



## Planning, Development & Transportation Services

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### MEMORANDUM

Date: January 21, 2016

To: Mayor and Councilmembers

From: Cameron Gloss, Planning Manager *CSG*  
Tom Leeson, Community Development & Neighborhood Services Director *TL by Leeson*  
Laurie Kadrach, Planning, Development & Transportation Director *LK*

Through: Jeff Mihelich, Deputy City Manager *JM*  
Darin Atteberry, City Manager *DA*

Re: Agenda Materials for the joint meeting with the Windsor Town Board regarding the potential amendments to the Corridor Activity Center (CAC)

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As a follow-up to Council members and Windsor Town Board members at their joint meeting on November 2, 2015 regarding the Corridor Activity Center (CAC) / I-25 -392 Interchange area, staff has provided additional analysis of existing land use policy/regulations and held a Neighborhood Open House with potentially affected property owners .

Attached are materials regarding potential regulatory and procedural changes within the Corridor Activity Center (CAC) to be discussed at the forthcoming joint meeting with the Windsor Town Board.

The attached materials are as follows:

- City of Fort Collins and Town of Windsor Staff Report 1/22/16
- Design Standards for Activity Centers (excerpt from Regional Design Standards)
- Windsor Commercial Corridor Plan
- Fort Collins LUC Development Standards for the I-25 Corridor
- Windsor Municipal Code, CAC Uses and Design Standards
- 1/21/16 Neighborhood Open House Summary - will be sent on Monday, January 25
- PowerPoint Presentation



**TOWN OF WINDSOR – CITY OF FORT COLLINS  
JOINT MEETING**

February 1, 2016 - 6:00 p.m.

Dinner will be served

**Community Recreation Center (Aspen Room), 250 N. 11<sup>th</sup> St, Windsor 80550**



The Town of Windsor will make reasonable accommodations for access to services, programs, and activities and will make special communication arrangements will be made for persons with disabilities. Please call (970) 674-2400 to make arrangements.

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*This meeting will not be televised or recorded.*

**AGENDA**

1. Introductions
2. Overview - History of I-25 Corridor Plans and Standards
  - a. Northern Colorado Regional Communities I-25 Corridor Plan
  - b. Fort Collins I-25 Subarea Plan
  - c. Development Design Standards for the I-25 Corridor
  - d. I-25/392 Corridor Activity Center (CAC) District
  - e. Public Involvement Process
3. Requests from property owners within the CAC
  - a. Request to add automobile sales and service to the list of allowed CAC uses
  - b. Proposal to allow single family detached residential uses under the CAC term "mixed use residential"
4. Discussion by Town Board and City Council on CAC amendment requests and next steps



## **City of Fort Collins and Town of Windsor Staff Report - January 22, 2016 I-25/392 Corridor Activity Center Land Use, Design and Regulatory Options**

### **Introduction**

The Fort Collins City Council and Windsor Town Board continued discussion of the 392/I-25 development standards at their joint meeting on November 2, 2015, to allow additional time to consider public input and to further study design and use options for the Community Corridor Activity Center (CAC).

In general, the direction was for City and Town staff to review the existing I-25 Regional Plan policies and regulations and assess new design standards for the CAC, and evaluate the review period for the IGA and the appeal process. Specifically, staff was directed to work on development standards that would make any permitted use in the CAC more compatible and acceptable, and then the elected officials would discuss potential new uses.

Furthermore, staff was directed to seek the input of affected property owners on any recommendations for modifying existing policies and regulations.

There are **three fundamental questions** to be answered:

- 1. Is there support for establishing Transit Oriented Development at this interchange and within the CAC?***
- 2. Should development standards within the Fort Collins and Windsor Land Use Codes be amended to include additional requirements to mitigate visual and functional impacts upon the gateway?***
- 3. Is there support for the adding Auto Sales and Service use to the CAC Overlay in some form?***

### **History of I-25 Corridor Plans and Standards**

#### **A. Northern Colorado Regional Communities I-25 Corridor Plan**

In 2001, eight Northern Colorado jurisdictions — Fort Collins, Loveland, Berthoud, Windsor, Johnstown, Timnath and Larimer and Weld counties — created the *Northern Colorado Regional Communities I-25 Corridor Plan* with the North Front Range Transportation and Air Quality Planning Council and the Colorado Department of Transportation. The Plan is also commonly referred to as the *Regional Plan*. Development of the Regional Plan took 18 months and examined aesthetics, access control, open lands/natural areas and land use issues.

An impetus for the Regional Plan was the tremendous regional growth pressure being experienced within the I-25 Corridor and the unattractive development that has plagued some of the interchange areas to the south. While most Northern Colorado communities were excited about the economic benefits that growth can bring, there was also the realization that without careful planning and coordination on a regional basis, it could bring other costs and unanticipated consequences. It was acknowledged at the time that there would be the potential for unattractive strip commercial development, inadequate transportation systems, impact on future transit opportunities, and loss of unique regional character and qualities.

The Regional Plan and its accompanying design standards created a framework for development of the 30 mile-long corridor area extending from just south of Colorado 56 at Berthoud to Larimer County Road 58 north of Fort Collins.

A vision for Key Land Use Patterns is explained in the adopted Regional Plan. Some pertinent excerpts are highlighted in bold text below:

- **Development is concentrated in mixed-use activity nodes to support use of alternative modes and reduce short-term land consumption.**
- Development is organized to create a strong visual and physical connection to current and future transportation systems, to other development, and to I-25.
- Single-family detached residential development does not occur within ¼ mile of I-25 to minimize noise and visual impacts.
- **Larger employers and industrial uses are clustered in a campus-like setting adjacent to activity centers, or are integrated with other uses into activity centers.**

The original concept for the Regional Plan was to come up with an overall framework that all jurisdictions could adopt, and THEN adapt and modify it at the local (subarea) level to reflect local conditions and tastes.

Six of the eight jurisdictions involved — Fort Collins, Loveland, Berthoud, Timnath, Windsor and Larimer County — have adopted the Regional Plan.

## B. Fort Collins I-25 Subarea Plan

The City of Fort Collins adopted a subarea plan specific to Fort Collins' portion of the I-25 corridor in 2003. This *I-25 Subarea Plan* provides a fine-grain analysis and recommendations within the broader vision of the Regional Plan. The Subarea Plan offers specific land use, road network and open lands recommendations on a parcel-by-parcel basis. The I-25/392 Interchange lied outside the Fort Collins Growth Management Area (GMA) boundary, when the Subarea Plan was adopted in 2003, thus there are no directly applicable Plan principles or policies to the CAC.

### C. Development Design Standards for the I-25 Corridor

A key component of the I-25 Regional Plan is a set of recommended Design Standards that were prepared during the planning process. It was anticipated that the standards would be adopted in a form tailored by each of the participating jurisdictions to meet their respective needs.

The Design Standards document is organized into three areas: locational standards, activity center standards, and standards for areas between activity centers. Of these standards, it is the Activity Center standards that provide the basis for land use and design parameters applicable to the I-25/SH 392 Interchange area, which was designated as an “Activity Center” in the Regional Plan.

Design Standards for the Activity Centers were expressly created to “provide the tools for creating an improved quality of appearance and more integrated mix of land uses for concentrated areas of development” than typically found in highway commercial development. The standards also were designed to further opportunities for transit-supported development.

The Activity Center Design Standards address the following aspects of development (see Attachment A for the applicable standards):

- Circulation and Access: vehicular and pedestrian connectivity and design
- Development Pattern/Site Layout: patterns of blocks and building orientation
- Parking: parking lot sizes, location, and landscaping/screening
- Building Design/Character: Building façade and roof treatments, and materials and colors.
- Landscaping: landscape materials and quantities, and site perimeter landscaping
- Service Area, Outdoor Storage, and Mechanical Equipment: equipment and facility locations and screening
- Fences and Walls: Materials, location, height and length of fences and walls.

While most jurisdictions governed by the I-25 Regional Plan have adopted the Regional Plan, each has taken a different approach to implementing design standards. Some regulatory variation was anticipated, as the Design Standards document states: “*Each participating community will be adopting a variation of this document based upon existing regulations and community preference.*” To date, some jurisdictions have adopted the Design Standards verbatim, some have created a unique set of design standards; and others have adopted the general design standards but have not incorporated them into their development code or applied them consistently.

The Cities of Loveland and Fort Collins, and the Towns of Timnath and Windsor have adopted all or part of Development Design Standards for the I-25 Corridor. The Towns

of Johnstown and Berthoud and Weld and Larimer Counties have not adopted the standards. Below is a summary of the specifics related to adopted local versions of the design standards:

#### Loveland

The City of Loveland adopted the Regional Standards through their *Site Development Performance Standards and Guidelines*, last updated in August 2007. The most significant frontage along I-25 within Loveland's jurisdiction coincides with the Millennium PUD (the PUD for all of Centerra) which was approved prior to the City of Loveland adopting the I-25 Corridor Plan and Design Standards. The Millennium PUD, including the Motorplex (BMW, Buick/GMC, Mercedes, MINI and Subaru), had specific standards for vehicle display and landscape treatment along I-25, which was vested under the development plan approval, so they were not subject to the Corridor Plan or the subsequently adopted design standards.

#### Timnath

The Town of Timnath adopted the I-25 Design standards as originally published, yet they were not incorporated into the Town's development code nor fully applied to notable recent developments at the I-25/Harmony gateway such as the WalMart and Costco projects.

#### Windsor

The Town of Windsor adopted the Regional Plan and design standards in full. Windsor's design standards include limitations on allowable use, building materials, roof form, building height, and signage.

Windsor also applies its Commercial Corridor Plan standards, which address aspects of site layout, architecture, lighting and landscaping, to all commercial properties (see Attachment B). The existing Windsor businesses at the I-25/392 Interchange were developed prior to the Town's adoption of the I-25 Design Standards.

#### Fort Collins

Fort Collins' development standards for the interchange augment other pre-existing citywide standards which are similar to the Regional Plan standards, further limit building placement, and set additional requirements for landscaping, screening and location of outdoor storage and service areas.

#### D. I-25/392 Corridor Activity Center (CAC) District

In 2010, recognizing that the I-25/392 Interchange is an important 'gateway' feature to both Fort Collins and Windsor, an overlay zone district was created. The CAC was to establish land use and gateway design standards to complement and enhance the

implementation of the Regional Plan, with the District being added to the Land Use Codes of each community. As part of the Intergovernmental Agreement between the City and the Town, both Land Use Codes were amended in the following manner in order to implement the vision and establish new gateway standards for this joint planning area.

*Land Use*

The permitted uses allowed in the CAC sub-district are more restrictive than otherwise allowed in commercial zones in Fort Collins such as along South College Avenue. Fort Collins’ General Commercial zone district contains a reference for properties located along I-25 that specific design standards are found in Section 3.9 of the City of Fort Collins Land Use Code – Development Standards for the I-25 Corridor. Several uses were specifically excluded from the list of permitted uses, both on the Fort Collins and Windsor sides of the interchange. Uses prohibited within the CAC **were not viewed as supportive of the Regional Plan vision for either “mixed use activity nodes” or “larger employers and industrial uses (that) are ...integrated into activity centers”**.

<b>I-25/392 Interchange Corridor Activity Center Gateway Standards Land Use Table</b>	
<b>Permitted Uses in Gateway</b>	<b>Prohibited Uses In Gateway</b>
Small Scale Rec./Events Center	Enclosed Mini Storage
Standard Restaurant	Retail/Supply Yards
Personal/Business Service Shops	Parking Garage (as primary use)
Health Club	Funeral Home
Schools-Private/Vocational Colleges	Car Dealerships/Sales
Drive Thru Restaurants	Dog/Horse Track
Grocery/Supermarket	Adult Uses
Medical Center/Clinics	Multi-bay Self-Serve Carwash
Entertainment Facilities/Theaters	Amusement Park
Tele-Communication Equipment, excluding freestanding towers	Warehousing/Distribution Wholesale
Cultural Venues	Outdoor General Advertising Services/Billboards
Fuel Sales Convenience Stores	Single Family Detached
Hospital	Duplex
Long Term Care Facilities	Group Homes
Adult Day Care Centers	Extra Occupancy Rental Housing
Unlimited Indoor Recreation	Places of Worship
Lodging	Bed & Breakfast
Retail Store	Vehicle Servicing/Testing/Repair

Multi-Family Mixed-Use	Equipment Rental
Mixed Used Residential	Truck/Trailer/RV/Boat/Storage Sales
Offices/Financial	Freestanding Telecommunication Towers
Retail Establishment/Big Box	Recycling Facilities
	Composting

Fort Collins’ General Commercial District is intended to be a setting for development, redevelopment and infill of a wide range of community and regional retail uses, offices and personal and business services. Secondly, it can accommodate a wide range of other uses including creative forms of housing.

While some General Commercial District areas may continue to meet the need for auto-related and other auto-oriented uses, it is the City’s intent that the General Commercial District emphasizes safe and convenient personal mobility in many forms, with planning and design that accommodates pedestrians. Windsor’s underlying Limited Industrial and General Commercial zoning was approved with the annexation of the subject properties and would allow the for the uses listed in those respective chapters of the Windsor Municipal Code if not for the adoption of the more restrictive CAC sub-district. Windsor incorporated the I-25/392 Corridor Activity Center list of permitted uses and design standards into Chapter 17, Article XIII, Division 3 of the Municipal Code. Windsor applies the aforementioned Commercial Corridor Plan and I-25 Design Standards to any commercial or industrial project within the CAC. Windsor’s Comprehensive Plan depicts the southeast quadrant of the interchange as “Employment Corridor” and defines Employment Corridor as follows: “Provides for areas of targeted investment centered on gateway development activities including significant new office, commercial and housing opportunities.” Windsor’s Comprehensive Plan Commercial and Industrial Land Use Policies #11 and #15 further state:

*“11. Discourage continued commercial “strip” development along key corridors and establish “gateways” and into the Town.”*

*“15. In accordance with the design and location criteria outlined in the I-25 Corridor Plan, areas within one-quarter mile of I-25 should not be depicted in the Land Use Plan or zoned for single-family detached residential uses to minimize noise and visual impacts, while appropriate areas within one-half mile of I-25 and near activity centers should be depicted and zoned for suitable commercial and industrial uses. These areas should serve as the gateway for business for the Town of Windsor.”*

### *Long-term Land Use Implications*

One of the implications for reducing the intensity of use within the CAC is the lost opportunity to support transit. The Transportation Element of the Regional Plan is built

on a foundation stressing true, balanced multi-modal transportation alternatives. Multi-modal transportation elements from the North Front Range Transportation Alternatives Study (NFRTAFS) adopted in 1999 form the backbone for the future recommended I-25 Corridor transportation system. This includes regionally-focused commuter transit supported by feeder bus transit servicing inter-regional and local needs. The North I-25 Final Environmental Impact Statement (EIS) suggests that both express bus service and facilities will be provided in the relatively near future; with a BRT express bus station on the southeast quadrant of the interchange. The EIS identifies that zoning is in place at the interchange to best support transit.

Some land uses permitted within the CAC were specifically selected since they are found to be transit-supportive, such as major employment types, including hospitals, colleges, and office parks, and mixed-use (higher-density residential and non-residential) development that can best take advantage of its proximity to transit. Similarly, general retail, restaurants, and personal service functions will support the major employment uses and generate activity during peak and non-peak hours.

Conversely, best practices from communities with successful TOD have shown that non-transit supportive uses should be discouraged. These are typically uses that generate little to no ridership spread on to larger parcels with low-intensity development and large surface parking lots. Examples of non-transit supportive uses are warehouse storage, mini-storage, vehicle storage, supply yards, car dealerships and service centers, and very low-density housing. Approval of non-TOD uses may set a precedent and spur additional requests to amend the interchange use limitations (applies to both Windsor and Fort Collins) and more auto-oriented development.

#### *Visual Character Impact of Uses*

The potential negative impacts to visual character was another primary driver in developing the list of permitted uses with the CAC, as the I-25/392 Interchange is a key gateway feature of Fort Collins and the main gateway into Windsor. The design of the recently constructed interchange bridge and landscaping has established an attractive gateway feature, and the expectation has been that associated development will be required to support the overall gateway concept. Prohibited uses within the CAC often include physical characteristics that are not in keeping with a high-quality gateway image. These uses, as described in the previous section, commonly include outdoor vehicle and/or material storage, large parking lots, a relative lack of landscaping and screening, large signs oriented to the highway, high lighting levels and security lighting, and a lower level of architecture and materials.

#### *CAC Development Standards Relative to Best Practices*

The purpose of the CAC Design Standards adopted by Fort Collins and Windsor (Attachments C and D) is to supplement existing commercial standards for both jurisdictions and “raise the bar” in design quality to support an attractive gateway and more intensive mixed-use commercial projects, without impeding potential new

development near the Interchange. Review of the best practices on a national level has shown that the CAC site, building and landscaping standards, in general, far exceed that of most jurisdictions.

Based on continued research and feedback during the January 21 public open house meeting, staff is assessing additional design standards to further support the “gateway” vision for a visually appealing and attractive commercial activity center around the interchange area. New design elements to be considered include building orientation and setbacks, site lighting shielding, sound limits, transitions of building height, building form and articulation, and long-term design for adaptive re-use/redevelopment. These additional elements will complement the existing building design standards for high quality building materials, height, roof-pitch and façade treatments.

Of those existing site design standards that may be considered for amendment, landscape buffer yards adjacent to I-25 may be insufficient to protect visual quality within the gateway. Other landscape design elements that provide a more opaque, year-round screening, such as more intensive plantings of coniferous trees and shrubs and berms, may be appropriate. A good example of a more opaque highway buffer occurs four miles south of the interchange along the east side of I-25 adjacent the Shops at Centerra. In this case, all surface parking is virtually screened from view through a combination of clustered coniferous vegetation and tall ornamental grasses between berms, so that the primary visual focus is on buildings and landscaping. Rear yard buffers and use restrictions, especially between existing residential and non-residential development is important as well.

#### *Review and Approval of Additional Uses within the CAC and Site Specific Development Proposals*

In order to consider changes to the list of approved CAC uses, the following steps would need to be taken to amend the existing agreement:

- Joint jurisdiction staff review
- Fort Collins Planning and Zoning Board
- Windsor Planning Commission recommendations
- Windsor Town Board Hearing
- Fort Collins City Council Hearing
- Fort Collins/Windsor IGA Amendment

In 2013, an administrative IGA was developed describing a joint development review process for any development proposals within the CAC. The new process requires that the reviewing entity refer the proposed development plan to the receiving entity at least 30 days prior to a decision.

Based on language within the IGA, staff is not recommending any specific changes to either the process to amend CAC approved uses or the development review process.

## **Public Involvement Process to Consider Development Standard Amendments**

An Open House hosted by the Town of Windsor and the City of Fort Collins was held on January 21, 2016 to provide background regarding the existing development standards and gather input from the surrounding neighborhoods. Advertising for the Open House was provided through direct mail to affected property owners and homeowner's associations, and issuance of press releases to the local media.

Approximately 93 people, most of whom were neighbors to the CAC, attended the 1/21/16 open house meeting. Initial observations from the input received during the meeting include primary concerns regarding site-lighting, setbacks/landscape buffers and traffic. Residents of the Country Farms Subdivision also have strong concerns regarding the connection of existing Country Farms Drive to future development to the west. Three comments indicated that automobile dealerships would be acceptable with appropriate regulations, while fourteen responses were against amending the IGA to include auto dealerships.

A summary of public comments, including a participant questionnaire will be provided the City of Fort Collins City Council and Town of Windsor Town Board prior to the February 2, 2016 Joint Meeting between the two governing bodies.

### **List of Attachments:**

- Attachment A – Design Standards for Activity Centers (excerpt from Regional Design Standards)
- Attachment B – Windsor Commercial Corridor Plan
- Attachment C – Fort Collins Development Standards for the I-25 Corridor
- Attachment D – Windsor Municipal Code, CAC Uses and Design Standards
- Attachment E – January 21, 2016 Neighborhood Open House Summary
- Attachment F – PowerPoint Presentation

**b) Regional Baseline Locational Standard**

Building envelopes in subdivisions containing low-density residences such as single-family homes or duplexes shall not be located within  $\frac{1}{4}$  mile of the I-25 right-of-way.

**c) Recommended Implementation Strategies**

- (1) Single-family subdivisions located between  $\frac{1}{4}$  and  $\frac{1}{2}$  mile from the I-25 right-of way shall utilize clustering techniques to concentrate densities away from the I-25 right-of-way, maximize views, and preserve landscape features or open space.
- (2) Transfer of Development Unit (TDU) or similar programs shall be used as a means of achieving the required  $\frac{1}{4}$  mile setback.

**2. Multi-Family Residential****a) Intent**

Multi-family residences should be located within or adjacent to activity centers, where a range of services, including transit, are available or are planned for the future. Actual densities of the residences will likely vary depending on existing uses, zoning, and site conditions but should generally range between 8 and 15 gross dwelling units per acre. A development vision and master plan should be drafted for each activity center and should, where appropriate, devote between 10% and 25% of the total gross land area to multi-family or mixed-use projects that incorporate residential uses. A plan should also ensure that residential uses within an activity center are sited to minimize noise and other undesirable impacts.

**b) Regional Baseline Locational Standard**

Multi-family residential uses shall be located within or adjacent to mixed-use activity centers, where employment, retail/commercial services, schools, recreation, transit service, and other amenities are available.

**c) Recommended Implementation Strategies**

- (1) Transfer of Development Unit (TDU) or similar programs may be utilized as a means of achieving increased densities for multi-family residential uses within activity centers.
- (2) The underlying jurisdiction shall approve up to a 25% increase in permitted density over what is allowed in the zoning district for vertically integrated mixed-use development, e.g., residential over commercial use.

## E. PREFERRED LOCATION OF NON-RESIDENTIAL USES

### 1. Commercial and Retail Development

#### a) Intent

Properties near interchanges, frontage roads, and other north/south or east/west roadways are valuable locations for commercial and retail businesses because of their high visibility, ease of access, and in some cases, because of their likelihood of functioning as future multi-modal hubs. To further enhance their visibility, businesses often spread out along these auxiliary



*Figure 5—Commercial and retail projects should be concentrated in activity centers and discouraged from developing in a linear “strip” form along frontage roads.*

roadways, limiting future development potential and hindering circulation patterns. These standards are intended to ensure that commercial and retail development is concentrated within activity centers, rather than in a linear pattern along frontage roads or other roadways, to help preserve views from I-25, promote a more coordinated, compact pattern of development, take advantage of nearby services for employees, and to maintain critical transportation and infrastructure connectivity.

#### b) Regional Baseline Locational Standard

Commercial and retail development shall be concentrated within activity centers and discouraged in a linear “strip” form along frontage roads.

#### c) Recommended Implementation Strategies

- (1) Properties within agricultural districts, as defined by the underlying jurisdiction, outside of activity centers shall not be rezoned for commercial or industrial use, except for appropriate agribusiness uses.
- (2) Existing zoning within activity centers shall be reviewed and modified to support planned higher intensity commercial and retail uses.

## 2. Employment and Industrial

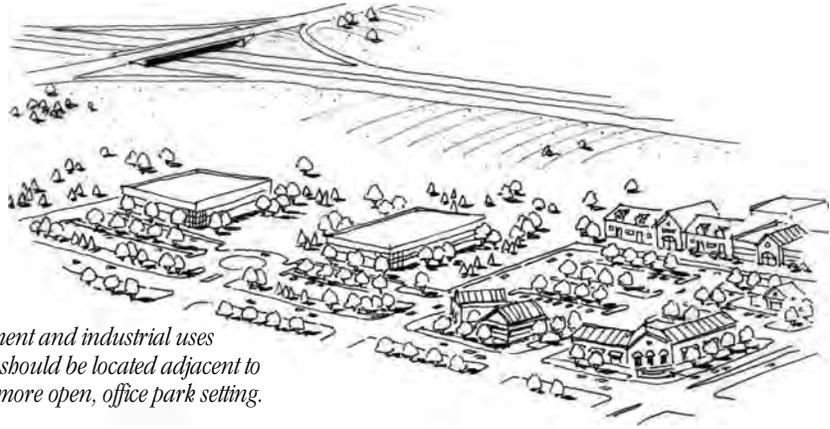


Figure 6—Employment and industrial uses requiring large sites should be located adjacent to activity centers in a more open, office park setting.

### a) Intent

Employment and industrial uses often require large sites not compatible with the more compact, urban pattern of development desired in activity centers. These uses should be located in an office park setting adjacent to activity centers. Other users desiring a location within an activity center will need to be evaluated individually for their compatibility with adjacent retail, commercial, and residential uses to ensure that issues such as vehicle and pedestrian connectivity and block patterns are adequately addressed in the site's design. These locations will allow employees to utilize nearby services and transit opportunities as well as help to create a more gradual transition between activity centers and the less intense development found in the outlying areas.

### b) Regional Baseline Locational Standard

Large employers and industrial uses shall locate in coordinated, campus or office park settings adjacent to activity centers or be integrated into the more urban pattern within activity centers.

## F. PROTECTION OF NATURAL FEATURES, RESOURCES, AND SENSITIVE AREAS

### 1. Intent

The visual quality and character of the Corridor relies heavily upon an open landscape, with riparian corridors, natural areas, and agricultural lands. These features add diversity and beauty to the Corridor and provide important wildlife habitat and drainage ways. These standards are intended to protect the open character of the Corridor and its significant



Figure 7—The visual quality and character of the Corridor relies heavily upon an open landscape with riparian corridors, natural areas, and agricultural lands.

natural features by restricting the types and densities of development in areas identified as having significant wildlife habitat, natural resource, or scenic qualities.

## 2. Floodplain

### a) Regional Baseline Locational Standard

Development shall be prohibited from occurring within the 100-year floodway boundary as defined by the Federal Emergency Management Agency (F.E.M.A.).

### b) Recommended Locational Standard

- (1) Development shall be prohibited from locating within the 100-year floodplain boundary as defined by the Federal Emergency Management Agency (F.E.M.A.).
- (2) Development shall be set back a minimum of 100 feet from the edge of identified floodplain boundaries as defined by the Federal Emergency Management Agency (F.E.M.A.). Where an existing setback requirement is in place, the larger of the two shall apply.

## 3. Wetlands and Natural Areas

### a) Regional Baseline Locational Standard

Development shall be prohibited from occurring within a jurisdictional or non-jurisdictional wetland or natural area as defined by the underlying jurisdiction.

### b) Recommended Locational Standard

- (1) Development shall be set back a minimum of 100 feet from the edge of a wetland or natural areas as defined by the underlying jurisdiction. Where an existing setback requirement is in place, the larger of the two shall apply.

## 4. Wildlife Habitat

### a) Intent

The presence of wildlife habitat areas is vital to the ecological balance and rural character of the Corridor. The protection of these areas should be an integral part of any development within the Corridor. Wildlife corridors should be maintained where possible as defined by the appropriate agency.

### b) Regional Baseline Standard

To the maximum extent feasible, disturbance or segmentation of blocks of contiguous wildlife habitat, as identified by the Colorado Division of Wildlife, the U.S. Fish and Wildlife Service, or other federal, state, or local agency, shall be avoided. Best management practices shall be used to minimize and mitigate wildlife disturbance. All development plans that have the potential to adversely affect critical wildlife habitat shall depict and protect important habitat applicable to the site.

# IV. Design Standards for Activity Centers

## A. INTENT

Activity Centers should provide a mix of uses, such as employment, residential, retail, and commercial uses that accommodate and complement multiple modes of transportation, including bicycles, pedestrians, high-frequency bus, and commuter rail. This poses a challenge for the standards, because development patterns in these centers, sited near highways, frontage roads and major east/west roadways have typically been designed for high visibility, easily accessible, auto-oriented uses such as gas stations, fast-food establishments, and motels. The intent of these standards is to provide the tools for creating an improved quality of appearance and more integrated mix of land uses for concentrated areas of development. They will also improve circulation within and between the centers, by providing basic requirements for vehicle, pedestrian, and bicycle circulation to create connectivity between sites and integrate them with the surrounding transportation network.

Although many of these centers will not be served by transit in the short-term, the standards provide the necessary steps towards creating more transit-oriented centers. In addition to the regional baseline standards, a number of recommended standards provide additional measures that should be taken by those jurisdictions that have planned locations for future transit stops or park and rides or simply wish to take larger steps toward creating a transit and pedestrian-oriented community.

## B. APPLICABILITY

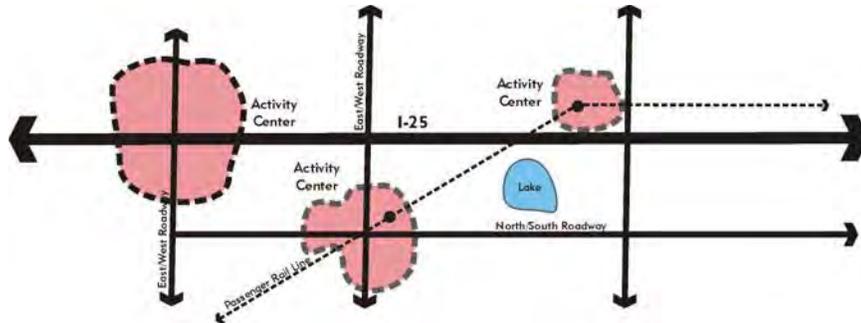


Figure 9—The size, shape and specific location of each activity center will vary, however, they will generally occur near an I-25 interchange or at the intersection of other major roadways or transit facilities.

These standards shall apply to all development within activity centers in the I-25 Corridor Study Area as defined by the underlying jurisdiction. General locations for activity centers are provided on the map above; however, specific boundaries should be determined by each jurisdiction using the following guidelines:



Figure 8—General location of Activity Centers

- Commercial, retail, office, industrial or multi-family residential uses occurring adjacent to a frontage road, east/west roadway, or near the intersection of an east/west and a north/south roadway within approximately one-half mile of I-25, as measured from edge of the right-of-way.
- Within one-quarter mile of an existing or planned high-frequency bus stop, transit center, park-and-ride, commuter rail stop, or other transit facility.

## C. CIRCULATION AND ACCESS

### 1. Vehicular Connections

#### a) Intent

These standards are intended to provide improved circulation and reduced vehicular traffic conflict by ensuring that circulation and access patterns within activity centers create an integrated transportation network for vehicles and bicycles. In addition, the frequency of driveways and other access points should be minimized to avoid conflicts with other traffic patterns, particularly within close proximity to highway interchanges.

#### b) Regional Baseline Standard

Vehicular connections shall be provided from a development site to adjoining streets, driveways, or other circulation systems on adjoining sites.

### 2. Pedestrian Connections

#### a) Intent

A continuous network of pedestrian walkways should be provided within and between developments to encourage people to walk between uses. In addition, clearly delineated circulation paths from parking areas to building entries create a friendlier, more inviting image for a development and support higher levels of pedestrian activity.



*Figure 10—A well-designed pedestrian network provides a clearly delineated pedestrian path from parking areas to building entries.*

#### b) Regional Baseline Standard

Continuous walkways shall provide connections to and between:

- (1) The primary entrance or entrances to each building, including pad site buildings;
- (2) All parking lots or parking structures that serve such buildings;
- (3) Adjoining arterial streets where potential transit stops or park and rides exist or are planned;
- (4) Any sidewalks or walkways on adjacent properties that extend to the boundaries shared with the development;

- (5) Any public sidewalk system along the perimeter streets adjacent to the development;
- (6) Adjoining land uses and developments;
- (7) Any greenway on or adjacent to the property; and
- (8) Other community amenities or gathering spaces.

### c) Recommended Design Standards

- (1) On-site walkways shall be a minimum of 5 feet in width, except walkways adjacent to a parking area where cars may overhang the walkway, where the minimum shall be 7 feet in width.
- (2) At each point that a designated on-site pedestrian walkway crosses a parking lot, street, or driveway, the walkway shall be clearly visible to pedestrians and motorists through one or more of the following techniques:
  - (a) Painted crosswalks;
  - (b) A change in paving material or color;
  - (c) A change in paving height;
  - (d) A raised median walkway buffered by landscaping.

## D. DEVELOPMENT PATTERN/SITE LAYOUT

### 1. Intent

These standards focus on the repetition of similar design elements within a concentrated area of development to create a sense of visual unity. The standards outline desired block sizes, building orientations, and setbacks necessary to create an urban, pedestrian-oriented scale and appearance within an activity center.

### 2. Block Pattern

#### a) Intent

A pedestrian-oriented environment, as desired within activity centers, requires the creation of smaller, more urban scale “blocks” of development, with frequent street spacing and connections. This type of block pattern provides connectivity between uses, encourages pedestrian and bicycle activity, and enhances vehicular mobility. Variations in block sizes may need to occur to



*Figure 11—Breaking large sites into a series of smaller “blocks” with frequent street or driveway spacing creates an inviting environment for pedestrians and bicycles.*

accommodate some larger uses within an activity center setting; however, vehicular, pedestrian, and bicycle connectivity through the larger site should be maintained, irregardless of the type of use they are design to serve.

**b) Regional Baseline Standard**

To the maximum extent feasible, larger sites containing multiple buildings and uses shall be composed of a series of urban scale “blocks” of development defined by streets or driveways that provide links to adjacent streets along the perimeter of the site.

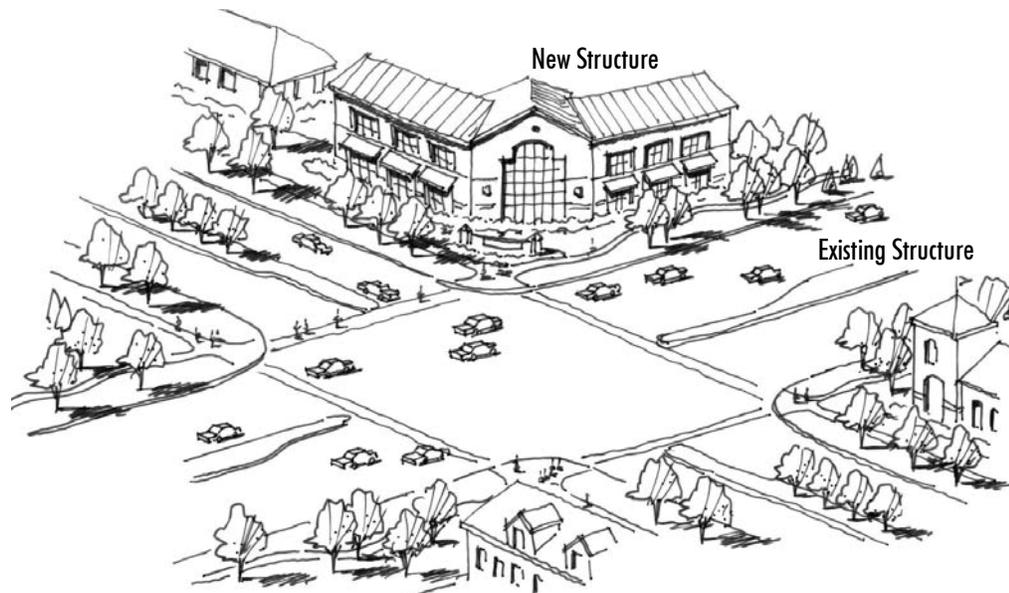
**c) Recommended Design Standard**

- (1) Block sizes shall not exceed 10 acres for commercial development areas.

**3. Building Orientation: Street Frontages**

**a) Regional Baseline Standard**

New buildings located along a street frontage shall, to the maximum extent feasible, align building walls with existing buildings across the street to help create a consistent building edge.



*Figure 12—New buildings located along a street frontage should align building walls with existing buildings across the street to help create a consistent building edge, to the maximum extent feasible.*

**4. Building Orientation: Multiple-Building Developments**

**a) Regional Baseline Standard**

When there is more than one building in a development, all principal and pad site buildings shall be arranged and grouped so that their primary orientation complements adjacent, existing development, as illustrated in Figure 12.

## E. PARKING

### 1. Intent

Large blocks of uninterrupted parking detract from the appearance of a development and create a confusing and sometimes hazardous environment for both motorists and pedestrians. Parking should be strategically located away from primary streets and broken into smaller “blocks” defined by landscaped islands and walkways to help define the blocks, provide shade, and improve the overall appearance of parking areas. This configuration allows buildings to be brought forward to “frame” the street and provides space for additional landscaping, walkways, plazas, or other pedestrian-oriented uses to be focused near the street edge or building entry.

### 2. Parking Lots

#### a) Regional Baseline Standard

The number of contiguous parking spaces shall be limited to 20 and each block of 20 shall be separated from each other by at least one of the following methods:

- (1) A landscaped island that is at least 9 feet wide;
- (2) An orchard planting with tree diamonds;
- (3) A pedestrian walkway or sidewalk within a landscaped median that is at least 9 feet wide;
- (4) A decorative fence or wall, a maximum of 3 feet in height, bordered by landscaping on at least one side;
- (5) An access drive or public street; or
- (6) A building or buildings.



*Figure 13—Large parking areas should be broken into smaller blocks defined by landscaping and walkways.*

### 3. Parking Location and Amount

#### a) Regional Baseline Standard

To the maximum extent feasible, large areas of parking shall be distributed between the back or sides of a building, with not more than 50% of the parking for the entire property remaining between the principal building and the primary abutting street. This standard applies to parking lots of more than 50 spaces.



*Figure 14—Large parking areas should be distributed between the back and sides of a building and broken into smaller “blocks” of parking.*

### b) Recommended Design Standards

- (1) A reduction of one off-street parking space shall be allowed for every two on-street parking spaces located within a two-block radius of the development site.
- (2) To encourage higher-density, mixed-use development, shared or joint-use parking space requirements shall be reviewed on a case-by-case basis for adjacent uses that may have staggered peak periods of demand. For example, retail, office and entertainment uses would share parking areas and quantities to minimize total parking area and to encourage use of transit.

## 4. Perimeter Landscaping

### a) Regional Baseline Standard

The perimeter of all parking areas shall be buffered from adjacent streets, public rights-of-way, public open space, and adjacent uses by at least one of the following methods:

- (1) A berm 3 feet high with a maximum slope of 3:1 in combination with evergreen and deciduous trees and shrubs;
- (2) A hedge at least 3 feet high, consisting of a double row of shrubs planted 3 feet on center in a triangular pattern, along 75 percent of the perimeter length.
- (3) An opaque fence or wall at least 3 feet high in combination with landscaping, in accordance with fencing standards contained in Section I.

## F. BUILDING DESIGN/CHARACTER

### 1. Intent

These standards focus on creating a more distinct character for activity center development. The standards provide simple techniques, such as consistency in roof form, materials, and color to enhance commercial and industrial development and create a more unified development pattern. Pitched rooflines, with variations in design elements should be used on smaller structures to add character and visual interest to the blocky building forms often used for highway-oriented development within the Corridor, while larger industrial or “big box” structures should incorporate parapet walls, towers, peaked forms, mansards, and other architectural features to enhance the appearance of flat roofs. These features will also emphasize the contrast between the increased height and development intensity of the activity centers and the more open character of development in the surrounding areas.



*Figure 15—Incorporating a variety of roof planes into a building's design can enhance its appearance.*

## 2. Roof Form: Buildings Less than 10,000 sq.ft.

### a) Regional Baseline Standard

Roofs on primary structures with a floor plate less than 10,000 sq.ft. shall be pitched with a minimum slope of at least 5:12 or provide the appearance of 5:12 pitch through the use of a modified mansard roof.

### b) Recommended Design Standard

- (1) At least one of the following elements shall be incorporated into the design for each 50 lineal feet of roof:
  - (a) Projecting gables;
  - (b) Hips;
  - (c) Horizontal/vertical breaks.
- (2) Three or more roof slope planes shall be incorporated into a design.

## 3. Roof Form: Buildings Larger than 10,000 sq.ft.

### a) Regional Baseline Standards

Roofs on structures with a floorplate of greater than 10,000 sq.ft. shall have no less than two of the following features:

- (1) Parapet walls featuring three-dimensional cornice treatment that at no point exceed one-third of the height of the supporting wall;
- (2) Overhanging eaves, extending no less than 3 feet past the supporting walls;
- (3) Sloping roofs not exceeding the average height of the supporting walls, with an average slope greater than or equal to 1 foot of vertical rise for every 1 foot of horizontal run;
- (4) Three or more roof slope planes.



*Figure 16—Architectural variations, such as the parapet wall and overhangs on the “big-box” building shown above, can help break up the appearance of flat rooflines.*

## 4. Building Form/Façade Treatment

### a) Intent

Development near I-25 and other major roadways is typically oriented towards an internal access road or parking area, leaving large, unsightly blank walls and loading docks in prominent view for passing motorists. To avoid this situation, all sides of a building visible to the public, whether viewed from I-25, another roadway, or a nearby property, should display a similar level of quality and architectural finish. This should be accomplished by integrating architectural variations and treatments such as windows and other decorative features into all sides of a building design.

**b) Regional Baseline Standard**

Two or more of the following design elements shall be incorporated for each 50 horizontal feet of a building façade or wall:

- (1) Changes in color, texture, or materials;
- (2) Projections, recesses, and reveals, expressing structural bays, entrances, or other aspects of the architecture with a minimum change of plane of 12 inches;
- (3) Grouping of windows or doors;
- (4) Arcades or pergolas providing pedestrian interest.



*Figure 17—A variety of design elements, such as the windows and awnings on the building above, should be incorporated into facades and walls to provide visual interest.*

**c) Recommended Design Standards**

- (1) Building walls that face public streets, adjacent developments, or connecting pedestrian frontage shall be subdivided and proportioned along 60% of the façade using features such as:
  - (a) Windows;
  - (b) Entrances;
  - (c) Arcades;
  - (d) Arbors;
  - (e) Awnings.
- (2) Building facades facing a primary access street shall have clearly defined, highly visible customer entrances that feature no less than 2 of the following:
  - (a) Canopies or porticos;
  - (b) Overhangs, recesses/projections;
  - (c) Arcades;
  - (d) Distinctive roof forms;
  - (e) Arches;
  - (f) Outdoor patios;
  - (g) Display windows;
  - (h) Planters or wing walls that incorporate landscaped areas and/or places for sitting.

## 5. Materials and Colors

### a) Intent

Development near I-25 is typically highly visible to passing motorists. High-quality building materials should be used to add texture, color, and visual interest to the otherwise bland appearance of large walls, roofs, and facades. A palette of appropriate materials and colors should be established for each activity center to create a unified appearance.

### b) Regional Baseline Standard

One or more of the following building materials shall be incorporated into a structure's design:

- (1) Stucco;
- (2) Brick;
- (3) Stone;
- (4) Tinted, textured masonry block.



*Figure 18—Variations in materials and massing can be used to break up large buildings and provide interest at the street level.*

### c) Recommended Design Standards

- (1) Smooth faced gray concrete block and tilt-up concrete panels are prohibited.
- (2) Ribbed metal siding is prohibited as a primary exterior surface material. It may be used as trim material covering no more than 10% of the façade or as a roof material.
- (3) Façade colors shall be earth tone colors with a low reflectance. High-intensity, metallic, or fluorescent colors are prohibited.
- (4) High-intensity primary, metallic, or fluorescent colors are prohibited on any roof area visible from a public or private right-of-way or public open space.

## G. LANDSCAPING

### 1. Intent

Landscaping can be a visible indicator of quality development, and is particularly important with the high visibility of activity centers to passing motorists. Landscaping should be used as an opportunity to visually tie an entire development together by screening parking or service areas, accenting entryways, enhancing the appearance of



*Figure 19—Site landscaping should include a variety of plant materials for year-round interest.*

buildings, buffering automobile traffic, creating an attractive, shaded environment along street edges, and defining circulation for vehicles and pedestrians. Water-wise, “xeriscape” landscaping should be encouraged.

## 2. Materials and Quantity

### a) Regional Baseline Standard

A minimum of 20 percent of a site’s total square footage shall be reserved for landscaping consisting of a variety of trees, turf grasses, shrubs, annual and perennial flowering species, mulches, or groundcovers selected for hardiness, drought tolerance (xeriscape), and year-round interest.

### b) Recommended Design Standards

- (1) An approved list of xeriscape or low-water plant materials shall be available from the underlying jurisdiction.
- (2) All plant materials shall be installed in the following minimum sizes:
  - (a) Deciduous shade trees—2 inch caliper
  - (b) Ornamental trees—1 ½ inch caliper
  - (c) Evergreen trees—6 feet high
  - (d) All shrubs—5 gallon container
  - (e) Groundcover, annuals, and perennials—1 gallon container
- (3) Accent materials such as stone, steel, masonry, and wood utilized as part of a building or development’s overall theme shall be integrated into the landscape design to add interest and create visual continuity.
- (4) Reduced plant sizes may be approved for affordable housing projects.

## 3. Site Perimeter Landscaping Abutting Street Edges

### a) Regional Baseline Standard

Building setback areas along all arterial, collector, or local streets, as well as along private streets and internal drives shall be landscaped with a minimum of 1 tree for every 35 linear feet of frontage.



*Figure 20—Landscaped areas can be used to buffer parking areas from the street and provide a safe pedestrian pathway.*

### b) Recommended Design Standards

- (1) Where a detached walkway is provided, a curbed landscaped area, which is a minimum of 7 feet wide shall be incorporated between the walkway and the adjacent roadway.

#### 4. Site Perimeter Landscaping Adjacent to the I-25 Right-of-Way

##### a) Regional Baseline Standard

Developments whose site perimeter is directly adjacent to I-25 shall provide a landscaped buffer of at least 80-feet between the building or parking lot edge and the I-25 right-of-way or frontage road. Buffers shall consist of informal clusters of deciduous and evergreen trees and shrubs planted in an offset pattern and shall consist of a minimum of 1 tree and 10 shrubs per 25 lineal feet of frontage.



Figure 21—Buildings adjacent to I-25 should provide a landscaped setback of at least 80 feet.

##### b) Recommended Design Standards

- (1) Berms shall not be permitted directly adjacent to the I-25 right-of-way where they block long-range views of mountains and open lands for motorists on I-25.

## H. SERVICE AREA, OUTDOOR STORAGE, AND MECHANICAL EQUIPMENT

### 1. Intent

Typical orientation of businesses towards internal access roads and parking areas often leaves exposed mechanical equipment, outdoor storage, outdoor sale yards, and service areas located behind buildings visible to motorists driving on I-25. The visual impact of these areas should be mitigated by shifting them out of high visibility areas and screening them.

### 2. Location

##### a) Regional Baseline Standard

Loading docks, outdoor storage yards, and all other service areas shall be located to the sides and/or rear of a building, except when a site abuts I-25; in which case, said areas shall be located to the sides of the building that do not face I-25.



Figure 22—Service areas should be located away from high-visibility areas and screened.

**b) Recommended Design Standards**

- (1) With the exception of off-street parking and loading areas, all industrial uses shall be carried out entirely within completely enclosed buildings or structures.

**3. Screening****a) Regional Baseline Standard**

All outdoor storage yards, loading docks, service areas, and mechanical equipment or vents larger than 8 inches in diameter shall be concealed by screens at least as high as the equipment they hide, of a color and material matching or compatible with the dominant colors and materials found on the façades of the primary building. Chain link, with or without slats, shall not be used to satisfy this screening requirement.

**b) Recommended Design Standards**

- (1) Equipment that would remain visible despite screening due to differences in topography (i.e., a site that is at a lower grade than surrounding roadways) shall be completely enclosed.

**I. FENCING AND WALLS****1. Intent**

Fences and walls can be very effective for buffering and screening. However, in excess, they can create a visually monotonous streetscape, block views from a roadway, and create a fragmented pattern of development. Variations in materials, height, and style, within an overall theme should be used to integrate a fence or wall with the surrounding

development and provide a more attractive appearance from the street. This is particularly important directly adjacent to the I-25 right-of-way, where a fence or wall would be highly visible to passing motorists. In these high-visibility areas, fencing and walls should also integrate landscaping into their design to further soften the appearance from I-25.



*Figure 23—Fences and walls should be set back from the sidewalk edge and landscaped to provide visual interest.*

## 2. Materials

### a) Regional Baseline Standard

Walls and fences shall be constructed of high-quality materials, such as, tinted, textured blocks; brick; stone; treated wood; or ornamental metal and shall complement the design of an overall development and its surroundings. The use of chain link fencing or exposed plain cinder block walls shall be prohibited.



*Figure 24—Changes in materials, architectural projections, and landscaping can all be used to effectively break up large walls.*

## 3. Location

### a) Regional Baseline Standard

Opaque fences and walls, taller than 3 feet in height, shall be set back at least 6 feet from the back edge of an adjacent public sidewalk, and such setback area shall be landscaped with turf, shrubs, and/or trees, using a variety of species to provide seasonal color, plant variety, and to reduce visual prominence of screen walls.

## 4. Maximum Length

### a) Regional Baseline Standard

The maximum length of continuous, unbroken, and uninterrupted fence or wall plane shall be 40 feet. Breaks shall be provided through the use of columns, landscaping pockets, transparent sections, and/or a change to different materials.

## 5. Maximum Height

### a) Regional Baseline Standard

In front yard setbacks, the maximum height of a solid fence or wall shall be 36 inches. In all other locations the maximum height of a fence or wall shall be 6 feet.

## J. SIGNAGE

### 1. Prohibited signs

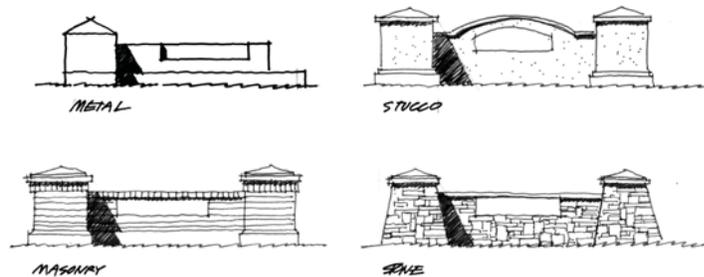
#### a) Intent

Existing signage within the Corridor includes tall, pole-mounted signs, billboards, and site-specific monument signs of all shapes and sizes. The sheer number, frequency, and variety of signs create a visual clutter along the Corridor that detracts from its rural character. To help alleviate this problem, billboards, pole-mounted, roof signs, and flashing signs should be eliminated over time.

#### b) Regional Baseline Standard

The addition, enlargement, or replacement of pole signs, billboards, or flashing signs shall be prohibited.

### 2. Freestanding signs



*Figure 25—Colors, materials, and forms used for monument signs should complement the architectural character of the building or overall development.*

#### a) Intent

On-site signs, such as monument signs should be designed with consistent design elements, such as a base material, height, and lettering style, to create a visual continuity and quality to development.

#### b) Regional Baseline Standard

All new or replacement freestanding signs shall be monument signs that shall not exceed 10 feet in height. Such signs shall be consistent with the architectural character of the site and building, incorporating at least one of the primary materials, colors, or design elements of the associated structure(s).

#### c) Recommended Design Standards

- (1) Monument sign bases and/or signs shall utilize one of the following complementary materials or elements as a primary feature to create visual continuity within activity centers.
  - (a) Native Colorado sandstone or similar type of stone;
  - (b) River cobblestone;
  - (c) Brick;



# **Commercial Corridor Plan**

(Design Criteria and Procedures)

November 22, 2010

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## **I. Introduction**

### **A. Purpose and Intent**

Over the years the Town of Windsor's Planning Commission and Town Board have taken great pride in the development of the major thoroughfares in and around Windsor, adopting several corridor plans that address various elements of site planning such as architectural requirements, lighting, landscaping and other aspects of commercial development. As a result, the development that has occurred in the Town's arterial and collector corridors conveys an image of quality and community to anyone travelling within Windsor. The high quality development also creates positive first impressions on visitors and a sense of pride for residents and property owners.

In an effort to make the aforementioned corridor plans more user friendly for the development community, elected and appointed officials and staff, this Corridor Plan Design Criteria and Procedures document consolidates the common elements of the plans into baseline design criteria and breaks out those elements that are unique to particular corridors into subarea design criteria.

The purpose of these design criteria is to:

1. Maintain and enhance the quality of existing commercial development.
2. Provide guidance and direction for renovations and proposed new construction.
3. To protect and enhance property values in the Town's corridors and ensure the long-term economic vitality of the Town through quality development and redevelopment.
4. To increase the opportunity for development and expansion of business.
5. To ensure that redevelopment and new development compliments the positive and unique character of surrounding properties.
6. To integrate new development so that the transition to surrounding residential neighborhoods is accomplished sensitively.

### **B. Municipal Code References**

The Town of Windsor Commercial Corridor Plan (Design Criteria and Procedures) are adopted by reference in Chapter 17, Article XIII of the Municipal Code.

## II. Procedures

### A. Application of Design Criteria

The baseline design criteria and standards shall apply to all new commercial development, additions or remodeling of existing commercial properties within the Town's adopted commercial corridors as defined in Chapter 17 of the Municipal Code. The subarea design criteria and standards shall apply to all new commercial development, additions or remodeling of existing commercial properties within each respective subarea. It is not intended that these design criteria replace or supplant any zoning requirements; the criteria merely supplement such requirements. Furthermore, all pertinent requirements of the Town and other agencies shall be followed in the development of each site and shall require appropriate approval(s) by the Town of Windsor and any other agencies having jurisdiction. All zoning ordinance, building code and other restrictions and requirements shall be observed. In the event of any conflict between this document and other codes, regulations, restrictions and requirements, the more restrictive standard shall apply.

### B. Variance and Waiver Processes

1. **Variances:** Variance applications apply to zoning requirements of Chapter 16 of the Municipal Code and are the purview of the Board of Adjustment. Variance applications are not applicable to Corridor Plan Design Criteria.
2. **Waivers.** Requests for design criteria waivers shall be subject to review and determination by the Planning Commission. The Planning Commission may grant, conditionally grant or deny any waiver request brought under this sub-section. Any person aggrieved by a Planning Commission decision with respect to a waiver may seek review by the Town Board by submitting a written request for review within thirty (30) days of the Planning Commission decision, setting forth the specific grounds for appeal. The Town Board shall consider the request for review, together with the record of the Planning Commission meeting, and shall affirm the Planning Commission decision if there is any competent evidence in the record to support the Planning Commission decision. The Town Board's decision shall be deemed final.

In order to receive a waiver, the applicant shall have the burden of establishing justification for waiver approval under the the following criteria:

- a. Strict application of the applicable standard will result in either extraordinary practical difficulties or undue hardship; and
- b. The proposed waiver, if approved, will protect the public interest equally or better than the standard for which the waiver is requested; and
- c. Approval of the waiver request will not be detrimental to the public interest.

### C. Submittal Requirements

In addition to the applicable site plan and other requirements of the Municipal Code, the following items shall be the minimum submittal requirements for commercial development within the Town's arterial and collector corridors:

1. Site Plan. In addition to the site plan elements required by the Municipal Code, the site plan shall include the following elements:
  - a. The location of existing and proposed structures with the location of the access points to the site and the building entrances noted.
  - b. The location and dimensions of all driveways, parking areas, loading areas and pedestrian walkways.
  - c. The location and type of outdoor trash facilities with a description and of the screening materials.
  - d. The location and type of any accessory appurtenances such as scales, satellite dishes, antenna, fuel pumps, etc.
  - e. The type and location of proposed site lighting
  - f. A land use table indicating the overall lot size, the building square footage, the site area devoted to building coverage, parking and driveway coverage, and open landscape area.
2. Building Elevations. In addition to the site plan elements required by the Municipal Code, the site plan shall include the following elements:
  - a. An indication and description of all materials to be used on all sides of all buildings.

- b. The height of all buildings and any appurtenances.
  - c. Trash enclosure elevation depicting all four (4) elevations and labeling enclosure and gate materials.
  - d. The location and dimensions of any building mounted accessory appurtenances such as satellite dishes, utility meters, etc.
3. Building Color and Material Details: In addition to the site plan elements required by the Municipal Code, the site plan submittal shall include a high quality 24" x 36" full color rendering of all four (4) building elevations, as well as color photocopies and detailed manufacturer's information for the following elements:
- a. Roofing materials and colors.
  - b. Exterior wall materials and colors.
  - c. Trim materials and colors.
  - d. Window and door materials and colors.
4. Landscape Plan. All landscape plans shall comply with the submittal requirements of the Town of Windsor's Tree and Landscape Standards, adopted by Resolution 2006-53 on October 23, 2006 and any subsequent updates thereto.

### **III. Baseline Design Criteria**

New development should incorporate sustainable concepts that benefit current and future generations. Building methods and land use planning concepts that are durable, healthy, efficient, and have a proven track record of success are encouraged. The baseline design criteria are intended to create consistent requirements for corridor plan elements that should be uniform throughout the community. The following baseline design criteria shall apply to all commercial development within the Town's arterial and collector corridors as designated in Chapter 17 of the Municipal Code.

#### **A. Site Planning**

- 1. Open landscape area on any site shall be twenty percent (20%) or greater.

2. The intent of this subsection is to minimize parking adjacent to Main Street and other major arterial streets and to encourage the location of buildings closer to those streets.
  - a. All property line setbacks as established by the Windsor Municipal Code shall remain in full force and effect. In addition thereto, there shall be an eighty foot (80') minimum building and paving setback where sites adjoin I-25 and US 34; and a thirty foot (30') minimum building and paving setback where sites adjoin Main Street and SH 257. Paving shall be set back from property lines a minimum of fifteen feet (15') adjacent to all other arterial and collector streets, and five feet (5') from all other property lines.
  - b. All building and landscaping shall be oriented to minimize the visual impact of parking areas.
  - c. Parking areas shall be minimized between the street and building entrances.
3. All off-street loading and refuse areas shall be designed to include adequate space for ingress, egress and maneuvering and shall be screened from view with appropriate landscape elements or with screenwalls constructed of materials which are compatible with the building.
4. All storage or equipment areas shall be screened from view with appropriate landscape elements or with screenwalls constructed of materials which are compatible with the building.
5. Site entrance drives into and out of each site shall be landscaped and include pedestrian connections from the building to the street. Parking spaces shall be set back from such site entrance drives in order to prevent blockage of site ingress and egress.
6. Landscape islands a minimum of fifteen feet (15') in length and eight feet (8') in width shall occur at ends of all parking rows.
7. Double-loaded rows of parking spaces shall be divided into sections of a maximum of thirty (30) parking spaces and single-loaded rows of parking spaces shall be broken into sections of a maximum of fifteen (15) spaces. Such sections of parking shall be divided by a landscaped island meeting the minimum dimensions required by Section III.A.6 above.

8. Parking lot areas shall be broken into sections of two hundred (200) parking spaces maximum, separated by landscape buffers ten feet (10') wide or greater.
9. Bicycle parking shall be provided on a paved surface near building entrances but shall not encroach into pedestrian walkways.
10. The use of a standard brick red concrete color and texture is encouraged to be utilized at building entrances and at other locations where pedestrian crossings occur.
11. All building sites shall incorporate pedestrian amenities such as benches, fountains, courtyards, planters and/or works of art into the site, particularly at building entrances.
12. All pedestrian walkways shall maintain a minimum width of four feet (4') free of any obstructions.
13. Site furniture shall be consistent in style and size throughout the area.
14. Any plazas, patios, courtyards, retaining walls or other hard surfaces shall be compatible with the materials utilized on the building.

#### B. Architecture

1. Building designs shall be site specific and sensitively integrated into the character of the surrounding development. Architectural designs shall respond to the positive elements of the neighboring projects rather than superimposing a design that is incompatible with the area.
2. Building Height. Unless otherwise specified in Section IV. of the subarea design criteria for a particular corridor, the following maximum building heights shall apply:
  - a. The predominant portion of any building shall not exceed thirty feet (30') in height.
  - b. Ornamental architectural elements or appurtenances such as clock towers or cupolas shall not exceed forty feet (40') in height.

3. Building Materials. A relatively wide variety of building materials shall be permitted, however, it is intended that a basic harmony of architecture prevail.
  - a. One or more of the following building materials shall be incorporated into a structure's design:
    - (1) Brick is encouraged both as a major building material and as an accent element.
    - (2) Stone and high quality stone veneer.
    - (3) Concrete masonry units (CMU) shall be of an architectural grade such as split-face, ground-face or fluted block and shall be varied in pattern or shall be combined with other accent materials (i.e. brick, stucco, siding, etc.) to provide an aesthetically appealing façade which is consistent with the intent of the design criteria.
    - (4) Any proposed materials other than those mentioned above shall be consistent in terms of high quality, durability and compatibility with the abovementioned materials.
    - (5) Stucco or Exterior Insulation Finish Systems (EIFS) is encouraged to be used as a secondary material or accent element not to exceed thirty-five percent (35%) of the respective building facade.
  - b. The following building materials are prohibited as façade materials:
    - (1) Vertical ribbed metal siding shall be prohibited. Only architectural grade metal panels will be allowed on non-prominent facades.
    - (2) Smooth faced gray concrete block.
4. Building Form:
  - a. Building facades should be articulated to reduce the scale and the uniform, impersonal appearances of large retail buildings and provide visual interest that will be consistent with the community's identity, character and scale.

- b. On non-residential buildings, ground floor facades that face streets or public walkways must be modulated with features such as windows, entrances, arcades, porches, pilasters, arbors, awnings, recessed or projecting display windows along no less than 50% of the façade. For residential buildings these features must occur on 75% of the façade.
  - c. No blank wall that faces a public street or walkway shall exceed fifty feet (50') in length.
  - d. Building massing of taller projects shall transition into smaller and lower building masses which are residential in scale where such projects abut residential areas.
  - e. Architectural elements that add interest to roofs such as dormers, cupolas, clock towers and other similar elements are encouraged.
5. Roofs:
- a. Roofing consisting of high-profile asphalt or composition shingles is encouraged to be used on the most prominent building elements. Standing seam metal roofs or concrete tile roofs will also be allowed provided that such roofs are compatible with the architecture of the proposed project and surrounding buildings.
  - b. On non-residential projects, flat rooflines should be avoided on low one-story buildings and where utilized on taller buildings they should feature a three-dimensional cornice treatment on all walls facing streets or public walkways.
  - c. Roof pitches on residential buildings shall be a minimum of 3:12.
6. Façade colors shall be earth tone colors with a low reflectance. High intensity, metallic, or fluorescent colors are prohibited. Other colors may be used for accent or to emphasize focal areas provided that they are sensitively integrated into the overall color palette.
7. All mechanical equipment on building exteriors or roofs must be screened from view from all front and side streets and adjoining side properties. Screening walls and other screening elements shall be of a design and material compatible with those of the building. Equipment and service functions of a building shall be

incorporated into the building design so that these functions are screened from view from public ways and adjacent properties.

8. Building mounted accessory appurtenances such as satellite dishes, utility meters, etc. shall be painted to match the building and shall be labeled as such in the site plan drawings.
9. Garages and other covered parking must be located in side or rear yards to minimize their visibility from the street.
10. Trash enclosures shall fully screen the dumpster from all visible sides and enclosure gates shall be constructed of heavy gage metal or similar material for durability.

#### C. Lighting

1. All lighting shall be compatible and harmonious throughout the area.
2. Parking lot lighting shall not exceed thirty feet (30') in height.
3. Pole mounted lighting shall utilize round poles anodized bronze in color to minimize reflectance of light. Decorative light poles that may be proposed to contribute to a specific design theme in a development may be proposed for review and approval by the Planning Commission. Appeals of a Planning Commission decision are subject to review by the Town Board.
4. Lighting shall be designed to retain light within the property lines of a given building site and not to spill any light outside said property lines.
5. All exterior and security lighting shall have underground service.
6. All lighting fixtures, including wall pack lighting and other service area and security lighting, shall be full cutoff fixtures and mounted so that light is directed directly downward. The only exception shall be for decorative lighting such as lanterns and wall sconces which may be allowed as long as the fixtures do not exceed a maximum of 3,200 lumens and do not emit light directly upward.
7. The use of compact fluorescent light bulbs is encouraged.
8. Lighting may be used to illuminate the face of a building so long as the light does not spill outside the building façade.

- D. Landscaping. All landscaping shall comply with the Town of Windsor's Tree and Landscape Standards, adopted by Resolution 2006-53 on October 23, 2006 and any subsequent updates thereto.

#### **IV. Subarea Design Criteria**

The subarea design criteria are intended to be tailored to address unique aspects of a particular corridor. In addition to the baseline design criteria, the following subarea design criteria shall apply to all commercial development within each respective subarea.

- A. Downtown Subarea. In addition to the Downtown Corridor Plan, the Town also undertook a Downtown Master Plan process in 2009 and is on-going. Until such time that design criteria and standards are developed in association with that master plan, the existing Downtown Corridor Plan will be included in Appendix A and the following additional subarea design criteria shall apply to development within the Downtown Subarea.
  - 1. Building Height. In order to allow for taller mixed use buildings with office and residential uses on the upper floors, the maximum height in the Downtown Subarea shall be forty-five feet (45').
  - 2. Properties adjacent to Main Street within the Downtown Subarea shall be exempt from the Section III.A.2.a baseline design criteria regarding setbacks and offsets contained herein.
- B. I-25 Subarea (Res. 2001-50 adopted July 23, 2001). The I-25 Corridor Plan came about as the result of a regional planning effort that included several communities, counties and other regional and state agencies in order to "create a framework for development that focuses on improving the quality, location, environmental sensitivity, and long-term viability of land uses." The Development Design Standards for the I-25 Corridor in Appendix B and the following subarea design criteria shall apply to development within the I-25 Subarea.
  - 1. Building Height. The building height regulations of Chapter 16 of the Municipal Code shall apply within the I-25 Subarea in accordance with the respective zoning of the property.

## Division 3.9 - Development Standards for the I-25 Corridor

### 3.9.1 - Applicability and Purpose

(A)

**Applicability.** The provisions contained in Sections [3.9.2](#) through [3.9.11](#) shall apply to applications for development within the boundary of the I-25 Subarea Plan, and, to the extent that such provisions regulate Activity Centers, they shall also apply to the I-25/State Highway 392 Corridor Activity Center; and the provisions contained in [Section 3.9.12](#) shall apply only to the I-25/State Highway 392 Corridor Activity Center.

(B)

**Purpose.** The purpose of this Section is to provide standards to implement the model standards outlined in the "Development Standards for the I-25 Corridor" and the "Fort Collins I-25 Corridor Subarea Plan," in addition to the standards contained elsewhere in this Land Use Code.

(Ord. No. 120, 2003 §2, 9/02/03; Ord. No. 036, 2011 §3, 3/22/11)

### 3.9.2 - Location of Single-Family Residential Lots From I-25

(A)

Development of new single-family residential lots within one thousand three hundred twenty (1,320) feet (one-quarter [ $\frac{1}{4}$ ] mile) of the centerline of Interstate Highway 25 (I-25) shall be prohibited.

(1)

Exception: single family detached dwellings in the Rural Lands District (RUL) shall be exempt from this standard.

(B)

In the Urban Estate zone district, development that creates new single-family residential lots located between one-quarter ( $\frac{1}{4}$ ) and one-half ( $\frac{1}{2}$ ) mile from the centerline of I-25 shall utilize the clustering technique (as provided for in [Section 4.2\(E\)\(2\)](#) of this Land Use Code for the Urban Estate District) in order to concentrate densities away from I-25, maximize views and preserve landscape features or open space.

(Ord. No. 120, 2003 §2, 9/02/03; Ord. No. 131, 2006 §1, 9/19/06)

### 3.9.3 - Building Placement Standards

(A)

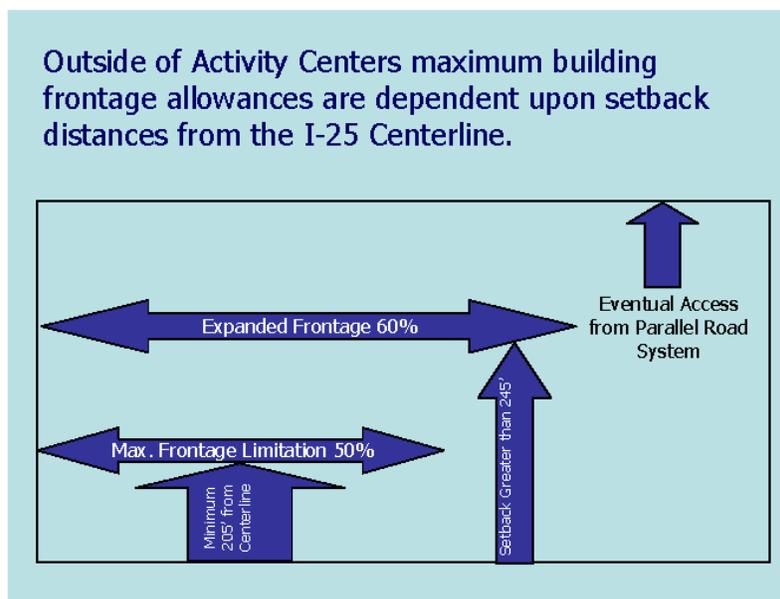
Minimum setback of any building on a lot, tract or parcel of land adjoining the I-25 right-of-way shall be two hundred five (205) feet from the centerline of I-25.

(B)

Outside of I-25 activity centers, the placement of a building on a lot, tract or parcel of land adjoining the I-25 right-of-way where the building is located between two hundred five (205) feet and two hundred forty-five (245) feet from the centerline of I-25 shall be restricted so that no more than fifty (50) percent of the total frontage of the lot, tract or parcel of land is occupied by the building.

(C)

Outside of I-25 activity centers, the placement of a building on a lot, tract or parcel of land adjoining the I-25 right-of-way where the building is located more than two hundred forty-five (245) feet from the centerline of I-25 shall be restricted so that no more than sixty (60) percent of the total frontage of the lot, tract or parcel of land is occupied by the building.



(Ord. No. 120, 2003 §2, 9/02/03; Ord. No. 173, 2003 §21, 12/16/03; Ord. No. 066, 2009 §14, 7/7/09)

### 3.9.4 - Landscaping Standards

(A)

**Parking Lot Perimeter Landscaping.** At least seventy-five (75) percent of the perimeter of all parking areas shall be screened from nearby streets, public rights-of-way, public open space and nearby uses by at least one (1) of the following methods:

(1)

A berm at least three (3) feet high with a maximum slope of 3:1 in combination with evergreen and deciduous trees and shrubs;

(2)

A hedge at least three (3) feet high, consisting of a double row of shrubs readily capable of growing to form a hedge, planted three (3) feet on center in a triangular pattern;

(3)

A decorative fence or wall between three (3) and four (4) feet in height in combination with landscaping including, without limitation, evergreen and deciduous trees and shrubs.

(B)

***Site Perimeter Landscaping Abutting the I-25 Right-of-Way.***

(1)

*Buffers abutting I-25.* Developments with a site perimeter which is adjoining the I-25 right-of-way shall provide a landscaped buffer of at least eighty (80) feet between the building or parking lot edge and the I-25 right-of-way. The buffer shall consist of informal clusters of deciduous and evergreen trees and shrubs planted in an offset pattern and shall consist of one (1) tree and ten (10) shrubs per twenty-five (25) lineal feet of frontage.

(2)

*Berms.* Berms greater than three (3) feet in height shall not be permitted adjoining the I-25 right-of-way if they block long-range views of mountains and open lands for motorists on I-25 (not including motorists on frontage roads or ramps).

(Ord. No. 120, 2003 §2, 9/02/03; Ord. No. 091, 2004 §24, 6/15/04)

### **3.9.5 - Commercial Building Design Standards**

(A)

***Roof Form.***

(1)

Roofs on principal structures with a building footprint of less than ten thousand (10,000) square feet shall:

(a)

be pitched with a minimum slope of at least 5:12,

(b)

incorporate the 5:12 pitch by use of a modified Mansard roof, covering a sufficient area of the roof so as to create the appearance that the Mansard roof covers the entire structure, and

(c)

incorporate at least one (1) of the following elements into the design for each fifty (50) lineal feet of roof:

1.

Projecting gables/dormers,

2.

Hips,

3.

Horizontal or vertical breaks,

4.

Three (3) or more roof planes.

(2)

Roofs on structures with a footprint of greater than ten thousand (10,000) square feet shall have at least two (2) of the following features:

(a)

Parapet walls featuring three-dimensional cornice treatment that at no point exceeds one-third (?) of the height of the supporting wall.

(b)

Overhanging eaves, extending at least three (3) feet beyond the supporting walls.

(c)

Sloping roofs not exceeding the average height of the supporting walls, with an average slope greater than or equal to one (1) foot of vertical rise for every one (1) foot of horizontal run.

(d)

Three (3) or more roof slope planes.

(B)

***Building Form/Facade Treatment.***

(1)

Buildings that face public streets, adjoining developments or connecting pedestrian frontage shall be articulated, fenestrated and proportioned to human scale along at least sixty (60) percent of the facade using features such as windows, entrances, arcades, arbors or awnings.

(2)

Building facades facing a primary access street shall have clearly defined, highly visible customer entrances that feature at least two (2) of the following:

(a)

Canopies or porticos,

(b)

Overhangs,

(c)

Recesses or projections of at least three (3) percent of wall length,

(d)

Arcades,

(e)

- Distinctive roof forms,
- (f) Arches,
- (g) Outdoor patios,
- (h) Display windows,
- (i) Planters or wing walls that incorporate landscaped areas and/or places for sitting.

(C)

***Materials and Colors.***

(1)

One (1) or more of the following building materials shall be incorporated into the design of a structure and used to provide visual interest at the sidewalk level for pedestrians:

- (a) Stucco,
- (b) Brick,
- (c) Stone, or
- (d) Tinted, textured masonry block.

(2)

Smooth-faced gray concrete block and tilt-up concrete panels are prohibited.

(3)

Metal is prohibited as a primary exterior surface material. It may be used as trim material covering no more than ten (10) percent of the facade or as a roof material.

(4)

Facade colors shall only be earth tone colors with a low reflectance.

(5)

High-intensity primary colors are prohibited on any roof area visible from a public or private right-of-way or public open space.

(Ord. No. 120, 2003 §2, 9/02/03)

**3.9.6 - Block Pattern for Activity Centers**

(A)

To the maximum extent feasible, larger sites containing multiple buildings and uses shall be composed of a series of urban-scale blocks of development defined and formed by streets or drives that provide links to nearby streets along the perimeter of the site.

(B)

Block sizes shall not exceed ten (10) acres for commercial development.

(C)

In addition to a network of streets and drives, blocks shall be connected by a system of parallel tree-lined sidewalks that adjoin the streets and drives combined with off-street connecting walkways so that there is a fully integrated and continuous pedestrian network.

(D)

To the maximum extent feasible, remote or independent pad sites, separated by their own parking lots and service drives, shall be minimized. Such buildings shall be directly connected to the pedestrian sidewalk network.

(Ord. No. 120, 2003 §2, 9/02/03)

### **3.9.7 - Service Areas, Outdoor Storage and Mechanical Equipment**

(A)

**Location.** Loading docks, outdoor storage yards and all other service areas shall be located to the sides and/or rear of a building, except when a site abuts I-25, in which event said areas shall be located to the sides of the building that do not face I-25.

(B)

**Screening.**

(1)

All outdoor storage yards, loading docks, service areas and mechanical equipment or vents larger than eight (8) inches in diameter shall be concealed by screens at least as high as the equipment they hide, of a color and material matching or compatible with the dominant colors and materials found on the facades of the principal building. Chain link, with or without slats, shall not be used to satisfy this requirement.

(2)

Equipment that would remain visible despite screening, due to differences in topography (i.e., a site that is at a lower grade than surrounding roadways) shall be completely enclosed except for vents needed for air flow, in which event such vents shall occupy no more than twenty-five (25) percent of the enclosure facade.

(Ord. No. 120, 2003 §2, 9/02/03)

### **3.9.8 - Fencing and Walls**

(A)

**Materials.** Walls and fences shall be constructed of high-quality materials, such as tinted, textured blocks; brick; stone; treated wood; or ornamental metal; and shall complement the design of an overall development and its surroundings. The use of chain link fencing or exposed cinder block walls shall be prohibited.

(B)

**Location.** Fences and walls shall be set back at least six (6) feet from the back edge of an adjoining public sidewalk, and such setback area shall be landscaped with turf, shrubs and/or trees, using a variety of species to provide seasonal color and plant variety.

(C)

**Maximum Length.** The maximum length of continuous, unbroken and uninterrupted fence or wall plane shall be forty (40) feet. Breaks shall be provided through the use of columns, landscaping pockets, transparent sections and/or a change to different materials.

(Ord. No. 120, 2003 §2, 9/02/03)

### 3.9.9 - Wireless Telecommunication

(A)

**Location.** Wireless telecommunication facilities shall not be permitted within one thousand four hundred forty-five (1,445) feet of the centerline of I-25.

(B)

**Height.** Wireless telecommunication facilities shall not exceed the maximum height allowed for a structure as specified in the Land Use Standards of the underlying zone district.

(Ord. No. 120, 2003 §2, 9/02/03)

### 3.9.10 - Height

(A)

Outside the i-25 activity centers, nonresidential building heights shall not exceed twenty (20) feet within two hundred twenty-five (225) feet of the centerline of i-25.

(B)

Outside the I-25 activity centers, nonresidential and residential building heights shall not exceed forty (40) feet between two hundred twenty-six (226) feet and seven hundred twenty-five (725) feet of the centerline of I-25.

(C)

Where existing site topography (whether natural or man-made) blocks views of the mountains or open lands from I-25, these height restrictions shall not apply.

(Ord. No. 120, 2003 §2, 9/02/03)

### 3.9.11 - Minimum Residential Density in Activity Centers

Minimum residential density in activity centers shall be twelve (12) dwelling units per gross acre.

(Ord. No. 120, 2003 §2, 9/02/03)

### **3.9.12 - Corridor Activity Center Design Standards**

(A)

On any first floor building elevation that is visible from a public right-of-way, masonry materials limited to natural stone, synthetic stone, brick and concrete masonry units that are textured or split face, solely or in combination, shall be applied to cover from grade to the top of the entry feature of such elevation, or if there is no entry feature on any particular elevation, to a height that would be equivalent to the top of the first floor. For first floor building elevations not visible from a public right-of-way and on all upper stories, other exterior finish materials, including, but not limited to, synthetic stucco (E.I.F.S.), architectural metals, clay units, terra cotta, prefabricated brick panels or wood, can be applied in whole, or in combination with the masonry materials described above. For the purposes of this provision, *architectural metals* shall mean metal panel systems that are either coated or anodized; metal sheets with expressed seams; metal framing systems; or cut, stamped or cast ornamental metal panels, but not ribbed or corrugated metal panel systems. Standard concrete masonry units or tilt-up concrete with applied texturing are prohibited on any building elevation.

(B)

A roof pitch shall be required for buildings containing less than twenty-five thousand (25,000) square feet and having three (3) stories or less. In cases where mechanical equipment must be mounted on the roof, a sloping mansard roof shall be allowed.

(C)

The maximum building height shall be ninety (90) feet.

(D)

All freestanding signs shall be ground signs and shall be limited to a maximum height of fourteen (14) feet along and perpendicular to I-25 and twelve (12) feet along and perpendicular to all other streets. Such ground signs shall be subject to all other requirements in [Section 3.8.7](#).

(Ord. No. 036, 2011 §4, 3/22/11)

Town of Windsor Municipal Code

Chapter 17, Article XIII Design Criteria and Procedures

Division 3 - Interstate 25/State Highway 392 Corridor Activity Center

Sec. 17-13-410. - Corridor Activity Center defined.

For purposes of this Article, the "Corridor Activity Center" shall mean the Interstate 25/State Highway 392 Corridor Activity Center defined in the Intergovernmental Agreement Pertaining to the Development of the Interstate 25/State Highway 392 Interchange dated January 3, 2011, between the City of Fort Collins, Colorado, and Town of Windsor, Colorado, and as may, pursuant to said Intergovernmental Agreement, be amended in the future.

(Ord. 2011-1402 §2)

Sec. 17-13-420. - Corridor Activity Center; permitted uses.

Land uses within the Corridor Activity Center shall be limited to the following:

- (1) Adult day care centers.
- (2) Drive-thru restaurants.
- (3) Entertainment facilities/theaters.
- (4) Fast food restaurants.
- (5) Fuel sales convenience stores.
- (6) Grocery/supermarkets.
- (7) Health clubs.
- (8) Hospitals.
- (9) Lodging.
- (10) Long-term care facilities.
- (11) Medical center/clinics.
- (12) Mixed use residential.
- (13) Multi-family mixed use.
- (14) Offices/financial.
- (15) Personal/business service shops.
- (16) Retail establishments/big box.
- (17) Retail stores.
- (18) Schools - private/vocational colleges.
- (19) Small scale recreation/events centers.
- (20) Standard restaurants.
- (21) Telecommunication equipment, excluding freestanding towers.
- (22) Unlimited indoor recreation.

(Ord. 2011-1402 §2)

Sec. 17-13-430. - Corridor Activity Center; design standards, applicability.

The design standards for the Corridor Activity Center established pursuant to this Division shall apply to all building, growth and development within the Corridor Activity Center.

(Ord. 2011-1402 §2)

Sec. 17-13-440. - Design criteria.

The following criteria shall apply to all building, growth and development within the Corridor Activity Center:

- (1) Minimum level of masonry. On any first floor building elevation that is visible from a public right-of-way, masonry materials limited to natural stone, synthetic stone, brick and concrete masonry units that are textured or split face, solely or in combination, shall be applied to cover from grade to the top of the entry feature of such elevation, or if there is no entry feature on any particular elevation, to a height that would be equivalent to the top of the first floor. For first floor building elevations not visible from a public right-of-way and on all upper stories, other exterior finish materials, including but not limited to synthetic stucco (E.I.F.S.), architectural metals, clay units, terra cotta, prefabricated brick panels or wood, can be applied in whole or in combination with the masonry materials described above. For the purposes of this provision, architectural metals shall mean metal panel systems that are either coated or anodized; metal sheets with expressed seams; metal framing systems; or cut, stamped or cast ornamental metal panels, but not ribbed or corrugated metal panel systems. Standard concrete masonry units or tilt-up concrete with applied texturing are prohibited on any building elevation.
- (2) Roofs. A roof pitch is required for buildings containing less than twenty-five thousand (25,000) square feet and having three (3) stories or less. In cases where mechanical equipment must be mounted on the roof, a sloping mansard roof shall be allowed.
- (3) Building height. The maximum building height shall be ninety (90) feet.
- (4) Sign standards. All freestanding signs shall be ground signs and shall be limited to a maximum height of fourteen (14) feet along and perpendicular to I-25 and twelve (12) feet along and perpendicular to all other streets. Such ground signs shall be subject to all other requirements found in Chapter 16, Article IX of this Code.

(Ord. 2011-1402 §2)

Sec. 17-13-450. - Site plan process.

Submission of a site plan demonstrating compliance with the applicable design criteria, as established in this Division, shall be submitted and processed pursuant to the site plan review procedure set forth in Article VII of this Chapter and the requirements of the Intergovernmental Agreement Pertaining to the Development of the Interstate 25/State Highway 392 Interchange dated January 3, 2011, between the City of Fort Collins, Colorado, and Town of Windsor, Colorado, prior to the approval of any building, growth or development within any Corridor Activity Center.

(Ord. 2011-1402 §2)

Sec. 17-13-460. - Review by Town.

The Town Manager is hereby authorized to retain the services of a consulting architect to examine the site plan and report to the Planning Department, Planning Commission and Town Board with respect to the site plan's compliance with the design criteria established in this Division.

(Ord. 2011-1402 §2)

Sec. 17-13-470. - Design criteria controls other rules and regulations.

The requirements of this Division shall be in addition to all other building, growth and development rules and regulations set forth in this Code. Where those rules and regulations specifically conflict with the design criteria adopted hereunder, the design criteria adopted hereunder shall control.

(Ord. 2011-1402 §2)



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# ***I-25/SH 392 Corridor Activity Center*** **Use and Design Standards Discussion**

**Joint Work Session**  
**February 1, 2016**

Windsor Town Board

Fort Collins City Council

## **Direction for Staff for Potential IGA Amendments:**

- ID purpose statement for scope and process
- Evaluate review period for IGA and appeal process
- Develop public outreach process
- Assess new compatibility/design standards for CAC
- Determine is the new use – Auto Dealerships – appropriate for inclusion in CAC

## *I-25/392 Interchange*

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### **Planning Process Since Joint Meeting**

#### **2015**

- Nov. 2            Joint Elected Officials meeting:
- discuss potential amendments to IGA
  - staff directed to determine scope of work and process
- Dec. 7, 29        Joint staff meetings

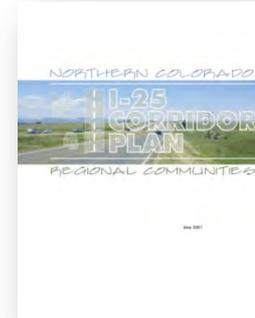
#### **2016**

- Jan. 14           Dealership Owners hosted Open House
- Jan. 21           Public Open House hosted by joint staffs

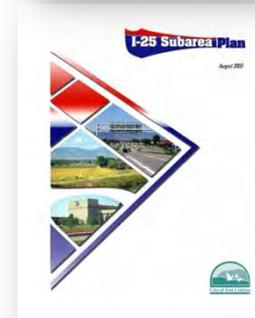
## **Key Questions for Discussion:**

1. Is there support for establishing Transit Oriented Development at this interchange and within the CAC?
2. Should development standards within the Fort Collins and Windsor Land Use Codes be amended to include additional requirements to mitigate visual and functional impacts upon the gateway?
3. Is there support for adding the “Auto Dealerships” use that includes vehicle sales and servicing to the CAC overlay in some form?

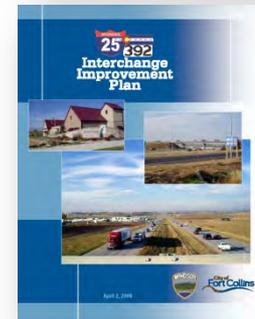
## I-25 Regional Corridor Plan (2001)-----

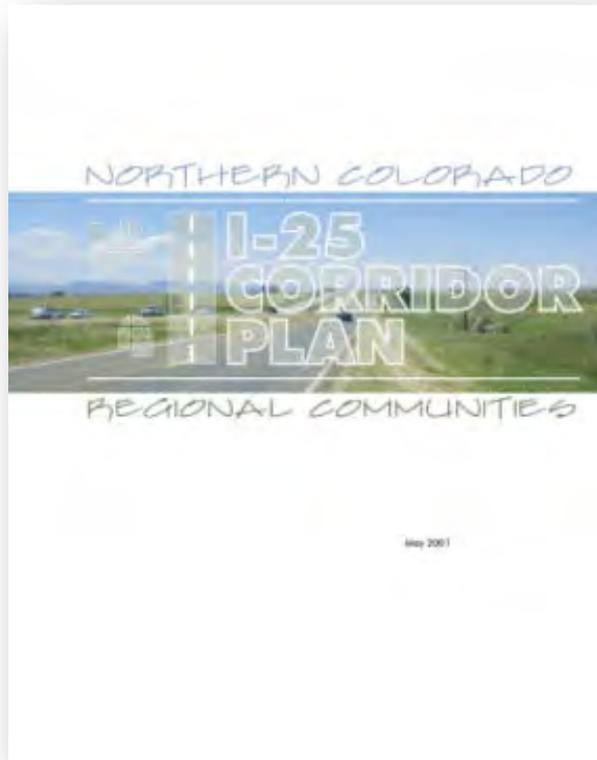


## I-25 Subarea Plan (2003)-----



## I-25/SH 392 Interchange Improvement Plan (2008)-----





## Participants:

City of Fort Collins  
City of Loveland  
Town of Windsor  
Town of Berthoud  
Town of Johnstown  
Town of Timnath  
Larimer County  
Weld County  
CDOT  
North Front Range MPO  
Clarion Associates  
LSA Associates



## Elements of the Preferred Vision:

High quality development

Development concentrated in activity centers

Residential away from the highway

Key views and natural features protected

Parallel roadway system where feasible

Transit opportunities preserved



High quality appearance and function of uses



Mixed-use with urban block character, parking located to side and rear of buildings



Concentrate Commercial uses at interchange



Multi-modal connections and high pedestrian LOS



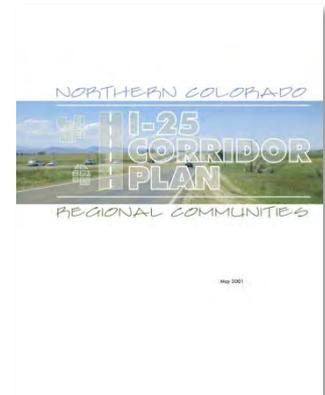
Building design/character including pitched roofs, architectural details and high quality materials

I-25 Corridor Plan & Design Standards established a vision for the I-25/SH 392 Interchange with the following intent statement:

“Activity Centers should provide a mix of uses, such as employment, residential, retail, and commercial uses that accommodate and complement multiple modes of transportation, including bicycles, pedestrians, high-frequency bus, and commuter rail (TOD).

This poses a challenge for the standards, because development patterns in these centers, sited near highways, frontage roads and major east/west roadways have typically been designed for high visibility, easily accessible, auto-oriented uses such as gas stations, fast-food establishments, and motels.

The intent of these standards is to provide the tools for creating an improved quality of appearance and more integrated mix of land uses for concentrated areas of development, that can support TOD.”



1. VISION

2. BACKGROUND

3. ISSUES

4. MITIGATION

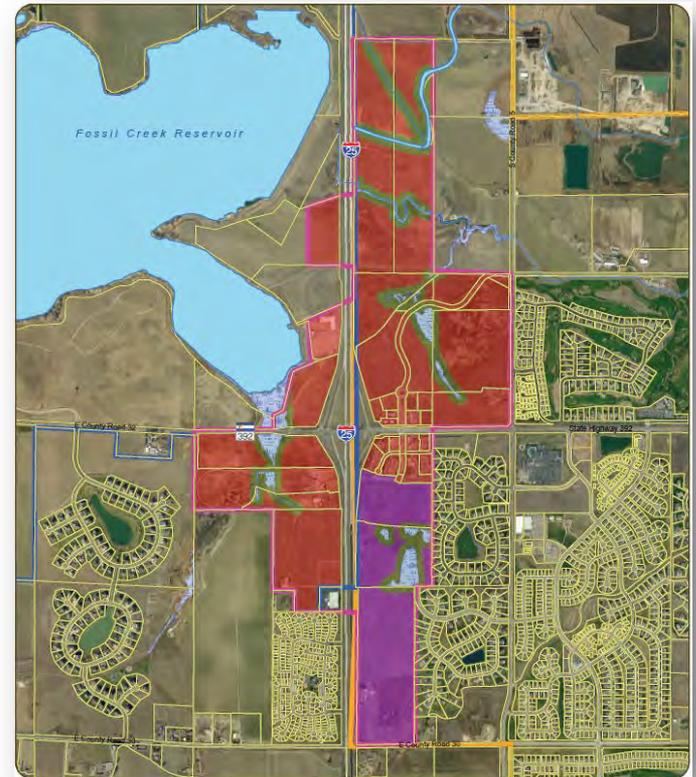
## I-25 Subarea Plan (2003)



- Focus east of I-25 (Prospect – Douglas Rd.)
- Two primary activity centers (Prospect & Mulberry)
- Future development setback from I-25
- Land Use Code Standards for I-25 Corridor

## 2008 Joint Plan (Windsor and Fort Collins)

- Plan to fund and reconstruct interchange
- Interchange area vision
- Interchange design/funding options
- Open lands buffers
- Corridor Activity Center (CAC)
- Gateway land use/design standards
- Intergovernmental Agreements



Corridor Activity Center (CAC)



# Windsor Commercial Corridor Plan

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## Key Site Design Elements

- 20% minimum landscaped area
- 80' paving & building setback from I-25
- Landscaped entrance and exit drives
- Parking lot landscape islands every 15 spaces

## Key Building Design Elements

- Primary materials: brick, stone, architectural concrete masonry units (CMU)
- Earth tone colors
- Screening of mechanical and storage areas
- 1<sup>st</sup> floor modulation facing public streets through windows, entrances, arcades, awnings, etc. on 50% of façade



# Windsor Large Retail Establishments



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**Applies to retail establishments over 50,000 s.f.**

## **Key Site Design Elements**

- 85% of parking allowed between building front and street
- Screening of parking with landscaping and either 3' walls or earth berms
- Landscape islands every 20 spaces

## **Key Building Design Elements**

- Requires articulation through wall plane projections or recesses
- Ground floor facades facing streets must have arcades, display windows, awnings, etc.
- Facades must feature 3 of the following: color change, texture change, material change, or change of architectural plane
- Materials: brick, wood, native stone, tinted & textured concrete masonry units (CMU)
- Colors: neutral, earth tone

# Parking/Display Lot Screening

**Walls**



**Landscaping**

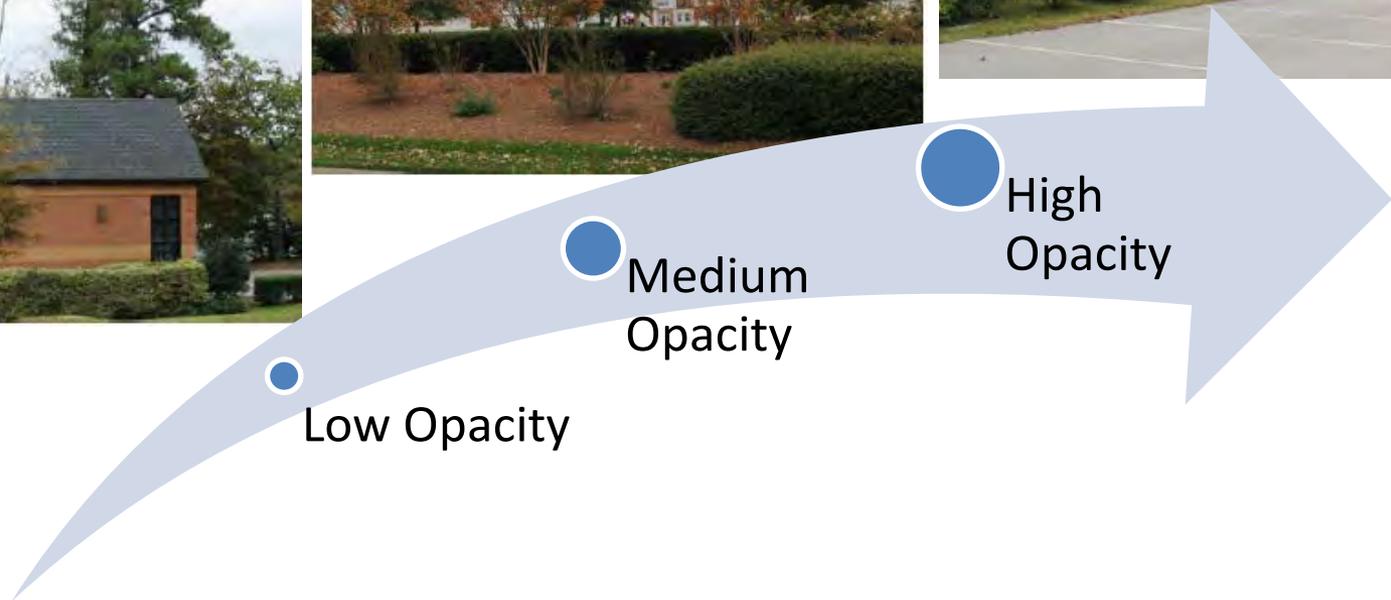


**Berms**



# SCREENING OPACITY

Screening can be described as having varying levels of opacity



## Land Use Code Standards for the I-25 Corridor (Windsor/Fort Collins):

- Implementation of the I-25 Regional Corridor Plan/I-25 Subarea Plan
- Residential setback  $\frac{1}{4}$  mile from I-25
- Commercial building design standards
- Building height and placement standards
- Landscaping and screening standards
- Corridor Activity Center standards

## Purpose of Gateway Standards:

- Establish cohesiveness in commercial design  
(both sides of I-25)
- “Raise the Bar” in design quality for the  
interchange gateway area
- Promote more intensive mixed-use development  
to support TOD

## Design Standards:

### 1. Minimum Level of Masonry

- Require a masonry product on any elevation that is visible from a public right-of-way from grade to the top of the entry feature
- Or to a height that would be equivalent to the top of the first floor
- Masonry - Natural or synthetic stone, brick, and concrete masonry units
- Concrete masonry units that are textured or split face and concrete masonry units

# CAC Gateway Standards



**This**



**Not This**



**Building Façade Materials**

## Design Standards:

### 2. Roofs

- Apply to buildings less than 25,000 SF
- Require roof pitch versus flat roof
- Sloping mansard can be used for mounted mechanical equipment

# CAC Gateway Standards



**This**



**Not This**



**Roof Pitch**

## Design Standards:

### **3. Commercial Building Height**

- Maximum building height shall be 6-stories (+/- 85 feet)
- Existing standard (3-4 stories maximum)

# CAC Gateway Standards



**Existing (3-4 Stories)**

**Building Height**

**Proposed (5-6 Stories)**

## Design Standards:

### 4. Commercial Pole Sign Standard

- Freestanding pole sign contain no more than 30% air space between top and ground (vertically), and between horizontal limits of sign extended perpendicular to the ground
- Maximum sign height is 12 feet

# CAC Gateway Standards



**This**



**Not This**



**Pole Signs**



# CAC - Gateway Land Use Standards

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## Prohibited Uses In CAC Gateway Area:

- Enclosed Mini Storage
- Retail/Supply Yards
- Parking Garage
- Funeral Home
- **Car Dealerships/Sales**
- Dog/Horse Track
- Adult Uses
- Multi-bay Self-Serve Carwash
- Amusement Park
- Warehousing/Distribution Wholesale
- Outdoor General Advertising/Billboard
- Single Family Detached
- Duplex
- Group Homes
- Extra Occupancy Rental Housing
- Places of Worship
- Bed & Breakfast
- Vehicle Servicing/Testing/Repair
- Equipment Rental
- Truck/Trailer/RV/Boat/Storage Sales
- Freestanding Telecom. Towers
- Recycling Facilities
- Composting

## **Land Use Implications:**

- Development for auto dealerships forego opportunity for large-scale employment uses and/or Transit Oriented Development (TOD) in Windsor
- Approval may spur additional requests to amend the interchange use limitations (applies to both Windsor and Fort Collins) and more auto oriented development

## Site Design:

- Visual Impacts
  - Parking distribution
  - Landscaping
  - Vehicle display areas-internal or external
  - Distance from frontage road and 1-25
- Drainage/ Detention
- Noise Pollution
- Lighting Impacts
- Landscaping maintenance, size of plant materials, code enforcement
- Motorist distraction (signs (particularly electronic), lighting)
- Code Enforcement (primarily vehicle display, temporary signs, lighting, noise)
- Density/Intensity
- Adequate space for vehicle inventory on-site (possible spillover)



# Proposed Design Standards Outline

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## **Building Design:**

- Height, Roof pitch
- Materials
- Location of Service bays, utilities, storage, display
- Signage
- Setbacks and orientation
- Building form-articulation, style, etc.

## **Use trade-off Issues if car dealership in CAC:**

- RTA – complementary uses (tourism/recreation)
- Gateway appeal (economic development impacts)
- Activity/TOD (not highest and best use of TOD area)
- CAC intent (vision and goals of cooperative planning area)
- Proximity of car service to population centers
- Site/building vacancy
- Increased code enforcement

# Westgate Auto Dealership Proposal





# CAC Review Process



## **Amended IGA – I-25/SH 392 Interchange (2012):**

### **Review of Development Proposals:**

- Joint staff review (Fort Collins/Windsor) of proposed development projects within the CAC area
- Proposed project information including plans and specifications will be forwarded to other jurisdiction for review
- Review for consistency with adopted joint standards (minimum 30 days prior to decision)
- Review comments intended to be cooperative in nature and not binding by party having jurisdiction

## **Amendment process for proposed changes to IGA and Jointly adopted CAC regulations:**

- Identify information and options for proposed changes by staff
- Public outreach
- Review and recommendation by the Windsor Planning Commission
- Review and recommendation by the Fort Collins Planning and Zoning Board
- Decision by the Windsor Town Board
- Decision by the Fort Collins City Council

## **Public Involvement Process Next Steps:**

- 1/14/16 Open House (Hosted by Dealerships)
- 1/21/16 Public Open House (City/Windsor)
- 2/1/16 Jt. Meeting (Elected Officials at Windsor)
- March Board/Commission Recommendations
- April City Council/Town Board Hearings



# Open House Comments



## **1/21/16 - Public Open House Initial Observations:**

- 93 people attended (mostly neighbors in area)
- Forty-two written responses were received, many of which pertained to site design, with others related to allowed uses
- Primary concerns included impacts of site lighting, setbacks/landscape buffers and traffic
- 18% of written comments pertaining to use indicated that automobile dealerships would be acceptable – while 82% were against including auto dealerships as a use in CAC

## **Key Questions for Discussion:**

1. Is there support for establishing Transit Oriented Development at this interchange and within the CAC?
2. Should development standards within the Fort Collins and Windsor Land Use Codes be amended to include additional requirements to mitigate visual and functional impacts upon the gateway?
3. Is there support for adding the “Auto Dealerships” use that includes vehicle sales and servicing to the CAC overlay in some form?



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## **I-25/SH 392 Corridor Activity Center (CAC) Development Standards 1/21/16 Open House Summary**

Approximately 93 people, most of whom were neighbors to the CAC, attended the 1/21/16 open house at Windsor-Severance Fire Rescue Station No. 1. Information regarding the history of the I-25 Corridor Plan, the intergovernmental agreement (IGA) between Windsor and Fort Collins regarding the I-25/SH 392 CAC and related development standards was presented. Comments were solicited regarding neighbor preferences and concerns pertaining to site and building design, as well as thoughts on expanding the allowable uses within the CAC.

Based upon the comments received, the following themes emerged:

- Development standards regarding site lighting (40%) and setbacks/landscape buffers (38%) are top site design priorities for the neighbors.
- Residents of the Country Farms Subdivision also have strong concerns regarding the connection of existing Country Farms Drive to future development to the west (Town of Windsor and Windsor-Severance Fire Rescue officials are meeting with the Country Farms HOA on Thursday, January 28<sup>th</sup> to discuss this issue).
- Of the 17 comments specific to automobile dealerships, 14 were opposed to an IGA amendment that would allow dealerships in the CAC.
- With regard to site design, abundant landscaping (22%) was the top priority, while an excess of pavement/parking (11%) was the top concern.
- With regard to building design, the three most preferred examples included: a single-story restaurant with stone materials and sloped roof elements (78%); a two-story masonry and stone commercial building with sloped roof elements (50%); and a three-story masonry mixed use building with ground floor retail use and office/residential on upper floors (39%).
- Also attached are email comments that were received from neighbors in response to the open house. They generally reflect similar desires for light and noise mitigation, abundant landscaping, substantial buffers, and compatible land uses.
- Neighbors also voiced concerns that auto sales uses would likely prompt adjacent properties to develop as automobile support businesses such as maintenance and repair, auto body and paint, muffler shops and parts stores.

The following summary of responses to questions has been grouped into common themes that attendees included on comment cards at various stations at the open house.

**Question:     What are your top three concerns regarding a change to the allowable uses in the CAC?**

Forty-two written responses were received regarding this question, many of which pertained to site design, with others related to allowed uses. Concerns regarding site lighting, setbacks/landscape buffers and traffic were the top three concerns. Three comments indicated that automobile dealerships would be acceptable with appropriate regulations, while 17 responses indicated opposition to auto dealerships.

Concern	# of Responses	
Light	17	
Traffic	16	
Setbacks/buffers/landscaping/berms	16	
Extension of Country Farms Drive	11	
Noise	9	
Building height	8	
Preservation of open space/natural areas	5	
Safety (traffic, pedestrians, etc.)	3	
Odor (restaurants)	2	
Automobile dealerships	3 in favor	14 against

**Question:** Please circle all site design concepts that you *most* prefer:  
What do you like about these concepts?

Participants were shown eight images of different development types in order to comment on which concepts they liked and why (see attached Site Design board). Seventy-seven written responses were received regarding this question. The three most preferred concepts share similarities in abundant landscaping, use of natural material, and human scaled design. Landscaping was the most common response to what people liked about the concepts shown.

Please circle all site design concepts that you <i>most</i> prefer:	# of Responses
Concept 2	21
Concept 6	18
Concept 5	13
Concept 8	11
Concept 3	8
Concept 4	3
Concept 7	3
Concept 1	0

What do you like about these concepts?	# of Responses
Abundant landscaping	17
Larger setbacks	5
Pedestrian connections	4
Screening/berming	4
Buffer to residential area	3
Lower building heights	3
Planning for transit	2
Lower amounts of lighting	2
Small town feel	2
Open look/large spacing between buildings	2
Wide streets	1
Quiet	1

Minimal parking	1
Building orientation long sides perpendicular to mountain views	1
Room for growth & traffic	1
Close grouping of buildings	1

**Question: Please circle all site design concepts that you *least* prefer:  
What do you dislike about these concepts?**

Of the eight images displayed for the previous question, participants were also asked which concepts they least preferred. Ninety written responses were received regarding this question. Participants identified minimal landscaping and large amounts of parking as top concerns, elements present in the two least preferred concepts. The concept receiving the third most unfavorable responses pertained to the urban/commercial feel of the image.

<b>Please circle all site design concepts that you <i>most</i> prefer:</b>	<b># of Responses</b>
Concept 1	27
Concept 4	24
Concept 7	17
Concept 3	10
Concept 8	7
Concept 5	2
Concept 6	2
Concept 2	1

<b>What do you dislike about these concepts?</b>	<b># of Responses</b>
Too much pavement/parking	10
Not enough landscaping	8
Industrial or commercial look	7
Amount or brightness of lighting	6
Traffic	3
Too busy/urban/dense	3
Car dealers have another location one exit away	2
Safety concerns	2
No personality	1
No preservation of natural areas	1
Small streets	1
Too boxy	1
Signage	1
Single use concept of only car dealers	1

**Question: Please circle all building design concepts that you *most* prefer:  
What do you like about these concepts?**

Participants were then shown eight images of different building types to gather their input on which concepts they liked and why (see attached Building Design board). Forty-six written response cards were received regarding this question. The four most preferred concepts share similarities in unique and interesting design, inviting and aesthetically appealing design, and materials used. Design/aesthetics was the most common response topic. For a complete breakdown of all comments received from the comment cards, please see Appendix A.

<b>Please circle all building design concepts that you <i>most</i> prefer:</b>	<b># of Responses</b>
Concept 8	36
Concept 4	23
Concept 2	18
Concept 5	5
Concept 3	3
Concept 1	2
Concept 6	2
Concept 7	1

<b>What do you like about these concepts?</b>	<b># of Related Responses</b>
Design/aesthetics: inviting; interest/uniqueness	55
Materials	50
Overall height	29
Mass and scale	22
Color; warmth	13
Incorporation with residences (design; flow)	7
Orientation of building	4
Incorporation of landscaping and setbacks from street and residences	2

**Question: Please circle all building design concepts that you *least* prefer:  
What do you dislike about these concepts?**

Of the eight images displayed for the previous question, participants were also asked which concepts they least preferred. Participants identified design/aesthetics, height and massing as top concerns. For a complete breakdown of all comments received from the comment cards, please see Appendix A.

<b>Please circle all building design concepts that you <i>least</i> prefer:</b>	<b># of Responses</b>
Concept 7	20

Concept 1	18
Concept 6	16
Concept 3	9
Concept 5	4
Concept 2	4
Concept 4	3
Concept 8	0

<b>What do you dislike about these concepts?</b>	<b># of Related Responses</b>
Design/aesthetics: uninviting; bland; industrial looking; old/dated; stark	37
Too high or too tall	31
Mass and scale/ too boxy	23
Incorporation with residences (design; flow)	17
Materials and colors	15
Proximity to streets (i.e. setbacks)	5
Perceived lighting	1

## Appendix A - Building Design board responses from open house

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### #1 Likes

- orientation
- least boxy looking

### #1 Dislikes

- very tall and wide
- many windows means a lot of light reflection
- too tall
- looks more 'industrial'
- doesn't fit the look of the neighborhood
- too stark
- doesn't fit into residential area
- too tall
- too modern
- too tall
- too tall
- boxy
- big
- tall
- height
- service looking
- uninviting
- too much glass
- doesn't fit with residential area
- too high
- too high and massive
- seems 'big city'
- cold materials
- too many hard lines and flat surfaces
- too high
- too tall and boxy
- boxy
- close to streets
- too high

### #2 Likes

- interesting
- mass broken up w/ 3<sup>rd</sup> story step back
- angles in buildings
- materials are more visually appealing
- lower heights
- pleasant design
- materials look like they would be there 100 years from now
- style
- adequate amounts of windows
- does not look 'industrial'
- building lines
- inviting
- classic, natural and unique
- keeps height below 3 stories
- Colorado style and materials
- mass broken up w/ 3<sup>rd</sup> story step back
- height
- less glass
- clean, simple and classic designs
- 2 story preferred
- warm appearance fits town
- charm
- materials
- lots of windows
- height seems good too
- good materials and design
- nice aesthetics

### #2 Dislikes

- too tall
- boxy
- close to streets
- too high

### #3 Likes

- clean design

### #3 Dislikes

- looks more 'industrial'
- doesn't fit the look of the neighborhood
- boxy
- big
- tall
- height
- service looking
- uninviting
- industrial looking
- too bland/status quo
- looks old
- color combo is not pretty
- looks like the start of urban decline
- boxy
- close to streets

### #4 Likes

- nice material
- northern Colorado feel
- not too tall
- blends in better with residences – "country club" feel
- "home like" design
- low
- angles in buildings
- materials are more visually appealing
- lower heights
- pleasant design
- materials look like they would be there 100 years from now
- style
- adequate amounts of windows
- does not look 'industrial'
- classic, natural and unique
- keeps height below 3 stories
- Colorado style and materials
- residential look
- more inviting design and materials
- great architecture
- lower elevation/height
- nice setbacks
- nice landscaping
- rocky mountain design
- lower height of buildings
- height
- less glass
- clean, simple and classic designs
- 2 story preferred
- warm appearance fits town
- good materials and design
- not too tall
- looks nice with the stone
- okay
- aesthetics

### #4 Dislikes

- too choppy

### #5 Likes

- nice design
- least intrusive design
- lower profile
- angles in buildings
- materials are more visually appealing
- lower heights
- pleasant design
- so-so

- least boxy looking

**#5 Dislikes**

- too stark
- doesn't fit into residential area

**#6 Likes**

- look is very 'Colorado'
- too close to street

**#6 Dislikes**

- too trendy, will look dated soon
- too stark
- doesn't fit into residential area
- too choppy
- not a nice flow
- too tall
- boxy
- big
- tall
- height
- service looking
- uninviting
- uninviting
- industrial looking
- signs ruined building
- too big
- close to street
- too much tilt up concrete
- boxy
- close to streets
- too high
- not organic

**#7 Likes**

- so-so

**#7 Dislikes**

- very tall and wide
- many windows means a lot of light reflection
- too tall
- looks more 'industrial'
- doesn't fit the look of the neighborhood
- too stark
- doesn't fit into residential area
- too tall
- too modern
- materials
- prefer concrete/brick, too massive
- too tall
- boxy
- big
- tall
- height
- service looking
- uninviting
- too much glass
- doesn't fit with residential area
- too boxy
- too massive
- seems 'big city'
- cold materials
- too many hard lines and flat surfaces
- too high
- too tall
- boxy
- boxy
- close to streets
- too high
- no personality or accents

### #8 Likes

- open feel
- Not too tall
- blends in better with residences – “country club” feel
- “home like” design
- low
- least intrusive design
- lower profile
- angles in buildings
- materials are more visually appealing
- lower heights
- pleasant design
- materials look like they would be there 100 years from now
- style
- adequate amounts of windows
- does not look ‘industrial’
- building lines
- inviting
- classic, natural and unique
- keeps height below 3 stories
- Colorado style and materials
- residential look
- more inviting design and materials
- great architecture
- lower elevation/height
- nice setbacks
- landscaping
- rocky mountain design
- lower height of buildings
- materials
- low height
- height
- less glass
- clean, simple and classic design
- 2 story preferred
- warm appearance fits town
- lower height/mass
- look is very ‘Colorado’
- good materials and design
- setback from street
- not too tall
- looks nice with the stone
- least boxy looking
- looks like some thought was put into it
- design
- color
- material
- height
- nice
- aesthetics

### #8 Dislikes

- None

### General comments/ questions:

- Can you open the frontage road from the Ranch to 392?
- Consider reducing max building height to 3 stories or 30’
- Consider berms in offset areas
- How will smells/odors be handled?
- What are the standards for smells/odors?
- Low buildings, low lights, no noise, parking away from residents, more greenery and walkways

# Site Design

**\*Please provide feedback** on each illustration below for site design elements such as: parking lots; screening; landscaping; building location; noise; lighting; signage; etc.



# Building Design

**\*Please provide feedback** on each illustration below for building design elements such as: orientation; mass; height; material; architecture, etc.



## Scott Ballstadt

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**From:** Jana Anderson <janacmcanderson@gmail.com>  
**Sent:** Friday, January 22, 2016 4:21 PM  
**To:** Scott Ballstadt  
**Subject:** last night's open house

Hi Scott,

I was at the open house last night and had a chance to talk briefly with you. You mentioned that I should be sure to write down my comments, but I didn't have time to write them down before the open house ended. I wanted to let you know that my main concerns with development of the I25/SH392 corridor are:

1. We should have a "respectful" buffer between developed areas (buildings/parking lots) and the existing neighborhoods. I think that 200 feet would be very reasonable.
2. The buffer between the development and existing neighborhoods should be attractive (trees, berms, etc).
3. Lighting and noise should also be respectful of existing neighborhoods. I'm not sure how to define that, but I'm sure the planning division has some resources in regard to those issues.
4. I know that this may not be reasonable, but it would be *really nice* if buildings did not exceed 3-4 stories.
5. Buildings should, of course, be attractive. Again, I'm not sure how to define that.

Finally, I don't live in Country Farms, but if I did, I would really, *really* not want Country Farms Rd to go through into the new development. I know that is a separate issue, but I would hope that making Country Farms a through street could be avoided!

Thanks for listening and for all of your time (as well as your staff's)! I really appreciate the opportunity to be heard and to see the resources that are available, so far!

Jana Anderson  
Country Meadows resident

## Scott Ballstadt

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**From:** Elaine Burritt <elaineburritt@gmail.com>  
**Sent:** Thursday, January 21, 2016 10:29 PM  
**To:** Scott Ballstadt; Elaine Burritt; Don Burritt  
**Subject:** Further Comments Re: 1/21/16 Planning Open House

Dear Scott,

Thank you and all of the planners for hosting this important open house. It was great to talk to the planners, and we hope they found our comments useful.

Below are some additional comments to include in your report to the Windsor Town Board and Fort Collins City Council.

Buffer space / green belt separating neighborhood from businesses / parking lots. There is not a barrier that is common in most areas, such a street between the neighborhood and the development, so a large green belt barrier is not unreasonable to ask for to preserve residential privacy. Perhaps 200 feet could be possible.

Terrain variations in green belt to provide visual interest, and block headlights.

Barrier to eliminate headlight glare into neighborhood.

Protect and preserve the wetlands.

Be sure there is adequate drainage for severe weather, such as July 28, 1997 and Sept 13, 2013 floods. Be prepared for climate change and how it will affect this land and surrounding neighborhoods when severe weather occurs.

Building orientation appropriate to allow visual corridors for neighborhood residents and to maximize solar roof efficiency.

Noise must be kept to a minimum. Car dealerships would include engines, pneumatic tools, loud exhaust systems, etc.

Music venues are not appropriate. Ripley Design included a large brewery right next to the existing children's daycare.

The allowable 85 feet height for buildings is too high for anywhere on this property. Ripley Design included a 3-story hotel right along our residential perimeter which is a high building height, and a large intrusive footprint.

Height of buildings reduced that are closest to neighborhood. Buildings block the view of sun, moon, sky, mountains. Can create a constant shadow on surrounding property, which is very undesirable.

Dimmable parking lot lights required after business hours. Motion detectors can provide extra security for businesses.

Keep our dark skies dark.

Buildings sides minimally lit after business hours.

No lighted windows, after business hours, that face neighborhood.

Minimal or no lighted signs after business hours facing neighborhood.

Screening essential to block unsightly garbage dumpsters, storage areas, backs of buildings.

Is there even enough room for all that is proposed? Instead of retail, will we end up with auto support businesses right next to our houses? No industrial / auto repair / auto maintenance / repair, paint, collision buildings near neighborhood.

Re-purposable facility should be built if created facility fails. Auto dealerships are difficult to re-use, as exemplified by now defunct Champion / Iron Mountain Auto-plex.

Keep the width of Westgate drive to 2 lanes. Do not intrude on Country Farms by extending into their neighborhood.

A positive, aesthetically pleasing gateway to our communities should be created.

This property was envisioned as an employment zone. That is probably the best use for it. Auto dealerships will not create as much employment or tax revenue as an employment based business would. Think Google or similar corporate business/technology company that would provide a nice business campus.

Sincerely,

Elaine and Don Burritt

Elaine Burritt  
7931 Bayside Drive  
Fort Collins, CO 80528  
970-690-4756  
[elaineburritt@gmail.com](mailto:elaineburritt@gmail.com)

Travel and change of place impart new vigor to the mind.-Seneca

## Scott Ballstadt

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**From:** diane howell <di50howell@yahoo.com>  
**Sent:** Thursday, January 21, 2016 7:35 PM  
**To:** Scott Ballstadt  
**Subject:** WestgateCenter ideas

*Scott, thanks again for hosting the open house this evening. It was a good opportunity for us residents to have input. We appreciate your reaching out to us. I am forwarding you the email I sent to the Boards a few months ago - you asked that I forward it again to you for your upcoming discussions.*

*Thanks for taking my ideas into consideration. I speak for many of my neighbors who feel we need a quality buffer between us any any development on the other side of our fence, not just 80' and a row of trees here and there. We think we deserve special design/site consideration given the density of what the car dealers propose. This is the only area along this stretch of interstate where residential backs up so close to proposed development. We love living here and are proud of our community! Thank you again for you consideration and for keeping me in the loop of information. I do pass it along to our neighbors. I will spread the word about the Feb 1st mtg.*

*Have a great week. Thanks again for all you do! Let me know how I can help you.*

*Diane Howell*

**From:** "diane howell" <di50howell@yahoo.com>  
**Date:** Sat, Oct 31, 2015 at 12:48 PM  
**Subject:** Email I sent to Windsor and FtC Boards re: car dealerships - info for Nov 2 mtg

I sent this email to both Boards. It is just food for thought and possible discussion on the 2nd. Thanks, Scott!

*For the record, I am against the car dealerships because it is not allowed in the IGA. Also, I feel that Moreland LLC knew that the car dealerships were not allowed when he bought this land. We paid a premium for our houses to have a mountain view. The tradeoff is we have to tolerate the horrible highway noise, especially at night. We know that something will be built on that land but are counting on a win-win proposition. I know that the Town wants that as well. We don't need development for development's sake and want to have smart and thoughtful growth.*

*When we saw the packet for the upcoming joint Board meeting, we were stunned. Only then did we find out that it was more than just about car dealerships!*

*The proposal that Moreland has presented for the Westgate 52 acre parcel, in particular, is so dense it borders ridiculous. He says he is giving us a 30-50 feet buffer – that's crazy. We will be giving up any privacy we now have because of windows overlooking our yards and bedrooms. If there is parking lot right there on the back of these buildings, we will get to look at dumpsters as well.*

*Maybe Moreland figured he would propose something so dense that we would welcome his car dealerships in here. What he proposes is not attractive, especially on the back side. That multi-*

story pad of retail/office as well as the brewery is not a good spot for this. There are plenty of vacant office and retail spaces around Windsor/Crossroads – do we want more. I don't agree that necessarily if you build it, they will come. They might come once but not twice. Even Centerra has vacant retail spaces and it was well thought out and designed.

I have an idea.

If we have to give Moreland his way, let him build his 4 car dealerships near the interstate.

Crossroads Motorplex is well designed with for the most-part one story buildings and decent landscape/lighting. Keep in mind it is not near residential, so no negative impacts with the height. We limit him to 4 car dealerships on these parcels and one story.

The back part of his plan where he wants to put a row of multi-story pads and a brewery, let him move that to the south 50 acres near the interstate. That way he can have his brewery with live music, outside dining and would also invite more retail. If you put it behind the car dealerships, it might be tucked out of the way but it would also be a very congested area. Note: there is an existing daycare center right next to Moreland's proposed brewery site.

The space that would now be vacant behind the car dealerships would be open. I walked the Centerra sculpture garden yesterday and it is very nice and makes a wonderful break between County Rd 5 and the Centerra shops. There are walk paths, wild grasses, berms, sculptures. This could go all the way along the east end of the parcels closest to our fences and at the southernmost part there could be a small amphitheatre area where there could be town concerts or bands the brewery might host. There is plenty of open space to be designed well and thoughtfully. Between the car dealerships and this garden area there could be a small road that has pull off places for parking. There could even be a little creek through here or rolling terrain. Again, the buffer that Centerra Shops has is a perfect example of what I think would be agreeable and pleasant for us homeowners to look at, enjoy, and be something that Windsor could develop as an art space. (Ray Martinez asked what I would think would be a good buffer and I said 200-300 feet at least.)

This way the car dealer gets his car dealers he so badly wants. We put enough controls in place that he conforms with the Town's wishes (no big LED signs, for instance). We homeowners also have a win because we would be preserving our views for the most part. Any dirt berms and varied terrain could also help with noise abatement.

I know it sounds obvious but someday we will want to sell our homes. No one in their right minds would buy a house that backs up so closely to a multi story building of any sort, let alone parking lots of cars! They can easily go nearby and buy something else with so many choices. I vote for a win-win. The town can gain revenue from the retail space and brewery on the southern end of these parcels.

Since the north side of 392 will be developed as well, can't we do a blend – spread the retail out over the two developments. The Ptarmigan folks are much farther from any retail than we would be given the size of that vacant land, therefore, less impact.

I also vote that we do the sculpture garden/open area first because little if any infrastructure is necessary. We homeowners can then feel assured that when we sell our homes the prospective buyers will know what is going in. If nothing else, identify this area so it cannot be amended later. I invite you to come over to Country Meadows and walk our back fence and see for yourself what a 2-3 story building would be 50 feet from our back fences. Fort Collins Councilman Ray Martinez did so. He also sat down with a few of us neighbors with a cup of coffee and talked. Again, this not only affects Country Meadows but Country Farms – about 200 homeowners. Thank you for listening and I would be happy to work with you in any way I can.

Diane Howell