

TOWN OF WINDSOR

ORDINANCE NO. 2016 - 1526

AN ORDINANCE REPEALING AND AMENDING CERTAIN PORTIONS OF CHAPTER 17 ARTICLE XIII OF THE *WINDSOR MUNICIPAL CODE* WITH RESPECT TO ENHANCED DESIGN STANDARDS WITHIN THE CORRIDOR ACTIVITY CENTER AT THE INTERSECTION OF INTERSTATE 25 AND COLORADO STATE HIGHWAY 392

WHEREAS, the Town of Windsor (“Town”) is a Colorado home rule municipality, with all powers and authority vested under Colorado law; and

WHEREAS, the highway interchange at Interstate 25 and State Highway 392 (“Interchange”) is a vital component to the region’s transportation network; and

WHEREAS, the Town and the City of Fort Collins (“City”) have entered into an Intergovernmental Agreement (“IGA”) that established a Corridor Activity Center (“CAC”) surrounding the Interchange on both the east and west sides of Interstate 25; and

WHEREAS, the IGA and the design standards adopted by each party to the IGA represent a Comprehensive Development Plan for all property lying within the CAC, as contemplated an authorized under § 29-20-105, C.R.S.; and

WHEREAS, the Town and the City previously agreed on permitted uses within the CAC, as well as agreed set of design standards for the development of land within the CAC, adopted by Ordinance No. 2011-1402 and codified at Chapter 17, Article XIII of the *Windsor Municipal Code*; and

WHEREAS, after comprehensive review and discussion, it was determined that an enhancement to the existing design standards was appropriate; and

WHEREAS, pursuant to the IGA, the Town and the City have each approved substantially-similar versions of the “*CAC Enhanced Design Standards*” attached hereto and incorporated herein by reference as if set forth fully; and

WHEREAS, by Resolution No. 2016-070, the City has consented to the Town adopting the *CAC Enhanced Design Standards* in the form substantially similar to the version attached hereto; and

WHEREAS, the Town Board has given due consideration to the CAC Enhanced Design Standards, and finds that these enhanced standards should be incorporated into the comprehensive development plan established under the IGA; and

WHEREAS, the Windsor Planning Commission has reviewed the CAC Enhanced Design Standards, and has recommended adoption; and

WHEREAS, by this Ordinance, the Town Board wishes to formally adopt the *CAC Enhanced Design Standards*; and

WHEREAS, the Town Board wishes to amend Sections 17-13-410, 17-13-430, 17-13-440 of the *Windsor Municipal Code* to incorporate the *CAC Enhanced Design Standards* in the form attached hereto.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN BOARD OF THE TOWN OF WINDSOR, COLORADO, AS FOLLOWS:

**Section 1.** Section 17-13-410 of the Windsor Municipal Code is hereby repealed, amended and readopted to read as follows:

**Sec. 17-13-410. - Definitions.**

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

*Front Façade* shall mean any side of building with the primary entrance. A Front Façade may also be a Primary Façade.

*I-25 Landscape Buffer* shall mean an area of no less than eighty (80) feet, measured from the Interstate 25 right-of-way's outer boundary.

*Parking Lot* shall mean all areas used for the parking of vehicles for customers, employees, and visitors, and fleet or business vehicles.

*Primary Façade* shall mean any side of building facing toward a public or Street-like Private Drive. A Front Façade may also be a Primary Façade.

*Street-like Private Drive* shall mean any privately-owned and maintained roadway intended for public use.

**Section 2.** Section 17-13-430 of the *Windsor Municipal Code* is hereby repealed, amended and readopted to read as follows:

**Sec. 17-13-430. –Corridor Activity Center; Enhanced Design Standards, Intent and Applicability.**

- (1) The intent of these standards is to provide the tools for creating an improved quality of appearance and more integrated mix of land uses for the Windsor Corridor Activity Center (CAC). These standards apply to all development applications within the CAC other than single-family residential development and public parks or open space. These standards supplement all of the Town’s adopted design standards and, to the extent that the Town’s adopted standards conflict with these standards, these standards shall apply.
- (2) The Enhanced Design Standards for the Corridor Activity Center established pursuant to this Division shall apply to all building, growth and development within the Corridor Activity Center, with the exception of single-family residential development and public parks or open space. These standards supplement all of the Town’s adopted design standards and, to the extent that the Town’s adopted standards conflict with these standards, these standards shall apply.

**Section 3.** Section 17-13-440 of the *Windsor Municipal Code* is hereby amended by the addition of new subsections (5) – (11), which shall read as follows:

(5) Enhanced Design Criteria –Site Design.

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

- a. In addition to a network of streets and drives, blocks shall be connected by a system of parallel tree-lined sidewalks that adjoin the streets and drives which, when combined with off-street connecting walkways, enables a fully integrated and continuous pedestrian network.
- b. To the maximum extent feasible, remote or independent pad sites, disconnected from the pedestrian sidewalk network and shared parking facilities, shall be minimized. Buildings shall be directly connected to the pedestrian sidewalk network. All parking areas shall be interconnected to provide shared parking opportunities.

(6) Enhanced Design Criteria – Landscaping.

Landscaping shall be incorporated around service areas, building entrances and throughout parking areas, vehicular and pedestrian circulation areas. All landscaping shall be in accordance with the Town of Windsor Tree and Landscape Standards, as amended, updated or replaced. The intent of these standards is to enhance the Tree and Landscape Standards in the CAC to ensure a high-quality appearance within the CAC.

- a. Site landscaping shall be twenty percent (20%) or greater, excluding the I-25 Buffer, and any applicable Buffer Yards as set forth below.
- b. Landscape designs shall strive to incorporate xeric principles.
- c. Berms and walls may also be incorporated as an element for screening.
- d. I-25 Landscape Buffer. Landscaping adjacent to Interstate 25 shall be provided in accordance with the following:
  1. Landscaping within the I-25 Landscape Buffer shall be planted predominantly with drought-tolerant grasses, interspersed with bands of shrubs and trees.
  2. A minimum of two (2) evergreen trees, two (2) shade trees, and four (4) shrubs per one-hundred (100) lineal feet of frontage shall be provided.
  3. Fences, screen walls, and Parking Lots are not allowed within the I-25 Landscape Buffer. Retaining walls should be minimized to the greatest extent possible, and shall not exceed four feet (4') in height.
  4. Parking Lots, loading and service areas shall be significantly buffered from I-25 primarily by the use of naturalistic berms and landscaping. Berm heights shall primarily be designed to provide significant buffering of Parking Lots, loading and service areas, yet allowing for some visibility of buildings and providing visual interest along I-25.
  5. Berms shall comply with the following:
    - i. Berms shall range in height from three (3) to seven (7) feet in height, dependent on the proposed finished grade of the adjacent Parking Lot, loading or service area in relation to the adjacent interstate grade. If I-25

is elevated in comparison to the grade at the edge of the proposed development, berms should be higher to achieve the same buffering effect.

- ii. Berms shall create a naturalistic appearance raising, lowering, and/or overlapping, to provide adequate buffering.
- iii. The slope of berms shall generally be no steeper than a ratio of 4:1 to allow for a naturalistic, park-like appearance, and allow for mowing.
- iv. Berms shall be located along the easternmost portion of the I-25 Landscape Buffer, while still allowing for a meandering appearance of the berms.
- v. Berms shall be predominately planted with drought-tolerant grasses, interspersed with shrubs and trees.
- vi. When berms are intended to provide significant screening of parking, loading and service areas, calling for berms greater than five feet in height, the berms and surrounding areas shall primarily be planted with drought-tolerant grasses interspersed with shrubs and a mix of shade, ornamental, evergreen trees. On average, such screening areas shall be planted with a minimum of four (4) trees and four (4) shrubs per one-hundred (100) lineal feet, requiring a minimum of 50% evergreen trees. Significant buffering of Parking Lots, loading and service areas shall be provided while allowing for some visibility of buildings.
- vii. When berms are intended to provide lower amounts of screening of Parking Lots, loading and service areas, calling for berms five feet or less in height, the berms and surrounding areas shall be planted with a higher-density mix of shade, evergreen and ornamental trees, in addition to drought-tolerant grasses and shrubs. On average, such areas shall be planted with a minimum of eight (8) trees and eight (8) shrubs per one-hundred (100) lineal feet, requiring a minimum of 50% evergreen trees. Significant buffering of Parking Lots, loading and service areas shall be provided while allowing for some visibility of buildings.
- viii. The Site Plan development review process submittals shall illustrate screening and view opportunities, including representative cross-sections and key views from adjacent streets.

e. Parking Lot Screening.

1. The perimeter of all Parking Lots shall be screened from public streets, Street-like Private Drives, public open space, and adjacent properties by at least one of the following methods for the entire perimeter length:
  - i. A berm three (3) feet high with a maximum slope of 3:1 in combination with evergreen and deciduous trees and shrubs.
  - ii. A hedge at least three (3) feet high, consisting of a double row of shrubs planted 3-feet to 5-feet on center, depending on the species, in a triangular pattern.
  - iii. A decorative fence or wall made of masonry or other high quality material between three (3) and four (4) feet high in combination with landscaping.
2. In addition to the above screening, the following landscaping is required:
  - i. Trees shall be provided at a ratio of two (2) evergreen, one (1) ornamental tree, one (1) shade tree, and four (4) shrubs per one-hundred (100) lineal feet along a public street or Street-like Private Drive.
  - ii. Trees may be spaced irregularly in informal groupings or be uniformly spaced, as consistent with larger overall planting patterns and organization. Perimeter landscaping along a street may be located in and should be integrated with the streetscape in the street right-of-way.
3. Parking Lot Landscaping:
  - i. In addition to landscape island requirements, large surface Parking Lots shall be visually and functionally segmented into smaller sections by landscape areas or islands. Each section shall contain a maximum of two hundred (200) parking spaces. The perimeter of each module shall be landscaped with a ten foot (10') wide buffer landscaped with shrubs and trees, including one tree every forty feet (40'). Each section shall contain a maximum of two hundred (200) parking spaces.
  - ii. Landscape medians and/or islands should strive to incorporate bioswales and/or raingardens throughout a site to manage runoff.
4. Buffer Yards:

- i. **Applicability.** These standards apply to all development applications within the CAC other than proposed single-family residential development and public parks or open space.
- ii. **Purpose.** The purpose of this Section is to provide standards to separate proposed non-residential development from existing single-family residential uses, in order to eliminate, mitigate or minimize potential nuisances.
- iii. **Buffer standards.** Buffer yards shall be located on the outer perimeter of a lot or parcel proposed for non-residential development abutting single-family detached uses when a common lot line is shared between the two uses.
- iv. Only those structures used for buffering and/or screening purposes shall be located within a buffer yard. The buffer yard shall not include any paved area, except for pedestrian sidewalks or paths. Fencing and/or walls used for buffer yard purposes shall be solid, with at least seventy-five (75) percent opacity.
- v. Buffer yard widths are established in the chart below and specify deciduous or coniferous plants required per one hundred (100) linear feet along the affected property line, on an average basis.

		<b>Plants per 100 linear feet along affected property line</b>			
<b>Buffer Width</b>	<b>Plant Multiplier</b>	<b>Shade Trees</b>	<b>Ornamental Trees</b>	<b>Evergreen Trees</b>	<b>Large Shrubs</b>
<b>40</b>	<b>1.00</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>25</b>
<b>50</b>	<b>.90</b>	<b>3.6</b>	<b>3.6</b>	<b>2.7</b>	<b>22.5</b>
<b>60</b>	<b>.80</b>	<b>3.2</b>	<b>3.2</b>	<b>2.4</b>	<b>20.0</b>

- vi. **Credit for berm.** The required plant units may be reduced by 50% if a landscaped berm is provided with a minimum height of 5 feet.

5. Other landscape areas. Landscape areas outside of the I-25 Landscape Buffer, Parking Lot Screening and Buffer Yards shall consist of at least one (1) tree and five (5) shrubs for every 750 square feet of landscaped area.

(7) Enhanced Design Criteria – Parking.

- a. Applicability. These standards apply to all Parking Lots within the CAC associated with commercial, industrial, or multifamily development.
- b. Purpose. The purpose of this Section is to provide standards to enhance the physical appearance of development within the CAC by ensuring Parking Lots are designed to maintain and enhance the quality of commercial development, manage storm water runoff, reduce heat island effects, and promote a pedestrian friendly and safe environment.
- c. Standards. Parking Lots shall be located away from the Front Façade of a building to the maximum extent feasible. Such Parking Lots, if located between the Front Façade of the building and the adjacent public or Street-like Private Drive, shall be limited to no more than a single drive aisle with a single row of parking on each side. When this layout does not provide adequate parking, additional parking shall be located on sides of a building that are not a Front Façade.
- d. Parking Lots containing more than one (1) drive aisle shall include walkways that are located in places that are logical, safe and convenient for pedestrians.

(8) Enhanced Design Criteria – Building Design and Orientation.

The purpose of this Section is to provide standards to enhance the physical appearance of development within the CAC. The intent is not to limit creativity or innovation in architectural design. Applicants proposing architecture that does not comply with the following standards are encouraged to seek alternative compliance.

- a. Orientation:
  1. Primary Facades shall face an adjacent public or Street-like Private Drive.
  2. For buildings with more than one Primary Façade, facades visible from each street shall incorporate high-quality architectural materials, architectural elements and building appearance equivalent to that of the Front Façade.



3. Building details, landscaping and berming shall be combined to create a level of visual interest equivalent to that of the Front Façade for all Primary Facades on the building.
4. Service areas, loading docks, outdoor storage and mechanical equipment shall not face a public or Street-like Private Drive unless completely screened from view from all adjacent roadways and properties with combined architectural and landscape materials that complement the building.
5. To the maximum extent feasible, buildings shall be oriented to preserve intermittent views to the west.

b. Form/Façade Treatment:

1. All sides of buildings shall be of high-quality architecture and building materials.
2. Building sides facing a public street or Street-like Private Drive shall incorporate high-quality architectural materials, architectural elements and building appearance equivalent to that of the building front.
3. Entrances shall be clearly defined by architectural elements.
4. Facades shall incorporate a minimum of three (3) of the following architectural elements to emphasize building entries, doorways, walkways and window openings:
  - i. Canopies or awnings over at least thirty percent (30%) of the openings of the building; or
  - ii. Covered walkways, porticos and/or arcades covering at least thirty percent (30%) of the horizontal length of the front facade; or
  - iii. Projecting trim, ledges or similar architectural accent features between two (2) inches and six (6) inches in width around all windows and doorways; or
  - iv. Raised cornice parapets over entries; or
  - v. Some other architectural feature or treatment which adds definition to the building openings, walkways or entrances.
5. Ground floor facades that face streets or public walkways must be modulated with features such as windows, entrances, arcades, porches, pilasters, arbors, awnings,

recessed or projecting display windows along no less than 75% of the length of the façade.

6. Openings or architectural elements simulating fenestration-like features shall occupy at least twenty percent (20%) of the wall surface area of the first floor of the primary facade and walls adjacent to public rights-of-way, or visible from adjacent properties.
7. No single wall plane shall exceed 30 feet horizontal length or vertical height.
8. Wall planes shall include varying building articulation with a minimum of three feet in projection or depth from an adjacent wall plane.
9. Wall planes shall include a variety of building materials, not to exceed 75 percent of one material.
10. Facades greater than 100 feet in length shall provide a varying roofline.
11. All roof-top equipment shall be fully screened from view of adjacent roadways and properties.

c. Roof Form:

1. Buildings Less than 10,000 Square Feet.

Roofs on primary structures with a floor plate less than 10,000 square feet shall be pitched with a minimum slope of at least 5:12 or provide the appearance of 5:12 pitch through the use of a modified mansard roof. At least one of the following elements shall be incorporated into the design for each 50 lineal feet of roof:

- i. Projecting gables
- ii. Hips
- iii. Horizontal/vertical breaks
- iv. Three or more roof slope planes shall be incorporated into the overall design.

2. Buildings Larger than 10,000 Square Feet.

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

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

(9) Enhanced Design Criteria – Compatibility.

*Compatibility* shall mean the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony.

*Compatibility* does not mean "identical". Rather, *compatibility* refers to the sensitivity of development proposals in maintaining the character of existing development.

- a. To the extent feasible, conditions may be imposed upon approval of a development project in or adjacent to an existing developed neighborhood to achieve compatibility in connection with:
  - i. a complementary or new high-quality standard of architectural character for the neighborhood, including building materials and colors which complement or create an enhanced architectural standard for the area;
  - ii. softening a building's mass and scale through building articulation, subdivision of building mass, and sensitive orientation of a building on the site;
  - iii. creating opportunities for privacy of abutting land uses; and
  - iv. limiting outdoor storage areas, mechanical equipment, loading and unloading.

(10) Enhanced Design Criteria – Lighting

- a. In addition to compliance with *Windsor Municipal Code* §16-10-100, the following lighting standards shall apply:

- i. In no event shall lighting negatively affect the safe passage of traffic on public roadways adjacent to or in proximity of the site.
- ii. Exterior building lighting and display lighting shall include fixtures with a dimming interface.
- iii. Light poles within 100 feet of a residential use or residentially-zoned property shall not exceed 20 feet in height.
- iv. Outdoor lighting shall be limited to a maximum of one thousand (1000) candela per square meter (nits).
- v. Outdoor lighting shall be L.E.D. (light emitting diode) “Dark Sky” compliant, per the International Dark Sky Association requirements for reducing light pollution and minimizing glare, sky glow, spill light and obtrusive light.
- vi. Light bulbs shall be soft-white or warm-white hues.
- vii. A photometric plan illustrating compliance shall be submitted.

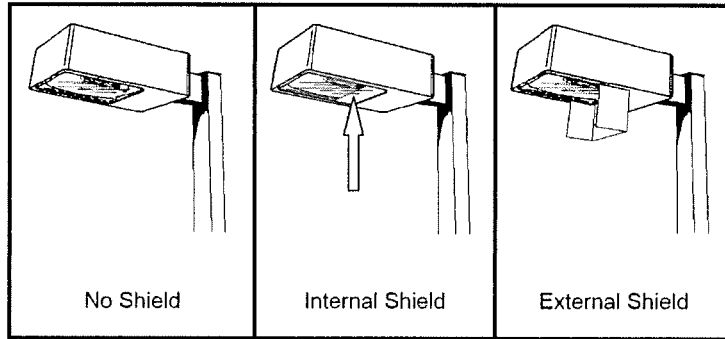
b. Lighting Time Limitations.

Parking Lot lighting shall require fixtures with a dimming interface. Lighting in and surrounding such Parking Lots shall be reduced within one hour after business closing to a level sufficient for security purposes only. All exterior illumination shall be reduced to levels sufficient for security purposes only after 10:00 p.m.

c. Shielding.

All light fixtures required to be fully shielded shall be installed to satisfy the following:

1. All outside light fixtures, including building-mounted lighting shall be fully shielded and be aimed so that the direct illumination shall be confined to the property boundaries of the source.
2. All light fixtures used on open parking garages, including those mounted to the ceilings over the parking decks, shall be fully shielded.



d. Certification.

Outdoor lighting shall be designed and certified by an engineer as conforming to all applicable restrictions of these Standards before construction commences. Further, the system shall be certified by a registered engineer following installation to verify that the installation is consistent with the certified design.

(11) Enhanced Design Criteria – Outdoor Display

Outdoor display of merchandise for sale or lease is not allowed unless specifically depicted on an approved site plan.

**Section 4.** The land use regulations set forth above shall be deemed incorporated into the comprehensive development plan established pursuant to § 29-20-105, C.R.S., for the I-25/State Highway 392 Corridor Activity Center by the City of Fort Collins and the Town of Windsor

Introduced, passed on first reading, and ordered published this 10<sup>th</sup> day of October, 2016.

TOWN OF WINDSOR, COLORADO

By Kristie Melendez  
 Kristie Melendez, Mayor



ATTEST:

Patti Garcia  
 Patti Garcia, Town Clerk  
 Crystal Eucker, Deputy Town Clerk

Introduced, passed on second reading, and ordered published this 24<sup>th</sup> day of October, 2016.

TOWN OF WINDSOR, COLORADO

ATTEST:

Patti Garcia  
Patti Garcia, Town Clerk



By Kristie Melendez  
Kristie Melendez, Mayor