City of Loveland

DEVELOPMENT SERVICES
CURRENT PLANNING
500 East Third Street, Suite 310 • Loveland, CO 80537
(970) 962-2523 • Fax (970) 962-2904 • TDD (970) 962-2620
www.cityofloveland.org

FINAL FINDINGS AND DETERMINATIONS
Type II Zoning Permit
ABRA Auto Body & Glass
Special Review #714

Posted: February 23, 2016

TITLE:	ABRA Auto Body & Glass, Major Modification to Special Review #714
LOCATION:	The site is located at 1761-1805 Topaz Drive, on the south side of W. Eisenhower Boulevard and east of N. Boise Avenue
APPLICANT:	Brian Gjerde with ISG, Inc. for ABRA Auto Body & Glass
STAFF CONTACT:	Noreen Smyth, Current Planning
APPLICATION TYPE:	Major Amendment to Special Review #714
STAFF RECOMMENDATION:	Staff recommends that the Current Planning Manager preliminarily approve this special review allowing for the expansion of an existing auto body shop, subject to the conditions listed in Sections VIII of this report.

I. ATTACHMENTS

1. Vicinity Map
2. Special Review/Site Development Plan
3. Parking Analysis Report

II. SITE DATA

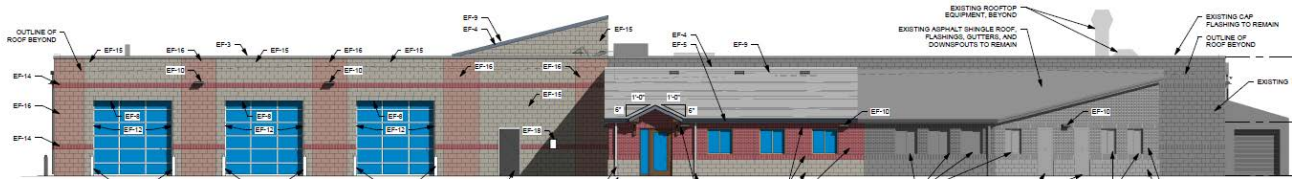
EXISTING USE	Auto body shop on the east side of the subject property, vacant on the west side
PROPOSED USE	Auto body shop (expanded)
AREA	1.05 acres
EXISTING ZONING	B – Developing Business
ADJACENT ZONING & USE- North	Eisenhower Blvd & B – Developing Business; restaurant
ADJACENT ZONING & USE - East	B – Developing Business; auto repair shop
ADJACENT ZONING & USE- South	B – Developing Business; office
ADJACENT ZONING & USE - West	B – Developing Business; vacant
UTILITY SERVICE – WATER	City of Loveland
UTILITY SERVICE – SEWER	City of Loveland
UTILITY SERVICE – ELECTRIC	City of Loveland

III. PROJECT DESCRIPTION

The ABRA body shop currently operates at 1805 Topaz Dr out of a 7,709 sq ft building on a 0.7-acre lot located in the B business district. A special review is required for auto repair businesses in the B district, and SR #741 was obtained in 2003 prior to the facility's construction. The owner is interested in expanding the size of the building and purchased a 0.34-acre vacant lot immediately to the west of the ABRA lot for this purpose. A lot merger plat, City of Loveland Application #15-147, was submitted concurrently with the special review amendment/site development plan application, #15-146, in order to combine the two lots into one.

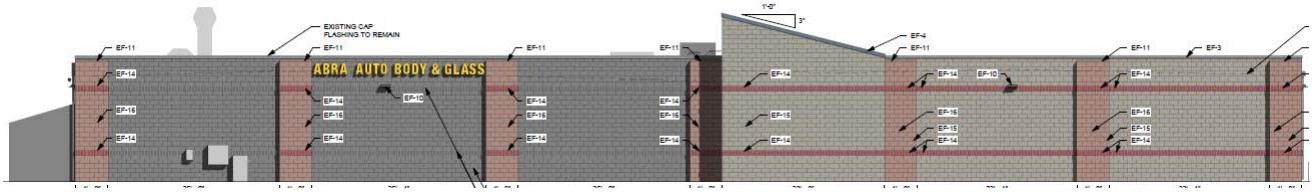
The building addition includes two areas; an expanded shop area to the west of the existing shop area, to be located on what is now the vacant lot to the west, and an expanded office/customer area on the south side of the existing building. The size of the addition is 7,018 sq ft for a total building size of 14,727 sq ft.

Materials and Colors



Topaz Dr (south) elevation. The existing building to the right is greyed out.

The materials and colors of the addition will match that of the existing building, which include beige concrete masonry units (CMU) and red brick. The addition will include more architectural details over the existing structure, including pilasters, an angled roof element, and a canopy at the customer entrance. Pilasters will be added to the Eisenhower façade of the existing building to improve the appearance of that façade and to match the pilasters included on the addition. Otherwise, there will be no changes to the existing building.

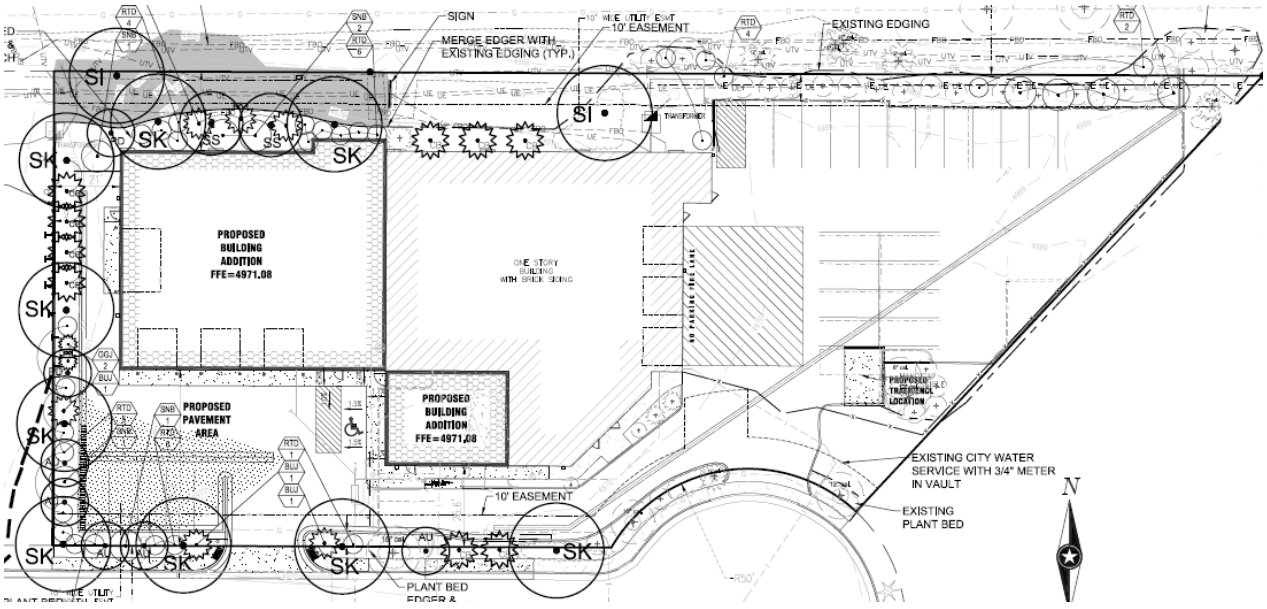


Eisenhower Blvd (north) elevation. The existing building to the left is greyed out.

Site Plan

The site plan includes modifications to the larger parking lot to the east of the building, along with the relocation of the smaller parking lot from south of the existing building to south of the shop addition. There is currently one driveway access into the property located off of Topaz Dr immediately south of the existing building, with a driveway then extending east to the larger parking lot. With the relocation of the customer parking lot farther to the west, the driveway access is also being moved farther west, with a drive extending to the east parking lot. In addition, a new driveway will extend along the west side of the building addition to allow for access to the overhead bay door along that wall.

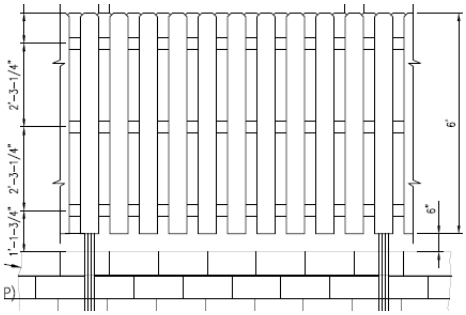
`



Landscape Plan. The existing building footprint is in the center, and the new additions are the darker footprints to the south and west. The existing customer parking is located where the south building addition is proposed, and will be relocated farther to the west. The existing employee/serviced vehicle parking is to the east.

Fence

The Eisenhower frontage of the east parking lot is currently lined by a wrought iron fence on top of textured beige CMU that match those of the building. A full wall of the same CMU encloses the serviced vehicle storage area in the northeast portion of the parking lot. This wall runs along approximately half of the east property line. With the building addition, the applicant proposes to enclose the entire east parking lot. The wall/fence along Eisenhower will remain, with the wall enclosing the serviced vehicle area removed.



As proposed, a low concrete block wall with a cedar fence on top would be installed along the east property line and along the south side of the east parking lot, with a steel frame and cedar swing gate at the parking lot entrance. At the neighborhood meeting, a strong preference for a solid CMU or other stone material, or combination stone/wrought iron wall/fence, was expressed by all in attendance. A condition of approval addressing this has been included in these findings by Current Planning.

Alternative Parking Compliance

The zoning code lists minimum parking space requirements based on land use, and "automotive service" uses require 1 space for every 450 sq ft of floor area, including both office and repair space. At this ratio, the existing building calls for 18 parking spaces, and the building addition increases that to 33 spaces. The property currently has 20 spaces, with an additional paved but unstriped area in the east lot for vehicles being serviced.

The applicant considers the amount of parking called for by the conventional code standard to be excessive for the nature of their building addition and is seeking approval of an alternative parking standard. The requested standard is 1 space for every 600 sq ft of floor area, for a total of 25 spaces. A parking analysis report prepared by the applicant's civil engineer has been submitted in support of the alternative parking standard. The report describes the anticipated parking demand based on current demand and anticipated changes to demand that will result from the building addition.

The report identifies a current parking demand on any given shift of 17 spaces, not including serviced vehicles, with a breakdown as follows:

- 8 shop employee
- 5 office employees
- 4 on-site customers

According to the report, the parking demand on any given shift after the construction of the addition will be 20 spaces, with a breakdown as follows:

- 10 shop employee
- 6 office employees
- 4 on-site customers

Thus, per the analysis, the total employee and customer parking demand of 20 spaces will be adequately served by the proposed total of 25 off-street spaces. The parking demand generated from other types of visitors, such as vendors, is negligible.

Regarding the parking of vehicles being serviced, according to the report, a smaller number of such vehicles will be parked in the outside lots, and instead will be parked inside the building. Currently, there is one service bay per mechanic, and each mechanic works on approximately three vehicles per shift, with two of the three vehicles parked in the lot. With the building addition, there will be three bays per mechanic, eliminating the need for two of the three vehicles being serviced to be parked outside. According to the report, the volume of vehicles being serviced is not anticipated to increase significantly with the building addition. While a couple of additional employee spaces are being striped in the portion of the east lot that is used to store serviced vehicles, unstriped paved area will remain in the east lot in which serviced vehicles can be parked.

Staff is aware that street parking on Topaz Dr is already tight due to the adjacent uses on the street, including the subject property, utilizing it for overflow parking. It is the assessment of the parking analysis that the increased availability of interior building parking will modestly lessen the number of vehicles parking on Topaz Dr generated from the subject property.

V. KEY ISSUES

Concerns continue to be voiced from members of the neighborhood regarding the requested alternative parking compliance and the proposed fence materials. Staff has addressed these concerns through the inclusion, in Section VIII of these findings, of conditions of approval relating to parking and fence material. The city's development review staff has not identified key issues associated with this special review application in terms of compliance with the standards in the Municipal Code beyond the Eisenhower setback encroachment, which is described in Section VII below and is supported by staff.

V. BACKGROUND

1977	The Sylmar First Addition, which included the land of the subject property, was annexed into the city.
1979	The Sylmar First Subdivision was approved, creating three lots that would eventually become part of the ABRA proposal.

1997 The Sylmar Sixth Subdivision was approved, replatting certain lots from the First Subdivision to create the lot on which the existing ABRA Auto Body Shop is located.

2003 Special Review #741 was approved for a "Loveland Auto Body" use for the 0.7-acre property at 1805 Topaz Dr.

2015 The applicant submitted an application (#15-146) for a site development plan and amendment to Special Review #741 along with a lot merger plat application (#15-147) to allow an expansion of the existing auto body use onto the adjacent lot to the west.

VI. STAFF, APPLICANT, AND NEIGHBORHOOD INTERACTION

A. Notification: A letter advertising the neighborhood meeting was sent out by the applicant on December 23, 2015 to all neighbors within the distance defined in Section 18.05 of the Loveland Municipal Code. Meeting notice signs were also posted on the property on December 23, 2015.

B. Neighborhood Response: A neighborhood meeting was held at 5:30 on January 7, 2016 in the Municipal Building. Five attendees were at the meeting along with city staff and the applicant's consultant. Questions from the neighborhood centered around parking and fencing, with a couple of comments on the elevations. Generally, the attendees did not support the request for an alternative parking standard that allows less parking than the normal code standard. Also, attendees did not support the proposal to include wood fencing on top of a CMU wall, considering a full CMU or stone wall or wrought iron fence on top of CMU or stone to be more fitting with the existing fencing in the area. Lastly, a preference for the overhead bay door on the west elevation to be of a color that matches the wall color was expressed, as the proposed white color would stand out too much.

D. Project Schedule

1. A combination site development plan and amendment to Special Review #741 was filed with the Current Planning Division on August 11, 2015.

2. A neighborhood meeting for the amendment to the special review was held on January 7, 2016 in the Municipal Building. The ABRA consultant, the owners of the property on which ABRA sits, and three neighbors attended the meeting.

3. The staff preliminary findings and determination was posted on February 11, 2016.

8. The public review period for the staff preliminary findings and determination is from February 11, 2016 to February 22, 2016.

9. The final findings and determination for the Special Review will be posted on February 23, 2016 and the appeal period will be from February 23, 2016 to March 4, 2016.

VII. FINDINGS AND ANALYSIS

Finding 1. *That the proposed special review use meets the purposes set forth in Section 18.04.010 of the Loveland Municipal Code.*

The proposed expansion of the auto body shop building would meet the purposes set forth in Section 18.04.010 of the Loveland Municipal Code and would not create unsafe or unhealthy conditions. The nature of the operation of the auto body shop is not proposed to change, and the existing operation is does not appear to create safety or health concerns. According to the applicant, the building expansion will allow a greater portion of the autos being serviced that now are parked in the property's parking lot to instead stay inside the building, which would be preferable than the current situation, where damaged vehicles remain outside and employee parking is pushed onto the street parking spaces along Topaz Dr.

Finding 2. *That the effects of the proposed special review use on the surrounding neighborhood and the public in general will be ameliorated.*

The effects of this use on the surrounding property owners will be lessened through the site layout, landscaping, and screening of the project. The expansion of the building should have no greater impact than the current operation other than the visual impact of the larger building. The lot to the west of the subject property is currently vacant and could be developed with uses allowed in its B district. The property to the east is a similar auto repair shop, and is not expected to be impacted by the building addition. The property to the south is an office building and is not expected to be impacted due to measures taken to control noise, fumes, and other emissions as described below under Finding 3h. To the north is Eisenhower Blvd, and beyond it is a restaurant, neither of which should be impacted by the addition.

At the neighborhood meeting, concern was expressed by nearby neighbors of the adequacy of the alternative parking standard and of the fence that have been proposed by the applicant. The parking concern centered on issues related to limited street parking availability on Topaz Dr and the practice of vehicles associated with the subject property already utilizing the street spaces on a regular basis. Attendees expressed doubt that the building expansion would not result in an increase of vehicles, be it employees, customers, or serviced vehicles, and did not support allowing an alternative parking standard that resulted in less on-site spaces than the normal parking requirement. Conditions have been added to these Preliminary Findings to address these concerns.

Attendees did not support the proposed new fence for the east and south side of the east parking lot, which includes a cedar board fence over a stone wall. Installation of a fence entirely of stone material was preferred, as it would be in keeping with the style of fence on other properties in the immediate vicinity, or a stone fence with a small wrought iron fence on top, which would be in keeping with the fence along the Eisenhower frontage of the property. A condition concerning the fence material has been added to these Preliminary Findings to address this concern.

Finding 3. *That in assessing the potential effects of the proposed special review use, at a minimum, the following matters have been considered:*

3a. *Type, size, amount, and placement of landscaping;*

There is already dense landscaping between the parking lot to the east of the building and Eisenhower Blvd. While some landscape exists between the existing building and Eisenhower, more will be added. Dense landscaping meeting or exceeding bufferyard quantity and size standards will be planted to the north, west, and south of the building addition. Additional landscape will be planted to the south of the existing building, along Topaz Dr. No buffering is proposed or required to the east, where the property abuts another automotive repair business.

The building addition will have four overhead bay doors. Three face Topaz Dr and will be screened by the bufferyard plantings along Topaz. The fourth faces west, and without screening would also be visible from Eisenhower Blvd to the north. However, additional plantings will be installed in the bufferyards near the west bay to further screen it.

3b. *Height, size, placement, and number of signs;*

No new signage is proposed with the building addition. The business signs on the north and east facades of the existing building will remain, as will the monument sign along the Eisenhower Blvd frontage.

3c. *Use, location, number, height, size, architectural design, materials, and colors of buildings;*

The building expansion will complement the existing structure in height, design, materials and colors. Staff had some concerns that the existing building had a plain appearance along Eisenhower Blvd, which is contrary to the goals of city plans and codes for major streets. In response, the applicant added pilasters to the building addition and also designed retrofitted pilasters onto the existing structure's Eisenhower façade.

The existing Eisenhower façade is 94 ft and the addition will add another 84 ft. Per the commercial architectural standards of the zoning code, facades cannot extend more than 100 ft without including a change in plane. Staff and the applicant together worked on developing a solution to this matter. Typically the change in plane is created by stepping back portions of the building. The building addition could not be stepped inward without impacting needed interior floorspace or parking to the south of the addition. Instead, a 23.7 ft portion of the Eisenhower façade was bumped out by 4 ft to break the plane. This bumpout encroaches into the 25 ft minimum Eisenhower setback, and as part of the special review process, approval of this setback encroachment is sought. Staff is supportive of the encroachment, as the remaining setback from the street is still significant (21 ft) and the "big box" appearance of the structure that would otherwise

result has been avoided, while meeting the interior space needs of the applicant. In addition, the roofline of this 23.7 ft stretch of wall is bumped up into a type of angular parapet, which functions both to break the otherwise monotonous roofline of the 18 ft tall building and to screen rooftop equipment.

The materials and colors for the new building will be similar to that of the existing building. The building addition along Eisenhower Blvd will be primarily beige CMU with red brick stripes like the existing building, and the pilasters on both the addition and those retrofitted onto the existing building will be a red CMU. The office addition on the Topaz Dr side of the building will have a beige CMU base with red brick above, similar to the existing office area. A canopy will cover the customer entrance.

3d. *Configuration and placement of vehicular and pedestrian access and circulation;*

Configuration and placement of vehicular and pedestrian access and circulation is compliant with City standards. Vehicle drive aisles within the east parking area are unchanged. The customer parking area is moving from south of the existing building to south of the addition, and the curb cut off of Topaz Dr is moving farther west to accommodate the relocated parking area. The drive aisle from the curb cut to the east parking area will remain. Both Transportation and Fire Department staff have reviewed the special review plans and have indicated compliance with the City's Adequate Communities Facilities Ordinance.

3e. *Amount and configuration of parking;*

The existing parking area to the south of the building contains 5 spaces reserved for customers and the parking area to the east of the building contains 14 spaces for employees plus one handicap space. There is additional space beyond the striped parking spaces for vehicles in this east lot, behind a small gated area in the northeast corner, where vehicles being serviced are stored. With the site changes associated with the building addition, the applicant is proposing to include 25 total off-site striped spaces. A detailed description of the parking count is included in Section III above.

The handicap space will be relocated from the east parking lot to the south parking lot. The relocation of the handicap space is an improvement, as per code, handicap spaces are to be located closest to the accessible entrance. The new location will situate it as such, but the existing location situates the handicap space relatively far from the entrance. The trash enclosure will be relocated from the north end of the east parking lot, near the Eisenhower lot line, to the south end where the handicap space is now located. New parking spaces will be striped where the trash enclosure now sits and a couple new spaces will be striped where the wall enclosing the serviced vehicle storage area is now located. The east lot parking configuration will otherwise remain unchanged.

3f. *Amount, placement, and intensity of lighting;*

There is no existing or proposed parking lot lighting for the subject property because the business closes in the early evening. A photometric plan was therefore not submitted. The exterior lighting will consist of 12 wall-mounted fixtures.

3g. *Hours of operation;*

The hours of operation of the ABRA body shop are not proposed to change with the building addition. It operates from 7:30 am to 5:30 pm Monday through Friday, 9:00 am to12:00 pm on Saturday, and is closed on Sunday.

3h. *Emissions of noise, dust fumes, glare and other pollutants.*

While any auto repair business has some level of noise and fume emissions, the building addition will not increase the emissions from the property. The building expansion should modestly decrease the noise and fume emissions. According to the applicant, each mechanic will work on three vehicles on a shift, but currently has one bay in which to work on vehicles, meaning the employee needs to move vehicles between the outdoor parking area and the indoor service area throughout the day. The building expansion will allow for three bays per mechanic, allowing for all of the cars being serviced during a shift to remain in the building for the duration of the shift, leading to less movement of vehicles in and out of the building. The building addition will include extra insulation on exterior walls to reduce noise pollution, and the existing dust collection system will be relocated as necessary to accommodate the addition. The wastewater generated by the operation is processed by an in-ground oil-water separator.

Finding 4. *Except as may be varied in accordance with this special review permit, the special review site plan conforms to the restrictions and regulations set forth in the Loveland Municipal Code for the zoning district in which the special review use is located.*

The proposed special review meets this finding. The site plan meets the requirements of the B Business district with the exception of the partial encroachment into the Eisenhower Blvd setback discussed above, and the alternative parking standard that has been applied to the site plan. The proposed site, infrastructure, and landscape design comply with all normal applicable restrictions and regulations set forth in the site development performance standards and guidelines.

Finding 5. *The special review site plan meets the requirements set forth in the Section 16.41 – Adequate Community Services – of the Loveland Municipal code.*

Transportation: Staff believes that this finding can be met, due to the following:

- Per this combined Site Development Plan and Special Review application, a proposed 4350 square foot (sf) building addition to the existing Auto body/glass shop is planned on the site, as well as an additional parking lot on the property with a new access onto existing Topaz Drive (local commercial street). The traffic worksheet received with

the application indicates that an increase of 20 total daily trip ends is expected (from 90 existing to a total 110 with the proposed addition), no pedestrians or bicyclists are anticipated to visit the site each day, and that since less than 200 ADT is involved, requests that no further traffic information is needed/required. The Transportation Engineering Division notes that previous special review #741 for this site was completed for the existing auto repair building. In light of all of the above, and since substantially less than 200 ADT is anticipated with the new proposed building addition, no further traffic information has been required to be submitted at this time in accordance with the Larimer County Urban Area Street Standards (LCUASS).

- Vehicular access to the site is via existing Topaz Drive (local commercial street). No direct vehicular access is proposed and no direct vehicular access is allowed onto Eisenhower Blvd (US 34).
- Per comments included in previous concept review meeting for this use on 10/7/2010 in accordance with LCUASS, a cash in lieu payment for construction of public improvements along US 34 (including street widening, curb gutter and sidewalk) needs to be provided, and the future location of US 34 frontage improvements needs to be indicated on the plans (these improvements along US 34 adjacent to the property presently do not exist). The Transportation Engineering Division notes that cash in lieu of improvements along US 34 adjacent to formerly developed lot 2 block 1 Sylmar Sixth Subdivision of this property was previously provided to the City. Therefore a cash in lieu payment for public improvements along US 34 adjacent to the remaining portion of the property (100.00 lineal feet adjacent to lot 7 Block 1 Sylmar 1st Subdivision) is required in the conditions accordingly.
- In light of all of the above, the existing transportation system is expected to adequately serve the planned building addition to the existing auto repair use on the site.

Fire: Staff believes that this finding can be met, due on the following:

- The proposed addition to the existing building will comply with the requirements in the ACF Ordinance for response distance requirements from the first due Engine Company.
- The addition to the existing building will not negatively impact fire protection for the subject development or surrounding properties.

Water/Wastewater:
This development is situated within the City's current service area for both water and wastewater. The existing facility is currently served water and wastewater from the City of Loveland. Staff believes that this finding can be met, due to the following:

- The proposed development will not negatively impact City water and wastewater facilities.
- The proposed public facilities and services are adequate and consistent with the City's utility planning and provides for efficient and cost-effective delivery of City water and wastewater service.

Stormwater: Staff believes that this finding can be met, due to the following:

- This special review site plan and the site development plan comply with the Adequate Community Services ordinance outlined in the Loveland Municipal Code, Section 16.41.140.

Power: Staff believes that this finding can be met, due to the following:

- Power believes that this project will have no negative impact on our system. This project will comply with the requirements in the ACF Ordinance.

Building: Staff believes that this finding can be met, due to the following:

- The proposed construction of the addition to the existing will not negatively impact surrounding properties in regard to the adopted building codes. The proposed project will be required to have a building permit which requires all applicable codes to be met.

VIII. CONDITIONS OF APPROVAL

Transportation

1. All public improvements shall comply with the Larimer County Urban Area Street Standards (LCUASS).

2. The developer agrees to acquire and dedicate, at no cost to the City, any rights-of-way necessary for the required street improvements associated with this development.

3. Prior to the issuance of any building permits, pursuant to the provisions in Section 16.40.010.B of the Loveland Municipal Code, the Developer shall design and construct the following public improvements unless already designed and constructed by others:

a) Street improvements on the adjacent frontage of Topaz Drive including sidewalk, curb & gutter and new drive approach.

4. Prior to the issuance of any building permits, pursuant to the provisions in Section 16.40.010.B of the Loveland Municipal Code, the Developer shall design and provide a cash-in-lieu payment for the ultimate frontage improvements on US34 (Eisenhower Boulevard) including widening for bike lanes, curb & gutter and sidewalk as shown on the approved Public Improvement Construction Plans and cost estimate.

Planning

1. Vehicles brought in for services shall be parked only on the premises until returned to the customer.

2. Employees shall park only on the premises.

3. The east lot shall remain unlocked with the gate open during business hours. In the event the south parking lot is not adequate for customer parking, customers shall be encouraged to park in the east lot.

4. In the event that City Code Enforcement determines the on-site parking to be inadequate to accommodate all employees, customers and serviced vehicles, measures shall be taken to remedy the situation. Resolution of parking issues or deficiencies shall be the responsibility of the property owner and the business operator. Parking remedies or corrections may include making contractual or other legal arrangement for off-site parking. Any changes to parking for this site must be approved by the Current Planning office as an amendment to the Special Review. Any parking inconsistent with the condition in this Section VIII shall be deemed a violation of the Special Review Permit and subject to all lawful remedies.

5. A revised enclosure for the east parking lot that matches the existing concrete masonry unit wall/wrought iron fence on the Eisenhower Blvd frontage, or consists entirely of masonry that complements the concrete masonry unit/wrought iron fence, is to be submitted to and accepted by the city prior to Current Planning approval of the special review/site development plan.

6. The overhead bay door on the west elevation shall be of a color to blend with the adjacent wall. Revised elevations are to be submitted to and accepted by the city prior to Current Planning approval of the special review/site development plan.

7. Before issuance of a Certificate of Occupancy by the city, the Developer shall install all landscape as shown on the approved landscape plans, unless financial security is filed by the Developer with the city to assure installation at a later date acceptable to the city.

ISG Architecture Engineering Environmental Planning I+S GROUP www.is-grp.com

Source: 2013Color Orthophotograph

Scale: 0 100 200 Feet

1 inch = 200 feet

FIGURE 1-1
ABRA
1805 Topaz Drive
Larimer County, CO

S:\GIS\CO\County\Abra.mxd

DATE: 5/22/2015

SPECIAL REVIEW #741 MAJOR MODIFICATION AND SITE DEVELOPMENT PLAN

LEGAL DESCRIPTION

AMENDED PLAT OF LOT 7, BLOCK 1, SYLMAR FIRST SUBDIVISION AND LOT 2, BLOCK 1, SYLMAR SIXTH SUBDIVISION

ABRA AUTO BODY & GLASS ADDITION & REMODEL

LOVELAND, CO

ISG PROJECT # 10-13165

PROJECT DESCRIPTION

This addition will be located along the west and south sides of the existing facility and will include a new shop area and detail bay as well as additional offices. The existing building and proposed addition will have a consistent overall building height of 18 feet. In addition, the existing office area located on the south side of the building will also be remodeled as part of the scope of this project.

Landscaping will be placed along the Northwest, West, and Southwest perimeter of the building. Proposed landscaping and plantings include 2 shade trees, 15 deciduous shrubs, 16 evergreen shrubs, plant bed edger, and rock mulch. The shrubs will be planted at varies sizes ranging from 12-24 inches with anticipated maturity heights ranging from 2-13 feet. The shade trees will be planted at 2 1/-2 inch caliper with an anticipated maturity height of 40 feet.

The proposed addition will be constructed mainly of concrete masonry units (CMU) and modular brick. The proposed materials grey concrete masonry units and burgundy-red brick detailing and metal trim that will be used shall match the proposed new addition with the existing building to ensure consistent building aesthetics. In addition, per City request, the north facade will be broken up via vertical patterns of brick.

The proposed addition will include modifications to the existing parking area and circulation. This includes construction of an additional driveway on the west side of the new property to allow access to the proposed building addition via Topaz Drive. In addition, gated privacy fencing will be added to the existing east side of the existing building to accommodate employee parking, vehicle storage and service area.

The existing main entrance will be relocated to the south side of the office addition adjacent to the ADA compliant parking space. The existing site and proposed addition will provide a total of 26 parking stalls. The proposed fenced and gated vehicle storage and service area located on the east side of the property provides 20 standard stalls which also serves as employee parking. The customer parking area located on the southwest side of the building provides five (5) standard stalls and one (1) ADA compliant stall.

The exterior lighting will consist of twelve (12) LED wall-mounted fixtures, mounted at heights ranging from 7'-6" to 14'-0". The wattage of these LED fixtures ranges from 35 - 135 watts.

Upon City approval, the proposed hours of operation will be:

- Monday - Friday 7:30 am - 5:30 pm
- Saturday 9:00 am - 12:00 pm
- Sunday - Closed

To ensure reduction of any anticipated noise as a result of the auto body repair activities, additional insulation and a liner panel will be installed around the perimeter of the new exterior walls in the shop area.

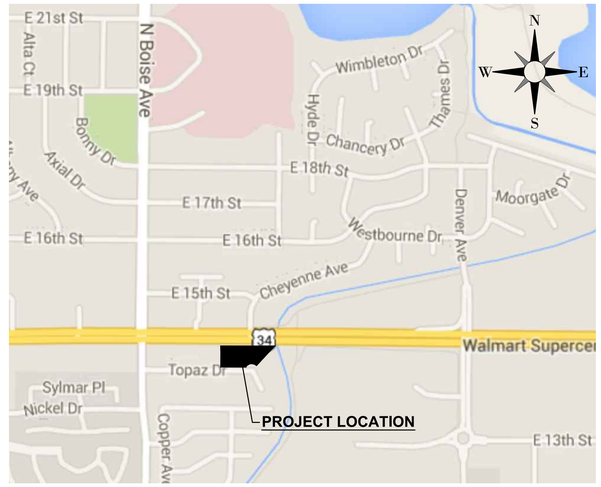
All associated exhausts meet will property line distance requirements per City Code. The existing dust collection system will be relocated as necessary for continued use. In addition, waste water generated from the detail bay is processed by an in-ground oil-water separator prior to discharging.

The proposed project will not create any negative impacts to the health, safety, or welfare of neighboring properties or the general public. No pollution or negative impacts to the environment are anticipated. Should any unforeseen conditions arise, the project will take necessary reasonable measures to mitigate identified impacts.

Due to the traffic already generated by the existing ABRA facility and the neighboring commercial properties, traffic volume within the area is not anticipated to increase dramatically due to the proposed addition. Should any unforeseen conditions arise, the project will take necessary reasonable measures to mitigate identified impacts.

SITE DATA TABLE:

ZONING	B DISTRICT (DEVELOPING BUSINESS)		
COMPREHENSIVE PLAN LAND USE DESIGNATION	CORRIDOR COMMERCIAL		
LAND USE	AUTOMOTIVE REPAIR		
SITE ACREAGE:	EXISTING	PROPOSED	TOTAL
* GROSS:	45,537 SQ FT	0.0 SQ FT	45,537 SQ FT
* NET:	45,537 SQ FT	0.0 SQ FT	45,537 SQ FT
BUILDING AREA:	7,709 SQ FT	7,018 SQ FT	14,727 SQ FT
% OF SITE COVERED BY BUILDING:	17%	15%	32%
NUMBER OF FLOORS:	ONE STORY BUILDING		
LANDSCAPE AREA:	20,994 SQ FT	SQ FT	6,999 SQ FT
% OF SITE:	46%	%	15%
INTERIOR PARKING LOT:	478 SQ FT	SQ FT	SQ FT
% OF PARKING LOT:	5.3%	%	%
IMPERVIOUS AREA: (PARKING, PED WALKS AND TRAFFIC LANES)	23,651 SQ FT	12,153 SQ FT	35,804 SQ FT
% OF SITE:	52%	27%	79%
OPEN SPACE:		6,999 SQ FT	15%
PARKING SPACES:			
STANDARD: (9X19)	20	5	25
ACCESSIBLE: (9X19)	1	0	1
% OF STNRD PARKING:	100%	100%	100%
BICYCLE PARKING:	2 SPACES		
FEMA FLOOD PLAIN	NO PORTION OF THE SITE IS LOCATED WITHIN A DESIGNATED FEMA FLOODPLAIN		
BUILDING OCCUPANCY:	BUSINESS GROUP B - 1,053.4 SQ FT/100 = 11 OCCUPANTS STORAGE GROUP S-1 - 6,667.6 SQ FT/200 = 35 OCCUPANTS		
TYPE OF CONSTRUCTION	IV-B, THE EXISTING BUILDING IS FULLY SPRINKLED		



LOCATION MAP

NOT TO SCALE

TRANSPORTATION CONDITIONS:

1. All public improvements shall comply with the Larimer County Urban Street Standards (LCUASS).
2. The developer agrees to acquire and dedicate, at no cost to the City, any rights-of-way necessary for the required street improvements associated with this development.
3. Prior to the issuance of any building permits, pursuant to the provisions in Section 16.40.010.B of the Loveland Municipal Code, the Developer shall design and construct the following public improvements unless already designed and constructed by others.
   a) Street improvements on Topaz Drive including sidewalk, curb & gutter and new drive approach.
4. Prior to the issuance of any building permits, pursuant to the provisions in Section 16.40.010.B of the Loveland Municipal Code, the Developer shall design and provide a cash-in-lieu payment for the ultimate frontage improvements on US34 (Eisenhower Boulevard) including widening for bike lanes, curb & gutter and sidewalk as shown on the approved Public Improvement Construction Plans and cost estimate.

SHEET INDEX

2

ENTIRE SHEET REVISED PER CITY COMMENTS 1

Property Owner

The undersigned agree that the real property described in the application for Special Review filed herewith, and as shown on the site plan, shall be subject to the requirements of Chapter 18.40 of the Municipal Code of the City of Loveland, Colorado, and any other ordinances of the City of Loveland thereto. The undersigned also understands that if construction of all improvements is not completed and if the Special Review uses are not established within three years of the date of approval, or other completions date or dates established in a development agreement approved by the City, the City may take an action to declare the permit and Special Review Plans abandoned and null and void.

_____

_____

STATE OF COLORADO)
) ss.
COUNTY OF LARIMER)

The foregoing agreement was acknowledged before me this _____day of, _____, 20____, by

_____.

Witness my hand and official seal.

My commission expires
Notary Public

Current Planning Manager Approval Certificate
This Special Review is approved, subject to all conditions set forth hereon, by the Current Planning Manager of the City of Loveland, Larimer County, Colorado, this _____day of, _____, 20____.

_____
Current Planning Manager

Planning Commission Approval Certificate
This Special Review is approved, subject to all conditions set forth hereon, by the Planning Commission of the City of Loveland, Larimer County, Colorado, this _____day of, _____, 20____.

_____
Planning Commission Chair

PROJECT INDEX:

PROPERTY OWNER:
ROBERT G. BOWMAN AND
STEPHANIE J. BOWMAN
3095 CHALLENGER POINT DRIVE
LOVELAND, COLORADO 80538

TENANT:
ABRA COLORADO, INC.
A MINNESOTA CORPORATION
7725 NORTHLAND DRIVE
SUITE 210
BROOKLYN PARK, MN 55428
PH: (763) 561-7220
FX: (763) 561-7433

PROJECT ADDRESS LOCATION:
ABRA AUTO BODY & GLASS
1805 TOPAZ DRIVE
LOVELAND, COLORADO 80538

SECTION 18, TWP 5 N, RNG 68 W
DESCRIPTION

LARIMER COUNTY
LOVELAND, COLORADO

MANAGING OFFICE:

FARIBAULT OFFICE
1415 TOWN SQUARE LANE
FARIBAULT, MN 55021
PHONE: 507.331.1500
FAX: 507.331.1501

PROJECT MANAGER: BRIAN GJERDE
EMAIL: brian.gjerde@is-grp.com

ISG Architecture Engineering Environmental Planning
www.is-grp.com
I+S GROUP

SPECIFICATIONS REFERENCE

ALL CONSTRUCTION SHALL COMPLY WITH THE CITY OF LOVELAND REQUIREMENTS AND CDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION, 2011 EDITION, AND THE STANDARD SPECIFICATIONS FOR SANITARY SEWER, STORM DRAIN AND WATERMAIN AS PROPOSED BY THE CITY ENGINEERS ASSOCIATION OF COLORADO 2011, UNLESS DIRECTED OTHERWISE.

PROJECT DATUM

HORIZONTAL COORDINATES HAVE BEEN REFERENCED TO THE COLORADO STATE PLANE COORDINATES NAD 83 (2007) DATUM. HORIZONTAL CONTROL BASED TRIMBLE VRS NETWORK.

B.M. ELEVATION=4979.76

CITY OF LOVELAND BENCHMARK 95–15, NGVD 1929. REBAR WITH ALUMINUM CAP IN A VALVE BOX WITH LID MARKED "SURVEY", ALONG FENCE ON WEST SIDE OF BOYD LAKE DR., 50' NORTH OF FRANK ROAD INTERSECTION.

TOPOGRAPHIC SURVEY

THIS PROJECTS TOPOGRAPHIC SURVEY CONSISTS OF DATA COLLECTED ON JANUARY 2015 BY KING SURVEYORS.

811 Know what's below. Call before you dig.

ISG Architecture Engineering Environmental Planning
www.is-grp.com
I+S GROUP

STATE OF COLORADO JASON E HOEHN PE 43585 PROFESSIONAL ENGINEER

PROJECT

ABRA AUTO BODY & GLASS

ADDITION & REMODEL

LOVELAND CO

REVISION SCHEDULE

NO	DATE	DESCRIPTION
1	10/09/15	PER CITY COMMENTS
2	11/18/15	PER CITY COMMENTS

PROJECT NO.	10-13165
FILE NAME	13165 T1-TITLE
DRAWN BY	KRJ
DESIGNED BY	BDG
REVIEWED BY	JEH
ISSUE DATE	9/17/15
CLIENT PROJECT NO.	-

TITLE

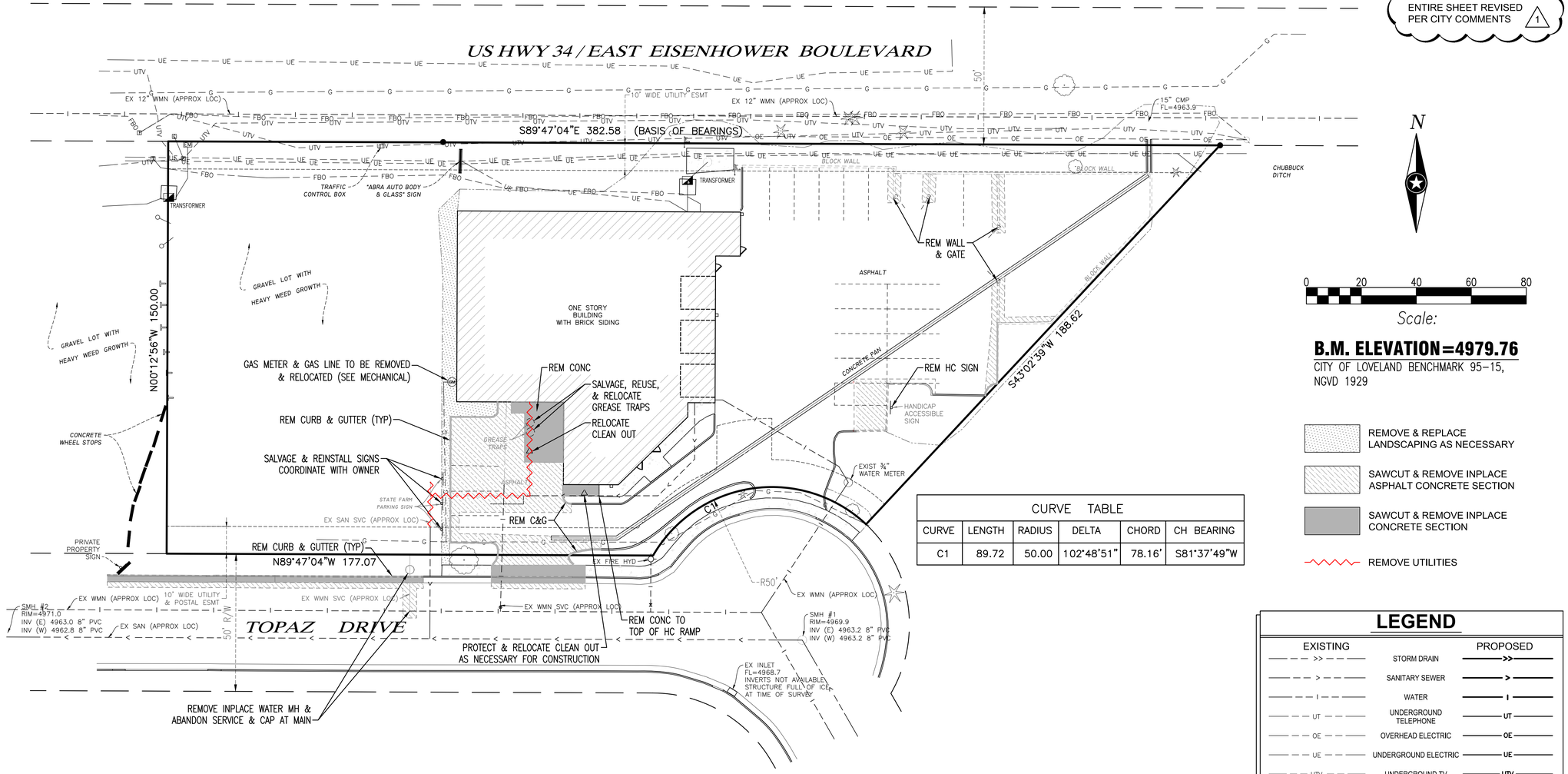
TITLE SHEET

SHEET

1

OF 9

ENTIRE SHEET REVISED PER CITY COMMENTS 1



N

0 20 40 60 80

Scale:

B.M. ELEVATION=4979.76

CITY OF LOVELAND BENCHMARK 95-15, NGVD 1929

REMOVE & REPLACE LANDSCAPING AS NECESSARY

SAWCUT & REMOVE INPLACE ASPHALT CONCRETE SECTION

SAWCUT & REMOVE INPLACE CONCRETE SECTION

REMOVE UTILITIES

CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	CHORD	CH BEARING
C1	89.72	50.00	102°48'51"	78.16'	S81°37'49"W

PROJECT GENERAL NOTES

1. ALL WORK SHALL CONFORM TO THE CONTRACT DOCUMENTS, WHICH INCLUDE, BUT ARE NOT LIMITED TO, THE OWNER - CONTRACTOR AGREEMENT, THE PROJECT MANUAL (WHICH INCLUDES GENERAL SUPPLEMENTARY CONDITIONS AND SPECIFICATIONS), DRAWINGS OF ALL DISCIPLINES AND ALL ADDENDA, MODIFICATIONS AND CLARIFICATIONS ISSUED BY THE ARCHITECT/ENGINEER.
2. CONTRACT DOCUMENTS SHALL BE ISSUED TO ALL SUBCONTRACTORS BY THE GENERAL CONTRACTOR IN COMPLETE SETS IN ORDER TO ACHIEVE THE FULL EXTENT AND COMPLETE COORDINATION OF ALL WORK.
3. WRITTEN DIMENSIONS TAKE PRECEDENCE OVER SCALED DIMENSIONS. NOTIFY ARCHITECT/ENGINEER OF ANY DISCREPANCIES OR CONDITIONS REQUIRING INFORMATION OR CLARIFICATION BEFORE PROCEEDING WITH THE WORK.
4. FIELD VERIFY ALL EXISTING CONDITIONS AND DIMENSIONS. NOTIFY ARCHITECT/ENGINEER OF ANY DISCREPANCIES OR CONDITIONS REQUIRING INFORMATION OR CLARIFICATION BEFORE PROCEEDING WITH THE WORK.
5. DETAILS SHOWN ARE INTENDED TO BE INDICATIVE OF THE PROFILES AND TYPE OF DETAILING REQUIRED THROUGHOUT THE WORK. DETAILS NOT SHOWN ARE SIMILAR IN CHARACTER TO DETAILS SHOWN. WHERE SPECIFIC DIMENSIONS, DETAILS OR DESIGN INTENT CANNOT BE DETERMINED, NOTIFY ARCHITECT/ENGINEER BEFORE PROCEEDING WITH THE WORK.
6. ALL MANUFACTURED ARTICLES, MATERIALS AND EQUIPMENT SHALL BE APPLIED, INSTALLED, CONNECTED, ERECTED, CLEANED AND CONDITIONED ACCORDING TO MANUFACTURERS' INSTRUCTIONS. IN CASE OF DISCREPANCIES BETWEEN MANUFACTURERS' INSTRUCTIONS AND THE CONTRACT DOCUMENTS, NOTIFY ARCHITECT/ENGINEER BEFORE PROCEEDING WITH THE WORK.
7. ALL DISSIMILAR METALS SHALL BE EFFECTIVELY ISOLATED FROM EACH OTHER TO AVOID GALVANIC CORROSION.
8. THE LOCATION AND TYPE OF ALL INPLACE UTILITIES SHOWN ON THE PLANS ARE FOR GENERAL INFORMATION ONLY AND ARE ACCURATE AND COMPLETE TO THE BEST OF THE KNOWLEDGE OF I+S GROUP (ISG). NO WARRANTY OR GUARANTEE IS IMPLIED. THE CONTRACTOR SHALL VERIFY THE SIZES, LOCATIONS AND ELEVATIONS OF ALL INPLACE UTILITIES PRIOR TO CONSTRUCTION. CONTRACTOR SHALL IMMEDIATELY NOTIFY ENGINEER OF ANY DISCREPANCIES OR VARIATIONS FROM PLAN.
9. THE CONTRACTOR IS TO CONTACT "COLORADO ONE CALL" FOR UTILITY LOCATIONS, 48 HOURS PRIOR TO EXCAVATION / CONSTRUCTION (1-800-922-1987). SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D, DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-02 ENTITLED STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA. FIELD VERIFY ALL UTILITIES.

SETBACK DATA:

ZONING AREA: B - COMMERCIAL

	BLDG SETBACK:	PARKING SETBACK:
FRONT/STREET SIDE	25'	0'
SIDE (INTERIOR)	0'	0'
REAR	25'	0'

ABRA SITE CALCULATIONS:

TOTAL SITE:	45,537 SF	1.04 ACRES	
PROPOSED BLDG AREA:	14,727 SF	0.34 ACRES	32%
SITE GREEN SPACE:	6,999 SF	0.16 ACRES	15%
STORMWATER AREA:	2,681 SF		

LEGEND

EXISTING		PROPOSED
>>	STORM DRAIN	>>
>	SANITARY SEWER	>
W	WATER	W
UT	UNDERGROUND TELEPHONE	UT
OE	OVERHEAD ELECTRIC	OE
UE	UNDERGROUND ELECTRIC	UE
UTV	UNDERGROUND TV	UTV
G	GAS	G
x x	FENCE LINE	X X
1015	CONTOURS (MAJOR)	1015
1012	CONTOURS (MINOR)	1012
	RIGHT OF WAY LINE	
	PROPERTY LINE	
	EASEMENT LINE	
	DECIDUOUS TREE	
	CONIFEROUS TREE	
	TREE LINE	
	CULVERT	
	MANHOLE	
	CATCH BASIN	
	HYDRANT	
	VALVE	
	CURB STOP	
	POWER POLE	
	UTILITY PEDESTAL / CABINET	
x 1012.33	SPOT ELEVATION	897.46
	TOP OF CURB SPOT ELEVATION	897.74

NOTE: CONTRACTOR SHALL FIELD VERIFY THE LOCATIONS OF ALL EXISTING UTILITIES.

ISG
Architecture
Engineering
Environmental
Planning
www.is-grp.com
I+S GROUP

STATE OF COLORADO JASON E HOEHN 37358 PROFESSIONAL ENGINEER

PROJECT

ABRA AUTO BODY & GLASS

ADDITION & REMODEL

LOVELAND CO

REVISION SCHEDULE

NO	DATE	DESCRIPTION
	10/09/15	PER CITY COMMENTS

PROJECT NO.	10-13165
FILE NAME	13165 C2-SITE
DRAWN BY	KRJ
DESIGNED BY	BDG
REVIEWED BY	JEH
ISSUE DATE	9/17/15
CLIENT PROJECT NO.	-

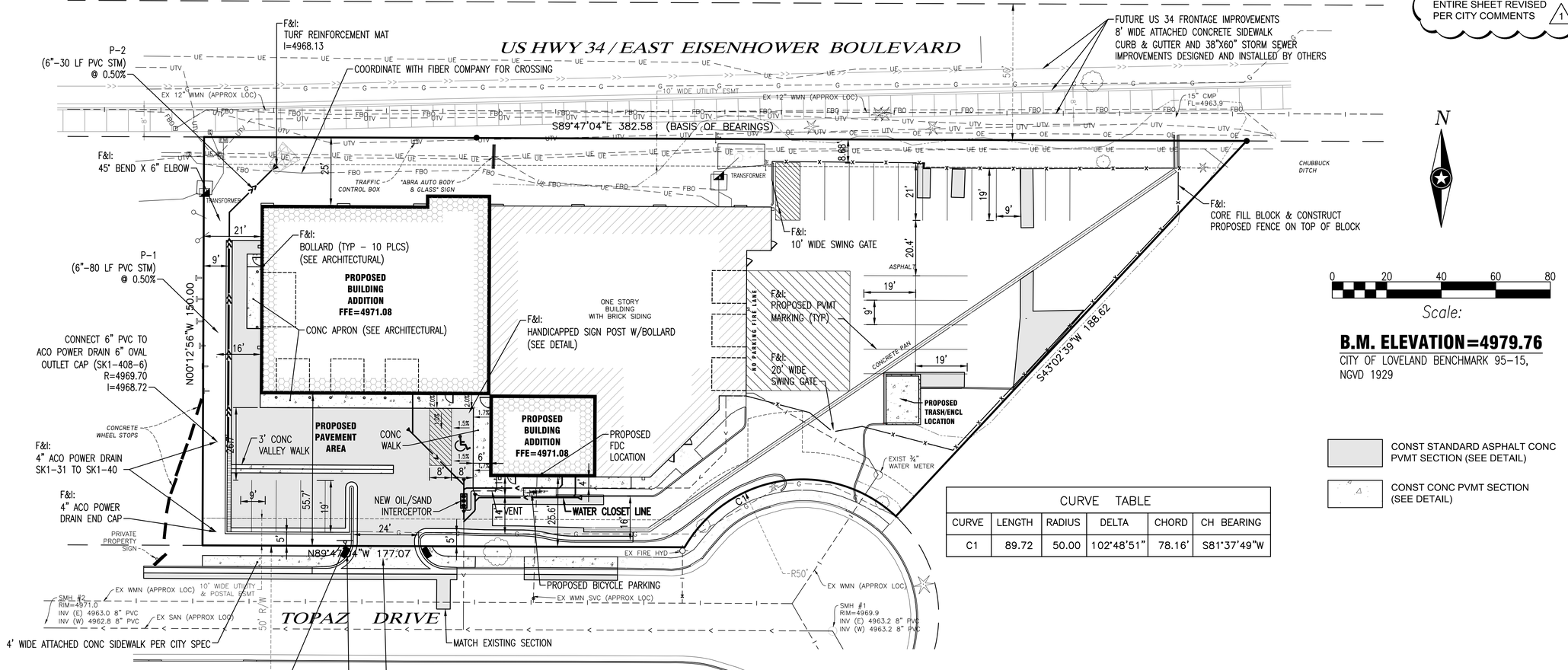
TITLE

EXISTING SITE PLAN

SHEET

2 OF 9

ENTIRE SHEET REVISED PER CITY COMMENTS 1



N

0 20 40 60 80

Scale:

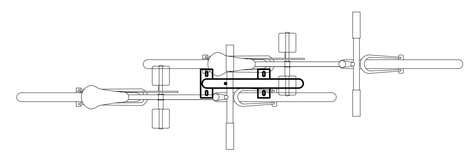
B.M. ELEVATION=4979.76

CITY OF LOVELAND BENCHMARK 95-15, NGVD 1929

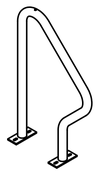
CONST STANDARD ASPHALT CONC PVMT SECTION (SEE DETAIL)

CONST CONC PVMT SECTION (SEE DETAIL)

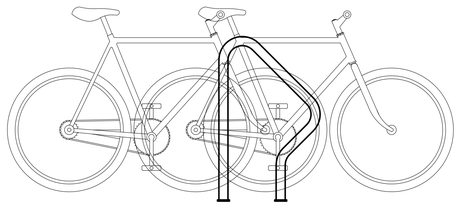
CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	CHORD	CH BEARING
C1	89.72	50.00	102°48'51"	78.16'	S81°37'49"W



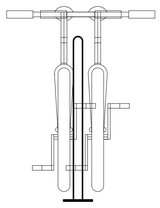
TOP VIEW



ISOMETRIC VIEW

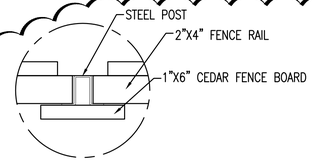


SIDE VIEW

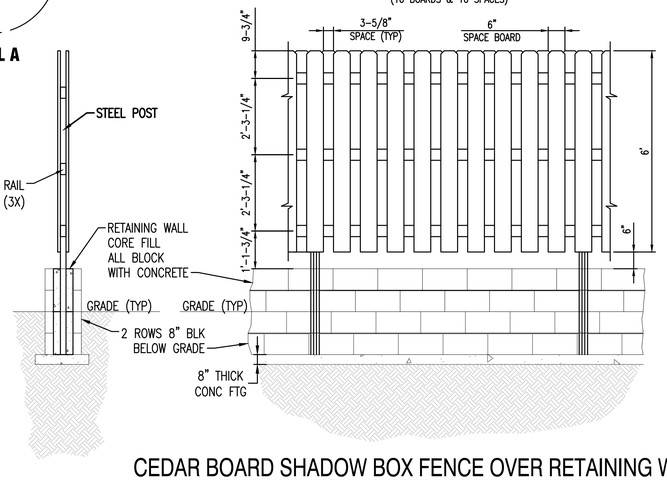


END VIEW

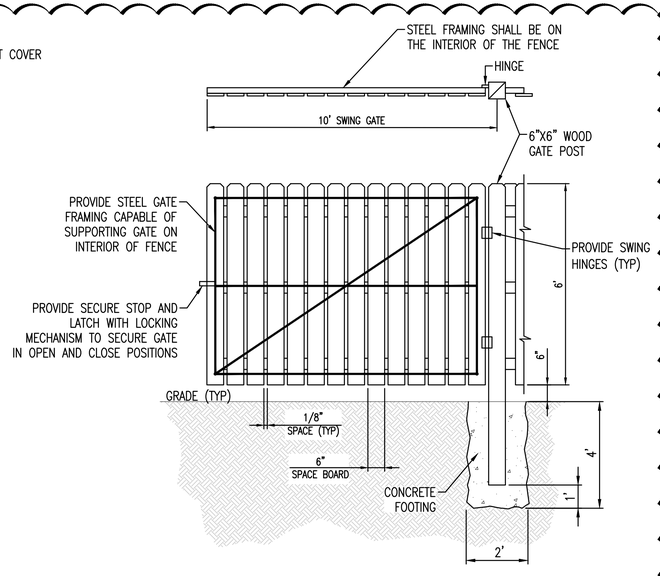
BICYCLE RACK DETAIL
NTS



DETAIL A
N.T.S.



CEDAR BOARD SHADOW BOX FENCE OVER RETAINING WALL
N.T.S.



10' CEDAR FENCE SWING GATE
N.T.S.

2

ISG
Architecture
Engineering
Environmental
Planning
www.is-grp.com
I+S GROUP

STATE OF COLORADO JASON E HOEHN PE 43588 PROFESSIONAL ENGINEER

PROJECT

ABRA AUTO BODY & GLASS

ADDITION & REMODEL

LOVELAND CO

REVISION SCHEDULE

NO	DATE	DESCRIPTION
1	10/09/15	PER CITY COMMENTS
2	11/18/15	PER CITY COMMENTS

PROJECT NO.	10-13165
FILE NAME	13165 C2-SITE
DRAWN BY	KRJ
DESIGNED BY	BDG
REVIEWED BY	JEH
ISSUE DATE	9/17/15
CLIENT PROJECT NO.	-

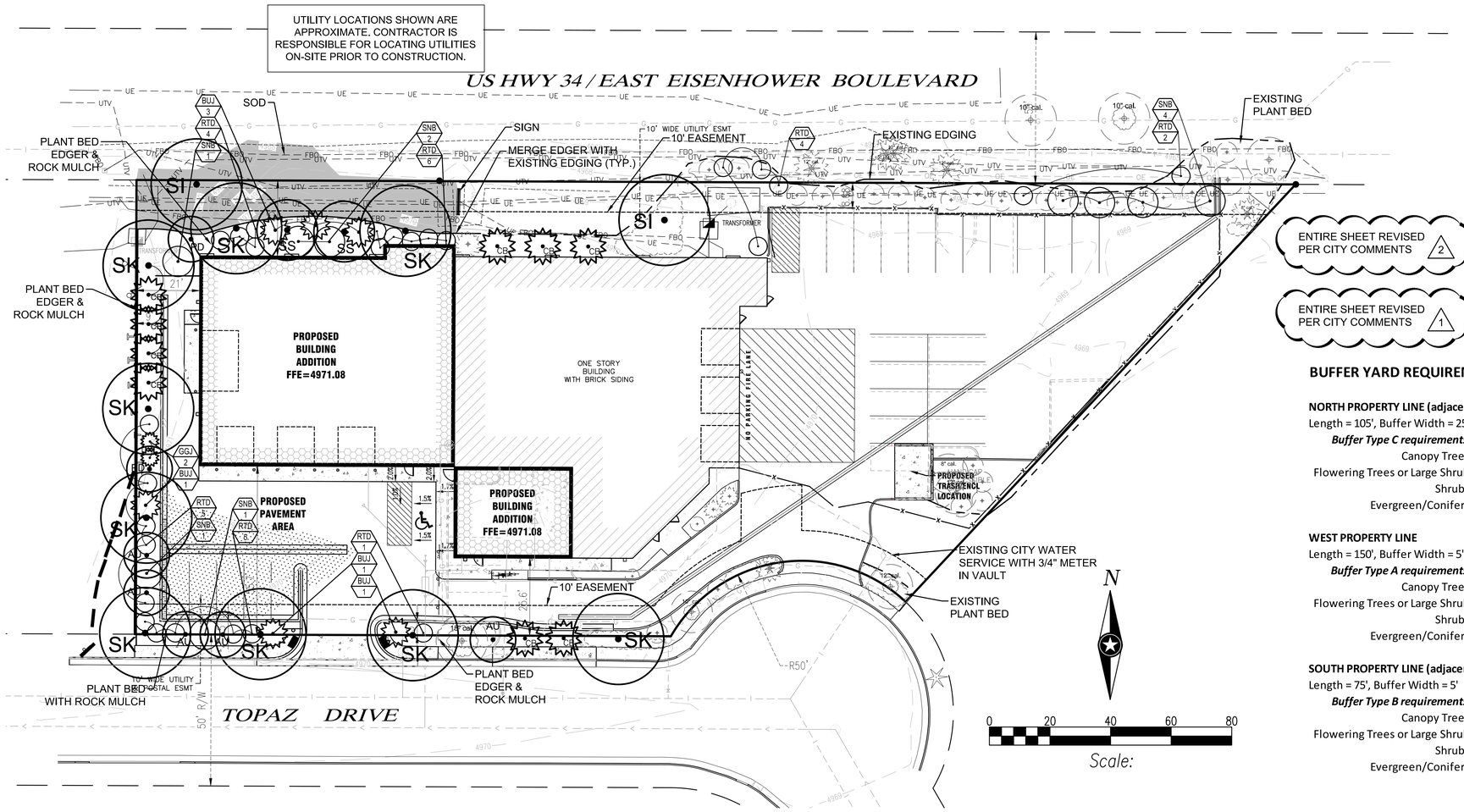
TITLE

SITE PLAN

SHEET

3

OF 9



ENTIRE SHEET REVISED PER CITY COMMENTS 2

ENTIRE SHEET REVISED PER CITY COMMENTS 1

EXISTING PLANT SYMBOL KEY

- SHADE TREES
- EVERGREEN TREES
- ORNAMENTAL TREES
- DECIDUOUS SHRUBS
- EVERGREEN SHRUBS

NEW PLANT SYMBOL KEY

- SHADE TREES
- EVERGREEN TREES
- ORNAMENTAL TREES
- DECIDUOUS SHRUBS
- EVERGREEN SHRUBS

BUFFER YARD REQUIREMENTS

NORTH PROPERTY LINE (adjacent to addition)
Length = 105', Buffer Width = 25'

Buffer Type C requirements	*#/100'*	*Length*	*25' wd*	*sub total*	*TOTAL*	*SHOWN*
Canopy Trees	3	1.05	0.8	2.52	3	3
Flowering Trees or Large Shrub	2	1.05	0.8	1.68	2	2
Shrubs	15	1.05	0.8	12.6	13	13
Evergreen/Conifers	3	1.05	0.8	2.52	3	3

WEST PROPERTY LINE
Length = 150', Buffer Width = 5' (note: 5' width not on city Table II, assumed 1.5 multiplier)

Buffer Type A requirements	*#/100'*	*Length*	*5' wd*	*sub total*	*TOTAL*	*SHOWN*
Canopy Trees	1	1.5	1.5	2.25	3	3
Flowering Trees or Large Shrub	1	1.5	1.5	2.25	3	3
Shrubs	2	1.5	1.5	4.5	7	8
Evergreen/Conifers	0	1.5	1.5	0	0	4

SOUTH PROPERTY LINE (adjacent to addition)
Length = 75', Buffer Width = 5' (note: 5' width not on city Table II, assumed 1.5 multiplier)

Buffer Type B requirements	*#/100'*	*Length*	*5' wd*	*sub total*	*TOTAL*	*SHOWN*
Canopy Trees	2	0.75	1.5	2.25	3	3
Flowering Trees or Large Shrub	2	0.75	1.5	2.25	3	3
Shrubs	5	0.75	1.5	5.625	6	8
Evergreen/Conifers	1	0.75	1.5	1.125	2	2

PLANT LIST

QTY	KEY	COMMON NAME / *Latin name*	SIZE	ROOT	NOTE
		CANOPY TREES			
2	SI	SILVER MAPLE *Acer saccharinum*	2" CAL.	B.B.	
9	SK	SKYLINE HONEYLOCUST *Gleditsia triacanthos inermis 'Skyline'*	2" CAL.	B.B.	
		FLOWERING TREES			
5	AU	AUTUMN BRILLIANCE SERVICEBERRY *Amelanchier x grandiflora 'Autumn Brilliance'*	1-1/2" CAL.	B.B.	wh. Spring flowers red fall leaves
2	PD	PAGODA DOGWOOD *Cornus alternifolia*	1" CAL.	B.B.	
2	SS	SPRING SNOW CRABAPPLE *Malus 'Spring Snow'*	1-1/2" CAL.	B.B.	white flower, no fruit
		SHRUBS			
6	BUJ	BUFFALO JUNIPER *Juniperus sabina 'Buffalo'*	12" HT.	CONT.	low, spreading
2	GGJ	GRAY GLEAM JUNIPER *Juniperus scopulorum 'Gray Gleam'*	24" HT.	CONT.	column
27	RTD	RED TWIGGED DOGWOOD *Cornus sericea 'baileyi'*	24" HT.	CONT.	
9	SNB	SNOWBALL BUSH *Viburnum opulus sterilis 'Roseum'*	24" HT.	CONT.	
		EVERGREEN / CONIFERS			
9	CB	COLORADO BLUE SPRUCE *Picea pungen var. glauca*	6' HT.	B.B.	

SITE NOTES:

IRRIGATION REQUIRED - ALL TREES, SODDED AREAS, AND PLANTING BEDS SHALL BE IRRIGATED. CONTRACTOR IS RESPONSIBLE FOR PROVIDING THE IRRIGATION DESIGN. DESIGN SHOULD INCLUDE THE USE OF SPRINKLER HEADS FOR LAWN AREAS AND DRIP HOSES UNDER MULCH FOR PLANT BEDS. BE SURE TO PREVENT OVER-SPRAYING ONTO BUILDINGS AND DRIVE PAVEMENTS. ALSO INCLUDE AN AUTOMATIC CONTROLLER WITH WEATHER OR SOIL MOISTURE MONITORING. BACKFLOW PREVENTER REQUIRED. FOLLOW ALL CITY REQUIREMENTS REGARDING IRRIGATION SYSTEMS AND INSTALLATION.

PLANT BED EDGER - USE THE SAME TYPE OF EDGER ALREADY USED ON-SITE.

PLANTING BEDS - SHALL BE MULCHED WITH 3" DEPTH ROCK MULCH. MATCH TYPE ALREADY USED ON-SITE. USE AN LANDSCAPE WATER PERMEABLE FABRIC UNDERLAYMENT. NO PLASTIC UNDERLAYMENT.

SOD - SOD ALL AREAS DISTURBED BY CONSTRUCTION THAT ARE NOT SHOWN WITH AN ALTERNATE COVERAGE. AREAS SHOWN ARE APPROXIMATE.

GENERAL NOTES:

- SEE SHEET 5 FOR ADDITIONAL LANDSCAPE NOTES

- LANDSCAPE WORK TO BE COMPLETED AFTER COMPLETION OF FINISH GRADING. FINISH GRADING BY OTHERS.

- LANDSCAPE CONTRACTOR WILL VISIT SITE BEFORE SUBMITTING A BID. THIS WILL ALLOW FOR A MORE FULL UNDERSTANDING OF SITE CONDITIONS.

- IF THERE IS A DISCREPANCY BETWEEN THE NUMBER OF PLANTS OR AREAS INDICATED ON THE PLANT LIST OR NOTES AND THOSE SHOWN ON THE PLAN, THE NUMBERS OR AREAS SHOWN ON THE PLAN WILL BE CORRECT.

- ALL PLANTS AND MATERIALS SHALL COMPLY WITH THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, AMERICAN ASSOCIATION OF NURSERYMEN.

- ALL DECIDUOUS TREES MEASURED BY CALIPER SHALL BE MEASURED AT A POINT 6" UP FROM THE TRUNKS ROOT COLLAR.

- ALL TREE TRUNKS SHALL BE SURROUNDED BY A MINIMUM 2 FOOT RADIUS BED WITH 3 INCH DEPTH SHREDDED HARDWOOD MULCH.

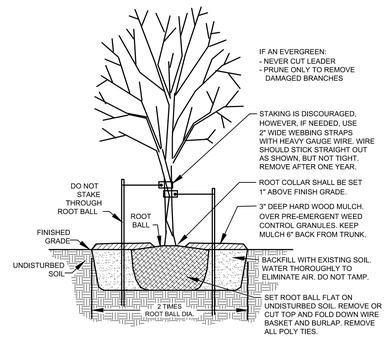
- CONTAINER GROWN PLANTS WILL HAVE BEEN PLANTED IN THE CONTAINER FOR A MINIMUM OF SIX MONTHS PRIOR TO INSTALLATION ON-SITE.

- ALL PLANTS WILL BE GUARANTEED FOR FULL REPLACEMENT A MINIMUM OF AT LEAST ONE FULL YEAR (365 DAYS) AFTER INSTALLATION ON SITE.

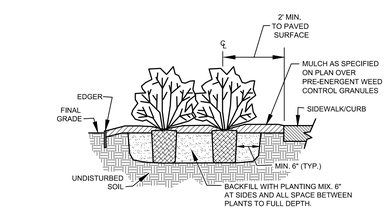
- IF THE CONTRACTOR FEELS THERE MAY BE AN ERROR, THEY ARE REQUIRED TO CONTACT THE LANDSCAPE ARCHITECT.

- PLANT SYMBOLS SHOWN ARE FOR LOCATING THE POSITIONS FOR PLANTING. SIZES SHOWN DO NOT NECESSARILY REFLECT THE TRUE PLANT SIZE EITHER AT TIME OF INSTALLATION OR WHEN FULL GROWN.

- LANDSCAPE CONTRACTOR WILL REPAIR ALL DAMAGE TO THE PROPERTY FROM INSTALLATION ACTIVITIES AT NO ADDITIONAL EXPENSE TO THE PROPERTY OWNER.



TREE PLANTING DETAIL



SHRUB PLANTING DETAIL

ISG Architecture Engineering Environmental Planning
www.is-grp.com
I+S GROUP

STATE OF COLORADO
JASON E HOEHN
PE #35587
PROFESSIONAL ENGINEER

PROJECT

ABRA AUTO BODY & GLASS

ADDITION & REMODEL

LOVELAND CO

REVISION SCHEDULE		
NO	DATE	DESCRIPTION
1	10/09/15	PER CITY COMMENTS
2	11/20/15	PER CITY COMMENTS

PROJECT NO.	10-13165
FILE NAME	13165 LBASE1
DRAWN BY	CWT
DESIGNED BY	CWT
REVIEWED BY	JEH
ISSUE DATE	9/17/15
CLIENT PROJECT NO.	-

TITLE

LANDSCAPE PLAN

SHEET

4

OF 9

LANDSCAPE NOTES:

1.0 [illegible]

1.01 [illegible]

1.02 [illegible]

1.03 [illegible]

1.04 [illegible]

1.05 [illegible] I&S Group [illegible]

1.06 [illegible]

1.06.1 [illegible] I&S Group [illegible]

1.06.2 [illegible] I&S Group [illegible] I&S Group [illegible] "As-Is" [illegible]

1.07 [illegible]

1.07.1 [illegible] I&S Group [illegible] I&S Group [illegible]

1.08 [illegible]

1.09 [illegible] I&S Group [illegible]

1.10 [illegible] I&S Group [illegible] 507-387-6651.

1.11 [illegible] I&S Group [illegible]

1.12 [illegible]

1.13 [illegible]

1.14 [illegible]

1.15 [illegible]

2.0 [illegible]

2.01 [illegible]

2.02 [illegible]

2.03 [illegible]

2.04 [illegible]

2.04.1 [illegible] EPA [illegible]

2.04.2 [illegible]

2.04.3 [illegible] 16-16-16 [illegible]

2.05 [illegible]

2.06 [illegible]

3.0 [illegible]

3.01 [illegible]

3.03 [illegible] ANSI [illegible]

3.04 [illegible]

3.05 [illegible] ANSI [illegible]

3.06 [illegible] ANSI [illegible]

3.07 [illegible] 4'0" [illegible]

3.08 [illegible] 4'0" [illegible]

3.09 [illegible] ADA [illegible]

3.10 [illegible]

3.11 [illegible]

4.0 [illegible]

4.01 [illegible] 3" [illegible] 1"-2" [illegible]

4.02 [illegible]

4.03 [illegible]

5.0 [illegible]

5.01 [illegible]

5.02 [illegible] 3:1.

7.0 [illegible]

7.01 [illegible]

7.02 [illegible]

7.03 [illegible]

8.0 [illegible]

8.01 [illegible]

8.02 [illegible]

8.03 [illegible]

8.03.1 [illegible]

8.03.2 [illegible]

8.03.3 [illegible]

9.0 [illegible]

9.01 [illegible]

9.01.1 [illegible]

9.01.2 [illegible]

9.01.3 [illegible]

9.02 [illegible]

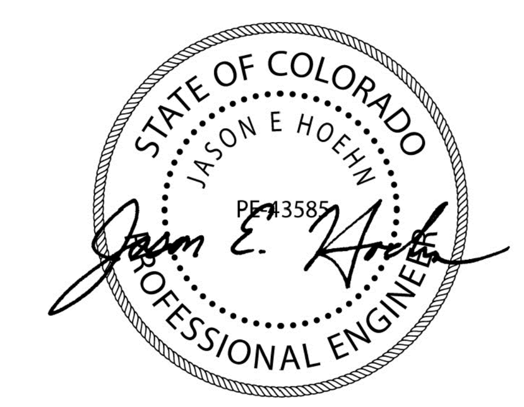
ENTIRE SHEET ADDED PER CITY COMMENTS (1)

ISG

Architecture
Engineering
Environmental
Planning

www.is-grp.com

I+S GROUP



PROJECT

ABRA AUTO BODY & GLASS

ADDITION & REMODEL

LOVELAND CO

REVISION SCHEDULE

NO	DATE	DESCRIPTION
1	10/09/15	PER CITY COMMENTS

PROJECT NO.	10-13165
FILE NAME	13165 LBASE1
DRAWN BY	CWT
DESIGNED BY	CWT
REVIEWED BY	JEH
ISSUE DATE	9/17/15
CLIENT PROJECT NO.	-

TITLE

LANDSCAPE NOTES

SHEET

5 OF 9

PARTITION TYPES

1

ONE LAYER 5/8" GYPSUM WALLBOARD APPLIED PARALLEL OR AT RIGHT ANGLES TO EACH SIDE OF 2X4 WOOD STUDS 16" O.C. WITH 1 1/4" TYPE W DRYWALL SCREWS 12" O.C.

WALL HEIGHT: TO UNDERSIDE OF TRUSS ABOVE

1A WALL HEIGHT: PARTIAL HEIGHT WALL; FINISHED HEIGHT 6'-0" AFF

2

ONE LAYER 5/8" GYPSUM WALLBOARD APPLIED PARALLEL OR AT RIGHT ANGLES TO EACH SIDE OF 2X6 WOOD STUDS 16" O.C. WITH 1 1/4" TYPE W DRYWALL SCREWS 12" O.C.

WALL HEIGHT: TO UNDERSIDE OF TRUSS ABOVE

3

ONE LAYER 5/8" GYPSUM WALLBOARD APPLIED PARALLEL OR AT RIGHT ANGLES TO ONE SIDE OF 2X4 WOOD STUDS 16" O.C. WITH 1 1/4" TYPE W DRYWALL SCREWS 12" O.C.

WALL HEIGHT: TO UNDERSIDE OF TRUSS ABOVE

3A ONE LAYER 5/8" GYPSUM WALLBOARD APPLIED PARALLEL OR AT RIGHT ANGLES TO ONE SIDE OF 7/8" HAT CHANNELS 16" O.C. WITH 1 1/4" TYPE W DRYWALL SCREWS 12" O.C.

4

ONE LAYER 2" RIGID INSULATION - R-11, WITH 1" 26 GA. METAL LINER PANELS APPLIED PARALLEL TO Z-FURRING AT MASONRY BLOCK WALL.

WALL HEIGHT: TO UNDERSIDE OF ROOF DECK ABOVE

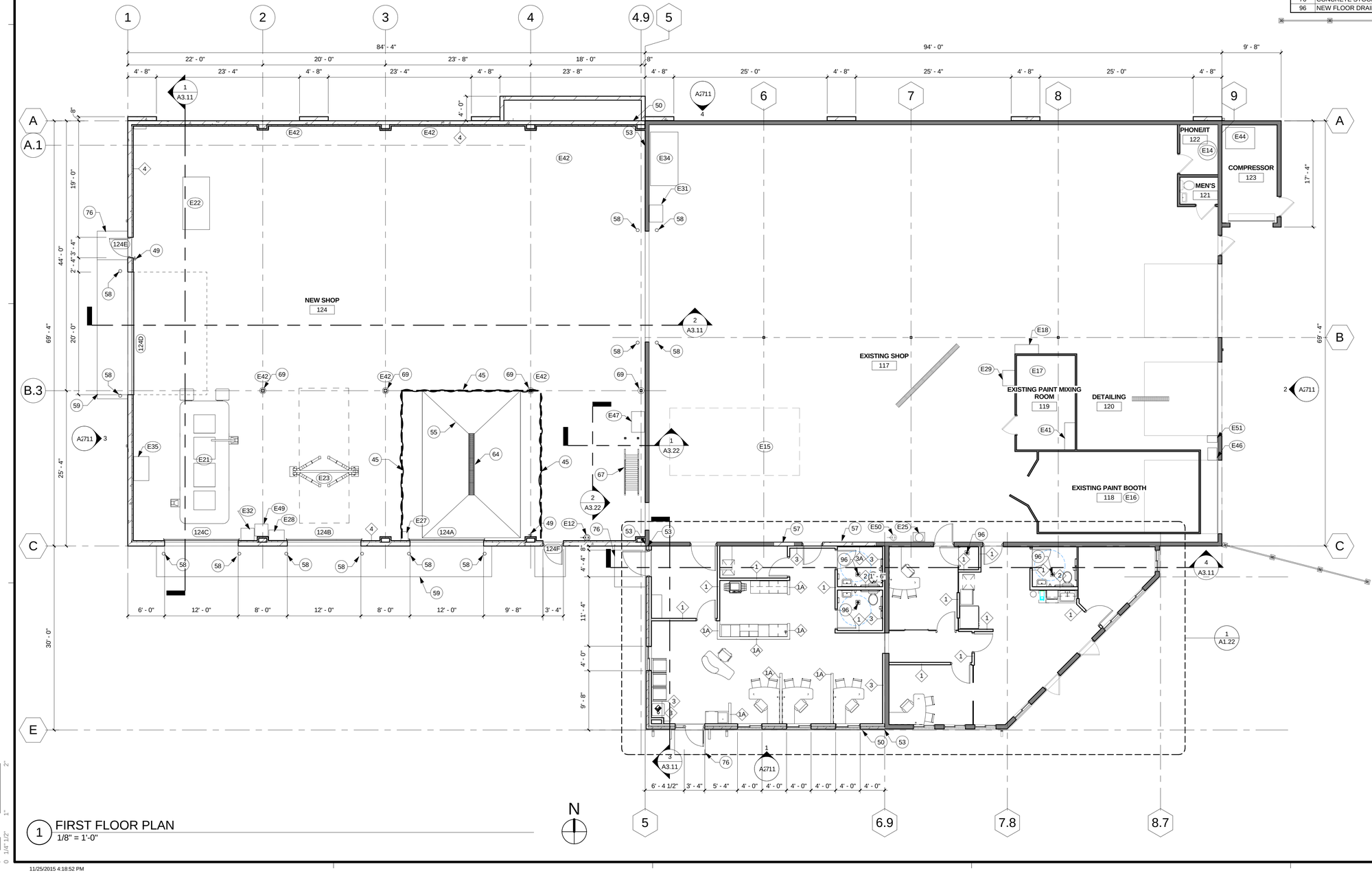
WALL LEGEND

EXISTING CONSTRUCTION TO REMAIN

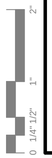
NEW CONSTRUCTION

KEYNOTE LEGEND

45	CURTAIN WALL
49	FIRE EXTINGUISHER (FE-2) TYPE 20A-120BC - SHOP USE
50	ALIGN NEW WALL WITH FACE OF EXISTING WALL TO REMAIN
53	EXPANSION JOINT - CONTINUOUS SEALANT WITH BACKER ROD AT EXTERIOR, FINISHED GYPSUM BOARD CONTROL JOINT AT INTERIOR OR CONTINUOUS SEALANT AND BACKER ROD AT INTERIOR LINER PANELS
55	SLOPE CONCRETE 1/8" PER FOOT TO NEW TRENCH DRAIN
57	INFILL OPENING WITH CMU, PROVIDE FLUSH FINISHES TO BOTH SIDES. PATCH WALL BASE. MATCH ADJACENT FINISHES
58	PIPE BOLLARD SEE DETAIL 3/S1.21
59	OVERHEAD DOOR APRON, SEE DETAIL 7/S1.11
64	TRENCH DRAIN - REFER TO DETAIL 2/S1.11
67	NEW STAIR TO ROOF ACCESS HATCH
69	CONCRETE COLUMN PROTECTION - SEE DETAIL
76	CONCRETE STOOP - REFER TO DETAIL
96	NEW FLOOR DRAIN, SLOPE TO DRAIN - SEE MECH

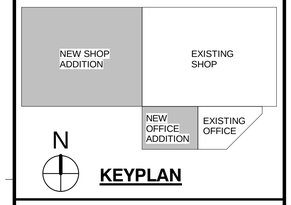


1 FIRST FLOOR PLAN
1/8" = 1'-0"



11/25/2015 4:18:52 PM

ISG
Architecture
Engineering
Environmental
Planning
www.is-grp.com
I+S GROUP



KEYPLAN

PROJECT

ABRA AUTO BODY & GLASS ADDITION AND REMODEL

LOVELAND COLORADO

REVISION SCHEDULE

NO	DATE	DESCRIPTION

PROJECT NO.	10-13165
FILE NAME	13165 Arch.rvt
DRAWN BY	SPM/LAR
DESIGNED BY	LAR/BDG
REVIEWED BY	PLL
ISSUE DATE	11/25/15
CLIENT PROJECT NO.	

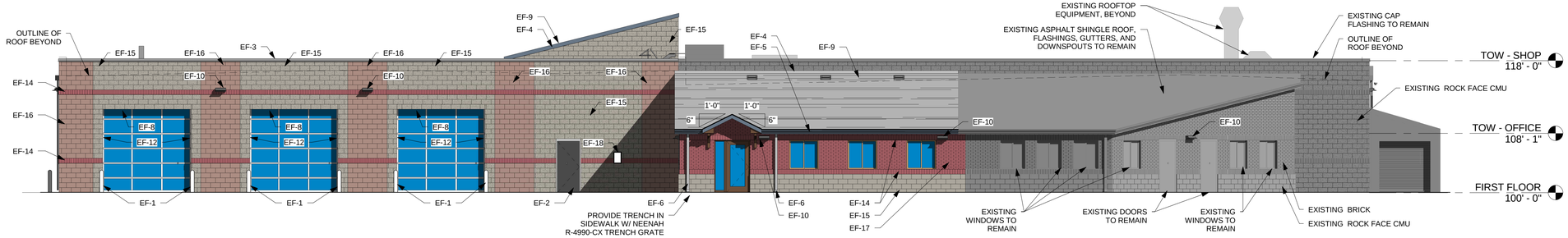
TITLE

FIRST FLOOR PLAN AND PARTITION TYPES

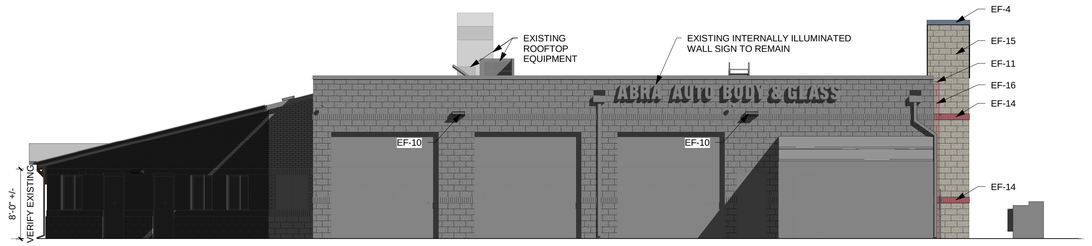
SHEET

6

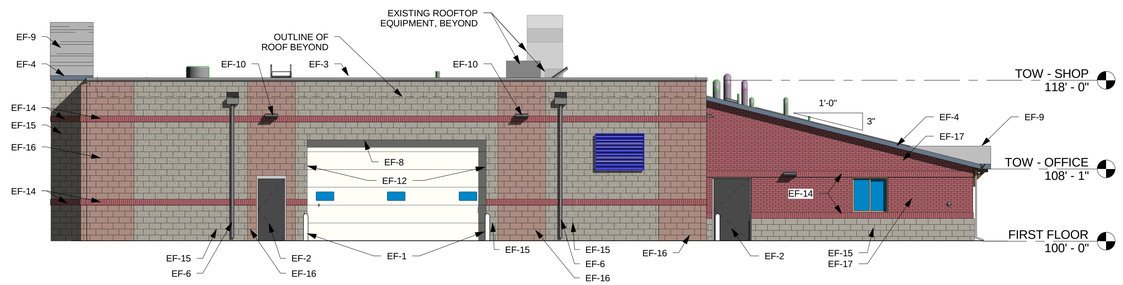
OF 9



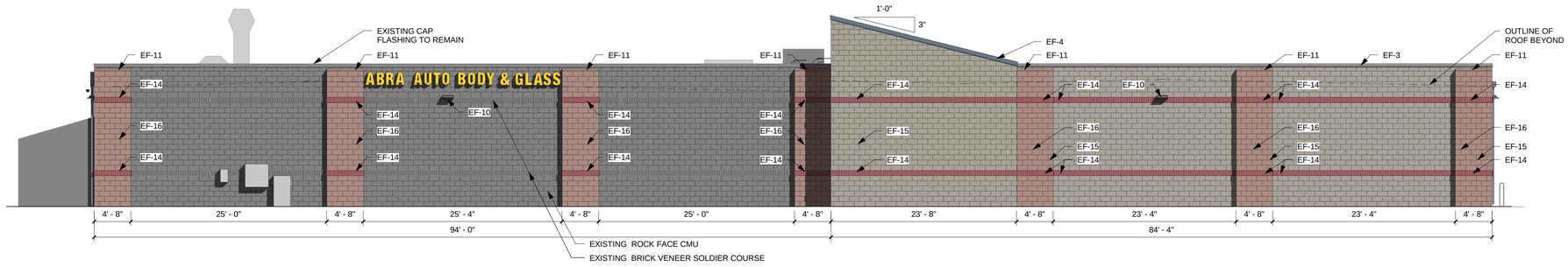
1 SOUTH ELEVATION
1/8" = 1'-0"



2 EAST ELEVATION
1/8" = 1'-0"



3 WEST ELEVATION
1/8" = 1'-0"

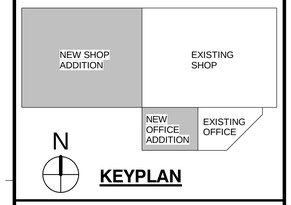


4 NORTH ELEVATION
1/8" = 1'-0"

EXTERIOR FINISH LEGEND

MARK	MATERIAL	MANUFACTURER	PRODUCT	SIZE	COLOR	COMMENTS
EF-1	PAINTED METAL	--	PIPE BOLLARD	--	SAFETY YELLOW	GLOSS
EF-2	PAINTED METAL	SHERWIN WILLIAMS	DOOR & FRAME	--	SW7019 GAUNTLET GRAY	INTERIOR & EXTERIOR
EF-3	PREFINISHED METAL	--	CAP FLASHING	--	MATCH EXISTING	--
EF-4	PREFINISHED METAL	--	FLASHING	--	MATCH EXISTING	--
EF-5	PREFINISHED METAL	--	GUTTER	5" X 5"	MATCH EXISTING	--
EF-6	PREFINISHED METAL	--	RAIN LEADER	4" X 4"	MATCH EXISTING	--
EF-7	--	--		--	--	--
EF-8	PAINTED METAL	SHERWIN WILLIAMS	O.H. DOOR LINTEL	--	SW7014 ELDER WHITE	EXTERIOR ONLY
EF-9	ASPHALT SHINGLE	--	--	--	MATCH EXISTING	
EF-10	--	--	WALL MOUNTED LIGHT	--	--	REFER TO ELECTRICAL
EF-11	PRE-CAST CONCRETE CAP	ANCHOR BLOCK	STANDARD (SMOOTH)	--	--	--
EF-12	PREFINISHED METAL		O.H. DOOR JAMB	--	STD WHITE	
EF-13	ROCK-FACED CMU CAP	ANCHOR BLOCK	ROCK FACE W/ 2X2 BEVEL	10"X8"X16"	MACH EF-15	MODEL 101068SLR OR SIMILAR
EF-14	BRICK SOLDIER COURSE				MATCH EXISTING	
EF-15	ROCK-FACE CMU	ANCHOR BLOCK	ROCK-FACE	8"	MATCH EXISTING	
EF-16	CMU	ANCHOR BLOCK	STANDARD (SMOOTH)	8"	CHOCOLATE	
EF-17	BRICK				MATCH EXISTING	
EF-18	SIGN		ACCESSIBLE PARKING STALL SIGN			WALL MOUNTED

ISG
Architecture
Engineering
Environmental
Planning
www.is-grp.com
I+S GROUP



KEYPLAN

PROJECT

ABRA AUTO BODY & GLASS ADDITION AND REMODEL

LOVELAND COLORADO

REVISION SCHEDULE

NO	DATE	DESCRIPTION

PROJECT NO.	10-13165
FILE NAME	13165 Arch.rvt
DRAWN BY	SPM/LAR
DESIGNED BY	LAR/BDG
REVIEWED BY	PLL
ISSUE DATE	11/25/15
CLIENT PROJECT NO.	

TITLE

EXTERIOR ELEVATIONS

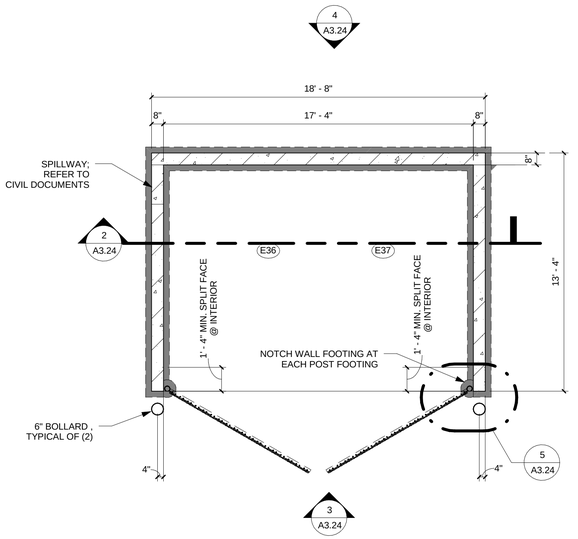
SHEET

7

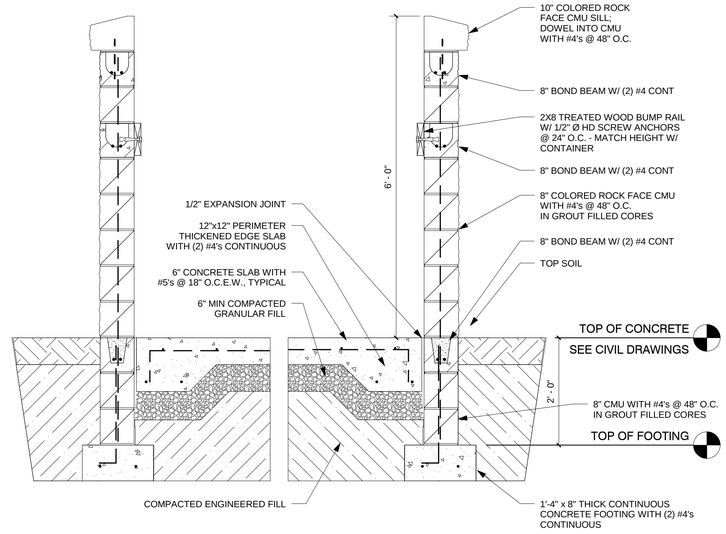
OF 9

0 1/4" 1/2" 1" 2"

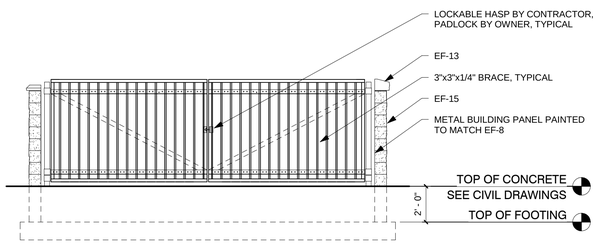
11/30/2015 9:20:46 AM



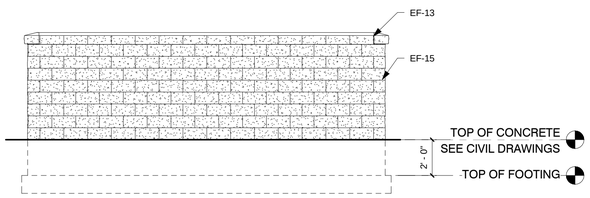
1 TRASH ENCLOSURE PLAN
1/4" = 1'-0"



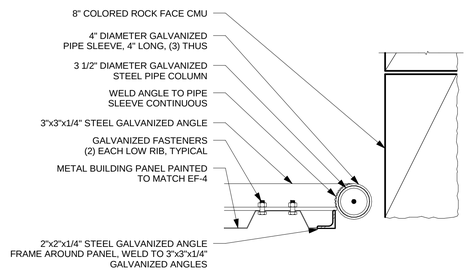
2 TRASH ENCLOSURE SECTION
3/4" = 1'-0"



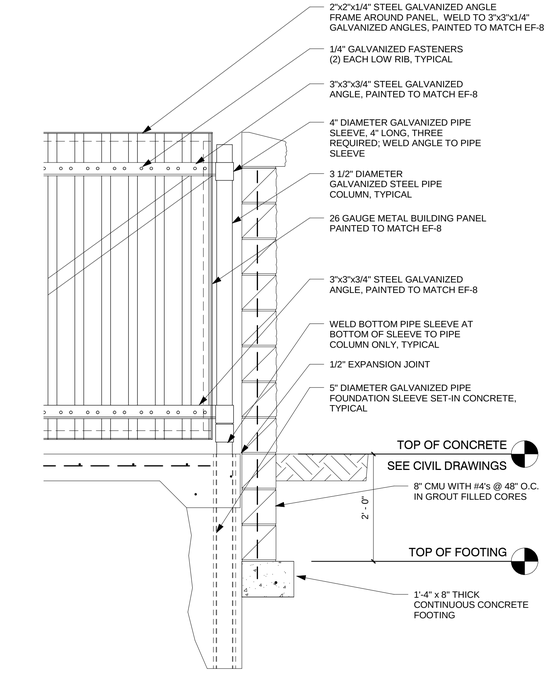
3 TRASH ENCLOSURE FRONT ELEVATION
1/4" = 1'-0"



4 TRASH ENCLOSURE - BACK ELEVATION
1/4" = 1'-0"



5 TRASH ENCLOSURE POST DETAIL
1 1/2" = 1'-0"

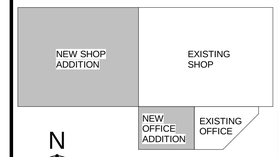


6 TRASH ENCLOSURE POST SECTION
3/4" = 1'-0"

0 1/4" 1/2" 1" 2"

11/25/2015 4:22:17 PM

ISG
Architecture
Engineering
Environmental
Planning
www.is-grp.com
I+S GROUP



KEYPLAN

PROJECT

ABRA AUTO BODY & GLASS ADDITION AND REMODEL

LOVELAND COLORADO

REVISION SCHEDULE

NO	DATE	DESCRIPTION

PROJECT NO.	10-13165
FILE NAME	13165 Arch.rvt
DRAWN BY	MJT
DESIGNED BY	BDG/LAR
REVIEWED BY	AJW/PLL
ISSUE DATE	11-25-15
CLIENT PROJECT NO.	

TITLE

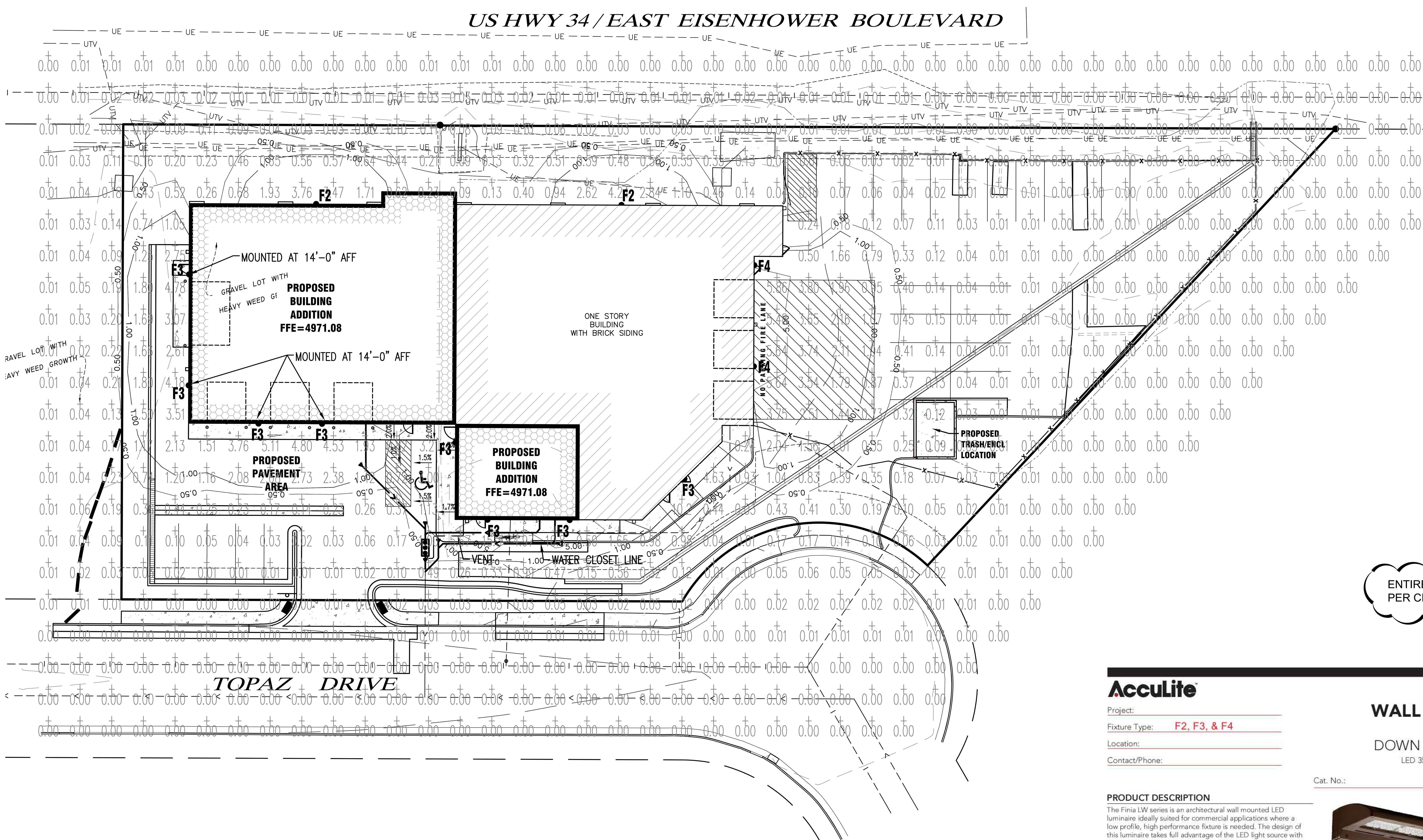
ENLARGED TRASH ENCLOSURE PLAN

SHEET

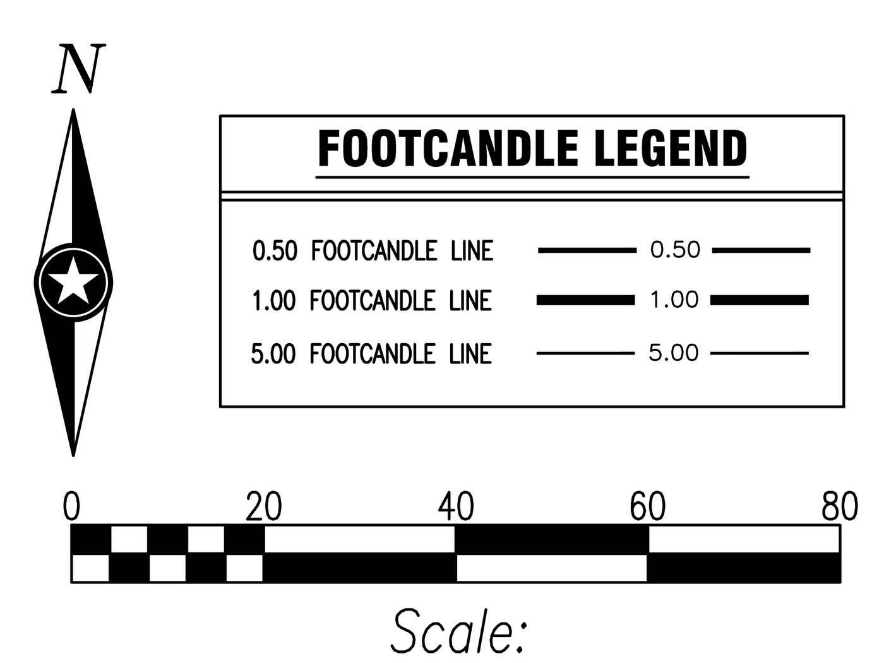
8

OF 9

ENTIRE SHEET REVISED PER CITY COMMENTS (1)



ENTIRE SHEET REVISED PER CITY COMMENTS (2)



FOOTCANDLE LEGEND

0.50 FOOTCANDLE LINE	0.50
1.00 FOOTCANDLE LINE	1.00
5.00 FOOTCANDLE LINE	5.00

Provide light fixtures as shown on Fixture Schedule. Substitutions shall have prior approval by the Project Engineer before bid date. Being listed as an acceptable Manufacturer in no way relieves the Contractors obligation to provide all equipment and features in accordance with these specifications.

LIGHT FIXTURE SCHEDULE

TYPE	STYLE	MANUFACTURER/MODEL NUMBER	LAMPS	REMARKS
F2	LED WALL PACK BUILDING MOUNTED	ACCULITE / LW-B03-4K-E1-WT-PC	35W LED	MOUNT FIXTURE AT 14'-0" ABOVE FINISHED FLOOR
F3	LED WALL PACK BUILDING MOUNTED	ACCULITE / LW-B03-4K-E1-WT-PC-EM	35W LED	MOUNT FIXTURE AT 7'-6" ABOVE FINISHED FLOOR
F4	LED WALL PACK BUILDING MOUNTED	ACCULITE / LW-B12-4K-E1-FT-PC-EM	135W LED	MOUNT FIXTURE AT 14'-0" ABOVE FINISHED FLOOR

H6.1.32

AccuLite

Project:

Fixture Type: F2, F3, & F4

Location:

Contact/Phone:

FINIA™ LED WALL MOUNTED

LW SERIES

DOWN OR UP OPTICS

LED 35W, 70W, 105W AND 135W

Cat. No.:

PRODUCT DESCRIPTION

The Finia LW series is an architectural wall mounted LED luminaire ideally suited for commercial applications where a low profile, high performance fixture is needed. The design of this luminaire takes full advantage of the LED light source with exclusive features specifically aimed at extracting heat from the diodes and improving light source performance. With an IP65 full fixture rating the LW series can be aimed up for decorative and façade lighting applications.

PRODUCT SPECIFICATIONS

Optics Custom designed, high performance molded TIR (Total Internal Reflection) optics shape the LED light with three different distributions • All optics are Dark Sky friendly, with zero up light • A cut-off wall wash distribution fitted with a prismatic glass lens softens the light on the wall and is especially suited for façade lighting either aimed down or up • The wide and forward throw distributions are full cut-off, performance oriented to extract the maximum light out of the LEDs and deliver it exactly where needed • A tempered glass lens completely seals the optical system • Optional high transmission glass lens with 96% transmittance can be specified where maximum energy savings and fixture spacing are needed.

Construction Heavy wall die cast aluminum body, back box, and frame deliver a sturdy, durable fixture • A tempered glass lens completely seals and protects the LED compartment • Optional polycarbonate lens can be used when vandal resistance is desired • All exposed hardware is stainless steel and recessed for concealment • Acrylic TIR lenses provide the highest transmittance of any TIR optics material available in the market today • A powder coat finish with a thorough 6 stage application process seals the aluminum components from the environment.

Thermal management LED boards are directly mounted against a polished surface for maximum contact between boards and heat sink • Deep fins are directly behind the LED boards increasing the surface area for maximum heat dissipation • An exclusive air vent between the LED compartment and the electronic driver isolates and cools the two components.

Electrical The luminaire is equipped with one, two, three or four LED modules depending on the light output/wattage selection • All versions are available for 120/277VAC or 347/480VAC • Total Harmonic Distortion (THD) is less than 20% • Power factor > 90% at full load • Surge immunity up to 10,000 amps.

Mounting Direct mounting to wall with threaded and plugged back conduit entry • Dimpled location prepared for drilling a conduit entry from the sides (for surface conduit mounting) • Can be aimed down or up maintaining IP65 rating • A neoprene gasket is provided for the back entry to seal against the wall.

Finish Polyester powder coat finish with a six stage application process • Bronze, black, white or silver are standard • Designer finishes available upon request (provide RAL number).

0-10V Dimming Option An optional 0-10V dimming driver (D option) is available • In applications where additional 0-10V wiring presents a challenge, a programmable, automatic dimming unit (PD option) is available • The PD option eliminates the need for 0-10V wiring and automatically dims the fixture with a factory pre-programmed schedule.

REV-10/14

Motion Detection Option Finia LED luminaires can be ordered with an optional motion sensor integrally mounted to the fixture • The sensor is configured to function either as an ON/OFF switch (M option) or to operate a High/Low dimming driver (H option) • In the High/Low configuration the user can field adjust the "Low" light setting with an internal potentiometer for continuous adjustment down to 15% • The amount of time the fixture remains in the "High" mode is also field adjustable • The fixture operates normally in the "Low" mode, and when the motion sensor detects movement it switches the driver to "High" mode.

Emergency Lighting Option An optional integral battery pack can be provided for emergency lighting during power outages • Emergency battery pack is internal to the fixture so there is no need for any external battery installation • A larger back box is provided for emergency battery (see dimensions) • Choose EM option (0° to 40°C, 32° to 104°F ambient)

Two Independent Circuits Option Optional two independent circuit configuration ("2C" option) • Fixtures with this option include two drivers, each of them driving separate LED modules • Excellent option to meet the multiple lamp requirement in egress lighting ordinances, or for energy savings using individual switching of drivers • Fixtures with B06 engines supplied with two drivers, each operating one LED module. Fixtures with B09 engines supplied with one driver operating one module, and one driver operating 2 modules • Fixtures with B12 engines supplied with two drivers, each operating two LED modules • Option not available for fixtures with B03 engines, or emergency battery.

Certification Fixture meets UL1598 and CSA C22.2-250 standards • Suitable for wet location applications • Full fixture IP65 rating • Union made • Assembled in the USA • Meets "Buy American Act" • 5 year limited warranty when used in accordance with manufacturer guidelines.

Specifications subject to change without notice.

JUNO LIGHTING GROUP by Schneider Electric

ISG — Architecture Engineering Environmental Planning

www.is-grp.com

I+S GROUP

STATE OF COLORADO — JASON E. HOEHN — PE 43585 — PROFESSIONAL ENGINEER

PROJECT

ABRA AUTO BODY & GLASS

ADDITION & REMODEL

LOVELAND CO

REVISION SCHEDULE

NO	DATE	DESCRIPTION
1	10/09/15	PER CITY COMMENTS
2	11/18/15	PER CITY COMMENTS

PROJECT NO.	10-13165
FILE NAME	13165 C6-SITE LIGHTING
DRAWN BY	KDM
DESIGNED BY	KDM
REVIEWED BY	MDN
ISSUE DATE	9/17/15
CLIENT PROJECT NO.	-

TITLE

PHOTOMETRIC ILLUMINATION PLAN

SHEET

9 OF 9

October 07, 2015

City of Loveland
Current Planning Division
Civic Center
500 East Third Street
Loveland, CO 80537

RE: ABRA Auto Body & Glass Alternative Parking Compliance Request
1805 Topaz Drive, Loveland, Colorado

Reviewer:

Please consider the following request in support of an alternative compliance for the rate of parking in conjunction with the Major Modification to Special Review #741.

The existing ABRA facility is located at 1805 Topaz Drive in Loveland, Colorado, near US Highway 34 (East Eisenhower Blvd). The proposed gross floor area is 14,727 square feet as calculated per City standards. ABRA is requesting an alternative compliance for the required number of parking stalls. The current City standard is 1 stall per 450 square feet. The requested alternative compliance will allow for 1 stall per 600 square feet or 25 total stalls. The anticipated parking stall demand for the proposed condition is 20 stalls. This parking demand calculation is based on the anticipated demand generated by employees and customers. Please see the attached Parking Analysis Report for additional information pertaining to the anticipated parking demand and alternative compliance request.

The proposed condition will provide a total of 25 parking stalls dedicated to customers and employees. The proposed fenced and gated employee parking and vehicle storage area located on the east side of the property provides 19 standard stalls for employees, which includes an additional area for temporary storage of vehicles in the repair process.

The customer parking area located on the southwest side of the building provides 5 standard stalls and 1 ADA compliant van accessible stall. The main entrance will be relocated to the south side of the office addition adjacent to the ADA compliant parking space. There are currently 2 ADA complaint entrances for ingress into the existing office which will remain for use as employee entrances.

In addition, the proposed condition includes the installation of a bicycle parking area adjacent to the public sidewalk located along Topaz Drive. The bicycle parking area will be located directly in front of the proposed main entrance to the building. The proposed bicycle parking area will also include space to secure two bicycles to a U-shaped mount which will be anchored to the pavement.

These considerations along with the supporting Parking Analysis Report provided within this submittal support approval of the request for an alternative compliance for the parking rate in conjunction with the proposed major modification to Special Review #741.

Please contact us at 507.331.1500 if there is any additional information we can provide in support of this request on behalf of ABRA Auto Body & Glass.

Respectfully Submitted,

Brian D. Gjerde
Principal, Managing Partner
Project Manager

Jason E. Hoehn PE
Principal, Civil Engineer

BDG-JEH/jrc

1415 Town Square Lane + Faribault, MN 55021
info@is-grp.com + **www.is-grp.com**
P: 507.331.1500

I+S GROUP

Facility Parking Analysis

ABRA AUTO BODY & GLASS
LOVELAND, COLORADO

October 7, 2015
ISG Project No. 10-13165

ISG
I+S GROUP
info@is-grp.com + www.is-grp.com

Signature Sheet

I HEREBY CERTIFY THAT THESE CALCULATIONS WERE PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF COLORADO

Jason E. Hoehn, PE 43585
Principal, Civil Engineer
I+S Group, Inc.
115 East Hickory Street, Suite 300
Mankato, Minnesota 56001-3785

ABRA Auto Body & Glass
Loveland, Colorado

Engineer's Project Number: 10-13165

Dated this 7th day of October, 2015

Table of Contents **Page #**

Introduction

This parking analysis report was prepared in conjunction with a site plan for the Loveland Colorado ABRA Auto Body & Glass building expansion. The proposed addition involves the development of the adjacent 0.34 acre Lot 7 Block 1 of the Sylmar First Subdivision. The scope of the work involves two building additions as well as a new pavement parking area. In conjunction with the completion of the site plans, this parking analysis report was compiled to demonstrate the needs and impacts of the proposed development on existing and proposed parking conditions. This report has been prepared as supporting documentation to the request for an alternative compliance rate of parking for the major modification to Special Review #741. Currently the required parking rate is one space per 450 square feet of gross floor area, with the major modification to Special Review #741 the applicant is proposing the alternative compliance rate of one space per 600 square feet of gross floor area based on the analysis include in this report.

Existing Site Conditions

The existing parking includes a total of 20 parking spaces designated for customer and employee parking served by two driveway accesses on the south side of the building via Topaz Drive. Included in the total parking count is one van accessible handicapped parking space, five standard parking spaces reserved for customers on the west portion of the property and an additional fourteen parking stalls for employees located in a lot on the east side of the property. In the existing lot on the east side there is currently a vehicle storage area surrounded by a block wall accessed through a double swing gate. In addition, the trash enclosure is located along the north property line adjacent to Eisenhower Boulevard with access through a double swing gate splitting the parking area along the north property line. The current locations of the swinging gates on the vehicle storage area and the trash enclosure reduce the number of potential parking spaces for employees due to the sweep of the swing gates interfering with access to the adjacent spaces. Currently the vehicle storage area is overflowing with vehicles in the repair process as space inside the existing building is inadequate to accommodate the vehicles in the process of repair. In the existing condition ABRA Auto Body and Glass does not rely on the availability of on street parking as the adjacent street, Topaz Drive, is currently at a reported problematic parking level.

Proposed Site Conditions

The proposed parking arrangement includes a total of 25 parking spaces designated for customer and employee parking served by two driveway access on the south side of the building via Topaz Dive. One of the existing access that would have been in the middle of the site is proposed to be eliminated and the space will be utilized for bicycle parking adjacent to the sidewalk. The proposed bicycle parking area will accommodate two bicycles secured to a U-shaped mount anchored to the concrete with an adjacent walk area to access the public sidewalk and the ABRA parking lot. The east most existing access will remain unchanged and a new driveway access will be constructed to the new parking area on the west lot. Included in the total parking count is one van accessible handicapped parking space located adjacent to the east wall of the new addition, five standard parking spaces reserved for customers on the west portion of the property and an additional nineteen parking stalls for employees located on the east side of the building. The employee parking will be located inside the proposed privacy fencing along with the vehicle storage area. The existing block wall surrounding the vehicle storage area will be removed along with the relocation of the trash enclosure to allow for optimum utilization of the available surface for employee parking. During business hours of operation the gates on the proposed employee parking area will be open to allow access for employees and vendors as necessary. The intention of the gates in conjunction with the privacy fencing is to provide screening and security for stored vehicles after the hours of operation. In case of emergency an approved Knox Box system will be installed for use of emergency personnel. Combining the vehicle storage area and the employee parking allows for greater maneuverability and flexibility while

optimizing available parking spaces. The expansion of the service area inside the building will also reduce the number of stored vehicles waiting to be repaired or in the process of repair. The proposed parking arrangement is not intended to rely on street parking along Topaz similar to the existing parking arrangement. The proposed alternative compliance rate of parking is based on the number of anticipated employees and customers expected.

Analysis of Parking Demand

The anticipated parking demand is based on the number of employees and customers expected. The number of employees will be based on current and proposed staffing levels. Customer parking demand is based on the business records of the ABRA Loveland Colorado location and various other ABRA locations of similar size and region.

Customer parking needs are related to the business operating practices of the ABRA facilities. The repair process begins with the drop-off or delivery of the repairable vehicle typically by appointment. During vehicle drop-off process customers are onsite for brief instances to drop-off keys. Many customer vehicles arrive onsite by tow truck or flatbed. Upon arrival vehicles are quickly added to the repair process roster and stored inside the building as space permits or placed in the screened vehicle storage area. In the existing condition space inside the building is limited forcing staged and dismantled vehicles to be moved out to the parking areas or exterior vehicle storage area to provide space to work on other vehicles. This operation is inefficient and cumbersome placing additional demand on external parking space. The intention of the proposed expansion will allow for this facility to operate under ABRA's standard policy of one technician to three internal repair bays. Internal efficiency is dramatically improved when the technician can dismantle and stage a vehicle in one repair bay and leave the vehicle staged in that bay while ordering and waiting for parts and continue working on vehicles in the other bays as assigned. Occasionally during the repair process office staff will schedule consultations by appointment with customers and/or insurance adjustors. Consultations are planned and scheduled events limited by the available waiting areas and consultation office space. Once the repair process is complete repaired vehicles are either left in the repair bay, as space permits, or placed in the external secured vehicle storage area. Office staff schedules appointments with the customers to pick-up the vehicle. Customer demand for parking at the ABRA facilities is very limited and most often dictated by appointments, limiting the number of customers onsite at one time. ABRA does not anticipate more than a maximum of four customers onsite at one time consistent with the available seating for appointments.

It is not anticipated that the number of vendors will directly increase due to the building expansion as the shop is operating at a similar capacity in the existing condition. It is anticipated that vendor deliveries will be consistent in frequency and lesser duration due to more efficient circulation for loading and unloading of parts/packages/refuse. Most deliveries are short term stops and take place inside the shop area or vehicle storage area not requiring the use of parking spaces.

Proposed employee parking is intended to be dedicated to employees on a continuous basis during business hours as employee vehicles typically remain onsite for the duration of the work day. ABRA does anticipate an increase in staffing as a direct result of the building expansion. Current and proposed staffing and customer levels are detailed in Appendix A and listed below:

Current Parking Demand
Shop: 8 Employees
Office: 5 Employees
Customer Waiting/Consultation: 4
Total Existing Employees = 13 Employees
Existing Customers = 4 Customers
Total Existing Parking Demand = 17 Parking Stalls

Proposed Additions to Parking Demand
Shop: 2 Employees
Office: 1 Employees
Customer Waiting/Consultation: 0
Total Proposed Employees = 16 Employees
Total Proposed Customers = 4 Customers
Total Proposed Parking Demand = 20 Parking Stalls

Based on the above data employee parking demand will require 20 parking stalls and the remainder onsite will be for use of customers and overflow vehicles waiting for repair. In addition, alternative modes of transportation are available to employees, and customers which do not require vehicle parking spaces. A bicycle parking area has been incorporated into the proposed site for use by employees and/or customers.

Conclusions

Based on the analysis of parking relating to the demand generated by employees, and customers an alternative parking compliance rate of one parking space per 600 square feet of gross building area is recommended and requested of the City. The total proposed parking demand for the site is anticipated to be approximately 20 stalls on a typical day. The proposed condition of 25 spaces fulfills the demand for parking without considering parking on the street as the adjacent Topaz Drive does not support reliable availability of parking due to reported congestion issues. The building expansion and parking lot redesign will allow for more efficient circulation and maneuverability of stored vehicles while providing adequate availability of vehicle parking spaces along with the addition of a bicycle parking area.

Appendix A: ABRA Staffing Summary

October 1, 2015

To whom it may concern,
At our ABRA Auto Body & Glass location in Loveland Colorado we currently have a total of thirteen employees. The current total includes eight shop employees and five office employees. When the proposed addition and remodel are complete we will hire three additional staff of which two will be shop employees and one will be an office employee. This location currently has seating for four customers and we do not propose any increase in the seating nor anticipate an increase in customers on site at one time.

We anticipate a total need for parking at twenty spaces.

Thank you,

ABRA Auto Body & Glass
1805 Topaz Drive
Loveland CO
Phone: 1(970)669-2207