September 01, 2017

Todd Parker  
Brinkman Development  
3528 Precision Dr Suite 100  
Fort Collins, CO 80528

RE: Spradley Barr Redevelopment, PDR170012, Round Number

Please see the following summary of comments from City staff and outside reviewing agencies for your submittal of the above referenced project. If you have questions about any comments, you may contact the individual commenter or direct your questions through the Project Planner, Clay Frickey, at 970-224-6045 or cfrickey@fcgov.com.

Comment Summary:

Department: Engineering Development Review  
Contact: Morgan Uhlman, 970-416-4344, muhlman@fcgov.com  
Topic: General

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<th>Comment Number</th>
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<td>08/30/2017</td>
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08/30/2017: Drake Road Improvements:  
This parcel is identified in the Midtown in Motion plan as having a dedicated right-turn lane onto College from Drake Ave. This right turn lane creates a pork chop for pedestrians at the College and Drake intersection. Drake is identified in the master street plan as a four-lane arterial; the cross section shows the sidewalk detached 10', the width of the sidewalk at a minimum of 8', with a 15' utility easement behind the right-of-way. Right of way to accommodate these improvements will need to be dedicated with the project and the improvements designed and constructed by the project. The left turn currently into the development from Drake may be problematic and not permitted. The traffic study will help determine if this left is feasible.  
*Northern Response:* A turn lane is included and has the dimensions discussed with staff, including an 8' parkway, 6' walk, 6' bike lane, 11' turn lanes (both right and left turns) and 11' thru lanes.

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08/30/2017: College Avenue Improvements:  
This parcel is in the Center District in the Midtown in Motion plan, this identifies the sidewalk as 12', detached a minimum of 8' and a 15' utility easement behind
the right-of-way. The proposed driveway on College does not meet spacing requirements in LCUASS table 7.3, the minimum distance between a driveway and an intersection on a 6-lane arterial is 460’. An access point off of College Avenue would need to be approved and agreed to by both CDOT and the City. The project will need to address how the existing frontage road that currently connects into the property will end. This will need to be coordinated with CDOT, the City and Emergency Services. The applicant will need to work with CDOT on permits for closures of the existing access points.

Northern Response: Acknowledged. CDOT was contacted and indicated that they will defer to Fort Collins regarding access requirements and spacing.

Comment Number: 3 Comment Originated: 08/30/2017

08/30/2017: Thunderbird Drive Improvements:
The sidewalk along Thunderbird will need to be detached a minimum of 6', a minimum width of 5' and a 9' utility easement dedicated behind the right-of-way. Where is the new access point in relation to the existing driveways? Need to consider driveway spacing and alignments.

Northern Response: The requested dimensions are provided. The proposed driveway is placed as far east as possible in order to provide the maximum spacing.

Comment Number: 4 Comment Originated: 08/30/2017

08/30/2017: McClelland Drive Improvements:
In 2014 after the right lane installation for the MAX BRT, there was an agreement between the city and the property owners. The letter identifies that the property still has an additional 6.8' of right-of-way that will need to be dedicated to satisfy cross-section "O" in the Midtown Plan. This cross section identifies a 15' parkway, 15' sidewalk, and a minimum of 10' building setback from the sidewalk. A 9' utility easement will need to be dedicated behind the right-of-way on McClelland Dr. The most northern driveway approach on McClelland Dr., may not be feasible with the amount of cars utilizing the right turn lane onto Drake Rd.

Northern Response: 6.8' of ROW has been dedicated. Trails/walks outside of this ROW have been placed in an Access easement.

Comment Number: 5 Comment Originated: 08/30/2017

08/30/2017: The north to south street that is proposed down the middle of the property from Drake to Thunderbird Dr. will need to be designed so that cut through traffic is not promoted.

Northern Response: The drive has been designed with curves and raised crosswalks in an effort to deter pass through traffic.

Comment Number: 6 Comment Originated: 08/30/2017

08/30/2017: I spoke to Kyle Lambrecht about reimbursement for this property, and the city will be asking for reimbursement for the 15.2' of right-of-way purchased in 2014 along McClelland Drive.

Northern Response: Acknowledged. There will need to be additional discussions with staff about reimbursement for Drake improvements as well.

Comment Number: 7 Comment Originated: 08/30/2017

08/30/2017: PRPA will need to approve anything that is located within their easement.

Northern Response: Plans were provided to PRPA for review, but we have not received a response.

Comment Number: 8 Comment Originated: 08/30/2017

08/30/2017: Larimer County Road Impact Fees and Street Oversizing Fees
are due at the time of building permit. Please contact Kyle Lambrecht at 221-6566 if you have any questions.
Northern Response: Acknowledged.

Comment Number: 9  
Comment Originated: 08/30/2017
08/30/2017: The City’s Transportation Development Review Fee (TDRF) is due at the time of submittal. For additional information on these fees, please see: http://www.fcgov.com/engineering/dev-review.php
Northern Response: Acknowledged.

Comment Number: 10  
Comment Originated: 08/30/2017
08/30/2017: Any damaged curb, gutter and sidewalk existing prior to construction, as well as streets, sidewalks, curbs and gutters, destroyed, damaged or removed due to construction of this project, shall be replaced or restored to City of Fort Collins standards at the Developer's expense prior to the acceptance of completed improvements and/or prior to the issuance of the first Certificate of Occupancy.
Northern Response: Acknowledged.

Comment Number: 11  
Comment Originated: 08/30/2017
08/30/2017: All public sidewalk, driveways and ramps existing or proposed adjacent or within the site need to meet ADA standards, if they currently do not, they will need to be reconstructed so that they do meet current ADA standards as a part of this project.
Northern Response: All walks and buildings will meet ADA access requirements.

Comment Number: 12  
Comment Originated: 08/30/2017
08/30/2017: Any public improvements must be designed and built in accordance with the Larimer County Urban Area Street Standards (LCUASS). Payment in lieu for the construction of Prospect Road may be accepted for the required public street improvements. The Larimer County Urban Area Street Standards are available online at: http://www.larimer.org/engineering/GMARdStds/UrbanSt.htm
Northern Response: Is this a new requirement? Just kidding – we will use LCUASS, as usual.

Comment Number: 13  
Comment Originated: 08/30/2017
08/30/2017: This project is responsible for dedicating any right-of-way and easements that are necessary or required by the City for this project. This shall include the standard utility easements that are to be provided behind the right-of-way (15 foot along an arterial, 8 foot along an alley, and 9 foot along all other street classifications). No easements could be found on this property in the county recorders files. The following easements will need to be dedicated on the plat or separate document. Information on the dedication process can be found at: http://www.fcgov.com/engineering/devrev.php
Northern Response: Utility easements are provided along all rights-of-way and a new easement is being provided along the existing sanitary sewer main that runs parallel to College. We have also provided emergency access easements throughout that correlate with PFA discussions. Last, there is a transit easement provided around the bus stop on Drake.

Comment Number: 14  
Comment Originated: 08/30/2017
08/30/2017: Utility plans will be required and a Development Agreement will be recorded once the project is finalized.
Northern Response: Acknowledged.

Comment Number: 15  
Comment Originated: 08/30/2017
08/30/2017: As of January 1, 2015 all development plans are required to be on
the NAVD88 vertical datum. Please make your consultants aware of this, prior to any surveying and/or design work.

_Northern Response: Acknowledged._

**Comment Number: 16**

Comment Originated: 08/30/2017

08/30/2017: This site is adjacent to CDOT roadway and all access to the site is governed by an access control plan. The access control plan will need to be followed and implemented with any project. Plans will be routed to CDOT for review and approval and the applicant may need to obtain access permits from CDOT. A Development Construction Permit (DCP) will need to be obtained prior to starting any work on the site. The new contact for CDOT is Tim Bilobran, timothy.bilobran@state.co.us, 970-350-2163.

_Northern Response: Acknowledged. CDOT was contacted and indicated that they will defer to Fort Collins regarding access requirements and spacing._

**Comment Number: 17**

Comment Originated: 08/30/2017

08/30/2017: A utility coordination meeting on this site is suggested. Utility coordination meetings if requested are typically scheduled after the preliminary submittal of the project, but can be scheduled prior to submittal upon request. Please provide a site plan with preliminary utility layout for routing with the meeting notice. If you are interested in having a utility coordination meeting, please contact the development review engineer for scheduling.

_Northern Response: Acknowledged._

**Comment Number: 18**

Comment Originated: 08/30/2017

08/30/2017: LCUASS parking setbacks (Figure 19-6) apply and will need to be followed depending on parking design.

_Northern Response: Delich has provided ADT counts for the parking setbacks McCelland is 50' and College is 75', plans are in compliance._

**Comment Number: 19**

Comment Originated: 08/30/2017

08/30/2017: All fences, barriers, posts or other encroachments within the public right-of-way are only permitted upon approval of an encroachment permit. Applications for encroachment permits shall be made to Engineering Department for review and approval prior to installation. Encroachment items shall not be shown on the site plan as they may not be approved, need to be modified or moved, or if the permit is revoked then the site/landscape plan is in non-compliance.

_Northern Response: Acknowledged._

**Comment Number: 20**

Comment Originated: 08/30/2017

08/30/2017: The development/site cannot use the right-of-way for any rain gardens to treat the storm runoff. We can look at the use of rain gardens to treat street flows – the design standards for these are still in development.

_Northern Response: No LID or stormwater treatment is proposed within the ROW._

**Comment Number: 21**

Comment Originated: 08/30/2017

08/30/2017: Doors are not allowed to open out into the right-of-way.

_OZ Response: Acknowledged._

**Comment Number: 22**

Comment Originated: 08/30/2017

08/30/2017: Doors are not allowed to open out into the right-of-way.

_OZ Response: duplicate comment, see #21._

**Comment Number: 23**

Comment Originated: 08/30/2017
08/30/2017: Bike parking required for the project cannot be placed within the right-of-way and if placed just behind the right-of-way need to be placed so that when bikes are parked they do not extend into the right-of-way.

RMS Response: Bike parking areas have been located within the property limits, bikes with racks for illustrative purposes of space required.

Comment Number: 24  Comment Originated:  08/30/2017

08/30/2017: In regards to construction of this site, the public right-of-way shall not be used for staging or storage of materials or equipment associated with the Development, nor shall it be used for parking by any contractors, subcontractors, or other personnel working for or hired by the Developer to construct the Development. The Developer will need to find a location(s) on private property to accommodate any necessary staging and/or parking needs associated with the completion of the Development. Information on the location(s) of these areas will be required to be provided to the City as a part of the Development Construction Permit application.

Response: Acknowledged.

Department: Environmental Planning
Contact: Stephanie Blochowiak, 970-416-4290, sblochowiak@fcgov.com
Topic: General

Comment Number:  1  Comment Originated: 08/29/2017

08/29/2017: City of Fort Collins Land Use Code [Section 3.2.1 (E)(3)], requires that to the extent reasonably feasible, all plans be designed to incorporate water conservation materials and techniques. This includes use of low-water-use plants and grasses in landscaping or re-landscaping and reducing bluegrass lawns as much as possible. Native plants and wildlife-friendly (ex: pollinators, songbirds) landscaping and maintenance are also encouraged. Landscape plans need to include both scientific and common names of plant species. Please refer to the Fort Collins Native Plants document available online and published by the City of Fort Collins Natural Areas Department for guidance on native plants: http://www.fcgov.com/naturalareas/pdf/nativeplants2013.pdf. Also see the City of Fort Collins Plant List: https://www.fcgov.com/forestry/plant_list.pdf

RMS Response: Plants selected are appropriate for the region and plant zone. Many appear on the City's plant list. The project is located with Garden District for the Midtown Plan, the planting list provides many perennials that are pollinators.

Comment Number:  2  Comment Originated: 08/29/2017

08/29/2017: Note LUC Section 3.2.1(C) requiring developments to submit a landscape and tree protection plan, and if receiving water service from the City, an irrigation plan, that: "...(4) protects significant trees, natural systems, and habitat, and (5) enhances the pedestrian environment." A review of the trees shall be conducted with Tim Buchanan, City Forester (970-221-6361 or tbuchanan@fcgov.com) to determine the status of the existing trees and any mitigation requirements that could result from the proposed development. City Staff highly recommends keeping healthy, mature growth trees in place, as our urban tree canopy helps reduce energy costs in summer months, mitigates heat island effects, adds to the pedestrian environment, and provides habitat for local wildlife including songbirds and pollinators. Maintaining and enhancing the urban tree canopy aligns with City of Fort Collins Nature in the City and City
Plan goals.  

RMS Response: Acknowledged. Meeting with Molly Roche for existing tree inventory and mitigation value was completed May 22, 2018. Tree Mitigation have been provided as noted from meeting.

Comment Number: 3  
Comment Originated: 08/29/2017

08/29/2017: In regard to LED light fixtures, The American Medical Association (AMA) and International Dark-Sky Association (IDA) both recommend using lighting that has a corrected color temperature (CCT) of no more than 3000 degrees Kelvin in order to limit the amount of blue light in the night environment. Cooler color temperatures are harsher at night and cause more disruption to circadian (biological) rhythms for both humans and wildlife; blue light brightens the night sky and creates more glare than any other color of light. Therefore, use of warmer color temperature (warm white, 3000K or less) for light fixtures is preferred in addition to fixtures with dimming capabilities. Site light sources shall be fully shielded and down-directional to minimize up-light, light spillage and glare [see LUC 3.2.4(D)(3)].

Several departments within the City of Fort Collins have been working together to address lighting issues; they are referred to as the City’s Night Sky team. Results of the team’s work can currently be viewed on the City’s Public Records website in Resolution 2016-074, a summary of City of Fort Collins City Council Intent and General Policy Regarding Night Sky Objectives. For further information regarding health effects please see:  

AE Design Response: AE Design will ensure installation of dark sky fixtures per the city of Fort Collins requirements

Comment Number: 4  
Comment Originated: 08/29/2017

08/29/2017: Our city has an established identity as a forward-thinking community that cares about the quality of life it offers its citizens now and generations from now. Thus the City of Fort Collins has many sustainability programs and goals that may benefit this project. Of particular interest may be the:

1) ClimateWise program: fcgov.com/climatewise/  
2) Zero Waste Plan and the Waste Reduction and Recycling Assistance Program (WRAP):  
fcgov.com/recycling/pdf/_20120404_WRAP_ProgramOverview.pdf, contact  
Caroline Mitchell at 970-221-6288 or cmitchell@fcgov.com  
3) Green Building Program: fcgov.com/enviro/green-building.php, contact Tony Raeker at 970-416-4238 or traeker@fcgov.com  
4) Solar Energy: www.fcgov.com/solar  
5) Integrated Design Assistance Program: fcgov.com/idap, contact Gary Schroeder at 970-224-6003 or gschroeder@fcgov.com  
6) Nature in the City Strategic Plan:  http://www.fcgov.com/natureinthecity/, contact Justin Scharton at 970-221-6213 or jscharton@fcgov.com
7) Urban Agriculture: http://www.fcgov.com/urbanagriculture, contact Spencer Branson at 970-224-6086 or sbranson@fcgov.com. In addition, the Northern Colorado Food Cluster is sponsored and supported by the City of Fort Collins. The executive Director, Brad Christensen, can be reached at director@nocofoodcluster.org.
Response: Acknowledged.

Department: Forestry
Contact: Molly Roche, mroche@fcgov.com
Topic: Landscape Plans

Comment Number: 1 Comment Originated: 08/31/2017
08/31/2017: Please provide a final landscape plan that meets the Land Use Code and 3.2.1 requirements.
Response: PDP level landscape plans delineating shrub/turf area/canopy and evergreen tree locations as well as a complete list of shrubs, ornamental grasses and perennials have been submitted.

Comment Number: 2 Comment Originated: 08/31/2017
08/31/2017: If there are any existing trees on-site, please contact City Forestry (Molly Roche - mroche@fcgov.com) to schedule a meeting to obtain tree inventory and mitigation information.
Response: Meeting was completed on May 22, 2018.

Department: Light And Power
Contact: Luke Unruh, 9704162724, lunruh@fcgov.com
Topic: General

Comment Number: 1 Comment Originated: 08/29/2017
Light & Power has three phase electric facility’s readily accessible to serve the proposed development.
AE Design Response: AE Design has contacted the city of Fort Collins power and light to confirm voltage on site. AE is currently awaiting a response.

Comment Number: 2 Comment Originated: 08/29/2017
08/29/2017: There are existing electric facility’s that run through the proposed development that feed neighboring lots. These electric lines will either need to be moved at the owner’s expense, and/or placed in a utility easement.
AE Design Response: AE Design will coordinate with the city on relocating.

Comment Number: 3 Comment Originated: 08/29/2017
08/29/2017: Electric Capacity Fee, Building Site charges, and any necessary system modification charges will apply at owners expense. Please see the Electric Estimating Calculator at the following link:
AE Response: The owner will be made aware of the expense.

Comment Number: 4 Comment Originated: 08/29/2017
08/29/2017: The overhead electric transmission lines that travel along the North side of this development are owned by Platte River Power Authority. Light and Power has not heard of any plans to underground these lines.
Response: The existing lines will remain overhead. Coordination on building elevations with lines will take
Department: PFA
Contact: Jim Lynxwiler, 970-416-2869, jlynxwiler@poudre-fire.org

Topic: General

Comment Number: 1  
Comment Originated: 08/24/2017

08/24/2017: 2015 IFC CODE ADOPTION
Poudre Fire Authority and the City of Fort Collins have adopted the 2015 International Fire Code.

Response: Acknowledged.

Comment Number: 2  
Comment Originated: 08/24/2017

08/24/2017: FIRE LANES
Fire access is required to within 150' of all exterior portions of any building as measured by an approved route around the perimeter. For the purposes of this section, fire access cannot be measured from an arterial road (Drake Rd or College Ave) but may be measured from McClelland Dr, Thunderbird Dr, or from fire lanes located internal to the site.

Based upon the preliminary site plan, perimeter access will be achieved if all internal drives are dedicated fire lanes. Further changes to the site plan may require updating perimeter access comments. Code language provided below.

> IFC 503.1.1: Approved fire Lanes shall be provided for every facility, building or portion of a building hereafter constructed or moved into or within the jurisdiction. The fire apparatus access road shall comply with the requirements of this section and shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility. When any portion of the facility or any portion of an exterior wall of the first story of the building is located more than 150 feet from fire apparatus access, the fire code official is authorized to increase the dimension if the building is equipped throughout with an approved, automatic fire-sprinkler system.

RMS Response: Acknowledged. Meeting was held on June 25, 2018 with PFA. EAE, Auto Turn analysis, aerial access and perimeter access were all shown in exhibits. Full meeting minutes of approved approach to design and fire requirements were sent to PFA documenting direction given by PFA.

Comment Number: 3  
Comment Originated: 08/24/2017

08/24/2017: AERIAL FIRE APPARATUS ACCESS ROADS
In addition to perimeter access, buildings over 30' in height trigger additional fire lane requirements so as to accommodate logistical needs of aerial apparatus (ladder trucks). The Hotel and Multi-Family products both appear to trigger an aerial need. Fire lanes adjacent to these locations shall be a minimum of 26' in width. Aerial access should be available on at least one long side of the building, or as otherwise approved by the fire marshal. The M-F building on the SW corner may possibly be compliant from Thunderbird Dr. The other M-F building and the hotel do not currently appear to meet aerial standards. Parapet heights in these buildings greater than 4' in height do not support ladder truck operations. Code language provided below.

> IFC D105.1: WHERE REQUIRED - Where the vertical distance between the grade plane and the highest roof surface exceeds 30 feet, approved aerial fire
apparatus access roads shall be provided. For purposes of this section, the highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of parapet walls, whichever is greater.

> IFC D105.2: WIDTH - Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet, exclusive of shoulders, in the immediate vicinity of the building or portion thereof.

> IFC D105.3: PROXIMITY TO BUILDING - At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet and a maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the fire code official. 

Response: See above comment response.

Comment Number: 4  
Comment Originated: 08/24/2017

08/24/2017: FIRE LANE SPECIFICATIONS

A fire lane plan shall be submitted for approval prior to installation. In addition to the design criteria already contained in relevant standards and policies, any new fire lane must meet the following general requirements:

> Shall be designated on the plat as an Emergency Access Easement.
> Maintain the required 20 foot minimum unobstructed width & 14 foot minimum overhead clearance (except where otherwise required).
> Be designed as a flat, hard, all-weather driving surface capable of supporting 40 tons.
> Dead-end fire access roads in excess of 150 feet in length shall be provided with an approved area for turning around fire apparatus.
> The required turning radii of a fire apparatus access road shall be a minimum of 25 feet inside and 50 feet outside. Turning radii shall be detailed on submitted plans.
> Be visible by painting and/or signage, and maintained unobstructed at all times. Sign locations or red curbing should be labeled and detailed on final plans.
> Additional access requirements exist for buildings greater than 30’ in height. Refer to Appendix D of the 2015 IFC.

Response: See above comment response.

Comment Number: 5  
Comment Originated: 08/24/2017

08/24/2017: COMMERCIAL HYDRANT REQUIREMENTS

> IFC 507.5 and PFA Policy: Hydrants to provide 1,500 gpm at 20 psi residual pressure, spaced not further than 300 feet to any building, and on 600-foot centers thereafter (EXCEPTION: Buildings equipped with standpipe systems require a hydrant within 100' of the Fire Department Connection). The project will also be required to provide infill hydrants along Drake or College as needed to meet minimum spacing requirements along these roads.

Northern Response: Hydrants have been added throughout the site to meet code requirements and have been reviewed by PFA. An additional hydrant has been added at the corner of Drake and College as requested by PFA staff.

Comment Number: 6  
Comment Originated: 08/24/2017
08/24/2017: AUTOMATIC FIRE SPRINKLER SYSTEM VS CONTAINMENT

> Any commercial retail building exceeding 5,000 square feet shall be sprinklered or fire contained. Occupancy use and occupancy load of these buildings may further drive sprinklering requirements.
> The R-1 Group Occupancy (hotel) will require a full NFPA 13 sprinkler system.
> The R-2 Group Occupancies (residential apartments) shall require a full NFPA 13 sprinkler system per local amendment.

In addition to the above, under-parking will require a sprinkler system as shall balconies and decks.

> IFC 903.2.10: An automatic sprinkler system shall be provided throughout buildings classified as enclosed parking garages (Group S-2 occupancy) in accordance with IBC 406.6 OR where located beneath other groups. Exception: Enclosed parking garages located beneath Group R-3 occupancies.

> IFC 903.3.1.2.1: Sprinkler protection shall be provided for exterior balconies, decks, and ground floor patios of dwelling units where the building is of Type V construction.

> IFC 912.2: Fire Department Connections shall be installed in accordance with NFPA standards. Fire department connections shall be located on the street side of buildings, fully visible and recognizable from the street or nearest point of fire department vehicle access. The location of the FDC shall be approved by the fire department and the location labeled on Utility Plans.

Please contact Assistant Fire Marshal, Joe Jaramillo with any fire sprinkler related questions at 970-416-2868.

OZ Response: Acknowledged.

Comment Number: 7 Comment Originated: 08/24/2017

08/24/2017: PUBLIC-SAFETY RADIO AMPLIFICATION SYSTEM TEST

> IFC 510 & 1103.2: New & existing buildings require a fire department, emergency communication system evaluation after the core/shell but prior to final build out. For the purposes of this section, fire walls shall not be used to define separate buildings. Where adequate radio coverage cannot be established within a building, public-safety radio amplification systems shall be designed and installed in accordance with criteria established by the Poudre Fire Authority.

LOCAL EXCEPTION: PFA will waive the testing requirement and system installation in all buildings less than 10,000 sq. ft. and any Type V construction building less than 15,000 sq. ft. PFA policy P15-510.1

OZ Response: Acknowledged.

Comment Number: 8 Comment Originated: 08/24/2017

08/24/2017: FOUR STORY BUILDINGS AND TALLER

> IFC 504.3: New buildings four or more stories above grade plane, except those with a roof slope greater than four units vertical in 12 units horizontal (33.3
percent slope), shall be provided with a stairway to the roof. Stairway access to the roof shall be in accordance with IFC 1011.12. Such stairways shall be marked at street and floor levels with a sign indicating that the stairway continues to the roof. Where roofs are used for roof gardens or for other purposes, stairways shall be provided as required for such occupancy classification.

> IFC Sections 905 and 913: Standpipe systems shall be provided in new buildings and structures in accordance with Section 905 or the 2012 International Fire Code. Approved standpipe systems shall be installed throughout buildings where the floor level of the highest story is located more than 30 feet above the lowest level of fire department vehicle access. The standpipe system shall be capable of supplying a minimum of 100 psi to the top habitable floor. An approved fire pump may be required to achieve this minimum pressure. Buildings equipped with standpipes are required to have a hydrant within 100 feet of the Fire Department Connection.

> IFC 507.5.1.1: Buildings equipped with a standpipe system installed in accordance with Section 905 shall have a fire hydrant within 100 feet of the fire department connections. Exception: The distance shall be permitted to exceed 100 feet where approved by the fire code official.

OZ Response: Acknowledged.

Comment Number: 9
08/24/2017: FIRE LANE SIGNS

The limits of the fire lane shall be fully defined. Fire lane sign locations should be indicated on future plan sets. Refer to LUCASS detail #1418 & #1419 for sign type, placement, and spacing. Appropriate directional arrows required on all signs. Posting of additional fire lane signage may be determined at time of fire inspection. Code language provided below.

> IFC D103.6: Where required by the fire code official, fire apparatus access roads shall be marked with permanent NO PARKING - FIRE LANE signs complying with Figure D103.6. Signs shall have a minimum dimension of 12 inches wide by 18 inches high and have red letters on a white reflective background. Signs shall be posted on one or both sides of the fire apparatus road as required by Section D103.6.1 or D103.6.2.

Northern Response: Fire Lane signage will be identified on the final plans.

Comment Number: 10
08/24/2017: ADDRESSING POSTING ON MULTIPLE SIDES OF BUILDING

Based upon the current site plan, posting of address along with full street name will be needed on every proposed structure. The street side will require only the posted address while the rear will require address and street name. Code language provided below.

> IFC 505.1.7: Buildings, either individually or part of a multi- building complex, that have emergency access lanes on sides other than on the addressed street side, shall have the address numbers and street name posted on each side that fronts a public street or fire lane.
Response: Acknowledged.

Comment Number: 11  Comment Originated: 08/25/2017
08/25/2017: LANDSCAPE PLAN

As this site will require internal fire lanes, please be cognizant of tree species and placement so as to limit mature canopy encroachment on the fire lane over time.

RMS Response: Note has been added to landscape plans to limb up trees a minimum of 14'. Trees species that can be limbed up high have been located in islands. Trees have been coordinated with Auto Turn diagrams that show truck sweep over islands.

Comment Number: 12  Comment Originated: 08/25/2017
08/25/2017: FIRE PITS & GRILLS

Fire pits & grills fueled by natural gas may be allowed in association with multi-family buildings with prior approval of the fire marshal. Wood burning or smoke producing fire pits & grills are strictly prohibited. Fire pits & grills shall be located in a permanent/fixed location, such as a built-in kitchen or fireplace with UL fixtures as appropriate. Connections shall have hard pipe, not flex pipe and be equipped with an emergency shut off. Fire pits and grills fueled by natural gas shall have a 5' separation to combustible construction and/or vegetation. This distance is measured both horizontally and vertically from the fire source.

RMS Response: Email was sent on July 6, 2018 to ask for clarification on this. Normally 10' is required. Jim confirmed that this was an error and that 10' would be required. The plans reflect the 10' separation.

Department: Planning Services
Contact: Clay Frickey, 970-224-6045, cfrickey@fcgov.com
Topic: General

Comment Number: 1  Comment Originated: 08/29/2017
08/29/2017: The Midtown Plan identifies a pedestrian promenade to be located on the western edge of this property. Page 2-15 contains a cross-section of the promenade. The plan calls for a 15' wide landscape area with a double row of trees adjacent to the MAX line. The cross-section shows a 15' wide multi-use path between the landscape area and any new buildings. Staff will be looking for this promenade to be included as part of your submittal.

RMS Response: a 15' tree lawn with a double row of trees and 12' multi-use path are part of the plans. This section was submitted to Planning Staff at the July 3, 2018 meeting and was accepted as an appropriate section along McClelland.

Comment Number: 2  Comment Originated: 08/29/2017
08/29/2017: In addition to the pedestrian promenade, staff will be paying close attention to bike and pedestrian connectivity within the site and to nearby amenities. With the MAX, CSU campus, grocery stores, and numerous employers north of the site it is critical that this development provide strong bicycle and pedestrian connectivity across Drake. We will be looking for more details on how this site connects to nearby amenities upon submittal of a PDP.

RMS Response: The site provides the 12' multi-modal path along McClelland that allows residents of the multi-family buildings to directly access the crosswalk to the MAX station, CSU and developments to the north. The east-west connection on the south side of the multi-use buildings and hotel provide a strong pedestrian connection to this crosswalk for all of the hotel guests as well as the College multi-use buildings. Street ROW walks along Drake have been added at a 8' width as well.
08/29/2017: How will pedestrians and bikes get around within the site? While the site plan shows some north/south walkways, there is a lack of connectivity within the site going east/west. Staff will be looking for a more fully fleshed out connectivity scheme for your PDP submittal. Please also note that walkways internal to the site should all be ADA accessible.

RMS Response: The east-west connection on the south side of the multi-use buildings and hotel provide a strong pedestrian connection to this crosswalk for all of the hotel guests as well as the College multi-use buildings. An east-west sidewalk between the residential buildings connects across the site on the south end that connects McClelland to College. A crosswalk on the south end of the College Multi-use buildings brings pedestrians up to the north end of the site. The large promenade walk in the center of the site also connects east-west pedestrian traffic up to the Drake Multi-Use buildings and Drake Road.

Comment Number: 4
Comment Originated: 08/29/2017

08/29/2017: The Midtown Plan also identifies the area along Drake between College and McClelland as being a key streetscape node. Improvements staff will be looking for as part of the Drake streetscape include street trees, landscaping, lighting, wayfinding signage to destinations, benches, planters, trash receptacles, and bike racks. Chapter 3 of the plan discusses these improvements in further detail.

RMS Response: The streetscape along Drake provides and upgraded bus stop pull-out that has additional bike parking adjacent to the stop above what is required for the bus stop. Street trees have been provided along the tree lawn at the spacing and species identified by forestry. Lush landscaping in character with the garden district runs along the multi-use and hotel buildings. A pedestrian area with a bench as identified with the midtown Garden district logo and trash receptacle have been provided in front of the hotel.

Comment Number: 5
Comment Originated: 08/29/2017

08/29/2017: This project is located in the Transit Oriented Development (TOD) Overlay Zone. This means the maximum parking allowed is reduced in this area. The parking proposed for the residential and retail components of the site exceed the maximums allowed per Land Use Code section 3.2.2(K). The maximum parking allowed in the TOD is 115% of the minimums for residential unless the parking is provided in a parking structure. Staff is concerned about the site being over parked and will not support exceeding the parking maximums.

RMS Response: Residential buildings have taken the TOD parking requirements into account, maximums shown on the land use chart are with the TOD 115%.

Comment Number: 6
Comment Originated: 08/29/2017

08/29/2017: The site plan shows no open space for residents of the multi-family buildings. Land Use Code section 3.8.30(C) requires open space or a central gathering feature for multi-family buildings. Given that there are few parks nearby staff will be looking for some sort of open space integrated into the site.

RMS Response: The multi-family buildings are directly adjacent to the garden and plaza areas just east of the buildings. There are sidewalks from the buildings that connect into these spaces. The spaces are collectively managed and maintained by the metro district and are open to all of the residents for recreational enjoyment.

Comment Number: 7
Comment Originated: 08/29/2017

08/29/2017: The maximum building height in the General Commercial zone district is four stories. You would be able to increase the height of the buildings by providing structured parking and/or having mixed-use buildings where more than 1/7 of the building contains residential or office uses. The residential buildings proposed would not meet the height requirements in the zone district
and would require a modification request.

**OZ Response:** The proposed project is eligible for a 5th story because it is mixed use and more than 1/7 of the building contains residential or office uses. The proposed project is a mixed-use development with a combination of retail, a hotel, and multi-family housing. The apartment building themselves are mixed-use including live work units on the ground floor.

**Comment Number:** 8  
**Comment Originated:** 08/29/2017

08/29/2017: Full tree stocking will apply to this development per 3.2.1(D)(1). This means within 50’ of all buildings, you must establish groves or belts of trees with 20’-40’ spacing on average.

**RMS Response:** Street trees are provided along all of the arterial streets ROW and are within 50’ of the buildings. Buildings, C, D, E, and F all have trees in grates incorporated in the plazas as well as parking lot island trees. A large utility easement runs along College and prevents any further tree plantings along the east side of Buildings D and F. Utility easements along Drake also prevent the additional plantings of trees in front of C, D and F on the north.

**Comment Number:** 9  
**Comment Originated:** 08/29/2017

08/29/2017: Drake does not have street trees currently. As part of this development, you will need to install street trees per 3.2.1(D)(2). Since the site has PRPA transmission lines running along Drake, you will only be able to use ornamental trees for your street trees since canopy shade trees interfere with the maintenance of the transmission lines. Please coordinate the planting of these street trees with PRPA.

**RMS Response:** Trees species and spacing have been shown per coordination with Forestry.

**Comment Number:** 10  
**Comment Originated:** 08/29/2017

08/29/2017: When designing your landscape plan, ensure that you meet the tree diversity requirements outlined in section 3.2.1(D)(3). The maximum number one species of tree will vary depending on the number of trees you propose to plant.

**RMS Response:** Tree diversity requirements are met. Maximum number of trees species allowed is shown on the landscape legend.

**Comment Number:** 11  
**Comment Originated:** 08/29/2017

08/29/2017: Since the parking area proposed will be in excess of 100 spaces, 10% of the interior of the parking area will need to be landscaped. All landscape islands should contain a canopy shade tree. Please also note that you can have no more than 15 parking spaces in a row without a landscape island.

**RMS Response:** a breakdown of the parking lots has been shown with both the parking area and parking spaces provided. For lots over 100 spaces the landscape area has been met.

**Comment Number:** 12  
**Comment Originated:** 08/29/2017

08/29/2017: Bicycle parking is required for each use as follows:

- Multi-family - 1 per bedroom, at least 60% in enclosed locations and 40% via fixed racks.
- Retail - 1/4,000 sq. ft., 20% enclosed, 80% fixed rack
- Hotel - 1/4 units, 60% enclosed, 40% fixed rack

Please note balconies in the multi-family buildings may not be used towards meeting the enclosed bicycle parking requirement.

**Response:** Bike parking for the multi-family buildings (lots 1&2) have been combined. Each residential unit will be equipped with a permanent rack/locker area for a bike. Around the buildings and within the overhang
parking area are a variety of racks including surface racks as well as wall racks for additional storage. The bike parking exceeds the minimum required by two spaces. The hotel and mixed-use buildings (lots 3, 4, 5 & 6) have been combined. Two locations are shown next to the Transfort bus stop on the NW and across from Building F on the SE for covered bike parking areas. Additionally a PACE bike station is located in front of the hotel. This will serve not only the community at large but also hotel guests that are visiting and looking for a great way to take advantage of the Fort Collins bike paths. Several other locations are distributed around the building for surface parking.

Comment Number: 13 Comment Originated: 08/29/2017
08/29/2017: Please note the following setback requirements for parking lots:

Along an arterial street - 15 feet
Along a non-arterial street - 10 feet
Along a lot line - 5 feet

RMS Response: Acknowledged. Parking spaces have also been coordinated for LCUASS requirement of setbacks based on ADT numbers.

Comment Number: 14 Comment Originated: 08/29/2017
08/29/2017: With a 400 space parking lot, you would be required to provide at least 9 handicap parking spaces. At least one of these spaces would need to be accessible with a 8' wide access aisle adjacent to the parking space.

RMS Response: Handicap parking spaces have been shown per lot that is servicing each building. Discussion with Clay on how to handle this was to base number required based off of each lot, not overall development parking space quantities.

Comment Number: 15 Comment Originated: 08/29/2017
08/29/2017: How will trash and recycling be handled for the site? Please show the locations of all trash and recycling enclosures on the site and landscape plans. Also include elevations of the proposed enclosures. The enclosures should be placed on a concrete pad and have a pedestrian access gate separate from the main service gate.

RMS Response: Multi-family buildings will have chutes to internal trash enclosures, labeled on plans. The trash will be wheeled on to the drive lanes in Thunderbird for Building A and to the parking aisle to the north of Building B. Building C/D have a trash enclosure on the south side of the parking lot. The hotel has an internal trash room as well that will be access from the central drive. Building F has a trash enclosure to the south of the building.

Comment Number: 16 Comment Originated: 08/29/2017
08/29/2017: This project will need to comply with the general compatibility section in 3.5.1. This section mainly deals with the height, bulk, mass, and scale of the building as well the materials used in the building.

RMS Response: We have reviewed these code sections thoroughly and the new architecture proposed will set an enhanced standard of quality for future projects. This transformative redevelopment will greatly enhance this neighborhood and the height, bulk, mass, scale and materials of the buildings are consistent with section 3.5.1 and the vision of the Midtown plan.

Comment Number: 17 Comment Originated: 08/29/2017
08/29/2017: Since a couple of the buildings in this development will be more than 40’ in height, a shadow analysis will be required. This analysis should show the shadows cast from the building on the winter solstice and the summer solstice and include a narrative about how the project has been designed to minimize the casting of shadows on adjacent properties.

RMS Response: Shadow studies have been provided. At no time throughout the year do shadows cast on any adjacent properties. The building positioning on the site prioritizes activating the streets and bring parking to the interior of the site as well as privacy for users/neighbors and providing amenity spaces with
ample sunlight.

Comment Number: 18  Comment Originated: 08/29/2017
08/29/2017: The retail and hotel buildings will need to comply with the standards found in 3.5.3 of the Land Use Code, which are specific standards for commercial buildings. This section contains information about the build-to line, connecting walkways, and additional architectural requirements. Please note this section requires buildings to have a distinct base, middle, and top to break up the mass of the building and provide pedestrian scale.

OZ Response: We have reviewed and acknowledge division 3.5.3 of the Land Use Code. We are using these strategies to create a human scale environment. For the prototype hotel brand, we are able to customize the layout in terms of massing, proportion and materials to meet the intent of these standards. For the hotel, the design focus for the hotel is to provide an impactful aesthetic at the corner of Drake and College.

Comment Number: 19  Comment Originated: 08/29/2017
08/29/2017: Section 3.8.30(D) requires that all multi-family developments be developed as a series of blocks to retain a neighborhood style development pattern. While the blocks do not have to be bound by public streets, the access aisles shown do not create the sort of block pattern envisioned by this standard. Please work with staff to develop a block pattern more in line with this standard.

RMS Response: The north-south and east-west private drives through the Drake Redevelopment meet the intent of the section as per a phone conversation with Clay on June 5, 2018.

Comment Number: 20  Comment Originated: 08/29/2017
08/29/2017: The minimum setbacks for the multi-family buildings from McClelland will be 9 feet.

RMS Response: Setbacks are shown and dimensioned on the plans. As per engineering comments the utility easement is shown at 9' behind walk and building setback is shown and labeled as 10'.

Comment Number: 21  Comment Originated: 08/29/2017
08/29/2017: Section 3.8.30(F) contains design standards for multi-family buildings. These standards include having a different color scheme for buildings placed next to one another, entrances must be clearly visible from public streets, roofs should have two forms of articulation, and walls should be broken up every 40' by some sort of change horizontally or vertically.

OZ Response: The two multi-family buildings provide varied forms, materials and colors to align with the intent of the section to avoid monotonous facades that can result from projects where there are multiple buildings of the same type. Main entrances are focused on the corner of each building and are clearly visible from the street.

Comment Number: 22  Comment Originated: 08/29/2017
08/29/2017: Since this project is within the TOD zone, section 3.10 of the Land Use Code will apply.

RMS Response: The following requirements are met: buildings front street, walkways connect sidewalk ROW to front entrances, gathering spaces provided along central potion of drive, trees in tree lawns, on-street parking with bulb-outs are along Thunderbird, on-site parking is behind buildings, buildings have pedestrian level detailing and design, building materials are of high quality, buildings are minimum of 20'. windows meet requirements.

Comment Number: 23  Comment Originated: 08/29/2017
08/29/2017: Section 3.10.3(C) requires to the extent reasonably feasible, buildings and extensions of buildings shall be designed to form outdoor spaces such as courtyards, plazas, arcades, terraces, balconies and decks for residents' and workers' use and interaction, and to integrate the development with the adjacent physical context. To the extent reasonably feasible, a continuous walkway system linking such outdoor spaces shall be developed,
and shall include coordinated linkages between separate developments. This requirement dovetails with earlier comments about providing open space and improved bike and pedestrian connectivity.

RMS Response: Please see above comments that talk about pedestrian and bike connections. Open spaces and gathering areas are provided along the central drive. Large patios spaces in front of the multi-use buildings provided gathering space and outdoor eating.

Comment Number: 24  Comment Originated: 08/29/2017
08/29/2017: If each retail building will have multiple tenants then section 3.10.5(D) will apply. This requires multi-tenant buildings to be unified by using architecturally compatible features, such as colors, details, awnings, signage and lighting fixtures.

OZ Response: We have reviewed this section and will comply with these standards.

Comment Number: 25  Comment Originated: 08/29/2017
08/29/2017: Minimum glazing on pedestrian-oriented facades of buildings shall be 60% on the ground floor and 40% on upper floors. Display windows for the retail buildings cannot exceed 90% of the total ground level facade area.

OZ Response: The project provides significant areas of glazing on all the building types. The retail buildings have ample glass, the apartment focus glass at entries and amenity spaces with larger windows for dwelling units. The hotel also provides a lot of glazing at amenity spaces such as the dining area, lobby and the pool. Glazing on all building types is focused on areas with pedestrian interaction and key view corridors within the block.

Comment Number: 26  Comment Originated: 08/29/2017
08/29/2017: 4.21(E)(2) requires that outdoor spaces within the CG zone district be placed in close proximity to the uses that activate the space. This space shall also be integral to the site and not located in residual areas left over after the buildings and parking has been sited. This is another standard that further reinforces earlier comments about connectivity and open space.

RMS Response: Patio dining areas are all along the building facades that will be using the spaces. The large garden and outdoor gathering areas along the central drive are directly located next to residential buildings as they will be the primary and most consistent users. They are well connected with walkways from all of the other buildings on site.

Department: Stormwater Engineering
Contact: Heather McDowell, 970-224-6065, hmcdowell@fcgov.com
Topic: General

Comment Number: 2  Comment Originated: 08/29/2017
08/29/2017: The design of this site must conform to the drainage basin design of the Spring Creek Master Drainage Plan as well the Fort Collins Stormwater Criteria Manual.

Northern Response: Will do.

Comment Number: 3  Comment Originated: 08/29/2017
08/29/2017: A drainage report and construction plans are required and they must be prepared by a Professional Engineer registered in the State of Colorado. The drainage report must address the four-step process for selecting structural BMPs.

Northern Response: The requested info is provided.

Comment Number: 4  Comment Originated: 08/29/2017
08/29/2017: It is important to document the existing impervious area since
drainage requirements and fees are based on new impervious area. An exhibit showing the existing and proposed impervious areas with a table summarizing the areas is required prior to the time fees are calculated for each building permit.

*Northern Response: An exhibit showing this info is provided in the report.* **Comment Number:** 5

**Comment Originated:** 08/29/2017

08/29/2017: When improvements are proposed to an existing developed site and there is an increase in impervious area greater than 1000 square feet, onsite detention is required with a 2-year historic release rate for water quantity. Parking lot detention for water quantity is allowed as long as it is not deeper than one foot.

*Northern Response: Imperviousness on the site has decreased, so no detention is provided.* **Comment Number:** 6

**Comment Originated:** 08/29/2017

08/29/2017: There is an existing 15-inch storm pipe located along College Avenue draining to the north with an inlet located near the intersection of College and Drake. The depth of this storm pipe is not known but appears to be the only stormwater outfall location available for this project site.

*Northern Response: We have connected to the existing storm drain in College.* Please note that we will size our onsite facilities to convey the 100-yr release so that any future improvements to the existing College storm drainage facilities can result in all stormwater being conveyed underground from the site. In the interim, the grading design will convey minor flows underground and when capacity is reached downstream, flows will pass overland through the parking lot (with no more than 8" of ponding) and out into the College curb and gutter. For what it is worth, the existing storm locates and information collected thus far is confusing and we would like to confirm our conclusions with staff at some future point prior to beginning final design.

**Comment Number:** 7

**Comment Originated:** 08/29/2017

08/29/2017: Fifty percent of the site runoff is required to be treated using the standard water quality treatment as described in the Fort Collins Stormwater Manual, Volume 3-Best Management Practices (BMPs). (http://www.fcgov.com/utilities/business/builders-and-developers/development-forms-guidelines-regulations/stormwater-criteria) Extended detention is the usual method selected for water quality treatment; however the use of any of the BMPs is encouraged.

*Northern Response: The project is meeting this requirement.*

**Comment Number:** 8

**Comment Originated:** 08/29/2017

08/29/2017: Low Impact Development (LID) requirements are required on all new or redeveloping property which includes sites required to be brought into compliance with the Land Use Code. These require a higher degree of water quality treatment with one of the two following options:

a. 50% of the newly added or modified impervious area must be treated by LID techniques and 25% of new paved areas must be pervious.

b. 75% of all newly added or modified impervious area must be treated by LID techniques.

*Northern Response: The project is meeting this requirement.*

**Comment Number:** 9

**Comment Originated:** 08/29/2017

08/29/2017: There will be a final site inspection of the stormwater facilities when the project is complete and the maintenance is handed over to an HOA or another maintenance organization. Standard operating procedures (SOPs) for on-going maintenance of all onsite drainage facilities will be included as part of...
the Development Agreement. More information and links can be found at:

Northern Response: Acknowledged.

Comment Number: 10 Comment Originated: 08/29/2017
08/29/2017: The 2017 city wide Stormwater development fee (PIF) is $8,217/acre for new impervious area over 350 square feet and there is a $1,045/acre of site review fee. No fee is charged for existing impervious area. These fees are to be paid at the time each building permit is issued.
Information on fees can be found at:
http://www.fcgov.com/utilities/business/builders-and-developers/plant-investment-development-fees or contact our Utility Fee and Rate Specialists at (970) 416-4252 for questions on fees. There is also an erosion control escrow required before the Development Construction permit is issued. The amount of the escrow is determined by the design engineer, and is based on the site disturbance area, cost of the measures, or a minimum amount in accordance with the Fort Collins Stormwater Manual.

Northern Response: Thank you for the information.

Contact: Jesse Schlam, 970-218-2932, jschlam@fcgov.com
Topic: Erosion Control

Comment Number: 1 Comment Originated: 08/21/2017
08/21/2017: The Erosion Control Materials will need to be submitted at time of the first round of FDP. The site disturbs more than 10,000 sq. ft. and therefore Erosion and Sediment Control Materials need to be submitted. Based upon the area of disturbance, State permits for stormwater will be required since the site is over an acre and should be pulled before Construction Activities begin. Current Erosion Control Materials Submitted do not meet requirements. The erosion control requirements are in the Stormwater Design Criteria under the Amendments of Volume 3 Chapter 7 Section 1.3.3. A copy of the erosion control requirements can be found at www.fcgov.com/erosion. If you need clarification concerning the Erosion Control Material Requirements or Comments presented above please contact myself. Jesse Schlam (970) 224-6015 jschlam@fcgov.com

Northern Response: Erosion Report will be provided at final as required.

Department: Technical Services
Contact: Jeff County, 970-221-6588, jcounty@fcgov.com
Topic: General

Comment Number: 1 Comment Originated: 08/16/2017
08/16/2017: As of January 1, 2015 all development plans are required to be on the NAVD88 vertical datum. Please make your consultants aware of this, prior to any surveying and/or design work.

Northern Response: Project is on NAVD88 as required.

Comment Number: 2 Comment Originated: 08/16/2017
08/16/2017: Portions of this property are not platted. If submitting a Subdivision Plat for this property/project, addresses are not acceptable in the Plat title/name.

Northern Response: Acknowledged.
Department: Traffic Operation
Contact: Nicole Hahn, 970-221-6820, nhahn@fcgov.com

Topic: General

Comment Number: 6  Comment Originated: 08/29/2017
08/29/2017: The McClelland frontage will need to be improved to standard with detached sidewalks and parkways per the Midtown in Motion plan.

RMS Response: McClelland frontage updated per agreed upon section from City Planning Staff meeting on July 3, 2018 to a 15’ tree lawn/12’ multi-modal path and 10’ building setback.

Comment Number: 7  Comment Originated: 08/29/2017
08/29/2017: The n/s connecting through road/drive between Thunderbird and Drake will need to have sidewalks with ADA ramps along the entire length.

RMS Response: Ramps have been provided at all crosswalks.

Comment Number: 8  Comment Originated: 08/29/2017
08/29/2017: The Thunderbird frontage will need to be improved to standard with detached sidewalks and parkways.

RMS Response: Thunderbird improved with on-street parallel parking, bulb-outs, tree lawn and detached walk.

Comment Number: 9  Comment Originated: 08/29/2017
08/29/2017: The southwest corner of Drake and College may need to be improved pending results from the TIS, improvements should be in keeping with the conceptual plans shown for that intersection in the Midtown in Motion plan.

Northern Response: The requested turn lane improvements have been provided.

Topic: Site Plan

Comment Number: 3  Comment Originated: 08/29/2017
08/29/2017: Please include pedestrian connectivity within the southern portion of the site running East/West. All internal sidewalks and site connectivity must be ADA accessible.

RMS Response: new sidewalk is shown along Thunderbird.

Comment Number: 4  Comment Originated: 08/29/2017
08/29/2017: The project will need to implement the Midtown in Motion plans along College Ave, which includes a 12 foot shared use path (replaces the existing attached sidewalk).

RMS Response: A 12’ path is shown on the plans.

Comment Number: 5  Comment Originated: 08/29/2017
08/29/2017: The Drake frontage will need to be improved to standard with detached sidewalks and parkways.

RMS Response: Drake section has been improved with standards.

Topic: Traffic Impact Study

Comment Number: 1  Comment Originated: 08/25/2017
08/25/2017: The anticipated traffic volume from this development meets the threshold for needing a full Traffic Impact Study. Please have your traffic engineer contact me to scope the study. The scoping sheet must be signed by the City prior to doing the study.

Areas of particular interest in this review will include:
-College Ave. and Drake Rd
-Access locations and movement assignment

-Delich Response: The traffic impact study has been scoped with Fort Collins Traffic Operations staff. It is underway

Comment Number: 2
Comment Originated: 08/25/2017

08/25/2017: As a starting point for discussion, below are areas of particular interest to be evaluated in the TIS:
-College Ave and Drake Rd intersection operations. Note the potential need to add an eastbound auxiliary turn lane along the development's frontage
-Access locations and type of access. We'll need to review the proximity of accesses to intersections, may need to restrict some left turning movements, and the access on McClelland, if full movement may need to be relocated or auxiliary lanes provided.

-Delich Response: The traffic impact study has been scoped with Fort Collins Traffic Operations staff. It is underway

Department: Transportation Planning
Contact: Seth Lorson, 970-416-4320, slorson@fcgov.com

Topic: General

Comment Number: 1
Comment Originated: 08/29/2017

08/29/2017: TRANSPORT
The Transfort bus stop on Drake is a major transfer point from Route 7 to the MAX. A bus pullout and Type III bus stop will be needed to upgrade the existing stop. For details, please see LCUASS Drawing 711 for bus bay standards and for Type III bus stop please see Bus Stop Design Standards and Guidelines: http://www.ridetranstfort.com/img/site_specific/uploads/Final_Design_Standards.pdf

RMS Response: Type III bus stop with pullout is shown on plans. Location and design were submitted for review to planning. Transfort, FC Moves and traffic operations and all were in agreement with proposed plans on June 20, 2018.

Comment Number: 2
Comment Originated: 08/29/2017

08/29/2017: TRANSPORT
The City of Fort Collins is interested in public parking at this location to support the MAX BRT line as a park-n-ride. There are many creative possibilities including a public-private parking structure. Please contact us to discuss further arrangements.

RMS Response: No public parking for MAX will be provided on the site. A PACE bike share station will be provided in front of the hotel.

Department: Water-Wastewater Engineering
Contact: Heather McDowell, 970-224-6065, hmcbowell@fcgov.com

Topic: General

Comment Number: 1
Comment Originated: 08/29/2017

08/29/2017: There is an existing 24-inch water main in Drake Road, and existing 12-inch water main in College Avenue along the westerly curb and a 6-inch water main in Thunderbird Drive.

Northern Response: Thank you for the info. Please note that we intend to relocate the existing 12" line along College through the site as discussed, which will allow buildings along College to sit closer to the allowed
setback.

Comment Number: 2
Comment Originated: 08/29/2017
08/29/2017: Our records indicate that there is a single 2-inch water service to the Spradley Barr parcel and a single ¾-inch water service to the Sherwin Williams parcel. This water service comes from the main in Thunderbird through the 2633 Thunderbird parcel. If proposed to be used, this water service will need to be relocated so that it is not routed through an adjacent property, or an easement will need to be granted from the 2633 parcel owner.
Northern Response: Acknowledged.

Comment Number: 3
Comment Originated: 08/29/2017
08/29/2017: There is an existing 18-inch sewer main in Drake Road, a 10-inch main in College Avenue along the westerly curb and an 8-inch sewer main in Thunderbird Drive.
Northern Response: Thank you for the info. The project plans to connect a main to the existing manhole in Drake and to take all other services directly to existing mains that are adjacent to the buildings.

Comment Number: 4
Comment Originated: 08/29/2017
08/29/2017: Both the water and sewer mains along College Avenue appear to be located within an 18-foot wide utility easement behind the right-of-way. The width of this easement will need to be updated to meet current standards (i.e. 35-feet wide or a minimum of 10-feet west of the water main and 15-feet east of the sewer main.)
Northern Response: See response to comment #1 above.

Comment Number: 5
Comment Originated: 08/29/2017
08/29/2017: Water and sewer demands will need to be provided to the City so that we can include this information into our water and sewer models to determine if there are any capacity issues.
Northern Response: Acknowledged. This info will be provided at a future submittal when building architecture and demands are better understood.

Comment Number: 6
Comment Originated: 08/29/2017
08/29/2017: Separate water and sewer services will be required for each type of use and each building.
Northern Response: None of the buildings are proposed to have multiple uses, so only one water and sewer service is provided to each building.

Comment Number: 7
Comment Originated: 08/29/2017
08/29/2017: Water service and meter sizing for this project will need to be sized based on the AWWA M22 manual design procedure. A sizing justification letter that includes demand calculations for maximum flows and estimated continuous flows will need to be provided as a part of the final submittal package for this project.
Northern Response: Acknowledged. This info will be provided at a future submittal when building architecture and demands are better understood.

Comment Number: 8
Comment Originated: 08/29/2017
08/29/2017: Please note that all City of Fort Collins Utility Customers are subject to City Code requirements for wastewater. These requirements include Section 26-306 Wastewater Discharge Permit Requirements and Section 26-332 Prohibitive Discharge Standards. A permit may be required depending on activities on the site; however, discharge standards apply to every customer,
both large and small, regardless of what activities take place on the site. Please contact Industrial Pretreatment, (970)221-6900, to discuss these requirements and how they apply to this development.

**Northern Response:** The applicant will reach out to Pretreatment once site demands are better understood.

**Comment Number:** 9  
**Comment Originated:** 08/29/2017  
08/29/2017: The water conservation standards for landscape and irrigation will apply. Information on these requirements can be found at:  
http://www.fcgov.com/standards  
**RMS Response:** Acknowledges. All plants are low/medium water use and are appropriate for this zone.

**Comment Number:** 10  
**Comment Originated:** 08/29/2017  
08/29/2017: Development fees and water rights will be due at building permit.  
**RMS Response:** Acknowledged.

**Department:** Zoning  
**Contact:** Marcus Glasgow, 970-416-2338, mglasgow@fcgov.com  
**Topic:** General

**Comment Number:** 1  
**Comment Originated:** 08/30/2017  
08/30/2017: All mechanical equipment, meters, conduit, vents and RTU's shall be screened from public view both from above and below by integrating it into the building and roof design as per 3.5.1(I)(6).  
**Oz Response:** All equipment will be screened by parapets, mechanical screens, or similar strategies.

**Comment Number:** 2  
**Comment Originated:** 08/30/2017  
08/30/2017: Site lighting shall be provided as per 3.2.4 (C). A lighting plan is required, including photometrics and fixture cut sheets. Use of warmer color temperatures (3000 Kelvin) in site light fixtures is preferred. Light levels measured 20' beyond the property line of the development site (adjacent to residential uses or public rights-of-way) shall net exceed 0.1 foot-candles a direct result of the on-site lighting.  
**AE Design Response:** A site photometric plan will be submitted with the information requested.