

**Staff Report**  
**(with attachments)**  
**Presented to the**  
**Planning and Zoning**  
**Commission**

**March 23, 2023**

Planning & Zoning Commission Hearing: March 23, 2023

**MJA220004, Ziegler-Corbett ODP Major Amendment**

**Summary of Request**

This is a request for a Major Amendment to the Ziegler-Corbett Overall Development Plan (ODP) located southwest of the intersection of Ziegler Road and Paddington Road (parcel #s 8732000002, 8732400008, 8732000009). The original ODP, approved in February 2022, is a mixed-use project consisting of 400-700 residential dwelling units, a childcare center, and 50,000 square feet of commercial or community facility space. A major amendment is required to incorporate an additional enclaved parcel into the boundary of the ODP. No additional development is proposed; however, the boundary change creates an opportunity to shift the site’s primary access along Ziegler Road to align with Hidden Pond Drive and install a private traffic signal, which has implications for broader circulation patterns in the vicinity.

**Zoning Map**



**Next Steps**

If approved by the decision maker, future Project Development Plans (PDPs) will be reviewed for compliance with the amended Overall Development Plan and brought forward for P&Z consideration.

**Site Location**

The project is located southwest of the intersection of Ziegler Road and Paddington Road, between Front Range Village and The English Ranch neighborhood (Parcel #s 8732000002, 8732400008, 8732000009).

**Zoning**

Harmony Corridor (HC)

**Property Owner**

Ziegler 1924B LLC  
1808 Seashell Ct  
Windsor, CO 80550

**Applicant/Representative**

Chris Beabout  
Landmark Homes  
6341 Fairgrounds Ave, Suite 100  
Windsor, CO 80550

**Staff**

Ryan Mounce, City Planner

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**Staff Recommendation**

Approval

## 1. Project Introduction

### A. PROJECT DESCRIPTION

The Major Amendment (MJA) proposes expanding the boundary of the Ziegler-Corbett ODP by incorporating one additional parcel along the western frontage of Ziegler Road. Alongside this expanded boundary, the major amendment also proposes shifting the primary access point north to align with the Hidden Pond Drive intersection and the installation of a privately funded traffic signal. As a result of the shift in the location of primary access, the ODP's primary east-west circulation route also shifts to the north. No changes are proposed to the land uses or the number of dwelling units and commercial square footage approved with the original ODP.

### B. DEVELOPMENT BACKGROUND & CONTEXT

The 33-acre site is currently undeveloped and was annexed into the City as part of the Spring Creek Farms 4th Annexation in 1994. Adjacent development includes the Front Range Village shopping center to the south, The English Ranch subdivision to the north, Affinity Fort Collins, a senior apartment building to the west, and the Broadcom/HP Campus and Woodland Park subdivision to the east across Ziegler Road.

The original Ziegler-Corbett ODP was approved in February 2022 for a mixed-use project consisting of 400 – 700 single family attached, multifamily, and mixed-use dwelling units, a childcare center, and 50,000 square feet of office or community facility space. As part of the original ODP approval, the following modification of standards and alternative compliance requests were approved:

- Modification to Section 4.26(D)(2), to permit up to 100% secondary land uses across the site.
- Modification to Section 4.26(D)(3)(a), to permit up to 4 residential stories, with conditions, in certain areas of the site.
- Alternative Compliance to Section 3.6.3, to replace a local street connection north to The English Ranch neighborhood with a bike/pedestrian only connection.

In consideration of the ODP and the Modification of Standards, the project was approved with a condition that the future project development plan submittals demonstrate compliance with the following City Plan policies:

#### Policy LIV 3.5 – Distinctive Design

Require the adaptation of standardized corporate architecture to reflect local values and ensure that the community's appearance remains unique. Development should not consist solely of repetitive design that may be found in other communities.

#### Policy LIV 3.6 – Context-Sensitive Development

Ensure that all development contributes to the positive character of the surrounding area. Building materials, architectural details, color range, building massing, and relationships to streets and sidewalks should be tailored to the surrounding area.

### Surrounding Zoning and Land Uses

	North	South	East	West
<b>Zoning</b>	The English Ranch Neighborhood (LMN)	Front Range Village Regional Shopping Center (HC)	Woodland Park Estates (RL) and Broadcom/HP Campus (HC)	Front Range Village (HC) and Affinity Fort Collins Apartments (HC)
<b>Land Use</b>	Single family detached units	Retail	Single family attached & detached units; office campus	Retail; multifamily

An important element to this site's background is the history of changes to street connectivity to/from the property and potential downstream impacts on traffic operations for this section of the community. Prior to the construction of the southern portion of The English Ranch neighborhood and the Front Range Village shopping center, a previous ODP (Symbios Logic) and the City's Master Street Plan both envisioned Corbett Drive, a collector street, traversing across the ODP site to create a connection between Harmony Road and Paddington Road within The English Ranch Neighborhood.

In the early 2000's the Harmony Corridor Plan was amended to allow for a regional shopping center (Front Range Village) northwest of Harmony and Ziegler Roads and south of the Ziegler-Corbett ODP site. During the review of Front Range Village, neighbors in English Ranch raised concerns about having a direct connection between the shopping center and the neighborhood via Corbett Drive and additional cut-through retail traffic.

In 2010 during a Master Street Plan update, staff and neighbors shared these concerns with City Council, who sought input and tradeoffs for removing the Corbett collector street connection on the Master Street Plan between Front Range Village and The English Ranch neighborhood. While Council ultimately decided to remove the connection, it was indicated a local street connection may still be required and that the issue would need to be addressed at the time of future development.

In 2021-2022 during the review of the Ziegler-Corbett ODP, staff held two neighborhood meetings and heard feedback from English Ranch neighbors indicating strong concern about including a local street connection from the ODP site north to Paddington Road. Similar to the 2010-era discussions, neighbors are concerned about potential cut-through traffic to Front Range Village, impacts to neighborhood traffic speeds/safety, and some frustration that a street connection was again being considered given the prior Council decision and process from 2010.

During the Ziegler-Corbett ODP review, an alternative compliance request was approved that converted what would typically have been a required local street connection to a bike/ped only connection. Similar to the 2010 Master Street Plan discussion, staff found that while the surrounding arterial streets could continue to function without this connection, a tradeoff of removing this street connectivity could impact the timing and location of a future traffic signals along Ziegler, which is desired by many nearby residents. In addition to the neighborhood input opposing the street connection, staff also felt absent updated Council guidance, a local street connection would duplicate a condition which stakeholders and City Council had previously taken action to remove.

A compilation of previous meeting notes and Council work session materials pertaining to consideration of the removal of the Corbett Drive Master Street Plan connection from 2010 is attached.

## **C. OVERVIEW OF MAIN CONSIDERATIONS**

Given no proposed changes to development intensity/capacity of the ODP site, the main consideration of the major amendment relates to the potential longer-term impacts of moving the primary Ziegler Road access to align with Hidden Pond and installing a privately funded traffic signal. A traffic signal at the Ziegler/Hidden Pond intersection precludes a future signal at the Ziegler/Paddington/Grand Teton intersection due to signal spacing requirements.

A revised ODP traffic study indicates warrants for a traffic signal at the Ziegler/Hidden Pond intersection considering the anticipated number of trips from both the ODP site, the small number of existing Hidden Pond Drive users east of Ziegler, as well as some trips from Front Range Village and Affinity apartments. The installation of the proposed signal would be privately funded without eligibility for Street Oversizing reimbursement.

Long term transportation planning for this area originally anticipated the potential for a signalized intersection at the Ziegler/Paddington intersection, given Paddington is a designated collector street at half-mile spacing between the Ziegler/Harmony and Ziegler/Horsetooth intersections. While current traffic levels at the Ziegler/Paddington/Grand Teton intersection do not warrant a signal, a connection between the Ziegler-Corbett ODP site and Paddington Road in The English Ranch neighborhood likely would have reached warrants for a signal that could serve English Ranch, Woodland Park and the Ziegler-Corbett ODP site.

During a neighborhood meeting for the major amendment, staff shared several traffic and connectivity scenarios, including information about tradeoffs of a signal at Ziegler/Hidden Pond preventing a future signal at Ziegler/Paddington/Grand Teton. Ultimately, input from neighbors in the vicinity remains mixed. While many neighbors express a desire for a light at the Ziegler/Paddington/Grand Teton intersection, many neighbors in English Ranch and the English Ranch HOA oppose a street connection between the ODP site and Paddington Road that would help generate the warrant for the signal.

Many Woodland Park neighbors are equally frustrated and input from these neighbors tend to be more in favor of a connection to help support a signal at the Ziegler/Paddington/Grand Teton intersection. Woodland Park neighbors point out the only access to their subdivision comes from Ziegler Road while English Ranch has multiple access points to other arterial streets and a signal would be quite beneficial for their neighborhood.

Input has also been shared by Hidden Pond Estates neighbors that a signalized intersection at Ziegler/Hidden Pond could generate accidental traffic trying to use their private street even though it has no outlet.

Staff feels a signalized intersection at the Ziegler/Hidden Pond intersection or a connection between the ODP site and Paddington Road and a signal at Ziegler/Paddington/Grand Teton are both feasible options, and preferable to the original ODP access point using a 'Channelized-T' intersection located between the Ziegler/Hidden Pond intersection and the Front Range Village service access entrance. A warrant for a signal along this stretch of Ziegler Road will provide a bicycle and pedestrian crossing solution which has been identified as a need in the Active Modes Plan. A signal may also provide some limited relief breaking up the constant flow of traffic created by the Ziegler/Horsetooth roundabout further north.

Ultimately, staff is recommending the proposed ODP access point aligning at the Ziegler/Hidden Pond intersection with a traffic signal. While neighborhood input has been mixed, a connection between the ODP site and English Ranch that would generate the warrant for a signal at Ziegler/Paddington/Grand Teton remains strongly opposed for similar reasons it was originally removed as a collector street connection by City Council in 2010. During the 2010 era deliberations, staff had shared that removing the Corbett connection could result in shifts in the location of future Ziegler Road traffic signals. A signal at Ziegler/Hidden Pond mimics this earlier prediction and would result in a more immediate benefit in providing a bike/pedestrian crossing across this stretch of Ziegler.

#### **D. CITY PLAN PRINCIPLES AND POLICIES:**

The City's comprehensive plan (2019 City Plan) was developed with the participation of thousands of community members and embodies the vision and values of the community for the future. A basic aspect of the vision pertinent to the proposal is the unique character and sense of place in Fort Collins.

The City Plan's Structure Plan Map includes place types—or land use categories—which provide a framework for the ultimate buildout of Fort Collins. These place types provide a policy structure that can apply to several specific zone districts within each place type by outlining a range of desired characteristics. The subject property is consistent with the "Mixed Employment place type" land use designation, which is the overlying land use designation for both the E and HC zone districts.

City Plan provides guidance that the Structure Plan is not intended to be used as a stand-alone tool; rather, it should be considered in conjunction with the accompanying principles, goals and policies contained in City Plan as a tool to guide future growth and development. Key principles and policies relevant to the project include the following:

**OUTCOME AREA "LIV" -- NEIGHBORHOOD LIVABILITY AND SOCIAL HEALTH – Managing Growth:** These principles help the City to manage growth by encouraging infill and redevelopment, ensuring this development is compatible with the character of the surrounding neighborhood or area.

#### **PRINCIPLE LIV 2: Promote Infill and Redevelopment:**

**POLICY LIV 2.1 - REVITALIZATION OF UNDERUTILIZED PROPERTIES.** Support the use of creative strategies to revitalize vacant, blighted or otherwise underutilized structures and buildings, including, but not

limited to: Infill of existing surface parking lots—particularly in areas that are currently, or will be, served by bus rapid transit (BRT) and/or high-frequency transit in the future.

**PRINCIPLE LIV 3: Maintain and enhance our unique character and sense of place as the community grows:**

POLICY LIV 3.1 - PUBLIC AMENITIES. Design streets and other public spaces with the comfort and enjoyment of pedestrians in mind ...such as plazas, pocket parks, patios, children’s play areas, sidewalks, pathways...

POLICY LIV 3.6 - CONTEXT-SENSITIVE DEVELOPMENT. Ensure that all development contributes to the positive character of the surrounding area. Building materials, architectural details, color range, building massing, and relationships to streets and sidewalks should be tailored to the surrounding area.

**PRINCIPLE LIV 4 – Enhance neighborhood livability:**

POLICY LIV 4.2 - COMPATIBILITY OF ADJACENT DEVELOPMENT. Ensure that development that occurs in adjacent districts complements and enhances the positive qualities of existing neighborhoods. Developments that share a property line and/or street frontage with an existing neighborhood should promote compatibility by: Continuing established block patterns and streets to improve access to services and amenities from the adjacent neighborhood; Incorporating context-sensitive buildings and site features (e.g., similar size, scale and materials); and Locating parking and service areas where impacts on existing neighborhoods—such as noise and traffic—will be minimized.

**Principle LIV 5 – Create more opportunities for housing choices.**

POLICY LIV 5.3 - LAND FOR RESIDENTIAL DEVELOPMENT. Use density requirements to maximize the use of land for residential development to positively influence housing supply and expand housing choice.

## 2. Public Outreach

A neighborhood meeting was held on January 5, 2023 for the Major Amendment. A video recording of the meeting may be viewed online at: [https://www.youtube.com/watch?v=Cwhdjgz\\_xrA](https://www.youtube.com/watch?v=Cwhdjgz_xrA). Two previous neighborhood meetings were also held during the original ODP review and featured similar discussion topics. Those meeting summaries can be found as attachments. Staff also had the opportunity to discuss the proposal with the English Ranch HOA virtually on March 6, 2023.

Main Topics discussed at the meeting included:

1. Concerns about the potential for a street connection between the ODP site to Paddington Road in the English Ranch neighborhood.
2. Desire to find solutions, including a possible signal, at the Ziegler/Paddington/Grand Teton intersection.
3. Concern about the density and amount of traffic generated by future ODP development.
4. Concern a signalized intersection at Ziegler/Hidden Pond is favoring new development over traffic issues faced by existing neighborhoods.
5. Discussion of alternative traffic and connection scenarios shared by neighbors.

Both prior to and at the neighborhood meeting, neighbors shared an idea about a connectivity scenario where an angled street connection from the ODP site through the English Ranch detention pond could be made to Paddington Road closer to the intersection with Ziegler Road. The goal behind this proposal was to make a connection that would not impact English Ranch neighbors with additional cut-through traffic through main segments of the neighborhood and generate additional traffic/connectivity to warrant a traffic signal at the Ziegler/Paddington/Grand Teton intersection. Many neighbors felt this idea was compelling and sought additional evaluation of feasibility.



After additional analysis, staff has major concerns about the feasibility of the idea as a potential solution. Key concerns include:

- The angle and intersection spacing where the proposed connection would connect to Paddington Road near the intersection with Ziegler Road would likely not meet standards for spacing and driver visibility issues, creating potential safety hazards.
- The street connection would traverse an existing detention pond serving English Ranch. Based on current standards the pond is undersized and any modification could create additional nonconformity or require alternate off-site drainage locations.
- The detention pond is also not owned by the City or applicant and would require sale/consent of the English Ranch HOA as existing property owners and no formal communication has been received about the potential use or modification of the pond.

### 3. Land Use Code Article 2 – Applicable Standards

#### A. PROJECT DEVELOPMENT PLAN PROCEDURAL OVERVIEW

##### 1. Conceptual Design Review – CDR220035

A conceptual design review meeting was held on May 5, 2022.

##### 2. First Submittal – MJA220004

The Major Amendment was submitted on November 15, 2022.

##### 3. Neighborhood Meeting

Pursuant to *LUC Section 2.2.2 – Step 2: Neighborhood Meetings*, a neighborhood meeting is required for Planning and Zoning Commission (Type 2) projects. An in-person neighborhood meeting was held on January 5, 2023.

##### 4. Notice (Posted, Written and Published)

Posted Notice: November 18, 2022, Sign #719.

Written Hearing Notice: March 8, 2023, 938 addresses mailed.

Published Coloradoan Hearing Notice: Scheduled for March 5, 2023

#### B. MAJOR AMENDMENT OVERVIEW

Section 2.2.10 outlines the process and review procedures for minor and major amendments to approved plans, including Overall Development Plans. Per minor amendment criteria 2.2.10(A)(2)(e), minor amendments exclude changes that would result in site improvements outside the boundaries of the originally approved plan. Given the expansion of the ODP boundaries this change automatically results in a major amendment review.

Additionally, while the proposed ODP changes do not alter previously approved development program and capacity, the resulting impact of the shift in the ODP's main access point and long term implications of installing a traffic signal at the Ziegler/Hidden Pond intersection should be evaluated as a change in character appropriate to a major amendment review.

Attached is the staff report for the original Ziegler-Corbett ODP approved in February 2022 which documents in detail compliance with standards in Articles 2 Land Use Code where ODP standards are located. As relatively few internal changes are proposed, the remaining sections of this staff report summarize

compliance with applicable ODP standards contained in Section 2.3.2 as a result of the proposed Major Amendment.

## **C. ODP STANDARDS – SECTION 2.3.2**

Section 2.3.2 (H) of the Land Use Code identifies seven criteria for reviewing an ODP, which are summarized as follows:

### **1) Section 2.3.2(H)(1) – Permitted Uses and District Standards**

This standard requires the ODP to be consistent with the permitted uses and applicable zone district standards and any applicable general development standards that can be applied at the level of detail required for an ODP submittal.

The major amendment proposes no changes to land uses within the ODP, which are proposed to include single-family attached, multifamily, and mixed-use dwellings, a childcare center, and office and/or community facility space. All land uses are permitted in the Harmony Corridor (HC) zone district.

Additionally, the HC zone district prescribes a minimum of 75% primary employment uses and a maximum of 25% secondary uses. The ODP is proposing a ratio of secondary uses exceeding the 25% secondary use maximum. A modification of standard was previously approved permitting up to 100% secondary uses for the ODP.

### **2) Section 2.3.2(H)(2) – Density**

This standard requires that the Overall Development Plan be consistent with the required density range of residential land uses.

For residential developments, the HC district requires an overall minimum average density of seven dwelling units per net acre. No changes to density are associated with the Major Amendment. Between 400 – 700 residential units are proposed, complying with the standard, and representing a gross density of approximately 12 to 21 units per acre.

### **3) Section 2.3.2(H)(3) and 2.3.2(H)(4) – Master Street Plan, Street Pattern, Connectivity, Transportation Connections to Adjoining Properties**

These standards require the ODP to conform to the Master Street Plan, Street Pattern and Connectivity standards, and also to conform with Transportation Level of Service requirements. There are no issues with ODP compliance related to these standards with the exception of 3.6.3(E) *Distribution of Local Traffic to Multiple Arterial Streets* and 3.6.3(F) *Utilization and Provision of Sub-Arterial Street Connections to and from Adjacent Developments and Developable Parcels*. An alternative compliance request was approved with the original ODP approval regarding these standards related to converting a local street connection to a bike/ped connection between the ODP site north to Paddington Road in The English Ranch neighborhood.

As discussed previously in this report, this connection point is subject to opposition by many neighbors in The English Ranch neighborhood and was subject to a community dialogue and Council decision in 2010 that removed a collector-street level connection over cut-through traffic concerns. A local street connection duplicates many of these concerns and conditions that originally lead to the decision to remove a connection initially. Updated traffic studies and analysis indicate the nearby arterial street network can continue to function and meet Transportation Level of Service requirements absent this connection, however, impacts to the timing and location of signalized intersections along Ziegler Road result from removing a local street connection.



#### **4) Section 2.3.2(H)(5) – Natural Features**

This standard requires an ODP to show the general location and size of all natural areas, habitats and features within its boundaries and shall indicate the rough estimate of the buffer zone as per Section 3.4.1(E)

The ODP does not contain any natural areas, habitats of features as identified on the City's *Natural Habitats and Features* inventory map and no natural habitat buffer zones are required within the ODP boundary.

#### **5) Section 2.3.2(H)(6) – Drainage Basin Master Plan**

This standard requires an ODP to be consistent with the appropriate Drainage Basin Master Plan.

The ODP is located within the Fox Meadows Drainage Basin. A drainage report has been reviewed by stormwater staff and there are no drainage issues associated with the ODP. The ODP map indicates the approximate location and sizing of future detention areas. Future project reviews within the ODP boundary will comply with the City's stormwater management, water quality requirements, and low impact development standards.

#### **6) Section 2.3.2(H)(7) – Housing Density and Mix of Uses**

This section requires that any standards relating to housing density and mix of uses will be applied over the entire ODP and not on each individual PDP.

Within the HC zone district, a mix of housing types is required for projects proposing residential dwellings. For projects greater than 30 acres in size, a minimum of three housing types are required.

No changes are associated with the Major Amendment to the ODP's mix of housing types. Housing types shall include single-family attached, multifamily, and mixed-use dwellings. Additional housing types may be provided when individual PDPs are reviewed as multifamily buildings with varying unit numbers per building may count as additional housing types in the HC district.

In addition to these recognized housing types in the HC district, 12 live-work units are proposed that will feature street-oriented commercial storefronts.

## **4. Findings of Fact/Conclusion**

In evaluating the request for the Ziegler-Corbett ODP Major Amendment, MJA220004, Staff makes the following findings of fact:

1. The Major Amendment complies with the applicable procedural and administrative requirements of Article 2 of the Land Use Code.
2. The Major Amendment complies with the applicable review standards for Overall Development Plans of Section 2.3.2(H)(1) through (7).

## **5. Recommendation**

Staff recommends that the Planning and Zoning Commission make a motion to approve the Ziegler-Corbett ODP Major Amendment, MJA220004, based on the Findings of Fact and supporting explanations found in the staff report and hearing materials.

## **6. Attachments**

1. Statement of Planning Objectives
2. Overall Development Plan Map
3. January 2023 Neighborhood Meeting Summary

4. September 2021 Neighborhood Meeting Summary
5. February 2022 Neighborhood Meeting Summary
6. Public Comments
7. Original ODP Staff Report (February 2022)
8. 2010 Corbett Connection Materials (Council Work Session, Neighborhood Meeting Summary)
9. Staff presentation

Relevant Links

- Traffic Impact Study  
<https://records.fcgov.com/PlanningDevelopment/DocView.aspx?id=15941041&dbid=0&repo=FortCollins>
- ODP Major Amendment Utility & Drainage Plan:  
<https://records.fcgov.com/PlanningDevelopment/DocView.aspx?id=15892862&dbid=0&repo=FortCollins>
- ODP Major Amendment Drainage Report:  
<https://records.fcgov.com/PlanningDevelopment/DocView.aspx?id=15892863&dbid=0&repo=FortCollins>
- ODP Major Amendment Intersection Spacing Variance Request  
<https://records.fcgov.com/PlanningDevelopment/DocView.aspx?id=15892867&dbid=0&repo=FortCollins>

November 11, 2022

## Ziegler – Corbett ODP Statement of Planning Objectives

This proposal is for a Major Amendment to the approved Overall Development Plan (ODP) submittal for the Ziegler-Corbett property located west of Ziegler Road and South of Paddington Rd. The properties are owned by ZIEGLER 1924B LLC, JAR PLUS 3 LLC and DAVID L YOUNG TRUST and contains approximately 32.6 acres total. The property is located in the Harmony-Corridor (HC) Zone District and will be subject to a Type 2 review with required neighborhood meeting.

The property currently is undeveloped and will include primary and/or secondary uses as allowed by the previously approved modifications and the Ft Collins Land Use Codes.

Property Owners within the ODP area:

Parcel Number: 8732000002  
JAR PLUS 3 LLC

Parcel Number : 8732400008  
DAVID L YOUNG TRUST

Parcel Number: 8732000009  
ZIEGLER 1924B LLC

Parcel Number: 8732400010  
ZIEGLER 1924B LLC

Uses surrounding the property consist of the following:

South: Front Range Village – Commercial / Retail / Office  
West: Affinity – Multi-Family  
North: English Ranch Subdivision – Single Family  
East: Avago Technologies – Corporate Campus

Vehicular access for the project will be from Ziegler Road via a new full movement lighted intersection that provides access into the neighborhood from the east and access from Corbett Dr. on the west. The site design will incorporate pedestrian access and connectivity utilizing sidewalks and open space, including pedestrian controlled access across Ziegler Rd.

The project will be designed to be compatible with the surrounding neighborhoods as required by the City Code. Architectural compatibility will be achieved by incorporating design elements from the surrounding neighborhood such as building materials, horizontal lap siding, shingle siding and board and batten siding in contrasting colors. In addition, there will be brick and stone veneer accents. The roofs will consist of asphalt shingles and / or standing seam metal

(i) **Statement of appropriate City Plan Principles and Policies achieved by the proposed plan:**

The Ziegler-Corbett ODP meets the following applicable City Plan Principles and Policies:

**Livability and Social Health**

**Principle LIV 2: Promote infill and Redevelopment**

**Policy LIV 2.1 - REVITALIZATION OF UNDERUTILIZED PROPERTIES**  
Support the use of creative strategies to revitalize vacant, blighted or otherwise underutilized structures and buildings.

**Policy LIV 2.2 - PRIORITY LOCATIONS FOR INFILL AND REDEVELOPMENT** Ensure appropriate use of the City's public investments in infrastructure/improvements in the following areas to achieve the City's strategic goals:

Being underutilized, this project is an ideal infill project, and is within walking distance to many destinations including other targeted 'areas of activity' as described throughout the City Plan.

**Principle LIV 5: Create more opportunities for housing choices.**

**Policy LIV 5.1 - HOUSING OPTIONS**  
To enhance community health and livability, encourage a variety of housing types and densities, including mixed-used developments that are well served by public transportation and close to employment centers, shopping, services and amenities.

**Policy LIV 5.3 - LAND FOR RESIDENTIAL DEVELOPMENT**

Use density requirements to maximize the use of land for residential development to positively influence housing supply and expand housing choice.

The project provides an opportunity for development of an existing vacant site and the design of the buildings will be compatible with the surrounding neighborhood and setting.

**Policy LIV 5.6 - EXISTING NEIGHBORHOODS**

**Expand housing options in existing neighborhoods (Where permitted by underlying zoning) by encouraging:**

- **Infill development on vacant and underutilized lots;**
- **Internal ADUs such as basement or upstairs apartments;**
- **Detached ADUs on lots of sufficient size; and**
- **Duplexes, townhomes or other alternatives to detached single-family homes that are compatible with the scale and mass of adjacent properties.**

This development has the opportunity and ability to incorporate different housing types to provide variety along the streetscape. This can be accomplished with the use of different facades and/or materials even if similar models are adjacent to each other.

**Principle LIV 6: Improve access to housing that meets the needs of residents regardless of their race, ethnicity, income, age, ability or background.**

**Policy LIV 6.1 - BASIC ACCESS**

**Support construction of housing units with practical features that provide access and functionality for people of all ages and widely varying mobilities.**

**Policy LIV 6.8 - MONITOR HOUSING AFFORDABILITY**

**Collect, maintain and disseminate information on housing affordability such as cost, demand and supply of affordable housing stock.**

The development will provide housing targeted towards all age groups and demographics.

**Principle LIV 7: A variety of housing types and densities for all income levels shall be available throughout the Growth Management Area.**

**Policy LIV 7.1 – Encourage Variety in Housing Types and Locations**

**Policy LIV 7.4 – Maximize Land for Residential Development**

This development has the opportunity and ability to incorporate different housing types to provide variety along the streetscape. This can be accomplished with the use of different facades and/or materials even if similar models are adjacent to each other.

## **Principle LIV 9: Encourage development that reduces impacts on natural ecosystems and promotes sustainability and resilience.**

### **Policy LIV 9.1 - EFFICIENCY AND RESOURCE**

**CONSERVATION** Reduce net energy and water use of new and existing buildings through energy-efficiency programs, incentives, building and energy code regulations, and electrification and integration of renewable energy technologies.

### **Policy LIV 9.2 - OUTDOOR WATER USE**

Promote reductions in outdoor water use by selecting low-water-use plant materials, using efficient irrigation, improving the soil before planting and exploring opportunities to use non-potable water for irrigation.

The project will provide an attractive streetscape with street trees and detached sidewalks along the main drive. Water conservation and the use of low water consuming plants and grasses will be encouraged.

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## **Culture and Recreation**

### **Principle CR 2: Provide a variety of high-quality outdoor and indoor recreational opportunities that are accessible to all residents.**

#### **Policy CR 2.1 - RECREATION OPPORTUNITIES**

Maintain and facilitate the development of a well-balanced system of parks, trails, natural areas and recreation facilities that provide residents and visitors of all races/ethnicities, incomes, ages, abilities and backgrounds with a variety of recreational opportunities.

#### **Policy CR 2.2 - INTERCONNECTED SYSTEM**

Support an interconnected regional and local system of parks, trails and open lands that balances recreation needs with the need to protect wildlife habitat and other environmentally sensitive areas. Where appropriate, place trails along irrigation ditches and storm drainageways to connect to destinations such as schools, open lands and neighborhood centers.

A variety of open spaces and parks are envisioned for this development. These could include pocket parks, open spaces areas and trails.



## **Principle CR 3: Adapt and expand parks and recreation facilities and programs to meet the needs of a changing community.**

### **Policy CPR 3.4 – Adhere to Best Management Practices**

**Follow Environmental Best Management Practices for the maintenance of parks and recreation facilities, such as water conservation and the use of untreated water for irrigation purposes in appropriate areas, managing turf and adhering to policies for weed and pest control, utilizing low emission equipment and providing renewal energy opportunities, reducing solid waste through composting and recycling, and certifying sanctuary areas through Audubon International.**

Water conservation and the use of low water consuming plants and grasses will be encouraged. This development will utilize quality landscape materials throughout the site, including enhanced entryway and screening in any appropriate areas.

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## **Economic Health**

**Policy EH 4.1: The City will encourage the redevelopment of strategic areas within the community as defined in the Community and Neighborhood Livability and Neighborhood Principles and Policies.**

**AND**

### **Policy EH 4.2 – Reduce Barriers to Infill Development and Redevelopment**

The project, is an ideal infill project and is within walking distance to many destinations including other targeted 'areas of activity' as described throughout the City Plan. Residential / Mixed use is an ideal transition to the single-family neighborhood and the commercial district of Front range Village

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## **Environmental Health**

**Principle ENV 19: The City will pursue opportunities to protect and restore the natural function of the community's urban watersheds and streams as a key component of minimizing flood risk, reducing urban runoff pollution, and improving the ecological health of urban streams.**

**Policy ENV 19.2 – Pursue Low Impact Development**

Low Impact Development (LID) encompasses many aspects of the proposed design. Permeable pavers will be utilized within private drives and/or parking lots as required. The site will be planned with the intent to provide green space buffers and swales to minimize directly connected impervious areas and promote infiltration. Rain Gardens and/or drywells will be utilized where applicable to treat stormwater prior to entering detention areas.

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**Safe Community**

**Principle SC 1: Create public spaces and rights-of-way that are safe and welcoming to all users.**

**Policy SC 1.1 - NEIGHBORHOOD RELATIONS**

**Provide and expand opportunities for neighborhood safety and involvement by fostering good neighborhood relations, building a sense of community pride and involvement, promoting safe and attractive neighborhoods, and encouraging compliance with City codes and regulations.**

A mix of land uses and programming will provide multiple efficient options for movement throughout this development. Bike trails and bike lanes will be used where appropriate to provide alternative methods of travel throughout the development. Development streets will be safe for cars, pedestrian and bicycles as well as attractive. The use of street trees and street lighting will contribute to the safety and aesthetics.

**Policy SC 1.2 - PUBLIC SAFETY THROUGH DESIGN**

**Provide a sense of security and safety within buildings, parking areas, walkways, alleys, bike lanes, public spaces and streets through creative placemaking and environmental design considerations, such as appropriate lighting, public art, visibility, maintained landscaping and location of facilities.**

The street system will provide an interconnected network with transportation options to cars, bicycles and pedestrians while providing direct access to community amenities, employment areas and commercial development.

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## **Transportation**

**Principle T 8: Transportation that provides opportunities for residents to lead healthy and active lifestyles will be promoted.**

**Policy T 8.1 – Support Active Transportation**

**Policy T 8.2 – Design for Active Living**

**Principle T10: Using transit will be a safe, affordable, easy, and convenient mobility option for all ages and abilities.**

**Policy T 10.1 – Transit Stops**

**Policy T 10.6 – High Frequency Transit Service**

**Principle T11: Bicycling will be a safe, easy, and convenient mobility option for all ages and abilities**

The location of this project with quick access to the Harmony Street Corridor will promote and support the idea of a predominance of the daily trips of the residents of this project utilizing alternative modes of transportation (walking/biking) or public transportation which includes a Transfort bus stop walking distance along Harmony.

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## **High Performing Community**

N/A

- (ii) **Description of proposed open space, wetlands, natural habitats and features, landscaping, circulation, transition areas, and associated buffering on site and in the general vicinity of the project.**

Pedestrian and bicycle trails as well natural buffer areas, parks and/or pocket parks will be integrated into the development. Various modes of circulation will be provided between specified uses, parks and natural areas. These connections will provide access to the harmony Corridor as well as providing the same connection for the neighborhood to the north.

- (iii) Statement of proposed ownership and maintenance of public and private open space areas; applicant's intentions with regard to future ownership of all or portions of the project development plan.**

Common open space will be owned and maintained by the HOA.

- (iv) Estimate of number of employees for business, commercial, and industrial uses.**

The type and quantity of commercial has not yet been determined therefore an estimated number of employees cannot be determined. This information will be provided at PDP.

- (v) Description of rationale behind the assumptions and choices made by the applicant.**

The rationale behind the project is to provide multi-family, single-family attached housing units and mixed-use in a location that is currently in need for more of these housing types.

- (vi) The applicant shall submit as evidence of successful completion of the applicable criteria, the completed documents pursuant to these regulations for each proposed use. The planning Director may require, or the applicant may choose to submit, evidence that is beyond what is required in that section. Any variance from the criteria shall be described.**

The submitted documents reflect the applicable criteria for the proposed use. Included are two modifications requesting the reduction on the limits of secondary uses and to increase residential buildings to 4 stories.

- (vii) Narrative description of how conflicts between land uses or disturbances to wetlands, natural habitats and features and or wildlife are being avoided to the maximum extent feasible or are mitigated.**

No existing ecological significance or native habitat is known or documented.

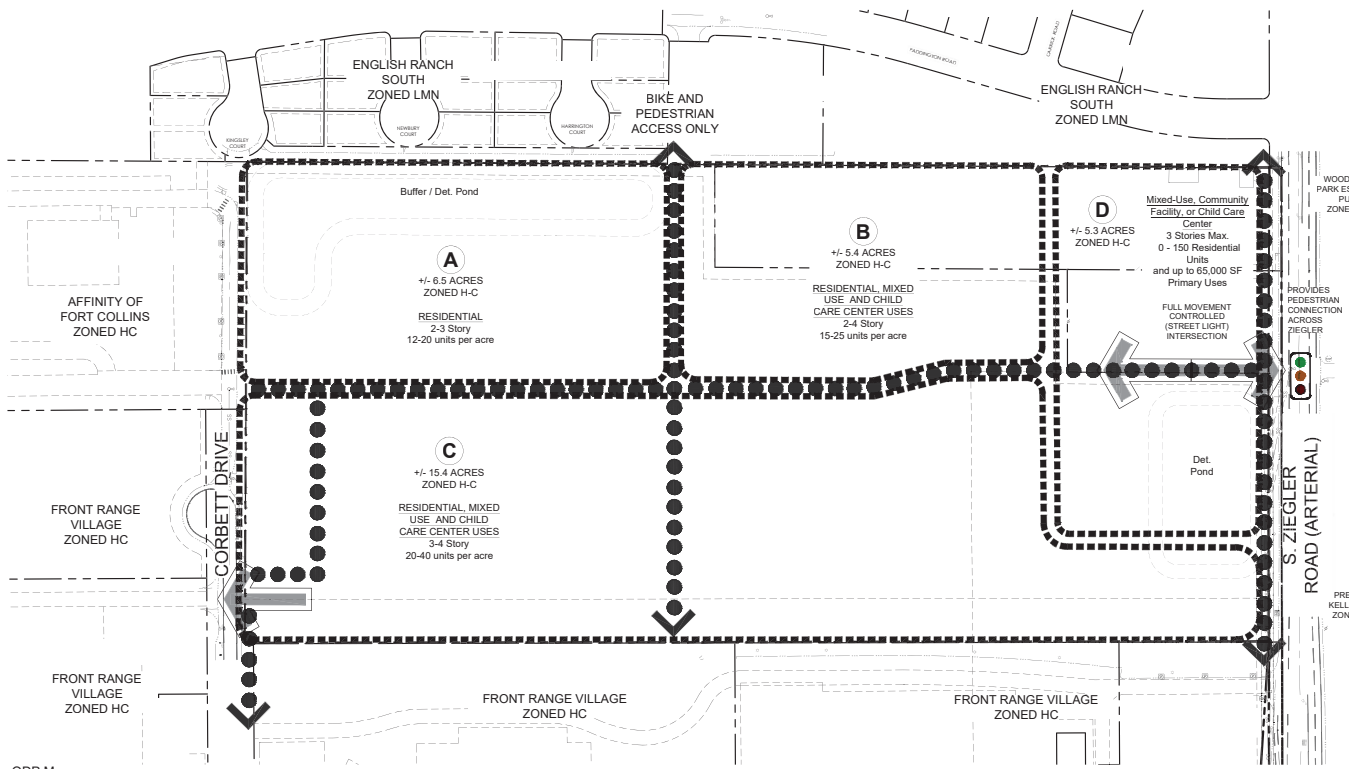
- (viii) Written narrative addressing each concern/issue raised at the neighborhood meeting(s), if a meeting has been held.**

- (ix) **Name of the project as well as any previous name the project may have had during Conceptual Review.**

The project is currently named Ziegler-Corbett ODP.

- (x) **Parking narrative describing the parking demand generated with consideration of: the number of employees, tenants, and/or patrons; the amount and location of parking provided; where anticipated spill-over parking will occur; and, any other considerations regarding vehicle parking.**

Parking will meet or exceed the parking requirements for the uses anticipated in the ODP.



**Owner's Certification of Approval:**

THE UNDERSIGNED DOES/DOES SHE/DOES HE HEREBY CERTIFY THAT I/WE ARE THE LAWFUL OWNERS OF REAL PROPERTY DESCRIBED ON THIS SITE PLAN AND DO HEREBY CERTIFY THAT I/WE ACCEPT THE CONDITIONS AND RESTRICTIONS SET FORTH ON SAID SITE PLAN. IN WITNESS WHEREOF, WE HAVE HEREIN SET OUR HANDS AND SEALS THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2017.

JAR PLUS 3, LLC, A COLORADO LIMITED LIABILITY COMPANY  
 LRR INVESTMENTS, LLC, A COLORADO LIMITED LIABILITY COMPANY  
 ZIEGLER 1524B, LLC, A COLORADO LIMITED LIABILITY COMPANY

WIRE RICE, MANAGER  
 NOTARIAL CERTIFICATE  
 STATE OF COLORADO  
 COUNTY OF LARIMER  
 THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME BY \_\_\_\_\_ THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2017.  
 MY COMMISSION EXPIRES: \_\_\_\_\_ NOTARY PUBLIC  
 (SEA)

**Planning Approval:**

BY THE DIRECTOR OF COMMUNITY DEVELOPMENT AND NEIGHBORHOOD SERVICES OF THE CITY OF FORT COLLINS, COLORADO THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, A.D. 20\_\_\_\_.

DIRECTOR OF COMMUNITY DEVELOPMENT AND NEIGHBORHOOD SERVICES

**General Notes:**

- ZIEGLER - CORBETT OVERALL DEVELOPMENT PLAN WILL BE A RESIDENTIAL AND MIXED-USE DEVELOPMENT AS PART OF THE HARBONY CORRIDOR (H-C) ZONE DISTRICT. THE PROPOSED DEVELOPMENT WILL HAVE A MIX OF HOUSING TYPES AS REQUIRED/DALLOWED PER THE UNDERLYING ZONE DISTRICT AND ANY APPROVED MODIFICATIONS.
- THE PROPOSED LAND USES AND DENSITIES SHOWN ON THIS ODP ARE APPROXIMATE. ANY ADDITIONAL LAND USES NOT ALLOWED IN THE APPLICABLE ZONE DISTRICTS MUST BE APPROVED ACCORDING TO THE CRITERIA AS SET FORTH BY THE CITY OF FORT COLLINS.
- MASTER UTILITY AND DRAINAGE PLANS HAVE BEEN SUBMITTED WITH THIS ODP.
- TWO POINTS OF FIRE ACCESS HAVE BEEN PLANNED TO SERVE ALL AREAS OF THE PROJECT. FIRE HYDRANTS WILL BE PROVIDED AS REQUIRED BY POLICE FIRE AUTHORITY.
- ALL PUBLIC STREETS WILL BE DESIGNED TO THE FORT COLLINS LARIMER COUNTY URBAN AREA STREET STANDARDS. THE INTERNAL ACCESS POINTS SHOWN ON THIS ODP ARE APPROXIMATE LOCATIONS ONLY. PRECISE LOCATIONS OF ACCESS POINTS WILL BE IDENTIFIED AT THE TIME OF PROJECT DEVELOPMENT PLANS (POP).
- THE NETWORK OF PUBLIC STREETS OR PRIVATE DRIVES AND ASSOCIATED PEDESTRIAN WALKS TO BE DETERMINED DURING THE POP PROCESS. THIS DEVELOPMENT'S CONTRIBUTIONS TO PEDESTRIAN IMPROVEMENTS ALONG ZIEGLER ROAD AND PADDOINGTON ROAD WILL BE DETERMINED BASED ON THE TRAFFIC STUDY ASSOCIATED WITH FUTURE POP.
- ACCESS POINTS SHOWN ON THIS ODP ARE APPROXIMATE. EXACT LOCATIONS TO BE DETERMINED DURING THE POP PROCESS.
- THE ACTUAL ANGLE OF THE ROAD CONNECTION FROM CORBETT DR. TO THE PROPERTY WILL BE DETERMINED AT THE TIME OF PROJECT DEVELOPMENT PLANS (POP).
- THE SITE IS GREATER THAN 30 ACRES IN SIZE, WHICH WILL REQUIRE A MINIMUM OF THREE HOUSING TYPES, A MIXTURE OF SINGLE FAMILY ATTACHED, MULTI-FAMILY, WORK/LIVE AND MIXED USE UNITS WILL BE APPLIED OVER THE ENTIRE ODP, AND FINALIZED AT THE PROJECT DEVELOPMENT PLAN PHASE.
- A TOTAL OF +/- 1.5 ACRE PRIVATE PARK(S) NOT TO BE OWNED OR MAINTAINED BY THE CITY OF FORT COLLINS WILL BE PROVIDED AND DESIGNED AS PART OF A FUTURE POP PROCESS.
- EXISTING TREES IF PRESENT ON THE SITE WILL BE PRESERVED TO THE EXTENT PRACTICAL.
- A CHILD CARE CENTER WILL BE PROVIDED AS PART OF THE DEVELOPMENT IN EITHER OF THE PARCELS INDICATED.
- COMMUNITY FACILITY WILL BE ALLOWED IN PARCELS 'C' AND 'D' AND WILL TAKE PRIORITY OVER OTHER USES 'F' OFFERED.
- PARCEL B WILL BE ALLOWED A 4TH FLOOR FOR ROOF TOP DECK AND AMENITIES AND RESIDENTIAL LOFT UNITS. PARCEL C WILL BE ALLOWED A 4TH FLOOR FOR ALL RESIDENTIAL UNITS.
- PARCEL B - 4TH STORES SHALL BE SET BACK A MINIMUM OF 10-FT ON ALL SIDES AND THE 4TH STORY FLOOR AREA SHALL NOT EXCEED TWO THIRDS (2/3) OF THE FLOOR AREA OF THE FLOOR BELOW, BUT NOT INCLUDING OPEN BALCONIES OR ROOFTOP PATIOS.
- PARCEL C - 4TH STORES OF RESIDENTIAL BUILDINGS SHALL BE SET BACK AN AVERAGE OF 10-FT ON AT LEAST TWO SIDES FROM THE FLOOR BELOW.
- ALL RESIDENTIAL UNITS WILL BE ENHANCED WITH SOLAR PANELS.
- TOWNHOME AND CONDOMINIUM UNITS WILL BE EITHER LEED GOLD OR ZERO ENERGY READY CERTIFIED.
- A +/- 12 LIVE / WORK UNITS WILL BE PROPOSED AS A PART OF THE OVERALL DEVELOPMENT. THESE UNITS WILL INCLUDE STREET FACING COMMERCIAL STOREFRONT ACCESS.

**ODP Map**

**ODP Note**

THE PURPOSE OF THE OVERALL DEVELOPMENT PLAN IS TO ESTABLISH GENERAL PLANNING AND DEVELOPMENT CONTROL PARAMETERS, FOR PROJECTS THAT WILL BE DEVELOPED IN PHASES WITH MULTIPLE SUBMITTALS, WHILE ALLOWING SUFFICIENT FLEXIBILITY TO PERMIT DETAILED PLANNING IN SUBSEQUENT SUBMITTALS. APPROVAL OF AN OVERALL DEVELOPMENT PLAN DOES NOT ESTABLISH ANY VESTED RIGHT TO DEVELOP PROPERTY IN ACCORDANCE WITH THE PLAN.

**Legend**

- PROPERTY BOUNDARY / ROW
- DEVELOPMENT PARCEL BUBBLES (FOR GRAPHICAL PURPOSES ONLY)
- PEDESTRIAN / BIKE ROUTES AND ASSOCIATED IMPROVEMENTS
- POTENTIAL VEHICULAR & BIKE / PED ACCESS POINT
- STREET LIGHT PER TRAFFIC STUDY

**Legal Description:**

1. Parcel Number: 873200002  
 A TRACT OF LAND SITUATE IN THE SOUTHEAST 1/4 OF SECTION 32, TOWNSHIP 7 NORTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF FORT COLLINS, COUNTY OF LARIMER, STATE OF COLORADO, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: CONSIDERING THE SOUTH LINE OF SAID SE 1/4 OF SECTION 32 AS BEARING S 89°22'00" E AND WITH ALL BEARINGS CONTAINED HEREIN RELATIVE THERE TO CONTAINED WITHIN THE BOUNDARY LINES WHICH BEGIN AT A POINT ON THE EAST LINE OF THE SAID SECTION 32, WHICH BEARS N 0°12'00" E 105.00 FEET FROM THE SOUTHEAST CORNER OF SAID SECTION 32 AND RUN THENCE N 0°19'00" E 104.00 FEET ALONG THE SAID EAST LINE, THENCE N 87°17'18" W 86.00 FEET, THENCE N 0°19'00" E 175.00 FEET, THENCE N 87°17'18" W 86.00 FEET, THENCE N 0°19'00" E 175.00 FEET TO A POINT ON THE NORTH LINE OF SAID NORTHEAST 1/4, THENCE N 87°17'18" W 79.34 FEET ALONG THE SAID NORTH LINE, THENCE S 0°19'00" E 104.00 FEET, THENCE S 89°42'00" E 105.12 FEET TO THE POINT OF BEGINNING, EXCEPT THAT PARCEL OF LAND CONVEYED IN SPECIAL WARRANTY DEED RECORDED MARCH 1, 2007 AT RECEPTION NO. 2007010462.

2. Parcel Number: 873240008  
 PARCEL 2, A TRACT OF LAND BEG AT PT ON W LN CO RD 9 W/B BEARS N 89°17'18" W 30.77, S 0°19'00" E 175 FT FROM E 1/4 COR 32-7-68, TH S 0°19'00" E 175 FT ALG W LN CO RD 9, N 89°17'18" W 86 FT PARA TO LN BE 14, N 0°19'00" E.

3. Parcel Number: 873240009  
 A TRACT OF LAND LOCATED IN THE SE 1/4 OF SECTION 32, TOWNSHIP 7 NORTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN, CITY OF FORT COLLINS, COUNTY OF LARIMER, STATE OF COLORADO, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: CONSIDERING THE NORTH LINE OF SAID SE 1/4 OF SECTION 32 AS BEARING N 87°17'18" W, A DISTANCE OF 267.24 FEET, AS SHOWN MONUMENTED HEREON AND WITH ALL BEARINGS HEREIN RELATIVE THERE TO, COMMENCING AT THE E 1/4 CORNER OF SAID SECTION 32, THENCE ALONG THE NORTH LINE OF SAID SE 1/4 OF SECTION 32, N 87°21'46" W, A DISTANCE OF 30.00 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF ZIEGLER ROAD (SAA COUNTY ROAD 9) AND THE POINT OF BEGINNING, THENCE CONTINUING ALONG SAID NORTH LINE TO THE SE 1/4 ALSO BEING THE SOUTH LINE OF ENGLISH RANCH SOUTH PLUD, AT RECEPTION NO. 19650949S, OF THE CLERK AND RECORDER'S OFFICE OF LARIMER COUNTY, N 89°21'46" W, A DISTANCE OF 86.69 FEET TO A POINT ON THE EASTERN LINE OF THAT PARCEL DESCRIBED AT RECEPTION NO. 19650949S OF THE CLERK AND RECORDER'S OFFICE OF LARIMER COUNTY, THENCE ALONG THE EASTERN LINE OF SAID PARCEL, S 87°17'18" W, A DISTANCE OF 175.00 FEET, THENCE ALONG THE WESTERLY LINE OF SAID PARCEL AT RECEPTION NO. 19650949S, AND THE NORTHERLY LINE OF THAT PARCEL, AT RECEPTION NO. 19650949S OF THE CLERK AND RECORDER'S OFFICE OF LARIMER COUNTY, N 89°21'46" W, A DISTANCE OF 86.69 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF ZIEGLER ROAD, THENCE ALONG SAID WEST RIGHT-OF-WAY LINE, N 89°17'18" W, A DISTANCE OF 175.00 FEET TO THE POINT OF BEGINNING, COUNTY OF LARIMER, STATE OF COLORADO.

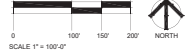
4. Parcel Number: 873240010  
 A TRACT OF LAND TRS SE 1/4 32-68 COM AT E 1/4 COR OF SEC 32, T11N 89 34' 48" W 430.00 FT TP08, TH S 0°19' 00" E 812.86 FT, TH N 62 32' 31" W 184.91 FT, TH S 89 54' 29" W 456.73 FT, TH N 02 09' 00" E 162.03 FT, TH S 89

**Parcel Index**

PARCEL	ZONING	ACREAGE	ANTICIPATED USES
PARCEL A	HC	+/- 6.5 AC	SECONDARY / RESIDENTIAL USES
PARCEL B	HC	+/- 5.4 AC	SECONDARY / RESIDENTIAL USES / MIXED USE OR CHILD CARE CENTER
PARCEL C	HC	+/- 15.4 AC	SECONDARY / RESIDENTIAL USES / MIXED USE OR CHILD CARE CENTER
PARCEL D	HC	+/- 5.3 AC	PRIMARY / COMMUNITY FACILITY / CHILD CARE CENTER

**Land-Use Statistics**

ZONE DISTRICT	TYPE	GROSS ACREAGE	RESIDENTIAL DENSITY	ESTIMATED UNITS	MAX. BLDG HT	HOUSING TYPE	COMMERCIAL, RETAIL, OFFICE
PARCEL A		+/- 6.5 AC	12 - 20 DU / AC	80 - 115	2-3 STORES	SFA / MF / TWO-FAMILY DWELLING UNITS	
PARCEL B		+/- 5.4 AC	15 - 25 DU / AC	100 - 150	2-4 STORES	SFA / MF / MIXED USE / LIVE / WORK	
PARCEL C		+/- 15.4 AC	20 - 40 DU / AC	300 - 480	3-4 STORES	SFA / MF / MIXED USE / LIVE / WORK	
PARCEL D		+/- 5.3 AC	0 - 30 DU/AC	100 MAX	3 STORES MAX	MIXED - USE	+/- 60,000 SF / +/- 4-12 LIVE / WORK UNITS
TOTAL		+/- 32.6 AC	12.3 DU - 21.5 DU (Avg In Gross Acre)	400 MIN - 700 MAX (200/800)			+/- 60,000 SF



**APPROVED MODIFICATIONS**

- THE FOLLOWING CODE SECTIONS WERE MODIFIED AND APPROVED AS FOLLOWS AND NOTED ON THIS ODP MAP:
- 4.265(D) FOR 10% SECONDARY USES
  - 4.265(D) TO PERMIT A 4TH STORY FOR RESIDENTIAL BUILDINGS ON PARCELS B & C.

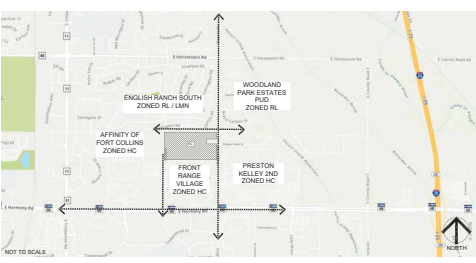
**CONDITIONS OF APPROVAL**

THE ODP SHALL DEMONSTRATE COMPLIANCE WITH THE FOLLOWING CITY PLAN POLICIES:

POLICY LIV 3.5 - DISTINCTIVE DESIGN REQUIRE THE ADAPTATION OF STANDARDIZED CORPORATE ARCHITECTURE TO REFLECT LOCAL VALUES AND ENSURE THAT THE COMMUNITY'S APPEARANCE REMAINS UNIQUE. DEVELOPMENT SHOULD NOT CONSIST SOLELY OF REPETITIVE DESIGN THAT MAY BE FOUND IN OTHER COMMUNITIES.

POLICY LIV 3.6 - CONTEXT-SENSITIVE DEVELOPMENT ENSURE THAT ALL DEVELOPMENT CONTRIBUTES TO THE POSITIVE CHARACTER OF THE SURROUNDING AREA. BUILDING MATERIALS, ARCHITECTURAL DETAILS, COLOR RANGE, BUILDING MASSING, AND RELATIONSHIPS TO STREETS AND SIDEWALKS SHOULD BE TAILORED TO THE SURROUNDING AREA.

**Vicinity Map :**



**Ziegler-Corbett**

**Overall Development Plan - Amendment No 1**

4105 ZIEGLER RD  
 FORT COLLINS, CO 80525

**LANDMARK REAL ESTATE HOLDINGS LLC**

6341 Fairgrounds Ave,  
 Suite 100  
 Windsor, Colorado 80550  
 (970) 460-0567  
 CONTACT: Jason Sherrill



ODP Amendment No-01 11-11-22

November 11, 2022

**Overall Development Plan**





## **Ziegler-Corbett ODP Major Amendment Neighborhood Meeting Summary**

**Neighborhood Meeting Date: January 5, 2023**

### **City Staff – Attendees:**

Em Myler – Development Review Liaison  
Ryan Mounce – City Planner  
Sophie Buckingham – Engineering  
Dave Betley – Engineering  
Steve Gilchrist – Traffic  
Tyler Stamey – Traffic  
Noah Beals – Development Review Manager

### **Applicant Team:**

Jason Sherrill, Landmark Homes  
Jason Claeys, Highland Development Services

### **Project Information Presented:**

- Em Myler provided an overview of the neighborhood meeting process and next steps after the meeting.
- City Planner Ryan Mounce provided an overview of the history of the original Overall Development Plan (ODP) approval for this project and background information on previous decisions made by the City concerning the potential for a street connection between Front Range Village, this development site, and The English Ranch neighborhood. City staff shared this meeting was prompted to share new information about an amendment to the ODP that could change the potential connectivity to the site and the location of future traffic signals along Ziegler Road. Staff also handed out supplementary information on three potential traffic and connectivity scenarios for discussion and feedback at the meeting (attached to the end of this summary).
- The applicant shared a brief summary of the original ODP layout and that it is a mixed-use project consisting of different types of residential units (400-700 units), a childcare center, and commercial space.

### **Questions/Comments and Answers (answers primarily provided by City staff unless otherwise noted).**

- **Clarification on what criteria and metrics the City reviews to evaluate installing new lights and special pedestrian crossings (reference to a new tunnel under Timberline Rd near Bacon Elementary). Why do some areas receive these improvements but not others?**

Multiple metrics are reviewed for potential traffic signals at intersections, including the level of traffic, turning movements, pedestrian and bike crossings, safety, and more. For the current Ziegler & Paddington intersection the metrics do not currently warrant a signal.

The City has been working to install new bike and pedestrian infrastructure across the entire community over many years. The recently adopted Active Modes Plan identifies a need for a crossing along this stretch of Ziegler Rd, which helps prioritize future funding and projects. The new tunnel near Bacon Elementary is part of a larger capital project that is also expanding Timberline Road that has been in planning for many years.

- **Comment: It appears a light at Hidden Pond/Ziegler benefits only a few homes in Hidden Pond Estates, meanwhile there are larger numbers of residents in English Ranch and Woodland Park struggling to access Ziegler Rd that could really benefit from a light.**

A light at Hidden Pond isn't primarily being driven by traffic on the east side (Hidden Pond) but rather new traffic from the proposed development and additional traffic from Front Range Village and Affinity Multifamily to the west. Traffic studies indicate those combined users would meet traffic levels and warrants for a light. There are tradeoffs in that if there was connectivity north of the site to Paddington Rd then it would warrant a light at Paddington/Ziegler that could also serve English Ranch and Woodland Park neighbors, however, many residents are also concerned about cut-through traffic this would generate within English Ranch.

- **Comment: Would really like a light at Paddington/Ziegler that could serve both Woodland Park and English Ranch. These neighborhoods have always struggled with access onto Ziegler, especially left turns, and it keeps getting worse.**
- **This is all being driven by density, what is the analysis on the level of density and traffic levels?**  
The density for the overall ODP is approximately 20 units per acre across the entire site. The Harmony Corridor zone district generally encourages higher intensity uses and has density minimums for the zone district and restricts the amount of single-family detached units that can be built. In terms of density levels, the ODP is similar to a multifamily project that could be found in the Medium Density Mixed Use Neighborhood Zone District and the Affinity project located just to the west of the site.

The traffic analysis comes from a traffic study for development proposal. Copies of these studies are available for review for this project and any development proposal.

[Applicant]: The original analysis and shape of the ODP limited the site to a channelized-T intersection on Ziegler but now with these proposed changes it opens new options and a potential light along Ziegler. Through this process we're hoping to understand what the different options are on potentially installing a light along this stretch of Ziegler Rd.

- **Is there a pass-through between Hidden Pond and Woodland Park so Woodland Park residents could also use the light?**  
There is no street connectivity between those two neighborhoods.
- **Comment: What's troubling to many residents on either side of Ziegler is that we've been struggling for so long and we have a lot of residents that feel like we don't matter, and what matters is really this new development. Ever since the roundabout at Horsetooth & Ziegler was installed, it's created a constant flow of traffic that never allows for left turns onto Ziegler.**

- **The ODP was approved for 4-stories, however I thought this was just for the buildings right by Target. Has this changed?**

[Applicant]: There are no proposed changes to heights from the original ODP. There would be 4-story buildings near Front Range Village, and then a partial 4<sup>th</sup> story near the English Ranch detention pond. There are restrictions on those as they are not a full 4<sup>th</sup> story but it acts as a stairwell/roof access to a small patio.

- **I had heard the City may move the traffic circle at Horsetooth and Ziegler – is that true?**  
At a previous neighborhood meeting it was shared the City may require adjustments to the Ziegler/Horsetooth intersection in the future based on a potential development proposal northeast of the intersection (Strauss Lakes). There hasn't been any new information on that potential development recently and the intersection would be studied extensively if/when a submittal is made.

- **Comment: I think a light at Horsetooth/Ziegler makes a lot of sense. As you've heard from everyone here we have to run a gauntlet because the roundabout doesn't provide any breaks in traffic.**  
The City is very interested in finding a location for a light that can help address these issues. In an ideal scenario a connection to Paddington from this vacant site and then a light at Ziegler/Paddington would potentially serve all neighborhoods. We're here tonight to listen to you all because we also know there's many who don't want a connection to English Ranch from this site, however, because of spacing requirements it's not likely there could be two lights, one at Paddington and then another at Hidden Pond.

- **Comment: I would suggest the City put together both options, a light at Paddington or Hidden Pond to show everyone how their lives could be improved. Right now the traffic issue stinks for everyone. I would be interested if there are any substantial impacts if the light goes in at one intersection versus the other. I would also ask the applicant and City to be sensitive to the last remaining 1 acre development site in English Ranch where we plan to continue our 1-story patio homes.**

- **Hidden Pond is a private road. Will the streets in this development be private as well? Does the City maintain the light?**

It's undetermined if any/all of the future streets in the development will be public or private. If the streets are private the full construction cost of the light would fall to the developers. The City would maintain the light after its initial construction just as if a light were installed at Paddington. It would be privately funded, not privately owned.

- **Comment: Is it possible to build a special access through the English Ranch detention pond area on the far right side of the proposed development so the site could access the Paddington/Ziegler intersection and have the traffic warrants for a signal? (Multiple attendees echoed support for this idea)**

This would take a lot more study and has several potential issues as begun to explore the idea. The land where this access would traverse is not owned by the City or the applicants and would need the consent from the owners. Based on current standards, the detention pond is also undersized and adding an access point through it would likely make it more deficient.

[Applicant] Some of the properties further west of our site were also developed with no detention or undersized detention which is putting additional stormwater requirements we're having to manage on our proposed development site to help make up the shortfall.

- **The Harmony Corridor Plan was amended. Did it not used to have the minimum density requirement? We're getting hammered with density.**

The minimum density requirement is in the Land Use Code for the zone district. The Harmony Corridor Plan did have to be amended to allow for a regional shopping center (Front Range Village), and the most recent amendments created new standards for the gateway area near the I-25 interchange, but no changes to density in this portion of the corridor.

- **Comment: I think the City and applicant should consider a 5-way intersection at the corner of Paddington and this development site so everyone still has access to the light but there are still separate entrances for Paddington and this development.**
- **The neighborhood is concerned about additional traffic in the neighborhood, but are you willing to accept additional neighborhood traffic in your development to access the light?**  
[Applicant]: Yes, we're willing to accept that.
- **Comment: I want to mention that English Ranch, while not ideal, has multiple access points to Ziegler and also other arterial roads. Woodland Park only has access to Ziegler Rd and no other options to get out onto the arterial street network and a light at Paddington would really help us.**
- **Is there any possibility the funding for the light could instead be used to install a light at Ziegler/Horsetooth and remove the roundabout?**  
That type of study or analysis hasn't been completed. Likely a trigger for something like this would be the Strauss Lakes development near the roundabout.
- **If there is a light at Paddinton/Ziegler, how would that change the main access point into the development site?**  
Some additional study would be needed, but it could mean it would potentially be limited to a right-in, right-out only, and the users of Hidden Pond would still have full movement.
- **Comment: I feel like a connection to Paddington and then a light at Paddington/Ziegler could solve a lot of the issues raised this evening.**
- **Additional comments expressing interest in the idea to put an access point through the English Ranch detention pond to Paddington.**
- **With a light at Hidden Pond, will there be a crosswalk so pedestrians can also cross Ziegler?**  
Yes, that is part of any new signal.

# ZIEGLER ROAD TRAFFIC SOLUTIONS

## Option 1: Signal at Hidden Pond, no vehicle connection to English Ranch

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### Pros

- New development and Hidden Pond can access new signal
- New development vehicles cannot access English Ranch

### Cons

- English Ranch cannot access new signal
- Prevents any future signal into English Ranch

## Option 2: Signal at Paddington, vehicle connection to English Ranch

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### Pros

- New multifamily development and English Ranch have access to new signal

### Cons

- Prevents any future signal at Hidden Pond
- New multifamily development traffic can access English Ranch

## Option 3: No signal on Zieglger, no vehicle connection to English Ranch

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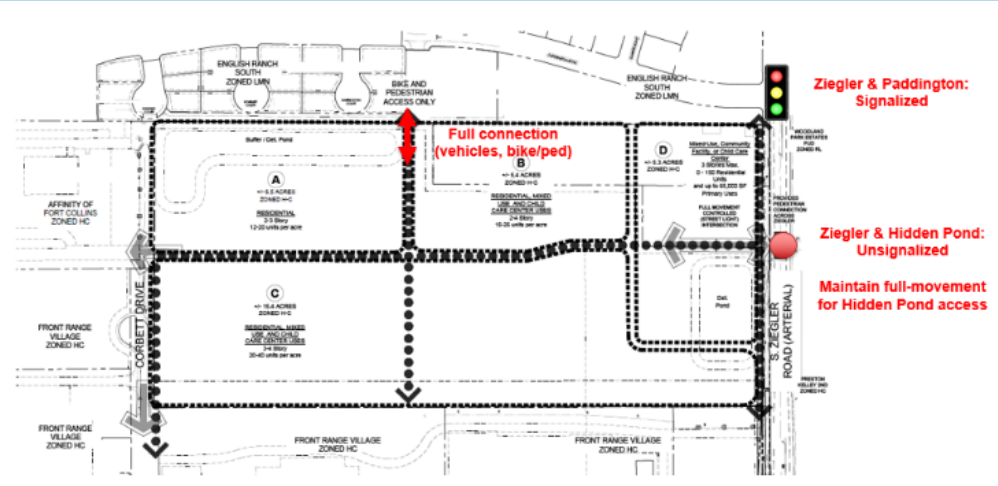
### Pros

- Upholds agreement for no vehicle access between new multifamily development and English Ranch

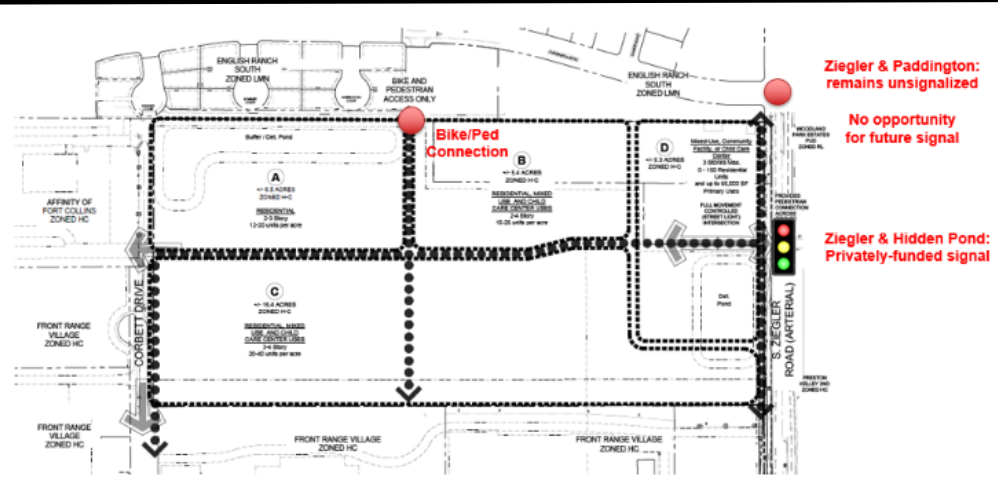
### Cons

- No signal at Paddington or Hidden Pond

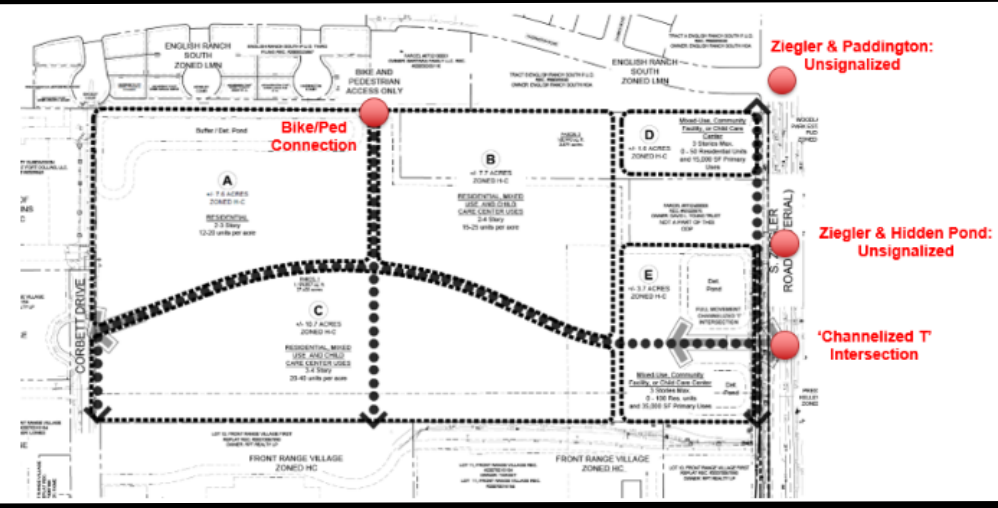
# Option 1



# Option 2



# Option 3



## Comments



# Corbett & Ziegler Overall Development Plan Neighborhood Meeting Summary

Meeting Date: February 2<sup>nd</sup>, 2022

Location: [Virtual Zoom Meeting](#)

## City Staff Attending:

Yani Jones - Neighborhood Services  
Ryan Mounce - Planning  
Nicole Hahn - Traffic Operations  
Spencer Smith-Traffic Operations  
Sophie Buckingham—Engineering

## Applicant Team:

Jason Sherrill, Landmark homes  
Jon Mosier, Landmark Homes  
Chris Beabout, Landmark Homes  
Mike Walker, TB Group  
Jason Claeys, Highland Development Services  
Matt Delich, Delich Associates

## Summary

- **Meeting Topic:** An Overall Development Plan (ODP) for land between Front Range Village and English Ranch. The ODP is a high level “master plan” showing general land uses, road connections, etc. The applicants are proposing mostly residential or mixed-use dwellings on the site, with opportunities for office, childcare or community facility space on the eastern portions of the property. The plans would require two modifications—one to allow more than 25% of the site to be used for residential development, and one to increase the maximum height of residential buildings from three to four stories. A key change since the first neighborhood meeting is a vehicular connection north from the site to Paddington Road is not longer proposed and would be bike/pedestrian access only. This change is an Alternative Compliance request as part of the proposal's street connectivity standards.
- **Meeting Details:**
  - Approximately 50 attendees, including staff and applicants
  - Meeting was recorded and posted online at [fcgov.com/developmentreview/agendas](http://fcgov.com/developmentreview/agendas)
- **Overview**
  - Q&A and comments primarily focused on:
    - Clarifications that the proposal would no longer make a vehicular connection to English Ranch and Paddington Road;
    - Comments about existing and future traffic issues in the area; including difficulty making left turns onto Ziegler Road and concerns about additional traffic associated with this proposal and another development proposal near Ziegler/Horsetooth Roads.
    - Comments to make sure the City reviews the operation of the roundabout at Horsetooth and Ziegler as traffic volumes increase.
    - Concern about the proposed number of units and proposed building heights, and a lack of compatibility with surrounding homes.

# Corbett & Ziegler Overall Development Plan Neighborhood Meeting Summary

Meeting Date: September 8<sup>th</sup>, 2021

Location: [Virtual Zoom Meeting](#)

## City Staff Attending:

Alyssa Stephens—Neighborhood Services  
Ryan Mounce—Planning  
Nicole Hahn—Traffic  
Dave Betley—Engineering  
Sophie Buckingham—Engineering

## Applicant Team:

Jason Sherrill, Landmark homes  
Jon Mosier, Landmark Homes  
Chris Beabout, Landmark Homes  
Mike Walker, TB Group  
Jason Claeys, Highland Development Services  
Matt Delich, Delich Associates

## Summary

- **Meeting Topic:** An Overall Development Plan (ODP) for land between Front Range Village and English Ranch. The ODP is a high level “master plan” showing general land uses, road connections, etc. The applicants are proposing mostly residential uses on the site, including lower density single-family homes on the north side and higher density multifamily housing on the south side near Front Range Village. The conceptual plans also included mixed-use (commercial and residential) buildings along Ziegler. The plans would require two modifications—one to allow more than 25% of the site to be used for residential development, and one to increase the maximum height of residential buildings from three to four stories. This was the first opportunity to review early ODP documents prior to submitting them to the City for official review and comment.
- **Meeting Details:**
  - Appr. 105 attendees, including staff and applicants
  - Meeting was recorded and posted online at [OurCity.FCGov.com/DevReview](https://OurCity.FCGov.com/DevReview)
- **Overview**
  - Q&A primarily focused on:
    - Desire to prevent connections between the new development and English Ranch, particularly any connection to Paddington;
    - Concerns about safety for pedestrians due to any new connections and increased overall traffic, and desire for improved bike and pedestrian infrastructure in the area; and
    - Concern about the proposed number of units and proposed building heights, and a lack of compatibility with surrounding homes.
  - Attendees who spoke or submitted questions into the chat were mostly opposed to the development.

**From:** [pam\\_starlingsnest.com](mailto:pam_starlingsnest.com)  
**To:** [Ryan Mounce](#)  
**Subject:** [EXTERNAL] Ziegler-Corbett Overall Development Plan Major Amendment MJA220004  
**Date:** Saturday, January 7, 2023 12:38:02 PM

---

Dear Mr. Mounce:

After the holiday travel, I have just opened my mail which included a notice for the public hearing held 1/5 on the above amendment. I therefore missed the meeting, but I would like to voice my support for this change that may allow for a stoplight at Hidden Pond Dr.

As a resident of Woodland Park Estates, I have communicated to the city on many occasions my concern about the increased traffic on Ziegler Rd. And the difficulty in safely exiting our community onto Ziegler Rd., Especially for cyclists and pedestrians wishing to cross Ziegler. A proposed controlled pedestrian crossing at Grand Teton/Paddington is 10-20 years out on the city's long range traffic plan. If this change will address my concerns sooner, I am in favor.

Sincerely,  
Pam Starling  
3902 Grand Canyon St.  
Fort Collins, CO 80525

Get [Outlook for Android](#)

**From:** [DAVID MARCY](#)  
**To:** [Ryan Mounce](#)  
**Subject:** [EXTERNAL] Ziegler Corbett Overall Development Plan Major Amendment  
**Date:** Sunday, January 8, 2023 6:06:52 PM

---

I was unable to attend the Jan 6 meeting but would like to inquire and register my objection to putting in a light at the Hill Pond intersection.

Inquiry, why is primary access for this subdivision on Ziegler when there is a cutout on Paddington to the North and also on Corbet to the west? A subdivision that has so many access options should not have priority to a stop light that the residents east of Ziegler have been requesting for 20 years at the Paddington/Grand Teton intersection?

A street light if installed would back up south bound traffic past Paddington/Grand Teton and make a left hand turn from Grand Teton nearly impossible virtually the entire day.

Dave Marcy  
3232 Mesa Verde  
Fort Collins CO 80525  
970-218-8722

Sent from [Mail](#) for Windows

**From:** [Dan L](#)  
**To:** [Ryan Mounce](#)  
**Subject:** [EXTERNAL] Re: Ziegler-Corbett Overall Development Plan (ODP) Updates  
**Date:** Thursday, January 19, 2023 11:22:43 PM

---

Hi Ryan,

I attended the Woodland Park Estates board meeting this evening and summarized the Development Meeting discussion points regarding north/east access to the new development. Many folks, for some reason were unaware of the Jan 5 meeting, some just weren't able to attend. Many would like voice their support for a traffic light at Paddington and Zeigler feeling that this is the best option for our community and makes more sense than a light further south.

I mentioned six options for the new development to connect to Paddington on the north. Did your team come up with the best option or two for the Paddington connection? Your team knows best what is possible and most likely to succeed. Will there be another meeting to discuss all the options being considered? More folks from Woodland Park would like to attend the next meeting.

Thanks

Daniel Lenskold

On Tuesday, January 17, 2023 at 09:09:41 AM MST, Ryan Mounce <[rmounce@fcgov.com](mailto:rmounce@fcgov.com)> wrote:

Hello everyone,

This is the first email for this new distribution list for updates on the Ziegler-Corbett Overall Development Plan (ODP) Major Amendment Project.

This first message is simply meant to provide a few initial resources and confirm you're 'signed-up' for updates. If you would prefer not to receive these messages, please let me know and I will remove your email address. Likewise, please share my email with friends and neighbors and have them contact me if they wish to be included.

Thank you to everyone who attended the neighborhood meeting on January 5<sup>th</sup> – we appreciate your time coming out and learning about the proposal and providing input. There's more review and evaluation taking place in the coming weeks on the different traffic & connection scenarios staff presented and the new ideas brought up at the meeting itself. If you have any additional comments or ideas you would like to share, please feel free to email those to me at this email address or at [devreviewcomments@fcgov.com](mailto:devreviewcomments@fcgov.com).

If you'd like to rewatch the neighborhood meeting or share the recording with others, you can access the

video via Youtube at: [https://www.youtube.com/watch?v=Cwhdjz\\_xrA](https://www.youtube.com/watch?v=Cwhdjz_xrA). A PDF copy of the slides from the presentation are also attached to this message.

Thank you,

Ryan Mounce

Planning Services

City of Fort Collins

970.224.6186 | [rmounce@fcgov.com](mailto:rmounce@fcgov.com)



**From:** [DJ Lenskold](#)  
**To:** [Ryan Mounce](#)  
**Subject:** [EXTERNAL] Re: Ziegler-Corbett Overall Development Plan (ODP) Updates  
**Date:** Friday, January 20, 2023 10:02:16 AM

---

Hi Ryan,  
Thanks for the update and re-consideration of a solution that works, is acceptable, for all parties involved. It would be great if your team could identify the best option for a paddington connection. My guess would be a local vs Corbett connection. Perhaps as close as possible to Ziegler. Consideration of control of flow toward Ziegler. A one way exit to Paddington. The entrance to the development can still be off Ziegler. More traffic calming humps in English ranch to discourage cut through. Just some thoughts. You most likely have considered some of these. I am sure that Woodland Park has at least, if not more, citizens that support a Paddington light vs those that oppose it. All the English Ranch folks at the last meeting seemed to be ok with considering this possible solution.  
Thanks

Daniel Lenskold

Sent from my mobile

On Jan 20, 2023, at 9:03 AM, Ryan Mounce <[RMounce@fcgov.com](mailto:RMounce@fcgov.com)> wrote:

Hello Daniel,

Thanks for sharing information and passing along these comments from your neighbors.

Regarding the Paddington light and connection, it's been a long and ongoing process evaluating these issues even before this specific proposal came about. For a long period of time the vision for this area was always to have connections from the area that eventually became Front Range Village to Paddington, which would help connectivity/traffic volumes to support a light at Ziegler and Paddington. When Front Range Village was eventually proposed many neighbors in English Ranch petitioned City Council in 2010 to remove the connection of Corbett Drive to Paddington over concerns about a lot of retail traffic cutting through the neighborhood. City Council agreed to remove any collector-street level connection, but left unresolved the issue of a local street connection.

At the moment this has become a very 50-50 type of issue, with many English Ranch neighbors opposed to a connection over concerns of cut-through traffic impacts, and many Woodland Park Estates residents desiring the connection to help support construction of a light at Ziegler/Paddington. A difficulty from the staff perspective is we see benefits for a light at Ziegler/Paddington so both neighborhoods have a controlled intersection to make left-hand turns onto Ziegler, and especially for

Woodland Park Estates which doesn't have the same level of connectivity that English Ranch has to multiple other arterial streets. On the other hand, getting a connection from the proposal to English Ranch to support a light essentially creates a very similar type of connection that City Council had previously directly removed from the City's Master Street Plan in 2010.

We're still evaluating all the options and the specific applicant proposal for a privately-funded light at Hidden Pond and Ziegler. We would like to have some additional follow-up with neighbors once we have more analysis and information to share, but at this time there isn't a concrete timeline on when another meeting or follow-up would occur until we complete some additional research and evaluation.

Regards,

Ryan Mounce  
Planning Services  
City of Fort Collins  
970.224.6186 | [rmounce@fcgov.com](mailto:rmounce@fcgov.com)

---

**From:** Dan L <[delta1force@yahoo.com](mailto:delta1force@yahoo.com)>  
**Sent:** Thursday, January 19, 2023 11:22 PM  
**To:** Ryan Mounce <[RMounce@fcgov.com](mailto:RMounce@fcgov.com)>  
**Subject:** [EXTERNAL] Re: Ziegler-Corbett Overall Development Plan (ODP) Updates

Hi Ryan,  
I attended the Woodland Park Estates board meeting this evening and summarized the Development Meeting discussion points regarding north/east access to the new development. Many folks, for some reason were unaware of the Jan 5 meeting, some just weren't able to attend. Many would like voice their support for a traffic light at Paddington and Zeigler feeling that this is the best option for our community and makes more sense than a light further south.

I mentioned six options for the new development to connect to Paddington on the north. Did your team come up with the best option or two for the Paddington connection? Your team knows best what is possible and most likely to succeed. Will there be another meeting to discuss all the options being considered? More folks from Woodland Park would like to attend the next meeting.  
Thanks

Daniel Lenskold

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This first message is simply meant to provide a few initial resources and confirm you're 'signed-up' for updates. If you would prefer not to receive these messages, please let me know and I will remove your email address. Likewise, please share my email with friends and neighbors and have them contact me if they wish to be included.

Thank you to everyone who attended the neighborhood meeting on January 5<sup>th</sup> – we appreciate your time coming out and learning about the proposal and providing input. There's more review and evaluation taking place in the coming weeks on the different traffic & connection scenarios staff presented and the new ideas brought up at the meeting itself. If you have any additional comments or ideas you would like to share, please feel free to email those to me at this email address or at [devreviewcomments@fcgov.com](mailto:devreviewcomments@fcgov.com).

If you'd like to rewatch the neighborhood meeting or share the recording with others, you can access the video via Youtube at: [https://www.youtube.com/watch?v=Cwhdjgz\\_xrA](https://www.youtube.com/watch?v=Cwhdjgz_xrA). A PDF copy of the slides from the presentation are also attached to this message.

Thank you,

Ryan Mounce

Planning Services

City of Fort Collins

970.224.6186 | [rmounce@fcgov.com](mailto:rmounce@fcgov.com)

**From:** [Tracey Ryssman](#)  
**To:** [Ryan Mounce](#)  
**Subject:** [EXTERNAL] English Ranch - Ziegler-Corbett Development  
**Date:** Saturday, January 28, 2023 5:51:15 PM

---

I am reaching out regarding the Ziegler-Corbett Development MJa220004

I am the HOA president and wanted to share input I have been receiving regarding the proposed traffic (light) solutions.

I understand that 3 options were presented but the ongoing consensus of the neighbors within English Ranch is that there should be no connecting streets from English Ranch into the new development.

Of the 3 traffic solutions proposed, Option 1 would uphold the agreement for no vehicle access from English Ranch into the new development and still provide a light at hidden pond to address the signal/safety issues of crossing Ziegler.

Thank you for listening

Tracey Ryssman  
HOA President, English Ranch

# Comment Card

Please provide your written comments  
about the proposed project below:



~~Please~~ Please remember that woodland Park only  
has exit routes onto Ziegler. We already have a  
horrible time going south out of our neighborhood.

## Contact Information (optional):

Name Tamara Burnside  
Phone 970-310-9977

Email Address tamburn@comcast.net  
Mailing Address 3902 Glacier Ct.

Ziegler - Corbett

# Comment Card

Please provide your written comments  
about the proposed project below:



Of the 3 options presented on 1/5/23 my neighbors  
and I prefer the option with a signal at Paddington,  
vehicle connection to English ranch.

Contact Information (optional):

Brad Kreikemeier  
Name  
719 237 7943  
Phone

b\_kreikemeier@yahoo.com  
Email Address  
3380 Hidden Pond Dr.  
Mailing Address

# Comment Card

Please provide your written comments about the proposed project below:



Seriously consider option of  
(go east only)  
directed exit from development & on to  
Paddington Rd to add light at Paddington  
and Zeigler. as suggested by Jeff Laurel

Contact Information (optional):

James Bowers  
Name  
970 2312610  
Phone

(NOT ZERO)  
# JIM B07173 @gmail.  
Email Address  
2708 SUNSTONE DR com  
Mailing Address



# Comment Card

Please provide your written comments about the proposed project below:



I live in Woodland Park and would  
really like the light @ Padlington/Grand Teton  
and Zeidler.

Contact Information (optional):

Tom Peterson  
Name  
970-988-7671  
Phone

510 Peterson@cmn.com  
Email Address  
13308 Grand Canyon Ct.  
Mailing Address



Ziegler - Corbett Overall

# Comment Card

Please provide your written comments about the proposed project below:



RANK order for MEIR

- #1 ~~Light~~ Light at Paddington option 2: For the new option proposal @ meetings
- #2 Light at Hidden Pond
- #3 - option 3

Contact Information (optional):

BURT DEINES

Name

470 690-5709

Phone

VLDEINES@AOL.COM

Email Address

3410 Hidden Pond Drive

Mailing Address

# Comment Card

Please provide your written comments about the proposed project below:



BBA.letter

BBA.letter@yahoo.com

- ① A light at Pullington is ideal to break traffic speed and flow from Harmony/ Council Tric to Horseshoe
- ② I favor release of the current proposed neighborhood to Pullington
- ③ Reduce the raw # of units to decrease traffic, ease water consumption, environmental impacts

Contact Information (optional):

Name Brent A. Mann

Phone 970 324 4317

Email Address

Mailing Address

BBA.letter@yahoo

3408 Oak View Ct 80525

# ZIEGLER ROAD TRAFFIC SOLUTIONS

## Option 1: Signal at Hidden Pond, no vehicle connection to English Ranch

---

### Pros

- New development and Hidden Pond can access new signal
- New development vehicles cannot access English Ranch

### Cons

- English Ranch cannot access new signal
- Prevents any future signal into English Ranch

## Option 2: Signal at Paddington, vehicle connection to English Ranch

---

### Pros

- New multifamily development and English Ranch have access to new signal

### Cons

- Prevents any future signal at Hidden Pond
- New multifamily development traffic can access English Ranch

## Option 3: No signal on Zieglar, no vehicle connection to English Ranch

---

### Pros

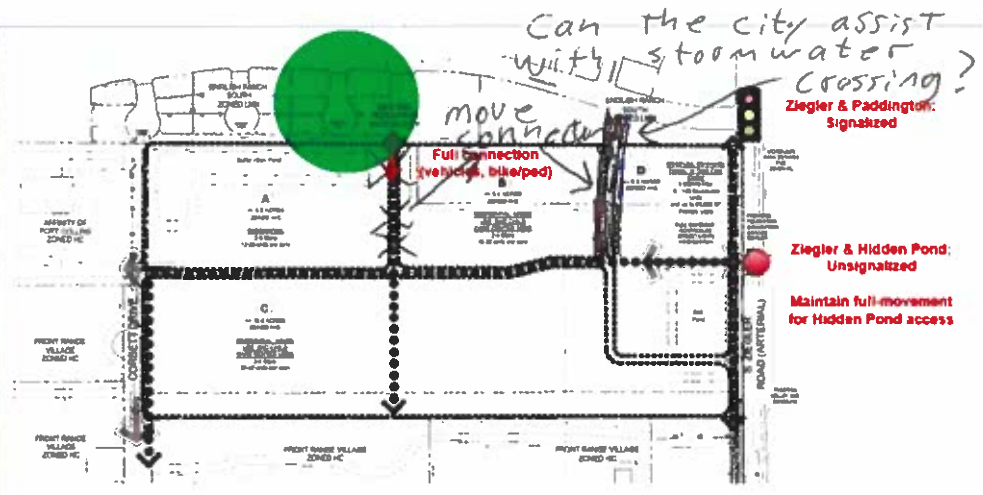
- Upholds agreement for no vehicle access between new multifamily development and English Ranch

### Cons

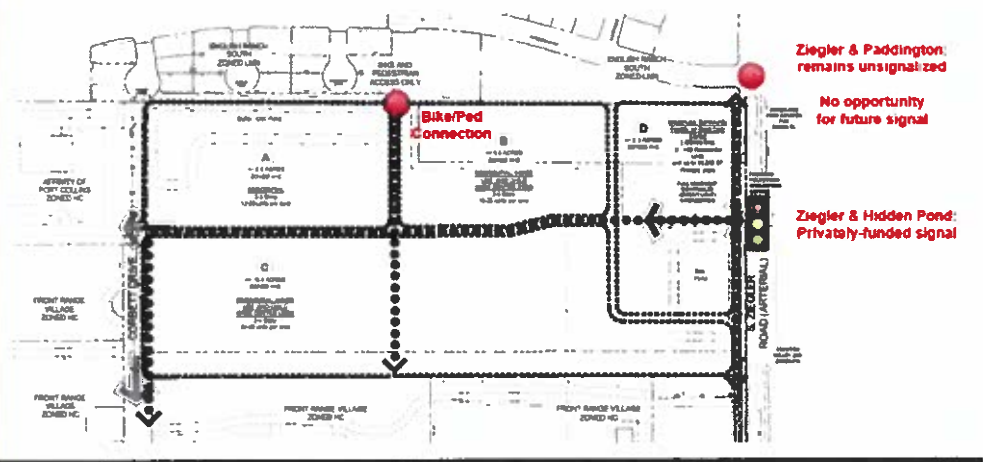
- No signal at Paddington or Hidden Pond



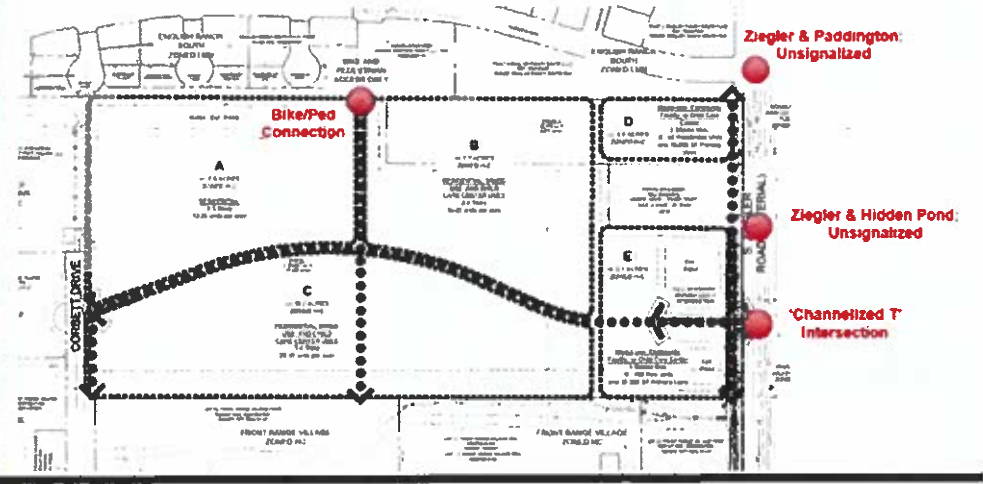
# Option 1



# Option 2



# Option 3



## Comments

# ZIEGLER ROAD TRAFFIC SOLUTIONS

## Option 1: Signal at Hidden Pond, no vehicle connection to English Ranch

---

### Pros

- New development and Hidden Pond can access new signal
- New development vehicles cannot access English Ranch

### Cons

- English Ranch cannot access new signal
- Prevents any future signal into English Ranch

## Option 2: Signal at Paddington, vehicle connection to English Ranch

---

### Pros

- New multifamily development and English Ranch have access to new signal

### Cons

- Prevents any future signal at Hidden Pond
- New multifamily development traffic can access English Ranch

## Option 3: No signal on Zieglger, no vehicle connection to English Ranch

---

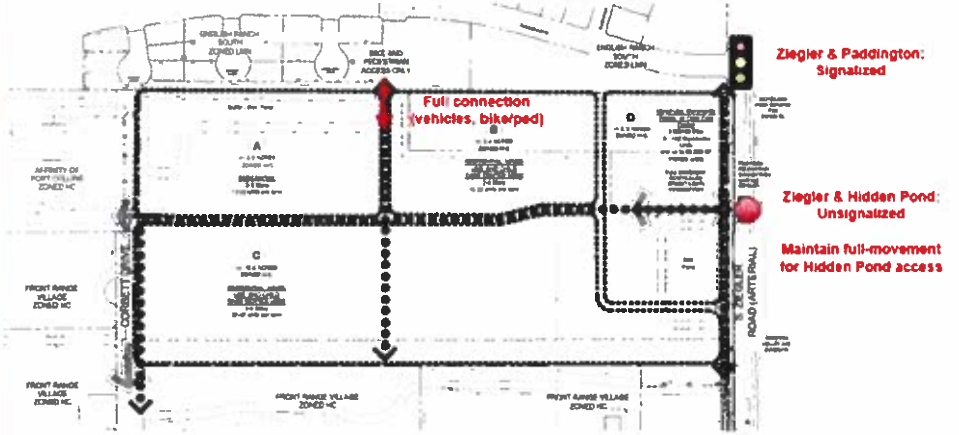
### Pros

- Upholds agreement for no vehicle access between new multifamily development and English Ranch

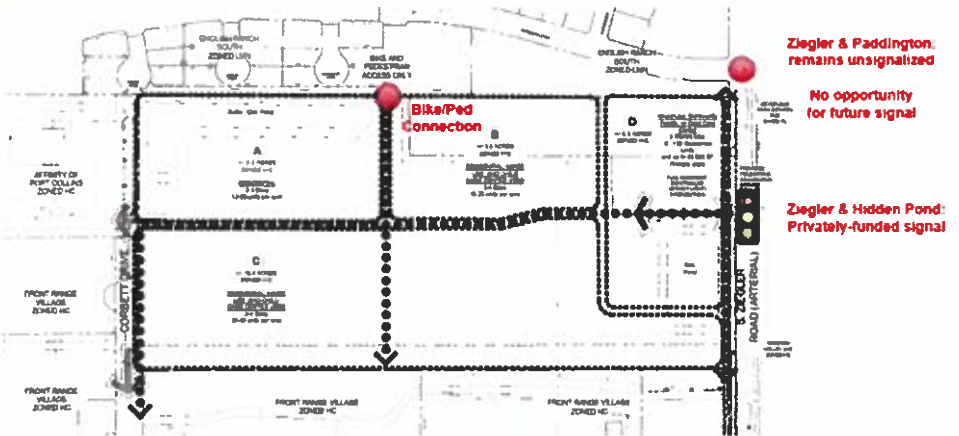
### Cons

- No signal at Paddington or Hidden Pond

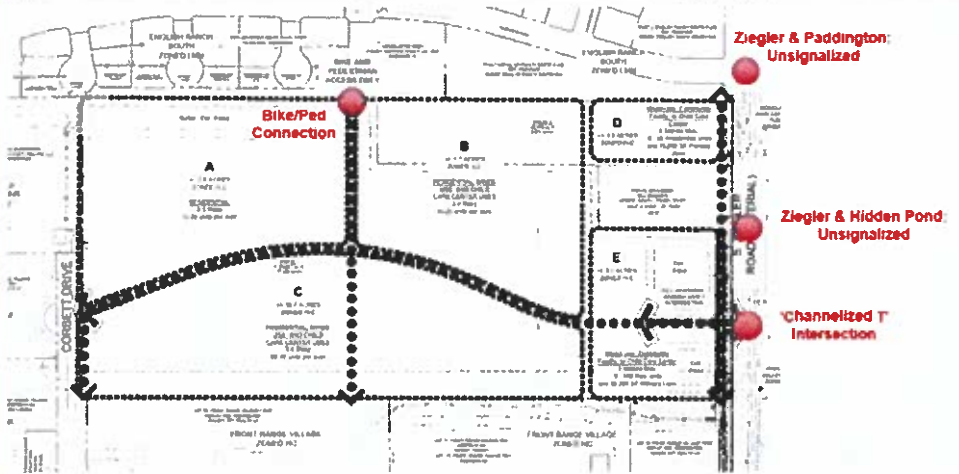
# Option 1



# Option 2



# Option 3



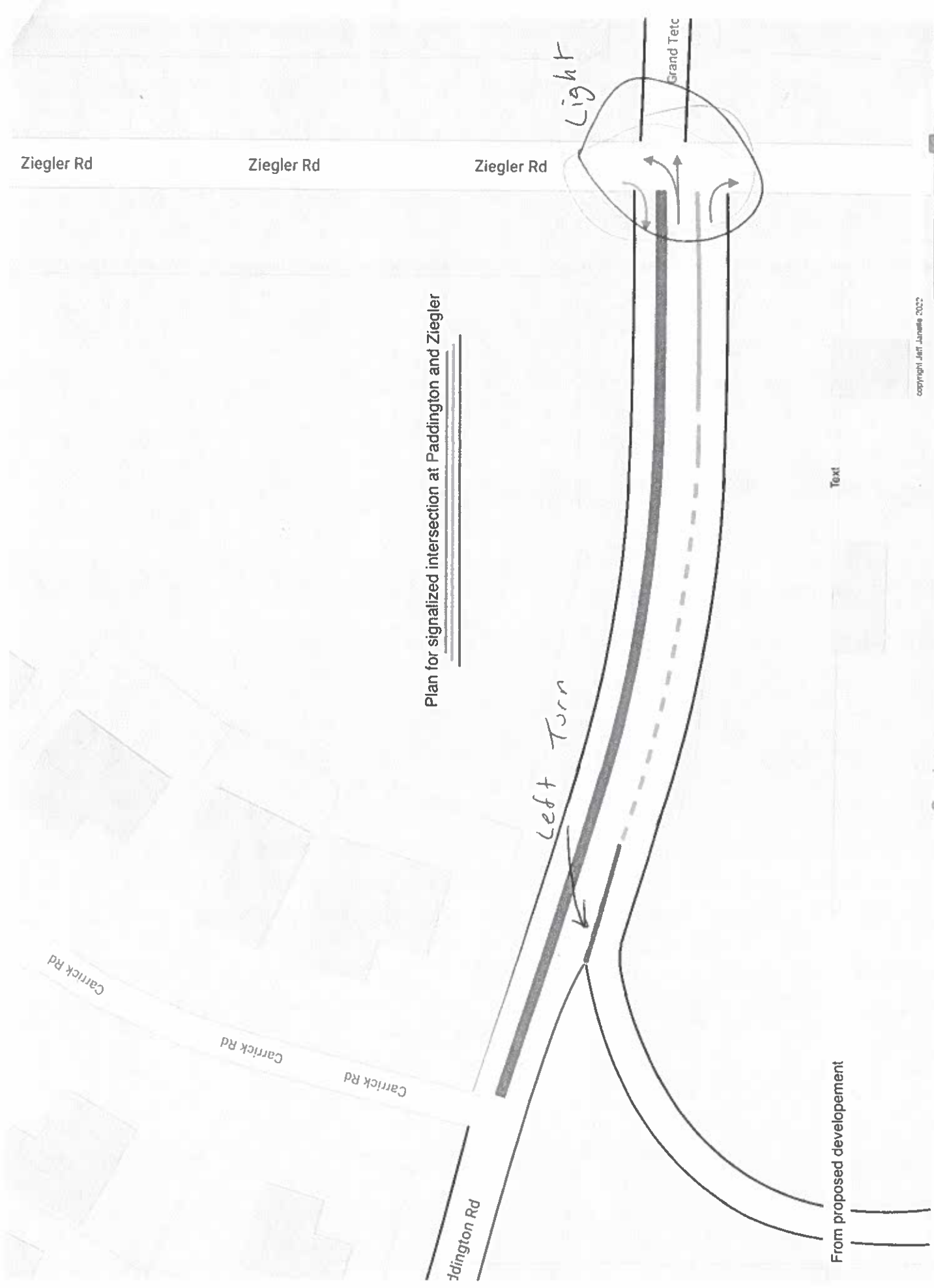
## Comments

OPTION 4





OPTION 4

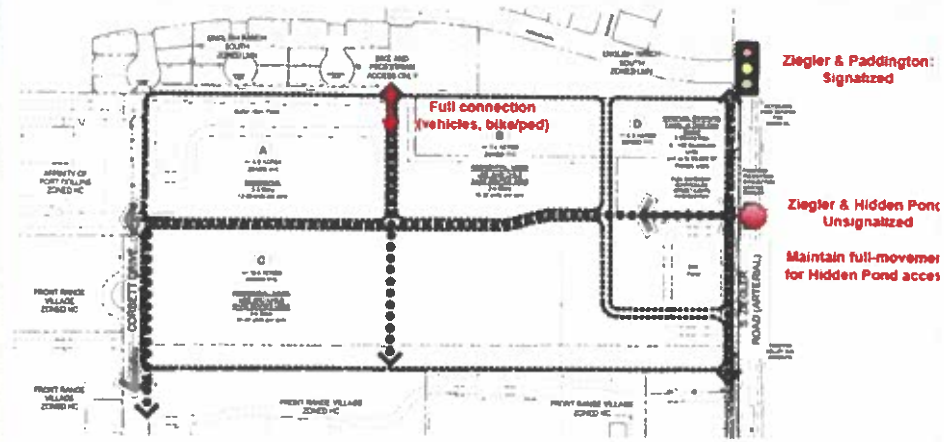


Plan for signalized intersection at Paddington and Ziegler

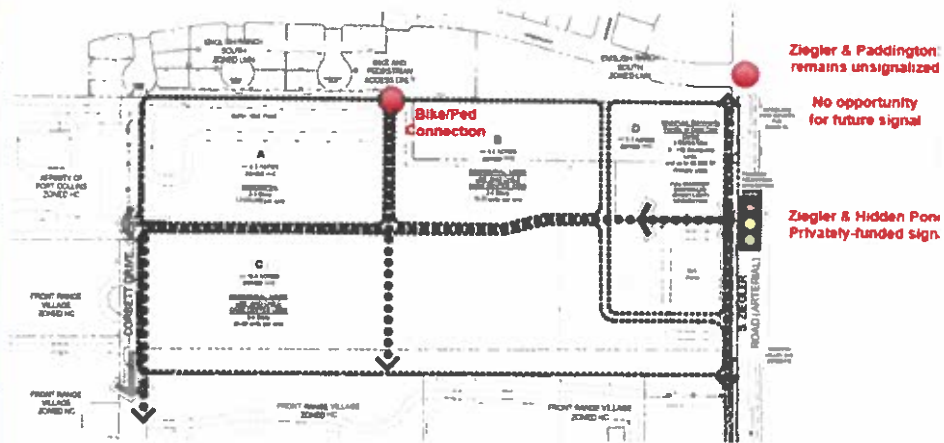
Text

From proposed development

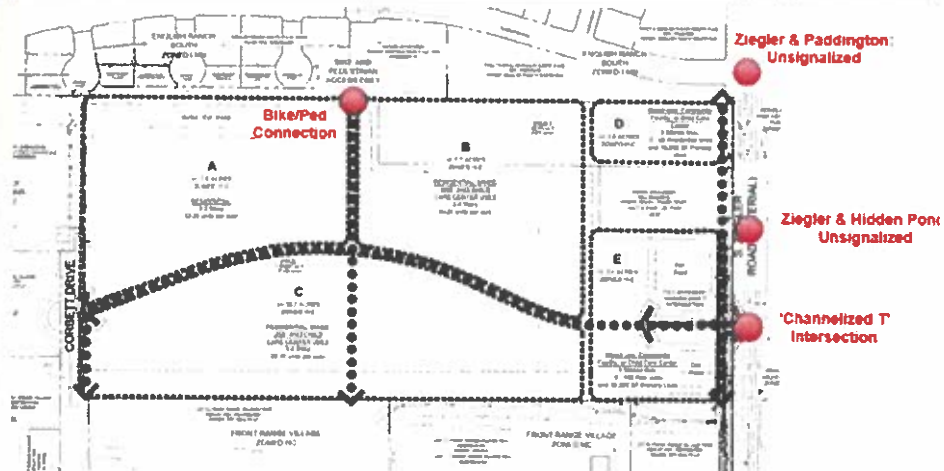
## Option 1



## Option 2



## Option 3



## Comments

\* We want option #4  
Save us from this high density  
development.



# ZIEGLER ROAD TRAFFIC SOLUTIONS

## Option 1: Signal at Hidden Pond, no vehicle connection to English Ranch

---

### Pros

- New development and Hidden Pond can access new signal
- New development vehicles cannot access English Ranch

### Cons

- English Ranch cannot access new signal
- Prevents any future signal into English Ranch

## Option 2: Signal at Paddington, vehicle connection to English Ranch

---

### Pros

- New multifamily development and English Ranch have access to new signal

### Cons

- Prevents any future signal at Hidden Pond
- New multifamily development traffic can access English Ranch

## Option 3: No signal on Zieglger, no vehicle connection to English Ranch

---

### Pros

- Upholds agreement for no vehicle access between new multifamily development and English Ranch

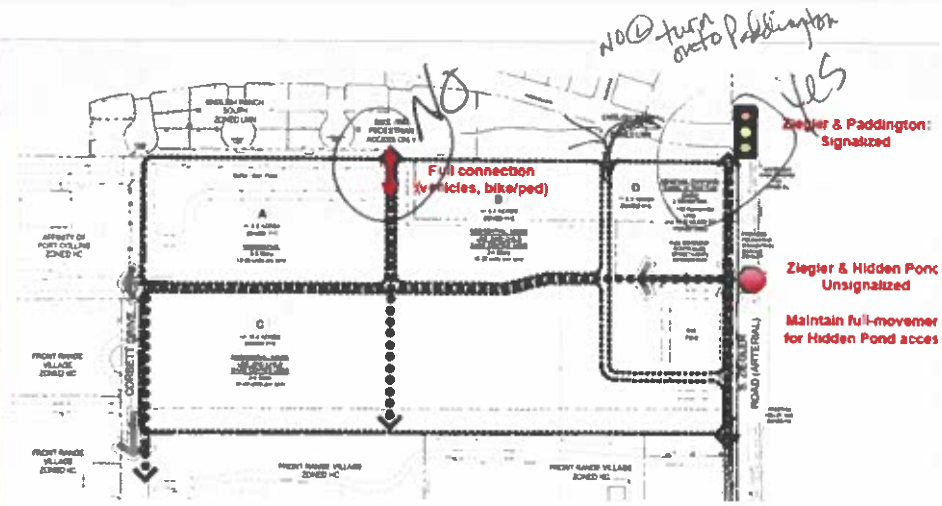
### Cons

- No signal at Paddington or Hidden Pond

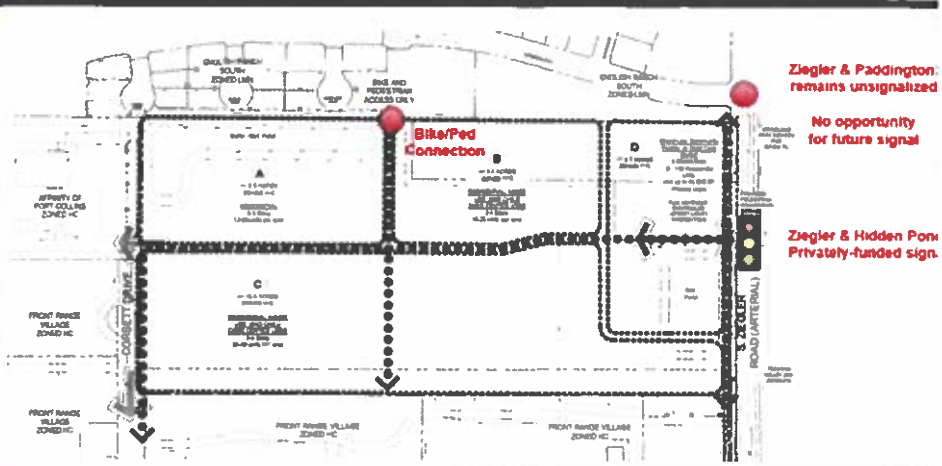
*channelized T* *\*\* We want option #4*



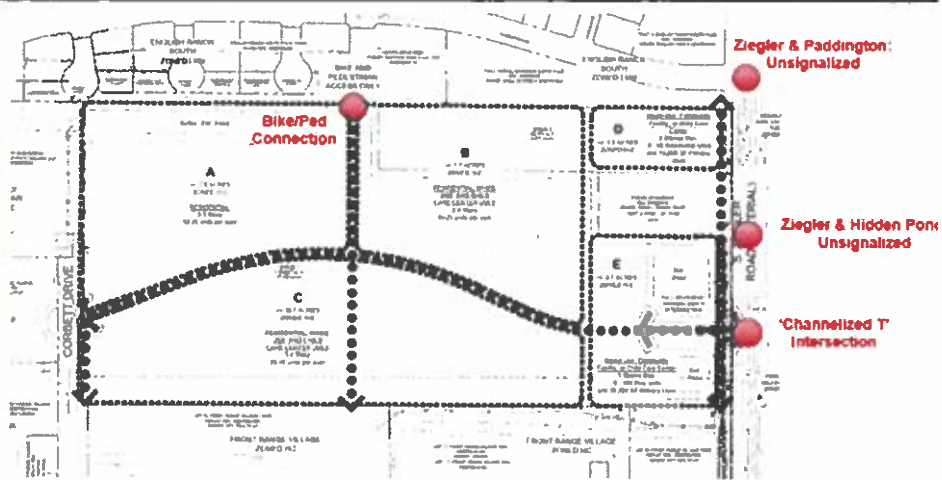
# Option 1



# Option 2



# Option 3



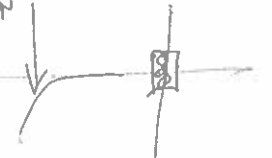
# Comments

*Option 4*

*Paddington*

*No (L) turn*

*See attached sheet*



# ZIEGLER ROAD TRAFFIC SOLUTIONS

## Option 1: Signal at Hidden Pond, no vehicle connection to English Ranch

---

### Pros

- New development and Hidden Pond can access new signal
- New development vehicles cannot access English Ranch

### Cons

- English Ranch cannot access new signal
- Prevents any future signal into English Ranch

## Option 2: Signal at Paddington, vehicle connection to English Ranch

---

### Pros

- New multifamily development and English Ranch have access to new signal

### Cons

- Prevents any future signal at Hidden Pond
- New multifamily development traffic can access English Ranch

## Option 3: No signal on Zieglger, no vehicle connection to English Ranch

---

### Pros

- Upholds agreement for no vehicle access between new multifamily development and English Ranch

### Cons

- No signal at Paddington or Hidden Pond





Option 4

Ziegler Rd

Ziegler Rd

Ziegler Rd

Grand Terc

Plan for signalized intersection at Paddington and Ziegler

Text

From proposed development

copyright Jeff Juneau 2022

light

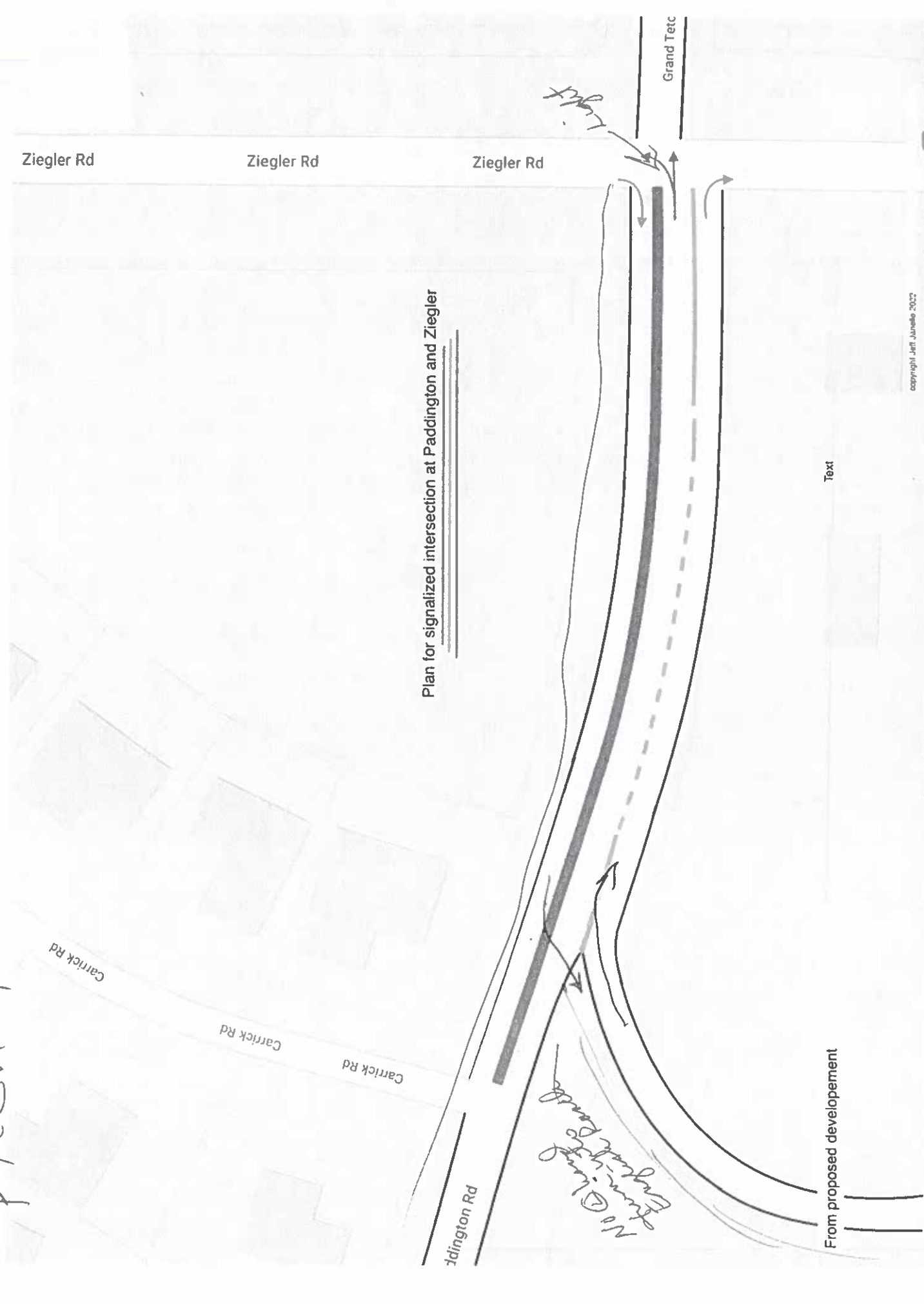
No @ lamp  
turn-right  
English Road

Paddington Rd

Carrick Rd

Carrick Rd

Carrick Rd





From proposed development

Idlington Rd

Carrick Rd

Carrick Rd

Carrick Rd

Plan for signalized intersection at Paddington and Ziegler

Text

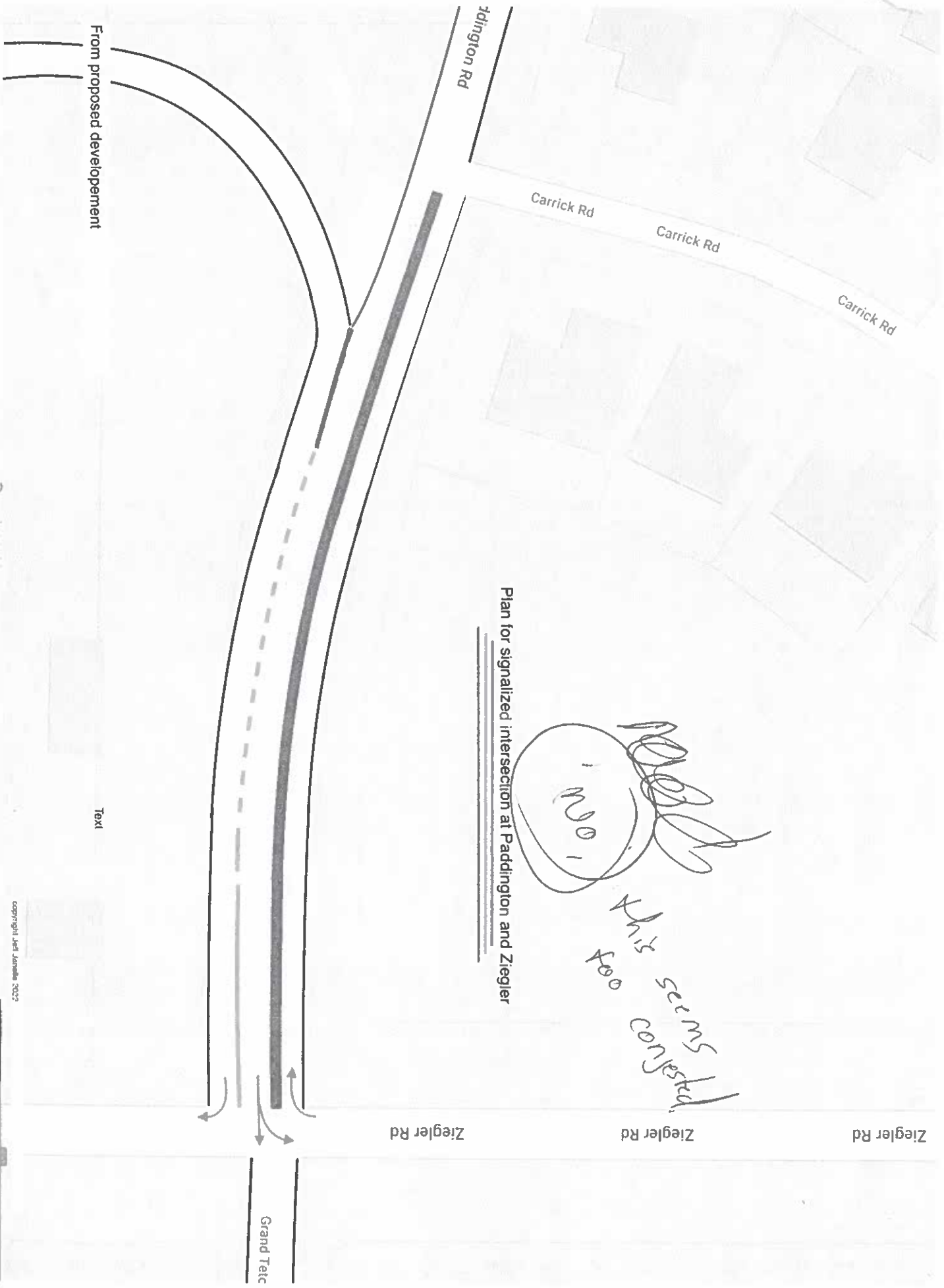
Ziegler Rd

Ziegler Rd

Ziegler Rd

Grand Tete

copyright 1981 Janaka 2022



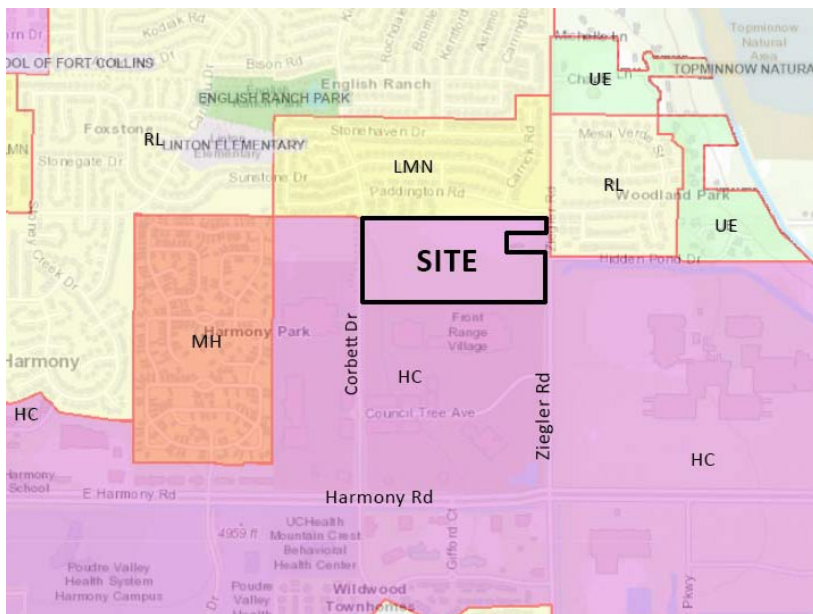
Planning & Zoning Commission Hearing: February 17, 2022

**ODP210004, Ziegler-Corbett Overall Development Plan**

**Summary of Request**

This is a request for an Overall Development Plan for a mixed-use development on approximately 31.3 acres in the Harmony Corridor (H-C) zone district. The ODP proposes modifications of standards to Section 4.26(D)(2) concerning the proportion of primary and secondary uses and Section 4.26(D)(3)(a) concerning residential building heights, as well as a request for Alternative Compliance to Section 3.6.3 regarding street pattern and connectivity standards.

**Zoning Map**



**Next Steps**

If approved by the decision maker, future Project Development Plans (PDPs) can be submitted and reviewed for compliance with the Overall Development Plan for this property.

**Site Location**

The Ziegler – Corbett ODP is located between Ziegler Road and Corbett Drive, north of Front Range Village, or approximately 1,800 feet northwest of the Harmony Road and Ziegler Road intersection (parcels 8732000002 & 8732000009).

**Zoning**

Harmony Corridor (H-C)

**Property Owner**

Fort Collins Land I and II LLC  
PO Box 272699  
Fort Collins, CO 80527

**Applicant/Representative**

Chris Beabout  
Landmark Homes  
6341 Fairgrounds Ave, Suite 100  
Windsor, CO 80550

**Staff**

Ryan Mounce, City Planner

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- 4. Article 2 – Applicable ODP Standards..... 13
- 5. Findings of Fact/Conclusion..... 16
- 6. Recommendation..... 17
- 7. Attachments..... 17

**Staff Recommendation**

Approval of the Modification of Standards to Section 4.26(D)(2) and Section 4.26(D)(3)(a), approval of the Alternative Compliance request to Section 3.6.3 and approval of the Overall Development Plan.

## 1. Project Introduction

### A. PROJECT DESCRIPTION

The Overall Development Plan (ODP) proposes a 31-acre, mixed-use development located in the Harmony Corridor (HC) zone district. Land-uses include a combination of 400 – 700 single family attached, multifamily, and mixed-use dwelling units, a childcare center, and 50,000 square feet of office or community facility space. The ODP prioritizes higher residential and mixed-use intensity along the Ziegler Road frontage and southern property boundary and single-family attached and drainage/buffer areas along the north and northwestern edges of the site, adjacent to existing single family detached units.

The ODP access and transportation network envisions two primary corridors for movement; one corridor oriented east-west connecting the primary site access from Ziegler Road on the east and Corbett Drive on the west. A second north-south corridor would serve the site internally as well as provide opportunities for connections to both the north and south of the site pending future development or redevelopment of adjacent properties. An alternative compliance request proposing a bike/pedestrian-only connection to the north has been submitted as part of this ODP.

While all of the land uses proposed within the ODP are permitted in the HC zone district, a modification of standard to Section 4.26(D)(2) regarding the proportion of primary and secondary uses has been submitted, requesting a reduction in the amount of primary uses (e.g. office or light industrial space) that would be provided in relation to the amount of secondary uses (residential dwellings). Separately, a modification of standard related to the maximum height for residential buildings is proposed, requesting up to 4-stories for portions of the ODP site.

### B. DEVELOPMENT BACKGROUND & CONTEXT

The 31-acre ODP site is currently undeveloped and was annexed into the City as part of the Spring Creek Farms 4<sup>th</sup> Annexation in 1994. Adjacent development includes the Front Range Village shopping center to the south, The English Ranch residential subdivision to the north, Affinity Fort Collins, a senior apartment building, to the west, and the Broadcom/HP Campus to the east across Ziegler Road.

The ODP property is located within the HC zone district, designed to implement the policies and goals of the Harmony Corridor Plan. Since adoption of the Harmony Corridor Plan, the site has been included under the 'Basic Industrial and Non-Retail Employment Activity Center' designation, requiring a ratio of at least 75% primary and up to 25% secondary uses for the site.

In 1996, a previous ODP (Symbios Logic ODP) was approved for large portions of the site and areas further south. This original ODP indicated secondary uses such as hotels, retail, and residential land uses for the property, while areas further south would be reserved for primary uses such as office, light industrial or research uses. In the early 2000s, City Council amended the Harmony Corridor Plan and updated the designation for the property to the south to allow for a regional shopping center (Front Range Village).

Portions of the Ziegler-Corbett ODP site are impacted by or relate to the development of Front Range Village, including a berm easement along the southern property boundary of the ODP, as well as incorporating drainage and stormwater improvements along the Ziegler Road frontage that will serve the ODP site, Front Range Village and properties to the west within the Fox Meadows Drainage Basin.



### Surrounding Zoning and Land Uses

	North	South	East	West
<b>Zoning</b>	The English Ranch Neighborhood (LMN)	Front Range Village Regional Shopping Center (HC)	Woodland Park Estates (RL) and Broadcom/HP Campus (HC)	Front Range Village Regional Shopping Center (HC) and Affinity Fort Collins Apartments (HC)
<b>Land Use</b>	Single family detached units	Retail	Single family attached & detached units; office campus	Retail; multifamily

### C. OVERVIEW OF MAIN CONSIDERATIONS

The ODP property represents one of the few remaining large parcels for Harmony Corridor development. The Harmony Corridor Plan envisions a mixed-use, employment-focused corridor that generally supports more intensive development while compatibly transitioning to adjacent residential zoning. The land use and transportation connectivity for surrounding properties have changed dramatically from what was outlined originally in the Harmony Corridor Plan and Master Street Plan for this area. These changes play a significant role in several requested modifications of standards for the project.

Surrounding the site are a number of amenities. Within the nearby Harmony Corridor are many jobs and employers, and Front Range Village immediately south provides a mix of neighborhood and regional shopping destinations. Both Ziegler and Harmony Roads are envisioned for additional transit enhancements in the future. Given these opportunities, many City policies and goals align with the Harmony Corridor Plan's characterization that the zone district is suitable for more intensive development. At the same time, the ODP property abuts existing single-family residential development to the north. A significant portion of this project review has revolved around balancing the efficient use of the property for intensive development and creating a framework to compatibly transition to existing nearby residential zoning.

Based on community and neighborhood input, the primary consideration for the project has been the possible vehicular connection between the ODP site and The English Ranch neighborhood to the north, which would have the effect of connecting the neighborhood to the Front Range Village shopping center. When Front Range Village was originally developed, concerns over a vehicle connection with the neighborhood eventually led City Council to remove a collector-street connection from the Master Street Plan between the neighborhood and the shopping center. Requirements for a local street connection that mimics the previous collector street alignment have been questioned by many neighbors who believe the issue was resolved in 2010 when Council amended the Master Street Plan.

### D. CITY PLAN PRINCIPLES AND POLICIES:

The City's comprehensive plan (2019 City Plan) was developed with the participation of thousands of community members and embodies the vision and values of the community for the future. A basic aspect of the vision pertinent to the proposal is the unique character and sense of place in Fort Collins.

The City Plan's Structure Plan Map includes place types—or land use categories—which provide a framework for the ultimate buildout of Fort Collins. These place types provide a policy structure that can apply to several specific zone districts within each place type by outlining a range of desired characteristics.

The subject property is consistent with the "Mixed-Employment District" place type, which applies to this property and is typically the overlying land use designation for the Harmony Corridor and Employment zone districts, and those areas with existing or potential for more intensive development with an employment focus.

City Plan states that the Structure Plan is not intended to be used as a stand-alone tool; rather, it should be considered in conjunction with the accompanying principles, goals and policies contained in City Plan as a tool to guide future growth and development. Key principles and policies relevant to the project include the following:

**OUTCOME AREA “LIV” -- NEIGHBORHOOD LIVABILITY AND SOCIAL HEALTH – Managing Growth:** These principles help the City to manage growth by encouraging infill and redevelopment, ensuring this development is compatible with the character of the surrounding neighborhood or area.

**PRINCIPLE LIV 2: Promote Infill and Redevelopment:**

**POLICY LIV 2.1 - REVITALIZATION OF UNDERUTILIZED PROPERTIES.** Support the use of creative strategies to revitalize vacant, blighted or otherwise underutilized structures and buildings, including, but not limited to: Infill of existing surface parking lots—particularly in areas that are currently, or will be, served by bus rapid transit (BRT) and/or high-frequency transit in the future.

**PRINCIPLE LIV 3: Maintain and enhance our unique character and sense of place as the community grows:**

**POLICY LIV 3.1 - PUBLIC AMENITIES.** Design streets and other public spaces with the comfort and enjoyment of pedestrians in mind ...such as plazas, pocket parks, patios, children’s play areas, sidewalks, pathways...

**POLICY LIV 3.6 - CONTEXT-SENSITIVE DEVELOPMENT.** Ensure that all development contributes to the positive character of the surrounding area. Building materials, architectural details, color range, building massing, and relationships to streets and sidewalks should be tailored to the surrounding area.

**PRINCIPLE LIV 4 – Enhance neighborhood livability:**

**POLICY LIV 4.2 - COMPATIBILITY OF ADJACENT DEVELOPMENT.** Ensure that development that occurs in adjacent districts complements and enhances the positive qualities of existing neighborhoods. Developments that share a property line and/or street frontage with an existing neighborhood should promote compatibility by: Continuing established block patterns and streets to improve access to services and amenities from the adjacent neighborhood; Incorporating context-sensitive buildings and site features (e.g., similar size, scale and materials); and Locating parking and service areas where impacts on existing neighborhoods—such as noise and traffic—will be minimized.

**Principle LIV 5 – Create more opportunities for housing choices.**

**POLICY LIV 5.3 - LAND FOR RESIDENTIAL DEVELOPMENT.** Use density requirements to maximize the use of land for residential development to positively influence housing supply and expand housing choice.

## 2. Public Outreach

Two virtual neighborhood meetings were held to discuss the project on September 9, 2021 and February 2, 2022. A video of the September 8, 2021 meeting can be viewed at: [https://www.youtube.com/watch?v=jRu3oU\\_Ba5M](https://www.youtube.com/watch?v=jRu3oU_Ba5M), and a video of the February 2<sup>nd</sup>, 2022 meeting can be viewed at: <https://youtu.be/a3N3ZpMljJlv>.

Summaries of both neighborhood meetings are attached to this report.

Main Topics discussed at the meetings included:

1. Concerns about a vehicular connection north to Paddington Road and additional neighborhood traffic from vehicles accessing Front Range Village;

2. Concerns about existing and increased congestion as a result of the project and nearby proposals at Horsetooth and Ziegler roads; increased traffic would exacerbate issues making left hand turns on to Ziegler Road;
3. Concerns about density, compatibility, and height of the proposal.

### 3. Land Use Code Article 2 – Applicable Standards

#### A. OVERALL DEVELOPMENT PLAN PROCEDURAL OVERVIEW

##### 1. Conceptual Review – CDR210051

A conceptual review meeting was held on July 8, 2021.

##### 2. First Submittal – ODP210004

The Overall Development Plan was submitted on October 8, 2021.

##### 3. Neighborhood Meeting

Pursuant to *LUC Section 2.2.2 – Step 2: Neighborhood Meetings*, a neighborhood meeting is required for ODP projects. Two virtual neighborhood meetings were held on September 8, 2021 and February 2, 2022.

##### 4. Notice (Posted, Written and Published)

Posted Notice: August 25, 2021, Sign #703.

Written Hearing Notice: February 3, 2022, 845 addresses mailed.

Published Coloradoan Hearing Notice: Scheduled for February 6, 2022

#### B. DIVISION 2.8 – MODIFICATION OF STANDARDS

The applicant requests two modifications of standards. These modifications address:

- 4.26(D)(2) Secondary Uses
- 4.26(D)(3)(a) Dimensional Standards (Residential Building Height)

The Land Use Code is adopted with the recognition that there will be instances where a project would support the implementation of City Plan, but due to unique and unforeseen circumstances would not meet a specific standard of the Land Use Code as stated. Accordingly, code standards include provisions for modifications. The modification process and criteria in Land Use Code Division 2.8.2(H) provide for evaluation of these instances on a case-by-case basis, as follows:

**Land Use Code Modification Criteria:**

"The decision maker may grant a modification of standards only if it finds that the granting of the modification would not be detrimental to the public good, and that:

(1) the plan as submitted will promote the general purpose of the standard for which the modification is requested equally well or better than would a plan which complies with the standard for which a modification is requested; or

(2) the granting of a modification from the strict application of any standard would, without impairing the intent and purpose of this Land Use Code, substantially alleviate an existing, defined and described problem of city-wide concern or would result in a substantial benefit to the city by reason of the fact that the proposed project would substantially address an important community need specifically and expressly defined and described in the city's Comprehensive Plan or in an adopted policy, ordinance or resolution of the City Council, and the strict application of such a standard would render the project practically infeasible; or

(3) by reason of exceptional physical conditions or other extraordinary and exceptional situations, unique to such property, including, but not limited to, physical conditions such as exceptional narrowness, shallowness or topography, or physical conditions which hinder the owner's ability to install a solar energy system, the strict application of the standard sought to be modified would result in unusual and exceptional practical difficulties, or exceptional or undue hardship upon the owner of such property, provided that such difficulties or hardship are not caused by the act or omission of the applicant; or

(4) the plan as submitted will not diverge from the standards of the Land Use Code that are authorized by this Division to be modified except in a nominal, inconsequential way when considered from the perspective of the entire development plan and will continue to advance the purposes of the Land Use Code as contained in Section 1.2.2.

Any finding made under subparagraph (1), (2), (3) or (4) above shall be supported by specific findings showing how the plan, as submitted, meets the requirements and criteria of said subparagraph (1), (2), (3) or (4).

**1. Modification to Section 4.26(D)(2) Secondary Uses.****The standard:**

*"Secondary Uses. All secondary uses shall be integrated both in function and appearance into a larger employment-based development plan that emphasizes primary uses. A secondary use shall be subject to administrative review or Planning and Zoning Board review as required for such use in subsection 4.26(B). The following permitted uses shall be considered secondary uses in this zone district and together **shall occupy no more than twenty-five (25) percent of the total gross area of the development plan.**"*

(a) Community facilities.

(b) Public facilities.

(c) Child care centers.

(d) Print shops.

(e) Food catering.

(f) Workshops and custom small industry uses.

(g) Residential uses (except mixed-use dwellings when the residential units are stacked above a primary use which occupies the ground floor).

(h) Lodging establishments.

(i) Convenience shopping centers.

(j) Standard restaurants.

(k) Bed and breakfast establishments.

(l) Clubs and lodges.

- (m) Health and membership clubs.
- (n) Convention and conference centers.
- (o) Places of worship or assembly.
- (p) Limited indoor recreation establishments.
- (q) Unlimited indoor recreation use and facility.
- (r) Food truck rally.
- (s) Microbrewery/distillery/winery.
- (t) Seasonal overflow shelters.

**Overview**

This modification is being requested because the ODP proposes a mix of secondary land uses (residential dwellings, childcare center and community facilities) in excess of 25% of the total gross area of the ODP site. The Harmony Corridor Plan and HC zone district envision an employment-focused corridor and seek to maximize employment-generating land uses, such as office or light industrial, in areas of the corridor designated as ‘Basic Industrial Non-Retail Activity Centers.’ The ODP site is located within such an area in the Harmony Corridor Plan.

The applicant is requesting 100% secondary uses for the site, although 50,000 square feet of primary use is proposed on Parcels D & E. Primary uses in the Harmony Corridor can be measured by gross area of the development site or on a square footage basis. By gross area, Parcels D and E represent 17% of the ODP land area.

When compared with other lower-intensity primary uses in the Harmony Corridor by square footage, such as non-campus professional and medical office, many of these developments range in intensity between 2,500 – 7,500 square feet of primary use per gross acre. Using the midpoint of this range, the proposed 50,000 square feet represents approximately a 10-acre equivalent of primary uses, or 33% of the ODP land uses.

**Primary Use Evaluation Summary**

LUC Requirement	Modification Request	Proposed (Gross Land Area)	Proposed (Square Footage)
75% primary uses	0% primary uses	17% (5.3 acres of 31.3 acre ODP site)	50,000 square feet (Equivalent office intensity to 10 acres of primary employment land, or approximately 33% of ODP land area)

Ultimately, staff is evaluating the applicant’s proposal for 100% secondary uses even though primary uses are being offered, as the applicants are seeking flexibility within the ODP approval process to allow other public-benefit oriented land uses on Parcels D and E: either a childcare center or community facility. If a community facility is proposed in a subsequent Project Development Plan, this would likely result in a reduction in the amount of primary office uses being provided.

**Summary of Applicant Justification**

The applicant’s modification request is attached. It provides a summary of unique site characteristics, which impact the ability of the site to host large-scale employment land uses as envisioned in the Harmony Corridor Plan. The ODP is requesting no limit on the amount of secondary uses provided but is proposing to include 50,000 square feet of office, a primary use, which the applicants contend is more proportionate to the unique challenges and opportunities for primary uses at this location.

In addition, the applicants propose a series of improvements and amenities that would address important community needs and provide community benefits related to sustainability and energy use, access to

childcare, and on site park/gathering space. Specifically, the ODP proposes rooftop solar for residential units and buildings, designing and certifying townhome and condominiums buildings to LEED gold criteria, and providing enhanced park and gathering space exceeding HC zone district standards.

For the above reasons, the applicant contends that without impairing the intent of the Land Use Code, site conditions result in unusual practical difficulties and hardship in meeting the 75% primary use ratio for the site and that the additional amenities proposed would result in a substantial benefit to the city by substantially addressing an important community need described in the city's Comprehensive Plan or in an adopted policy.

### Staff Findings

Staff finds that the granting of the modification would not be detrimental to the public good and that the request satisfies criteria (2), and (3) in subsection 2.8.2(H):

- A. The modification meets 2.8.2(H)(2), because the project commits to substantially address several important community priorities and provide community benefits that exceed development and building/energy code standards.
  - The ODP commits to providing a childcare center as one of the project's land-uses. In both the City's Comprehensive Plan and Strategic Plan, access to childcare is prioritized as an equity measure, for early childhood learning, and as an economic tool for workforce and business retention. "Affordable, Quality and Accessible Childcare Infrastructure" was also adopted as a 2021-2023 City Council priority. Note 12 on the ODP map references the commitment to provide a childcare as part of the ODP development.

Relevant policies/goals from City Plan:

#### Policy EH 3.1 – Business Programs

*Work with the local business community to ensure that economic health strategies and plans are identified to improve the local economy. Collectively identify programs and support efforts that will help existing businesses and new-business creation. Analyze barriers to the retention of businesses and employees, **including access to affordable childcare and attainable housing.***

#### Policy HI 2.4 – Early Learning

***Encourage equitable access to childcare, early learning opportunities and other programs that help families prepare their children for school.***

Relevant strategies from the 2020 Strategic Plan:

#### Economic Health Strategy 3.2

*Understand trends in the local labor market and work with key partners to grow diverse employment opportunities.*

- ***Reduce identified barriers of workforce attraction and retention, including access and affordability of quality housing and childcare.***

- The ODP also commits to providing on-site solar energy generation and greater sustainability through LEED gold certification for townhome and condominium units. City Plan and Our Climate Future include adopted goals for the community to become carbon neutral by 2050, in part through developing new distributed, renewable energy generation, improving energy codes, and designing more efficient and sustainability buildings.

The ODP addresses these goals by providing on-site solar generation for residential units and certifying townhome and condominium units to LEED gold standards, which requires minimum energy performance for buildings that exceed the community's building/energy



code standards. Notes 16 and 17 on the ODP map detail requirements for solar generation and LEED gold certification.

Relevant policies/goals from City Plan:

Policy ENV 3.1 – Renewable Electricity Supply and Integration

*Encourage the Platte River Power Authority (PRPA) to provide 100% renewable electricity supply by 2030 and continue to **integrate distributed energy resources while maintaining affordability and reliability.***

Policy ENV 3.2 – Efficient Buildings

*Support continuous improvement in efficiency for existing and new buildings through incentives, reporting requirements and energy codes.*

Relevant policies/goals from Our Climate Future:

Big Move 12 - 100% Renewable Energy

*Everyone in the community receives affordable and reliable 100% renewable electricity, including from local sources.*

*The 100% renewable electricity big move means:*

- Working with Platte River to increase utility scale renewable electricity sources;
- Continuing to **expand the capacity of local solar** and battery storage, and
- Deploying new capabilities and strategies to **support variable renewable energy resources with responsive homes, businesses, and electric vehicles.**

B. The modification meets 2.8.2(H)(3), because of the unique site location attributes related to visibility, commercial accessibility, and proximity to the Harmony Road frontage. These location characteristics present practical difficulties in fully achieving a 75% primary use mix for the entire ODP site as prescribed by the Harmony Corridor Plan and HC district standards.

- The Harmony Corridor Plan, “establishes the corridor as a preferred location for intense urban activity including a mix of residential, industrial, commercial and recreational uses.” While encouraging a broad mix of uses, primary employment for offices, research labs, and light industrial is emphasized through requirements for 75% primary uses in the ‘Basic Industrial Non-Retail Activity Centers,’ which comprise a large plurality of land in the corridor.

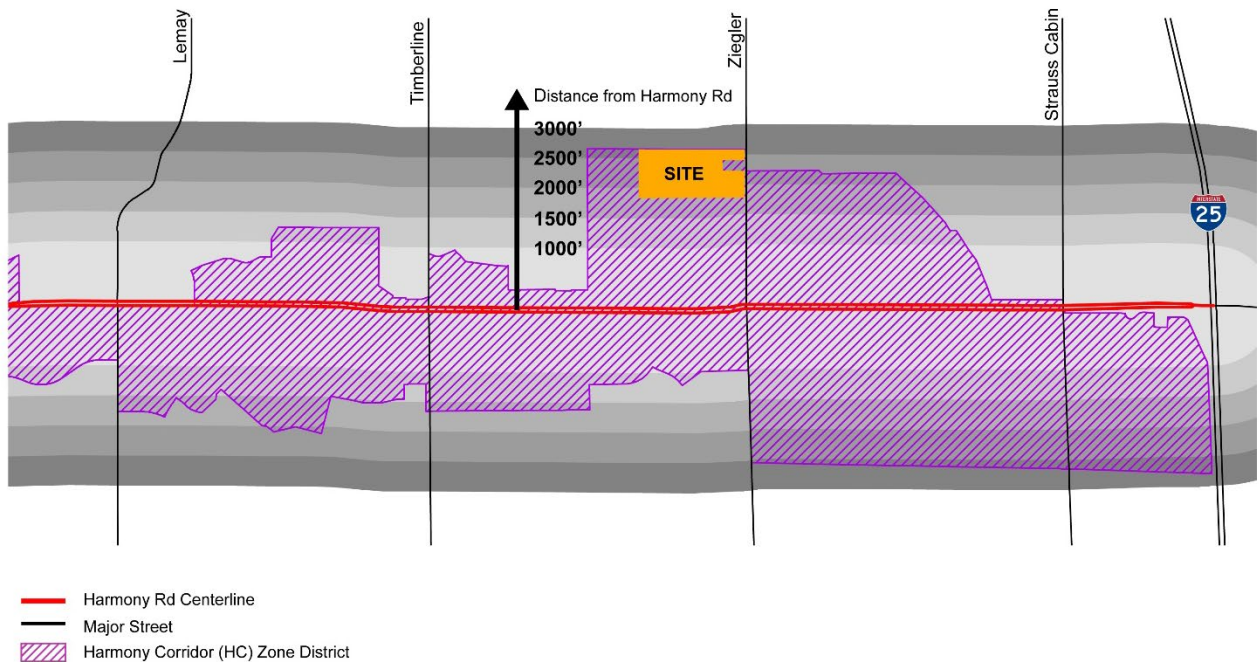
Separately, the Plan states “the focus of most development activity, especially commercial, should be at the major street intersections. The intensity of land use should decrease as distance from Harmony Road increases and as the distance from the major intersections increases.” This pattern of development is frequently observed throughout the corridor, where the majority of primary uses front Harmony Road and secondary uses, especially residential, are located furthest from the highway corridor. This was also the original land vision for the larger vicinity as originally approved in the Symbios Logic ODP from the mid-1990s which included primary uses along the Harmony Road frontage and secondary uses further to the north on what is now the proposed ODP site.

The land south of the ODP site hosts Front Range Village, a large shopping center consisting predominantly of secondary uses. The Front Range Village property was originally designated as a ‘Basic Industrial Non-Retail Activity Center’ in the Harmony Corridor Plan; however, its designation was changed by City Council in the early 2000s to permit construction of a regional shopping center.

While the original Harmony Corridor Plan envisioned a large, contiguous area of primarily employment land northeast of Harmony and Ziegler Roads, through subsequent policy changes, the area has developed predominantly as secondary uses. The only remaining land for primary uses is within the ODP property. Primary employment uses on this site would represent a departure from the traditional pattern of development and would instead see commercial/industrial primary uses abutting adjacent residential zoning, rather than fronting on Harmony Road.

- The location of the ODP property further from Harmony Road frontage also impacts the viability of the site for primary uses due to limited visibility and commercial accessibility. The ODP site features HC-zoned land that is located furthest from Harmony Road than all other HC-zoned land in the corridor.

With the exception of an assisted living facility (a primary use) and an industrial-flex development in the Harmony Technology Park, all other HC and non-HC-zoned land at similar distances from the Harmony Corridor frontage are secondary uses.



As the last remaining vacant land in the vicinity, the site's access is largely dictated by the existing transportation network and pattern of development. A fully signalized intersection to the site that could offer large commercial vehicles protected movements is not planned, given the site's proximity to an existing signal to the south at Council Tree Avenue and a potential future signal at Paddington Road, a collector street to the north.

Secondary access is proposed off Corbett Drive to the west; however, the route is less direct for commercial vehicles as it travels through the Front Range Village's roundabout and a narrower 'main street' cross section when accessing Ziegler Road.



During the 2019 update to City Plan, a study was commissioned to review the remaining inventory of employment and industrial lands in the community and important factors to the success of employment and industrial development (Attachment 10). Visibility and highway/major arterial access was identified as one of the most important site attributes for these types of land uses. These characteristics are marginal for the ODP property in comparison to other HC-zoned sites featuring primary uses.

- The same employment and industrial land study also determined the community likely has an excess of employment lands and, “the buildable employment lands the City greatly exceeds the demand for new employment lands by 2040.... The excess capacity would suggest that the City could be more flexible with use of employment lands in some areas.” (City Plan Employment Land Demand Analysis, Attachment 8, Page 37).

One area identified for potential flexibility by the study were portions of the Harmony Corridor. “Certain remaining parcels along Harmony Road that are further from Harmony Road and behind larger commercial and employment uses could be considered for designation as residential uses. Specifically, the City should strive for higher density residential uses in these areas given their proximity to employment and potential enhanced transit routes” (City Plan Employment Land Demand Analysis, Attachment 8, Page 48).

Given the site’s relative lack of visibility and commercial vehicle accessibility, as well as the community excess inventory of employment land, a reduction in the amount of primary space within the ODP site does not represent a detriment to the public good nor compromise the community’s or Harmony Corridor Plan’s overall employment goals.

## 2. Modification to Section 4.26(D)(3)(a) Dimensional Standards.

### The standard:

*“Maximum height for all nonresidential buildings, including those containing mixed-use dwelling units, shall be six (6) stories. **Maximum height for residential buildings shall be three (3) stories.**”*

### Overview

This modification is being requested because the ODP includes proposed building heights and indicates a full fourth floor for residential-only buildings on Parcel ‘C’ of the ODP map and partial fourth story for residential-only buildings on Parcel ‘B’ of the ODP map.

### Summary of Applicant Justification

The applicant’s modification request is attached. It provides a summary of policies and additional amenities/benefits addressed by the overall project in support of the modification, including providing a childcare center as part of the development and exceeding the park/gathering space requirements of the HC zone district by providing a 1.5-acre park. The justification request also contends unique physical constraints of the site as the ODP property must contain oversized drainage and stormwater facilities to handle drainage from portions of Front Range Village and underdeveloped infrastructure from properties further to the west. This results in less land available to host a similar number of residential units that could be accommodated while meeting the residential building height standards.

### Staff Findings

Staff finds that the granting of the modification would not be detrimental to the public good and that the request satisfies criteria (1) in subsection 2.8.2(H):

- A. The modification meets 2.8.2(H)(1), because the project promotes the purpose of the standard in an equal or better way. Across the entire ODP site, building heights average three stories, and building

heights are minimized closest to existing single-family development while taller structures are proposed near commercial or buffer areas where compatibility, intensity, and privacy impacts can be minimized. This intensity framework helps achieve land use and policy guidance for the corridor to maximize intensity given nearby amenities while compatibly transitioning to adjacent development and residential zoning.

- Both the Harmony Corridor Plan and the site's 'Mixed Employment District' designation on the Structure Plan encourage a more intensive development pattern. The ODP site is well positioned to advance many community goals for access to jobs and transportation, and future users are well-served by the regional and neighborhood amenities at Front Range Village. The HC district is one of the few zones that discourages single-family only residential development, requires a minimum residential density, and supports one of tallest building heights in the community for primary uses.

While more intensive development is generally encouraged, the Harmony Corridor Plan also calls for intensities to decrease as the distance from Harmony Road and major intersections increase, and the HC district includes standards to minimize abrupt scale/height changes adjacent to existing residential development. Since most commercial development is encouraged along the Harmony Road frontage and residential uses are more likely along district edges, the three-story building height promotes a general tapering of intensity and height to enhance compatibility with development in adjacent zone districts.

The ODP continues to meet the purpose of the HC zone district by minimizing height and scale impacts adjacent to the nearest existing residential development and focuses fourth-floor buildings towards the portions of the site where large buffer/detention areas and adjacent commercial development minimizes the impacts of additional height and intensity. Specifically:

- Parcel 'C,' located on the southern portion of the ODP proposes a full fourth floor for residential buildings. Height and compatibility concerns are minimized as adjacent development includes a berm easement, stormwater drainage, and retail loading docks to the south, retail parking and loading docks to the west, and internal ODP phases to the north and east. Note 16 on the ODP map drawing further specifies a 10-ft step back requirement for at least two sides of the fourth floor.
- Parcel 'B,' located along the northern edge of the ODP proposes a recessed fourth floor for 'loft' units and rooftop amenity/patio space. Note 15 on the ODP map drawing requires fourth floor living spaces to be step backed from the floor below a minimum of 10-ft on all sides of the building and the floor area of the fourth floor shall be limited to two-thirds the floor area of the floor below.

Adjacency of existing development to the north of Parcel B consists of undeveloped land that is identified for future multifamily on the English Ranch ODP or existing stormwater and drainage areas. The drainage area buffer ranges in size from approximately 170 to 260 feet between Parcel 'B' and the nearest single-family residential property. Alongside the proposed design parameters, this larger buffer helps further mitigate potential impacts of a fourth-story in comparison to other three-story multifamily buildings found in the Harmony Corridor in closer proximity to single-family detached development.

- Parcel 'A,' represents the area of the ODP that is closest to existing residential development. While other portions of the ODP seek a modification to allow a fourth floor, this portion of the development specifies 2-3 story building heights and lower intensity townhome/condominium development. In addition to the lower building heights, a large drainage and buffer area is proposed between the existing single-

family detached homes located to the north and the senior apartments located to the west.

## 4. Land Use Code Article 2 – ODP Standards

Section 2.3.2 (H) of the Land Use Code identifies seven criteria for reviewing the ODP, which are summarized as follows:

### 1) **Section 2.3.2(H)(1) – Permitted Uses and District Standards**

This standard requires the ODP to be consistent with the permitted uses and applicable zone district standards and any applicable general development standards that can be applied at the level of detail required for an ODP submittal.

The ODP proposes a phased, mixed-use development consisting of multiple residential land uses (single-family attached, multifamily, and mixed-use dwellings) as well as a childcare center, community facility, and office uses. All proposed land-uses are permitted within the HC zone district.

Additionally, the HC zone district prescribes a minimum of 75% primary employment uses and a maximum of 25% secondary uses. The ODP is proposing a ratio of secondary uses exceeding the 25% secondary use maximum. A modification of standard has been requested and is reviewed in the modifications section of this report.

### 2) **Section 2.3.2(H)(2) – Density**

This standard requires that the Overall Development Plan be consistent with the required density range of residential land uses.

For residential developments, the HC district requires an overall minimum average density of seven dwelling units per net acre. The ODP proposes between 400 – 700 residential units, complying with the standard and representing an average gross density of approximately 12.7 – 22.4 units per acre.

### 3) **Section 2.3.2(H)(3) and 2.3.2(H)(4) – Master Street Plan, Street Pattern, Connectivity, Transportation Connections to Adjoining Properties**

These standards require the ODP to conform to the Master Street Plan, Street Pattern and Connectivity standards, and also to conform with Transportation Level of Service requirements. There are no issues with ODP compliance related to these standards with the exception of 3.6.3(E) *Distribution of Local Traffic to Multiple Arterial Streets* and 3.6.3(F) *Utilization and Provision of Sub-Arterial Street Connections to and from Adjacent Developments and Developable Parcels*. An alternative compliance request has been submitted for the project and is discussed below.

The ODP takes access from a collector and arterial streets and is being developed within an existing transportation network, meeting spacing requirements for full access local and collector street intersections. The City's Engineering and Traffic Operations staff have also reviewed the projects Traffic Impact Study for compliance with Level of Service requirements

#### **Street Connectivity Standards 3.6.3(E),(F):**

The ODP is required to provide for street connectivity within the same section mile, achieving access to a minimum of three arterial streets as well as continuing or creating sub-arterial connections to adjacent development, spaced at intervals not to exceed 660-feet.

**3.6.3(E) Distribution of Local Traffic to Multiple Arterial Streets.**

*“All development plans shall contribute to developing a local street system that will allow access to and from the proposed development, as well as access to all existing and future development within the same section mile as the proposed development, from at least three (3) arterial streets upon development of remaining parcels within the section mile, unless rendered infeasible by unusual topographic features, existing development or a natural area or feature. The local street system shall allow multi-modal access and multiple routes from each development to existing or planned neighborhood centers, parks and schools, without requiring the use of arterial streets, unless rendered infeasible by unusual topographic features, existing development or a natural area or feature.”*

**3.6.3(F) Utilization and Provision of Sub-Arterial Street Connections to and From Adjacent Developments and Developable Parcels.**

*“All development plans shall incorporate and continue all sub-arterial streets stubbed to the boundary of the development plan by previously approved development plans or existing development. All development plans shall provide for future public street connections to adjacent developable parcels by providing a local street connection spaced at intervals not to exceed six hundred sixty (660) feet along each development plan boundary that abuts potentially developable or redevelopable land.”*

From a transportation perspective, the site represents an infill condition, as all surrounding properties have already been developed and a system of local and collector streets are already in place. The ODP proposes a new east-west local street bisecting the property, intersecting with Ziegler Road on the east and Corbett Drive on the west. Both connections will be full movement intersections.

The length of the southern and northern boundaries of the ODP trigger requirements for additional sub-arterial connections to adjacent properties. The ODP identifies a primary north-south street through the middle of the property for internal circulation and a potential future connection to the south. A sub-arterial stub is planned along the southern boundary that could connect further south if future redevelopment occurs at Front Range Village. A large drainage area on the Front Range Village property currently prevents an immediate connection. Access to the north and The English Ranch neighborhood is proposed for bike and pedestrian access only, and the lack of a vehicular connection is the principal factor for the proposed alternative compliance request.

In the early 1990s, two ODPs were approved for the land located north and east of Harmony Road and Ziegler Road (Symbios Logic ODP and The English Ranch ODP). Pursuant to the Master Street Plan at the time, Corbett Drive was proposed to connect from Harmony Road on the south, travel north and with two 90-degree turns, and connect to Paddington Road in The English Ranch neighborhood. Both ODPs anticipated and planned for this future collector street connection.

In the early 2000s, City Council approved an amendment to the Harmony Corridor Plan to allow for the construction of a new regional shopping center (Front Range Village). This Harmony Corridor policy change represented a large shift in the anticipated land uses in the vicinity, and during the project review for Front Range Village, neighbors within The English Ranch expressed concerns about a future street connection that would generate excess cut-through traffic through the neighborhood above and beyond what would have been anticipated had the Front Range Village property remained as a business or light industrial area.

In 2011 during updates to City Plan and the Master Street Plan, neighbors in English Ranch successfully petitioned staff and City Council to amend the Master Street Plan to remove the Corbett Drive connection to Paddington Road in The English Ranch neighborhood. During a work session review of the proposed change, staff identified that nearby arterial streets would be able to accommodate any increased traffic due to the loss of the connection, however, there were tradeoffs for vehicular connectivity between the neighborhood and services to the south and vice versa to neighborhood amenities to the north (English Ranch Park, Linton Elementary school).

The Master Street Plan only identifies collector and arterial street connections, and while the Corbett Drive connection was removed from the map, Land Use Code requirements still require a local street connection to the

north. Engineering and Traffic Operations staff have reviewed the Traffic Impact Study for the proposed ODP, which analyzed scenarios with and without a vehicular connection to Paddington Road. Similar to the 2011 staff findings, nearby arterial streets are able to accommodate additional trips that result from the lack of a local street connection between the ODP property and Paddington Road. Tradeoffs remain that while any detour of vehicular trips are small in distance, it will require travel onto an arterial street, which many neighbors have expressed can be difficult when attempting left-turning movements during busy traffic periods.

### **Alternative Compliance:**

*Review Criteria for Alternative Compliance:* To approve an alternative plan, the decision maker must first find that the proposed alternative plan accomplishes the purposes of this section equally well or better than would a plan and design which complies with the standards of this section, and that any reduction in access and circulation for vehicles maintains facilities for bicycles, pedestrians and transit, to the maximum extent feasible.

In reviewing the proposed alternative plan, the decision maker shall take into account whether the alternative design minimizes the impacts on natural areas and features, fosters non-vehicular access, provides for distribution of the development's traffic without exceeding level of service standards, enhances neighborhood continuity and connectivity and provides direct, sub-arterial street access to any parks, schools, neighborhood centers, commercial uses, employment uses and Neighborhood Commercial Districts within or adjacent to the development from existing or future adjacent development within the same section mile.

The applicant's alternative compliance request is attached. Staff recommends approval of alternative compliance, which recognizes the unique history and constraints of land use and transportation policy affecting nearby properties, the enhanced nature of existing and proposed bike/pedestrian connections that can be made, and the limited impact to nearby arterial streets that would result from the lack of a vehicular connection.

This recommendation is based on the following findings:

- 1) The lack of a local street connection and vehicular access does not result in any reduction to access or circulation for bicycles, pedestrians, or transit. The ODP property and adjoining north/south developments share three existing or proposed bike/ped connections along their shared boundaries.
- 2) The primary amenities to the north of the ODP property include English Ranch Park and Linton Elementary School. Both sites are located approximately half a mile (walking distance) from the center of the ODP property. City policies and goals encourage non-vehicular trips at this distance. Poudre School District bussing eligibility is typically not available within one-mile of an elementary school and no impact is anticipated to bus routes.
- 3) The land-uses and proposed amenities within the ODP partially mitigate the loss of vehicular access to the nearby park and school. The ODP commits to providing a 1.5-acre park/gathering space for the development, greatly exceeding HC zone district standards. The residential component of the ODP features attached and multifamily residential units. According to a 2015 National Association of Homebuilders study of US Census Data, on average, new multifamily units feature approximately one third the number of children versus single family detached development (21.9 versus 61.5 per 100 units).
- 4) A local street connection to Paddington Road would mean vehicles could travel to Corbett Drive through the ODP street network in nearly an identical alignment to what was previously illustrated on the Master Street Plan. The removal of a vehicular connection is being requested by many neighbors within English Ranch to reduce cut-through traffic to Front Range Village and reduce the amount of traffic within the neighborhood that they feel detracts from bike/pedestrian safety. The lack of a vehicular connection maintains the intent of the previous policy decision by City Council to remove the Corbett connection from the Master Street Plan.
- 5) The proposed alternative plan accomplishes the purposes of this section equally well or better than would a plan and design which complies with the standards of this section because the overall neighborhood including and surrounding the ODP is well served by a network of local, collector and arterial streets, has



multiple bike and pedestrian access points, and the impact to local vehicular travel distances within the section mile are minimized due to the spacing and intersection of existing local and collector streets, or mitigated by the demands for local trips by the ODP land uses and its on-site amenities.

#### 4) Section 2.3.2(H)(5) – Natural Features

This standard requires an ODP to show the general location and size of all natural areas, habitats and features within its boundaries and shall indicate the rough estimate of the buffer zone as per Section 3.4.1(E)

The ODP does not contain any identified natural areas, habitats or features as identified on the City's *Natural Habitats and Features* inventory map and no natural habitat buffer zones are required within the ODP boundary.

#### 5) Section 2.3.2(H)(6) – Drainage Basin Master Plan

This standard requires an ODP to be consistent with the appropriate Drainage Basin Master Plan.

The ODP is located within the Fox Meadows Drainage Basin. A drainage report has been reviewed by stormwater staff and there are no drainage issues associated with the ODP. The ODP map indicates the approximate location and sizing of future detention areas. Future project reviews within the ODP boundary will comply with the City's stormwater management, water quality requirements, and low impact development standards.

#### 6) Section 2.3.2(H)(7) – Housing Density and Mix of Uses

This section requires that any standards relating to housing density and mix of uses will be applied over the entire ODP and not on each individual PDP.

Within the HC zone district, a mix of housing types is required for projects proposing residential dwellings. For projects greater than 30 acres in size, a minimum of three housing types are required.

The ODP proposes a minimum of three housing types, complying with this standard. Housing types shall include single-family attached, multifamily, and mixed-use dwellings. Additional housing types may be provided when individual PDPs are reviewed as multifamily buildings with varying unit numbers per building are identified as different housing types in the HC district, however, this level of detail for future PDP phases is not yet known.

In addition to these recognized housing types in the HC district, 12 live-work units are proposed that will feature street-oriented commercial storefronts.

## 5. Findings of Fact/Conclusion

In evaluating the request for the Ziegler - Corbett Overall Development Plan, ODP210004, Staff makes the following findings of fact:

1. The Overall Development Plan complies with the applicable procedural and administrative requirements of Article 2 of the Land Use Code.
2. The Overall Development Plan's proposed alternative street connectivity accomplishes the purposes of Section 3.6.3 equally well or better than would a plan and design which complies with the standards of this section because the overall neighborhood including and surrounding the ODP is well served by a network of local, collector and arterial streets, the plan continues to enhance the connectivity for bicycle, pedestrian and transit by providing for connectivity through the site, and the proposed on-site amenities and land uses minimize and mitigate the generation of vehicular trips to the north.
3. The Modification to Section 4.26(D)(2) Secondary Uses is not detrimental to the public good and meets criteria 2.8.2(H)(2) because the ODP plan provides a substantial benefit to the community by addressing

important community needs including access to childcare and advancing climate action and sustainability goals by providing on-site solar generation capacity and certifying a portion of residential units to LEED gold standards;

The Modification to Section 4.26(D)(2) Secondary Uses is not detrimental to the public good and meets criteria 2.8.2(H)(3) because the ODP property has unusual and practical difficulties achieving 75% primary uses due to its visibility, location, and prior policy changes which have altered the land use vision for adjacent properties. The ODP property is substantially setback from Harmony Road and major street intersections, reducing its visibility and accessibility for large-scale primary uses.

4. The Modification to Section 4.26(D)(3)(a) Dimensional Standards is not detrimental to the public good and meets criteria 2.8.2(H)(1) because the plan will promote the general purpose of the standard equally well because the overall ODP site meets the purpose and intent of the Harmony Corridor Plan to compatibly transition from more intensive development to adjacent residential neighborhoods. This is achieved by an ODP average residential building height of 3-stories and locating those buildings with taller building heights and intensity adjacent to commercial land uses or large buffer/detention areas;
5. The Modification to Section 4.26(D)(3)(a) Dimensional Standards is not detrimental to the public good and meets criteria 2.8.2(H)(2) because the ODP plan provides a substantial benefit to the community by addressing important community needs including access to childcare and advancing climate action and sustainability goals by providing on-site solar generation capacity and certifying a portion of residential units to LEED gold standards;
6. The ODP complies with the review standards of Section 2.3.2(H)(1) through (7).

## 6. Recommendation

Staff recommends that the Planning and Zoning Commission make a motion to approve the two Modifications of Standard to Land Use Code sections 4.26(D)(2) and 4.26(D)(3)(a); and approve the Ziegler – Corbett Overall Development Plan, ODP210004 based on the Findings of Fact and supporting explanations found in the staff report and hearing materials.

## 7. Attachments

1. Location & Zoning Map
2. Planning Objectives Narrative
3. Overall Development Plan
4. Overall Drainage Plan
5. Alternative Compliance Request Section 3.6.3
6. Modification Request Section 4.26(D)(2)
7. Modification Request Section 4.26(D)(3)(a)
8. City Plan Employment Land Demand Analysis
9. September 2021 Neighborhood Meeting Summary
10. February 2022 Neighborhood Meeting Summary
11. Public Comments
12. Staff presentation
13. Applicant Presentation

## 8. Links

The documents available at the following links provide additional information regarding the development proposal under review and are incorporated by reference into the hearing record for this item:

[Overall Drainage Report](#)  
[Overall Traffic Study](#)

8. Carpenter Road/SH392, between College Avenue/US287 and I-25
9. LaPorte Avenue, between Wood and Howes streets
10. Mulberry Street, between Tyler Street and Overland Trail
11. Overland Trail, between LaPorte Avenue and Drake Road
12. Harmony Road, between Platte and Overland Trail
13. Troutman Parkway crossing at the Burlington Northern Santa Fe Railroad tracks
14. Keenland Drive crossing at the Union Pacific Railroad tracks

One of the major outcomes of the 2010-11 update process is that there are not any MSP street classifications that are proposed to be expanded beyond their current street classifications. For example, there are not any street classifications that are proposed to increase from a four lane arterial classification to a six lane arterial classification.

In some cases, the update process is proposing to reduce the classification for specific street segments on the MSP. For example, the project team is proposing that Lincoln Avenue between Jefferson Street and Lemay Avenue, be downgraded from a four lane arterial street classification to a two lane arterial street classification. It is important to note that the proposed amendments to the MSP network will continue to provide adequate transportation capacity for the City's short term and long-range travel needs.

### **3. New Overlay Map for MSP**

The 2010-11 update to the Master Street Plan also includes a new "Overlay Map" to help proactively designate locations where the current Larimer County Urban Area Street Standards (LCUASS) may require revisions or flexibility to achieve the vision of special districts, Enhanced Travel Corridors, reshaping streets, and alternative vehicles and trails. These corridors may need to do more to address the street's adjacent land-uses or better fit the unique needs of the area (e.g., Downtown, North College, Lincoln, Mid-Town and along Enhanced Travel Corridors) as well as service all modes of transportation (cars, bicycles, pedestrians, transit, freight, parking, etc.)

See Attachment 6 for a copy of the City's current Master Street Plan and Attachment 7 for a copy of the TMP Appendix E – Master Street Plan Amendment Documentation for more details, including a map of the MSP segments that are under review as part of the update process as well as a draft copy of the new overlay map.

In summary, the MSP update process continues to move forward with additional technical analysis, community input opportunities, review by Boards and City Council.

The schedule is to bring forward the proposed Master Street Plan amendments to City Council for adoption as part of the overall Plan Fort Collins/Transportation Master Plan process in early 2011.

### **4. Master Street Plan (MSP) – Preliminary Corbett Drive Collector Street Analysis**

One of the key locations being reviewed as part of the 2010-11 MSP update process is the Corbett Drive collector street extension that is currently shown on the MSP to connect the English Ranch neighborhood and the Front Range Village Shopping Center to Harmony Road. Corbett is currently constructed through the Front Range Village Shopping Center, terminating at the shopping center's north property line. There is an undeveloped property between the shopping center and the English



Ranch neighborhood, zoned HC, Harmony Corridor zone district; allowed uses could include multi-family residential, offices, and light industrial uses.

There has been a significant amount of public input from the English Ranch neighborhood, opposing this collector street connection. On November 22, 2010, staff conducted a meeting with the neighborhood (see Attachment 8, Meeting Notes from the November 22 Corbett Drive Public Meeting). City staff is continuing to gather input from the public, boards and commissions, and City Council. The public survey for residents and business will close on December 10. The final analysis will be available after the Transportation Board meeting on December 15.

The properties south of the English Ranch neighborhood have been involved in a variety of developments over the past two decades. A brief history of the public meetings potentially related to the Corbett Drive extension follows:

- English Ranch South Overall Development Plan (October 1995)
  - Planning and Zoning Board Meeting (October 1995)
  - ODP shows Corbett Drive connecting at Paddington and Edmonds
- Symbios Logic Overall Development Plan (June 1996)
  - Planning and Zoning Board Meeting (June 1996)
  - ODP shows Corbett Drive extending north from Harmony Road, turning east and connecting to Paddington. The connection is consistent with the English Ranch South ODP
- Harmony Corridor Plan Amendment (2003)
  - Amended plan to permit a lifestyle center
  - Planning and Zoning Board Meeting (June 19, 2003)
  - City Council Meeting (July 15, 2003)
- Harmony Corridor Plan Amendment (2005-06)
  - Amended plan to permit a regional shopping center
  - Planning and Zoning Board Meeting (November 21, 2005)
  - City Council Meeting (January 17, 2006)
- Front Range Village Overall Development Plan and Final Development Plan (September 2006)
  - Planning and Zoning Board Meeting (September 21, 2006)
  - Neighborhood Meeting #1 (January 14, 2006)
  - Neighborhood Meeting #2 (August 26, 2006)

The question of a vehicular connection between English Ranch and Front Range Village was directly asked at the August 26, 2006 neighborhood meeting. City staff response based on the meeting notes is below. The “back 40” refers to the undeveloped property north of Front Range Village.

*“The Master Street Plan for this area calls for a street connection from the neighborhood to the “back 40” acres. Such a street connection will be required only when the “back 40” develops. While a connection ultimately may be required, it will not be made with the shopping center proposal.”*

In addition, the development agreement for Front Range Village also included several sections specifically referencing the Corbett Drive extension. The agreement provided approximately

\$75,000 for a neighborhood traffic calming plan along Corbett Drive through 2015. A section of the agreement related to streets also notes the potential for a street connection to the English Ranch:

*“It is understood and agreed that future development(s) may connect the public street system in the English Ranch neighborhood with this Development, and that such connectivity has the potential to allow cut-through traffic and other perceived negative impacts to the English Ranch neighborhood. In recognition of this potential and in response to comments at public meetings preceding the Development's PDP approval, City staff and representatives of the Developer considered a variety of traffic calming options for the neighborhood that can be implemented in the future when the street connections are completed.”*

The draft Master Street Plan appendix outlines the preliminary staff analysis. All the data is not in yet, but a preliminary recommendation is that the Corbett connector street connection be removed from the MSP. A local street connection from within the currently vacant property may still be necessary and required by the Land Use Code at the time the vacant property south of English Ranch develops, regardless of the removal of the collector street designation from the MSP. The decision about street access and connections will be made after input from the neighborhood and developer, in conjunction with the submittal of a development plan for the vacant property. An initial list of positives and negatives associated with the Corbett Drive extension is below. This list, as well as the overall analysis, will be updated based on input received in December.

*Scenario 1: Maintain Planned  
Corbett Drive Connection*

*Pros*

- Provides neighborhood access to Front Range Village, the Poudre River Public Library, AMD, Intel, other employers, and the Harmony Corridor.
- Safe Routes to School connection for students and parents to Preston Middle School and Traut Core Knowledge Elementary.
- Additional street connections for undeveloped property to north of Front Range Village to residences, parks, and schools.

*Cons*

- Potential for through traffic along Kingsley Drive and Corbett Drive to/from Front Range Village and Harmony Corridor.
- Direct pedestrian and bicycle connection already provides access to Front Range Village and Harmony Corridor.
- Surrounding arterial streets are able to handle additional traffic volumes.
- Undeveloped property to north of Front Range Village may be less reliant on Ziegler Road, reducing the access burden (i.e., the number and type of access points).

*Scenario 2: Remove Corbett Drive  
Connection from MSP*

*Pros*

- Direct pedestrian and bicycle connection already provides access to Front Range Village and Harmony Corridor.
- Traffic projections do not anticipate any negative impact to surrounding arterial streets if connection is removed.
- Removes the potential for any through traffic along Kingsley Drive and Paddington Road.

*Cons*

- Inconsistent with *City Plan* and *Transportation Master Plan* goals and principles of direct connectivity and requirements in the Land Use Code.
- Development requirements in the Land Use Code must be addressed, and existing development plans must be amended (at the time of development) to remove the connection.
- Removes neighborhood Collector street connections to Preston Middle School and Traut Core Knowledge Elementary. This includes potential residential uses on the undeveloped property to the north of Front Range Village.
- Without this connection, access to the undeveloped property to the north of Front Range Village off Ziegler would become more important. This may increase the access burden and negatively impact Ziegler's safety and traffic operations. This assumes no street connection at all to the English Ranch neighborhood.
- Existing overall development plans (ODP) that include Corbett Drive must be amended to ensure compliance with the Land Use Code.

## Corbett Drive Public Input Meeting – November 22, 2010

### Feedback Notes:

- 1998 - 2010 MSP
- Promised no street connections-trust factor
- Concerned that lied to previously
- No problems getting around now
- Don't understand need for Corbett
- Why not traffic control on Paddington? Do not want it
- What is projection if connected?
- What is definition if connected?
- What is definition of this neighborhood?
- What about cut-through traffic?
- Stop Sign at Paddington & Kingsley
- Is there support for this connection?
- Concern about outside traffic using it
- Since current traffic calming not working, how/why do next street?
- Where do we go? Ride bike and walk through neighborhood to Avago and to Front Range Village
- Need 2 lanes entering roundabout from Horsetooth to south bound Zeigler
- High school students not using roundabout correctly, 410/450 students walk and bike
- Linton big walk and bike in school. Safety concerns

- Edmond and Paddington concern with traffic calming not working
- Concern with design Paddington not meeting collector design standard
- What is methodology of collecting traffic data? When? How long?  
Ex: 24 hours
- Provide traffic data for when Paddington designed – what was it designed to serve? Are design improvements needed?
- Speeding traffic on Paddington and too much traffic
- Stop sign at Edmond
- Drainage concerns if street is built (stormwater)
- Use of bike path
- Convenience for street connection
- OK with driving around to get from neighborhood to shopping. Want to keep safer for bikes and pedestrians and students
- Concern with people using connection instead of Harmony
- Bike path supports travel by bike and walking for short trips
- Waste of time and money to put street in
- Why is this needed?
- May like option for short trips but very important concern for bicycle and pedestrian safety, especially children.
- Need to see tapes from prior City Council meetings
- Increasingly hard to make left turn from Kingsley on to Horsetooth. Concern for backing up traffic and safety
- Roundabout makes hard to get out of neighborhood because fewer gaps

- Joe Olson-option to signalize Kingsley, Paddington, Caribou? Traffic Operations reviewing.
- Need to study larger area and impacts
- Pedestrians trying to cross Zeigler at Paddington
- Signals needed today – especially for pedestrians/children. Signalized pedestrian crossing
- Developer deal with it in future
- No direct connection between Kingsley and Corbett
- Trust issues due to history; 15 years ago changed MSP alignment. RE: direct connection of Kingsley and Corbett
- Should put current info in writing frequently to keep message
- Fear of traffic will lead to fewer children being able to walk and bike
- Concern with high school drivers cutting through to restaurant
- What is City criteria for this? What will we do with this info?
- Backed up traffic at roundabout could cause cut through traffic
- Safety should be criteria
- What if 85% against and 15% support?
- Can this connection stay or go from MSP? Or is this a street going to be built? – Plan only
- Why is it still on MSP if no one wants it?
- When would it be built? With development (not before)
- What about money running out? \$75,000 is for traffic mitigation
- Triple bottom line analysis – trade offs for safety, environment
- High school traffic can get to school fine now, not need connection

- Concern with high school drivers to restaurants
- Concern with high school students on survey results – How to verify survey is property owners?
- Get data from traffic doing U-turns at cul-de-sac on north
- Two for; 148+ against.
- How is data weighted? Public opinion vs. environmental vs. developer?
- Want to keep neighborhood character, like it now. Like to walk/bike, keep neighborhood special, not do street
- What is timeline for council process? Slides on-line location/date/time of meetings?
- Concern with truck deliveries using this new street
- Has Front Range Village contacted CMO, Transportation Board about this connection? Diane Jones-Front Range Village not interested in connection. (per Melissa Moran, Bayer Properties)
- Concern with lower property values if street connection
- Concern with safety on Paddington. Too narrow. More bike and pedestrian traffic from neighborhood
- Not want to ride bike on path if street connector
- What is developer's point of view?
- Can developer not connect to Paddington?
- What land uses can be on developer's site?
- If take off MSP, what happens when development happens? Depends on developer's plan; land uses; traffic study
- When old and new Sunstone connected caused more traffic.
- Look at different width of Paddington

- Future mailings should be sent out earlier
- Kingsley and Paddington corner. People go down and turn around at end of cul-de-sac now so more concerns if connected



## Corbett Drive Extension – MSP Update Process

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## CORBETT DRIVE AND FRONT RANGE VILLAGE

- No direct connection to Kingsley per MSP
- Front Range Village development agreement
  - Acknowledged there may be a street connection to English Ranch in the future
  - Provided \$75,000 for a neighborhood traffic calming plan along Corbett Drive
    - Secured through 2015
    - Includes traffic calming measures such as speed tables, lower speed limits, pedestrian crosswalks, and signage

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## CITY PLAN AND TRANSPORTATION MASTER PLAN POLICIES

- The physical organization of the City will be supported by a framework of transportation alternatives that balances access, mobility, safety, and emergency response throughout the City, while working towards reducing the rate of growth of vehicle miles traveled and dependence upon the private automobile. (City Plan and TMP)

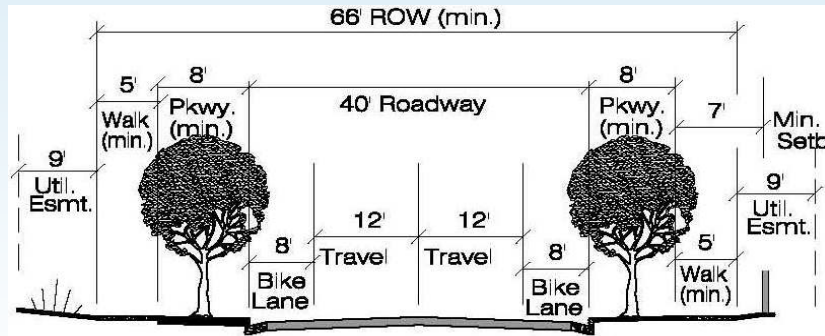
43

## CITY PLAN AND TRANSPORTATION MASTER PLAN POLICIES

- A well-developed system of connections (walkways, bikeways, and streets) throughout the community will link land uses and travel within and beyond Fort Collins. (TMP)
- Neighborhood streets will be extensively interconnected, but designed to protect the neighborhood from excessive cut-through traffic. (TMP)

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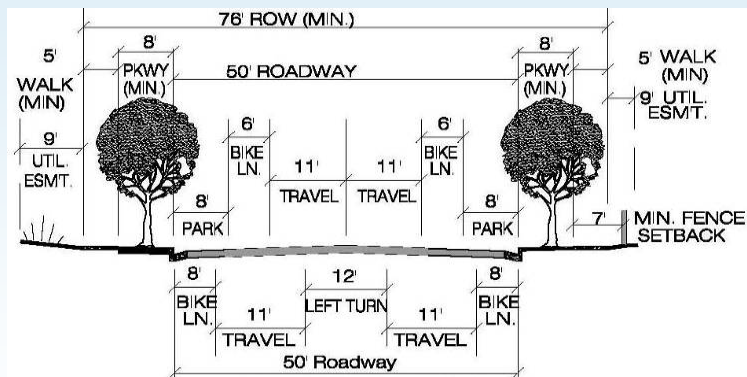
## IMPLEMENTING THE POLICIES



Typical Collector Street without Parking

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## IMPLEMENTING THE POLICIES



Typical Collector Street with On-street Parking

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## CORBETT DRIVE AND THE MASTER STREET PLAN

- The MSP is adopted by City Council as part of the Transportation Master Plan
- The MSP is the vision for the City's street network
- The adopted MSP shows an indirect connection of Corbett Drive to Paddington Road
- An indirect street connection has been on the MSP as far back as 1998

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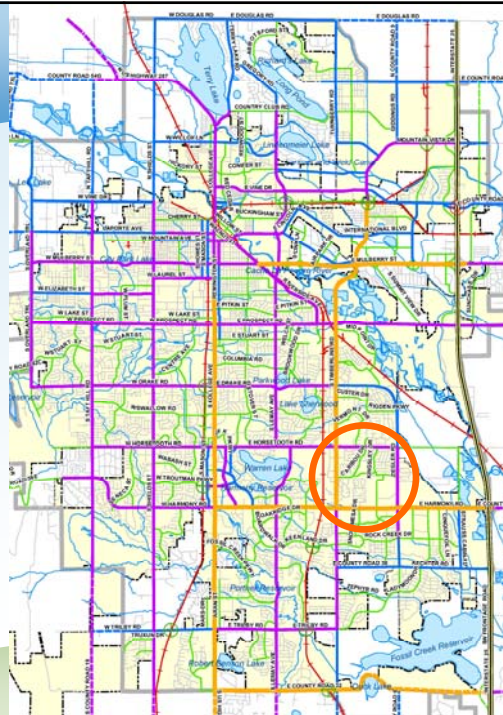
## CORBETT DRIVE AND THE MASTER STREET PLAN

- **Benefits of Connection**
  - Neighborhood access to Front Range Village, public library, AMD, Intel, other employers and the Harmony Corridor
  - Connection to schools for students and parents:
    - Linton, Fort Collins HS, Preston, Traut
  - Traffic calming measures along Paddington and Corbett to address concerns
  - Connection for future development to parks and schools

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## CORBETT DRIVE AND THE MASTER STREET PLAN

- Concerns of Connection
  - Potential for cut-through traffic along neighborhood streets
  - Direct bicycle and pedestrian connection already provides access to Front Range Village and Harmony Corridor
  - Surrounding arterial streets are able to handle additional traffic volumes
  - Type of future development south of English Ranch is unknown at this time

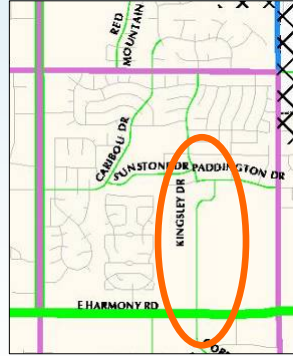


## CORBETT DRIVE & THE MASTER STREET PLAN

1998



2000



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## CORBETT DRIVE & THE MASTER STREET PLAN

2002



2009



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## STREET CONNECTIVITY NORTH OF FRONT RANGE VILLAGE

- **Current MSP**
  - **Indirect Corbett Drive street connection**
  - **No direct connection to Kingsley**
- **Bicycle and pedestrian trail will remain**
- **If Corbett Drive removed from MSP, Land Use Code may require a non-Corbett street connection to the property north of Front Range Village**
  - **Depends on land uses and traffic impact study**
  - **May impact traffic signal locations and access points along Ziegler**

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## TRAFFIC DATA – KINGSLEY

Year	Vehicles per Day	85 <sup>th</sup> Percent Speed
2010	1,005	32 mph

\* Ziegler and Horsetooth roundabout constructed in 2008

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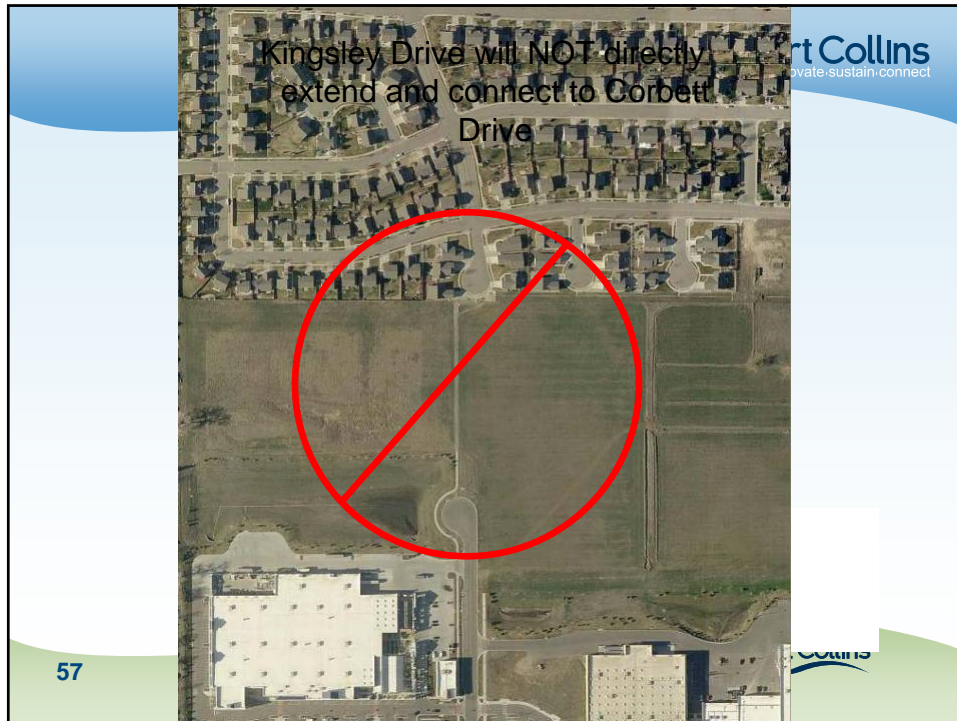
## TRAFFIC DATA – PADDINGTON

Year	Vehicles per Day	85 <sup>th</sup> Percent Speed
2002	1,290	32.8 mph
2005	945	33.8 mph
2010	1,113	33 mph

\* Ziegler and Horsetooth roundabout constructed in 2008

## NEIGHBORHOOD TRAFFIC SAFETY AND MITIGATION

- **The City has installed traffic calming measures along Kingsley Drive**
  - Speed tables, 25 mph speed limit, pedestrian crosswalks and signage
- **Front Range Village development agreement allocates \$75,000 for a neighborhood traffic calming plan**
  - Secured through 2015; applicable to Corbett Drive
  - Speed tables, lower speed limits, signage



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## RESIDENT FEEDBACK TO DATE

- **Confusion about where Corbett Drive could connect (Kingsley or further east)**
- **Negative impact to walking and biking in neighborhood, especially for kids**
- **The benefit of connecting Corbett Drive does not outweigh the impacts of increased traffic and noise**
- **Need additional/enhanced traffic calming measures, especially on Paddington**

City of Fort Collins

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