



FINAL PLAN COMMENT SHEET

Current Planning
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Fax: 970-224-6134

DATE: January 20, 2011

TO: **Engineering Pavement**

PROJECT PLANNER: Ted Shepard

15-08/A Choice Center Mixed Use Redevelopment Final

Please return all comments to the project planner no later than
the staff review meeting:

February 16, 2011

Note - Please identify your redlines for future reference

No Problems

Problems or Concerns (see below, attached, or DMS)

SURIKA KEETON

Name (please print)

CHECK HERE IF YOU WISH TO RECEIVE COPIES OF REVISIONS

__Plat __Site __Drainage Report __Other_____

__Utility __Redline Utility __Landscape



Project Comments Sheet Selected Departments

Department: **Engineering**

Date: **February 18, 2011**

Project:

Choice Center Mixed-Use Redevelopment PDP -TYPE I AND FINAL PLANS

All comments must be received by Anne Aspen in Current Planning, Ted Shepard in Current Planning, no later than the staff review meeting:

February 16, 2011

Note - Please identify your redlines for future reference

Issue Contact: Randy Maizland

Topic: Engineering

Number: 39

Created: 7/23/2008

[2/16/11] The typical cross-section for Stuart does not show what the separation distance from the back of sidewalk to the retaining wall is proposed to be (and should be at least 2' per the original comment).

[7/23/08] Grading Plan – Please dimension sidewalk and parkway ROW improvements on College and Stuart. Show one cross section for Stuart showing the relationship to the proposed retaining wall which should have 2 feet minimum clearance from the sidewalk.

Issue Contact: Marc Virata

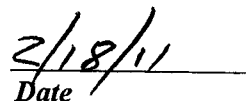
Topic: General

Number: 147

Created: 2/16/2011

[2/16/11] Sheet SP3 of the site plan shows all of lots 3 and 4 as being built in a future phase(s). This does not seem to coincide with the construction plans that show no phasing of the infrastructure. Is the indication of the future phases only with regards to redevelopment of the buildings, or does it pertain to the infrastructure within those phases? Of concern if phasing is being looked at with lots 3 and 4, is that the frontage improvements along College Avenue (sidewalk, street trees, etc.) are built with Phase 1 (the plan does not indicate what phase the frontage improvements are intended to be built). Of additional concern is how the infrastructure within lots 3 and 4 would be able to tie into the frontage improvements along College Avenue to be built in Phase 1. Bringing in sidewalk detached would have an impact on the existing parking. The construction drawings and site plan


Signature


Date

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Plat Site Drainage Report Other
 Utility Redline Utility Landscape

would need to show how the interim would tie into the frontage improvements without being problematic for both the parking lot and frontage improvements.

Number: 148

Created: 2/16/2011

[2/16/11] The right-of-way vacation proposed on the southeast portion of the site no longer seems relevant with the further detachment of the sidewalk along College at this area (the plat should then remove from the legal description "that portion of vacated College Avenue...". Ideally additional right-of-way should be dedicated to match the back of sidewalk along this further detached area instead of providing access easement and/or vacating existing right-of-way along this location.

Number: 149

Created: 2/16/2011

[2/16/11] What is the manner in which the landscaping being removed will be mitigated with the median reduction taking place in College Avenue that removes several trees and landscaping? I'm understanding that Community Development and Neighborhood Services has a general concern about the landscaping and trees that along the median in College Avenue that would be removed with the construction of the larger left turn lane onto the site. Will the installation of the new median directly north result in the installation of low lying plantings as mitigation for the lost landscaping. Will the narrowed down median that creates the longer left turn lane have landscaping installed?

Number: 154

Created: 2/16/2011

[2/16/11] It doesn't appear that "Choice Center Drive" street signs are indicated to be installed on the signing and striping plan. If desired (or required) however, wherever street signs are posted indicating the private "Choice Center Drive", please provide separate informational signage (black lettering on white background) below (at about 5' off the ground) indicating "Choice Center Drive privately owned and maintained". Please provide a detail of this on the details sheet. This is in the same manner as to how Council Tree Avenue (a private drive) in Front Range Village was addressed.

Number: 155

Created: 2/16/2011

[2/16/11] Please ensure the title on all the drawings is coordinated (the plat has "Subdivision" at the end of the title which does not match the site and construction plans).

Number: 156

Created: 2/16/2011

[2/16/11] There is a location along College Avenue and a location along Stuart Street where the public sidewalk is apparently shown to ramp down along the direction of travel. Why is the ramp down being proposed?

Number: 158

Created: 2/16/2011

[2/16/11] Has formal discussion taken place with City Real Estate (Helen Matson) for the offsite work that is shown on City property in order to formalize the appropriate easements? Is it understood how the City's process and timeframe in potentially granting these coincides with anticipated final plan approval by the applicant?

Number: 164

Created: 2/16/2011

[2/16/11] Thought/suggestion: The access ramp east of Building 4 on the north side might be better served for the pedestrian if it faced directly south and not angle southeast as the eastbound pedestrian crossing the drive aisle is angled by the current design to not as easily see oncoming southbound traffic from the property to the north. As this in on private

property and does not impact public right-of-way, this is more of a thought/concern rather than requirement.

Number: 169

Created: 2/16/2011

[2/16/11] Is there a reference document already compiled that lists the various dedications and vacations of easements that are required both onsite and offsite? It is suggested that this document be provided for review and will then be used as a "check-off" for verification and agreement with all that all the required approvals are obtained prior to final plan approval.

Number: 189

Created: 2/18/2011

[2/18/11] CDOT and the City would like to see an updated traffic memo/letter with the consultant's traffic engineer indicating what changes (if any) to the proposed land use and resulting trip generation may have taken place between the PDP (pre-hearing) submittal and with the present final plan submittal, and the impacts (if any) that may result.

Topic: Plat

Number: 161

Created: 2/16/2011

[2/16/11] The plat indicates the use of "access easement", "public access easement", and "sidewalk easement". When dedicated to the City, these should all just use the "access easement" designation.

Number: 186

Created: 2/16/2011

[2/16/11] There would be no objection from the City if on the plat all the various separate document dedications/vacations of easements were to just be noted as to be dedicated (or vacated as appropriate) by separate document, instead of the various blank lines for reception numbers that would need to be filled in before the plat is filed.

Topic: Utility Plan

Number: 150

Created: 2/16/2011

[2/16/11] CDOT M&S Standards should be provided in the construction details pertaining to the improvements in College Avenue and referenced in the plans. The City is meeting with CDOT at our monthly coordination meeting this Friday and may have additional comments/concerns following the Wednesday morning meeting. The following three comments are thoughts I had specific to the new construction/reconstruction along the median in College Avenue and may be further refined pending input from CDOT.

Number: 151

Created: 2/16/2011

[2/16/11] The new concrete median for the left turns onto the site and Parker Street should have additional design information on sheet 15. Please provide spot elevations along the gutter along with cross sections of College Avenue in at least a couple of locations along this median. Is the hatching around this median intended to indicate concrete pavement? If so, please provide a concrete jointing plan detail for this area (from the CDOT M&S Standards).

Number: 152

Created: 2/16/2011

[2/16/11] The apparent new concrete "ribbon" median extending the left turn stack into the site should have additional information on sheet 15. Please indicate a flowline to flowline width of this median. If it's intended that the existing median along the west side of College is to remain, how will the new median transition to the existing median? It seems that the existing median no longer has the gutter at existing finished grade due to successive

overlays and the new median gutter would need to then be set below finished grade in order to tie into existing. Please provide spot elevations along the gutter (or final pavement grade if gutter is set below) along with cross-sections at several locations in order to understand how drainage along the extended turn lane is intended to function.

Number: 153

Created: 2/16/2011

[2/16/11] In consultation with the City's Traffic Engineer, please provide SU-30 turning template information for the left turn movements off of College onto the site and onto Parker Street in order to demonstrate that the median nose design will accommodate these vehicle types.

Number: 157

Created: 2/16/2011

[2/16/11] Please provide detail on the northeast portion of the site as to how the tie-in to the existing sidewalk along College Avenue will occur. Label the width of existing attached sidewalk the proposed is tying into. Show the existing landscape bed behind the attached sidewalk and how this will be terminated (Sheet 10 of the landscape plan seems to imply the continuation of the curb that defines the northern boundary but there is no indication if rock, turf, plantings, etc. will be provided.)

Number: 159

Created: 2/16/2011

[2/16/11] Please provide a note on the storm drainage sheets that the manhole locations along storm drain B-1 shall be adjusted to be at the center or middle of the travel lanes along Stuart Street. It appears that the manholes B6 and B6b should be shifted slightly south to the center (crown) of Stuart Street with B7 appearing to be fine with the taper for the turn lane.

Number: 160

Created: 2/16/2011

[2/16/11] Sheet 13 of the construction plans shows a CDS2020 water quality device that doesn't seem to be indicated elsewhere on the set and a detail is not provided. Will an access manhole be needed and where will this be situated in relationship to the lane lines? Will this be traffic rated? [Stormwater indicated that is a private improvement. Private improvements should not be placed in public right-of-way and is considered problematic as a result.]

Number: 162

Created: 2/16/2011

[2/16/11] On sheet 3 of the construction plan please change "County" to "City" on Note 5.

Number: 163

Created: 2/16/2011

[2/16/11] In the construction plan set, existing features (such as contours and utilities) are too difficult to analyze with the lineweight used. It appears in some instances that proposed contours don't tie into proposed contours.

Number: 165

Created: 2/16/2011

[2/16/11] Please remove the incorrect labelling of the private drive as Stuart Street on sheet 12 of the construction drawings.

Number: 166

Created: 2/16/2011

[2/16/11] The plan and profile sheet for Stuart Street seems a little unclear as one profile line is indicated that it's finished grade for both existing and proposed left and right flowline while a different indication of the same line indicates to see additional curb return profiles on the same sheet. Will the flowline profiles on both sides of the street be the same? Having

the flowline and centerline profiles individually separate might be preferred for clarity in this regard.

Number: 167

Created: 2/16/2011

[2/16/11] Please label on the Stuart Street plan and profile sheet where on the centerline (in plan view) the transition starts to remove the crown from the street intersecting onto College Avenue.

Number: 168

Created: 2/16/2011

[2/16/11] On the Stuart Street signing and striping plan the location of the "STOP" pavement painting directly west of the public right-of-way ending for Stuart Street seems in an odd location as it appears to define the stop location where opposing westbound traffic would cross into. Shouldn't this be shifted south to the south half of this driveway opening?

Number: 170

Created: 2/16/2011

[2/16/11] A detail of the concrete headwall for the storm outfall didn't seem to be included in the plan set.

Number: 187

Created: 2/18/2011

[2/18/11] There is apparently an existing irrigation line/tap for the existing landscaped median on College. If that irrigation line isn't utilized with the reworked College Avenue improvements, the line will likely need to be abandoned.

Number: 188

Created: 2/18/2011

[2/18/11] CDOT met with the City on 2/18 and indicated that they needed to have additional discussion internal to CDOT as to how the median improvements should be constructed given the successive overlays to College (referring back to #151 and #152). They anticipate having comments completed by next Friday (the 25th).