>Wild Rose</td>
<td></td>
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<tr>
<td>*Salix exigua</td>
<td>Coyote Willow</td>
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<td>X</td>
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<tr>
<td>*Symphoricarpos oreophilus</td>
<td>Snowberry</td>
<td>X</td>
<td>X</td>
<td>X</td>
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</tbody>
</table>

*Dominant thicket forming shrubs

*Non-native plant suited to narrow areas within right-of-way
### Riverway District; Natural Shrubscape Style

#### Page 2

<table>
<thead>
<tr>
<th>Botanical Names</th>
<th>Common Names</th>
<th>Dry Uplands</th>
<th>Intermediate Areas</th>
<th>Wet Lowlands</th>
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<tbody>
<tr>
<td><strong>Forbs</strong></td>
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<td>Artemesia frigida</td>
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<td>Dalea purpurea</td>
<td>Purple Prairie Clover</td>
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<td>Gaillardia aristata</td>
<td>Common Blanket Flower</td>
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<td>Liatris punctata</td>
<td>Spotted Gayfeather</td>
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<td>Linum lewisii</td>
<td>Blue Flax</td>
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<tr>
<td>Ratibida columnifera</td>
<td>Upright Prairie Coneflower</td>
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<td><strong>Grasses</strong></td>
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<td>Western Wheatgrass</td>
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<td>Andropogon gerardii</td>
<td>Big Bluegrass</td>
<td>X</td>
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<td>Bouteloua gracilis</td>
<td>Blue Grama</td>
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<td>Bouteloua curtipendula</td>
<td>Sideoats Grama</td>
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<td>Buchloe dactyloides</td>
<td>Buffalograss</td>
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<td>Oryzopsis hymenoides</td>
<td>Indian Ricegrass</td>
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<td>Panicum virgatum</td>
<td>Switchgrass</td>
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<tr>
<td>Schizachyrium scoparium</td>
<td>Little Bluestem</td>
<td>X</td>
<td>X</td>
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<td>Sporabolus airoides</td>
<td>Alkali sacaton</td>
<td>X</td>
<td>X</td>
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<tr>
<td>Stipa viridula</td>
<td>Green Needlegrass</td>
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</table>
Appendix F

PROSPECT ROAD STREETSCAPE PROGRAM
PLANT PALETTE & SPACING GUIDE

Highway Corridor and Rural Residential District; Prospect Gateway Style

<table>
<thead>
<tr>
<th>Botanical Names</th>
<th>Common Names</th>
<th>Supplemental Water Requirement*</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Street Trees</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Celtis occidentalis</td>
<td>Hackberry</td>
<td>Low</td>
</tr>
<tr>
<td>Fraxinus pennsylvanica varieties</td>
<td>Green Ash</td>
<td>Low</td>
</tr>
<tr>
<td>Gleditsia triacanthos varieties</td>
<td>Honeylocust</td>
<td>Low</td>
</tr>
<tr>
<td>Quercus macrocarpa</td>
<td>Bur Oak</td>
<td>Low</td>
</tr>
<tr>
<td>Tilia species</td>
<td>Linden</td>
<td>Moderate</td>
</tr>
<tr>
<td><strong>Ornamental Trees</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Acer tataricum</td>
<td>Tatarian Maple</td>
<td>Moderate</td>
</tr>
<tr>
<td>Acer grandidentatum</td>
<td>Bigtooth Maple</td>
<td>Low</td>
</tr>
<tr>
<td>Crataegus species, varieties</td>
<td>Hawthorn</td>
<td>Moderate</td>
</tr>
<tr>
<td>Malus species, varieties</td>
<td>Crabapple</td>
<td>Moderate</td>
</tr>
<tr>
<td>Prunus padus</td>
<td>Mayday Tree</td>
<td>Moderate</td>
</tr>
<tr>
<td>Pyrus ussuriensis</td>
<td>Ussurian Pear</td>
<td>Moderate</td>
</tr>
<tr>
<td><strong>Evergreen Trees</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Juniperus virginiana</td>
<td>Eastern Redcedar</td>
<td>Low</td>
</tr>
<tr>
<td>Picea pungens</td>
<td>Blue Spruce</td>
<td>Moderate</td>
</tr>
<tr>
<td>Pinus cembroides edulis</td>
<td>Pinyon</td>
<td>Low</td>
</tr>
<tr>
<td>Pinus flexilis</td>
<td>Limber Pine</td>
<td>Low</td>
</tr>
<tr>
<td>Pinus nigra</td>
<td>Austrian Pine</td>
<td>Low</td>
</tr>
<tr>
<td>Pinus ponderosa</td>
<td>Ponderosa Pine</td>
<td>Low</td>
</tr>
<tr>
<td>Pseudotsuga menziesii</td>
<td>Douglas-Fir</td>
<td>Low-Moderate</td>
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</tbody>
</table>

* This rating gives a general indication of the amount of water needed to supplement Fort Collins' average rainfall in order to promote healthy development of plant materials after establishment. (All plant materials will need substantial irrigation to become established after planting).

"Low" applies to plants that typically need five to ten inches of supplemental water per year for acceptable growth and vigor. Translated another way, three thorough soakings during a typical summer season are usually adequate.

"Moderate" applies to plants that need irrigation on a more regular basis, in the amount of ten to twenty inches of supplemental water per year.
### Botanical Names

<table>
<thead>
<tr>
<th>Shrubs</th>
<th>Common Names</th>
<th>Supplemental Water Requirement*</th>
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<tbody>
<tr>
<td>Caragana arborescens</td>
<td>Siberian Peashrub</td>
<td>Low</td>
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<tr>
<td>Cornus species, varieties</td>
<td>Redtwig Dogwood</td>
<td>Moderate</td>
</tr>
<tr>
<td>Cotoneaster species</td>
<td>Cotoneaster</td>
<td>Moderate</td>
</tr>
<tr>
<td>Euonymus alatus 'Compacta'</td>
<td>Burning Bush</td>
<td>Moderate</td>
</tr>
<tr>
<td>Forestiera neomexicana</td>
<td>New Mexico Privet</td>
<td>Low</td>
</tr>
<tr>
<td>Juniperus species, varieties</td>
<td>Juniper</td>
<td>Low</td>
</tr>
<tr>
<td>Lonicera zabeli</td>
<td>Zabel's Honeysuckle</td>
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<td>Pinus mugho</td>
<td>Mugo Pine</td>
<td>Moderate</td>
</tr>
<tr>
<td>Prunus tomentosa</td>
<td>Nanking Cherry,</td>
<td>Moderate</td>
</tr>
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<td>Ribes alpinum</td>
<td>Alpine Currant</td>
<td>Moderate</td>
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<tr>
<td>Rhus trilobata</td>
<td>Threeleaf Sumac</td>
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<tr>
<td>Spiraea vanhouttei</td>
<td>Van Houtte Spirea</td>
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</tr>
<tr>
<td>Syringa species</td>
<td>Lilac</td>
<td>Low</td>
</tr>
</tbody>
</table>

### Representative Perennials

| Achillea species, varieties      | Yarrow                  | Low-moderate                   |
| Chrysanthemum varieties          | Dwarf Shasta Daisy      | Moderate                       |
| Echinacea purpurea               | Purple Coneflower       | Moderate                       |
| Helichotrichon sempervirens      | Blue Avena Grass        | Moderate                       |
| Hemerocallis species             | Daylily                 | Moderate                       |
| Iris species                     | Iris                    | Moderate                       |
| Linum species                    | Flax                    | Low-moderate                   |
| Rudbeckia species                | Black Eyed Susan        | Moderate                       |
| Salvia species                   | Sage                    | Moderate                       |

### Irrigated Grasses

| Agropyron cristata               | Crested Wheatgrass      | Low                            |
| Bromus inermis                   | Smooth Brome            | Low-Moderate                   |
| Festuca arundinacea              | Tall Fescue             | Low-Moderate                   |
Spacing within rows

Street Trees ........................................... 20'
Ornamental Trees ........................................ 15'
   Except Bigtooth Maple ............................... 7'
Evergreen Trees ........................................ 15'
   Except Pinyon and Eastern Redcedar ............. 8'
Shrubs ..................................................... 5'

Spacing between rows
(minimum - may vary)

Street Trees - Street Trees ......................... 18'
Street Trees - Ornamental Trees .................. 20'
   Except Bigtooth Maple ............................ 15'
Street Trees - Evergreen Trees ................... 15'
   Except all Pines ................................. 20'
Street Trees - Shrubs ................................ 7'
Appendix G

PROSPECT ROAD STREETSCAPE PROGRAM
PLANT PALETTE

Highway Corridor and Rural Residential District; Interchange Style

<table>
<thead>
<tr>
<th>Botanical Names</th>
<th>Common Names</th>
<th>Supplemental Water Requirement*</th>
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<tbody>
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<td><strong>Shade Trees</strong></td>
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<td>Fraxinus pennsylvanica varieties</td>
<td>Green Ash</td>
<td>Low</td>
</tr>
<tr>
<td>Gleditsia triacanthos varieties</td>
<td>Honeylocust</td>
<td>Low</td>
</tr>
<tr>
<td>Gymnocladus dioica</td>
<td>Kentucky Coffeetree</td>
<td>Low-Moderate</td>
</tr>
<tr>
<td>Populus acuminata</td>
<td>Lanceleaf Cottonwood</td>
<td>Low</td>
</tr>
<tr>
<td>Populus sargentii</td>
<td>Plains Cottonwood</td>
<td>Low</td>
</tr>
<tr>
<td>Quercus macrocarpa</td>
<td>Bur Oak</td>
<td>Low</td>
</tr>
<tr>
<td><strong>Ornamental Trees</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Acer grandidentatum</td>
<td>Bigtooth Maple</td>
<td>Low</td>
</tr>
<tr>
<td>Crataegus ambiguus</td>
<td>Russian Hawthorn</td>
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</tr>
<tr>
<td>Malus species, varieties</td>
<td>Crabapple</td>
<td>Moderate</td>
</tr>
<tr>
<td>Pyrus ussuriensis</td>
<td>Ussurian Pear</td>
<td>Moderate</td>
</tr>
<tr>
<td><strong>Evergreen Trees</strong></td>
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<td></td>
</tr>
<tr>
<td>Juniperus virginiana</td>
<td>Eastern Redcedar</td>
<td>Low</td>
</tr>
<tr>
<td>Picea pungens</td>
<td>Blue Spruce</td>
<td>Moderate</td>
</tr>
<tr>
<td>Pinus cembroides edulis</td>
<td>Pinyon</td>
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<td>Pinus flexilis</td>
<td>Limber Pine</td>
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<tr>
<td>Pinus nigra</td>
<td>Austrian Pine</td>
<td>Low</td>
</tr>
<tr>
<td>Pinus ponderosa</td>
<td>Ponderosa Pine</td>
<td>Low</td>
</tr>
</tbody>
</table>

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Boxelder Creek Basin
Planting Materials:

For a list of riparian trees and shrubs, and native grasses, to be used in the Boxelder Creek Basin, refer to Appendix E, the Natural Shrubscape Plant Palette.
### Botanical Names

<table>
<thead>
<tr>
<th>Shrubs</th>
<th>Common Names</th>
<th>Supplemental Water Requirement</th>
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<tbody>
<tr>
<td>Caragana arborescens</td>
<td>Siberian Peashrub</td>
<td>Low</td>
</tr>
<tr>
<td>Cornus species, varieties</td>
<td>Redtwig Dogwood</td>
<td>Moderate</td>
</tr>
<tr>
<td>Cotoneaster species</td>
<td>Cotoneaster</td>
<td>Moderate</td>
</tr>
<tr>
<td>Forestiera neomexicana</td>
<td>New Mexico Privet</td>
<td>Low</td>
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<tr>
<td>Juniperus species, varieties</td>
<td>Juniper</td>
<td>Low</td>
</tr>
<tr>
<td>Prunus americana</td>
<td>American Plum</td>
<td>Low</td>
</tr>
<tr>
<td>Prunus tomentosa</td>
<td>Nanking Cherry,</td>
<td>Moderate</td>
</tr>
<tr>
<td>Prunus virginiana</td>
<td>Chokecherry</td>
<td>Low</td>
</tr>
<tr>
<td>Ribes alpinum</td>
<td>Alpine Currant</td>
<td>Moderate</td>
</tr>
<tr>
<td>Ribes cereum</td>
<td>Squaw Currant</td>
<td>Low</td>
</tr>
<tr>
<td>Rhus aromatica</td>
<td>'Gro-Low' Fragrant Sumac</td>
<td>Low</td>
</tr>
<tr>
<td>Rhus trilobata</td>
<td>Threeleaf Sumac</td>
<td>Low</td>
</tr>
<tr>
<td>Sheperdia canadensis</td>
<td>Silver Buffaloberry</td>
<td>Low</td>
</tr>
<tr>
<td>Spiraea vanhouttei</td>
<td>Van Houtte Spirea</td>
<td>Moderate</td>
</tr>
<tr>
<td>Symphoricarpos oreophilus</td>
<td>Snowberry</td>
<td>Low</td>
</tr>
<tr>
<td>Syringa species</td>
<td>Lilac</td>
<td>Low</td>
</tr>
</tbody>
</table>

### Accent Shrubs and Forbs

<table>
<thead>
<tr>
<th>Accent Shrubs and Forbs</th>
<th></th>
<th>Supplemental Water Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Achillea species</td>
<td>Yarrow</td>
<td>Low-moderate</td>
</tr>
<tr>
<td>Chrysothamnus viscidiflorus</td>
<td>Low Rabbitbrush</td>
<td>Low</td>
</tr>
<tr>
<td>Dalea purpurea</td>
<td>Purple Prairie Clover</td>
<td>Low</td>
</tr>
<tr>
<td>Gaillardia aristata</td>
<td>Blanket Flower</td>
<td>Low</td>
</tr>
<tr>
<td>Liatris spicata</td>
<td>Spotted Gayfeather</td>
<td>Low</td>
</tr>
<tr>
<td>Linum lewisi</td>
<td>Flax</td>
<td>Low</td>
</tr>
<tr>
<td>Ratibida columnifera</td>
<td>Upright Prairie Coneflower</td>
<td>Low</td>
</tr>
</tbody>
</table>
### Botanical Names

<table>
<thead>
<tr>
<th>Botanical Names</th>
<th>Common Names</th>
<th>Supplemental Water Requirement*</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Irrigated Grasses</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Agropyron cristata</td>
<td>Crested Wheatgrass</td>
<td>Low</td>
</tr>
<tr>
<td>Bromus inermis</td>
<td>Smooth Brome</td>
<td>Low-Moderate</td>
</tr>
<tr>
<td>Festuca arundinacea</td>
<td>Tall Fescue</td>
<td>Low-Moderate</td>
</tr>
<tr>
<td><strong>Non-Irrigated Grasses</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Agropyron cristata</td>
<td>Crested Wheatgrass</td>
<td>NA</td>
</tr>
<tr>
<td>Agropyron smithii</td>
<td>Western Wheatgrass</td>
<td>NA</td>
</tr>
<tr>
<td>Bouteloua curtipendula</td>
<td>Sideoats Grama</td>
<td>NA</td>
</tr>
<tr>
<td>Bouteloua gracilis</td>
<td>Blue Grama</td>
<td>NA</td>
</tr>
<tr>
<td>Buchloe dactyloides</td>
<td>Buffalograss</td>
<td>NA</td>
</tr>
<tr>
<td>Oryzopsis hymenoides</td>
<td>Indian Ricegrass</td>
<td>NA</td>
</tr>
<tr>
<td>Schizachyrium scoparium</td>
<td>Little Bluestem</td>
<td>NA</td>
</tr>
</tbody>
</table>
APPENDIX H

PLANNING AND ZONING BOARD ADOPTING RESOLUTION

RESOLUTION PZ92-18
OF THE PLANNING AND ZONING BOARD OF THE
CITY OF FORT COLLINS
APPROVING THE CITY OF FORT COLLINS
PROSPECT ROAD STREETSCAPE PROGRAM AND RECOMMENDING
ITS INCLUSION AS AN ELEMENT OF THE
COMPREHENSIVE PLAN OF THE CITY OF FORT COLLINS
AND RECOMMENDING TO THE CITY COUNCIL
THE ADOPTION OF THE PROSPECT ROAD STREETSCAPE PROGRAM
STANDARDS AND GUIDELINES

WHEREAS, the Prospect Road Streetscape Program (generally described as the public right-of-way and private street frontage along Prospect Road from Riverside Avenue east to the UGA boundary) is a major gateway to the City; and

WHEREAS, the Goals and Objectives direct the City to enhance public street appearance with particular attention to entrance highways; and

WHEREAS, the Goals and Objectives direct the City to insure that future development will be accomplished so as to create the least degradation to the environment; and

WHEREAS, the Prospect Road Streetscape Program is a public statement of the City’s policies with regard to the future development of the east Prospect Corridor area in terms of urban streetscape design; and

WHEREAS, many opportunities were provided to the public to study and comment upon the Program; and

WHEREAS, upon review of said proposed Program and upon public hearing by the Planning and Zoning Board of the City of Fort Collins, the Board has determined that the Program, should be adopted as part of the City’s Comprehensive Plan; and

WHEREAS, the Planning and Zoning Board has determined that the proposed Prospect Road Streetscape Program standards and guidelines (PART TWO) would be a valuable tool in promoting the design objectives of the Program; and

WHEREAS, the Planning and Zoning Board has determined that it is in the best interest of the Citizens of the City that the Prospect Road Streetscape Program standards and guidelines (Part Two) be adopted for implementation and enforcement.

NOW THEREFORE, BE IT RESOLVED BY THE PLANNING AND ZONING BOARD OF THE CITY OF FORT COLLINS that the City of Fort Collins Prospect Road Streetscape Program, be and hereby is approved for incorporation into the City of Fort Collins Comprehensive Plan for providing guidance for development so as to achieve a cohesive urban design theme; and

BE IT FURTHER RESOLVED that the City of Fort Collins Prospect Road Streetscape Program, be and hereby is recommended to the City Council for incorporation into the Comprehensive Plan of the City; and

BE IT FURTHER RESOLVED that it is the recommendation of the Planning and Zoning Board to the City Council that the Prospect Road Streetscape Program standards and guidelines (PART TWO), be adopted by the City Council as a tool for furthering the Program by implementation and enforcement to the provisions of the Land Development Guidance System and the Zoning Code of the City of Fort Collins.
Passed and adopted at a regular meeting of the Planning and Zoning Board of the City of Fort Collins held this 17th day of December, A.D 1992

Lloyd Walker
Chairperson

ATTEST:

Secretary
APPENDIX I
ADOPTING ORDINANCE

ORDINANCE NO. 7, 1993
OF THE COUNCIL OF THE CITY OF FORT COLLINS
APPROVING THE CITY OF FORT COLLINS PROSPECT ROAD
STREETSCAPE PROGRAM AND INCORPORATING IT AS AN ELEMENT OF
THE COMPREHENSIVE PLAN OF THE CITY OF FORT COLLINS
AND ADOPTING THE PROSPECT ROAD STREETSCAPE
PROGRAM STANDARDS AND GUIDELINES

WHEREAS, the Prospect Road Streetscape Program area (generally described as
the public right-of-way and private street frontage along Prospect Road from
Riverside Avenue east to the UGA boundary) is a major gateway to the City; and

WHEREAS, the Goals and Objectives element of the City's Comprehensive Plan
directs the City to enhance public street appearance with particular attention
to entrance highways; and

WHEREAS, the Goals and Objectives element of the City's Comprehensive Plan
directs the City to ensure that future development will be accomplished so as to
create the least degradation to the environment; and

WHEREAS, the Prospect Road Streetscape Program (the Program) is consistent
with the foregoing Goals and Objectives and constitutes a public statement of the
City's policies with regard to the future development of the East Prospect
Corridor area in terms of urban streetscape design; and

WHEREAS, many opportunities have been provided to the public to study and
comment upon the Program; and

WHEREAS, By Resolution PZ 92-18, the Planning and Zoning Board recommended
that, the Council approve the Program and incorporate it as an element of the
Comprehensive Plan of the City; and further recommended that the Council adopt
the Program "Standards and Guidelines"; and

WHEREAS, Section 29-526(E)(4) of the Code of the City of Fort Collins
contains provisions which authorize the establishment and enforcement of design
standards and guidelines to aid in the evaluation of planning items submitted for
approval under the Land Development Guidance System; and

WHEREAS, Section 29-416 of the Code of the City of Fort Collins contains a
provision which authorizes the limited application of the Program "Standards and
Guidelines" to landscaping improvements in the RC, River Corridor Zoning
District; and

WHEREAS, upon review of said proposed Program, the Council has determined
that, in the interest of the citizens of the City, the Program should be approved
and adopted as part of the City's Comprehensive Plan; and

WHEREAS, the Council has determined that the proposed Program "Standards and
Guidelines" (PART TWO), as hereafter amended, would be a valuable tool in
promoting the design objectives of the Program; and
WHEREAS, the Council has determined that the proposed Program "Standards and Guidelines" (PART TWO) should be amended to provide that the recreation trail in the "Natural Shrubscape Style" shall meet the requirements of the Americans with Disabilities Act; and

WHEREAS, the Council has determined that it is in the best interest of the citizens of the City that the Program "Standards and Guidelines" (PART TWO), as hereafter amended, be adopted for implementation and enforcement.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF FORT COLLINS that the City of Fort Collins Prospect Road Streetscape Program, be and hereby is approved for incorporation into the City of Fort Collins Comprehensive Plan for providing guidance for the development so as to achieve a cohesive urban design theme in this major gateway area; and

BE IT FURTHER ORDAINED that the Prospect Road Streetscape Program "Standards and Guidelines" (PART TWO), as hereafter amended, be adopted as a tool for furthering the goals of the Program by implementation and enforcement pursuant to the provisions of the Land Development Guidance System and as authorized in the Zoning Districts of the City of Fort Collins; and

BE IT FURTHER ORDAINED that the first guideline under "Access/Circulation" in the "Natural Shrubscape Style" shall be amended to read as follows:

A ten (10) foot wide, meandering recreation trail, meeting the requirements of the Americans with Disabilities Act, should be provided along the bottom of the terraced slope.

Introduced, considered favorably on first reading, and ordered published this 19th day of January, A.D. 1993, and to be presented for final passage on the 16th day of February, A.D. 1993.

[Signature]
Mayor

ATTEST:
City Clerk

Passed and adopted on final reading this 16th day of February, A.D. 1993.

[Signature]
Mayor

ATTEST:
City Clerk