



City of Fort Collins
Current Planning

COUNTY REFERRAL COMMENT SHEET

COMMENTS TO: Casey Stewart FROM: Engineering

TYPE OF MEETING: Board of Adjustment

PROJECT: Eckerd Drug Store Sign Variance

THRU: City of Fort Collins Planning Department

PLANNER: Steve Olt

City comments **must** be received in the Current Planning Department by:

May 30, 2003

- No Problems
 Problems or Concerns (see below or attached)

Looks much better:

Date:

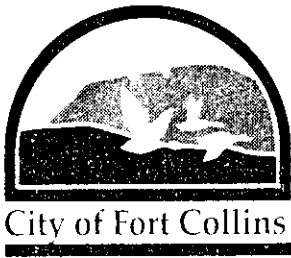
5/24/03

Signature:

Steve Olt



City of Fort Collins



September 5, 2003

Larimer County
Planning and Building Services Division
c/o Matt Lafferty
P.O. Box 1190
Fort Collins, CO. 80522-1190

Re: ECKERD DRUG STORE @ South College Avenue & Trilby Road

Dear Matt,

City staff has reviewed your request for Site Plan Review for the proposed Eckerd Drug Store at the northwest corner of South College Avenue & Trilby Road and would like to offer the following comments:

Transportation Planning:

A copy of the comments received from Tom Reiff (dated 8-29-03) and a red-lined Site Plan are attached to this comment letter.

Stormwater Utility:

Glen Schlueter has indicated that they have not received any detailed grading plans to review. Therefore, it is difficult to verify that the developer can really do what the drainage report says they are going to do. Is Larimer County able to issue a building permit with the little information that has been provided? A copy of the comments received from Glen is attached to this comment letter.

Engineering Department:

Sheri Wamhoff has indicated that not much street design has been provided to review. City Engineering will be expressing their concerns at the weekly County - City meeting on Tuesday, September 9, 2003.

Planning Department:

1. The site layout for the Eckerd Drug Store does not satisfy many requirements set forth in the City's Land Use Code (LUC), most notably:
 - a. There are absolutely no pedestrian connections from the building entrance to surrounding public sidewalks. This requirement is set forth in Section 3.5.3(B)(2) *Orientation to Build-to Lines for Streetfront Buildings* of the LUC.
 - b. The building placement on the site does not satisfy the City's "build-to" line standards set forth in Sections 3.5.3(B)(2)(b) & (c) of the LUC.
 - c. Bicycle parking should be located in a safe, convenient place near the building entrance, as set forth in Section 3.2.2(C)(4)(b) of the LUC. The proposed bicycle parking location on the south side of the building, away from the front entry, would not satisfy this requirement.
 - d. The site layout does not satisfy the *Pedestrian/Vehicle Separation* standard set forth in Section 3.2.2(D)(1) of the LUC. Overall, the pedestrian circulation on the site layout as proposed is very poor.
2. The Site Plan graphically shows a total of 134 parking spaces. The Parking Data on the plan indicates a total of 81 spaces to be provided. What is creating the discrepancy?

The City's LUC allows a maximum number of parking spaces for non-residential land uses. The table in Section 3.2.2(K)(2) shows the maximum parking allowance for General Retail (Eckerd Drug Store) to be 4 spaces per 1,000 square feet of gross leasable floor area of the building. The Site Plan shows the proposed store to contain 13,813 square feet. With this size building the LUC would allow no more than 56 parking spaces.

3. In some cases, how do people get from their parked cars to the building entrance without having to walk through landscaped areas? This is especially true from the 3 parking spaces directly in front of the building.

4. There are 4 planting beds with shrubs in the parkway along South College Avenue. These planting beds are in the (proposed) street right-of-way (ROW). The City does not maintain planting beds in street ROW.
5. The tree on the east side of the entry drive into the site from West Trilby Road may be placed a little too close to the drive. It should be at least 8' from the edge of drive.
6. All of the shrubs in the planting beds around the outside perimeter of the parking areas are deciduous shrubs. There is question as to whether or not they can satisfy the screening requirement from the adjacent streets (South College Avenue & Trilby Road) during the Winter months when most shrubs are devoid of foliage. Please reference Section 3.2.1(E)(4)(b) of the LUC.
7. At this time staff is recommending denial of the Eckerd Drug Store Site Plan Review based on non-compliance with numerous City LUC requirements and insufficient information provided regarding off-site street improvements associated with this development. It appears that this property could possibly be annexed into the City of Fort Collins within 1 to 1-1/2 years from this date.

City staff is looking forward to meeting with you and Larimer County staff on Tuesday, September 9th to discuss our concerns about this development proposal.

Sincerely,



Steve Olt,
Current Planning

cc: Cameron Gloss
Sheri Wamhoff
Dave Stringer
Glen Schlueter
Tom Reiff
Pete Wray
Doug Moore

Eckard Drug at Trilby and College September 10, 2003

1. It needs to be noted on the site and utility plans that the access point off of Trilby will be a right-in right-out access point in the future.
2. On Trilby Road the sidewalk needs to be placed with the back of the sidewalk on the row.
3. the bollards in front of the store need to be placed 2 feet in from the back of the curb to meet parking depth requirements. There is no way for the people parking in these stalls to get to the store other than walking thru the landscaping or down the drive isle.
4. The area adjacent to these 3 parking stalls is shown as a planting area on the site plan, but is shown as hardscape on the utility plans.
5. There is no pedestrian connection from the street sidewalk to the building.
6. Street pavement cuts and patching need to meet Larimer County Urban Area Street Standards (LCUASS). Add the following patching note to the plans. *Limits of street cut are approximate. Final limits are to be determined in the field by the City Engineering Inspector. All repairs to be in accordance with City street repair standards.*
7. Is CDOT okay with the water that is draining onto the highway out the driveway?
8. Need easements for all work outside of the lot or row boundaries and for all on-site utilities and drainage facilities.
9. Need to identify what is to be done with the inlet on College that is impacted by the right-in right-out median.
10. The following details need to be provided: CDOT Truncated dome detail, City Details #702 – curb, gutter and sidewalk, # 1606 – ped ramp (need info for ramps at driveway), and #1607- ped ramp scoring (for ped ramps at driveway).
11. The Concrete Pan detail – Why would the City Engineer determine the reinforcement in the pan, you are designing it. It is onsite and not within the row, the City will not be determining the design of this pan. Remove the note.
12. The College Ave typical section is incorrect. There should be a 7 foot walk at the back of the row with a 22 foot parkway that goes to the flowline of the curb and gutter, a 2 foot gutter, a 12 foot right turn lane, a 6 foot bike lane, two 12 foot thru lanes and 9.5 feet to the section line/ center of the roadway (part of the left turn lane). It does not appear that the curb line you are planning on constructing is shown in the right location
13. Need to provide a detail for the right-in right-out island. Need to have dimensions and elevations for this. The drive areas to the back of the row need to be in concrete. A sidewalk needs to be built thru this island.
14. Need information for the flowline design. There is no slope or design elevations provided or curb return information provided. What is the radius at the connection between the taper and the decel lane for the right turn lane on College?
15. Trilby Road – The sidewalk needs to be placed at the row line, with a 10 foot parkway to flowline. The curb is not being shown to be constructed in the right location.
16. A full design of Trilby Road is needed. Does this curb and gutter design work with the full intersection improvements. Need north and south flowline design, centerline

- profile, off-site design for at least 1000 feet (how does this design tie into the existing curb and gutter on both sides of the street to the west), and x-sections every 50 feet. Need to make sure that the curb and gutter placement works for the ultimate configuration of this intersection – No design has been done to show this. How do we know this won't have to be redesigned and rebuilt at the City taxpayers' expense?
17. Three 10 foot travel lanes are not acceptable, nor are 3 foot bike lanes acceptable. A minimum width of 11 foot for the travel lanes is acceptable and a minimum width of 6 foot for the bike lanes is acceptable. If the row and/or easements to acquire this can not be obtained, the developer can ask the City to condemn the property in accordance with City Resolution 2001-40. This resolution has been attached for your information. You will need to show that you have made efforts to acquire the land/ easement and have not been able to do so and all costs associated with the condemnation will be the developers to bear.
 18. Is the design of the right-in right-out adequate to control traffic. It doesn't really seem severe enough to control traffic.
 19. If a right turn lane is needed in the future for the access point on Trilby additional row will need to be dedicated and the sidewalk placed at the back of that row.
 20. The striping plan needs to show the striping being tied into, edge of pavement and the property lines.
 21. The intersection transition plan does not show the striping all around the intersection or the signal poles.
 22. An access easement should be provided somewhere along the west side of the property to facilitate a future connection to the property to the west. This will be of a benefit to this property when the adjacent property develops and the access point into this site becomes a right-in right-out access point.
 23. Per a stormwater site visit – it appears that there is an irrigation line/ ditch that is within the site. Need to provide easements for this line. Locate the line outside of the public row and public easements other than perpendicular crossings, obtain signatures of approval from the ditch owner(s), show that minimum cover over this line is being meet in the road section. A minimum of 2 feet from the top of pipe to the top of scarified subgrade is required. What type of pipe is it that runs under the roadway?

General

1. An easement exhibit would be a good idea. It would help to identify what easements and row are to be dedicated and if there are any that need to be vacated. This wouldn't have to be a part of the set, but would be nice if it was for future reference.
2. Need easements for all work outside of the lot or row boundaries and for all on-site utilities and drainage facilities.
3. If a right turn lane is needed in the future for the access point on Trilby additional row will need to be dedicated and the sidewalk placed at the back of that row.
4. An access easement should be provided somewhere along the west side of the property to facilitate a future connection to the property to the west. This will be of a benefit to this property when the adjacent property develops and the access point into this site becomes a right-in right-out access point.

College Ave

1. Need to provide more spot elevations and dimensions for the right-in right-out access point.
2. The City does not want the trench drains in the row.
3. The right-in right-out access point needs to be concrete to at least the property line.
4. Need to identify what is to be inflow and what is to be outflow curb and gutter on the r-in r-out access.
5. Need to show the new cross pan that will need to be constructed across the intersection and what the grade are to be.
6. Per table 8-2 in LCUASS the radius for an arterial arterial intersection is to be 25 feet not the 30 foot that you have shown.
7. Need to identify that the curb gutter and pedestrian ramps on College Ave needs to comply with CDOT standards. Identify the curb type to be used.
8. Street pavement cuts and patching need to meet Larimer County Urban Area Street Standards (LCUASS). Add the following patching note to the plans. *Limits of street cut are approximate. Final limits are to be determined in the field by the City Engineering Inspector. All repairs to be in accordance with City street repair standards.*
9. The driveway to the north will need to go away (per CDOT). They need to take access thru the r-in, r-out access point.
10. The access point (r-in, r-out) needs to be designed to accommodate a WB-40 vehicle. It is pretty tight, may need to widen or revise the design somewhat.
11. The State Highway Access Permit will be processed thru the County. A waiver will be needed for the right decel lane (coordinate with CDOT).
12. Need to address what is to be done with the siphon.

College Ave x-sections

1. Need to identify the existing x-sections.
2. In the area off-site, need to identify where the new row is to be and the limits of the easements needed for this construction. The entire road, including curb and gutter has to be within row. It appears that slope easement is needed along portions of the roadway. A 2 foot approximately flat area is needed behind the curb.

3. For those areas where the proposed x-slope is less than 1.5% the point at which the new pavement ties into the existing roadway needs to be moved further east so that a minimum of a 1.0% proposed x-slope is provided.
4. A minimum of 1.0% for the proposed x-slopes needs to be maintained. At the northern end, may need to tie the new pavement further into the roadway to achieve this.

Trilby Road

1. The driveway here needs to be concrete to the property line and built to the high volume driveway detail with a 20 foot radii not the 30 foot shown.
2. For the new drainage pipe going under the road. The inlet on south side needs to be rebuilt and the pipe running under the street lowered to meet minimum cover requirements. More than likely when you try to tie the new pipe into the structure it will need to be rebuilt anyway – it is best to just plan on that occurring and getting it to work properly.
3. It looks like the entire street area where the driveway is to be located will need to be rebuilt due to the waterline connection and the stormpipe replacement. This should be shown on the x-sections.
4. One of the vertical curves does not meet minimum lengths.
5. Street pavement cuts and patching need to meet Larimer County Urban Area Street Standards (LCUASS). Add the following patching note to the plans. *Limits of street cut are approximate. Final limits are to be determined in the field by the City Engineering Inspector. All repairs to be in accordance with City street repair standards.*
6. A full design of Trilby Road is needed. Does this curb and gutter design work with the full intersection improvements. Need north and south flowline design, centerline profile), and x-sections every 50 feet. Need to make sure that the curb and gutter placement works for the ultimate configuration of this intersection – No design has been done to show this. How do we know this won't have to be redesigned and rebuilt at the City taxpayers' expense?

Trilby Road x-sections

1. Need to lower the curb line, tie in further to the south or repave to the centerline, so that minimum x-slopes are met.
2. How do we know that the curb placement works with the ultimate x-section of the intersection. Is what you are putting in work with the ultimate paving that will be needed when the intersection is expanded.
3. Need to show that the curb and gutter is being placed so that it works with the ultimate section and that the x-slopes of 2.0-3.0% are achieved at ultimate. Are you anticipating that the centerline will be raised? The flatter than allowed x-slopes maybe agreed to if the curb placement is where it needs to be for ultimate. They are a big concern if this is not the case. It is hard to achieve asphalt paving at 1.0% or less where flat spots do not occur because of the tolerances in the paving process.
4. Where there is no curb and gutter being placed, minimum x-slope requirements should be met. Since this is an interim edge it is more important that the x-slopes be maintained versus the flowline standards be met completely.

Striping plans

1. These will need to be reviewed by Traffic.

Future flowline design and layout.

1. Not sure that the future street connection meets the spacing identified in the State Access Control Plan. The plan also indicates that there will be an access point in the same location on the south side of the street, so there will probably need to be a left for that as well that is not shown.
2. A right turn lane will eventually be needed on Trilby at College. You have not shown this.
3. Need off-site design for at least 1000 feet (how does this design tie into the existing curb and gutter on both sides of the street to the west).

Site and Landscape Plans

1. It needs to be noted on the site and utility plans that the access point off of Trilby will be a right-in right-out access point in the future.

Details

Provide the additional details that will be needed as noted.

Eckard Drug Store
Engineering comments – November 24, 2003

Tilby Road – Per a conversation with the City Engineering Inspector Trilby road will need to be patched overlaid from the western edge of the utility cut to the pan on College. It would be helpful if it was shown this way – and the sections reflected that as well.

Sheet 10 - the college ave entry detail. Need to add a note or more information to indicate that the drainage flows can not go thru the sidewalk cut. There should be the slight lip or a rise that is provided here to keep the trickle flows from going thru this cut.

Need something indicating that the row and slope easements for College Ave will be dedicated to CDOT and when that is to occur.

Need row and slope dedication documents for the improvements on Trilby Road outside of the property boundaries. Also need dedication documents for any other easements that will be dedicated to the City outside of the property boundaries. Not sure if there are any as I don't know what other easements are needed, but it looks like there will be at least a drainage easement that is needed to the north of the site. As you were informed with the other Eckard Drug store site the City Attorneys department has determined that in accordance with our codes and criteria we can not approve a project without receipt of the easements that are needed for the project. Thus I doubt we will be able to sign off on the utility plans until these easements that need to be dedicated to the city can be provided to us.

We will accept mylars with the easement/ row dedications.

Let me know if you have any questions. Sheri Wamhoff 221-6605