

# Conceptual Review Agenda

Schedule for 07/14/22

Meetings hosted via Zoom Web Conferencing

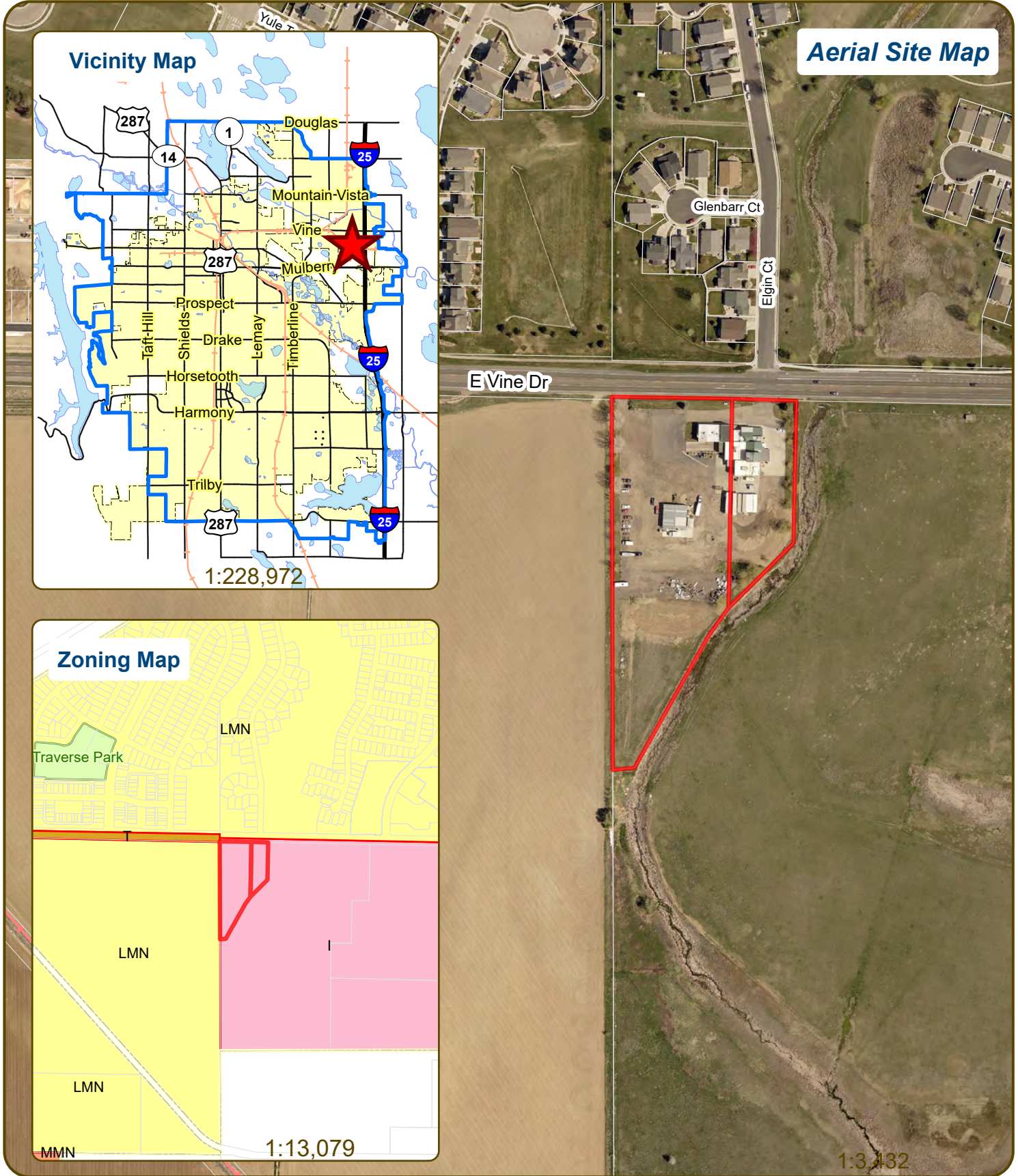
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## Thursday, July 14, 2022

Time	Project Name	Applicant Info	Project Description	
11:15	3541 E Vine Drive Warehouse Addition  CDR220055	Ric Hattman 970-218-4453 Hattman.architects@gmail.com	This is a request to add a warehouse building to the existing manufacturing facility at 3541 E Vine Dr.. (parcel #8709000028, 8709000010). The proposal would add a 60,000sf warehouse building to the existing manufacturing facility that is on site. Access to the property is taken directly from E Vine Dr. to the north. The site is directly south of E Vine Dr. and 0.40 miles west of I-25. The property is within the Industrial District (I) zone district and is subject to a Major Amendment Administrative (Type 1) Review.	<b>Planner: Ryan Mounce</b> <b>Engineer: Sophie Buckingham</b> <b>DRC: Tenae Beane</b>

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# 3541 E Vine Dr. Warehouse Addition Warehouse/Manufacturing



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CONCEPTUAL REVIEW: APPLICATION

General Information

All proposed development projects begin with Conceptual Review. Anyone with a development idea can schedule a Conceptual Review meeting to get feedback on prospective development ideas. At this stage, the development idea does not need to be finalized or professionally presented. However, a sketch plan and this application must be submitted to City Staff prior to the Conceptual Review meeting. The more information you are able to provide, the better feedback you are likely to get from the meeting. Please be aware that any information submitted may be considered a public record, available for review by anyone who requests it, including the media. The applicant acknowledges that they are acting with the owner's consent.

Conceptual Reviews are scheduled on three Thursday mornings per month on a "first come, first served" basis and are a free service. One 45 meeting is allocated per applicant and only three conceptual reviews are done each Thursday morning. A completed application must be submitted to reserve a Conceptual Review time slot. **Complete applications and sketch plans must be submitted to City Staff on Thursday, no later than end of day, two weeks prior to the meeting date.** Application materials must be e-mailed to [currentplanning@fcgov.com](mailto:currentplanning@fcgov.com). If you do not have access to e-mail, other accommodations can be made upon request.

At Conceptual Review, you will meet with Staff from a number of City departments, such as Community Development and Neighborhood Services (Zoning, Current Planning, and Development Review Engineering), Light and Power, Stormwater, Water/Waste Water, Advance Planning (Long Range Planning and Transportation Planning) and Poudre Fire Authority. Comments are offered by staff to assist you in preparing the detailed components of the project application. There is no approval or denial of development proposals associated with Conceptual Review. At the meeting you will be presented with a letter from staff, summarizing comments on your proposal.

\*BOLDED ITEMS ARE REQUIRED\* \*The more info provided, the more detailed your comments from staff will be.\*

Contact Name(s) and Role(s) (Please identify whether Consultant or Owner, etc) **RIC HATTMAN**  
**ARCHITECT AND PLANNER**

Business Name (if applicable) **HATTMAN ASSOCIATES**

Your Mailing Address **524 S. LOOMIS AVE, FORT COLLINS, CO 80521**

Phone Number **970-218-4453** Email Address **HATTMAN.ARCHITECTS@GMAIL.COM**

Site Address or Description (parcel # if no address) **3541 EAST VINE DRIVE**

Description of Proposal (attach additional sheets if necessary) **CONSTRUCTION OF A WAREHOUSE OF 50,000 S.F. FOOTPRINT WITH 10,000 S.F. OF SECOND FLOOR**

Proposed Use **I-INDUSTRIAL-MANUFACT.** Existing Use **I-INDUSTRIAL-PRODUCT MANUFACTURING**

Total Building Square Footage **12,000** S.F. Number of Stories **2** Lot Dimensions \_\_\_\_\_

Age of any Existing Structures **OLDEST MAIN BUILDING 1961**

Info available on Larimer County's Website: <http://www.co.larimer.co.us/assessor/query/search.cfm>

If any structures are 50+ years old, good quality, color photos of all sides of the structure are required for conceptual.

Is your property in a Flood Plain?  Yes  No If yes, then at what risk is it? **ZONE AE**

Info available on FC Maps: <http://qisweb.fcgov.com/redirect/default.aspx?layerTheme=Floodplains>.

Increase in Impervious Area **31,370 GRAVEL LOT TO HARD SURFACE 41,507** S.F. LAWN TO HARD (Approximate amount of additional building, pavement, or etc. that will cover existing bare ground to be added to the site) **SURF,**

Suggested items for the Sketch Plan:

Property location and boundaries, surrounding land uses, proposed use(s), existing and proposed improvements (buildings, landscaping, parking/drive areas, water treatment/detention, drainage), existing natural features (water bodies, wetlands, large trees, wildlife, canals, irrigation ditches), utility line locations (if known), photographs (helpful but not required). Things to consider when making a proposal: How does the site drain now? Will it change? If so, what will change?

# IMU-TEK WAREHOUSE BUILDING

## PROJECT NARRATIVE

### PRELIMINARY DEVELOPMENT PLAN

The intention of this report is to substantiate our request for development of this property consistent with the current I Industrial Zoning of the property. The property consists of two unplatted parcels of land which are a total of approximately 5.52 acres in size. The current property lines have no logical rationale for the location of the property line since it runs through the existing main structure. A plat for the property if required by this project would make the property one lot.

The property has previously been annexed to the City of Fort Collins. The property is on the south side of East Vine Drive about one half mile west of I – 25. The structures on the site were originally built for a cattle slaughterhouse. This operation went bankrupt and was subsequently purchased by Imu-Tek in 1993. Imu-Tek has been occupying and using the property since that time for its manufacturing operations. There is one large structure that has had several additions made to it since it was originally constructed. This is a multi-level building with a total floor area of approximately 12,000 square feet. The product manufacturing occurs and will continue to occur in this building. The second building is a single story metal building of 2,500 square feet and is used for storage and warehousing. Neither of these buildings is of architectural significance or is an unique examples of any particular building style. The metal building will be relocated to the south end of the site and continue to be used as a storage building. The existing main building will continue to be used for product manufacturing with warehousing of raw materials and finished product being moved to the new building. The property is roughly in the shape of a triangle with the hypotenuse being the east boundary that is located to the west side of the Cooper Slough. The Cooper Slough is located on the adjacent property. There is no flood way on the property. The most recent FEMA map of the area shows that there is no flood plain that impacts the current main building.

The loading dock area on the west side of the building is not functional with the current interior configuration of the building. This feature provides no character to the structure and is not necessary to the future plans of the Company. This depressed loading dock area is planned to be removed as part of the new project since it is not functional in the current operations and shipping and receiving will be moved to the new warehouse. The property has a major frontage on East Vine Drive along its north boundary. Access and emergency access is provided from East Vine Drive. The development of this property will pay for the installation of urban level amenities for the neighborhood. The property will pay for the cost of curb, gutter, paving, and detached sidewalks, along the East Vine Drive frontage. In addition a separate striped bike lane will be provided within the right of way making for a safer environment for all users of the multi-modal transportation system in the area. New R.O.W. will be provided from this property to provide these amenities if required for a minor three lane arterial street.



A substantial portion of the property will be preserved as openspace. This will be adjacent to the east boundary and a section of the south end of the property. This will serve as the buffer yard between this land use and the Cooper Slough. This openspace is to be preserved in native plantings and grasses as will the setback to the Cooper Slough. No wetlands exist on the property. There are no significant geological formations on the property. No significant native vegetation, shrubs, or trees exist on the property. Existing trees and shrubs on the property have been planted by the Owners and will be maintained. The landscaped areas of the site will be augmented with additional landscaping. The overall topography of the property is generally flat sloping gently from the northwest to the southeast, with the drainage naturally sheet flowing to the Cooper Slough. There is an agricultural irrigation well on the property that will be used for on-site irrigation. The adjudicated volume of this water well exceeds the amount that would be used for on-site irrigation. The Owners may seek to sell the balance to adjacent properties. There are no other known irrigation features on the property

There is the likelihood that urban type wildlife, avian species, and raptors frequent the slough for a source of open water as well as a transportation corridor. There does not appear that raptors use any of the trees on site for nesting. Small song birds may use the surrounding trees and shrubs for nesting. The setbacks provided are ample for urban type wildlife to use the property. There is no plan to remove any of the existing trees on the property. The setbacks will be improved as transitional spaces and be enhanced with the use of native grasses as the major turf cover and native trees and shrubs in the natural setback areas.

The property has been used continuously since its purchase in 1993 for the manufacturing of the company's health related product. The product is a human immune system booster made from nature products. The demand and manufacturing of the product has increased over time to a point that the manufacturing is maximized within the existing building on the site without finished product and raw material storage being located separately from the manufacturing building. This is the genesis for this project to provide for the storage of the raw materials for manufacturing and the storage of finished product ready to be shipped in a separate warehouse facility. Retail on-line sales have no dedicated space on site at this time and will add to the direct sale of the product to the public. This part of the sale of the product has been neglected because of lack of space dedicated to this aspect of the business. The addition of the warehouse facility on site will be a low impact facility for the site and the neighborhood because of the low impact of product storage. Only a few employees will staff the warehouse facility. Currently the business has approximately twenty employees. The new facility will employ up to ten more employees to be at full capacity per shift. Currently the business is understaffed due to the lack of qualified candidates in today's labor pool.

The Land Use Code requires that adjacent properties provide adequate separation between land uses. Until recently all of the property on the south side of Vine Drive, that is adjacent to this property, was zoned I – Industrial. The property to the west was recently rezoned to more intense residential uses. We see this change as an encroachment

on our zoning rights since they intensified the zoning. Our use is consistent to our zoning and to what was previously found directly to the west of our property. We believe that zoning separations called for in the Structure Plan and defined in the Land Use Code (LUC) needs to be provided by this adjacent property since it generated the change to the industrial nature of the area as sited in Structure Plan of the City.

The new development will use a combination of materials and design patterns to create an attractive construction project. The new building will conform to the requirements of the Land Use Code (LUC) for variation of form, mass, and color. The warehouse facility is a secondary structure on the site subordinate to the manufacturing processes that occur in the existing building which is closest to the street. To bring the existing facility into conformance to the intent of the LUC the driveway and parking that was between the building and East Vine Drive has been removed. The existing building is the significant feature along the arterial street in this design. Parking has been moved to be a minimum of 50 feet setback from East Vine Drive. The front yard appeal to the site will be enhanced with landscaping and manicured lawn irrigated from the on-site well. Security fencing will be used to secure the property from trespassers and those who may have intentions of vandalizing the property. The design for the site fits the requirements of LUC standards to meet the goals of compact discernable urban design. The site maximizes the useable space on the site reducing sprawl and adds to the functionality of the business by having the buildings in close proximity to each other. A landscape buffer between the street and buildings will soften the appearance of the buildings to those driving by on the street. This treatment reflects the nature of front yards as expected by the LUC of the City. This landscape treatment consists of a continuous row of street trees that shade the pedestrian walkway, ornamental trees provide variety of color and accent on a seasonal basis, and evergreen trees provide year round color and screening that provide a human scale to the buildings. Similar landscape treatment will be provided along the western boundary of the site to provide buffering to adjacent land uses. In addition, at the base of the buildings, selective placement of gardens of deciduous and conifer type shrubs are used to provide interest and soften the form of the buildings. Similar garden features will highlight the site entries as well as the entrances to the buildings.

The materials used for the buildings are a combination of stucco, metal, and masonry type materials that provide a variety of textures and lines. The metal siding is used in both a horizontal and vertical fashion to accentuate the design. This variation in pattern is dramatized by the use of color, parapet slopes and varied wall heights, trim, accents features, course banding, and corbels. The variations in color, materials, and textures provide for a variation in scale and pattern that is relatable to the human scale.

The main curb cut is provided on East Vine Drive opposite Elgin Court This will facilitate a controlled and safe access to and from the property. This intersection is located to the City standards for access point separation along an arterial street. The secondary access is to the west end of the site where the current access to the site exists. This will be a gate controlled access used for emergency vehicles as well as semi-trucks for ease of circulation on site and safer access to Vine Drive. The access across from

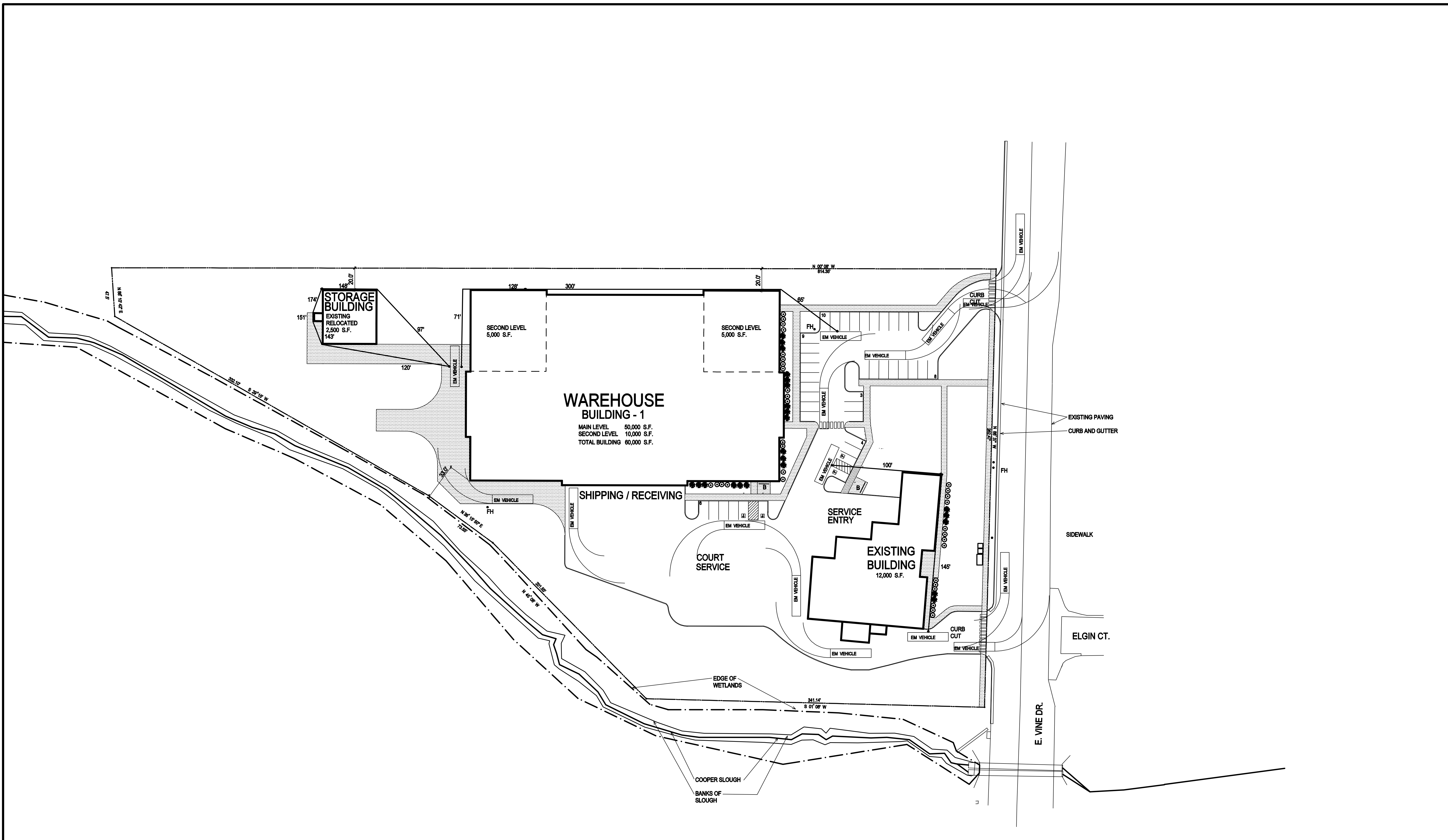
Elgin Court is at the low end of the site. Semi-trucks entering Vine Drive at the west end of the site will have better visibility especially of the east bound traffic providing for safer accessibility. This is the reason for this second point of egress from the property for semi-truck traffic. The traffic report provides the details and functionality of this access point. The need for parking is low for this manufacturing facility which is highly automated as well as the warehousing facility that handles the materials and products of the manufacturing processes. The parking is setback fifty feet from the curb line and is screened by trees and shrubs reducing the visual impact of parked cars. No retail functions occur on site and visitors are on an appointment only basis. The fencing is to be a unifying element of the project design and will utilize materials that are used on the warehouse building.

The planned uses for the property of product manufacturing and warehousing are ideal for the property and are consistent with the zoning for the property. The low intensity of the uses provides for a quiet and low traffic generating land use aiding in the transition for the other industrial uses in the area and the residential uses that are currently adjacent and planned for future construction. The low intensity uses of the site blend well with the concern to preserve the slough area and the avian habitat of the area. Low levels of activity associated with product manufacturing, product raw materials, and finished product storage being all interior to buildings allow wild life to flourish as they do today and maintain the current level of noise that is generated from the site. Noise generated by the product manufacturing is non-existent as well as exhaust odors. The traffic analysis demonstrates that the traffic generated and associated traffic noise is lower for this site than typical residential areas. This makes this land use ideal for this property and this location with respect to adjacent land uses.

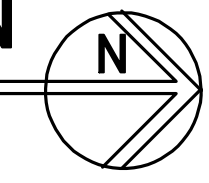
The infrastructure of public facilities and utilities in the area are a match for the intended uses on the property. All utilities that are needed for the property are available along East Vine Drive and adjacent property boundaries. These services of natural gas, telephone, and electricity are in place on the south side of the street adjacent to the property. Electricity is available in three phase format on the site and can be extended to the warehouse facility from existing on site facilities. Water and sanitary services are provided through independent districts. A sanitary line is available to be tapped on site that connects to the existing district main line. Water is also available in the street and will be extended through the site for domestic purposes as well as for fire protection. There currently is a domestic tap for the building and a residential tap that will be traded in for the new commercial tap. The new warehouse facility will be protected by an automatic fire suppression system. The fire department requirements for accessibility and location of fire hydrants are met with our design. The existing well on the site will provide more than enough water to serve the need for irrigation on the property. No domestic water will be used for irrigation purposes. The street is constructed to arterial standards and requires the addition of curb and gutter and detached sidewalk. These will be provided with the construction of the project.

The character of the neighborhood is evolving from a rural agricultural area into an urban industrial and residential neighborhood. There are existing commercial operations along the frontage road and further south along Mulberry that will continue to be higher intensity commercial uses. The uses on this property will continue to be compatible with surrounding land uses as they have been for the last twenty-nine years. The character of the uses for the property is not anticipated to change in the near future. The development of this property as a warehouse to serve the existing manufacturing facility is a proper use of the property reducing needs for transportation off site since the new warehouse is on site and product does not need to be shipped off site prior to distribution to the public. The warehouse facility provides a good buffer for the residential areas due to the low intensity use on this portion of the property. This development provides needed services for a product that has national appeal. It is a quiet, nontoxic, and nonintrusive manufacturer that most people that pass the property do not realize is there. It is not perceivable that the property is used for industrial manufacturing purposes. It is the intention of the Structure Plan that neighborhoods provide a variety of low intensity industrial uses in this section of the City and in particular on this property. The amount of industrial related property in the City has been dwindling over the last five to ten years and in particular in this section of the City. This Property and land use maintains the economic base for the City and provides essential employment for our residents as required by the City's Structure Plan.





**EMERGENCY SERVICE PLAN**  
 SCALE 1 INCH = 40.0 FEET



**HATTMAN ASSOCIATES  
 ARCHITECTURE & PLANNING**  
 524 S. LOOMIS AVE.  
 FORT COLLINS, CO 80525  
 \*\*\* 970.218.4453 \*\*\*

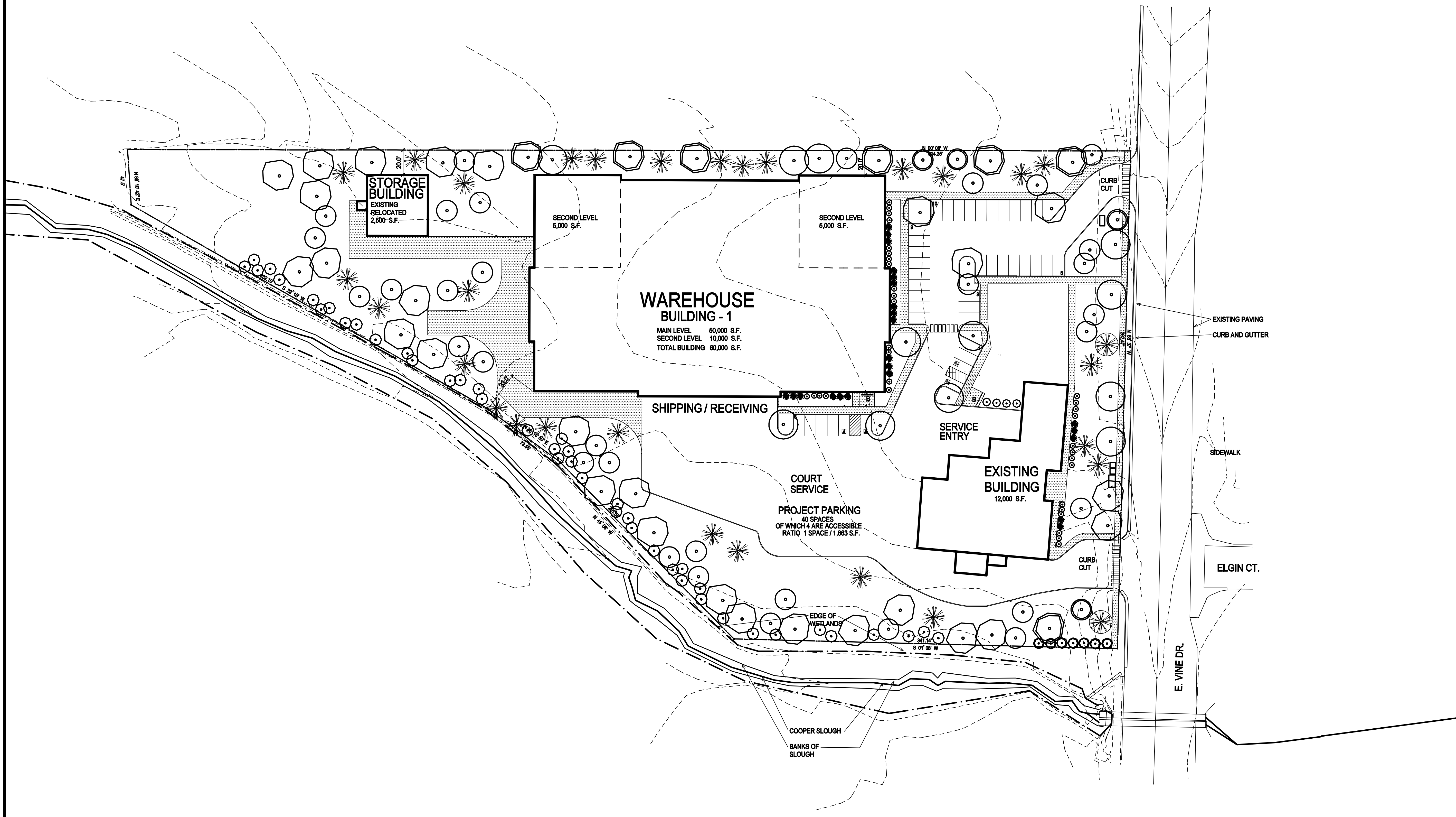
**IMU-TEK**  
 3542 EAST VINE DRIVE  
 FORT COLLINS, COLORADO

**SITE PLAN**

DATE: \_\_\_\_\_

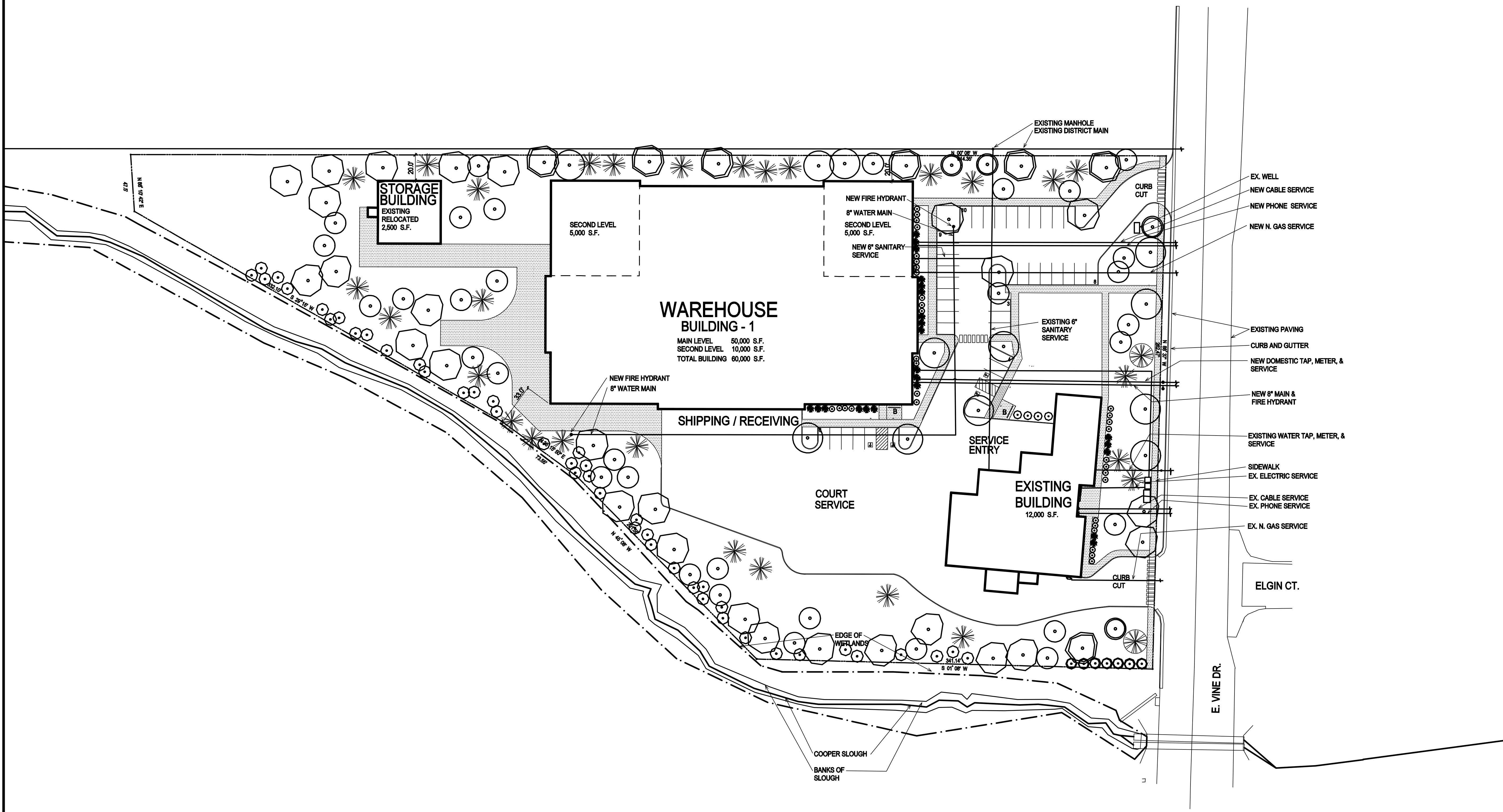
SITE PLAN





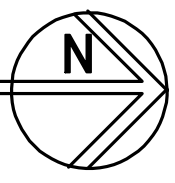
SCALE 1 INCH = 40.0 FEET

N



# UTILITIES PLAN

SCALE 1 INCH = 40.0 FEET



EX. WELL  
 NEW CABLE SERVICE  
 NEW PHONE SERVICE  
 NEW N. GAS SERVICE

EXISTING PAVING  
 CURB AND GUTTER  
 NEW DOMESTIC TAP, METER, & SERVICE  
 NEW 8" MAIN & FIRE HYDRANT

EXISTING WATER TAP, METER, & SERVICE  
 SIDEWALK  
 EX. ELECTRIC SERVICE  
 EX. CABLE SERVICE  
 EX. PHONE SERVICE  
 EX. N. GAS SERVICE

ELGIN CT.

E. VINE DR.





E VINE ST  
E 17th St

STOP











# IMU-TEK WAREHOUSE ADDITION PRELIMINARY DEVELOPMENT PLAN PHASE SCHEDULE

The project is planned as a single phase project. All required utilities, street improvements, project construction, and landscaping will be constructed with the first phase of development. The scope of the work will be defined and agreed upon within the Development Agreement.

**PLANNING OBJECTIVES**  
**for the**  
**IMU-TEK WAREHOUSE ADDITION**  
**3541 EAST VINE DRIVE**

This Document is prepared to evaluate how the property being considered for development within the City of Fort Collins conforms to the City Plan Principles and Policies and the Structure Plan that the City has established for the Community. The paper also shows how the project meets and exceeds the East Mulberry Corridor Plan Principles and Policies. These Principles and Policies will be used to judge the property with respect to the property's role on a community wide as well as on a neighborhood basis.

**PROJECT LOCATION**

The property is located west of Interstate I – 25 by approximately one-half mile, on the south side of East Vine Drive. The property is an approximate regular triangular form with approximately 262 linear feet of frontage on Vine Drive. It extends south of Vine approximately 814 linear feet. The property is approximately 5.5 acres in size. The Cooper Slough follows the east property line for about 947 feet. The Slough then arcs away from the property. The Slough is not on the property at any point. There is no floodway on the property. There are no wetlands on the property. The current FEMA flood plain mapping shows that the flood plain does not encroach on the existing building. The property was annexed into the City with I – Industrial Zoning and this is the current zoning of the property and the zoning that the property has been used with for the last twenty-nine years. The proposed use is an approved use in this zoning.

Properties adjacent on the north side of Vine Drive are within the City and developed as residential and residential multi-family land uses. The property to the east is approximately 36 acres and is Zoned I – Industrial. The most recent land use on this property was agricultural. To the west the property was formerly I – Industrial but recently has been changed to residential LMN Zoning, consisting of various densities.

The development planned for the property falls within the allowed uses of the I – Industrial Zoning. This is the current zoning and current land use of the property. This zoning is consistent with the City's Structure Plan. The project is designed to meet the need of the Company for raw material storage and finished product storage manufactured by the existing facility on site. The warehouse will be a secondary use building on the site with the primary function of the site, that of product manufacturing remaining within the existing main structure on site. The existing metal building on site used for storage will be moved to the south end of the site and will continue to be a business support building used for storage. The product manufactured on site is a human health immune system booster and is sold nationally. The product is manufactured from naturally sourced

materials and is considered an organic product. The market for the product is nationwide. The property is currently secured with parameter fencing and security fencing will be a part of the new project.

The project is intending to construct a warehouse facility with a foot print of approximately 50,000 square feet with a partial second level of 10,000 square feet. No addition or remodeling of the existing manufacturing facility is planned for the existing main building on-site. The Project will be constructed as a single phased project.

## PRINCIPLES AND POLICIES

### COMMUNITY-WIDE

#### LAND USE

##### POLICY LU-2.1 - CITY-WIDE STRUCTURE

Regional plans for this area, being the Structure Plan and the Mulberry Corridor Plan anticipate light industrial type uses on the property. These land uses are to be low impact and sensitive to the environmental features that are on and adjacent to the property. This project meets or exceeds the expectation of the Structure Plan in these categories. The Structure Plan identifies the property to be developed as industrial uses. The property Owners have operated a manufacturing facility meeting the definition of the City for light industrial land uses for the last twenty-nine years. The addition of the warehouse building is intended to be developed in accordance to the standards for industrial land uses and standards that apply to the property. One of these goals is to provide for a compact development utilizing the property to its highest and best use. The property being adjacent to an existing major City arterial and the regional transportation spine allows for logical flow of materials and goods for the property as well as the ease of employees going to and forth from work. All means of transportation will be addressed by the project design so the project will link into the transportation networks existing and planned modes for the district.

##### POLICY LU-2.2 – URBAN DESIGN

The design and uses for this property will fit into the development fabric that has been generated by the City in its Mulberry Corridor Plan and the existing development patterns of the region. This inclusion of design elements and features unique to this project are in unity with the standards of the LUC and will allow this existing developed property to plug into the developing and existing fabric of the area and at the same time provide its own identity.

##### POLICY LU-3.1 – GENERAL AREA DESIGNATIONS

The Structure Plan for the City has identified this property as being within the boundaries of the existing Urban Growth Area. The Structure Plan further defines this area as being proper for Industrial land uses. This character and nature will allow the property to continue to relate to the Community as a national producer of medical

supplements. It is the intention of the Owners to add to the existing develop the property with a warehouse that is consistent with these overall goals.

#### **POLICY LU-3.3 – DEVELOPMENT REGULATIONS ESTABLISHED**

The Policies require that development be designed to meet specific standards for the land use. These controls the intensity of the uses, the character, and the detailing required to mesh properly into the Community. It is the Developers intention to meet or exceed these Policies with the design of this project. The Owners will meet the current City development regulations with the addition of the on-site warehouse and maintenance the existing use of the existing manufacturing facility.

#### **POLICY LU-4.1 – PLANNING WITHIN THE CONTEXT OF CITY PLAN**

The City has further refined the requirements for development in this subarea with the adoption of the Mulberry Corridor Plan. The project will incorporate the additional constraints placed on the property by this document in the project design.

### **TRANSPORTATION**

#### **POLICY T-1.1 – LAND USE PATTERNS**

The property will be developed in accordance to the current standards for efforts to support mass transportation, alternative modes, and logical traffic patterns. The project is providing for all of these components of the Structure Plan by providing additional public right of ways for Vine Drive as needed and to provide for multi-modal means of transportation on-site such as defined parking and service areas, sidewalk links to on-site facilities and public pathways, and to provide bicycle parking areas convenient to building entries.

#### **POLICY T-1.2 – MULTI-MODAL SREETS**

The design of this property will incorporate means of circulation that will make travel equally covenant for people no matter which means of transportation they choose. These design features will be provided for all modes of transportation in the construction provided with this project. This includes construction of sidewalks and providing additional R.O.W. as needed for defined bike lanes along East Vine Drive.

#### **POLICY T-1.3 – STREET DESIGN CRITERIA**

The streets within and adjoining the property will be designed to City Standards that will minimize conflict between transportation means. The design criteria of LCUASS will be met in the design of the transportation network for the project.

#### **POLICY T-1.4 – ADEQUATE FACILITIES**

The project provides for the continuity of arterial streets by designing and constructing the street facilities the current classification of Arterial Street as per LCUASS.

#### **POLICY T-1.10 – CONTEXT SENSITIVE DESIGN**

The design of the transportation systems for this property takes into consideration the sensitive areas that exist in close proximity to the property. No crossing or encroachment of naturally sensitive areas is a part of this project. No environmentally sensitive areas exist on the property.

#### **POLICY T-4.1 – BICYCLING WILL SERVE AS A PRACTICAL ALTERNATIVE TO AUTOMOBILE USE FOR ALL TRIP PURPOSES.**

This property will provide a vital component of an east / west link for the residential properties to the north and west as well as the commercial properties to the east. Bicycle lanes will be added to the Arterial Street and if required additional R.O.W. to accommodate the bike lanes. Bicycle parking will be provided adjacent to building entries to encourage the use of bicycles by the employees as an alternative means of commuting to work.

#### **POLICY T-5.1 – LAND USE**

This project promotes a mix of uses in a developing neighborhood that is lacking in diversity at this time through the addition of the warehouse building to the property. The variety of land uses in the area helps to relieve the monotony of area completely dominated by residential uses that in the end all end up looking the same.

#### **POLICY T-5.3 – CONTINUITY**

The project will promote pedestrian circulation by constructing walks that will connect the separate pedestrian paths to future development to the east and to the west. This will provide a safe and continuous path along East Vine Drive that will have a path vertically and horizontally separated from the vehicle traffic lanes.

#### **POLICY T-5.4 – SIDEWALKS**

The project provides detached walks for the public streets. We also provide detached paths to the facility from the public R.O.W. as well as between the various building on site.

#### **POLICY T-7.1 – PEDESTRIAN FACILITIES**

Pedestrian facilities and features will be included along the pedestrian path system that is located adjacent to East Vine Drive. Buildings will incorporate design elements that appeal to the pedestrian scale.

#### **POLICY T-8.2 – SITE IMPROVEMENTS**

The design of the pedestrian system with this project will promote the safety of the individuals by avoiding construction of potentially dangerous facilities that will need to be corrected in the future.

#### **POLICY T-9.1 – VEHICLE MILES TRAVELED (“VMT”)**

The location of this project in a nodal neighborhood area will help reduce the VMT for people living in the area who are or will be employed on the site. In addition locating the warehouse on site rather than at a remote location increases the efficient use



of the property by reduce the number of vehicle trips that would occur if the warehouse was remote to the property.

## COMMUNITY APPEARANCE AND DESIGN

### POLICY CAD-1.4 – STREET TREE DESIGN

The streetscape along the property will follow a formalized pattern to reinforce the patterns of the site-specific design of the buildings and pedestrian ways. The pedestrian experience walking along the property as well as to the individual buildings will be enhanced by the placement of shade trees at regular intervals. The human scale to the project will be enhanced by the placement of full stocking of the street trees, ornamental trees, and shrubs along the property frontage and articulation of the building facades. The drive way and parking between the existing building and East Vine Drive will be removed to allow for the proper landscaping of the “front yard” of the project.

### POLICY CAD-1.5 – STREET LIGHTING

Street lighting for the project will provide for the safety and wellbeing of the pedestrians. Pedestrian paths will be lit with down directed bollard type fixtures. The project will provide security level lighting on the building to limit the source of light from pole lights where possible. Parking lot lighting will be limited to levels required for employee safety. A photometric plan will be prepared to demonstrate compliance with City Standards for exterior lighting.

### POLICY CAD-2.3 – ENTRYWAYS

The extended landscaped setback provided along Vine Drive presents the quality and visual expanse to set a good impression for those traveling through our Community. Service and employee activities will occur internal to the site keeping the visual experience of those passing the site to see little to no activity, which will help blend the property into the neighborhood as it currently does. Service entries are positioned to face away from East Vine Drive and are shielded from view by the existing main building and perimeter landscaping. The entries to the building are primarily employee dominated. Employee entries are located in proximity to the parking areas and screened from view to the public by the location being removed from the Vine Drive elevations, screened by the adjacent buildings, and screened by the placement of landscaping. Visitors to the site are not encouraged for there is no retail component to this property. Visitors and sales people coming to the site are by appointment only. Most of these meetings are held off-site. The building entries being the focus of the employees are readily discernable from the parking areas for ease of use. They are to be subtle in appearance by intention.

### POLICY CAD-3.1 – MODIFICATION OF STANDARD ARCHITECTURE

This project has upgraded its Architecture from the standard all-metal building aesthetic of most warehouses. A combination of materials, colors, and building forms provides to add visual interest to the property. The character of the project promotes the uniqueness of the Community and uniqueness of the business.

#### POLICY CAD-3.2 – COMPATIBILITY

The massing, colors, and detailing used in the project will set the stage for other industrial uses that will develop in the future. This project's attention to detail will require other projects to contribute to the distinctive quality of the neighborhood.

#### POLICY CAD-4.1 – CRIME PREVENTION AND SECURITY

The design of the project will promote crime prevention. The project will limit access to controlled points that will be monitored at all times. Access to any building will be limited to employees and owners possessing current credentials. This will limit the opportunity for criminal mischief. The fencing, limited site access, and limited building access reduces the opportunity for criminals to enter the property. The design orientation of placing building accesses away from public view further reduces a criminal's observation of property reducing the ability to plan criminal activity.

#### POLICY CAD-4.2 – LIGHTING AND LANDSCAPING

Lighting levels for the project will be kept low and even in the areas around the buildings, walkways, and entries. Photometric studies will verify that City Codes are being met. All lighting will be down directed to prevent light scattering to adjacent properties. Lighting will be located only in the areas as needed.

Landscaping will be enhanced in all areas of the site to add to the buffering from East Vine Drive, adjacent properties, and of the buildings. Landscaping will be used to add to the human scale and visual appeal of the property. Areas adjacent to natural areas will be landscaped with native species and be maintained in native appearance to allow the native habitat to flow onto the property beyond the property lines.

### ECONOMIC

#### POLICY ECON-1.1 – BALANCE OF EMPLOYMENT OPPORTUNITY

The company has always hired motivated and educated employees and provided training to provide the employees the skills required to perform the work as required. Promotions from within allow the employees to look forward to more challenging work and help preventing a person from thinking they are in a dead-end job. The Owners have always been open to new employees to strengthen their Company and the Community. The Company has been good for the economic health of the Community by providing employee opportunities and for the ability of new employees to become productive in the Community.

#### POLICY ECON-1.2 – ECONOMIC DEVELOPMENT

The project meets the goals set by the City by increasing private investment in the Community. Imu-Tek has been dedicated to the Community for nearly thirty years. With this addition to their facility they are making a significant investment in the Community to show their commitment to Fort Collins as a premier City. They will continue to provide primary employment opportunities for the citizens of our Community and will provide additional employment opportunities with this addition to their existing facility.

### POLICY ECON-1.3 – INFRASTRUCTURE

The property allows for easy access to arterial streets through the existing and established transportation grid system. East Vine Drive at this location needs minimal improvements to become fully functional. The property continues to fill into the existing transportation grid and does not cause the grid to be expanded with the addition of the warehouse project. The utility infrastructure to the site is existing serving the two existing structures and is capable without expansion serve this new warehouse facility. Cost to the Community are at a minimum for this major improvement to the City.

### POLICY ECON-2.2 – ECONOMIC SUSTAINABILITY

The project meets the goal of the City to provide development within the existing Urban Growth Area. The project provides infill development of its current facility without overtaxing existing public facilities. The product manufactured is a sustainable commodity using natural renewable raw materials. The business has developed a place in the market to which other companies in this country have been drawn to duplicate due to their success. The demand for the product has grown since their start nearly thirty years ago and has seen a substantial increase for product demand recently causing their need to expand their operations. The growth potential for the product does not appear to have a sunset.

## ENVIRONMENT

### POLICY ENV-1.1 – AIR QUALITY OBJECTIVES

The manufacturing process of making the product is a zero emission process and no toxic emissions occur from the current work of the Company. The addition of a warehouse to the property will continue to have the same zero emissions that the current facility has. The manufacturing will remain within the existing main structure on the property. No change in processes are planned. Having the warehouse on the same property reduces the potential carbon based emissions caused by the business since the raw materials for manufacturing and the storage of finished product will be within the warehouse eliminates the need to truck the product to and from the site for manufacturing to occur. The location of the warehouse on site will allow for a reduction of vehicle-miles traveled to and from the neighborhood because the services will be all on-site. Employees and Owners may live in the neighborhood or move to the neighborhood to be closer to work, causing a reduction of travel time, which will mean reduction in emissions from fossil fuel burning vehicles. The site development will enhance pedestrian and bicycle travel with the included East Vine Drive allowing people to walk or bike to work helping people reduce their dependence on fossil fuels.

### POLICY ENV-3.2 – REDUCE GREENHOUSE EMISSIONS

The design of this project has a very small carbon footprint aiding the City in achieving its goal of reducing emissions. The warehouse will be minimally heated to approximately 60 degrees. The size of the building being heated to minimal levels will reduce the demand for heating as well as reducing the heat required for the entire heating season due to lower building heating demand. The project will also take advantage of its

solar potential found in the buildings south orientated elevation and its roof area. Locating photo voltaic panels on these building exposures will generate substantial electrical power for the warehouse and the existing building reducing the projects reliance on the energy grid. These measures as part of the project will reduce greenhouse emissions and help meet City policies to become energy independent.

#### POLICY ENV-4.3 – WATER DEMAND

The total property is a little over five and a half acres. Approximately half of the property is to be maintained in its native state. Most landscape areas of the property will be drought tolerant type plants and grasses and be low water consuming type. A combination of xeriscape and native grasses will be used for the turf cover and will be watered with on-site well water. The strip of landscaping between the existing building and East Vine Drive for visual impact will be sodded. The irrigation for these areas will be from the on-site well. The capacity of this well will greatly exceed the demand for irrigation found on-site. No potable water will be used for irrigation. The project's new warehouse will create a minimal increase in the demand for water due to the nature of the buildings use. Warehouses in general require few employees, as will this warehouse limiting the demand for potable water. Irrigation for the property will be provided by existing non-potable well located on site. This further reduces the demand for drinking water to be processed for the region.

#### POLICY ENV-6.1 – PROTECTION AND ENHANSMENT

The project is designed to provide a native and naturally proportioned setback from the identified environmentally sensitive area to the east of the site. The unique design of the building façade and roof area as solar voltaic generators further reduces the carbon footprint of the project and the production of electricity on site will further aid in the City's goal of becoming zero fossil energy sourced.

#### POLICY ENV-6.2 – FLOODPLAINS

The Cooper Slough flows through the property directly to the east. The project will have no development within the floodway and maintains a natural setback from the Slough. Development within the floodplain will not be changed from its current configuration consisting of a driveway extending from the east curb cut. Current FEMA maps do not show any of the existing building to be impacted by the flood plain.

#### POLICY ENV-7.1 – COMMUNITY NOISE

The nature of a storage facility is a low to very low intensity land use from the standpoint of vehicle and human activity. The highly automated manufacturing process requires few employees. The warehouse due to its nature will require a few employees to move raw materials and finished product. Most of these employees are currently employed on site. Shipments to and from the site will continue and a slightly increased level. Currently these functions occur during daylight hours and it is anticipated that little change in vehicle noises will occur from the functions on site. The manufacturing process on site is all within the existing building. The process is a nearly quiet process and no

change to the generation of noise is predicted. Noise pollution will not be an issue of concern for this project

#### POLICY ENV-8.1 – BALANCE OF ENVIRONMENTAL AND ECONOMIC CONCERNS

The development of this property is a balance between environmental concerns, current use of the property within its zoning, and the Owners economic rights. The low intensity of the land use provides a buffer between the sensitive areas and the more intense uses that the Zoning allows and the potential higher impact that residential use adjacent to the west will provide. The development allows a business to operate and utilize the property that it has for the last twenty-nine years in a more efficient manner with the understanding that the environmentally sensitive areas on adjacent properties will be protected. Generous setbacks from these features provide that balance.

#### NATURAL AREAS AND OPEN LANDS

##### POLICY OL-2.1 CONSERVATION TOOLS

This property's development plans calls for approximately 50% of the land to be developed. The balance of the property will be maintained in a natural state as protection of adjacent environmentally sensitive areas.

##### POLICY OL-3.1 – CORRIDORS

The Mulberry Corridor plan originally called for a trail along the Cooper Slough from Mulberry north past East Vine Drive. Due to the sensitive nature of a slough the City is reviewing its ideas for the uses along the slough. If in the future the City decides to place a trail along the slough the Owners are open to granting an easement of R.O.W. or purchase for this use.

#### GROWTH MANAGEMENT

##### POLICY GM-1.2 – MANAGEMENT AREA BOUNDARY

The property is within the boundaries of the Urban Growth Area. From a long-term growth management plan the City has recognized that this land should be developed as industrial property and that it should be developed within the City. The property will meet these goals that the City has established by previous and current planning actions. This development currently provides these goals and with the addition of the warehouse will continue to enhance this district concept.

##### POLICY GM-4.1 - CAPITAL FACILITIES

Transportation patterns for the property are established. East Vine Drive provides safe and covenant access from the site as a classified Arterial Street. Essential services of water, sanitary, natural gas, communications, and power are all present on site to a level to support the project. No major infrastructure cost to the City is required to develop the property.

#### POLICY GM-5.1 PHASING OF DEVELOPMENT

All essential services are provided to this district and the site by previous development. This project does not extend the need for services beyond current capabilities.

#### POLICY GM-6.1 – FEES AND DEVELOPMENT REQUIREMENTS

The property will be paying its fair share of development cost through development related fee. These fees will be paid by the project at the time of Planning Department review through the filing fees for the project and at time of building permit. More importantly the project will be accessed fees for street over sizing, electrical fees, building permit fees, and sales tax as part of the development process. In addition the project will provide the infrastructure of streets, sidewalks, bicycle paths, water lines, sanitary lines, dry utilities, and open spaces that are programmed to be completed in accordance to the Development Agreement.

#### INDUSTRIAL DISTRICTS

##### POLICY ID-1.1 – LAND USE

The land-uses of manufacturing, raw material storage, and finished product storage are all uses that are allowed by the I – Industrial Zoning. At the time of annexation the City picked this Zoning for this property to meet the intentions of the Structure Plan and for location of specific land uses. All of these processes of the work on site occur within structures. This project is the right fit for the location.

##### POLICY ID-1.3 – LAND USE TRANSITION

This land use is a low intensity, low traffic generator, and a low noise generating business. The property has functioned in this fashion for the last twenty-nine years manufacturing the same product. This is really not a change in use but a refinement of the uses and organization off the functions on-site. The existing building is utilized to full capacity requiring some finished product being stored on site in containers and semi-trailers. This is not the best situation for the finished product and the reason that the warehouse building is necessary for the continuation of the business. The transition of this site is minimal and will result in a more organized site and functionality of the business.

##### POLICY ID-11.4 – DESIGN CHARACTER AND IMAGE

The existing building is varied in form and shape due the different construction additions that have occurred over time. It does not have a definable style, but the variation of materials, forms, massing and colors provide visual interest for the project. The warehouse will be a more definable mass for functionality. At the same time variations in form due to modulation of the walls and roofline parapet will provide visual interest and human relatable scale. Building materials will be varied to provide textural interest as well as combination of colors that emphasizes features of the structure. Though the two buildings will not be a match since one was built in multiple stages and the new



warehouse will be a single phase, there will be connectivity due to both buildings have a mix of forms, materials, textures, and colors that make the site unique.

## EAST MULBERRY CORRIDOR PLAN

This review of the document demonstrates how the design of the project meets the intentions of the plan.

### LAND USE

- ❑ The project will be scaled to the neighborhood as an industrial use that is a part of the fabric of the neighborhood. The property has been continually functioning on the property for over twenty-nine years and has seen the residential uses develop around it. This project upgrades the property to today's standards and provides opportunities for the residents of the local neighborhoods and the Community at large. The project adds to the diversity of the neighborhood.
- ❑ The project will provide a portion of the future openspace for the Cooper Slough land feature. Multi-use trails that are planned for the future will link the adjacent neighborhood to services and employment by development of the arterial improvements along East Vine Drive.
- ❑ The project will become part of a healthy industrial hub for the City. It has provided to provide stable employment opportunities and will continue to do so in the future.
- ❑ The centralized location of the project will serve the needs of the public to preserve natural resources and commodities by providing a land use that provides a stable working environment and good neighbor to all surrounding developments.

### TRANSPORTATION

- ❑ The property will offer a multi-modal transportation network. A combination of City streets and private drives will provide a safe circulation route for all vehicles using the property. The system will be safe and efficient. It will meet all design standards applied by the City currently. Our transportation study will verify these conditions.
- ❑ Pedestrian and bicycle travel will be supported with detached walks that connect this project with other properties in the neighborhood. Bicycle parking located conveniently and adjacent to building entries will help promote the use of bicycles by the employees as their primary means of commuting.

### OPEN SPACE

- ❑ This property supports the need for openspace by developing approximately 50% of the property for the primary industrial use of the property. This project respects the importance of the slough with its generous setbacks and low intensity of development.
- ❑ The major elements of land conservation, plant life, animal habitat, and clean water are all supported by the design of the property.

## EAST MULBERRY CORRIDOR PLAN

### PRINCIPLES AND POLICIES

#### POLICY EMC.LU-4.2 – INDUSTRIAL

The project meets the requirements set in this section for location, building design, distribution of uses on the site, and buffering.

### TRANSPORTATION

#### POLICY EMC.T-1.1 – STREETS

The project is providing construction of the arterial portion of East Vine Drive with this project. This provides the level of improvement on site to provide the Community with a well-connected multi-modal transportation system.

#### POLICY EMC.T-1.4 – MULTI-MODAL

The project provides bike lanes with the construction of East Vine Drive. The sidewalks along East Vine Drive are detached to add to the safety, pleasure, and comfort of the pedestrians. Landscaping along the pedestrian paths both on-site and community oriented help improve the quality of the pedestrian experience. Bicycle parking adjacent to building entries will help promote the use of bicycles by the employees.

#### POLICY EMC.T-2.3 - COOPER SLOUGH

The Cooper Slough exist on the adjacent property to the east. No part of the slough, wetlands, or floodway exist on the property. The property respects these natural features with generous setbacks landscaped in native materials as well as the area at the south end of the property being maintained as openspace.

#### POLICY EMC.T-3.1 - COMPACT MIXED-USE DEVELOPMENT

The design of this project along East Vine Drive provides services to a national market for the health related product manufactured onsite. Only a few sources for this product exist in the country. The continued use of this property is made possible by the construction of a warehouse to serve the existing main building's on site used for manufacturing. The property fits into the policy to develop compact development. The Owners are utilizing approximately five and a half acres to accomplish all of their business functions remaining a vital infill of the Structure Planned industrial area.

#### POLICY EMC.T-2.4 – SAFETY

The business has an excellent safety record and strives to manage the employees to keep safety as a business priority. On a transportation standpoint the location of the main access across from Elgin Court leads to a safe means of access and egress to the property. The sidewalk being detached and slightly elevated from the street provides additional safety for Community members on a daily basis. Construction of East Vine

Drive to arterial standards adds to the safety of the Community with adequate transportation facilities being constructed serving the general public.

## COMMUNITY APPEARANCE AND DESIGN

### POLICY EMC.CAD-1.2 – COMPATABILITY

The existing project and the new warehouse project utilize a variety of materials, wall heights, roof lines, textures, colors, and wall feature elements to keep the scale of the project human. The project is upgraded in appearance to the industry standard metal building found to be used for warehouses.

### POLICY EMC.CAD-1.5 – LANDSCAPING

The landscaping materials used for this project maximize the efficiency of the water used for irrigation. Up to half the property is maintained in native habitat. Drought tolerant materials, trees and shrubs are used throughout with few areas of grasses that have a medium demand for water. These green areas are balanced with xeriscaped areas further reducing the need for irrigation. Irrigation is provided through an on-site well, reducing the use of potable water.

## OPEN AREAS AND NATURAL LANDS

### POLICY EMC.ONL-1.3 – COOPER SLOUGH

The wetlands and Cooper Slough on the adjacent property are buffered on this site from the more intense industrial use on site by screening and plantings of native species to buffer and protect the environmentally sensitive areas. A buffer zone protects both sensitive features and sets development at a safe distance to protect these features. There have been no adverse effects to these natural features from this operation over the last twenty-nine years with the physical setbacks as they are today.

### POLICY EMC.OLN-1.4 – STORM DRAINAGE

The storm drainage features for this project provide a safe method to handle drainage and at the same time protect the sensitive areas on adjacent properties. The detention system limits the flow of water during a storm so that the sensitive areas receive no surge of water during a storm event. Extended detention provides the opportunity to treat the storm water and remove heavy particles, debris, and some contaminants is utilized for the project. These features help to keep the drainage water clean as it is being released.

## PROJECT SUMMARY

The Owners are committed to working to achieve the goals and policies of the City's Structure Plan. Our intentions are to have a high quality development that is functional, economically feasible and visually pleasing to the public. They understand that it is a commitment to excellence that they are taking and are willing to take these steps for the project and the Community.