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Planning Commission Staff Report

March 13, 2017

Agenda #:	Regular Agenda - 2
Title:	The Foundry – Site Development Plan (PZ 17-00004)
Applicant:	Scott Ranweiler, Brinkman Partners
Request:	**Be-Established Business District Site Development Plan Review**
Location:	Between E. First Street and Backstage Alley (north/south) and between N. Lincoln Avenue and N. Cleveland Avenue (east/west)
Existing Zoning:	Be – Established Business District
Proposed Use:	Mixed-use development (Foundry)
Staff Planner:	Troy Bliss

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 March 13, 2017, and based on those findings, approve the Foundry Site Development Plan, subject to the conditions listed in Section IX, as amended on the record.*

Summary of Analysis

This is a public hearing and quasi-judicial matter to consider The Foundry Site Development Plan (SDP). The role of the Planning Commission is to determine whether the plan as presented is in compliance with the standards specified in Chapter 18.24 of the Loveland Municipal Code. Decision of the Planning Commission is final. The project is a collaboration between the applicant, Brinkman Partners, and the City of Loveland.

The Foundry redevelopment project includes approximately 4 acres of what is now vacant land in downtown Loveland. The site is located between Lincoln and Cleveland avenues and between Backstage Alley and E. First Street. The project consists of a 460+/- space multi-story parking garage, a 98,000 square foot mixed-use building along N. Cleveland Avenue, a 58,000 square foot mixed-use building along N. Lincoln Avenue, and a central plaza Other project components, including a movie theater and a hotel, are still in the design phase and will be presented to the Planning at a future date.

The Foundry represents the City Council's efforts to create a "downtown catalyst" project that will spur revitalization and renewed investment in the downtown. The envisioned mix of residential, entertainment, restaurant and retail uses, along with a city-owned parking structure oriented around a central plaza is part of a longstanding community vision. The financial and timing aspects of the project were established in January of 2016 between the Council and Brinkman; the project team is now working with a high level of urgency in order to meet various development parameters. City staff has worked closely with the Brinkman team to move the design to fruition. Staff believes that all key issues have been resolved and recommends approval of the submitted plans.

I. VICINITY MAP/AERIAL PHOTOGRAPHS

(The Foundry Site)

(View: Looking south from E. Third Street – Prior to Site Demolition)

(View: Looking north from Irrigation Ditch along E. First Street – Prior to Site Demolition)

II. PROJECT DESCRIPTION

The SDP is the fundamental application guiding the overall mixed-use redevelopment plan for the Foundry. The project itself is a $75 million redevelopment in the core of downtown Loveland and is the focal point of the City's downtown redevelopment plans since 2009. In addition, it is a public/private partnership between the City of Loveland and Brinkman Partners.

The Foundry represents a great reinvestment to Loveland and its downtown. The redevelopment does create a catalyst for the south end – adding a destination to downtown that could draw regionally or beyond. This is also the single largest redevelopment in downtown Loveland that the City has ever considered. As an entrance or exit (depending on which way you are traveling), the magnitude of this project will present a visual attraction that incorporates elements from downtown but creates its own unique place. A key component of the project has been to provide more parking for downtown in the form of a multi-level parking garage. Uses including mixed-use, theater, and hotel have taken shape around creating this vision.

The Project is consistent with the City's approved Downtown Strategic Plan, specifically:

> ***Goal 1*** - Maintain and enhance the economic vitality of Downtown through private/public partnerships.
>
> ***Goal 2*** – Identify funding gaps to project development and structure tools to fill the gaps and achieve development.

And;

> ***Goal 4*** – Identify strategic catalyst projects that will significantly improve the economic conditions in downtown.

The Downtown Vision Book, approved by Council in 2010, envisioned this project and was the first to coin the term "South Catalyst." The Vision Book was the basis for the original RFP for the developer, which led to the "North Catalyst" project ("Gallery Flats") as well as the South Catalyst, now Foundry Project.

As outlined in Section 18.24.050.B of the Loveland Municipal Code, the Planning Commission shall review the SDP and issue a decision based on specific findings that would approve, approve with conditions, or deny the project as presented. Decision of the Planning Commission is final. This decision may however be appealed as specified in Section 18.80.050 of the Loveland Municipal Code. Time is of the essence with respect to consideration on the Foundry, especially this first phase. City Council approved a Disposition and Redevelopment Agreement in December 2016, which identifies, among many other items, timing on consideration of entitlements for the project. As a result, any delays to this first phase of development could be critical. It is important to recognize that more details will be provided to the Planning Commission as the project progresses. This will allow further opportunities to participate as well as identify any matters needing attention.

The SDP application covers the first phase of the Foundry Project, which consists of a 460+/- space multi-story parking garage, a 98,000 square foot mixed-use building along N. Cleveland Avenue, a 58,000 square foot mixed-use building along N. Lincoln Avenue, and a central plaza. Remaining project components include a 5-screen 625-seat movie theater and a 108-room hotel, which are still in the design phase and will be presented to the Planning Commission at a future date. The project site is approximately 4 acres in size located in the heart of downtown between Backstage Alley and E. 1st Street and N. Lincoln Avenue and Cleveland Avenue. In order to visualize the magnitude and scope of this project, please see the following link: (https://vimeo.com/183515325). (Please note the video *does not* depict the final facades or building designs. It only illustrates the project mass and general building locations.) The overall intent with this first phase is to obtain land use approval relative to compliance with the Be zoning district for the following components:

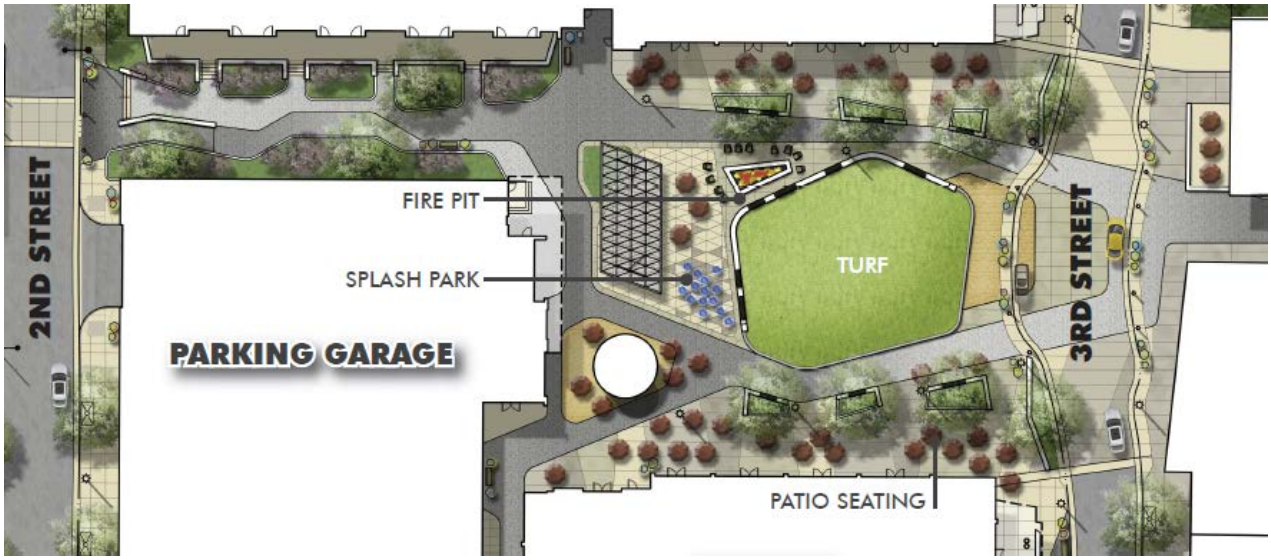
Parking Garage

The parking garage is a facility that will serve all of downtown. It is located within the project site at the northwest corner of N. Lincoln Avenue and E. Second Street. The parking garage is however not exclusive to the Foundry. The City will own and maintain the parking garage, offering additional public parking that is open to public use. Due to the relationship with the Foundry, a certain number of parking spaces within the parking garage will be reserved for the residential dwellings in the two mixed-used buildings. The only ingress/egress to the parking garage is located along the north side of E. Second Street. Five levels of parking (including the top deck) would be provided (above ground) – roughly 60 feet in height. Below ground parking is also included, extending underneath the southern portion of the Cleveland Mixed-Use building. North end of the parking garage will include a small office for City of Loveland Police presence along with public restrooms.

The second perspective shown (left) incorporates additional brick along the pedestrian pathways, steel framework to house perforated metal screens adding more depth as well as potentially hanging large advertising banners. There is also the possibility of incorporating a large video screen on the north elevation – directed into the central plaza. This supplemental treatment of the parking garage is desired but still to be determined, as the budget will allow.

Central Plaza

The central plaza serves as a focal point in which the overall development surrounds. It incorporates the majority of open space to the project that is approximately 1 acre. The central plaza would function as an amenity to the project but also serve as a venue for special events occurring downtown. It will include



public access – open to all visitors in downtown. Component pieces within the plaza include the Little Man Ice Cream, pavilion, fire pit, splash pad, seating areas, open turf, decorative lighting, and planters. The central plaza also feeds internal walkways that extend to all areas of the development and onto public sidewalks connecting downtown.

Mixed-Use Buildings (Cleveland and Lincoln)

The Cleveland Mixed-Use building is the largest mixed-use building of the two. It is 5-stories roughly 66 feet in height, spanning approximately 300 feet in length. The southern half of the building would be constructed over a portion of the underground parking associated with the parking garage. The ground floor would include a variety of commercial uses (approximately 7,400 square feet) along the north half and residential along the southern

half. Each component piece along the ground floor would incorporate elevated patio spaces for outdoor eating establishments and extension of living space for the residential units.

The Lincoln Mixed-Use building is the smaller of the two. In terms of height, it is identical to the Cleveland Mixed-Use building. However, the length extends a much shorter span of 160 feet when compared to the Cleveland Mixed-Use Building. All of the ground floor would be devoted to commercial uses (approximately 3,300 square feet) with outdoor patio space primarily at the north end of the building wrapping around into the central plaza space.

All of the upper floors to both mixed-use buildings include residential dwellings (155 total units – approximately 146,000 total square feet). These units will be a combination of 1, 2, and 3 bedroom apartment units. Design of the buildings are intended to mimic one another in terms of exterior materials (i.e. brick, ground face concrete block, colored cement panels, decorative stucco and decorative metal panels). Orientation of these buildings provide a significant influence on the streetscape along both N. Lincoln Avenue and N. Cleveland Avenue as well as defining the internal space for the central plaza.

Remaining Components

This SDP (see **Attachment 6**) is an initial or first phase to the overall Foundry redevelopment. Details of the parking garage, central plaza, and all street improvements are provided, however there are some exceptions:

- Parking Garage: Final detailing of the parking garage have not been fully provided. The applicant and the City are investigating features to enhance the building. Consideration will be going through the Arts Commission to make this determination. Ideas such as large banners (that could include advertising) hanging and/or projecting from the façade are possible examples.

- Amenities/Street Furniture: Specific materials, colors, building/structure designs for the amenities/street furniture including but not limited to railings, benches, bicycle racks, planters, tree grates, fire pit, splash pad, shade structure, decorative lighting, and the *Little Man Ice Cream* have not been finalized. The expectation is that once these are finalized, Planning Commission will have the opportunity to review the site amenity package in relation to *Destination Downtown: HIP Streets Master Plan* (see **Attachment 4**). This plan is in the initial process of being updated and is anticipated take elements from the Foundry relative to street furniture.

- Specific Colors Palate for Ground Surfaces: All pavement colors including concrete, brick pavers, patios, etc. are not included. This however is not required in conjunction with Chapter 18.24 but will influence the City's efforts in updating *Destination Downtown: HIP Streets Master Plan*. These elements are anticipated with the site amenity package as well.

The Foundry scope also includes additional phases of development such as a movie theater, hotel, improvements to Backstage Alley, and extension of pedestrian walkway (paseo) between Backstage Alley and E. Third Street (north/south) AND the movie theater and *Crow Hop* (east/west) that the Planning Commission will review at a later time. These areas are better illustrated through a re-platting of the property (see **Attachment 6**). (The Loveland Eleventh Subdivision is being reviewed in conjunction with the SDP. The process for obtaining approval is at a staff level. However, any approval of this re-plat would be subject to Planning Commission approval of the SDP.) As these component pieces are integral to the overall project, City staff is recommending the Planning Commission be given the opportunity to review/approve, regardless of whether or not the criteria for review/approval are met as outlined in Section 18.24.050.A.

Other Key Project Considerations

Parking:

The overall Foundry site (as reflected in **Attachment 6**) is located within General Improvement District #1 (GID) which will contribute to the assessments collected for maintaining/upgrading public parking and

pedestrian facilities downtown. This project represents a big contribution to the GID due to the size of redevelopment and inclusion of the parking garage. As specified in 18.24.060.B, off-street parking is not required for non-residential or mixed-use developments located in the GID. And while parking is not a component to Planning Commission's consideration on the SDP, it is important to understand the relationship of the Foundry to the parking garage and its effects on downtown as a whole.

Walker Parking Consultants prepared a parking study in June 2016 with an update in December 2016 (see **Attachment 4**). This study is based on an overall shared-parking demand analysis that modeled aggregate, peak, and shared parking for all uses on the site. The model is specific enough to provide a breakdown of parking demand generated by different user groups, weekday versus weekend demand patterns, and the fluctuations in this demand at different times of the year. The analysis concludes that on average, the parking demand for the Foundry would never exceed the amount of parking spaces in the parking garage. Moreover, the parking garage would always have available public space for downtown visitors as a whole – not just the Foundry. This is important to note because the parking garage (and lot it sits on) will be owned and maintained by the City, offering public parking for all of downtown.

Adequate Community Facilities (ACF):
The purpose of ACF is to ensure that community facilities needed to support new development meet or exceed the adopted level of service established by the City. Section 16.41.020 requires all non-residential and/or residential (containing more than 12 dwelling units) site plans to conform to ACF. The DRT has evaluated ACF throughout review of the Foundry with the following analysis:

16.41.100 Fire Protection and Emergency Rescue Services
Loveland Fire Authority – Adequate fire protection services are currently in place. To ensure that fire protection and emergency rescue services remain in place during construction, a development agreement is being prepared. Additionally, Loveland Fire Authority has been working with the applicant's construction team in establishing proper access during construction in the event of any emergency. All fire protection standards for the City of Loveland are being met as referenced in Appendix A – Table 2.3 of Chapter 16.41 of the Loveland Municipal Code.

16.41.110 Transportation Facilities
Transportation Development Review - Staff believes that this finding can be met, due to the following:

1. A Traffic Impact Study (TIS), prepared by Sean Kellar, P.E., PTOE, has been submitted with The Foundry Site Development Plan which demonstrates that the existing transportation system, can adequately serve the proposal.

2. Access to the development will be provided by the existing downtown street network with new driveway access to a parking garage located on Second Street.

3. The TIS has demonstrated that the operation of Cleveland Avenue, Lincoln Avenue, Second Street and Third Street will meet City standards.

4. The TIS shows the need for a west-bound right turn lane on First Street at Lincoln Avenue for the proposed development.

5. The proposed development is estimated to generate approximately 2,244 daily trips, 211 weekday AM peak hour trips, and 289 weekday PM peak hour trips and 349 Saturday peak hour trips.

In conclusion, the development of the subject property pursuant to any of the uses permitted by right under the zoning district will not adversely impact any existing City infrastructure. A positive determination of adequacy for transportation facilities for the proposed application has been made under the provisions above.

16.41.120 and 16.41.130 Water Facilities and Services AND Wastewater Facilities and Services
Water/Wastewater - This development is situated within the City's current service area for both water and wastewater. Previous buildings within the development area received water and wastewater services from the City. Significant water and wastewater infrastructure upgrades will occur prior to building construction to provide water main capacity and relocate the existing wastewater main.
The Department finds that the Development will be compliant to ACF for the following reason:

1. Water and wastewater facilities and services meet or exceed the applicable ACF criteria.

16.41.140 Stormwater Facilities
Stormwater - Staff believes that this the ACF finding can be met, due to the following:

1. Original development within downtown Loveland was constructed long before Storm Drainage Criteria was developed. As such, the original drainage system in downtown Loveland was deemed inadequate within the City of Loveland Master Drainage Plan. The Loveland Stormwater Utility has since constructed all of the identified storm drainage master planned improvements within downtown Loveland.

2. When constructed, the development will not negatively affect the existing City storm drainage infrastructure and will comply with the Adequate Community Services ordinance outlined in the Loveland Municipal Code, Section 16.41.140 the best it can given the downtown Loveland parameters of which we have to work with.

16.41.150 Power
Power – This development is situated within the City's current service area for power. Previous buildings within the development area received power service from the City. Power infrastructure upgrades will occur prior to building construction to provide City power services to the new development. The Power Division finds that the development will comply with Adequate Community Facilities for the following reasons:

1. The proposed development will not negatively affect City power facilities.

2. 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 power service.

In summary, adequate infrastructure is in place to accommodate the development along with changes that will create greater levels of service compared to what is currently in place. For example, the inclusion of a right turn lane at the intersection of N. Lincoln Avenue and E. First Street will create greater efficiency in vehicular movements. Additionally, improvements to the original drainage system in downtown will no longer have a negative impact to the City's storm drainage infrastructure. From an infrastructure perspective, the Foundry will add to improving downtown as a whole.

III. ATTACHMENTS

1. Project Charter/Scope of Work – Participants, Schedule, Site Illustration

2. *Destination Downtown: HIP Streets Master Plan* Excerpts
3. Parking Study Excerpts (for reference only)
4. Traffic Impact Study Excerpts
5. Loveland Eleventh Subdivision (for reference only)
6. Foundry Site Development Plan

IV. SITE DATA

ACREAGE OF SITE	+/- 4.0 ACRES
EXISTING ZONING	BE – CENTRAL BUSINESS DISTRICT
MASTER PLAN DESIGNATION	DAC – DOWNTOWN ACTIVITY CENTER
EXISTING USE	VACANT/UNDEVELOPED
PROPOSED USE	MIXED-USE DEVELOPMENT (FOUNDRY)
ACREAGE OF OPEN SPACE PROPOSED	N/A
EXISTING ADJACENT ZONING AND USE - NORTH	BE – CENTRAL BUSINESS DISTRICT – VARIOUS COMMERCIAL USES
EXISTING ADJACENT ZONING AND USE - EAST	BE – CENTRAL BUSINESS DISTRICT – VARIOUS COMMERCIAL USES
EXISTING ADJACENT ZONING AND USE - SOUTH	BE – CENTRAL BUSINESS DISTRICT – VARIOUS COMMERCIAL USES
EXISTING ADJACENT ZONING AND USE - WEST	BE – DEVELOPING BUSINESS – VARIOUS COMMERCIAL USES AND RESIDENTIAL USES
UTILITY SERVICE PROVIDER - SEWER	CITY OF LOVELAND
UTILITY SERVICE PROVIDER - ELECTRIC	CITY OF LOVELAND
UTILITY SERVICE PROVIDER - WATER	CITY OF LOVELAND
WATER RIGHTS PAID	NO WATER RIGHTS DUE

V. KEY ISSUES

A significant amount of coordination and initial planning was conducted with this project. Weekly meetings were held with the DRT and Brinkman Partners between October 6, 2016 and December 22, 2016, prior to any development application review. Formal applications were submitted at the beginning of January 2017 which began another series of bi-weekly meetings with the DRT and Brinkman Partners over the course of almost 3 months. This commitment to the project has been extremely valuable in addressing key issues ahead of time and finding solutions. Significant issues were uncovered that included:

- Complications with respect to location of existing fiber in N. Cleveland Avenue that needs to be re-routed;
- Construction of a right-turn lane at the intersection of E. First Street and N. Lincoln Avenue;
- CDOT approval on lane configurations in N. Lincoln Avenue and N. Cleveland Avenue;
- Re-routing sewer main;
- Transformer locations, and;
- Re-routing of external service provider lines (i.e. Century Link and Comcast)

VI. BACKGROUND

The Loveland Original Town Addition is the oldest part of the City, annexed in 1877. The addition includes properties between E. Ninth Street and E. First Street (north and south) and N. Lincoln Avenue and N. Garfield Avenue (east and west). Most of the properties are within the Be zoning district. There are also some commercial and high-density residential properties up near E. Ninth Street.

The City went through an extensive environmental, demolition, and abatement process over the course of many months before getting to the point of preparing the SDP with Brinkman Partners. A lot went into this process involving a number of City staff and outside consultation to better understand the nature of the property and deliver a buildable site for the Foundry.

In January 2016, City Council selected Brinkman Partners ("Developer") as the preferred developer following a competitive bid process. Throughout 2016, the City engaged in negotiation with the Brinkman Partners on the project. As negotiations progressed, the developer engaged the DRT, starting the process of developing the SDP. At that point, the Developer renamed the project, the Foundry from its previous name of South Catalyst.

The DRT along with Brinkman Partners began a series of in-depth weekly design review meetings from October 6, 2016 to December 22, 2016 (11 weeks) before submittal of any formal development applications for review. The purpose was for the creation of a project charter. With a project of this size and scope, it was extremely important to identify all the participants, their roles, and open up all lines of communication. A project schedule was developed and agreed to between the DRT and Brinkman Partners – setting clear expectations and identifying key milestones/deliverables. And WE created the framework – allowing for a less complication and more efficiency during an aggressive review schedule. An incredible amount of coordination in terms of infrastructure, bringing external agencies to the table (CDOT, Comcast, Century Link, Xcel Energy), and design solutions resulted from these initial meetings. The value of this approach was extremely beneficial to the project. Everyone involved from the DRT to the Brinkman Team members, a huge amount of initial time and effort was put forth. It demonstrates the collaboration and quality of work presented. The behind the scenes work is not always brought forward. However, with The Foundry it was critical to the success of the project - worthy of recognition.

Prior action by the Planning Commission related to this project included consideration on vacating both Opera Alley and portions of E. Third Street. The SDP extends buildings across Opera Alley and redesigns E. Third Street to become more pedestrian focused for integration into the adjacent central plaza space. City Council heard this matter at a public hearing on March 7, 2017, approving the vacation unanimously. Final reading of the vacation ordinance will take place on March 21, 2017.

In connection with vacating Opera Alley, the City will be decommissioning overhead power lines and removing the utility poles. This work is not subject to the vacation approval because the City's power is only a radial line that was serving former buildings on both sides of the alley. By removing the power line and poles, there would be no impacts to surrounding properties from a power standpoint. The City owns the poles whereas Comcast and Century Link were given permission to use the poles. With removal of the poles, these service providers will re-route their services.

The City has initiated a Capital Improvement Project to provide improvements to aging infrastructure and help support redevelopment of downtown Loveland. This work includes the replacement of aging water lines and both water and sewer lines being increased in size to facilitate the service requirements of the general area. Additionally, more connections to the existing water distribution system will be installed to

provide adequate fire protection and ensure reliable water service. The following is a specific outline of improvement being made:

- Install approximately 600 feet of 8 inch PVC waterline in N. Cleveland Avenue and N. Lincoln Avenue;

- Replace 380 feet of existing 6 inch cast iron water line with 8 inch PVC water line in E. Third Street from N. Cleveland Avenue to N. Lincoln Avenue;

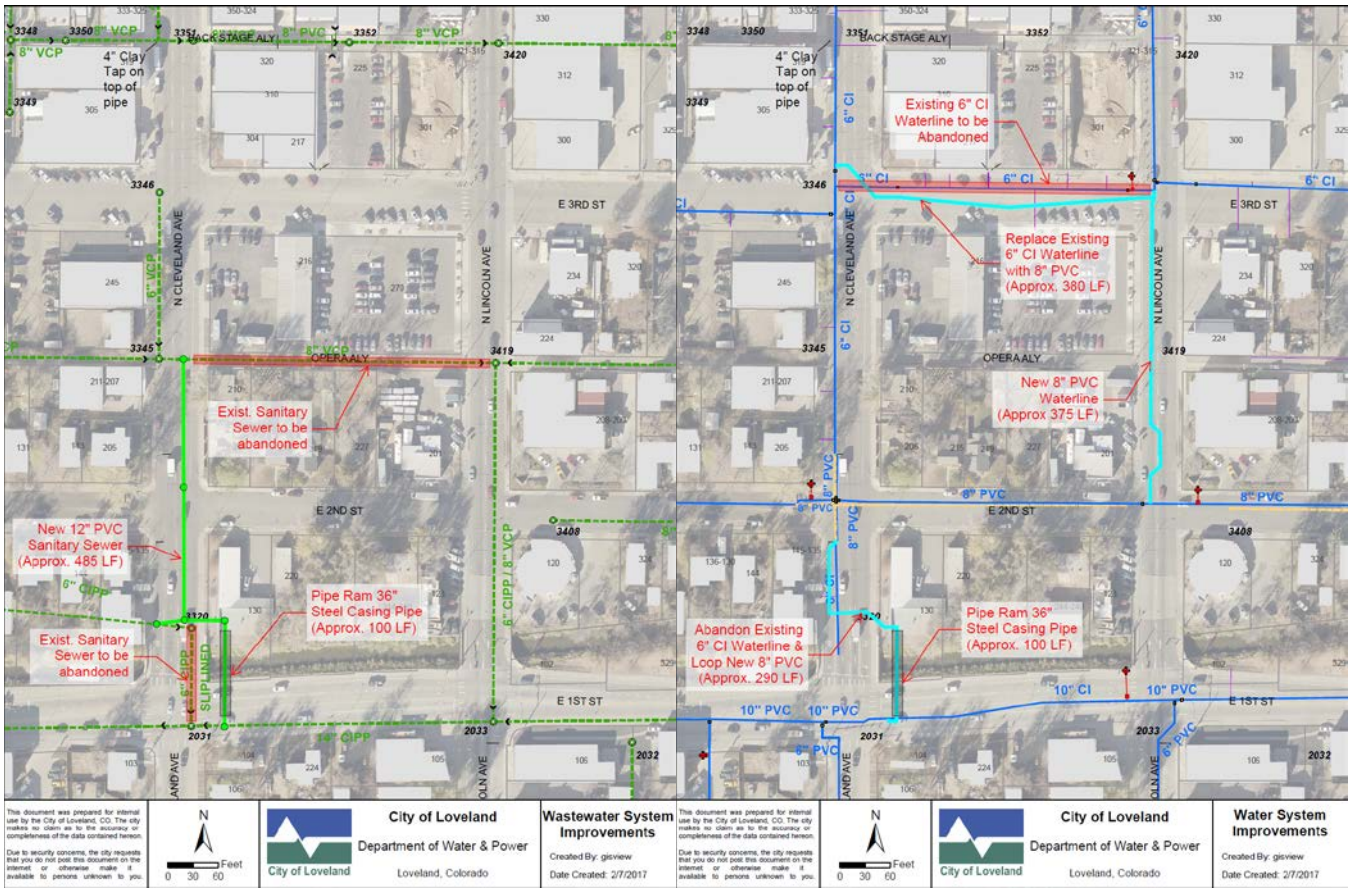
- Install 12-inch gravity sewer main from Opera Alley (to be vacated) between E. Third Street and East Second Street to a connection point in E. First Street

- Install two 100-foot guided pipe ram crossings under the Greeley Loveland Irrigation Company ditch with a 36 inch steel casing (one will accommodate both water and sewer lines and the second casing pipe will accommodate an electrical duct bank);

- Connect the existing water services to the 8 inch PVC waterline;

- Connect the existing sanitary sewer system, and;

- Connect the traffic control, asphalt patching, and other restoration



While this work contributes to the Foundry development, it is separate in terms of land use approval. This work is anticipated to begin on Monday, March 6, 2017. City staff has informed Planning Commission as to this work and that it is not a part of the Foundry construction by the developer.

VII. STAFF, APPLICANT, AND NEIGHBORHOOD INTERACTION

A. Notification

Troy Bliss with the City of Loveland provided an affidavit, certifying that proper notice as provided which included signs posted in prominent locations and written notice mailed to all surface owners within 300 feet of the site on February 24, 2017. Additionally, notice was published in the Reporter Herald on February 25, 2017. All notices stated that the Planning Commission will hold a public hearing on March 13, 2017.

B. Neighborhood Interaction/Response

A neighborhood meeting is not required in conjunction with an application. However, from a neighborhood and surrounding property owner perspective, a lot of outreach has been done with the Foundry project as a whole. This has included information being conveyed through City newsletters/press releases, the Loveland Downtown Development Authority (LDDA), speaking with surrounding business owners, and sharing the proposal during downtown events. Information obtained suggests a strong support to the project. Many citizens are encouraged to see redevelopment of this magnitude in downtown. The most recent outreach efforts were during the Fire and Ice event on February 10, 11, and 12, 2017.

(July 2016 Public Meeting at LDDA Office)

VIII. FINDINGS AND ANALYSIS

In approving a SDP application, the Planning Commission must determine that the findings outlined in this section have been met (Title 18, Chapter 18.24, Section 18.24.050.B). The following information provided includes the code citation/requirements (findings) identified in ***bold italic*** and the responses (analysis) underneath:

1. ***The proposed development complies with the standards of this chapter and any other applicable provisions of the Loveland Municipal Code.***

18.24.060 Standards Applying to Entire BE Zoning District

18.24.060.A. Building Height:

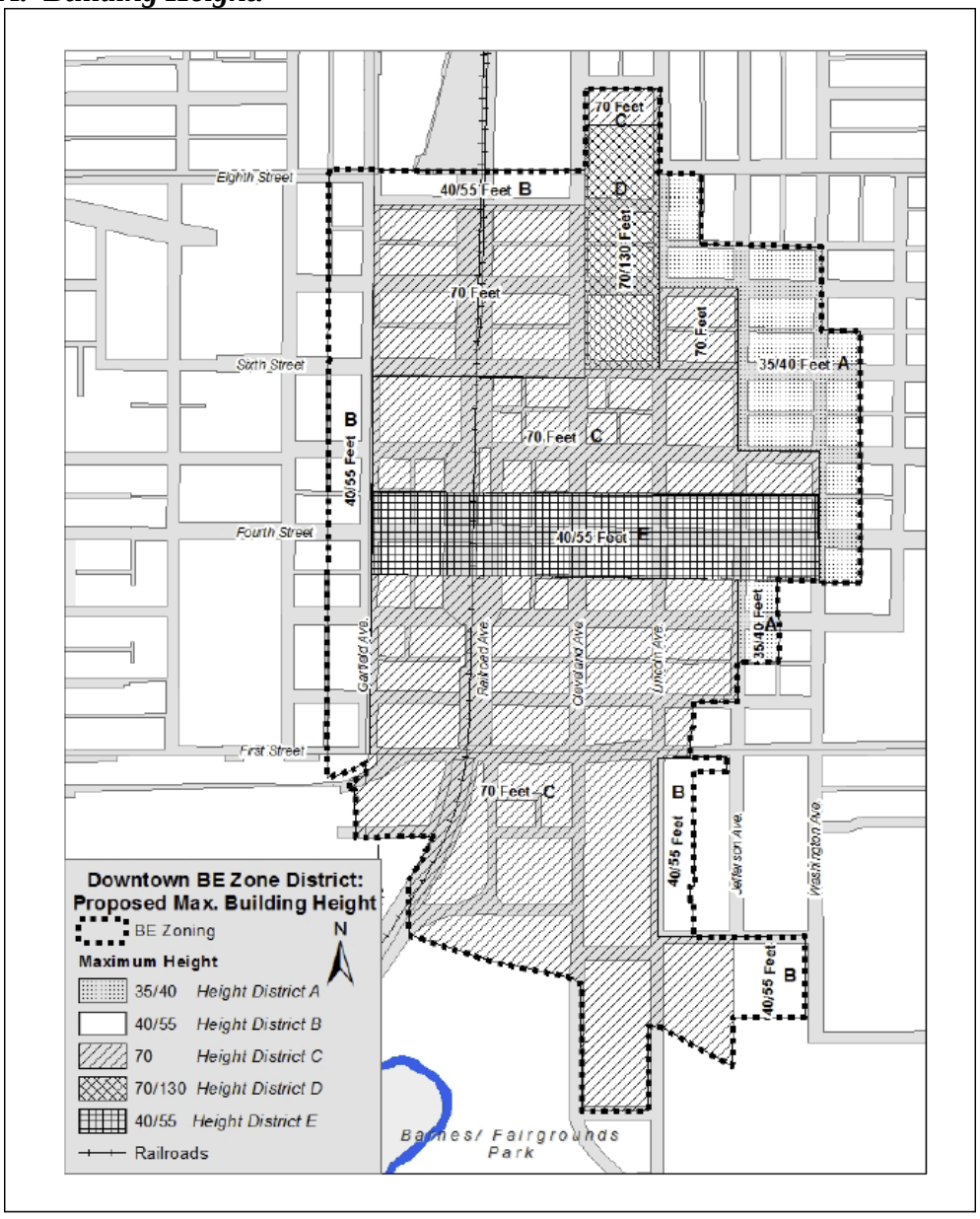


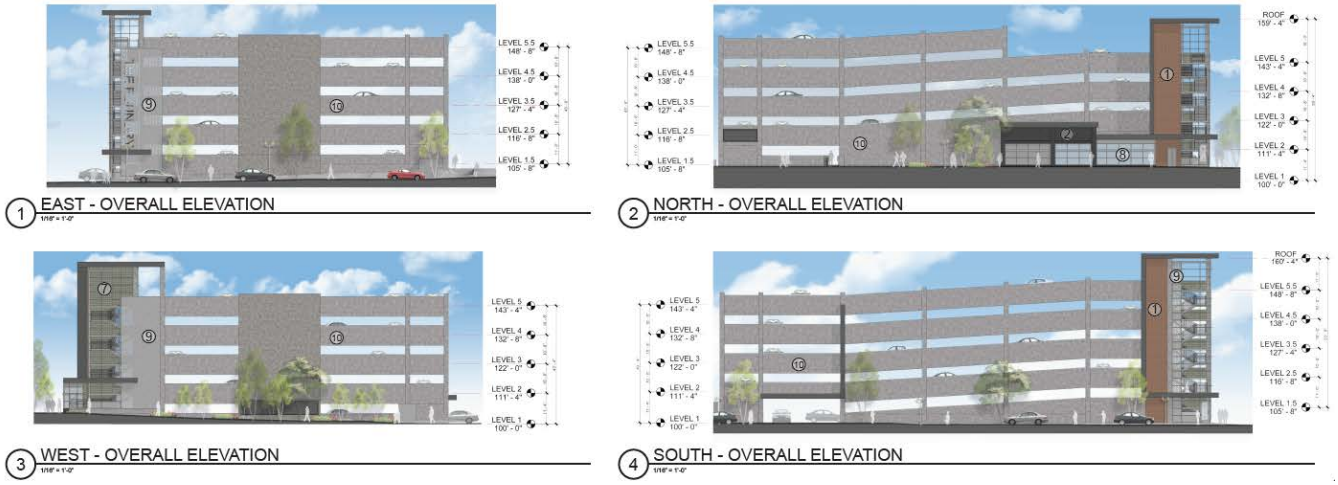
Figure 18.24.060-1: Downtown Area Height Limits

The Foundry site is located in Height District C as depicted in Figure 18.24.060-1. All building heights are less than 70 feet in height. The tallest buildings include both mixed-use buildings which are a little under 66 feet in height.

18.24.060.B. Off Street Parking:

The Foundry site is located in the GID. No off-street parking is required for non-residential and mixed-use development. Please refer to Section I. (above) for information regarding parking.

18.24.060.C. Parking Garages:



The proposed parking garage has been designed based upon direction given by City Council such that there is a set amount of funding that shall be applied to the garage. The exterior building elevations are compatible with architecture found in downtown in terms of style, mass, material, height, and other exterior elements by incorporating brick, stucco, and structural concrete. This complies with Section 18.24.060.C.1.

Parking garages in downtown are to include a minimum of 3 elements from the following list:

- window/door openings on at least 25% of the ground floor;
- awnings;
- sill details;
- columns, and;
- recessed horizontal panels (or similar features) at the street level

The parking garage varies from this provision because of the inability to incur additional cost (as directed by City Council) and that additional details are yet to be determined with respect to art that will be applied in the future. In response to this criteria (18.24.060.C.2), the following 3 elements are identified:

- the parking garage adds windows/door openings over more than 25% of the north elevations facing into the central plaza and incorporates such treatments at all corner tower elements that would make up the percentage if the vertical elements were converted to a horizontal application;
- awnings are included at all corner tower elements, and;
- the inclusion of horizontal panels (i.e. large draped banners) are a possibility, especially along the south and east elevations

Commercial uses along N. Lincoln Avenue (the primary pedestrian street) were explored but there was not enough market demand and the desire to maximize the amount of parking. In response to this criteria (18.24.060.C3) to promote better pedestrian activity, the width of the sidewalk was increased to 15 feet between parking garage and edge of curb. Canopy street trees and differing surface treatments will add to the pedestrian experience.

Entrance/exit to the parking garage is provided from E. Second Street. This was done to avoid direct ingress/egress onto a State Highway (N. Lincoln Avenue) and from a less congested non-primary pedestrian street to minimize pedestrian/auto conflicts.
The applicant and City and exploring potential adjustments to the parking garage (as illustrated below) but will be dependent on budget constraints.

18.24.060.D. Signs:
Signs have not been developed yet but will be designed to comply with all applicable City standards.

18.24.060.E. Illumination:
A photometric plan is included with the SDP demonstrating compliance with the City's outdoor lighting standards. All functional lighting and exterior to the site is designed to include full cut-off luminares. While illustrated in the photometric plan, decorative lighting intended to provide ambiance (internal to the site along walkways and within the central plaza) is not evaluated under the City's outdoor lighting standards for being full cut-off.

18.24.060.F. Outdoor Eating Areas:
All areas along N. Lincoln Avenue, N. Cleveland Avenue and E. Third Street anticipated to include outdoor seating for eating areas will be elevated and distinguishable from the general pedestrian path. These areas will not create inadequate clear space affecting pedestrian movement. All areas will be defined by appropriate enclosures and properly maintained by the business owners.

18.24.060.G. Outdoor Storage:
No outdoor storage is proposed with this project. All service areas including trash/recycling/laundry/etc. are designed to be incorporated within each mixed-use building completely screened from view.

18.24.060.H. Outdoor Display:
No outdoor display is proposed with this project except during special events which require separate permit approvals.

18.24.060.I. Alley Levels of Service:
No alleys are being affected with the exception of Opera Alley being vacated in conjunction with this project.

18.24.060.J. Civic Structures:
The parking garage is the only civic structure associated with this project. Details are provided in 18.24.060.C. (above).

18.24.080 General and Core Character Areas Urban Design Standards:

18.24.080.C Primary Pedestrian Streets:

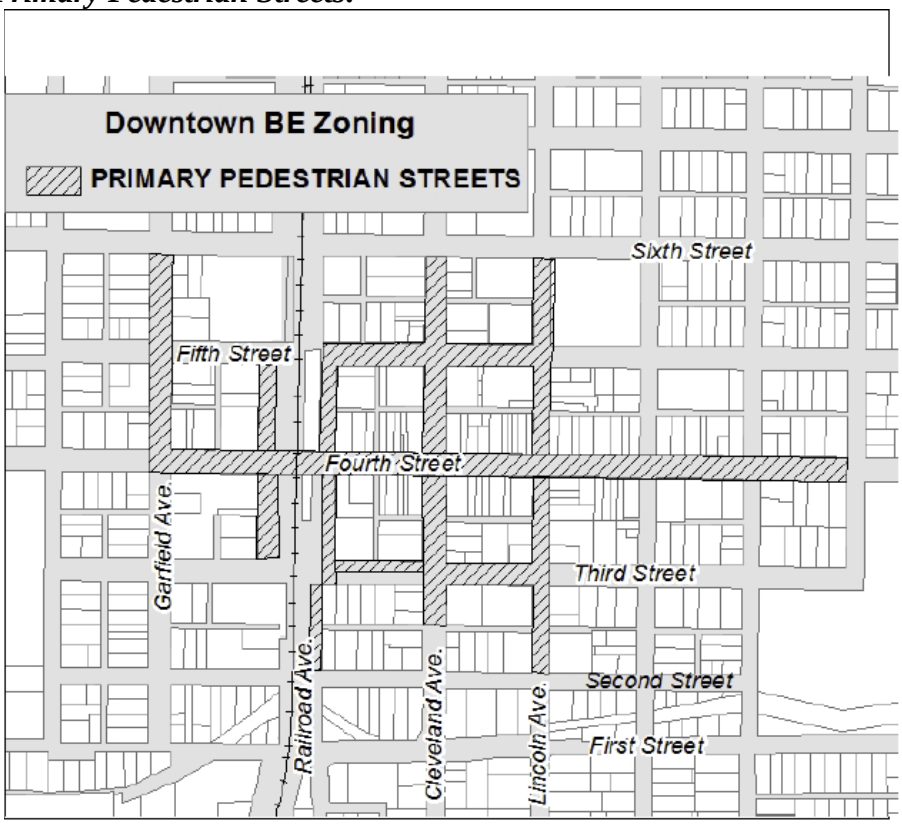


Figure 18.24.080-1: primary pedestrian streets

The primary pedestrian streets associated with this project include N. Lincoln Avenue (from Backstage Alley to E. Second Street), N. Cleveland Avenue (From Backstage Alley to Opera Alley), and E. Third Street (between N. Lincoln Avenue and N. Cleveland Avenue) as depicted in Figure 18.24.080-1.

18.24.080.D-F. Primary and Secondary Elevations and Lot Frontage:

(Lincoln Mixed-Use Building)

(Cleveland Mixed-Use Building)

Both mixed-use buildings have frontages on two primary pedestrian streets. In such instances, on particular façade shall be designed as primary lot frontage. The design of the buildings lends itself to designating both N. Lincoln Avenue and N. Cleveland Avenue as the respective primary lot frontage. As such, the following requirements apply:

- Primary lot frontage minimum building setback from building façade to face of curb is 15 feet;
- Primary lot frontage maximum building setback from building façade to face of curb is 25 feet, and;

- South side of E. Third Street minimum building setback from building façade to face of curb is 17 feet;

The Lincoln Mixed-Use building provides over an 18-foot setback from building façade to face of curb for the majority of the building frontage (the exception being a necessary loading/unloading area). The Cleveland Mixed-Use building provides varying setbacks from building facades to faces of curb between 17 and 25 feet (the necessary loading/unloading area does not influence these dimensions). Both mixed-use buildings are setback greater than 17 feet from building façade to face of curb along the north ends fronting the south side of E. Third Street, keeping in mind that the ground floor façade is recessed. This was intentional to comply with the standard so that a cantilever could be created for the upper floors to accommodate the needed residential space. The parking garage (referenced under 18.24.060.C. above) provides for the minimum setback of 15 feet from building façade to face of curb. Site design for the Foundry focuses heavily on the primary pedestrian streets in terms of creating adequate clear space for pedestrian movement – especially when considering the inclusion of elevated patio spaces. The street level walk (where there are no elevation changes) maintains a wide path along all street frontages. Amenities such as street canopy streets, street furniture, outdoor seating areas, and decorative lighting will all add to the pedestrian experience creating a pleasant and safe walkable development around the perimeters – especially along a State Highway.

18.24.080.G. Architectural Features

The following architectural standards are applicable to the Core Character Area in the Be zoning district:

- Building shall incorporate a combination of features including columns, pilasters, window dormers, bay windows, corbels, balconies, porches, or other similar architectural features that add interest;
- Elevations facing public streets and plazas shall contain a cornice parapet, capstone finish, eaves, projecting at least 12 inches, or other roof features;
- All rooftop mechanical equipment shall be screened from public streets;
- Each building fronting a public street shall have at least one primary entrance – placed on the primary pedestrian street;
- Windows/doors shall comprise at least 40% of the ground floors and 15% on all upper floors facing N. Lincoln Avenue, N. Cleveland Avenue, and E. Third Street. The southern half of the Cleveland Mixed-Use building shall include window/doors on at least 20% facing N. Cleveland Avenue;
- No wall facing a public street shall extend more than 20 feet (horizontally) without a window or other opening;
- Facades shall include recesses or projections and quality materials that reinforce the pedestrian character of the downtown (i.e. brick, textured and/or ground face concrete block, textured architectural precast panels, masonry, natural/synthetic stone, exterior insulation finishing systems, stucco, and similar high quality materials), and;
- Facades in the core character area are not required to mimic historical architecture – however should be compatible in scale, rhythm, materials, and mass

The mixed-use buildings designed for the Foundry include corbels, balconies, porches, varied recesses/projections, raised parapets, cantilevers, canopies, etc. The buildings incorporate these elements along all facades – especially placing a lot of emphasis towards the public street and plaza. Each building includes a primary entrance along both N. Lincoln Avenue and N. Cleveland Avenue. A significant amount of glazing is used on the ground and upper floors of the building – well beyond the percentages required (i.e. roughly 75% on the ground floors and 50% on the upper

floors). Building perspectives are included in the SDP illustrating the amount of recesses/projections that can be seen with the entrances, patios, and balconies for example. The materials selected for the mixed-use buildings pull from those use throughout downtown such as brick, cement panels, ground face concreate block, stucco, and decorative metal panels. (The use of metal is intended to be limited to an accent material (25% or less of any one façade). The north ends of the mixed-use building incorporate decorative metal panels on the entire façade. This is a philosophical design to the building – creating end caps that function as a vice (especially with the cantilevers) pulling the buildings together. It is the same type of treatment used on the south side of the Rialto Bridge building and would be less than 25% if applied to the entire building facades. This is seen as a benefit to the building designs whereas the Be zoning district provision is meant to discourage the use of metal that is of lower quality.) The mixed-use buildings are designed with a strong linear orientation found throughout downtown but not within any traditional historic context. They have a more modern feel, especially with the choice of colors, intended to represent the notion of a foundry. In terms of scale, rhythm, materials, and mass it is compatible with downtown as a whole but it will also create its own uniqueness that can be distinguished from downtown which is intentional with this development.

The parking garage is subject to specific architectural standards outlined in Section 18.24.060.C (above).

18.24.080.H and J. Open Space and Pedestrian Facilities:
A great benefit and significant amenity to the Foundry project is the inclusion of a central plaza. This provides a focal point of activity where a variety of events can occur. The entire site is designed around the plaza with internal pedestrian connections leading to all areas of the development and into downtown as a whole. All perimeter and internal walkways have been designed to maximize the pedestrian experience – creating wide adequate clear spaces.

18.24.080.K. Other Site Amenities:
The Foundry will have a variety of other site amenities that will be present in detail later. These include the *Little Man Ice Cream*, fire pit, splash pad, central turf, planters, decorative lighting, benches, outdoor eating areas, patios/balconies, and City of Loveland Police presence as examples. These amenities and others are very important to the project, adding to the overall design.

18.24.110 Landscaping

18.24.110.D. Street Trees:
The following street tree requirements apply to all of downtown:

- Street trees shall be provided along all street frontages;
- Street trees shall be planted on 35-foot centers, as feasible;
- Installation of street trees shall be a minimum of 10 feet in width with new sidewalk construction (can be reduced based on site constraints);
- Street trees shall be of a species considered canopy trees;
- A minimum horizontal clearance of 6 feet shall be maintained;
- Tree lawns shall be low growing and durable - no rock mulching permitted (not applicable);
- Existing mature street trees should be maintained, where feasible (not applicable), and;

- All existing healthy and mature trees shall be preserved and incorporated into the design (not applicable)

All streets abutting the Foundry will include street canopy trees installed in tree grates within the public sidewalks – maintaining clear zones greater than 6 feet. The installation of street trees includes tree grate areas that are 8 feet wide. Not only are there site constraints but the intent with the design is to maximize a solid hard surface for pedestrian movement. By reducing 2 feet, more solid hard surface is picked-up along the sidewalks, while still maintaining an appropriate industry standard for the health of the trees.

2. The proposed development is consistent with the goals of the document, Destination Downtown: Heart Improvement Project Downtown Strategic Plan and Implementation Strategy.

The goals of the Destination Downtown plan focus on three (3) general areas. Specific descriptions of these goals and ideas in which to achieve them are included in Attachment 2 from the Destination Downtown plan for reference. The following is a brief description of the goals and an analysis of the Foundry project in reference to each:

Incorporating sustainability through design, making downtown a destination area.
The Foundry is designed to respect and celebrate Loveland's history. Its focus towards art through celebrating the City's foundries and artists is the basis behind the project, which emphasizes the integration of art throughout downtown. The Foundry pulls together a mixture of residential/lodging and commercial uses around a central plaza – creating a true destination area for downtown. The project is seen as a continuation of downtown – not competing with other businesses but rather providing more opportunities to drawn people downtown – adding to the sustainability of downtown.

Multi-modal street design that respects the safety for vehicles, pedestrians, and bicyclists.
The Foundry site fronts along primary pedestrian streets (N. Lincoln Avenue, N. Cleveland Avenue, and E. Third Street) as depicted in Section 18.24.080 of the Loveland Municipal Code for the Be zoning district. Primary pedestrian streets are intended to facilitate comfortable pedestrian circulation to multiple destinations throughout downtown. The improvements that will be made along these streets demonstrate compliance with a downtown standard for development/redevelopment specific to creating strong emphasis to pedestrian connectivity. Wider sidewalks are designed along these frontages, providing greater separation from the street to provide a safer more pleasant pedestrian experience.

Primary vehicle access (such as to the parking garage) is taken off of a secondary street (E. Second Street) to respect safety and provide greater ingress/egress for vehicles. The parking garage will serve as the primary vehicular access to both mixed-use buildings. Future uses such as the theater and hotel will also utilize the parking garage. However, vehicle drop-offs are anticipated along both E. Third Street and E. Second Street. Particularly with respect to E. Third Street, a reconfigured design was created to minimize pedestrian and vehicle impacts through the curvilinear street, changes in surface materials, lighting, etc. – placing more emphasis on pedestrians.

Focus on public spaces that offer a variety of uses for a variety of users.
A key component to the Foundry in terms of focus on public spaces is the central plaza with connecting walkways (paseos) extending to all edges of the development to access downtown.

The central plaza incorporates a variety of outdoor seating/eating areas along the ground floor of the mixed-use buildings, covered pavilion, benches, seating walls, etc. It is a great amenity to the project through the open space provided but also is anticipated to serve as a venue for a variety of special events in Loveland. The relationship of the central plaza to the parking garage is a key component, offering convenience in pulling people into downtown, especially when special events are occurring within the central plaza.

3. The proposed development is compatible with surrounding properties while considering its location in an urban environment characterized by a diversity of uses and building types.

The Foundry is structured around these criteria. This is a development that is specifically geared towards a downtown setting by means of building scale, use, pedestrian emphasis, and exterior open spaces. Additionally, this particular area within the Loveland Addition includes a diversity of uses, which the proposed project is compatible. This first phase of the Foundry includes predominately residential but a key component to sustaining downtown. The scale and choice of exterior building materials is also reflective to that of other buildings throughout downtown.

4. Adequate infrastructure is available to serve the proposed development.

As outlined in Section I. of this report (above), standards for ACF compliance are the criteria used by the City in demonstrating adequate infrastructure is available to serve the development. Review conducted by the DRT for the Foundry has resulted in all levels of service including fire protection/emergency rescue services, transportation facilities, water/wastewater facilities, stormwater facilities, and power to comply with Chapter 16.41 of the Loveland Municipal Code. It is important to note that in terms of compliance, infrastructure improvements will need to be constructed in conjunction with the development to comply with and/or improvement ACF.

IX. RECOMMENDED CONDITIONS

The following conditions are being recommended by the DRT for inclusion in a Development Agreement that will be recorded in conjunction with the Loveland Eleventh Subdivision. These conditions represent City/Developer obligations relative to public/private improvements.

Current Planning

1. Future Site Development Plans associated with a Hotel, Theater, or any permitted use within the Be - Established Central Business District located on Lot 1, Block 1 and Lot 2, Block 3 of the Loveland Eleventh Subdivision shall be subject to Section 18.24.050 of the Loveland Municipal Code such that public hearing(s) with the Planning Commission will be required, regardless of whether or not criteria numbers 1, 2, and 3 apply.

2. Streetscape improvements between building facade(s) and edge of curb/gutter along the south side of E. Second Street shall be designed/constructed in conjunction with development of a Hotel or any permitted use within the Be - Established Central Business District located on Lot 1, Block 1 of the Loveland Eleventh Subdivision.

3. All landscape and hardscape improvements located from the south edge of curb/gutter along E. Third Street and the north edge of curb/gutter along E. Second Street (north to south) AND the west edge of curb/gutter along N. Lincoln Avenue and the east edge of curb along N. Cleveland Avenue (east to west) shall be installed prior to or at the time of a Letter of Completion for either Lincoln or Cleveland Mixed-Use buildings as depicted on the approved Foundry Site Development Plan. Any landscape and/or

hardscape improvements not installed at such time shall require escrow as specified in Title 16 of the Loveland Municipal Code.

4. For purposes of considering permitted freestanding or wall mounted signs, the premise of the Foundry shall be defined as the boundaries of the Loveland Eleventh Subdivision. All signs shall conform to the current City of Loveland design requirements including Design Guidelines for Downtown Loveland and/or Destination Downtown: HIP Streets Master Plan in effect at the time sign permits are submitted to the City for review/approval.

5. Trash/recycling/laundry/etc. shall be collected in designated loading/unloading areas. All deliveries to commercial and residential uses shall be made from designated loading/unloading areas. And, all moving activities shall occur in designated loading/unloading areas. Loading/unloading areas are depicted on the approved Foundry Site Development Plan. Such activities are prohibited to occur in any other locations within the public rights-of-way without City approval.

6. All service areas contained within the Mixed-Use buildings along N. Lincoln Avenue and N. Cleveland Avenue shall remain closed at all times except for trash/recycling/laundry/etc. collections.

7. All roof-top mechanical units, ground level mechanical units, and meters/electrical panels/boxes/conduit/wiring/etc. located on building facades shall be fully screened from public view. At the time of Letters of Completion for any building/structure depicted on the approved Foundry Site Development Plan, inspections will be performed by the City to assure proper screening. If full screening is not provided, the City shall reserve the right to require retrofitting.

Transportation Development Review

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 approval of the Public Improvement Construction Plans (PICP's), A CDOT Access Permit must be obtained for the intersections on Cleveland Avenue and Lincoln Avenue adjacent to the development.

4. Prior to the issuance of any building permits within the Loveland Eleventh Subdivision, 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) All public street improvements on North Lincoln Avenue, North Cleveland Avenue, East 2nd Street and East 3rd Street including roadway paving, curb & gutter, ramps and sidewalks as shown on the City approved Public Improvement Construction Plans titled The Foundry prepared by Interwest Consulting Group for the Loveland Eleventh Subdivision.

b) All final signing and striping as shown on the City approved Public Improvement Construction Plans titled The Foundry prepared by Interwest Consulting Group for the Loveland Eleventh Subdivision.

5. All improvements on East 3rd Street other than the standard asphalt pavement shall be maintained by

the same Metro District established to maintain the Central Plaza area for The Foundry. Curb, gutter and sidewalk maintenance is the responsibility of the adjacent property owner on all public streets per City Municipal Code

6. Prior to the issuance of a Certificate of Occupancy for any buildings within the Loveland Eleventh Subdivision with the exception of the parking garage structure on Second Street, the Westbound right turn lane on First Street at Lincoln Avenue must be constructed and accepted by the City for use by the public.

7. Prior to placement of any amenities within the Public Right-Of-Way for The Foundry, Loveland Eleventh Subdivision, the developer shall obtain a Revocable Encroachment Permit from the City Public Works Department. The Revocable Encroachment Permit allows special amenities such as furniture, railings, planter pots etc…to be placed within the right-of-way under special conditions of the permit.
8. City signed Site Development Plans (including any associated Public Improvement Construction Plans), or the issuance of building permits, does not allow any construction within public street or alley rights-of-way or pedestrian easements. A separate City Development Construction Permit or 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 and gutter, driveway accesses, or any other construction in City street or alley rights-of-way or pedestrian easements, (this includes all items proposed in rights-of-way such as utility street cuts, sidewalk ramps, construction staging proposed in street, landscaping, traffic control, etc.). (Call 970-962-2510 to discuss details to obtain a ROW Work Permit).

9. Prior to the commencement of any construction activity that will involve any existing or proposed street signs or traffic control devices for or within public street rights-of-way (ROW), the Developer and/or his Contractor shall contact the City Traffic Division at (970) 962-2535 to coordinate the removal, relocation, installation, and/or proper storing of the sign(s) or traffic control device(s) and obtain a ROW work permit from the City Public Works Engineering Division to do such work. However, if the Developer and/or his Contractor removes or relocates any existing street sign(s) or traffic control device(s) for or within the public ROW without first obtaining a ROW work permit from the City Public Works Division, then the contractor will be charged for the labor, materials, and equipment to reinstall the sign(s) or traffic control device(s) as deemed necessary by the City. The Developer and/or his Contractor will also be charged to replace any existing street signs or traffic control devices that were damaged or blemished during any construction activity as deemed necessary by the City. The Developer and/or his Contractor may also be subject to additional fines as per the Loveland Municipal Code.

10. All trees, shrubs, and other plant materials located within clear sight triangles shall be trimmed in accordance with the requirements of Section 7 of the Larimer County Urban Area Street Standards (LCUASS). Under current LCUASS requirements, trees shall be limbed to a height of not less than eight (8) feet and 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. Trees are also required to be kept limbed up a minimum of 8’ above all street sidewalks.

Water/Wastewater
1. The Developer shall pave the disturbed sections of US Highway 287 (Lincoln and Cleveland Avenues) from East 3rd Street to East 1st Street using a pavement section approved by the Colorado Department of Transportation (CDOT). The paving shall be completed within 15 months of the Initial Acceptance of the utility work associated with “The Foundry Utility Improvements” project and all work shall be completed

to CDOT’s satisfaction.

Current Planning Division
410 E. 5th Street • Loveland, CO 80537
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The Foundry

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PC ATTACHMENT 1

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PC ATTACHMENT 1

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Updated/Printed on October 11, 2016

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THE FOUNDRY - Project Schedule

October 7, 2016

Task Description	Oct-16					Nov-06				Dec-16				Jan-17					Feb-17				Mar-17				Apr-17				May-17					Jun-17				Jul-17				
Week Beginning on (Monday)	3	10	17	24	31	7	14	21	28	5	12	19	26	2	9	16	23	30	6	13	30	27	6	13	20	27	3	10	17	24	1	8	15	22	29	5	12	19	26	3	10	17	24	31
Schematic Design																																											
Schematic Design - Block 2 Parking Garage																																											
Schematic Design - Block 2 Cleveland Mixed Use (West)																																											
Schematic Design - Block 2 Lincoln Mix-Use (East)																																											
Schematic Design - Block 3 Theater Core and Shell																																											
Schematic Design - Block 3 Site Development																																											
Design Development																																											
Design Development - Block 2 Parking Garage																																											
Design Development - Block 2 Cleveland Mixed Use (West)																																											
Design Development - Block 2 Lincoln Mix-Use (East)																																											
Design Development - Block 3 Theater Core and Shell																																											
Design Development - Block 3 Site Development																																											
Site Development Plan (Block 2, 2nd Street, 3rd Street)																																											
SDP Site Plan Approved by Brinkman and Informally by City - streets/on-street parking config, bldg footprints, door locations, utility entry points/sizes determined																																											
Prepare SDP/Public Improvement Construction Plans/Plat (SDP, PICP 75% Complete, Plat 90%) - 6 weeks																																											
Submit SDP/PICP/Plat Submittal to City of Loveland																																											
Round 1 City Review - 2 weeks																																											
Design Revisions**/DRAFT Development Agreement** - 3 weeks																																											
Resubmittal by Consultant Team																																											
Round 2 City Review - 2 weeks																																											
Public Notice for Planning Commission Hearing (letters, signs, etc) - 15 days prior to hearing																																											
Planning Commisson Packets Due - 1 week prior?																																											
Planning Commission Hearing - (meetings on 2nd and 4th Mondays)																																											
Final Revisions**/Finalize Development Agreement**																																											
Submit Final Mylars																																											
Final SDP/PICP Mylars Signed and Recorded																																											
ROW Vacation (portion of 3rd Street, Alley btwn 2nd and 3rd)																																											
ROW Vacation Approval by Director of Development Services																																											
Public Notice for Planning Commission Hearing - min 15 days prior to hearing																																											
Planning Commission Packets Due																																											
Planning Commission Hearing - meetings on 2nd and 4th Mondays																																											
Public Notice for City Council Hearing																																											
City Council - 1st Reading -meetings on 1st and 3rd Tuesdays																																											
City Council - 2nd Reading (is this required?)																																											
10 day waiting period - Ordinance Effective																																											
Submit Final Mylars/Signed by City																																											
Plat Recorded with County																																											
Foundation Permit																																											
Foundation Permit - Block 2 Parking Garage - Permit Issued 4/14/17																																											
Foundation Permit - Block 2 Cleveland Mixed Use (West) - Permit Issued 4/28/17																																											
Foundation Permit - Block 2 Lincoln Mix-Use (East) - Permit Issued 4/28/17																																											
Vertical Permit																																											
Vertical Permit - Block 2 Parking Garage - Permit issued 5/18/17																																											
Vertical Permit - Block 2 Cleveland Mixed Use (West) - Permit issued 6/15/17																																											
Vertical Permit - Block 2 Lincoln Mix-Use (East) - Permit issued 6/15/17																																											
Buiding Permit - Block 3 Theater Core and Shell - Permit issued 6/29/17																																											

MILESTONE, DELIVERABLE HEARING CITY TASK OR REVIEW HOLIDAYS

PC ATTACHMENT 1

THE FOUNDRY

02.06.16

N 0 20′ 40′ 80′

bha

PC ATTACHMENT 1

Destination Downtown: HIP Streets Master Plan

5 May 2009

City of Loveland Public Works Department

NUSZER KOPATZ
urban design associates

PC ATTACHMENT 2

The LDT represents broad interests and expertise within the Loveland community and was established to develop recommendations for downtown priorities and to assist with implementing downtown programs. The LDT provided comments and input on all project elements throughout the process, including recommendation for approval of the project by City Council.

PROJECT STUDY AREA AND SCOPE

Two levels of detail have been identified as part of the study area – the area of influence and core study areas. The area of influence encompasses the majority of the Downtown from 5TH Street SE to 9th Street south to north and Garfield Avenue to the Civic Center west to east. (See Figure 1-1). Within the area of influence this Master Plan explores pedestrian, bicycle and vehicular connectivity and opportunities for gateways, signage and wayfinding. Key destinations within/adjacent to the area of influence include the Civic Center and Lagoon, Fairgrounds Park, US Highway 287 couplet (Lincoln and Cleveland Avenues) and Bill Reed Middle School.

The project core study area encompasses the core commercial, entertainment and civic hub of the Downtown. The core area boundary extends from 3rd to 6th from south to north and Garfield to Washington from west to east. Within the core study area, conceptual designs have been developed for 3rd, 4th, 5th, and 6th Streets, the Thompson Pocket Park, Kitchen Alley and Museum Plaza. Key landmarks and destinations within the core study area include the 4th Street commercial businesses and eateries, the Rialto Theater, Loveland Museum/Gallery, Aims Community College, Loveland Reporter Herald, Feed and Grain site, the rail Depot and McKee Medical Center Facilities.

PROJECT VISION

Create a functional, aesthetically pleasing, eclectic Downtown environment that facilitates business vitality, fosters a sense of community, and accentuates the identity of the Downtown commercial district.

GOALS

Create a Downtown that sustains a good network of public spaces, streets, infrastructure, cultural destinations and retail corridors; providing a vibrant environment to live, work, shop and visit.

- Respect and celebrate Loveland's heritage, culture and history
- promote quality of life and community investment
- provide clear signage and wayfinding to and within Downtown
- Improve the physical appearance, functionality and safety of Downtown public spaces.
- Enhance connectivity, safety and accessibility for pedestrians throughout Downtown
  - create enhanced pedestrian connections from businesses to parking
  - explore connectivity options to potential multi-modal corridors and transit
  - consolidate refuse containers/enclosures in alleyways and service corridors
  - develop maintenance recommendations for streetscape amenities, walkways and roadways
- Partner with business owners for creative access solutions during project construction.
- Create an integrated network allowing businesses and destinations to support each other.
- Integrate art and sculptural elements throughout Downtown
- Implement short term "test projects".
- Create a series of well-connected public spaces that expose new people to Downtown.
- Strengthen the perception that Downtown is a safe place with a positive energy
- Establish clear pedestrian and vehicular gateways into Downtown.
- Program events to encourage more businesses to stay open in the evening hours, further activating the Downtown at night.

Design streets that take all users into account, include sidewalks lined with a variety of interesting features and activities and promote safety for vehicles, pedestrians and bicyclists.

- Prioritize pedestrian connectivity over vehicular movement and storage.
- design streetscapes that are flexible for a variety of business types.
- Create memorable elements of the streetscape unique from other areas of Loveland.
- Provide wider sidewalks for a safer more pleasant pedestrian experience and to encourage restaurants and retailers to spill on to the sidewalk.
- Improve the pedestrian experience for shopping and encourage walking.
- Provide for temporary street closure during large community events, design for experience of street both open and closed to vehicles.

Provide public spaces that are well-programmed, accommodate a variety of uses and users, promote social interaction and a sense of community, and include memorable architectural, landscape and hardscape elements.

- Incorporate opportunities for public art and artistic design elements
- Provide areas for inspiration, contemplation, education, and interaction
- Utilize public spaces to expose new people to Downtown and all it has to offer
- Implement collective year-round programming of public spaces.
- Implement regular weekly programming for all key public spaces
- Create amenities that will draw local and regional users and help Downtown Loveland compete with other retail destinations such as an event plaza
- Program events to utilize more than one public space at a time; ie: Museum Plaza provides support for events at Fairgrounds Park
- Provide convenient access from parking/transit to public gathering spaces, consider locations of transit stops, event shuttles, etc.
- Provide alternative pedestrian routes to Lincoln/Cleveland which are vehicle dominated.
- Utilize collective small details to add up to a great public space network.
- Capitalize on architectural design and contextual relationships
- Develop designs that reflect the community's local character and heritage
- Activate existing under-used spaces.

- Utilize Project for Public Spaces – Plazas and Squares rules for success
  1. Image and Identity
  2. Attractions and Destinations
  3. Amenities
  4. Flexible Design
  5. Seasonal Strategy
  6. Access
  7. The Inner and Outer Square
  8. Reaching Out
  9. Central Role of Management
  10. Diverse Funding Sources

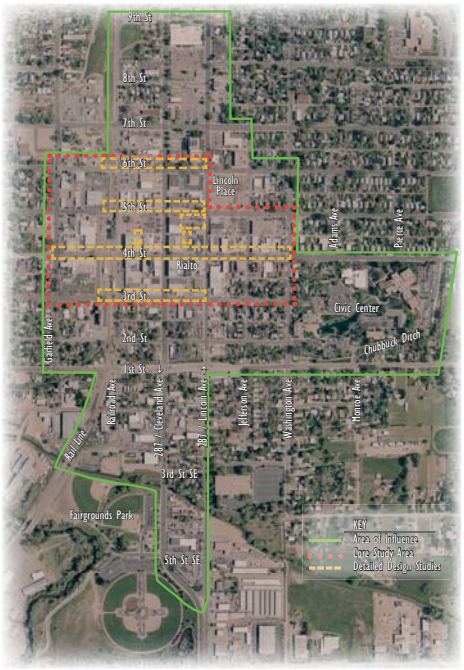

Figure 1-1 Study Area

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Carl Walker

MEMO

Date: December 19, 2016
To: Scott Ranweiler
Email: scott.ranweiler@brinkmanpartners.com
From: Bill Surna
Project #: N1-2016-262
Regarding: Shared Parking Analysis – Foundry Cleveland / Lincoln

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This memo presents the findings of a Shared Parking Analysis for the proposed development in Loveland, CO. We reviewed the shared parking analysis that was previously prepared for the proposed development. The methodology and concepts used in the previously prepared analysis are nearly identical to our approach; both are based on the Urban Land Institute's methodology. Therefore, this memo will not include a description of the concepts and factors typically included in shared parking analysis.

The land uses in the proposed development have changed. Specifically, we understand that a 90 to 100-room hotel has replaced the office space in the previous analysis. Our understanding of the current plans for the development are:

Residential			**Retail**		
125	1.0 Bedroom Units		13,969	s.f.	Retail Space
2	1.5 Bedroom Units				
24	2.0 Bedroom Units		**Hotel (Leisure)**		
4	3.0 Bedroom Units		95		Rooms
Cinema					
625	Seats				

Also from the previous report, we understand that a parking ratio of .70 spaces per bedroom has been negotiated with the City of Loveland for the residential parking demand. We used the .70 ratio for residential parking plus .10 per bedroom for visitors to residents.

We used our shared parking demand model, implementing the negotiated residential ratios, to estimate peak parking demand for the two following scenarios:

1. The residential parking would be open and shared (non-segregated) among all parking user groups.

2. The parking for residents, not including visitors to residents, would be segregated.

However, given the mix of land uses above, the reduction in the peak number of parking spaces due to sharing is limited. The reduction in the estimated peak demand occurs as demand generated from the retail stores during the evening declines while the demand generated by the cinema increases. The overall parking demand peaks in the evening, as does the demand generated by the residents and the hotel.

For these reasons, the estimated peak accumulation resulting from the shared parking calculations are identical for both scenarios. This memo illustrates the results of Scenario 1 (all spaces are shared); however, the estimated peak demand for both scenarios is 434 spaces.

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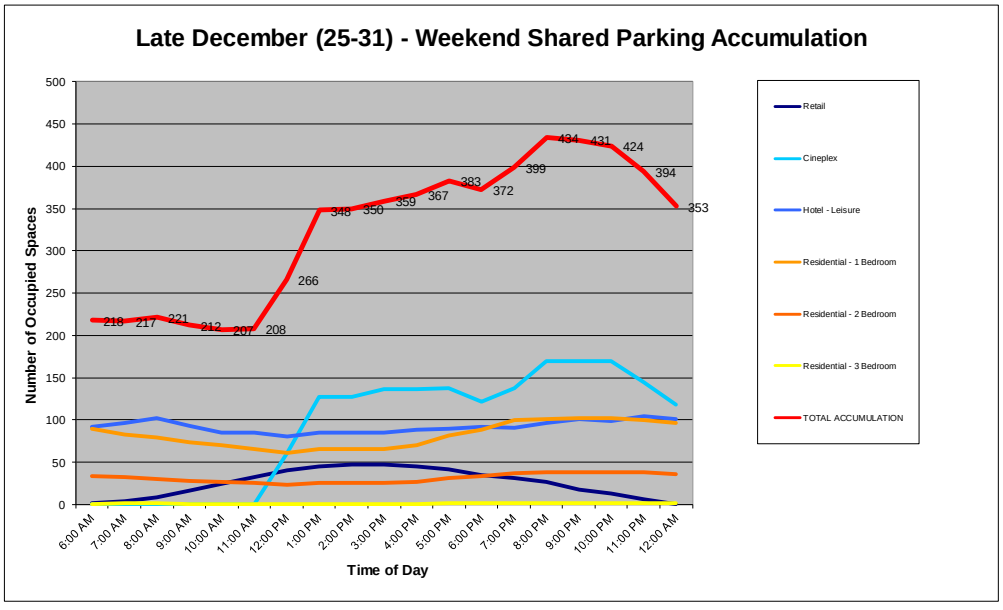
Scenario 1 – Non-segregated Shared Parking with Negotiated Residential Ratios

Table 1 shows the results from the shared parking model. The overall peak demand of 434 spaces is projected to occur during the holiday season in the evening on a weekend. The next highest estimated peak period of 421 spaces is projected to occur in July on a weekend. Figure 1 graphically portrays the projected accumulation pattern.

Table 1 – Shared Parking Model Results

	Peak Accumulation	Day/Month	Peak Hour
	277	Weekday - January	8:00 PM
	375	Weekend - January	9:00 PM
	278	Weekday - February	8:00 PM
	365	Weekend - February	9:00 PM
	280	Weekday - March	8:00 PM
	379	Weekend - March	9:00 PM
	278	Weekday - April	8:00 PM
	365	Weekend - April	9:00 PM
	280	Weekday - May	8:00 PM
	378	Weekend - May	9:00 PM
	300	Weekday - June	8:00 PM
	397	Weekend - June	9:00 PM
	323	Weekday - July	8:00 PM
	421	Weekend - July	9:00 PM
	306	Weekday - August	8:00 PM
	394	Weekend - August	8:00 PM
	254	Weekday - September	8:00 PM
	331	Weekend - September	8:00 PM
	254	Weekday - October	8:00 PM
	350	Weekend - October	8:00 PM
	269	Weekday - November	8:00 PM
	379	Weekend - November	8:00 PM
	257	Weekday - December	8:00 PM
	348	Weekend - December	8:00 PM
	371	Weekday - Late December (25-31)	8:00 PM
	434	Weekend - Late December (25-31)	8:00 PM
Peak Month	**434**	**Weekend - Late December (25-31)**	**8:00 PM**
Peak Base Demand	482		
Shared Parking Reduction	**48**		

Figure 1 – Annual Peak Shared Parking



Foundry South Catalyst Project, Loveland

Traffic Impact Study

Prepared For:

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970.219.1602 phone

February 13, 2017

Sean K. Kellar, PE, PTOE

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1.0 Introduction

This Traffic Impact Study (TIS) is for the proposed South Catalyst Project in Downtown Loveland located between Cleveland Avenue and Lincoln Avenue; north of 1st Street and south of 4th Street. See Figure 1: Project Location. The purpose of this TIS is to identify project traffic generation characteristics, to identify potential traffic related impacts on the adjacent street system, and to develop mitigation measures required for identified traffic impacts.

Kellar Engineering LLC (KE) has prepared the TIS to document the results of anticipated traffic conditions in accordance with the Larimer County Urban Area Street Standards (LCUASS). The proposed development is anticipated to generate approximately 2,244 daily weekday trips, 211 AM peak hour trips, 289 PM peak hour trips, and 349 Saturday peak hour trips. See Table 1: Trip Generation.

2.0 Existing Conditions

The location of the project site is in Downtown Loveland located between Cleveland Avenue and Lincoln Avenue; north of 1st Street and south of 4th Street. The land uses in this area are mix of commercial, office, parking, and residential.

2.1 Existing Roadway Network

Primary access to the project area will be from 1st Street, Lincoln Avenue, and Cleveland Avenue. East/west traffic will use 1st Street, and north/south traffic will travel via Lincoln Avenue and Cleveland Avenue. 1st Street is an existing east/west 2-lane arterial with a posted speed of 30 mph adjacent to the project site. 1st Street currently has bike lanes, sidewalks, and two 12' wide thru lanes adjacent to the project site. 1st Street also has left-turn lanes at: Railroad Avenue, Cleveland Avenue, and Lincoln Avenue. 1st Street is classified as a 2-lane arterial between Lincoln Avenue and Washington Avenue and classified as a 4-lane arterial between Railroad Avenue and Lincoln Avenue on the 2035 Transportation Plan. Lincoln Avenue (US 287) is an existing northbound one-way street with a posted speed of 30 mph adjacent to the project site. Lincoln Avenue has two northbound thru lanes, on street parking, and sidewalks adjacent to the project site. US

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287 is classified as a 6-lane arterial on the 2035 Transportation Plan where 3-lanes northbound is Lincoln Avenue and 3-lanes southbound is Cleveland Avenue. Cleveland Avenue (US 287) is an existing southbound one-way street with a posted speed of 30 mph adjacent to the project area. Cleveland Avenue has 3 southbound thru lanes from 4th Street to 3rd Street and 2 southbound thru lanes from 3rd Street to 1st Street. Cleveland Avenue has sidewalks on both sides of the street and a southbound right-turn lane and a southbound left-turn lane at 1st Street.

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Figure 1: Project Location

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Figure 2: Site Plan

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2.2 Existing Traffic Volumes

Existing peak hour traffic volume counts were conducted by All Traffic Data Services Inc. using Miovision data collection cameras at the ten study intersections on Thursday, January 14, 2016 and on Saturday, January 16, 2016. The counts were conducted during the peak hours of adjacent street traffic in 15-minute intervals from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM on Thursday, 1/14/16 and in 15-minute intervals from 11:00 AM to 1:00 PM on Saturday, 1/16/16. These turning movement counts are shown in Figure 3 with the count sheets provided in Appendix A.

2.3 Existing Operation

The ten key intersections were evaluated using techniques provided in the 2010 Highway Capacity Manual. Using the recent peak hour traffic shown in Figure 3, the existing peak hour operation is shown in Table 3. Additionally, the appropriate Synchro outputs are provided in Appendix H. A description of the level of service (LOS) for signalized and unsignalized intersections from the 2010 Highway Capacity Manual and LCUASS Table 4-2 showing the City of Loveland's Motor Vehicle LOS Standards (Intersections) are also provided in Appendix D. The key intersections operate acceptably during the peak hours except for 1st/Railroad. The existing northbound shared thru/left lane operates at a LOS F which also causes the northbound approach to operate at LOS F during the weekday PM peak hour. The South Catalyst project does not contribute any traffic to this northbound left movement and therefore is not required to mitigate per LCUASS criteria.

2.4 Existing Pedestrian and Bicycle Facilities

All streets within and adjacent to the project area currently have sidewalks along both sides of the street. Bike lanes also exist on 1st Street adjacent to the project site. As the properties develop, the public streets are required to comply with the LCUASS requirements which require sidewalks along both sides of the public street and bike lanes along arterials.

2.5 Existing Transit Facilities

This area is currently served by the City of Loveland's Transit (COLT). COLT fixed routes 100, 200, and 300 currently serve the project area with stops at: 1st/Washington, 1st/Cleveland, and 5th/Cleveland. See Appendix E: Transit Map for route information.

3.0 Proposed Development

The proposed development is for a proposed mixed-use development located in Downtown Loveland located between Cleveland Avenue and Lincoln Avenue; north of 1st Street and south of 4th Street. See Figure 1: Project Location and Table 1: Trip Generation. The short range analysis year 2018 includes the proposed development for this project plus an increase in background traffic. The long range analysis year 2035 also includes the proposed development for the project plus an increase in background traffic. Future traffic growth rates were obtained from the North Front Range Metropolitan Planning Organization (NFRMPO) projections of approximately 2% per year growth.

3.1 Trip Generation

Site generated traffic estimates are determined through a process known as trip generation. Rates and equations are applied to the proposed land uses to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the *Trip Generation Report* published by the Institute of Transportation Engineers (ITE). ITE has established trip generation rates in nationwide studies of similar land uses. For this study, KE used the *ITE 9th Edition Trip Generation Report* average trip rates. The Downtown South Catalyst Project is anticipated to generate approximately 2,244 daily weekday trips, 211 AM peak hour trips, 289 PM peak hour trips, and 349 Saturday peak hour trips Table 1 summarizes the estimated trip generation for the proposed development.

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3.2 Trip Distribution

Distribution of site traffic on the street system was based on the area street system characteristics, existing traffic patterns and volumes, anticipated surrounding development areas, and the proposed access system for the project. The directional distribution of traffic is a means to quantify the percentage of site generated traffic that approaches the site from a given direction and departs the site back to the original source. Figure 4 illustrates the trip distribution used for the project's analysis.

3.3 Traffic Assignment

Traffic assignment was obtained by applying the trip distributions to the estimated trip generation of the development. Figure 5 shows the site generated peak hour traffic assignment.

3.4 Short Range Total Peak Hour Traffic

Site generated peak hour traffic volumes were added to the background traffic volumes to represent the estimated traffic conditions for the short range 2018 horizon. These background (2018) and short range (2018) total traffic volumes are shown in Figure 6 and Figure 7 respectively.

3.5 Long Range Total Peak Hour Traffic

Site generated peak hour traffic volumes were added to the background traffic volumes to represent the estimated traffic conditions for the long range 2035 horizon. These background (2035) and long range (2035) total traffic volumes are shown in Figure 8 and Figure 9 respectively.

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4.0 Traffic Operation Analysis

KE's analysis of traffic operations in the site vicinity was conducted to determine the capacity at the identified intersections. The acknowledged source for determining overall capacity is the 2010 Edition of the Highway Capacity Manual.

4.1 Analysis Methodology

Capacity analysis results are listed in terms of level of service (LOS). LOS is a qualitative term describing operating conditions a driver will experience while traveling on a particular street or highway during a specific time interval. LOS ranges from an A (very little delay) to an F (long delays). A description of the level of service (LOS) for signalized and unsignalized intersections from the 2010 Highway Capacity Manual and a table showing the City of Loveland's Motor Vehicle LOS Standards (Intersections) are also provided in Appendix D.

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4.2 Intersection Operational Analysis

Operational analysis was performed for the ten key intersections and the proposed parking garage access for the short range 2018 horizon and the long range 2035 horizon. The calculations for this analysis are provided in Appendix H. Using the short range traffic volumes and the existing lane geometry and intersection control; eight of the ten studied intersections are projected to operate acceptably and meet the LOS requirements for the City of Loveland. However, the following two intersections are anticipated to not meet LOS requirements at time of full project build-out during the 2018 Short Range Total weekday PM peak hour: 1st/Railroad and 1st/Washington. The northbound shared thru/left lane at 1st/Railroad is projected to operate at a LOS F; causing the northbound approach to operate at LOS F during the weekday PM peak hour. Additionally, 1st/Washington is projected to operate at LOS E overall during the weekday PM peak hour from the delay on the southbound and northbound approaches. See Table 4. However, because the South Catalyst project contributes less than two percent of the traffic volume to the movements which do not meet the ACF delay standard, per LCUASS 4.5.1.D, the South Catalyst project is not required to mitigate. The South Catalyst project does not contribute any traffic to the northbound left movement at 1st/Railroad nor does it contribute anything above nominal traffic volumes to the north and south legs at 1st/Washington. Therefore the project is not required to mitigate these intersections in order to comply with LCUASS criteria. It is however recommended that both of these intersections are monitored by the City in the long range future.

Per the Manual on Uniform Traffic Control Devices (MUTCD), traffic signals are not to be installed until signal warrants are met. It is not anticipated that signal warrants will be met at the stop controlled key intersections. Additionally, the existing stop controlled intersections do not meet recommended spacing for traffic signal installations.

Per Figure 8-4 of the Larimer County Urban Area Street Standards (LCUASS), additional right-turn lanes are not warranted at the studied intersections. A westbound to northbound right-turn lane at 1st/Lincoln is not projected to be warranted in the studied peak hours for the short range total 2018 horizon. However, this study found that adding a westbound right-turn lane at this intersection would help relieve some of the

westbound queue at 1st/Lincoln during the PM peak hour. This westbound right-turn lane will allow traffic traveling to the project site to utilize the right-turn lane and not impact westbound thru traffic at the 1st Street/Lincoln Avenue intersection. This westbound right-turn lane should have a minimum storage length of 150 feet. See Synchro outputs in Appendix H for the HCM calculations.

4.3 Adequate Community Facilities (ACF) Ordinance Criteria Link Volumes

The 2018 short range total peak hour link volumes were compared with the ACF Traffic Thresholds in Table 2 to verify that the streets within the project area meet the link volume criteria in the Adequate Community Facilities (ACF) Ordinance. As shown in Table 2, the street links will meet the ACF Ordinance criteria for year 2018 total traffic.

4.4 Service Accesses

The project is also proposing two services accesses (one on Cleveland Avenue and one on Lincoln Avenue) to service the proposed buildings. These service accesses will not be for vehicular access but for authorized operations only. The services are expected to house trash/recycling and grease interceptors. These services are anticipated to occur during off-peak hours (4:00 AM to 6:00 AM) with low volume traffic. See exhibit in Appendix G.

Table 1: Trip Generation (ITE Trip Generation, 9th Edition)

ITE Code	Land Use		Average Daily Trips		AM Peak Hour Trips						PM Peak Hour Trips						Saturday Peak Hour Trips		
		Size	Rate	Total	Rate	% In	In	% Out	Out	Total	Rate	% In	In	% Out	Out	Total	In	Out	Total
310	Hotel	100 Rooms	8.17	817	0.53	59%	31	41%	22	53	0.60	51%	31	49%	29	60	41	32	73
220	Apartments	140 DU	6.65	931	0.51	20%	14	80%	57	71	0.62	65%	57	35%	30	87	33	33	66
826	Retail	15 KSF	44.32	665	6.84	48%	49	52%	54	103	2.71	44%	18	56%	23	41	59	59	118
445	Movie Theater	25 KSF	NA	NA	NA	NA	NA	NA	NA	NA	4.91	62%	76	38%	47	123	89	29	118
Subtotal				2,413			94		133	227			182		129	311	222	153	375
7% Internal Capture				169			7		9	16			13		9	22	16	11	26
Total				**2,244**			**87**		**124**	**211**			**169**		**120**	**289**	**206**	**142**	**349**

DU = Dwelling Units
KSF = Thousand Square Feet
N/A = Not Applicable. Information not provided in ITE Trip Generation
*Parking Structures do not have ITE Trip Generation Rates but are considered ancillary uses to support the trips associated with the overall development

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Figure 3: Recent Peak Hour Traffic

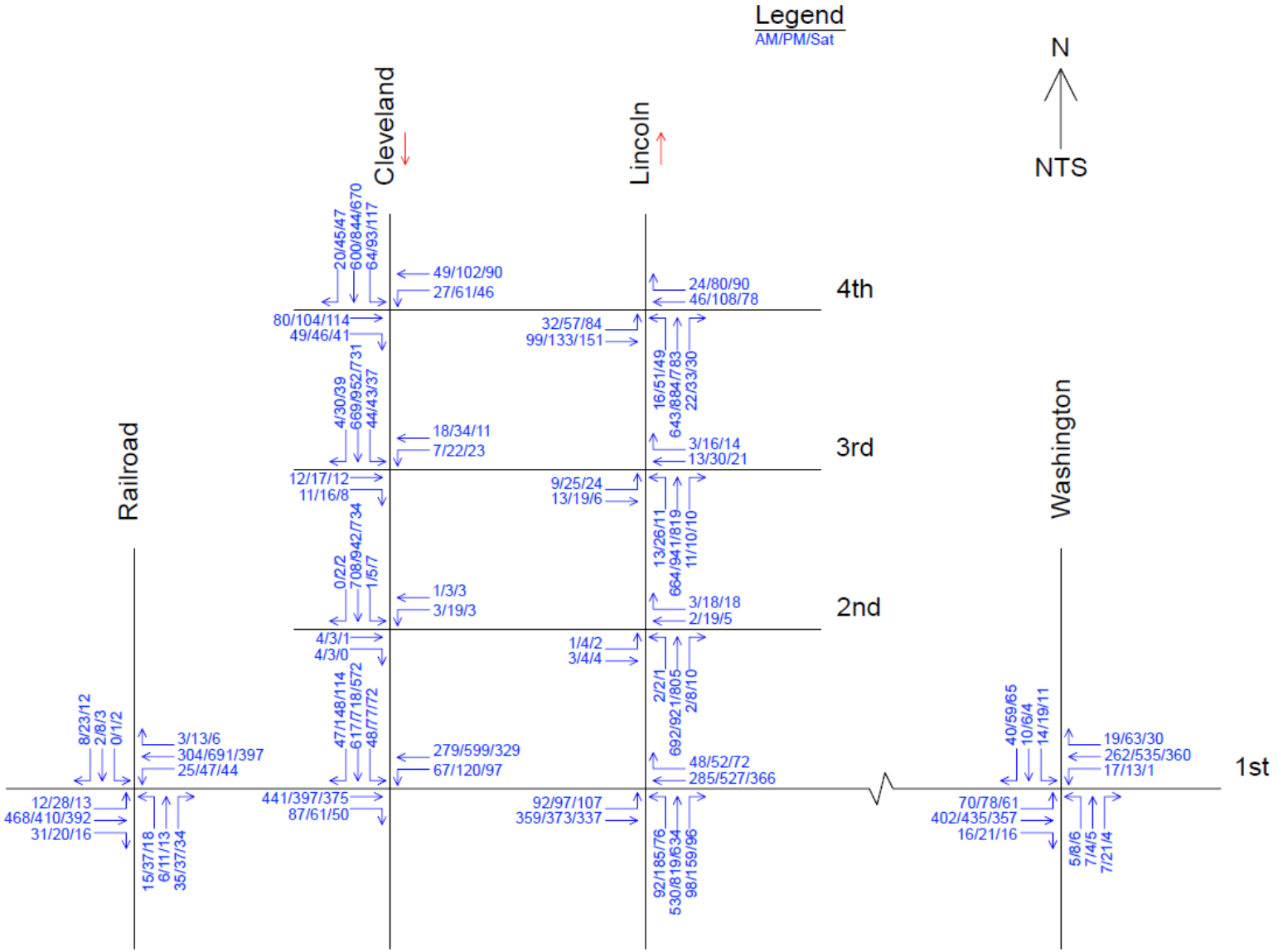

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Figure 4: Trip Distribution

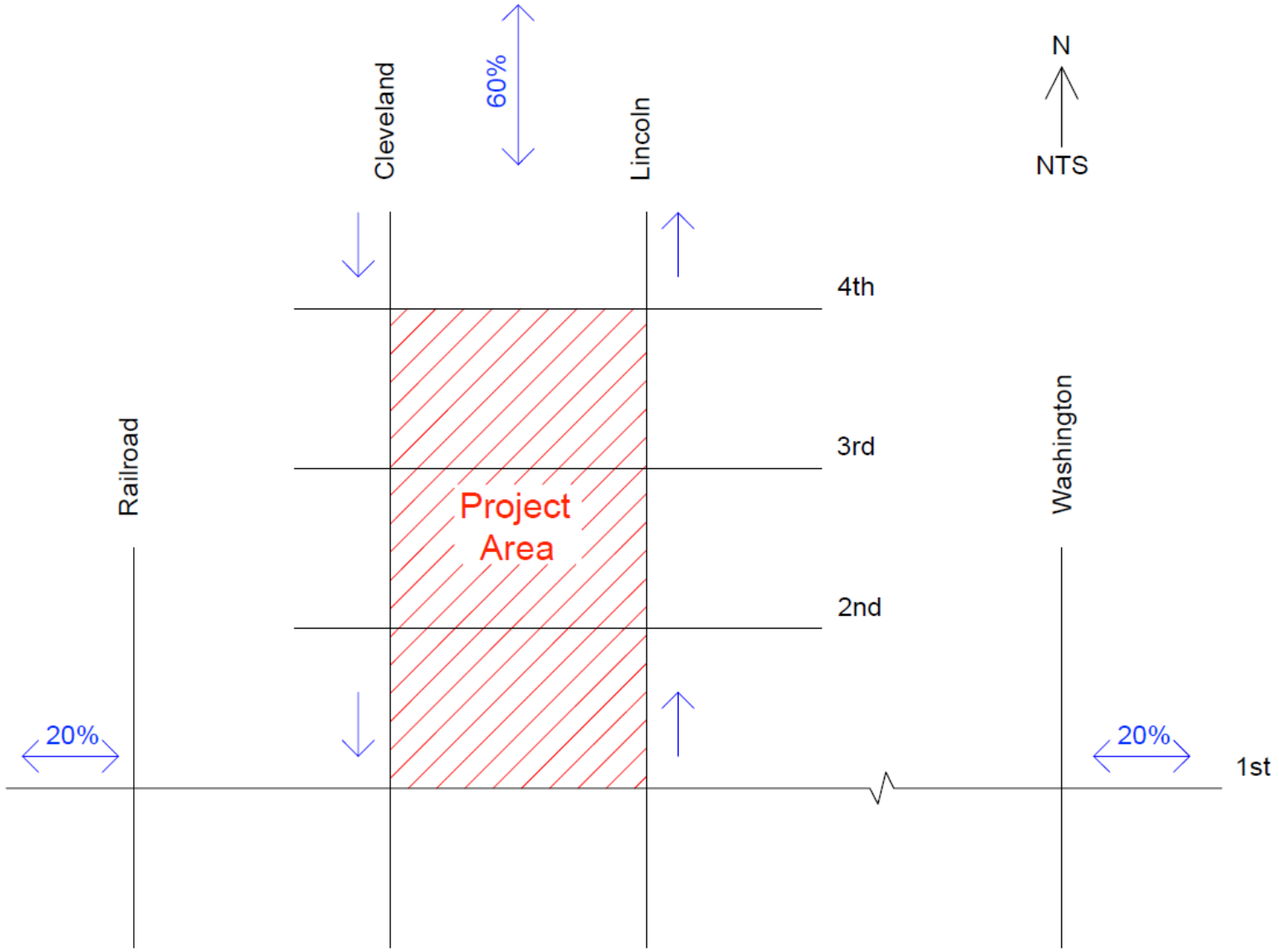

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Figure 5: Site Generated Peak Hour Traffic

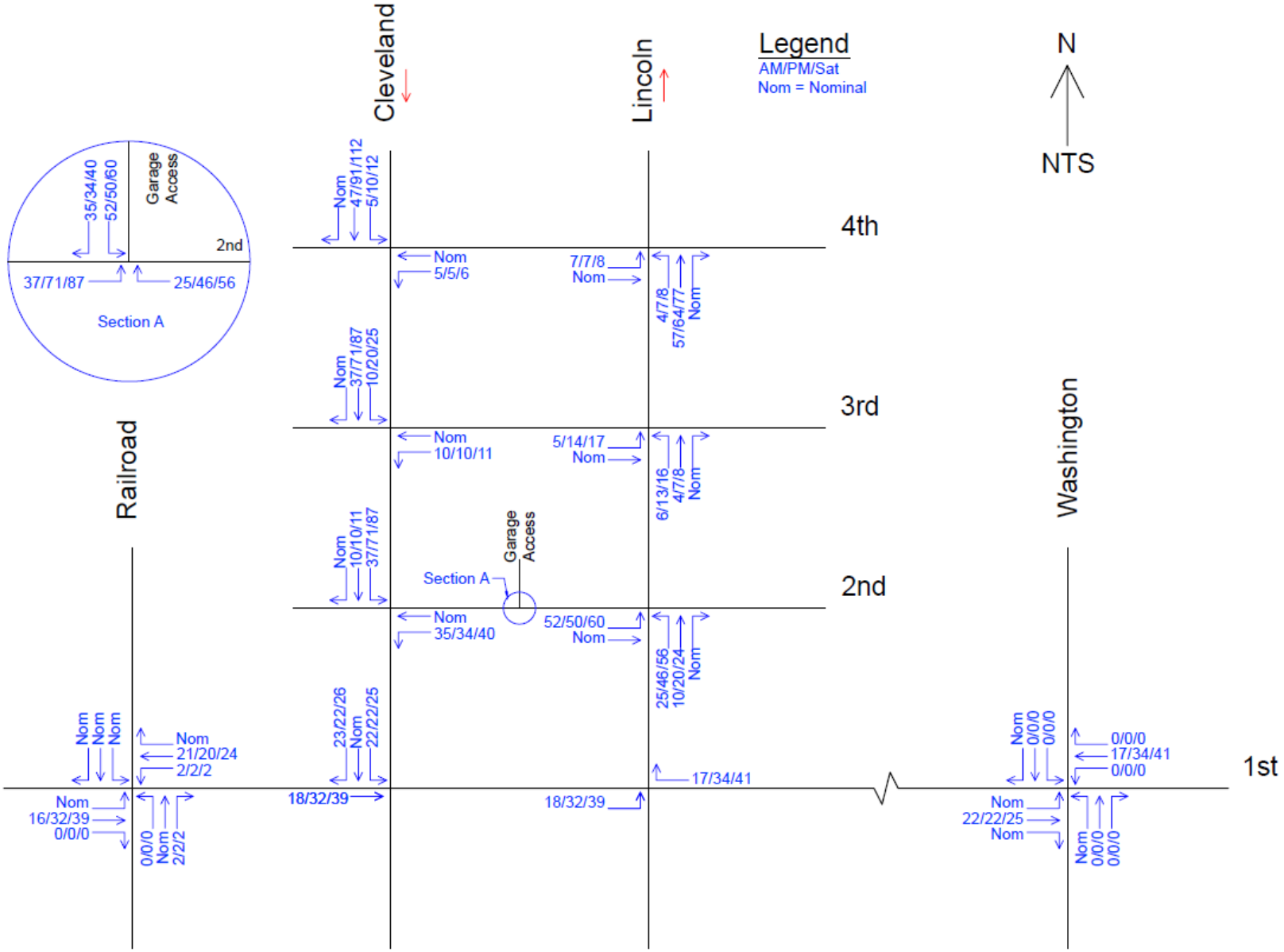

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Figure 6: 2018 Background Peak Hour Traffic

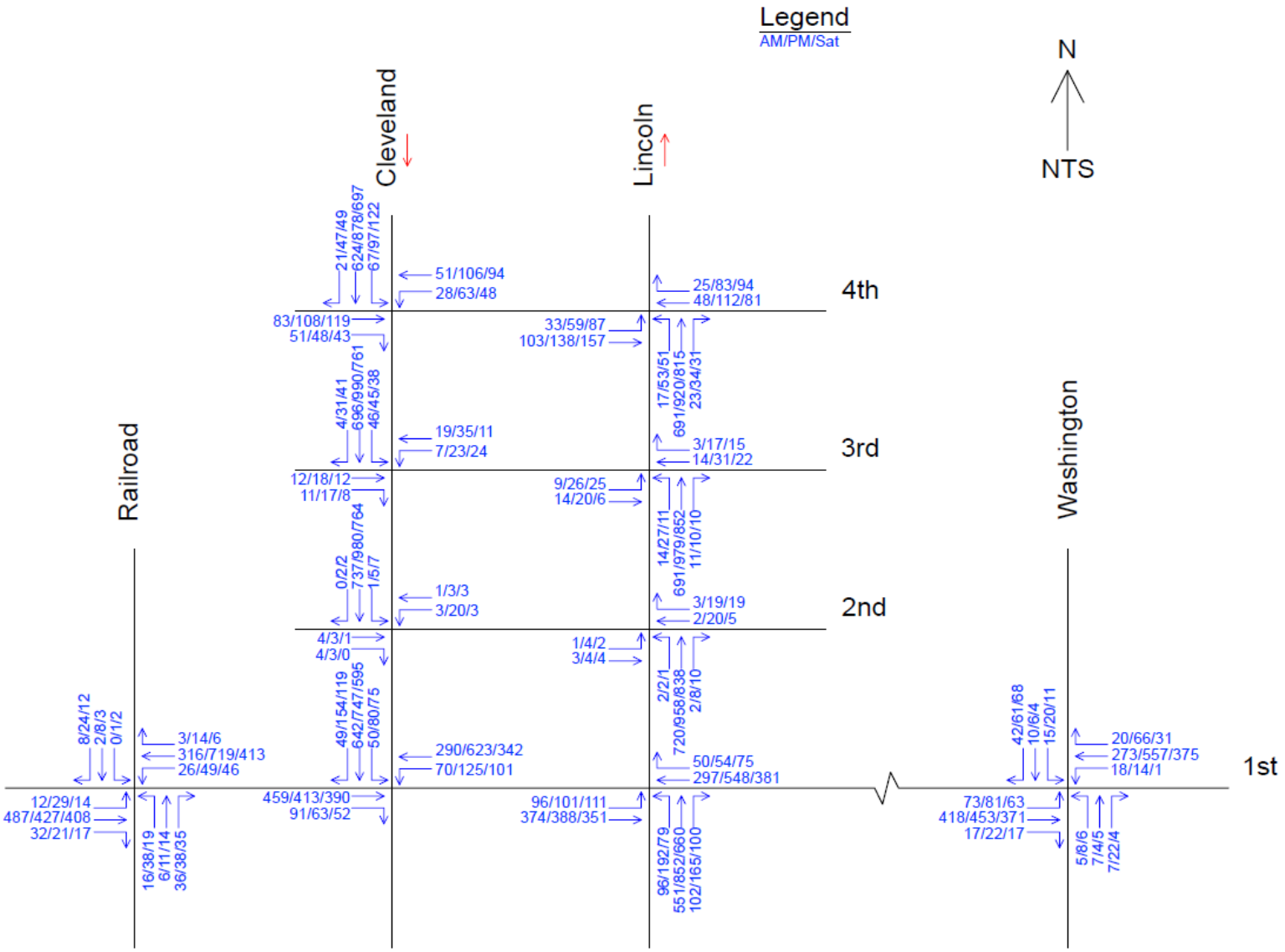

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Figure 7: 2018 Short Range Total Peak Hour Traffic

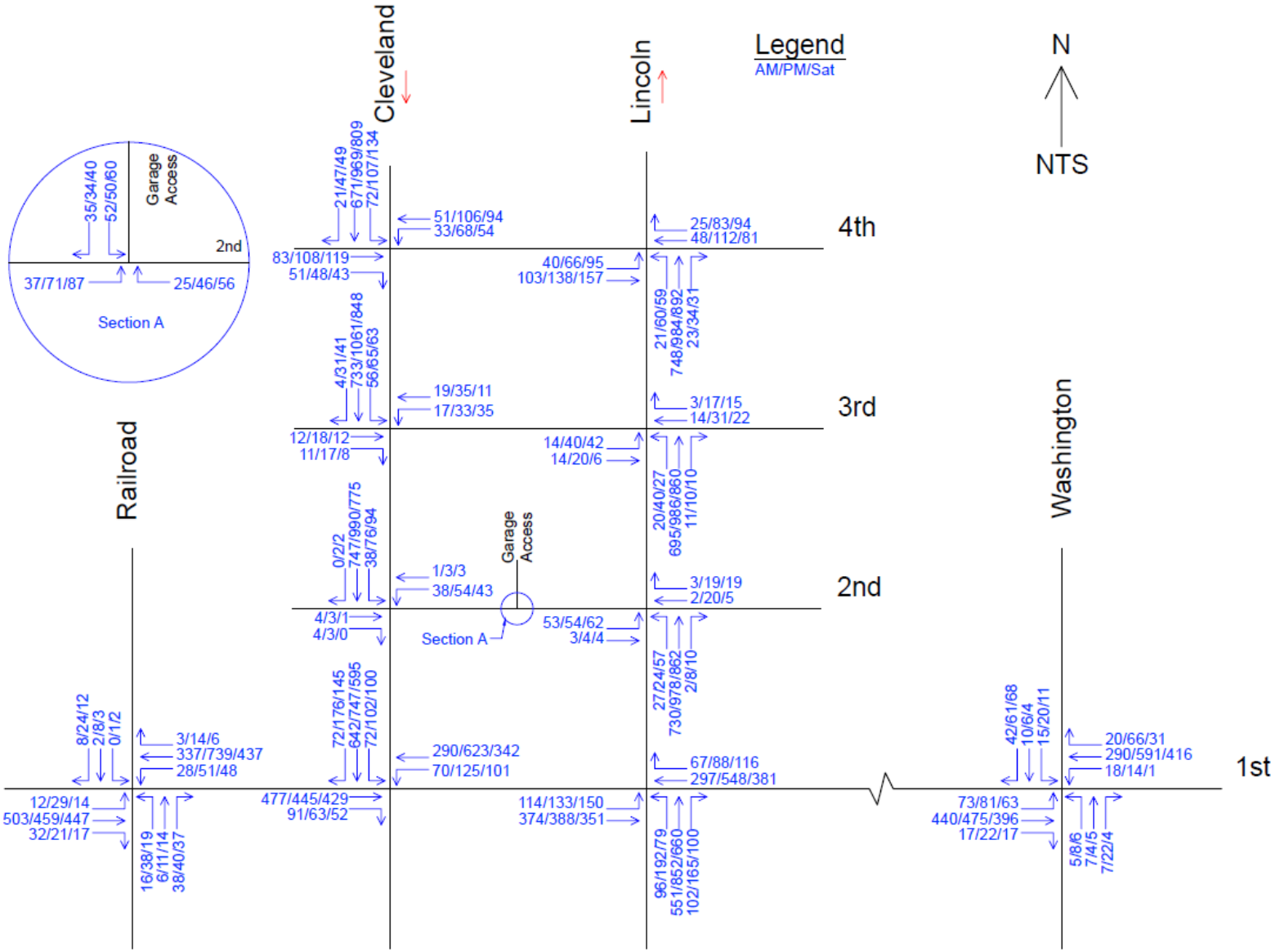

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Figure 8: 2035 Background Peak Hour Traffic

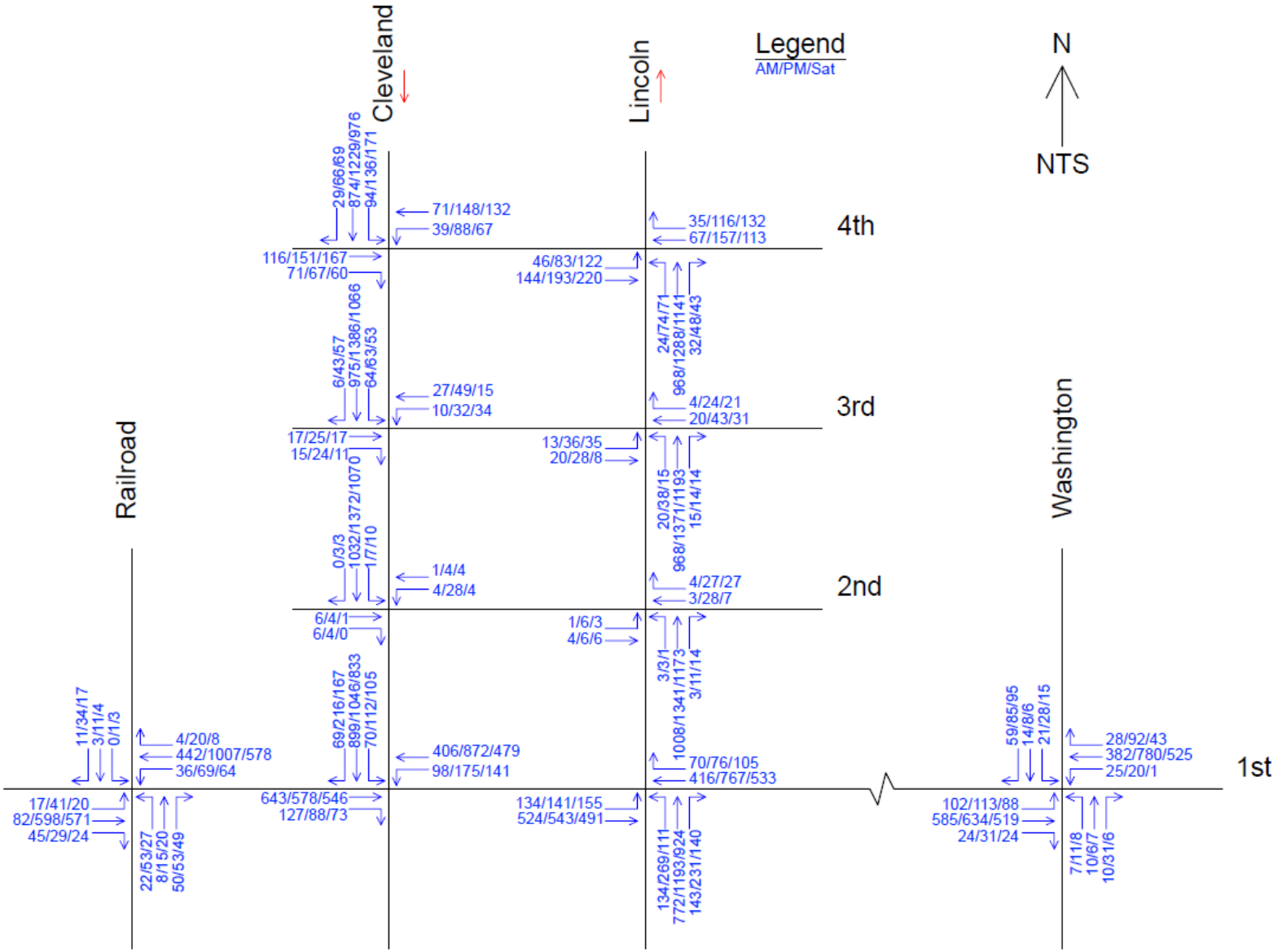

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Figure 9: 2035 Long Range Total Peak Hour Traffic

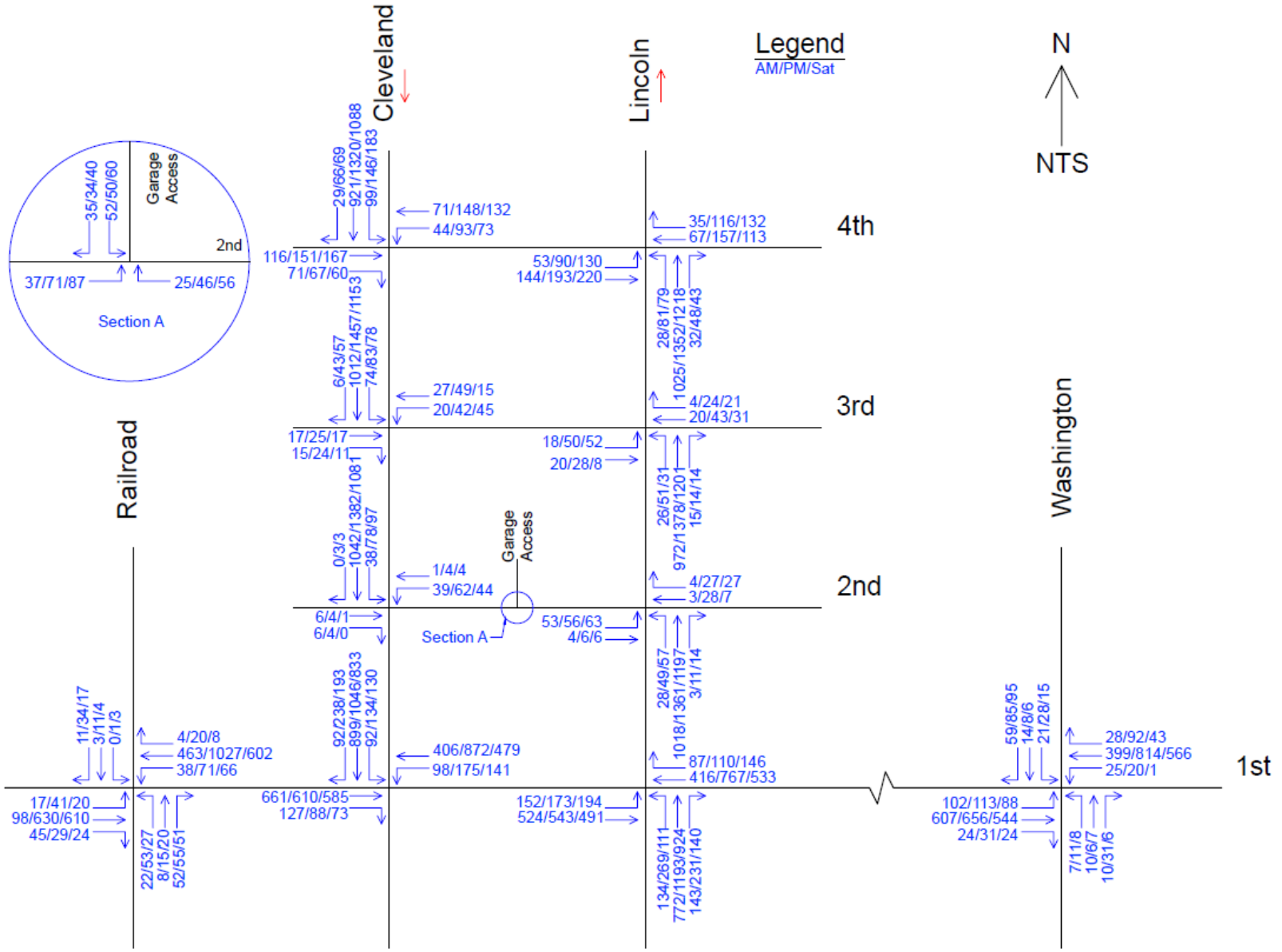

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Table 2: 2018 Short Range and 2035 Long Range Peak Hour Link Volumes

Street Segment	Direction	Existing Traffic Volume AM/PM/Sat	Date of Traffic Counts	2018 Background Traffic	2035 Background Traffic	Site Generated Traffic	2018 Total Traffic AM/PM/Sat	2035 Total Traffic AM/PM/Sat	ACF Traffic Threshold	Year 2018 ACF Compliance
Lincoln - 1st St. to 2nd St.	NB	696/931/816	Jan. 2016	724/969/849	1014/1356/1189	35/66/80	759/1035/929	1049/1422/1269	1620	Y/Y/Y
										Y/Y/Y
Lincoln - 2nd St. to 3rd St.	NB	688/977/840	Jan. 2016	716/1016/874	1002/1423/1224	10/20/24	726/1036/898	1012/1443/1248	1620	Y/Y/Y
										Y/Y/Y
Lincoln - 3rd St. to 4th St.	NB	681/968/862	Jan. 2016	709/1007/897	992/1410/1256	61/71/85	770/1078/982	1053/1481/1341	1620	Y/Y/Y
										Y/Y/Y
Cleveland - 4th St. to 3rd St.	SB	717/1025/807	Jan. 2016	746/1066/840	1045/1493/1176	47/91/112	793/1157/952	1092/1584/1288	2520	Y/Y/Y
										Y/Y/Y
Cleveland - 3rd St. to 2nd St.	SB	709/949/743	Jan. 2016	738/987/773	1033/1383/1082	14/81/98	752/1068/871	1047/1464/1180	1640	Y/Y/Y
										Y/Y/Y
Cleveland - 2nd St. to 1st St.	SB	712/943/758	Jan. 2016	741/981/789	1037/1374/1104	45/44/51	786/1025/840	1082/1418/1155	1640	Y/Y/Y
										Y/Y/Y
1st St. - Railroad to Cleveland	EB	528/458/425	Jan. 2016	549/477/442	769/667/619	18/32/39	567/509/481	787/699/658	810	Y/Y/Y
	WB	332/751/447	Jan. 2016	345/781/465	484/1094/651	23/22/26	368/803/491	507/1116/677	810	Y/Y/Y
1st St. - Cleveland to Lincoln	EB	451/470/444	Jan. 2016	469/489/462	657/685/647	18/32/39	487/521/501	675/717/686	810	Y/Y/Y
	WB	346/719/426	Jan. 2016	360/748/443	504/1047/621	Nom	360/748/443	504/1047/621	810	Y/Y/Y
1st St. - Lincoln to Jefferson	EB	457/532/433	Jan. 2016	475/553/450	667/775/631	22/22/25	497/575/475	689/797/656	810	Y/Y/Y
	WB	333/579/438	Jan. 2016	346/602/456	485/843/638	17/34/41	363/636/497	502/877/679	810	Y/Y/Y
1st St. - Jefferson to Washington	EB	488/534/434	Jan. 2016	508/556/452	711/778/632	22/22/25	530/578/477	733/800/657	695	Y/Y/Y
	WB	307/602/431	Jan. 2016	319/626/448	447/877/628	17/34/41	336/660/489	464/911/669	695	Y/Y/Y
4th Street - Cleveland to Lincoln	EB	131/190/235	Jan. 2016	136/198/244	191/277/342	7/7/8	143/205/252	198/284/350	505	Y/Y/Y
	WB	76/163/136	Jan. 2016	79/170/141	111/237/198	5/5/6	84/175/147	116/242/204	505	Y/Y/Y
3rd Street - Cleveland to Lincoln	EB	22/44/30	Jan. 2016	23/46/31	32/64/44	5/14/17	28/60/48	37/78/61	340	Y/Y/Y
	WB	25/56/34	Jan. 2016	26/58/35	36/82/50	10/10/11	36/68/46	46/92/61	340	Y/Y/Y
2nd Street - Cleveland to Lincoln	EB	4/8/6	Jan. 2016	4/8/6	6/12/9	52/50/60	56/58/66	58/62/69	340	Y/Y/Y
	WB	4/22/6	Jan. 2016	4/23/6	6/32/9	35/34/40	39/57/49	41/66/49	340	Y/Y/Y

PC ATTACHMENT 4

Table 3: Existing Peak Hour Operation

Intersection	Movement	Level of Service (LOS)		
		AM	PM	Saturday
		LOS	LOS	LOS
1st/Cleveland	EB Thru/Right	C	C	C
	EB Approach	C	C	C
	WB Left	B	B	B
	WB Thru	A	A	A
	WB Approach	A	A	A
	SB Left	C	C	C
	SB Thru	C	C	C
	SB Right	C	C	C
	SB Approach	C	C	C
	Overall	C	B	C

Intersection	Movement	Level of Service (LOS)		
		AM	PM	Saturday
		LOS	LOS	LOS
1st/Lincoln	EB Left	B	B	B
	EB Thru	A	A	A
	EB Approach	B	A	B
	WB Thru/Right	C	D	C
	WB Approach	C	D	C
	NB Thru/Left	B	C	B
	NB Right	B	B	B
	NB Approach	B	C	B
	Overall	B	C	B

PC ATTACHMENT 4

Table 3: Existing Peak Hour Operation (continued)

Intersection	Movement	Level of Service (LOS)		
		AM	PM	Saturday
		LOS	LOS	LOS
1st/Railroad	EB Left	A	A	A
	EB Thru/Right	A	A	A
	EB Approach	A	A	A
	WB Left	A	A	A
	WB Thru	A	A	A
	WB Right	A	A	A
	WB Approach	A	A	A
	NB Thru/Left	C	F	D
	NB Right	B	B	B
	NB Approach	C	F	C
	SB Thru/Left	C	E	D
	SB Right	B	B	B
	SB Approach	B	C	C
	Overall	A	B	A

Intersection	Movement	Level of Service (LOS)		
		AM	PM	Saturday
		LOS	LOS	LOS
1st/Washington	EB Thru/Left/Right	A	A	A
	EB Approach	A	A	A
	WB Thru/Left/Right	A	A	A
	WB Approach	A	A	A
	NB Thru/Left/Right	C	C	C
	NB Approach	C	C	C
	SB Thru/Left/Right	C	D	C
	SB Approach	C	D	C
	Overall	B	D	B

Intersection	Movement	Level of Service (LOS)		
		AM	PM	Saturday
		LOS	LOS	LOS
2nd/Cleveland	EB Thru/Right	B	C	C
	EB Approach	B	C	C
	WB Thru/Left	B	C	C
	WB Approach	B	C	C
	SB Thru/Left/Right	A	A	A
	SB Approach	A	A	A
	Overall	A	A	A

PC ATTACHMENT 4

Table 3: Existing Peak Hour Operation (continued)

Intersection	Movement	Level of Service (LOS)		
		AM	PM	Saturday
		LOS	LOS	LOS
2nd/Lincoln	EB Thru/Left	B	C	C
	EB Approach	B	C	C
	WB Thru/Right	B	C	B
	WB Approach	B	C	B
	NB Thru/Left/Right	A	A	A
	NB Approach	A	A	A
	Overall	A	A	A

Intersection	Movement	Level of Service (LOS)		
		AM	PM	Saturday
		LOS	LOS	LOS
3rd/Cleveland	EB Thru/Right	B	C	C
	EB Approach	B	C	C
	WB Thru/Left	C	C	B
	WB Approach	C	C	B
	SB Thru/Left/Right	A	A	A
	SB Approach	A	A	A
	Overall	A	A	A

Intersection	Movement	Level of Service (LOS)		
		AM	PM	Saturday
		LOS	LOS	LOS
3rd/Lincoln	EB Thru/Left	B	C	C
	EB Approach	B	C	C
	WB Thru/Right	B	C	C
	WB Approach	B	C	C
	NB Thru/Left/Right	A	A	A
	NB Approach	A	A	A
	Overall	A	A	A

PC ATTACHMENT 4

Table 3: Existing Peak Hour Operation (continued)

Intersection	Movement	Level of Service (LOS)		
		AM	PM	Saturday
		LOS	LOS	LOS
4th/Cleveland	EB Thru/Right	D	C	C
	EB Approach	D	C	C
	WB Thru/Left	C	C	C
	WB Approach	C	C	C
	SB Thru/Left/Right	A	A	A
	SB Approach	A	A	A
	Overall	B	B	B

Intersection	Movement	Level of Service (LOS)		
		AM	PM	Saturday
		LOS	LOS	LOS
4th/Lincoln	EB Thru/Left	A	B	B
	EB Approach	A	B	B
	WB Thru/Right	B	C	C
	WB Approach	B	C	C
	NB Thru/Left/Right	C	C	C
	NB Approach	C	C	C
	Overall	B	C	C

PC ATTACHMENT 4

Table 4: 2018 Short Range Total Peak Hour Operation

Intersection	Movement	Level of Service (LOS)			ACF Compliance
		AM	PM	Saturday	
		LOS	LOS	LOS	
1st/Cleveland	EB Thru/Right	D	C	C	Y
	EB Approach	D	C	C	Y
	WB Left	B	B	B	Y
	WB Thru	A	C	A	Y
	WB Approach	A	B	A	Y
	SB Left	B	B	B	Y
	SB Thru	C	C	C	Y
	SB Right	B	C	C	Y
	SB Approach	C	C	C	Y
	Overall	C	C	B	Y

Intersection	Movement	Level of Service (LOS)			ACF Compliance
		AM	PM	Saturday	
		LOS	LOS	LOS	
1st/Lincoln	EB Left	B	B	B	Y
	EB Thru	B	B	A	Y
	EB Approach	B	B	A	Y
	WB Thru	C	D	C	Y
	WB Right	B	B	C	Y
	WB Approach	C	C	C	Y
	NB Thru/Left	B	C	B	Y
	NB Right	A	B	B	Y
	NB Approach	B	C	B	Y
	Overall	B	C	B	Y

Intersection	Movement	Level of Service (LOS)			ACF Compliance
		AM	PM	Saturday	
		LOS	LOS	LOS	
2nd/Garage Access	EB Thru/Left	A	A	A	Y
	EB Approach	A	A	A	Y
	WB Thru/Right	A	A	A	Y
	WB Approach	A	A	A	Y
	SB Left/Right	A	B	B	Y
	SB Approach	A	B	B	Y
	Overall	A	A	A	Y

PC ATTACHMENT 4

Table 4: 2018 Short Range Total Peak Hour Operation (continued)

Intersection	Movement	Level of Service (LOS)			ACF Compliance
		AM	PM	Saturday	
		LOS	LOS	LOS	
1st/Railroad	EB Left	A	A	A	Y
	EB Thru/Right	A	A	A	Y
	EB Approach	A	A	A	Y
	WB Left	A	A	A	Y
	WB Thru	A	A	A	Y
	WB Right	A	A	A	Y
	WB Approach	A	A	A	Y
	NB Thru/Left	D	F	E	See 4.2 Page 11
	NB Right	B	B	B	Y
	NB Approach	C	F	C	See 4.2 Page 11
	SB Thru/Left	C	E	D	Y
	SB Right	B	C	B	Y
	SB Approach	B	C	C	Y
	Overall	A	B	A	Y

Intersection	Movement	Level of Service (LOS)			ACF Compliance
		AM	PM	Saturday	
		LOS	LOS	LOS	
1st/Washington	EB Thru/Left/Right	A	A	A	Y
	EB Approach	A	A	A	Y
	WB Thru/Left/Right	A	A	A	Y
	WB Approach	A	A	A	Y
	NB Thru/Left/Right	C	D	D	Y
	NB Approach	C	D	D	Y
	SB Thru/Left/Right	C	E	C	Y
	SB Approach	C	E	C	See 4.2 Page 11
	Overall	B	E	C	See 4.2 Page 11

Intersection	Movement	Level of Service (LOS)			ACF Compliance
		AM	PM	Saturday	
		LOS	LOS	LOS	
2nd/Cleveland	EB Thru/Right	C	C	C	Y
	EB Approach	C	C	C	Y
	WB Thru/Left	B	C	C	Y
	WB Approach	B	C	C	Y
	SB Thru/Left/Right	A	A	A	Y
	SB Approach	A	A	A	Y
	Overall	A	A	A	Y

PC ATTACHMENT 4

Table 4: 2018 Short Range Total Peak Hour Operation (continued)

Intersection	Movement	Level of Service (LOS)			ACF Compliance
		AM	PM	Saturday	
		LOS	LOS	LOS	
2nd/Lincoln	EB Thru/Left	B	C	C	Y
	EB Approach	B	C	C	Y
	WB Thru/Right	B	C	B	Y
	WB Approach	B	C	B	Y
	NB Thru/Left/Right	A	A	A	Y
	NB Approach	A	A	A	Y
	Overall	A	A	A	Y

Intersection	Movement	Level of Service (LOS)			ACF Compliance
		AM	PM	Saturday	
		LOS	LOS	LOS	
3rd/Cleveland	EB Thru/Right	C	C	C	Y
	EB Approach	C	C	C	Y
	WB Thru/Left	C	D	C	Y
	WB Approach	C	D	C	Y
	SB Thru/Left/Right	A	A	A	Y
	SB Approach	A	A	A	Y
	Overall	A	A	A	Y

Intersection	Movement	Level of Service (LOS)			ACF Compliance
		AM	PM	Saturday	
		LOS	LOS	LOS	
3rd/Lincoln	EB Thru/Left	B	C	C	Y
	EB Approach	B	C	C	Y
	WB Thru/Right	C	C	C	Y
	WB Approach	C	C	C	Y
	NB Thru/Left/Right	A	A	A	Y
	NB Approach	A	A	A	Y
	Overall	A	A	A	Y

PC ATTACHMENT 4

Table 4: 2018 Short Range Total Peak Hour Operation (continued)

Intersection	Movement	Level of Service (LOS)			ACF Compliance
		AM	PM	Saturday	
		LOS	LOS	LOS	
4th/Cleveland	EB Thru/Right	C	C	C	Y
	EB Approach	C	C	C	Y
	WB Thru/Left	C	C	B	Y
	WB Approach	C	C	B	Y
	SB Thru/Left/Right	A	A	A	Y
	SB Approach	A	A	A	Y
	Overall	A	A	A	Y

Intersection	Movement	Level of Service (LOS)			ACF Compliance
		AM	PM	Saturday	
		LOS	LOS	LOS	
4th/Lincoln	EB Thru/Left	C	B	A	Y
	EB Approach	C	B	A	Y
	WB Thru/Right	C	C	B	Y
	WB Approach	C	C	B	Y
	NB Thru/Left/Right	A	A	C	Y
	NB Approach	A	A	C	Y
	Overall	A	B	B	Y

PC ATTACHMENT 4

Table 5: 2035 Long Range Total Peak Hour Operation

Intersection	Movement	Level of Service (LOS)		
		AM	PM	Saturday
		LOS	LOS	LOS
1st/Cleveland	EB Thru/Right	D	D	D
	EB Approach	D	D	D
	WB Left	B	B	B
	WB Thru	B	B	B
	WB Approach	B	B	B
	SB Left	C	B	B
	SB Thru	D	D	C
	SB Right	C	C	A
	SB Approach	C	C	C
	Overall	C	C	C

Intersection	Movement	Level of Service (LOS)		
		AM	PM	Saturday
		LOS	LOS	LOS
1st/Lincoln	EB Left	B	F	B
	EB Thru	B	B	B
	EB Approach	B	C	B
	WB Thru	C	F	C
	WB Right	C	B	B
	WB Approach	C	F	C
	NB Thru/Left	B	E	C
	NB Right	A	C	B
	NB Approach	B	E	C
	Overall	B	E	C

Intersection	Movement	Level of Service (LOS)		
		AM	PM	Saturday
		LOS	LOS	LOS
2nd/Garage Access	EB Thru/Left	A	A	A
	EB Approach	A	A	A
	WB Thru/Right	A	A	A
	WB Approach	A	A	A
	SB Left/Right	A	B	B
	SB Approach	A	B	B
	Overall	A	A	A

PC ATTACHMENT 4

Table 5: 2035 Long Range Total Peak Hour Operation (continued)

Intersection	Movement	Level of Service (LOS)		
		AM	PM	Saturday
		LOS	LOS	LOS
1st/Railroad	EB Left	A	B	A
	EB Thru/Right	A	A	A
	EB Approach	A	A	A
	WB Left	A	A	A
	WB Thru	A	A	A
	WB Right	A	A	A
	WB Approach	A	A	A
	NB Thru/Left	C	F	F
	NB Right	A	B	B
	NB Approach	B	F	E
	SB Thru/Left	C	F	E
	SB Right	B	C	B
	SB Approach	B	E	C
	Overall	A	D	B

Intersection	Movement	Level of Service (LOS)		
		AM	PM	Saturday
		LOS	LOS	LOS
1st/Washington	EB Thru/Left/Right	A	A	A
	EB Approach	A	A	A
	WB Thru/Left/Right	A	A	A
	WB Approach	A	A	A
	NB Thru/Left/Right	E	F	E
	NB Approach	E	F	E
	SB Thru/Left/Right	D	F	D
	SB Approach	D	F	D
	Overall	D	F	E

Intersection	Movement	Level of Service (LOS)		
		AM	PM	Saturday
		LOS	LOS	LOS
2nd/Cleveland	EB Thru/Right	C	D	D
	EB Approach	C	D	D
	WB Thru/Left	C	D	C
	WB Approach	C	D	C
	SB Thru/Left/Right	A	A	A
	SB Approach	A	A	A
	Overall	A	B	A

PC ATTACHMENT 4

Table 5: 2035 Long Range Total Peak Hour Operation (continued)

Intersection	Movement	Level of Service (LOS)		
		AM	PM	Saturday
		LOS	LOS	LOS
2nd/Lincoln	EB Thru/Left	C	E	D
	EB Approach	C	E	D
	WB Thru/Right	C	E	C
	WB Approach	C	E	C
	NB Thru/Left/Right	A	A	A
	NB Approach	A	A	A
	Overall	A	B	A

Intersection	Movement	Level of Service (LOS)		
		AM	PM	Saturday
		LOS	LOS	LOS
3rd/Cleveland	EB Thru/Right	C	E	D
	EB Approach	C	E	D
	WB Thru/Left	C	F	C
	WB Approach	C	F	C
	SB Thru/Left/Right	A	A	A
	SB Approach	A	A	A
	Overall	A	A	A

Intersection	Movement	Level of Service (LOS)		
		AM	PM	Saturday
		LOS	LOS	LOS
3rd/Lincoln	EB Thru/Left	C	F	D
	EB Approach	C	F	D
	WB Thru/Right	C	E	D
	WB Approach	C	E	D
	NB Thru/Left/Right	A	A	A
	NB Approach	A	A	A
	Overall	A	B	A

PC ATTACHMENT 4

Table 5: 2035 Long Range Total Peak Hour Operation (continued)

Intersection	Movement	Level of Service (LOS)		
		AM	PM	Saturday
		LOS	LOS	LOS
4th/Cleveland	EB Thru/Right	C	B	C
	EB Approach	C	B	C
	WB Thru/Left	C	B	B
	WB Approach	C	B	B
	SB Thru/Left/Right	A	A	A
	SB Approach	A	A	A
	Overall	A	B	B

Intersection	Movement	Level of Service (LOS)		
		AM	PM	Saturday
		LOS	LOS	LOS
4th/Lincoln	EB Thru/Left	A	B	B
	EB Approach	A	B	B
	WB Thru/Right	B	B	B
	WB Approach	B	B	B
	NB Thru/Left/Right	C	B	B
	NB Approach	C	B	B
	Overall	B	B	B

Note: Per City of Loveland requirements, ACF compliance does not apply to year 2035 Long Range Analysis. ACF compliance only applies to the year 2018 Short Range Analysis.

PC ATTACHMENT 4

5.0 Multimodal Transportation Facilities

As cities continue to grow and become more urban, the emphasis upon all modes of transportation becomes more important. The following sections address the pedestrian, bicycle, and transit facilities that will be available in the vicinity of the project site.

5.1 Pedestrian and Bicycle Facilities

All streets within and adjacent to the project area currently have sidewalks along both sides of the street. Bike lanes also exist on 1st Street adjacent to the project site. As the project develops, the public streets will be required to comply with the LCUASS requirements which require sidewalks along both sides of the public street and bike lanes along arterials. Additionally, future development of the project area will be focused on providing complete streets and adequate pedestrian circulation throughout the project site and pedestrian connectivity to Downtown Loveland.

5.2 Transit Facilities

This area is served by the City of Loveland's Transit (COLT). COLT fixed routes 100, 200, and 300 currently serve the project area with stops at: 1st/Washington, 1st/Cleveland, and 5th/Cleveland. It is anticipated that COLT will continue to serve the project area upon project build-out. See Appendix E: Transit Map for route information.

6.0 Conclusions

This Traffic Impact Study (TIS) for the proposed Downtown Loveland South Catalyst Project verifies that the project will be able to meet the City of Loveland's Standards for traffic at the time of development.

The findings of the TIS are summarized below:

1. The Downtown Loveland South Catalyst Project has demonstrated the ability to comply with the Adequate Community Facilities (ACF) Ordinance and the Larimer County Urban Area Street Standards (LCUASS) and meet the City's standards for traffic at the time of development.

2. The Downtown Loveland South Catalyst Project is anticipated to generate approximately 2,244 daily weekday trips, 211 AM peak hour trips, 289 PM peak hour trips, and 349 Saturday peak hour trips

3. A westbound right-turn lane in 1st Street at the 1st Street/Lincoln Avenue intersection is required by LCUASS with phase1 of the project. This westbound right-turn lane will allow traffic traveling to the project site to utilize the right-turn lane and not impact westbound thru traffic at the 1st Street/Lincoln Avenue intersection. This westbound right-turn lane should have a minimum storage length of 150 feet. The westbound queue at 1st Street/Lincoln Avenue will be a problem with or without the development of the Foundry project.

4. With the exception of adding a westbound right-turn lane at the 1st Street/Lincoln Avenue intersection, it is anticipated that the existing roadway geometries in the project area will be able to adequately handle the project's traffic.

5. It is not anticipated that signal warrants will be met at the stop controlled key intersections. Additionally, the existing stop controlled intersections do not meet recommended spacing for traffic signal installations.

LOVELAND ELEVENTH SUBDIVISION

Being a Subdivision of Blocks 19, 24, and a portion of Block 18 of the Original Town of Loveland, and Vacated Rights of Way of East Third Street and Vacated Right of Way of Opera Alley, Situate in the Southwest Quarter of Section 13, Township 5 North, Range 69 West of the 6th P.M., City of Loveland, County of Larimer, State of Colorado

STATEMENT OF OWNERSHIP, SUBDIVISION AND DEDICATION

KNOW ALL PERSONS BY THESE PRESENTS that the undersigned, City of Loveland, being all the owners and lienholders of the following described property, except any existing public streets, roads or highways, which property is located in the Southwest Quarter of Section 13, Township 5 North, Range 69 West of the 6th P.M., being more particularly described as follows:

Block 18

Lot 1, Morgan Subdivision as recorded on February 10, 1981 at Book 2102, Page 19, and Lots 18 through 24, Block 18, Original Town of Loveland, and the vacated right of way of East Third Street as recorded on _____ ___, 2017 as Reception No. _____.

Said described parcel contains 34,586 Square Feet or 0.794 Acres, More or Less.

Block 19

Lot 1, Amended Plat of Lots 1 Through 7, Block 19, Original Town of Loveland, as recorded on October 26, 2010 as Reception 20100065440, and Lots 8 Through 24, Block 19, Original Town of Loveland, and portions of the vacated right of way of East Third Street as recorded on _____, 2017 as Reception No. _____, and the vacated right of way of Opera Alley as recorded on _____, 2017 as Reception No. _____.

Said described parcel contains 93,611 Square Feet or 2.149 Acres, More or Less.

Block 24

Lots One (1) through Twelve (12), Block Twenty-four (24) of the Original Plat of the Town of Loveland as recorded on October 18, 1877 at Reception No. 5280 and re-recorded on November 15, 1877 at Reception No. 5335, excepting therefrom parcels deeded to the Colorado Department of Transportation per documents recorded at Reception No.'s 2001053327, 2001089804 and 2002085435, within the records of the Larimer County Clerk and Recorder, all described parcels situate in the West Half of the Southwest Quarter (W1/2SW1/4) of Section Thirteen (13), Township Five North (T.5N.), Range Sixty-nine West (R.69W.) of the Sixth Principal Meridian (6th P.M.), City of Loveland, County of Larimer, State of Colorado.

Said described parcels contains 48,382 Square Feet or 1.111 Acres, More or Less.

Containing Total of (4.054 acres) (176,578 square feet) more or less (±), and is subject to all easements and right-of-ways on record or existing, do hereby subdivide the same into lots, blocks, tracts, outlots, right-of-ways, and easements, as shown on this plat; and do hereby designate and dedicate: (i) all such rights-of-way and easements, other than utility easements and private easements, to and for public use, except where indicated otherwise on this plat; and (ii) all such utility easements to and for public use for the installation and maintenance of utility, irrigation and drainage facilities; and do hereby designate the same as LOVELAND ELEVENTH SUBDIVISION to the City of Loveland Colorado.

All expenses involving necessary improvements for water system, sanitary sewer system, storm sewer system, curb and gutters, sidewalks, street improvements, street signs, traffic control signs, alley grading and surfacing, gas service, electric system, grading and landscaping shall be paid by the City of Loveland.

VACATION STATEMENT

Know all men by these presents that we the undersigned, being the owner(s) of the land described herein, and as shown on the attached map do hereby vacate all lots and blocks of the above described parcel of land.

OWNER(S)

By: _____ As:_____

NOTARIAL CERTIFICATE

STATE OF _____)
ss
COUNTY OF _____)

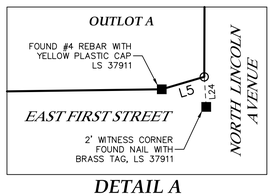
The foregoing instrument was acknowledged before me this _____ day of _____ , 20___,

by _____ as _____

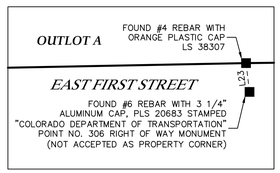
Witness my hand and official seal. (SEAL)

My commission expires _____

_____
Notary Public



DETAIL A
SCALE: 1"=5'



DETAIL B
(NOT TO SCALE)

OWNER(S)

By: _____ As:_____

NOTARIAL CERTIFICATE

STATE OF _____)
ss
COUNTY OF _____)

The foregoing instrument was acknowledged before me this _____ day of _____ , 20___,

by _____ as _____

Witness my hand and official seal. (SEAL)

My commission expires _____

_____
Notary Public

DIRECTOR OF DEVELOPMENT SERVICES

This plat is approved by the Director of Development Services of the City of Loveland, Larimer County, Colorado, this_____ day of_____ 20___ , for filing with the Clerk and Recorder of Larimer County and for conveyance to the City of the public dedications shown hereon, which are accepted; subject to the provisions that approval in no way obligates the City of Loveland, for the financing or constucting of improvements on land, streets or easements dedicated to the public except as specifically agreed to by the Director of Development Services.

_____
Director of Development Services

Witness my hand and seal of the City of Loveland

ATTEST:

_____
City Clerk

ATTORNEY'S CERTIFICATE

I,_____, an attorney licensed to practice law in the State of Colorado, certify that I have examined title to the above described land dedicated to the City of Loveland, Colorado, with such land described in Schedule A to Title Commitment No._____, issued by _____effective _____, 20_____, and that based on such title commitment updated through the date of execution of this plat and my actual knowledge, all persons executing the dedication of this plat are the owners or duly authorized signatories of such land in fee simple, such land is free and clear of all liens and encumbrances, except encumbrances set forth in Schedule B – Section 2 of such title commitment as of such date of execution, and any such encumbrances do not impair the use of such land dedicated to the City of Loveland for the purposes set forth on this plat.

So sworn this_____day of_____ 20_____.

_____
Attorney at Law

LINE TABLE		
LINE	BEARING	LENGTH
L1	N00°13'44"E	24.00'
L2	N89°10'23"W	12.00'
L3	S00°15'40"W	19.03'
L4	N00°11'24"E	20.39'
L5	S73°41'26"W	3.10'
L6	S89°13'38"W	46.93'
L7	S88°53'51"W	37.61'
L8	S87°50'45"W	37.62'
L9	N00°49'37"E	10.00'
L10	N89°44'20"W	10.00'
L11	N89°13'25"W	3.00'
L12	N89°13'25"W	2.00'
L13	N00°15'40"E	10.00'
L14	N00°15'40"E	10.00'
L15	N00°11'24"E	10.00'

LINE TABLE		
LINE	BEARING	LENGTH
L16	N00°11'24"E	10.00'
L17	N00°11'24"E	10.00'
L18	S89°10'23"E	10.00'
L19	S00°49'37"W	10.00'
L20	N00°11'24"E	16.00'
L21	N00°11'24"E	18.58'
L22	N00°15'40"E	21.92'
L23	N06°56'30"W	0.41'
L24	S03°40'17"E	2.10'

BASIS OF BEARINGS AND LINEAL UNIT DEFINITION

Assuming the East line of the Blocks 18, 19 and 24, Original Town of Loveland, as bearing South 00°11'24" West, as monumented as shown on the plat, being a Grid Bearing of the Colorado State Plane Coordinate System, North Zone, North American Datum 1983/2011, a distance of 733.94 feet with all other bearings contained herein relative thereto.

The lineal dimensions as contained herein are based upon the "U.S. Survey Foot."

TITLE COMMITMENT NOTE

This survey does not constitute a title search by King Surveyors to determine ownership or easements of record. For all information regarding easements, rights-of-way and title of records, King Surveyors relied upon Title Commitment Number ?____, dated ?____ as prepared by ?____ to delineate the aforesaid information.

ATTORNEY'S CERTIFICATE

I,_____, an attorney licensed to practice law in the State of Colorado, certify that I have examined title to the above described land dedicated to the City of Loveland, Colorado, with such land described in Schedule A to Title Commitment No._____, issued by _____effective _____, 20_____, and that based on such title commitment updated through the date of execution of this plat and my actual knowledge, all persons executing the dedication of this plat are the owners or duly authorized signatories of such land in fee simple, such land is free and clear of all liens and encumbrances, except encumbrances set forth in Schedule B – Section 2 of such title commitment as of such date of execution, and any such encumbrances do not impair the use of such land dedicated to the City of Loveland for the purposes set forth on this plat.

So sworn this_____day of_____ 20_____.

_____
Attorney at Law

OUTLOT	USE	OWNERSHIP/MAINTAINED BY
OUTLOT A	BLANKET UTILITY AND CANAL EASEMENT	CITY OF LOVELAND
OUTLOT B	BLANKET UTILITY, DRAINAGE AND PUBLIC ACCESS EASEMENT	CITY OF LOVELAND

OWNERS: CITY OF LOVELAND
227 EAST 2ND STREET
LOVELAND, CO 80537

BRINKMAN CAPITAL, LLC
3528 PRECISION DRIVE #100
FORT COLLINS, CO 80528

ENGINEER: INTERWEST CONSULTING GROUP
1218 ASH STREET, UNIT A
WINDSOR, CO 80550

SURVEYOR: KING SURVEYORS
DAVID DUSDAL
650 GARDEN DRIVE
WINDSOR, CO 80550
PHONE: (970) 686-5011

LAND USE TABLE

LOTS (6)	3.202 ACRES	79%
OUTLOTS (2)	0.813 ACRES	20%
RIGHT OF WAY	0.039 ACRES	1%
TOTAL	4.054 ACRES	100%

PREVIOUS CONDITIONS REFERENCE:

Unless otherwise approved by the City, all unsatisfied conditions of approval for the original subdivision shall continue to apply to this property.

FLOOD PLAIN NOTE

Entire property is in flood zone 'X', "areas determined to be outside the 0.2% annual chance of floodplain" per FEMA flood map 08069C1189F revised December 19, 2006.

NOTICE

According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you first discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years from the date of the certification shown hereon. (13-80-105 C.R.S. 2012)

EASEMENT NOTE:

Total area in square feet of easements dedicated to the public or the city by this plat. Total area in square feet 27,833. (Excluding easements dedicated exclusively to outside entities or agencies.)

Total area in square feet of easements dedicated to the public or the city that is being vacated by this plat. Total area in square feet 0.00.

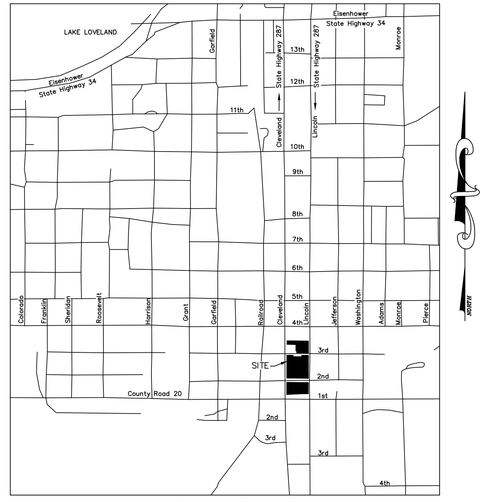
SURVEYOR'S STATEMENT

I, David B. Dusdal, being a registered Professional Land Surveyor in the State of Colorado, do hereby certify that the survey of LOVELAND ELEVENTH SUBDIVISION was made by me or under my supervision and that the survey is accurately represented on this plat and that the statements contained hereon were read by me and same are true to the best of my knowledge.

Dated this _____ day of _____ , 20___.

PRELIMINARY

David B. Dusdal – On Behalf Of King Surveyors
Colorado Registered Professional
Land Surveyor #28650



VICINITY MAP
(NOT TO SCALE)

DATE: 1/3/2017
FILE NAME: 20160827SUB
SCALE: 1"=
DRAWN BY: CSK
CHECKED BY: DBD

KING SURVEYORS
650 E. Garden Drive | Windsor, Colorado 80550
phone: (970) 686-5011 | fax: (970) 686-5821

REVISIONS:
CITY COMMENTS & LINE WORK CDL 2/12/17

LOVELAND ELEVENTH SUBDIVISION
FOR
INTERWEST CONSULTING GROUP
1218 ASH STREET, UNIT A
WINDSOR, CO 80550

PROJECT #: 20160827

1

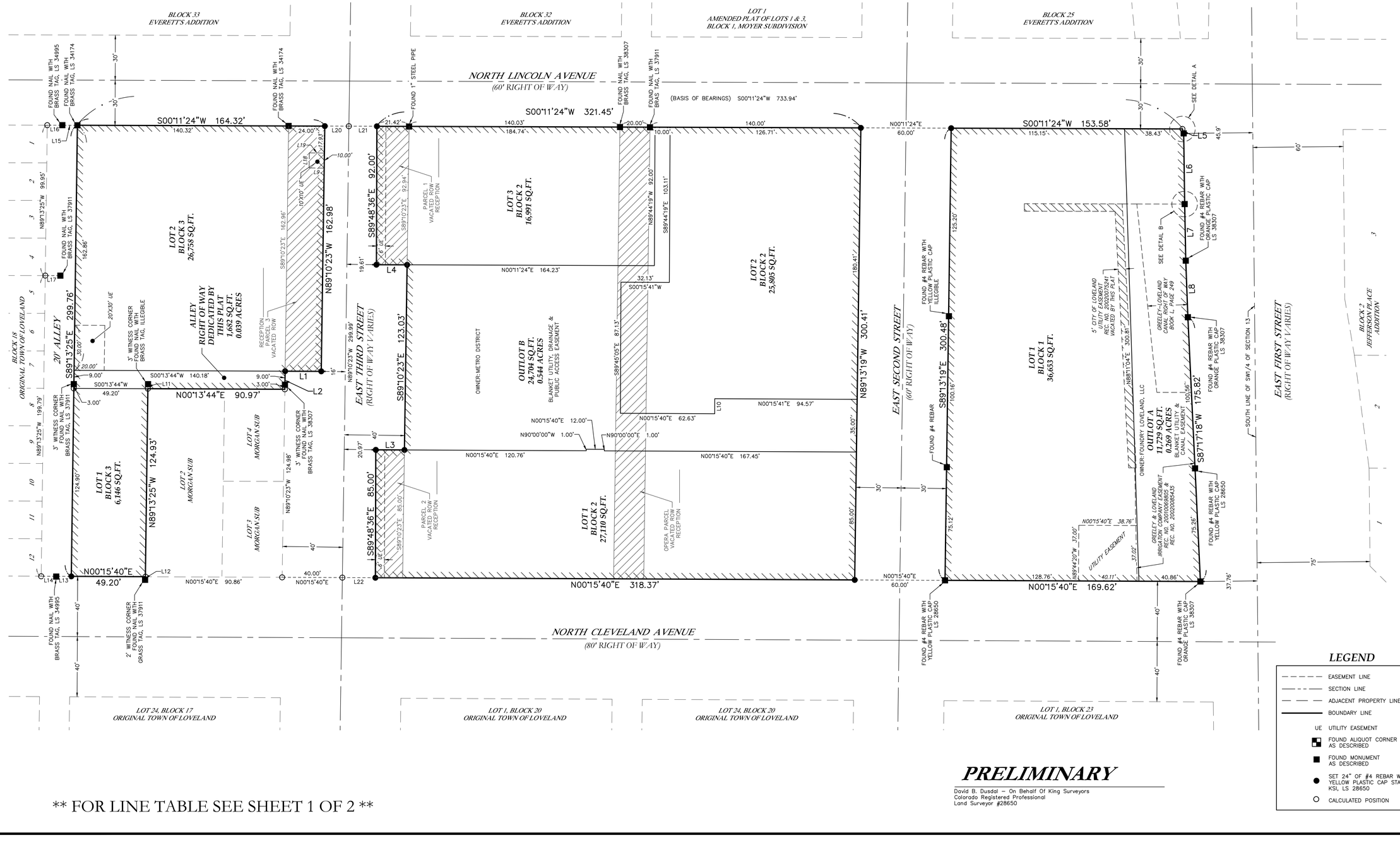
SHT 1 OF 2

PC ATTACHMENT 5

LOVELAND ELEVENTH SUBDIVISION

Being a Subdivision of Blocks 19, 24, and a portion of Block 18 of the Original Town of Loveland,
and Vacated Rights of Way of East Third Street and Vacated Right of Way of Opera Alley,
Situate in the Southwest Quarter of Section 13, Township 5 North, Range 69 West of the 6th P.M.,
City of Loveland, County of Larimer, State of Colorado

30 15 0 30 60 90
SCALE IN FEET
SCALE: 1"=30'



** FOR LINE TABLE SEE SHEET 1 OF 2 **

LEGEND

- EASEMENT LINE
- SECTION LINE
- ADJACENT PROPERTY LINE
- BOUNDARY LINE
- UE UTILITY EASEMENT
- FOUND ALIQUOT CORNER AS DESCRIBED
- FOUND MONUMENT AS DESCRIBED
- SET 24" OF #4 REBAR WITH A YELLOW PLASTIC CAP STAMPED KSI, LS 28650
- CALCULATED POSITION

PRELIMINARY

David B. Dusdal – On Behalf Of King Surveyors
Colorado Registered Professional
Land Surveyor #28650

DATE: 1/3/2017
FILE NAME: 20160827SUB
SCALE: 1"=30'
DRAWN BY: CSK
CHECKED BY: DBD

KING SURVEYORS
650 E. Garden Drive | Windsor, Colorado 80550
phone: (970) 686-5011 | fax: (970) 686-5821

REVISIONS:	DATE:
CITY COMMENTS & LINE WORK.	CDL 2/12/17

LOVELAND ELEVENTH SUBDIVISION
FOR
INTERWEST CONSULTING GROUP
1218 ASH STREET, UNIT A
WINDSOR, CO 80550

PROJECT #: 20160827

2
SHT 2 OF 2

SITE DEVELOPMENT PLAN

LOVELAND ELEVENTH SUBDIVISION

THE FOUNDRY

LAND USE TABLE

ZONING	BE - CENTRAL BUSINESS 'DISTRICT'	
MASTER PLAN DESIGNATION	DAC- DOWNTOWN ACTIVITY CENTER	
SITE AREA	84,105 SF	(1.93 AC)
VACATED ROW	9,505 SF	(0.23 AC)
GROSS AREA	93,610 SF	(2.15 AC)
FAR	4.12	
OPEN SPACE	38,513 SF	(0.88 AC) 41%
LANDSCAPE AREA	10,609 SF	(0.24 AC)

CLEVELAND MIXED USE BUILDING

BUILDING HEIGHT	67'- 5"	
OCCUPANCY CLASSIFICATION	R-2	(RESIDENTIAL, APARTMENT HOUSE)
	A-2	(RESTAURANT)
	M	(RETAIL)
CONSTRUCTION TYPE		
LEVEL 1	1-A (PER IBC 510.2)	
LEVEL 2-5	V-A	
FULLY SPRINKLERED PER NFPA 13		
TOTAL GROSS BUILDING SF	98,083 SF	
LEVEL 1	12,213 SF	RESIDENTIAL
LEVEL 1	7,408 SF	RETAIL/RESTAURANT
LEVEL 2	20,382 SF	
LEVEL 3	19,477 SF	
LEVEL 4	19,523 SF	
LEVEL 5	19,081 SF	

LINCOLN MIXED USE BUILDING

BUILDING HEIGHT	67'- 1"	
OCCUPANCY CLASSIFICATION	R-2	(RESIDENTIAL, APARTMENT HOUSE)
	A-2	(RESTAURANT)
	M	(RETAIL)
CONSTRUCTION TYPE		
LEVEL 1	1-A (PER IBC 510.2)	
LEVEL 2-5	V-A	
FULLY SPRINKLERED PER NFPA 13		
TOTAL GROSS BUILDING SF	58,817 SF	
LEVEL 1	3,339 SF	RESIDENTIAL
LEVEL 1	8,371 SF	RETAIL/RESTAURANT
LEVEL 2	11,940 SF	
LEVEL 3	11,731 SF	
LEVEL 4	11,733 SF	
LEVEL 5	11,703 SF	

PARKING GARAGE

BUILDING HEIGHT	59'- 4"
OCCUPANCY CLASSIFICATION	S-2 (PARKING)
CONSTRUCTION TYPE	
ENCLOSED PARKING GARAGE	IA
FULLY SPRINKLERED PER NFPA 13	
OPEN PARKING GARAGE	IIB
NOT SPRINKLERED AT OPEN PARKING LEVEL 1 TO LEVEL 5	
TOTAL GROSS SF BELOW GRADE	60,636 SF
TOTAL GROSS SF ABOVE GRADE	168,516 SF
GRAND TOTAL GROSS SF	229,152 SF
LEVEL B	60,636 SF
LEVEL 1	22,320 SF
LEVEL 2	22,320 SF
LEVEL 3	22,320 SF
LEVEL 4	22,320 SF
LEVEL 5	18,600 SF

PARKING DATA

RESIDENTIAL

PARKING REQUIRED 155 UNITS (2 PER UNIT) =310 SPACES REQUIRED

BEDROOM BREAKDOWN

125	1.0 BEDROOM UNITS
2	1.5 BEDROOM UNITS
24	2.0 BEDROOM UNITS
4	3.0 BEDROOM UNITS
TOTAL	188 BEDROOM UNITS

PARKING PROVIDED 0.70 SPACES PER BEDROOM
0.10 SPACES PER BEDROOM VISITOR = 150 SPACES PROVIDED

RETAIL
13,969 SF + 6,000 SF OUTDOOR DINING SPACE

PARKING REQUIRED (1 SPACE PER 300 SF) = 66 SPACES REQUIRED

THEATER (FUTURE SDP)
625 SEATS

PARKING REQUIRED 1 SPACE PER 3 SEATS = 208 SPACES REQUIRED

HOTEL (FUTURE SDP)
95 ROOMS + 12 EMPLOYEES

PARKING REQUIRED 1 SPACE PER UNIT
0.75 SPACES PER EMPLOYEE = 105 SPACES REQUIRED

TOTAL SPACES REQUIRED = 529 SPACES REQUIRED
20% SHARED PARKING REDUCTION = 423 SPACES REQUIRED

PARKING PROVIDED IN PARKING GARAGE 463 SPACES PROVIDED

BIKE PARKING REQUIRED (2 SPACES PER 25 AUTO) 38 SPACES REQUIRED
BIKE PARKING PROVIDED 42 SPACES PROVIDED

(THIS SITE IS LOCATED WITHIN GENERAL IMPROVEMENT DISTRICT #1 PER ORDINANCE _____).

SIGNATURES AND APPROVALS

APPROVED THIS _____ DAY OF _____, 20____ BY THE CURRENT PLANNING MANAGER OF CITY OF LOVELAND, COLORADO.

_____
CURRENT PLANNING MANAGER

SHEET INDEX

VICINITY MAP

OWNERS CERTIFICATION

OWNER: THE FOUNDRY LOVELAND, LLC

By: _____

Title: _____

STATE OF COLORADO)
) ss.
COUNTY OF LARIMER)

Notary Seal

The foregoing instrument was acknowledged before me this ____ day of_____, 2016, by _____.

Witness my hand and official seal.

My Commission Expires: _____

OWNER: CITY OF LOVELAND

By: _____

Title: _____

STATE OF COLORADO)
) ss.
COUNTY OF LARIMER)

Notary Seal

The foregoing instrument was acknowledged before me this ____ day of_____, 2016, by _____.

Witness my hand and official seal.

My Commission Expires: _____

TRANSPORTATION CONDITIONS (DRAFT)

1. ALL PUBLIC IMPROVEMENTS SHALL COMPLY WITH THE LARIMER COUNTY URBAN AREA STREET STANDARDS (LCUASS)
2. THE DEVELOPER AGREES TO AQUIRE 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 APPROVAL OF THE PUBLIC IMPROVEMENT CONSTRUCTION PLANS (PICPS), A CDOT ACCESS PERMIT MUST BE OBTAINED FOR THE INTERSECTIONS ON CLEVELAND AVENUE AND LINCOLN AVENUE ADJACENT TO THE DEVELOPMENT.
4. PRIOR TO THE ISSUANCE OF ANY BUILDING PERMITS WITH THE XXXXX SUBDIVISION NAME HERE, PERSUANT 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) ALL PUBLIC STREET IMPROVEMENTS ON NORTH LINCOLN AVENUE, NORTH CLEVELAND AVENUE, EAST 2ND STREET, AND EAST 3RD STREET INCLUDING ROADWAY PAVING, SIGNING AND STRIPPING, CURB AND GUTTER, RAMPS AND SIDEWALKS AS SHOWN ON THE CITY APPROVED PUBLIC IMPROVEMENT CONSTRUCTION PLANS TITLED THE FOUNDRY PREPARED BY INTERWEST CONSULTING GROUP.
5. CITY SIGNED SITE DEVELOPMENT PLANS (INCLUDING ANY ASSOCIATED PUBLIC IMPROVEMENT CONSTRUCTION PLANS), OR THE ISSUANCE OF BUILDING PERMITS, DOES NOT ALLOW ANY CONSTRUCTION WITHIN THE PUBLIC STREET OR ALLEY RIGHTS-OF-WAY OR PEDESTRIAN EASEMENTS. A SEPARATE CITY DEVELOPMENT CONSTRUCTION PERMIT OR 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 AND GUTTER, DRIVEWAY ACCESSES, OR ANY OTHER CONSTRUCTION IN THE CITY STREET OR ALLEY RIGHTS-OF-WAY OR PEDESTRIAN EASEMENTS, (THIS INCLUDES ALL ITEMS PROPOSED IN RIGHTS-OF-WAY SUCH AS UTILITY STREET CUTS, SIDEWALK RAMPS, CONSTRUCTION STAGING PROPOSED IN STREET, LANDSCAPING, TRAFFIC CONTROL, ETC.). (CALL 970-962-2510 TO DISCUSS DETAILS TO OBTAIN A ROW WORK PERMIT).
6. PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION ACTIVITY THAT WILL INVOLVE ANY EXISTING OR PROPOSED STREET SIGNS OR TRAFFIC CONTROL DEVISED FOR OR WITHIN PUBLIC STREETS RIGHTS-OF-WAY(ROW), THE DEVELOPER AND OR HIS CONTRACTOR SHALL CONTACT THE CITY TRAFFIC DIVISION AT (970) 962-2535 TO COORDINATE THE REMOVAL, RELOCATION, INSTALLATION, AND OR PROPER STORING OF THE SIGN(S) OR TRAFFIC CONTROL DEVISE(S) AND OBTAIN A ROW WORK PERMIT FROM THE CITY PUBLIC WORKS ENGINEERING DIVISION TO DO SUCH WORK. HOWEVER, IF THE DEVELOPER AND OR HIS OR HER CONTRACTOR REMOVES OR RELOCATES ANY EXISTING STREET SIGN(S) OR TRAFFIC CONTROL DEVICE(S) AS DEEMED NECESSARY BY THE CITY. THE DEVELOPER AND OR HIS CONTRACTOR WILL ALSO BE CHARGED TO REPLACE ANY EXISTING STREET SIGNS OR TRAFFIC CONTROL DEVICES THAT WERE DAMAGED OR BLEMISHED DURING ANY CONSTRUCTION ACTIVITY AS DEEMED NECESSARY BY THE CITY. THE DEVELOPER AND OR HIS CONTRACTOR MAY ALSO BE SUBJECT TO ADDITIONAL FINES AS PER THE LOVELAND MUNICIPAL CODE.
7. ALL TREES, SHRUBS, AND OTHER PLANT MATERIALS LOCATED WITHIN CLEAR SIGHT TRIANGLES SHALL BE TRIMMED IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 7 OF THE LARIMER COUNTY URBAN AREA STREET STANDARDS (LUCASS). UNDER CURRENT LCUASS REQUIREMENTS, TREES SHALL BE LIMBED TO A HEIGHT OF NOT LESS THAN EIGHT (8) FEET AND 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. TREES ARE ALSO REQUIRED TO BE KEPT LIMBED UP A MINIMUM OF EIGHT (8) FEET ABOVE ALL STREET SIDEWALKS.

NORTH
0' 5' 10' 20'

OZ ARCHITECTURE
3003 Larimer Street
Denver, Colorado 80205
phone 303.861.5704
www.ozarch.com

bha
1603 Oakridge Drive
Fort Collins, CO 80525
phone 970.223.7577
www.bhadesign.com

THE FOUNDRY
SITE DEVELOPMENT PLAN
LOVELAND, CO 80538

PROJ. NO.	115253.02
DRAWN:	DE
CHECKED:	MM
APPROVED:	RS
DATE:	FEB 13, 2017

THE FOUNDRY

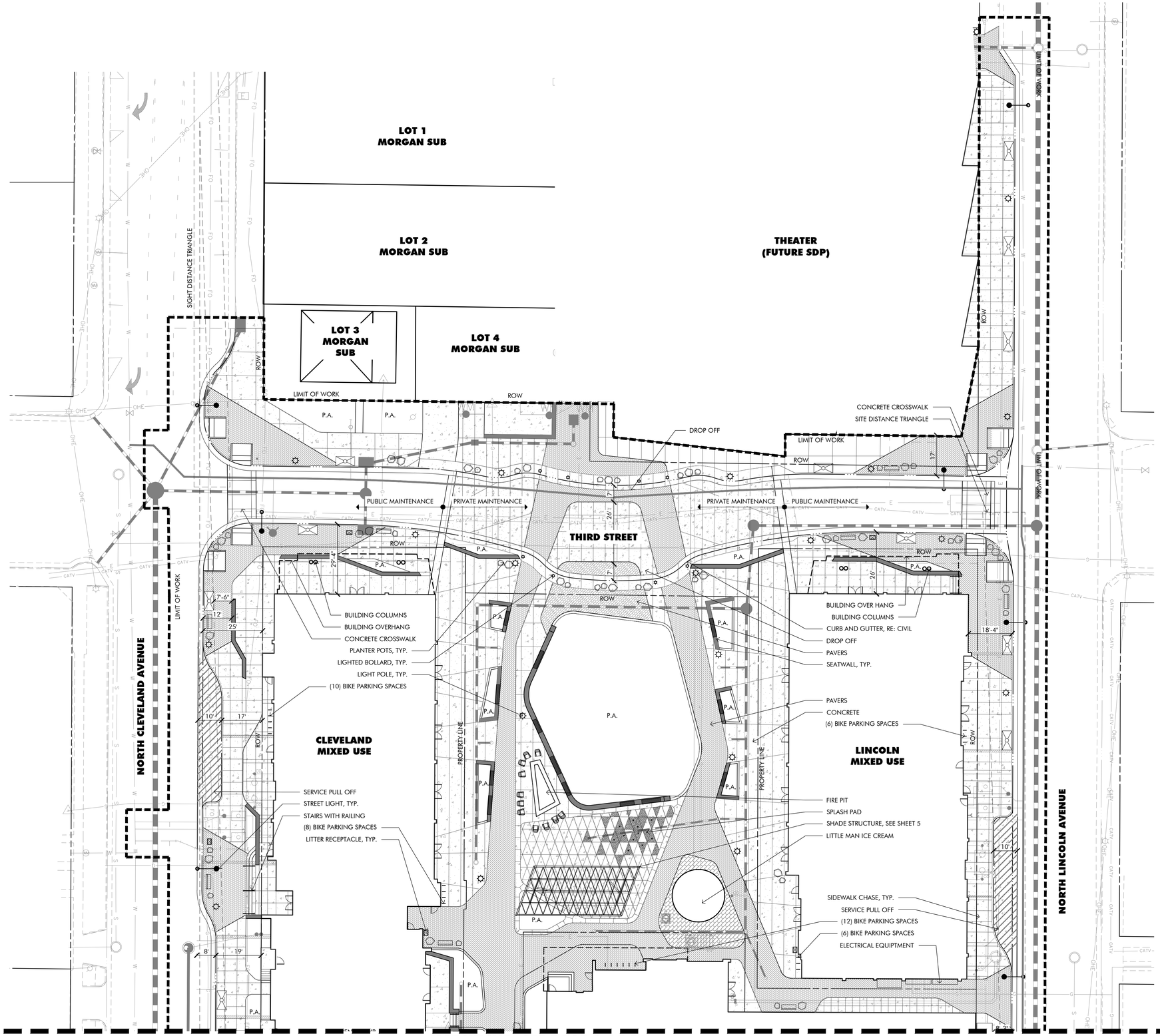
ISSUED FOR:
SDP RESUBMITTAL

SHEET TITLE:
COVER SHEET

SCALE:
SHEET NUMBER

SHEET 1 OF 18

PC ATTACHMENT 6



MATCHLINE- SEE PAGE 3 OF 12

LEGEND

- LIGHTED BOLLARD
- PLANTER POT
- TREE GRATE
- PEDESTRIAN LIGHT
- STREET LIGHT
- BENCH
- LITTER RECEPTACLE
- P.A. PLANTING AREA
- PAVERS
- CONCRETE

NORTH

0' 10' 20' 40'

SCALE: 1" = 20'

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THE FOUNDRY

ISSUED FOR:
SDP RESUBMITTAL

SHEET TITLE:
SITE PLAN (1 OF 2)

SCALE:
SHEET NUMBER

SHEET 2 OF 18

PC ATTACHMENT 6

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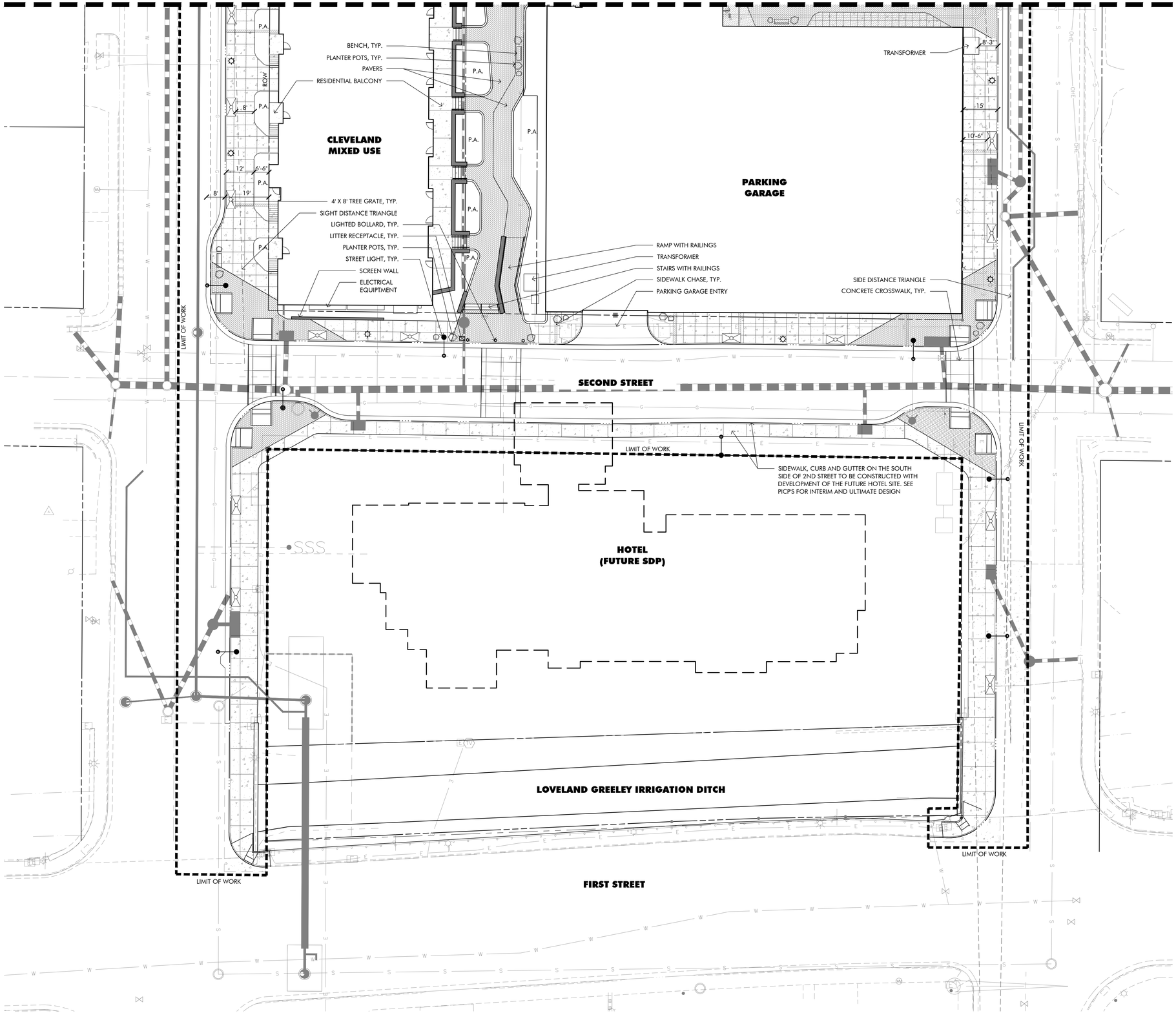
MATCHLINE- SEE PAGE 2 OF 12



LEGEND

- LIGHTED BOLLARD
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- PAVERS
- CONCRETE

NORTH

0' 10' 20' 40'

SCALE: 1" = 20'

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CHECKED:	MM
APPROVED:	RS
DATE:	FEB 13, 2017

THE FOUNDRY

ISSUED FOR:
SDP RESUBMITTAL

SHEET TITLE:
SITE PLAN (2 OF 2)

SCALE:
SHEET NUMBER

SHEET 3 OF 18

PC ATTACHMENT 6

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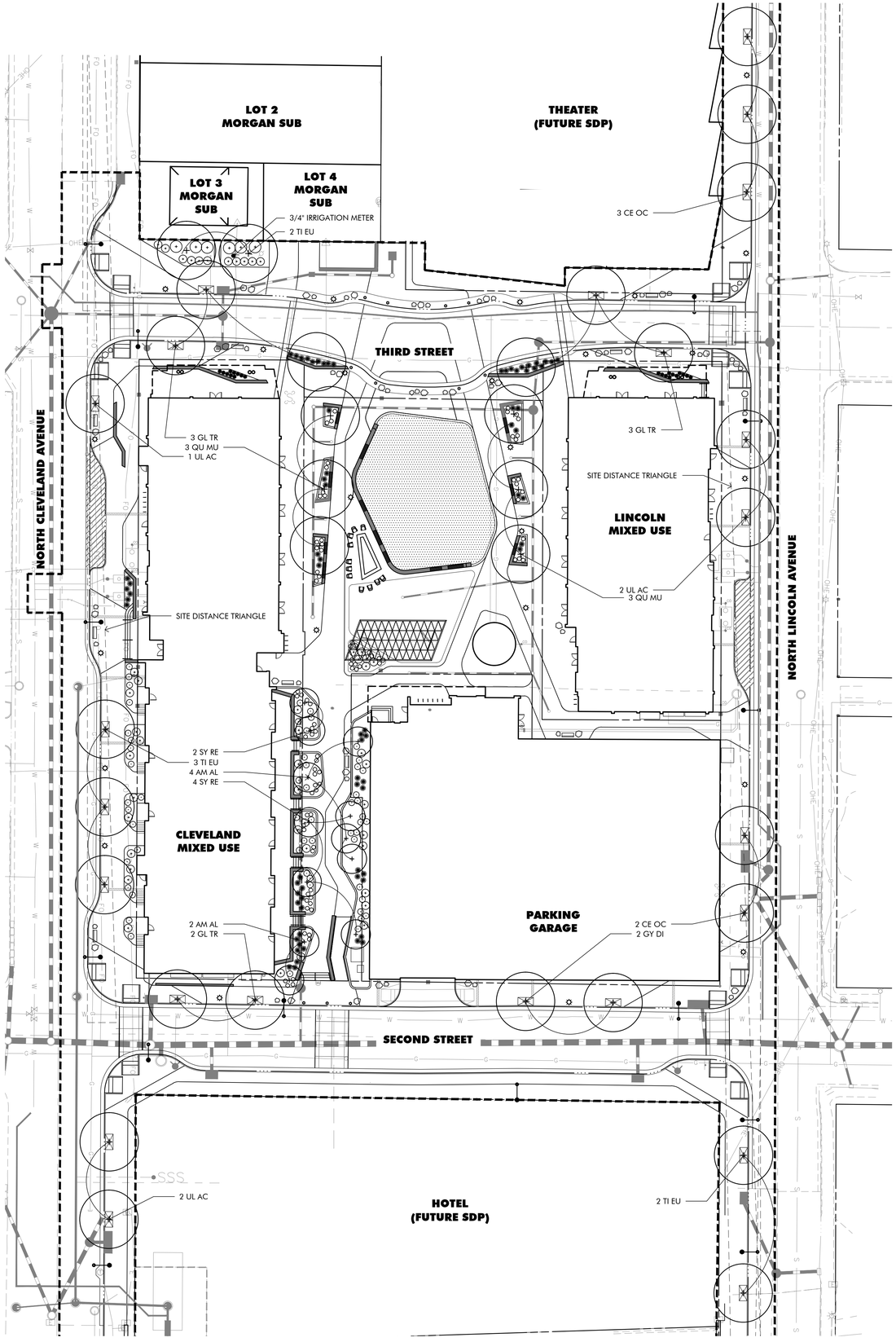


LANDSCAPE NOTES

1. LANDSCAPING MUST BE INSTALLED OR SECURED WITH AN IRREVOCABLE LETTER OF CREDIT, PERFORMANCE BOND, OR ESCROW ACCOUNT FOR 125% OF THE VALUATION OF THE MATERIALS AND LABOR PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY.
2. LANDSCAPING SHALL BE INSTALLED AND MAINTAINED BY THE PROPERTY OWNER, INCLUDING TREES AND GROUNDCOVER WITHIN THE R.O.W. SHARED MAINTENANCE OF THE RIVER BUFFER AREA MAY BE DEFINED BY SEPARATE AGREEMENT OR THE DEVELOPMENT AGREEMENT.
3. THE FOLLOWING SEPARATIONS SHALL BE PROVIDED BETWEEN TREES/SHRUBS AND UTILITIES:
   - 3.1. 40 FEET BETWEEN CANOPY TREES AND STREET LIGHTS
   - 3.2. 15 FEET BETWEEN ORNAMENTAL TREES AND STREETLIGHTS
   - 3.3. 10 FEET BETWEEN TREES AND PUBLIC WATER AND SANITARY AND STORM SEWER LINES
   - 3.4. 6 FEET BETWEEN TREES AND WATER AND SANITARY SERVICE LINES
   - 3.5. 4 FEET BETWEEN TREES AND GAS LINES
   - 3.6. 4 FEET BETWEEN SHRUBS AND PUBLIC WATER AND SANITARY AND STORM SEWER LINES
4. FIELD LOCATE UTILITIES PRIOR TO PLANTING.
5. TO THE MAXIMUM EXTENT FEASIBLE, TOPSOIL THAT IS REMOVED DURING CONSTRUCTION ACTIVITY SHALL BE CONSERVED FOR LATER USE ON AREAS REQUIRING REVEGETATION AND LANDSCAPING.
6. A FREE PERMIT MUST BE OBTAINED FROM THE CITY FORESTER BEFORE ANY TREES OR SHRUBS AS NOTED ON THIS PLAN ARE PLANTED, PRUNED OR REMOVED ON THE PUBLIC RIGHT-OF-WAY. THIS INCLUDES ZONES BETWEEN THE SIDEWALK AND CURB, MEDIAN AND OTHER CITY PROPERTY. THIS PERMIT SHALL APPROVE THE LOCATION AND SPECIES TO BE PLANTED. FAILURE TO OBTAIN THIS PERMIT MAY RESULT IN REPLACING OR RELOCATING TREES AND A HOLD ON CERTIFICATE OF OCCUPANCY.
7. THE DEVELOPER SHALL CONTACT THE CITY FORESTER TO INSPECT ALL TREE PLANTINGS AT THE COMPLETION OF EACH PHASE OF THE DEVELOPMENT. ALL TREES NEED TO HAVE BEEN INSTALLED AS SHOWN ON THE LANDSCAPE PLAN. APPROVAL OF STREET TREE PLANTING IS REQUIRED BEFORE FINAL APPROVAL OF EACH PHASE. FAILURE TO OBTAIN APPROVAL BY THE CITY FORESTER FOR THE STREET TREES IN A PHASE SHALL RESULT IN A HOLD ON CERTIFICATE OF OCCUPANCY FOR FUTURE PHASES OF THE DEVELOPMENT.
8. ALL TREES, SHRUBS, AND OTHER PLANT MATERIALS LOCATED WITHIN CLEAR SIGHT TRIANGLES SHALL BE TRIMMED IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 7 OF THE LARIMER COUNTY URBAN AREA STREET STANDARDS (LUCASS). UNDER CURRENT LCUASS REQUIREMENTS, TREES SHALL BE LIMBED TO A HEIGHT OF NOT LESS THAN EIGHT (8) FEET AND 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. TREES ARE ALSO REQUIRED TO BE KEPT LIMBED UP A MINIMUM OF EIGHT (8) FEET ABOVE ALL STREET SIDEWALKS.

LEGEND

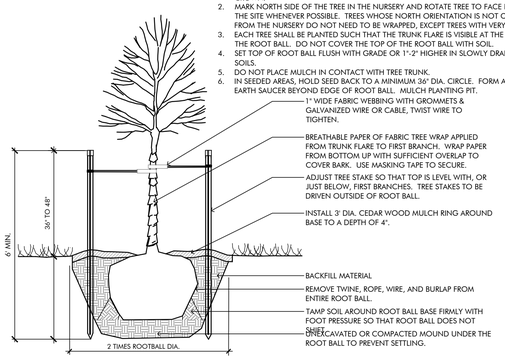
- TEXAS HYBRID BLUEGRASS SOD
- DECIDUOUS SHADE TREE
- DECIDUOUS ORNAMENTAL TREE
- DECIDUOUS SHRUB
- ORNAMENTAL GRASSES
- PERENNIALS

PLANT LIST

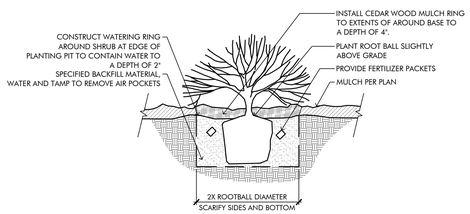
Symbol	Botanical Name	Common Name	Size	Root	Quantity
Deciduous Trees					
CE OC	Celtis occidentalis	Common Hackberry	2" Cal.	BB	5
GL TR	Gleditsia triacanthos inermis	Honeylocust	2" Cal.	BB	8
GY DI	Gymnocladus dioicus 'Espresso'	Seedless Kentucky Coffeetree	2" Cal.	BB	3
QU MU	Quercus muehlenbergii	Chinkapin Oak	2" Cal.	BB	7
TI EU	Tilia x euchlora	Redmond Linden	2" Cal.	BB	7
UL AC	Ulmus 'Morton'	Accolade Elm	2" Cal.	BB	7
Ornamental Trees					
AM AL	Amelanchier alnifolia	Saskatoon Serviceberry	2" Cal.	BB	4
SY RE	Syringa reticulata	Japanese Tree Lilac	2" Cal.	BB	6
Dedicuous Shrubs					
AM RE	Amelanchier alnifolia 'Regent'	Regent Serviceberry	5 Gal.	Cont.	
AM CA	Amorpha canescens	Leadplant	5 Gal.	Cont.	
AR ME	Aronia melanocarpa 'Iriquois Beauty'	Iriquios Beauty Dwarf Chokeberry	5 Gal.	Cont.	
DA CM	Daphne x burkwoodi 'Carol Mackie'	Carol Mackie Daphne	5 Gal.	Cont.	
EU AL	Euonymus alatus 'Compactus'	Dwarf Burning Bush	5 Gal.	Cont.	
PO GD	Potentilla fruticosa 'Gold Drop'	Gold Drop Potentilla	5 Gal.	Cont.	
PR CI	Prunus cistena	Purple Leaf Plum	5 Gal.	Cont.	
SP JA	Spirea japonica 'Limemound'	Limemound Spirea	5 Gal.	Cont.	
Ornamental Grasses					
BO GR	Bouteloua gracilis 'Blonde Ambition'	Blonde Ambition Blue Grama Grass	1 Gal.	Cont.	
CA BR	Calamagrostis brachytricha	Korean Feather Reed Grass	1 Gal.	Cont.	
CA KF	Calamagrostis acutiflora 'Karl Foerster'	Karl Foerster Feather Reed Grass	1 Gal.	Cont.	
IM RB	Imperata cylindrica 'Red Baron'	Rad Baron Japanese Bloodgrass	1 Gal.	Cont.	
PE AL	Pennisetum alopecuroides 'Hameln'	Dwarf Fountain Grass			
SC SC	Schizachyrium scoparium 'Standing Ovation'	Little Bluestem	1 Gal.	Cont.	
Perennials					
AC MI	Achillea millefolium 'Pomegranate'	Pomegranate Yarrow	1 Gal.	Cont.	
CE PL	Ceratostigma plumbaginoides	Plumbago	1 Gal.	Cont.	
CE RU	Centranthus ruber	Jupiter's Beard	1 Gal.	Cont.	
CO GR	Coreopsis grandiflora 'Sunray'	Dwarf Double Coreopsis	1 Gal.	Cont.	
LE AL	Leucanthemum superbum 'Alaska'	Shasta Daisy	1 Gal.	Cont.	
NE WL	Nepeta faassenii 'Walker's Low'	Walker's Low Catmint	1 Gal.	Cont.	
RU FU	Rudbeckia fulgida 'Goldsturm'	Black Eyed Susan	1 Gal.	Cont.	

DECIDUOUS TREE PLANTING

GENERAL TREE PLANTING NOTES
1. PRUNE ONLY CROSSOVER LIMBS, CO-DOMINANT LEADERS, AND BROKEN OR DEAD BRANCHES. SOME INTERIOR TWIGS AND LATERAL BRANCHES MAY BE PRUNED; HOWEVER, DO NOT REMOVE THE TERMINAL BUDS OF BRANCHES THAT EXTEND TO THE EDGE OF THE CROWN.
2. MARK NORTH SIDE OF THE TREE IN THE NURSERY AND ROTATE TREE TO FACE NORTH AT THE SITE WHENEVER POSSIBLE. TREES WHOSE NORTH ORIENTATION IS NOT CHANGED FROM THE NURSERY DO NOT NEED TO BE WRAPPED, EXCEPT TREES WITH VERY THIN BARK.
3. EACH TREE SHALL BE PLANTED SUCH THAT THE TRUNK FLARE IS VISIBLE AT THE TOP OF THE ROOT BALL. DO NOT COVER THE TOP OF THE ROOT BALL WITH SOIL.
4. SET TOP OF ROOT BALL FLUSH WITH GRADE OR 1"-2" HIGHER IN SLOWLY DRAINING SOILS.
5. DO NOT PLACE MULCH IN CONTACT WITH TREE TRUNK.
6. IN SEEDED AREAS, HOLD SEED BACK TO A MINIMUM 36" DIA. CIRCLE. FORM A 4" HIGH EARTH SAUCER BEYOND EDGE OF ROOT BALL. MULCH PLANTING PIT.



SHRUB PLANTING



NORTH

0' 15' 30' 60'

SCALE: 1" =30'

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THE FOUNDRY
SITE DEVELOPMENT PLAN
LOVELAND, CO 80538

PROJ. NO.	115253.02
DRAWN:	DE
CHECKED:	MM
APPROVED:	RS
DATE:	FEB 13, 2017

THE FOUNDRY

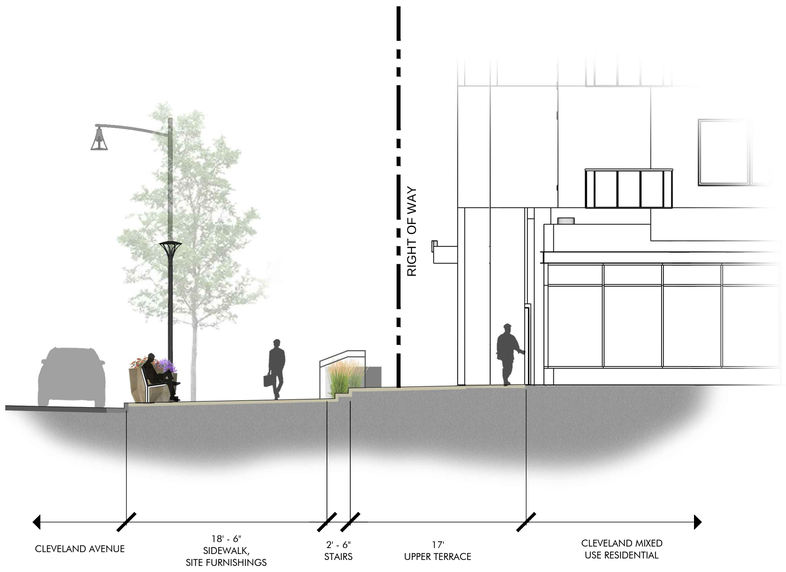
ISSUED FOR:
SDP RESUBMITTAL

SHEET TITLE:
LANDSCAPE PLAN

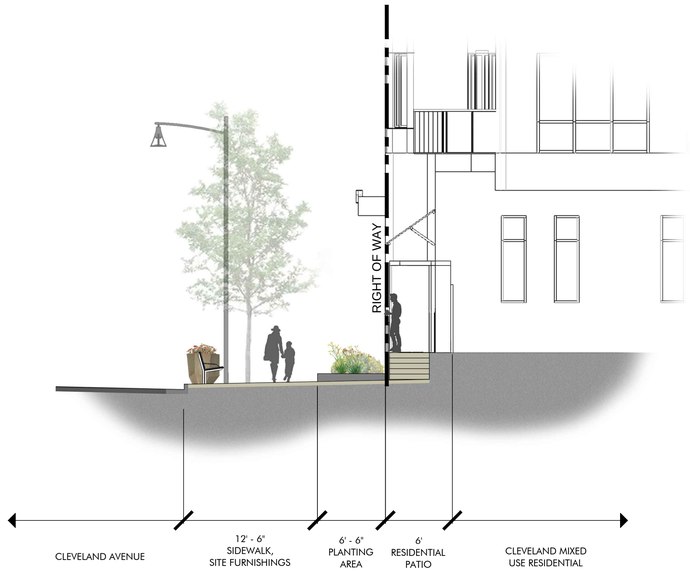
SCALE:
SHEET NUMBER

SHEET 4 OF 18

PC ATTACHMENT 6

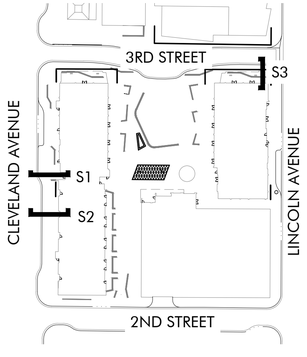


S1 CLEVELAND MIXED USE RESIDENTIAL, CLEVELAND STREET

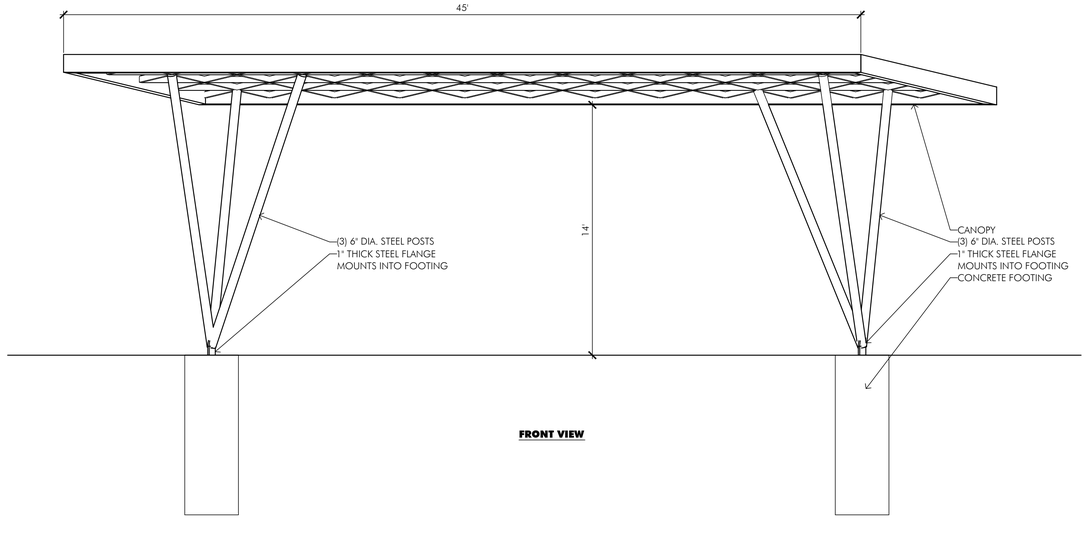


S2 CLEVELAND MIXED USE RESIDENTIAL, CLEVELAND STREET

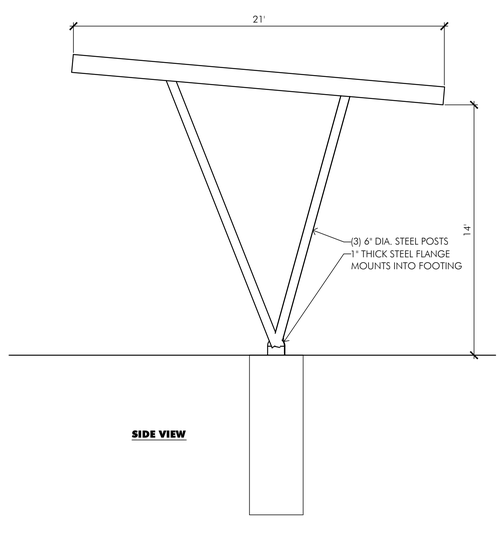
S3 LINCOLN MIXED USE RESIDENTIAL, 3RD STREET



KEY MAP



FRONT VIEW



SIDE VIEW

SHADE STRUCTURE

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LOVELAND, CO 80538

PROJ. NO.	115253.02
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DATE:	FEB 13, 2017

THE FOUNDRY

ISSUED FOR:
SDP RESUBMITTAL

SHEET TITLE:
SITE DETAILS

SCALE:

SHEET NUMBER
SHEET 5 OF 18

PC ATTACHMENT 6

NOTES

1. ALL ROOFTOP MECHANICAL EQUIPMENT TO BE SCREENED FROM STREET LEVEL AS REQUIRED.
2. SIGNAGE TO BE APPROVED BY SEPARATE PERMIT PROCESS.

MATERIAL LEGEND

1. BRICK, COLOR: RED
2. BRICK, COLOR: IRON SPOT
3. STUCCO W/ REVEALS, COLOR: LIGHT GRAY
4. STUCCO W/ REVEALS, COLOR: MEDIUM GRAY
5. CEMENT PANEL, COLOR: MIXED GRAYS
6. METAL PANEL, COLOR: ZINC GRAY
7. EXTERIOR GROUND FACE CMU, COLOR: TBD
8. STOREFRONT, DARK BRONZE PAINTED ALUMINUM & CLEAR GLASS
9. PERFORATED METAL PANEL
10. STRUCTURAL CONCRETE

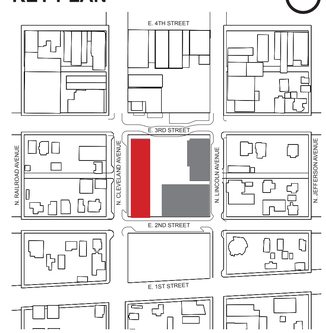
1 EAST - OVERALL ELEVATION
1/16" = 1'-0"

2 WEST - OVERALL ELEVATION
1/16" = 1'-0"

3 NORTH - OVERALL ELEVATION
1/16" = 1'-0"

4 SOUTH - OVERALL ELEVATION
1/16" = 1'-0"

KEY PLAN



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PROJ. NO.	115253.02
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CHECKED:	OZ
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DATE:	FEB 13, 2017

THE FOUNDRY

ISSUED FOR:
SDP RE-SUBMITTAL

SHEET TITLE:
CLEVELAND MIXED-USE ELEVATIONS

SCALE:

SHEET NUMBER

SHEET 6 OF 18

PC ATTACHMENT 6

NOTES

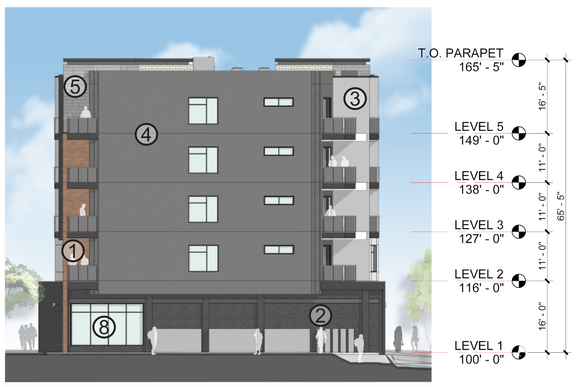
1. ALL ROOFTOP MECHANICAL EQUIPMENT TO BE SCREENED FROM STREET LEVEL AS REQUIRED.
2. SIGNAGE TO BE APPROVED BY SEPARATE PERMIT PROCESS.

MATERIAL LEGEND

1. BRICK, COLOR: RED
2. BRICK, COLOR: IRON SPOT
3. STUCCO W/ REVEALS, COLOR: LIGHT GRAY
4. STUCCO W/ REVEALS, COLOR: MEDIUM GRAY
5. CEMENT PANEL, COLOR: MIXED GRAYS
6. METAL PANEL, COLOR: ZINC GRAY
7. EXTERIOR GROUND FACE CMU, COLOR: TBD
8. STOREFRONT, DARK BRONZE PAINTED ALUMINUM & CLEAR GLASS
9. PERFORATED METAL PANEL
10. STRUCTURAL CONCRETE

1 NORTH - OVERALL ELEVATION
1/16" = 1'-0"

2 EAST - OVERALL ELEVATION
1/16" = 1'-0"



3 SOUTH - OVERALL ELEVATION
1/16" = 1'-0"

4 WEST - OVERALL ELEVATION
1/16" = 1'-0"

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KEY PLAN

THE FOUNDRY

ISSUED FOR:
SDP RE-SUBMITTAL

SHEET TITLE:
LINCOLN MIXED-USE ELEVATIONS

SCALE:

SHEET NUMBER
SHEET 7 OF 18

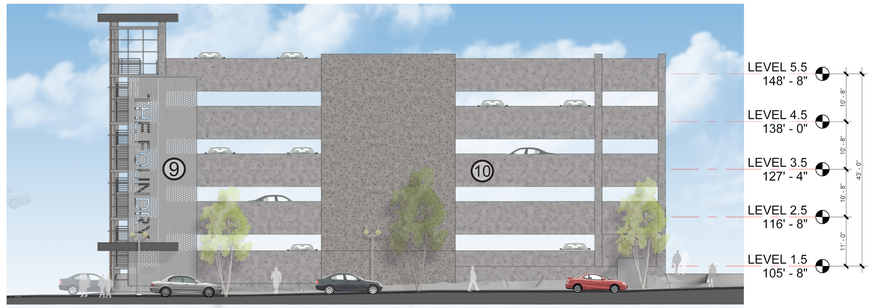
PC ATTACHMENT 6

NOTES

1. ALL ROOFTOP MECHANICAL EQUIPMENT TO BE SCREENED FROM STREET LEVEL AS REQUIRED.
2. SIGNAGE TO BE APPROVED BY SEPARATE PERMIT PROCESS.
3. THE EXPOSED CONCRETE AT THE PARKING GARAGE IS SERVING AS A CANVAS FOR THE POTENTIAL INSTALLATION OF ART ON THE FACADE.

MATERIAL LEGEND

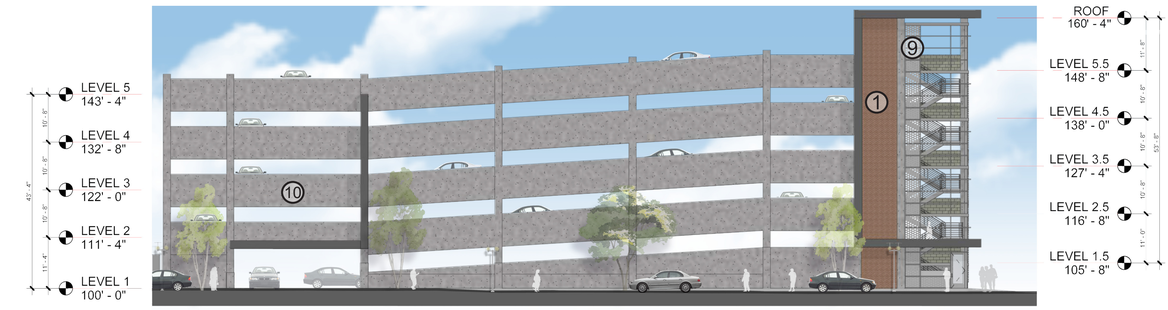
1. BRICK, COLOR: RED
2. BRICK, COLOR: IRON SPOT
3. STUCCO W/ REVEALS, COLOR: LIGHT GRAY
4. STUCCO W/ REVEALS, COLOR: MEDIUM GRAY
5. CEMENT PANEL, COLOR: MIXED GRAYS
6. METAL PANEL, COLOR: ZINC GRAY
7. EXTERIOR GROUND FACE CMU, COLOR: TBD
8. STOREFRONT, DARK BRONZE PAINTED ALUMINUM & CLEAR GLASS
9. PERFORATED METAL PANEL
10. STRUCTURAL CONCRETE



1 EAST - OVERALL ELEVATION
1/16" = 1'-0"

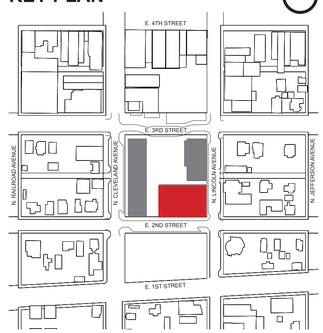
2 NORTH - OVERALL ELEVATION
1/16" = 1'-0"

3 WEST - OVERALL ELEVATION
1/16" = 1'-0"



4 SOUTH - OVERALL ELEVATION
1/16" = 1'-0"

KEY PLAN



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THE FOUNDRY

ISSUED FOR:
SDP RE-SUBMITTAL

SHEET TITLE:
PARKING GARAGE ELEVATIONS

SCALE:

SHEET NUMBER
SHEET 8 OF 18

PC ATTACHMENT 6

1 VIEW FROM NORTHWEST

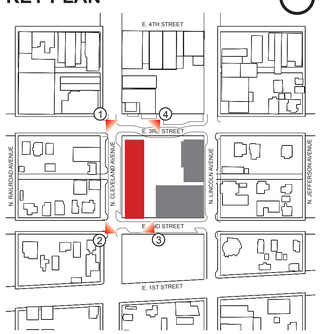
2 VIEW FROM SOUTHWEST

3 VIEW FROM SOUTHEAST

4 VIEW FROM NORTHEAST

KEY PLAN

N



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THE FOUNDRY

ISSUED FOR:
SDP RE-SUBMITTAL

SHEET TITLE:
CLEVELAND
AXONOMETRICS

SCALE:

SHEET NUMBER

SHEET 9 OF 18

PC ATTACHMENT 6

1 VIEW FROM SOUTHEAST

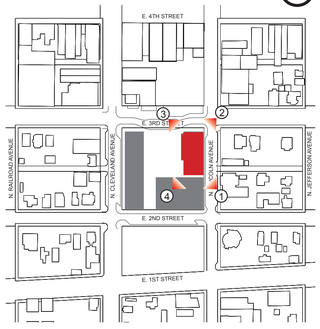
2 VIEW FROM NORTHEAST

3 VIEW FROM NORTHWEST

4 VIEW FROM SOUTHWEST

KEY PLAN

N



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THE FOUNDRY

ISSUED FOR:
SDP RE-SUBMITTAL

SHEET TITLE:
LINCOLN
AXONOMETRICS

SCALE:

SHEET NUMBER

SHEET 10 OF 18

PC ATTACHMENT 6

1 VIEW FROM SOUTHWEST

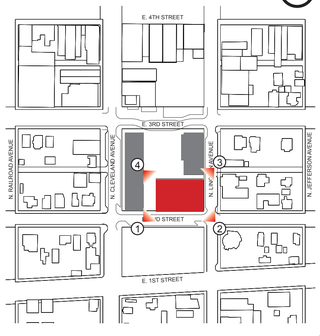
2 VIEW FROM SOUTHEAST

3 VIEW FROM NORTHEAST

4 VIEW FROM NORTHWEST

KEY PLAN

N



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THE FOUNDRY

ISSUED FOR:
SDP RE-SUBMITTAL

SHEET TITLE:
PARKING GARAGE
AXONOMETRICS

SCALE:
SHEET NUMBER

SHEET 11 OF 18

PC ATTACHMENT 6

1 VIEW FROM 1ST STREET AND CLEVELAND AVENUE

2 VIEW FROM SND STREET AND RAILROAD AVENUE

3 VIEW FROM 3RD STREET AND RAILROAD INTERSECTION

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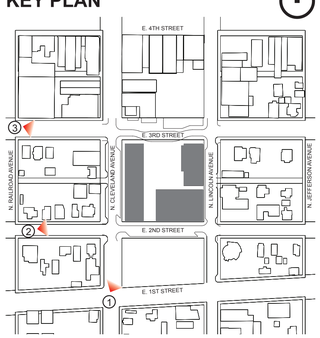

THE FOUNDRY

ISSUED FOR:
SDP RE-SUBMITTAL

SHEET TITLE:
GROUND LEVEL PERSPECTIVES

SCALE:

SHEET NUMBER
SHEET 12 OF 18

PC ATTACHMENT 6

4 VIEW FROM 4TH STREET AND CLEVELAND AVENUE

5 VIEW FROM 4TH STREET AND LINCOLN

6 VIEW FROM 3RD STREET AND JEFFERSON AVENUE

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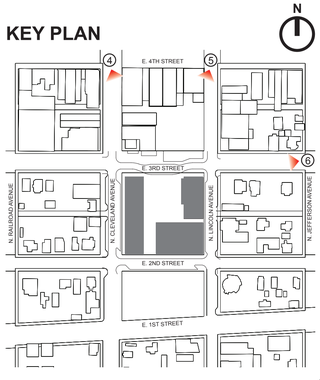

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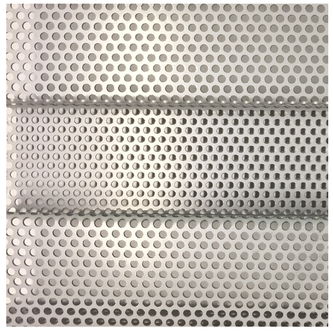
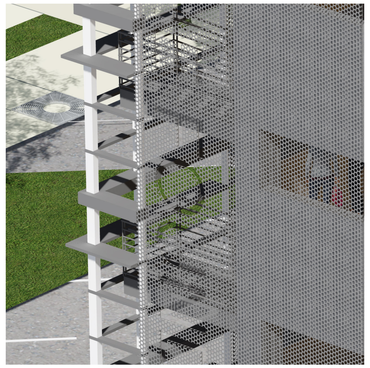
SCALE:

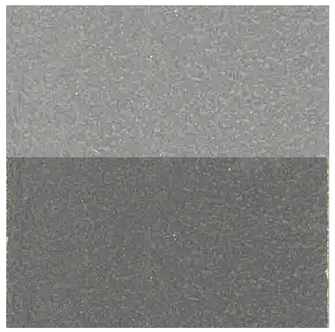
SHEET NUMBER
SHEET 13 OF 18

PC ATTACHMENT 6

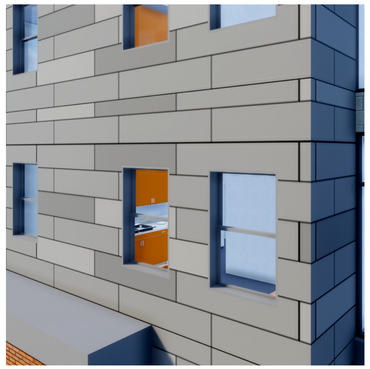


9. PERFORATED METAL PANEL



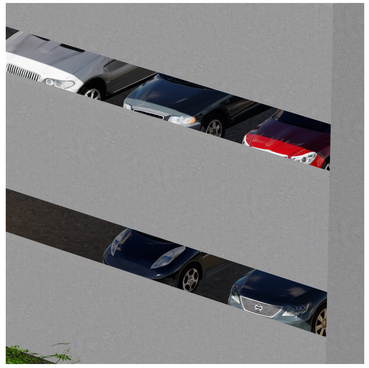


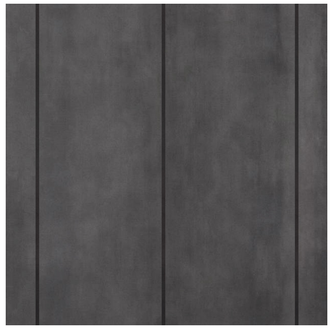
5. CEMENT PANEL, COLOR: MIXED GRAYS



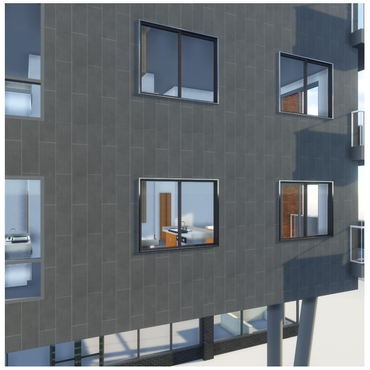
1. BRICK, COLOR: RED

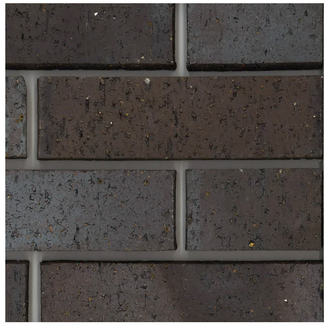
10. STRUCTURAL CONCRETE



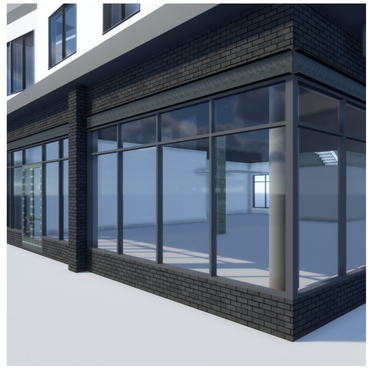


6. METAL PANEL, COLOR: ZINC GRAY



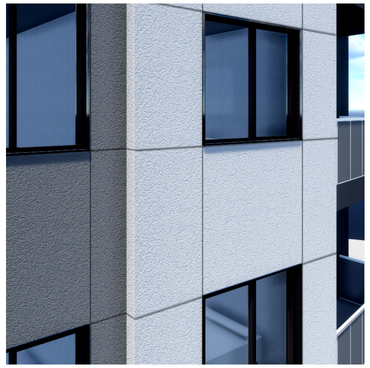


2. BRICK, COLOR: IRON SPOT

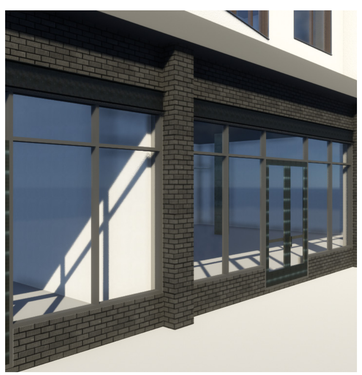


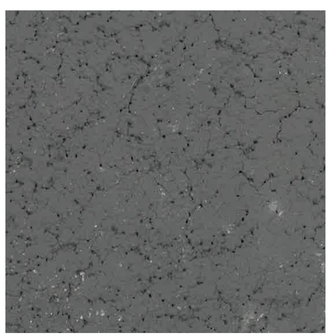
7. GROUND FACE CMU, COLOR: MIXED BROWNS

3. STUCCO W/ REVEALS, COLOR: LIGHT GRAY

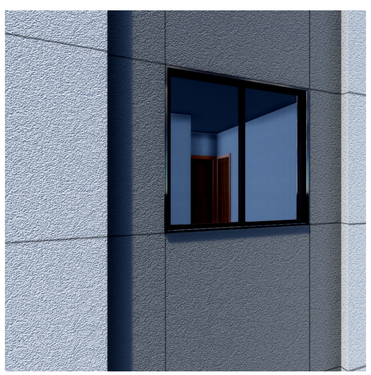


8. STOREFRONT, DARK BRONZE PAINTED ALUMINUM, & CLEAR GLASS





4. STUCCO W/ REVEALS, COLOR: MEDIUM GRAY



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THE FOUNDRY

ISSUED FOR:
SDP RE-SUBMITTAL

SHEET TITLE:
MATERIALS BOARD

SCALE:

SHEET NUMBER
SHEET 14 OF 18

PC ATTACHMENT 6

LIGHTING FIXTURE SCHEDULE

TYPE	DESCRIPTION	MANUFACTURER	CATALOG NUMBER	VOLTAGE	LAMP QTY	LAMP WATT	LAMP TYPE	LUMEN OUTPUT	COLOR TEMP	MAX WATTS	CUTOFF	MOUNTING LOCATION	INFORMATION BOF/RFD/OFH	NOTES
EBI	CONCRETE PEDESTRIAN LED BOLLARD	EATON INVUE	ABB-BI-LED-42-DI-S-XX-8030	UNV	1	16	LED	16	3000K	117	BI-UO-GI	POLE GROUND	42" OFH	
ECI	EXTERIOR CATENARY FESTOON LED COPPER BOWL WITH DYSK SHADE	TEGAN LIGHTING	EX-K-DL-C-GECB-XX-DSS-XX	120/24	1	5	LED	5	3000K	500	NOT VERIFIED	SUSPENDED	12'-0" TOF	1
EPI	PEDESTRIAN-SCALE LED POST-TOP	EATON INVUE	ARB-BI-LED-DI-T5-XX-7030	UNV	1	24	LED	2300	3000K	24	B2-UI-GI	POLE GROUND	12'-0" OFH	
EP2	GARAGE LED AREA LIGHTS	EATON-MCGRAW-EDISON	GLEON-AF-03-LED-EI-T4W-XX-7030	UNV	1	166	LED	18045	3000K	166	FULL CUTOFF	POLE FLOOR	18'-0" OFH	
EP3	LED STREET LIGHT, 8' EXTENDED ARM CITY OF LOVELAND STANDARD STANDARD DARK BRONZE FINISH	PHILIPS-LUMEC	LUMINAIRE: MSC-135W80LED4K-T-LE3F-120-CLO-XXX-PHB MAST ARM: 261-00644 POLE: 274-00131	120	1	135	LED	13063	4000K	135	FULL CUTOFF	POLE FLOOR	32'-0" OFH	4
ESI	PERGOLA LIGHTING	PHILIPS-COLOR KINETICS	500-000011-10	120/24	1	0.5 EA	LED	--	3000K	0.5 EACH	NOT VERIFIED	SURFACE	NOTE 3	3
ETI	EXTERIOR LED TAPE LIGHT	JESCO LIGHTING	DL-FLEX-WET	120/24	1	1.3 /FT	LED	115 /FT	3000K	39	NOTE 2	SURFACE	NOTE 2	2
EWI	PEDESTRIAN SCALE LED WALLSCONCE	FC LIGHTING	FCWL040-120V-LED-3K-3500-BK	120	1	40	LED	3500	3000K	40	FULL CUTOFF	SURFACE WALL	10'-0" OFH	
EW2EM	GARAGE LED WALLPACKS WITH COLD WEATHER BATTERY	EATON-MCGRAW-EDISON	GWC-AF-01-LED-EI-T4W-XX-7030-CWB	UNV	1	59	LED	6313	3000K	59	FULL CUTOFF	SURFACE WALL	10'-0" BOF	
EW3	RESIDENTIAL LED WALL SCONCE	KUZCO LIGHTING	EW53408-SY	120	1	8	LED	600	3000K	8	NOT VERIFIED	SURFACE WALL	6'-0" BOF	

ABBREVIATIONS: BOF - BOTTOM OF FIXTURE, RFD - RECESSED FIXTURE DEPTH, OFH - OVERALL FIXTURE HEIGHT, AFF(AFG) - ABOVE FINISHED FLOOR (GRADE), WFD - WALL FIXTURE DEPTH

GENERAL NOTES:

A. EC TO CONFIRM ALL FIXTURE FINISHES WITH ARCHITECT/OWNER PRIOR TO PURCHASE.

SPECIFIC NOTES:

1. EC SHALL PROVIDE ALL PARTS AND PIECES NECESSARY FOR A FULLY FUNCTIONAL TRACK SYSTEM INCLUDING, BUT NOT LIMITED TO, TRANSFORMERS, POWER FEEDS, CONNECTORS, ETC.
2. MOUNT LED TAPE TO UNDERSIDE OF CONCRETE LIP AROUND FIREPIT TO ILLUMINATE FIRE PIT WALL. UPLIGHT WILL BE BLOCKED BY CONCRETE LIP.
3. MOUNT FIXTURES TO UNDERSIDE OF PERGOLA STRUCTURE.
4. STOCK NUMBERS PROVIDED FOR MAST ARM AND POLE, REFER TO CITY OF LOVELAND STANDARDS FOR APPROVED MANUFACTURERS AND CATALOG NUMBERS.
5. MOUNT FLOOD LIGHTS TO STRUCTURE. COORDINATE AIMING IN FIELD WITH LANDSCAPE ARCHITECT.

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
2nd Street	✕	0.3 fc	4.0 fc	0.0 fc	N/A	N/A
3rd Street	✕	0.9 fc	4.4 fc	0.1 fc	44.0:1	9.0:1
Block 1 Property Line	+	0.0 fc	0.1 fc	0.0 fc	N/A	N/A
Block 2 Property Line	+	1.7 fc	24.8 fc	0.0 fc	N/A	N/A
Block 3 Property Line	+	0.1 fc	0.4 fc	0.0 fc	N/A	N/A
Cleveland Ave. Sidewalk	✕	0.1 fc	0.7 fc	0.0 fc	N/A	N/A
Lincoln Ave Sidewalk	✕	0.1 fc	2.3 fc	0.0 fc	N/A	N/A
Parking Deck	+	1.8 fc	5.0 fc	0.5 fc	10.0:1	3.6:1
Paseo	✕	0.9 fc	3.6 fc	0.1 fc	36.0:1	9.0:1
Site	+	0.7 fc	30.8 fc	0.0 fc	N/A	N/A

GENERAL NOTES

A. LIGHTING CALCULATIONS WERE MADE USING A LIGHT LOSS FACTOR OF 1.0.

B. CALCULATION POINTS WERE TAKEN AT GRADE LEVEL ON A 10'X10' GRID, EXCEPT WHERE OTHERWISE NOTED. GARAGE LIGHTING CALCULATIONS WERE TAKEN AT TOP PARKING DECK LEVEL. CALCULATIONS DO NOT REPRESENT ANY SLOPE OF ELEVATION CHANGE.

C. ILLUMINANCE CONTRIBUTIONS FROM ADJACENT PROPERTIES, LANDSCAPE LIGHTING, AND EXISTING STREET LUMINAIRES ARE NOT INCLUDED IN CALCULATIONS.

D. 'EP3' STREET LIGHTING PROPOSED BY THE CITY ARE SHOWN ON PLAN FOR REFERENCE, BUT ARE NOT INCLUDED IN CALCULATIONS. AREAS SURROUNDING THESE LOCATIONS ARE EXPECTED TO RECEIVE SIGNIFICANT LIGHT LEVEL CONTRIBUTIONS FROM THESE LIGHTS THAT ARE NOT REFLECTED IN THESE CALCULATIONS AND MAY APPEAR UNDERLIT.

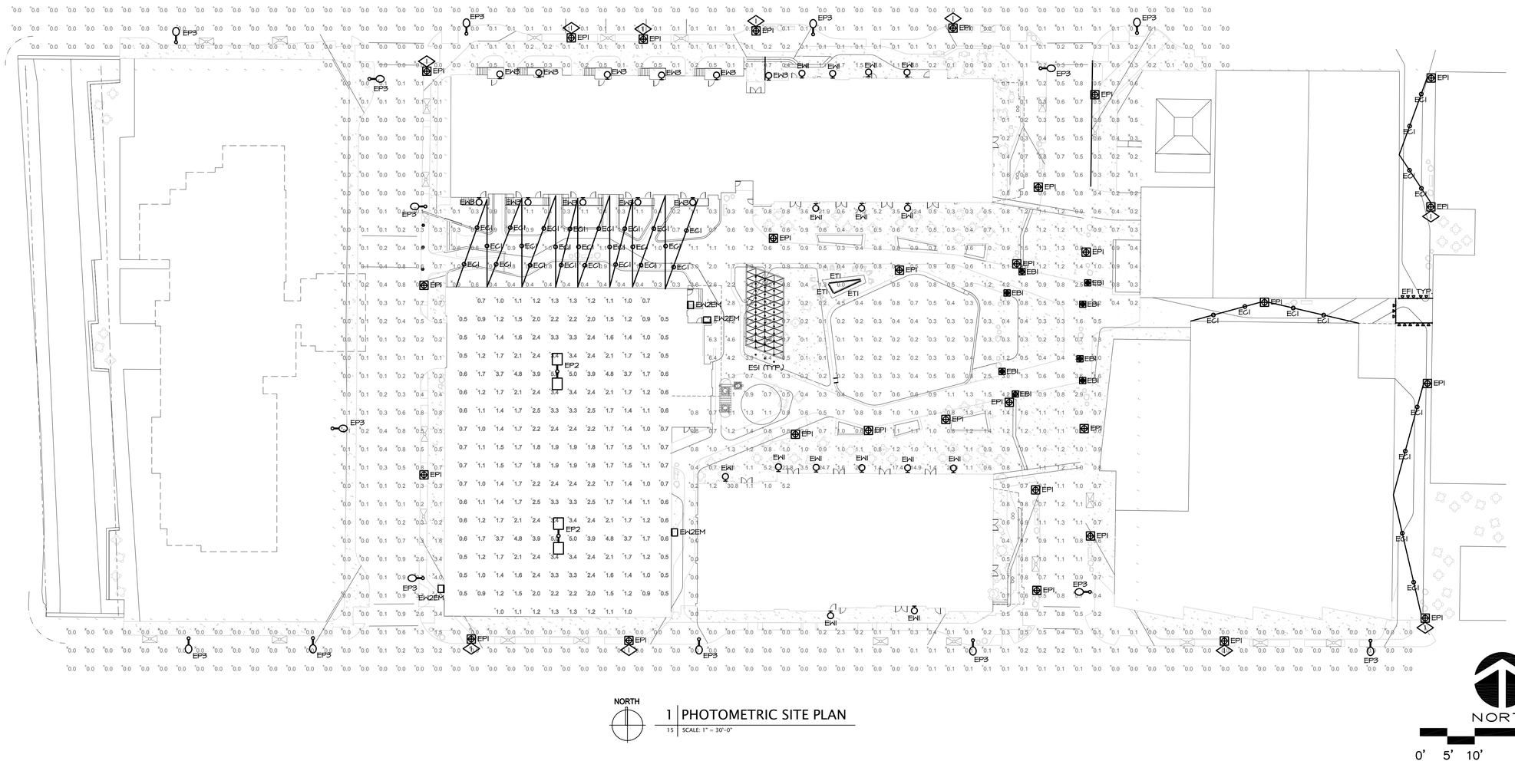
E. APPLICABLE CODES THAT HAVE BEEN DESIGNED TO ARE 2012 IECC AND 2014 NEC.

F. PATIO AREAS AT FUTURE RETAIL LOCATIONS HAVE NOT YET BEEN DESIGNED AND ARE EXCLUDED FROM THIS PHOTOMETRIC STUDY.

G. PEDESTRIAN AREA IS A PATH OF EGRESS AND THEREFORE, THE LIGHTING LEVELS HAVE BEEN DESIGNED TO MEET MINIMUM EGRESS LIGHTING LEVEL REQUIREMENTS.

KEYNOTE LEGEND

KEY VALUE	
◇	
1.	OFF-SITE FIXTURE SHOWN FOR REFERENCE, BUT NOT INCLUDED IN PHOTOMETRIC CALCULATION.



1 PHOTOMETRIC SITE PLAN
15 SCALE: 1" = 30'-0"

OZ ARCHITECTURE
3003 Larimer Street
Denver, Colorado 80205
phone 303.861.5704
www.ozarch.com

THE FOUNDRY
SITE DEVELOPMENT PLAN
LOVELAND, CO 80538

PROJ. NO.	115253.02
DRAWN:	MJS
CHECKED:	ARC
APPROVED:	JEM
DATE:	FEB 13, 2017

THE FOUNDRY

ISSUED FOR:
SDP RESUBMITTAL

SHEET TITLE:
SITE PHOTOMETRIC PLAN

SCALE:
SHEET NUMBER

SHEET 15 OF 18

PC ATTACHMENT 6

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Invue

DESCRIPTION

The Arbor Bollard from Invue brings architectural style to the pedestrian level. The Arbor Bollard can be used along with Arbor post top luminaires to provide a coordinated look sure to enhance any architectural setting. WaveStream™ LED optics present a pixelation free image replacing visible glare, while providing high levels of pavement illumination.

Catalog #		Type
Project		
Comments		Date
Prepared by		

SPECIFICATION FEATURES

Construction
Top Housing: Low copper, cast aluminum top maintains strength and precision while providing for: rapid heat dissipation, vandal resistance and superior dayform. Lower Housing: Heavy 0.188" wall seamless extruded aluminum 4" O.D. shaft attaches to base via stainless steel fasteners. BASE: Rugged corrosion resistant extruded aluminum base mounts to foundation with three anchor bolts. Base features a pliable 1/2" thick neoprene leveling pad fitted to the bottom of base allows for sealing against water and dirt ingress regardless of minor deviations in grade of concrete pad.

Optics
Symmetric and asymmetric distributions are available using WaveStream LED optical technology. The optical waveguide is manufactured using precision injection molded acrylic for the ultimate level of glare control and visual comfort. Offered standard in 4000K (+/- 275K) CCT, optional 3000K minimum 80 CRI.

Electrical
LED driver(s) are mounted to electrical tray for easy installation and maintenance for 120-277V 50/60Hz, 347V 60Hz or 480V 60Hz operation. Offered standard with 0-10V dimming driver and Eaton's proprietary circuit module designed to withstand 10kV of transient line surge. Luminaire is suitable for ambient temperature applications from -30°C (-22°F) to 40°C (104°F) and IP66 rated against the ingress of dust and water.

Controls
The Arbor Bollard options are designed to be simple and cost-effective ASHRAE and California Title 24 compliant solutions. An integrated dimming and occupancy sensor is a standalone control option available in on/off (MSP) and bi-level dimming (MSPDIM) operation. An optional handheld remote (ISRM) allows custom programming to suit all needs.

Mounting
Luminaire is mounted to 3 x 1/2" anchor bolts on a 2-3/8" bolt circle to with stand a 600 pound overturn moment. Order anchor bolts and installation template separately (ABAnchor).

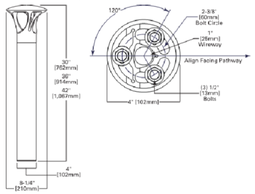
Finish
Eaton utilizes premium ultra-weatherable TGIC based polyester powder coatings that are specifically formulated to withstand extended outdoor exposure. The powders are formulated exclusively for Eaton to serve functionally as well as decorative. Good film appearance combinded with excellent mechanical an exterior exposure qualities display greater than twice as much gloss retention. RAL and custom color matches available.

Warranty
Five-year warranty.

ABB ARBOR BOLLARD

PATHWAY LUMINAIRE

DIMENSIONS



BOLT CIRCLE ORIENTATION

CERTIFICATION DATA
UL/cUL Listed
IP66 Housing
ISO 9001
RoHS

ENERGY DATA
Electronic LED Driver
>0.9 Power Factor
<20% Total Harmonic Distortion
120-277V 50/60Hz, 347V 60Hz, 480V 60Hz
-30°C Minimum Temperature
40°C Ambient Temperature Rating

Approximate Net Weight:
19.29 lbs. (8.75 kgs.)

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EATON
Powering Business Worldwide

1 | EB1
16 | SCALE: NTS

Exton System

NEW *Featuring Tegan's Exclusive "Hybrid Power Span Cable"*

IP20, IP24 & IP65 Power Span Cable with Kore-Ex LED Module

Category: Exton System features Tegan's exclusive Hybrid Power Span Cable. Tensioned or swagged mounting with various Gems, Glass Envelopes and Shades. Designed for use with a remote Power Supply Enclosure with Driver, 0-10V Dimming.

Material: Power Cable: Embedded stainless steel wire in the center of the Custom Cable with 10 gauge conductors inside a IP65 Self-Sealing Jacket.
Mounting: Powdercoated or anodized steel and aluminum.
Kore-EX LED Module: Exterior anodized aluminum, polycarbonate glass lenses, O-rings.
Gem: 100% machined, clear/frosted acrylic or hand-blown, tooled glass.
Envelope: Hand blown, tooled glass.
Interior Power Supply Enclosure: Powdercoated steel. Refer to Spec Sheet 94 for details.

Finish: Hybrid Power Span Cable: Black (BLK).*
Kore-Ex LED Module: Exterior rated, brushed, two-step electrolytic color anodizing. Anodized Black (BLK) or Anodized Aluminum (AL).
Gem: Clear/frosted acrylic or Amber/frosted glass.
Envelope: Clear, frosted, clear globe w/half copper or silver mirror finish.
Power Cord: Clear with aluminum Kore-EX Module and black with black Kore-EX Module.
Interior Power Supply Enclosure: Powder coated silver (only). Field paintable.
Exterior IP65 Power Supply Enclosure; Refer to Spec Sheet 94 for details.
*Custom finishes not available.

Hybrid Power Span Cable: Exton Hybrid Power Span, Self-Sealing Cable is IP65 for interior/exterior use. Supplied in 1' (30.5cm) increments, with End Cap, as a stand alone to be tensioned or swagged. Field cuttable.

Mounting: Surface Mount Wrap Bracket - Large, Black finish, (EX-SWB-L-BLK); Surface Mount Wrap Bracket - Small, Black finish, (EX-SWB-S-BLK), Vertical Surface Mount Bracket, Black finish (EX-VSB-BLK), Horizontal Surface Mount Bracket, Black finish (EX-HSMB-BLK), Surface Mount "Drape" Bracket, Black finish (EX-FSDB-BLK), Tensioning Surface End Bracket, Black finish (EX-TSEB), Tree Strap & Buckle, Black finish (EX-TSB-BLK). Exton End Cap - Black finish (EX-EC-BLK).

Pole Mounting: Tegan has partnered with AV Poles & Lighting Poles can be ordered from Tegan Lighting. AV is well-versed on the Exton System and has worked on many similar tensioned projects. Engineering services will be provided in the quote to insure proper structural installation. Refer to Exton Application Guide for contact information and more details. Poles can also be provided by others; engineering is required by others to ensure structural integrity. Note: Tegan will not be responsible for Poles/Engineering provided by others

Cable Span: 110' (33.5m). Note that the cable must be a continuous run without interruption.

Kore-EX LED Module: Kore-EX LED Downlight, Anodized Aluminum or Anodized Black finish; Kore-EX LED Adjustable Downlight, Anodized Aluminum or Anodized Black finish; Kore-EX LED Pendant Downlight, Anodized Aluminum or Anodized Black finish.

Isolator: Contact factory.

Power Feed: Exton IP65 Power Feed for Remote Power Supply - Black Finish (ERCJC-BLK); Field paintable; contact Factory for custom colors. J-Box by others.

LED: High Wattage Array Cree LED, 9-Step Macadam. 5W @ 500 (estimated; in testing) (see "Optics" section below) with 3000K 80-85 CRI typical. All values are initial lumens. For exact lumen output and wattage consumption data, please consult LM79 reports. Online power consumption does not include driver losses. Contact factory for 2700K, 3500K, 4,000K or 90 CRI.

Optics: 15° | 25° | 35° for Kore-EX Downlight and Adjustable Downlight. Refer to photometric report for details (testing in process).

Electrical: 24VDC.

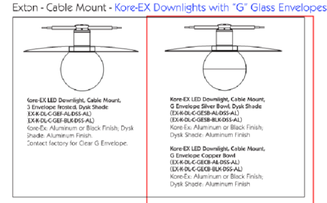
Tegan Lighting — teganlighting.com • info@teganlighting.com • 415-504-3536 • TG21 12/1/16 1

2 | EC1
16 | SCALE: NTS

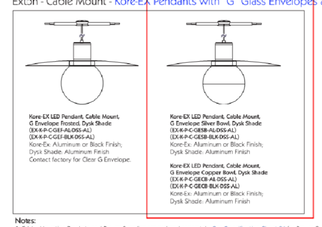
Exton System

IP20, IP24 & IP65 Power Span Cable with Kore-Ex LED Module

Exton - Cable Mount - Kore-EX Downlights with "G" Glass Envelopes and Dysk Shades - Combinations



Exton - Cable Mount - Kore-EX Pendants with "G" Glass Envelopes and Dysk Shades - Combinations



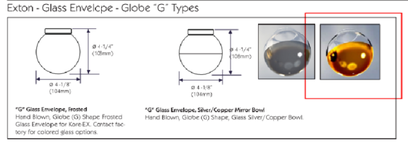
Notes:
1. Cable, Mounting Brackets and Power Supplies are ordered separately. See Specification Sheet 94 for Power Supply options.
2. Shades can be field painted or contact factory from custom colors.

Tegan Lighting — teganlighting.com • info@teganlighting.com • 415-504-3536 • TG23 12/1/16 11

Exton System

IP20, IP24 & IP65 Power Span Cable with Kore-Ex LED Module

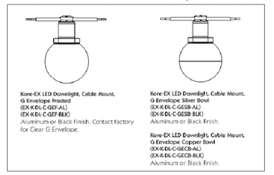
Exton - Glass Envelope - Globe "G" Types



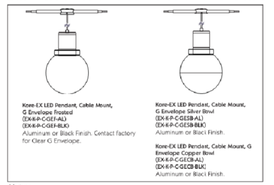
G" Glass Envelope, Frosted
Hand Blown, Globe (G) Shape; Frosted Glass Envelope for Kore-EX. Contact factory for colored glass options.

G" Glass Envelope, Silver/Copper Mirror Bowl
Hand Blown, Globe (G) Shape; Glass Silver/Copper Bowl.

Exton - Cable Mount: - Kore-EX DownLight with "G" Glass Envelopes - Combinations



Exton - Cable Mount: - Kore-EX Pendant with "G" Glass Envelopes - Combinations



Notes:
1. Order cable, mounting and Power Supplies separately. Refer to Power Supply Specification Sheet 94 for options.
2. 24VDC Operation.

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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 and UL/cUL Listed for wet locations.

Catalog #		Type
Project		
Comments		Date
Prepared by		

SPECIFICATION FEATURES

Construction
Extruded aluminum driver enclosure thermally isolated from Light Squares for optimal thermal performance. Heavy-wall, die-cast aluminum end caps enclose housing and die-cast aluminum heat sinks. A unique, patent pending interlocking housing and heat sink provides scalability with superior structural rigidity. 3G vibration tested and rated. Optional tool-less hardware available for ease of entry into electrical chamber. Housing is IP66 rated.

Optics
Patented, high-efficiency injection-molded AccuLED Optics technology. Optics are precisely designed to shape the distribution maximizing efficiency and application spacing. AccuLED Optics create consistent distributions with the scalability to meet customized application requirements. Offered standard in 4000K (+/- 275K) CCT TO CRI. Optional 3000K, 5000K and 6000K CCT.

Electrical
LED drivers are mounted to removable tray assembly for ease of maintenance. 120-277V 50/60Hz, 347V 60Hz or 480V 60Hz operation. 480V is compatible for use with 480V Wye systems only. Standard with 0-10V dimming. Shipped standard with Eaton proprietary circuit module designed to withstand 10kV of transient line surge. The Galleon LED luminaire is suitable for operation in -40°C to 40°C ambient environments. For applications with ambient temperatures exceeding 40°C, specify the HA (High Ambient) option. Light Squares are IP66 rated. Greater than 90% lumen maintenance expected at 60,000 hours. Available in standard 1A drive current and optional 600mA, 800mA and 1200mA drive currents (nominal).

Mounting
STANDARD ARM MOUNT: Extruded aluminum arm includes internal bolt guides allowing for easy positioning of fixture during mounting. When mounting two or more luminaires at 90° and 120° apart, the EA extended arm may be required. Refer to the arm mounting requirement table. Round pole adapter included. For wall mounting, specify wall mount bracket option. QUICK MOUNT ARM: Adapter is bolted directly to the pole. Quick mount arm slide into place on the adapter and is secured via two screws, facilitating quick and easy installation. The versatile, patent pending, quick mount arm accommodates multiple drill patterns ranging from 1-1/2" to 4-7/8". Removal of the door on the quick mount arm enables wiring of the fixture without having to access the driver compartment. A knock-out enables round pole mounting.

Finish
Housing finished in super durable TGIC polyester powder coat paint, 2.5 mil nominal thickness for superior protection against fade and wear. Heat sink is powder coated black. Standard housing colors include black, bronze, grey, white, dark platinum and graphite metallic. RAL and custom color matches available.

Warranty
Five-year warranty.

GLEON GALLEON LED

1-10 Light Squares
Solid State LED

AREA/SITE LUMINAIRE

DIMENSIONS

DIMENSION DATA

Number of Light Squares	"A" Width	"B" Standard Arm Length	"B" Optional Arm Length *	Weight with Arm (lbs.)	EPA with Arm † (Sq. Ft.)
1-4	15-1/2" (394mm)	7" (178mm)	10" (254mm)	33 (15.0 kgs.)	0.06
5-6	21-5/8" (549mm)	7" (178mm)	10" (254mm)	44 (20.0 kgs.)	1.00
7-8	27-5/8" (702mm)	7" (178mm)	13" (330mm)	54 (24.5 kgs.)	1.07
9-10	33-3/4" (857mm)	7" (178mm)	16" (406mm)	60 (29.6 kgs.)	1.12

NOTES: 1. Optional arm length to be used when mounting two fixtures at 90° on a single pole. 2. EPA calculated with optional arm length.

DRILLING PATTERN

TYPE "N"

CERTIFICATION DATA
UL/cUL Wet Location Listed
ISO 9001
LM79 / LM80 Compliant
3G Vibration Rated
IP66 Rated
DesignLights Consortium™ Qualified*

ENERGY DATA
Electronic LED Driver
>0.9 Power Factor
<20% Total Harmonic Distortion
120-277V 50/60Hz
347V & 480V 60Hz
-40°C Min. Temperature
40°C Max. Temperature
50°C Max. Temperature (HA Option)

*www.designlights.org

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EATON
Powering Business Worldwide

3 | EP2
16 | SCALE: NTS

PHILIPS COLOR KINETICS

eW Flex Micro

LED Luminaire

Date: _____
Type: _____
Firm Name: _____
Project: _____

eW Flex Micro

3000 K, Translucent Dome Lens, White Housing, 4 in On-Center Node Spacing

Flexible strands of small, high-intensity LED nodes with solid white light

eW Flex Micro is a versatile strand of 50 small, individually controllable LED nodes. The flexible form factor allows dynamic points of white light to be installed across nearly any interior or exterior surface, including walls, ceilings, floors, three-dimensional sculptures, and set pieces. eW Flex Micro can also light tight alcove spaces and signage, and in certain cases, can even display video.

4 | ES1
16 | SCALE: NTS

DL-FLEX-WET & DL-FLEX-WET-HO

LED FLEXIBLE LINEAR WET LOCATION
DL-FLEX-WET STATIC SERIES

Type	
Project	
Catalog No.	

DL-FLEX-WET

DL-FLEX-WET-HO

DESCRIPTION

DL-FLEX-WET & DL-FLEX-WET-HO is an outdoor lighting system featuring a variety of control options. Made of highly flexible material that can conform to most surfaces. For best results, make bends on center between the LEDs with a bend angle no less than 45 degrees.

Note: DL-FLEX-WET is cut-to-length and, therefore, considered custom and non-returnable.

SPECIFICATIONS

Beam Angle	120°
Input Voltage	24V DC
Lamp Life	50,000 hours
Dimensions (per section)	5/8"W x 5/16"H See Ordering Information for exact lengths.
LEDs (per ft)	18
LED Spacing	5/8"
Operating Temperature *	–22°F - 140°F
Max Run †	DL-FLEX-WET : 30 ft DL-FLEX-WET-HO : 20 ft
Min Run †	– 3-15/16"
Mounting	Clips or Channel
Environment ‡	Dry, Damp, and Wet location IP66
Certifications	c UL us LISTED
Warranty	5 Years – see published warranty terms for detailed information.

* Exceeding the operating temperature values may damage the LEDs by reducing the lifespan, lumen output, and adversely impact color consistency. It is recommended adequate airflow and heatsinking be taken into consideration in the installation and application of this product. Improper thermal management may lead to premature product failure.

† Single runs can not exceed max run values. Min run indicates minimum increments.

‡ This product cannot be submersed in water.

LUMEN DATA

Part Number	Color Temp *	Watts † (per ft)	Lumens (per ft)	Efficacy (lm/W)
DL-FLEX-WET	Warm White	1.3	115	82
	Neutral White*	1.3	120	92
DL-FLEX-WET-HO	Warm White	3.25	260	80
	Neutral White	3.25	280	86

* Warm White: 3000-3400K, Neutral White: 3500-4000K
● Contact factory
† Max value

Contact factory for other color options.

FEATURES

- Low power consumption, low heat output.
- No UV/IR radiation emitted, no mercury.
- For a 90° bend or lighter, do so at the cutting mark.

APPLICATIONS

- Outdoor gardens
- Path and contour marking
- Outdoor display lighting
- Bathroom lighting
- Signage
- Accent and edge lighting
- Backlighting

JESCO LIGHTING GROUP — www.jescolighting.com | support@jescolighting.com | **Tech Support:** 855.592.9029 | 15 Harbor Park Drive, Port Washington, NY 11050 | **Main Line:** 800.527.7796 | **Fax Line:** 855.295.5769 | 219 South 6th Ave, City of Industry, CA 91746 | **Main Line:** 855.854.9110 | **Fax Line:** 626.333.2905 | Rev 6 10/22/2015

Specifications subject to change without notice. Page 1 of 8

5 | ET1
16 | SCALE: NTS

OZ ARCHITECTURE
3003 Larimer Street
Denver, Colorado 80205
phone 303.861.5704
www.ozarch.com

THE FOUNDRY
SITE DEVELOPMENT PLAN
LOVELAND, CO 80538

PROJ. NO.	115253.02
DRAWN:	MJS
CHECKED:	ARC
APPROVED:	JEM
DATE:	FEB 13, 2017

THE FOUNDRY

ISSUED FOR:
SDP RESUBMITTAL

SHEET TITLE:
SITE PHOTOMETRIC PLAN

SCALE:
SHEET NUMBER

SHEET 16 OF 18

NORTH
0' 5' 10' 20'

PC ATTACHMENT 6

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LED | CHANDELIER | PENDANTS | CEILING | WALL | VANITY | FIXED TRACK | OUTDOOR

EW53908-GY

Product 38 of 43

SPECIFICATIONS SERIES DOWNLOADS PARTS REVIEWS

SPECIFICATIONS

FIXTURE DIMENSIONS	H8" x L8" x E3-1/2"
LAMP TYPE	LED Board, Built-in
WATTAGE	8W
VOLTAGE	120V
TOTAL LUMENS	600lm
DELIVERED LUMENS	200lm*
COLOR TEMPERATURE	3000K
OPTIONAL COLOR TEMPS	2700K - 5000K Available, MOQ May Apply
CRI (RA)	>80
LED RATED LIFE	50,000 hours
SHADE DETAILS	Stone Slate Texture
METAL FINISH(S)	Black, Espresso & Grey
CATEGORY	Wet Location
DIMMABLE	Yes
DIMMING PERCENTAGE	100% - 19%
TYPE OF DIMMER	ELV Dimmer (Not Included)
LOCATION	Outdoor
WARRANTY	1 Year
WAR LED BOARD ONLY	5 Year
SUGGESTED DIMMERS:	Click Here

(*) = Preliminary Specs, on some products

METAL FINISH

Black Espresso Grey

Like Share Tweet

http://kuzcolighting.com/product_info.php?cPath=73_99_107&products_id=1443&osCsid=dd43881c84db280aca7f1fe980daae28 1/2

1 | EW3
17 | SCALE: NTS

Invue

DESCRIPTION

The Invue Arbor post top brings architectural style to areas site and pedestrian scale applications. Its dayform appearance brings a desired organic look into the urban environment. WaveStream™ LED Optics provide a uniform pixelation free image, managing glare while providing high levels of visibility.

Catalog #		Type	
Project			
Comments		Date	
Prepared by			

SPECIFICATION FEATURES

Construction
Two-piece IP66 rated housing is cast from low copper content corrosion resistant aluminum, maintaining strength and precision to sustain long term dayform appearance. ANSI C136.31 testing compliance prevents damage form installation generated vibration. External hardware and casting seams are minimized to enhance appearance.

Optics
Specifically designed for pedestrian applications, WaveStream LED optical waveguide technology produces both symmetric NEMA type V and asymmetric NEMA I, II, IV distributions. The waveguide is manufactured from precision injection molded acrylic resulting in a pixelation free optical image for improved glare control and visual comfort. Luminaire efficacy's measure up to 100 lm/w for 4000K (+/- 275K) CCT at 70 CRI (min), optional 3000K CCT at 80 CRI is also available.

Electrical
LED driver(s) are directly mounted to upper housing thermal pad for optimal thermal performance. Standard 0-10V dimming drivers and Eaton's proprietary surge protection module are designed to withstand 10kV of transient line surge. Drivers operate at 120-277V 50/60Hz with 347V/60Hz or 480V/60Hz operation optional. Suitable for ambient temperature applications from -30°C (-22°F) to 40°C (104°F). Limited high ambient options allow for 50°C operation.

Controls
The Arbor LED luminaire control options are designed to be simple and cost-effective ASHRAE and California Title 24 compliant solutions. The ANSI C136.41 compliant NEMA 7-PIN receptacle enables wireless dimming when used with compatible photocontrol. An integrated dimming and occupancy sensor is a standalone control option available in on/off (MS) and bi-level dimming (MS/DIM) operation. The optional LumaWatt™ system is best described as a peer-to-peer wireless network of luminaire-integral sensors that operate in accordance with programmable profiles. Each sensor is capable of motion and photo sensing, metering power consumption and wireless communication.

Mounting
Fitter assembly mounts over 2-3/8" O.D. tenon and is secured via six concealed stainless steel set screws. Design of fitter provides seamless transition to 3" O.D. round pole top. Additional mounting accessories include a single fixture arm mount, twin fixture arm mount and wall mount arm. Additional pole mount accessories mount to a 3" x 4" long tenon for 4" - 5" O.D. poles tops. For existing 2-3/8" tenons an adapter is shipped standard.

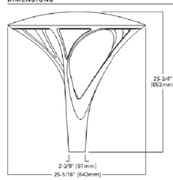
Finish
Eaton utilizes premium ultra-weatherabeTOUC based polyester powder coatings that are specifically formulated to withstand extended outdoor exposure. The powders are formulated exclusively for Eaton to serve functionally as well as decorative. Good film appearance combinded with excellent mechanical an exterior exposure qualities display greater than twice as much gloss retention. RAL and custom color matches available. Finish is compliant with ASTM B117 3600hr salt spray standard.

Warranty
Five-year warranty.

ARB ARBOR POST TOP

DECORATIVE LUMINAIRE

DIMENSIONS



CERTIFICATION DATA

UL/cUL listed
IP66 Housing
ANSI C136.31
1.5G Vibration Tested
RoHS
ISO 9001
DesignLights Consortium™ Qualified*

ENERGY DATA

Electronic LED Driver
>0.9 Power Factor
<20% Total Harmonic Distortion
120-277V 50/60Hz, 347V/60Hz, 480V/60Hz
-30°C Minimum Temperature
40°C Ambient Temperature Rating

EPA
Effective Projected Area: (Ea, Ft.) 0.3

Approximate Net Weight:
37 lbs. (16.8 kgs.)

*www.designlights.org

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2 | EP1
17 | SCALE: NTS

McGraw-Edison

DESCRIPTION

The Galleon™ wall LED luminaire's appearance is complementary with the Galleon area and site luminaire bringing a modern architectural style to lighting applications. Flexible mounting options accommodate wall surfaces in both an upward and downward configuration. The Galleon family of LED products deliver exceptional performance with patented, high-efficiency AccuLED Optics™, providing uniform and energy conscious lighting for parking lots, building and security lighting applications.

Catalog #		Type	
Project			
Comments		Date	
Prepared by			

SPECIFICATION FEATURES

Construction
Driver enclosure thermally isolated from optics for optimal thermal performance. Heavy wall aluminum housing die-cast with integral external heat sinks to provide superior structural rigidity and an IP66 rated housing. Overall construction passes a 1.5G vibration test to ensure mechanical integrity. UPLIGHTING: Specify with the UPL option for inverted mount uplight housing with additional protections to maintain IP rating.

Optics
Choice of thirteen patented, high-efficiency AccuLED Optics. The optics are precisely designed to shape the distribution maximizing efficiency and application spacing. AccuLED Optics create consistent distributions with the scalability to meet customized application requirements. Offered standard in 4000K (+/- 275K) CCT and minimum 70 CRI. Optional 3000K, 5000K and 6000K CCT. Greater than 90% lumen maintenance expected at 60,000 hours. Available in standard 1A drive current and optional 1200mA, 800mA, and 600mA drive currents.

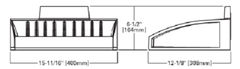
Electrical
LED drivers are mounted for ease of maintenance. 120-277V 50/60Hz, 347V or 480V 60Hz operation. 480V is compatible for use with 480Y Wye systems only. Drivers are provided standard with 0-10V dimming. An optional Eaton proprietary surge protection module is available and designed to withstand 10kV of transient line surge. The Galleon Wall LED luminaire is suitable for operation in -30°C to 40°C ambient environments. For applications with ambient temperatures exceeding 40°C, specify the HA (High Ambient) option. Emergency egress options for -20°C ambient environments and occupancy sensor available.

Mounting
Gasketed and zinc plated rigid steel mounting attachment fits directly to 4" j-box or wall with the Galleon Wall "Hook-N-Lock" mechanism for quick installation. Secured with two captive corrosion resistant black oxide coated allen head set screws which are concealed but accessible from bottom of fixture.

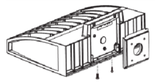
Finish
Housing finished in super durable TGIC polyester powder coat paint, 2.5 mil nominal thickness for superior protection against fade and wear. Standard colors include black, bronze, grey, white, dark platinum and graphite metallic. RAL and custom color matches available. Consult the McGraw-Edison Architectural Colors brochure for the complete selection.

Warranty
Five-year warranty.

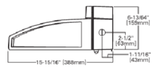
DIMENSIONS



HOOK-N-LOCK MOUNTING



BATTERY BACKUP AND THRU-BRANCH BACK BOX



GWC GALLEON WALL LUMINAIRE

1-2 Light Squares
Solid State LED

WALL MOUNT LUMINAIRE

CERTIFICATION DATA

UL/cUL listed
LM79 / LM80 Compliant
IP66 Housing
ISO 9001
DesignLights Consortium™ Qualified*

ENERGY DATA

Electronic LED Driver
>0.9 Power Factor
<20% Total Harmonic Distortion
120-277V,56 & 60Hz, 347V/60Hz
480V/60Hz
-30°C Minimum Temperature
40°C Ambient Temperature Rating

SHIPP NG DATA

Approximate Net Weight:
27 lbs. (12.2 kgs.)

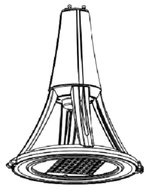
*www.designlights.org

TDS160175EN
2016-09-15 16:49:49

3 | EW2EM
17 | SCALE: NTS

Modern styling meets advanced lighting technology

URBANSCAPE LED PENDANT URBAN LUMINAIRE



PHILIPS LUMEC URBANSCAPE LED PENDANT URBAN LUMINAIRE

The Philips Lumec UrbanScape LED Pendant luminaire combines style and performance to create flexible, durable and attractive energy-saving solutions that blend in well with modern-styled urban architecture. Thanks to the open design it is capable of more powerful lumen packages suited to the higher visibility requirements of roads and intersections – up to 96 LEDs can deliver over 20,000 lumens, equivalent to 400W HID. The pendant model comes with a choice of flat or sag lens and an optional white opaque globe.

Project:
Location:
Catalog No:
Fixture Type:
Mfg: Lamps: Qty:
Notes:

Ordering guide

example: MSC-145W64LED4K-T-LE3F-120-CDMGM25-SMA-RCD-BKTX

Luminaire	LED Module	Optical System	Voltage	Driver Options	Adapter	Luminaire Options	Accessories	Mounting	Pole	Finish
MSC[1]: UrbanScape Pendant LED Luminaire	35W32LED4K-T[2] 55W32LED4K-T[2] 72W32LED4K-T 97W32LED4K-T[2] 55W64LED4K-T 80W64LED4K-T 108W48LED4K-T 140W48LED4K-T 79W64LED4K-T 110W44LED4K-T 145W64LED4K-T[2] 195W64LED4K-T[2] 98W88LED4K-T 135W80LED4K-T 180W80LED4K-T 110W96LED4K-T 150W96LED4K-T 215W96LED4K-T	LE1P: Type II (ASYM) flat lens LE1F: Type II (ASYM) flat lens LE3WF[3]: Type III (ASYM) flat lens LE4F: Type IV (ASYM) flat lens LE1P: Type V (SYMM) flat lens LE1S: Type II (ASYM) sag lens LE1F: Type III (ASYM) sag lens LE4S: Type IV (ASYM) sag lens LE1S: Type V (SYMM) sag lens	120: 120V 208: 208V 240: 240V 277: 277V 347: 347V[4] 480: 480V[4]	CDMG: Dynadimmer for standard dimming (Consult pg 7 for complete Dynadimmer options) CLO: Pre-set driver to manage lumen depreciation AST: Pre-set driver for progressive start-up OTL: Pre-set driver to signal end of life of the lamp DALI: Pre-set driver, compatible with the DALI control system.	MA1: 1¼" NPT threaded hole adaptor accepting a threaded tube. MA2: 1½" NPT threaded hole adaptor accepting a threaded tube. SMA: Decorative retro side-mounted cast-aluminum, accepts tubes from 1¼" to 2¼" SMB: Decorative contemporary side-mounted cast-aluminum, accepts tubes from 1¼" to 2¼"	BX[5]: Bird-repellent DH: Opaque decorative hood HS: House Side Shield PHB: Photoelectric cell PHBXL[6]: Photoelectric cell, extended life PHB: Shorting Cap RCD[7]: 5-Pin receptacle for dimming photoelectric cell	SPC[8]: Stanserne Photo-cell Control Node On-Off SPCD[9]: Stanserne Photo-cell Control Node Dimming	Consult the Philips web site for details and the complete line of Mountings	Consult the Philips web site for details and the complete line of Poles	BE2TX BE6TX BE8TX BG2TX BKTX BRTX GN4TX GN6TX GN8TX GNTX GR GY3TX NP RD2TX RD4TX TG TS WHTX (Consult pg 5 for color descriptions)

1. Luminaire is always shipped with a dimmable 0-10V driver (except for 35W32LED4K).
2. 347V and 480V not available.
3. Not available with DH option.
4. Not available with HS option.
5. Not available with driver options.
6. Can not be used with DH, PHB, PHBXL, PH9 or RCD.
7. Use of photoelectric cell or shorting cap is required to ensure proper illumination.
8. Luminaire option RCD is required with this accessory.
9. CDMG, CDMGP and DALI are not available with SPC and SPCD.

UrbanScape MSC Spec 06/14 page 1 of 9

PHILIPS LUMEC

4 | EP3
17 | SCALE: NTS

Date:	Approved:
Type:	
Fixture:	
Project:	

FCW1040

Die-Cast Aluminum Interior / Exterior, Architectural Triangular Wall Mount.

ORDERING

EXAMPLE: FCW1040-120V-50W MH-WH-F-SB

SERIES	VOLTAGE	SOURCE/TEMPERATURE/LAMP	FINISH	ACCESSORIES
FCW1040	120V	PL 13Q 26T 32T 42T	BK Black	D Dimming (PL only, LED△)
	277V	HID 50W MH 70W MH 100W MH	BZ Bronze	SB Sand-Blasted Lens
	347V△	LED 3K 2000 Lumens	CC Custom Color	EMR Emergency Backup, Remote (PL only; LED△)
		4K 3500 Lumens (40W)	SL Silver	F Fuse
		35K	WH White	PCL Polycarbonate Lens (PL only)
				PE Photo Eye
				QR Quartz Re-Strike (HID ballast only)

△contact factory

SPECIFICATION

MOUNTING

- Mounts directly to standard outlet box. Additional mounting holes allow unit to be attached directly to mounting surface.
- **Installation:** http://tinyurl.com/z3bezjo

CONSTRUCTION

- Corrosion resistant heavy gauge aluminum. Die-formed and seam welded for solid construction.
- Lens is 1/8" thick tempered, clear, heat resistant. Sand-blasted lens optional.
- Neoprene continuous closed cell gasket to seal out contaminants. Captive stainless steel, tamper resistant hex socket screws.

LED

- Lumens stated are the minimum lumens delivered out of the luminaire. LED lifetime is greater than or equal to 70,000 hours with the lumen depreciation greater than L70. All of our luminaires are tested to LM 80 with a minimum CRI of 80 and color consistency of sxp 4 MacAdam Ellipse. Integral power supply standard. Input voltage 120V or 277V. Consult factory for dimming and any single color options.

FINISH

- Six stage chemical pre-treatment process that includes iron phosphate, to prepare the substrate for a UV stable, super durable standard polyester powder coat.

ELECTRICAL

- **Socket** PL: Four pin plug-in type compact fluorescent lamp holder *(lamp by others)*. HID: Medium base pulse rated 4KV porcelain socket.
- **Ballast** PL: Fluorescent high power factor electronic, UL listed ballast standard. HID: Electronic ballast standard. Ballast has a manufacturer issued 5 year warranty. Electronic universal voltage 120V or 277V is standard. Please consult factory for other voltage options.

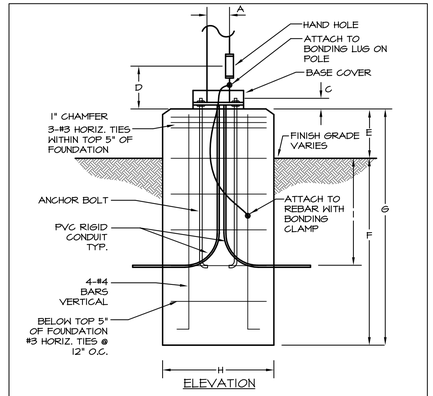
LISTING

- UL & cUL/ETL, U.S. and CA listed for wet location down position only; damp listing for up position. IP65 rating.

FC Lighting, Inc. reserves the right to change details or specifications without notice. Product use certifies agreement to FC Lighting's terms and conditions.

 Rev. 716

5 | EW1
17 | SCALE: NTS



POLE KEY	OVERALL HEIGHT	A	ANCHOR BOLT DATA B	SIZE C	D	E	F	G	H	I
EP1	12'0"	4"	PER MANUFACTURER			2'0"	6'0"	8'0"	24"	36"
EP2	18'0"	4"	PER MANUFACTURER			2'0"	6'0"	8'0"	24"	36"
EP3	32'0"	4"	PER MANUFACTURER			2'0"	6'0"	8'0"	24"	36"

5 | POLE BASE DETAIL
12 | SCALE: NONE

KEYNOTE LEGEND	
KEY VALUE	
◇	
1.	USE WITH BREAKAWAY BASE, STOCK NUMBER 261-00710. REFER TO CITY OF LOVELAND STANDARDS FOR APPROVED MANUFACTURERS, CATALOG NUMBERS, AND OTHER DETAILS.

NORTH

0' 5' 10' 20'

OZ ARCHITECTURE
3003 Larimer Street
Denver, Colorado 80205
phone 303.861.5704
www.ozarch.com

THE FOUNDRY
SITE DEVELOPMENT PLAN
LOVELAND, CO 80538

PROJ. NO.	115253.02
DRAWN:	MJS
CHECKED:	ARC
APPROVED:	JEM
DATE:	FEB 13, 2017

THE FOUNDRY

ISSUED FOR:
SDP RESUBMITTAL

SHEET TITLE:
SITE PHOTOMETRIC PLAN

SCALE:
SHEET NUMBER

SHEET 17 OF 18

PC ATTACHMENT 6

12/16/2016 12:40:38 PM C:\Revit Local Files\115253_Foundry_Cleveland_A17_1_Central_mpsal.rvt

AMERICAN MIDWEST POWER 3131 VICKSBURG LANE MINNEAPOLIS, MINNESOTA 55447 PHONE (763) 551-1555 FAX (763) 551-9275	JOB NAME: THE FOUNDRY	QUOTE NUMBER: 16057 (JH)	
	CUSTOMER: GEXPRO C/O AE DESIGN	FILE NUMBER: x	
	SALES APPROVAL: INT: DATE: / DRAWN BY: TK / DATE: 02/09/17 / SCALE: 1:1	CUSTOMER NUMBER: x	
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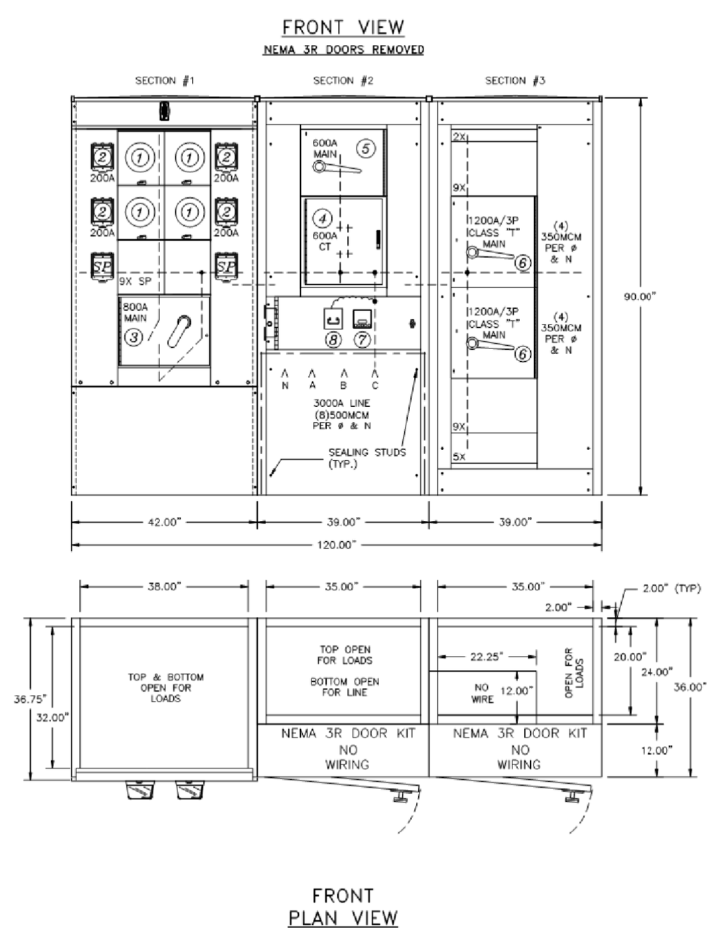
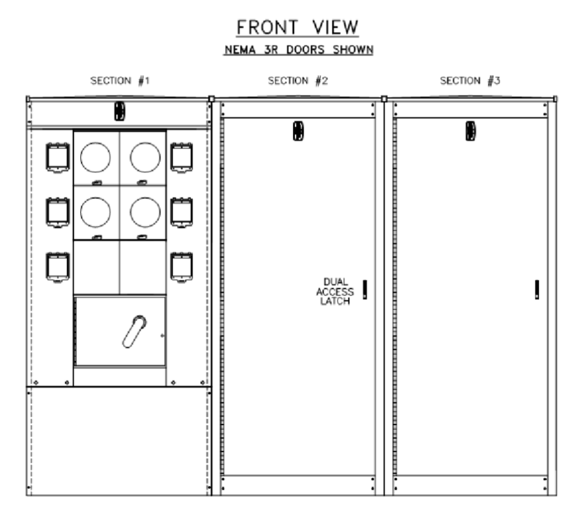
CLEVELAND BLDG – MSB





FN3903924GRY (QTY 2)
FNR904236GRY (QTY 1)

TYPE FMU 3R SWITCHBOARD SPECIFICATION

FRONT ACCESSIBLE CLASS 1, NEMA 3R, DEADFRONT CONSTRUCTION FORMED 12GA. FRAMING WITH 14GA. STEEL PAN FORMED COVER PLATES PRIMED AND PAINTED ASA 61 GRAY. PLATED BUS. U.L. LISTED AND LABELED AS SUITABLE FOR SERVICE ENTRANCE EQUIPMENT PER U.L. 891. STANDARD FAULT CURRENT RATING: 100,000A; 60HZ.

DISTRIBUTION SECTIONS: ACCOMMODATES UP TO 1200A EATON TYPE FDP SWITCHES, EATON SERIES C MOLDED CLASS CBS, BOLTSWITCH TYPE T, PT & PR SWITCHES, MAXIMUM 56X UNITS PER SECTION (1X=1.375").

SEE AMP DRAWING 'AMPSTL' FOR LUG SIZES

BILL OF MATERIALS

ITEM	QTY	CATALOG NUMBER	DESCRIPTION	SUPPLIER
1	4	HI07	200A 7T 3ø LEVER BYPASS METER SOCKET	LANDIS & GYR
2	4	PT324	200A/3P CLASS "T" PULL-OUT	BOLTSWITCH
3	1	KOS30800C3	800A/3P FUSED SWITCH	ABB
4	1	CTK1	600A UTILITY BAR TYPE CT COMPARTMENT	AMP
5	1	FDPW326R	600A/3P FUSED SWITCH	EATON
6	2	FDPW368R	1200A/3P FUSED SWITCH	EATON
7	1	TE02XRS20	200KA SPD/TVSS	APT
8	1	PT322	60A/3P CLASS "T" PULL-OUT	BOLTSWITCH
9				
10				
11				
12				
13				
14				
15				

NOTES:
6-DISCONNECT RULES APPLY
UTILITY: XCEL

AMPS	VOLTAGE	SYSTEM	BUS	DATE	DRAWING NO:
3000 A	208Y/120 V	3ø4 W	AL BUS	02/09/17	X

1 | CLEVELAND SWITCHBOARD 'MSB'
18 | SCALE: NTS

AMERICAN MIDWEST POWER 3131 VICKSBURG LANE MINNEAPOLIS, MINNESOTA 55447 PHONE (763) 551-1555 FAX (763) 551-9275	JOB NAME: THE FOUNDRY	QUOTE NUMBER: 16057 (JH)	
	CUSTOMER: GEXPRO C/O AE DESIGN	FILE NUMBER: x	
	SALES APPROVAL: INT: DATE: / DRAWN BY: TK / DATE: 02/09/17 / SCALE: 1:1	CUSTOMER NUMBER: x	
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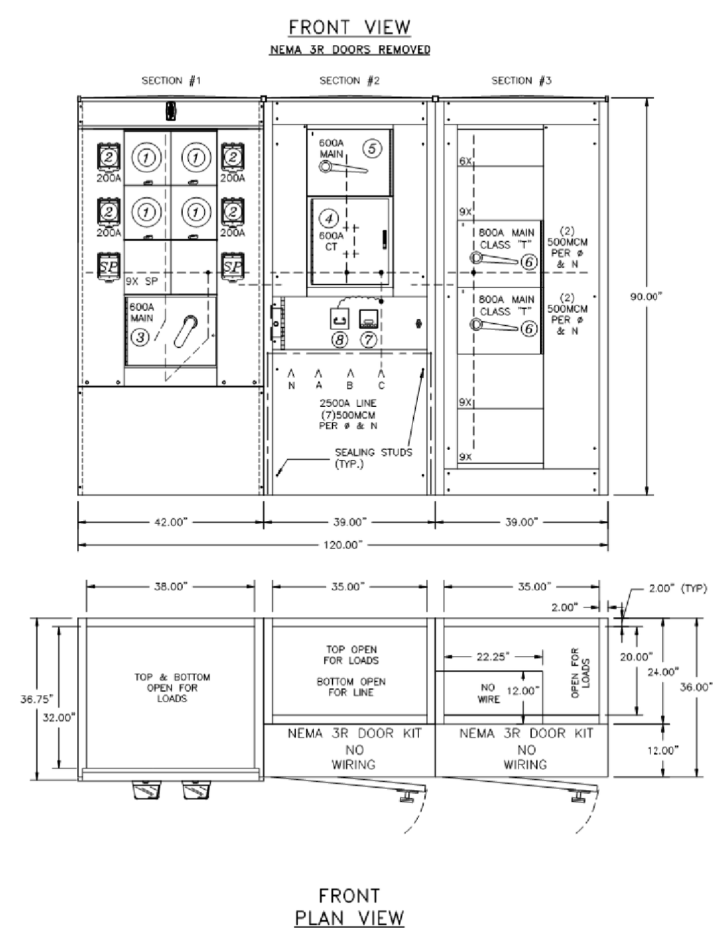
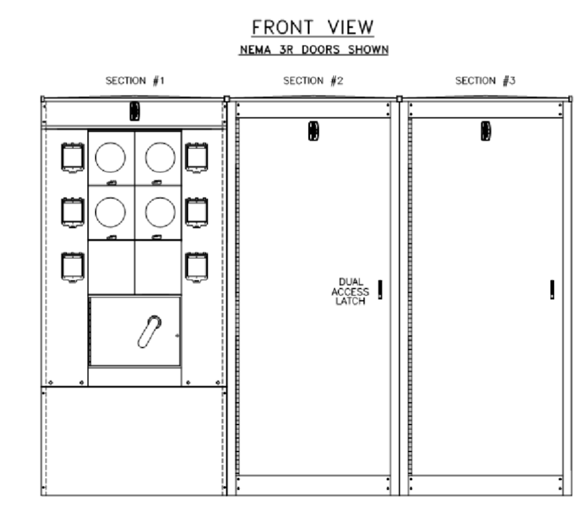
LINCOLN BLDG – MSB





FN3903924GRY (QTY 2)
FNR904236GRY (QTY 1)

TYPE FMU 3R SWITCHBOARD SPECIFICATION

FRONT ACCESSIBLE CLASS 1, NEMA 3R, DEADFRONT CONSTRUCTION FORMED 12GA. FRAMING WITH 14GA. STEEL PAN FORMED COVER PLATES PRIMED AND PAINTED ASA 61 GRAY. PLATED BUS. U.L. LISTED AND LABELED AS SUITABLE FOR SERVICE ENTRANCE EQUIPMENT PER U.L. 891. STANDARD FAULT CURRENT RATING: 100,000A; 60HZ.

DISTRIBUTION SECTIONS: ACCOMMODATES UP TO 1200A EATON TYPE FDP SWITCHES, EATON SERIES C MOLDED CLASS CBS, BOLTSWITCH TYPE T, PT & PR SWITCHES, MAXIMUM 56X UNITS PER SECTION (1X=1.375").

SEE AMP DRAWING 'AMPSTL' FOR LUG SIZES

BILL OF MATERIALS

ITEM	QTY	CATALOG NUMBER	DESCRIPTION	SUPPLIER
1	4	HI07	200A 7T 3ø LEVER BYPASS METER SOCKET	LANDIS & GYR
2	4	PT324	200A/3P CLASS "T" PULL-OUT	BOLTSWITCH
3	1	KOS30600C3	600A/3P FUSED SWITCH	ABB
4	1	CTK1	600A UTILITY BAR TYPE CT COMPARTMENT	AMP
5	1	FDPW326R	600A/3P FUSED SWITCH	EATON
6	2	FDPW367R	800A/3P CLASS "T" FUSED SWITCH	EATON
7	1	TE02XRS20	200KA SPD/TVSS	APT
8	1	PT322	60A/3P CLASS "T" PULL-OUT	BOLTSWITCH
9				
10				
11				
12				
13				
14				
15				

NOTES:
6-DISCONNECT RULES APPLY
UTILITY: XCEL

AMPS	VOLTAGE	SYSTEM	BUS	DATE	DRAWING NO:
2500 A	208Y/120 V	3ø4 W	AL BUS	02/09/17	X

1 | LINCOLN SWITCHBOARD 'MSB'
18 | SCALE: NTS

AMERICAN MIDWEST POWER 3131 VICKSBURG LANE MINNEAPOLIS, MINNESOTA 55447 PHONE (763) 551-1555 FAX (763) 551-9275	JOB NAME: THE FOUNDRY PARKING GARAGE	QUOTE NUMBER: X (HE)	
	CUSTOMER: AE DESIGN	FILE NUMBER: X	
	SALES APPROVAL: INT: DATE: / DRAWN BY: TK / DATE: 02/08/17 / SCALE: 1:1	CUSTOMER NUMBER: X	
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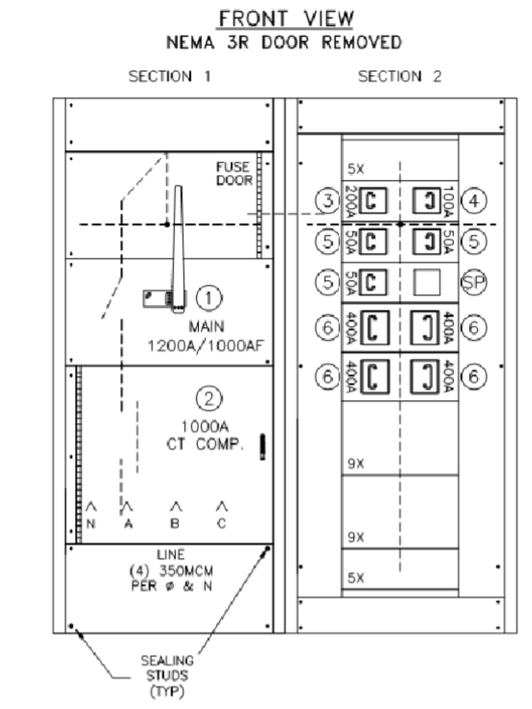
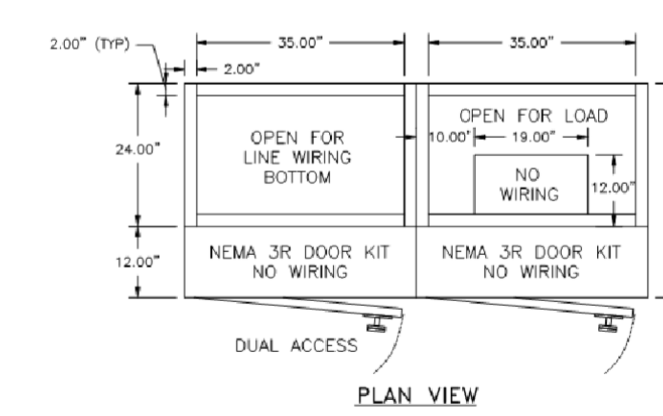




FN3903924GRY(2)
FN3MFBBAL90392412

TYPE F SWITCHBOARD SPECIFICATION

FRONT ACCESSIBLE CLASS 1, NEMA 3R, DEADFRONT VENTILATED CONSTRUCTION FORMED 12GA. FRAMING WITH 14GA. STEEL PAN FORMED COVER PLATES POWDER PAINTED ASA61 GRAY. PLATED BUS. U.L. LISTED AND LABELED AS SUITABLE FOR SERVICE ENTRANCE PER U.L. 891. STANDARD FAULT CURRENT RATING: 65,000A; 60HZ.

DISTRIBUTION SECTIONS: ACCOMMODATES UP TO 1200A EATON TYPE FDP SWITCHES, EATON SERIES C MOLDED CLASS CBS, BOLTSWITCH TYPE T, PT & PR SWITCHES, MAXIMUM 56X UNITS PER SECTION (1X=1.375").

MAIN SECTION: MAIN SWITCH, BOLTSWITCH CLASS L 1000A.

SEE AMP DRAWING 'AMPSTL' FOR LUG SIZES

BILL OF MATERIALS

ITEM	QTY	CATALOG NUMBER	DESCRIPTION	SUPPLIER
1	1	VLB348	1200A/1000AF BOLTED PRESSURE SWITCH	BOLTSWITCH
2	1	CT10	1000A WINDOW/BAR TYPE C.T. COMPARTMENT	AMP
3	1	PT324	200A 3P CLASS 'T' PULLOUT	BOLTSWITCH
4	1	PT323	100A 3P CLASS 'T' PULLOUT	BOLTSWITCH
5	3	PT322	60A/50AF 3P CLASS 'T' PULLOUT	BOLTSWITCH
6	4	PAT325	400A 3P CLASS 'T' PULLOUT	BOLTSWITCH

NOTES:
UTILITY: CITY OF FORT COLLINS

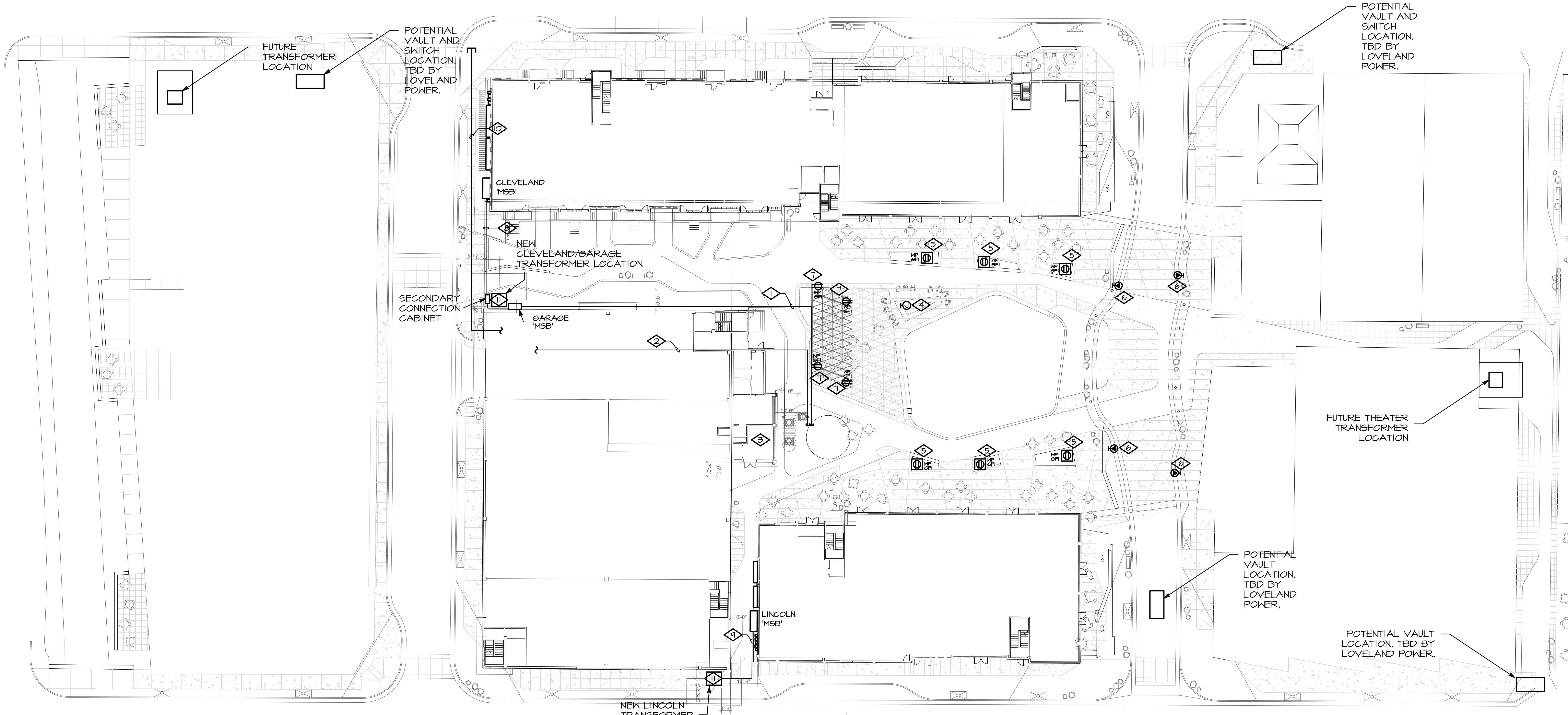
AMPS	VOLTAGE	SYSTEM	BUS	DATE	DRAWING NO:
1000 A	208Y/120 V	3ø4 W	(AL)	02/08/17	X

1 | PARKING GARAGE SWITCHBOARD
18 | SCALE: NTS

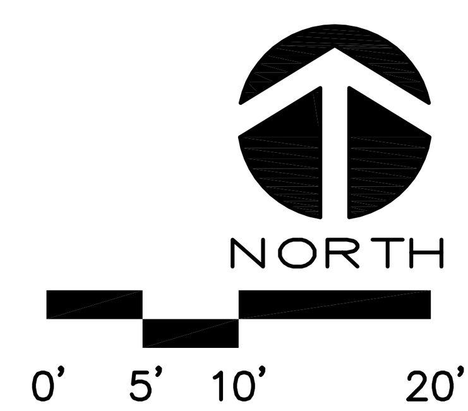
GENERAL NOTES

A. ALL UNDERGROUND CONDUIT TO BE 'SCHEDULE 40 PVC'. CONDUIT BURIED AT A DEPTH OF 24" PER 'NEC' REQUIREMENTS. ALL ABOVE GROUND CONDUIT TO BE 'SCHEDULE 80 PVC'.

B. ALL SITE ELECTRICAL DEVICES SHALL BE CIRCUITED WITH A MINIMUM #10CU WIRE, UNLESS OTHERWISE NOTED.



1 | ELECTRICAL SITE PLAN
18 | SCALE: 1"=30'



KEYNOTE LEGEND

KEY VALUE	
◇	
1.	PROVIDE (2) 2-1/2" CONDUITS FROM PARKING STRUCTURE MDP TO PROPOSED LOCATION FOR 'LITTLE MAN ICE CREAM' STRUCTURE FOR ROUTING OF POWER FEEDERS. COORDINATE EXACT STUB UP LOCATIONS WITH ARCHITECT/LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
2.	PROVIDE (2) 4" CONDUITS FROM PARKING STRUCTURE MTTB TO PROPOSED LOCATION FOR 'LITTLE MAN ICE CREAM' STRUCTURE FOR ROUTING OF LOW-VOLTAGE CABLING. COORDINATE EXACT STUB UP LOCATIONS WITH ARCHITECT/LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
3.	REFER TO PARKING GARAGE SUBMITTAL DRAWINGS FOR ELECTRICAL CONNECTIONS TO SPLASH PAD PUMP EQUIPMENT.
4.	PROVIDE 120V, 20A ELECTRICAL CONNECTION TO FIRE PIT IGNITION SYSTEM. COORDINATE EXACT CONNECTION REQUIREMENTS AND LOCATION WITH FIRE PIT INSTALLER.
5.	PROVIDE 120V, 20A CONVENIENCE RECEPTACLE IN LEGRAND OUTDOOR GROUND BOX (MODEL #XB814C520BK). COORDINATE EXACT LOCATIONS WITH ARCHITECT/ LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
6.	PROVIDE 208V/1PH, 50A SPECIAL USE RECEPTACLE FOR FOOD TRUCK VENDOR ELECTRICAL CONNECTIONS. MOUNT RECEPTACLE TO LIGHT POLE AT THIS LOCATION.
7.	MOUNT WEATHERPROOF GFCI RECEPTACLE TO COLUMN OF SHELTER STRUCTURE.
8.	APPROXIMATE ROUTING OF ELECTRICAL CONDUITS FROM SECONDARY CONNECTION CABINET TO MAIN ELECTRICAL GEAR LOCATED ON CLEVELAND MIXED USE BUILDING. REFER TO CLEVELAND ELECTRICAL ONE-LINE DIAGRAM FOR MORE INFORMATION.
9.	APPROXIMATE ROUTING OF ELECTRICAL CONDUITS FROM UTILITY TRANSFORMER TO MAIN ELECTRICAL GEAR LOCATED ON LINCOLN MIXED USE BUILDING. REFER TO LINCOLN ELECTRICAL ONE-LINE DIAGRAM FOR MORE INFORMATION.
10.	APPROXIMATE ROUTING OF LOW-VOLTAGE CONDUITS FROM PARKING GARAGE MTTB TO UTILITY PEDESTAL. ANTICIPATE (2) 4" CONDUITS AND (1) 2" CONDUIT.
11.	NEW xxxKVA, 208/120V, 3Φ TRANSFORMER. COORDINATE NEW TRANSFORMER WITH THE CITY OF LOVELAND WATER AND POWER (LWP) PRIOR TO INSTALLATION. LWP SHALL FURNISH AND INSTALL TRANSFORMER AS WELL AS ALL PRIMARY CABLING BETWEEN THE NEAREST UTILITY CONNECTION CABINET AND THE PRIMARY CONNECTION POINT AT THE TRANSFORMER. EC SHALL FURNISH NEW TRANSFORMER PAD AND SECONDARY CONNECTION CABINET (AS REQUIRED) PER THE REQUIREMENTS OF LWP. THE EC SHALL PERFORM ALL TRENCHING AND BACKFILLING ON THE SECONDARY SIDE OF THE TRANSFORMER. THE EC SHALL FURNISH AND INSTALL THE CONDUIT/CABLING ON THE SECONDARY SIDE OF THE TRANSFORMER. LWP SHALL MAKE ALL CONNECTIONS OF THE PRIMARY AND SECONDARY CABLING AT THE TRANSFORMER LANDINGS. LWP SHALL FURNISH THE REQUIRED METER HOUSING, EC SHALL INSTALL IN ACCORDANCE WITH LWP STANDARDS. LWP WILL INSTALL METER UPON SATISFACTORY FINAL INSPECTION BY THE AHJ. CT METER HOUSING SHALL BE INSTALLED WITHIN 10' OF CT ENCLOSURE. ALL COSTS FOR WORK DESCRIBED ABOVE TO BE PERFORMED BY LWP SHALL BE CARRIED AS PART OF THE PROJECT BUDGET AND SHALL BE PAID BY THE CONTRACTOR.

SPEAKER AND CAMERA NOTES

A. THE EC SHALL BE RESPONSIBLE FOR PROVIDING CONDUIT TO SPEAKER LOCATIONS LOCATED THROUGHOUT THE SITE. ANTICIPATE (8) SPEAKERS EVENLY DISTRIBUTED ACROSS THE ENTIRETY OF THE SITE. 3/4" CONDUIT HOMERUNS SHALL BE ROUTED FROM EACH SPEAKER LOCATION, BACK TO THE MTTB LOCATED IN THE PARKING GARAGE MAIN ELECTRICAL ROOM. EXACT SPEAKER LOCATIONS TO BE DETERMINED DURING CD PHASE.

B. THE EC SHALL BE RESPONSIBLE FOR FURNISHING CONDUIT FROM THE HEAD END SECURITY EQUIPMENT, LOCATED IN THE PARKING GARAGE SECURITY OFFICE, TO CAMERAS LOCATED THROUGHOUT THE SITE. LOCATIONS TO BE IDENTIFIED BY THE SECURITY DESIGNER, ANTICIPATE AT LEAST (6) CAMERA LOCATIONS EVENLY DISTRIBUTED ACROSS THE SITE.

OZ ARCHITECTURE®
3003 Larimer Street
Denver, Colorado 80205
phone 303.861.5704
www.ozarch.com

THE FOUNDRY
SITE DEVELOPMENT PLAN
LOVELAND, CO 80538

PROJ. NO.	115253.02
DRAWN:	MJS
CHECKED:	ARC
APPROVED:	JEM
DATE:	FEB 13, 2017

THE FOUNDRY

ISSUED FOR:
SDP RESUBMITTAL

SHEET TITLE:
ELECTRIC SITE PLAN

SCALE:
SHEET NUMBER

SHEET 18 OF 18

PC ATTACHMENT 6

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NOTES

1. ALL ROOFTOP MECHANICAL EQUIPMENT TO BE SCREENED FROM STREET LEVEL AS REQUIRED.
2. SIGNAGE TO BE APPROVED BY SEPARATE PERMIT PROCESS.
3. THE EXPOSED CONCRETE AT THE PARKING GARAGE IS SERVING AS A CANVAS FOR THE POTENTIAL INSTALLATION OF ART ON THE FACADE.

MATERIAL LEGEND

1. BRICK, COLOR: RED
2. BRICK, COLOR: IRON SPOT
3. STUCCO W/ REVEALS, COLOR: LIGHT GRAY
4. STUCCO W/ REVEALS, COLOR: MEDIUM GRAY
5. CEMENT PANEL, COLOR: MIXED GRAYS
6. METAL PANEL, COLOR: ZINC GRAY
7. EXTERIOR GROUND FACE CMU, COLOR: TBD
8. STOREFRONT, DARK BRONZE PAINTED ALUMINUM & CLEAR GLASS
9. PERFORATED METAL PANEL
10. STRUCTURAL CONCRETE

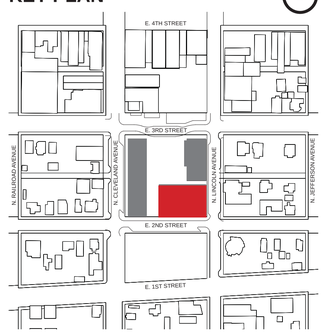
1 EAST - OVERALL ELEVATION
1/16" = 1'-0"

2 NORTH - OVERALL ELEVATION
1/16" = 1'-0"

3 WEST - OVERALL ELEVATION
1/16" = 1'-0"

4 SOUTH - OVERALL ELEVATION
1/16" = 1'-0"

KEY PLAN



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THE FOUNDRY
SITE DEVELOPMENT PLAN
LOVELAND, CO 80538

PROJ. NO.	115253.02
DRAWN:	OZ
CHECKED:	OZ
APPROVED:	OZ
DATE:	FEB 13, 2017

THE FOUNDRY

ISSUED FOR:
SDP RE-SUBMITTAL

SHEET TITLE:
PARKING GARAGE
ELEVATIONS

SCALE:

SHEET NUMBER
SHEET 8 OF 18

PC ATTACHMENT 6

1 VIEW FROM SOUTHWEST

2 VIEW FROM SOUTHEAST

3 VIEW FROM NORTHEAST

4 VIEW FROM NORTHWEST

KEY PLAN

N

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THE FOUNDRY
SITE DEVELOPMENT PLAN
LOVELAND, CO 80538

PROJ. NO.	115253.02
DRAWN:	OZ
CHECKED:	OZ
APPROVED:	OZ
DATE:	FEB 13, 2017

THE FOUNDRY

ISSUED FOR:
SDP RE-SUBMITTAL

SHEET TITLE:
PARKING GARAGE
AXONOMETRICS

SCALE:
SHEET NUMBER

SHEET 11 OF 18

PC ATTACHMENT 6