



November 19, 2002

Ms. Katie Moore
City of Fort Collins Engineering
281 North College Avenue
PO Box 580
Fort Collins, Colorado 50522-0580

Re: Caribou Apartments– Request for Variance 3 – Maximum Point Grade Break
REVISED
Proj: 168-01

Dear Katie:

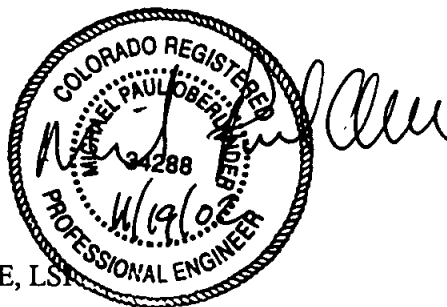
The following is a request for variance from **Section 7.4.1.B.2**, “Grade Break” in the “Larimer County Urban Area Street Standards, March 2001”. It is requested that on the 4 lane design of Timberline Road, a 0.73% grade break be allowed at FL STA 26+26 and a 0.54% grade break be allowed at FL STA 27+54.

At STA 26+26, the curb is transitioning from its ultimate location back to existing. The continuation of the ultimate design requires a straight grade at this point. If a vertical curve is added at this time, the elevations of this curb will not fit the ultimate design and it would need to be reconstructed in the future. City comments have requested that the horizontal taper be shortened to preserve a storm inlet in the ultimate configuration. By shortening the taper, a grade break also occurs at STA 27+54 and the break at 26+26 is larger than previous submittals.

This variance from the above Standard will not be detrimental to the public health, safety and welfare.

Please call me with any questions or additional information that you may need for the approval of this variance.

Sincerely,



Michael Oberlander, PE, LSI
North Star Design, Inc.

700 Automation Drive, Unit I Windsor, Colorado 80550

970-686-6939 Phone • 970-686-1188 Fax

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For additional information or an official copy, please contact Current Planning 281 North College Fort Collins, CO 80524 USA



November 19, 2002

Ms. Katie Moore
City of Fort Collins Engineering
281 North College Avenue
PO Box 580
Fort Collins, Colorado 50522-0580

Re: Caribou Apartments– Request for Variance 4 – Driveway Drainage
Proj: 168-01

Dear Katie:

The following is a request for variance from **Section 9.4.11.B – Access Requirements – General - Drainage** in the “Larimer County Urban Area Street Standards, March 2001”. This variance is requested to allow for more than 500 square feet of driveway to drain over the adjacent sidewalks on the Caribou Apartments Project.

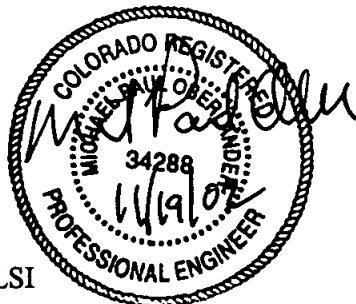
There are seven drives onto the private streets within the project. Every drive either has a highpoint at or very close to the back of walk or has an inlet within the parking area to accept flows. Even with the inlets, some of the drives have more that 500 square feet of drainage over the walk.

Current Standards (October 1, 2002) state that sheet flow is allowed where it will not interfere with pedestrian use of the sidewalk. Under the current standards, no variance would be required for this site. The drainage structures provided will take the bulk of the storm flows and any concentrated flow in the curbs from the parking areas. Minor amounts of drainage will flow over the walks, but they will not interfere with the use of the walks.

This variance from the above Standards will not be detrimental to the public health, safety and welfare.

Please call me with any questions or additional information that you may need for the approval of this variance.

Sincerely,



Michael Oberlander, PE, LSI
North Star Design, Inc.

700 Automation Drive, Unit I Windsor, Colorado 80550

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November 19, 2002

Ms. Katie Moore
City of Fort Collins Engineering
281 North College Avenue
PO Box 580
Fort Collins, Colorado 50522-0580

Re: Caribou Apartments- Request for Variance 5 – Minimum Flowline Grade
Proj: 168-01

Dear Katie:

The following is a request for variance from **Section 7.4.1.B.1. – General Design Elements – Minimum Flowline Grade** in the “Larimer County Urban Area Street Standards, March 2001”. This variance is requested to allow portions of Timberline Road to be designed and constructed with grades varying from 0.4% to 0.5%.

In the past, the minimum grade allowed was 0.4%. Portions of the east side of Timberline Road were constructed at this grade. This project will widen the road and will need to match the existing grade in order to avoid complete reconstruction of the roadway.

This variance from the above Standards will not be detrimental to the public health, safety and welfare.

Please call me with any questions or additional information that you may need for the approval of this variance.

Sincerely,



Michael Oberlander, PE, LS
North Star Design, Inc.

700 Automation Drive, Unit I Windsor, Colorado 80550

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November 19, 2002

Ms. Katie Moore
City of Fort Collins Engineering
281 North College Avenue
PO Box 580
Fort Collins, Colorado 50522-0580

Re: Caribou Apartments– Request for Variance 6 – Street Spacing
Proj: 168-01

Dear Katie:

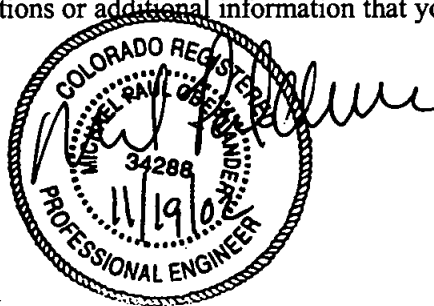
The following is a request for variance from **Table 7-3 – Technical Design Criteria – Minimum Distance Between Intersections** in the “Larimer County Urban Area Street Standards, March 2001”. This variance is requested to allow Shorebird Drive to be located 500’ south of Caribou Road rather than the 660’ stated in the Table.

The Table has been changed in the October 1, 2002 Standards to allow a range from 460’ to 660’. This site meets the current standards and simply needs a variance from the old Standards.

This variance from the above Standards will not be detrimental to the public health, safety and welfare.

Please call me with any questions or additional information that you may need for the approval of this variance.

Sincerely,



Michael Oberlander, PE, LSI
North Star Design, Inc.



November 19, 2002

Ms. Katie Moore
City of Fort Collins Engineering
281 North College Avenue
PO Box 580
Fort Collins, Colorado 50522-0580

Re: Caribou Apartments– Request for Variance 7 – Minimum Curve Length
Proj: 168-01

Dear Katie:

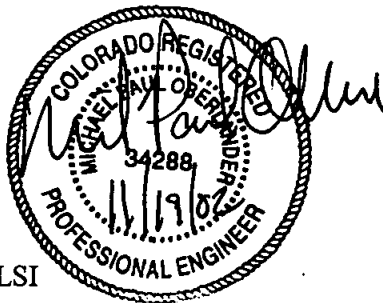
The following is a request for variance from **Table 7-5 – General Design Elements – Minimum Curve Length** in the “Larimer County Urban Area Street Standards, March 2001”. This variance is requested to allow portions of Timberline Road to be designed and constructed with horizontal curves shorter than the standards.

The east side of Timberline Road is constructed and this project will simply widen the road to the west. The plans that constructed the east half of the road did not meet the present standards; the east curb and the crown of the road have curves shorter than the 400’ specified in the Standards. The proposed design of the west side of the road has the same horizontal control as the east side. This will produce a road that has constant width from flowline to flowline and from crown to the new west flowline.

This variance from the above Standards will not be detrimental to the public health, safety and welfare.

Please call me with any questions or additional information that you may need for the approval of this variance.

Sincerely,



Michael Oberlander, PE, LSI
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