



City of Loveland

**LOVELAND PLANNING COMMISSION MEETING  
AGENDA**

**Monday, December 14, 2015  
500 E. 3<sup>rd</sup> Street – Council Chambers  
Loveland, CO 80537  
6:30 PM**

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**I. CALL TO ORDER**

**II. PLEDGE OF ALLEGIANCE**

**III. REPORTS:**

a. Citizen Reports

This is time for citizens to address the Commission on matters not on the published agenda.

b. Staff Matters

**1. Hot Topics:**

- Lee Farm Metro District
- Big Thompson Gravel Site Special Review
- City Solar Facility Special Review

**2. Expiration of Commissioner terms in 2015**

**3. Hwy 287 Strategic Plan – City Council Update**

**4. City Council Code Amendments: 12-15 and 1-19**

**5. Agenda Preview:**

- December 28th – No Meeting
- January 11th – Possible Study Session for Temporary Uses
- 402 Corridor Project Update - upcoming joint meeting with Larimer County Planning Commission (1/25/16 Tentative).

- c. Committee Reports
- d. Commission Comments

#### **IV. APPROVAL OF MINUTES**

##### **Review and approval of the November 9, 2015 Meeting minutes**

#### **V. REGULAR AGENDA:**

##### **1. Temporary Uses Pre-study Session Briefing—Noreen Smyth (Presentation: 5 minutes)**

This is an administrative item to inform the Commission about the development of zoning code amendments that address Temporary Uses. Staff will be seeking Commission advice on citizen involvement and scheduling of a 2016 study session.

##### **2. Flats at Centerra – Preliminary Development Plan (Presentation: 15 minutes)**

This is a public hearing on a quasi-judicial matter to consider plans for a 120-unit multi-family residential development that includes 8 three-story buildings. The project site is currently vacant and is located on Hahns Peak Drive within an area developed with office, institutional and multi-family uses. The property, zoned Gateway PUD, is north of the Marketplace commercial center that includes the Target store on the north side of East Eisenhower Boulevard. The Planning Commission has final authority to approve or deny this project barring appeal. City development review staff are recommending approval of this request.

#### **VI. ADJOURNMENT**

**CITY OF LOVELAND**  
**PLANNING COMMISSION MINUTES**  
**November 9, 2015**

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A meeting of the City of Loveland Planning Commission was held in the City Council Chambers on November 9, 2015 at 6:30 p.m. Members present: Commissioners Middleton, Meyers, Molloy, Dowding, Forrest, Ray, and Jersvig. Members absent: Chair Crescibene and Commissioners McFall. City Staff present: Bob Paulsen, Current Planning Manager; Moses Garcia, Assistant City Attorney.

*These minutes are a general summary of the meeting. For more detailed information, audio and videotapes of the meeting are available for review in the Development Services office.*

**CITIZEN REPORTS**

There were no citizen reports.

**STAFF MATTERS**

1. **Mr. Paulsen** provided the commissioners with a spreadsheet compiling information about all of the active consulting contracts with the City of Loveland. This document was prepared by the city's Finance Department along with input from all city departments. **Mr. Paulsen** asked that the commissioners contact him if they have any questions. **Mr. Paulsen** stated that he will email an electronic copy of the spreadsheet to all the commissioners in response to their request.
2. **Mr. Paulsen** introduced the new Current Planning staff: **David Eisenbraun**, City Planner II and **Cita Lauden**, Office Support Specialist. Current Planning is currently working to fill a planning technician position.
3. **Mr. Paulsen** noted that the term for three commissioners will expire December 2015. Application information has been sent out to these commissioners. Applicants must go through an interview that will be held in December 2015. Position vacancies will also be open to the public.
4. **Mr. Paulsen** stated that the Code Amendments for Title 16, 17, 18 and 19 will be presented at a City Council Study Session on 11-10-15. **Mr. Paulsen** is anticipating the amendments to be adopted by City Council in January 2016.
5. **Mr. Paulsen** stated that the rezoning for the city solar facility has been approved by City Council. The project will require a Special Review and city staff will keep the Planning Commission and City Council informed regarding Special Review decisions.
6. **Mr. Paulsen** noted that no projects are on the November 23<sup>rd</sup> Planning Commission agenda and the meeting may be cancelled. Currently, there is a public hearing anticipated for the December 14<sup>th</sup> Planning Commission meeting; however, no meeting is scheduled for December 28<sup>th</sup> unless requested by the commissioners.
7. **Mr. Paulsen** provided an update on the proposed assisted living facility on the corner of Rossum Drive and Highway 34. The applicant planned on withdrawing their rezoning application after the Planning Commission meeting on October 12, 2015; however, they have indicated they may pursue moving forward to City Council with the rezoning request.

**Commissioner Meyers** motioned to cancel the November 23<sup>rd</sup> Planning Commission meeting as there are no items on the agenda. Upon a second by **Commissioner Jersvig**, the motion was unanimously approved. **Commissioner Ray** not present at the time of voting.

## **COMMITTEE REPORTS**

1. **Commissioner Meyers** noted that the Title 18 committee will meet on Thursday to discuss temporary signs.
2. **Commissioner Dowding** stated that a ZBA hearing will be held next Monday at 4:00 p.m. in the City Council Chambers.

## **COMMISSIONER COMMENTS**

1. **Commissioner Meyers** noted that tomorrow is the 240th birthday of the US Marine Corps and Wednesday is Veteran's Day. **Commissioner Meyers** thanked all of the Marines and veterans for their service to our country.

## **APPROVAL OF THE MINUTES**

**Commissioner Molloy** made a motion to approve the October 26, 2015 minutes; upon a second from **Commissioner Dowding** the minutes were unanimously approved. **Commissioners Middleton, Meyers, and Forrest** abstained from voting and **Commissioner Ray** was not present at the time of voting.

## **REGULAR AGENDA**

### **1. Colorado Brick Council – Design Standard Presentation**

**Jessica Ibanez**, Community Planner with the Colorado Brick Council, provided a presentation relating to architectural design policies and standards. **Ms. Ibanez** discussed the benefits of having design policies and standards that regulate the built environment. A design policy provides direction for how buildings should look and is motivated by either having an area you want to protect or an area that is lacking and needs requirements that will help improve building design. A design policy can either be based on mandatory standards or recommended guidelines and **Ms. Ibanez** discussed the pros and cons of each.

**Ms. Ibanez** provided several examples of cities that have implemented design guidelines or design standards.

**Ms. Ibanez** discussed the utilization of brick in downtown and provided examples. She recommended using a high level of detail and quality material in construction requirements.

Additionally, recommended incorporating historical design references found downtown area into the design of new construction.

**Ms. Ibanez** stated that she could provide a summary of her presentation and can be contacted at [Jessica@brickcolorado.com](mailto:Jessica@brickcolorado.com).

## **ADJOURNMENT**

*Commissioner Meyers, made a motion to adjourn the Loveland Planning Commission and move to study session. Upon a second by Commissioner Jersvig, the motion was unanimously adopted.*

**Commissioner Middleton** adjourned the meeting at 7:28 p.m.

Following the adjournment of the Regular Meeting, the Commission opened the Study Session on Create Loveland, the updated draft Comprehensive Plan.

Approved by: \_\_\_\_\_  
John Crescibene, Planning Commission Chair

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Jenell Cheever, Planning Commission Secretary



## Development Services Current Planning

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### Planning Commission Staff Report

December 14, 2015

**Agenda #:** Regular Agenda - # 3

**Title:** Flats at Centerra  
Preliminary Development Plan

**Applicant:** Landmark Solutions, Inc.

**Request:** **Preliminary Development Plan**

**Location:** South side of Hahns Peak Dr, north of McWhinney Blvd

**Existing Zoning:** P-12 – Gateway Planned Unit Development

**Proposed Use:** Multifamily Residential Development- 120 units in 8 buildings

**Staff Planner:** Noreen Smyth

#### **Staff Recommendation**

Subject to additional evidence presented at the public hearing, City staff recommends the following motion:

#### **Recommended Motions:**

1. *Move to make the findings listed in Section VIII of the Planning Commission staff report dated December 14, 2015 and, based on those findings, instruct staff to prepare a resolution of approval for the Flats at Centerra Preliminary Development Plan subject to the conditions listed in said report, as amended on the record.*

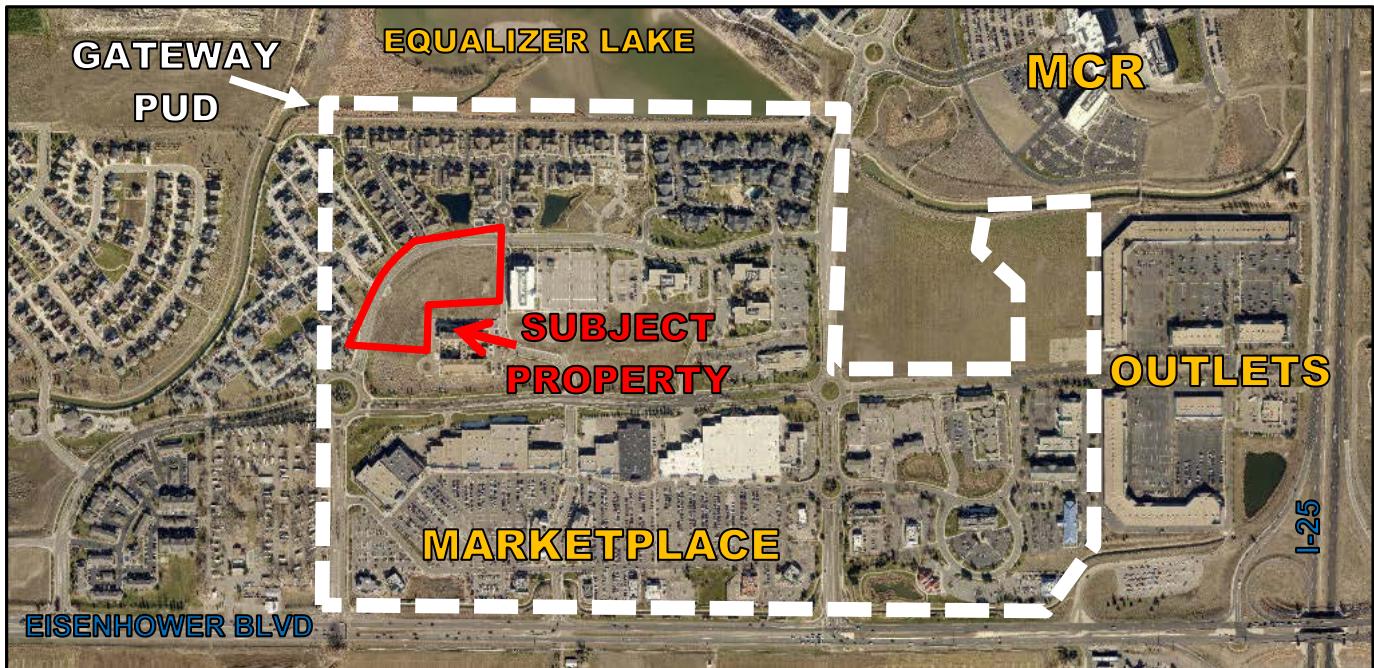
#### **Summary of Analysis**

This is a public hearing to consider a preliminary development plan (PDP) for a multifamily residential development within the Gateway Planned Unit Development (PUD). The 192.4 acre PUD is generally located north of Eisenhower Blvd and south of Equalizer Lake, between the Outlet Mall and Grays Peak Drive to the west; see the vicinity map on Page 2 for reference. Prominent uses within the Gateway PUD include the Target-anchored Marketplace Shopping Center and the city's Visitor Center. The 6.26 acre parcel is located in the northwest portion of the PUD within an area of mixed uses including office, institutional, and multifamily residential.

The PDP proposes the development of eight three-story multifamily residential buildings totaling 120 units, at a density of 19.17 units per acre. Garage parking and a clubhouse are among the planned amenities. The units will be individually owned (condominiums) and vary in size between one, two and three bedrooms. The complex is targeted, but not restricted, to people of retirement age.

Staff believes that all key PDP issues have been resolved. As a quasi-judicial matter for which the Planning Commission has final authority, if the Commission approves this application, it will be necessary to adopt a resolution of findings and conclusions. A final development plan (FDP) application and building permit applications, to be administratively reviewed, would then follow.

## I. VICINITY MAP



## II. SUMMARY

This application is for a preliminary development plan (PDP) for a multiple family development within the Gateway PUD. The overall PUD is 192.4 acres in size and is generally located northwest of Eisenhower Boulevard (US 34) and I-25. The subject property is one of only a few undeveloped properties remaining within Gateway. There are other multifamily residential developments within the Gateway PUD, including the Rocky Mountain Village development immediately to the west and The Dam at Centerra immediately to the north.

The application proposes 120-units within eight three-story residential buildings, detached garage buildings, surface parking, and a clubhouse. Four of the residential buildings will include 20 units and the other four will include 10 units, with a mix of 12 one-bedroom, 72 two-bedroom, and 36 three-bedroom units. The gross density of the development is 19.17 dwelling units per acre, which is under the GDP density limit of 22 dwelling units per acre for Parcel A-1 that was established by the ninth amendment to the GDP in 2013.

All eight of the residential buildings will include ground floor garages, amounting to 72 attached garages. There will be also be a detached garage building for each residential building, providing 48 additional garage spaces, amounting to one garage space per unit. Surface parking will be distributed throughout the development in perpendicular spaces situated along the internal drives. There will also be a small number of additional spaces provided along Fall River Drive to the east and along the drive shared with the adjacent Park Regency assisted living facility to the south.

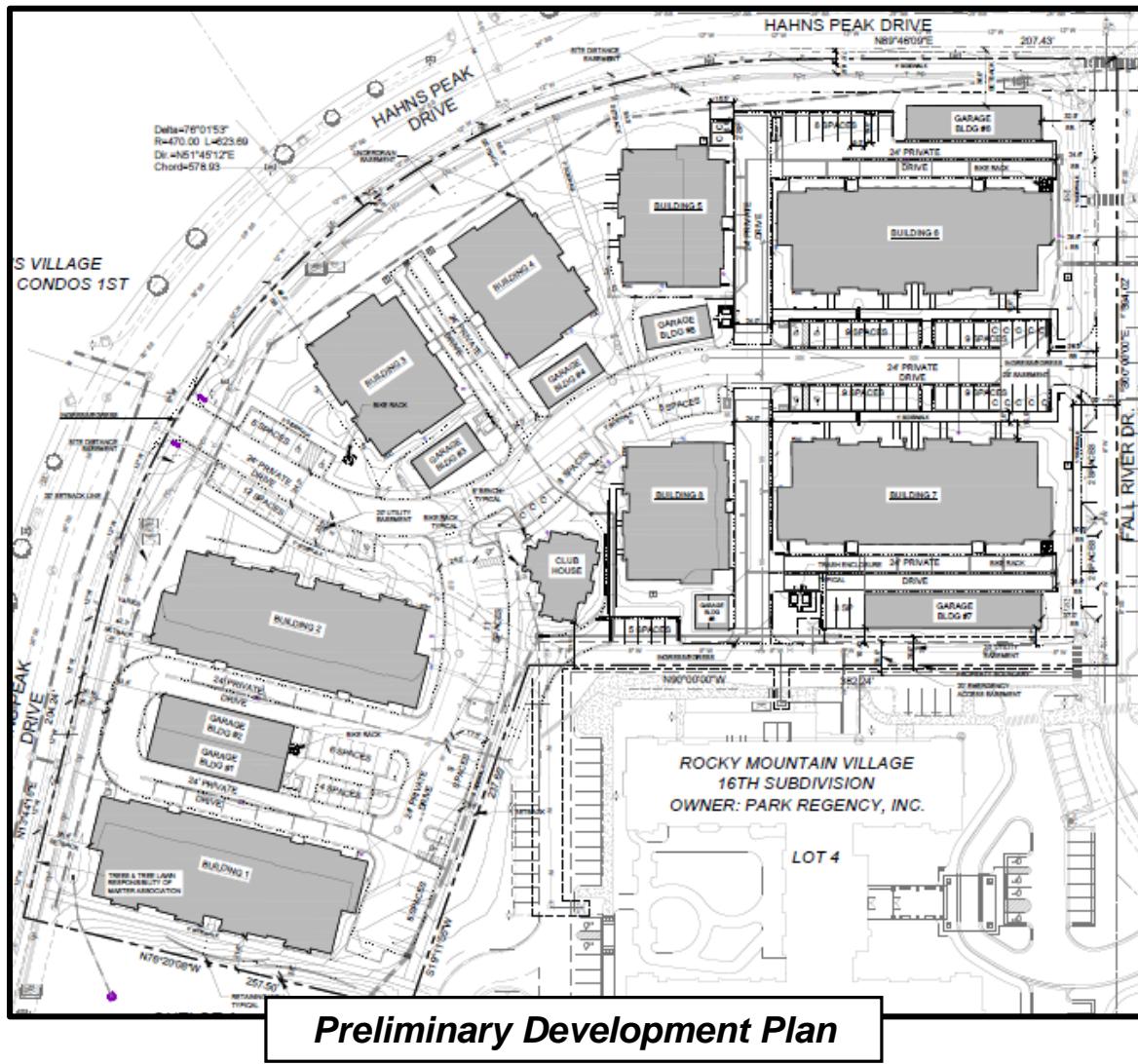
The development will be market rate condominium, with each unit individually owned. While the development will include a clubhouse and internal walkways, no other recreational facilities are proposed,

as according to the applicant, condominium buyers typically prefer this to the increase in association fees caused by such facilities. While the units will not be age restricted, they will be targeted to adults of retirement age, and recreational facilities for children will not be included.

The subject property consists of two lots which are being merged into one lot through a concurrent plat application. The plat, titled the Amended Plat of Rocky Mountain Village 16<sup>th</sup> Subdivision, cannot be formally approved until the time of the final development plan, as the exact location of all needed utility easements will not be determined until that time. Other than utility easement locations, the plat has completed staff review and can obtain the needed administrative approval once all easement information is added.

There were two attendees at the noticed neighborhood meeting held for the proposal who indicated support for the use, but expressed concerns about increased traffic on both Fall River Drive and Hahns Peak Drive.

The various elements of the development are described in more detail in the following pages.



### Vehicular Access and Circulation

Public street access to the development will be available from the adjacent Hahns Peak Drive, which curves to form both the north and the west boundary of the subject property. There will also be access to the development from a private road, Fall River Drive, which forms the east boundary of the subject property. In addition, there will be a third access off of the driveway to Park Regency to the south, which is an existing shared drive that straddles the lot line between the two properties. The driveway access off of Fall River Drive is approximately at the midpoint of the east property line, while the driveway access off of Hahns Peak Drive is situated to align with Grays Peak Drive on the opposite side of the road. Access easements for Fall River Drive and the shared drive with Park Regency were established at the time of the platting of the Rocky Mountain Village 16<sup>th</sup> Subdivision.

Internal circulation consists of a curving east-west drive that connects the entrance points off of Hahns Peak and Fall River. From this, a loop drive extends to the two residential buildings and associated garages to the south, and stubbed drives extend to the other buildings on site. Because of the short length of the stubbed drives, cul-de-sac style turnarounds are not required. The 24 ft wide internal drives are private and include perpendicular parking on both sides.

### Pedestrian Access and Circulation

Pedestrian sidewalk is provided along both Hahns Peak Drive and Fall River Drive. There is internal sidewalk connecting the front doors in all residential buildings to the either the Hahns Peak or Fall River Drive sidewalk. In addition, there is sidewalk along the internal drives on which the clubhouse is located and a connection to existing sidewalk on the Park Regency property.

### Parking

Multifamily uses require the provision of vehicle parking at a rate of two spaces per unit. For this development, 240 spaces are required and 247 are provided, for an excess of 7 spaces. Each unit is provided with one garage space, some of which are attached garages on the ground floor of the residential buildings and some of which are detached garages. While there can be issues with residents of multifamily developments utilizing garage parking spaces for personal storage rather than automobile parking, leaving too few parking spaces for vehicles, the minimum parking requirement is more than met here, and Planning is recommending a condition that requires the association covenants to prohibit use of the garages for storage in place of vehicle parking. There is a small amount of street parking available on both sides of Fall River Drive, but none on Hahns Peak Drive.

### Open Space

Open space constitutes 33.3% of the land area. The open space consists of landscape (27.6%) and walkways (5.7%). Play areas are not required in residential developments within the Gateway PUD, and as the development is intended to be targeted towards people of retirement age, the inclusion of play areas is not desired by the applicant.

### Landscaping

The landscaping standards of the Gateway PUD and the Site Development and Performance Standards are met, including that of buffering between this development and adjacent land uses and the provision of street trees along the adjacent public and private streets. A conventional bufferyard is not possible between the southeasterly property line and the adjacent Park Regency because a shared drive is situated at this property line, but landscape is provided on the north side of this drive. At the southwesterly property line between the subject property and Park Regency, the applicant and Park Regency have consented to the planting of

the bufferyard landscape on the Park Regency property rather than the subject property, which is permitted by the city's bufferyard standards. Perimeter fencing will not surround the development, allowing the landscaping to be visible both on and off site. The landscaped areas will be maintained by the association.

### Architecture

All of the residential buildings in the development are three stories in height. The garages and the one other building type on the site, the clubhouse, are one story. The garages and clubhouse are of a similar architectural style as the residential buildings. All of the residential buildings include four sided architecture and hipped and gabled roofs. Each unit includes a balcony or deck.

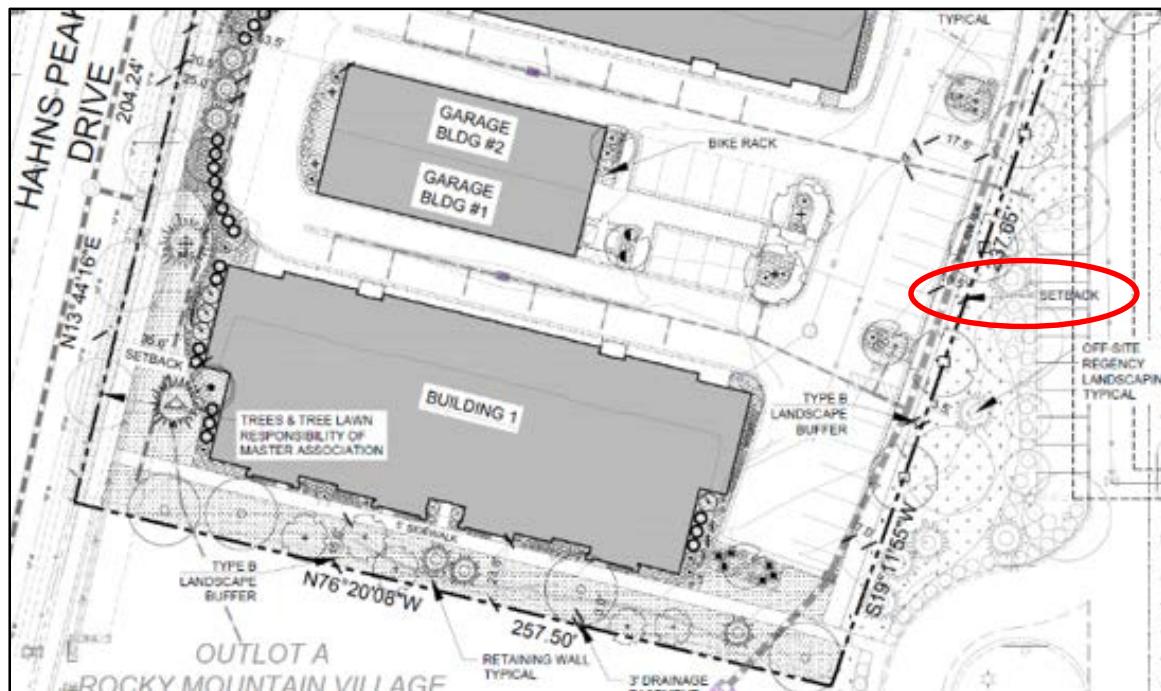
### Materials and Colors

Each building includes a combination of stone veneer masonry, wood-grain lap siding, shingle siding, shingle roofing, and wood brackets. An exception is the garages that are situated in the interior of the development, which do not include masonry. The colors of the buildings are neutral tone shades of green, blue, brown, beige, gold, and red.



### Setbacks

The Gateway PUD requires a 15 ft setback from the side and rear lot lines for both buildings and parking. The parking area near the south end of the development (see below) does not meet this setback, and is



instead situated 10.5 feet from the rear lot line. There is a large landscaped area adjacent to this lot line on the Park Regency property, and the applicant has discussed the reduced parking setback at this location.

with Park Regency, who have not objected. Given that there is a large landscaped area on the adjacent property at this location, and given that most other developments do not have a 15 ft setback for parking (as it is not required by the standard zoning code), staff does not object to the reduced parking setback at this location.

Per the Gateway GDP, setbacks from roads for both buildings and parking are a minimum of 20 ft. For private roads situated in an easement on private property, the setback is usually measured from the edge of easement, although neither city code nor the Gateway PUD actually specify how setbacks should be measured from private roads. For the Fall River Drive setback, the applicant is requesting that it be measured from the edge of the driving aisle pavement instead of the edge of the easement. No building or parking area will be closer than 28 ft to the Fall River driving aisle. There will not be any long building walls along the Fall River Drive frontage, and there will be dense landscape, including a tree lawn, between the buildings and the road. Staff is supportive of measuring the setback in this manner for this development given the relatively small amount of building wall situated in close proximity to Fall River Drive.

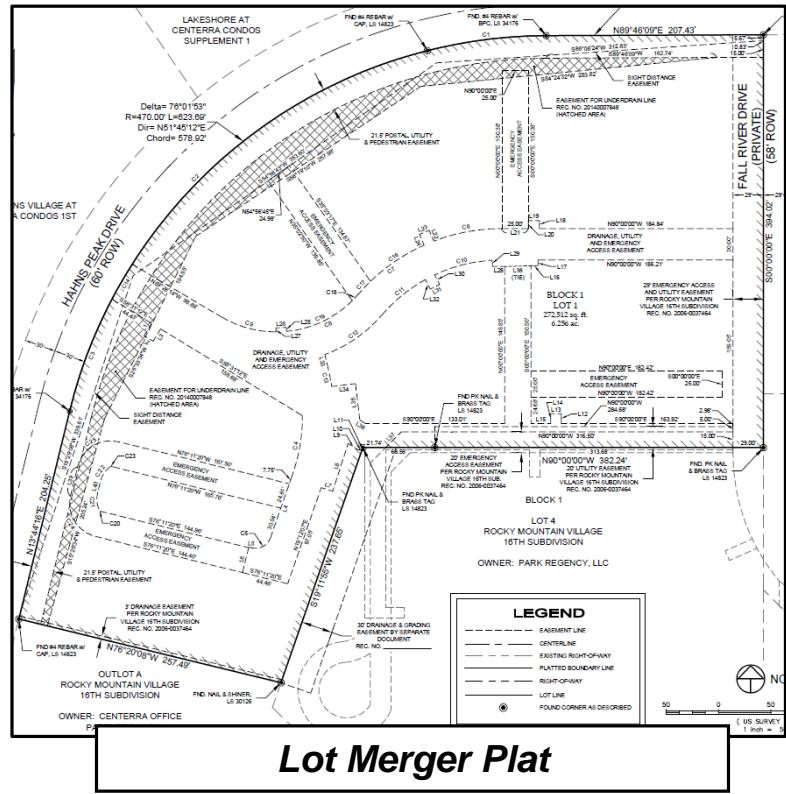
It is also noted that the existing shared driveway with Park Regency, which was installed in conjunction with the construction of Park Regency, straddles the lot line and therefore does not meet setback requirements. It is considered to function like a private road and therefore was not required to meet setback standards.

## Other Site Requirements

All other Gateway PUD and municipal code requirements for preliminary development plans, including stormwater, utility, and transportation standards, are met. If the preliminary development plan is approved and the proposal proceeds to final development plan, the final development plan will be reviewed by staff to ensure full compliance with all applicable standards.

## Lot Merger Plat

An application for a lot merger plat, titled the Amended Plat of Rocky Mountain Village 16<sup>th</sup> Subdivision, has been submitted concurrently with the PDP application in order to merge the property into one lot. Lot merger plats are reviewed and approved administratively whether or not they accompany another application that requires a public hearing. The review of the lot merger plat application has been completed by staff. The plat will be acceptable once certain additional utility easement information, which will be determined at the time of the FDP, is added to the plat. After an FDP application is submitted and reviewed, and a revised plat reflecting the remaining easement information is submitted, staff can approve and record the plat.



### **III. ATTACHMENTS**

1. Preliminary Development Plan, including Elevations
2. Lot Merger Plat
3. Traffic Impact Study Conclusions & Recommendations

### **IV. SITE DATA**

ACREAGE OF PDP-GROSS .....	6.26 AC
MASTER PLAN DESIGNATION.....	REGIONAL ACTIVITY CENTER
EXISTING ZONING.....	PUD
EXISTING USE.....	VACANT
ACREAGE OF OPEN SPACE.....	2.0 AC (33.3 % OF SITE)
NUMBER OF DWELLING UNITS PROPOSED .....	120 MULTIFAMILY UNITS
EXIST ADJ ZONING & USE - NORTH.....	PUD – RESIDENTIAL
EXIST ADJ ZONING & USE - SOUTH .....	PUD – ASSISTED LIVING FACILITY
EXIST ADJ ZONING & USE - WEST .....	PUD - RESIDENTIAL
EXIST ADJ ZONING & USE - EAST .....	PUD - OFFICE
UTILITY SERVICE – WATER, SEWER & ELECTRIC.....	CITY OF LOVELAND

### **V. KEY ISSUES**

City staff believes that all key issues have been addressed in the development proposal. At the neighborhood meeting, residents were supportive of the proposal to develop multifamily on the property, although concerns about traffic were voiced. However, the traffic study submitted by the applicant and reviewed by staff indicate that surrounding streets are adequate for the increase in traffic that will result from the proposed development on the subject property. If the preliminary development plan is approved, a final development plan demonstrating compliance with all details of the municipal code, will need to be submitted by the applicant and reviewed by staff prior to building permit, and any remaining code issues will be handled at that time.

### **VI. BACKGROUND**

The following represents a timeline for the background of the development:

1993	City Council approval of the annexation of the McWhinney Addition
1994	City Council approval of the Gateway Planned Unit Development-General Development Plan. The plan allows for multiple family residential, retail, office, light industrial, warehouse, hotel, and certain other uses in different areas within Gateway. The Flats at Centerra property is within the “A-1” area per the GDP.

2013	The ninth amendment to the Gateway General Development Plan allows an increase in the maximum density for multiple family residential in area A-1 from 16 dwelling units per acre to 22 dwelling units per acre.
2015	An application for a preliminary development plan (#15-111) is submitted.

## VII. STAFF, APPLICANT, AND NEIGHBORHOOD INTERACTION

- A. Notification:** An affidavit was received from the applicant certifying that written notice was mailed to all property owners within 900 feet of the property on November 18, 2015 and notices were posted in prominent locations on the perimeter on November 18, 2015. In addition, a notice was published in the Reporter Herald on November 28, 2015.
- B. Neighborhood Response:** A neighborhood meeting was held at 5:30 p.m. on October 29, 2015 in the Gertrude Scott Room of the Loveland Public Library. The meeting was attended by the applicant, city staff and a consultant, with two nearby residents in attendance. The neighbors in attendance expressed support for the use but questioned the traffic study's assertion that the adjacent roads are adequate for the increase in traffic.

## **VIII. FINDINGS AND ANALYSIS**

The chapters and sections cited below are from the Loveland Municipal Code pertaining to PUD preliminary development plans. Applicable findings contained in the Municipal Code are specified in italic print followed by the staff analysis as to whether the findings are met by the submitted application.

## A. Land Use

1. **Section 18.41.050.E.2.a:** *The preliminary development plan conforms to the general development plan on file with the city where the property is being developed in phases.*

**Current Planning:** Staff believes that this finding can be met based on the following facts:

- Multifamily residential is a permitted use on the subject parcel, as established in the GDP.
- The maximum density and other site development standards of the GDP are met, with the exception of a requested leniency for parking lot setback from 15 ft to 10.5 ft along one property line.
- The architecture is consistent with the design standards contained in the GDP.

2. **Section 18.41.050.E.2.b** *The preliminary development plan meets the intent and objectives of Chapter 18.41 and the factors set forth in Section 18.41.050(D)(4)(b) and (c).*

**A. Section 18.41.050.D.4(b):** *Whether the proposed development will have a detrimental impact on property that is in sufficient proximity to the proposed development to be affected by it. If such impacts exist, the planning division shall recommend either disapproval or reasonable conditions designed to mitigate the negative impacts.*

**Current Planning:** Staff believes that this finding can be met based on the following facts:

- Multifamily residential developments are located north and west of the subject property, across Hahns Peak Drive. Both of these developments are lower density than the 19.2 dwelling units per acre proposed for the subject property, with the The Dam at Centerra to the north at 14.9 dwelling units per acre and Rocky Mountain Village 3<sup>rd</sup> to the west at 10.1 dwelling units per acre. Also, both adjacent multiple family developments consist of two-story buildings while the subject property will consist of three-story buildings. However, immediately to the south is a three-story assisted living facility, and south of it, across McWhinney Boulevard, is a shopping center. The proposal for the subject property provides a suitable transition between the two-story multiple family developments to the north and west and the three-story institutional use and commercial use to the south.
- An office building is located immediately to the east of the subject property, across Fall River Drive. A multiple family development on the subject property is not anticipated to have a negative impact on the office building.
- The architecture and landscaping proposed for the subject property is of an equal or higher quality than nearby developed properties.
- No concerns regarding the compatibility of a multifamily use at this location were voiced at the neighborhood meeting.

**B. Section 18.41.050.D.4(c):** *Whether the proposed development will be complementary to and in harmony with existing development and future development plans for the area in which the proposed development is to take place by:*

- (i)** *Incorporating natural physical features into the development design and providing sufficient open spaces considering the type and intensity of use.*
- (ii)** *Incorporating site planning techniques that will foster the implementation of the city's master plans, and encourage a land use pattern that will support a balanced transportation system, including auto, bike, and pedestrian traffic, public or mass transit, and the cost effective delivery of other municipal services consistent with adopted plans, policies and regulations of the City.*
- (iii)** *Incorporating physical design features that will provide a transition between the project and adjacent land uses through the provisions of an attractive entryway, edges along public streets, architectural design, and appropriate height and bulk restrictions on structures.*
- (iv)** *Incorporating identified environmentally sensitive areas, including but not limited to wetlands and wildlife corridors, into the project design.*
- (v)** *Incorporating elements of community-wide significance as identified in the town image map.*
- (vii)** *Incorporating an overall plan for the design of the streetscape within the project, including landscaping, auto parking, bicycle and pedestrian circulation, architecture, placement of buildings and street furniture.*

**Current Planning:** Staff believes that these findings can be met based on the following facts:

- *(finding i)* The PDP designates 33% of the site for landscaping and active recreation. A network of internal sidewalk connects each residential building and the clubhouse to sidewalk that will be constructed along Hahns Peak Drive and Fall River Drive, along with connecting to existing sidewalk on the adjacent Park Regency property.

- (*finding ii*) Specific site planning techniques have been incorporated into the PUD to promote safety for pedestrians. This includes traffic calming techniques such as curved streets and street parking. The internal private drives include sidewalks connecting to surrounding public sidewalks and adjacent properties. These techniques promote the philosophies of the City's master plan.
- (*finding iii*) The PDP incorporates a landscape design that includes dense buffering next to the adjacent public street to the north and west along with buffering between this development and Fall River Drive to the east and the assisted living facility to the south. The height and massing of the buildings will provide a transition between the more intensive institutional and commercial developments to the south and the lower density multifamily developments to the north and west.
- (*finding iv*) There are no environmentally sensitive areas within the PDP boundaries.
- (*finding v*) There are no elements of community-wide significance identified in the town image map within the PDP boundaries.
- (*finding vii*) The different elements within the development, including architecture, building placement, sidewalks, parking, clubhouse, and landscape areas, have been designed in an attractive and coordinated manner that provides an appealing streetscape, both from the internal drives and from the adjacent streets.

3. **Section 18.41.050.E.2.c:** *The PDP complies with applicable land use and development regulations in effect as of the date that the GDP was approved and any land use and development regulations adopted by the City after that date if the Planning Division and Planning Commission expressly find that compliance with such regulations is necessary to protect public health, safety, and welfare.*

**Current Planning:** Staff believes that this finding can be met based on the following fact:

- The PDP complies with applicable development regulations for land use and infrastructure established in the GDP as well as existing City regulations. Please reference the analysis contained in Section B, below, provided by City reviewers for additional information.

## B. City Utilities and Services

1. **Section 18.41.050.D.4.b:** *Development permitted by the PDP will not negatively impact traffic in the area or City utilities. If such impacts exist, Section 18.41.050.D.4(b) of the Loveland Municipal Code requires City staff to recommend either disapproval of the PDP or reasonable conditions designed to mitigate the negative impacts.*
2. **Section 18.41.050.D.4.c:** *Whether development permitted by the PDP will be complementary to and in harmony with existing development and future development plans for the area in which the PDP is located by incorporating public facilities or infrastructure, or cash-in-lieu, that are reasonably related to the proposed development so that the proposed development will not negatively impact the levels of service of the City's services and facilities.*

**Transportation Engineering:** Staff believes that these findings can be met based on the following fact:

- A Traffic Impact Study has been provided by Delich Associates for the Flats at Centerra PDP that demonstrates that the project will comply with the Larimer County Urban Area Street Standards (LCUASS) and the City's ACF Ordinance for Traffic.

**Fire Prevention:** Staff believes that these findings can be met based on the following facts:

- The proposed development site, The Flats at Centerra, will comply with the requirements in the ACF Ordinance for response distance requirements from the first due Engine Company.
- The proposal will not negatively impact fire protection for the subject development or surrounding properties.

**Water/Wastewater:** Staff believes that these findings can be met based on the following facts:

- This development is situated within the City's current service area for both water and wastewater. The Department finds that the Development will be compliant to ACF for the following reasons:
  - The proposed development will not negatively impact City water and wastewater facilities.
  - The proposed facilities shown on the Preliminary PICPs have been designed pursuant to the City's Development Standards.

**Stormwater:** Staff believes that these findings can be met based on the following facts:

- When final designed and built, the development will not negatively impact City storm drainage utilities and will comply with the Adequate Community Services ordinance outlined in the Loveland Municipal Code, Section 16.41.140.
- No irrigation ditches traverse the site.
- No natural drainage courses/open channels traverse the site.

**Power:** Staff believes that these findings can be met based on the following facts:

- The existing underground 3 phase primary line is available and is a sufficient source for electric distribution for the proposed development. No negative impacts on the City's electric system are foreseen. The proposed development meets the criteria for level of service as outlined in the Adequate Community Services ordinance in the Loveland Municipal Code.

**Building:** Staff believes that these findings can be met based on the following facts:

- The construction of the proposed multi-family development, Flats at Centerra, will not negatively impact surrounding properties.

## **IX. RECOMMENDED CONDITIONS**

The following conditions are recommended by City Staff:

Current Planning

1. Prior to the issuance of any certificate of occupancy within the preliminary development plan (PDP) boundaries, all site landscaping, associated irrigation water meters and activation fees, irrigation systems, and internal sidewalk, as depicted in the PDP, shall be either installed by the Developer or financially secured with the City in an amount equal to 110% of the costs for installation.
2. Both the attached and detached garages are required to be utilized for the parking of vehicles and cannot be utilized for the storage of other items in place of the parking of vehicles. This requirement is

to be included in the development's covenants, conditions, and restrictions.

#### Transportation Engineering

1. All public improvements presented in the Preliminary Development Plan (PDP) or any accompanying Public Improvement Construction Plan (PICP) documents (text or graphical depictions), shall conform to the Larimer County Urban Area Street Standards (LCUASS).
2. City signed PDPs (including any associated PICPs) do not allow any construction within the public street or alley rights-of-way or pedestrian easements. A separate City Street right-of-way (ROW) work permit must be obtained by the developer and/or his contractor at the City Project Engineering Office, and approved by Project Engineering, prior to any repair or construction of sidewalk, curb & gutter, driveway accesses or any other construction in the City street ROW or pedestrian easements. This includes all items such as utility street cuts, sidewalk ramps, construction staging in the street, landscaping, traffic control, etc.
3. Prior to the issuance of any building permits for The Flats at Centerra, Lot 3, Block 1 and Outlot B, Rocky Mountain Village 16th Subdivision, pursuant to the provisions in Section 16.40.010.B of the Loveland Municipal Code, the Developer shall design and construct all on-site improvements and street improvements on Hahns Peak Drive including access driveways, curb & gutter, ramps and sidewalk as shown in the City approved PICPs unless already designed and constructed by others.
4. All trees, shrubs, and other plant materials located within the clear sight triangles shall be trimmed in accordance with the requirements of Section 7 of LCUASS. Under current LCUASS requirements, trees shall be limbed to a height of not less than eight (8) feet above any public street or sidewalk. Shrubs and other plant materials shall be maintained at a height of not more than thirty (30) inches, and said maintenance shall be conducted in perpetuity.

#### Water/Wastewater

1. Prior to approval of the final development plan, the developer shall submit a report evaluating the fire flow adequacy with the proposed layout for City review and approval. If the fire flow adequacy can be met without the water main connection in Fall River Drive then the Developer shall abandon the northern stub.

# PRELIMINARY DEVELOPMENT PLAN

BEING A LOT MERGER OF OUTLOT B, AND LOT 3, BLOCK 1, ROCKY MOUNTAIN VILLAGE 16TH SUBDIVISION,  
A PART OF THE GATEWAY PUD LOCATED IN THE SOUTHEAST QUARTER OF SECTION 9, TOWNSHIP 5 NORTH RANGE 68  
WEST OF THE 6TH PRINCIPAL MEDIAN, CITY OF LOVELAND, COUNTY OF LARIMER, STATE OF COLORADO

(THE FLATS AT CENTERRA)

**TB** GROUP

landscape architecture|planning|illustration

444 Mountain Ave. | TEL 970.532.5891

Berthoud, CO 80513 | WEB TBGroup.us

SEAL

PROJECT TITLE

The Flats at Centerra

Loveland, Colorado

PREPARED FOR

Landmark Homes

1170 W Ash St # 100  
Windsor, CO 80550-4783  
(970) 460-0567

CONTACT: Jason Sherrill

## APPROVAL SIGNATURE

a) APPROVED THIS        DAY OF        A.D., 20       BY THE  
CURRENT PLANNING MANAGER OF THE CITY OF LOVELAND, COLORADO.

CURRENT PLANNING MANAGER

b) APPROVED THIS        DAY OF        A.D., 20       BY THE CITY  
ENGINEER OF THE CITY OF LOVELAND, COLORADO.

CITY ENGINEER

c) APPROVED THIS        DAY OF        A.D., 20       BY THE CITY  
ATTORNEY OF THE CITY OF LOVELAND, COLORADO.

CITY ATTORNEY

d) APPROVED THIS        DAY OF        A.D., 20       BY THE CITY  
PLANNING COMMISSION OF THE CITY OF LOVELAND, COLORADO.

CHAIRPERSON

e) APPROVED THIS        DAY OF        A.D., 20       BY THE CITY  
COUNCIL OF THE CITY OF LOVELAND, COLORADO.

MAYOR ATTEST

## OWNER'S SIGNATURE BLOCK

KNOW ALL MEN BY THESE PRESENT THAT:

THE FLATS AT CENTERRA, LLC, GREAT WESTERN BANK, & CENTERRA OFFICE PARTNERS, LLC,  
BEING ALL THE LAWFUL RECORDED OWNERS OF THE PROPERTY SHOWN ON THIS FINAL DEVELOPMENT  
PLAN, EXCEPT ANY EXISTING PUBLIC STREETS, ROADS, OR HIGHWAYS, DO HEREBY CERTIFY THAT WE  
ACCEPT THE CONDITIONS SET FORTH ON SAID SITE PLAN AND IN THE CONDITIONS OF APPROVAL BY  
THE CITY OF LOVELAND, DATED       , AND THAT WE CONSENT TO THE RECORDATION OF ANY  
INFORMATION THEREON.

(OWNER'S SIGNATURE)

(LIEHOLDER'S SIGNATURE)

(LIEHOLDER'S SIGNATURE)

NOTARIAL CERTIFICATE

STATE OF COLORADO)

JSS

COUNTY OF       )

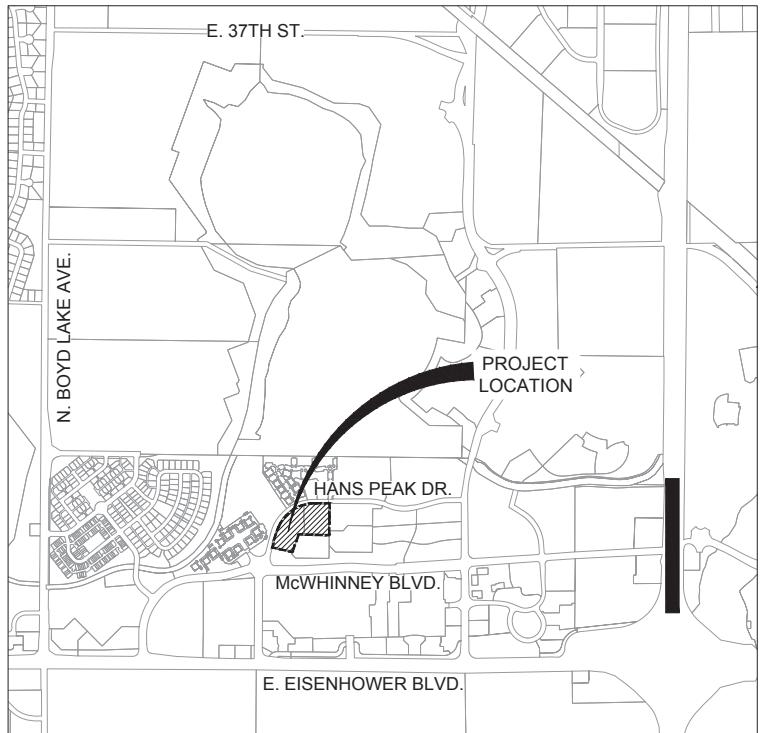
THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS        DAY OF         
20       BY       

WITNESS MY HAND AND OFFICIAL SEAL.

MY COMMISSION EXPIRES       

NOTARY PUBLIC

(SEAL)



VICINITY MAP:



NOT TO SCALE

## TDR CONDITIONS OF APPROVAL

1. ALL IMPROVEMENTS PRESENTED IN THE PRELIMINARY DEVELOPMENT PLAN (PDP) OR ANY  
ACCOMPANYING PUBLIC IMPROVEMENT CONSTRUCTION PLAN (PICP) DOCUMENTS (TEXT OR  
GRAPHICAL DEPICTIONS), SHALL CONFORM TO THE LARIMER COUNTY URBAN AREA STREET  
STANDARDS (LCUASS).

2. CITY SIGNED PRELIMINARY DEVELOPMENT PLANS (INCLUDING ANY ASSOCIATED PICPS) DO  
NOT ALLOW ANY CONSTRUCTION WITHIN THE PUBLIC STREET RIGHTS-OF-WAY OR PEDESTRIAN  
EASEMENTS. A SEPARATE CITY STREET (ROW) WORK PERMIT MUST BE OBTAINED BY THE  
DEVELOPER AND/OR HIS CONTRACTOR AT THE CITY PROJECT ENGINEERING OFFICE (AND  
APPROVED BY PROJECT ENGINEER) PRIOR TO ANY WORK OR CONSTRUCTION OF  
SIDEWALK, CURB, STREET, DRIVEWAY, ACCESS, OR ANY OTHER IMPROVEMENTS WITHIN THE  
CITY STREET ROW OR PEDESTRIAN EASEMENTS (THIS INCLUDES ALL ITEMS SUCH AS UTILITY  
STREET CUTS, SIDEWALK RAMPS, CONSTRUCTION STAGING IN THE STREET, LANDSCAPING,  
TRAFFIC CONTROL ETC.). CALL 970.962.2510 TO DISCUSS DETAILS TO OBTAIN A ROW WORK  
PERMIT.

3. PRIOR TO ISSUANCE OF ANY BUILDING PERMITS FOR THE FLATS AT CENTERRA, LOT 3,  
BLOCK 1 AND OUTLOT B, ROCKY MOUNTAIN VILLAGE 16TH SUBDIVISION, PURSUANT TO THE  
PROVISIONS IN SECTION 16.40.01.08 OF THE LOVELAND MUNICIPAL CODE, THE DEVELOPER  
SHALL DESIGN AND CONSTRUCT ALL ON-SITE IMPROVEMENTS AND STREET IMPROVEMENTS  
ON HAHN'S PEAK DRIVE INCLUDING ACCESS DRIVEWAYS, CURB & GUTTER, RAMPS AND  
SIDEWALK AS SHOWN IN THE CITY APPROVED PUBLIC IMPROVEMENT CONSTRUCTION PLANS  
UNLESS ALREADY DESIGNED AND CONSTRUCTED BY OTHERS.

4. ALL TREES, SHRUBS, AND OTHER PLANT MATERIALS LOCATED WITHIN THE CLEAR SIGHT  
TRIANGLE SHALL BE TRIMMED IN CONFORMANCE WITH THE REQUIREMENTS OF SECTION 7 OF  
LOVELAND UNDER THE LARIMER COUNTY URBAN AREA STREET STANDARDS. SHRUBS AND OTHER PLANT  
MATERIAL SHALL BE MAINTAINED AT A HEIGHT OF NOT MORE THAN (30) INCHES, AND SAID  
MAINTENANCE SHALL BE CONDUCTED IN PERPETUITY.

## PROJECT PURPOSE:

A residential condominium project.

## DEVELOPER/APPLICANT

Owner: The Flats at Centerra, LLC.

Jason Sherrill, CEO.

Landmark Homes

1170 West Ash Street Suite 100

Windsor, Colorado 80550

(970) 460-0567

## PLANNER/ LANDSCAPE ARCHITECT

Jim Doyle

TB Group

444 Mountain Avenue

Berthoud, Colorado 80513

(970) 532-5891

## SHEET INDEX:

COVER SHEET	1
SITE PLAN	2
OVERALL LANDSCAPE PLAN	3
LANDSCAPE PLAN	LS 4-6
LANDSCAPE NOTES & DETAILS	LS 7
EXTERIOR ELEVATIONS	8-14
PHOTOMETRICS PLAN	15
PHOTOMETRIC CUT SHEETS	16



Know where below.  
Call before you dig.  
Call 3 business days in advance before you  
dig, grade, or excavate for the marking of  
underground utility lines.

REVISIONS	DATE
CITY COMMENTS	8-21-15
CITY COMMENTS	10-23-15

DATE

6-12-15

SHEET TITLE

Cover Sheet

SHEET INFORMATION

Sheet Number: 1

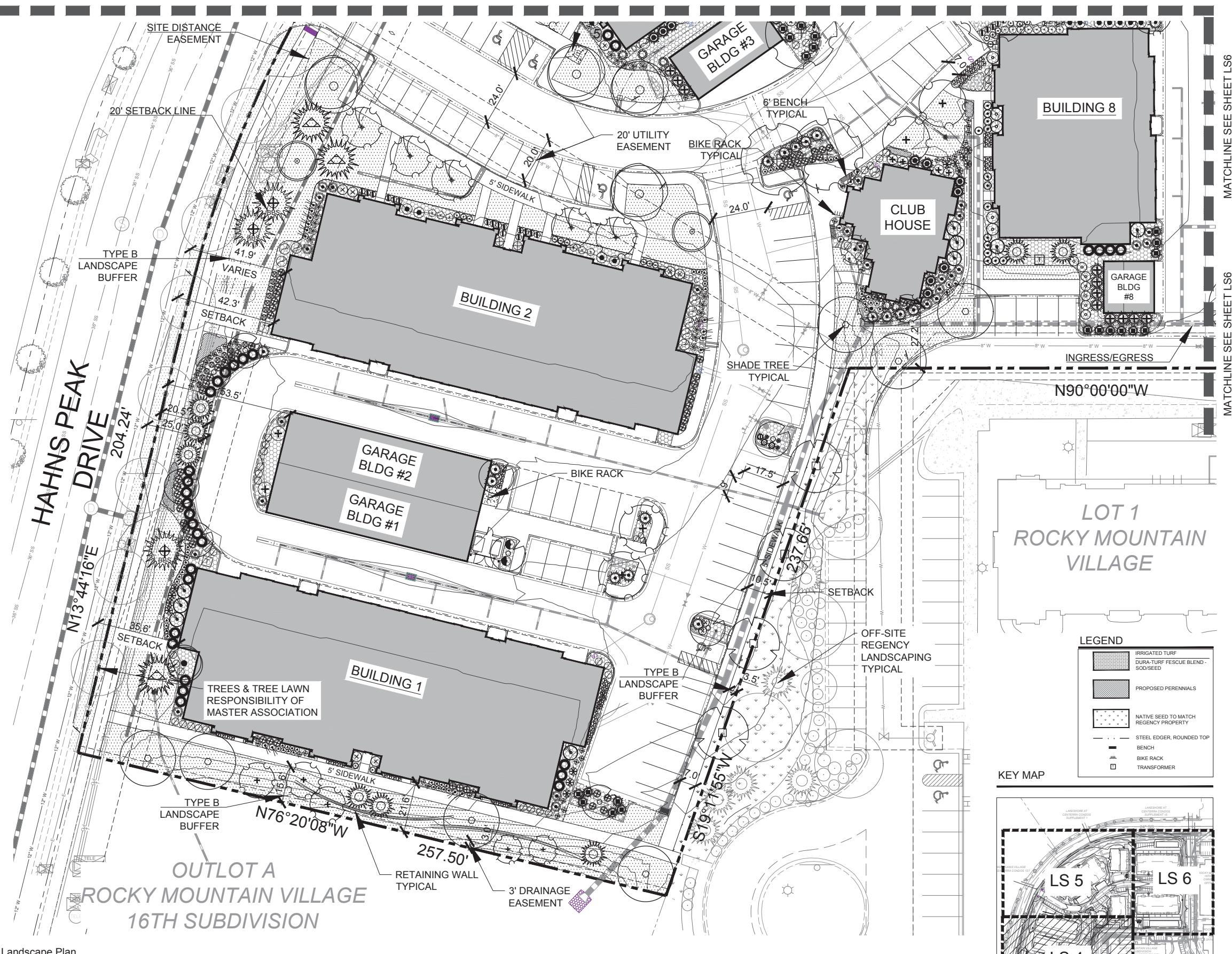
Of: 16

1

16







## Landscape Plan

SCALE 1" = 20'-0"

MATCHLINE SEE SHEET LS5

## LEGEND

KEY	QTY	RATIO	COMMON NAME
<b>SHAPE / CANOPY TREES - 45</b>			
	7	5.3%	HONEYLOCUST, IMPERIAL
	5	3.82%	LINDEN, STERLING
	5	3.8%	MAPLE, AMUR MAPLE
	6	6.1%	MAPLE, AUTUMN BLAZE
	2	1.53%	OAK, BUR
	12	9.16%	OAK, CRIMSON SPIRE
	6	4.6%	OAK, ENGLISH FASTIGIATE
<b>EVERGREEN TREES - 65</b>			
	20	15.3%	PINE, BOSNIAN
	13	9.92%	PINE, VANDERWOLF'S
	23	17.6%	SPRUCE, NORWAY FASTIGIATE
	9	6.9%	SPRUCE, BAKERI
	2	1.53%	SPRUCE, BLUE
<b>ORNAMENTAL TREES - 21</b>			
	10	7.63%	CRABAPPLE, CENTURION
	9	6.87%	CRABAPPLE, CORAL BURST
	12	10.91%	CRABAPPLE, PRAIRIE FIRE
	19	14.5%	CRABAPPLE, SPRING SNOW
	2	1.5%	PEAR, AUTUMN BLAZE
	13	9.9%	PEAR, CHANTICLEER
<b>EVERGREEN SHRUBS - 165</b>			
	60	-	JUNIPER, BLUE CHIP
	65	-	JUNIPER, CALGARY CARPET
	5	-	JUNIPER, SCANDIA
	32	-	JUNIPER, SKYROCKET
	3	-	SPRUCE, DWARF NORWAY
<b>DECIDUOUS SHRUBS - 229</b>			
	14	-	BOXWOOD, JULIA JANE
	12	-	BUCKTHORN, ALDER
	16	-	BUTTERFLY BUSH
	7	-	CHOKEBERRY, BRILLIANT RED
	36	-	DOGWOOD, ISANTI
	82	-	EUONYMUS, DWARF BURNING BUSH
	9	-	LILAC, DWARF KOREAN
	24	-	NINEBARK, LITTLE DEVIL
	5	-	ROSE OF SHARON
	15	-	ROSE, RED KNOCK-DOUBLE RED
	17	-	SAGE, RUSSIAN
	24	-	SPIREA, LITTLE PRINCESS
	17	-	VIBURNUM, JUDD
<b>PERENNIALS / GRASSES - 640</b>			
	37	-	AGASTACHE, SUNSET
	77	-	BLACK EYED SUSAN
	45	-	CORAL BILLS
	8	-	DAPHNE, CAROL MACKIE
	31	-	GRASS, AVENA
	89	-	GRASS, BLUE FESCUE
	124	-	GRASS, FEATHER REED
	99	-	GRASS, FOUNTAIN
	26	-	GRASS, GRACILLIMUS
	113	-	GRASS, PURPLE FLAME
	70	-	GRASS, MISCANTHUS
	22	-	GRASS, MOOR
	25	-	GRASS, PINK MUHLY
	15	-	GRASS, HEAVY METAL BLUE SWITCH
	26	-	IRIS, SIBIRIAN

## NOTES:

THE PLANT LIST ABOVE ILLUSTRATES TYPICAL LANDSCAPE PLANTINGS THAT MAY BE INCLUDED WITH THE FLATS AT CENTERLA LANDSCAPE PLAN. THE FINAL LANDSCAPE PLANT LIST WILL VARY.

## PROJECT TITLE

oveland, Colorado

REARED FOR  
landmark Homes

170 W Ash St # 100  
Windsor, CO 80550-4783  
(70) 460-0567  
CONTACT: Jason Sherrill

REVISED PER	DATE
REVISED PER	8-21-15
REVISED PER	10-23-15

ATE

**HEET TITLE**

## andscape Plan

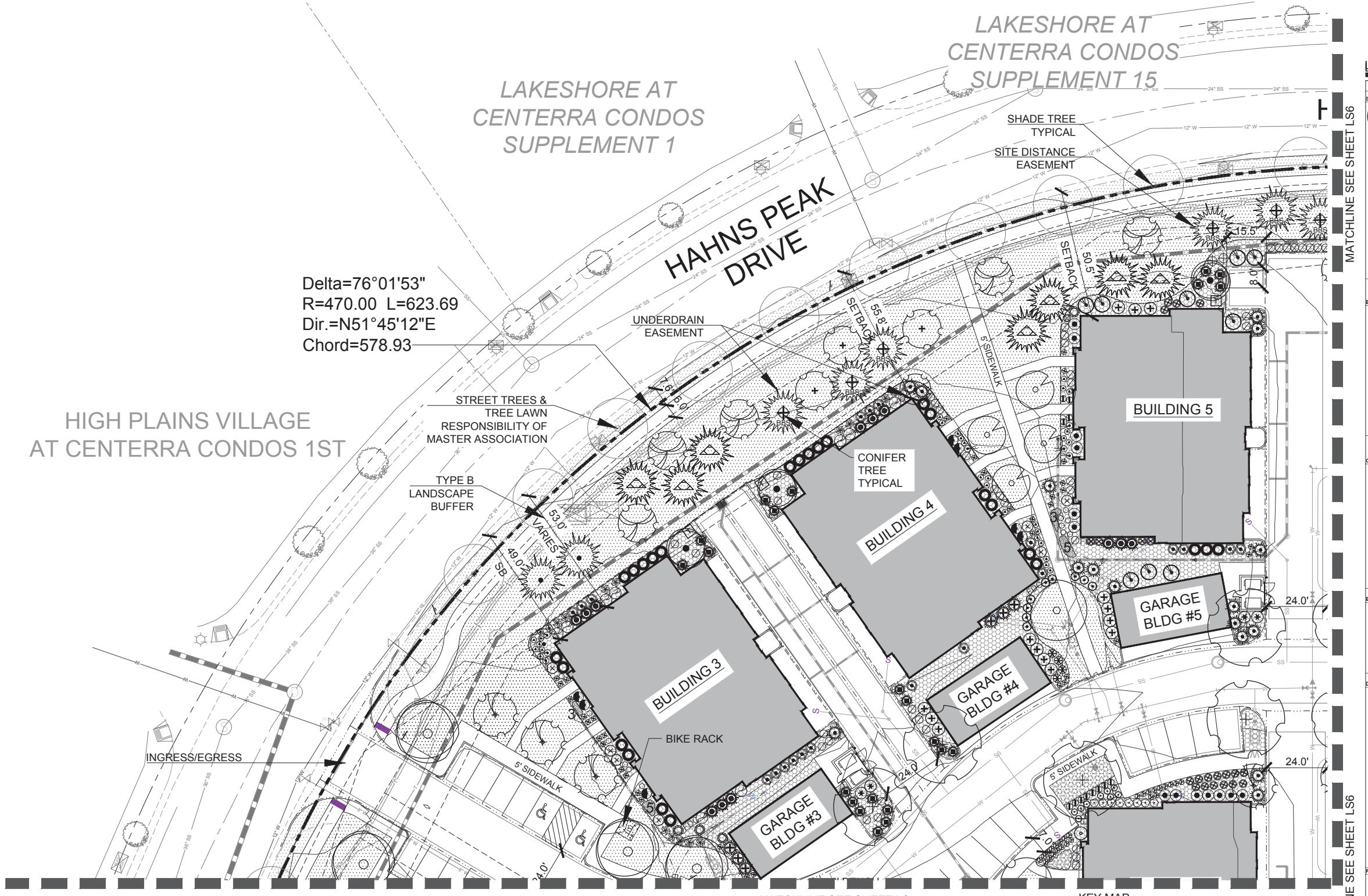
heet Number: **LS-4**

f: 16

LAKESHORE AT  
CENTERRA CONDOS  
SUPPLEMENT 1

Delta=76°01'53"  
R=470.00 L=623.69  
Dir.=N51°45'12"E  
Chord=578.93

## HIGH PLAINS VILLAGE AT CENTERRA CONDOS 1ST

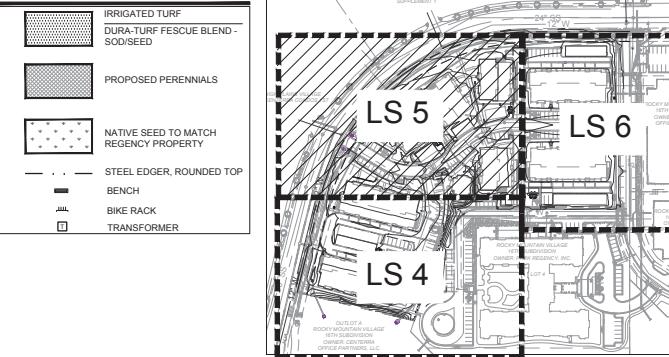


# LAKESHORE AT CENTERRA CONDOS SUPPLEMENT 15

## LEGEND

KEY	QTY	RATIO	COMMON NAME
<b>SHAPE/ CANOPY TREES -</b>	<b>45</b>		
	7	5.3%	HONEYLOCUST, IMPERIAL
	5	3.82%	LINDEN, STERLING
	5	3.8%	MAPLE, AMUR MAPLE
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	60	-	JUNIPER, BLUE CHIP
	65	-	JUNIPER, CALGARY CARPET
	5	-	JUNIPER, SCANDIA
	32	-	JUNIPER, SKYROCKET
	3	-	SPRUCE, DWARF NORWAY
<b>DECIDUOUS SHRUBS -</b>	<b>229</b>		
	14	-	BOXWOOD, JULIA JANE
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	16	-	BUTTERFLY BUSH
	7	-	CHOKEBERRY, BRILLIANT RED
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	24	-	NINEBARK, LITTLE DEVIL
	5	-	ROSE OF SHARON
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	17	-	SAGE, RUSSIAN
	24	-	SPIREA, LITTLE PRINCESS
	17	-	VIBURNUM, JUD
<b>PERENNIALS / GRASSES -</b>	<b>640</b>		
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	77	-	BLACK EYED SUSAN
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	22	-	GRASS, MOOR
	25	-	GRASS, PINK MUHLY
	15	-	GRASS, HEAVY METAL SWITCH
	26	-	IRIS, SIBERIAN

## LEGEND



## NOTES:

THE PLANT LIST ABOVE ILLUSTRATES TYPICAL LANDSCAPE PLANTINGS THAT MAY BE INCLUDED WITH THE FLATS AT CENTERRA LANDSCAPE PLAN. THE FINAL LANDSCAPE PLANT LIST WILL VARY.

ITB GROUP  
scape architecture | planning | illustration

Mountain Ave.  
Aurora, CO 80513 | TEL 970.532.5891  
WEB TBGroup.us

AL

## PROJECT TITLE

Weld, Colorado

ndmark Homes

0 W Ash St # 100  
adsor, CO 80550-4783  
(0) 460-0567  
CONTACT: Jason Sherrill

The logo for 811 Call Before You Dig. It features the text "811" in large, bold, black numbers inside a dark, textured square. Below the numbers, the words "Call Before You Dig" are written in a smaller, white, sans-serif font. At the bottom, the text "ALL 3 BUSINESS DAYS IN ADVANCE BEFORE YOU" is visible in a very small, faint font.

VISIONS DATE  
VISSED PER 8-21-15  
TY COMMENTS  
VISSED PER 10-23-15  
TY COMMENTS

17

2-15

## HEET TITLE

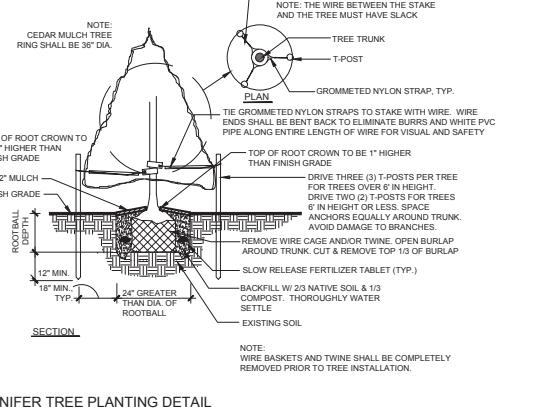
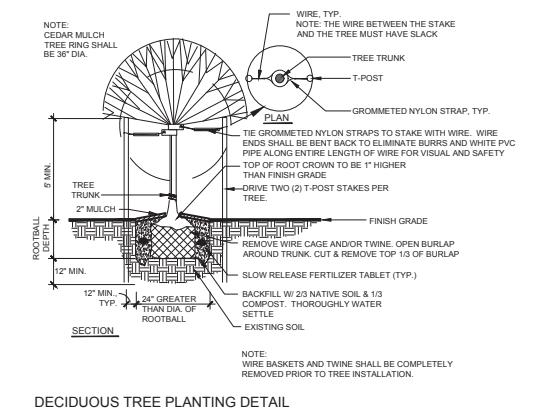
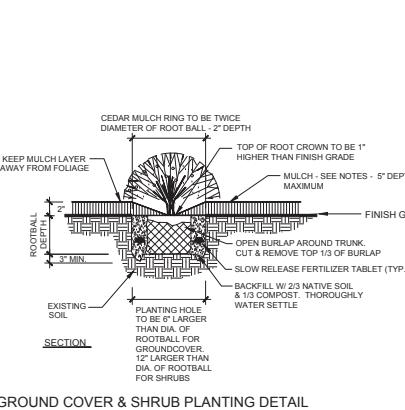
## STREET INFORMATION

Street Number: | S-5

16



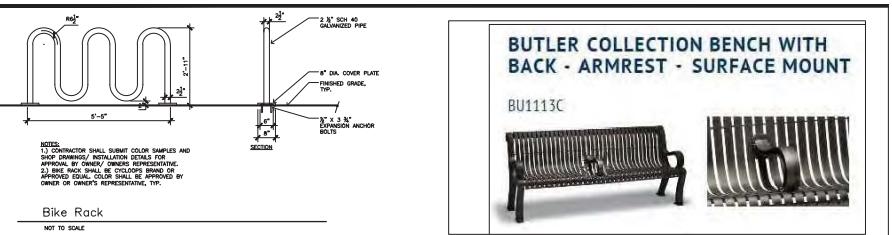
## PLANTING DETAILS

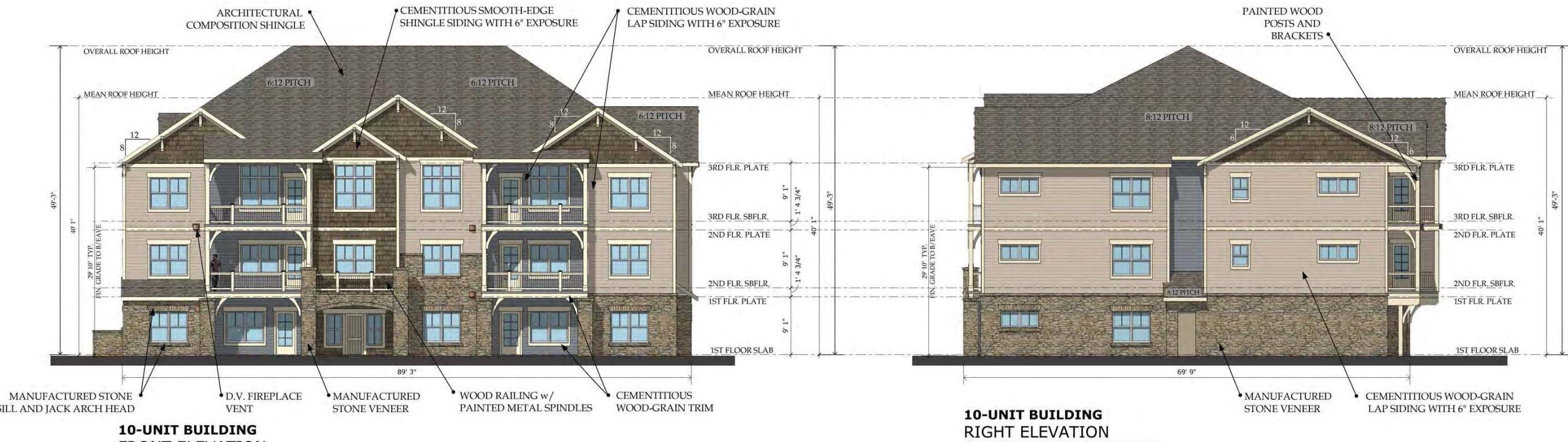


## LANDSCAPE NOTES

- LANDSCAPE CONTRACTOR MUST CONTACT CITY OF LOVELAND AND RECREATION DEPARTMENT PRIOR TO PLANTING IN ORDER FOR CITY TO VERIFY PROPER PLANTING.
- CONTRACTOR SHALL ENSURE THAT THE LANDSCAPE PLAN IS COORDINATED WITH THE PLANS DONE BY OTHER CONSULTANTS SO THAT THE PROPOSED GRADING, STORM DRAINAGE, OR OTHER WORK DOES NOT CONFLICT NOR PRECLUDE INSTALLATION AND MAINTENANCE OF LANDSCAPE ELEMENTS ON THIS PLAN.
- JOB SITE TO BE KEPT CLEAN AT ALL TIMES AND CONSTRUCTION AREAS ARE TO BE MAINTAINED FOR SAFETY.
- SOILS DISTURBED ADJACENT TO WORK AREA, INCLUDING AREAS OUTSIDE OF CONSTRUCTION LIMITS, DUE TO NEW CONSTRUCTION ARE TO BE REGRADED AND SURFACE CONDITIONS REPAIRED EQUIVALENT TO THAT CONDITION PRIOR TO START OF WORK.
- PROTECT EXISTING SURFACES AND SOILS, BOTH INSIDE AND OUTSIDE OF CONSTRUCTION LIMITS, DURING CONSTRUCTION. IF GRADES, CONCRETE OR ASPHALT ARE DAMAGED DUE TO CONSTRUCTION OPERATIONS OR WEATHER THE CONTRACTOR IS RESPONSIBLE FOR REPAIR TO THAT EQUIVALENT TO EXISTING CONDITIONS AT NO EXPENSE TO THE OWNER / CITY.
- CONTRACTOR IS RESPONSIBLE FOR SETUP OF BARRICADES, WARNING SIGNAGE, OR OTHER PROTECTIVE DEVICES IF ANY EXCAVATIONS ARE LEFT EXPOSED AFTER ON-SITE WORK HOURS.
- THE CONTRACTOR SHALL NOT PURPOSEFULLY PROCEED WITH ANY CONSTRUCTION PLANS PROVIDED WHEN OBSTRUCTIONS AND/OR GRADE DIFFERENCES EXIST THAT WERE NOT CONSIDERED OR CHANGED AFTER PLANS WERE SUBMITTED. CONTRACTOR SHALL NOTIFY OWNER OR OWNER'S REPRESENTATIVE AND THE CITY OF LOVELAND IF SITUATION ARISES AND REVISIONS ARE NECESSARY.
- THE CONTRACTOR SHALL PREVENT SEDIMENT, DEBRIS AND OTHER POLLUTANTS FROM ENTERING ANY STORM WATER SEWER SYSTEM OR, ADJACENT WATER WAYS, ETC. DURING THE DEMOLITION OR CONSTRUCTION OPERATIONS THAT ARE PART OF THIS PROJECT. THE CONTRACTOR SHALL BE HELD RESPONSIBLE AND EXPENSE FOR THE CORRECTION OF ANY ADVERSE IMPACTS TO THE STORM WATER SEWER SYSTEM OR, ADJACENT WATER WAYS, WETLANDS ETC., RESULTING FROM THE WORK DONE AS PART OF THIS PROJECT/CONTRACT.
- THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE PRIOR TO BIDDING AND CONSTRUCTION, OF BECOMING AWARE OF ALL EXISTING AND PROPOSED UTILITIES, PIPES, STRUCTURES, ETC. CALL UNCC THREE DAYS BEFORE SCHEDULED WORK AT 811 OR 1-800-922-1987.
- STREET AND ORNAMENTAL TREES SHALL BE PLANTED NO CLOSER THAN FORTY (40) FEET AND FIFTEEN (15) FEET RESPECTIVELY FROM STREET LIGHTS. NO TREES SHALL BE PLANTED WITHIN TEN (10) FEET FROM WATER AND SEWER LINES, FOUR (4) FEET FROM GAS, TELEPHONE AND ELECTRIC UTILITIES, AND TEN (10) FEET FROM ANY DRIVEWAY.
- MINIMUM CLEARANCE OF THREE (3) FEET ON EACH SIDE OF FIRE DEPARTMENT CONNECTION (FDC). NO VEGETATION OTHER THAN TURF OR GROUND COVERS PLANTED IN FRONT OF FDC.
- NO SUBSTANTIAL IMPEDIMENT TO VISIBILITY BETWEEN THE HEIGHTS OF THREE (3) FEET AND EIGHT(8) FEET SHALL BE CREATED OR MAINTAINED AT STREET INTERSECTIONS WITHIN A SITE TRIANGLE DESCRIBED AS FOLLOWS: BEGINNING AT THE POINT OF INTERSECTION OF THE EDGES OF THE DRIVING SURFACE, THEN TO FORTY (40) FEET ALONG BOTH INTERSECTING EDGES AND THEN ALONG A TRANSVERSE LINE CONNECTING THESE POINTS.
- IF TREES OR SHRUBS ARE LOCATED ON TOP OF FIELD VERIFIED UTILITIES, CONTRACTOR SHALL NOTIFY OWNER BEFORE ANY DIGGING HAS COMMENCED. VERIFY WITH OWNER IF AND WHICH SHRUBS/TREES SHALL BE TAKEN OUT OF PROJECT/CONTRACT.
- ALL LANDSCAPE AREAS SHALL BE MAINTAINED, INCLUDING MOWING, WATERING AND FERTILIZING BY CONTRACTOR, UP TO FINAL ACCEPTANCE. AT SUCH TIME OWNER WILL BE RESPONSIBLE FOR ALL MAINTENANCE. LANDSCAPE AND IRRIGATION WILL BE WARRANTED FOR ONE (1) FULL YEAR AFTER FINAL ACCEPTANCE BY OWNER
- TO THE MAXIMUM EXTENT FEASIBLE, TOPSOIL THAT IS REMOVED DURING CONSTRUCTION ACTIVITY SHALL BE CONSERVED FOR LATER USE ON AREAS REQUIRING REVEGETATION AND LANDSCAPING.
- EXCAVATED MATERIAL TO BE USED AS FILL WILL HAVE ALL ROCKS, DEBRIS, WASTE MATERIAL, FROZEN MATERIAL, VEGETATION LARGER THAN 3" IN ANY DIMENSION REMOVED BEFORE PLACEMENT AND COMPACTION OF SOIL.
- PROVIDE POSITIVE DRAINAGE AWAY FROM BUILDING FOUNDATIONS AND A SMOOTH TRANSITION BETWEEN ALL ADJACENT EXISTING GRADES AND PROPOSED GRADES
- PRIOR TO FINE GRADING, SOD AREAS AND PLANTING BEDS, SHALL BE THOROUGHLY LOOSENED AND TILLED TO A 6" DEPTH. REMOVE ALL UNSUITABLE TOPSOIL, INCLUDING ALL ROCKS LARGER THAN 3 INCHES IN ANY DIRECTION, ALL CONCRETE, TRASH, DEBRIS, WEEDS, ROOTS AND OTHER WASTE MATERIALS. AFTER THAT TIME ORGANIC AMENDMENTS SHALL THEN BE THOROUGHLY TILLED AND INCORPORATED TO A MINIMUM 6" DEPTH IN THESE AREAS AT THE MINIMUM OF RATE OF 3 CU. YDS. / 1,000 SQ.FT.
- 10 - UNIFORMLY COMPACT AND FINE GRADE THESE SOD / GRASS AREAS AND PLANTING BEDS TO A SMOOTH SURFACE, FREE FROM IRREGULAR SURFACE CHANGES. CUT OUT SOFT SPOTS, FILL IN LOW SPOTS AND TRIM HIGH SPOTS TO COMPLY WITH REQUIRED GRADE TOLERANCES.
- ONCE COMPACTED AND FINE GRADED ALL ROCKS, DEBRIS, WASTE MATERIAL AND VEGETATION MATERIAL LARGER THAN 1/2" WILL BE RAKED FROM THE SURFACE AND REMOVED FROM SITE.
- SOD TO BE 100% COLORADO GROWN TALL FESCUE GRASS SOD BLEND SPECIFICALLY GROWN FOR LOW WATER LAWN APPLICATIONS. WITH MINIMUM THREE (3) IMPROVED VARIETIES, HAVING A HEALTHY VIGOROUS ROOT SYSTEM. ONCE TURF IS LAID IT SHALL BE PROPERLY ROLLED, COMPACTED AND PUSHED TOGETHER TO ELIMINATE ANY GAPS BETWEEN ROLL EDGES. APPLY FERTILIZER IN THESE AREAS PER FOD FARM'S RECOMMENDATIONS.
- SEEDED AREAS-IF APPLICABLE: ADEQUATE IRRIGATION WILL BE PROVIDED FOR THE ESTABLISHMENT AND MAINTENANCE FOR THESE SEEDED AREAS, AND THAT NATIVE GRASSES SHALL BE MAINTAINED IN A CONDITION OF ACCEPTABLE HEIGHT, FREE OF WEEDS AND DEBRIS, AND SHALL NOT REPRESENT A FIRE HAZARD NOR BECOME A NUISANCE SITE FOR WATER OR WIND EROSION.
- SECOND DOMESTIC WATER METER TO BE SHOWN ON LANDSCAPE PLAN FOR IRRIGATION CONNECTION OR NON-POTABLE WATER SOURCE CONNECTION.
- ALL PLANT MATERIALS ARE SIZED AND OUTLINED IN PLANT LIST. ALL PLANTS TO BE PLANTED IN AMENDED SOIL AND STAKED AS SHOWN IN DETAILS, INCLUDING 18" RADIUS WOOD MULCH RING IF PLANTED WITHIN GRASS AREAS PER DETAILS. ALL PLANT MATERIAL SHALL MEET OR EXCEED THE CODE OF STANDARDS CURRENTLY RECOMMENDED BY THE COLORADO NURSERY ACT FOR NUMBER ONE GRADE.
- IF PLANTS ARE IN NEED OF REPLACEMENT DUE TO DECLINING HEALTH, DISEASE, OR DEATH, THE PLANTS MUST BE REPLACED WITH THE ORIGINAL SPECIES UNLESS APPROVED BY THE TOWN FORESTER.
- CHANGES IN PLANT SPECIES OF PLANT LOCATIONS FROM WHAT IS LISTED ON THE LANDSCAPE PLAN WILL REQUIRE THE APPROVAL OF THE TOWN FORESTER PRIOR TO INSTALLATION OF REPLACEMENT. OVERALL QUANTITY AND QUALITY TO BE CONSISTENT WITH THE APPROVED PLANS. IN THE EVENT OF CONFLICT WITH THE QUANTITIES INCLUDED IN THE PLANT LIST, SPECIES AND QUANTITIES SHALL BE PROVIDED.
- ALL TREES AND SHRUBS TO BE BALLED AND BURLAPPED, OR CONTAINERIZED AND SHALL HAVE ALL WIRE, TWINE, BASKETS, BURLAP, AND ALL OTHER NON-BiodeGRADABLE CONTAINMENT MATERIAL REMOVED FROM THE TRUNK AND/OR ROOT BALL THE PLANT, PRIOR TO PLANTING.
- ALL SHRUB BEDS SHALL HAVE MINIMUM 4" DEPTH SHREDDED CEDAR MULCH - NATURAL COLOR AND/OR WASHED SMOOTH COBBLE. PLANTS LOCATED IN ROCK MULCH SHALL HAVE WOOD MULCH AROUND BASE. A CONTINUOUS LAYER OF TYPAR LANDSCAPE FABRIC OR APPROVED EQUAL SHALL BE INSTALLED IN ALL SHRUB BEDS WITH 6" OVERLAP AT SEAMS WITH 4" STAPLES 4" O.C. IN ALL DIRECTIONS.
- EDGING BETWEEN GRASS TYPES AND SHRUB BEDS SHALL BE HEAVY DUTY STEEL EDGER MIN. 14 GA x 4" WITH ROLLED TOP AND SHALL BE SET LEVEL WITH THE TOP OF THE ADJACENT SOD. NO EDGING SHALL BE USED BETWEEN CEDAR MULCH AND COBBLE TRANSITIONS

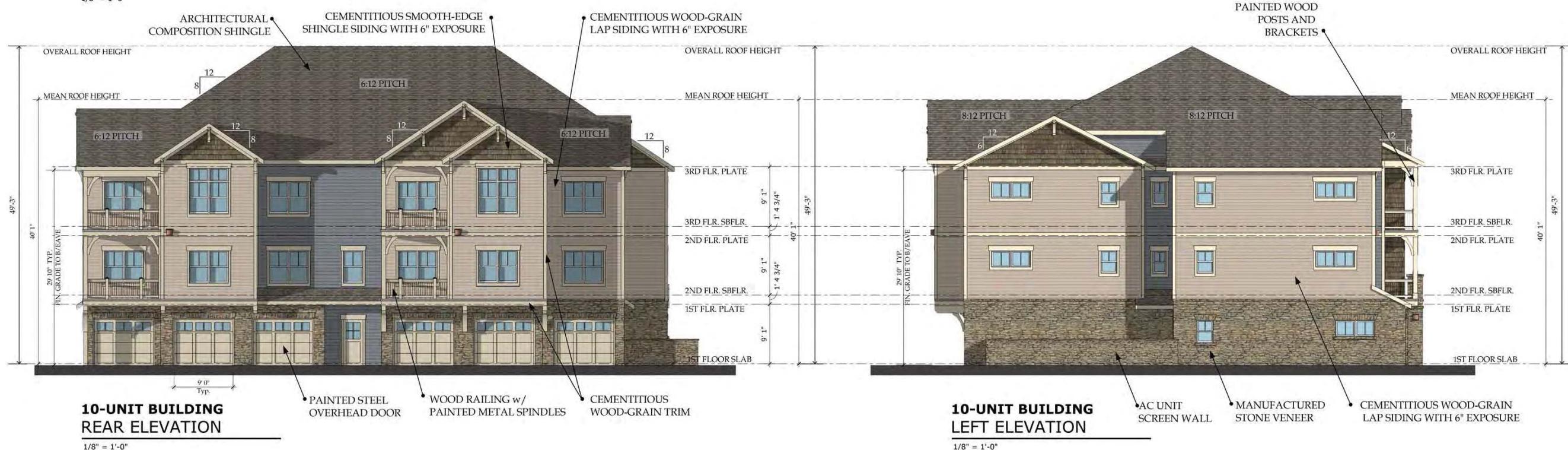
## BIKE RACK AND BENCH DETAILS





**10-UNIT BUILDING  
RIGHT ELEVATION**

1/8" = 1'-0"



**10-UNIT BUILDING  
LEFT ELEVATION**

1/8" = 1'-0"

**ELEVATION MATERIAL LEGEND**

ARCHITECTURAL COMPOSITION SHINGLE  
ROOF - TIMBERLINE "WEATHERED WOOD"

CEMENTITIOUS LAP SIDING -  
PAINT: AC-32 "PISMO DUNES"

CEMENTITIOUS SMOOTH-EDGE SHINGLE  
SIDING - PAINT: BM HC-86 "KINGSPORT GRAY"

CEMENTITIOUS LAP SIDING -  
PAINT: BM HC-163 "DUXBURY GRAY"

MANUFACTURED STONE VENEER -  
SUNSET STONE "GEORGETOWN"

NOTES:  
WHEREVER POSSIBLE, INSTALL VENTS, FLUES, ETC. ON REAR SIDE  
OF ROOF RIDGE LINES AND AWAY FROM FRONT ELEVATION OF  
THE BUILDING.

PAINT ROOF MOUNTED VENTS, FLUES, ETC TO MATCH SHINGLE COLOR.

ALL BUILDING-MOUNTED UTILITY METERS TO BE PAINTED TO MATCH  
SURROUNDING BUILDING MATERIAL AS PERMITTED BY UTILITY PROVIDER.

\*\*\* ALL MATERIALS TO BE TERMINATED AT INSIDE CORNERS

'PRELIMINARY DEVELOPMENT PLAN  
**FLATS AT CENTER TERRA**  
BY LANDMARK HOMES  
GATEWAY GDP, CENTER TERRA PARCEL 102  
LOVELAND, COLORADO

REVISIONS

DATE  
June 12, 2015  
Job No.  
543013  
Sheet No. 8

of 16





#### ELEVATION MATERIAL LEGEND

	ARCHITECTURAL COMPOSITION SHINGLE ROOF - TIMBERLINE "WEATHERED WOOD"
	CEMENTITIOUS SMOOTH-EDGE SHINGLE SIDING - PAINT: BM HC-86 "KINGSPORT GRAY"
	MANUFACTURED STONE VENEER SUNSET STONE "GEORGETOWN"
	ALL TRIM, GARAGE DOORS, WOOD DOORS, POSTS, BEAMS - PAINT: BM HC-93 "CARRINGTON BEIGE"

CEMENTITIOUS LAP SIDING-  
PAINT: HC-49 "MAYFLOWER RED"

CEMENTITIOUS LAP SIDING-  
PAINT: AC-32 "PISMO DUNES"

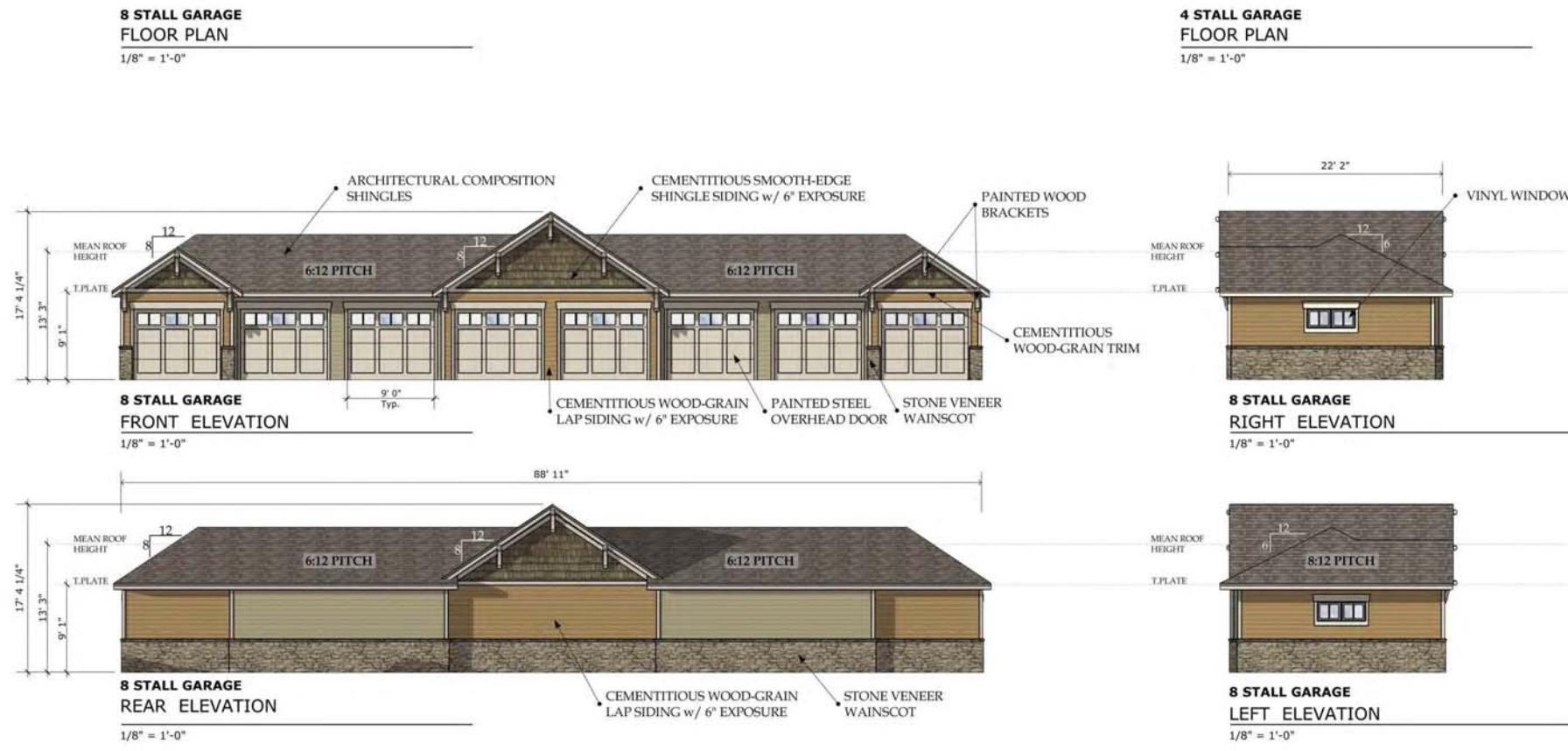
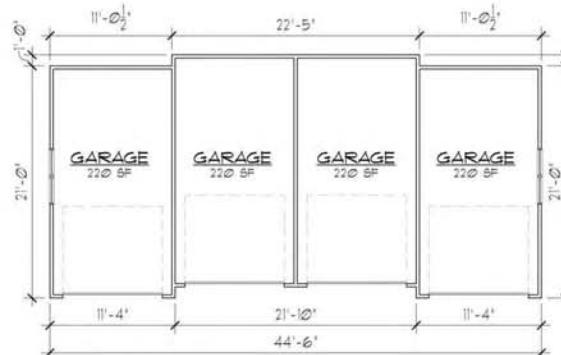
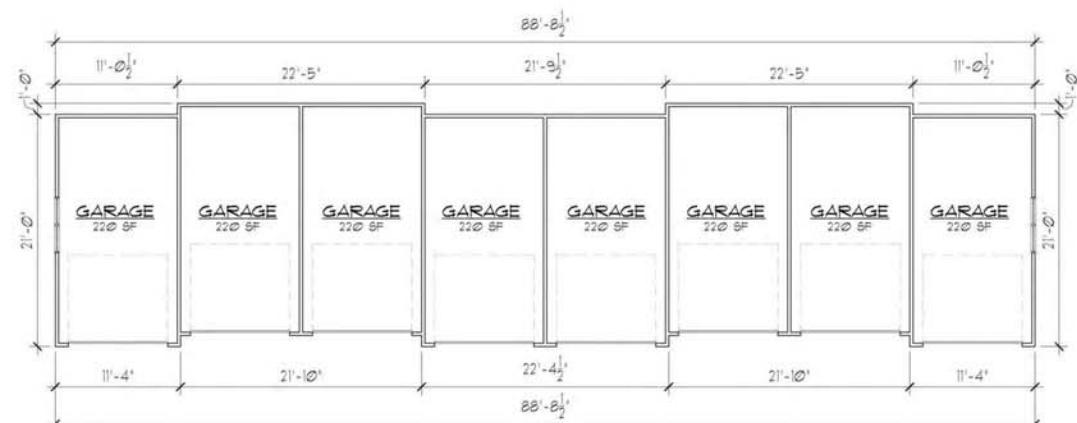
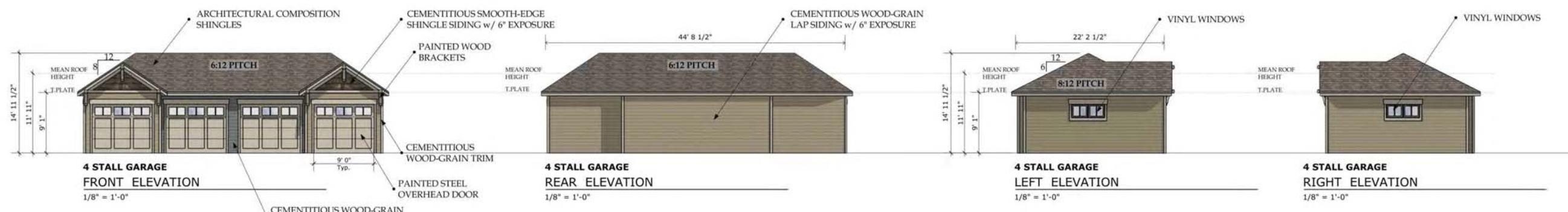
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PRELIMINARY DEVELOPMENT PLAN  
**FLATS AT CENTER TERRA**  
BY LANDMARK HOMES  
GATEWAY GDP, CENTER TERRA PARCEL 102  
LOVELAND, COLORADO



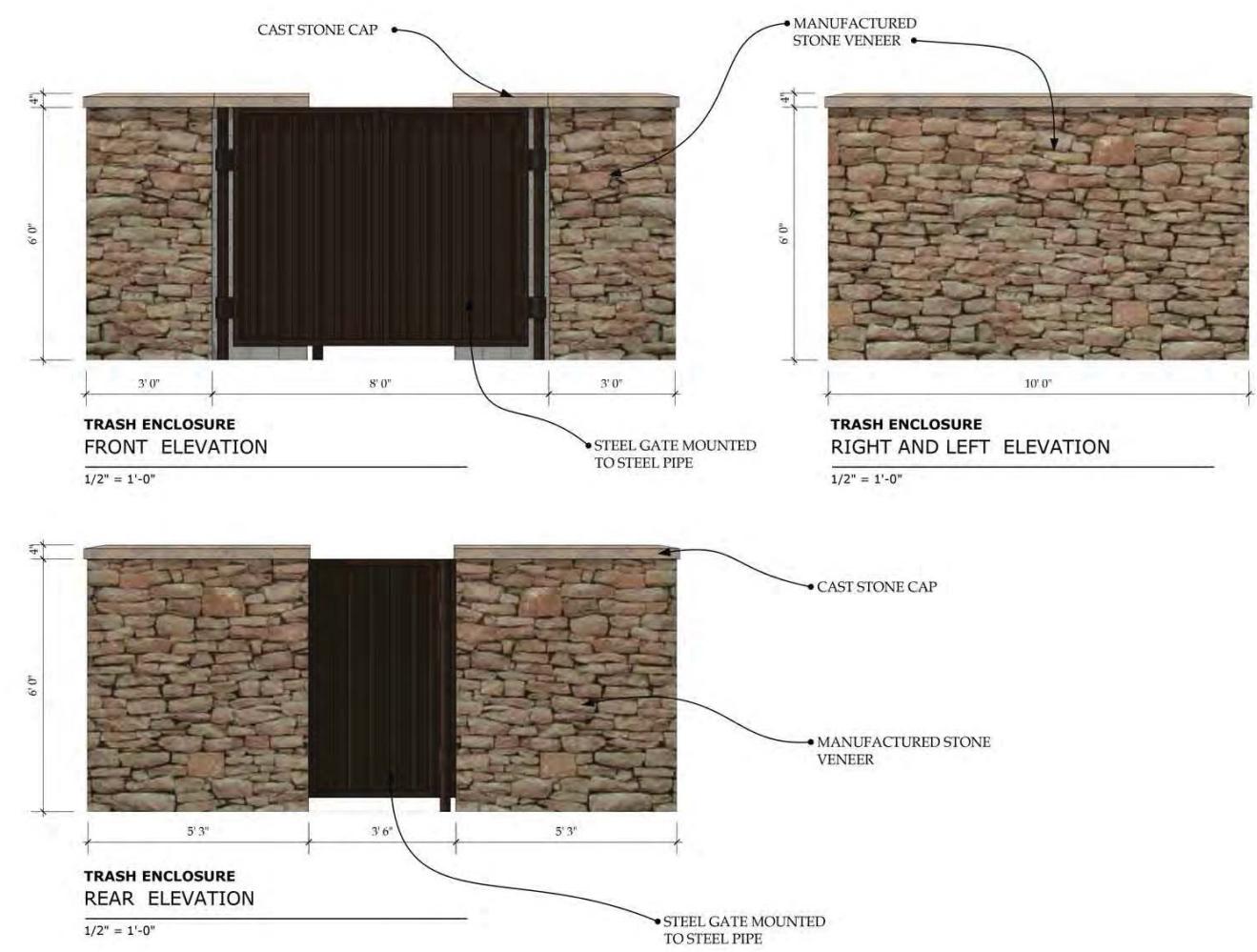
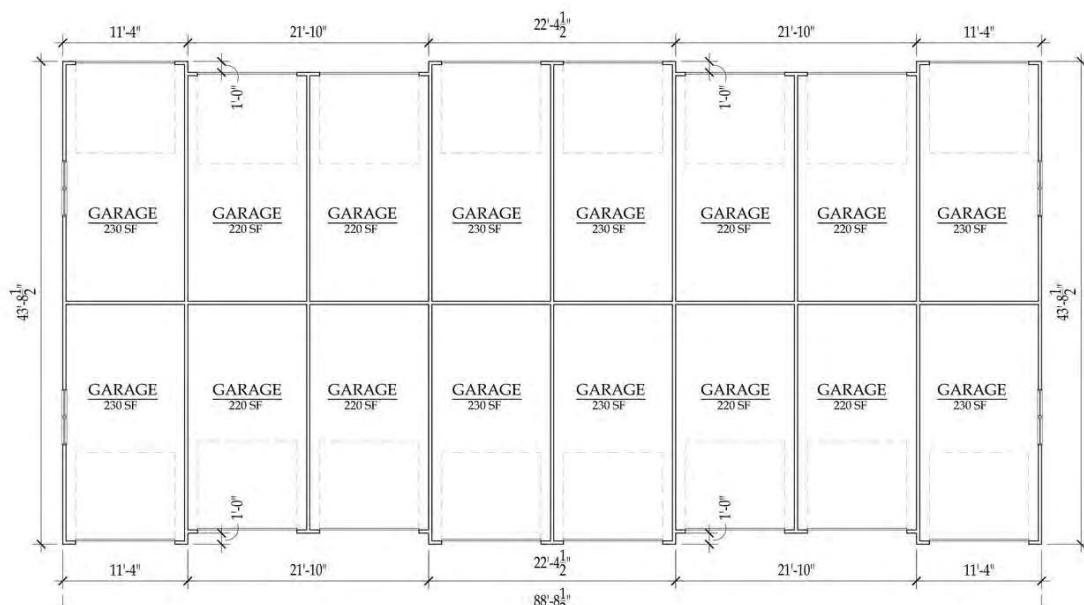
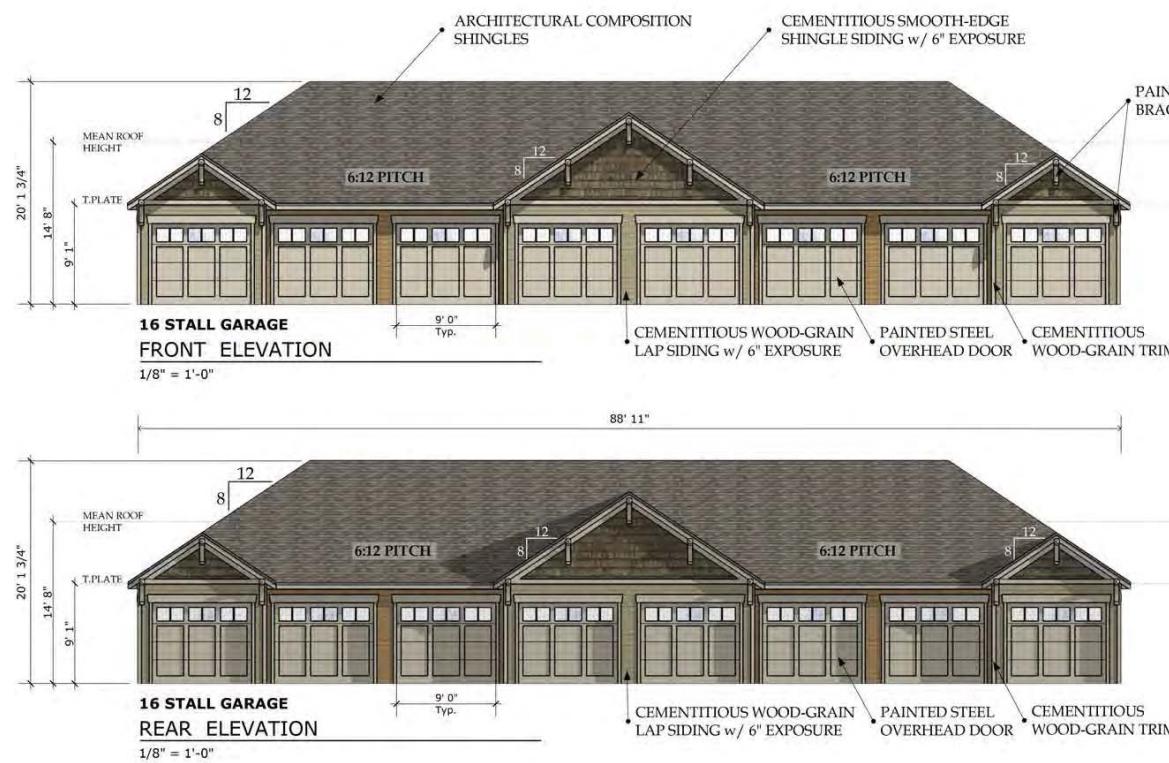
**ELEVATION MATERIAL LEGEND**

	ARCHITECTURAL COMPOSITION SHINGLE ROOF - TIMBERLINE "WEATHERED WOOD"
	CEMENTITIOUS SMOOTH-EDGE SHINGLE SIDING - PAINT: BM HC-86 "KINGSPORT GRAY"
	MANUFACTURED STONE VENEER - SUNSET STONE "GEORGETOWN"
	ALL TRIM, GARAGE DOORS, WOOD DOORS, POSTS, BEAMS - PAINT: BM HC-93 "CARRINGTON BEIGE"
	CEMENTITIOUS LAP SIDING - PAINT: BM HC-98 "PROVIDENCE OLIVE"
	CEMENTITIOUS LAP SIDING - PAINT: BM HC-37 "MYSTIC GOLD"
	CEMENTITIOUS LAP SIDING - PAINT: AC-32 "PISMO DUNES"
	CEMENTITIOUS LAP SIDING - PAINT: BM HC-163 "DUXBURY GRAY"

NOTES:  
WHEREVER POSSIBLE, INSTALL VENTS, FLUES, ETC. ON REAR SIDE  
OF ROOF RIDGE LINES AND AWAY FROM FRONT ELEVATION OF  
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REVISIONS  
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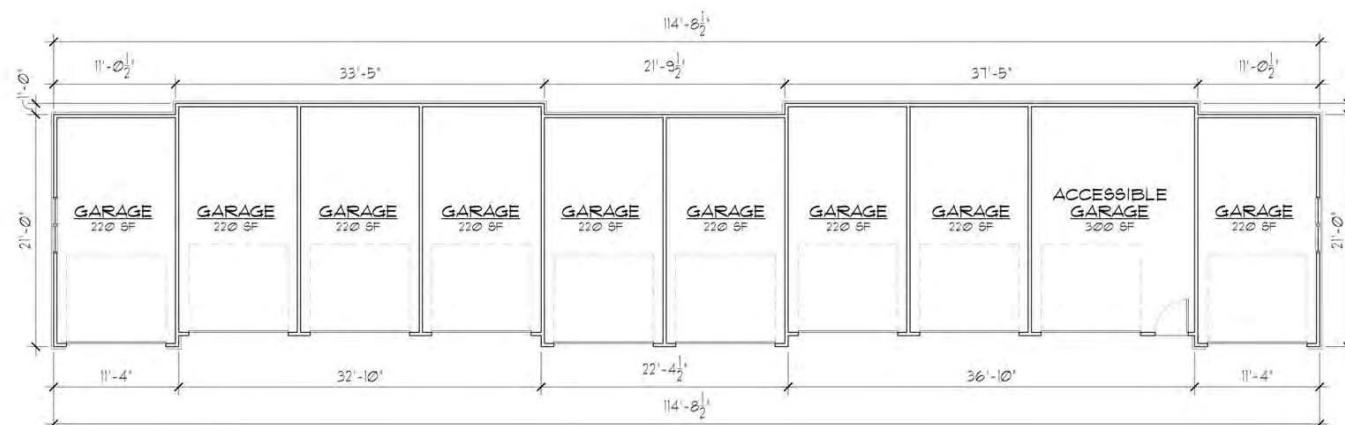
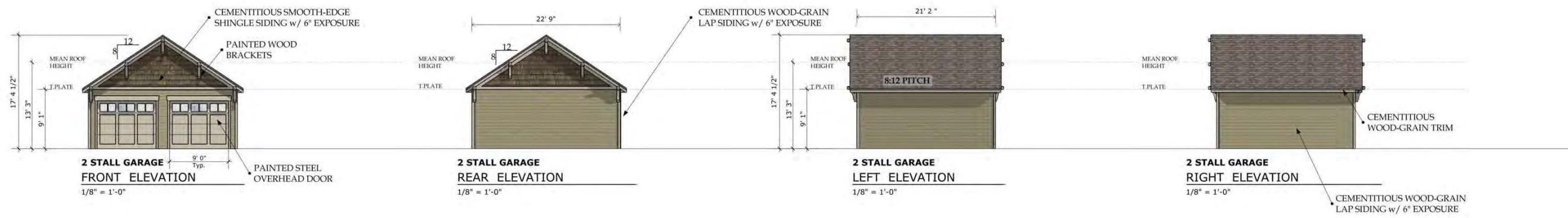
\*\*\* ALL MATERIALS TO BE TERMINATED AT INSIDE CORNERS



'PRELIMINARY DEVELOPMENT PLAN  
**FLATS AT CENTER TERRA**  
BY LANDMARK HOMES  
GATEWAY GDP, CENTER TERRA PARCEL 102  
LOVELAND, COLORADO

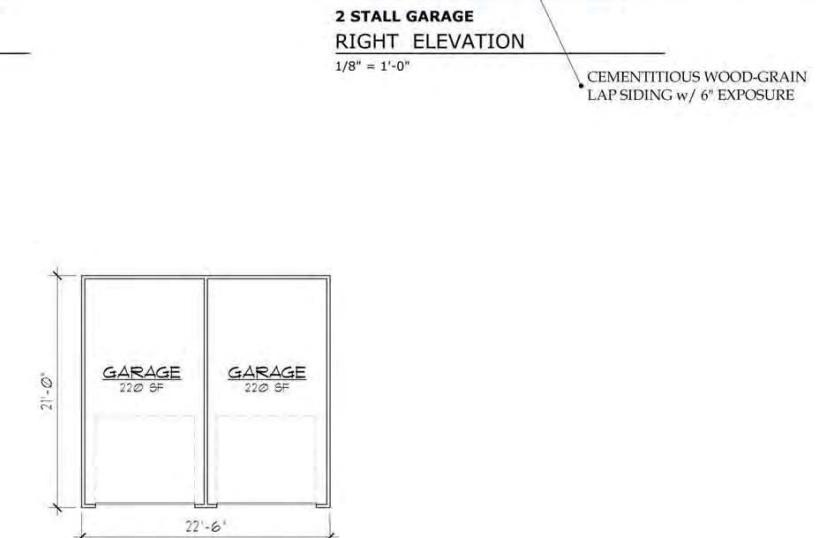
REVISIONS  
DATE: June 12, 2015  
Job No. 543013  
SHEET NO. 12  
of 16

PRELIMINARY DEVELOPMENT PLAN  
FLATS AT CENTER TERRA  
BY LANDMARK HOMES  
GATEWAY GDP, CENTER TERRA PARCEL 102  
LOVELAND, COLORADO



10 STALL GARAGE  
FLOOR PLAN

1/8" = 1'-0"



2 STALL GARAGE  
FLOOR PLAN

1/8" = 1'-0"



10 STALL GARAGE  
RIGHT ELEVATION

1/8" = 1'-0"



10 STALL GARAGE  
LEFT ELEVATION

1/8" = 1'-0"

ELEVATION MATERIAL LEGEND

	ARCHITECTURAL COMPOSITION SHINGLE ROOF - TIMBERLINE "WEATHERED WOOD"
	CEMENTITIOUS SMOOTH-EDGE SHINGLE SIDING - PAINT: BM HC-86 "KINGSPORT GRAY"
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## Schedule

Label	QTY	Catalog Number	Description	Number Lamps	Lumens per Lamp	LLF	Wattage	Mounting Height
S1	17	GLEON-AE-02-LED-E1-SL3-700	GALLEON LED AREA AND ROADWAY LUMINAIRE (2) 70 CRI, 4000K, 700mA LIGHTSQUARES WITH 16 LEDS EACH AND TYPE III SPILL LIGHT ELIMINATOR OPTICS ABSOLUTE PHOTOMETRY IS BASED ON CALIBRATION FACTORS CREATED USING LAB LUMEN STANDARDS IN GONIOPHOTOMETER WITH TEST DISTANCE OF 28.75 FEET	32	240	1	72	22'-6" AFG
S2	35	IST-B01-LED-E1-BL4	IMPACT ELITE LED LUMINAIRE (1) LIGHTBARS WITH ACCULED OPTICS - TYPE 4 W/ BACK LIGHT CONTROL ABSOLUTE PHOTOMETRY IS BASED ON CALIBRATION FACTORS CREATED USING LAB LUMEN STANDARDS IN GONIOPHOTOMETER WITH TEST DISTANCE OF 28.75 FEET	21	100	1	27	12'-0" AFG
S3	3	GLEON-AE-02-LED-E1-SL3-700-HSS	GALLEON LED AREA AND ROADWAY LUMINAIRE (2) 70 CRI, 4000K, 700mA LIGHTSQUARES WITH 16 LEDS EACH AND TYPE III SPILL LIGHT ELIMINATOR OPTICS WITH HOUSE SIDE SHIELD ABSOLUTE PHOTOMETRY IS BASED ON CALIBRATION FACTORS CREATED USING LAB LUMEN STANDARDS IN GONIOPHOTOMETER WITH TEST DISTANCE OF 28.75 FEET	32	204	1	72	22'-6" AFG



FLATS AT CENTERRA  
BY LANDMARK HOMES  
GATEWAY GDP, CENTERRA PARCEL 102  
LOVELAND, COLORADO

ONS  
5 - INCORP CITY  
W COMMENTS

# FLATS AT CENTERA BY LANDMARK HOMES GATEWAY GDP, CENTERA PARCEL 102 LOVELAND, COLORADO

REVISIONS  
06/12/15 - INCORP CITY  
REVIEW COMMENTS

DATE  
August 21, 2015  
Job No.  
543013  
SHEET NO. 16  
of 16

## McGraw-Edison

**DESCRIPTION**  
The Galleon™ LED luminaire delivers exceptional performance in a highly scalable, low-profile design. Patented, high-efficiency AccuLED Optics™ system provides uniform and energy conscious illumination to walkways, parking lots, roadways, building areas and security lighting applications. IP66 rated.

Catalog #	Type
Project	Centerra Flats
Comments	S1 & S3
Prepared by	6/9/15

### SPECIFICATION FEATURES

**Construction**  
Extruded aluminum driver enclosure thermally isolated from Light Squares for optimal thermal performance. Heavy-wall, die-cast aluminum housing and enclosure housing and die-cast aluminum heat sinks. A unique, patent pending interlocking housing and heat sink provides scalability with support for up to 1000W. Vibration tested. Optional tool-less hardware available for ease of entry into electrical chamber. Housing is IP66 rated.

**Optics**  
Choice of 16 patented, high-efficiency AccuLED Optics. The optics are precisely designed to shape the illumination profile, efficiency and application spacing. AccuLED Optics create consistent distributions with the scalability to meet customer requirements. Offered standard in 4000K (+/- 275K) CCT and minimum 70 CRI. Optional 8000K CCT and minimum 3000K CCT. For the highest level of spatial control, an optional house side shield accessory can be field or factory installed. The

house side shield is designed to seamlessly integrate with the SLS, SL4 or AFL optics.

**Electrical**  
LED drivers are mounted to luminaire tray assembly for ease of maintenance. 120-277V 50/60Hz, 347V 60Hz or 480V 60Hz operation. 480V is compatible for use with 0.5" pole top connector. For wall mounting, specify wall mount bracket option.

**Finish**  
Housing finished in super durable TGIC polyester powder coat paint, 2.5 mil nominal thickness. Superior protection against fade and wear. Heat sink is powder coated black. Standard colors include black, bronze, gray, white, dark platinum and graphite metallic. Many other colors and finishes available. Consult the McGraw-Edison Architectural Colors brochure for the complete selection.

**Warranty**  
Five-year warranty.

**Dimensions**  
POLE MOUNT  
  
WALL MOUNT  
  
**Overall Mtg height = 20'-0"+2'-6" = 22'-6"**

**GLEON GALLEON LED**  
1-10 Light Squares  
Solid State LED

AREA/SITE LUMINAIRE

DIMENSIONS	
<b>POLE MOUNT</b>	
3-1/8" (80mm)	105mm
21-3/8" (535mm)	10"
5-3/16" (135mm)	2-3/16" (55mm)
<b>WALL MOUNT</b>	
10'-0" (305mm)	21-3/8" (535mm)
7" (178mm)	5-3/16" (135mm)
2-3/16" (55mm)	2-3/16" (55mm)
<b>Overall Mtg height = 20'-0"+2'-6" = 22'-6"</b>	
<b>Notes:</b> 1. Required for pole. May be required upon mounting height. Note: Actual height per pole is 20'-0" + 10'. Refer to arm mounting height. 2. Pole height (pole + height above ground).	

**EATON**  
Powering Business Worldwide

\*www.designlights.org

TD500202EN

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## McGraw-Edison

Catalog #	Type
Project	Centerra Flats
Comments	S2
Prepared by	6/9/15

**SPECIFICATION FEATURES**  
The Impact Elite family of wall luminaires is the ideal complement to site design. Incorporating modular LightBAR™ technology, the Impact Elite luminaire provides outstanding uniformity and energy-conscious illumination. Consistent distributions with the Impact Elite luminaire is the ideal facade and security luminaire for zoning surrounding schools, office complexes, apartments and recreational facilities. ULcUL listed for wet locations.

**Construction**  
Heavy-duty, die-cast aluminum housing and removable hinged door frame for precise tolerance control and repeatability. Standard drivers feature electronic universal voltage (120-277V 50/60Hz), 347V 60Hz or 480V 60Hz. -40°C Min. Temperature. 40°C Max. Temperature. 50°C Max. Temperature (IA Option). Offered Standard in 4000K (+/- 275K) CCT and minimum 70 CRI. Optional: 3000K CCT, 5000K CCT and 5700K CCT.

**Dimensions**  
  
**WALL MOUNT LUMINAIRE**

**McGraw-Edison**

1-2 LightBARs

Solid State LED

**WALL MOUNT LUMINAIRE**

**ISC/ISS/IST/ISW IMPACT ELITE LED**

**DLC**

1-2 LightBARs

Solid State LED

**WALL MOUNT LUMINAIRE**

**CERTIFICATION DATA**

ULcUL Listed

LM79-1 LM80-1 Compliant

IP68 LightBARs

ISO 9001

DesignLights Consortium® Qualified\*

**Warranty**

Five-year warranty.

Number of Light Squares	*A" Width	*B" Standard Arm Length	*B" Optional Arm Length	Weight with Arm (lbs)	EPK with Arm (lbs)
1-4	16-1/2" (414mm)	3" (76mm)	107-1254mm)	32 (15.0 kg)	0.96
5-6	21-3/8" (547mm)	3" (76mm)	107-1254mm)	44 (20.0 kg)	1.00
7-8	27-5/8" (703mm)	3" (76mm)	107-1254mm)	54 (24.5 kg)	1.07
9-10	33-3/4" (857mm)	3" (76mm)	108-1266mm)	62 (28.0 kg)	1.15

SHIPPING DATA	Approximate Net Weight
16 lbs. (7.26kg)	

**ENERGY DATA**  
Electronic LED Driver  
-40° Power Factor  
-20% Total Harmonic Distortion  
120-277V 50/60Hz, 347V 60Hz  
-40°C Min. Temperature  
40°C Max. Temperature  
50°C Ambient Temperature (IA Option)

**SHIPPING DATA**

Approximate Net Weight

16 lbs. (7.26kg)

## GLEON GALLEON LED

**NOMINAL POWER AND LUMENS (700mA)**

Number of Light Squares	1	2	3	4	5	6	7	8	9	10
Drive Current	700mA	700mA	700mA	700mA	700mA	700mA	700mA	700mA	700mA	700mA
Nominal Power (Watts)	3.8	7.2	10.5	13.8	17.6	21.0	24.9	27.6	31.4	34.0
Input Current @ 120V (A)	0.32	0.58	0.86	1.14	1.45	1.77	2	2.28	2.58	2.81
Input Current @ 209V (A)	0.21	0.36	0.51	0.67	0.87	1.02	1.18	1.34	1.53	1.69
Input Current @ 240V (A)	0.19	0.32	0.48	0.59	0.77	0.93	1.04	1.18	1.35	1.49
Input Current @ 277V (A)	0.20	0.29	0.40	0.51	0.69	0.80	0.91	1.02	1.20	1.31
<b>Optics</b>										
Lumens	3,894	7,731	11,237	14,847	18,298	22,013	26,033	29,497	33,904	36,430
T2	BUG Rating	B1-U1-G1	B1-U1-G2	B1-U1-G3	B1-U1-G4	B1-U1-G5	B1-U1-G6	B1-U1-G7	B1-U1-G8	B1-U1-G9
T2R	BUG Rating	B1-U1-G1	B1-U1-G2	B1-U1-G3	B1-U1-G4	B1-U1-G5	B1-U1-G6	B1-U1-G7	B1-U1-G8	B1-U1-G9
T3	BUG Rating	B1-U1-G1	B1-U1-G2	B1-U1-G3	B1-U1-G4	B1-U1-G5	B1-U1-G6	B1-U1-G7	B1-U1-G8	B1-U1-G9
T3R	BUG Rating	B1-U1-G1	B1-U1-G2	B1-U1-G3	B1-U1-G4	B1-U1-G5	B1-U1-G6	B1-U1-G7	B1-U1-G8	B1-U1-G9
T4FT	BUG Rating	B1-U1-G1	B1-U1-G2	B1-U1-G3	B1-U1-G4	B1-U1-G5	B1-U1-G6	B1-U1-G7	B1-U1-G8	B1-U1-G9
T4W	BUG Rating	B1-U1-G1	B1-U1-G2	B1-U1-G3	B1-U1-G4	B1-U1-G5	B1-U1-G6	B1-U1-G7	B1-U1-G8	B1-U1-G9
SL2	BUG Rating	B1-U1-G1	B1-U1-G2	B1-U1-G3	B1-U1-G4	B1-U1-G5	B1-U1-G6	B1-U1-G7	B1-U1-G8	B1-U1-G9
SL3	BUG Rating	B1-U1-G1	B1-U1-G2	B1-U1-G3	B1-U1-G4	B1-U1-G5	B1-U1-G6	B1-U1-G7	B1-U1-G8	B1-U1-G9
SL4	BUG Rating	B1-U1-G1	B1-U1-G2	B1-U1-G3	B1-U1-G4	B1-U1-G5	B1-U1-G6	B1-U1-G7	B1-U1-G8	B1-U1-G9
SNQ	BUG Rating	B1-U1-G1	B1-U1-G2	B1-U1-G3	B1-U1-G4	B1-U1-G5	B1-U1-G6	B1-U1-G7	B1-U1-G8	B1-U1-G9
SMQ	BUG Rating	B1-U1-G1	B1-U1-G2	B1-U1-G3	B1-U1-G4	B1-U1-G5	B1-U1-G6	B1-U1-G7	B1-U1-G8	B1-U1-G9
GWO	BUG Rating	B1-U1-G1</								



THE FLATS AT CENTERRA  
INTERMEDIATE TRAFFIC IMPACT STUDY

LOVELAND, COLORADO

SEPTEMBER 2015

Prepared for:

Landmark Homes  
1170 West Ash Street, Suite 100  
Windsor, CO 80550

Prepared by:

DELICH ASSOCIATES  
2272 Glen Haven Drive  
Loveland, CO 80538  
Phone: 970-669-2061  
FAX: 970-669-5034



Project #1572

## I. INTRODUCTION

This intermediate traffic impact study (TIS) is for the proposed development of The Flats at Centerra. The Flats at Centerra site is located in the southwest quadrant of the Hahns Peak/Fall River intersection in Loveland, Colorado. The location of this site is shown in Figure 1. This TIS addresses the operation at the key intersections for the short range (2020) future.

This study involved the collection of data, a review of previous developments and studies in the area, trip generation, trip distribution, trip assignment, and the operation analyses of the key intersections in the area for the existing conditions and the short range (2020) future. During the course of this analysis, numerous contacts were made with City staff and the project developer. Since this land is within the City of Loveland, the traffic impact study guidelines for Loveland, as contained in the "Larimer County Urban Area Street Standards" (LCUASS) were used.

The following intersections, as agreed to in the scoping discussions, were addressed in this traffic study: McWhinney/Hahns Peak-Grays Peak (minor intersection), McWhinney/Fall River (minor intersection), Hahns Peak/Fall River (minor intersection), Rocky Mountain/Hahns Peak (major intersection), and the site access (minor intersections) intersections. Appendix A contains the Transportation Impact Study Base Assumptions form and related attachments for The Flats at Centerra.

### III. PROPOSED DEVELOPMENT

Figure 5 shows the site plan for The Flats at Centerra. The Flats at Centerra is a proposed residential development consisting of 120 townhome dwelling units. Access to the site will be via a full-movement access to/from Hahns Peak Drive (lines up with Grays Peak Drive), a full-movement access to/from Fall River Drive, and the existing Park Regency North Access. Full development of The Flats at Centerra site is assumed to be built out over the 1-2 years, following approval. The analysis year for the short range future was assumed to be the year 2020.

#### Trip Generation

Trip generation is important in considering the impact of a development on the existing and proposed street system. Trip Generation, 9<sup>th</sup> Edition, ITE was used to estimate trips that would be generated by The Flats at Centerra site. The equations from Townhome (Code 230) were used to calculate the weekday trip generation for the site. Table 2 shows the expected trip generation for The Flats at Centerra site. The site resulted in 754 daily trip ends, 60 morning peak hour trip ends, and 70 afternoon peak hour trip ends.

TABLE 2 Trip Generation												
Code	Use	Size	AWDTE		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	In	Rate	Out	Rate	In	Rate	Out
230	Townhome/Condo	120 D.U.	EQ	754	EQ	10	EQ	50	EQ	47	EQ	23

#### Trip Distribution

Trip distribution for The Flats at Centerra was estimated using knowledge of the existing and planned street system, development trends, and engineering judgment. Figure 6 shows the trip distribution used in the following analyses. The trip distribution analysis was discussed and agreed to in the scoping discussions and is contained in Appendix A.

#### Traffic Assignment

Trip assignment is the product of both the trip generation and trip distribution processes. The following intersections were analyzed: McWhinney/Hahns Peak-Grays Peak, McWhinney/Fall River, Hahns Peak/Fall River, Rocky Mountain/Hahns Peak, and the site access intersections. Figure 7 shows the site generated peak hour traffic at the key intersections.

## Background Traffic Projections

Background traffic projections for the short range (2020) future horizon were determined by factoring the existing traffic by 2.0% per year. The site traffic from the Meyers Natural Foods development was added to the general background traffic. Figure 8 shows the short range (2020) background peak hour traffic at the key intersections.

## Total Traffic

The traffic volumes generated by the proposed The Flats at Centerra were added to the background traffic volumes to produce the total traffic volume forecasts for the short range (2020) future horizon. Figure 9 shows the short range (2020) total peak hour traffic at the key intersections.

Table 3 shows the short range (2020) link volumes for various key street segments. Table 3 also shows the ACF volume thresholds for each street segment and whether that segment meets the Adequate Community Facilities Ordinance. The threshold volumes shown were calculated for this study and are provided in Appendix D. Table 3 indicates that all links meet the requirements of the Adequate Community Facilities Ordinance.

## Signal Warrants

As a matter of policy, traffic signals are not installed at any location until such time that signal installation warrants are met according to the Manual on Uniform Traffic Control Devices. It is unlikely that peak hour signal warrants will be met at the stop sign controlled McWhinney/Fall River, Hahns Peak/Fall River, and Rocky Mountain/Hahns Peak intersections.

## Operation Analysis

Table 4 shows the short range (2020) background morning and afternoon peak hour operation at the key intersections. Calculation forms for these analyses are provided in Appendix E. The key intersections operate at acceptable levels of service during the morning and afternoon peak hours.

Table 5 shows the short range (2020) total peak hour operation at the key intersections. Calculation forms are provided in Appendix F. The key intersections operate at acceptable levels of service during the peak hours.

## Geometric Requirements

Figure 10 shows the short range (2020) approach geometry at the key intersections. The McWhinney/Hahns Peak-Grays Peak, McWhinney/Fall River, Hahns Peak/Fall River, Fall River/Office Access, and Fall River/Park Regency North Access intersections can remain as they exists today. The east leg of the Rocky Mountain/Hahns Peak intersection will be constructed with the Meyer Natural Foods development. From a volume perspective (LCUASS, Figure 8-1), left-turn lanes are not required at the site accesses. According to LCUASS, Figure 8-4, right-turn lanes are not required at the site accesses. As shown in Figure 10, the Rocky Mountain/Hahns Peak intersection will require a southbound left-turn lane. This can be striped in the median area of Rocky Mountain Avenue. This left-turn lane was mentioned in the "Meyers Natural Foods Traffic Impact Study." There is an existing northbound right-turn lane on Rocky Mountain Avenue, approaching Hahns Peak Drive.

## Pedestrian Facilities

There are sidewalks adjacent to all developed properties. As vacant properties in the area are developed, it is assumed that sidewalks will be built. As shown in Appendix G, four potential pedestrian destinations within 1320 feet were identified: 1) the residential area west, north, and northeast of the site; 2) the commercial area (office) east of the site; 3) the commercial area south of the site; and 4) the RV Park southwest of the site. Appendix G contains a graphic depicting the pedestrian influence area and these pedestrian destinations. A pedestrian level of service worksheet is also provided in Appendix G. This worksheet shows the level of service for each quality indicator. Since the City of Loveland has no minimum level of service criteria, this level of service could not be indicated.

## Bicycle Facilities

Bicycle lanes exist along Rocky Mountain Avenue and McWhinney Boulevard. As shown in Appendix G, two potential bicycle destinations within 1320 feet was identified: 1) the commercial area south of the site and 2) the commercial area east of the site . Appendix G contains a graphic depicting the bicycle influence area and these bicycle destinations.

## Adequate Community Facilities

All of the key intersections meet the City of Loveland criteria of level of service C or better during the peak hours with regard to operation. Therefore, all intersections, with the control devices that either exist or will be installed and with the existing geometry, meet requirements of the Loveland Adequate Community Facilities Ordinance. As noted on Table 3, all street links meet the level of service C standard of the Loveland Adequate Community Facilities Ordinance.

#### IV. CONCLUSIONS/RECOMMENDATIONS

This study assessed the transportation impacts associated with the development of The Flats at Centerra in Loveland, Colorado. This study analyzed the transportation impacts in the short range (2020) future. As a result of these analyses, the following is concluded:

- Full development of The Flats at Centerra is feasible from a traffic engineering standpoint. The trip generation for The Flats at Centerra site resulted in 754 daily trip ends, 60 morning peak hour trip ends, and 70 afternoon peak hour trip ends.
- Current operation at the McWhinney/Hahns Peak-Grays Peak, McWhinney/Fall River, Hahns Peak/Grays Peak, Hahns Peak/Fall River, Fall River/Office Access, Fall River/Park Regency North Access, and Rocky Mountain/Hahns Peak intersections is acceptable based upon City of Loveland evaluation criteria.
- It is unlikely that peak hour signal warrants will be met at any of the stop sign controlled intersections.
- Using the background traffic in the short range (2020) future, the key intersections operate at acceptable levels of service.
- With short range (2020) development of The Flats at Centerra and background traffic, the key intersections will operate acceptably. All street links meet the ACF criteria.
- Bicycle lanes exist along Rocky Mountain Avenue and McWhinney Boulevard. The sidewalk system in this area is mostly complete. As streets are improved, sidewalks will be incorporated to the standard cross sections.
- Table 6 shows a summary of the recommended improvements and the responsibility for that improvement. The short range (2020) geometry is shown schematically in Figure 10.
- No environmental or special studies are required with this development.