

File

CITY OF FORT COLLINS

COMMUNITY DEVELOPMENT DEPARTMENT, PLANNING DIVISION

August 5, 1985

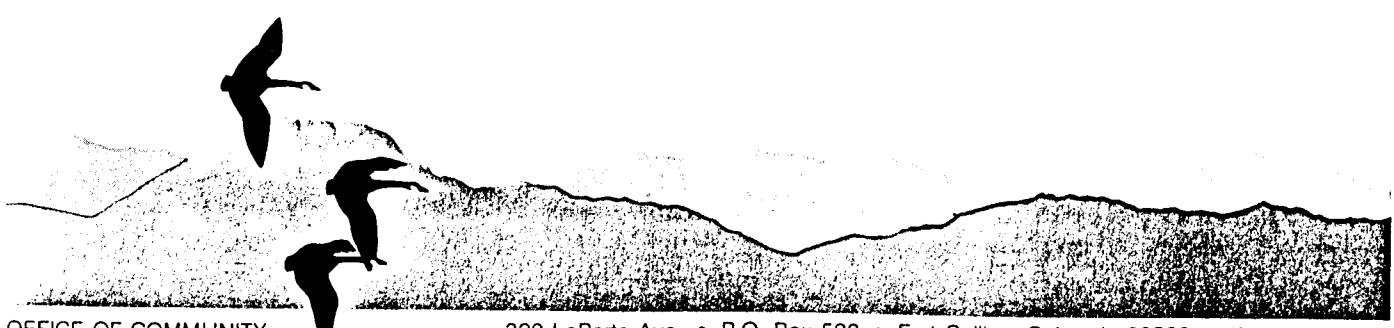
Eldon Ward
Cityscape Urban Design
Building 21 Old Town Square, Suite 242
Fort Collins, CO 80524

Dear Eldon:

Staff has reviewed Quail Hollow Preliminary PUD and the Phase 1 Final PUD and has the following comments to offer. Revisions reflecting these changes should be submitted by Monday, August 11, 1985.

Preliminary PUD:

1. A 15' utility easement should be provided on Drake Road. A [redacted] is needed along [redacted] with [redacted] heat will be provided ([redacted]).
2. [redacted] should be shown.
3. Zendt Court should either be designed to City standards, or narrowed to serve as a private drive. As you know, the City will not maintain private drives.
4. Justification should be provided for less than 200' separation between Seccomb and Drake Road. The P&Z Board must approve a variance for this.
5. [redacted] does not [redacted] Please [redacted] justification for this.
6. [redacted] and Dunne/McKeag [redacted] should be designed to City [redacted].



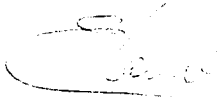
7. Staff suggests [REDACTED] is a [REDACTED]. If redesign is not possible, the plans should note that fencing will be restricted.
8. A redesign of the Seccomb Street layout should be considered to de-emphasize the street.
9. Improvements at the Drake/Overland intersection will be the responsibility of the developer, however these improvements will not be required along with Phase 1.
10. [REDACTED] should be shown on [REDACTED].
11. Note #8 should be clarified. [REDACTED]
12. [REDACTED] the [REDACTED] intersection is a concern. Plant materials should be low growing.
13. The Fire Marshall has requested temporary access from Dumire onto Drake Road. The access must be a minimum of 40' wide with approved roadbed, barriers and signage. An access easement should also be provided. The landscape plan should be revised accordingly.
14. The detention area should be defined on the site plan.
15. The [REDACTED] to prevent Q100 peaks from overtopping the roadway.
16. The City will not maintain the main channel of Dixon Creek.
17. Grades around existing trees shall be maintained.
18. Street trees should be provided along Drake and Overland at one tree per 40'. Landscaping in the right-of-way must be irrigated and will not be maintained by the City.
19. The future park site does not exist as shown on the vicinity map. Also, The trail easement should be shown on plat and site plan.
20. A repay is due on the water line in Drake Road.
21. Sewer mains must be extended to the west side of Overland and Clemma Court, and to the north side of Drake and Pasquinel.
22. This site may be selected as a "significant" area to preserve as a part of the City's wildlife mapping program. More native plantings in open space areas are suggested.

Final PUD:

1. Show fire hydrant locations and line sizes.
2. The [REDACTED] must be [REDACTED]. The pavement [REDACTED] City standards and corrosiveness of soil is not in the report.
3. Show [REDACTED] and [REDACTED].
4. Easements in the existing PUD must be vacated.
5. The scale of the Landscape Plan should be shown and an overall plan, including open space areas, should be provided. Additional tree and shrub plantings along Drake are needed and this area must be irrigated.

I would be happy to discuss these comments further with you. PMTs, colored drawings and full size copies for the Board should be submitted by Friday, August 15th. All final documents must be signed and submitted by August 21st.

Sincerely,



Elaine Kleckner
Senior City Planner

xc: Gary Diede, Acting Community Services Director
Tom Peterson, Planning Director
Mike Herzig, Development Coordinator
Jim Newell, Civil Engineer I
Rick Ensdorff, City Traffic Engineer

date: 7 Jul 86

department:

ERA

ITEM:

#144-80D QUAIL HOLLOW PUD, PHASE ONE - Final

COMMENTS:

- 1) Require landscaping restrictions on the N.E. corner of Dumire and McKeag streets due to site being distance [lot #46]
- 2) must have a turn around on dead-end street - @ McKeag Street
- 3) Soils report must be updated:
A) pavement design doesn't meet standards
B) corrosiveness of soil not in report
- 4) scale needed on landscape plan
- 5) show Ped. access ramps
- 6) Dimension walks
- 7) show fire access through Dumire Ct to Drake
- 8) ~~McKeag needs temp. turnaround.~~
- 9) Note # 8 needs revision
- 10) There are many steel design problems.
at least one basement walk in P.U.D.

date: 7 Jul 86

department:

ERA

ITEM:

#144-80C

QUAIL HOLLOW PUD - Preliminary

COMMENTS:

1. Streets must be designed to City's Standards.
2. Yorkshire is definitely not.
3. Durmie Ct + McKee - site distance ~~needs~~
4. Ask Dave: Offsite street improvements req'd?
Note #8 needs "or if there is no walk. . . ." deleted
5. Walks should be shown
6. Overland Trail not to be built?

Ask Dave
→

Ask Rick

for file



August 8, 1986

bldg. 21 suite 242, old town square
fort collins, colorado 80524
(303) 221-0731

Elaine Kleckner
Senior City Planner
Office of Community Development
P.O. Box 580
Fort Collins, CO 80522

Dear Elaine;

Attached are three sets of prints of the Quail Hollow Preliminary and Phase 1 Final PUD. The plans have been revised in response to Staff comments as follows:

Preliminary PUD:

1. Utility easements meeting City requirements are to be provided. A note to that effect has been added to the Preliminary Plan, and the required easements have been included on the Phase 1 Final Plat.
2. Sidewalks have been shown.
3. As agreed at our July 25th meeting with Bob Wilkinson, Rick Ensdorff, and Mauri Rupel, Zendt Court has been eliminated, and replaced with three shared drives. Front yard setbacks have also been increased, and berming and landscaping added along Yorkshire.
4. The separation between Seccomb and Drake Road meets City standards, and does not conflict with needed traffic movements at the Drake/Yorkshire intersection (see attached Memo from Matt Delich).
5. A letter is attached asking that the the variance previously approved for the design speed of Yorkshire be approved again for the current plans. The variance is needed to allow:
 - Saving the existing large trees on either side of the street
 - A perpendicular crossing Dixon Creek at the point requiring the least amount of regrading and disruption of the open space/habitat area
 - Safe, functional development of the land between Yorkshire and the natural Dixon Creek open space area to the west.

6. Local streets have been designed as needed to meet City standards.
7. Site distance problems at street intersections have been corrected.
8. Traffic engineers representing the applicant and the City have concurred that Seccomb Street as designed does not present a problem for traffic flow. The proposed design allows better long term emergency access than can be achieved with any of the design alternatives suggested to de-emphasize the street.
9. The applicant is aware of the future need to improve the Drake/Overland intersection.
10. A temporary cul-de-sac or barricades will be provided as required at the end of McKeag.
11. Note #8 has been revised.
12. Sight distance at Drake/Yorkshire has been improved.
13. A temporary 20' fire lane meeting emergency access requirements is to be provided from the end of Dumire Court to Drake Road.
14. The detention areas have been indicated on the site plans.
15. RBD Engineering is working with Storm Drainage to ensure that drainage plans of Quail Hollow are in accordance with approved drainage reports for the basin.
16. The main channel of Dixon Creek is proposed to remain in a natural condition as a part of the program suggested by Natural Resources to enhance the wildlife habitat characteristics of the area, and should not require special maintenance.
17. Existing grades around large existing trees are to be maintained.
18. Additional street trees and temporary irrigation of planting areas along Drake and Overland have been provided.
19. The vicinity map and trail easement have been modified as requested.
20. The applicant is aware of the repay on the water line in drake.
21. Sewer mains will be extended as required.

22. Additional plantings and more careful treatment of the open space areas has been incorporated as suggested by the Department of Natural Resources. The following measures have been taken to assure a successful wildlife inhabited area:

- In regards to the black-capped chickadee, there are approximately 1.5 snags/acre ratio on the site which are of a suitable variety for excavation, [eg; cottonwoods and willows]. Also, there are a sufficient number of mature trees, [assuming the inclusion of proposed trees when they reach maturity] to provide adequate canopy closure.
- Concerning the eastern cottontail, the site offers a high amount of habitat diversity and interspersions to provide the animal with sufficient food, shelter and escape cover.

Final PUD:

1. Fire hydrant locations have been added to the site plan, and line sizes are indicated on the utility plans.
2. The soils report is being updated as requested.
3. Access ramps and sidewalk dimensions have been added to the site plan.
4. A letter requesting vacation of previously dedicated easements and rights-of-way is attached.
5. The landscape plan has been revised per our discussion.

Colored plans, reductions, and ten sets of prints for the Board will be submitted by August 15th; signed documents will be submitted by August 21.

Sincerely,



Eldon Ward, President
Cityscape Urban Design, Inc.

cc: Dan Jensen
Stan Myers

CITY OF FORT COLLINS

OFFICE OF DEVELOPMENT SERVICES, PLANNING DEPARTMENT

September 9, 1987

Mr. Stan Myers
RBD Inc. Engineering Consultants
2900 South College Avenue
Fort Collins, CO. 80525

Dear Mr. Myers:

The request for a replat of the Quail Hollow PUD First Filing, Lots 41 through 45 has been reviewed by staff and the affected utility providers. The following comments represent concerns which should be addressed prior to final administrative approval:

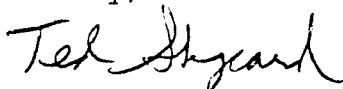
1. As stated on the revised utility plans, the water and sewer services for lot 43 will be abandoned at the mains. The revised utility plans should also state that the street repair work shall be as follows:
 - A. The patch shall be in accordance to City standard as per "Replacing Asphaltic Concrete Pavement On Aggregate Base" from the manual entitled "Design Criteria and Standards for Streets" (Detail No.2) page PD 2. Copy enclosed.
 - B. The patch shall be a minimum of 3/4 inches asphalt overlay to lip of gutter to lip of gutter.
 - C. The patch shall overlap the cut by one foot on the other two sides.
4. The front of old lot 45, new lot 4, contains a curve which should be described with curve data.
3. The plat should contain information on bearings.
4. The revised utility plans should contain a note stating that any relocation of Light and Power facilities, if necessary, will be at the owner's expense.
5. The revised utility plans should also contain a note stating that any relocation of existing Mountain Bell facilities will be at the owner's expense.



This concludes staff comments at this time. As you are aware, there will be no formal public hearing with the Planning and Zoning Board. Therefore, there is no specific deadline for final administrative approval. The Minor Subdivision Ordinance allows for an administrative hearing on the first and third Thursday of each month. In keeping with the intent of the minor subdivision ordinance, however, staff recommends that the administrative hearing be held on Friday, September 25, 1987.

In order to maintain a hearing date of September 25, 1987, final plans with the recommended revisions should be returned to the Planning Department by September 18, 1987. If there are any questions or concerns, please do not hesitate to call or visit our office.

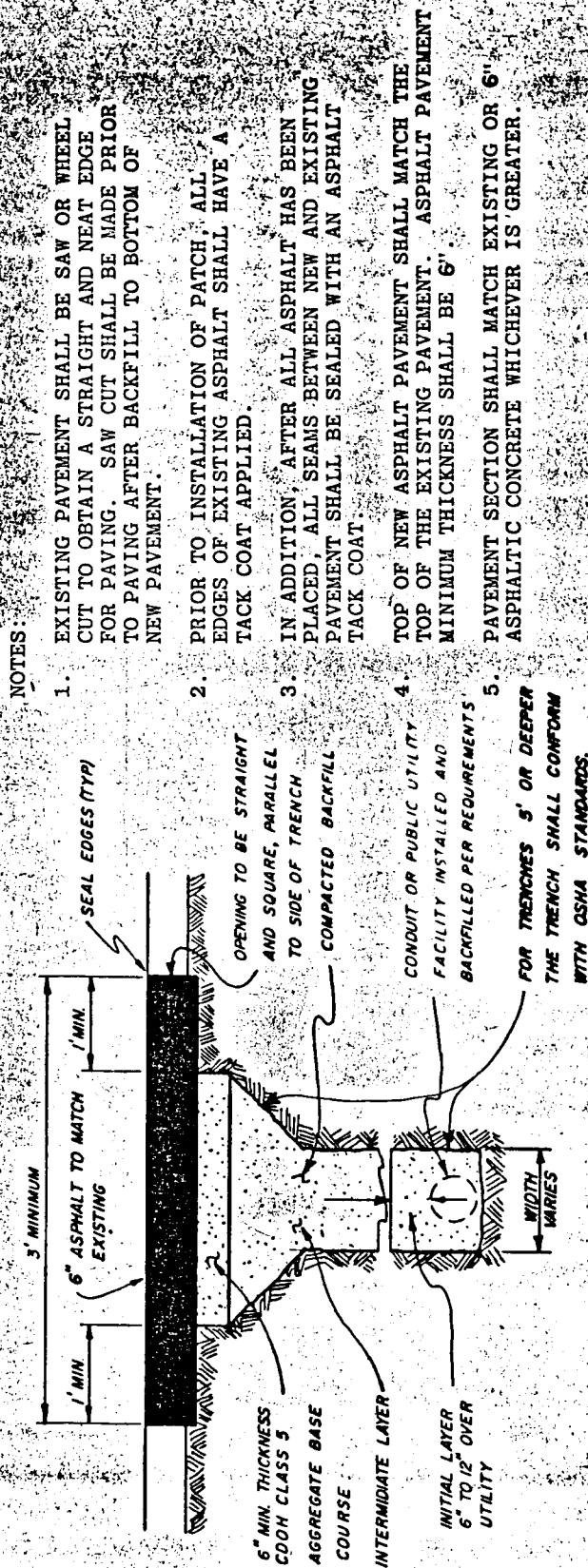
Sincerely,

A handwritten signature in cursive script that reads "Ted Shepard".

Ted Shepard

cc: Tom Peterson, Director of Planning
Jim Newell, Civil Engineer I

REPLACING ASPHALTIC CONCRETE PAVEMENT ON AGGREGATE BASE



NOTES:

1. EXISTING PAVEMENT SHALL BE SAW OR WHEEL CUT TO OBTAIN A STRAIGHT AND NEAT EDGE FOR PAVING. SAW CUT SHALL BE MADE PRIOR TO PAVING AFTER BACKFILL TO BOTTOM OF NEW PAVEMENT.
2. PRIOR TO INSTALLATION OF PATCH, ALL EDGES OF EXISTING ASPHALT SHALL HAVE A TACK COAT APPLIED.
3. IN ADDITION, AFTER ALL ASPHALT HAS BEEN PLACED, ALL SEAMS BETWEEN NEW AND EXISTING PAVEMENT SHALL BE SEALED WITH AN ASPHALT TACK COAT.
4. TOP OF NEW ASPHALT PAVEMENT SHALL MATCH THE TOP OF THE EXISTING PAVEMENT. ASPHALT PAVEMENT MINIMUM THICKNESS SHALL BE 6".
5. PAVEMENT SECTION SHALL MATCH EXISTING OR 6" ASPHALTIC CONCRETE WHICHEVER IS GREATER.

CONDUIT OR PUBLIC UTILITY FACILITY INSTALLED AND BACKFILLED PER REQUIREMENTS FOR TRENCHES 5' OR DEEPER THE TRENCH SHALL CONFORM WITH GSHA STANDARDS.

DETAIL NO. 2

CITY OF FORT COLLINS, COLORADO
ENGINEERING DIVISION

Maurice E. Ruppel
APPROVED

REVISED 4-86