Drake Redevelopment PDP
Project Narrative and Statement of Proposed Planning Objectives
July 25, 2018

This project was submitted for PDR under the name “Spradley Barr Redevelopment” For PDP the project shall be titled Drake Redevelopment - consisting of the following components:

- Multi-Family Attached (165,626 square feet, 190 units)
- Mixed Use (16,452 square feet)
- Hotel (65,825 square feet, 110 rooms)

Site Information

Right-of-Way Improvement Area:
- Sidewalk: 9,488 SF / 0.22 AC
- Landscape Area (turf & shrub areas): 17,095 SF 0.39 AC
Lots 1-6: 282,377 SF / 6.48 AC
Buildings: 44,166 SF 1.01 AC
Parking and driveway (asphalt, concrete): 136,249 SF 3.12 AC
Plaza and Walks (concrete, pavers): 51,014 SF 1.17 AC
Landscape Area (turf, plant beds): 49,475 SF 1.13 AC

Gross Density: 91.8 units/AC (based on Lots 1 & 2)
Net Density: 94.5 units/AC (based on Lots 1 & 2)

Project Description

Drake Redevelopment is located at the SW corner of Drake Road and College Ave and is bounded by McCelland Dr to the west and W Thunderbird Drive, Aspen Grove Veterinary Care and Enchante A European Salon to the south. It is located in the CG (General Commercial District) zone. The development is also located within the TOD zone and is just east of the Max Rapid Transit system.

Access is provided along the north side from Drake Road at the existing curb cut entry across from the gas station to the north. The Drake Road access point would be a right-in/right-out only. Along the east a right-in/right-out would be provided onto College Ave. The south side of the development will have a full movement intersection along Thunderbird Drive. The west side will have two access points along McCelland. A right-in/right-out intersection will occur to the north between the multi-family and mixed use buildings. The southern most intersection between the multi-family will be a full movement intersection that occurs between the two multi-family buildings.

The Grand Promenade along McCelland, the Gardens along the new linear urban park on and north/south access through the middle of the block, the wide sidewalks in front of the hotel and the retail all serve to activate the pedestrian mixed use proposed for this redevelopment encouraging public gatherings for different activities. This is consistent with the intent of the Midtown Plan.
The buildings are comprised of (2) five-story apartment buildings with overhang parking areas, (3) one-story mixed use buildings, as well as a three-story hotel building.

The development includes 190 multi-family units that are broken down as follows:
Building 'A': 5-story: (79) 1 bedroom, (20) 2 bedroom
Building 'B': 5 story: (71) 1 bedroom, (20) 2 bedroom

Project Vision

Transformation of this blighted redevelopment infill site in the urban core of Fort Collins has compelled our macro evaluation of all opportunities and constraints which will influence the proposed design of becoming 'midtown'. We are encouraged by the guiding principles of the Sub-Area Midtown Plan, envisioned by the community since 2010. The vision of an "Urban, Transit Oriented, Vibrant Midtown" encourages the incorporation of mixed-use density to the urban core, inter-connection of streets and urban spaces through multi-modal paths, anticipating the grand promenade connecting the city along the McClelland/Mason corridor, inspiring the creation of linear parks within the interior of the block; to the creation of an inviting vibrant urban edge that augments of the city vision for the urban core;

A vibrant community in the heart of Midtown Fort Collins will become well-known for its creative mindset and elegant personality. With everything from a friendly urban hotel, to boutique retailers, to inviting restaurants, to exclusive residential alternatives, to unique urban communal spaces and gardens. Midtown must rapidly expand its progressive businesses for residents/users/visitors looking to enjoy its unique energy… to become a driving force helping to grow this unique neighborhood in transition.

We envision the creation of spaces that attract people, that activates underutilized land and creates a sense of place as an urban mixed-use, transit-oriented development; forging a balance of uses that create a community for both the residents as well as the rest of the neighborhood and the city core. The development mission is to design environments that thrive and think beyond the site perimeters or restrictions, tying the community together and infusing each new development with a pulse of life that reverberates beyond its borders.

While the Drake Redevelopment could be considered a large development, broken down to its core components is essentially a mixed-use community anchored by multi-family residential, a distinctive hotel that anchors the corner of Drake and College, and retail buildings that front both College and Drake. The buildings create an urban edge to the public right-of-way of the surrounding streets, hiding the views of the parking lots located inboard, and yet inviting pedestrians to discover the community amenities proposed as a linear garden park. The pedestrian experience through the site will be celebrated with ample sidewalks, promenades and manicured gardens, creating an inviting and desirable place to be as the ground level is porous and inviting. The pedestrian connectivity links to the rest of the neighborhood and facilitates access to the MAX station on Mason and Drake.

SITE MASTER PLAN
Drake Redevelopment living comes with grand expectations. We propose a series of buildings organized on the site where the outside counts as much as the inside. A landmark that embodies the energy, architecture and elegance inspired by the Midtown Plan of the College Avenue commercial corridor. With a distinct personality and an important gateway to the rest of the Gardens sub-area, this development sets the seed for future redevelopment.

Art infused pedestrian links activated by an energized ground level of refined retail hot spots of shops and boutiques at the edge of the streets, celebrated by porous residential lobbies that define the people-centric essence of the Colorado lifestyle. The building plinth is the catalyst to activate the urban space of the neighborhood. The residential common areas place compatible uses of community experience, comfort and a sense of security.

The Grand Promenade along McClelland, the Gardens along the new linear urban park and north/south access through the middle of the block, the wide sidewalks in front of the hotel and the retail all serve to activate the pedestrian mixed use proposed for this redevelopment encouraging public gatherings for different activities.

**Architectural Description**

The buildings are defined by bold and interesting building forms that utilize premium materials at points of shared enjoyment. Concentrating on the activation of the edges energized by a generous streetscape with welcoming and engaging entryways. A balance of light and form, the mixed uses at the ground level as well as the residential common areas add convenience and support social encounters, echo the character of the community and offer opportunities for self-expression.

Signature residential buildings are located along the west side of the development. Facing the promenade, with direct connection to this great multi-modal city link, inviting porches connect to live/work dwelling units. The building design articulate a series of townhomes at the base of a taller building mass. The vibrant residential lobbies will be located on the south and north corners with a direct connection to penthouse top terraces devoted to amenities. These apartments buildings will feature everything you want from live work units on the ground level, to small and affordable rental opportunities, to a private club feel in the comfort of air-conditioned spaces as well as areas spanning outside with an abundance of sun light and amazing views of the mountains. Amenities will also include spaces for social activities that suit the day’s mood - lounges for guest gatherings, private dining with a superb kitchen; to areas devoted to body and soul - state-of-the-art fitness with cardiovascular and strength-training machines; to ample parking and protected bicycle storage; to the potential for allowing our four-legged friends to a pet garden and pet walk.

A 110-room urban hotel is located at the corner of College and Drake anchoring the whole block with a distinctive and iconic corner façade to define the district, similarly to the CSU new building of the corner of College and Prospect. The hotel market strategy realizes a dream of Marriott to bring a hotel to Midtown. With and inviting program for the ground level the hotel porosity and transparency to the corner of College and Drake realizes the goals of the Midtown Plan. As a gateway to this new mixed-use community, the
proposed hotel development connotes the idea of a ‘doorway’ to create a strong, yet welcoming passageway into the Garden Park district.

The retail commercial buildings located along the main streets, College and Drake, serve as bookends of connectivity for vehicular, bicycling, and pedestrian neighborhood traffic. Highly articulated facades will accommodate the use of a multitude of tenants that may occupy these buildings over time. The building masses are placed on the site to accommodate exterior seating with shading devices that activate the pedestrian sidewalks. Signage will be carefully placed as part of the building facades.

**Adjacencies**

The project site is currently a vacant Kmart parcel to the north, College Avenue with existing commercial uses to the east, Railroads and the Max Rapid Transit Line to the west and existing commercial uses to the South that include Aspen Grove Veterinary Care, Enchante A European Salon and the ARC/Joann Craft Store shopping center.

**Access, Vehicular/Pedestrian Circulation and Parking**

**Vehicular Access** is provided along the north side from Drake Road at the existing access point, this would be a right-in/right-out. Along the east a right-in/right-out would be provided onto College Ave. The south side of the development will have a full movement intersection along Thunderbird Drive. The west side will have two access points along McCelland. A right-in/right-out intersection will occur to the north between the multi-family and mixed use buildings. The southern most will be a full movement intersection that occurs between the two multi-family buildings. Along College Ave. there will be a right-in/right-out intersection.

**Emergency Access** is provided through the site from both entries along McClelland, the Drake Road entrance as well as the College entrance. Aerial fire access for the hotel and north multi-family building is provided along the internal east-west drive between the two buildings, the drive to the north of Building B, as well as, with the parking areas. The south multi-family building (buildings B) will also assume aerial access from Thunderbird.

The hotel will have aerial access along the south side of the building. Additional emergency access is provided along the west side as well.

**Pedestrian** routes are made along McClelland with a 12’ wide path. This is a modified version of ‘Section O’ in the Midtown Plan that has been vetted with staff. The reduced path will still provide for multi-modal movement and will also feel more comfortable and pedestrian scaled. Along Thunderbird a 5’ detached sidewalk is provided. College Ave. has a 12’ detached sidewalk as specified in the Center District in the Midtown in Motion Plan. As per the Master Street Plan Drake is shown with a detached 6’ sidewalk as per the direction of staff for the arterial street section. Sidewalks with a minimum of 5’ width connect east to west through the site with defined crossing areas. The central garden area has a varying width (8’ min.) pedestrian sidewalk and plazas that link the central portion of the site north-south.

**Vehicle Parking** for the site is calculated by combining the two multi-family buildings, which are subject to
the TOD parking requirements - maximum allowed 115% of the minimum and combining the mixed use and hotel buildings. The multi family parking is located adjacent to the buildings and under overhangs of the building. The mixed use and hotel parking areas are set back the required distance from McClelland and College Ave. Both parking areas will utilize a cross property parking agreement.

- Buildings ‘A’ and ‘B’ Multi-family:
  - Required parking spaces: 154 (minimum) & 177 (maximum)
  - Provided parking spaces: 166

  - Required parking spaces: 129 (minimum) & 267 (maximum)
  - Provided parking spaces: 175

*blended mixed use rate of retail/medical office/fast food used. 4.5/1,000 sf (minimum), 9.75/1,000 sf (maximum)

**Bike Parking** for the site is calculated by combining the two multi-family buildings and by combing the Mixed Use and Hotel buildings. Both bike parking areas will utilize and cross property parking agreement.

Much of the enclosed bike parking for the multi-family buildings occurs within the residential units. The Fort Collins lifestyle offers wonderful opportunities for avid cyclists and recreational cyclist to enjoy the many trails and bikeways that make Fort Collins a number one rated bike friendly city. Many residents desire to park their expensive bikes in secure areas that only they have access to.

No modification request has been submitted for this as the code section for enclosed bike parking reads:

Section 3.2.2.C.4(b) Bicycle Parking Space Requirements. The minimum bicycle parking requirements are set forth in the table below. For uses that are not specifically listed in the table, the number of bicycle parking spaces required shall be the number required for the most similar use listed. Enclosed bicycle parking spaces may not be located on balconies.

The enclosed bike parking definition from Article 5 reads:

*Bicycle parking, enclosed* shall mean bicycle storage in lockers, a room or other space within a parking structure or other building, including a shed or carport. All types of enclosed bicycle storage must be easily accessible to entrances and walkways, secure, lighted and protected from the weather. Each storage space shall provide a minimum of six (6) square feet in area. The storage space shall not impede fire exits or be located so that parked bicycles interfere with public access.

The enclosed bike parking that occurs within units would have designated space, approximately 11 sf. Previous developments, including Max Flats, have utilized bike storage areas within residential units as well. Max Flats is located north of the Drake Redevelopment along the Max Line as well.

- Buildings ‘A’ and ‘B’ Multi-family:
  - Required parking spaces: 232 (93 fixed, 139 enclosed)
  - Provided parking spaces: 234 (20 fixed, 214 enclosed – 190 enclosed within units)

  - Required parking spaces: 69 (47 fixed, 22 enclosed)
  - Provided parking spaces: 69 (41 fixed, 28 enclosed)
*blended rate of retail/medical office/fast food used. 2.5/1,000 sf (or 4 minimum), 10% enclosed

**Stormwater**

Project stormwater will follow the historic drainage patterns for the site, draining from the southwest to the northeast. The overall imperviousness of the site will decrease from the existing condition, so no detention is required. Water quality and LID treatment will still be needed - these requirements will be met using underground chambers or vaults that will allow stormwater to infiltrate through the bottom of the system. The project will capture and treat high frequency storms while allowing larger events to pass through the project undetained. The onsite facilities will be designed to convey the entire 100-yr event via underground pipes. The existing outfall at the northeast corner of the site is undersized and cannot pass the full 100-yr event, so the project has also been designed to allow minor ponding over the onsite inlets before stormwater is conveyed overland to the College Avenue curb and gutter. In most cases, ponding over the inlets will be less than 6", and in no case will ponding exceed 12" in the parking areas. Should future improvements be made to the existing stormwater system in College and Drake, stormwater from the Drake Redevelopment would only utilize the overland route in the event of an emergency.

**Utilities**

Water, sewer and electric service for the project will be provided by the City of Fort Collins, while gas service will be provided by Xcel Energy. A system of water mains will be provided throughout the site to provide adequate water supply to the proposed buildings and to provided fire coverage. Water connections will be made in Drake, along the College frontage and in Thunderbird. We should also note that we intend to relocate a portion of the existing 12" water main along the east side of the project so that it runs through the project site. Sanitary sewer service will be provided through a combination of a new main that will connect to an existing manhole in Drake and direct connections of sewer services to existing mains along the College frontage and in Thunderbird.

**1. CITY PLAN PRINCIPLES AND POLICIES ACHIEVED BY THE PROPOSED PLAN**

**City Plan**

LIV 4: Development will provide and pay its share of the cost of providing needed public facilities and services concurrent with development.
Access points, sidewalks and street trees/roadway landscaping within the project will be paid for by the developer. Additionally, needed ROW will be granted to the City for a new right turn lane from Drake onto College.

LIV 5.1 – Encourage Targeted Redevelopment and Infill
The Drake Redevelopment site is within the identified Targeted Redevelopment area. This project promotes revitalization of this entire corner and helps to add the much need infrastructure and design elements listed in several City documents. Higher density housing is found within the mixed use development.

LIV 5.2 – Target Public Investment along the Community Spine
This site is located along the College Ave. spine and supports numerous infrastructure upgrades including, expand intersection, tree lawns with wide detached sidewalks and design elements of the Midtown Plan. It also establishes multi-family neighborhoods adjacent to College and the Mason corridor.
LIV 5.4 – Contribute to Public Amenities
This site will expand pedestrian connection along McCelland to the MAX rapid transit system as well as expanded sidewalks along Drake and College.

LIV 7.1 – Encourage Variety in Housing Types and Locations
Multi-family attached housing will be provided along the MAX rapid transit system. In addition to close proximity to the MAX, CSU and many other large employers are along College could provide close employment centers. The Foothills Shopping area is easily accessible with the MAX for shopping and service.

LIV 7.2 – Develop an Adequate Supply of Housing
The multi-family component of this development helps to bring additional housing to the MAX corridor system and the City at large.

LIV 7.6 – Basic Access
Ground floor units along the McCelland side of the multi-family buildings will provide ADA access units that can be easily served with public transportation.

LIV 7.7 – Accommodate the Student Population
Located just south of the CSU campus and along the MAX rapid transit system this is an ideal location for CSU students to reside.

LIV 10.1 – Design Safe, Functional, and Visually Appealing Streets
McCelland, Drake and College will all be upgraded to City Midtown and Midtown in Motion design standards for streetscapes. This includes, double rows of trees along McCelland, street trees added to Drake, tree lawn provided along College. Design elements that reflect the Garden district will help to establish the streetscape in these areas and define the corridor. Well lit private drives and pedestrian walkways with low-water use planting and street trees are included within the development.

LIV 10.2 – Incorporate Street Trees
Street trees will be provided along McCelland and Drake. McCelland will have a 15’ tree lawn with a double row of trees. Drake will have street trees that meet the requirements of the overhead power lines added to the plans. College Ave will have street 40’ oc and all central drives will have trees and vegetation lining them.

LIV 10.3 – Tailor Street Lighting
Light fixtures throughout the development will provide the required footcandles and be designed to meet all applicable City Land use code requirements. Light posts within the development will have pedestrian scale and will be of similar design theme as parking lights.

LIV 10.4 – Incorporate Street Art
The Midtown Plan calls out this area as part of the Garden District. Artistic benches and similarly designed site furnishing are provided that incorporate the artistic garden elements.

LIV 10.5 – Retrofit Existing Streetscapes
Drake and McCelland currently lack any street trees or tree lawns. While College Ave does have street trees, there is not a tree lawn along this section. This site will added substantial tree lawns and much desired street trees.

LIV 11.2 – Incorporate Public Spaces
The site boasts multi-family garden and plaza areas as well as substantial plaza areas along Drake and College that will activate and revitalize this important intersection from a pedestrian level. Street furnishings along Drake and College also provide pedestrian services along these arterial routes.

LIV 12.1 – Design for Crime Prevention and Security
The site has numerous access point and allows for circulation through the site in all directions, not portion is a dead-end or closed off from the rest of the site. Bringing garden areas along the central spine brings pedestrians into the site to monitor and observe across the entire area. Arterial streets provide vehicular user observation throughout the day to the outside perimeter.

LIV 14.1 – Encourage Unique Landscape Features
The central garden area provides a unique landscape feature to the development. Due to the Garden district increased amounts of perennials will be utilized on the site.

LIV 14.2 – Promote Functional Landscape
All planting will be designed with native/adaptive plants, emphasizing foundation planting and privacy screening.

LIV 14.3 – Design Low Maintenance Landscapes
Native and adaptive planting and drought resistant turf areas will allow a minimum of maintenance. Shrub beds will be maintained without excessive pruning or ‘snow-balling’ of shrubs.

LIV 15.1 – Modify Standardized Commercial Architecture
The prototype hotel was modified significantly to respond to the prominent intersection location that it resides at. Additional materials and unique building angles, added windows were added to the outside façade to enhance the building and to provide a better pedestrian scale. The inside of the hotel was reconfigured to bring community rooms and gathering areas to the intersection at Drake and College in order to activate that corner and provide larger windows and views into the hotel.

LIV 15.2 – Seek Compatibility with Surrounding Development
Building materials and scale reflect the adjacent developments while also balancing the need to have a more prominent larger building at the high visibility intersection of Drake and College.

LIV 21.2 – Establish an Interconnected Street and Pedestrian Network
The street and pedestrian network will allow access from the north along Drake for both east bound vehicles and pedestrians crossing the from nearby MAX station. Wide sidewalks connect the site along the perimeter to sites around it. 5-6’ sidewalks within the site allow users to flow freely through the site.

LIV 21.4 – Provide Access to Transit
The sidewalks connect to broader street pattern as well as link across Drake Road to the bus services provided with the MAX and the bike services with Mason Street Corridor.

LIV 22.2 – Provide Creative Multi-Family Housing Design
The multi-family units on the ground floor that front McColland are walk-up units that have a front porch type feel adjacent to the public ROW sidewalk. Private outdoor spaces for gathering and watching passersby helps to activate and enliven this important corridor. Located on the west side of the building makes this space enjoyable year-round.

LIV 22.4 – Orient Buildings to Public Streets or Spaces
All building front a arterial and collector streets.
LIV 22.5 – Create Visually Interesting Streetscapes
With native landscape and street trees the streetscape on all the perimeter and internal street will be visually interesting and will provide foundation planting, anchoring for the buildings on the site.

LIV 30.1 – Provide a Balances Circulation System
The site development creates a balanced circulation system that supports much needed vehicular transportation needs with additional turn lane on Drake. Pedestrian and bicycle transportation is accommodated by wide multi-modal paths along McCelland and College. Drake road also receives a new wide sidewalk with resting plaza areas along it to facilitate a more comfortable pedestrian environment. It proximity to the MAX and crosswalk connection across Drake promote a safe and easy connection to the MAX system.

LIV 30.3 – Improve Pedestrian and Bicycle Access
Sidewalk connections enhance pedestrian connectivity and bicycle connectivity to the surrounding neighborhood and trails. These large multi-modal sidewalks facilitate larger volumes and make safer routes.

LIV 30.4 – Reduce Visual Impacts of Parking
Portions of the parking areas for the multi-family buildings are located under building overhangs and are all screened from the ground level portion of the building along McCelland. The largest lot for the hotel and mixed use on College is located behind the street facing buildings in the interior of the lot.

LIV 31.1 – Relationship of Commercial District Uses
Mixed use buildings along Drake and College will front both the street and interior of the lot. These one-story buildings will activate the pedestrian frontages along the streets with plaza/sitting areas and large windows. Mixed use and hotel uses are located in the block between Mason/McCelland and College which create access between each corridor and provide both pedestrian and vehicular circulation.

LIV 31.2 – Site Layout and Building Orientation
Primary entrances to the mixed use buildings will be located along the major arterial streets. Buildings are sited as close as possible to the setbacks/easements as they can be along the streets.

LIV 31.4 – Design for Pedestrian Activity
Public and garden spaces for pedestrian use are located along the major arterial streets, toward the interior of the lots as well as garden and plaza areas along the central drive. The McCelland side boasts pedestrian scale connection with walk-up entrances and a front porch feel. Walkways through out the site utilize large shade trees for a more walk-able and enhanced feel.

LIV 31.5 – Incorporate Public Spaces and Community Facilities
Public spaces in the form of plazas, patio areas and sitting nooks are located along the outside and inside perimeter of the site. The Garden district theme will be promoted in these areas with benches that reflect the leaf design and furnishings called out in the Midtown Plan.

LIV 34.2 – Mix of Uses
principal uses of the site will be the hotel and mixed use along College. Supporting uses for the site will be the high-density multi-family component along McCelland.

LIV 34.3 – Support the Revitalization of Existing Strip Commercial Corridor Developments
The corner of Drake and College has long been dominated by the auto dealership that provides little transit oriented uses. The redeveloped site will focus on multi-modal transportation and bring enhanced walking and biking connections that are much needed to the area.
LIV 43.3 – Support Transit-Supportive Development Patterns
The MAX rapid transit route will support the multi-family units. In addition important trail connections can be made to existing trail systems and bikeways can be made from this point.

2. DESCRIPTION OF PROPOSED OPEN SPACE, WETLANDS, NATURAL HABITATS AND FEATURES, LANDSCAPING, CIRCULATION, TRANSITION AREAS, AND ASSOCIATED BUFFERING ON SITE AND IN THE GENERAL VICINITY OF THE PROJECT.

The current site has no natural habitats or natural features as it is currently an auto dealership. The site plan proposes numerous trees that will be both shade trees and ornamentals that will attract various bird life.

The proposed site circulates in a very permeable way. People can flows throughout the site along the wide open walkways as well as connecting sidewalks throughout the site.

The site has a vegetative buffering area to the south behind the overhang garages and surface parking lot.

3. MAINTENANCE OF PUBLIC AND PRIVATE OPEN SPACE AREAS

The property owner or property manager shall perform all maintenance on the site. In addition, the property manager shall maintain all sidewalks and landscaped common areas, and any other non-private amenity and or feature.

The City of Fort Collins shall only be responsible for typical ROW maintenance of infrastructure and snow removal within the adjacent public roadway, such as Drake Road, College Ave and McCelland.

Storm water infrastructure

Stormwater infrastructure will be owned and maintained by the Metro District
Landscape - All landscape maintenance within the property shall be the responsibility of and performed by the property manager.

Snow Removal - The property manager shall perform snow removal within all common areas, sidewalks, interior streets and plazas on the property.

Trash - All trash removal will be by property management.

4. ESTIMATE OF NUMBER OF EMPLOYEES FOR BUSINESS, COMMERCIAL, AND INDUSTRIAL USES.

Mixed Use Building 'C': 5 employees
Mixed Use Building 'D': 10 employees
Hotel Building 'E': 7-10 employees
Mixed Use Building 'F': 15 employees

5. DESCRIPTION OF RATIONALE BEHIND THE ASSUMPTIONS AND CHOICES MADE BY THE APPLICANT.

N/A
6. EVIDENCE OF COMPLETION FOR APPLICABLE CRITERIA.

N/A.

7. NARRATIVE DESCRIPTION OF HOW CONFLICTS BETWEEN LAND USES OR DISTURBANCES TO WETLANDS, NATURAL HABITATS AND FEATURES AND OR WILDLIFE ARE BEING AVOIDED TO THE MAXIMUM EXTENT FEASIBLE OR ARE MITIGATED.

The site is a flat parcel that has a cover of concrete and asphalt and contains only one significant tree.

8. WRITTEN NARRATIVE ADDRESSING EACH CONCERN/ISSUE RAISED AT THE NEIGHBORHOOD MEETING(S), IF A MEETING HAS BEEN HELD.

The Neighborhood Meeting was held on June 12, 2018. The main concerns raised were the lighting and the building heights. The lighting on the site will be greatly reduced from what is currently on the site with the large car dealer fixtures. The new fixtures will be lower in height and be compliant with the new dark sky standards the City is working with. The five-story building height for the property is allowed per the code with the proposed live work on the ground floor units and a mixed use approach to the development.

9. NAME OF THE PROJECT AS WELL AS ANY PREVIOUS NAME THE PROJECT MAY HAVE HAD DURING CONCEPTUAL REVIEW.

This project shall be titled Drake Redevelopment. For PDR the project was submitted under the name Spradley Barr Redevelopment.

10. DEVELOPMENT SCHEDULE

Earthwork/Grading/Utilities: Q2 2019
Drive And Sidewalk Construction: Q2 2019
Buildings Phase 1: Begin Q2-Q4 of 2019

- Hotel (Building E)
- Mixed-Use (Building C)
- Mixed-Use (Building D)
- Multi-Family Apartment (Building A)
- Multi-Family Apartment (Building B)

Buildings Phase 2: Begin Q2-Q4 of 2020

- Mixed-Use (Building F)