



PROSPECT ROAD STREETSCAPE PROGRAM

An Element of the City of Fort Collins
Comprehensive Plan



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Comprehensive Plan
February 1993

Prepared by the City of Fort Collins Planning Department. For more information call 221-6376.

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

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PROSPECT ROAD STREETSCAPE PROGRAM

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Part One

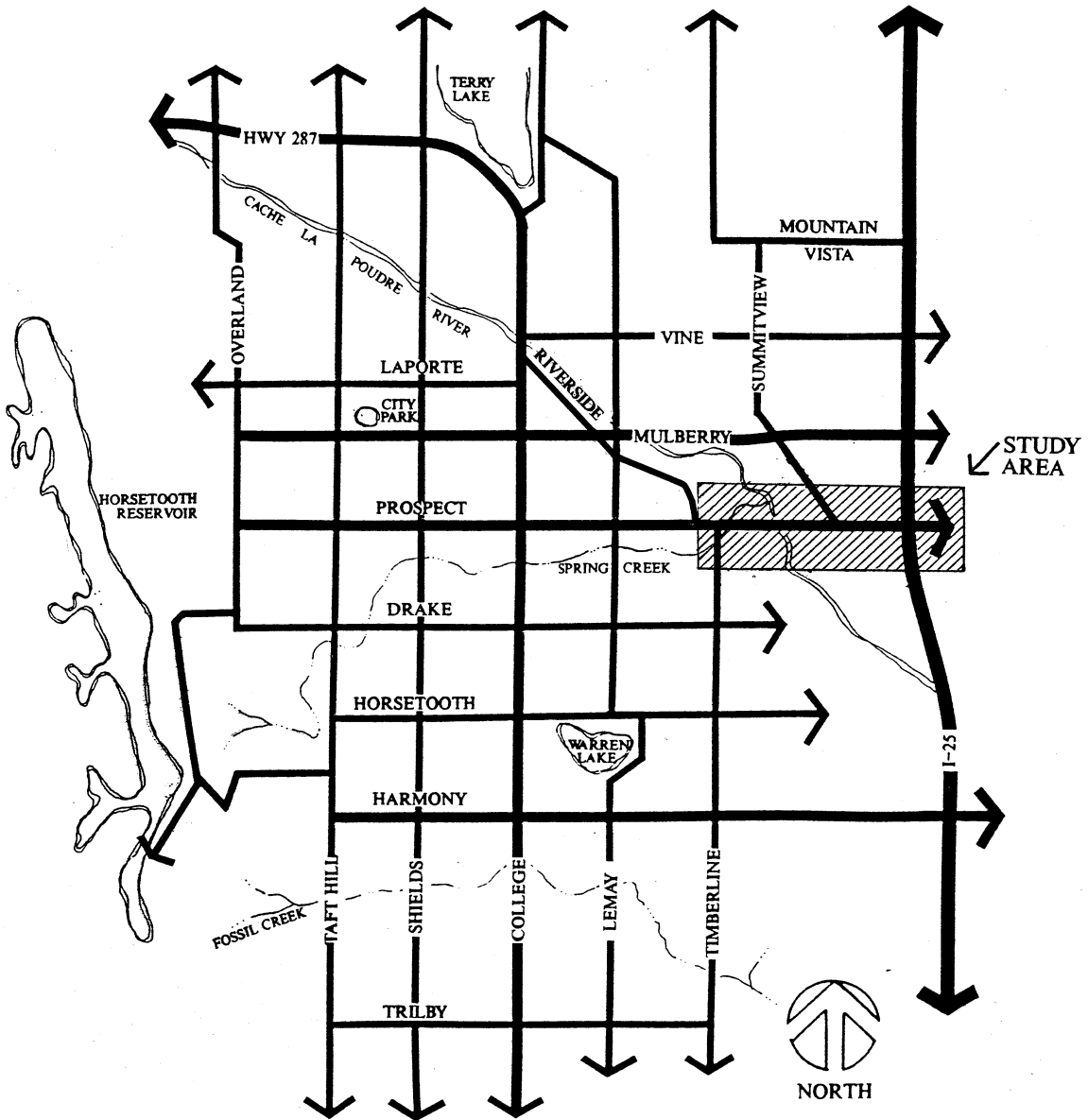
Introduction

Existing Conditions and Analysis

Design Concepts

Implementation

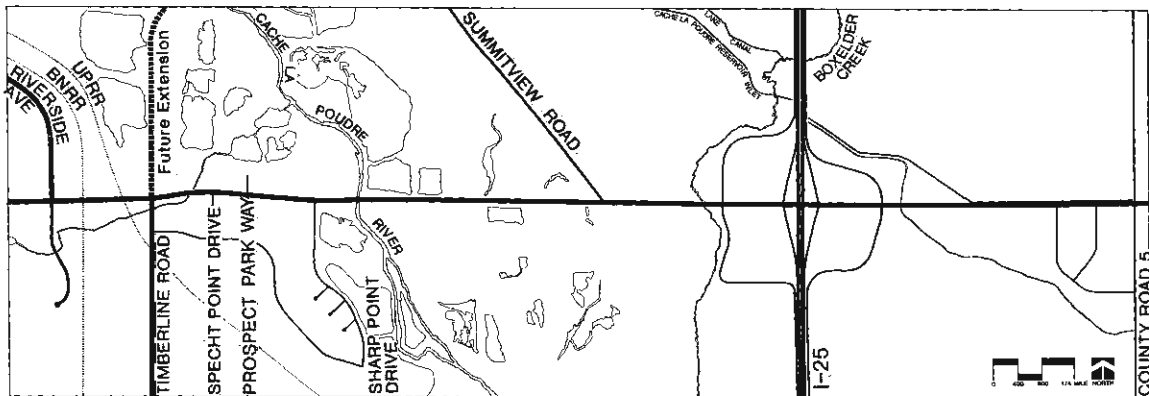
PROSPECT ROAD STUDY AREA LOCATION



INTRODUCTION

THE PROSPECT CORRIDOR

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



PROSPECT STUDY AREA

Key physical features of the area include the Cache La Poudre River and associated drainage basins, gravel ponds, wetlands, and the spectacular mountain views. The river supports abundant wildlife and natural vegetation creating both scenic and resource values unrivaled in the Fort Collins area. Lands along the Poudre River, and in the floodway, offer excellent opportunities for open space and

recreational land uses. Existing irrigation canals, lakes developed through the gravel mining process, and the Spring Creek, Cooper Slough and Boxelder Creek drainage basins provide unique recreational opportunities for the Corridor. A high standard for development has been established in the western part of the study area with Seven Lakes and Prospect East Business Parks.

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



Prospect Corridor

BACKGROUND

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

In the fall of 1991 the Planning Department staff prepared a Mission Statement and Work Program for the streetscape design program for Prospect Road. The Mission Statement and Work Program (see APPENDIX A - MISSION STATEMENT AND WORK PROGRAM) were formally adopted by the Planning and Zoning Board on November 18, 1991 and the planning process was officially underway. City staff, property owners, interested citizens and four City boards contributed to the planning effort. The planning process has spanned over 12 months and the **Prospect Road Streetscape Program** is the product of this effort.

This effort was initiated in direct response to the City Council's 1991 - 1993 Work Plan and the 1990 Audit of the **Land Development Guidance System**. It is also a part of a continuing effort to plan for the future development of the City's major gateways including Harmony Road, North College Avenue and the I-25 Corridor. In addition, some recent initiatives further reinforced the need to develop a vision for the Corridor. These include: the City/CSU pre-master planning effort for the CSU Environmental Learning Center, known as the "Landscape Opportunities Study"; the discussion of a new CSU Visitor Center; the City Council's declaration of 1992 as the "Year of the River"; and the possibility of a new state tourism center at the Prospect Road and I-25 Interchange. The Study Area consists of all properties within one-third mile of Prospect Road from Riverside Drive on the west to the Urban Growth Area boundary one mile east of I-25.

PURPOSE OF THE STUDY

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

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

In regard to broad community design goals, the **Goals and Objectives** state that the City should develop the total

environment to provide harmony with nature and beauty in the man-made features. Secondly, the City should consider aesthetics in community development; and lastly, enhancement of the public street appearance should be given high priority with particular attention paid to the most viewed, used streets and entrance highways.

THE PLANNING PROCESS

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

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

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

THE PROGRAM

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

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

The Program format is simple. **Part One** consists of an "existing conditions and analysis" element, design concept recommendations, and an implementation section. **Part Two** contains the design guidelines and standards for both the public and private sector. Part One provides potential developers with information about landform, drainage, soils, vegetation, wildlife, and visual resources, as well as cultural influences such as land uses, zoning, traffic, access, utilities, and history. The analysis identifies four distinct districts within the Corridor and provides the basis for the concept recommendations. The design recommendations create a "vision" of what the Prospect Corridor streetscape can be ten to twenty years from now. Conceptual streetscape plans and perspectives illustrate the four concepts or styles for the Corridor. The implementation section describes the phasing and development process, analyzes cost-benefit relationships, and prescribes the means for funding the Program. **Part Two**, which covers the design guidelines and standards, sets parameters for the visual appearance of Prospect Road, the median and the landscape along the right-of-way, and the Setback Zone. The standards and guidelines address setbacks, grading, intersections, fencing, lighting, architectural design, parking and service areas, and landscaping and maintenance.

The standards and guidelines complement existing elements of the **Comprehensive Plan** and are in harmony with other plans or studies currently under preparation including, but not limited to, the **Natural Areas Policy Plan, Fort Collins Area Transportation Plan and the Cache La Poudre Master Drainageway Study**. Given the unique characteristics of the Corridor, the program includes recommendations regarding open space linkages, potential recreation trail networks, and transitions between open space and urban level development. The challenge is to effectively plan for and encourage economic development in the area while preserving important natural resources and enhancing intrinsic scenic values. Prospect Corridor can become one of the most attractive entryways in Fort Collins, one that will contribute to the special character of the Community.

EXISTING CONDITIONS & ANALYSIS

INTRODUCTION

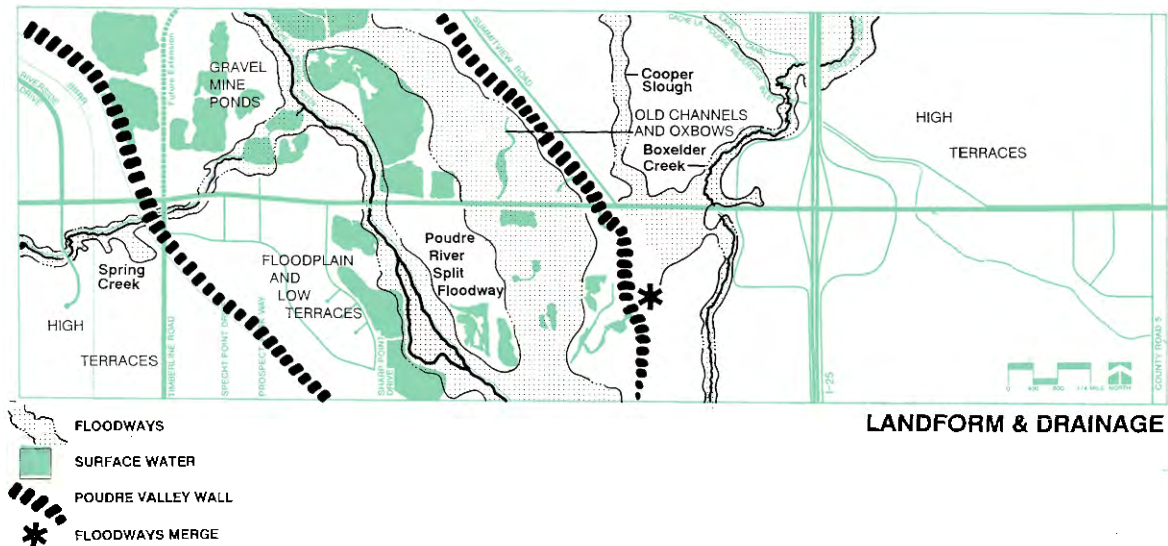
The technical portion of the planning process began by documenting the natural and cultural determinants and conditions for the Corridor. This chapter provides information about the Corridor, and highlights the opportunities and issues within the study area. A map within each section illustrates the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

LANDFORM AND DRAINAGE

Landform

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

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



Drainage Basins and Water

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

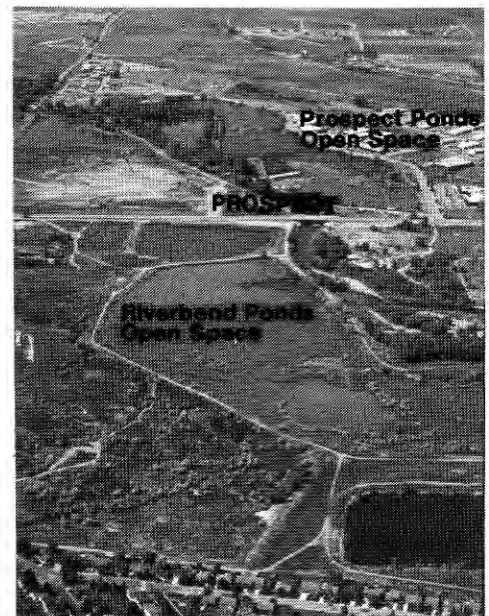
Draining approximately 1,900 square miles, the Cache La Poudre River is the largest river in the northern Colorado Front Range. The Poudre River floodway, as it is currently identified, is divided north of Prospect Road and the west section of the floodway flows under the existing Poudre River bridge. In a large storm, the eastern portion of the floodway would currently flow over Prospect Road and rejoin the main river channel south of the CSU Environmental Learning Center. Generally speaking, no development is allowed within the designated floodway. The land area between the floodway and the 100-year floodplain offers some development potential if flood proofing is provided. The Poudre River floodplain is currently being studied by the City of Fort Collins, Storm Water Utility and a Master Drainageway Study should be completed in 1994.

The Cooper Slough and Boxelder Creek drainage basins impact the eastern portion of the study area. Boxelder Creek and the Cooper Slough flow south from the northern edge of the study area and join on the north side of Prospect Road, west of Interstate 25. Recently master-planned storm drainage facilities will remove some land areas from the existing floodplains associated with the drainage basins and minimize hazards. These include a diversion structure to divert Cooper Slough flows to the Lake Canal and eventually to Boxelder Creek; channel improvements to contain flooding; ditch crossings, and; a new bridge structure at Prospect Road.

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

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

Two major irrigation canals are located within the eastern one-third of the study area. The Lake Canal crosses Prospect Road just east of the I-25 interchange frontage roads. The Cache La Poudre Reservoir Inlet parallels Prospect Road for the eastern half-mile of the study area. The Inlet lies within the proposed 100-foot right-of-way and ultimately will need to be relocated, undergrounded or incorporated into the future Prospect roadway design. Water for the irrigation canals is diverted from the Cache La Poudre River at some point up stream from the study area. Historically the water has been used for agricultural

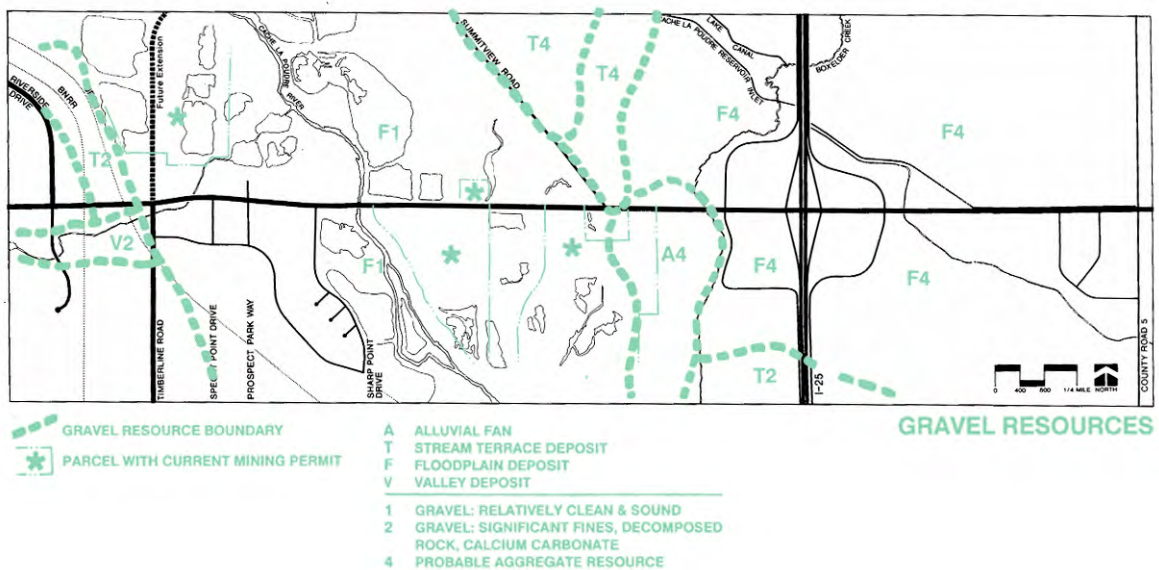


Wetlands, Ponds, and Associated Riparian Areas

purposes and is allocated to area farmers through a complex system of water rights. As Fort Collins becomes more urbanized the need for irrigation canals will diminish; however, these major irrigation canals will likely remain viable for many years. While the canals can represent development constraints, they can also become recreational and visual amenities.

SOILS AND MINING

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



Several gravel companies still extract mineral and gravel resources in the river floodway of the Corridor. Most of the remaining study area is classified by the Department of Natural Resources, Colorado Geological Survey, as having significant sand, gravel and quarry aggregate resources.

The most significant resources are located in the F1 - Floodplain deposit and contain relatively clean and sound gravel deposits. The gravel resources map illustrates the exact location and type of resource within the study area. Current unreclaimed ponds and wetlands exist within the study area and should be reclaimed and enhanced with native vegetation upon completion of mining operations. A variety of soil types, ranging from gravel to good quality agricultural soils, extend over the study area. Existing soils and geologic conditions do not represent serious constraints for development.

VEGETATION AND WILDLIFE HABITAT

Natural Resources

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

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

Wildlife Habitat

The most significant natural areas in the Prospect Corridor are associated with the Cache La Poudre River and the ponds and wetlands developed through the extraction of sand and gravel resources in the Poudre River floodplain. These habitats support mammals such as deer, beaver, muskrats, and raccoons as well as many bird species including bald eagles, great blue herons and great horned owls. A variety of fish and reptile species have also been seen in the study area. Riparian forests and wetlands support the highest number of plant species and provide important nesting and feeding areas for most of the animal



Wildlife Habitat

species. The short grass prairie areas in the Riverway District serve as a food source for a variety of songbirds and small mammals, which in turn attract birds of prey. These areas also provide a buffer or separation from urban development. The predominant wildlife movement corridor follows the river valley, although there is significant movement in all directions from the river.

Significant Vegetation

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



Natural Vegetation

VISUAL RESOURCES

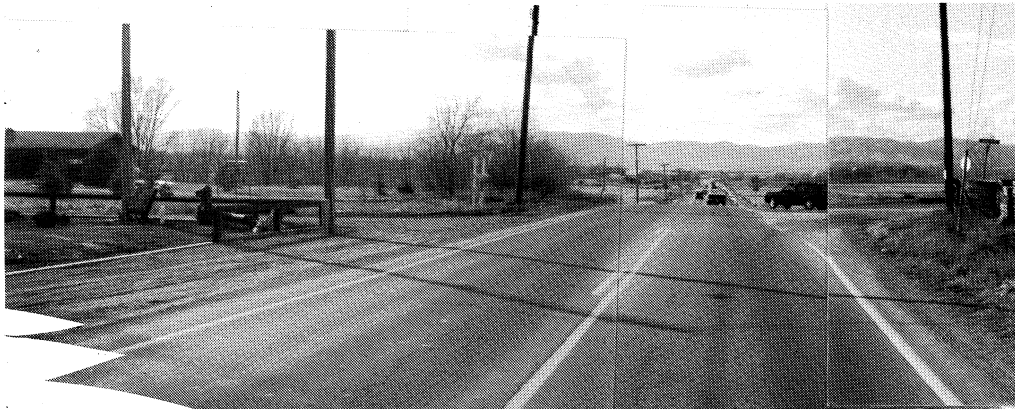
Visual quality is a complex concept which is both abstract and subjective. Photo documentation and field investigations were used to analyze the visual quality of the Prospect Corridor as perceived by a motorist driving along Prospect Road from I-25 to Riverside Avenue and from I-25 east to County Road 5. Three factors combine to create the perceived visual quality of the Corridor: quality and maintenance of the built environment; visual order, and;

vegetation. Long range views to Longs Peak and the Front Range are evident throughout the Corridor and also play an important role in the overall visual quality.



Prospect/I-25 Interchange View to West

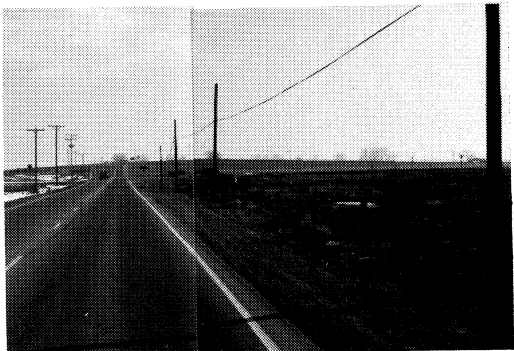
Entering Fort Collins from the east via Prospect Road, one cannot help but be impressed by the magnificent view of the Front Range. Longs Peak, to the southwest, can be clearly seen from most of the study area. The most important views are at the top of the I-25 overpass which serves as an overlook of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



Approaching Poudre River Floodway

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

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



Overhead Power Lines

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

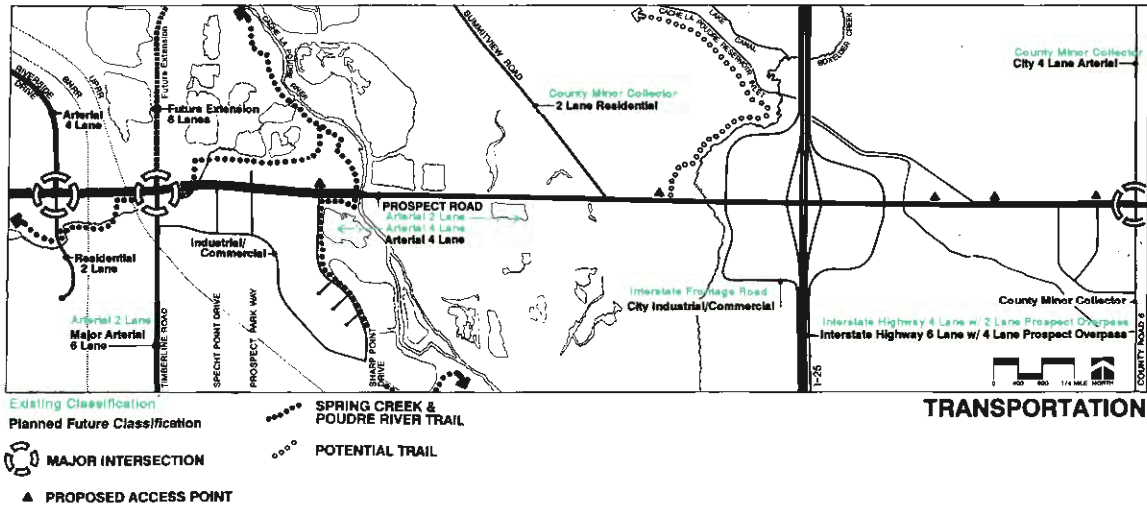
TRAFFIC AND ACCESS

Vehicular Circulation

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

Although access has improved dramatically and will continue to improve in the future, some existing conditions present access and circulation constraints. Prospect Road is only two lanes wide between County Road 5 and the Poudre River bridge, and has limited capacity in some portions of the city west of the study area. Between the Poudre River bridge and Riverside Avenue, Prospect Road has been improved to the City's arterial standards. As development occurs east of the bridge, Prospect Road will be improved to City arterial street standards. Current

arterial standards provide a 70 foot pavement width within a 100 foot right-of-way. This accommodates five lanes of traffic, with the center lane designed for a continuous turn lane and/or a median. On-street bike lanes and detached sidewalks are provided on both sides of the roadway.



Prospect Corridor

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

Timberline Road also needs substantial upgrading to improve access to and from the Prospect Corridor. When Timberline Road is extended to the north, traffic on Summit View Drive is expected to decrease, easing the growing need for improvements at the Prospect Road and Summit View Drive intersection. County Road 5 will eventually be improved to a four-lane arterial north of Prospect Road.

Waterways in the area and existing development to the north limit the potential for additional arterial and collector streets from Prospect Road west of I-25. Existing residential development along Summit View Drive will limit its collector function in the future and the existing acute angle intersection with Prospect Road will become unacceptable if traffic volumes increase. There are currently two railroad lines that cross Prospect Road at the western edge of the study area. The tracks are improved where they cross Prospect Road and currently do not impact Prospect Road or the Program. Both rail lines are active and used for freight hauling.

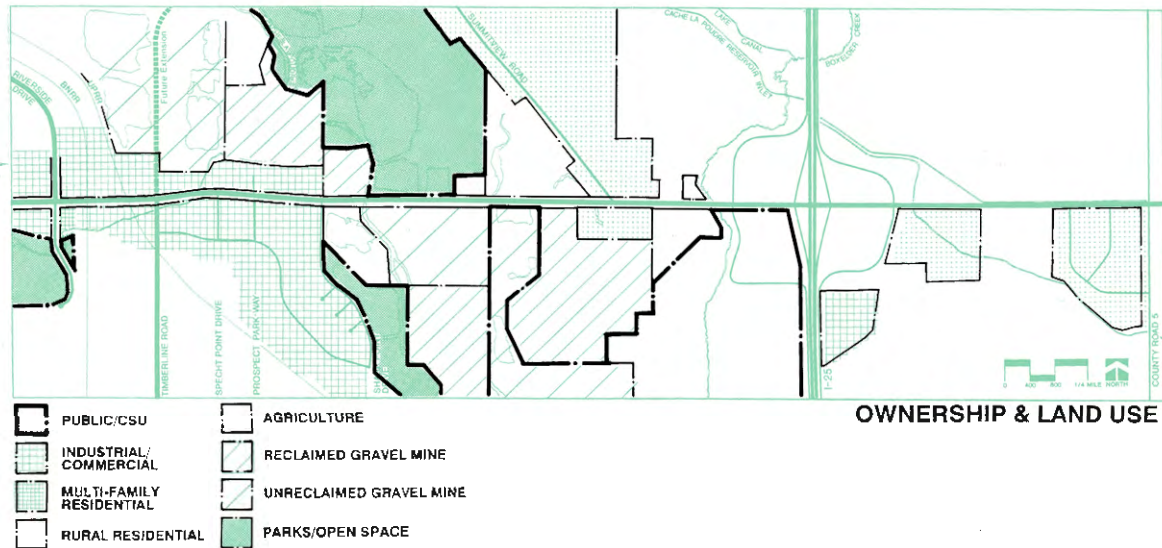
The most significant impact on the circulation and transportation aspects of Prospect Road is Interstate 25. As growth occurs around the interchange area, traffic volumes will increase. This increased activity will further the importance of Prospect Road as a regional link to the City and I-25. With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

Pedestrian Circulation

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

OWNERSHIP AND LAND USE

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



Most of the area east of Summit View Drive is rural residential in character, with medium to large lot development. Several of the farms and acreages have

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

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

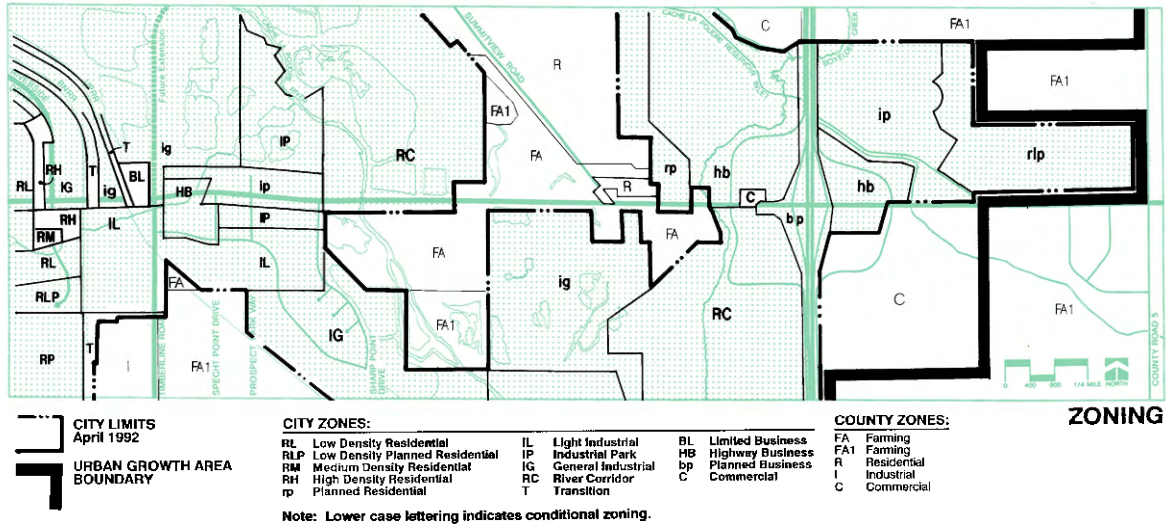
The central portion of the Corridor will largely remain the same. Most of this area lies within the Poudre River floodway and has limited development potential. Open space recreation areas and trails can be successfully extended throughout this area.

ANNEXATION

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

properties in the eastern half mile of the study area are outside the UGA and would develop under County regulations.

ZONING



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

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

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

NATIONAL WATER HERITAGE AREA

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



Courtesy Fort Collins Public Library

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

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

UTILITIES

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

Improved service in the area should occur with coordination between the City of Fort Collins, ELCO Water District, and the Boxelder Sanitation District utilizing Service Area Agreements. Timing of the extensions and improvements typically will occur as development occurs, or as Prospect Road is improved.

Although the exact timing and method of financing is not known, it is anticipated the City will extend a 16 inch water main as far as Summit View Drive within the next five years and electric vaults will be installed on the east side of I-25 by 1993.

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

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



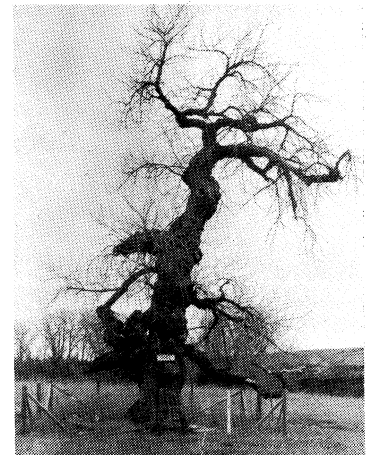
Overhead Power Lines

HISTORICAL INFLUENCE

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

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

Before the settlers arrived in the mid 1860's the river ran freely with the rains and floods. The river was most likely several small channels which crossed and meandered throughout the river valley. The river was rich in wildlife; both deer and buffalo roamed freely. The river valley was a hunting ground for the Indians where they watched from their campsites on the upper plateaus or river walls.



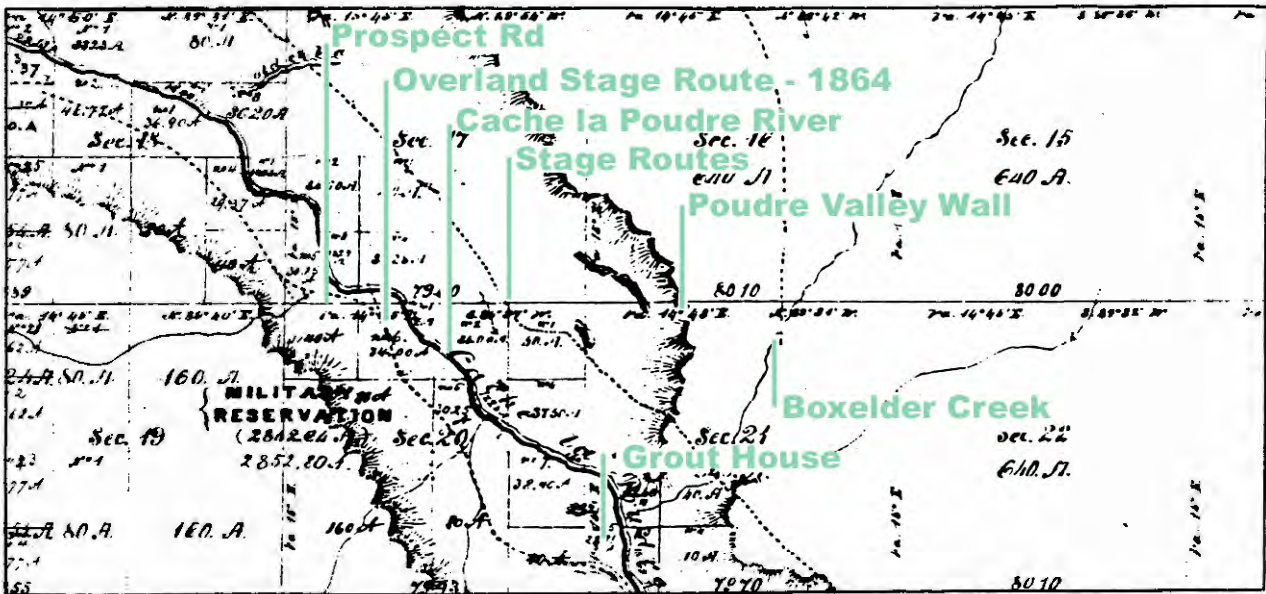
Council Tree

Courtesy Fort Collins Public Library



Grout House
 Courtesy Fort Collins Public Library

With the settlers (1860's) came water diversions on the river and the water was controlled for crop irrigation. The settlers used the valley to farm vegetable crops, hay, wheat, and for livestock grazing. With the diversions on the river upstream, the landscape changed significantly. Lack of flooding and river scouring created meadows and wetlands, some of which we can still see today.



HISTORY – 1864 Survey Map



Strauss Cabin
 Courtesy Fort Collins Public Library

Evidence in historical records indicates that the Prospect Corridor was crossed by several routes of the Overland Stage. The routes were changed often as Fort Collins grew and Indian and outlaw raids occurred. There were two parallel routes along the river and another stage road at the crossing of Boxelder Creek and Prospect Road. The Strauss family cabin and the Sherwood cabin to the south, were both used as stage stops during the early 1860's. The Strauss cabin still stands today near the river, south of the study area, as does the Grout House and outbuildings on the CSU Environmental Learning Center.

There is no historical record of the naming of Prospect Road, except by a reference from Clyde McIntyre, a local field worker in the 1930's. McIntyre recalled that the road was named by the subdividers of the original plat of Prospect Road, supposedly to indicate that from here one could see much of the City and have a "glorious view of the mountains". "Prospect", by definition, means a broad view, scene, outlook or viewpoint.

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

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

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



Strang-Fleck Cabin
Courtesy Fort Collins Public Library

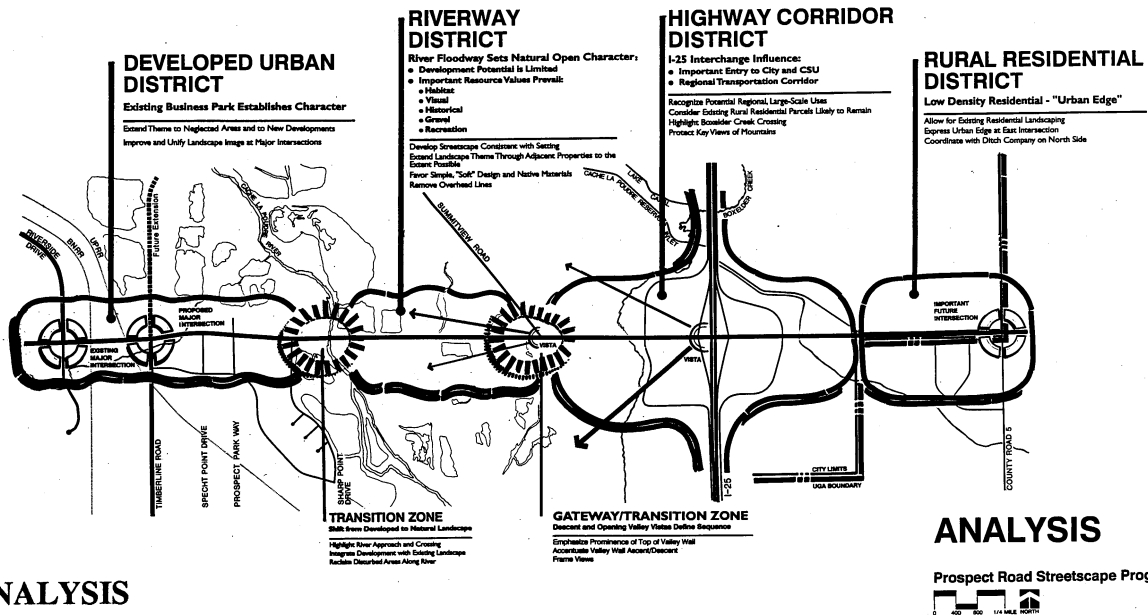
OPPORTUNITIES, CONSTRAINTS AND ISSUES

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

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

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

Mixed use developments with appropriate transitions are encouraged through the City's **Comprehensive Plan**. The **Goals and Objectives** and the **Land Use Policies Plan**, together with the **Land Development Guidance System (LDGS)**, and other plans and policies represent the official statements concerning land use matters and land use related decision-making. The **Prospect Road Streetscape Program** was developed with the **Comprehensive Plan** documents, and the existing conditions and constraints in mind. The foundation of the program is described in the Analysis section below.

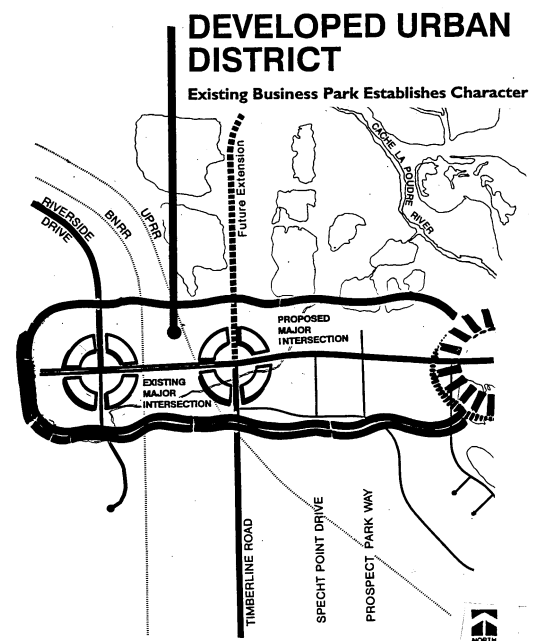


ANALYSIS

Based on the existing conditions described above, four distinct districts, each with its own character, were identified within the overall study area Corridor. They are: the Developed Urban District, the Riverway District, the Highway Corridor District, and the Rural Residential District. Each district with its unique set of issues is described below.

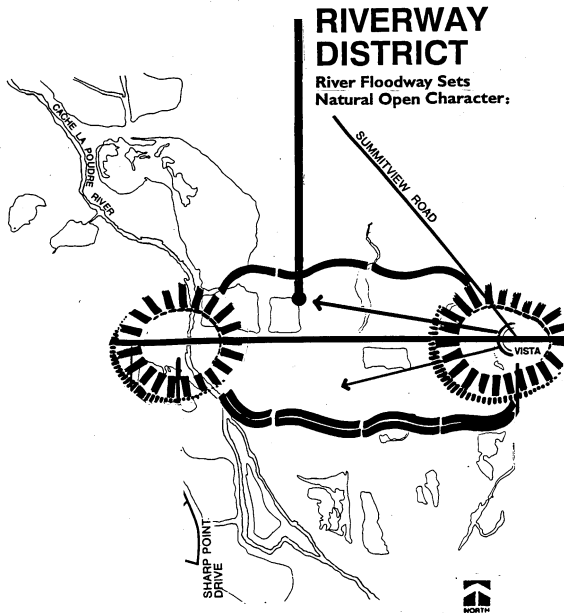
The *Developed Urban District* includes the existing business parks along Prospect Road. This district is located between Riverside Avenue and the Poudre River. The prevailing land uses are industrial, office and commercial uses. The existing business parks have established a common streetscape character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

The *Riverway District* is comprised of the Cache La Poudre River and its floodway. The district is bounded by the river on the west and Summit View Drive on the east. This area has had limited development impacts except for gravel mining operations. This district has important resource values for recreation and wildlife habitats. The area is "natural" and "pastoral" in character and has several wetlands and ponds. This district contains important views to the river and foothills which should be protected.



RIVERWAY DISTRICT

River Floodway Sets
Natural Open Character.

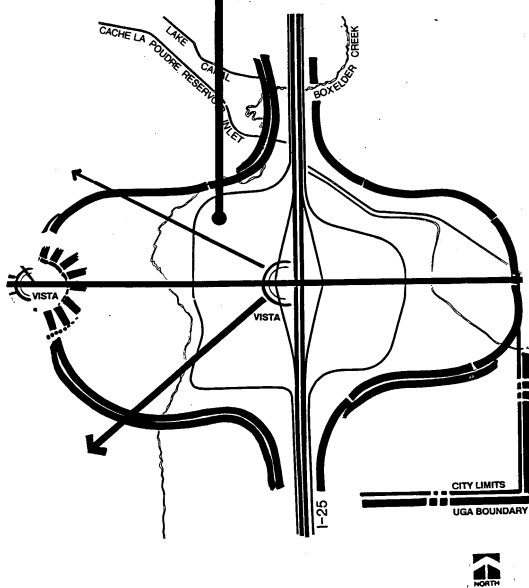


Wetland areas within the riverway act as filtering systems for stormwater runoff, preventing pollutants from entering the river, and should be maintained wherever possible. The potential value of these wetlands should not be underestimated. The fact that these areas occur within a major entryway to the City intensifies their importance. Although the exact impacts of floodplains and drainage improvements can only be identified on a case by case basis, the network of waterways affecting the area provides the potential for a number of public amenities that can be achieved if balanced with private development.

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

HIGHWAY CORRIDOR DISTRICT

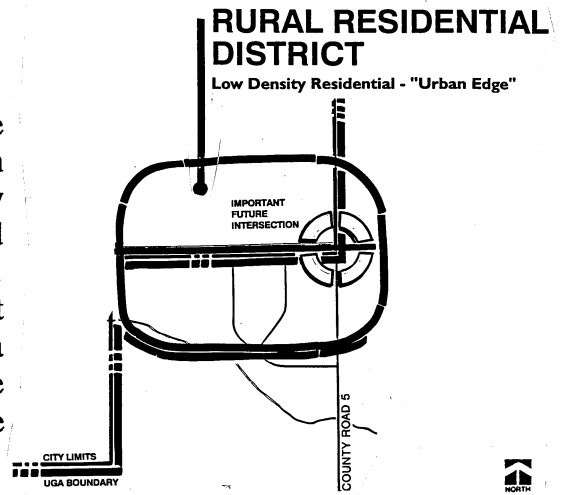
I-25 Interchange Influence



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

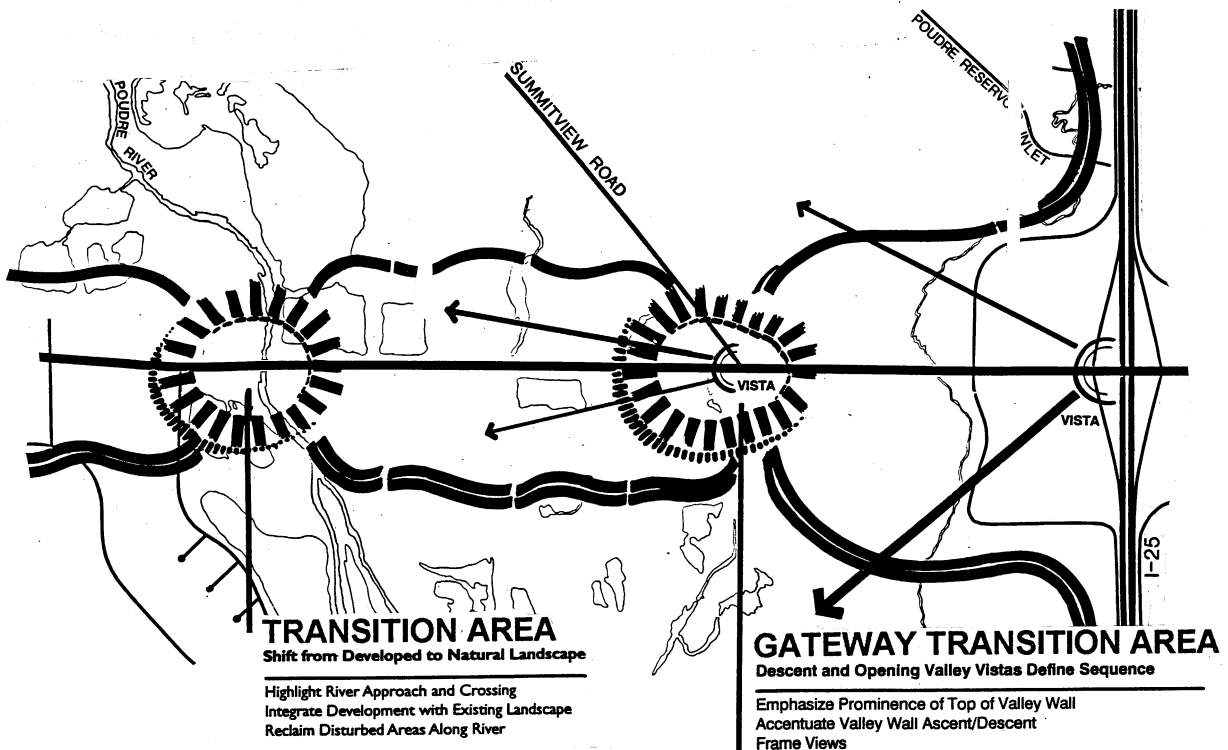
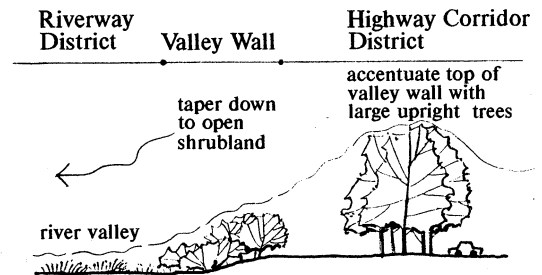
The Interchange area at I-25 has the potential to be developed as a focal point along I-25. The image that it projects to visitors should be a good one. The design guidelines and standards recommended for this area are intended to convey an image of quality and uniqueness.

The *Rural Residential District* comprises the eastern edge of the Corridor and is also the edge of the Urban Growth Area. This district has existing large lot, single-family homes on the south side of Prospect Road and has proposed low density planned residential development to the north. This district will be the eastern entry into the Prospect Corridor and the City. The recommendation for this area is to provide a landscape character that allows for the transition from rural "country life" to the more intense urban uses proposed in the Highway Corridor District.



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

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



DESIGN CONCEPTS

INTRODUCTION

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

DESIGN ISSUES

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

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

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

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

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IMPLEMENTATION

SUMMARY

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

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

Maintenance costs average about .05 - .10 cents per square foot, based on the installation of a drought tolerant turf blend which should be mowed a minimum of three times per year. The proposed costs are included so that the community would have a basis to compare the Program with normal development costs. The general intent of the Program is not to increase landscaping or construction costs for landowners, both public and private, but rather to coordinate those normally incurred costs in such a way as to provide a greater public good.

The design standards and guidelines implement the design styles as described in the Program, by creating a design framework for improvements along the streetscape. The standards and guidelines are to be used as a design aid for both public improvements and by private developers proposing projects in the Corridor, and; as an evaluation tool by the Planning and Zoning Board and City staff in the development review process. Minor changes are recommended to the City's development review process, and the standards and guidelines would apply to all Planned Unit Developments (PUD's) or land uses which require landscape and/or site plan approval by City staff.

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

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

IMPLEMENTATION ACTIONS	Timing				Implementing Agency*	
	Adopt w/Plan	1 Year	2-5 Years	5-10 Years	Lead	Coord.
Transportation						
1. Continue design development of the I-25 interchange for bikeways, sidewalks, landscaping, and special features or thematic elements. The design should consider the location of all these elements on the approaches and overpass and secure funding for construction and maintenance. The program should consider that this area is located outside of the City's existing maintenance area and grading constraints may require special maintenance equipment.			✓		TS PD CDOT	FOR PP ENG
2. Request that the CDOT undertake preliminary engineering design for the I-25 interchange. Coordinate City plans with CDOT.				✓	TS CDOT	PD ENG
3. Complete engineering designs for the intersection of Prospect Road and the Timberline Road extension. The designs should be completed prior to the installation of intersection plantings.			✓		ENG	PD TS NR PP SW
Planning						
4. Complete a master plan for the Riverbend Ponds and Flatiron open space areas. The master plan should address both pedestrian and vehicular access and circulation (Timberline Road extension), recreation and interpretation, natural area enhancement, restoration, and wildlife mitigation measures within the open space areas. Public participation and involvement should be encouraged in the development of the master plan. Plantings within the setback zone of the Riverway District may occur prior to the completion of the master plan with City approval for locations.			✓		PD NR PP	ENG CSU SW US FOR

	Timing				Implementing Agency*	
	Adopt w/Plan	1 Year	2-5 Years	5-10 Years	Lead	Coord.
5. Continue cooperative planning program with CSU on the "Landscape Opportunities Study". This will give further direction to the opportunities within the Riverway District. CSU may be able to assist with any future design concepts for the Corridor.		✓			PD CSU	SW NR US PP
6. Develop a plan for the design of landscape improvements along Boxelder Creek with the update of the Drainage Basin Plan. The City should encourage adjacent properties to integrate their landscape improvements with the Boxelder Creek planting plans as much as possible.			✓		SW PD	NR FOR
7. Future storm drainage improvements in the Poudre River Basin may require that a new bridge be constructed across the river. If one is required, the future bridge design should allow for views into the riverway for both pedestrians and motorists, provide for wildlife movement, and minimize the impact on adjacent natural areas.			✓		SW ENG	NR PD
8. Complete a study regarding the possibility of relocating or shifting the alignment of Prospect Road to the north, when the road is widened, east of I-25. This study should involve the area residents and should consider the impacts on the relocation or realignment of the Cache La Poudre Reservoir Inlet. This alignment would have the least impact on the existing residences on the south side of the road.				✓	ENG	TS PD
Regulation						
9. Adopt the Prospect Road Streetscape Program standards and guidelines.	✓				CNCL	PD CA

	Timing				Implementing Actions*	
	Adopt w/Plan	1 Year	2-5 Years	5-10 Years	Lead	Coord.
10. Require all properties in the Prospect Corridor that annex into the City be zoned with a PUD condition or be annexed with a zone that requires site plan approval.	✓				CNCL	PD CA
11. Amend the B-L (Limited Business), H-B (Highway Business), I-P (Industrial Park) and I-G (General Industrial) zoning districts to require new development located in the Prospect Corridor to comply with the design Standards and Guidelines.		✓			PD	CA ZONE
12. Pursue adoption of the Prospect Road Streetscape Program as an amendment to Exhibit A of the Urban Growth Area Agreement. Supplemental Regulations pursue adoption of the standards and guidelines as an appendix.	✓				PD	LC
13. Evaluate the Colorado Division of Land Reclamation requirements regarding gravel mining and consider additional City measures to ensure that buffering and screening of extraction operations be ensured prior to excavation.			✓		PD NR	SW
Maintenance						
14. Develop a City-wide maintenance program for all arterial roadways which would identify funding and resources for median and right-of-way operations and maintenance. Currently there is no mechanism for funding additional operation and maintenance for median and right-of-way improvements within the City.			✓		PP	NR FOR

The agencies identified as leads may either oversee the implementation of an interdepartmental team to carry out the action or implement the action themselves. The coordinating agencies are those that may participate on the team or may be involved in the development and review of the proposed action. While not specifically identified in the charts, it is anticipated that various public boards and commissions will be involved as needed in the development and implementation of the proposed actions.

*Lead Implementing and Coordinating Agencies:

City Agencies

- PD - Planning Department
- CA - City Attorney
- CNCL - Fort Collins City Council
- ENG - Engineering
- FOR - Forestry
- NR - Natural Resources
- PP - Parks and Park Planning
- SW - Storm Water Utility
- TS - Transportation
- US - Utility Services
- ZONE - Zoning

Other Agencies

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

FUNDING ACTIONS

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

The following funding Options apply to the Urban Developed District.

- Option - 1 (Preferred)** To the extent that improvements are necessary to offset the impacts (both specific and cumulative) of development, the developer would be required to pay for all such improvements and would be partially reimbursed from the City's Street Oversizing Fund. The timing of the improvements would be market driven and would be implemented through the City's development review process.
- Option - 2** The City would implement street improvements through a "Choices 95" type of Capital Improvements Program to be funded through a new sales and use tax and/or property tax. This may require an election and a bond issue or a redistribution of existing capital improvement funds. The City's Engineering Department typically administers the program.
- Option - 3** Develop a new community-wide fund for maintenance of median and street landscaping based on special property assessments, sales tax or new development fee. This option is outlined in the Implementation Actions section and would require additional study. This option only applies to operation and maintenance functions. This option may require an election.
- Option - 4** Property owner pays for all improvements through special assessment (Special Improvements District) or mill levy (General Improvement District) and is partially reimbursed from the City's Street Oversizing Fund.

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

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

would be implemented after the completion of the master plan for Riverbend Ponds and the Poudre River Master Drainageway Plan.

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

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

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

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

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

- Fort Collins Releaf - or other community service organizations ie; Rotary, Kiwanis etc.
- CSU Environmental Learning Center - develop a cooperative program to participate in the development and installation of the landscape improvements.

- Adopt-a-Prairie Program - similar to the City's Adopt-a-Median or Trail Program. This could work for installation and/or maintenance once the streetscape is established.
- Friends of the Poudre, Audubon Society, Native Plant Society and the Poudre River Trust may want to participate in a similar program to the Adopt-a-Prairie Program.
- Adopt-a-Median Program - This program currently exists and would work after the median has been developed. This program would work well in the Riverway District due to the limited amount of maintenance needed.
- Adopt-a-Trail Program - this program currently exists and has been successful doing general trash removal on a weekly schedule.

Option - 5 (Preferred) A combination of 1 thru 4 is the preferred option due to the extensive amount of undevelopable land and public open space in this District.

Option - 6 Develop a new community-wide fund for maintenance of median and street landscaping based on special property assessment, sales tax or new development fee. This option is outlined in the Implementation Actions section and would require additional study. This option only applies to operation and maintenance functions. This option may require an election.

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

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

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

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

Option - 2 City and/or County implements street improvements through a "Choices 95" type of Capital Improvements Program to be funded through a new sales and use tax and/or property tax. This may require an election and a bond issue or a redistribution of existing Capital Improvement funds. The City's Engineering Department typically administers the City's program although the lead agencies for implementing would be Planning, Forestry and Parks Maintenance.

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

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

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

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

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

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

Option - 2 City and/or County implements landscape improvements through a "Choices 95" type of Capital Improvements Program to be funded through a new sales and use tax and/or property tax. (The interchange and frontage road improvements would be funded through the State Department of Transportation (CDOT).) This may require an election and a bond issue or a redistribution of existing Capital Improvement funds. The City's Engineering Department typically administers the City's program although lead agencies for implementation would be Planning, Forestry and Parks Maintenance.

- Option - 3** Seek federal Intermodal Surface Transportation Efficiency Act (ISTEA) funds for capital improvements. This would fund all streetscape improvements for the diamond interchange and frontage road improvements. The interchange improvements could qualify for enhancement funds and the City should consider possible funding at the end of the ISTEA Program (5 years). The City's Transportation Department would administer the funds although Planning, Forestry and Parks Maintenance would most likely implement the improvements.
- Option - 4 (Preferred)** A combination of 1, 2 and 3 may be the best alternative for this area due to the community-wide benefit of improving the visual appearance of this interchange as a major entryway to the City.
- Option - 5** Research possible funding from the City's Lodging Tax for landscape and signage improvements for the interchange. This is an option which needs additional research but may be a good possibility if the State locates the new Visitors Center at the interchange.
- Option - 6** Seek State and Federal grants, loans and/or public and private foundation funding sources, such as the National Endowment of the Arts (NEA) or State Tourism Board programs, for planning, design and construction costs. Possible funding for landscape and special features (signage or art) improvements may be available through these sources. The Planning department should research these funding options and determine if any are available.
- Option - 7** Develop a new community-wide fund for maintenance of median and street landscaping based on special property assessments, sales tax or new development fee. This option is outlined in the Implementation Actions section and would require additional study. This option only applies to operation and maintenance functions. This option may require an election.
- Option - 8** Property owner pays for all improvements (except State/Federal responsibilities) through special assessment (Special Improvements District) or mill levy (General Improvement District) and is partially reimbursed from the City's Street Oversizing Fund.

Part Two

Standards and Guidelines:

Business Park Style

Natural Shrubscape Style

Prospect Gateway Style

Interchange Style

PROSPECT ROAD STREETScape PROGRAM Standards and Guidelines

PROCEDURE

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

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

1. The strict application of the guideline would result in peculiar and exceptional practical difficulties or exceptional and undue hardship upon the owner of affected property; and
2. The alternative site planning and landscape design approach meets the stated purpose of the Prospect Road design concepts; and
3. The variance may be granted without substantial detriment to the public good.

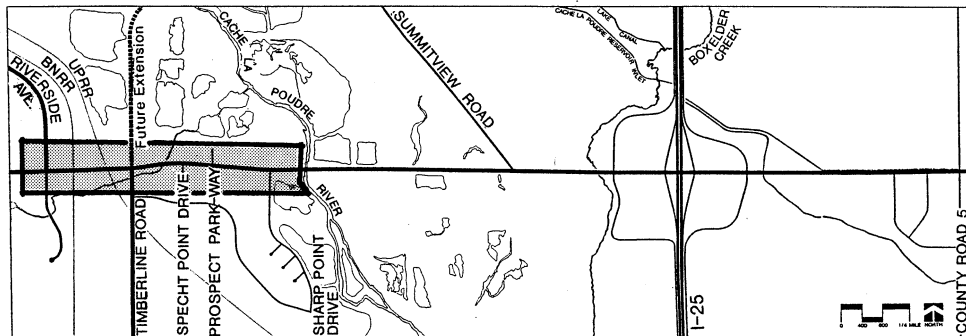
The Standards and Guidelines apply to the Setback Zone, as described, unless otherwise noted. A specific section of the Standards and Guidelines applies to each District as defined in the Analysis section.

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

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

Business Park Style

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





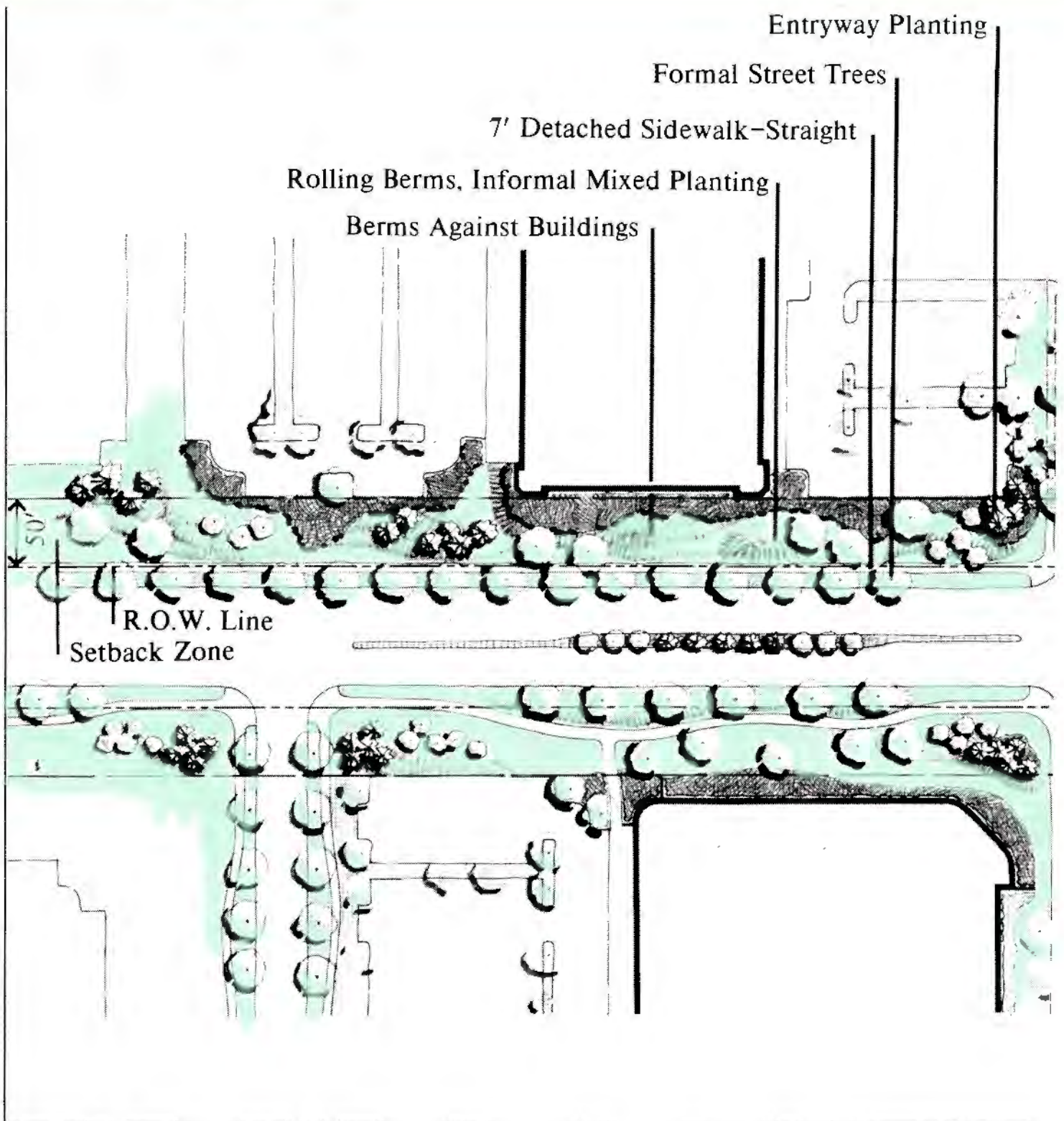
Existing Character

Business Park Style

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

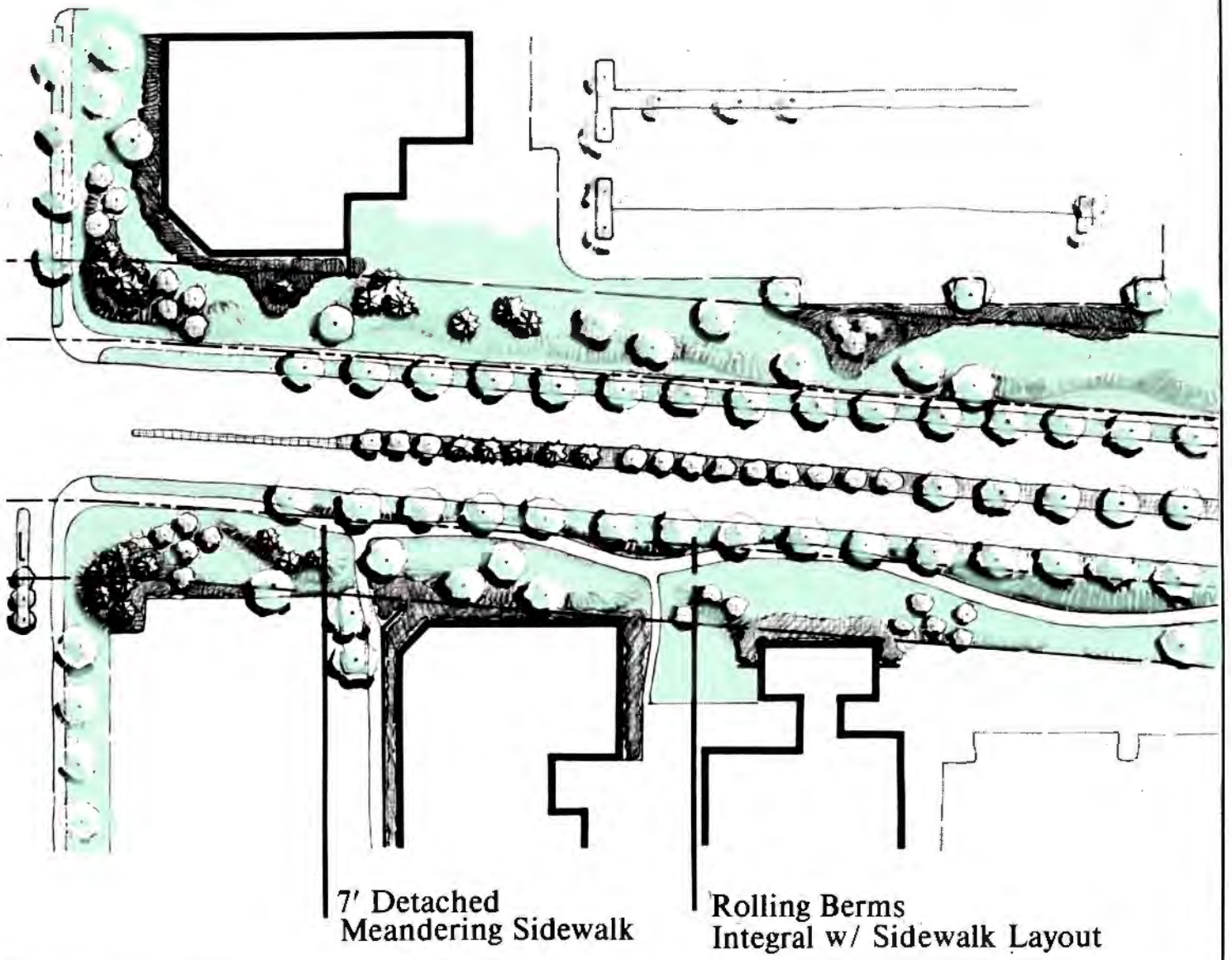
This style complements the existing character in this district by maintaining a thirty five (35)-foot setback, developing meandering or straight sidewalks and incorporating gently rolling berms behind the sidewalk. There are two major arterial intersections in the Urban Developed District which need substantial landscape improvements and should be developed in accordance with the Program.

Business Park Style



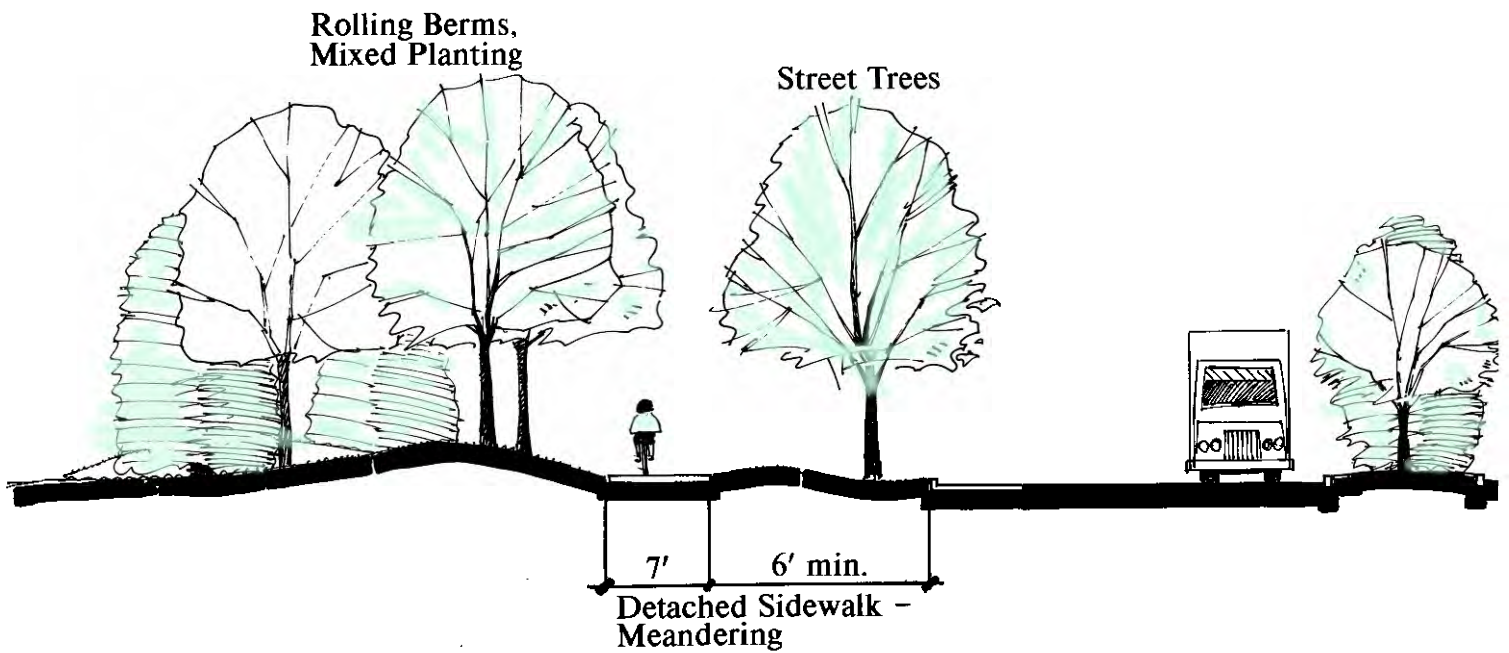
Concept Plan

This plan illustrates the key elements of the streetscape program for this district with example arrangements of materials consistent with the standards and guidelines.



7' Detached
Meandering Sidewalk

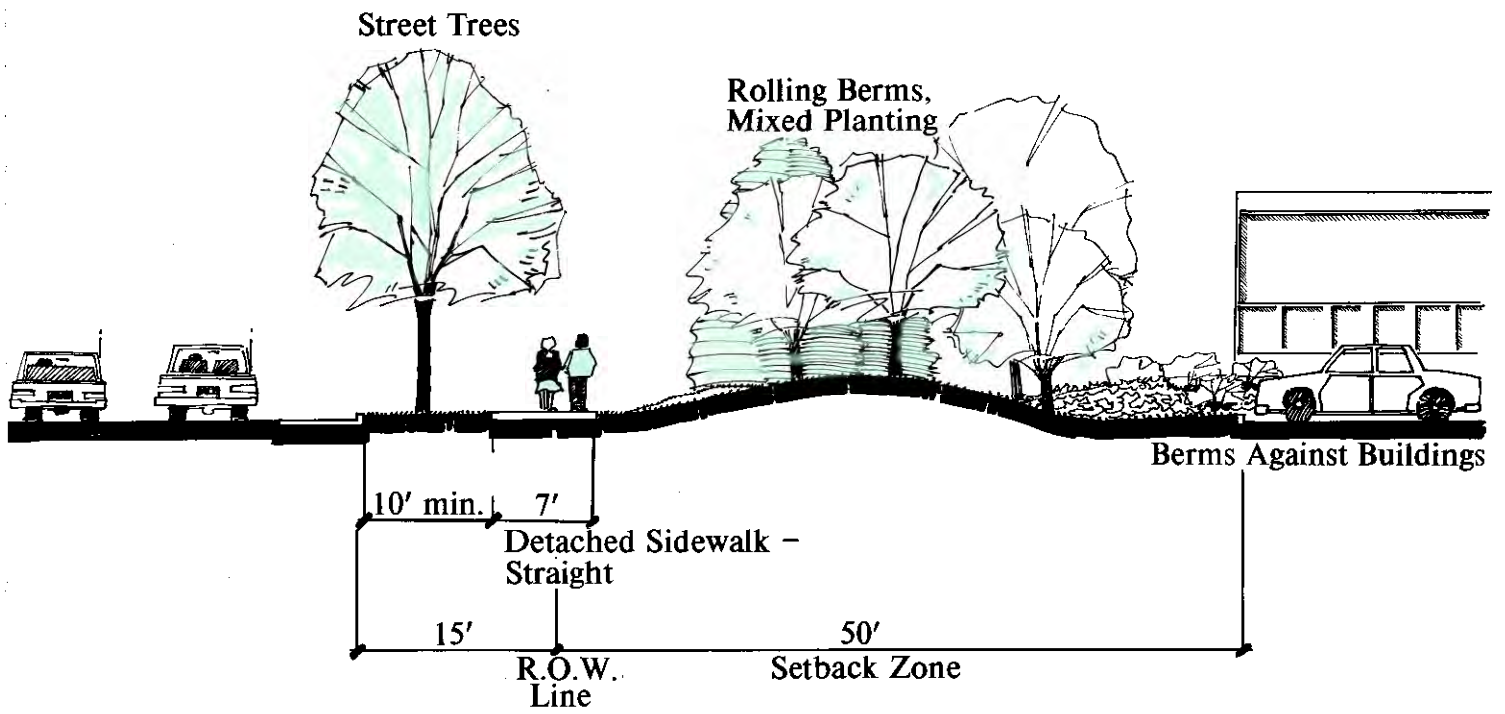
Rolling Berms
Integral w/ Sidewalk Layout



Cross Section

1"=20'

This cross section shows the key elements of the program for this district, demonstrating the formal definition of the street edge, the scale of the space for the meandering or straight sidewalk, and the integration of buildings and parking with landforms and informal plantings.

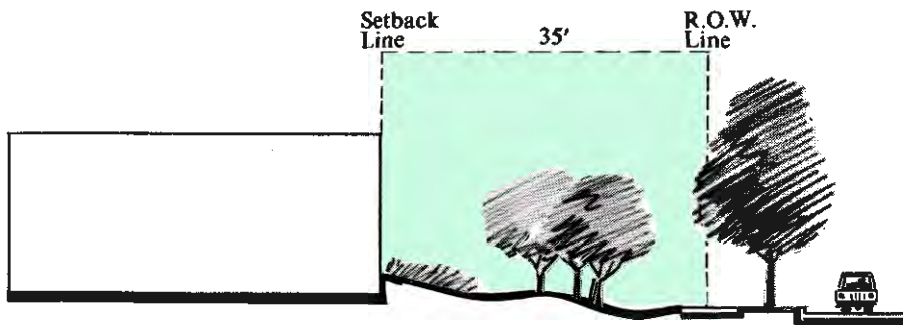


PROSPECT ROAD SETBACKS

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

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

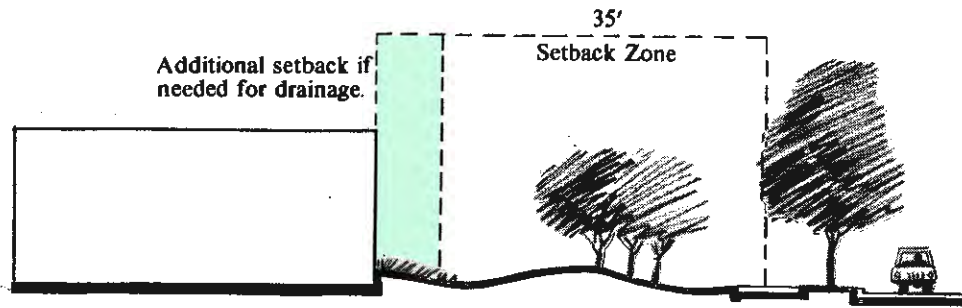
This area shall be referred to as the “Setback Zone”. See page 12 for setback requirements on arterial and collector streets.



Required Setback Zone

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

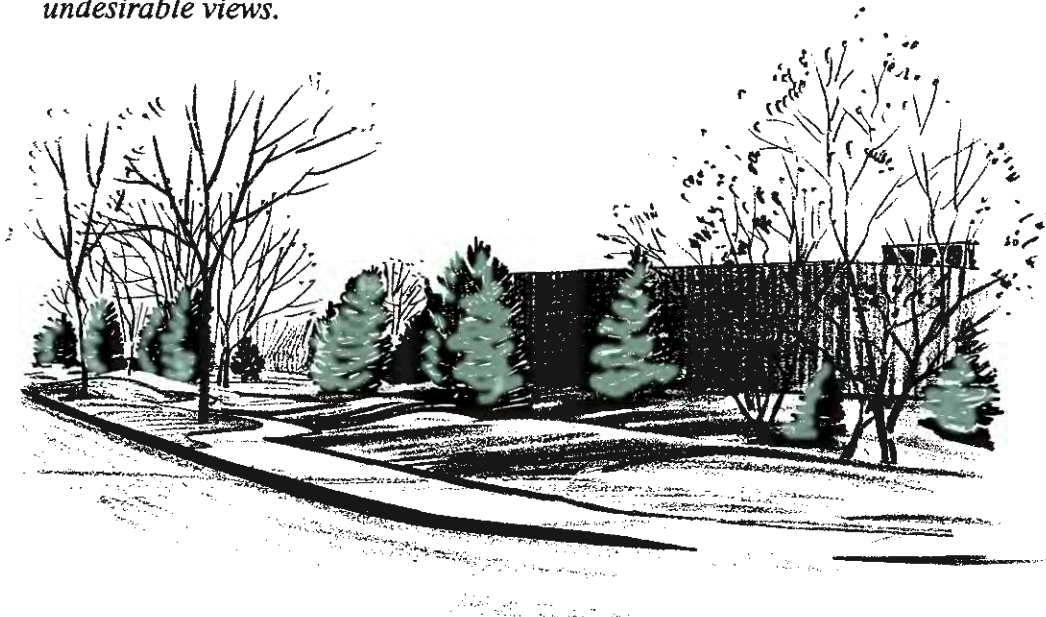
In situations where providing berms and a meandering sidewalk interferes with establishing positive drainage away from structures, drainage requirements must be met outside of the Setback Zone. Providing positive drainage away from the base of structures is not a valid reason for failing to create gently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



Additional setback if needed for drainage

GRADING

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



Gently Rolling Landscape Grading

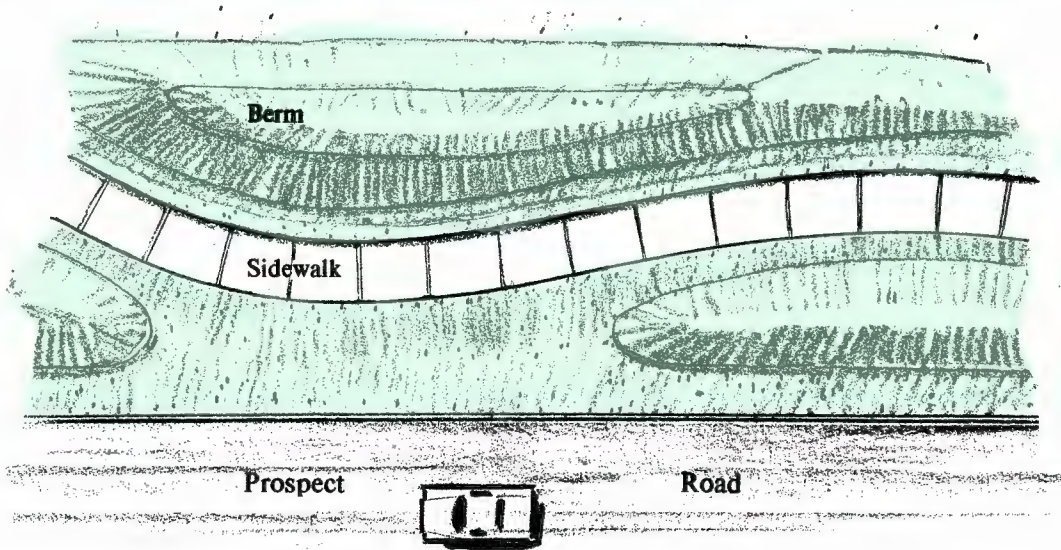
Berms shall be used to create a gently rolling landscape in the Setback Zone between the sidewalk and development. (+)

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

Berms, swales and detention ponds within the Setback Zone and elsewhere on site shall be graded in such a way as to be integral parts of the landscape, with smooth transitions between changes in grade. (+)

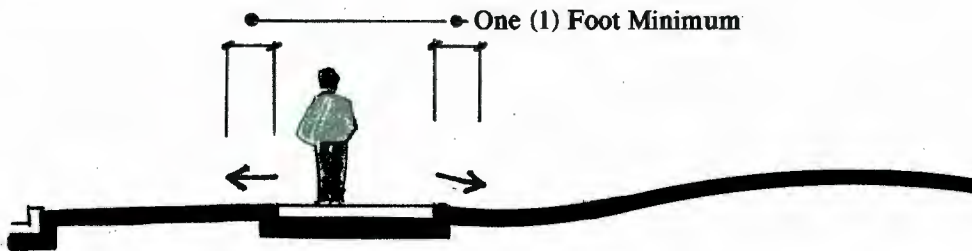
Slopes shall be 4:1 or less within the public right-of-way, and 3:1 or less throughout the Setback Zone. (+)

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



Grading integrated with sidewalk alignment

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



Drainage away from both sides of sidewalks

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

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

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

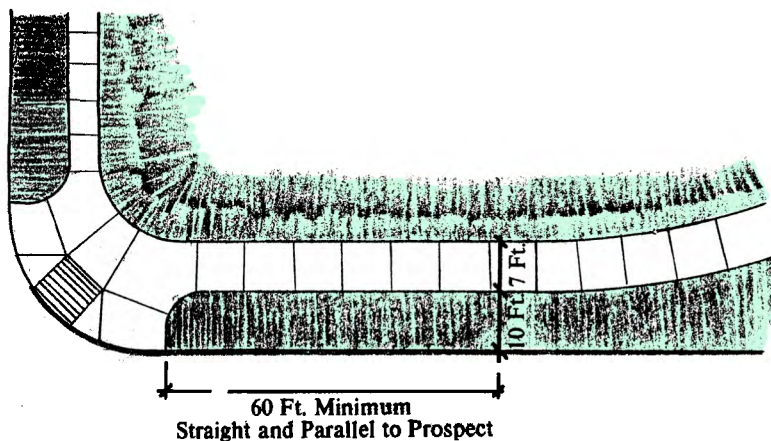
ACCESS/CIRCULATION

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

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

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

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



Sidewalk at Intersections

FENCING AND SCREENING

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

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

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

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

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

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

LIGHTING

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

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

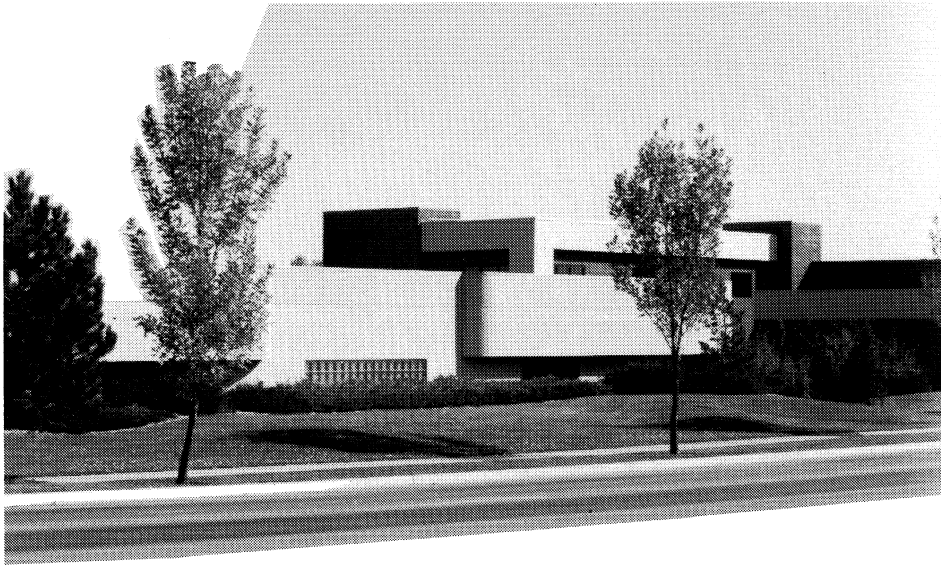
Trees with maximum heights above thirty (30) feet shall be spaced at least forty (40) feet from a streetlight. (+) (See City Planting Standard for additional detail.)

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

ARCHITECTURAL DESIGN

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

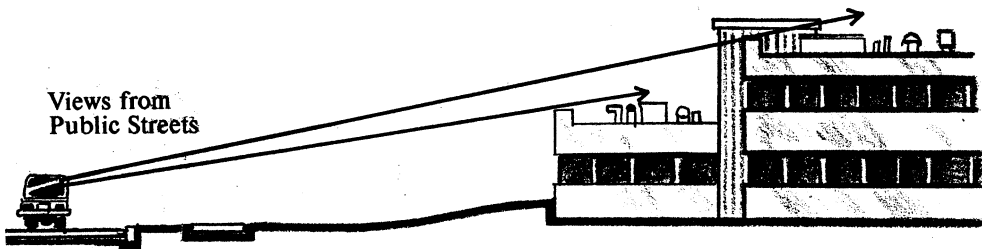
Buildings shall be designed to ensure that all elevations include architectural detail and enhancement, rather than placing heavy emphasis solely on the front elevation and ignoring the need to apply aesthetic enhancements to the other elevations. Any accessory building or enclosure shall be similar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



Architectural detail and interest on all elevations

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

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



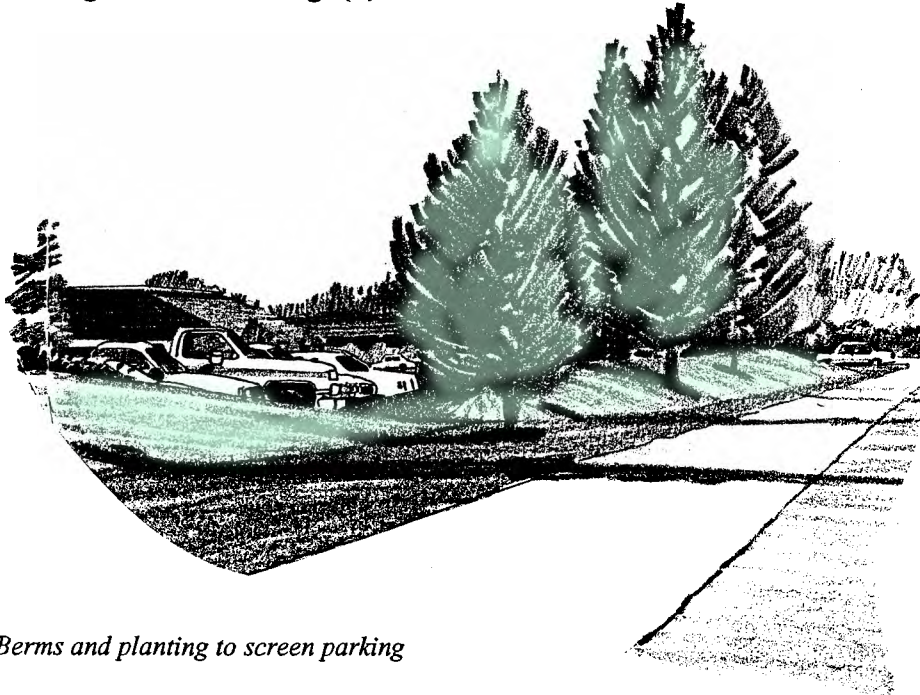
Mechanical equipment screening and incorporation into architecture

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

PARKING AND SERVICE AREAS

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

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



Berms and planting to screen parking

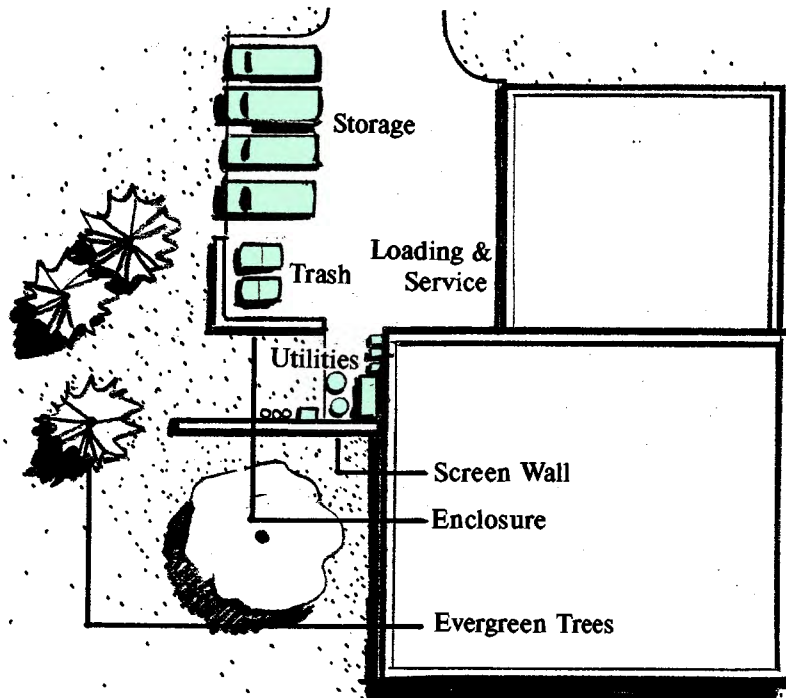
Parking is prohibited within the Setback Zone. (+)

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

Large parking lots should be broken into sections not to exceed two hundred (200) cars each, separated by a twenty (20)-foot landscape buffer to provide the appearance of separation. (o)

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

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



Prospect Road Setback Zone

Service and utility screening integral with architecture

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

LANDSCAPING

The predominant plant material shall be urban and ornamental in character. A formal row of street trees shall be planted between the curb and sidewalk. All planting behind the sidewalk shall be spaced and grouped informally along the bermed areas. Bluegrass lawn areas should be used in small accent plantings and in the parkway strip (between the sidewalk and curb) only. Drought tolerant grass mixes and/or ground covers should be the dominant plant material in all other planting areas.

Plant Palette:

The purpose of the plant palette is to promote design integrity in the Developed Urban District through repetition of plant materials. Secondly, the palette emphasizes low to moderate water demand plant material in order to conserve water. It offers an adequate range of plant material species to provide spatial definition; soften, buffer or screen development; and provide seasonal interest.

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

Other Materials and Techniques :

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

Tree and Shrub Planting:

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

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

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

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

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

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

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

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

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

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

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

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

Ground Cover and Turf Planting:

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

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

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

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

Incorporating flower beds and bulb plantings into shrub beds or accent areas is encouraged. (o)

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

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

COLLECTOR AND ARTERIAL STREET INTERSECTIONS

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

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

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

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

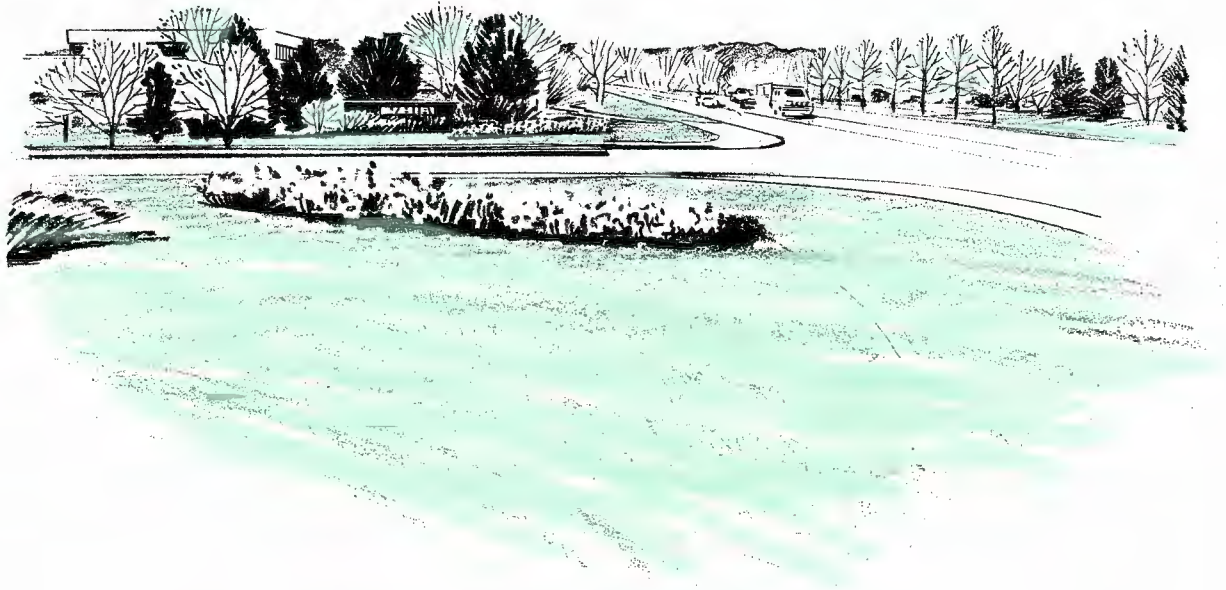
Ornamental plantings at intersections are encouraged. The incorporation of signage and/or project identity features into the intersection plantings is also encouraged. (o)

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

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

Intersection plantings should be characterized by low and medium height junipers, flowering accent plants, deciduous shrub masses and informally grouped deciduous and/or evergreen trees. Small deciduous shrubs as well as annual and perennial flowers not found on the plant palettes may also be incorporated into special feature landscapes at intersections. (o)

The incorporation of a low retaining wall into intersection planting areas and/or project identity signage, using materials that match the architectural finish of the building, is encouraged. (o)



Intersection plantings, identity signage

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

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

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

	Building Setback	Parking Setback	Fencing Setback
Arterial Streets	50 feet	50 feet	50 feet (+)
Collector Streets	30 feet	30 feet	30 feet (+)

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

PLANTING SPECIFICATIONS

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

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

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

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

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

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

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

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

MAINTENANCE

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

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

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

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

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

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

MEDIAN PLANTING

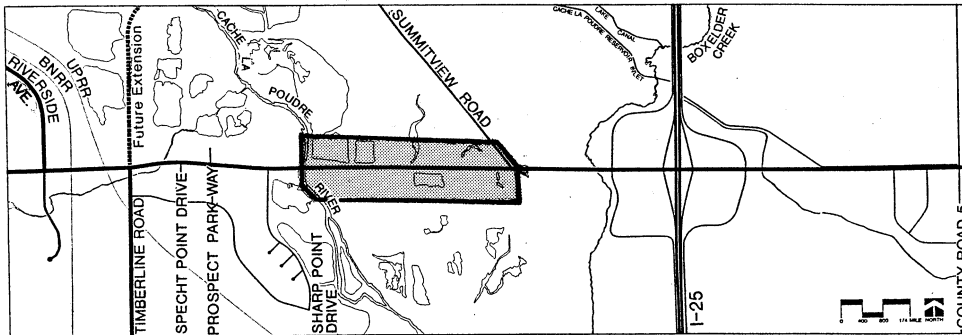
The development of a median in the Business Park area would unify the design theme for the area and should be installed as traffic and safety issues merit. Maintenance and cost issues should not be the sole determining factor regarding the design or location of any median within the Prospect Corridor.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

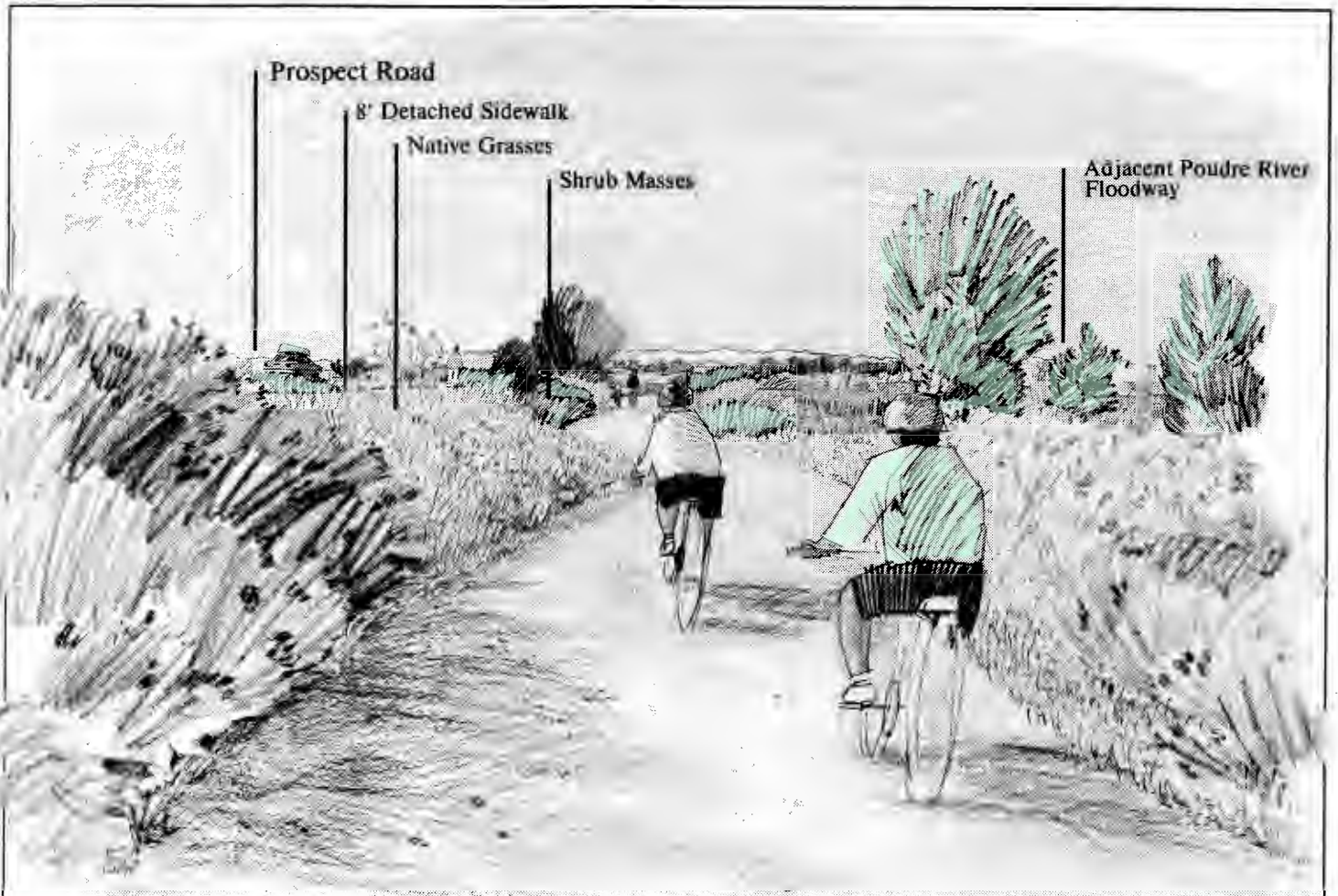
Median improvements should be consistent with city standards including curb, gutter and a splash block for the Business Park District. (o)

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

Natural Shrubscape Style

The Natural Shrubscape Style is applicable to all properties with frontage on Prospect Road between the Poudre River bridge and Summitview Drive.





Natural Shrubscape Style-Gravel Rec Trail Looking West

Natural Shrubscape Style

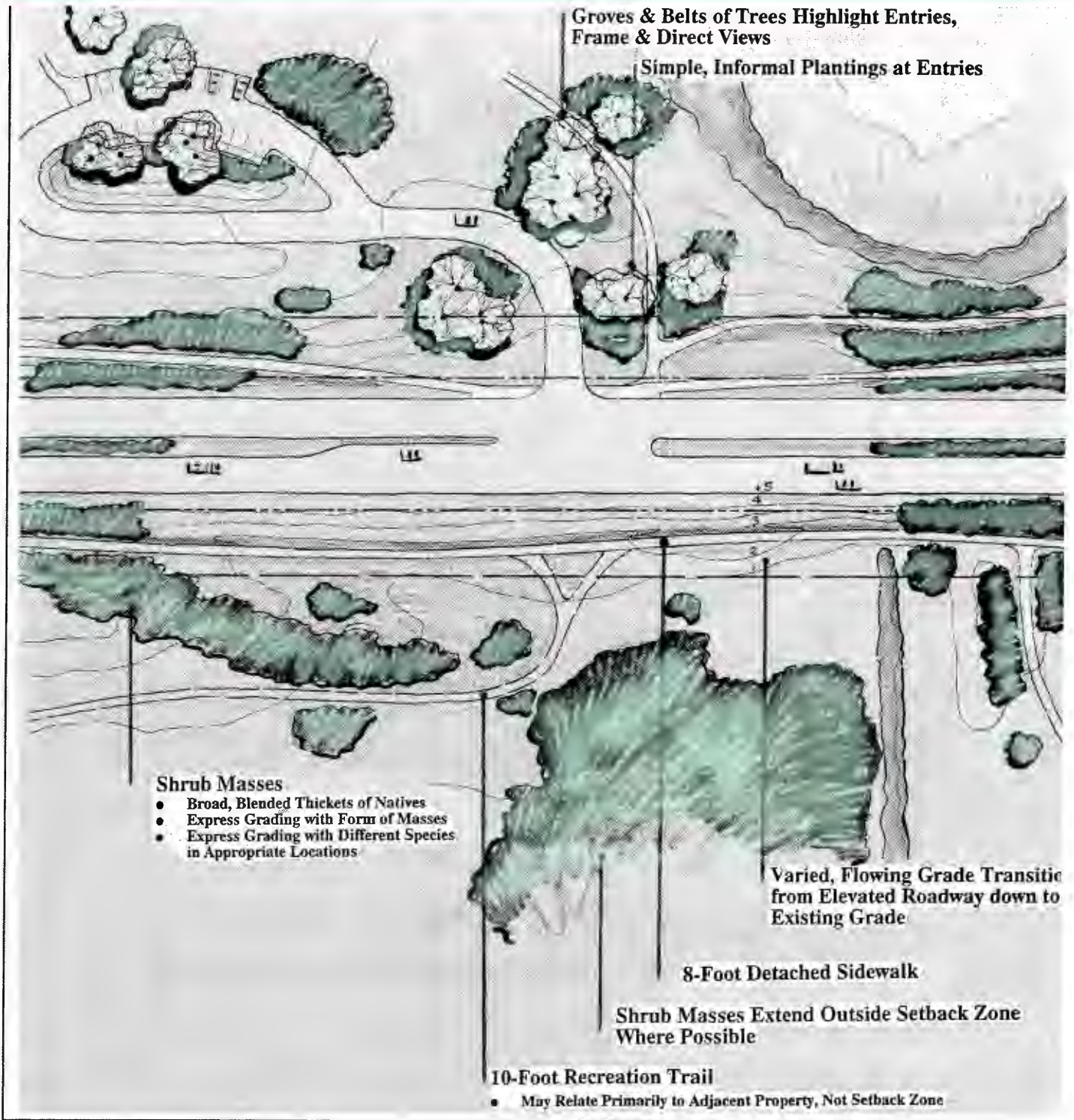
The Natural Shrubscape style emphasizes the riparian ecosystem and short grass prairie which were native to this area prior to the disturbances by the early settlers and gravel mining operations of the 1900's. This concept utilizes thickets of native shrubs massed in broad, blended drifts and clumps.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

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

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

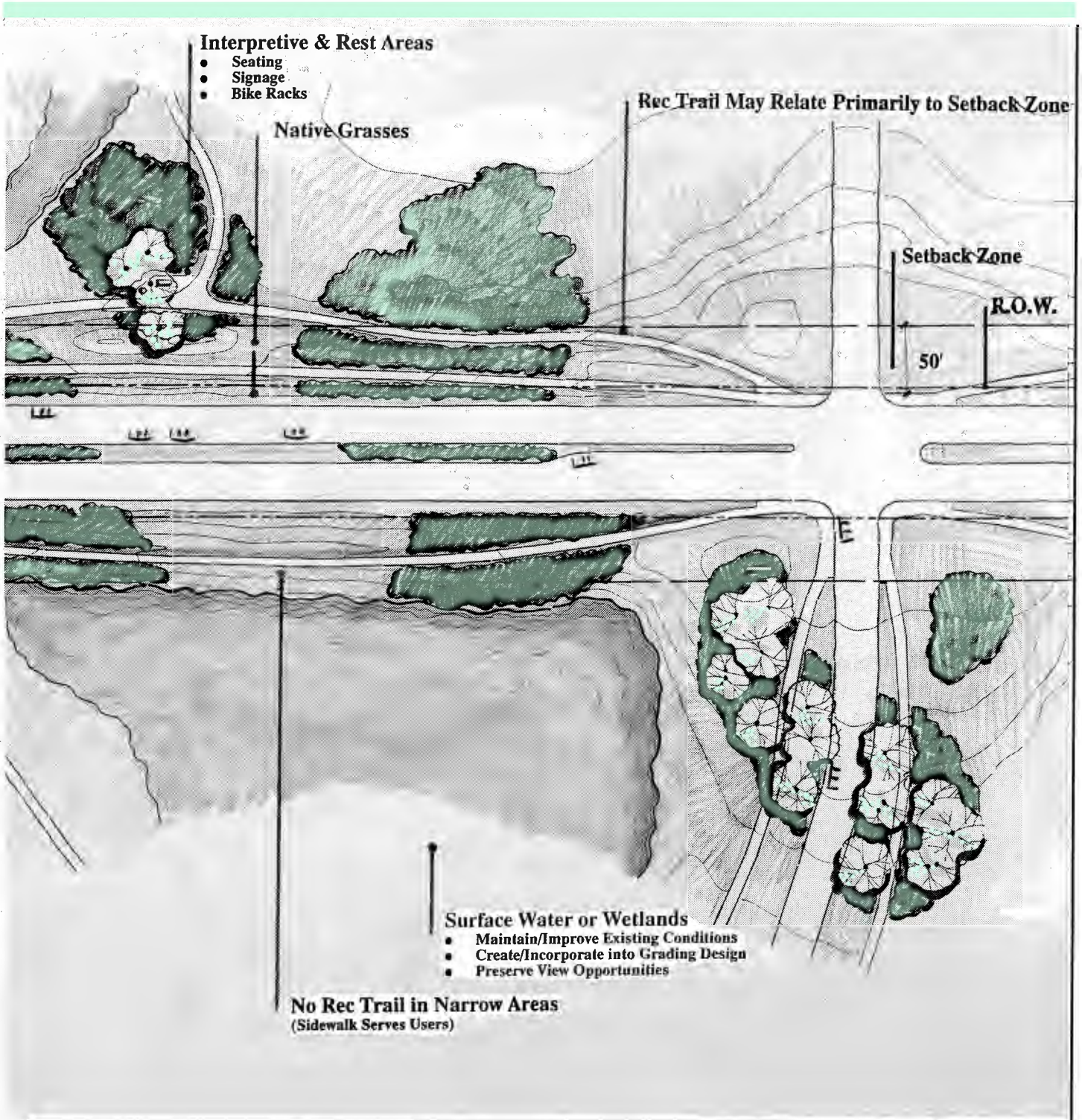
The maintenance and management of the Riverway District is important in terms of its ability to promote biological diversity and retain the natural character of the area. The recommended maintenance techniques in the standards and guidelines reflect these ideas and provide for an innovative and progressive management program. Wildlife habitats, movement and management techniques are also important within the Riverway District and the Natural Shrubscape style recommends that additional underpasses be developed for wildlife crossings as the Prospect Road is widened. See the Implementation section on page 35 for additional recommendations.

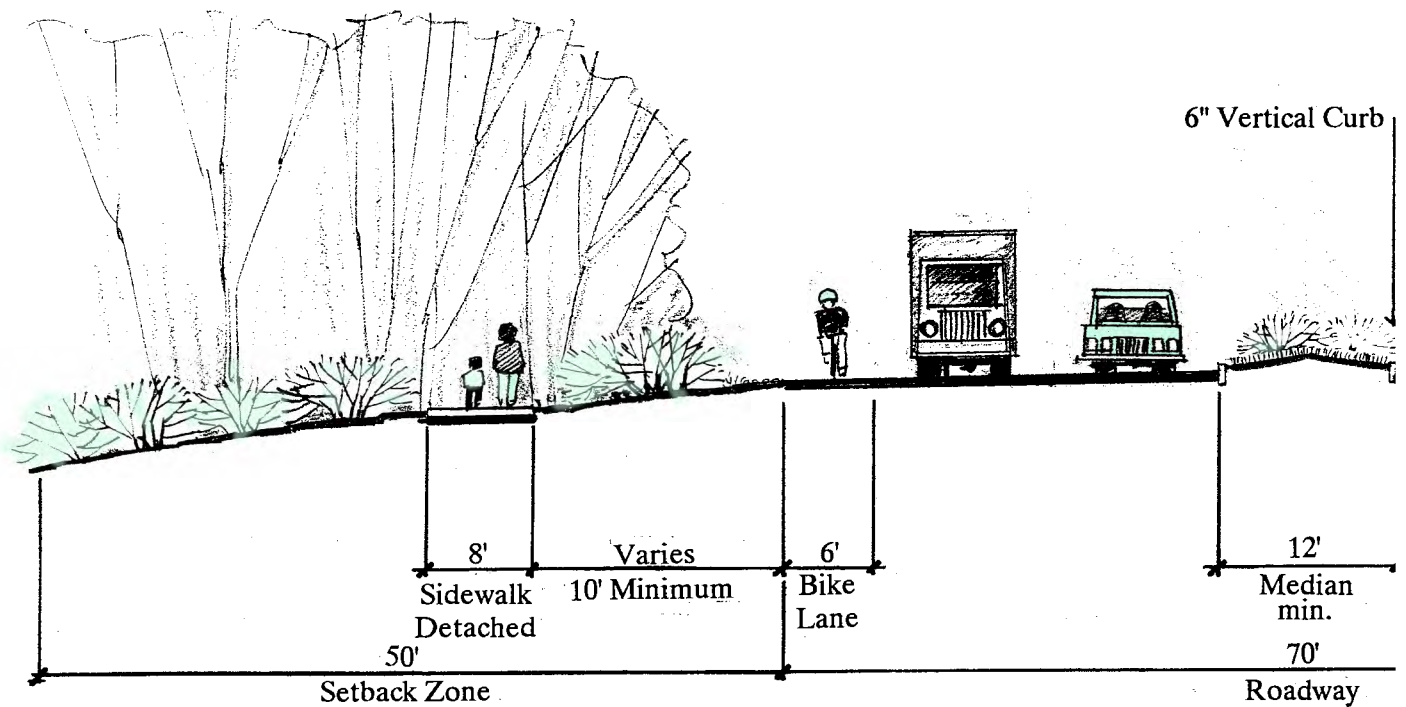
Natural Shrubscape Style



Concept Plan

This plan illustrates the intended character of the streetscape for the Riverway District. Broad forms created by thickets of native shrubs in an open landscape of native grasses establish the basic order of the landscape. The scale of the plantings is the key to their effectiveness in overcoming the linear geometry of the roadway. Within this framework, accent shrubs and trees add interest and definition.

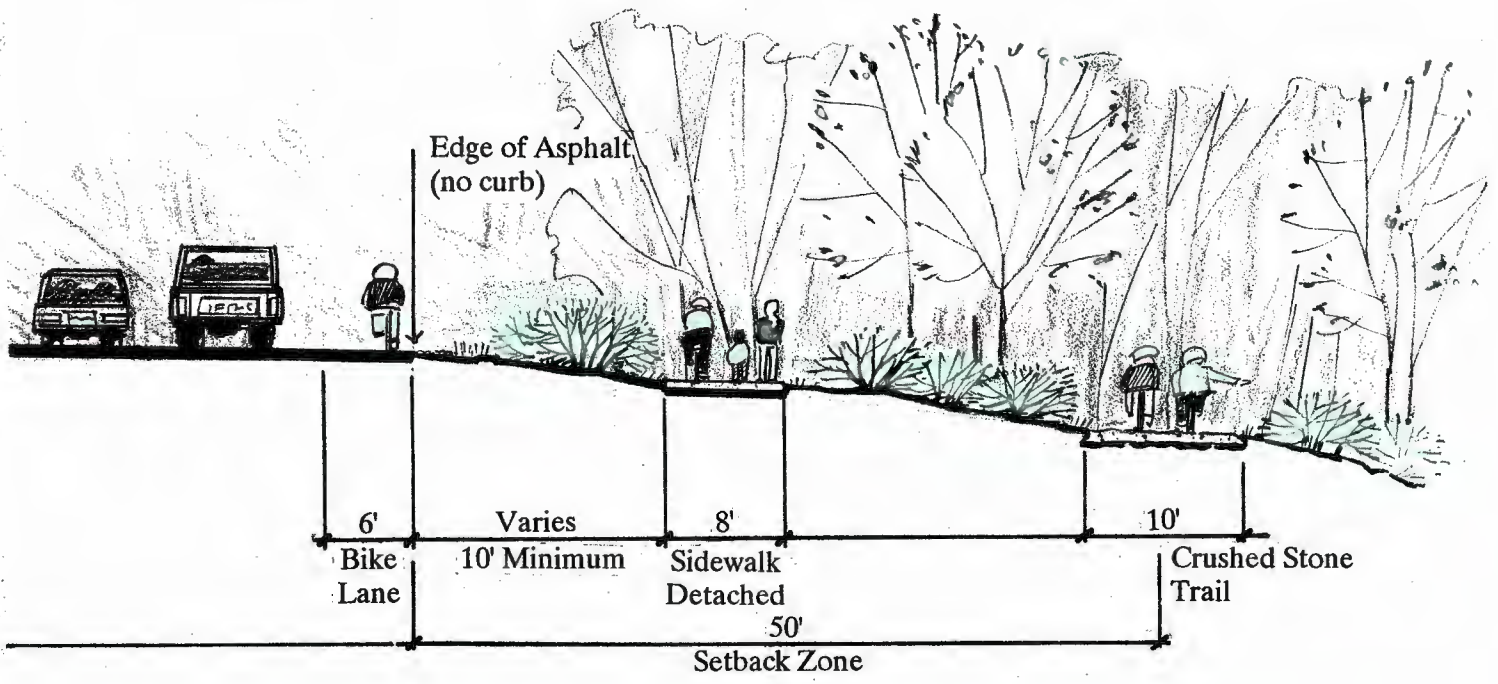




Cross Section

1"=20'

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

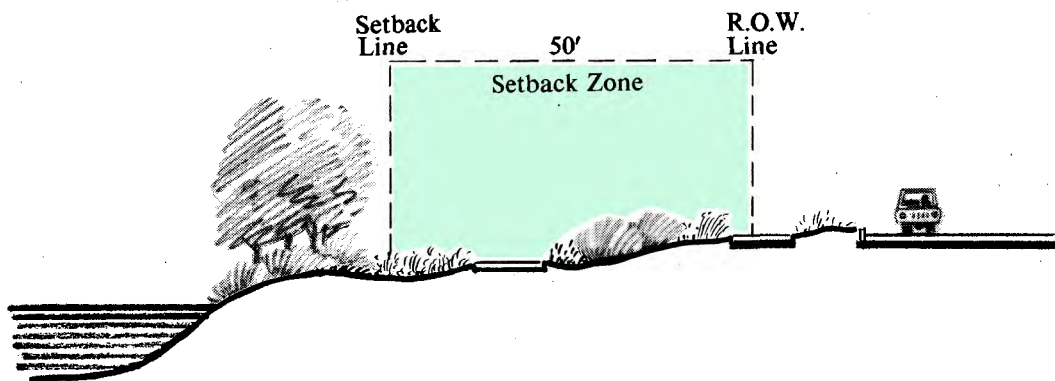


PROSPECT ROAD SETBACKS

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

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

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

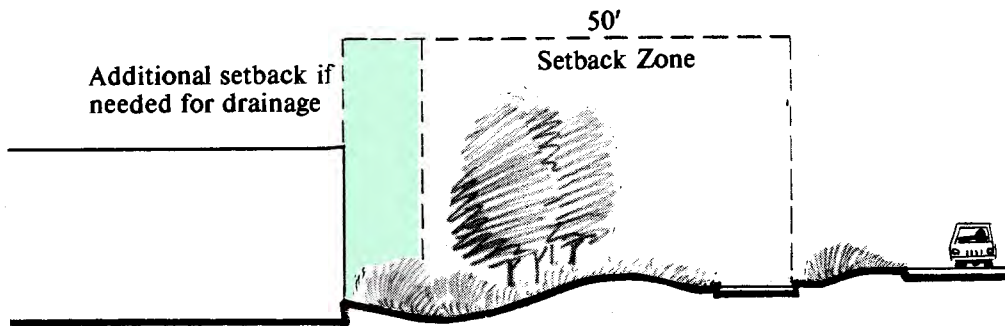


Required Setback Zone

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

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

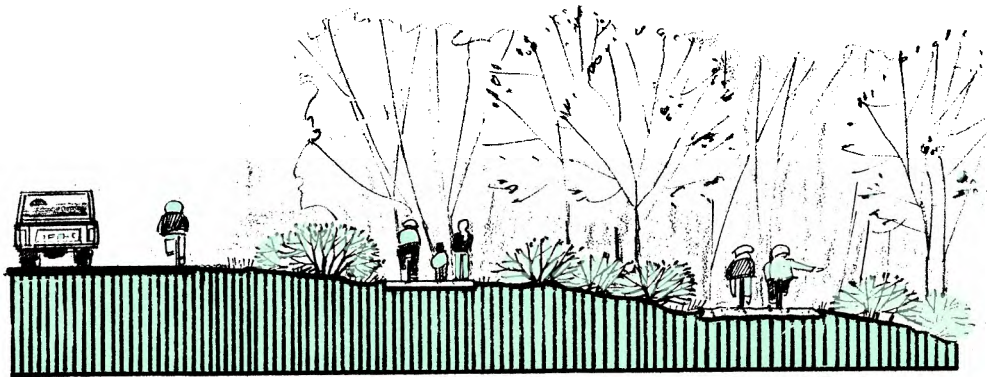
In situations where providing berms and a meandering sidewalk interferes with establishing positive drainage away from structures, drainage requirements must be met outside of the Setback Zone. Providing positive drainage away from the base of structures is not a valid reason for failing to create naturalistic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



Additional setback if needed for drainage

GRADING

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



Terraced Setback Zone

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

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

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

The design of the landform and the alignment of the sidewalk and trails should be carefully integrated to take advantage of the grade separation in the terraced Setback Zone. (o)

The height of berms may vary from three (3) to six (6) feet above surrounding grade. Berms intended to screen parking areas shall be at least four (4) feet high in order to effectively screen vehicle headlights. Berm heights must be approved by the City prior to any construction of such berming. (+)

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

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

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

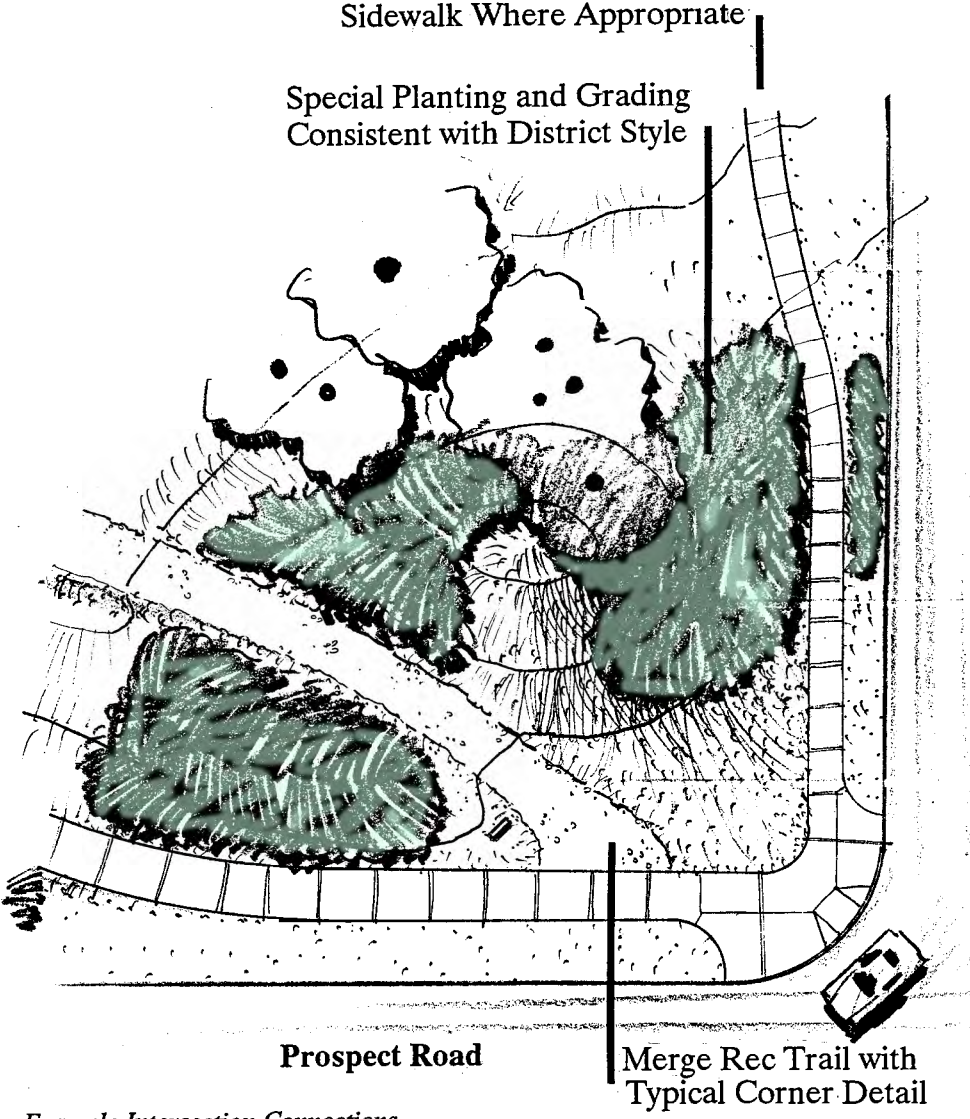
ACCESS/CIRCULATION

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

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

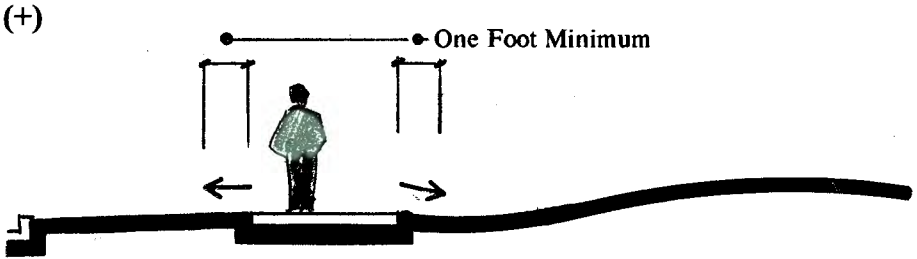
Sidewalks shall be integrated with existing landscapes, with particular attention given to adjacent properties. Applicants are required to show how their sidewalk layout harmonizes and merges in line and grade with the existing or proposed sidewalks on adjacent properties. (+)

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



Example Intersection Connections

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



Drainage away from both sides of walk

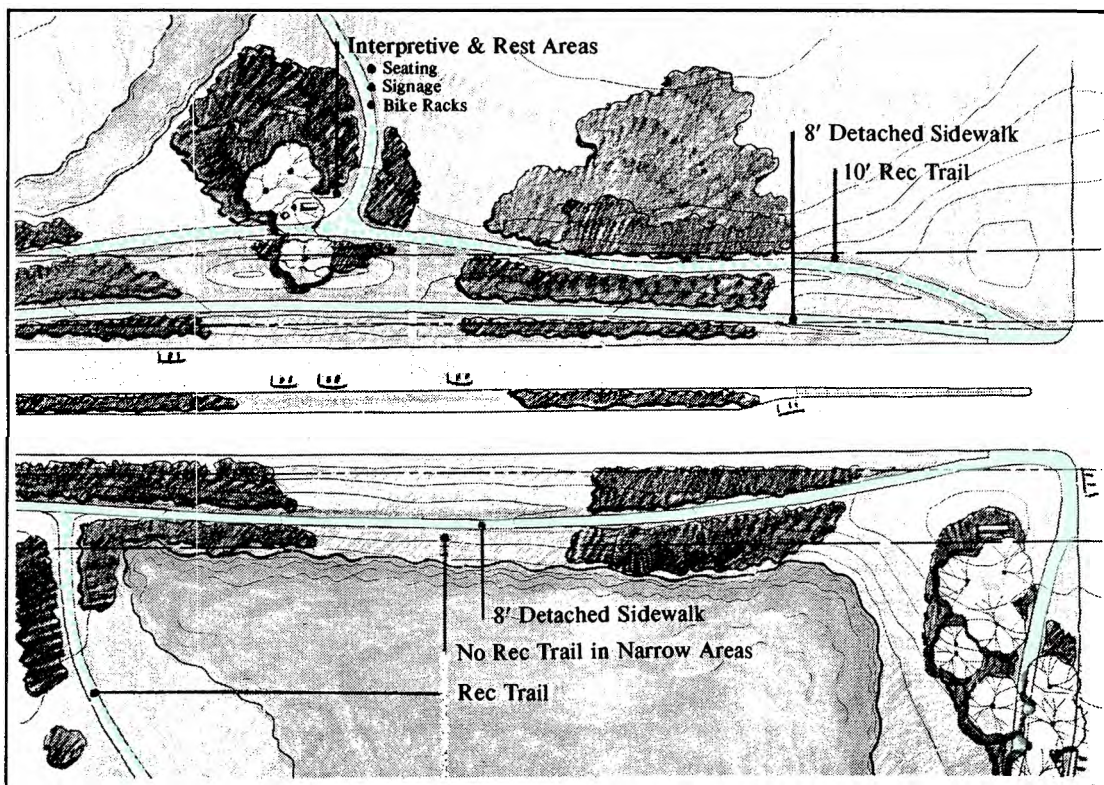
A ten (10)-foot wide meandering recreation trail, meeting the minimum requirements of the Americans with Disabilities Act, should be provided along the bottom of the terraced slope. (o)

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

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

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

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



Plan detail of circulation and access in the Riverway District

FENCING AND SCREENING

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

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

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

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

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

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

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

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

LIGHTING

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

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

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

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

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

ARCHITECTURAL DESIGN

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

The predominant building material finish should be of stucco, masonry material or concrete. Washed river rock and large cobbles may be used in walls, foundations, signage or retaining walls. (o)

The location of all buildings in this area should be sensitive to the views from Prospect Road and the river, with articulated walls fronting on Prospect Road or the river. (o)

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

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

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

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

PARKING AND SERVICE AREAS

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

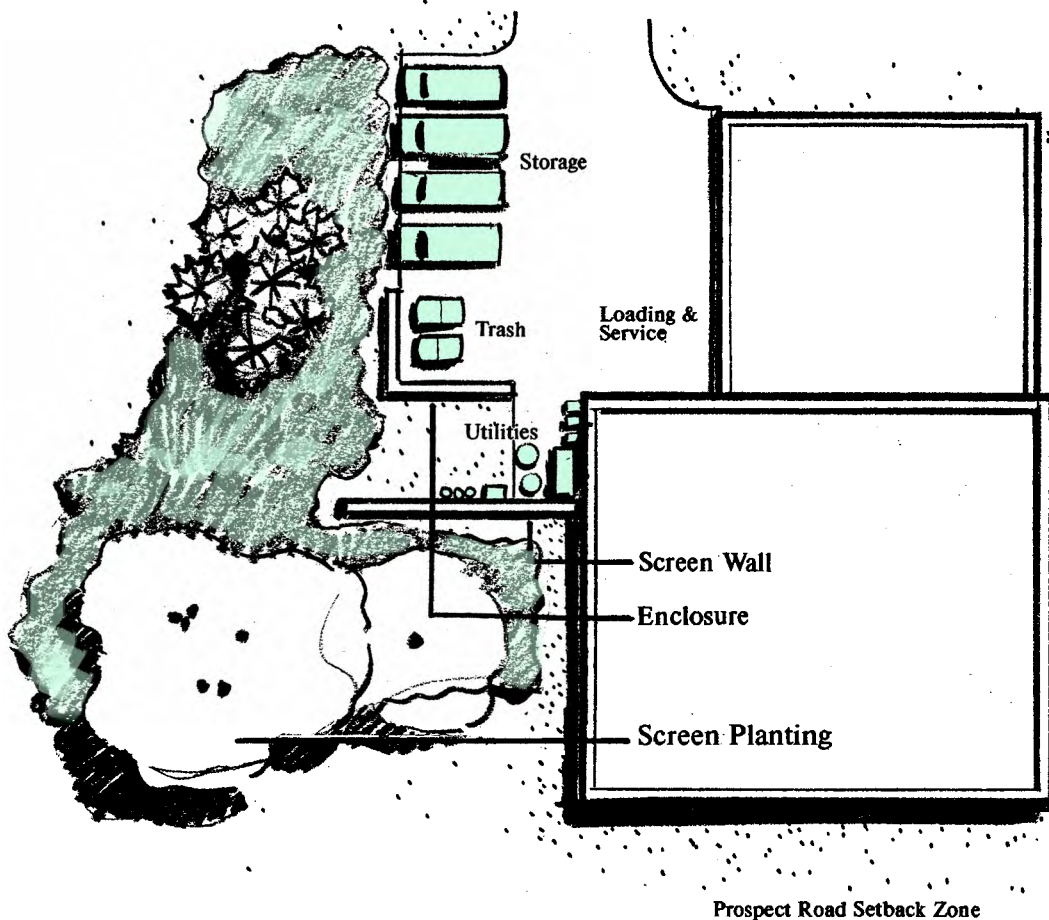
Parking areas shall be screened from public streets by plant material, fencing and/or berming. (+)

Parking is prohibited within the Setback Zone. (+)

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

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

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



Service and utility screening integral with architecture

LANDSCAPING

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

Plant Palette:

A particularly specialized palette of plant materials is fundamental to establishing the character of the landscape in this district. Within the terraced Setback Zone, different microclimates created by the grading will suggest certain associations of plants. Also, the north-facing and south-facing slopes on either side of Prospect Road represent somewhat different microclimates. The palette (See Appendix E) indicates the suitability of the plant species to the different microclimates. The materials are expected to require little or no irrigation water once established. They represent an adequate range of species to provide spatial definition; soften, buffer or screen development; and provide seasonal interest.

All landscape plantings within the Poudre River floodway shall be placed so as not to interfere with conveyance of the design storm flow. Planting plans shall be reviewed by the Parks and Recreation, Forestry, Natural Resources, and Storm Water Utility departments of the City. (+)

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

Tree and Shrub Planting:

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

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

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

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

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

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

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

Views to the Front Range and the Poudre River should be maintained along the Corridor. These views should be carefully planned so that they are not obscured by buildings and/or plant material. (o)

Ornamental trees from the Natural Shrubscape Style plant palette, when used, shall be planted in single species groupings of five (5) or more trees per group. (+)

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

Ground Cover and Turf Planting:

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

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

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

Other Materials and Techniques:

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

COLLECTOR AND ARTERIAL STREET INTERSECTIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

	Building Setback	Parking Setback	Fencing Setback
Collector Streets	30 feet	30 feet	30 feet (+)

At least 50 percent of the plant material along a Collector Street within five hundred (500) feet of the intersection shall be selected from the Natural Shrubscapes Style plant palette. (+)

PLANTING SPECIFICATIONS

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

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

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

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

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

MAINTENANCE

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

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

Turf areas and shrub beds shall be irrigated with an automatic irrigation system until all material is established. (+)

Shrub beds and turf areas shall be kept reasonably free of noxious weeds utilizing integrated pest management techniques for weed control. (+)

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

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

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

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

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

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

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

MEDIAN PLANTING

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

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

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

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

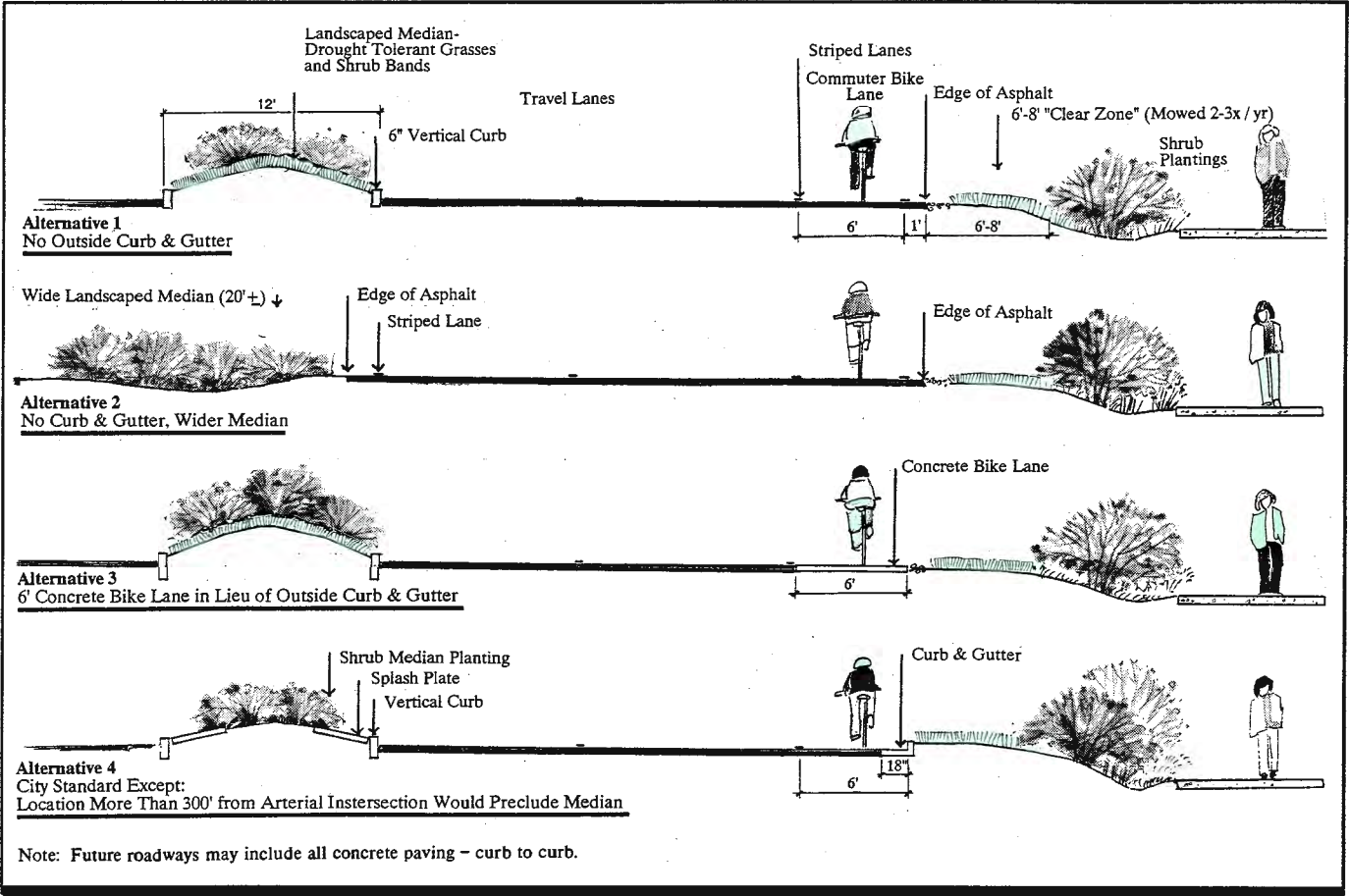
ROADWAY DESIGN ALTERNATIVES

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

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

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

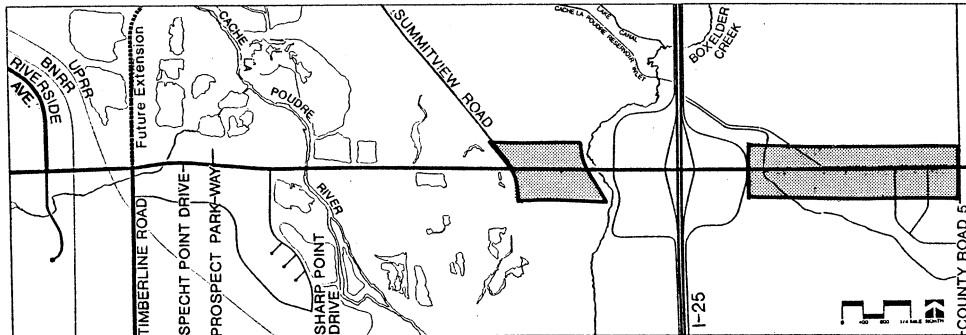
If no curb or gutter is deemed to be necessary along the median, then the minimum width of the median shall be twenty (20) feet. (+)

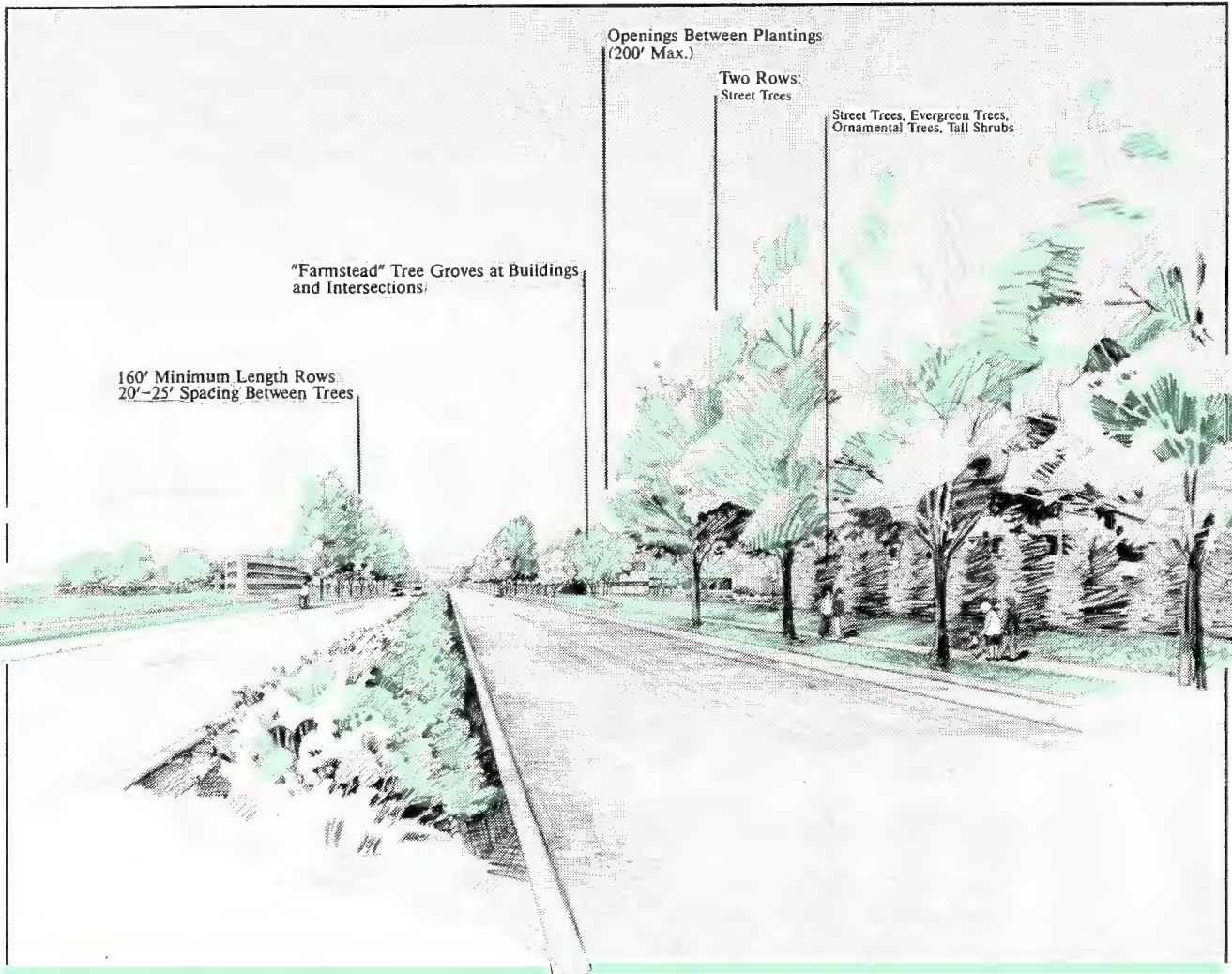


Conceptual roadway design alternatives

Prospect Gateway Style

This style applies to the area bounded by Summit View Drive on the west and County Road 5 on the east, excluding the I-25 interchange.





Prospect Gateway Character

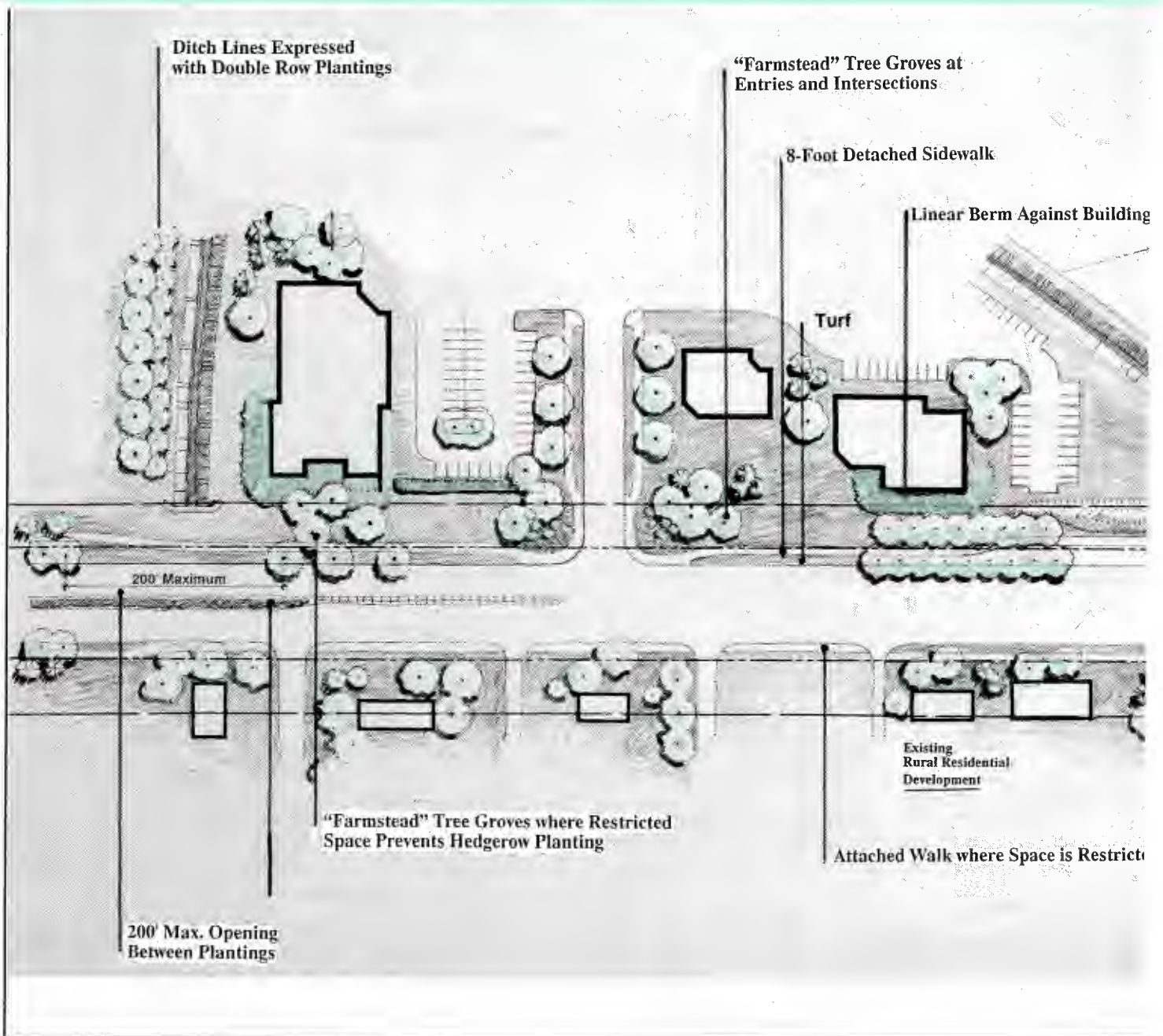
Prospect Gateway Style

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

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

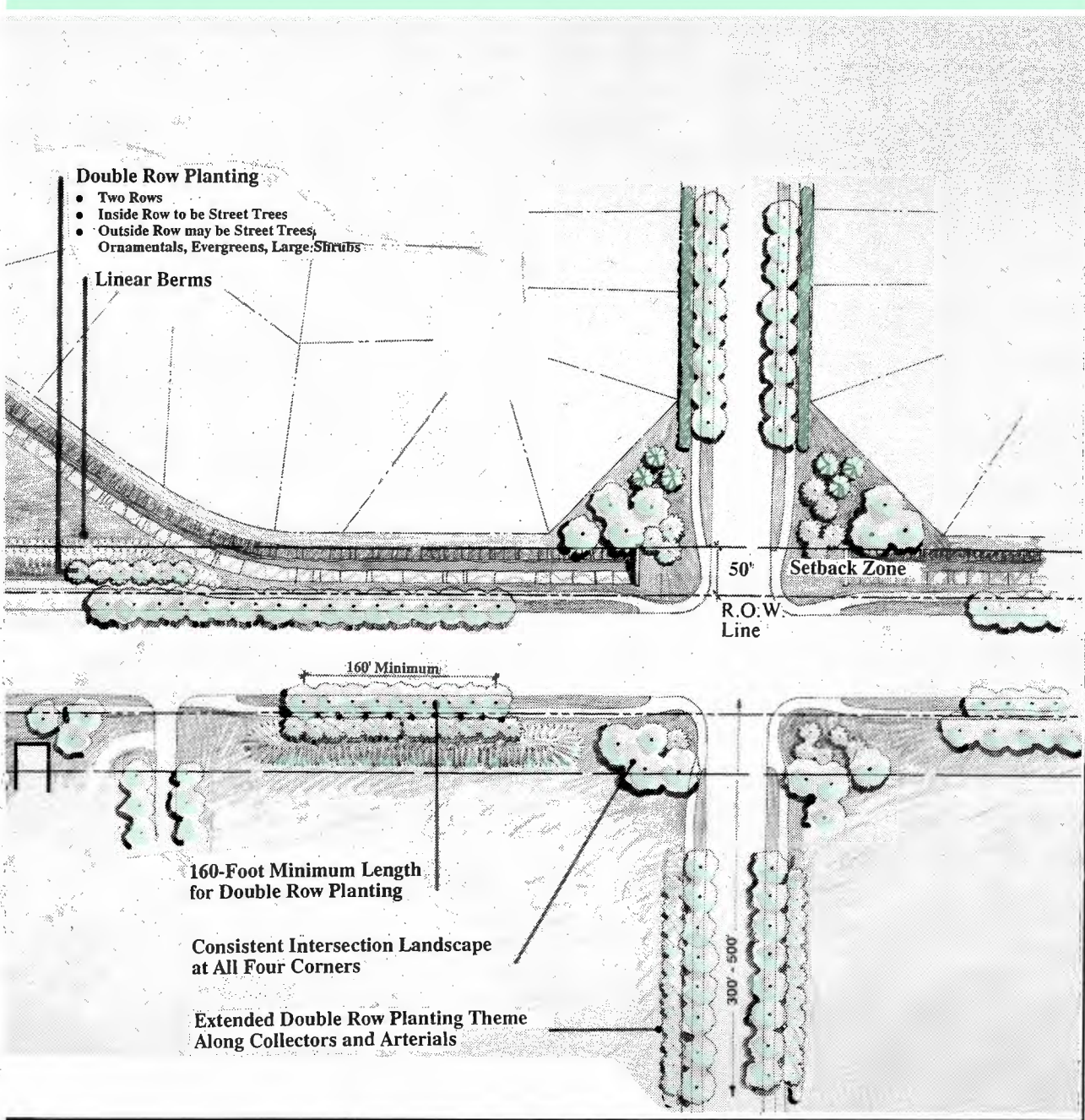
The second theme consists of groves of trees surrounded by an open landscape reflective of rural farmsteads. This concept harmonizes with the existing rural residential character in the area and allows for flexibility for new developments to blend with the existing large lot residential areas. This style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

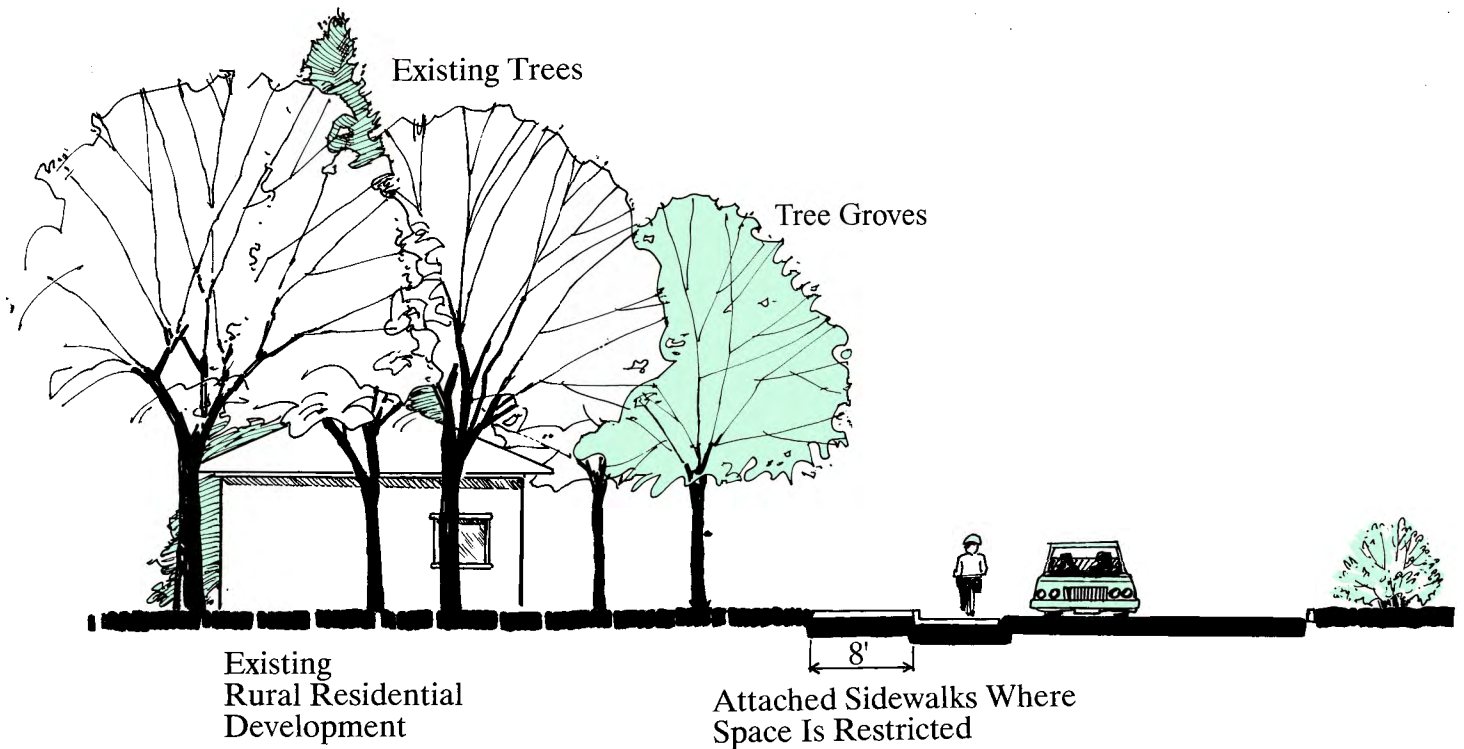
Prospect Gateway Style



Concept Plan

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

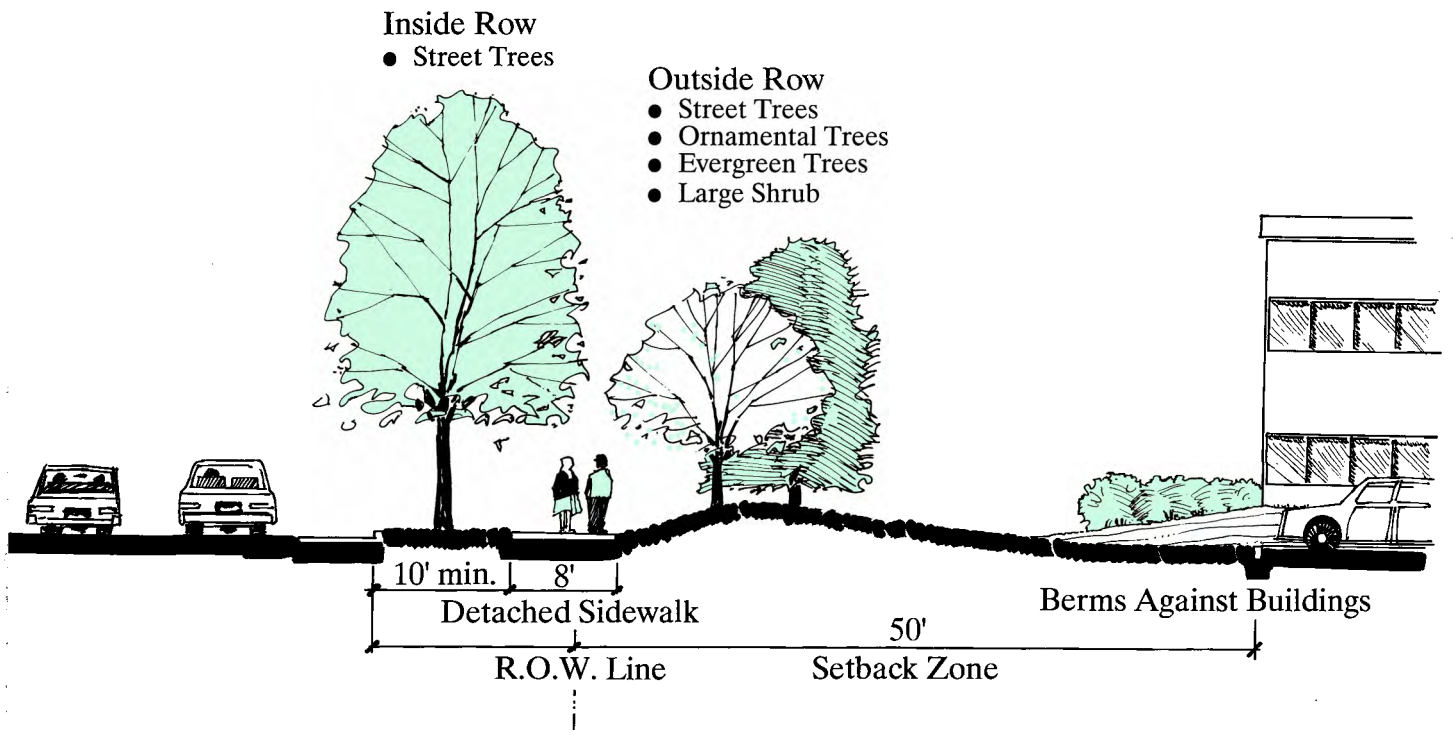




Cross Section

1"=20'

This drawing shows the double row planting adjacent to new commercial or industrial development on one side of the road, and adaptation of the Prospect Gateway style to existing rural residential development on the other side. The style is flexible, and this cross section is only one of many different variations in the way it can be applied.

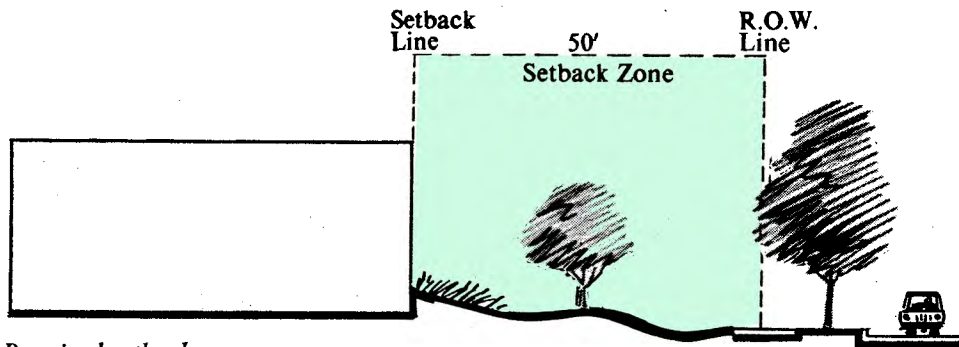


PROSPECT ROAD SETBACKS

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

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

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



Required setback zone

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

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

GRADING

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

Berming and swales may occur between the sidewalk and the curb or between the sidewalk and development. (o)

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

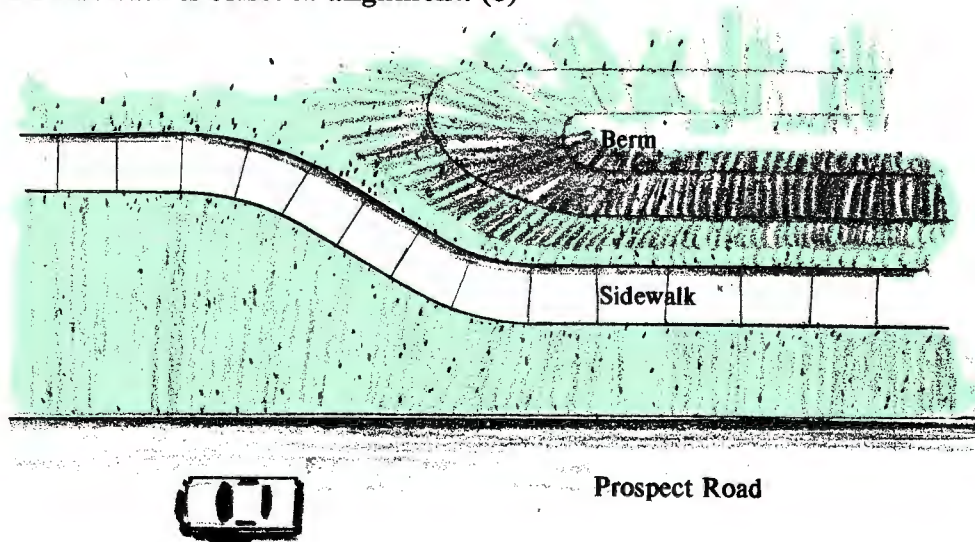
Berms, swales and detention ponds within the Setback Zone and elsewhere on the site shall be graded in such a way as to be an integral part of the landscape. (+)

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

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

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

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

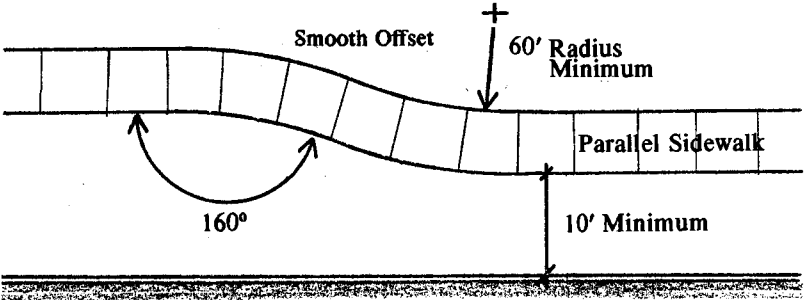


Grading integral with sidewalk alignment

ACCESS/CIRCULATION

The purpose of the following standards and guidelines is to provide a means for pedestrians and bicyclists to travel parallel to Prospect Road and have access to developments along the road where appropriate. Since pollution levels are highest closer to the road, the sidewalk is separated from the edge of pavement to the extent practical. The sidewalk is intended to be aesthetically pleasing as well as functional. It may have offsets in alignment, and should be well integrated with the grading and landscaping. The sidewalk is eight (8) feet wide in order to accommodate both bicyclists and pedestrians, however, it is not intended to serve commuter bicycles.

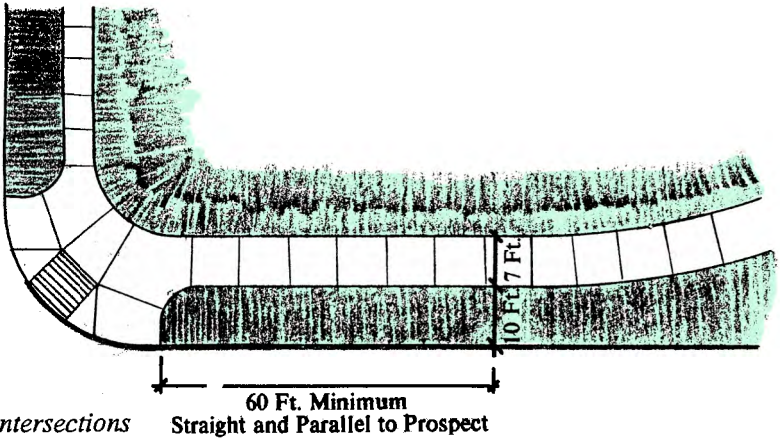
A detached eight (8) foot wide concrete sidewalk is required along both sides of the road. The sidewalk shall be parallel to the road a minimum of 10 feet from the back of curb. The offset from the curb may vary with smooth transitions as shown in the detail below.(+)



Detail of parallel sidewalk with offset alignment Prospect Road

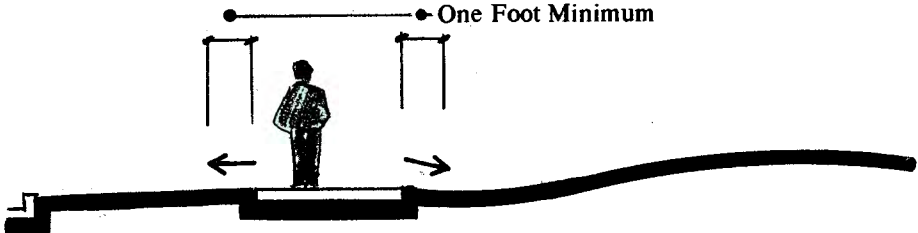
Sidewalks shall be integrated into the existing landscapes, with particular attention given to adjacent properties. Applicants are required to show how their sidewalk layout harmonizes and merges with the existing or proposed sidewalks on adjacent properties. (+)

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



Sidewalk at intersections 60 Ft. Minimum Straight and Parallel to Prospect

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



Drainage away from both sides of sidewalks

FENCING AND SCREENING

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

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

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

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

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

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

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

LIGHTING

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

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

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

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

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

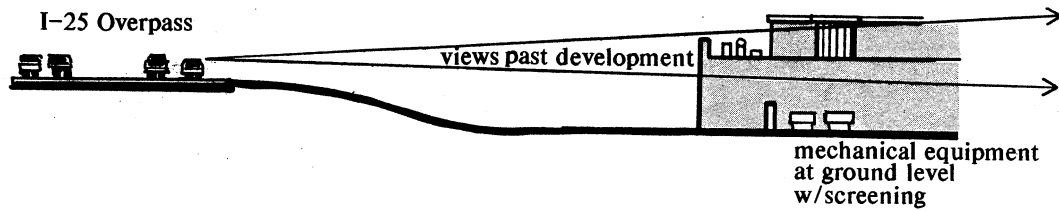
ARCHITECTURAL DESIGN

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

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

For all business, commercial and industrial uses in the Highway Corridor area, the predominant architectural building finish should be of brick, tile, other masonry or concrete. The first story should be bermed into the landscaping. (o)

Rooftop mechanical equipment shall be screened so as to not to be visible from any public street Right-of-Way. (+)



Mechanical equipment screening, placement, and incorporation into architecture

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

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

PARKING AND SERVICE AREAS

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

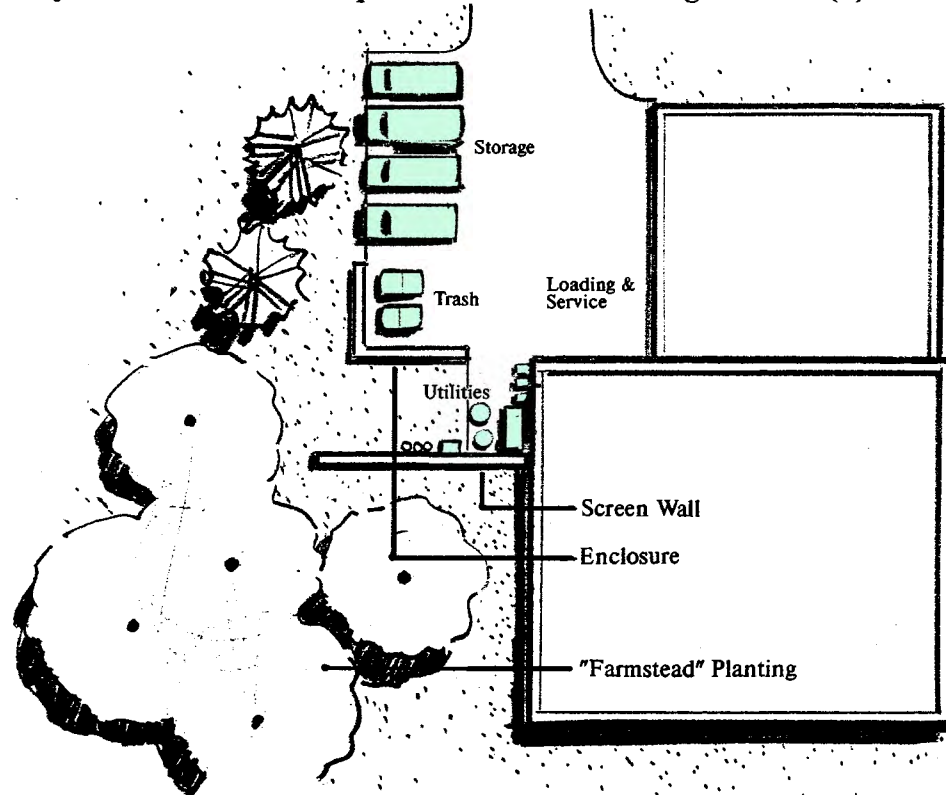
All parking areas shall be screened from public streets by plant material, fencing and/or berming. (+)

Parking is prohibited within the Setback Zone. (+)

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

Large parking lots should be broken into sections not to exceed two hundred (200) cars each, separated by a twenty (20) foot or greater landscape buffer to provide the appearance of separation. (o)

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



Service and utility screening integral with architecture Prospect Road Setback Zone

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

LANDSCAPING

The landscape character for this area will incorporate two themes that blend both the existing rural landscape and future urban character of the districts. The dominant theme of this concept consists of a double row of plantings symbolic of windbreaks, fence rows, and other lines in the rural landscape found along the Front Range. The plantings are spaced closer than the City standard to achieve the feeling of a windbreak, but in short segments to provide view opportunities. The second theme incorporates groves of trees symbolic of plantings around a "farmstead" and would be utilized in accent and entry areas or areas too small to accommodate the double row of plantings. Open areas are encouraged where significant views should be preserved. These areas could incorporate low berms to screen clutter and add interest. Drought tolerant species, including turf grasses, are encouraged throughout the Prospect Gateway Style.

Plant Palette:

The purpose of the plant palette is to promote design continuity in the Highway Corridor and Rural Residential Districts through repetition of plant materials. Secondly, the plant palette emphasizes low to moderate water demand material in order to conserve water. The plant palette offers an adequate range of plant species to provide spatial definition; soften, buffer or screen development; and provide seasonal interest. (See Appendix F for the recommended plant palette.)

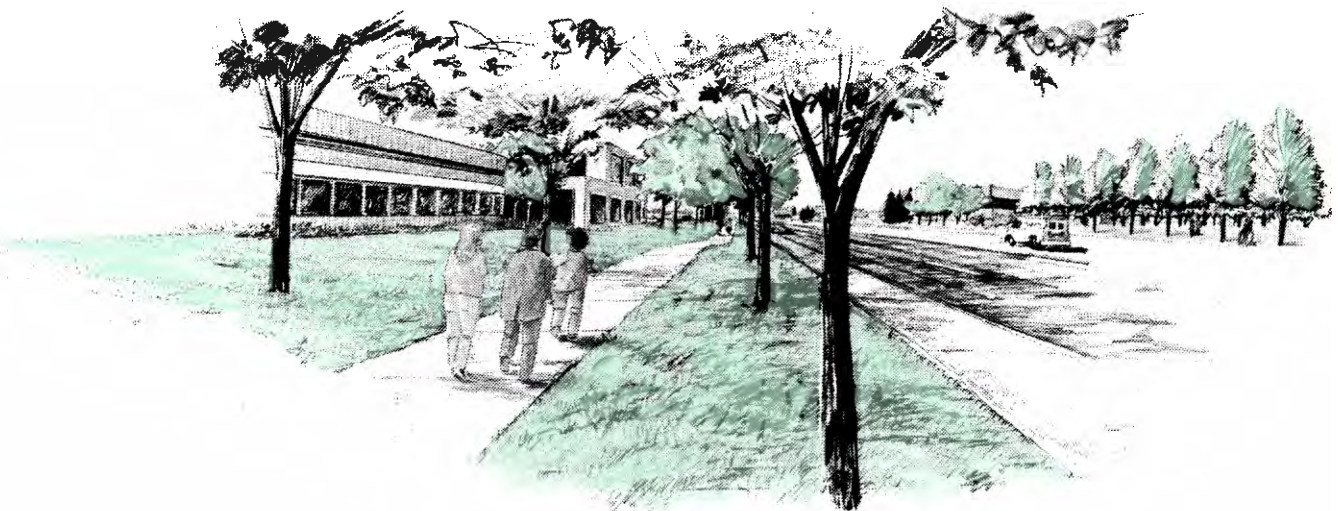
Areas of the Corridor outside of the Setback Zone are not limited to specific plant palettes, however, it is recommended that landscape plans throughout the Corridor utilize plant material from these plant palettes in order to complement the Setback Zone landscape and conserve water wherever possible.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

Other Materials and Techniques:

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

Tree and Shrub Planting:

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



Prospect Gateway Landscape Character

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

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

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

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

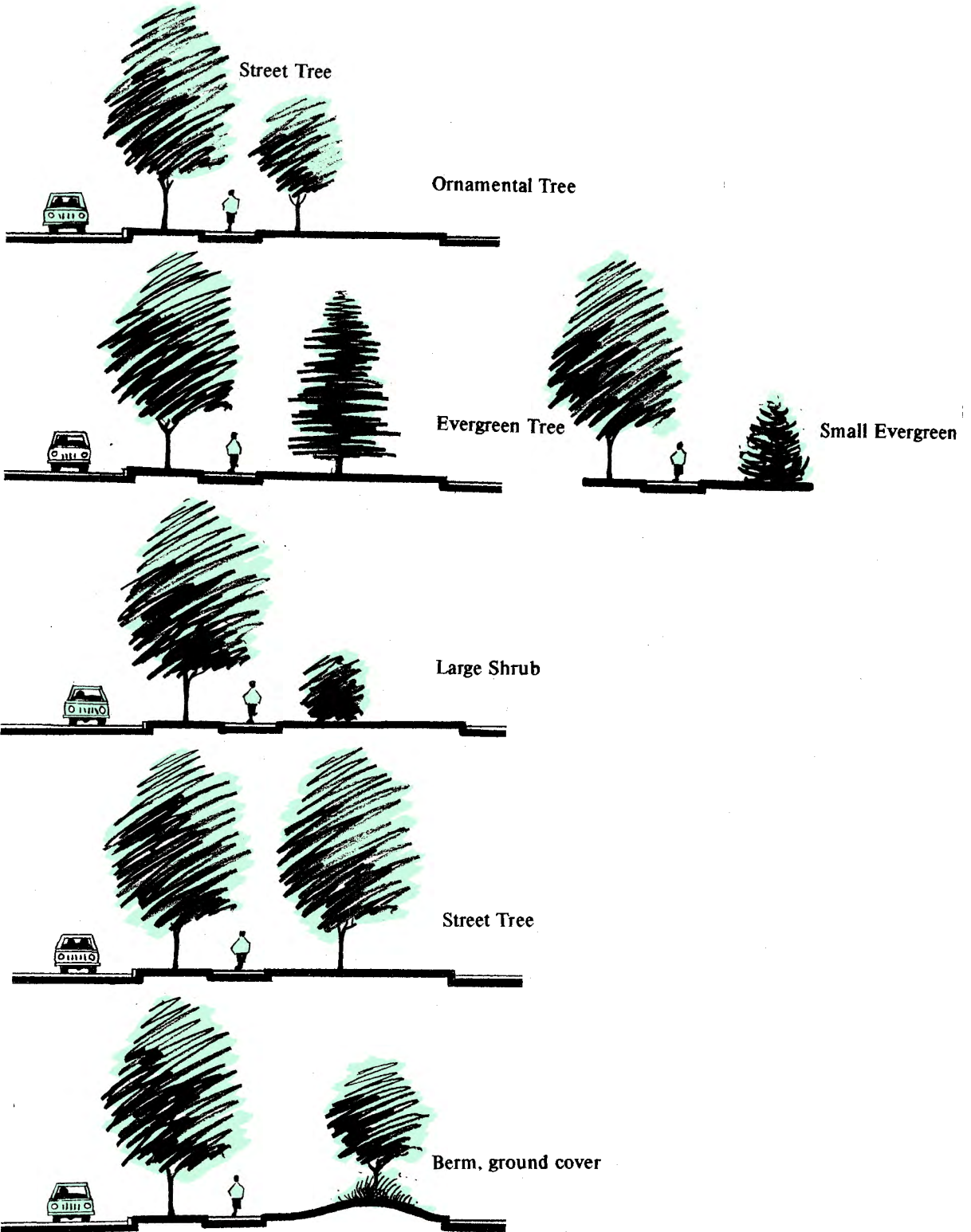
The location of the sidewalk within the Setback Zone shall be considered when selecting plant material for the double row of plantings. (+)

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

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

Double Row Planting Concept Cross Sections

These different combinations of plant materials may be used for a variety of effects and functions



The "Farmstead" theme shall group plant material in masses of five to twelve (5-12) street, evergreen, or ornamental trees per group. See Concept Plan on pages IV-4-5 for illustration of the concept. (+)

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

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

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

Ground Cover and Turf Planting:

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

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

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

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

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

COLLECTOR AND ARTERIAL STREET INTERSECTIONS

The purpose of the following standards and guidelines is to establish a consistent appearance of major street intersections along Prospect Road so that collectively the intersections contribute to the Prospect Gateway Style.

Intersection plantings and/or project identity features located on different corners of an intersection shall harmonize and blend with one another. Applicants are required to show that their landscape plan harmonizes and blends symmetrically with the existing or proposed landscapes for the other corners of the intersection in terms of grading, plant material selection, plant material quantities, planting design and hardscape materials. (Landscape plans for existing projects are available in the planning department). (+)

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

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

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

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

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

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

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

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

All streetscape improvements within five hundred (500) feet of the intersection shall use similar building materials, design standards and spacing requirements as described in the Prospect Gateway Style. (See the I-25 Design Concepts for all Frontage Road requirements). (+)

Within 500' of an intersection, setbacks for buildings and parking lots from the edge of right-of-way of intersecting streets shall be:

	Building Setback	Parking Setback	Fencing Setback
Arterial Streets	50 feet	50 feet	50 feet (+)
Collector Streets	30 feet	30 feet	30 feet (+)
I-25 Frontage Roads	30 feet	30 feet	30 feet (+)

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

PLANTING SPECIFICATIONS

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

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

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

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

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

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

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

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

MAINTENANCE

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

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

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

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

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

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

MEDIAN PLANTING

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

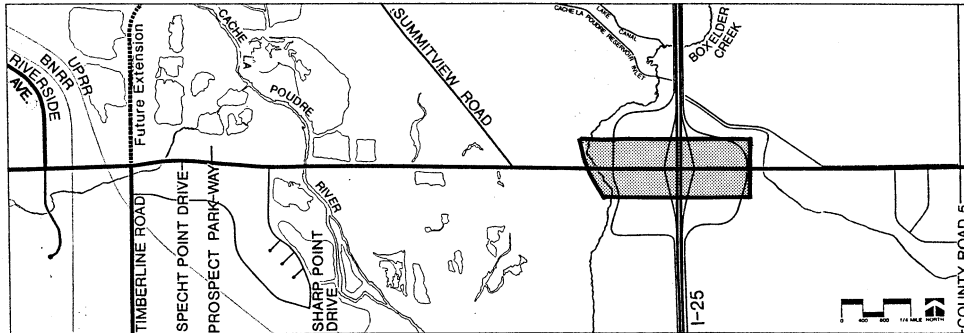
Median improvements should be consistent with City standards including curb, gutter and a splash block for the Highway Corridor and Rural Residential Districts. (o)

Trees shall be prohibited within the median. (+)

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

Interchange Style

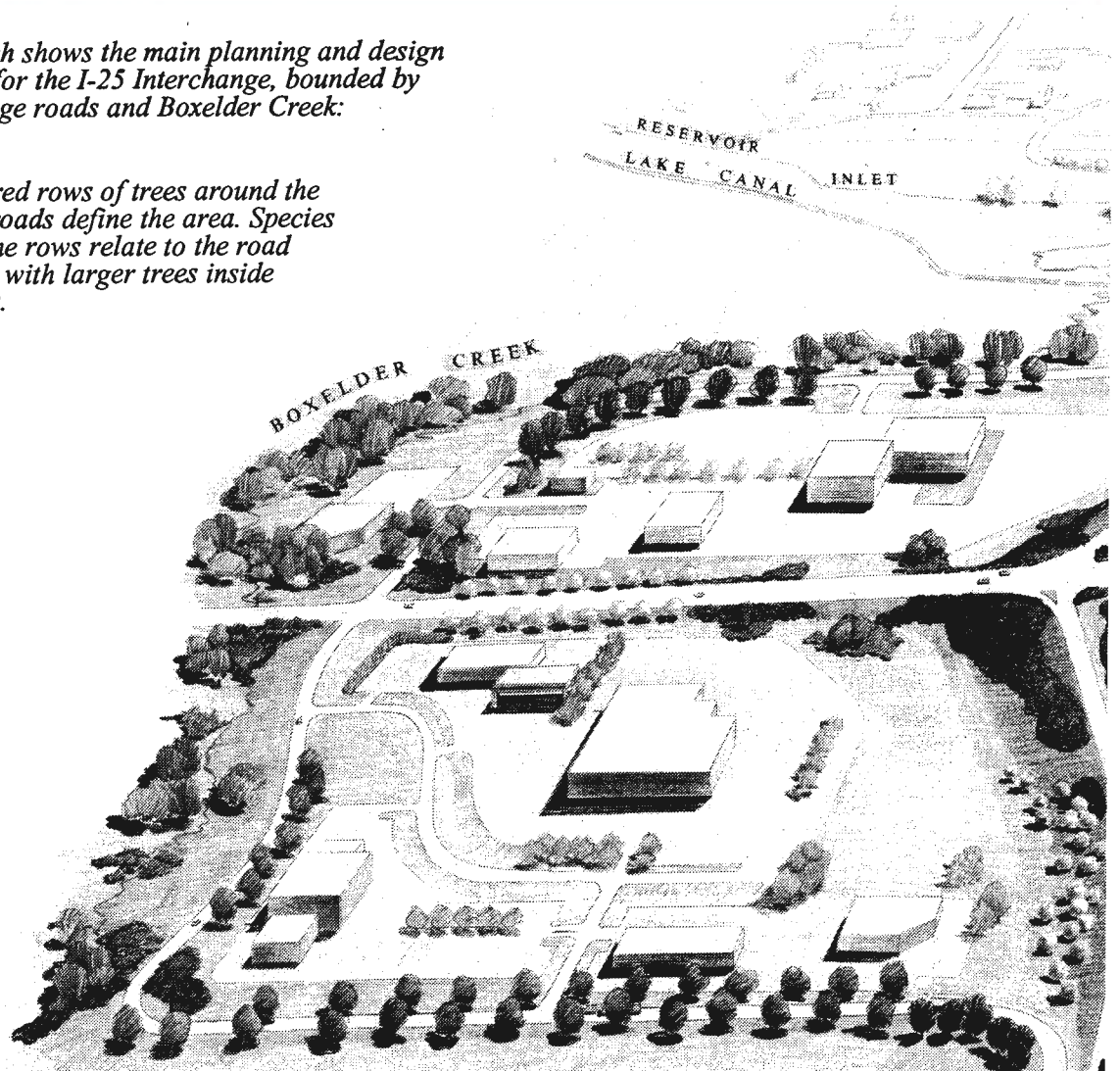
The Interchange Style includes the diamond interchange and the four frontage roads at Prospect Road and I-25.



Interchange Style

This sketch shows the main planning and design concepts for the I-25 Interchange, bounded by the frontage roads and Boxelder Creek:

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

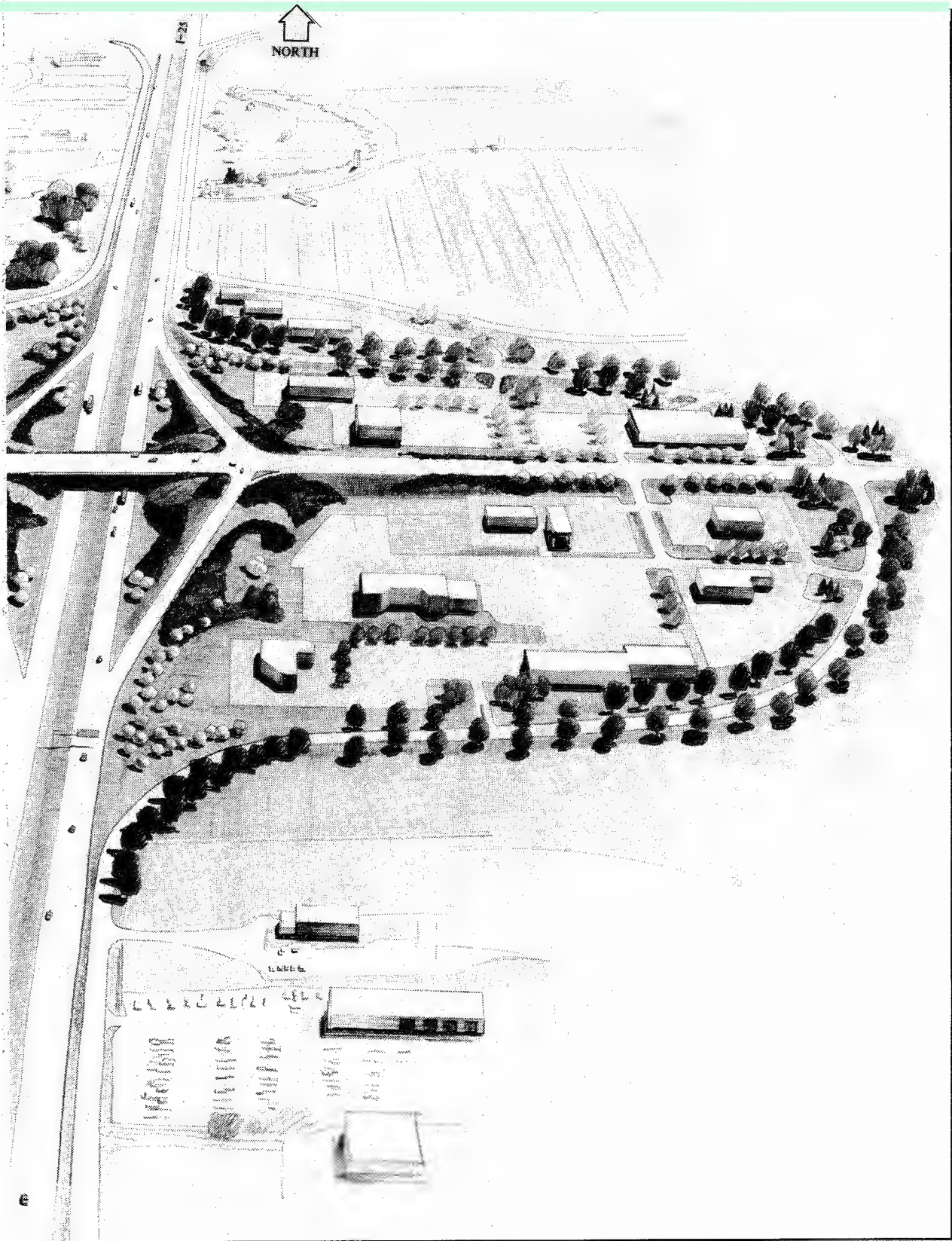


- The progression up the ramps is expressed with decreasing height in the plantings, from large trees to small trees to shrubs, culminating in a low, open landscape at the top. This creates a striking image and emphasizes sweeping vistas of the city, the Front Range, and the surrounding landscape.

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

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

Concept Sketch



Interchange Style

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

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

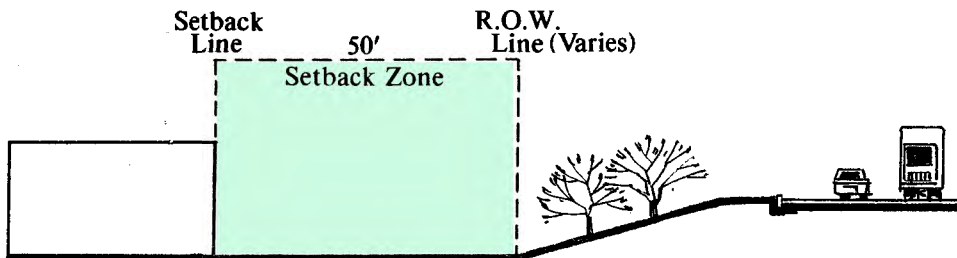
The landscaping should decrease in height along the overpass approaches and ramps as they rise to the open "viewplatform" at the top. Plantings around the overpass should consist of large masses of bank cover shrubs and open areas of grasses. Prospect Road and the interchange ramps maintain a fifty (50)-foot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

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

PROSPECT ROAD SETBACKS

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

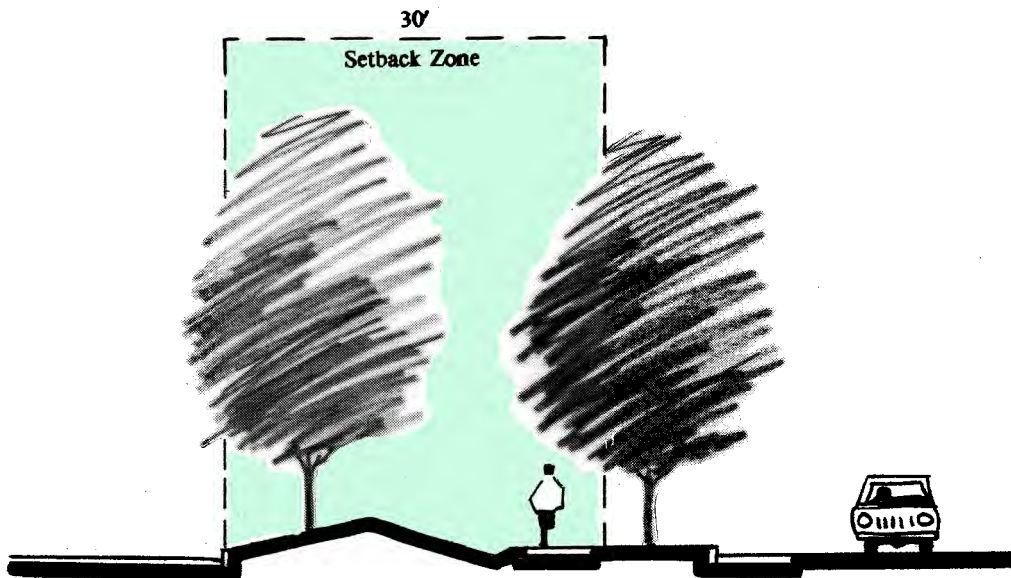
Developments adjacent to Prospect Road and the I-25 ramps shall provide a minimum fifty (50) foot setback from the future edge of the right-of-way of Prospect Road, as determined by the City. (+)



Required Setback Zone

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

Developments along the I-25 frontage roads and ramps shall provide a minimum thirty (30) foot setback from the future edge of right-of-way, as determined by the City. (+)



Required Setback Zone for frontage roads

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

GRADING

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

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

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

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

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

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

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

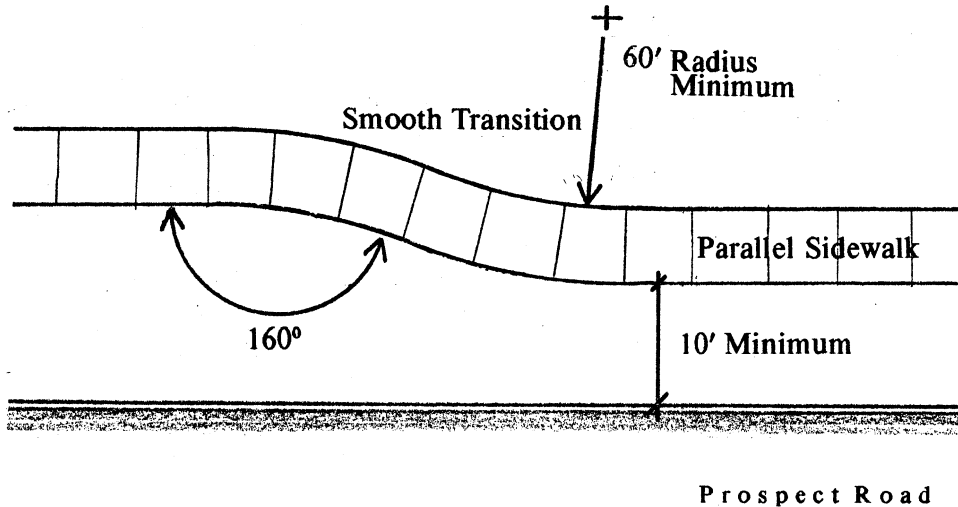
Using concrete to line conveyance channels is discouraged. (o)

ACCESS/CIRCULATION

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

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

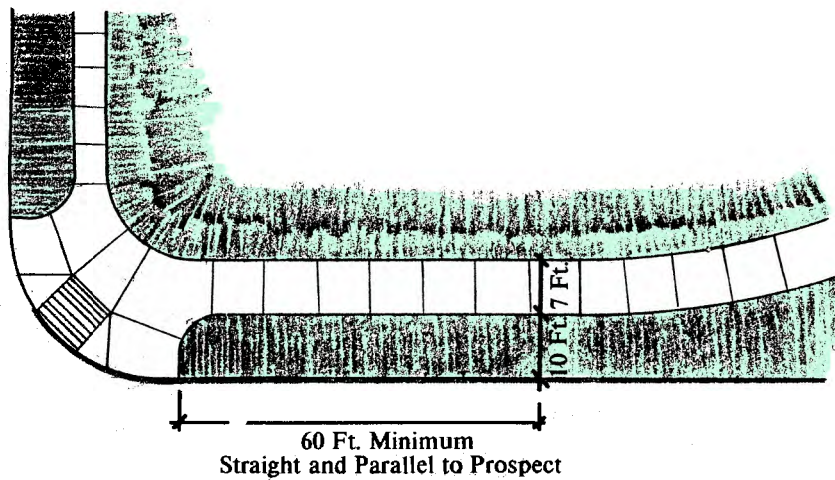
A detached six (6) foot wide concrete sidewalk is required along both sides of the I-25 frontage roads. The sidewalk shall be parallel to the road a minimum of ten (10) feet from the edge of curb. The offset from the curb may vary with a smooth transition as shown in the detail below. (+)



Detail of parallel sidewalk with offset alignment

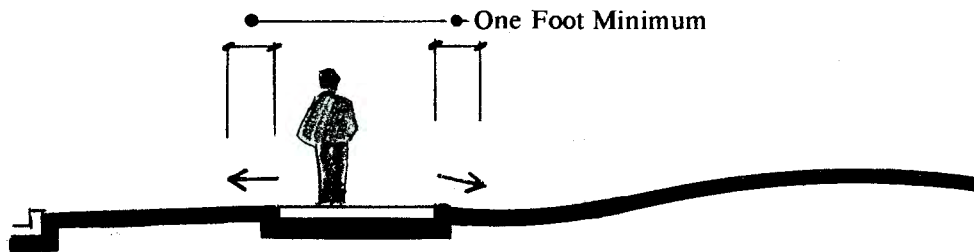
Sidewalks shall be integrated with existing landscapes. Applicants are required to show how their sidewalk layout harmonizes and merges with the existing or proposed sidewalks on adjacent properties. (+)

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



Sidewalk at intersections

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



Positive drainage away from both sides of walk

FENCING AND SCREENING

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

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

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

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

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

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

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

LIGHTING

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

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

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

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

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

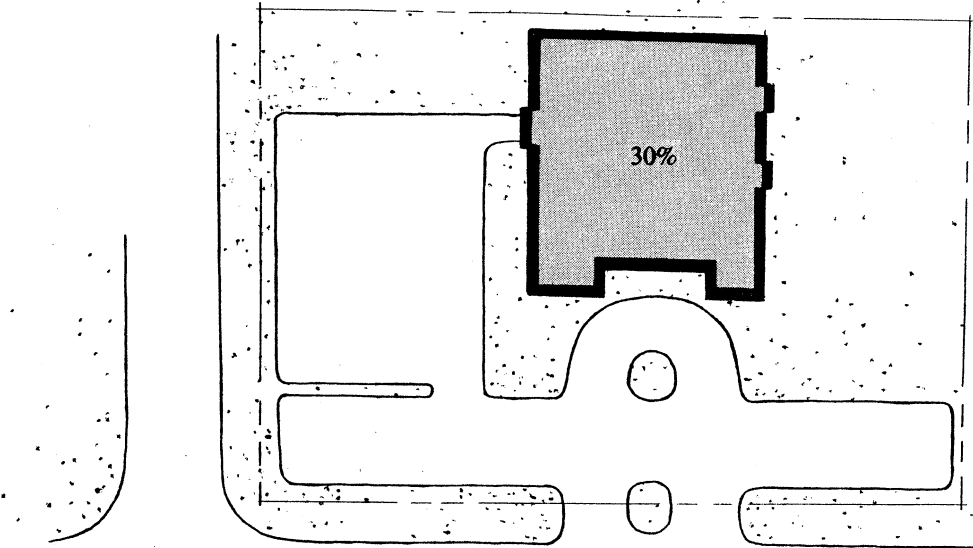
ARCHITECTURAL DESIGN

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

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

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

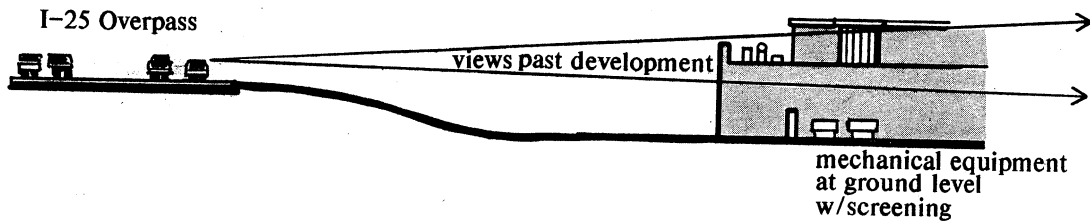
The building mass, bulk and size should not dominate the development. Smaller buildings that are unified in architectural character should be developed so that the maximum building coverage does not exceed thirty (30) percent for any parcel. (o)



30% Lot Coverage Max.

30% lot coverage max.

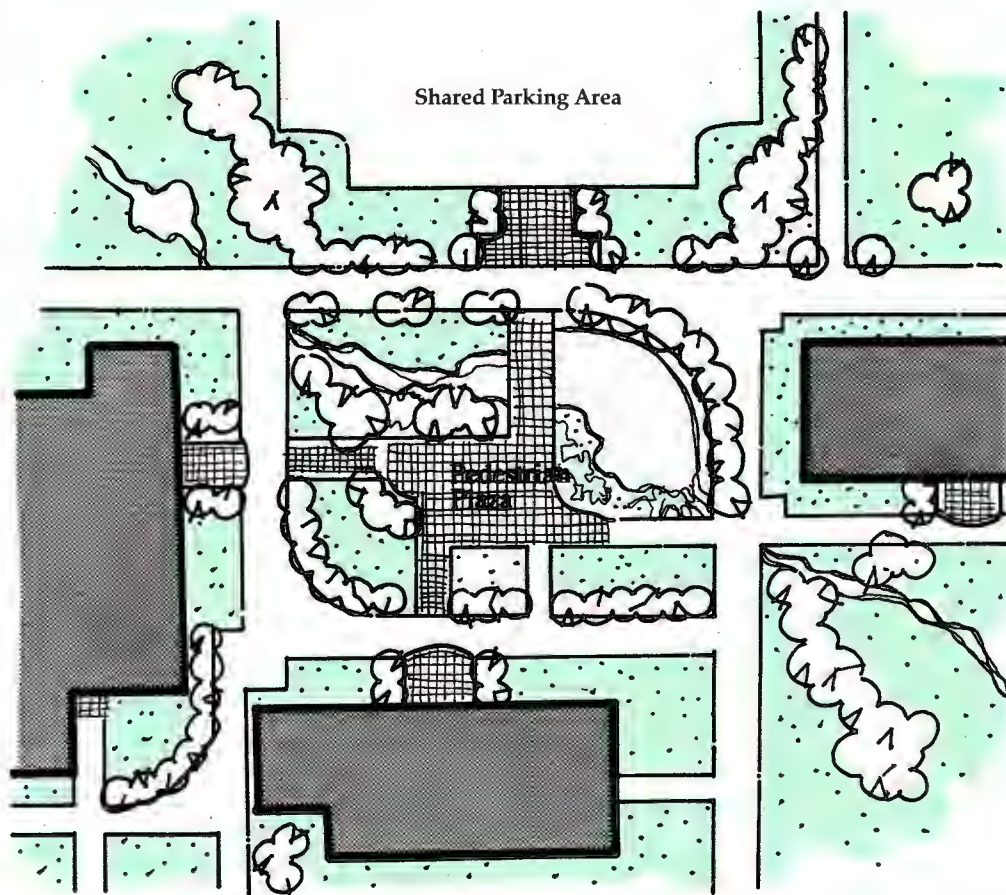
Rooftop mechanical equipment shall be screened so as to not to be visible from any public right-of-way. This shall include screening all rooftop mechanical systems which are visible from the I-25 overpass. If necessary, mechanical equipment shall be located at ground level and screened.(+)



Mechanical equipment screening or incorporation into architecture

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

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



Buildings clustered into "campus" setting

PARKING AND SERVICE AREAS

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

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

Parking is prohibited within all Setback Zones. (+)

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

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

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

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

LANDSCAPING

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

Plant Palette:

The purpose of the plant palette is to promote design continuity in the Highway Corridor District, along Prospect Road and the I-25 frontage road streetscapes through the repetition of plant materials. Secondly, the palette identifies the appropriate species to achieve the design concept, emphasizing low to moderate water demand plant material. The plant palette offers a range of plant material species to provide spatial definition, create the transitions as described, buffer or screen development, and provide seasonal interest. (See Appendix G for the Interchange Style Plant Palette.)

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

Other Materials and Techniques:

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

Tree and Shrub Planting:

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

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

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

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

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

In the Setback Zone adjacent to the interchange slopes, the bank cover shrub masses may be continued in order to appear to spill down the slopes onto flat ground; and informal groupings of trees may be established. (o)

Plant selection and location for the interchange slopes shall reflect the environmental conditions of the area. For example, soil, wind and solar exposure shall be considered when placing shrub material on the ramp slopes. (+)

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

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

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

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

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

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

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

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

Ground Cover and Turf:

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

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

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

FRONTAGE ROAD INTERSECTIONS

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

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

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

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

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

The incorporation of signage or project identity features, using materials that match the architecture of the building, is encouraged. (o)

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

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

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

PLANTING SPECIFICATIONS

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

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

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

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

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

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

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

MAINTENANCE

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

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

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

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

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

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

BOXELDER CREEK PLANTING

The Boxelder Creek drainage basin forms a natural edge between the Prospect Gateway Style and the Interchange Style. The creek should be highlighted with native and riparian plant material, maintaining its character as it crosses Prospect Road. (The more structured streetscape lining Prospect Road should yield to the riparian plantings associated with the creek crossing.) This area, when improved, should include enhancement of the drainage basin for wildlife habitats, storm water detention to create new wetland areas, and landscape grading of the channel banks.

Grading in the Boxelder Creek drainage basin should create gentle, flowing landforms in harmony with natural patterns of drainage basins. No slope should exceed 4:1. (o)

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

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

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

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

MEDIAN PLANTING

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

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

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

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

Appendices

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

APPENDIX A

PROSPECT ROAD STREETScape PROGRAM

MISSION STATEMENT

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

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

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

APPENDIX A

Page 2

The Planning and Zoning Board and the City Council will hold formal public hearings prior to official adoption and implementation of the Program. Implementation of the Program may result in the following:

- Design standards may impose development restrictions that do not currently exist. Properties adjacent to the Prospect Road right-of-way are most likely to be affected.
- In order to implement the Program, certain public improvements may be required.
- The Program may make recommendations regarding open space and trails within the corridor.

Adopted November 18, 1991
Resolution PZ 91-16

WORK PROGRAM SUMMARY

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

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

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

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

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

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

APPENDIX B

**PROSPECT ROAD STREETSCAPE PROGRAM
CHRONOLOGY OF CITIZEN PARTICIPATION EVENTS**

DATE	ACTION OR EVENT
09/12/91	Initial coordination meeting with CSU
09/25/91	Planning and Zoning Board Work Session (Mission Statement and Work Program Coordination)
10/09/91	Storm Drainage Board meeting (Mission Statement and Work Program)
10/11/91	Coordination meeting with County Planning Department
10/23/91	Parks and Recreation Board meeting (Mission Statement and Work Program)
11/05/91	Meeting with Citizen Planners - Land Use Committee
11/05/91	Meeting with State Department of Transportation
11/06/91	Letter with Mission Statement and Work Program sent to Adjacent Property Owners (250 letters were mailed)
11/06/91	Natural Resources Advisory Board meeting (Mission Statement and Work Program)
11/11/91	Choice City Cycling Coalition meeting
11/12/91	Open House for Property Owners - presented Mission Statement and Work Program, 281 Conference room (30)*
11/15/91	Planning and Zoning Board work session
11/18/91	Planning and Zoning Board Hearing - adopted Resolution #91-16 authorizing Mission Statement and Work Program to be completed
01/10/92	Meeting with State Department of Transportation
01/21/92	Program Review during City Council Meeting - CIC - Open to Public

02/12/92	Storm Drainage Board Meeting (Existing Conditions and Design Concepts)
02/12/92	Planning and Zoning Board Work Session (Existing Conditions and Design Concepts)
02/18/92	Open House - (Presentation of Existing Conditions and Design Concepts)**
02/20/92	Open House - (Presentation of Existing Conditions and Design Concepts)**
02/26/92	Parks and Recreation Board Meeting (Existing Conditions and Design Concepts)
03/04/92	Natural Resources Advisory Board Meeting (Existing Conditions and Design Concepts)
04/22/92	Parks and Recreation Board Meeting (Preferred Alternatives and Implementations)
04/28/92	Phi Sigma Alpha meeting (General Program Review)
04/30/92	Open House - Preferred Alternatives and Implementations**
05/05/92	Open House - Preferred Alternatives and Implementations**
05/20/92	Storm Drainage Board meeting (Preferred Alternatives and Implementations)
05/20/92	Natural Resources Advisory Board work session (Preferred Alternatives and Implementations)
06/03/92	Natural Resources Advisory Board meeting
06/09/92	City Council Worksession - Program Overview
11/16/92	Planning and Zoning Board Hearing - item tabled
11/24/92	Planning and Zoning Board Work Session
12/14/92	Meeting with Property Owners - (discussed traffic and transportation issues)

- 12/17/92 Planning and Zoning Board Hearing - adopted Resolution PZ 92-18 - Approving the City of Fort Collins Prospect Road Streetscape Program and recommending its inclusion as an element of the Comprehensive Plan of the City of Fort Collins and recommending to the City Council the adoption of the Prospect Road Streetscape Program Standards and Guidelines
- 01/19/93 City Council Hearing - First Reading, Ordinance No. 7, 1993, Approving City of Fort Collins Prospect Road Streetscape Program and Incorporating it as an Element of the Comprehensive Plan of the City of Fort Collins and Adopting the Prospect Road Streetscape Program Standards and Guidelines.
- 02/16/93 Second Reading of Ordinance No. 7, 1993, Approving City of Fort Collins Prospect Road Streetscape Program and Incorporating it as an Element of the Comprehensive Plan of the City of Fort Collins and Adopting the Prospect Road Streetscape Program Standards and Guidelines.

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

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

APPENDIX C

PROSPECT ROAD STREETSCAPE PROGRAM DOCUMENTS, PLANS AND POLICIES

LARIMER COUNTY DOCUMENTS:

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

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

CITY OF FORT COLLINS DOCUMENTS, PLANS AND POLICIES:

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

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

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

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

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

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

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Appendices D - G

**PROSPECT ROAD STREETScape PROGRAM
PLANT PALETTES**

Appendix D

PROSPECT ROAD STREETSCAPE PROGRAM PLANT PALETTE

Developed Urban District; Business Park Style

Botanical Names	Common Names	Supplemental Water Requirement*
Shade Trees		
<i>Celtis occidentalis</i>	Hackberry	Low
<i>Fraxinus pennsylvanica</i> varieties	Green Ash	Low
<i>Gleditsia triacanthos</i> varieties	Honeylocust	Low
<i>Quercus macrocarpa</i>	Bur Oak	Low
<i>Tilia</i> species	Linden	Moderate

Ornamental Trees

<i>Betula occidentalis</i>	Western River Birch	Moderate
<i>Crataegus</i> species, varieties	Hawthorn	Moderate
<i>Malus</i> species, varieties	Crabapple	Moderate
<i>Prunus padus</i>	Mayday Tree	Moderate
<i>Pyrus ussuriensis</i>	Ussurian Pear	Moderate

Evergreen Trees

<i>Picea pungens</i>	Blue Spruce	Moderate
<i>Pinus cembroides edulis</i>	Pinyon	Low
<i>Pinus flexilis</i>	Limber Pine	Low
<i>Pinus nigra</i>	Austrian Pine	Low
<i>Pinus ponderosa</i>	Ponderosa Pine	Low
<i>Pinus sylvestris</i>	Scotch Pine	Moderate

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

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

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

Urban Developed District; Business Park Style
Page 2

Botanical Names	Common Names	Supplemental Water Requirement*
Shrubs, Accent Plants		
<i>Caryopteris incana</i>	Blue Mist Spirea	Moderate
<i>Cornus</i> species, varieties	Redtwig Dogwood	Moderate
<i>Cotoneaster</i> species	Cotoneaster	Moderate
<i>Eranthis ravennae</i>	Plume Grass	Moderate
<i>Euonymus alatus</i> 'Compacta'	Burning Bush	Moderate
<i>Forestiera neomexicana</i>	New Mexico Privet	Low
<i>Juniperus</i> species, varieties	Juniper	Moderate
<i>Miscanthus sinensis</i>	Maiden Grass	Moderate
<i>Pinus mugho</i>	Mugo Pine	Moderate
<i>Prunus</i> species	Sand Cherry, Flowering Almond	Moderate
<i>Ribes</i> species	Currant	Moderate
<i>Rhus aromatica</i> 'Gro-Low'	Gro-Low Fragrant Sumac	Low
<i>Rhus trilobata</i>	Threelaf Sumac	Low
<i>Spiraea</i> species	Spirea	Moderate
<i>Syringa</i> species	Lilac	Low

**Representative Perennials
& Bulbs**

<i>Achillea</i> species	Yarrow	Low-moderate
<i>Asclepia tuberosa</i>	Butterfly Milkweed	Low-Moderate
<i>Chrysanthemum</i> varieties	Dwarf Shasta Daisy	Moderate
<i>Echinacea purpurea</i>	Purple Coneflower	Moderate
<i>Festuca ovina</i>	Blue Fescue Grass	Moderate
<i>Geranium</i> species	Cranesbill	Moderate
<i>Helichtotrichon sempervirens</i>	Blue Avena Grass	Moderate
<i>Hemerocallis</i> species	Daylily	Moderate
<i>Iris</i> species	Iris	Moderate
<i>Liatris</i> species	Gayfeather	Moderate
<i>Linum</i> species	Flax	Low-moderate
<i>Muscari</i> species	Grape Hyacinth	Moderate
<i>Narcissus</i> species	Daffodil	Moderate
<i>Penstemon</i> species	Penstemon	Low
<i>Rudbeckia</i> species	Black Eyed Susan	Moderate
<i>Salvia</i> species	Sage	Moderate
<i>Sedum</i> species	Sedum	Moderate
<i>Tulipa</i> species	Tulip	Moderate

Appendix E

PROSPECT ROAD STREETSCAPE PROGRAM
PLANT PALETTE

Riverway District; Natural Shrubscape Style

Botanical Names	Common Names	Dry Uplands	Intermediate Areas	Wet Lowlands
Large Riparian Trees				
<i>Populus sargentii</i>	Plains Cottonwood	X	X	X
<i>P. acuminata</i>	Lanceleaf Cottonwood	X	X	X
<i>Salix amygdaloides</i>	Peachleaf Willow		X	X
Small Riparian Trees				
<i>Alnus tenuifolia</i>	Thinleaf Alder			X
<i>Betula occidentalis</i>	Western River Birch			X
<i>Crataegus succulenta</i>	Colorado Hawthorn		X	
Large Shrubs				
* <i>Prunus americana</i>	American Plum	X	X	
* <i>Prunus virginiana</i>	Chokecherry	X	X	
* <i>Sheperdia argentea</i>	Silver Buffaloberry	X	X	
Medium Shrubs				
<i>Amelanchier alnifolia</i>	Serviceberry	X	X	
<i>Amorpha fruticosa</i>	Leadplant	X	X	
<i>Chrysothamnus nauseosus</i>	Rubber Rabbitbrush	X	X	
<i>Cornus stolonifera</i>	Redtwig Dogwood			X
<i>Corylus cornuta</i>	Beaked Filbert		X	X
<i>Prunus besseyi</i>	Western Sand Cherry		X	
+ <i>Rhus aromatica "Gro-Low"</i>	Gro-Low Fragrant Sumac	X	X	
* <i>Rhus trilobata</i>	Threeleaf Sumac	X	X	
<i>Ribes aureum</i>	Golden Currant	X	X	X
<i>Ribes cereum</i>	Squaw Currant	X	X	
<i>Rosa woodsii</i>	Wild Rose		X	
* <i>Salix exigua</i>	Coyote Willow			X
* <i>Symphoricarpos oreophilus</i>	Snowberry	X	X	X

*Dominant thicket forming shrubs

+Non-native plant suited to narrow areas within right-of-way

**Riverway District; Natural Shrubscape Style
Page 2**

Botanical Names	Common Names	Dry Uplands	Intermediate Areas	Wet Lowlands
Forbs				
<i>Artemisia frigida</i>	Fringed Sage	X	X	
<i>Dalea purpurea</i>	Purple Prairie Clover	X	X	
<i>Gaillardia aristata</i>	Common Blanket Flower	X	X	
<i>Liatris punctata</i>	Spotted Gayfeather	X	X	
<i>Linum lewisii</i>	Blue Flax	X	X	
<i>Ratibida columnifera</i>	Upright Prairie Coneflower	X	X	
Grasses				
<i>Agropyron riparium</i>	Streambank Wheatgrass	X	X	X
<i>Agropyron smithii</i>	Western Wheatgrass	X	X	
<i>Andropogon gerardii</i>	Big Bluegrass		X	X
<i>Bouteloua gracilis</i>	Blue Grama	X	X	
<i>Bouteloua curtipendula</i>	Sideoats Grama	X	X	
<i>Buchloe dactyloides</i>	Buffalograss	X	X	
<i>Oryzopsis hymenoides</i>	Indian Ricegrass	X	X	
<i>Panicum virgatum</i>	Switchgrass		X	X
<i>Schizachyrium scoparium</i>	Little Bluestem	X	X	
<i>Sporobolus airoides</i>	Alkali sacaton		X	X
<i>Stipa viridula</i>	Green Needlegrass	X	X	

Appendix F

PROSPECT ROAD STREETSCAPE PROGRAM
PLANT PALETTE & SPACING GUIDE

Highway Corridor and Rural Residential District; Prospect Gateway Style

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

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

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

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

Highway Corridor and Rural Residential District; Prospect Gateway Style Page 2

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

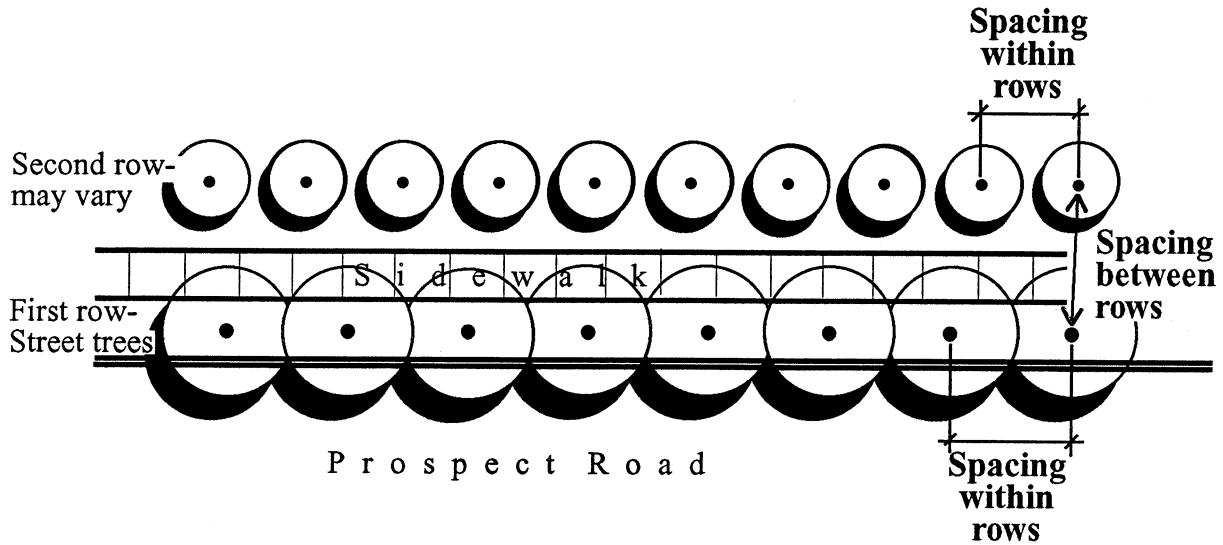
Representative Perennials

<i>Achillea</i> species	Yarrow	Low-moderate
<i>Chrysanthemum</i> varieties	Dwarf Shasta Daisy	Moderate
<i>Echinacea purpurea</i>	Purple Coneflower	Moderate
<i>Helictotrichon sempervirens</i>	Blue Avena Grass	Moderate
<i>Hemerocallis</i> species	Daylily	Moderate
<i>Iris</i> species	Iris	Moderate
<i>Linum</i> species	Flax	Low-moderate
<i>Rudbeckia</i> species	Black Eyed Susan	Moderate
<i>Salvia</i> species	Sage	Moderate

Irrigated Grasses

<i>Agropyron cristata</i>	Crested Wheatgrass	Low
<i>Bromus inermis</i>	Smooth Brome	Low-Moderate
<i>Festuca arundinacea</i>	Tall Fescue	Low-Moderate

**Highway Corridor and Rural Residential District; Prospect Gateway Style
Page 3 - Double Row Planting Spacing Guide**



Spacing within rows

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

**Spacing between rows
(minimum - may vary)**

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

Appendix G

PROSPECT ROAD STREETSCAPE PROGRAM PLANT PALETTE

Highway Corridor and Rural Residential District; Interchange Style

Botanical Names	Common Names	Supplemental Water Requirement*
Shade Trees		
<i>Celtis occidentalis</i>	Hackberry	Low
<i>Fraxinus pennsylvanica</i> varieties	Green Ash	Low
<i>Gleditsia triacanthos</i> varieties	Honeylocust	Low
<i>Gymnocladus dioica</i>	Kentucky Coffeetree	Low-Moderate
<i>Populus acuminata</i>	Lanceleaf Cottonwood	Low
<i>Populus sargentii</i>	Plains Cottonwood	Low
<i>Quercus macrocarpa</i>	Bur Oak	Low

Ornamental Trees

<i>Acer grandidentatum</i>	Bigtooth Maple	Low
<i>Crataegus ambigua</i>	Russian Hawthorn	Low-Moderate
<i>Malus</i> species, varieties	Crabapple	Moderate
<i>Pyrus ussuriensis</i>	Ussurian Pear	Moderate

Evergreen Trees

<i>Juniperus virginiana</i>	Eastern Redcedar	Low
<i>Picea pungens</i>	Blue Spruce	Moderate
<i>Pinus cembroides edulis</i>	Pinyon	Low
<i>Pinus flexilis</i>	Limber Pine	Low
<i>Pinus nigra</i>	Austrian Pine	Low
<i>Pinus ponderosa</i>	Ponderosa Pine	Low

Boxelder Creek Basin

Planting Materials:

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

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

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

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

Highway Corridor and Rural Residential District; Interchange Style
Page 2

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

Accent Shrubs and Forbs

<i>Achillea</i> species	Yarrow	Low-moderate
<i>Chrysothamnus viscidiflorus</i>	Low Rabbitbrush	Low
<i>Dalea purpurea</i>	Purple Prairie Clover	Low
<i>Gaillardia aristata</i>	Blanket Flower	Low
<i>Liatris spicata</i>	Spotted Gayfeather	Low
<i>Linum lewisii</i>	Flax	Low
<i>Ratibida columnifera</i>	Upright Prairie Coneflower	Low

Highway Corridor and Rural Residential District; Interchange Style
Page 3

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

APPENDIX H
PLANNING AND ZONING BOARD ADOPTING RESOLUTION

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

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

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

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

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

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

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

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

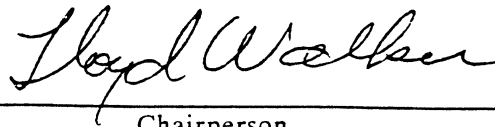
WHEREAS, the Planning and Zoning Board has determined that it is in the best interest of the Citizens of the City that the Prospect Road Streetscape Program standards and guidelines (Part Two) be adopted for implementation and enforcement.

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

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

BE IT FURTHER RESOLVED that it is the recommendation of the Planning and Zoning Board to the City Council that the Prospect Road Streetscape Program standards and guidelines (PART TWO), be adopted by the City Council as a tool for furthering the Program by implementation and enforcement to the provisions of the Land Development Guidance System and the Zoning Code of the City of Fort Collins.

Passed and adopted at a regular meeting of the Planning and Zoning Board of the City of Fort Collins held this 17th day of December, A.D 1992



Chairperson

ATTEST:



Secretary

APPENDIX I
ADOPTING ORDINANCE

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

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

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

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

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

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

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

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

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

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

WHEREAS, the Council has determined that the proposed Program "Standards and Guidelines" (PART TWO), as hereafter amended, would be a valuable tool in promoting the design objectives of the Program; and

WHEREAS, the Council has determined that the proposed Program "Standards and Guidelines" (PART TWO) should be amended to provide that the recreation trail in the "Natural Shrubscap Style" shall meet the requirements of the Americans with Disabilities Act; and

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

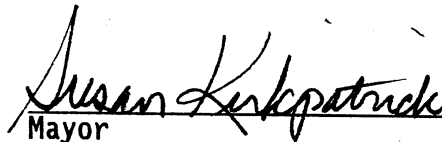
NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF FORT COLLINS that the City of Fort Collins Prospect Road Streetscape Program, be and hereby is approved for incorporation into the City of Fort Collins Comprehensive Plan for providing guidance for the development so as to achieve a cohesive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

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

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

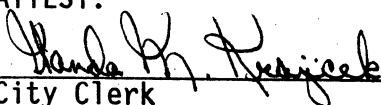
A ten (10) foot wide, meandering recreation trail, meeting the requirements of the Americans with Disabilities Act, should be provided along the bottom of the terraced slope.

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



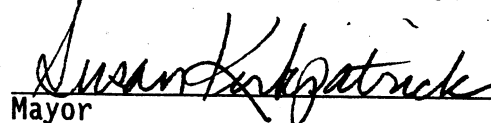
Mayor

ATTEST:



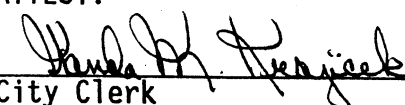
City Clerk

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



Mayor

ATTEST:



City Clerk