

Conceptual Review Agenda

Meetings hosted via Zoom Web Conferencing

Review Date

8/7/2024 8:30 AM

Project Name

Prospect/I-25 SE Mixed Use

PDR240007

Applicant

Andy Reese

970-852-6858

andy.reese@kimley-horn.com

Planner: Kai Kleer

Engineer: Sophie Buckingham

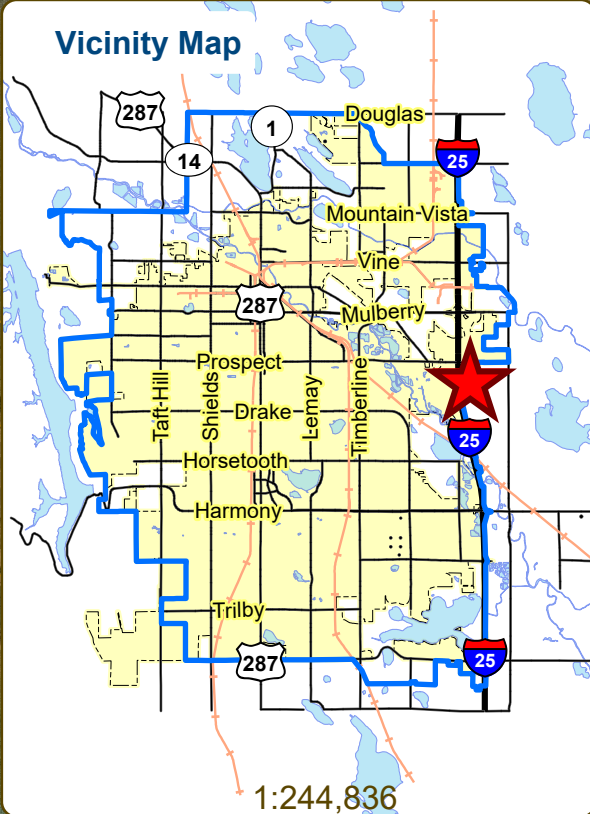
DRC: Brandy Bethurem Harras

Description

This is a request to develop mixed commercial pad sites at 1800 Frontage Rd. (parcel # 8722200013,8722200025). The proposal seeks to subdivide the two existing parcels into four developable commercial use lots, two drainage tracts, and a tract or ROW for the access roads to serve the project. Access is taken from E Prospect Rd to the north and Frontage Rd to the east and south. The site is approximately directly south of E Prospect Rd and directly east of Interstate 25. The property is within the General Commercial (C-G) zone district and the project would be subject to Overall Development Plan review (ODP).

Prospect/I-25 SE Mixed Use Commercial Pad Sites

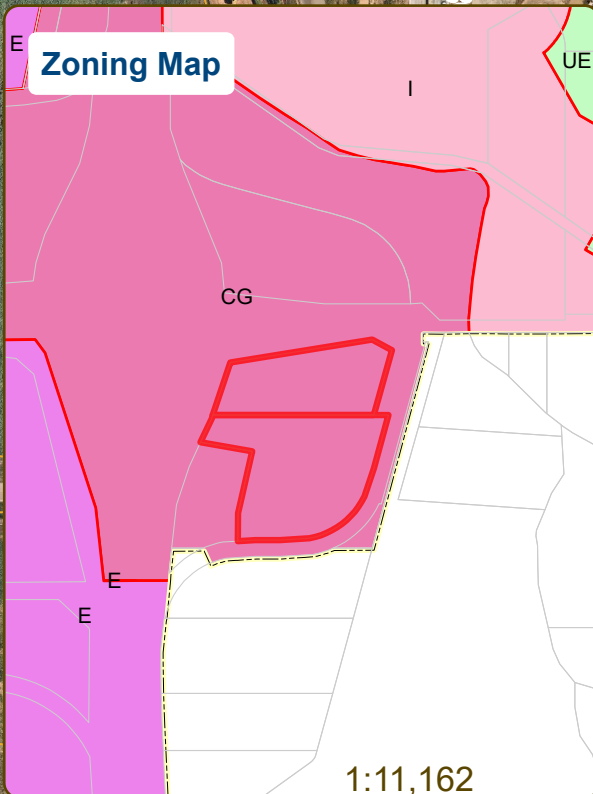
Vicinity Map



Aerial Site Map



Zoning 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 preappmeeting@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 (\$1,000)** _____

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

Project Name I-25/Prospect SE Mixed-Use

Project Address (parcel # if no address) 8722200013, 8722200025 (Southeast corner of Prospect/I-25)

Contact Name(s) and Role(s) (Please identify whether Consultant or Owner, etc) Andy Reese - KH (Consultant/Applicant)

Business Name (if applicable) Kimley-Horn and Associates

Applicant Mailing Address 3325 S. Timberline Road Suite 130, Fort Collins, CO 80525

Phone Number 970-852-6858 **E-mail Address** andy.reese@kimley-horn.com

Basic Description of Proposal (a detailed narrative is also required) Infrastructure and subdivision to create multiple commercial pad sites

Zoning CG **Proposed Use** TBD Commercial **Existing Use** Vacant

Total Building Square Footage TBD **S.F. Number of Stories** TBD **Lot Dimensions** Varies (0.5 ac-4.5 ac)

Age of any Existing Structures n/a

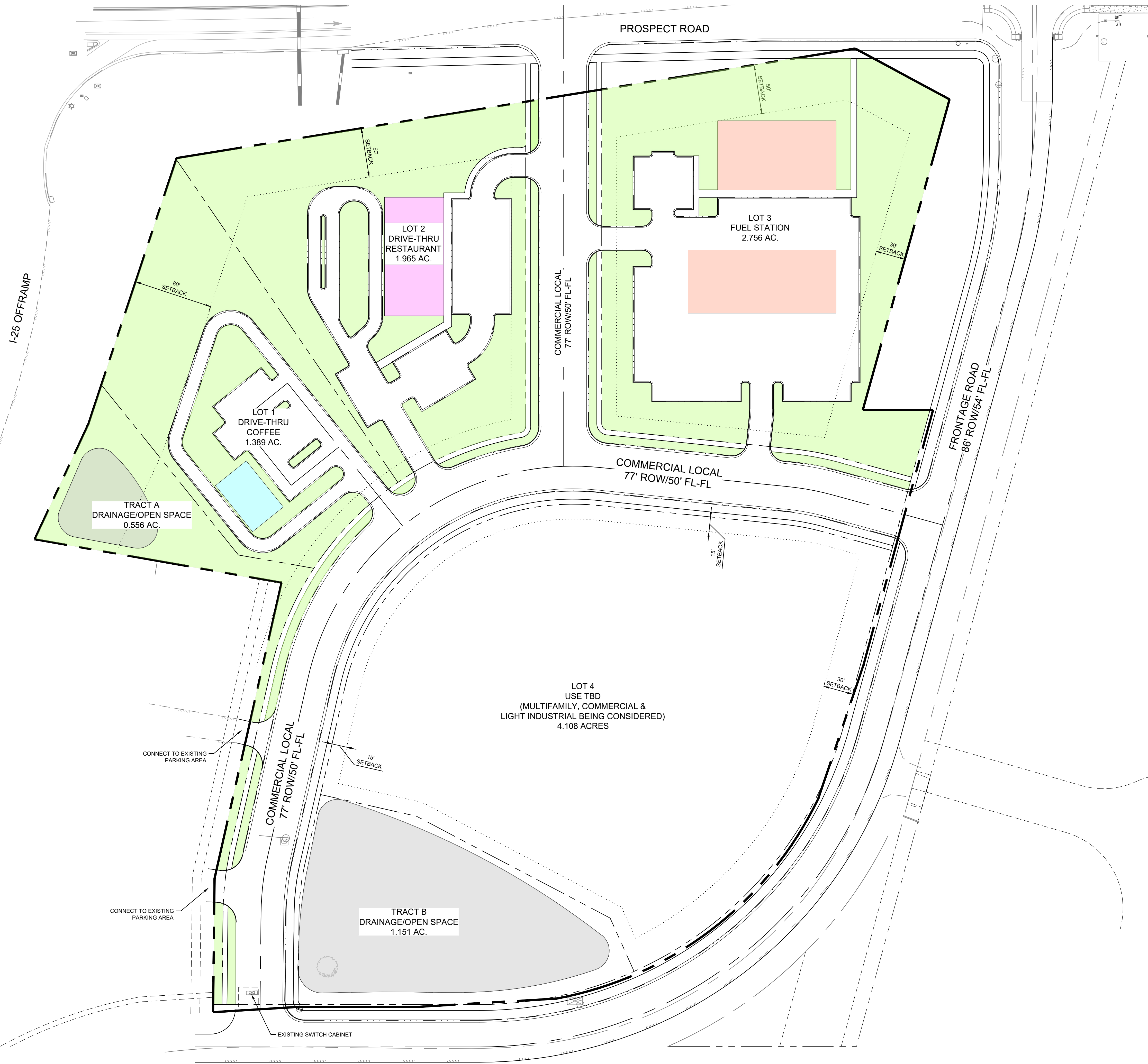
Info available on Larimer County's Website: <http://www.co.larimer.co.us/assessor/query/search.cfm>

***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? _____

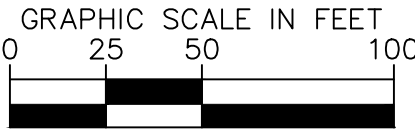
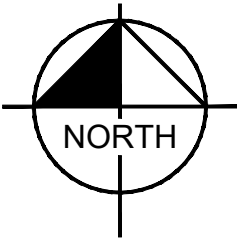
Info available on FC Maps: <http://gisweb.fcgov.com/redirect/default.aspx?layerTheme=Floodplains>

Increase in Impervious Area Unknown, but likely 5 to 6 acres (50%-60% of the total area) **S.F.**
(Approximate amount of additional building, pavement, or etc. that will cover existing bare ground to be added to the site)



CONCEPTUAL SITE PLAN

I-25/PROSPECT SE MIXED-USE



SITE INFORMATION

Total Site Area	14.434 ac
Lot 1 Area	+/- 1.389 ac
Lot 2 Area	+/- 1.965 ac
Lot 3 Area	+/- 2.756 ac
Lot 4 Area	+/- 4.108 ac
Tract A Area	+/- 0.556 ac
Tract B Area	+/- 1.151 ac
Right-of-way/roadway tract	+/- 2.509 ac

Kimley»Horn

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3325 S TIMBERLINE RD, SUITE 130, FORT COLLINS, CO, 80525
PHONE: (970) 822-7911

JULY 8, 2024

PROJECT NUMBER: 096315013

Project Narrative: Prospect/I-25 SE Mixed Use

(Larimer County Parcels 8722200013 and 8722200025)

July 8, 2024

(a) What are you proposing/use?

- The current proposal seeks to subdivide the two existing parcels into four developable lots, two drainage tracts, and a tract or ROW for the access roads to serve the project.

(b) What improvements and uses currently exist on the site?

- Undeveloped parcel currently zoned as General Commercial (CG).

(c) Describe the site circulation (auto and pedestrian), parking and how it coordinates with the existing neighborhood.

- Vehicular access for the site will be provided via an internal looping roadway connecting at two points with the southeast frontage road (Carriage Parkway). This road is intended to generally match the network shown in the approved ODP for Paradigm Properties. A right-in/right-out access is also proposed off Prospect Road. Individual lots along the north and west side of the project will take access from the internal local roadway, while access to the larger southern lot will take access from both the internal road as well as Carriage Parkway.
- Pedestrian connections will come from the detached sidewalks along the roadways. The sidewalks along Prospect and the frontage road will be oversized, per the Prospect Streetscape Program requirements.
- Parking will be placed internal to the lots to the extent feasible, with parking generally placed towards the loop road for the north and west lots and internal to the lot for the larger southern lot.
- Drive-thru lanes are envisioned on two of the lots. The concept plan has attempted to balance code requirements for buildings to front the public roadways with queuing requirements and visibility needs from the major adjacent roadways.
- Connections to the new roadway are provided for the existing business to the southwest of the site.

(d) Describe site design and architecture.

- The project has sought to conform with the previously approved ODP for the site as well as to meet the various setback requirements set out in the I-25 Subarea Plan and the Prospect Streetscape Program.
- Parking lots have been placed internal to the site as much as possible, with buildings facing outwards towards the larger public roadways and open space.
- Architecture is not defined at this point but would meet Fort Collins requirements.

- Large open space/landscape areas are provided on the perimeter of the site, particularly at the northwest corner, nearest the interchange.

(e) How is your proposal compatible with the surrounding area?

- The project intends to provide a mix of uses conforming with the CG Zoning District. The uses are intended to also meet the expectations of the I-25 subarea plan for Activity Centers.

(f) Is stormwater detention provided? If so, where? (show on site plan)

- Detention and water quality are being provided onsite and are shown on the site plan in two locations at the south and west side of the site. These locations are the low areas on the site and would discharge into the existing downstream drainage facilities at the 2-yr historic rate.

(g) How does the site drain now (on and off site)? Will it change? If so, what will change?

- The site currently sheet flows from northeast to southwest. Flows from the site are captured by an existing swale along the I-25 NB offramp as well as a roadside swale along the north side of the frontage road. These flows are conveyed to the south via the swales and then under I-25 to the west.
- No changes to the drainage patterns are proposed as part of the project beyond a change to point discharges into the swales.

(h) What is being proposed to treat run-off?

- Extended detention basin and rain gardens. Underground storage may be proposed if land area becomes an issue.

(i) How does the proposal impact natural features?

- There are not any natural features on or adjacent to the project site.

(j) Do any existing structures have automatic fire sprinklers? Will the new structures have fire sprinklers?

- Specific building design has not been completed, however, it is expected that most, if not all, of the buildings would have sprinklers.

(k) Are there any unusual factors and/or characteristics that are present that may restrict or affect your proposal?

- The I-25 Subarea Plan and the Prospect Streetscape Program will affect the proposal.

- The proximity of the I-25 NB Offramp and Prospect Road are critical to the site. Balancing the need for visibility from these roadways while also meeting City objectives for screening will be something the applicant plans to work closely with City staff on.
- A septic leach field serving the existing commercial property at the southwest corner of the site will need to be removed and service provided via our internal sewer system.

(l) Have you previously submitted an application?

- No. This is the first PDR submittal.

(m) What specific questions, if any, do you want addressed?

- Is the right-in/right-out entrance acceptable from Prospect?
- What roadway classifications does staff envision for these roadways, recognizing that a traffic study will help to inform the final determinations?
- Is it safe to assume the project would be responsible for constructing its half of Carriage Parkway only, or would staff be looking to construct the east curb/gutter with repays/oversizing assistance from the City?
- If the applicant chose to make the internal roadway private, would that be supported by staff? If so, how would that affect requirements for building placement and drive-thru lanes on those lots?
- The applicant team has worked with City staff on other sites with drive-thru lanes, and those lanes are always tricky. We are always open to hearing new ideas on layouts.
- We could probably devote an entire meeting to signage requirements, but it may be good to highlight some key points as part of the staff review.
- Will the City be looking to relocate any existing facilities that are within the existing Carriage ROW, particularly electric facilities?
- What is involved with relocating the existing switch cabinet at our southern connection to the frontage road?
- Are there any regional improvements planned that the project team should be aware of?
- Can you confirm that the enlarged sidewalk along Prospect is the only regional trail that the project will need to account for?
- If CDOT is willing, is there the possibility of reclaiming the ROW at the northeast corner of the site that was dedicated for the Prospect roundabout?
- If right-of-way can't be reclaimed, what type of landscaping could be planted in the ROW, particularly as it relates to screening requirements?
- Can setbacks from Prospect and Carriage be calculated from the back of sidewalk, which is the typical ROW location, rather than the actual ROW that has been dedicated for the overpass and roundabout?