

Verbatim Transcript

Planning & Zoning
Commission
November 16, 2023

CITY OF FORT COLLINS

Planning and Zoning Commission

Held November 16, 2023

Council Chambers, 300 Laporte Avenue, Fort Collins, Colorado

In the Matter of:

Polestar Village

Meeting Time: 6:00 PM, November 16, 2023

Board Members Present:

David Katz, Chair
Ted Shepard, Vice Chair
Michele Haeefe
Adam Sass
York

Staff Members Present:

Paul Sizemore
Clay Frickey
Shar Manno
Katie Claypool
Aaron Guin
Clark Mapes
Steve Gilchrist
Ryan Mounce
Megan Keith
Shawna Van Zee
Kristie Raymond
Scott Benton
Jill Baty
Janelle Guidarelli
Em Myler
Jim Bertolini
Wes Lamarque
John Gerwel
Kim Meyer
Tim Dinger
Cassidy Houdeshel
Kirk Longstein
Sylvia Tatman-Burruss
Tim Dinger

1 CHAIR DAVID KATZ: Last agenda item for the night; this is the Polestar Village PDP. Do any
2 Commission members have anything to disclose, conflicts of interest, or ex parte conversation?

3 COMMISSIONER YORK: I'd like to disclose that I know the previous owners and I know
4 several of the neighbors around this proposal. I have not discussed this proposal with any of them, and it
5 will not impact my decision.

6 CHAIR KATZ: Thank you, York. Ted?

7 COMMISSIONER TED SHEPARD: Also, I'm in the same position as York. I'm acquainted
8 with the former owners, having worked on a project on the south side of Elizabeth Street, and they were
9 actively involved in that project, but I have not discussed this with them, and I don't think it will impact
10 my impartiality in this matter.

11 CHAIR KATZ: Thank you, gentlemen. Shar, do we have any new information on this since the
12 packet was released?

13 MS. SHAR MANNO: There have been twenty-four public comments that have been submitted
14 and received for this item, including some slides. All of those have been included and uploaded into the
15 supplemental documents site. There have been some additional items that were received. Anything
16 received after eleven AM yesterday, November 16th, will be uploaded as a revised version of the
17 supplemental document packet next week.

18 CHAIR KATZ: Thank you, Shar. Clark, a little quick intro please?

19 MR. CLARK MAPES: Alright. Polestar Village Project Development Plan, here we go, up next.
20 There we go. This location is tucked back into surrounding neighborhood development; it's not on an
21 arterial street, but it is out there near the west edge of the city at Overland Trail and West Elizabeth, and
22 then accessed from Orchard and West Plum Street which both terminate along the property boundary, or
23 at the property boundary. You also see here that there's access coming from West Mulberry Street on
24 some neighborhood streets: Locust Grove Drive and Louise Lane. So, if you haven't been back into this
25 neighborhood, you wouldn't even know where this is. But, it's a prominent location in the community
26 for a lot of people as it's in its former state as Happy Heart Farm, community-supported agriculture and
27 an events place. Lots of people have been there for the agriculture and the events. As I mentioned at the
28 work session, I see that there's a large photo of this property at the Visit Fort Collins storefront on
29 Mountain Avenue as one of the highlights of Fort Collins. So, that's the Happy Heart Farm, long history
30 there, and the applicants may say more, and the owners are here. That's where this is for those who are
31 familiar and know.

32 Twenty acres, zoned pretty much low-density mixed-use neighborhood, LMN, although along
33 the...what will be the west extension of Orchard Place, there's a little bit of RL zoning that's kind of
34 associated with the surrounding suburban subdivision neighborhoods right along the north as you see
35 there. I won't say much here in the introduction, but some of the things we hope to address coming from
36 the work session, there was quite a bit of discussion there, and the applicants can obviously do most of
37 this, walk through all of the buildings, what's the concept for the bed and breakfast.

38 The Orchard extension...there was a question at the work session about this. Orchard Place,
39 currently terminates right here if you can see this, goes partly in along the property, the north edge of the
40 property. This plan will extend Orchard to its western boundary. There was a question about potential
41 future expansion of extension of Orchard Place, and indeed that would be required in any future
42 development plans for those properties, but it's not required of this property at this time. There was also a

1 question about why no cul-de-sac at the end of Orchard Place, and City staff, Traffic staff, simply found
2 that because of the distance from the nearest street intersection and the visibility of the terminus of the
3 street, generally, it was a decision made by staff to not require the cul-de-sac at this time. And I think, if
4 you wanted to get the full authoritative explanation of that, Steve Gilchrist with Traffic Ops is here.

5 The applicants will deal with all the rest of this. I've spoken with the applicants here, the
6 detention outfall, how that works. The CLOMR, the Certified Letter of Map Revision to remove, or alter,
7 the floodway. There's a regional floodway on this property and the applicants will show and talk about
8 that, but CLOMR is a term that's used for a form to remap floodplains, and normally it's used in most
9 cases by FEMA, Federal Emergency Management Administration, but in this case, the same sort of form
10 and format is used, but the City is the regulatory agency, they just use the same term. So, that was a good
11 question from the work session. But, indeed, you were correct that it's not a FEMA floodplain, it's a City
12 floodplain, and the applicants can talk about that. I think that was all. I'll let the applicants take it from
13 there.

14 CHAIR KATZ: Thank you, Clark. Alright, whenever you are ready, introduce yourself, your
15 team.

16 MR. KEN MERRITT: Just give me a moment.

17 CHAIR KATZ: How long do you think you'll need?

18 MR. MERRITT: I will probably need thirty-five minutes.

19 CHAIR KATZ: Can we make it thirty?

20 MR. MERRITT: If you can indulge me a little bit and give me a little more time, there's a lot to
21 go over here. I want to make sure I can...

22 CHAIR KATZ: Just do the best you can.

23 MR. MERRITT: I'm not seeing where I share my screen, Clark. Maybe I should ask the younger
24 guy in the room here. Sorry, I must have closed that; I apologize.

25 MR. PAUL SIZEMORE: Can you tell me the name that you're logged in as? Can you tell us the
26 name that you've used on Zoom so that we can get you...

27 MR. MERRITT: Ken Merritt, or the email is kmerritt@jr.

28 MR. SIZEMORE: Thanks, we'll have Katie take a look and see if she can see.

29 MR. MERRITT: Okay, can everyone see my screen now?

30 COMMISSIONER YORK: You'll be able to see it on the large monitor when we can see it.

31 MR. MERRITT: Thanks for your patience, I apologize. My name is Ken Merritt with JR
32 Planners, Engineers, and Landscape Architects, Fort Collins, representing the applicant this evening:
33 Polestar Gardens. Joining our team as well is Aloe Terra, our environmental planner and JT Heater,
34 architects out of Nevada City, California.

35 So Clark presented the overview of the project. A couple of points I just want to sort of punctuate
36 that he made. We are going to extend...we have access from Orchard Road which ends at approximately
37 our eastern boundary line; we're going to extend it to our western boundary line. There is right-of-way

1 that already exists partially. Eventually, it will go all the way to Overland Trail. Additionally, West
2 Plum ends at our eastern boundary line as well.

3 The Happy Heart homestead property, I think it's important to point out, Happy Heart Farm did
4 farm this property as a CSA, community-supported agricultural farm. In fact, the Happy Heart Farm
5 owners actually helped to not only help spread CSA's throughout Fort Collins and Colorado, but actually
6 were instrumental in expanding those throughout the country. Several years ago, in 2021, the owners of
7 Happy Heart Farm were looking to retire, Polestar Gardens came to them, wanted to purchase the
8 property, and in order to do so, Polestar Gardens wanted a quick...Happy Heart Farm wanted a quick sale
9 on the property, so they sold it with a non-regulated land transfer. Two-thirds of the property is owned
10 still by Pleasant Valley Acres. That property which represents the center third and the western third of
11 the property was in escrow since about 2021, so this project has been about three years in the making, and
12 we're very excited to be here tonight...was a little more excited two hours ago, but I'll try to maintain my
13 enthusiasm now that we've got the technical issues resolved.

14 So, we began this project in about May of 2021. Polestar Gardens gave us a series of community
15 values and development goals they wanted to achieve, and I think it's important to review these with you
16 because it will give you a sense of how we arrived at the site plan and the development program that's
17 before you this evening. The first, and really one of the real critical features for them, is they wanted to
18 make sure that the project was designed as pedestrian-focused and a campus-like setting, and designed to
19 minimize the reliance on carbon-based vehicles, thus promoting the use of shared electric vehicles which
20 they will have posted on site; they will have a number of electric share vehicles on site as well as E-bikes.
21 This is an infill development, and so there's a lot of complications with any infill development, and they
22 wanted to make sure that they created a neighborhood that was inviting to the surrounding neighborhood
23 and fit in well with the overall community. They wanted to build upon the legacy of Happy Heart Farms
24 though the use of urban farming, pocket gardens, and community farmer's market; that was a very
25 important aspect. As Clark mentioned, Happy Heart Farms is on the posting downtown of why to visit
26 Fort Collins, and we want to make sure that we maintain that urban agricultural culture that has been
27 present on this site for over forty years. Want to create a development with ample open space, play areas,
28 and a central gathering space. We wanted to ensure the preservation of the existing sensitive natural
29 areas, and we'll speak to that in much more detail coming up. And then we wanted to offer a broad range
30 of housing types: single-family detached housing townhomes, urban cottages, micro-units, and
31 apartments, and we'll discuss that in more detail as well. We wanted to create a project that met the
32 City's net zero standards today. This is going to be an all-electric community; it will not use natural gas
33 for heating and for hot water, it will use cutting edge technology with cold-weather heat pumps for both
34 heating and cooling, and will use electric water heaters. And we wanted to make sure that the project was
35 designed, both site wise and architecturally, for LEED gold certification, and the developers, Polestar
36 Gardens, have been working closely with CSU and a new certification they are putting together called
37 Lifelong Homes and Community, and we hope to be able to accomplish that certification as well with this
38 development.

39 So, there were a number of features that we're going to spend in the next few slides that talk
40 about some of the existing site constraints that really impacted the development of this project, and how
41 we overcame those impacts and worked those, I think very effectively, into the overall design. The plan
42 before you right now shows the existing City of Fort Collins floodplain that runs through the site, so the
43 northern third...by the way, I'm sorry, I turned north to the left hand side of the screen now, so sorry if
44 that confused you. So, we wanted to make sure that we regained some of the usable ground here and
45 improve the existing floodplain that exists. And, as Clark mentioned, we worked very closely with the

1 City Stormwater Management Department as well as Storm Drainage, utilizing a process called CLOMR,
2 a Conditional Letter of Map Revision, to help modify and reshape the floodplain. And what you see here
3 in the bright blue line represents the modified floodplain post-CLOMR approval, which we are
4 anticipating will happen shortly. We have a few cleanup items on it, but floodplain management felt
5 confident that we were prepared to come forward to Planning Commission this evening and present the
6 impacts of that reconfiguration and reshaping of the floodplain. It's important to point out that this
7 reshaping of the floodplain actually makes tremendous improvement to the overall condition, 100-year
8 floodplain condition, as it exists today.

9 So, I want to speak a little bit about the transportation system here, what our major roadway
10 connections are and some of the metrics on the project. As Clark mentioned earlier, Orchard Place
11 actually ends about one-third of the way to the west into our project on our eastern boundary line. The
12 area on the north side of Orchard Place is actually in the RL zone; the requirement there are 6,600 square
13 foot lots. We meet that standard. Orchard Road will be continued to our western boundary line, as I
14 pointed out earlier. It will be extended eventually all the way to Overland Trail which will provide
15 further connectivity and an opportunity to move east and west rather than just along Elizabeth and
16 Mulberry. West Plum Street on our eastern boundary will be extended, and as it turns to the north, it
17 becomes Polaris Street. It will intersect Orchard Place as well. I also want to point out one of the key
18 features on the site that is both on our property and the adjacent property: it is the Pleasant Valley
19 irrigation ditch which runs along our south and western boundary of the property. There is also the
20 existing Saddle Ridge Condominium development retention pond; it is a retention pond and not a
21 deterioration pond which means it has no outfall.

22 So, in this image, what I'm doing is showing you the existing floodplain configuration as it
23 relates to the proposed site design, and as you can see, we lost a lot of opportunity with providing some
24 single-family housing that will front out onto Orchard Road, and it impacts some of our townhomes, as
25 well as the roadway crossing of Polaris Drive as it intersects Orchard Road. Through the reshaping of
26 that floodplain, we've been able to modify it, and in that modification of the floodplain, we've actually
27 made significant improvements to the discharge that occurs to the east of the property. The floodplain
28 actually moves from west to east; it spills out of the Saddle Ridge retention pond, goes across the
29 property, and extends north where it eventually enters a series of large pipes under Kimball Road,
30 Kimball Street. We're actually reducing, with the detention on site and attenuating our developed flows,
31 we're reducing the 100-year flood flow from about 330 cfs down to about 175. So, although it is not a
32 complete improvement and elimination of the floodplain as it extends further to the north, it does make
33 some great improvements to the existing condition. It's important to point out that, eventually, what we
34 show as a detention pond is a detention pond that is built for this development to attenuate our developed
35 flows on site. It represents about a four-acre footprint within the sort of center of this space. The reason
36 that footprint is so big is we designed that footprint, even though the volume does not meet the standard,
37 we designed the footprint so it would effectively allow for a future regional detention pond that the City
38 of Fort Collins, at some point, will plan to build in this area. So, the storm drainage department as well as
39 floodplain management, wanted to make sure that when they came in and wanted to build this larger
40 regional detention pond, that there was no disturbance to any of the other physical improvements or
41 homes in close proximity.

42 So, along with revising the floodplain, we needed to acquire a couple of off-site easements. To
43 the northeast of our site, you'll see an off-site drainage easement that's pointed out. That off-site drainage
44 easement...currently there's an easement on these two properties. We have two existing residential
45 properties that we're going to discharge water across. Currently, there's an existing drainage easement on

1 this site today. When the Mountaire subdivision was platted, the City required that this drainage
2 easement be provided to discharge the stormflows from the 100-year flood and the minor storms further
3 to the east so that it got into the existing pipes under Kimball Road. The City staff and our engineers felt
4 as though a grass-line swale was not adequate for the kind of flows that we were talking about, so we're
5 proposing a concrete drainage pan and some low retaining walls across these two properties. And what's
6 important to point out is we've worked with these landowners for the past two years making them aware
7 of the need to acquire easements on the property, and with our last round of submittals we submitted to
8 the City, the ability to obtain agreements from these two landowners and they're prepared, and actually I
9 believe one of the easements is currently signed and ready at some point to be submitted for recordation
10 with the City.

11 On the southwest side of the property, there's another easement that we need on the Saddle Ridge
12 Condo property. That is actually a construction easement only. There is a weir that allows water to spill
13 out of the retention pond onto the Happy Heart...or onto the Polestar property, and that weir is actually
14 not stable enough by today's standards, so we're going in and rebuilding that weir creating some more
15 armament to it to make sure that it doesn't erode and cause problems in the future. And our final
16 easement that you'll see on the east side...on the south side of the site, shown in red, is an easement
17 necessary for a future pedestrian access to Elizabeth. We worked closely with the City's Transportation
18 Planning Department and Engineering, as well as the landowner of Happy Heart Homestead to acquire
19 that easement. The City wanted to make sure that our property, when it was fully developed, and when
20 the West Elizabeth multi-modal corridor was developed, that our property had access to that multi-modal
21 corridor of West Elizabeth, and so we acquired a twelve-foot easement across their property, or at least an
22 ability to obtain form, from the owners of the Happy Heart Homestead, and they have been very
23 cooperative in providing that to us so we can facilitate further pedestrian connectivity to the arterial
24 roadway of Elizabeth.

25 As far as some of the metrics on the property, as we mentioned, the RL zone district is about one
26 and a half acres, the LMN district is about nineteen acres. The proposal is for 144 dwelling units, seven
27 units per acre. It's probably important to point out that in the LMN district, up to nine units per acre is
28 permitted; however, this is an infill development, and we just did not feel that 170 units was appropriate
29 in being able to maintain our setbacks and the like. The public right-of-way is about two and a half acres
30 of dedication will be done, there is some private drives we will talk about in a little bit, about 1.9 acres,
31 the lot area is about 6.6 acres, and the open space is ten acres, 48% of this site is open space. As I
32 mentioned earlier, four acres is a detention pond footprint, but even if you take that four acres out of that,
33 we still have nearly 30% open space throughout the entire development. But, the reality is, we've got
34 more than 48% open space.

35 Okay, I want to bring up one issue that I think might be discussed by the surrounding neighbors.
36 We worked...we obviously had our neighborhood meeting, we also had a separate meeting with some of
37 the affected property owners as it relates to transportation and added traffic volume generated by this
38 development. So, the Polestar development will generate about 1,500 average daily trips, ADTs, based
39 on the various housing types and our neighborhood activities center. The image on the upper right-hand
40 side of your screen shows the distribution of that traffic. Locust Grove and Louise Lane...Louise Lane
41 goes all the way from Orchard Road today to Mulberry. Locust Grove is actually a dead-end road right
42 now; it does not connect to Orchard Place. We will actually be making that connection, so there will be a
43 secondary road that goes all the way to Mulberry as well. Those two roads, based on our traffic counts
44 that we did in 2022, the existing ADT on those roads is between 420 and 460 average vehicle trips per
45 day. We distributed approximately 380 units...380 vehicle trips to both those roads, and I believe

1 Transportation staff agrees with this distribution, which results in a future ADT which incorporates the
2 vehicle trips from our site, on Locust Grove, 790 vehicle trips, and on Louise Lane, 840 vehicle trips.
3 And the reason I point that out is because these are local streets, and in Fort Collins, a local street is
4 allowed to have up to 2,500 ADTs permitted on a local roadway before it transitions into a collector road.
5 So, these roads are well below the threshold of a collector road, and functioning very well as a local
6 street. Additionally, we distributed the other 50% of our transportation to Kimball Road...and the
7 existing ADT there is 340 vehicle trips; our site will send about 750. People will then move south to
8 West Elizabeth, and that would be a total of 1,200 vehicle trips, again, well underneath the threshold for a
9 local street.

10 Okay, next I want to talk a little bit about some of the other physical site constraints that are
11 present on site. One of the very important issues that came up during our neighborhood meeting and
12 throughout the development of this property was a heritage cottonwood tree which exists on the south
13 side of the Orchard Place right-of-way. This is a very large cottonwood, probably eight-to-ten-foot
14 diameter, caliper trunk. And we worked closely both with the Forestry Department and Engineering
15 Department to ensure its preservation. We did send an arborist out to do an evaluation of the tree, and it
16 was pointed out that the tree was in good health, that although it was old in age, it was actually in very
17 good shape, could benefit from some pruning which will happen. But in order to preserve its root mass,
18 we did two things, we worked with Engineering to allow us to modify the curb line, and if you look to the
19 left of your screen, you'll see that there's a bump out in the curb line where we eliminate some parking on
20 the south side of the road and we allow some greater preservation of its root mass. Additionally, and
21 originally, the area dashed in red was a proposed residential lot when we thought that the tree would not
22 be able to be preserved. We removed that tree [*sic*], once again, in order to preserve as much of the
23 existing root mass as possible. We believe that this will be successful at least for a period of time, and we
24 understand the value of that tree to the surrounding neighbors to the north, and frankly to the entire
25 community. There's also a great number of other trees on site that we looked to preserve. There's about
26 thirty trees that line the Pleasant Valley irrigation ditch, and we plan on preserving all those trees. The
27 Pleasant Valley irrigation ditch, along with the retention pond, the Saddle Ridge retention pond, actually
28 are classified as sensitive natural areas, and so the preservation of creating an adequate natural habitat
29 buffer adjacent to those sensitive natural areas is very important. We plan on...the red dashed line
30 represents the outcome of that natural habitat buffer zone...that will ensure the preservation of the
31 existing trees along the ditch as well as the wildlife and the ecosystem that is present along the ditch itself.

32 I do want to dig a little bit deeper into this natural habitat buffer zone; I think it's important to
33 point out that City Code as well as our environmental planner assessed this natural habitat buffer zone and
34 what would be required in order to preserve the integrity of these sensitive natural areas. And what was
35 found is that the required natural habitat buffer zone would need to be approximately 1.6 acres in size; we
36 were able to provide about 1.8 acres. Additionally, you will see, if you can see my mouse, there is an
37 existing wetland, a low-quality wetland, it's approximately 2,500 square feet in size, it's fed by leakage
38 from the Pleasant Valley irrigation canal. We plan on removing that and rebuilding it into a high-quality
39 wetland area that is contained within the natural habitat buffer zone. The City also requires, obviously, a
40 buffer around existing wetlands, and we've provided that. We fell a little bit short in the buffer zone
41 requirement, a couple of thousand square feet, but what we found when we realized that we couldn't...we
42 didn't have adequate hydrology to create a wetland, a true wetland restoration buffer, we realized that we
43 had sufficient hydrology to do a facultative wetland, which is a wetland that is capable of both in hydrated
44 soil as well as periods of dry conditions, and so we were able to create in excess approximately 10,600
45 square feet of that. Finally, there were upland grasslands, again, a very low quality upland grassland area
46 that's identified in this sort of brighter green that you see on the northwest edge of the property and on the

1 southeast edge of the property. That existing grassland is a low-quality grassland; we plan on removing
2 that in its entirety and replacing it with a high-quality upland grassland design which is included in our
3 submittal, environmental submittal, and that provided us with approximately 53,000 additional square
4 feet. So, the natural area habitat buffer I think has been adequately accomplished, and I think ensures the
5 preservation of the existing biology, plant life, as well as wildlife in that area.

6 So, want to talk a little bit about the roadway connections. We already discussed the extension of
7 Orchard Place connecting Locust Grove, the extension of Plum Street, but, what you'll notice is, coming
8 off of Plum Street, or Polestar Street, there's a number of private drives and alleys. I'll point out that
9 these private drives and alleys are actually...with the exception of one, Happy Heart Way, which is on the
10 far east side of the site, all the other private drives are Hawaiian names, and the reason I bring that up is
11 Polestar Gardens had a residential development on the Big Island of Hawaii, and back in 2018, the
12 Kilauea volcano eruption, along with lava flows, destroyed their residential development. So, in order to
13 celebrate Hawaii and the culture, those private drives are all being labeled with Hawaiian names, just a
14 little tidbit.

15 Now, as you would expect, our public roadways, Orchard Road, Polaris, and Polestar, as well as
16 the extension of Locust Grove, includes our five-foot pedestrian walkway and our eight-foot tree lawn
17 and trees planted at approximately forty feet on center. But, as you might remember from one of the
18 earlier slides, one of the major development criteria for this project was to develop a pedestrian-focused
19 neighborhood. And so, we created this sort of semi-public walkway that sort of circumnavigates the
20 perimeter of the project. Additionally, there's connected walkways that I would classify as sort of semi-
21 private that connect all the various clusters of housing and allow residents to move through their housing
22 cluster to the neighborhood activities center. So, there's strong connectivity, pedestrian connectivity,
23 throughout the development, and then I'll just remind you that eventually, in the far southeast corner of
24 the area, when the multi-modal corridor is built along Elizabeth, there will be a pedestrian connection that
25 allows pedestrians from this development as well as the public to circulate through this development and
26 get to that corridor.

27 Next, I want to talk a little bit about the various housing types that exist, that we're proposing.
28 Single-family homes...there are nineteen single-family detached homes, these are traditional single-
29 family detached homes with front access garages. These homes front out onto Orchard Place both on the
30 north and south side of Orchard Place. There are two-family attached homes, there are 48 of those, there
31 are attached townhomes, 31, there are some attached condos, eleven of those, there are multi-family
32 apartments, 32, and mixed-use apartments which are above our mixed-use neighborhood activity
33 building, apartments as well. Within the bubbles that I just put up, that is the area of our neighborhood
34 activities center. One of the criteria for an LMN zone district is that you provide a neighborhood activity
35 center; I would say that this is a very robust neighborhood activity center, and we'll go through the details
36 of that in a moment. But, all the neighborhood activity center activities are centered around the
37 community garden. They include a community building which is approximately 10,800 square feet; that
38 community building will have six B and B, bed and breakfast units on the second floor, there is a place of
39 assembly of approximately 3,400 square feet, there is a wellness center and an elder home that is 8,200
40 square feet, and a mixed-use building as we discussed, the ground floor area being approximately 1,700
41 square feet, and the apartments that we talked about, the mixed-use apartments, are on the second floor of
42 that building, and then there's an ag building, or a barn, that's located directly south of the community
43 garden.

44 So, one of the comments that came out...I believe there were a couple, maybe one or two,
45 Commissioners that wanted me to take a little bit deeper dive into explaining the various housing types.

1 Now, I've already explained the single-family detached housing along Orchard Place, so I'm not going to
2 speak to that again. But, I do want to talk about all the individual unit types that exist throughout the
3 development. So, we color-coded these, but in an effort to sort of draw your attention to where these
4 various units are, we've employed a pole star, which is color-coded to the units I want to discuss. The
5 first set of units, shown in blue, where you see the two blue stars, those are three-story townhomes.
6 Those are fee simple lots. The interior units that are shown in a light blue color are three-story
7 townhomes where one resident would have access to all three units. This set of townhomes though has a
8 very unique end unit in that the end unit is actually an over/under townhome. On the ground floor, there's
9 a small, what I would call micro-townhome; it's approximately 700 square feet in size, and on the second
10 and third floor, there's a second unit, one townhome that occupies two floors, the second and third floor,
11 of the building. The front doors of these units face out onto the pedestrian walk and parking
12 area...surface parking area, and these buildings rely on surface parking to meet their parking requirement.
13 The rear of these units face to the north, face out onto this semi-public walkway that we talked about, and
14 look out across the detention pond area that will be seeded in an upland grassland type mix.

15 The next ones are traditional two-family, side-by-side duplexes. Nothing real fancy here. These
16 are two-story townhomes...excuse me, two-story, single-family attached units. Their front door...all of
17 their front doors focus and open out onto a landscaped courtyard that's anchored typically by a series of
18 pocket gardens and edible fruit gardens and fruit trees. Again, we're trying to celebrate the Happy Heart
19 agriculture here. So, their front doors open out onto these kind of green streets if you would. These
20 homes all have two-car garages that access off of the private drives and alleys.

21 Our next units are our traditional two- and three-story townhomes. These are very similar to the
22 duplexes. They, too, have their front door access out onto the landscaped greens and pocket gardens and
23 edible garden areas, kitchen gardens if you would. And that's what we envision creating here in these
24 little clusters. And they, too, have two-car garages that access off of the private drives. The darker purple
25 color, which is the middle units, those are three-story units, and we'll show you how that works
26 architecturally. It helps to step down...the center of the units are three-stories tall, but as you work out to
27 the ends of the unit, it steps down to a two-story building, and architecturally, I think that's been done
28 very successfully.

29 Next, our series of over/under duplexes again. We have 20 of those over/under duplexes. Once
30 again, that ground floor unit is a small, micro-townhome; it's about 700 square feet in size. It has its
31 access from the front door which faces the courtyard as well as the previous three sets of units. Their
32 parking is provided by nearby surface parking. These are all two-story units. The upper floor townhome,
33 which is approximately 1,500 square feet in size, actually has a side entrance and enters from the side of
34 the building. You might be able to see that in the pedestrian corridors that go between the buildings.

35 Next are what we're calling cottage homes. These are small, 1,500 square foot, two-story
36 duplexes. They are smaller than the other duplexes; we've classified them as cottage units, cottage
37 homes. Their front doors face out onto Plum Street and Polaris Drive, their back patio faces the
38 landscaped courtyards and the various pocket gardens and edible gardens. And their parking is also
39 provided by nearby surface parking.

40 Next are our three-story townhomes, excuse me, three-story apartments, multi-family apartments.
41 The easterly two buildings are actually ten units in each of those buildings. On the ground floor are actual
42 micro-apartments that are approximately 550 feet in size, more like a studio apartment. On the second
43 and third floor of those two buildings, they are your typical one- and two-bedroom units. The third
44 westerly most apartment unit, three-story unit, actually is entirely micro-apartments of approximately 550

1 to 570 square feet in size. Their front doors focus out onto a pedestrian plaza and the mixed-use building
2 just a little bit further to the west. I will point out that the two easterly units, actually their front doors
3 focus out onto Plum Street, and their back patios and balconies focus out onto the community garden and
4 the village green.

5 Our next housing type, I know, there's a lot, are actually micro-homes. They are 900 square foot,
6 two-story houses, about 450 square feet...there are only two of them...450 square feet, front door faces
7 out onto the parking area and back patios out onto the green. And, finally are our condominiums. These
8 are three-story, this is another three-story building, condominium though. They are exactly the same as
9 the A units, the blue units I described. The only exception to that is that instead of being townhomes,
10 they are condominiums. Their front doors, unlike the blue units, face out onto a landscaped courtyard and
11 pocket garden as well. That is the entirety, 144 units, at seven DU's per acre. Thanks for your patience
12 on that, but I was asked to dive deep on those, so.

13 So, I want to talk about...

14 CHAIR KATZ: Hang on Ken...we're...I let you get through that, we're probably 38 minutes into
15 it now, so.

16 MR. MERRITT: Give me just two minutes to wrap up.

17 CHAIR KATZ: Is this your last slide?

18 MR. MERRITT: No, it's not, but we'll make it our last slide.

19 CHAIR KATZ: Let's make it our last slide. I'm seeing the whole room kind of slump down, and
20 you're kind of droning me to sleep.

21 MR. MERRITT: I would have been faster at 8:00 than I am at ten.

22 So, our next area is actually neighborhood activity center, which we have been affectionately
23 calling the happy heart of Polestar Village. Our neighborhood activity center is a requirement in the
24 LMN district; however, this is, as I mentioned, a very robust neighborhood activity center. It is meant to
25 provide many of the daily needs of the residents in this community. Starting from the bottom is the
26 wellness center, an elder home. The wellness center will provide physical therapy, massage therapy,
27 counseling, education. There's also an elder home here, these are bedrooms...up to eight bedrooms
28 within this building that will be for independent living, so no nursing care, no assisted care in this
29 building. Then there is the community building, this is two stories. On the second floor of the
30 community building are eight B and B units that will be managed by Polestar Gardens, and they will be
31 leased, or rented, on a daily basis for people coming to Fort Collins for business or pleasure. Attached to
32 that is a place of assembly; place of assembly is intended for meditation, yoga, and larger community
33 gatherings. And then there's our mixed-use building which we've already discussed. It is a two-story
34 building, on the ground floor there are three retail commercial spaces, and on the second floor are our
35 micro-apartments. Then we have the village green which includes a large tot lot, picnic area, open play
36 field, and a pavilion, two pickleball courts. And then, finally, our agricultural building. And this is a
37 view of...this was before the architecture was really fully defined and an early vision of the happy heart
38 of Polestar Village. And then I'll just click through the architecture, which I think has been well-designed
39 to fit into the vernacular of the existing residential neighborhood.

40 CHAIR KATZ: Thank you, Ken.

41 MR. MERRITT: Okay, thank you very much. Appreciate your patience with me.

1 CHAIR KATZ: Let's turn it back over to Clark. Clark, just get an analysis maybe on something
2 that Ken didn't go into detail on, and certainly touch on...I think there's a couple modifications that were
3 brought up, so I would like your analysis on those.

4 MR MAPES: One of these modifications is off-street parking for the non-residential uses in that
5 neighborhood center. For the...I summarize this as the grouping of uses. There's requirements that
6 we've calculated for the commercial building, the group home, the place of assembly, and the mixed-use
7 building, if I didn't say that. We calculate a total requirement there of 38 spaces; there are proposed 28
8 spaces that are designated for those non-residential uses in that neighborhood center. Staff finds that that
9 difference is not detrimental to the public good and is equal or better and nominal and inconsequential,
10 and the reasons for that are, first, that those non-residential uses with their parking requirements...the
11 parking requirements are based on city-wide standards for those non-residential and commercial uses.
12 Here, the focus of the service of those non-residential uses is for people in the neighborhood. So, right
13 there, right off the bat, it just seems that the...a lot of the usage of those neighborhood center buildings
14 will be from people that are not going to drive and try to park there. Also, the streets have parking,
15 parking on the streets. Some of the parking on the streets, we considered to be allocated for the
16 residential uses, but there's additional parking on the streets in excess of what is designated and allocated
17 toward the residential requirement. And, I forget the number...anyway, the total amount of parking
18 available on the whole property for the residential and non-residential uses exceeds all of the
19 requirements. So, between the fact that these non-residential uses are mainly serving the neighborhood, if
20 there's ever an event or something that draws people from outside, or people that are driving and parking,
21 there will be parking able to be found on the streets, Plum and Orchard. That's that modification.
22 There's the neighborhood center, you can see this cluster of buildings here. There will be parking here
23 that will be signed as designated for the non-residential uses, but it's more of an operational matter for the
24 owners based on what I've said about the uses here. Those are the uses that we calculated requirements
25 for.

26 Residential street-facing façades. There are two buildings with four plus units where a standard
27 requires doorways facing the streets. Let me make sure that I'm saying this right. These are
28 the...okay...we looked at this at the work session. So, those are the ends of the buildings that don't have
29 doorways facing the street. Two of them, out of all the buildings in the project. So, staff found that to be
30 nominal and inconsequential in the context of the whole plan. And, the intention there is not to have the
31 blank end of a large apartment building. Often you'll see that with meter banks facing streets, sometimes
32 you'll see those, you know, we have a design manual that explains this standard, and the example that it
33 shows is the end of a large apartment building that has no windows on it, has a bunch of meters on it, is
34 facing a street and sidewalk, and so anyway, here, you do have the animation that's provided by the
35 windows. I've spoken with the applicants about, if we end up with meter banks on the ends of these
36 buildings in the final plans, once they have their HVAC and building permit plans coming through, we'll
37 try not to have meter banks, but if we do, we'll get those architecturally screened. So, those two building
38 ends, that's the other modification.

39 This is a condition of approval, that prior to final plans being signed, we get this easement from
40 the adjacent owners to connect. This is the very southern end of the whole Polestar development, and this
41 shows the approximate alignment that's been found to be feasible as part of the future West Elizabeth bus
42 rapid transit corridor that's currently being designed, and funding being sought for that. And I think the
43 applicants mentioned all these other aspects of the plan. And so, with that, staff recommends approval of
44 the two modifications, the PDP, and that one condition of approval.

1 CHAIR KATZ: Alright, Clark, thank you for your brevity. Clarifying questions from the
2 Commission before we have public input?

3 COMMISSIONER SHEPARD: Clark, I think I heard, or correct me if I'm wrong, that at the
4 terminus of Orchard Place, the extended Orchard Place, did I hear correctly that there would then be a
5 trail that would extend to Overland Trail?

6 MR. MAPES: No. I think you heard the applicant say that someday, that will extend to Overland
7 Trail. Well, maybe so, maybe it will, maybe it won't. It depends on development of those properties, but
8 certainly, if those develop, it would be included.

9 COMMISSIONER SHEPARD: Okay.

10 CHAIR KATZ: Alright, who in the Chamber would like to address the Commission? Quick,
11 informal show of hands. Okay. Shar, how many people do we have online, or on the phone?

12 MS. MANNO: I'm going to give just a few moments; I'm seeing one right now, but we've got a
13 lot of people online, so, if they could raise their hand if they would like to speak, please do so now.

14 CHAIR KATZ: We are going to start with comments in the Chamber. If you are joining us
15 online or via phone, please press star nine to indicate that you would like to address the Commission, or if
16 you're on Zoom, the little raise your hand icon. I will ask you guys to line up at both podiums. Go on, if
17 you're going to speak to us, we're going to be as efficient as possible, we're going to alternate from the
18 middle to the end. I do want to mention, let's try to respect everyone's time. If it can be said in thirty
19 seconds, don't take three minutes to say it. If the person before you previously said the same thing, or
20 someone else, maybe just say, hey, I agree with so and so, and just try to move through this as efficiently
21 as possible. But, I do want to emphasize that everyone has the right to be heard, and your testimony is
22 important. So, alright, we'll start here in the middle. Please state your name and address for the record,
23 and you have three minutes.

24 MR. ERIC (NO LAST NAME GIVEN): I'm Eric, I live on Louise Lane. Louise Lane is
25 currently a quiet street in a residentially zoned district. Polestar and Happy Heart Farm are in an LMN
26 zoning that was originally LMN because it had direct access to Elizabeth. This development entity has
27 chosen not to connect it directly to Elizabeth per that original zoning; therefore, even though Ken points
28 out that on Louise Lane, which will be one of the main traffic flows for this, we will be below the daily
29 2,500 cars, or whatever that is, it's still going to effectively double the amount of cars on our street. We
30 have a ton of kids on our street that play there, so we do think within the Code, it will affect health and
31 safety of folks on our street. We have, you know, been kind enough, spent a lot of time meeting with the
32 City, with the Polestar folks. Dan and I had Michael with Polestar over for breakfast last summer, and
33 when we explained these concerns to him, I quote, that was something we never thought about. Well, I
34 don't understand how you come into a community and not think about how your much more dense
35 development is going to affect the health and safety of the folks that are already living on those streets.
36 So, we would like to see a different traffic plan, different access, with a direct route to a major artery, and
37 not running the traffic through our currently quiet and residentially zoned streets. Thank you.

38 MS. SUSAN BAGELCONE: Hello, my name is Susan Bagelcone; I live at 850 South Overland
39 Trail which is right there on the western side of the retention pond and close to the project. I just admire
40 the people that are doing this project, they are outstanding. I've worked with them for years and I feel
41 that this project incorporates everything that Happy Heart Farm initiated. It's the next step in the

1 transition of this property into a viable community of wonderful people that are all interested in moving
2 here. Thank you very much.

3 CHAIR KATZ: Thank you.

4 MS. ELICIA RATAJCAYK: Hi, I'm Elicia Ratajcayk, I live at 504 Duke Lane and I work at the
5 Institute for the Built Environment at CSU, and we have worked with the team, the design team and the
6 development team, for this project over the last couple of years. I am a research scientist, I've been
7 developing something called the Lifelong Homes and Communities over the last five years, and they have
8 embraced not only that, but we've also helped them to create sustainable design guidelines which will last
9 throughout the development of this property, which will take a long time to develop out to all the single-
10 family homes and all the different types of units there. And within the Lifelong Homes and Communities
11 criteria, the point of all of that is to create more housing that is appropriate for people of all ages and
12 abilities within our community. So, this incorporates sustainability guidelines and universal design
13 guidelines, and all of those kinds of things which, as you saw through all the different types of units that
14 they have, this creates a place where we have more options available in our community for inter-
15 generational living and inter-generational connections, and where people can age not exactly in their
16 home, age in place, but age in community. So, somebody could potentially live in this community and be
17 able to move to different types of units as needed for their life, and still stay connected to all of the things
18 that are the social determinants of health in built environments, including purpose, community, worship,
19 all of those kinds of things. And so, I would really just like to commend the team on incorporating these
20 types of ideas into their community, and creating more options in our community of Fort Collins that
21 include all of their really high sustainability design goals, and goals for really creating and embracing
22 community and creating those types of connections. Thank you.

23 CHAIR KATZ: Thank you.

24 MR. GARY COHEN: I'm Gary Cohen, I live on Kimball Road. This development would be the
25 death of our Rogers Park neighborhood. It bears no resemblance to our community; it doesn't fit in at all.
26 I object for many reasons, for one, there is only local access to this enormous project, it is all off Kimball
27 Road. Plum and Orchard are dead-end narrow streets. The entrance to the project is very narrow
28 surrounded by large trees. The disruption of the construction would have adverse effects on the entire
29 neighborhood. I doubt if this project could be completed in one year. The land itself is fill, cheap fill,
30 which is dusty during dry conditions, and flooded, even now, with rainy conditions. This is zoned for
31 low-density; 144 units on ten acres is not my idea of low density. How many people would live in 144
32 units? A thousand? Two thousand people? And can you show the site plan please? It doesn't look like
33 half of the twenty acres is open space at all. It looks like you're building on approximately two-thirds of
34 it. All the access of the construction people, the personnel, the heavy equipment, the bulldozers, will all
35 be from Kimball Road. And finally, who is Polestar? Are they homebuilders? It is a religious
36 organization. It is a Hindu group, which is promoting yoga and meditation. And I have no objection to
37 either one, but this is not a site for either of those. You're proposing moving thousands of people into,
38 quote, ten acres, of land. There is a wetland there; you can go out there tomorrow and you will see the
39 ducks and the geese there. All through the year, it is a wetland. It will be destroyed, and you will build a
40 new one. This project has no resemblance to my Rogers Park neighborhood and we want nothing to do
41 with it. Thank you.

42 MR. JARED ROSS: I just wanted to state my support for the Polestar development as a neighbor.
43 My name is Jared Ross and I live in 2830 West Elizabeth Street right next door to the Happy Heart house,
44 and I'm also almost done with my Master's in Urban Planning, and I heard New Urbanist, and that caught

1 my attention. So, I think looking through it, it sounds like there are some good things to be brought to the
2 neighborhood, and I'm also excited about the flood mitigation. It looks like that might be helpful. And, I
3 would like to encourage more multi-use and density, moderate density, not high density, moderate,
4 reasonable, incremental step-up. And, along those lines, I like what's going on at the old Friendly Fire
5 building...there's the brewery and there's a few other businesses that moved in there, and I would love
6 more of that a little closer to me. That's all I've got. Thank you.

7 CHAIR KATZ: Thank you.

8 MR. DAN SAPIENZA: My name is Dan Sapienza; I live at 712 Louise Lane, about three doors
9 down from where Polestar will be proposed. Louise Lane, as mentioned, probably not a street anybody
10 has been on; it's kind of hidden out in the west part of town. It's a small street that was built in the
11 1960's. It's a very wide road with narrow sidewalks. When my two-year-old and four-year-old were
12 being pushed around in strollers, we had to walk in the streets, but it's a safe road to do that. My four-
13 year-old, currently, is learning to ride his bike on the street; it's a safe road to do that, it's a quiet area.
14 We have hockey games, hockey tournaments in the middle of our street. It's a great place to raise a family;
15 it's a nice, quiet street and a great neighborhood. Polestar also seems like it will be a really nice place,
16 and they've thought a lot about a lot of these things for how their internal neighborhood will be dealt
17 with. They have wide sidewalks; they're talking about five-foot sidewalks and eight-foot sidewalks
18 internally. There are neck downs at the crosswalks for those sidewalks so that any cars in the
19 neighborhood will slow down. While those are great for the residents inside, they are creating a lot of
20 negatives for those outside of their neighborhood. As said, all vehicular traffic to Polestar is directly
21 through three streets, Louise Lane, Locust Grove, and Kimball. On Louise Lane, the traffic will double.
22 The traffic study that you see shows that traffic won't be harmed; it doesn't meet those levels of service
23 impacts, that means that traffic is going to move quickly, well that's the problem. Traffic is going to
24 continue to move quickly up Louise Lane and now we're going to have twice as much of it. When the
25 Polestar land was zoned this sort of denser mixed-use, that property had direct access to Elizabeth Street,
26 but they severed that off, they severed off their only tie to a major artery. Now, all traffic for this, again,
27 goes through local streets. It may not seem like a lot, but doubling the traffic going down my street is
28 going to have a big impact on me. We're left with a denser mixed-use neighborhood in the middle of an
29 old, low-density neighborhood. This proposal ignores the health, safety, and welfare of my neighbors and
30 my family while it benefits them. I don't see a public benefit here, and I think you need to take that into
31 account in considering this proposal. Please deny the development, or at a minimum, let's continue this
32 proposal and ask the developers to do something to mitigate the off-site impacts of this. Thanks a lot.

33 CHAIR KATZ: Thank you.

34 MS. EVE ENRIGHT: My name is Eve Enright, I live at 721 Louise Lane. My piece of property
35 is right at the corner of Orchard and Louise and I will be impacted on three sides of my property. I will
36 be impacted on the east side because of all the traffic on Louise, I will be impacted on the south side
37 because of traffic on the extension of Orchard, and I will be impacted behind my house because there will
38 be a home built there. Behind my house, I knew when I purchased it that that was a lot, and there was the
39 potential eventually of a house to be built there, but I was not thinking at all that there would be this
40 increase in traffic. I am very aware, as my neighbors have stated, of the traffic, because I'm right there on
41 the corner, and they come around the corner from Orchard onto Louise. And even now, already, there are
42 people who are speeding. And I cannot imagine if we double the amount of traffic the people that are
43 going to be speeding through. And the reality is, even if their traffic plan says that it will be split between
44 Locust Grove and Louise, let's be real. If people are coming from Fort Collins, from the city, from the
45 east, they are not going to bypass Louise to go to Locust Grove, which is a curvy road, they are going to

1 turn on Louise, so we are going to have more than the 800, we are probably going to have more like 1,000
2 or 1,200 more people driving on our road. They're talking a lot about the density of the area that they're
3 doing, which is on the south side of the property. They should then have an access from the south side of
4 the property to Elizabeth. And, it's unfortunate that we're allowing the Happy Heart Farm people to have
5 deleted that access point. It's good for them; they don't want to have the traffic going past their house,
6 but they're happy to have the traffic going past my house. Thank you.

7 MR. ANDREW KATZ: Andrew Katz; I live at 737 Kimball, and I think, like you've heard from
8 my neighbors, we live in a great community with a lot of walkability. I wake up every morning, I walk
9 around, I see all the kids playing in the street waiting for the bus to come, and I think that aligns a lot with
10 Polestar's vision. However, they're ruining that vision by having such large commercial activity. And
11 that commercial activity, I imagine with their walkability...that commercial activity is driving that
12 doubling of traffic. So, I do ask either a zoning correction that aligns with the residential spirit of the
13 neighborhood, or access to a major artery which aligns with the mixed-use. Thank you.

14 MR. STACE MCGEE: Good evening, Commissioners, my name is Stace McGee and I live at
15 917 East Prospect Road. I've had the pleasure of working with the applicant, or my company, Green
16 Insight, has had the pleasure of working with the applicant, helping them with the LEED standards and
17 vision of their project. We've worked with many, many developers over the last decade up here.
18 Through that process, working on many metro district projects where, as you know, they need to meet
19 exemplary performance in numerous categories. I would tell you that this applicant, by far and away,
20 exemplifies those ideals in the green building and LEED work within their community, and I look
21 forward to being a part of this community, and I think that this development actually exemplifies what we
22 should be doing here in Fort Collins. Thank you.

23 CHAIR KATZ: Thank you.

24 MS. TAMARA SNYDER: My name is Tamara Snyder; I'm a Fort Collins native, and I live at
25 816 West Oak Street. I support this development even though I realize that our coming here does impact
26 change, and I just want to say that we'll be good neighbors, and I'll be...when I live there, if this gets
27 approved, I will be a good grandmother to all those four-year-olds, and I will drive safely through the
28 existing neighborhoods. And I will do my best to embrace the consciousness that my friends and this
29 development and the application are proposing. Thank you, Fort Collins.

30 MS. COLYN WOLFE: My name is Colyn Wolfe, I live at 2856 Exmoor Lane. My grandparents
31 moved here in 1947, so my mom was born here, I was born here, I've seen a lot of change. And I've been
32 saddened sometimes when I've seen fields be developed, so my heart goes out to those of you who are
33 concerned about this development. And, my grandparents built their dream home with a candy factory in
34 the basement. When Polestar arrived, I have felt so at home with this community, and I am excited to see
35 this development happen because they are setting a standard, a higher standard of living for Fort Collins,
36 and I think they are being leaders of what we want to see more of in Fort Collins as we know that
37 development is going to happen. And I love that they have such integrity and are trying their best to
38 listen to the neighbors and trying to accommodate what they can. And so, I hope to live in this
39 community and build my dream home there with them, because then I can walk to the places that I want
40 to walk to, and be a part of the community, and age in this community. Thank you.

41 CHAIR KATZ: Thank you. Go ahead.

42 MS. DIANE O'NEIL: Good evening. I'm Diane O'Neil and I live at 408 Strasburg Drive in Fort
43 Collins. I'm not an investor, I'm not...I don't even know if I'm going to live there. It's not a Hindu

1 community; it's not a religious community. They have their practices, but I'm of the Jewish faith. You
2 can be Jewish...they are welcoming to everyone. I sense a lot of fear. Things always have to be worked
3 out. Maybe, you know, the developers can find a new...I get the fear of the traffic and the fear of
4 congestion and all that, but honestly, most of the people at Polestar use their bikes, most of the people
5 I've met; they are big bikers.

6 I think that this...I think the concept of what they want to do is so incredible. I think an
7 intentional community is what our society needs. I think Fort Collins could be a model for intentional
8 communities across the country, maybe across the world. And I think we should embrace, instead of all
9 this separateness that the U.S. society...that societies embrace; we need to embrace places like Polestar,
10 where people are welcome no matter what they are and where they want to build where they want to build
11 into generational communities instead of sticking your senior parents in a nursing home, like I've done
12 with my mother. I just moved her here from Florida in March, and she's in her third nursing home. I
13 think their concept is amazing, seniors need to be with...I'm also a TA at a charter school in second
14 grade. Second graders need to be with seniors; their concept of what they want to do is to fix our society.
15 Listen to them. The fear of traffic and the fear of congestion, so those are things that can be worked
16 around, those are things that you can solve. You can't solve broken families, and that's what our society
17 is today. So, look at their concept of what they want to do. Thank you very much.

18 CHAIR KATZ: Thank you.

19 MR. MICHAEL MOYL: Hi, my name is Michael Moyl, 3501 Stover Street, resident of Fort
20 Collins for 26 years. I do support this project for the good reasons presented here today and I look
21 forward to living there and aging there.

22 CHAIR KATZ: Thank you, Michael.

23 MS. NICOLE BARRETT: Good evening, Commissioners, Chair. For the record, my name is
24 Nicole Barrett, I'm at 305 Zeppelin Way. And I want to say that I am in support; I'm going to be short
25 and sweet. I echo the support that I feel in the room, and I want to say that I, myself, remote work, so
26 that's one less driver on the road. Just saying. Anyway, thank you and look forward to hearing the
27 results.

28 CHAIR KATZ: Thank you.

29 MR. DAN GREGORY: Good evening, my name is Dan Gregory. I live at 2289 Shooting Star
30 Lane in northwest Fort Collins in the Greyrock Commons co-housing community. So, an intentional
31 community that's been in town for over twenty-five years. I see that many of the values I enjoy at
32 Greyrock Commons are being proposed here at Polestar, and I really support this project. Full disclosure,
33 my wife and I have invested in the project and we hope to live there. I've gotten to know the Polestar
34 Gardens team over the last couple of years, and I really value and appreciate what they bring to this
35 development. I think it will be a fine contribution to the city of Fort Collins. Thank you very much.

36 CHAIR KATZ: Thank you.

37 MS. TERRY KURAN: Hi, my name is Terry Kuran; I live at 913 Kimball Road. I look over the
38 land; it's a beautiful piece of land, so I live right adjacent to it. It's an incredibly unique community. My
39 heart goes out to the neighbors. I also vow to be a good neighbor and make sure that we are watching out
40 for the little ones. We hope that our neighbors will come and garden with us and, you know, join us in
41 some of our meals. It is going to be an example for this type of living, we hope. Not only in Fort Collins,
42 but also across the country, like has been said. But, I think it's a very unique opportunity for Fort Collins

1 to have this mix of housing, especially the attainable housing for the smaller footprint that's going to be
2 there, and I...Fort Collins is a very friendly and welcoming place. This community is very much like
3 that. I think it's going to be a great addition, and I definitely am open and in favor of the community.

4 MS. CASSANDRA HARRINGTON: Hello everyone, my name is Cassandra Harrington. I
5 reside at 2400 West Prospect, 80526. I am in full support of this project. Who is Polestar? I have gotten
6 to know these folks over the last nine months or so since moving back to town. I am invested in this
7 community and such that, on the nights that I don't have time to make meals on the weekly potlucks, I
8 throw five bucks in the bin and I get to meet with my community members, and it is such a staple of my
9 life and my livelihood. I've gotten to know these folks and have felt very welcome in that. Who is
10 Polestar? I also feel that, even though some of these logistics, I know there are concerns around some
11 things as far as traffic...I also echo some of the...I feel like it will be worked out. What I do know, and
12 feel deeply about this community, is that they are a people of integrity, so I'll just say that. And, who is
13 Polestar? I feel that they are a solution to a very modern day problem right now. And also, as a farmer,
14 and as a founding member, one of the founding members of the Larimer County Farmers' Alliance in
15 town, in 2018, 2019, we worked on the Land Use Code with the City to help approve and work on the del
16 Sol property down south, and I know that this community cares about agriculture very much. And, as a
17 farmer, someone that's very connected to the land and the people, agriculture is for the people, and in my
18 mind, this can't be any better of a model to address these issues of food coming from a very long way, but
19 also the issue of being so disconnected from land that people kind of forget where we come from in a lot
20 of ways. So, all that is to be said, I am in full support and I would love to see this project go through, and
21 I hope to live there someday. Thank you.

22 CHAIR KATZ: Thank you.

23 MR. SKIP BARRETT: Skip Barrett; I live at 305 Zeppelin Way. Thank you for affording us the
24 opportunity to express our wholehearted support for this development as its been presented. Thank you.

25 CHAIR KATZ: Thank you.

26 MR. JIM CHRIS: My name is Jim Chris, I live at 3565 Windmill Drive over there in Chestnut
27 Village. I just want to say, I met Polestar folks when I was working in Hawaii on restoration of
28 endangered plants. I'm a biologist. Anyway, when they told me about their plans here, I jumped at it
29 once I saw what they did because, while I lived in Hawaii, I saw how they reached out to the community,
30 how they did community projects, how they were so courteous to people, how they were always watching
31 out for their neighbors, and I just figure they will be great neighbors. Thank you.

32 CHAIR KATZ: Thank you.

33 MS. VINIK HEADY: Good evening, or almost good morning. My name is Venik Heady, I'm at
34 513 West Oak Street. I'm in support of this project. I moved here from Hawaii about two years ago to be
35 part of this community, and have been just delighted that all of our values really resonate with those of the
36 city of Fort Collins; it's really exciting. I wholeheartedly support the project based on all of the good
37 things others have said, and all the amenities and positive attributes that Ken pointed out in the
38 presentation. I feel it's really important to hear from our potential neighbors, and I just feel that every
39 aspect of this vision and project is really inspired with the objective of just deep connection on every
40 level, and so I hope we can work together to work out some of the details of development and of creating
41 infrastructure with that in mind as the main goal. So, thank you.

1 MR. FARRELL SOMPSON: Hi, I'm Farrell Sompson; I reside at 517 Louise Lane, and I think
2 that this is a great idea, it's a great concept. I don't think our neighborhood is built for it though. As it
3 sits, we are a quiet neighborhood, so I'm going to go ahead and echo some of my neighbors' concerns
4 about the traffic and the kids playing, things of that nature. A couple other points that I'd like to bring up
5 that may be small, but important to me, is the light pollution that this is going to bring to our
6 neighborhood. We don't have any three-story homes around there. All of a sudden, we're going to have
7 a city within a neighborhood. It just, to me, it sounds like it's a bit much. Maybe if they like scale it back
8 a bit, I might be a little bit more comfortable with it, but with the plans as they stand, it's overwhelming
9 for us. Thank you.

10 CHAIR KATZ: Thank you.

11 MR. ALEX HAGMAN: Hello, my name is Alex Hagman, I live at 540 North Hollywood. I've
12 been introduced to the Polestar community just meeting people on the street, and so, I've been to some
13 activities and some potlucks, and the people are great. But, Commissioners, as you all know, better than
14 anybody in this room, this is the path to progress. Every piece of land in Fort Collins is being developed,
15 and we ought to develop it with purpose in mind, with people that are going to live here, supporting the
16 community, bringing values that are Fort Collins, that are the heart of Fort Collins. I completely agree
17 with the neighborhood, there needs to be some form of traffic mitigation. I live in a neighborhood where
18 we have tow trucks and high schoolers and people flying down our street going way too fast, and there's a
19 lot of young kids on the street, and so I feel for the neighborhood a lot. Why doesn't Orchard Street just
20 punch through to Overland...make that a stipulation of this project moving forward. It seems like that
21 would solve a whole lot of problems. But, as this is, it seems like it's moving forward, the path to
22 progress is to develop communities that really embody what Fort Collins hopefully will be for the future
23 to come. So, thank you.

24 CHAIR KATZ: Did you already talk?

25 UNIDENTIFIED SPEAKER: I did, but I didn't use nearly all the time. I was hoping to be very
26 brief.

27 MR. JOE COHEN: My name is Joe Cohen, I live at 850 Overland, right next to the property. I'm
28 very grateful for the opportunity to share that I have been a part of Polestar in Hawaii for about eight
29 years, and moved here a couple years ago to work on this project. And, I just want to share that, you
30 know, the blessings in my life have been huge, but I'm not going to bore you all with that because I just
31 know that this community is...it exemplifies exactly what Fort Collins is. I moved here after moving
32 around the world in different places, and you know, the compassion and empathy that the people have
33 here is exactly what Polestar epitomizes for it's values, and you know, it is sustainable. In Hawaii, we
34 were catching water and we were 98% solar, and we were growing our own food, and doing community
35 projects, and we were singing for Christmas carols in elder homes around town, and just...they work with
36 the community, and you know, they will be...ameliorate any circumstances that arise, and they, you
37 know, have done this before and have built communities that I've been a part of, and they're just beautiful
38 offerings for everyone around. And I think just peace and compassion, and putting your heart and soul
39 into everything is all they do. Thank you.

40 MR. MICHAEL GORNIK: Hello, Commission, my name is Michael Gornik, I'm at 850 South
41 Overland Trail, and my wife, Ann, and I are the founders and current directors of Polestar Gardens, which
42 is a 501(c)(3) educational non-profit. So, I feel like a little bit at the cause of all this conflict here, and I
43 just want to say that, when we lost our campus in the...in Hawaii, we looked in many places, and we had
44 lots of very tempting offers to create and rebuild our community in places, and this is where we ended up,

1 in Fort Collins. And we've known Dennis and Bailey with the Happy Heart Farm for many years, and
2 that was part of the reason, but the other reason was really Fort Collins and the community values that we
3 found here. And we especially saw that reflected in the zoning laws of the LMN mixed-use zoning,
4 which we thought was really enlightened zoning and would really be a container for the kind of
5 community we wanted to create. So, I just wanted to point that out. We bought this property because of
6 the zoning, and it's a lot to juggle the neighbors and the traffic, and I just want to thank everyone for their
7 comments. I totally understand that there's impacts, and I also want to say that we are dead serious about
8 deemphasizing the automobile. That's a real important thing to us, and I think we may find...people may
9 find that the impacts are way less than they would expect. That is something we are very committed to.
10 So, I just want to thank everyone for your time, and we hope you will support the project. And, thank
11 you.

12 CHAIR KATZ: Thank you.

13 MR. DIVA ERIC GLAZZARD: Commission, thank you. I'll be brief. My name is Diva Eric
14 Glazzard; I live at 2924 Radcliff Circle, so I am in the neighborhood. I have known Dennis and Bailey
15 Stenson for nearly forty years. I've known Michael and Ann Gornik...Michael just spoke...for about the
16 same amount of time. And I moved here to help facilitate this vision to see if we could work with the
17 community at large to create a development that would serve the needs of Fort Collins. We've worked
18 with the Institute for the Built Environment, we've worked with the City Planning, we've worked with
19 engineers, we've worked with designers, we've worked with architects, we've worked with our neighbors
20 to try and hone this to be something that was compatible, as low impact as possible...there's always
21 impact with people, but as low impact as possible, and create something that would really bring benefit
22 not only to those that would be resident, but to the larger community. And so, I don't know how it could
23 be done better. So, it's got my support. Thank you so much. And thank you all for being here so late to
24 go through this whole drill.

25 CHAIR KATZ: Alright, now we're going to look to those folks in our public that would like to
26 comment that are hanging out online. How many hands do we have raised, or star nines, do we have,
27 Shar?

28 MS. MANNO: We have one hand raised, the name is David Woodlee. And David, if you can
29 unmute, you can speak.

30 CHAIR KATZ: David, whenever you are ready.

31 MR. DAVID WOODLEE: Awesome, thanks guys. So, my name is David Woodlee, I live at 807
32 Kimball Road. And, I'm not really at any direct opposition to the development of this neighborhood
33 insofar as, they have genuinely listened, I feel, to our concerns as residents of the surrounding
34 neighborhood. I'd like to point to even the cottonwood tree as being a prime example of the...

35 CHAIR KATZ: Did we lose you, David?

36 MR. WOODLEE: Do I still have you?

37 CHAIR KATZ: Yep, go ahead.

38 MR. WOODLEE: ...and not necessarily listen to your concern, but I felt that they have been
39 good stewards of that of which they are stating they're trying to bring to this neighborhood. But, the one
40 issue, unfortunately, is the traffic. It's going to be an unavoidable issue. It's not one that is an issue of
41 convenience or of chaotic disruption to that of which we, as residents of Rogers Park, are used to or are

1 comfortable with, but explicitly to safety. There's an innumerable group of children that play in the
2 street, on the very small sidewalks, simply because this neighborhood is such a slow-paced, safe, and one
3 that's free of any kind of heavy traffic. So, just objectively looking at the plans for this neighborhood,
4 there's got to be something different for the proposed traffic than what has been proposed. It would have
5 to be redirected away from Kimball, Louise, and Orchard. If it is not, it would be tantamount to
6 sacrificing one neighborhood and harming that neighborhood for the institution of a new one. Saying it
7 will work out or promising that attention will be carefully given to driving through this neighborhood, or
8 even attesting to the fact that many of the prospective residents don't even own or drive automobiles,
9 that's not a satisfactory answer, nor is it a response to the issue, because this neighborhood is...it's going
10 to outlive all of us that are even discussing this tonight. I mean, the idea of who will live here is not who
11 will always live here, and the ideas that they aim to bring to be models of energy consumption, of good
12 community, and examples that are what make Fort Collins Fort Collins, is great in the beginning, but
13 there's no concrete way to adhere to those promises based exclusively on the beginning of a project. So,
14 in conclusion, I would just implore that the Commission carefully reexamine the issue of where the
15 entrances to and exits of this neighborhood are going to be. Thank you.

16 CHAIR KATZ: Alright, Shar, anybody else? Okay, everybody in the Chamber has spoken that
17 wants to and public comment is closed. Alright, we have a lot to deliberate. I think last...what's that?
18 Thank you, Adam. Does the applicant...I know you guys spoke, but is there any other, maybe Ken, is
19 there any response to public comment that you would like to give us?

20 MR. MERRITT: Thank you, I'll be very short. I just want to provide a little bit of perspective on
21 the issue of traffic because that was a big point today. As I mentioned earlier, our development will
22 probably generate about 1,500 trips, but let me put some perspective. Over a twelve-hour period of time
23 when trips are coming and going to this neighborhood, that represents about two cars per minute over that
24 twelve-hour period. Fifteen hundred cars is a very low threshold of added vehicle traffic. Now, please
25 understand, I understand this is an infill development so we're sensitive to the neighborhood, we respect
26 their concerns. Michael and Polestar and representatives from my company met with some of the
27 affected property owners, talked about becoming part of the solution and helping with traffic mitigation
28 and calming that might occur post-development. The City has a very robust traffic mitigation program
29 that can be put in place, and Polestar is willing to contribute time and effort and ideas, as well as
30 resources to maybe mitigate some problems that may show up. But, again, 1,500 cars over the course of a
31 twelve-hour period is really a very low threshold of additional traffic.

32 And, let me just point out also, there was never a proposal with the Polestar development to gain
33 access directly to Elizabeth; it's not possible. Any access directly to Elizabeth would go through the
34 homestead, the Happy Heart homestead. They want to retire in that home and age in place; they have no
35 plans on moving, and this project never proposed a possible connection to Elizabeth. The arterial road
36 connection of Orchard Road to Overland Trail is obviously a solution that will occur over time, but once
37 again, the traffic increase in the neighborhood, although it will be present, will not be excessive. Thank
38 you.

39 CHAIR KATZ: Thank you, Ken. Clark, do you want to respond to anything?

40 MR. MAPES: There was one thing stated, and that was that this was zoned LMN because it had
41 access to West Elizabeth. And just, when the city was zoned with City Plan in 1997, and the LMN
42 zoning district was created and applied to different properties around the city, undeveloped properties like
43 this were all put into...unless they were MMN or higher density, but all of these properties were put into
44 the LMN zone without looking at what a plan would be or where they would take access. So, it wouldn't

1 be right to think that it was zoned LMN because it had access to Elizabeth and now that it doesn't, it
2 would be zoned something else. There really is no other zone option. And it gets into the whole City
3 Plan in 1997 and whether the city was going to continue to see land developed as subdivisions, three per
4 acre, which is most of Fort Collins housing. So, this whole thing is getting at...the whole fundamental
5 vision for the city as it grows, since 1997. Just a little, small point about the LMN zoning.

6 CHAIR KATZ: Anything else from the comments you heard, or do you feel comfortable?

7 MR. MAPES: Light pollution...the lighting standards in the city are very strict for new
8 development. It's the older development and houses, and lights on houses, people going to Home Depot
9 and getting search lights...motion activated. That's what's not regulated. But, this new development,
10 any lighting there will be regulated under pretty strict lighting codes, and it's not going to look like a little
11 city out there. Lighting has to be sharp cutoff, down-directed, no spillover offsite, et cetera, et cetera.
12 Another...that's the Land Use Code; there's a standard there.

13 CHAIR KATZ: Thank you. Clarifying questions to staff or the applicant? We've got a lot to
14 deliberate, but this will be our last opportunity to address the applicant. Go ahead.

15 COMMISSIONER SHEPARD: Could the pedestrian trail that is proposed along the Pleasant
16 Valley and Lake Canal in the southwest corner of the property, for which I think we have a letter of intent
17 from the Happy Heart homestead...could that instead be placed along the east side of the Happy Heart
18 homestead to make it more feasible and realistic to be developed at this time instead of some time in the
19 future?

20 MR. MERRITT: Once again, the Happy Heart property...there's a garage, there's a number of
21 trees, there's the house itself that really is kind of focused toward the center and the eastern part of the
22 property, and so, making that connection at that location would be, I think, more complicated. We
23 worked very diligently...I will tell you that when this issue came up in our second round of review with
24 the City, which was back in July or August of '22, it was something we have been working on for over a
25 year, and spent really tremendous resources to actually acquire that easement, both in compensation for
26 the easement itself as well as legal fees to write the easement appropriately. There's also a significant
27 grade difference, not on the east side, as you pointed out Mr. Shepard, but on the location that we're
28 proposing, which pushes it as far to the west as possible away from the home itself. There's a significant
29 grade difference between the site and the roadway. There are no facilities along this portion of Elizabeth,
30 so there's no pedestrian walkway, there's a swale, there's a retaining wall, screen wall, it would be very
31 difficult. We saw this as the best solution to provide access in the future. Thank you.

32 CHAIR KATZ: Clarifying questions?

33 COMMISSIONER SHEPARD: With the development, will the legacy cottonwood tree be able to
34 survive? Will it have a water source? Will it be impacted by impervious surfaces? What would be the
35 survivability of the legacy tree after development?

36 MR. MERRITT: Well, that was our concern all along. We met with an arborist to talk about the
37 viability of building the road. The tree itself is...probably sits up about three or four feet above the
38 roadway itself, so it's root mass extends typically to the drip line, so there's a large portion of the root
39 mass which is actually in the right-of-way of Orchard Road that will be extended. The reason we
40 removed the lot was to preserve at least the southern half as well as the eastern half of the root mass. We
41 think it's viable. We've worked closely with the Chief Forester in the City to determine whether it was
42 going to be possible to maintain the tree, and we thought it was worth every effort. As far as irrigation,

1 the tract where we removed the lot, we are actually going to be irrigating that, so it will get irrigation from
2 the underground irrigation system, which is actually water that will come from the Pleasant Valley ditch.
3 Polestar owns a great deal of water share, so we won't be using domestic water, we'll be using raw water.
4 We think it's worth the effort, and I hope...many years ago, the tree on Kechter Road across from Twin
5 Silos Park, no one thought that tree would last when Kechter Road was built, and it lasted many years
6 until just recently. Thank you.

7 COMMISSIONER SHEPARD: It seems to me, regarding traffic, one of the primary trips will be
8 to King Soopers and the shops at the shopping center at the intersection of Elizabeth and Taft. Does the
9 Polestar community have a shuttle van?

10 MR. MERRITT: No, but that's a good idea. There's a possibility. And again, you know, we're
11 trying to meet these sort of daily needs with some of the community facilities we have. And understand
12 that our traffic generation is based on standard ITA manuals for particular uses, and because so many of
13 these neighborhood activity center facilities are really geared toward the residents of the community, we
14 think that the traffic generation will actually be far less than what was assessed based on the actual use,
15 which would be more like a shopping center kind of neighborhood activity center.

16 COMMISSIONER SHEPARD: If I may ask, with the permission of the Commission, one of the
17 speakers, if he's still here tonight, resides in Greyrock Commons, is that gentleman still here? The
18 question, if you don't mind, are there three-story buildings in Greyrock Commons?

19 MR. GREGORY: There are not; they are a maximum of two-story.

20 COMMISSIONER SHEPARD: And you have one road outlet to North Taft Hill Road?

21 MR. GREGORY: That's correct.

22 COMMISSIONER SHEPARD: Thank you.

23 CHAIR KATZ: So, I think we're done with clarifying questions, so we're going to close
24 participation of the applicant and move into deliberation. I think I'll start with this one. I was not
25 surprised, I don't think any of us were surprised that there's concerns in the community about traffic.
26 But, what did surprise me is the overwhelming support of this project and how unique it was, and people
27 moved here from Hawaii and other parts of the country, so that was impressive to me.

28 Now, going back to traffic, we hear about traffic pretty much every development plan. We're not
29 planning and zoning, we're parking and traffic, that's the joke. But, what's unique about this one is
30 that...about this development plan...is that it's kind of an island and it doesn't have access to a collector
31 or an arterial, and it's only accessed from local streets, and that's what I saw when I first saw it, and it's
32 still my biggest concern. The community itself...I think the neighbor, I think his name was Dan sitting in
33 the back...his comments were pretty much my comments as well. Everything in your boundaries looks
34 wonderful, but it's just the access to it. So, how do we improve that? Because doubling and tripling
35 vehicle trips on Orchard, Locust Grove, and Louise is going to cause some problems. So, I noticed that
36 there's parcels of the same landowner, of the Pleasant Valley, that actually do access Overland. Is there a
37 way to work with that landowner and punch an access to Overland? I understand the Happy Heart guy
38 wants to age in place and retire there, but he also did a non-regulated land transfer, which was maybe
39 intentional, maybe not, a little bit deceptive, and it basically cut it off and created this isolated island. So,
40 I'd really, really, really like to fix that one concern. The development itself is unique, and I think that's
41 important. I think it's what Fort Collins needs. I think you're really brave and I give you a lot of credit

1 for it, and I want to make this development happen. The access concerns me. So, I'd like to hear what
2 my other Commission members say about that.

3 COMMISSIONER MICHELLE HAEFELE: That was pretty much exactly what I was thinking,
4 that the sellers of this property set themselves up sweetly in a way that made the rest of these
5 neighborhoods, which are, just from knowing this town, those are some of the more affordable parts of
6 town, on Louise, and Kimball, and Rocky Road. I lived for a month on Rocky Road twenty-five years
7 ago. There's a story. And it just seems like this intentional community is a lot of people coming here
8 with a lot of money and building themselves a little community where, yeah, we're going to bike
9 everywhere, but not everybody bikes everywhere even when they say they're going to. So, I agree, I
10 think that that access issue should be addressed. I would like to see the City do something with eminent
11 domain and make an access to an arterial so that this otherwise great-sounding community doesn't have
12 this impact on their neighbors. As I'm listening to this and people talking about how great we're all
13 going to be, and it's so nice, and intentional, and I hear like-minded people, we've got a thing we want to
14 do, and we have set ourselves up so that we won't impact this one land seller who sold off part of their
15 parcel and basically, like you said, made a little island inside. And I...so, it's a bigger deal for me, that
16 access to. I know we hear about traffic ad nauseum, all the time here, but this is a case where it looks like
17 it really is going to make a pretty negative impact.

18 CHAIR KATZ: To be clear, I hope this is collaborative. I don't want this to be contentious, and I
19 think that's the applicant's intent is to overall be collaborative, and that's what I've been hearing in
20 general, except for this access issue. So, I'd love to find a solution, but we do have to stay within the
21 boundaries of the Land Use Code, and I realize that too. I cut you off, York, go ahead.

22 COMMISSIONER YORK: I was going to say, on the access and with the traffic, you know the
23 traffic studies are done with the immediate roads, but Orchard, even though it doesn't immediately go to
24 either Overland Trail or to Taft Hill, it does provide a straight shot up to Ponderosa, which is another way
25 of getting up to Mulberry and down to Elizabeth. And, you know, knowing how busy Elizabeth and
26 Mulberry are at times, I would bet that a lot of traffic is also going to be going down Orchard, and that's
27 going to mitigate the amount of traffic that's going to be on Locust and Louise and Kimball. And so, I
28 guess while I understand the concerns about traffic, and it's nice to have a place where you don't have
29 any except for what you create, that's not part of living in a city. And we know that development is going
30 to happen and traffic is going to change, so I understand everybody's concerns about it, and, like you said,
31 we hear about safety concerns on traffic all the time, but I haven't heard anybody say that they're willing
32 to give up driving themselves if they could have a street with no traffic on it, so.

33 COMMISSIONER SHEPARD: I would just observe that, David, your point is very well taken
34 that the intervening land owner between the proposed terminus of Orchard Place and Overland Trail is the
35 same entity that has sold more than 50% of the proposed project. So, that entity is very involved, and has
36 probably been for years, with the parties. And a local street is 57 feet in width, and the length would be at
37 the very south edge of the parcel. Boy, it just seems like a no-brainer for the parties to get together and
38 provide the right-of-way necessary to extend Orchard. Now, having said that, as David has pointed out, I
39 think that's a little bit beyond our purview. So, I respect that. But, the observation is, to me, obvious, but
40 I'll leave it at that. I have some other thoughts.

41 CHAIR KATZ: And I just will comment to yours...you made an assumption that because it's the
42 same landowner that they may be very involved, and I would argue, and I don't know, and you can nod or
43 not...it could just be transactional; they could have those pieces of ground under contract, I mean strictly
44 transactional. So, I think you made an assumption that we don't know, so I just want to point that out.

1 COMMISSIONER SHEPARD: That's correct, and it's complicated by...a bridge would be
2 necessary to be constructed over the Pleasant Valley and Lake Canal. Thank you, David.

3 CHAIR KATZ: Steve, could you just speak...just let Clark distract you. I think there are some
4 standards, I did some reviewing...3.22, 3.6, something like that, that speak to access, and could you just
5 speak to that, those standards, and the, maybe the engineering standards of the roads. I don't know if
6 we're following LCUASS, and can it accept that traffic from an engineering perspective?

7 MR. STEVE GILCHRIST: So, I'd have to look up that Code for the specific language. I think
8 it's really relating to the standard for...any development requires access to three arterial roadways. With
9 this one, there is access to Mulberry and to Elizabeth; there's a proposed access to Overland, but they
10 can't make that access at this point without developing two other properties. So, I'd have to clarify, make
11 sure that's the right Code language you're looking at, I just haven't had a chance to look it up yet.

12 For engineering standards, that's where...there are some different standards that the existing
13 neighborhoods were built to, of course they had smaller sidewalks, a different right-of-way width, those
14 types of things, but we build everything now to the newest standards that are in with the LCUASS
15 standards, unless they are private streets, and they do have some private streets internal to their
16 development, but for the most part, Orchard, those streets, the only variance will be around the tree, those
17 types of things that are not standard.

18 COMMISSIONER SHEPARD: Steve, during Mr. Merritt's presentation, he went through some
19 of the numbers about average daily trips and what the local street specification is, and Mr. Merritt was
20 making the point that the proposed project is within those tolerances. Could you elaborate on that?

21 MR. GILCHRIST: So, within the Land Use Code, there are definitions of all the street types; it's
22 in, I believe it's article five, local streets, connector streets, collector streets, it outlines what those kind of
23 anticipated volumes are. Those aren't hard and fast thresholds; I mean there's nothing that says this
24 specific volume is going to change the classification of a street, those are just kind of those expectations.
25 There's also some other varying standards over the years that you've probably heard with 1,000 vehicles,
26 but for the most part, those are pretty consistent with what we're looking at. The 2,500 vehicles for a
27 local type connector street is pretty consistent with all our standards.

28 COMMISSIONER SHEPARD: And so, because it was an hour ago or more, could you remind us
29 that...or maybe Mr. Merritt can, but the projected trip assignment, the projected trip distribution, the
30 average daily trip counts on Locust Grove, Louise, and Kimball, Orchard, and Plum, will remain below
31 that 2,500 ADT threshold as we describe a local street specification.

32 MR. GILCHRIST: Yes, that's correct. So, the figures that he had for Kimball were roughly
33 1,100 vehicles per day, that's the total traffic with existing and the project traffic.

34 CHAIR KATZ: That about triples the existing on Kimball.

35 MR. GILCHRIST: The traffic on Locust Grove was 790 vehicles a day, and Louise was 840
36 vehicles per day.

37 COMMISSIONER SHEPARD: And the way you describe a day is a 24-hour period?

38 MR. GILCHRIST: That's correct. It's usually what we consider an average weekday type traffic,
39 not weekend.

1 CHAIR KATZ: And I'll say, this is my opinion, functionally speaking, those are probably spread
2 out more. If I was driving there, I wouldn't want to go...let's say from the east side, I wouldn't want to
3 go down by campus because it's congested, so I'd probably take Mulberry down and then turn down
4 Louise. So, I think Louise is going to take the brunt of that.

5 COMMISSIONER YORK: It's a straighter shot to actually take Ponderosa and then take
6 Orchard.

7 CHAIR KATZ: Maybe that, too. I jumped ahead. I skipped the modifications. But I thought this
8 was a bigger deal. So, do we want to kind of just jump into the modifications real quick and maybe come
9 back to this, maybe let it sink in a little bit? Alright, modification number one, number of off-street
10 parking spaces. Concerns, comments?

11 COMMISSIONER SHEPARD: I'll be supporting the modification.

12 COMMISSIONER HAEFELE: I agree. I have said before that I think if we're going to lower
13 parking requirements, it should be at businesses rather than residences, so I support it as well.

14 COMMISSIONER YORK: Same.

15 CHAIR KATZ: I don't really have an issue with it. Anyone want to do a quick motion on it? I
16 say quick, but Aaron likes to write the really long ones.

17 COMMISSIONER YORK: I move the Fort Collins Planning and Zoning Commission approve
18 the requested modification of standard to Land Use Code Section 3.2.2(K)(2) regarding reduction of the
19 number of off-street parking spaces by ten spaces to twenty-eight spaces, finding the modifications for
20 both street frontages would not be detrimental to the public good, the plan as submitted will promote the
21 general purpose of the standard for which the modification is requested equally well or better than would
22 a plan which complies with Section 3.2.2(K)(2), and the plan as submitted will not diverge from Section
23 3.2.2(K)(2) except in a nominal and inconsequential way when considered from the perspective of the
24 entire development plan and will continue to advance the purposes of the Land Use Code as contained in
25 Section 1.2.2. This decision is based upon the agenda materials, the information and materials presented
26 during the work session and this hearing, and the Commission discussion on this item. Further, this
27 Commission hereby adopts the information, analysis, findings of fact, and conclusions regarding the
28 modification of standards contained in the staff report included in the agenda materials for this hearing.

29 CHAIR KATZ: Thank you, York. Modification to the number of off-street parking spaces...

30 COMMISSIONER HAEFELE: Second.

31 CHAIR KATZ: ...oh, we need a second. We need to take a roll call. We have a second, roll call
32 please.

33 MS. MANNO: Shepard?

34 COMMISSIONER SHEPARD: Yes.

35 MS. MANNO: Haefele?

36 COMMISSIONER HAEFELE: Yes.

37 MS. MANNO: York?

38 COMMISSIONER YORK: Yes.

1 MS. MANNO: Sass?

2 COMMISSIONER ADAM SASS: Yes.

3 MS. MANNO: Katz?

4 CHAIR KATZ: Yes. Now, the modification to off-street parking spaces passes. Modification of
5 standard number two, which would be the 3.5.2(D)(2), street-facing façades. Clark brought it up...if
6 there's power banks on it, he mentioned they'd use architectural measures to buffer that. I'd also maybe
7 like to add natural screening, plants, shrubs, bushes. Can that be done at FDP, or do we need to put a
8 condition on it? FDP is good? Okay.

9 COMMISSIONER SHEPARD: Clark, you need to speak into the microphone for the record
10 because we're doing this without a condition based on your acknowledgement.

11 MR. MAPES: Sorry, yes, it won't be...there was some response about plants. Yes, there will be
12 vegetation there, but also it's better to bring some architectural component of the building, the siding or
13 something, out to, you know, really screen it year-round and all that, so, yeah, with the FDP, that's part of
14 the plan if there are meter banks on there.

15 COMMISSIONER SHEPARD: Thank you. With that, I'll support this modification.

16 CHAIR KATZ: Likewise. Anybody else?

17 COMMISSIONER SHEPARD: I'll take a stab, I guess it's my turn. I move that the Fort Collins
18 Planning and Zoning Commission approve the requested modification of standard to the Land Use Code
19 Section 3.5.2(D)(2) regarding not requiring doorways on the street-facing façades on two buildings,
20 finding that the modification would not be detrimental to the public good and the plan as submitted will
21 not diverge from Section 3.5.2(D)(2) except in a nominal and inconsequential way when considered from
22 the perspective of the entire development plan, and will continue to advance the purposes of the Land Use
23 Code as contained in Section 1.2.2. This decision is based upon the agenda materials, the information and
24 materials presented during the work session and this hearing, and the Commission discussion on this item.
25 Thank you, Mr. Mapes. Further, this Commission hereby adopts the information, analysis, findings of
26 fact, and conclusions regarding the modification of standards contained in the staff report included in the
27 agenda materials for this hearing.

28 CHAIR KATZ: Thank you. I need a second.

29 COMMISSIONER SASS: Second.

30 CHAIR KATZ: Roll call please?

31 MS. MANNO: Haeefele?

32 COMMISSIONER HAEFELE: Yes.

33 MS. MANNO: York?

34 COMMISSIONER YORK: Yes.

35 MS. MANNO: Sass?

36 COMMISSIONER SASS: Yes.

1 MS. MANNO: Shepard?

2 COMMISSIONER SHEPARD: Yes.

3 MS. MANNO: Katz?

4 CHAIR KATZ: Yes. And with that, the modification passes. Let's circle back to the PDP.
5 Here's the deal, we have to look at the Land Use Code. I can't just find a reason to not approve it because
6 I don't like it. I'm frustrated at the non-regulated land transfer in cutting this off from Elizabeth, I'm
7 frustrated that whenever this was...the separation was recorded, the City didn't require an easement or
8 access through there, but that's in the past and it's not really what we're considering tonight. I would
9 love the applicant to continue to work with the neighborhood. Maybe it's traffic calming measures,
10 maybe it's working with that land owner to get access to Overland, which I don't know if that will do
11 anything because it's so far west. But, I don't see anything in the Code that would warrant a denial,
12 although I'm not happy about the access.

13 COMMISSIONER SHEPARD: Thank you, Mr. Chair. Could I ask Steve, on the ADTs, did you
14 have any data for Orchard and Plum?

15 MR. GILCHRIST: No, we didn't require that. There will be some peak hour turning movement
16 counts, but not the ADTs.

17 COMMISSIONER SHEPARD: And that's because those roadways are wider, or they're...?

18 MR. GILCHRIST: So, when we do a traffic study, we're looking mainly at intersection level of
19 service, and it's typically based on peak hours of volume. In some of these areas, like this one, on the
20 main access points, we look at some of those ADTs and that's where they collected that data and were
21 able to provide that data. We just didn't collect data on Orchard and Plum.

22 CHAIR KATZ: Anybody else have comments about the proposal, about access?

23 COMMISSIONER SHEPARD: I'll comment that being on the Commission, we see, frequently,
24 what I just call growing pains, for lack of a technical term. But, we see where we have RL
25 neighborhoods, by that I mean low-density residential neighborhoods, as described by the folks
26 commenting tonight, Locust Grove, Louise, Kimball, Mountaineer subdivision I believe was mentioned.
27 These are really nice little neighborhoods, and as Michelle said, where there's still some real affordability.
28 I've driven all of these streets numerous times, and I'm pretty familiar with the area. But, the big picture
29 here is, when we have an LMN project meets the RL, we have an MMN, that's even a higher density zone
30 district, meets the RL, that's always a tough situation. It happens every time, and many of our projects
31 lately have been out in the northeast part of our community where there's been really no existing
32 neighborhood, but we had one recently where there was a really small little subdivision, small
33 geographically, that was next to a pretty intense multi-family project zoned MMN, and it was a struggle
34 for us, and we struggled, the applicant struggled, an empathetic applicant, impacted neighbors.

35 I guess the point I'm trying to make is, to the folks on Locust Grove, Kimball, and Louise, you're
36 not alone. In a community like Fort Collins, it's a, I would say, a well-planned attractive, western
37 community with a great climate. People move here and we face this issue almost on a monthly basis. I
38 thought some of the comments tonight were really, really spot on. There was one commenter who
39 brought up a religious aspect, and I couldn't help but notice there's a big sign on I-25, you drive north, it
40 says Champion. Champion is a religious community, and it's been a religious community since like the
41 1940's, and it's got a big sign on I-25. There's religious communities up by Masonville, two of them that

1 I know of. We have intentional communities in Fort Collins, Greyrock and River Rock, and both are
2 somewhat isolated parcels. But, I'm going to put that aside. I just didn't want that commenter to go
3 unaddressed because I thought his comments were a little aggressive.

4 But, most of the comments from the folks who live out there were accurate, observant, heartfelt,
5 and thank you for coming down and addressing us, and the lateness of the hour. Those little streets are
6 quaint, they really are quiet, and it's just...the homes are well-maintained, you can just tell it's a cohesive
7 neighborhood. And, it's kind of hidden, it's charming. You get back in there, and there's a real aspect to
8 it I kind of like. I hate to say it, but I do drive through your neighborhood just because it's kind of
9 interesting, and you have to kind of discover it, you have to go out of your way. But, anyway, so I really
10 appreciate the comments, heartfelt, sincere, and thank you. But, I'm also persuaded by our Traffic
11 Engineer, Mr. Gilchrist, where we have data points, we have average daily trip counts that we have to rely
12 on, and I know there's going to be a big change. I heard one commenter talk about scale and lighting, and
13 I think Clark addressed lighting. But the scale is LMN versus RL; LMN allows that kind of intensity for
14 a growing community. A decision was made back in 1997 when we did City Plan that we weren't going
15 to effectively plat additional RL subdivisions at three units per acre. That's a difficult way for a growing
16 community to provide services.

17 One of the other things I heard was, we like coffee shops, and grocery stores, and childcare
18 centers, and one of the ways you get those is by having density. So, maybe some of the services that are
19 offered inside Polestar can be offered to the community, the outside community? I'm seeing some heads
20 nod. I hope it's welcoming. And I understand the growing pains; I'm going to rely on the data points
21 offered by Mr. Gilchrist, our Traffic Engineer, that the traffic impacts, while noticeably different, will
22 remain within the tolerances of a local street.

23 CHAIR KATZ: Thank you, Ted. Anybody else?

24 COMMISSIONER HAEFLE: So, echoing some of what Ted says, and also I just want to say that
25 I think that this...when I look at the plat of this proposed neighborhood, it's much more of a cluster
26 development than the one we're seeing in the UE. So, the values and intentions that I see expressed here
27 are exactly the kind of thing that Fort Collins needs. This seems like...they're not big houses. The
28 surrounding neighborhood certainly is not three houses to an acre, probably more like four or five. I also
29 lived on Ponderosa in a little six-unit thing when I was in college. So, I've lived in this
30 neighborhood...just a little further north and east of here. And, I think when we talk about...when
31 neighborhoods, communities talk about being an intentional community, every neighborhood is an
32 intentional community. And I think about my neighborhood, and friends that I have made there. This
33 morning I woke up and I realized that I have lived in the current neighborhood as long as I have lived
34 anywhere, including throughout my childhood. I started looking at where we had lived growing up, and I
35 have lived there longer, and we've formed an intentional community. Everybody is different, and that's a
36 huge thing. So, to hang your hat on this shared set of values and a lot of like-minded people coming
37 together feels a little exclusive to the existing neighborhood, and sort of diminishes their intentional
38 community as well. So, it really is painful to look at this and see that this enclave that's been explicitly
39 cut off, and basically this transaction that prohibits or prevents a connection from a new, large infill
40 development to an arterial street. That would have been the right way to do it. But, again, like everyone
41 says, it meets the standards that are required for a neighborhood...or for the street levels. So, it's...what
42 I'm hoping is that going forward, this traffic issue is addressed proactively somehow, and I have no idea
43 how, but it's mixed, my feelings about this.

1 CHAIR KATZ: Likewise. Adam, do you want to say anything, or do you just want us to keep it
2 moving?

3 COMMISSIONER SASS: No, I will be brief. I appreciate everyone that came out, and it's hard,
4 it's late, and everyone, both the people opposing and supporting. It's hard; what we are doing is difficult,
5 it's a difficult decision, and it's difficult for change, and change is hard. I said it at the last thing we
6 heard, change is hard. It's not...we're a growing community. I'm bound by the confines of our Land Use
7 Code, here we sit.

8 CHAIR KATZ: I feel like I've been delaying...don't want to deny the proposal, but I was hoping
9 there would be some sort of solution to the access would come out of this, or maybe a condition we could
10 impose, maybe a future solution and a continuation, but I just don't think that's going to happen. At this
11 point, I feel like we're not really being any more productive. I did hear the word community a lot, really
12 more intentional than I have in other developments...this is not just a, for lack of better words, cookie
13 cutter. I mean this place, it could be very special, and it took these applicants a whole lot of gumption to
14 do this and to be different. This is going to be different. I'm not happy about the access, but I'm bound
15 by the Land Use Code.

16 COMMISSIONER SASS: To help ease that, it's not this development...did nothing to cause that.
17 That's an undue burden. We made a condition of the approval of a modification on a previous one that it
18 would create undue hardship. It creates...it's hard.

19 CHAIR KATZ: Agreed. To me, it's a little bit more than growing pains because of the access
20 issue, but...

21 COMMISSIONER YORK: The other thing with it is that, you know, as we talked about earlier,
22 you have to have the rooftops before you get some of the other amenities, and so, having the rooftops here
23 will help get the Elizabeth BRT plan going, it will help, you know, promote the connection of Orchard all
24 the way through, and all of that. So, things happen incrementally, and this is just one of the incremental
25 steps to making those go.

26 CHAIR KATZ: Thank you, York. Are there any last comments before we ask for a motion?

27 COMMISSIONER SHEPARD: Obviously, Steve, you've heard that this is a neighborhood that
28 might be interested in some traffic calming, and maybe you could pass along to the Engineering
29 Department that we have standards that relate to construction traffic, hours of operation, dust control, et
30 cetera. And we heard tonight, and Mr. Martinez is still here, some of the impacts, and we saw some
31 pictures that he provided of what it's like to live in a construction zone, to live a block and a half away
32 from a very large downtown building being constructed. So, I hope these issues don't fall on deaf ears.
33 I'm pretty sure that there are ways to address some of these concerns as they arise, and I hope the lines of
34 communication stay open between the folks who addressed us tonight and Traffic Operations and City
35 Engineering.

36 CHAIR KATZ: Thanks Ted.

37 COMMISSIONER SASS: I move that the City of Fort Collins Planning and Zoning Commission
38 approve the Polestar Village Project Development Plan, PDP220010, with the following condition: prior
39 to signing the final plans, the owners of 2820 West Elizabeth Street, which abuts the Polestar Village
40 property to the south, provide an eight-foot wide easement, public access easement, across the west
41 portion of 2820 West Elizabeth Street for a future six-foot wide sidewalk walkway that will connect from
42 Polestar Village property to West Elizabeth Street, and provide a temporary construction easement for

1 construction of the walkway by the City in conjunction with future construction of a sidewalk on West
2 Elizabeth Street to which it will connect. The Commission finds that, in consideration of the conditions
3 of approval imposed, the project development plan satisfies all applicable Land Use Code requirements.
4 This decision is based upon the agenda materials, the information and materials presented during the work
5 session and this hearing, and the Commission discussion on this item. Further, this Commission hereby
6 adopts the information, analysis, findings of fact, and conclusions regarding this project development plan
7 contained in the staff report included in the agenda materials for this hearing.

8 COMMISSIONER HAEFELE: Second.

9 CHAIR KATZ: We have a motion and a second. Before we ask for roll call, I would really just
10 like to really emphasize that I hope the applicants proactively reach out to the concerned neighbors and
11 just be collaborative and listen to them. And, if it's traffic calming, what they want, maybe consider that.
12 We can't create new access; we wish we could, but we can't. So, bound by the Land Use Code, I will be
13 supporting this. Roll call please?

14 MS. MANNO: York?

15 COMMISSIONER YORK: Yes.

16 MS. MANNO: Sass?

17 COMMISSIONER SASS: Yes.

18 MS. MANNO: Shepard?

19 COMMISSIONER SHEPARD: Yes.

20 MS. MANNO: Haeefele?

21 COMMISSIONER HAEFELE: Yes.

22 MS. MANNO: Katz?

23 CHAIR KATZ: Yes. With that the project development plan for Polestar Village is approved.