

September 28, 1998

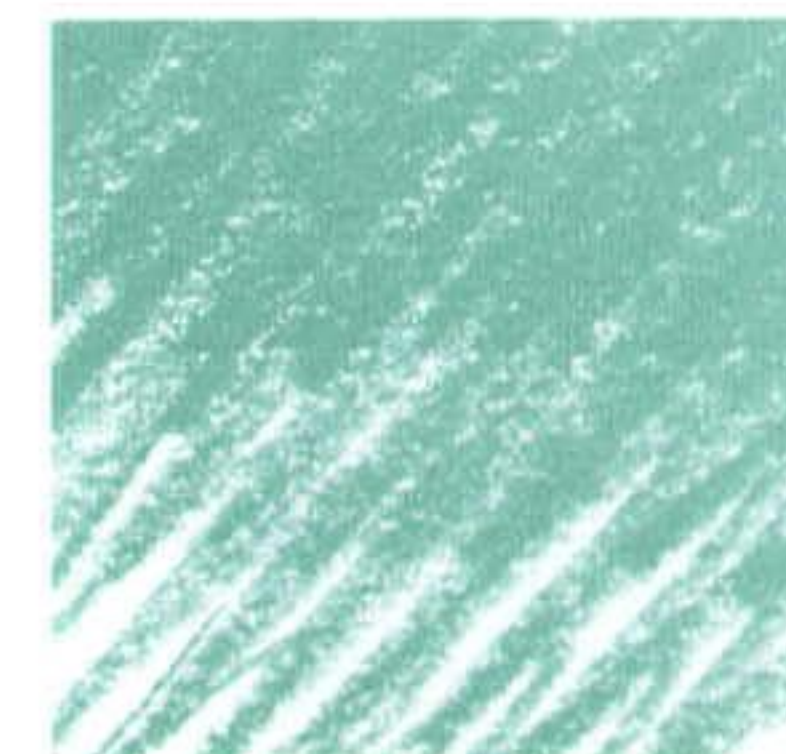
Ted Shepard  
Planning Department  
281 North College Avenue  
Fort Collins, CO 80524

**Re: Response to staff comments:  
Harmony Village P.U.D., Preliminary**

Dear Ted:

We have reviewed staff comments dated August 12, 1998, and have the following comments:

1. Acknowledged.
2. Acknowledged.
3. Acknowledged.
4. The applicant's Civil Engineering consultant will be pursuing signed letters of intent prior to P & Z.
5. After discussions with our design team including our traffic engineers and civil engineer, we have come to the conclusion that Wilmington should remain a 36 foot wide street with parking on both sides. We believe a narrower street (36 feet versus 44 feet) will slow traffic down and make it easier for pedestrians to cross. We would like to set up a meeting to discuss internal vehicular circulation, bike lanes and pedestrian circulation with City staff at your earliest convenience.
6. Our understanding is that Eric Bracke agreed to install a median on Battle Creek Drive that would prevent left turns on to Wilmington if the traffic count on Wilmington exceeded 1,000 vehicles.
7. There are two "neck-downs" shown on the plans; one on Wilmington and one on Delany.



**VF RIPLEY  
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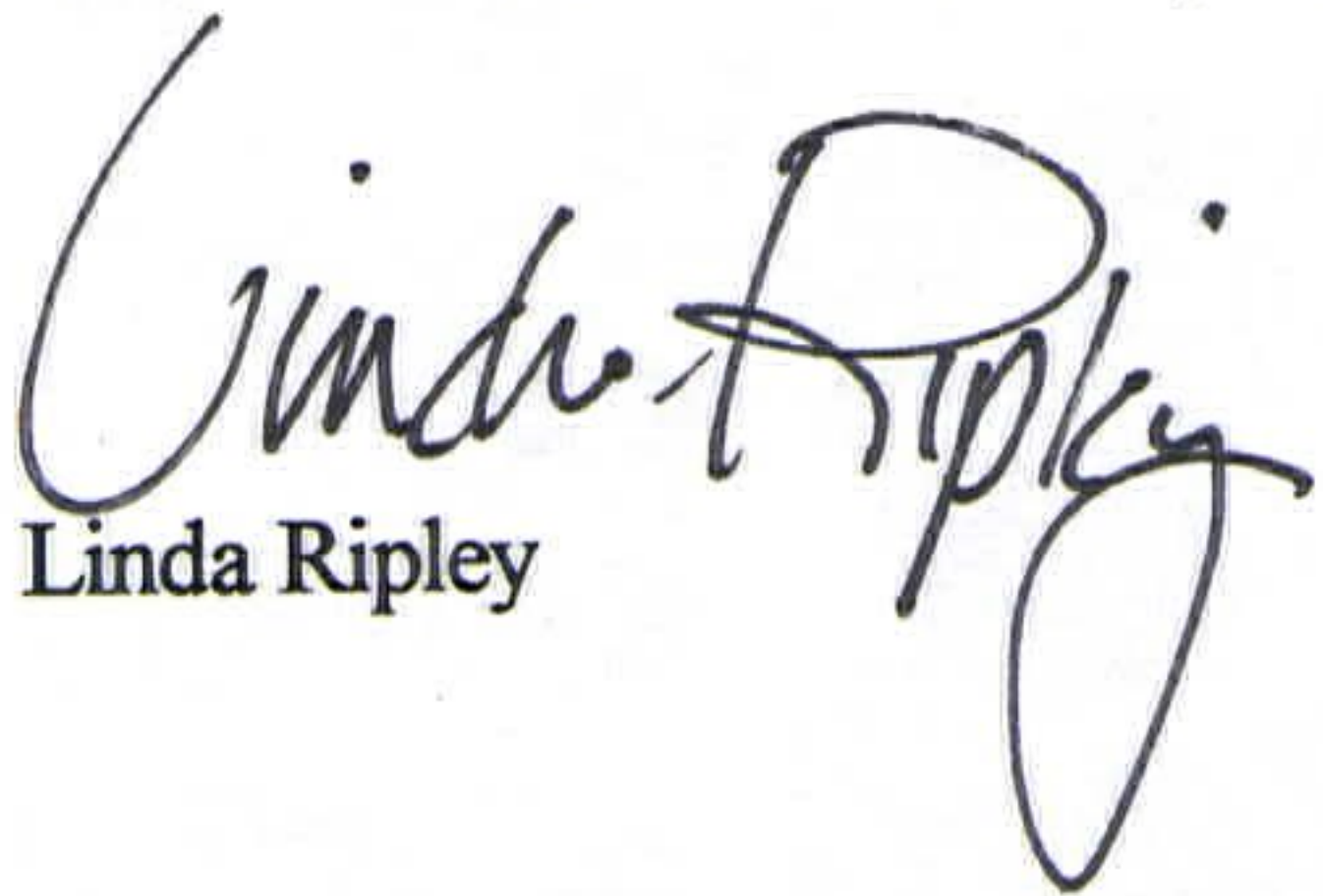
CITY WILL CONSIDER  
ONLY IF + WHEN  
KEENLAND CROSSES  
U.P.R.R. TRACKS.  
ERIC DID NOT  
AGREE TO COMMIT  
TO THIS IMPROVEMENT.

8. A right-of-way line has been added to the Site Plan for Wilmington, Delany and Timberwood.
9. A note has been added to the Site Plan with the requested language.
10. We don't understand what this comment means. Perhaps this can be addressed at the meeting we have proposed.
11. We have oriented buildings to to the "main street" to the degree that we can. We have also added an office building between the two banks to create more visual interest. All the buildings have entrances, outdoor dining areas, and/or pedestrian connections to the "main street".
12. Retail square footage has not been added to the theater. No retail buildings exceed the 25,000 square foot maximum.
13. The buildings have been separated so that no building exceeds 25,000 square feet. Pedestrian space between the buildings will be further defined during the final review process. ?
14. Please see revised building elevations for buildings J and K.
15. The "pass-through" spaces between buildings are accentuated with special plantings, interesting plazas and street furniture. More detail will be provided at final review.
16. We believe we have adequately addressed pedestrian circulation within the center. We prefer to keep pedestrians within islands rather than taking them diagonally through parking areas because it is safer. This can be another topic in the meeting we are proposing.
17.
  - A. Enhanced crosswalks have been shown in the recommended locations.
  - B. Six foot wide bike lanes are shown on the plans.
  17. C. The "neck-down" has been moved to the north leg of the Rockport intersection.
  - D. A bike/ped. connection has been added to the end of the Rockport cul-de-sac.
  - E. O.K.
18. The note will be added to the elevation sheets.
19. A note has been added to the plans reflecting this statement.

20. Since the car wash is a wall, we are proposing to use building materials that compliment the center and soften the appearance with plant material. *How?*
21. Foundation plantings have been added along the north wall of the restaurant building.
22. The developer will be responsible for this area. A note will be added to the Landscape Plans with this statement.
23. The actual baskets have been shown on the plans, one on each end.
24. Acknowledged. See revised elevations.
25. This note has been added to Sheet 1.
26. The parking lots on either side of the Assisted living Facility have been moved to the north to create more of a buffer. Additional landscaping has been added in the form of evergreen trees.

If you have any questions regarding the revisions or these comments, please call.

Sincerely,  
VF RIPLEY ASSOCIATES, Inc.

  
Linda Ripley