

Preliminary Design Review Agenda

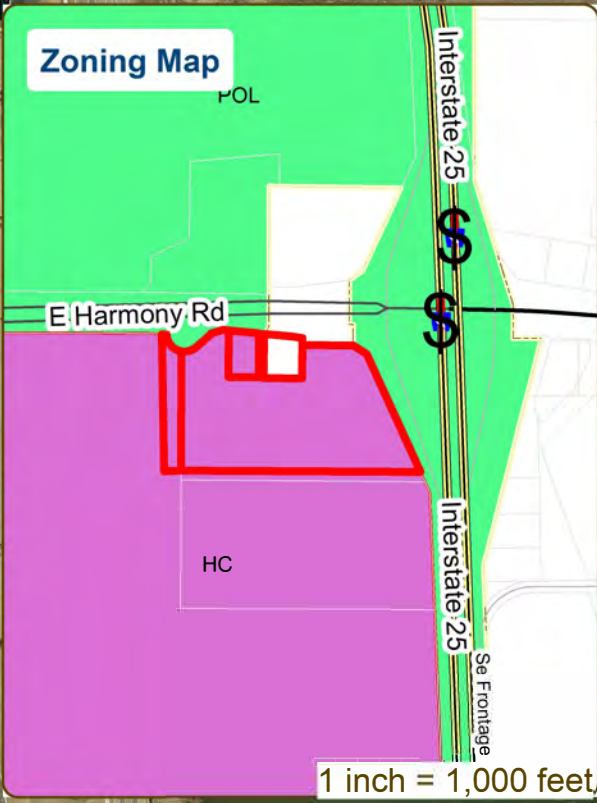
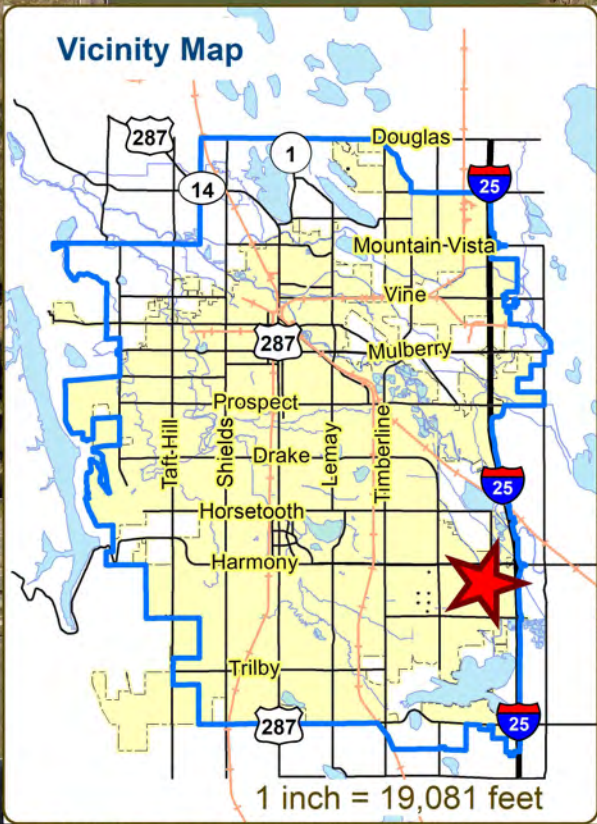
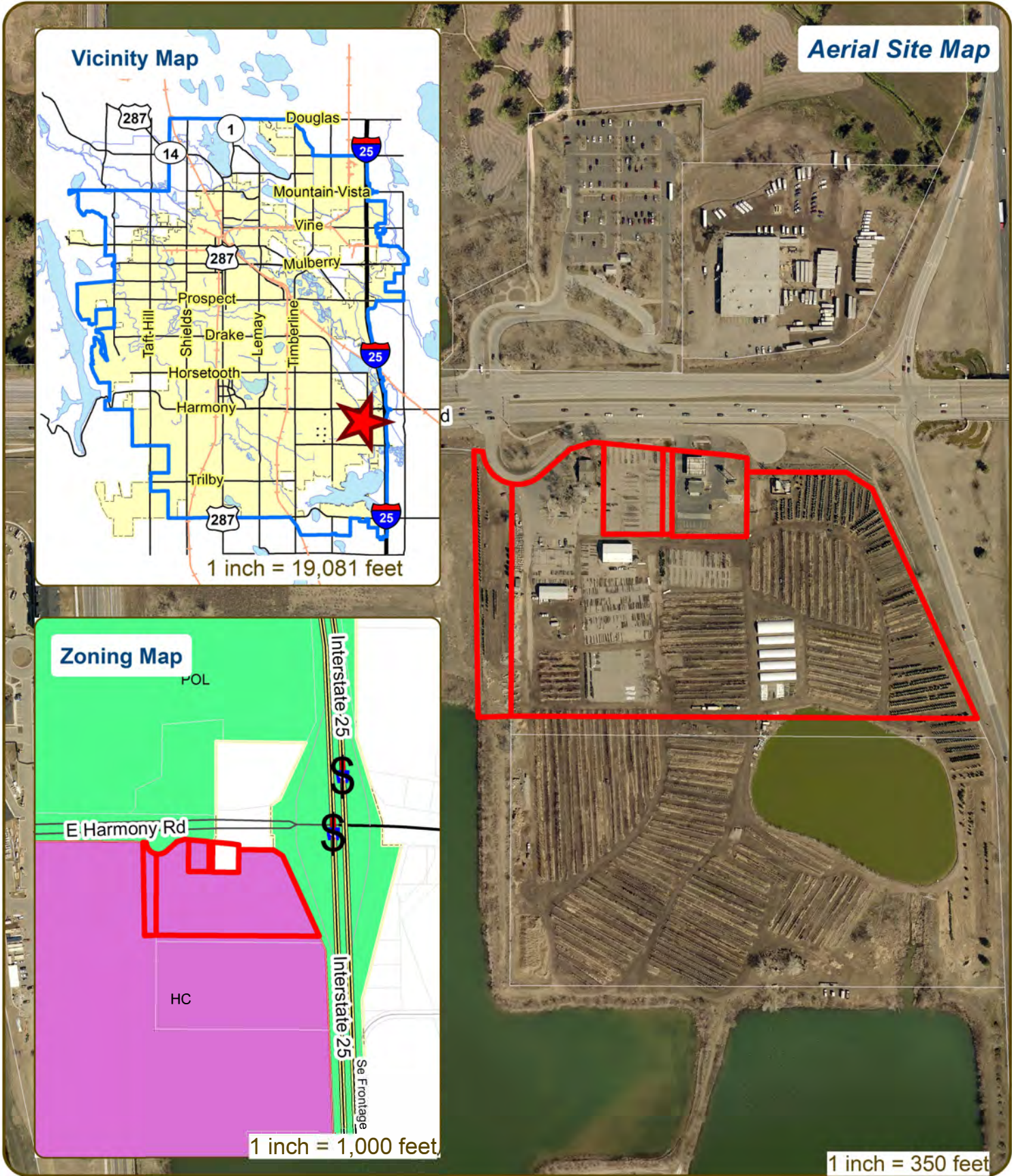
Schedule for 08/18/21

Preliminary Design Review meetings will be hosted via Zoom web conferencing.

Wednesday, August 18, 2021

Time	Project Name	Applicant Info	Project Description	
8:30	Serfer & I-25 Floodplain Mitigation PDR210014	Kristin Turner 970-532-5891 kristin@tbgroup.us	This is a request evaluate three potential flood channel alignments for a series of properties located at the southwest corner of E Harmony Rd and Interstate-25 (parcel #'s 8603000004; 8603000011; 8603000010). The intent of the review is to determine the best location for the flood channel to remove as much land as possible from the floodplain while optimizing the project cost to benefit the impacted properties. Option 1 evaluates a single centrally located channel that runs from north to south. Option 2 evaluates a single channel that runs parallel to Harmony Road and I-25, roughly within the landscaping setback required from both Harmony and I-25. Option 3 evaluates a scenario where a cooperative agreement cannot be reached with other affected property owners and improvements would be completed only on the Serfer properties (4305 & 4315 E Harmony Rd). No development is proposed as part of this Preliminary Design Review. Access to the site is currently from the W Frontage Rd. The site is directly south of E Harmony Rd and directly west of Interstate-25. 4305 & 4315 E Harmony Rd are located within the Harmony Corridor (HC) zone district while 4325 E Harmony Rd is located within Larimer County.	Planner: Clark Mapes / Scott Benton Engineer: TBD DRC: Todd Sullivan

Serfer & I-25 Floodplain Mitigation



Aerial Site Map

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PRELIMINARY DESIGN REVIEW: APPLICATION

General Information

Preliminary design review is an opportunity for an applicant to discuss the requirements, standards, procedure, and potential modifications of standards or variances that may be necessary for a project and to generally consider the development proposal design which has been evaluated as a part of the conceptual review process. While the conceptual review process is a general consideration of the development proposal, a Preliminary Design Review considers the development proposal in greater detail. Problems of both a major and minor nature can be identified and solved during the preliminary design review before a formal application is made.

Preliminary design review applications must be submitted to City Staff no later than Wednesday at 5:00pm three weeks prior to the anticipated Wednesday meeting date. Application materials can be e-mailed to planning@fcgov.com or sent to/dropped off at 281 North College Avenue.

Representatives of Community Development and Neighborhood Services (Zoning, Environmental Planning, Current Planning, and Development Review Engineering), Light and Power, Stormwater, Water/Waste Water, Advance Planning (Long Range Planning and Transportation Planning), Historic Preservation and Poudre Fire Authority regularly attend preliminary design review meetings. Additionally, other public or quasi-public agencies which may be impacted by the development project are invited and encouraged to attend the preliminary design review. These agencies may include the gas utility, water and/or wastewater utility districts, ditch companies, railroads, cable television service providers and other similar agencies.

Upon receipt of a preliminary development proposal for review, and after review of such proposal with the applicant, the staff shall furnish the applicant with written comments and recommendations regarding such proposal in order to inform and assist the applicant prior to preparing components of the development application. The staff shall provide the applicant with a "critical issues" list, which will identify those critical issues that have surfaced in the preliminary design review as issues that must be resolved during the review process of the formal development application. To the extent that there is a misunderstanding or a misrepresentation of facts, the opinion of the staff may change during the course of development review.

Section to be filled out by City Staff
Date of Meeting Project Planner
Submittal Date Fee Paid (\$500)

BOLDED ITEMS ARE REQUIRED *The more info provided, the more detailed your comments from staff will be.*

Project Name

Project Address (parcel # if no address)

Contact Name(s) and Role(s) (Please identify whether Consultant or Owner, etc)

Business Name (if applicable)

Applicant Mailing Address

Phone Number E-mail Address

Basic Description of Proposal (a detailed narrative is also required)

Zoning Proposed Use Existing Use

Total Building Square Footage S.F. Number of Stories Lot Dimensions

Age of any Existing Structures

Info available on Larimer County's Website: http://www.co.larimer.co.us/assessor/query/search.cfm

*If any structures are 50+ years old, good quality, color photos of all sides of the structure are required.

Is your property in a Flood Plain? Yes No If yes, then what risk level?

Info available on FC Maps: http://gisweb.fcgov.com/redirect/default.aspx?layerTheme=Floodplains

Increase in Impervious Area S.F.

(Approximate amount of additional building, pavement, or etc. that will cover existing bare ground to be added to the site)

SUBMITTAL INFORMATION:
PRELIMINARY DESIGN REVIEW (PDR)

- 1) Preliminary Design Review Application form and filing fee (\$500).
- 2) **Project Narrative** – Please include the following information:
 - (a) What are you proposing/use?
 - (b) What improvements and uses currently exist on the site?
 - (c) Describe the site circulation (auto and pedestrian), parking and how it coordinates with the existing neighborhood.
 - (d) Describe site design and architecture.
 - (e) How is your proposal compatible with the surrounding area?
 - (f) Is water detention provided? If so, where? (show on site plan)
 - (g) How does the site drain now (on and off site)? Will it change? If so, what will change?
 - (h) What is being proposed to treat run-off?
 - (i) How does the proposal impact natural features?
 - (j) Do any existing structures have automatic fire sprinklers? Will the new structures have fire sprinklers?
 - (k) Are there any unusual factors and/or characteristics are present that may restrict or affect your proposal?
 - (l) Have you previously submitted an application?
 - (m) What specific questions, if any, do you want addressed?
- 3) **Site Plan** – Please consider including the following:
 - (a) Project site boundary and adjacent property uses
 - (b) Proposed circulation system, and how it ties into existing infrastructure (pedestrian and auto)
 - (c) Existing and proposed landscaping (Will trees be removed?)
 - (d) Existing and proposed buildings (Will they remain? If they will change, how?)
 - (e) Existing natural features (Will these be impacted by the proposal?)
 - (f) On and off site improvements
 - (g) Location of detention, drainage and water quality features
 - (h) Emergency vehicle access and fire hydrant locations

Serfer-I25 PDR Narrative

The purpose of this PDR review is to evaluate three potential flood channel alignments which will have impacts on the Serfer Land Ventures, LLC property, Harmony 25, LLC property and the Solo Sailor, LLC property (refer to plans for locations). These properties are located on the southwest corner of Harmony Road & I-25.

The intent is to determine the best location for the channel in order to remove as much land as possible from the floodplain while optimizing the project cost to benefit all involved properties.

Option 1 evaluates a single centrally located channel that runs from north to south. This channel would essentially be an improvement of the existing channel already in this location. Known advantages of this alignment include conformity with previous conceptual plans for the Harmony culverts and more limited construction costs since it would improve the existing channel and less ground is also required to complete these improvements. Access from Harmony to the Serfer property could also be completed more easily than in Options 2 or 3. Known negatives are that the alignment cuts between two parcels that would likely need connectivity, creating the need for potentially costly crossings for any connections.

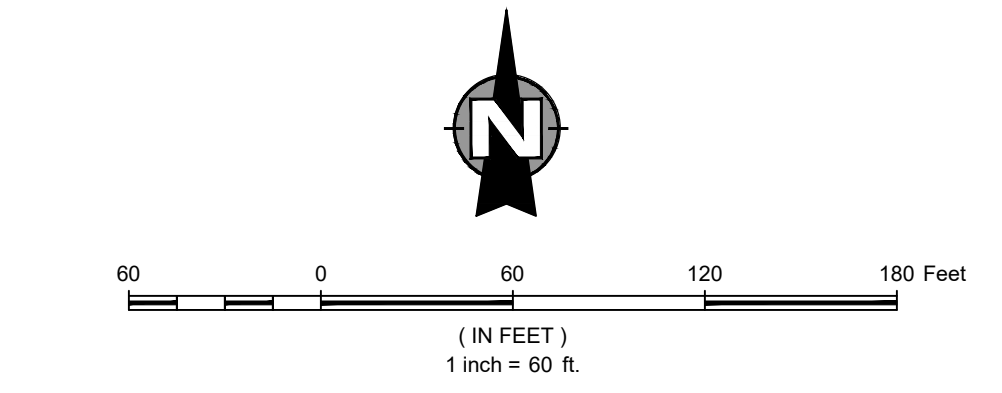
Option 2 evaluates a single channel that runs parallel to Harmony Road and I-25, roughly within the landscaping setback required from both Harmony and I-25. Known advantages are that the alignment would be around the perimeter of the properties and within the landscape setback, potentially leaving more ground available for development. Known negatives include a longer channel with additional land required for its construction and a larger impact to the Serfer property. A significant crossing would also be required to access the Serfer/H-25 properties from Harmony.

Option 3 evaluates a scenario where a cooperative agreement cannot be reached with other affected property owners and improvements would be completed only on the Serfer property. In this scenario, the existing flow split would be maintained, and the flows that currently impact the Serfer property would be conveyed to the east and the remaining flows would follow their current flow path to the south.

No development plan for the property is proposed at this time.

Questions:

1. Are the City stormwater improvements shown that would pass flood flows under Harmony still roughly accurate? Are there any updates to these potential stormwater improvements, either from a design perspective or timing for the improvements?
2. Are there opportunities to participate in a cost sharing of the Harmony improvements if desired?
3. Are there any other funding mechanisms that could be leveraged with the City for any of the options shown?
4. In each of the three options, what are the City's feelings about the alignment and feasibility?
5. Will a vehicular connection between the Serfer property and the H-25 property actually be required?
6. How does the Harmony Corridor plan affect the options?
7. What process would be needed with the City to construct any of the options shown?

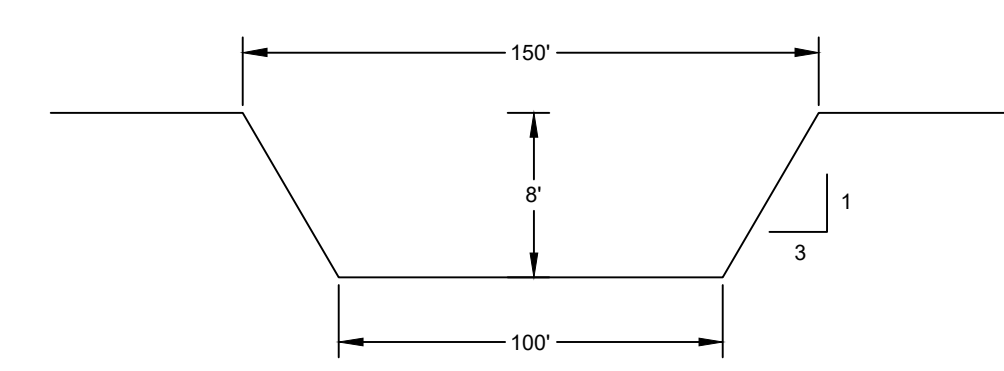


LEGEND:

- PROPOSED FLOOD CHANNEL LIMITS ———
- ADJACENT PROPERTY LINE (H-25 PROPERTY) - - - - -
- PROPERTY LINE (SERFER) - - - - -
- FUTURE CITY OF FORT COLLINS STORMWATER CULVERTS ▨▨▨▨

NOTES:

1. THE PROPOSED CITY OF FORT COLLINS STORM WATER CULVERTS ARE BASED ON CONCEPTUAL INFORMATION SHOWN ON CONCEPTUAL PLANS DEVELOPED BY ANDERSON CONSULTING ENGINEERS, INC. DATED 7/13/2007.
2. LIMITS OF PROPOSED FLOODPLAIN CHANNEL ARE APPROXIMATE AND FOR GENERAL LOCATION ONLY.
3. CHANNEL SECTIONS AND FLOW RATES BASED ON LATEST RISKMAP INFORMATION AVAILABLE. FINAL SECTION AND FLOW RATES MAY VARY.



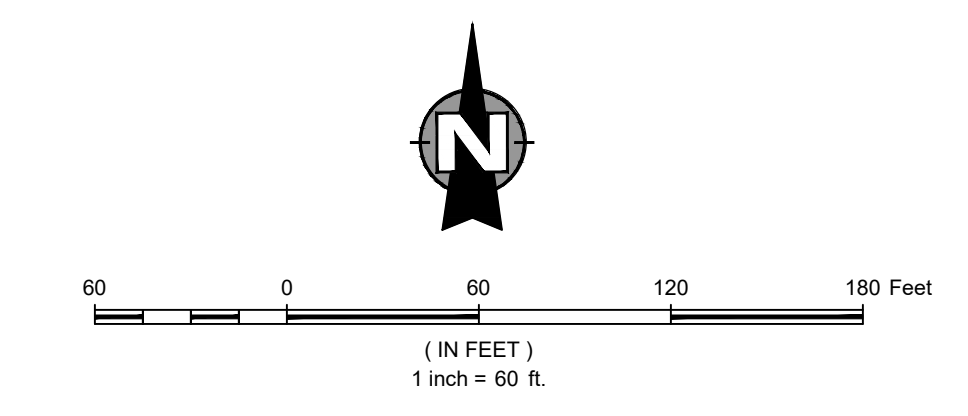
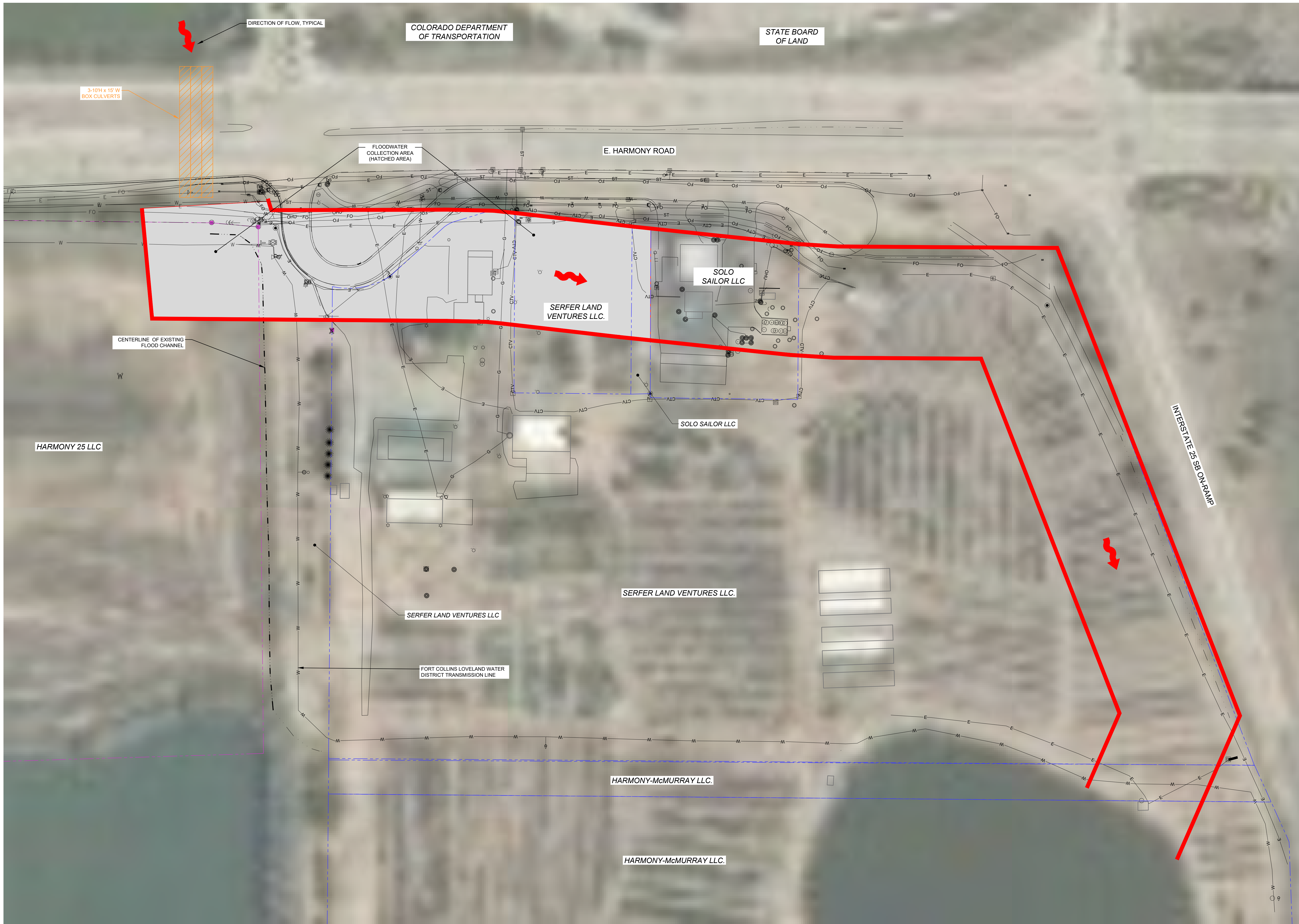
TYPICAL CHANNEL SECTION
ASSUMES 4.725 CFS FLOW (PER RISKMAP) AND 0.1% CHANNEL SLOPE

JULY 9, 2021

NE NORTHERN
ENGINEERING

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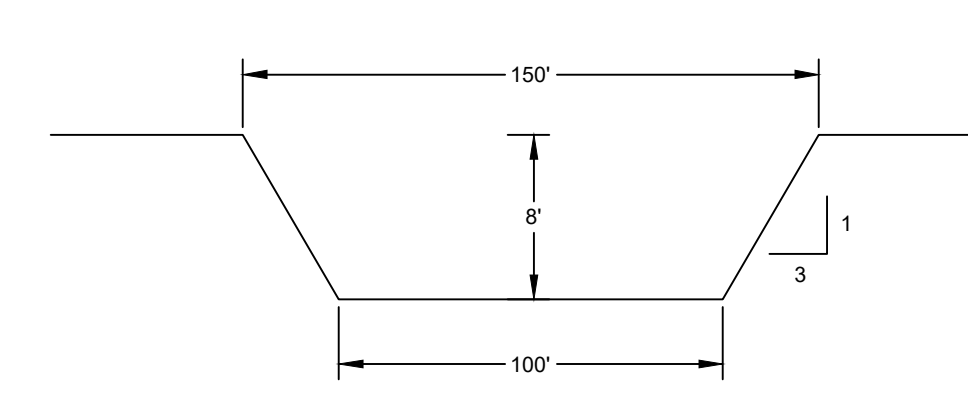
**SERFER/H-25 FLOODPLAIN MITIGATION
FORT COLLINS, COLORADO
OPTION 1
Combined Central Channel**



LEGEND:

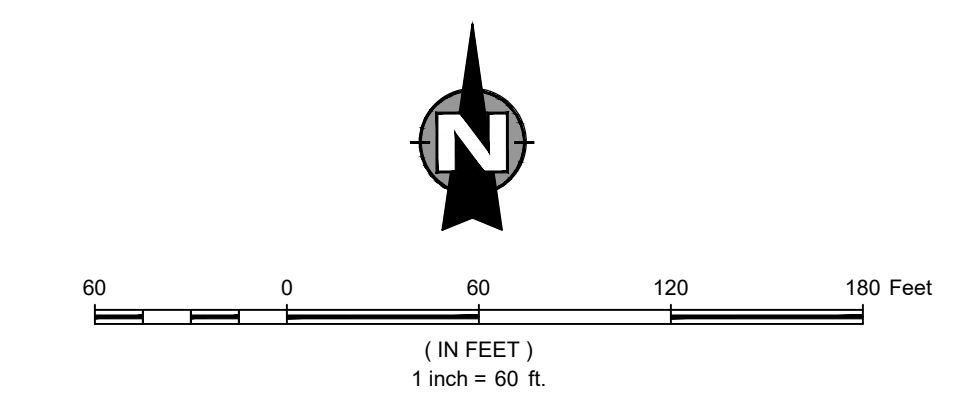
PROPOSED FLOOD CHANNEL LIMITS	
ADJACENT PROPERTY LINE (H-25 PROPERTY)	
PROPERTY LINE (SERFER)	
FUTURE CITY OF FORT COLLINS STORMWATER CULVERTS	

- NOTES:**
1. THE PROPOSED CITY OF FORT COLLINS STORM WATER CULVERTS ARE BASED ON CONCEPTUAL INFORMATION SHOWN ON CONCEPTUAL PLANS DEVELOPED BY ANDERSON CONSULTING ENGINEERS, INC. DATED 7/13/2007.
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TYPICAL CHANNEL SECTION
 ASSUMES 4.725 CFS FLOW (PER RISKMAP) AND 0.1% CHANNEL SLOPE

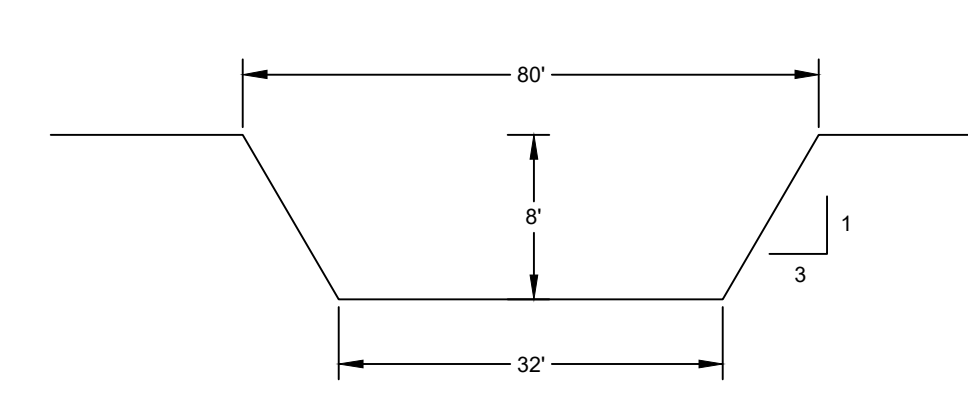
**SERFER/H-25 FLOODPLAIN MITIGATION
 FORT COLLINS, COLORADO
 OPTION 2
 Combined Eastern Channe**



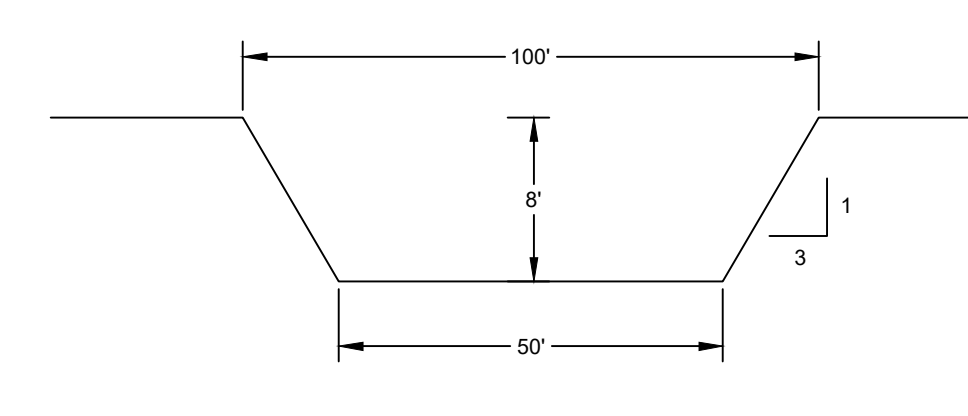
LEGEND:

PROPOSED FLOOD CHANNEL LIMITS	
ADJACENT PROPERTY LINE (H-25 PROPERTY)	
PROPERTY LINE (SERFER)	
FUTURE CITY OF FORT COLLINS STORMWATER CULVERTS	

- NOTES:**
1. THE PROPOSED CITY OF FORT COLLINS STORM WATER CULVERTS ARE BASED ON CONCEPTUAL INFORMATION SHOWN ON CONCEPTUAL PLANS DEVELOPED BY ANDERSON CONSULTING ENGINEERS, INC. DATED 7/13/2007.
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TYPICAL CHANNEL SECTION - CENTRAL
ASSUMES 1,961 CFS FLOW (PER RISKMAP) AND 0.1% CHANNEL SLOPE



TYPICAL CHANNEL SECTION - EAST
ASSUMES 2,763 CFS FLOW (PER RISKMAP) AND 0.1% CHANNEL SLOPE

**SERFER/H-25 FLOODPLAIN MITIGATION
FORT COLLINS, COLORADO
OPTION 3
Maintain Separate Channels**