



LOVELAND PLANNING COMMISSION MEETING AGENDA

**Monday, August 12, 2019
500 E. 3rd Street – Council Chambers
Loveland, CO 80537
6:30 PM**

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LOVELAND PLANNING COMMISSIONERS: Patrick McFall (Chair), Michael Bears, Jeff Fleischer, Rob Molloy, David Hammond, Milo Hovland, Susan Peterson, and Deborah Tygesen.

CALL TO ORDER

I. PLEDGE OF ALLEGIANCE

II. REPORTS:

A. Citizen Reports

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

B. Current Planning Updates

1. Monday, August 26, 2019 Agenda Preview

i. Animal Husbandry Briefing

ii. Affordable Housing Code Amendments - PH

2. Monday, September 9, 2019 - Boards and Commissions Dinner 5:30 – 8:00 pm

3. Planning Commission Interviews -- 4 candidates

C. City Attorney's Office Updates

D. Committee Reports

E. Commission Comments

III. APPROVAL OF MINUTES

Review and approval of the July 22, 2019 meeting minutes

IV. REGULAR AGENDA

1. Taft Avenue Rezoning – Public Hearing

Presented by staff planner Emily Tarantini

This application was presented to the Planning Commission on July 8, 2019 and continued to the August 12th Commission meeting. The continuance was granted to give the Development Services Department time to respond to citizen and Commission questions.

The rezoning application, submitted by the City of Loveland, involves seven residential lots located on the west side of Taft Avenue south of Eisenhower Boulevard. The lots are zoned R1e (Established Low-Density Residential zone) which permits single family residential uses. The City has acquired these lots to accommodate additional right-of-way needed for the Taft Avenue widening project. Two of the existing homes located on these lots have been demolished; the remainder will be demolished prior to the start of the widening project.

The City is requesting B - Developing Business zone for these properties. The B District zone allows for a variety of office, commercial and multi-family uses. This zoning designation is common along many of Loveland's arterial corridors, including adjacent and nearby portions of property bordering Eisenhower Boulevard. The City intends to eventually sell the lots which will likely be consolidated into a single property and developed as a unified project. Staff believes that the B zoning designation provides for an appropriate range of use options that will accommodate the highest and best use of the property.

At the July 8th public hearing, three area residents raised concerns about B zoning and the added traffic congestion that may result from future development. These neighbors questioned the necessity of rezoning, believing that single family development will remain the most appropriate use of the property.

Staff has prepared a response to the questions raised at the July 8th public hearing and continues to recommend the initial request for B zoning. The role of the Commission is to conduct a public hearing and make a recommendation to City Council for final action.

2. Savannah Industrial/DDE8 Conditional Use Request – Public Hearing

Presented by staff planner Noreen Smyth

This application is a request to allow a Heavy Logistics Center use within the I - Developing Industrial zone. As specified by code, Heavy Logistics includes warehousing and distribution uses that generate 12 or more semi-truck trips per day. Uses of this type require conditional use approval by the Planning Commission.

The subject property is located at 4555 Viking Way and 3740-3746 Aldrin Drive in northeast Loveland. The 20-acre site consists of three lots; the westerly lot is currently developed with an un-occupied 122,000 square foot warehouse/office building along with associated parking. The remainder of the site is undeveloped and is planned to be developed with parking for employees and vehicle storage for

delivery vans associated with the proposed use. Tenant finish improvements to the existing building are planned upon approval of the conditional use. The property is among several industrial-zoned properties being developed by McWhinney that are located to the north of Kendall Parkway and to the west of Rocky Mountain Avenue.

In essence, the role of the Planning Commission is to conduct a public hearing to determine if the proposed use will be compatible with existing and future land uses within the surrounding area. The Commission may impose conditions in order to reach approval. The Commission's decision is final barring appeal. Staff recommends approval based on the findings specified in the Planning Commission staff report dated August 12, 2019.

V. ADJOURNMENT

[See the following page for information on Public Hearing Procedures.](#)

SUPPLEMENTARY INFORMATION

Public Hearing Procedures

The purpose of a public hearing is for the Planning Commission (PC as used below) to obtain full information as to the matter under consideration. This includes giving all interested parties the opportunity to speak (provide testimony) at the hearing.

The public hearing is a formal process. Below is the typical hearing sequence followed by the Planning Commission.

Annotations have been provided for clarity.

- 1. Agenda item is recognized by the Chair**
- 2. Public hearing is opened***
- 3. Staff presentation**
(May include clarifying questions to staff from Commissioners)
- 4. Applicant presentation**
(May include clarifying questions to applicant from Commissioners)
- 5. Public comment**
(All public comment should be made from the center podium upon direction from the Chair. Citizens should provide their name and mailing address in writing at the podium, and introduce themselves. The PC may ask clarifying questions of the citizens. At a public hearing, the PC does not respond to questions from citizens; questions directed to the applicant or staff should be requested through the Chair.)
- 6. Applicant response**
(The Chair typically requests that applicants respond to comments and questions raised during public comment)
- 7. PC questions to staff, the applicant and possibly to citizens who presented**
(Commissioners may use this step in the process to gain a more detailed understanding of relevant information)
- 8. Close public hearing**
(Unless specifically permitted by the Chair, further testimony is not allowed after the public hearing is closed)
- 9. Motion**
(Motions are made by a PC member with possible conditions)
- 10. Motion is seconded**
(A 2nd is required before the motion can be considered; a motion that fails to obtain a second dies)
- 11. PC discussion**
(The PC discusses the application and whether it satisfies the required criteria as found in adopted City policies and ordinances)
- 12. PC Chair requests that the applicant agrees to any conditions prior to a vote**
(When preparing to vote on a motion for approval, the PC Chair will ask if the applicant is willing to accept the proposed conditions. If the applicant is not, the PC may deny the application)
- 13. Vote**
(The decisions of the PC must address relevant findings of fact. These findings respond to criteria specified in adopted plans and codes, and serve to guide zoning, annexation and other land use decisions. Relevant criteria and findings are itemized in the Staff Report and referred to in the recommended motion.)

* Note that the Planning Commission may place time limits on presenters. All presenters should communicate clearly and concisely, refraining from duplicating detailed information that has been provided by others.

CITY OF LOVELAND
PLANNING COMMISSION MINUTES
July 22, 2019

A meeting of the City of Loveland Planning Commission was held in the City Council Chambers on July 22, 2019 at 6:30 p.m. Members present: Vice-Chairman Bears; and Commissioners Molloy, Hovland, Fleisher, and Peterson. Members absent: Commissioners McFall, Hammond, and Tygesen. City Staff present: Robert Paulsen, Current Planning; Laurie Stirman, Assistant City Attorney; Lisa Rye, Planning Commission Secretary.

These minutes are a general summary of the meeting. A complete video recording of the meeting is available for two years on the City's web site as follows: <https://loveland.viebit.com/>

CITIZEN REPORTS

There were no citizen reports.

CURRENT PLANNING UPDATES

1. **Robert Paulsen, Current Planning Manager**, provided a preview of the agenda for the Monday, August 12th Planning Commission meeting. The first item will be the Taft Avenue rezoning public hearing, which was postponed from the July 8th Planning Commission meeting. The Savannah Industrial conditional-use public hearing is also on the agenda for that date.
2. **Mr. Paulsen** announced that the Highway 34 upgrades update, which was scheduled for tonight, will be postponed until the August 12th meeting; Commissioner McFall is absent this evening and had requested this information.
3. **Mr. Paulsen** asked that commissioners consider an earlier start time of the Planning Commission meetings. The City's 2020 budget will require a reduction in staff hours and other boards and commissions have adjusted their start times to account for this. If a change in start time is proposed, City Council will need to be informed of the change. Mr. Paulsen added that if an earlier start time does not work for some commissioner's schedules, we would continue with our current start time.
4. **Mr. Paulsen** announced there is currently one Planning Commission vacancy. Information is available on the City of Loveland website for anyone interested in applying for the position. The application deadline is August 1st at 4:00 pm.
5. **Mr. Paulsen** reminded the Commission that an alternate Zoning Board of Adjustment hearing officer is recommended since, with the adoption of the Unified Development Code, there is an increase in the number of variance hearings.

Commissioner Molloy nominated **Michael Bears** for Alternate ZBA Hearing Officer, with **Commissioner Hovland** seconding the nomination. **Vice-Chairman Bears** called for a vote of approval, which was unanimous.

CITY ATTORNEY'S OFFICE UPDATES

Laurie Stirman, Assistant City Attorney, noted there is nothing to report.

APPROVAL OF THE MINUTES

Commissioner Molloy made a motion to approve the July 8, 2019 minutes; upon a second from Commissioner Hovland, the minutes were approved unanimously.

REGULAR AGENDA

1. Mineral Addition Zoning Document – Public Hearing

Project Description: This public hearing item involves a Zoning Document Amendment for one non-residential lot in the Mineral Addition Planned Unit Development (PUD). The vacant, one-acre lot is one of two non-residential lots in the 30-lot Mineral Addition that is located along the east side of South Taft Avenue immediately north of Carlisle Drive and to the south of First Street. The lot is addressed as 691 Split Rock Drive and is adjacent to Carlisle Drive.

The requested Zoning Document Amendment, which is equivalent to a zone change, would expand the use allowance for the lot to include a restaurant with a drive-through facility; allowed uses currently include specified commercial and office uses but the PUD does not allow the requested use. The proposed use is a Ziggi's Coffee Cafe, which is a newer prototype (for Ziggi's) that includes an interior cafe component. Should the amendment be approved, the proposed Ziggi's Cafe would be allowed to proceed through the City's Site Development Plan review and Building Permit review processes.

Staff believes that key issues have been resolved and that the request meets the applicable criteria for a zone change. The role of the Planning Commission is to conduct a public hearing and to forward a recommendation to the City Council for final action.

Commissioner Bears opened the public hearing at 6:38 p.m.

Troy Bliss, Current Planning, provided an overview of the property located in the Mineral Addition Planned Unit Development, which is composed of residential attached units, which back up to Mineral Lake. The site is surrounded by Thompson Valley School District offices, Thompson Valley High School, River's Edge Natural Area, and Jayhawker Ponds.

Mr. Bliss explained that the property was annexed into the city and zoning was established through the Preliminary Development Plan (PDP) in 2006, which set standards for what type of uses could be built within the PUD, architectural design of residences and commercial buildings,

along with the intent of the development including trail connectivity and use of Mineral Lake. Permitted uses on Lots 1 & 2 of Block 2 were defined within the PUD, but a restaurant with drive-thru use is not listed as one of them. With the adoption of the Unified Development Code, the term “Preliminary Development Plan” is no longer used and is replaced with the “Zoning Document”; therefore the proposed amendment is to the Zoning Document.

Mr. Bliss stated that the applicants, Greg and Jill Bland, were involved in neighborhood outreach prior to submittal of their application. A formal neighborhood meeting was held on June 18, 2019, 6-8 people attended and offered unanimous support for the proposed use. Since the meeting, no correspondence has been received by City staff.

Mr. Bliss provided information that demonstrated how the proposed use meets the goals and objectives of the City’s Comprehensive Plan. City standards are also being met. He described the next step of the process as a final site development plan, which looks at utility connections, transportation impact studies, and storm water management. All final details would be reviewed at that time. From the City’s perspective, the proposed use integrates into the PUD and will serve the neighborhood well. Conceptual plans that consider mitigating the potential impact of the proposed use include reorienting the drive through towards Taft Avenue and away from the residences, along with substantial landscape buffering of the parking lot and building on the eastern edge of the site.

Commissioner Fleischer asked for clarification of the access point into to the proposed site. **Mr. Bliss** answered that the sole access point would be off Carlisle Drive, which is a private street that is owned and maintained by the Mineral Addition Homeowners Association. There is a planned connection point into the vacant commercial lot to the north, which exits onto Split Rock Drive. **Commissioner Molloy** mentioned that he likes the alignment with access to Thompson Valley, but they will need to improve on the cross street access.

Commissioner Molloy asked if the Planning Commission would see the project come back as a PDP for approval. **Mr. Paulsen** stated that the next step would be an administratively approved site development plan. **Commissioner Molloy** added that he does not agree with the double curve to the access point, but the City’s traffic engineers will be reviewing this item in detail at the next stage. He supports the positioning of the drive-through towards the street and away from neighbors.

Commissioner Peterson asked if approval of this project would set a precedence, making it more likely that another similar restaurant use would go into the lot located to the north. **Mr. Bliss** stated that this amendment is strictly for the lot in question and does not carry over into Lot 2.

Greg Bland, applicant, explained that his company had initially planned to only build a drive-through coffee stand at this location, but realized that the area lacked a family-oriented meeting option so he now plans on building a café instead. He added that he met with the Homeowners Association of Split Rock to hear concerns. He indicated that that the following plan adjustments were made in response to stated concerns:

- Repositioning the driveway from the south vs east, to reduce traffic flow into neighborhood
- Build a landscaped berm on the east end of the lot to act as a natural filtered screen

- Utilize low glare and/or downward pointing parking lot lighting to reduce brightness
- Provide an on-site security camera and provide a towing-secured lot that doesn't allow overnight parking or trail access

CITIZEN COMMENTS:

- Lonnie Maddox, Split Rock Drive resident and Board of Directors member of the neighborhood HOA, thanked Greg and Jill Bland for working with the residents and listening to their concerns. He stated that the neighborhood's main concern was an increase in traffic; however, he believes that repositioning the driveway from the south instead of the east will help. He shared that he is concerned that construction traffic could destroy the neighborhood street and about what will happen with the other lot in the area (Lot 2). He finished by stating that the neighborhood is looking forward to the coffee shop and supports the project.

Commissioner Bears closed the public hearing at 7:15 p.m.

Commissioner Hovland moved to make the findings listed in the Staff Report dated July 22, 2019, and based on those findings recommend approval of the Zoning Document Amendment, adding a restaurant with drive-thru as a use permitted for Lot 1, Block 2 – Mineral First Subdivision subject to the condition provided on page 8 of the report. Commissioner Molloy seconded the motion.

Commissioner Bears asked the applicant if he agrees to the conditions. The applicant, Greg Bland, stated that he agrees to the conditions.

COMMISSIONER COMMENTS:

Commissioner Molloy stated that this type of coffee shop will benefit the neighborhood, and will not only improve the lifestyle within the neighborhood but will also increase the value of the homes. He appreciates that the other Ziggi's location in Loveland is well maintained.

The motion was unanimously approved.

2. Wireless Telecommunications & UDC Amendments – Public Hearing

Item Description: This is a public hearing item that involves amendments to the Municipal Code. Staff is requesting that the Planning Commission provides a recommendation to City Council for adoption of the City of Loveland Wireless Communications Code located in Title 14 of the Loveland Municipal Code, and associated amendments to the Unified Development Code (Title 18) and Title 13 of the Loveland Municipal Code regarding pole attachments.

The Wireless Communications Code consolidates existing code provisions that address wireless telecommunications with new provisions relating to small cell wireless facilities in the public rights-of-way. This code adoption is in response to state legislation and FCC regulations regarding small cell wireless facilities. The City is now required to permit small cell wireless facilities to be deployed in the public rights-of-way, with limited regulation by the City. The purpose of the new code is to regulate such wireless communications facilities to the extent the City is permitted. Specifically, the code requires that providers comply with the City's design standards, sign a master license agreement, and comply with other requirements to protect public health, safety and welfare.

Commissioner Bears opened the public hearing at 7:20 p.m.

Ms. Laurie Stirman, Assistant City Attorney, explained that there are new regulations regarding technology related to small cell wireless facilities, which has prompted significant changes being proposed for the Loveland Municipal Code. With the promotion by the cellular industry for the move toward 5G, HB 17-1193 was passed which requires municipalities to permit small cell facilities in the public rights-of-way along with expedited permitting. The Federal Communications Commission (FCC) has also passed regulations, which limits fees that municipalities can charge.

Ms. Stirman defined a small cell wireless facility as a structure with limited, smaller antennas and smaller equipment. These require smaller infrastructure than macrocell towers, and have a smaller coverage area designed to supplement macrocell towers and fill in gaps in coverage. Pictures showing differences between macrocell and small cell towers were presented.

The City has made efforts to address the new technology by assessing new fees that regulate cell applications. A template agreement was approved by the City Council, which will be a requirement to use the rights-of-way. The City of Loveland Water and Power Division created design standards that define what the small cell facilities should look like and where they can be located. Ms. Stirman added that a new application process will allow for an expedited time frame of 60 days for permitting and approvals.

The Municipal Code will be updated in order to consolidate sections of existing code that address wireless telecommunications located private property. **Mr. Paulsen** addressed this topic, referring to a memo provided to the Planning Commission that summarizes modest adjustments to the wireless telecommunications provisions that were imported from Title 18 into new Title 14. **Ms. Stirman** also stated that Title 18 would be revised to reflect the removal of provisions relating to wireless telecommunications facilities on private property and to pole attachments.

Commissioner Molloy referred to a picture of the small cell facility and asked how a pole in the middle of the sidewalk meets ADA compliance. He mentioned that the towers should have a GPS location, which shows where the pole should be placed. He shared that he does not agree with poles set too close to the curb, as it is unsafe. **Mr. Paulsen** stated that most likely, existing light poles would be replaced with new poles that accommodates both a light and a small cell facility. **Commissioner Molloy** added that he has no issues with the aesthetics of the poles, just the safety.

CITIZEN COMMENTS:

There was no public comment.

Commissioner McFall closed the public hearing at 7:48 p.m.

Commissioner Hovland moved to approve and recommend that City Council adopt the Wireless Communications Code in Title 14 of the Loveland Municipal Code along with associated revisions to the Unified Development Code in Title 18 and pole attachment provisions in Title 13 of the Loveland Municipal Code; upon a second from Commissioner Molloy, the motion was unanimously adopted.

Commissioner Molloy made a motion to adjourn. Upon a second by Commissioner Fleischer, the motion was unanimously approved.

Commissioner McFall adjourned the meeting at 7:48 p.m.

Approved by: _____
Michael Bears, Planning Commission Vice-Chair

Lisa Rye, Planning Commission Secretary

MEMORANDUM

DATE: August 7, 2019
TO: Planning Commission
FROM: Emily Tarantini, City Planner I
RE: Taft Avenue Rezoning, provided for August 12, 2019 Planning Commission Meeting

Dear Commissioners,

This memorandum supplements the staff report provided to the Planning Commission for the July 8, 2019 Planning Commission hearing on the Taft Avenue rezoning. Please refer to the motions and findings found in the staff report dated July 8, 2019. Staff continues to recommend approval of the rezoning.

On July 8, 2019, the Current Planning Division presented the Taft rezoning request to the Planning Commission involving a City initiated rezoning of seven R1e-Established Low Density Residential lots to B-Developing Business. The Current Planning Division believes that the proposed B zoning district represents a more appropriate designation given the location adjacent to a major 4-lane arterial and its proximity to a major intersection. The B zoning designation is compatible with existing commercial development patterns along the US 34 corridor. The Comprehensive Plan includes plan elements and policies that recommend commercial nodes to be located at prominent intersections. Commercial activity and reinvestment at prominent intersections and flexibility with land use to allow for businesses to expand or change.

The seven properties are City-owned parcels that will be directly affected by the widening of N. Taft Avenue as the widening is planned to expand over 40 feet onto these existing lots. The widening project is estimated to begin in 2022 and has been a City-planned project for over 20 years.

At the July 8th meeting the item was continued, as the Planning Commission raised the following questions:

1. What will be the remaining size of the lots once North Taft Avenue fully expands?
2. Where will the future right-in/right-out access point from Taft Avenue be located?
3. What will the dimension of the future site access be?
4. Is there a possibility of only rezoning the larger lots to B-Developing Business and leaving the rest as R1e-Established Low Density Residential?
5. Why are the lots to the south of West 12th Street, which are also City-owned and currently being demolished, remaining under the current R1e zoning and allowed to remain as a residential use?
6. How will a new development affect traffic on West 12th Street?
7. Will future development proposals on the site come back to the Planning Commission?

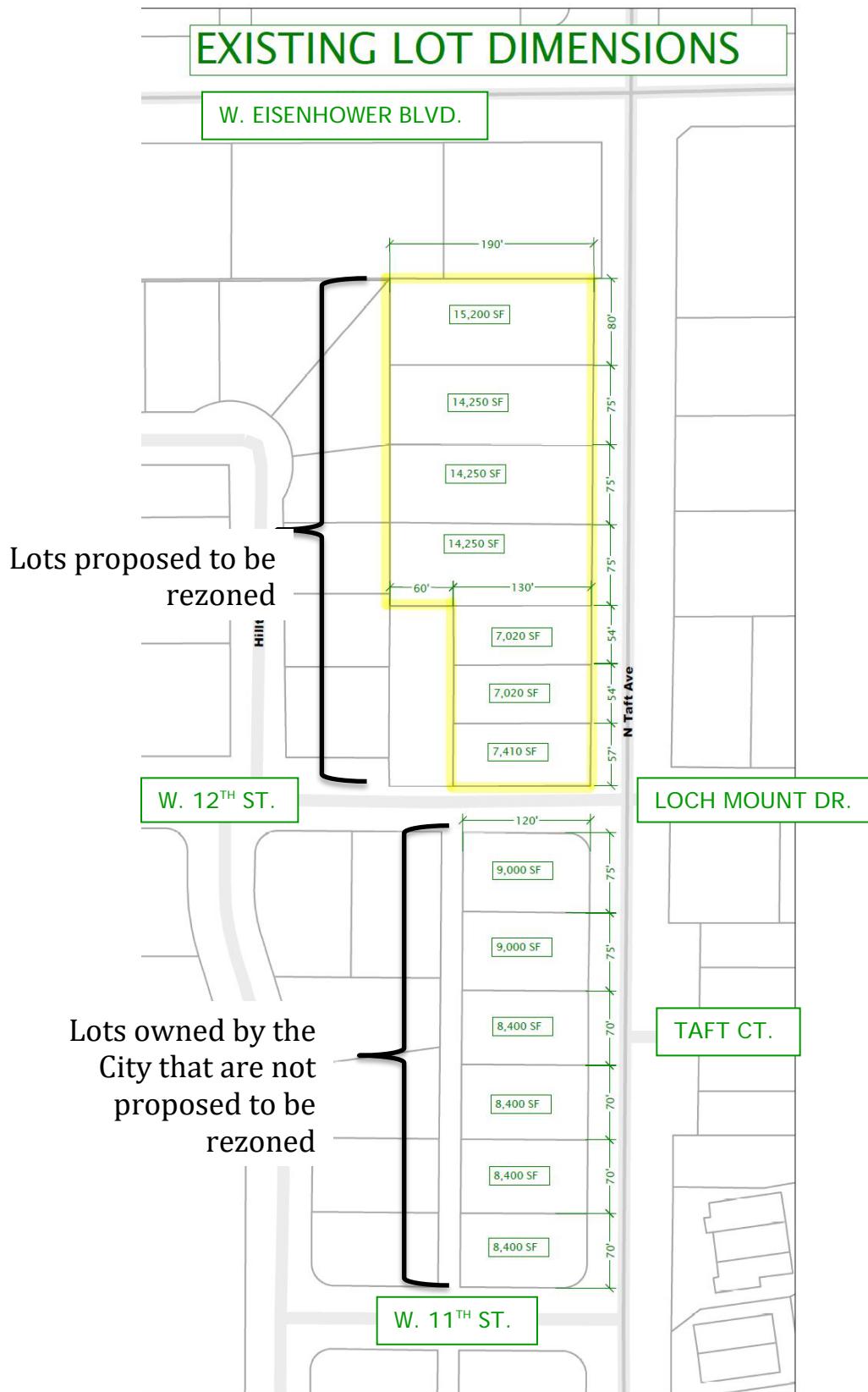
There were three members of the neighborhood that spoke at the Planning Commission and expressed concerns on the following topics:

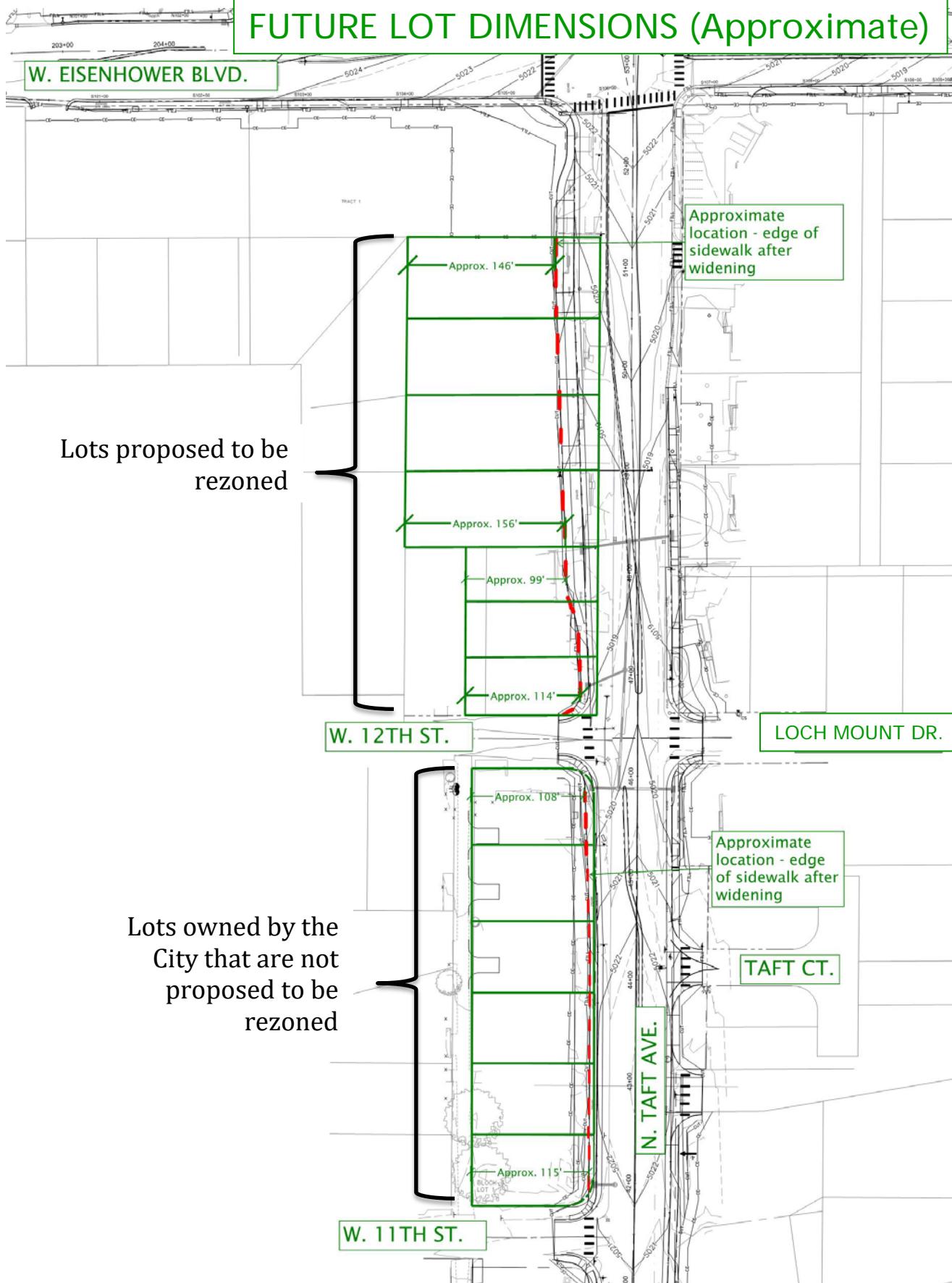
1. There are currently vacant commercial spaces available on the US 34 corridor, why do we need more?
2. The remaining size of the lots (after the Taft widening) are no different than the residential lots to the south, why is there a need to rezone these and prohibit new single family uses?
3. There is a lot of pedestrian activity in the area due to the High School, adding a commercial business will add more traffic congestion and it is unsafe.

In an effort to answer these questions in an illustrative manner, the following pages provide graphics along with accompanying narrative to address the questions raised at the July 8th public hearing.

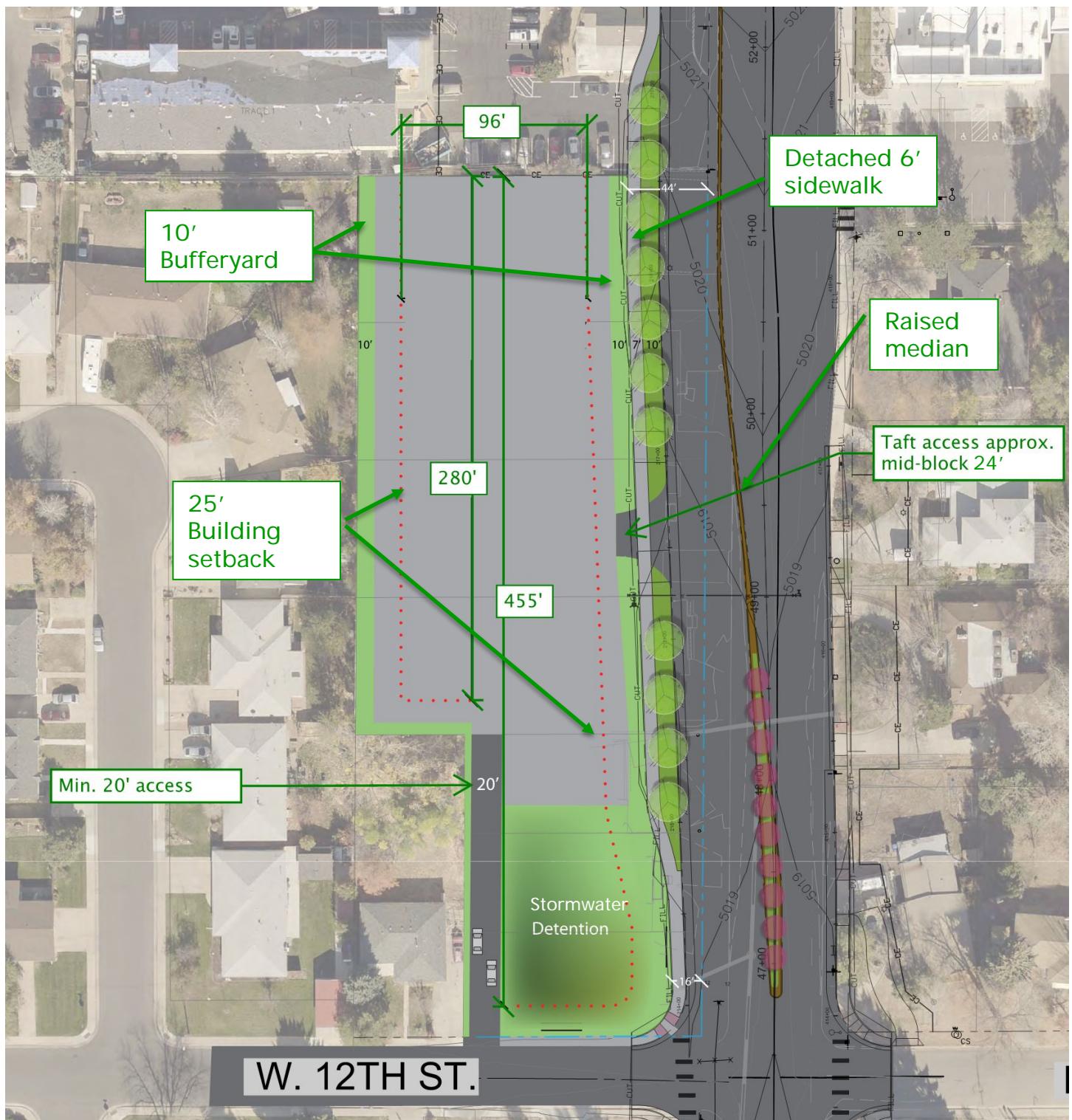
Thank you,

Question 1 - What will be the remaining size of the lots once North Taft Avenue fully expands?





Question 2 & 3- Where will the North Taft Avenue access point be located? What will the dimension of the future site access be?

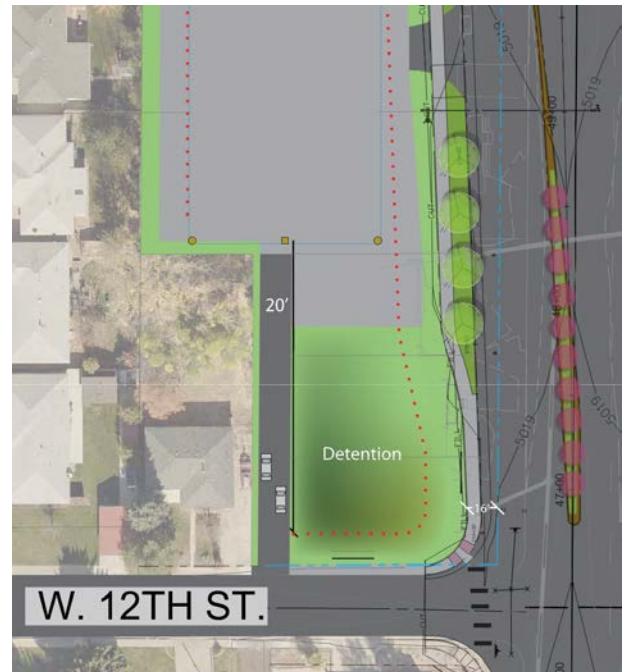


Question 4 - Is there a possibility of only rezoning the larger lots to B-Developing Business and leaving the rest as R1e-Established Low Density Residential?

Split zoning:

At the July 8th hearing, the Commission asked whether zoning might be split between Business District zoning on the north and single family residential to the south. From a staff perspective, creating a dual or split zoning arrangement on this property is not recommended:

- Compatibility between uses would be of concern, especially if the zoning categories were commercial and residential. The resulting small and isolated residential area would be impacted by commercial activity and buffering may be ineffective.
- Staff continues to believe that single family zoning is no longer appropriate for the property between Eisenhower and 12th Street due to the factors mentioned below.



Business Zoning Recommendation

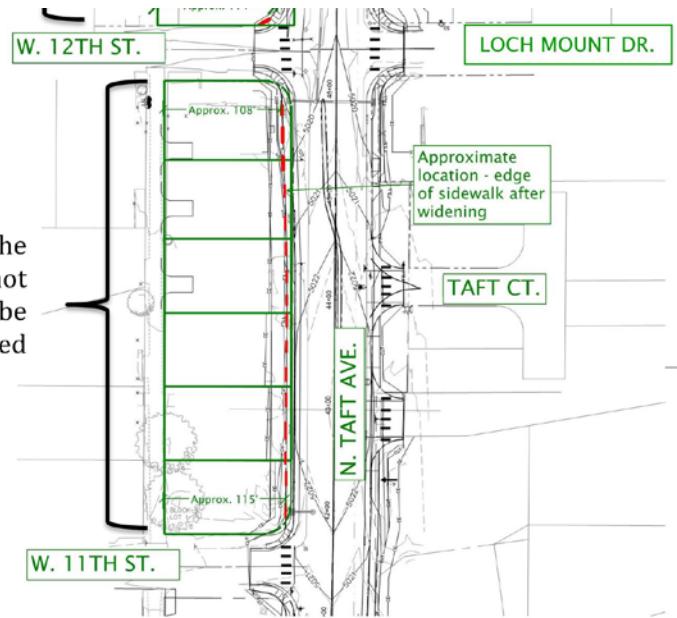
Staff believes that the Business zoning district is the most appropriate zoning designation for the site:

- The widening of Taft will make single family use of the subject property less functional as individual driveways onto Taft will be prohibited.
- Adjacency of the subject property to Taft, a major arterial, and to the Eisenhower - Taft intersection is not appropriate for single family development. The stretch of property between Eisenhower and 12th Street will incur the most severe impacts relating to traffic noise and accompanying fumes due to regular deceleration and acceleration of vehicles approaching and departing the intersection.
- Based on locational factors, the highest and best use of the site is no longer single family development. The City believes that SF zoning would significantly reduce the marketability of the property. Single family development no longer occurs along arterial roadways.
- The B zone provides optimum flexibility for future development options, allowing office, commercial and/or multifamily development to occur.
- This property is immediately adjacent to B-zoned property to the north along Eisenhower. It would be possible for the subject property to be combined with the Eisenhower property to achieve an integrated development, or (at least) to establish cross-access allowance.
- B zoning is consistent with Comprehensive Plan policies relating to properties located at or adjacent to major intersections.

Question 5 - Why are the lots to the south of West 12th Street, which are also City-owned and currently being demolished, remaining under the current R1e zoning and allowed to remain as a residential use?

- The Taft widening project will not expand as significantly on these lots as it will on the lots that are proposed to be rezoned. As conceptually shown, Taft Avenue expands approximately 12-5 feet onto these lots
- These lots are located further away from the major intersection allowing for a larger span of road where vehicles can accelerate and decelerate. In addition, these lots are located further away from possible traffic noise and fumes, creating a better environment for single family homes.
- These lots will also be permitted to utilize the rear alley access as their primary access as individual driveways along N. Taft Avenue will be prohibited once the widening occurs. The established alley access along these lots provides for entering and exiting along W. 12th Street and W. 11th Street. These lots are not adjacent to a commercial strip.

Lots owned by the City that are not proposed to be rezoned



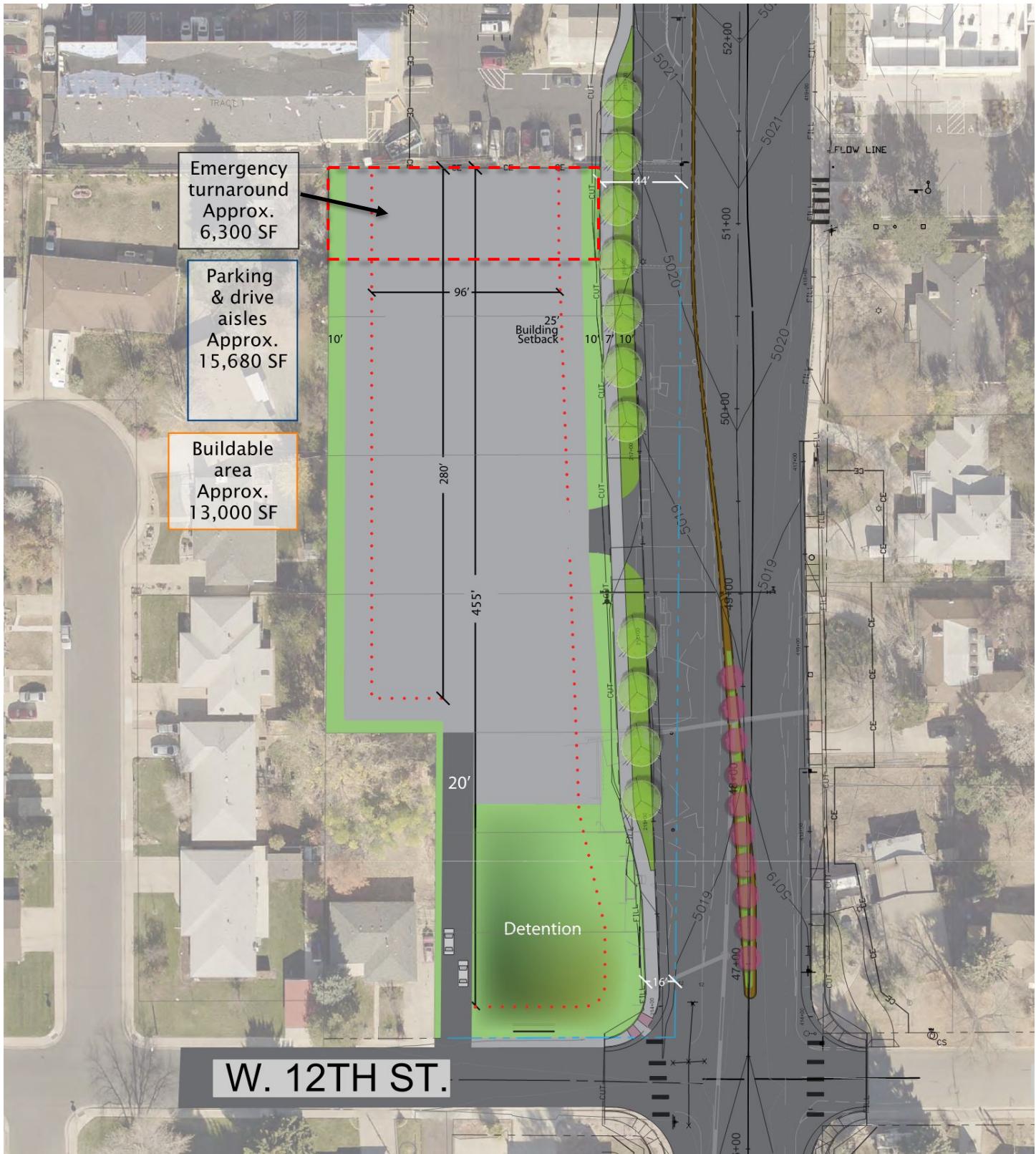
Question 6 - How will a new development affect traffic on West 12th Street?

- New development applications require a Traffic Impact Study to the City for review. At that time, average trip generations can be determined for the proposed use. The limited site access will discourage high traffic generating uses on the site.

Question 7 - Will future development proposals on the site come back to the Planning Commission?

- It is unlikely, as many of the permitted uses within the B district are listed as *Limited uses* which means that there are higher design standards that must be followed during the development review process.
- More intense uses are permitted as *Adaptable Uses* which means that in addition to the design standards mentioned above, a neighborhood meeting is also required. Any member of the neighborhood could appeal to the Planning Commission.

Conceptual layout of “Buildable Area”



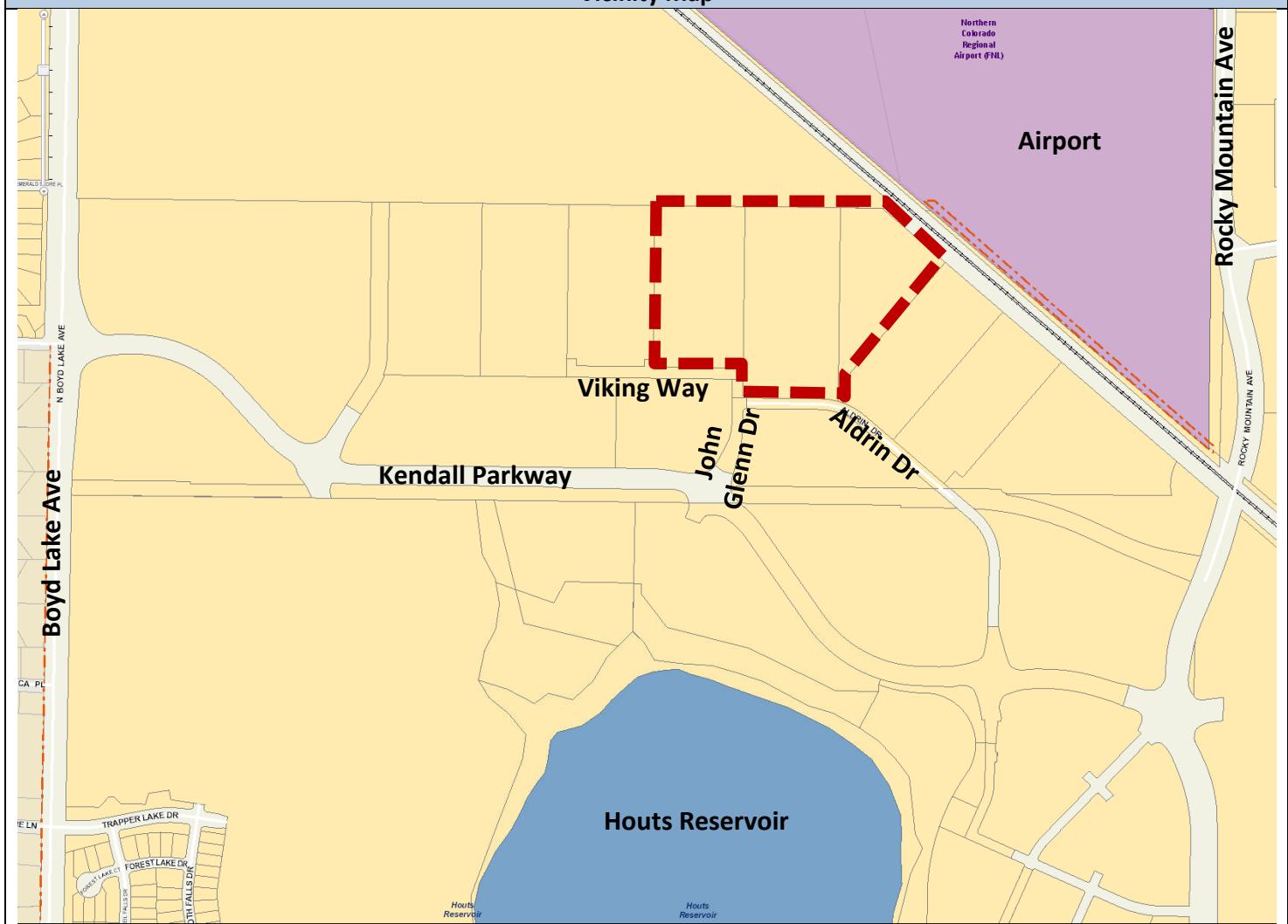
Planning Commission Staff Report

August 12, 2019

Centerra Industrial Parking Lot Addition

Agenda #:	PZ #19-121	Conditional Use
Location: 4555 Viking Way & 3740-3746 Aldrin Drive		

Vicinity Map



Planning Commission Hearing August 12, 2019

Recommended Motion	
Recommended Motion(s):	
Move to make the findings listed in this Staff Report dated August 12, 2019, and based on those findings recommend approval of the Conditional Use for a Heavy Logistics Center for Lot 2, Block 1, Savanna 3rd Subdivision, Lot 2, Block 1, Savanna 2nd Subdivision, and Lot 4, Block 1, Amended Plat of Lots 2, 3 & 4, Block 1, Savanna 1st Subdivision, subject to the condition provided in this report.	

Options	Consequence
Approve the Motion	Approval of the motion would allow the establishment of a Heavy Logistics Center on the property once all associated development applications have been completed.
Deny the Motion or take no action	Denying the motion would prevent the operation of a Heavy Logistics Center on the property. The applicant would need to seek an alternate location for their operation. As Heavy Logistics Centers are only allowed as a conditional use within the city, if the other location found for the use was within city limits, another Planning Commission hearing would be scheduled for the alternate location. Taking no action on the motion would cause delay in the applicant's ability to begin operation of the business.
Adopt a Modified Action	Based upon the conditional use findings (described in this report), the Planning Commission may attach additional conditions to their approval of the use, should the Commission identify impacts of the use that are in need of mitigation that are not addressed by staff's recommended conditions.
Refer back to Staff	If the item is referred back to staff, staff requests that specific direction be provided from the Planning Commission to assist in reaching resolution on the proposed use.

Attachments
1. Site Development Plan (Draft)
2. Employment-Create Loveland Comprehensive Plan
3. Traffic Generation Count
4. Traffic Memo
5. Truck Routing Plan
6. Applicant's Conditional Use Assessment

Project Summary
This report concerns a request to establish a distribution center on the subject property. The use is categorized by the Unified Development Code (UDC) as a Heavy Logistics Center. The subject property is zoned I-Developing Industrial, and Heavy Logistics Centers are designated by the UDC as a Conditional Use in that zone, and thus require a Planning Commission hearing.
The subject property is situated in an industrial area of Centerra generally located south of the airport and north of Kendall Parkway, between Boyd Lake Avenue and Rocky Mountain Avenue. The subject property consists of three lots. The western lot contains a recently-constructed industrial building, and the center and east lots are undeveloped. On the adjacent property to the southeast is a similar industrial building, and construction on a similar building to the west is anticipated to begin later this year. The properties to the south consist of an in-patient health care facility and an undeveloped tract designated for industrial and commercial uses. The property to the north is undeveloped land designated for industrial uses, and to the northeast is the Union Pacific Railroad followed by the airport.

Project Description

Proposed Operation

The Heavy Logistics Center is a consumer goods distribution operation. It provides the last step in the delivery of customer orders. Packages are shipped to the subject property from other distribution/sortation centers, sorted at the subject property to routes, and loaded into vans for delivery to customer premises.

Twelve to sixteen semi-trailer trucks are anticipated to deliver product to the subject property between 10 pm and 7 am daily. Packages are then sorted by routes and placed onto movable racks. Sorting occurs in two shifts, the first one between 10 pm and 7 am and the second between 8 am and 1:30 pm. Approximately 200 employees plus 10 managers will be entering and departing between those times.

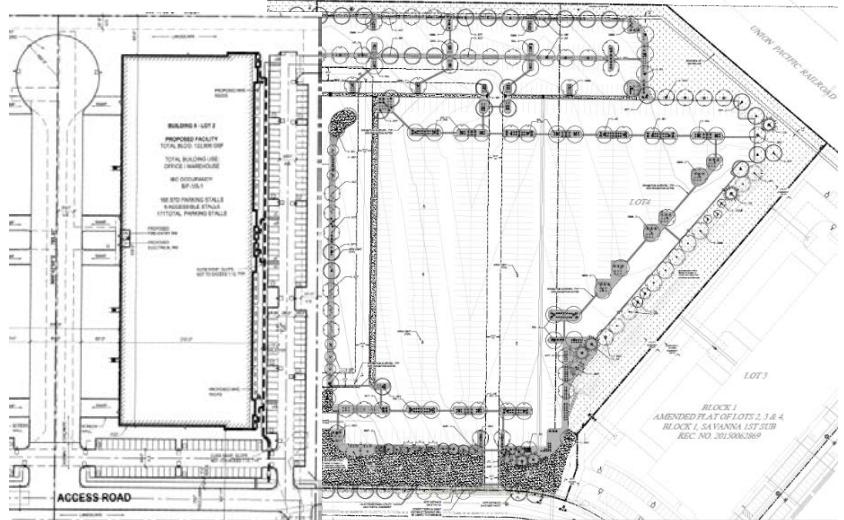
From 7:30 am to 10:30 am, the first shift of delivery vans will be loaded and dispatched from the site in intervals of 40-60 vans every 30 minutes. From 12 pm to 1:30 pm, the second shift will enter, load, and dispatch from the site in intervals of 30-60 vans every 30 minutes. After delivery routes are completed, drivers return the vans to the van storage lot, in waves similar to the dispatch. Undeliverable product is returned to the building and drivers then depart from the employee parking lot (or whatever other means is utilized to come to/from work).

In addition to conventional employees and delivery vans, the operation will utilize independent contractors, typically driving traditional passenger vehicles, for deliveries. Approximately 60-80 such delivery vehicles will enter the facility per day, staggered between 11 am and 3 pm with the assistance of logistics technologies.

Attachment #3 provides a traffic generation count of employee cars, semi-trailer trucks, dispatch vans, and delivery cars by hour of day. Note that every incoming and outgoing trip is counted, so the totals account for double the number of vehicles visiting the subject property in a 24 hour period.

Building and Site Development Plan

The subject property contains an existing unoccupied industrial building on its west side and a large undeveloped area to its east. The necessary permits for construction of the building were obtained in 2018. Parking was provided to the south and east of the building. As a spec building, the tenant was unknown at the time of permit review and construction. The current Heavy Logistics Center applicant is interested in the subject property both because the existing building serves their needs (with certain tenant finishes being pursued through the building permit process) and because the adjacent undeveloped land allow space for construction of a large paved area; see the Site Development Plan included as Attachment #1 for more detailed site design information. The paved area will function as a storage yard (parking) for the vans associated with the distribution operation and as an additional employee parking area.



The site plan for the existing building on the west side of the subject property is to the left. The site plan for proposed storage yard/parking area to its east is on the right (note that there is some overlap in the land area included in the site plans above). A new canopy structure will be situated between the building and the storage yard/parking area, and will result in the removal of the existing parking spaces to the east of the building.

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As part of the property remodel, a canopy will be added a little to the east of the building, under which the delivery vans are loaded. The materials are transported to the vans via wheeled racks through overhead doors that will be added to the east elevation. The space between the canopy and the building includes a fire lane and a pedestrian sidewalk. The parking originally situated to the east of the building will be relocated farther to the northeast in order to accommodate the canopy structure.



South elevation of the existing building as viewed from Viking Way; the proposed canopy structure is to the right.

The Site Development Plan and associated civil construction plans to alter the west lot and to develop the storage yard/parking area on the center and east lots were submitted with the Conditional Use application as required, and are undergoing review by city staff. The staff review can be completed if and when the Conditional Use is approved. Likewise, a tenant finish building permit is under review with the Building Division. A building permit for the canopy, along with a site work permit for grading and utility installation, will also need to be submitted to develop the property as proposed. Note that although the property consists of three platted lots, there is no code requirement, or particular advantage, to merging the lots into one with this proposal.

Traffic

Truck Traffic

The semi-trailer truck traffic will access the subject property via Viking Way, a private drive utilized only by industrial properties. From there, they will connect to the south via John Glenn Drive (a local public street), then to Kendall Parkway, then to Rocky Mountain Avenue, and then to Crossroads Boulevard (all arterial streets), and then to Interstate 25. A truck routing plan has been submitted by the applicant and is included as Attachment #5; see also the vicinity map on the first page of this report for reference.

While the number of semi-trailer truck trips per 24-hour period could be higher on the subject property than on the adjacent properties to the east and west, the truck traffic is not anticipated to negatively impact these properties. Because the semi-trailers access Viking Way via John Glenn Drive, which is straight south of the subject property, they will not cross in front of the properties to the east and west. The loading docks on the subject property where the semi-trailers will be unloaded face the loading docks of the building to the west, and the drive aisle in-between is designed specifically for truck traffic. The semi-trailers trucks will pass by the north (Viking Way) and east (John Glenn Drive) sides of the health care facility to the south. While there is a vehicular entrance to that property off of John Glenn Drive, along with an entrance off of Kendall Parkway to the south, there is not anticipated to be a high volume of traffic entering and exiting the health facility property. In addition, the peak time of day for vehicular trips to the health care facility will be daytime, while the semi-trailer trips to the subject property will occur at nighttime. Because of this, there is not anticipated to be a conflict.

Van Traffic

The delivery vans are anticipated to cross in front of the property to the east, on Aldrin Drive, as they go to/from Interstate 25. In addition, the delivery vans may also travel along road networks to the south or to the west as their routes necessitate. Currently, Viking Way terminates a little to the west of the subject property but it will be extended as the properties farther west develop, and eventually connect to Kendall Parkway. While the volume of van traffic is anticipated to be high, the establishment on the subject property of an operation that includes a fleet of vans does not necessitate the Conditional Use review; rather, the establishment of an operation that includes more than 12 semi-trailer truck trips per day necessitates the added review.

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The acceptability of the van and other vehicular traffic volumes are assessed by the traffic study; see Attachment #4. In conjunction with the Heavy Logistics Center request, an update the previously-prepared (2017) traffic study was submitted. That study assessed traffic on the subject property along with four adjacent industrial lots, and the update concludes that the currently proposed land uses generate a lower volume of traffic than anticipated in 2017. The lower volumes are due in part to particularly conservative estimates utilized with the original study. Thus, the existing and planned road network, which was determined to be adequate in 2017, remains adequate with the newly proposed use.

Unified Development Code Summary

Use Definitions

The UDC defines Heavy Logistics Centers as follows: A wholesaling, warehousing, or distribution use that provides a central location for receiving, storing and distributing raw materials, semi-finished goods, or finished goods. Heavy logistics centers may be warehouses in which goods are stored, or truck terminals in which goods are transferred between trucks or between trucks and trains or other transportation modes, or moving warehouses, or wholesaling operations (but not wholesale membership clubs in which memberships are available to the general public). Heavy logistics centers are expected to generate at least 12 truck trips per day. Warehousing and distribution uses that involve fewer than 12 truck trips per day are classified as light industry.

Per the UDC's definition of Light Industry (and reinforced by the last sentence of the Heavy Logistics Center definition above), a distribution center that involves less than 12 truck trips per day is categorized as a Light Industry. Light Industry is considered a less intensive use, and as such is a use by right in the I-Developing Industrial district.

Thus, the use of a property zoned I-Developing Industrial for a distribution center is considered a Use by Right if the volume of semi-trailer truck trips is limited to less than 12 per 24-hour period, and a Conditional Use if it involves 12 or more semi-trailer truck trips per 24-hour period. The anticipated semi-trailer truck trips to the proposed distribution center is approximately 14 per day (although all will arrive/depart during overnight hours), and the use therefore falls under the UDC's Heavy Logistics Center definition rather than the Light Industry definition.

The definition section of the UDC further clarifies that only semi-trailer truck trips are counted towards the 12 truck trips per day distinction; van, light truck, and car trips are not utilized to assess whether a distribution center falls under the Heavy Logistics Center or the Light Industry definition.

Use Standards

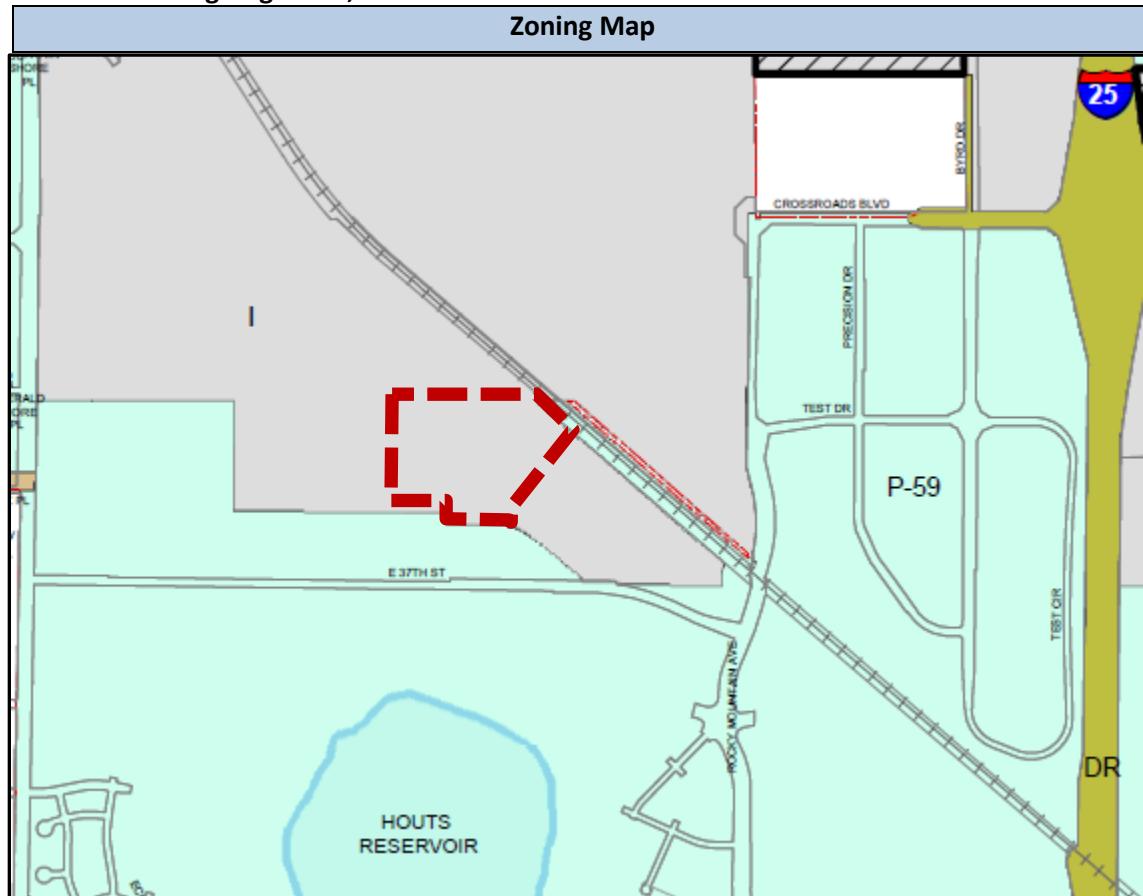
In addition to needing to meet all generally applicable UDC standards, uses categorized as Conditional, Limited, or Adaptable are subject to additional UDC *Use Standards*. The Heavy Logistics Center Use Standards are described in the Planning Commission Findings section of this report. In order to approve a Conditional Use, the Planning Commission shall find that the proposal meets both the Use Standards specific to Heavy Logistics Centers and the conventional Conditional Use standards, also described under the Planning Commission Findings section of this report. Through the staff review of the associated Site Development Plan, Construction Plans, Site Work Permit, and Building Permits, staff will ensure that all other Municipal Code requirements relevant to the development are met.

Applicant Information	Development Review Team Contacts
Applicant: McWhinney Commercial Development	Planner: Noreen Smyth
	Traffic Engineer: Joe Giannetto
	LFRA: Ingrid McMillan-Ernst
Property Owner: CR Development, Inc.	Stormwater: Suzette Schaff
	Power: Mark Warner
	Water/Wastewater: Melissa Morin

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Site Data	
Subdivision	Amended Plat of Lots 2, 3, & 4, Block 1, Savanna 1 st Subdivision, Savanna 2 nd Subdivision, and Savanna 3 rd Subdivision
Land Area	898,961 sq ft / 20.6 ac total
Existing Buildings	1 existing 122,806 sq ft warehouse/office building on the western lot
Topography	Flat
Access	Viking Way and Aldrin Drive
Water Provider	City of Loveland
Wastewater Provider	City of Loveland
Power Provider	City of Loveland
Floodplain	No

Subject Property and Adjacent Property Designations			
	Existing Zoning	Comprehensive Plan	Existing Land Use(s)
Subject Property	I – Developing Industrial & Airport Influence Area	Employment	West lot: Unoccupied industrial building Center and east lots: Vacant
Adjacent North	I – Developing Industrial & Airport Influence Area	Industrial	Vacant
Adjacent South	Millennium PUD & Airport Influence Area	Employment	Southeast: Vacant Southwest: Inpatient Health Care Facility (currently unoccupied)
Adjacent East	I – Developing Industrial & Airport Influence Area	Employment	The property contains a light industrial building of a similar design to that on the subject property.
Adjacent West	I – Developing Industrial & Airport Influence Area	Employment	A Site Development Plan has been approved by the city for a light industrial building on this property of a similar design to that on the subject property. It is currently undergoing building permit review.



Relevant Case History			
PZ#	Date	Request	Action
17-212	4-13-18	Site Development Plan & Civil Construction Plans	Site Development Plan and associated civil construction plans for the west lot, which contains the existing building, was administratively approved. Submittal and approval of a site work permit and a building permit followed.

Relevant Zoning District Regulations		
I Developing Industrial	Required	Subject Property
Minimum Parking Requirements:	1 space per 1,000 sq ft of floor area up to 100,000 sq ft, then 1 space per 5,000 sq ft thereafter, for a minimum requirement of 105 spaces for employees and visitors. This requirement does not include delivery van spaces, for which there is no code standard.	252 employee/visitor parking spaces, plus 554 van spaces
Bufferyards	North: Parking buffer South: Street buffer and parking buffer East: Storage Yard buffer West: No buffer required	Meets bufferyard standards with certain modifications to the east buffer

Neighborhood Outreach	
Notification	A neighborhood meeting will be held before the Planning Commission hearing on August 12, 2019, at the Development Center at 5:00 p.m. Property owners within 500 feet of the boundaries of the subject site were notified by mail and a sign posted on the property 15 days in advance of the neighborhood meeting and Planning Commission hearing. Additionally, notices for the neighborhood meeting and Planning Commission hearing were posted on the city website 15 days in advance.
Neighborhood Response	Staff has not received any phone calls or emails as a result of the public notice for the neighborhood meeting or Planning Commission hearing. Comments from neighbors, if any, at the neighborhood meeting will be verbally summarized by staff to the Commission at the hearing on August 12.

Planning Commission Findings for Approval or Denial	
An application for conditional use approval may be approved if it is demonstrated that the proposal meets the specific use standards of Division 18.02.04, Use Standards :	
Heavy Logistics Center Criteria	
1. Location. The subject property shall not adjoin a property that is zoned or used for residential purposes.	
<p><i>The applicant has demonstrated that the proposed conditional use meets the above criteria.</i></p> <p><i>Analysis: There are no properties zoned or used for residential purposes adjoining the subject property. The subject property adjoins properties that are similarly zoned I-Developing Industrial to the north, east, and west. Properties zoned Millennium Planned Unit Development are to the south. A light industrial use is to the east, and a light industrial use has been approved, but not yet constructed, to the west. The I-zoned property to the north remains undeveloped. The Union Pacific Railroad right-of-way is to the northeast. To the south of the building on west side of the subject property is Viking Way, a private street, followed by an assisted living facility intended for short-term stays. To the south of the parking lot on the east side of the subject property is Aldrin Drive, a private street, followed by an undeveloped tract designated by the Millennium General Development Plan for industrial and/or commercial uses.</i></p>	
2. Access. The use shall be located such that trucks have direct access to an arterial or collector street, or to a local street that is only used for industrial purposes.	
<p><i>The applicant has demonstrated that the proposed conditional use meets the above criteria.</i></p> <p><i>Analysis: All semi-trailer truck traffic to the subject property will utilize Viking Way, a private drive bordering the south (front) of the lot, which is used only for industrial purposes.</i></p>	
3. Buffering. A type C bufferyard shall be installed along arterial street or state or federal highway frontages.	
<p><i>The applicant has demonstrated that the proposed conditional use meets the above criteria.</i></p> <p><i>Analysis: The subject property does not have any frontage along an arterial street or a state or federal highway.</i></p>	
4. Truck Routing Plan. A truck routing plan is required.	
<p><i>The applicant has demonstrated that the proposed conditional use meets the above criteria.</i></p> <p><i>Analysis: A truck routing plan has been submitted and is included as Attachment #5.</i></p>	
<p>Pursuant to Section 18.02.414 of the City of Loveland Unified Development Code, an application for conditional use approval may be approved if, in addition to the specific standards of this Division 18.02.04, Use Standards, that apply to the proposed use, it is demonstrated that:</p>	
Conditional Use Criteria	

Planning Commission Hearing August 12, 2019

B. 1. The proposed conditional use in its proposed location will not tend to frustrate the implementation of current adopted plans of the City, including, but not limited to, the Comprehensive Plan.

The applicant has demonstrated that the proposed conditional use meets the above criteria.

Analysis: The Create Loveland Comprehensive Plan designates the subject property and areas to its east, west, and south for "Employment" uses. As a high employment generator with minimal externalities, a Heavy Logistics Center is appropriate for areas so designated. See the Create Loveland Comprehensive Plan summary in the section below for a more detailed description. Immediately to the north is an area designated by the Comprehensive Plan for "Industrial" uses. The proposed use on the subject property is not anticipated to negatively impact the ability to develop industrial uses on the property to the north.

B. 2. The location, size, design and operating characteristics of the proposed conditional use will be consistent with or complimentary to the existing and future land uses within the surrounding neighborhood and will not create significant noise, traffic, or other conditions that may be objectionable or detrimental to other permitted uses in the vicinity.

The applicant has demonstrated that the proposed conditional use meets the above criteria.

Analysis:

The existing and approved buildings to the east and west of the subject property are similar in style and scale as the existing building on the subject property. As there are no manufacturing or other such intensive uses proposed to occur on the subject property, there are no noise or other externalities of the operation that are anticipated to be detrimental to other permitted uses in the vicinity.

See the description earlier in this memo of the subject property, the adjacent properties, and traffic associated with the proposed use for a further analysis of this finding.

B. 3. The proposed conditional use will not negatively impact the land use patterns of existing or approved development within the neighborhood or discourage permitted uses or reinvestment in permitted uses by making the vicinity less desirable for them.

The applicant has demonstrated that the proposed conditional use meets the above criteria.

Analysis: The establishment of a Heavy Logistics Center, which is a type of industrial land use, in an area designated for industrial uses is not anticipated to negatively impact existing or approved development, or discourage permitted uses, within the area. The proposed use for the subject property will be quite similar in nature to existing and permitted land uses in the area.

B. 4. The proposed conditional use is consistent with the standards in the UDC, as amended, and meets the requirements in [Chapter 18.15 Adequate Community Facilities](#).

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

PW-Transportation:

- This project complies with the Adequate Community Facilities Standards in the Unified Development Code .
- The proposed development will have primary access from Aldrin Drive and John Glenn Drive. The parcel also has existing sidewalks along its frontage on Aldrin drive and John Glenn Drive.
- The applicant has provided a traffic impact study memorandum that demonstrates the proposed development will generate less traffic than was previously approved due to the deletion of one 144,000 SF industrial building on Lot 2 of the Savanna Second Subdivision. The original study appropriated 4,303 total ADT with 517 AM trips and 536 PM trips. Based on building 3 being replaced by a parking/ vehicle loading area and including the new use in building 4, the new total ADT will be 3,919 trips with 489 AM trips and 451 PM trips. Therefore, the development meets City standards and will not have a negative impact on the existing street network.

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Fire:

- The development site will comply with the requirements in the ACF Ordinance for response distance requirements from the first due Engine Company.
- The enlarged parking lot with stacking for delivery vehicles will not negatively impact fire protection for the subject development or surrounding properties.

Water/Wastewater:

- This development is situated within the City's current service area for both water and wastewater. The existing building is connected to the City's system for both water and wastewater.
- The Department finds that the Development will not frustrate the implementation of the current water and wastewater master plan and meets the requirements of ACF per the UDC.

PW-Stormwater:

- The proposed development meets all applicable requirements contained in the City of Loveland Storm Drainage Criteria.
- The proposed development provides for adequate drainage facilities to convey stormwater flows from a one hundred year storm event which will minimize property damage.
- The proposed development meets all applicable drainage requirements of the City.

Power:

- This development is situated within the City's current service area for power. The Department finds that the Development will be compliant to ACF for the following reasons:
- The proposed development will not negatively impact City power facilities.
- The proposed public facilities and services are adequate and consistent with the City's utility planning and provides for efficient and cost-effective delivery of City power.

B. 5. The design, operation, location, and buffering of the use mitigates its impacts with regard to:

- a. Risks associated with the use and storage of hazardous materials; or
- b. Potentially hazardous conditions, such as projectiles leaving the subject property; and
- c. Odors;
- d. Dust;
- e. Lighting;
- f. Vibration; and
- g. Noise.

The applicant has demonstrated that the proposed conditional use meets the above criteria.

Analysis: The proposed use is a distribution center. Hazardous materials, such as those associated with heavy industrial uses, are not a part of the operation. With no manufacturing activities occurring, projectiles, odors, dust, lighting, vibration, and noise are not anticipated to be emitted from the building to a greater extent than the other light industrial uses that dominate in the immediate area. A lighting plan for the exterior of the property was submitted. It meets the UDC's light standards with the exception of a canopy to the east of the building under which vans will be loaded. While the light levels under the canopy are relatively high, the light levels immediately surrounding the canopy are below the UDC standards, and the canopy is not close to the property boundaries. Because of this, it is not anticipated that neighboring properties will be impacted by the light levels of the canopy.

B. 6. There is a demonstrated need in the City for the conditional use, in order to serve demands created by City residents.

The applicant has demonstrated that the proposed conditional use meets the above criteria.

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Analysis: The establishment of an employment generating use may provide work opportunities for city residents. The goods distributed by the proposed use may serve a demand for such goods by residents.

Planning Commission Comprehensive Plan Policy Guidance for Approval or Denial

In considering an application for approval or denial the Planning Commission finds that the application either complies or does not comply with the following goals, and policies within the City of Loveland Comprehensive Plan:



Create Loveland Comprehensive Plan

The subject property is within an area categorized as "Employment" by the Future Land Use Map of the Comprehensive Plan. Areas designated as such are intended for regional employment uses of an office or industrial nature. This category emphasizes light industrial uses. While a Heavy Logistics Center is not defined as "Light Industry" based on its semi-trailer truck traffic volumes, as a use with a high number of employees and no externalities of the type found with Heavy Industry uses, it remains highly suitable in areas designated "Employment". Commercial uses that support office and industrial uses are also encouraged in areas designated Employment, as are high-density residential uses meeting certain locational standards. The I-Developing Industrial zone is appropriate for such areas, among other zones.



Subject Property

The Create Loveland transportation goals for Employment areas include convenient access to arterial streets, slow vehicular speeds, connectivity between uses, detached sidewalks, bicycle accommodations, and local/regional bus transit. The subject property and its surrounding area have generally been designed to meet these transportation goals.

The Create Loveland form goals for Employment areas include unified building design, high-quality architecture, a grid street pattern, longer block lengths, and open space & viewshed protection. The subject property and its surrounding area have generally been designed to meet these form goals.

Staff Recommendation

Staff recommends APPROVAL of the Conditional Use for a Heavy Logistics Center on the subject property with the following conditions:

PW-Transportation:

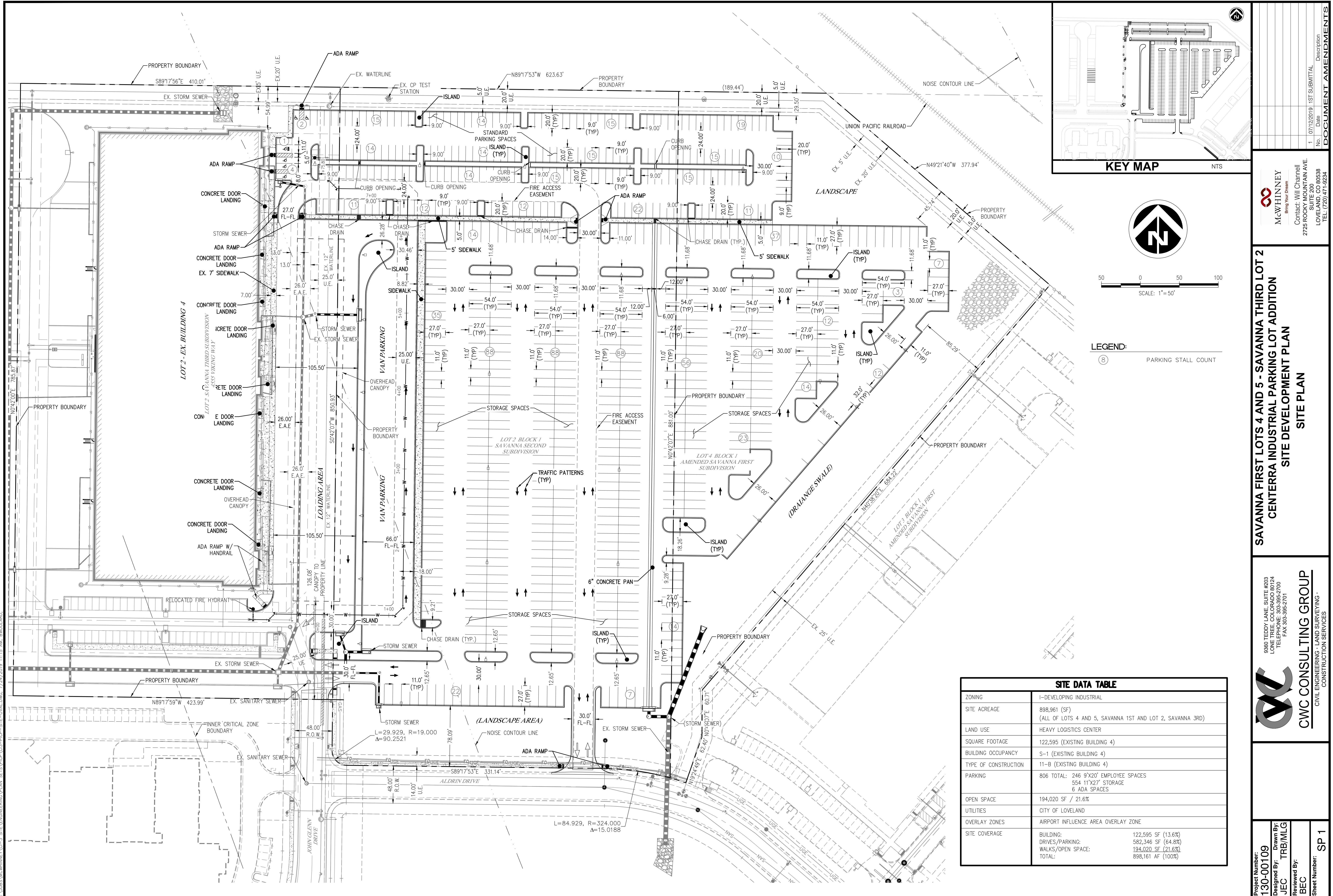
1. All public improvements shall comply with the Larimer County Urban Area Street Standards (LCUASS).
2. The developer agrees to acquire and dedicate, at no cost to the City, any rights-of-way necessary for the required street improvements associated with this development.

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3. Prior to final occupancy of any building permits for Lot 2 of the Savanna Third Subdivision, pursuant to the Unified Development Code, the Developer shall design and construct the following public improvements unless already designed and constructed by others:
 - a) Design and construction of future Kendall Parkway ultimate arterial street and roundabout intersection improvements from the roundabout at John Glenn Drive (Approximately STA 35+00) to Boyd Lake Avenue.
 - b) Design and construction of the ultimate roundabout intersection improvements at Boyd Lake Avenue and Kendall Parkway/White Bark Place.
4. Any existing damaged curb & gutter or sidewalk may need to be replaced at the direction of the City Public Works Engineering Inspector.
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 public street or alley rights-of-way or pedestrian easements. A separate City Development Construction Permit and 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 970-962-2771 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 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.
7. The Developer and/or his Contractor shall contact the Public Works Street Inspector (970-962-2606 or 970-962-2527) to discuss the proposed work and schedule necessary inspections prior to any construction activity within a street or alley right-of-way or pedestrian easement.
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 (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.

Power:

1. The customer will grant any required Utility Easements once the power system has been designed for the project.



**SAVANNA FIRST LOTS 4 AND 5 - SAVANNA THIRD LOT
CENTERRA INDUSTRIAL PARKING LOT ADDITION
SITE DEVELOPMENT PLAN
SITE PLAN**

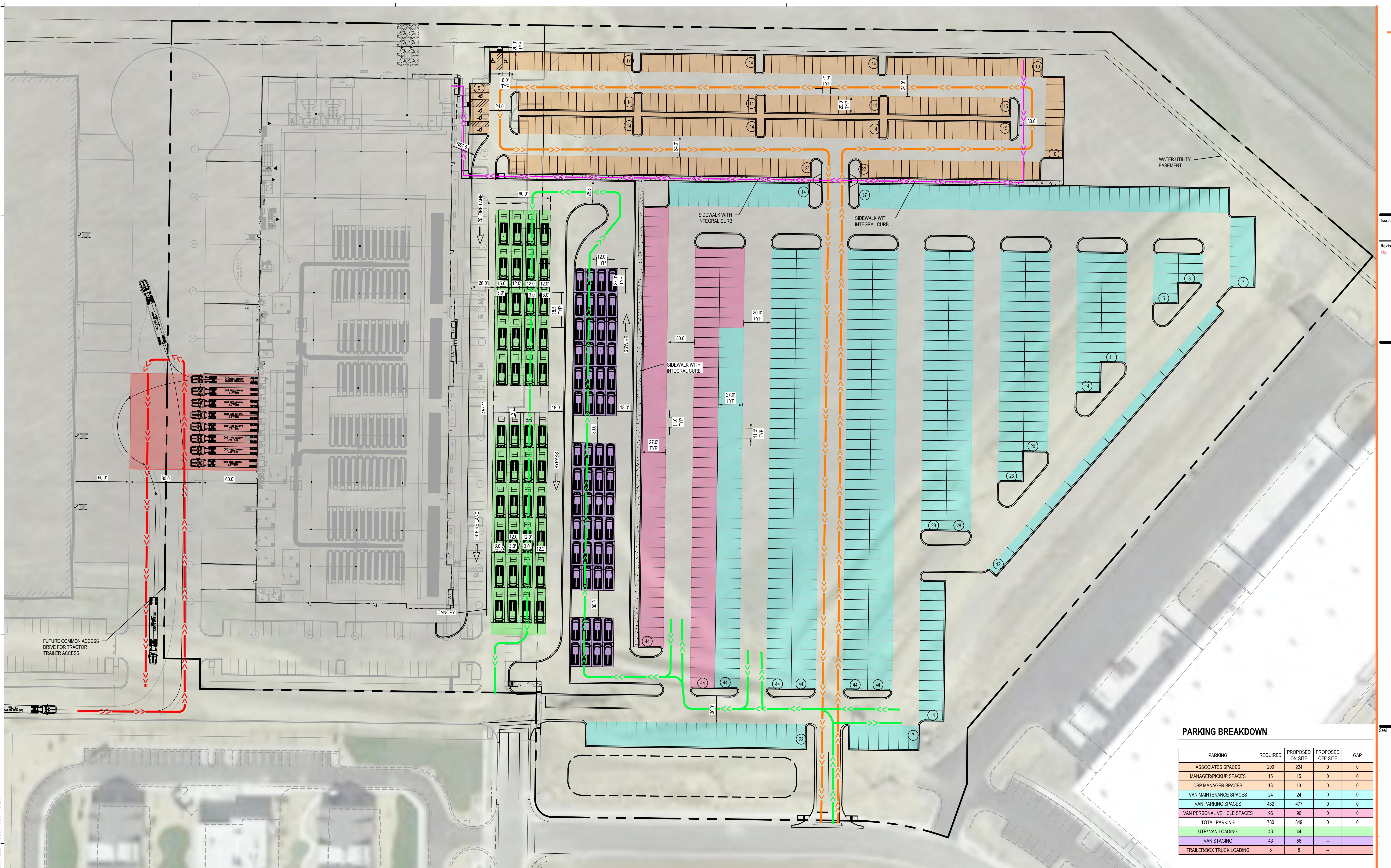
CWC CONSULTING GROUP

9360 TEDDY LANE, SUITE #203
LONE TREE, COLORADO 80124
TELEPHONE: 303-395-2700
FAX 303-395-2701

CIVIL ENGINEERING • LAND SURVEYING •

SITE DATA TABLE	
ZONING	I-DEVELOPING INDUSTRIAL
SITE ACREAGE	898,961 (SF) (ALL OF LOTS 4 AND 5, SAVANNA 1ST AND LOT 2, SAVANNA 3RD)
LAND USE	HEAVY LOGISTICS CENTER
SQUARE FOOTAGE	122,595 (EXISTING BUILDING 4)
BUILDING OCCUPANCY	S-1 (EXISTING BUILDING 4)
TYPE OF CONSTRUCTION	11-B (EXISTING BUILDING 4)
PARKING	806 TOTAL: 246 9'X20' EMPLOYEE SPACES 554 11'X27' STORAGE 6 ADA SPACES
OPEN SPACE	194,020 SF / 21.6%
UTILITIES	CITY OF LOVELAND
OVERLAY ZONES	AIRPORT INFLUENCE AREA OVERLAY ZONE
SITE COVERAGE	BUILDING: 122,595 SF (13.6%) DRIVES/PARKING: 582,346 SF (64.8%) WALKS/OPEN SPACE: 194,020 SF (21.6%) TOTAL: 898,161 AF (100%)

DELIVERY STATION - DDE8

4556 E. 37TH ST
LOVELAND, COLORADO 80538

PARKING BREAKDOWN

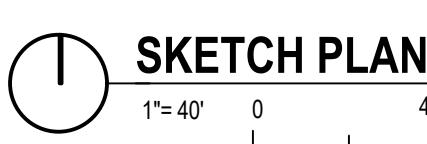
PARKING	REQUIRED	PROPOSED ON-SITE	PROPOSED OFF-SITE	GAP
ASSOCIATES SPACES	200	224	0	0
MANAGER/PICKUP SPACES	15	15	0	0
DSP MANAGER SPACES	13	13	0	0
VAN MAINTENANCE SPACES	24	24	0	0
VAN PARKING SPACES	432	477	0	0
VAN PERSONAL VEHICLE SPACES	96	96	0	0
TOTAL PARKING	780	849	0	0
UTR/VAN LOADING	43	44	—	—
VAN STAGING	43	56	—	—
TRAILERBOX TRUCK LOADING	8	8	—	—

GENERAL NOTES

1. THIS CONCEPT PLAN WAS BASED ON LIMITED DATA. THE LOCATION OF BOUNDARIES, IN-LAND WETLANDS, WATERCOURSES, AND RELATED TOPOGRAPHIC DATA WILL BE UPDATED UPON THE PREPARATION OF A DETAILED SURVEY.
2. WITHOUT A SITE VISIT, GRADING AND OTHER SITE CONSTRAINTS ARE NOT KNOWN.
3. A DETAILED INVESTIGATION OF THE LOCAL ZONING REGULATIONS WILL BE REQUIRED.

LEGEND

—><—><	ASSOCIATE TRAFFIC FLOW DIRECTION
—><—>	DSP/FLEX TRAFFIC FLOW DIRECTION
—><—>	TRUCK TRAFFIC FLOW DIRECTION
—><—>	ASSOCIATE PEDESTRIAN DIRECTION

SKETCH PLAN
1:40

Landscape Plans

LOT 2, BLOCK 1, SAVANNA 3RD SUBDIVISION, LOT 2, BLOCK 1 SAVANNA 2ND SUBDIVISION, LOT 4, BLOCK 1 AMENDED PLAT OF LOTS 2, 3, & 4, BLOCK 1, SAVANNA 1ST SUBDIVISION

CENTERRA INDUSTRIAL PARKING LOT ADDITION Loveland, Colorado

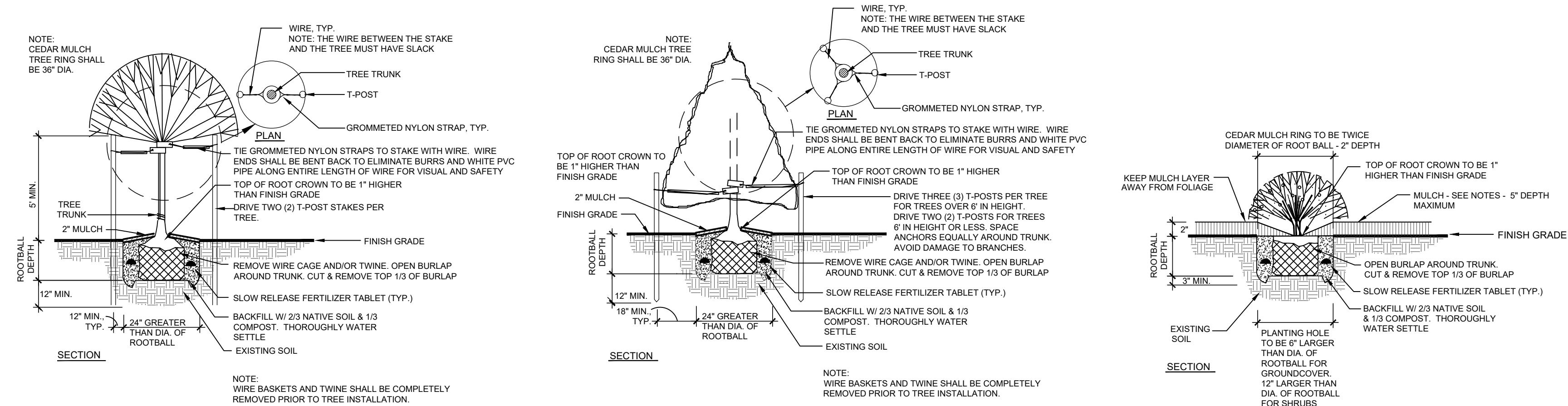
Landscape Notes

- STREET AND ORNAMENTAL TREES SHALL BE PLANTED NO CLOSER THAN FORTY (40) FEET AND FIFTEEN (15) FEET RESPECTIVELY FROM STREET LIGHTS. NO TREES SHALL BE PLANTED WITHIN TEN (10) FEET FROM WATER, STORM SEWERS, STORM INLETS AND SEWER MAINS, SIX (6) FEET FROM WATER AND SEWER SERVICE LINES, FOUR (4) FEET FROM GAS PIPELINES AND ELECTRIC UTILITIES, EIGHT (8) FEET FROM ANY DRIVEWAY AND TWENTY (20) FEET FROM SIGNS AND TRAFFIC CONTROL DEVICES. SHRUBS SHALL NOT BE PLANTED CLOSER THAN FIVE (5) FEET FROM STORM SEWERS AND STORM INLETS.
- MINIMUM CLEARANCE OF THREE (3) FEET ON EACH SIDE OF FIRE DEPARTMENT CONNECTION (FDC). NO VEGETATION OTHER THAN TURF OR GROUND COVERS PLANTED IN FRONT OF FDC.
- IF TREES OR SHRUBS ARE LOCATED ON TOP OF FIELD VERIFIED UTILITIES, CONTRACTOR SHALL NOTIFY OWNER BEFORE ANY DIGGING HAS COMMENCED. VERIFY WITH OWNER IF AND WHICH SHRUBS/TREES SHALL BE TAKEN OUT OF PROJECT/CONTRACT.
- ALL LANDSCAPE AREAS SHALL BE MAINTAINED, INCLUDING MOWING, WATERING AND FERTILIZING BY CONTRACTOR, UP TO FINAL ACCEPTANCE. AT SUCH TIME OWNER WILL BE RESPONSIBLE FOR ALL MAINTENANCE. TREES AND VEGETATION, IRRIGATION SYSTEMS, FENCES, WALLS AND OTHER LANDSCAPE ELEMENTS SHALL BE CONSIDERED AS ELEMENTS OF THE PROJECT IN THE SAME MANNER AS PARKING, BUILDING MATERIALS AND OTHER SITE DETAILS. THE APPLICANT, LANDOWNER OR SUCCESSORS IN INTEREST SHALL BE JOINTLY AND SEVERALLY RESPONSIBLE FOR THE REGULAR MAINTENANCE OF ALL LANDSCAPING ELEMENTS IN GOOD CONDITION. ALL LANDSCAPING SHALL BE MAINTAINED FREE FROM DISEASE, PESTS, WEEDS AND LITTER, AND ALL LANDSCAPE STRUCTURES SUCH AS FENCES AND WALLS SHALL BE REPAIRED AND REPLACED PERIODICALLY TO MAINTAIN A STRUCTURALLY SOUND CONDITION.
- TO THE MAXIMUM EXTENT FEASIBLE, TOPSOIL THAT IS REMOVED DURING CONSTRUCTION ACTIVITY SHALL BE CONSERVED FOR LATER USE ON AREAS REQUIRING REVEGETATION AND LANDSCAPING.
- EXCAVATED MATERIAL TO BE USED AS FILL WILL HAVE ALL ROCKS, DEBRIS, WASTE MATERIAL, FROZEN MATERIAL, VEGETATION LARGER THAN 3" IN ANY DIMENSION REMOVED BEFORE PLACEMENT AND COMPACTION OF SOIL.
- PROVIDE POSITIVE DRAINAGE AWAY FROM BUILDING AND WALL FOUNDATIONS AND A SMOOTH TRANSITION BETWEEN ALL ADJACENT EXISTING GRADES AND PROPOSED GRADES.
- PRIOR TO FINE GRADING, SOD AREAS AND PLANTING BEDS, SHALL BE THOROUGHLY LOOSENED AND TILLED. REMOVE ALL UNSUITABLE TOPSOIL, INCLUDING ALL ROCKS LARGER THAN 3 INCHES IN ANY DIRECTION, ALL CONCRETE, TRASH, DEBRIS, WEEDS, ROOTS AND OTHER WASTE MATERIALS. THE SOIL IN ALL LANDSCAPE AREAS, INCLUDING PARKWAYS AND MEDIAN, SHALL BE THOROUGHLY LOOSENED TO A DEPTH OF NOT LESS THAN EIGHT (8) INCHES AND SOIL AMENDMENT SHALL BE THOROUGHLY INCORPORATED INTO THE SOIL OF ALL LANDSCAPE AREAS TO A DEPTH OF AT LEAST SIX (6) INCHES BY TILLING, DISCING OR OTHER SUITABLE METHOD, AT A RATE OF AT LEAST THREE (3) CUBIC YARDS OF SOIL AMENDMENT PER ONE THOUSAND (1,000) SQUARE FEET OF LANDSCAPE AREA. DO NOT CULTIVATE SOIL WITHIN THE DRIP LINE OF EXISTING TREES TO RETAIN.
- UNIFORMLY COMPACT AND FINE GRADE THESE SOD / GRASS AREAS AND PLANTING BEDS TO A SMOOTH SURFACE, FREE FROM IRREGULAR SURFACE CHANGES. CUT OUT SOFT SPOTS, FILL IN LOW SPOTS AND TRIM HIGH SPOTS TO COMPLY WITH REQUIRED GRADE TOLERANCES.
- ONCE COMPACTED AND FINE GRADED ALL ROCKS, DEBRIS, WASTE MATERIAL AND VEGETATION MATERIAL LARGER THAN 1/2" WILL BE RAKED FROM THE SURFACE AND REMOVED FROM SITE.
- SOD TO BE 100% COLORADO GROWN TALL FESCUE BLEND (90% FESCUE / 10% BLUEGRASS) SPECIFICALLY GROWN FOR LOW WATER AND HIGH TRAFFIC LAWN APPLICATIONS WITH MINIMUM THREE (3) IMPROVED VARIETIES, HAVING A HEALTHY VIGOROUS ROOT SYSTEM. ONCE TURF IS LAID IT SHALL BE PROPERLY ROLLED, COMPACTED AND PUSHED TOGETHER TO ELIMINATE ANY GAPS BETWEEN ROLL EDGES. APPLY FERTILIZER IN THESE AREAS PER SOD FARM'S RECOMMENDATIONS.
- ALL TREES, SHRUBS AND PERENNIAL SHRUB BEDS OUTSIDE OF IRRIGATED AREAS ARE TO BE IRRIGATED WITH A DRIP IRRIGATION SYSTEM. IRRIGATION SYSTEM TO BE DESIGNED AND BUILT BY CONTRACTOR.
- ALL PLANT MATERIALS ARE SIZED AND OUTLINED IN PLANT LIST. ALL PLANTS TO BE PLANTED IN AMENDED SOIL AND STAKED AS SHOWN IN DETAILS. ALL PLANTS SHALL BE A-GRADE OR NO 1 GRADE, FREE OF ANY DEFECTS, OF NORMAL HEALTH, HEIGHT, LEAF DENSITY AND SPREAD APPROPRIATE TO THE SPECIES AS DEFINED BY AMERICAN ASSOCIATION OF NURSERYMEN STANDARDS.
- IF PLANTS ARE IN NEED OF REPLACEMENT DUE TO DECLINING HEALTH, DISEASE, OR DEATH, THE PLANTS SHALL BE PROMPTLY REPLACED BASED ON THE REQUIREMENTS OF THE CITY OF LOVELAND LAND USE CODES AND REPLACED WITH THE ORIGINAL SPECIES UNLESS APPROVED BY THE CITY.
- CHANGES IN PLANT SPECIES OF PLANT LOCATIONS FROM WHAT IS LISTED ON THE LANDSCAPE PLAN WILL REQUIRE THE APPROVAL OF THE CITY PRIOR TO INSTALLATION OF REPLACEMENT. OVERALL QUANTITY AND QUALITY TO BE CONSISTENT WITH THE APPROVED PLANS. IN THE EVENT OF CONFLICT WITH THE QUANTITIES INCLUDED IN THE PLANT LIST, SPECIES AND QUANTITIES SHALL BE PROVIDED.
- ALL TREES AND SHRUBS TO BE BALLED AND BURLAPPED, OR CONTAINERIZED.
- ALL PLANT MATERIAL SHALL HAVE ALL WIRE, TWINE, BASKETS, BURLAP, AND ALL OTHER NON-BiodeGRADABLE CONTAINMENT MATERIAL REMOVED FROM THE TRUNK AND/OR ROOT BALL OF THE PLANT, PRIOR TO PLANTING.
- ALL SHRUB BEDS SHALL HAVE MINIMUM 5" DEPTH SHREDDED CEDAR MULCH - NATURAL COLOR AND/OR WASHED SMOOTH COBBLE. A CONTINUOUS LAYER OF TYPAR LANDSCAPE FABRIC OR APPROVED EQUAL SHALL BE INSTALLED IN ALL SHRUB BEDS WITH 6" OVERLAP AT SEAMS WITH 4" STAPLES 4' O.C. IN ALL DIRECTIONS.
- EDGING BETWEEN GRASS TYPES AND SHRUB BEDS / ROCK COBBLE SHALL BE GALVANIZED HEAVY DUTY STEEL EDGER MIN. 14 GA. x 4" WITH ROLLED TOP AND SHALL BE SET LEVEL WITH THE TOP OF THE ADJACENT SOD. NO EDGING SHALL BE USED BETWEEN CEDAR MULCH / COBBLE TRANSITIONS.
- ALL LANDSCAPING SHALL BE INSTALLED ACCORDING TO SOUND HORTICULTURAL PRACTICES IN A MANNER DESIGNED TO ENCOURAGE QUICK ESTABLISHMENT AND HEALTHY GROWTH. ALL LANDSCAPING IN EACH PHASE SHALL EITHER BE INSTALLED OR THE INSTALLATION SHALL BE SECURED WITH A LETTER OF CREDIT, ESCROW OR PERFORMANCE BOND FOR ONE HUNDRED TWENTY-FIVE (125) PERCENT OF THE VALUE OF THE LANDSCAPING PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY FOR ANY BUILDING IN SUCH PHASE.
- HEALTHY, MATURE TREES THAT ARE REMOVED BY THE APPLICANT OR BY ANYONE ACTING ON BEHALF OF OR WITH THE APPROVAL OF THE APPLICANT SHALL BE REPLACED WITH NOT LESS THAN ONE (1) OR MORE THAN (6) RECOMMENDED TREES TO COMPENSATE FOR THE LOSS IN VALUE OF THE REMOVED TREE. THE APPLICANT SHALL SELECT EITHER THE CITY FORESTER OR A QUALIFIED LANDSCAPE APPRAISER TO DETERMINE SUCH LOSS BASED UPON AN APPRAISAL OF THE REMOVED TREE.
- DEVELOPER SHALL ENSURE THAT SITE PLAN AND LANDSCAPE PLAN AND UTILITY PLANS ARE COORDINATED SO THAT THE GRADING, STORM DRAINAGE, OR OTHER CONSTRUCTION DOES NOT CONFLICT WITH NOR PRECLUDE INSTALLATION AND MAINTENANCE OF LANDSCAPING ELEMENTS AS SHOWN ON THE APPROVED PLANS.
- ALL LANDSCAPE PLANTINGS INSTALLED WITHIN THE PUBLIC STREET RIGHT-OF-WAY SHALL CONFORM TO THE CURRENT SIGHT DISTANCE AND INTERSECTION SIGHT TRIANGLE STANDARDS IN CHAPTERS 7 THROUGH 9 OF THE LARIMER COUNTY URBAN AREA STREET STANDARDS. TREE CANOPIES SHOULD NOT OBSTRUCT VISIBILITY OF TRAFFIC RELATED REGULATORY SIGNAGE.

Irrigation Notes

- LANDSCAPE CONTRACTOR TO UTILIZE EXISTING IRRIGATION SYSTEM.
- EXISTING IRRIGATION SYSTEM WITH RAIN SENSOR IS TO BE TO BE MODIFIED / REDESIGNED AND BUILT FOR LANDSCAPE SHOWN ON PLAN BY A LICENSED LANDSCAPE AND IRRIGATION CONTRACTOR. IRRIGATION CONTRACTOR SHALL VERIFY P.S.I. AND GPM AVAILABLE. SYSTEM SHALL BE DESIGNED TO MEET THE AVAILABLE P.S.I. AND GPM.
- ALL INDICATED SOD GRASS AREAS ARE TO BE IRRIGATED BY A PERMANENT UNDERGROUND AUTOMATIC IRRIGATION SYSTEM. TURF AREAS LESS THAN 25 FEET IN WIDTH ARE TO BE IRRIGATED WITH POP-UP SPRAY HEADS AND AREAS GREATER THAN 25FEET SHALL USE A ROTOR POP-UP SPRAY SYSTEM.
- ALL TREES, SHRUBS AND PERENNIALS OUTSIDE OF POP-UP IRRIGATED AREAS, ARE TO BE IRRIGATED WITH A PERMANENT DRIP IRRIGATION SYSTEM WITH RAIN SENSOR. IRRIGATION SYSTEM AND NECESSARY SLEEVING WILL BE DESIGNED AND BUILT BY CONTRACTOR AND ADJUSTED TO A LOWER WATER REQUIREMENT, BASED ON THE NEEDS OF SELECTED PLANT MATERIAL.
- QUICK COUPLERS SHALL BE PROVIDED AT EACH POINT OF CONNECTION AND AT REGULAR SPACING ALONG THE IRRIGATION MAINLINE. SPACING OF QUICK COUPLES SHALL NOT EXCEED 200 FEET. LOCATE QUICK COUPLING VALVE AT A POINT OF EASY ACCESS.
- ALL IRRIGATION TRENCHES SHALL BE PROPERLY WATERED AND COMPACTED TO AVOID FUTURE SETTLING. ANY SETTLING DURING WARRANTY PERIOD WILL BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE OWNER.
- COORDINATE ALL IRRIGATION WORK WITH EXISTING UTILITIES AND RESPECTIVE TRADES.
- SLEEVING SHOWN ON PLANS ARE DIAGRAMMATIC ONLY. ALL IRRIGATION SLEEVING SHALL BE COORDINATED THROUGH GENERAL CONTRACTOR. IRRIGATION CONTRACTOR SHALL BE CONTACTED BY GENERAL CONTRACTOR TO FINALIZE SLEEVING LOCATIONS AND SIZING. ALL IRRIGATION SLEEVING TO BE STAKED IN THE FIELD OR LOCATED ON DIMENSIONED "AS-BUILT" DRAWING BY THE GENERAL CONTRACTOR TO ALLOW FUTURE USE AND LOCATION.
- IRRIGATION SYSTEMS SHALL BE DESIGNED TO AVOID OVERSPRAY ON NON-PLANTED AND IMPERVIOUS SURFACES.
- SPRINKLER SYSTEMS SHALL BE DESIGNED TO MINIMIZE OVERSPRAY.
- ALL IRRIGATION SYSTEMS SHALL BE MAINTAINED IN GOOD WORKING ORDER.
- A TEMPORARY IRRIGATION SYSTEM (ARC TO ARC COVERAGE) WILL BE PROVIDED FOR ALL NATIVE GRASS AREAS UNTIL ESTABLISHED. THIS SYSTEM WILL REMAIN IN PLACE TO ALLOW IRRIGATION DURING TIMES OR DROUGHT OR STRESS.

Planting Details



DECIDUOUS TREE PLANTING DETAIL

Landscape Schedule

EVERGREEN TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	①	ESH	34	Hydrangea macrophylla 'Endless Summer' TM	Endless Summer Hydrangea	5 gal.
	CS	6	Picea pungens	Colorado Spruce	6'	②	SWN	48	Physocarpus opulifolius 'Summer Wine'	Summer Wine Ninebark	5 gal.
	VPP	6	Pinus flexilis 'Vanderwolf's Pyramid'	Vanderwolf's Pyramid Pine	6'	②	PBS	40	Prunus besseyi 'Pawnee Buttes'	Creeping Western Sand Cherry	5 gal.
	SWP	6	Pinus strobus	Southwestern White Pine	6'	②	DKOR	52	Rosa x 'Double Knockout'	Double Knockout Rose	5 gal.
	RMG	4	Acer grandidentatum 'Schmidt'	Rocky Mountain Glow Maple	1.5" Cal.	EVERGREEN SHRUBS	DKL	56	Syringa meyeri 'Palibin'	Dwarf Korean Lilac	5 gal.
	SSC	5	Malus x 'Spring Snow'	Spring Snow Crab Apple	1.5" Cal.	②	ACJ	20	Juniperus communis 'Alpine Carpet'	Alpine Carpet Juniper	5 gal.
	KWP	5	Pyrus fauriei 'Korean Sun'	Korean Wild Pear	1.5" Cal.	②	BCJ	30	Juniperus horizontalis 'Blue Chip'	Blue Chip Juniper	5 gal.
	JTL	5	Syringa reticulata	Japanese Tree Lilac	2" Cal.	②	DGB	20	Picea pungens 'Glauc Globosa'	Dwarf Globe Blue Spruce	5 gal.
	GMM	23	Acer saccharum 'Green Mountain' TM	Green Mountain Sugar Maple	2" Cal.	GRASSES	SMP	28	Pinus mugo 'Slowmound'	Slowmound Mugo Pine	5 gal.
	WH	19	Celtis occidentalis	Western Hackberry	2" Cal.	②	BLG	89	Bouteloua gracilis 'Blonde Ambition'	Blonde Ambition Grama Grass	1 gal.
	KCT	18	Gymnocladus dioica 'Espresso'	Seedless Kentucky Coffeetree	2" Cal.	②	FRG	65	Calamagrostis x acutiflora 'Karl Foerster'	Feather Reed Grass	1 gal.
	EPT	19	Platanus x acerifolia 'Exclamation' TM	Exclamation Planetree	2" Cal.	②	BAG	58	Helictotrichon sempervirens	Blue Avena Grass	1 gal.
	BO	15	Quercus macrocarpa	Burr Oak	2" Cal.	②	MLM	74	Miscanthus sinensis 'Morning Light'	Morning Light Maiden Grass	1 gal.
	SRO	15	Quercus shumardii	Shumard Red Oak	2" Cal.	PERENNIALS	SRG	66	Panicum virgatum 'Shenandoah'	Shenandoah Red Switch Grass	1 gal.
	RAL	16	Tilia americana 'Redmond'	Redmond American Linden	2" Cal.	②	SH	30	Agastache rupestris 'Sunset'	Sunset Hyssop	1 gal.
	AE	12	Ulmus x 'Accolade'	Accolade Elm	2" Cal.	②	SOD	6	Hemerocallis x 'Stella de Oro'	Stella de Oro Daylily	1 gal.
	URC	44	Aronia arbutifolia 'Erecta'	Upright Red Chokeberry	5 gal.	②	PPC	16	Heuchera micrantha 'Palace Purple'	Palace Purple Coral Bells	1 gal.
	JJB	35	Buxus microphylla japonica 'Julea-Jane'	Julia Jane Boxwood	5 gal.	②	BES	39	Rudbeckia fulgida 'Goldstrum'	Black Eyed Susan	1 gal.
	BMS	52	Caryopteris x clandonensis 'Blue Mist'	Blue Mist Spirea	5 gal.	②					
	AFD	45	Cornus sericea 'Arctic Fire'	Arctic Fire Dogwood	5 gal.	②					
	DBB	55	Euonymus alatus 'Compactus'	Dwarf Burning Bush	5 gal.	②					

Point of Connection (P.O.C.) Notes

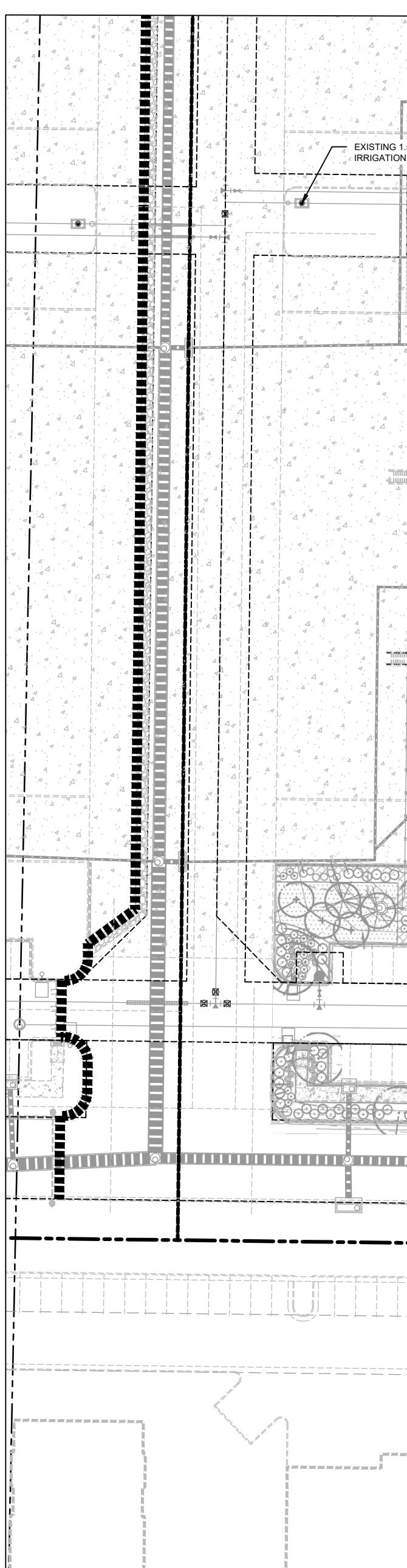
- POC #1 - THE EXISTING IRRIGATION SYSTEM WOULD BE EXPANDED TO IRRIGATE THE ADDITIONAL LANDSCAPE AS SHOWN ON THE PLANS (NOT INCLUDING THE TREE LAWN ALONG THE PUBLIC ROW)
- POC #1-A - THE LOCATION OF THE NEW POINT OF EXPANSION OF THE EXISTING IRRIGATION SYSTEM CONNECTED TO POC #1 - ADD ISOLATION VALVE AT THIS LOCATION ALONG MAIN LINE FOR THIS EXPANSION
- POC #2 - EXISTING 3/4" DEDICATED IRRIGATION POINT OF CONNECTION FOR METRO DISTRICT. THIS SYSTEM WILL IRRIGATE THE PROPOSED TREE LAWNS ALONG THE PUBLIC ROW AS SHOWN ON PLANS.

Bufferyard Requirements

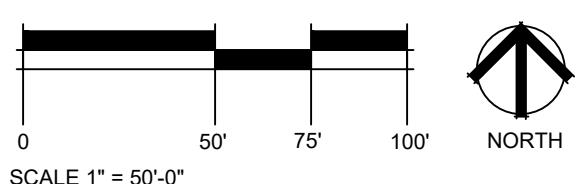
	Bufferyard Required	Bufferyard Provided
North Property Line	Parking Bufferyard - 5'	5' min and 75% screened
South Property Line	Type C	77'-0"
430'	Large Trees	13 Large Trees
	Small Trees	9 Small Trees
	Evergreens	13 Evergreens
	Shrubs	86 Shrubs
710'	Large Trees	22 Large Trees
	Small Trees	15 Small Trees
	Evergreens	22 Evergreens
	Shrubs	14 Shrubs
West Property Boundary	N/A	N/A

Variation Table

UDC CODE PROVISION	REQUESTED VARIATION	JUSTIFICATION
BUFFERYARD	ALTERNATIVE LANDSCAPE	TEMPORARY USE



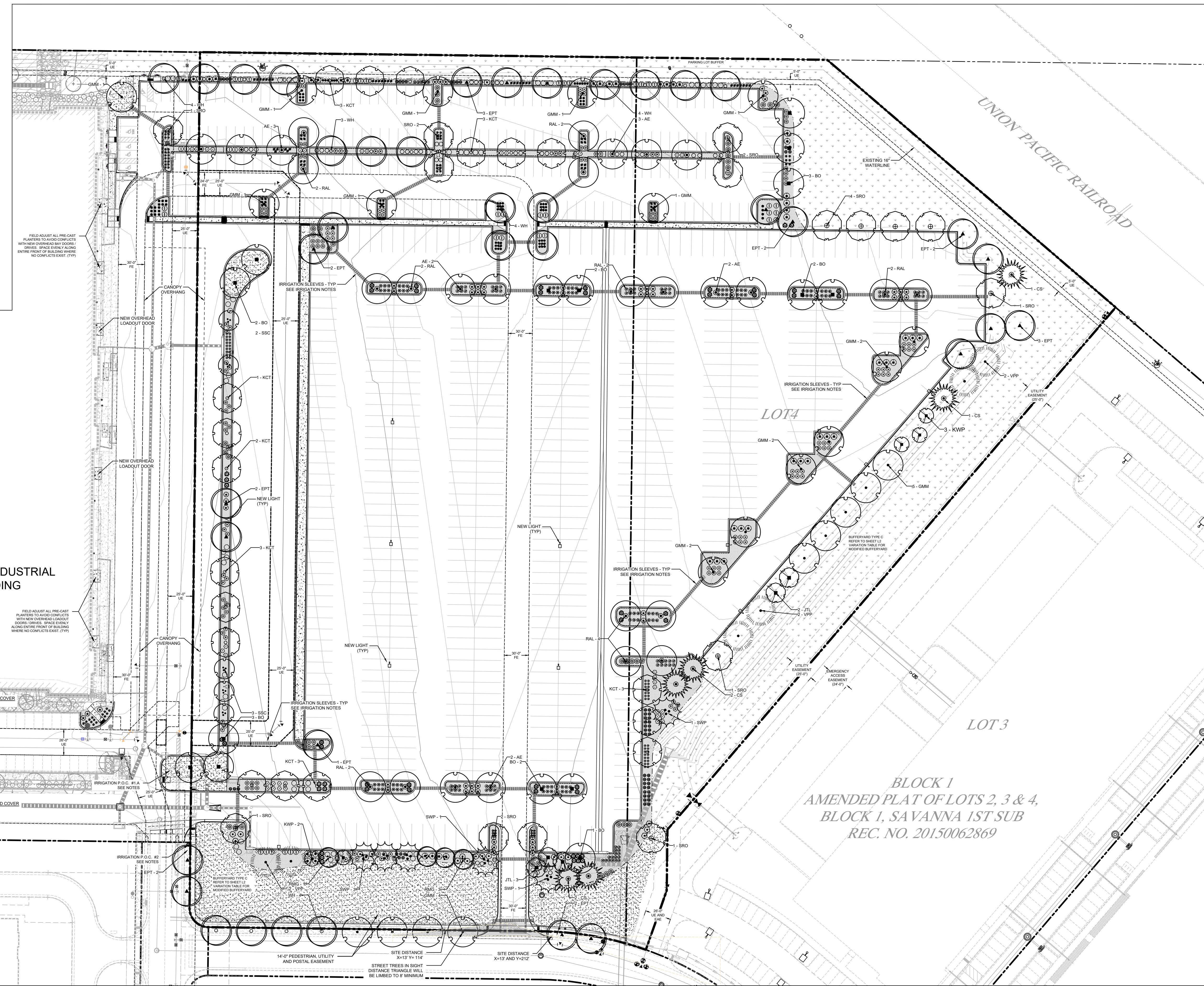
Overall Tree and Ground Cover Plan



32,837 sf
IRRIGATED TURF
FESCUE - BLUEGRASS BLEND - SOD

99,754 sf
NON-IRRIGATED NATIVE GRASS MIX
ARKANSAS VALLEY SEED MIX - SEE NOTES
OR APPROVED EQUAL

40,941 sf
WASHED RIVER COBBLE
MINIMUM 4" DEPTH OF 1.5"-3" WASHED
RIVER ROCK OVER WEED BARRIER FABRIC



LS 2

DELIVERY STATION - DDE8

4655 E. 37TH STREET

LOVELAND, CO 80538



1 NORTH ELEVATION
A10
1/16" = 1'-0"



2 EAST ELEVATION
A10
1/16" = 1'-0"



3 EAST ELEVATION
A10
1/16" = 1'-0"



4 WEST ELEVATION
A10
1/16" = 1'-0"



5 SOUTH ELEVATION
A10
1/16" = 1'-0"

EXTERIOR ELEVATIONS

Sheet Number

A1

Attachment #1

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ISSUANCE
SITE LIGHTING
07/18/2019

REVISIONS
NO. DATE DESCRIPTION

FILE NUMBER 83460027
PROJECT MANAGER KSJ
PROFESSIONAL KGG
DRAWN BY KGG
CHECKED BY KGG

SITE LIGHTING PLAN

FS-1

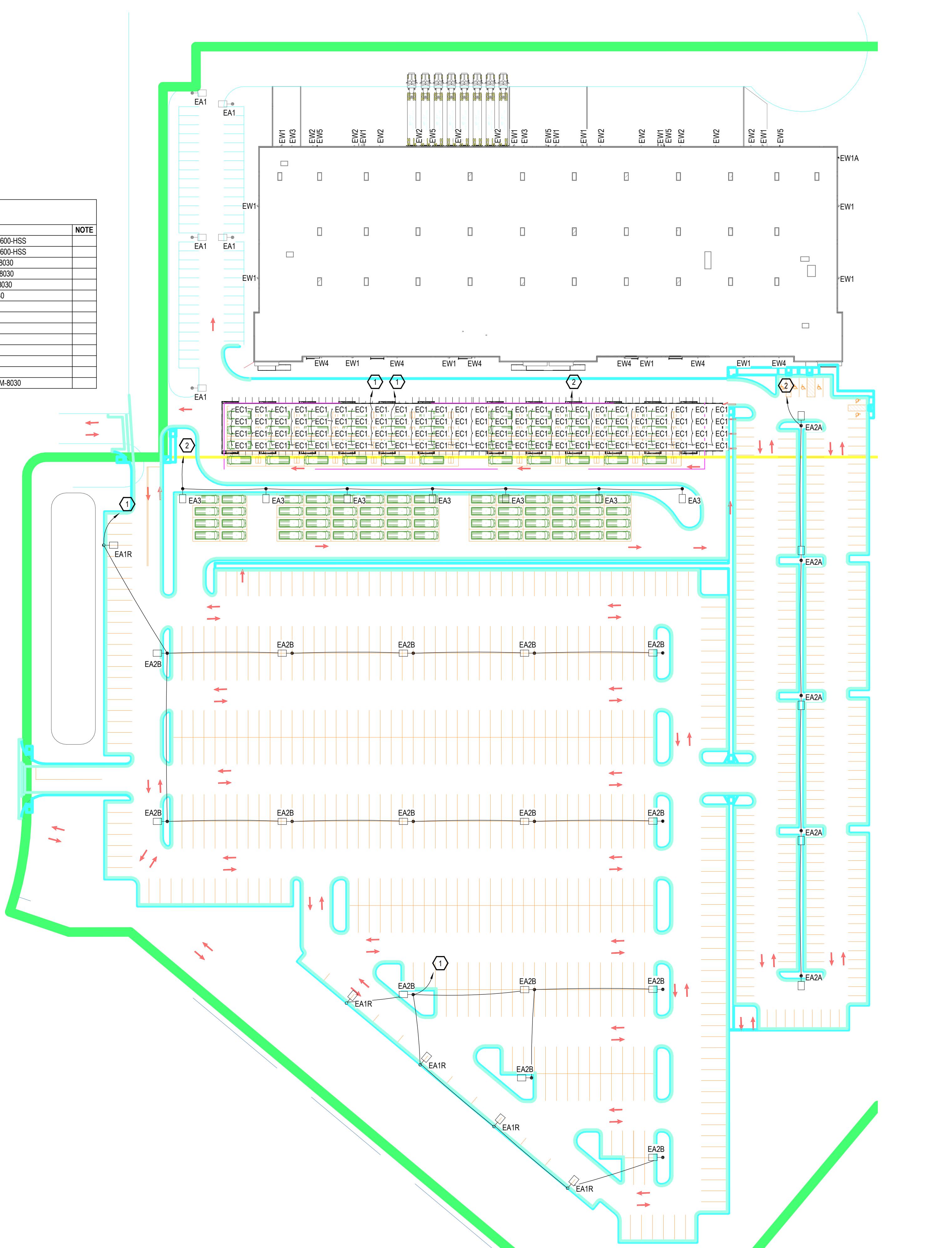
Attachment #1

SITE GENERAL NOTES

- A. ALL LIGHTING AND POWER CONDUCTORS SHALL BE INSTALLED BETWEEN 24" (MINIMUM) AND 36" (MAXIMUM) BELOW FINISHED GRADE.
- B. ALL COMMUNICATIONS CONDUIT AND CABLES SHALL BE INSTALLED 36" (MINIMUM) BELOW FINISHED GRADE.
- C. ALL CONDUCTORS FOR EXTERIOR LIGHTING AND POWER CIRCUITS SHALL BE #10 AWG MINIMUM.
- D. PRE-CAST POLE BASE IS AN ACCEPTABLE ALTERNATE TO Poured IN PLACE POLE BASE.

SITE PLAN KEYNOTES

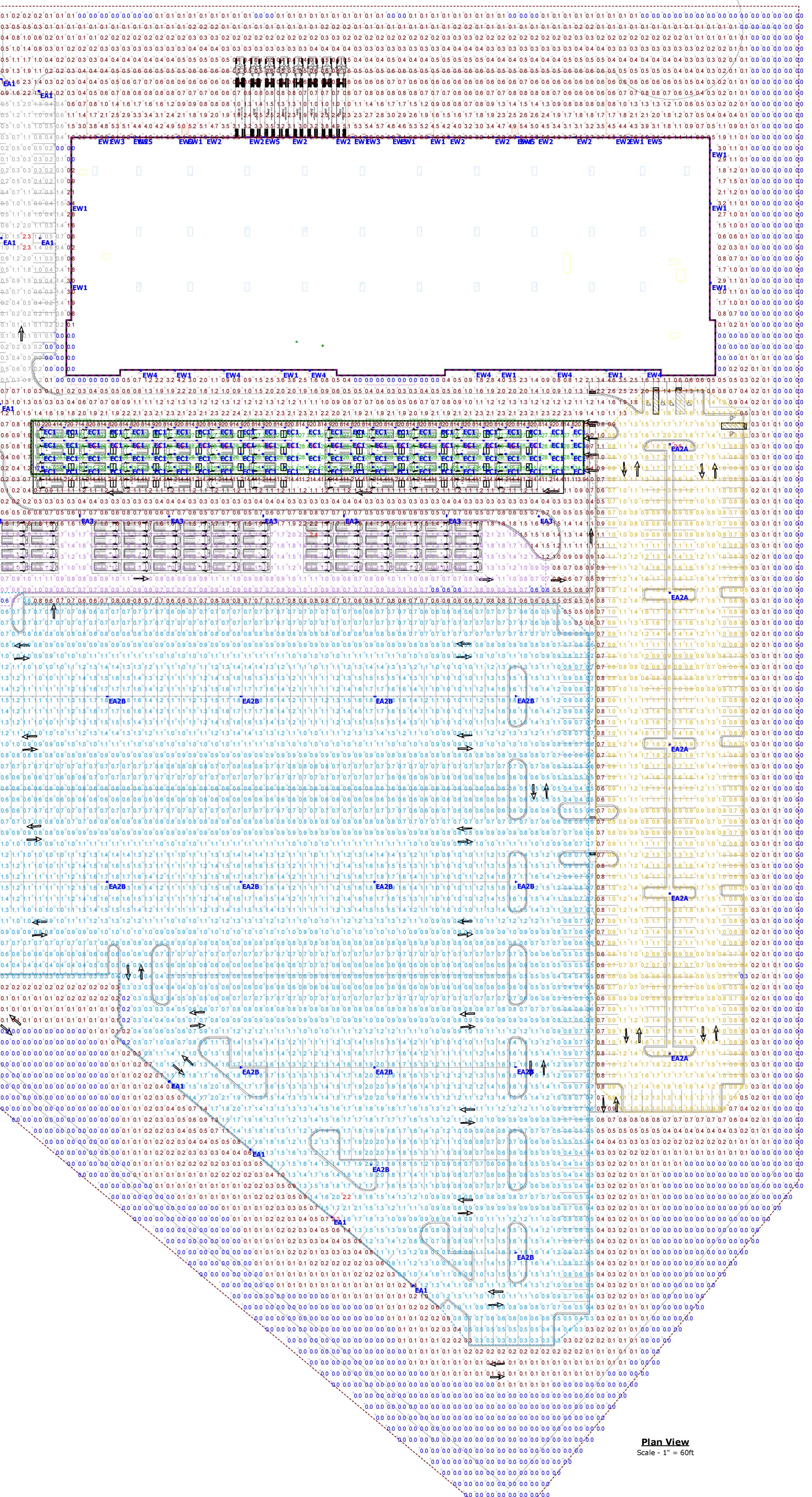
1. (2) #6, #6 GND, 1-1/4" C. TO PANEL H1 IN ELECTRICAL-119.
2. (2) #8, #8 GND, 1" C. TO PANEL H1 IN ELECTRICAL-119.



SITE LIGHTING PLAN

1' = 60'-0"

Schedule	Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Filename	Light Loss Factor	Wattage
<input type="checkbox"/>	EA1	10	EATON - McGRAW-EDISON (FORMER COOPER LIGHTING)	GLEON-AF-01-LED-E1-SL2-8030-600-HSS		EXISTING OR RELOCATED EXISTING POLE MOUNTED AREA LIGHT - 20'-0" MOUNTING HEIGHT, TYPE II DISTRIBUTION, HOUSE SIDE SHIELD	EA1 - GLEON-AF-01-LED-E1-SL2-8030-600-HSS.ies	1	34
<input type="checkbox"/>	EA2A	5	EATON - McGRAW-EDISON (FORMER COOPER LIGHTING)	GLEON-AF-04-LED-E1-SMQ-8030		POLE MOUNTED AREA LIGHT - 28'-0" MOUNTING HEIGHT, TYPE V MEDIUM DISTRIBUTION	EAS - GLEON-AF-04-LED-E1-SMQ-8030.ies	1	225
<input type="checkbox"/>	EA2B	15	EATON - McGRAW-EDISON (FORMER COOPER LIGHTING)	GLEON-AF-04-LED-E1-SWQ-8030		POLE MOUNTED AREA LIGHT - 28'-0" MOUNTING HEIGHT, TYPE V WIDE DISTRIBUTION	EASA - GLEON-AF-04-LED-E1-SWQ-8030.ies	1	225
<input type="checkbox"/>	EA3	7	EATON - McGRAW-EDISON (FORMER COOPER LIGHTING)	GLEON-AF-02-LED-E1-SL4-8030		POLE MOUNTED AREA LIGHT - 28'-0" MOUNTING HEIGHT, TYPE IV DISTRIBUTION	EA4 - GLEON-AF-02-LED-E1-SL4-8030.ies	1	113
<input type="checkbox"/>	EW1	16	EATON - McGRAW-EDISON (FORMER COOPER LIGHTING)	ISS-AF-450-LED-E1-SL3-8030		EXISTING OR RELOCATED EXISTING WALL PACK - 9'-0" MOUNTING HEIGHT	EW1 - ISS-AF-450-LED-E1-SL3-8030.ies	1	25.31
<input type="checkbox"/>	EW2	11	EATON - McGRAW-EDISON (FORMER COOPER LIGHTING)	ISS-AF-450-LED-E1-SL3-8030		EXISTING WALL PACK - 12'-0" MOUNTING HEIGHT	EW2 - ISS-AF-450-LED-E1-SL3-8030.ies	1	25.31
<input type="checkbox"/>	EW3	2	EATON - McGRAW-EDISON (FORMER COOPER LIGHTING)	ISS-AF-800-LED-E1-SL3-8030		EXISTING WALL PACK - 16'-0" MOUNTING HEIGHT	EW3 - ISS-AF-800-LED-E1-SL3-8030.ies	1	43.5
<input type="checkbox"/>	EW4	6	EATON - McGRAW-EDISON (FORMER COOPER LIGHTING)	GLEON-AF-01-LED-E1-SL2-8030-600-HSS		EXISTING WALL MOUNTED AREA LIGHT - 26'-0" MOUNTING HEIGHT, TYPE II DISTRIBUTION	EW4 - GLEON-AF-01-LED-E1-SL2-8030-600-HSS.ies	1	34
<input type="checkbox"/>	EW5	5	EATON - McGRAW-EDISON (FORMER COOPER LIGHTING)	GLEON-AF-02-LED-E1-T4FT-8030		WALL MOUNTED AREA LIGHT - 28'-0" MOUNTING HEIGHT, TYPE IV DISTRIBUTION	EW5 - GLEON-AF-02-LED-E1-T4FT-8030.ies	1	113
<input type="checkbox"/>	EC1	100	EATON - McGRAW-EDISON (FORMER COOPER LIGHTING)	LRG-B64-4-LED-E1-WST		RECESSED CANOPY LIGHT	EC1 - LRG-B64-4-LED-E1-WST.ies	1	88



Plan View
Scale: 1' = 60ft

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FILE NUMBER 83460027
PROJECT MANAGER KSJ
PROFESSIONAL KGG
DRAWN BY KGG
CHECKED BY KGG

SITE PHOTOMETRIC PLAN

FS-2
Attachment #1

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SITE LIGHTING
07/18/2019

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NO. DATE
DESCRIPTION

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PROJECT MANAGER
KJ
PROFESSIONAL
DRAWN BY
KGG
CHECKED BY
KGG

DESCRIPTION
The LRC LED Recessed Canopy Luminaire is specifically designed for recessed applications in single or double skin canopies. Three specialized optics are optimized for efficiency and uniformity, delivering high light levels on task. Typical applications include retail gas stations, convenience stores, banks and pharmacy drive thru canopies. UL/cUL listed for wet locations.

McGraw-Edison

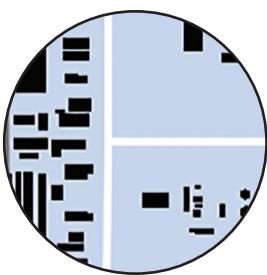
Catalog #	Type
EC1	Date

SPECIFICATION FEATURES

Construction
Heavy-duty cast aluminum housing with die-cast aluminum lens frame. Wet location driver enclosure is elevated to prevent water ingress. 1/2" knockouts provided for wiring connection. IP66 Rated.

Optics
Dedicated optical optics for the most individual LEDs to maximize the efficiency and control of the distribution of the distribution of light. To enhance visual comfort, a glass lens frame system is utilized to maximize the efficiency of the light source. The LRC LED Recessed Canopy Luminaire is suitable for operating in -40°C to 40°C ambient operations.

Electrical
LED driver is enclosed in a wet location box designed to manage thermals for longevity. 120-277V, 50/60Hz, 347V 60Hz or 480V 60Hz, 400W, 450W, 500W, 600W, 700W, 800W, 900W, 1000W, 1200W, 1400W, 1600W, 1800W, 2000W, 2200W, 2400W, 2600W, 2800W, 3000W, 3200W, 3400W, 3600W, 3800W, 4000W, 4200W, 4400W, 4600W, 4800W, 5000W, 5200W, 5400W, 5600W, 5800W, 6000W, 6200W, 6400W, 6600W, 6800W, 7000W, 7200W, 7400W, 7600W, 7800W, 8000W, 8200W, 8400W, 8600W, 8800W, 9000W, 9200W, 9400W, 9600W, 9800W, 10000W, 10200W, 10400W, 10600W, 10800W, 11000W, 11200W, 11400W, 11600W, 11800W, 12000W, 12200W, 12400W, 12600W, 12800W, 13000W, 13200W, 13400W, 13600W, 13800W, 14000W, 14200W, 14400W, 14600W, 14800W, 15000W, 15200W, 15400W, 15600W, 15800W, 16000W, 16200W, 16400W, 16600W, 16800W, 17000W, 17200W, 17400W, 17600W, 17800W, 18000W, 18200W, 18400W, 18600W, 18800W, 19000W, 19200W, 19400W, 19600W, 19800W, 20000W, 20200W, 20400W, 20600W, 20800W, 21000W, 21200W, 21400W, 21600W, 21800W, 22000W, 22200W, 22400W, 22600W, 22800W, 23000W, 23200W, 23400W, 23600W, 23800W, 24000W, 24200W, 24400W, 24600W, 24800W, 25000W, 25200W, 25400W, 25600W, 25800W, 26000W, 26200W, 26400W, 26600W, 26800W, 27000W, 27200W, 27400W, 27600W, 27800W, 28000W, 28200W, 28400W, 28600W, 28800W, 29000W, 29200W, 29400W, 29600W, 29800W, 30000W, 30200W, 30400W, 30600W, 30800W, 31000W, 31200W, 31400W, 31600W, 31800W, 32000W, 32200W, 32400W, 32600W, 32800W, 33000W, 33200W, 33400W, 33600W, 33800W, 34000W, 34200W, 34400W, 34600W, 34800W, 35000W, 35200W, 35400W, 35600W, 35800W, 36000W, 36200W, 36400W, 36600W, 36800W, 37000W, 37200W, 37400W, 37600W, 37800W, 38000W, 38200W, 38400W, 38600W, 38800W, 39000W, 39200W, 39400W, 39600W, 39800W, 40000W, 40200W, 40400W, 40600W, 40800W, 41000W, 41200W, 41400W, 41600W, 41800W, 42000W, 42200W, 42400W, 42600W, 42800W, 43000W, 43200W, 43400W, 43600W, 43800W, 44000W, 44200W, 44400W, 44600W, 44800W, 45000W, 45200W, 45400W, 45600W, 45800W, 46000W, 46200W, 46400W, 46600W, 46800W, 47000W, 47200W, 47400W, 47600W, 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142400W, 142600W, 142800W, 143000W, 143200W, 143400W, 143600W, 143800W, 144000W, 144200W, 144400W, 144600W, 144800W, 145000W, 145200W, 145400W, 145600W, 145800W, 146000W, 146200W, 146400W, 146600W, 146800W, 147000W, 147200W, 147400W, 147600W, 147800W, 148000W, 148200W, 148400W, 148600W, 148800W, 149000W, 149200W, 149400W, 149600W, 149800W, 150000W, 150200W, 150400W, 150600W, 150800W, 151000W, 151200W, 151400W, 151600W, 151800W, 152000W, 152200W, 152400W, 152600W, 152800W, 153000W, 153200W, 153400W, 153600W, 153800W, 154000W, 154200W, 154400W, 154600W, 154800W, 155000W, 155200W, 155400W, 155600W, 155800W, 156000W, 156200W, 156400W, 156600W, 156800W, 157000W, 157200W, 157400W, 157600W, 157800W, 158000W, 158200W, 158400W, 158600W, 158800W, 159000W, 159200W, 159400W, 159600W, 159800W, 160000W, 160200W, 160400W, 160600W, 160800W, 161000W, 161200W, 161400W, 161600W, 161800W, 162000W, 162200W, 162400W, 162600W, 162800W, 163000W, 163200W, 163400W, 163600W, 163800W, 164000W, 1642



E - EMPLOYMENT

- Regional employment and related commercial uses.
- Emphasizes open space and preservation of natural features as buffers.
- Proposed developments that do not contain office or light industrial uses may be allowed if such uses or zoning exist near the proposed development.



Example: Office on Hwy 287, Centerra office building at Rangeview

Land Use Mix



Commercial

- If near other office or light industrial uses or zoning



Employment

- Low- to medium-rise offices
- Light industry



Recreational

- Open space



Residential

- Up to 16 units / acre on parcels without access or visibility to major transportation corridors
- Vertical mixed-use

Transportation

Highest Priority Mode



- Detached sidewalks, connections to transit stops

Priority Mode



- Designated bike accommodation such as bike lanes or protected bikeway

Priority Mode



- Enhanced transit stations on adjacent collector and arterial network for local and regional bus service

Priority Mode



- Access to/from arterials; slow speeds within and connectivity between adjacent uses

Zoning Compliance

- B - Developing Business
- I - Industrial
- PUD - Planned Unit Development
- E - Employment

Form

- For large sites, campus setting with unified building design, open space, viewshed protection
- For infill sites, minimize setbacks, encourage taller buildings, a mix of uses, and pedestrian access
- High-quality architecture
- Street Pattern: Grid
- Block Length: 1,000' - 2000'
- Front Yard Setbacks: 20' - 200'
- Building Height: 1 - 4 stories, or as allowed by zoning

Appendix 1: Traffic Generation Counts

	CARS			Trucks			DSP			Flex			Total		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
0:00	0	0	0		1	1	2		0	0	0		0	0	0
0:30	0	0	0		0	1	1		0	0	0		0	1	1
1:00	0	0	0		1	0	1		0	0	0		1	0	1
1:30	0	0	0		0	1	1		0	0	0		0	1	1
2:00	0	0	0		1	0	1		0	0	0		1	0	1
2:30	0	0	0		0	1	1		0	0	0		0	1	1
3:00	0	0	0		1	0	1		0	0	0		1	0	1
3:30	0	0	0		0	1	1		0	0	0		0	1	1
4:00	0	0	0		1	0	1		0	0	0		1	0	1
4:30	0	0	0		0	1	1		0	0	0		0	1	1
5:00	0	0	0		1	0	1		0	0	0		1	0	1
5:30	0	0	0		0	1	1		0	0	0		0	1	1
6:00	0	0	0		1	0	1		0	0	0		1	0	1
6:30	0	64	64		0	1	1		0	0	0		0	65	65
7:00	32	0	32		1	0	1		0	0	0		33	0	33
7:30	64	0	64		0	1	1		50	0	50		114	1	115
8:00	0	0	0		0	0	0		50	50	100		50	50	100
8:30	0	0	0		0	0	0		50	50	100		50	50	100
9:00	0	0	0		0	0	0		50	50	100		50	50	100
9:30	0	0	0		0	0	0		50	50	100		50	50	100
10:00	0	0	0		0	0	0		0	50	50		0	50	50
10:30	0	0	0		0	0	0		0	0	0		0	0	0
11:00	10	0	10		0	0	0		0	0	0		10	0	10
11:30	0	0	0		0	0	0		0	0	0		12	10	22
12:00	0	32	32		0	0	0		45	0	45		57	44	101
12:30	0	0	0		0	0	0		45	45	90		57	57	114
13:00	0	64	64		0	0	0		45	45	90		57	121	178
13:30	0	0	0		0	0	0		0	45	45		12	57	69
14:00	0	0	0		0	0	0		0	0	0		0	12	12
14:30	0	0	0		0	0	0		0	0	0		0	0	0
15:00	0	0	0		0	0	0		0	0	0		0	0	0
15:30	0	0	0		0	0	0		0	0	0		0	0	0
16:00	0	0	0		0	0	0		0	0	0		0	0	0
16:30	0	10	10		0	0	0		0	0	0		0	10	10
17:00	0	0	0		0	0	0		0	0	0		0	0	0
17:30	0	0	0		0	0	0		0	0	0		0	0	0
18:00	0	0	0		0	0	0		0	0	0		0	0	0
18:30	0	0	0		0	0	0		0	0	0		0	0	0
19:00	0	0	0		0	0	0		0	0	0		0	0	0
19:30	0	0	0		0	0	0		0	0	0		0	0	0
20:00	0	0	0		0	0	0		0	0	0		0	0	0
20:30	0	0	0		0	0	0		0	0	0		0	0	0
21:00	0	0	0		0	0	0		0	0	0		0	0	0
21:30	0	0	0		0	0	0		0	0	0		0	0	0
22:00	0	0	0		2	0	2		0	0	0		2	0	2
22:30	64	0	64		2	2	4		0	0	0		66	2	68
23:00	0	0	0		1	2	3		0	0	0		1	2	3
23:30	0	0	0		1	1	2		0	0	0		1	1	2
	170	170	340		14	14	28		385	385	770		70	70	140
													639	639	1278

MEMORANDUM

Date: July 25, 2019

PG#140.012 Trip Gen Compare Memo Rev

To: Will Channell, McWhinney Enterprises

From: Jo Ann Higgins, Permontes Group

Subject: Centerra Industrial 3rd Subdivision Project Trip Generation Comparison – Loveland, CO

This memorandum summarizes traffic characteristics for the currently proposed industrial plan on the remaining vacant parcels within the Centerra Industrial 3rd Subdivision project in Loveland. This memo addresses any City staff comments received on the original memo dated July 2, 2019. The comments primarily related to trip generation typos in the text.

The site is generally located along the north side of 37th Street and west of Rocky Mountain Avenue. The currently proposed land use traffic characteristics are compared to those contained in the approved traffic impact study (TIS)¹ prepared for the site in December 2017. For reference, the site's location is shown in the attached Figure 1 from the prior traffic study. Attached Figure 2 illustrates the prior site plan for the industrial project. This traffic analysis reviews prior and currently proposed land use traffic characteristics for the parcels.

Since completion of the traffic impact study in 2017, the 144,000 square foot Building 3 shown on the attached site plan has been removed and is now proposed for a parking/loading area for delivery station planned in Building 4. The parking area will also extend into the triangular parcel of land east of prior Building 3. The other three parcels (Buildings 5-7) to the west are planned for general industrial type uses. Access to the site is planned from the same driveway connections to the adjacent 37th Street corridor.

Comparison of Site Traffic Characteristics

The traffic study prepared in 2017 for the site assumed light industrial park uses in the five buildings. The prior site land use is summarized below.

Prior Site Land Uses (Dec. 2017 TIS):

- Industrial Park – 630,000 square feet

¹ [Centerra Industrial 3rd Subdivision Project Traffic Impact Study](#), Permontes Group, Inc., December 15, 2017.

The current land use plan involves the removal of Building 3 for a parking/loading area and Building 4 is proposed for delivery station uses. The remaining three Buildings 5-7 are planned for industrial park type uses.

Current Industrial Site Land Uses:

- Buildings 5, 6 and 7: Industrial Park – 370,000 square feet
- Building 4: Delivery Station – 123,000 square feet

The traffic characteristics for the currently proposed land uses were estimated based on the trip rates contained in the Institute of Transportation Engineers (ITE) Trip Generation manual² for similar land use types. Since completion of the December 2017 study, a major update (10th Edition) to the trip generation manual was released and is now used for estimating land use traffic. The data in the new manual has lower trip rates for industrial land uses. The 10th Edition land use rates for industrial land uses were applied in the attached Table 1 trip generation comparison for Buildings 5-7 in the subdivision. Two ITE land use rates were applied to the proposed industrial buildings 5-7 to compare potential trip generation. Scenario 1 applies the same land use of Industrial Park that was used in the approved final traffic. Scenario 2 applies a higher trip generation use of Light Industrial to buildings 5-7. The Centerra Industrial area is more of an industrial park with multiple buildings planned versus a standalone light industrial building.

Because of the unique land use proposed in Building 4 and prior site of Building 3 (now a parking/loading area), the site-specific driveway trip data supplied by the proposed tenant in Building 4 was applied to that particular building. This is highly recommended and is more accurate because the proposed tenant is a unique land use. The proposed tenant has more accurate trip data than ITE because it is based on studies of similar existing facilities. A copy of the existing facility trip summary is attached for reference.

Based on the data presented above, trip generation for the current and prior proposed site uses was estimated and is summarized in Table 1 attached and summarized below. The data presented below has been rounded to nearest 5 trips.

Prior Industrial Park Land Use Traffic Characteristics (from approved TIS dated 12/15/17):

- 4,305 average daily trips
- 515 A.M. peak hour one-way trips
- 535 P.M. peak hour one-way trips

Currently Proposed Industrial Park Land Use Traffic Characteristics:

***Scenario 1* – Industrial Park trip rates applied**

- 3330 average daily trips
- 380 A.M. peak hour one-way trips
- 370 P.M. peak hour one-way trips

***Scenario 2* – Light Industrial trip rates applied**

- 3920 average daily trips
- 490 A.M. peak hour one-way trips
- 450 P.M. peak hour one-way trips

²

Trip Generation 10th Edition, Institute of Transportation Engineers, 2017.

As shown in the table, the currently proposed land uses are projected to generate significantly less traffic with either of the light industrial land use trip rates applied. The primary reason is because 144,000 square feet of industrial space (Building 3) was removed from the industrial park in the currently proposed plan.

Conclusions

This analysis estimates traffic characteristics based on currently proposed Centerra Industrial 3rd Subdivision land use plan in Loveland. A comparison to prior land use plan analyzed in the approved traffic impact study for the project dated December 2017 was made to identify the magnitude of traffic generated by the planned industrial park uses. It was determined that the currently proposed land uses will generate less traffic than that analyzed in the prior approved project traffic study. With the decrease in traffic forecast for the current land uses proposed, the prior traffic study completed in 2017 should still be valid and considered a conservative analysis of higher site traffic to the adjacent street network. Therefore, an updated traffic study should not be warranted because the access to the arterial network is the same as analyzed in the original study.

Attachments: Figure 1 – Site Vicinity (from original TIS)

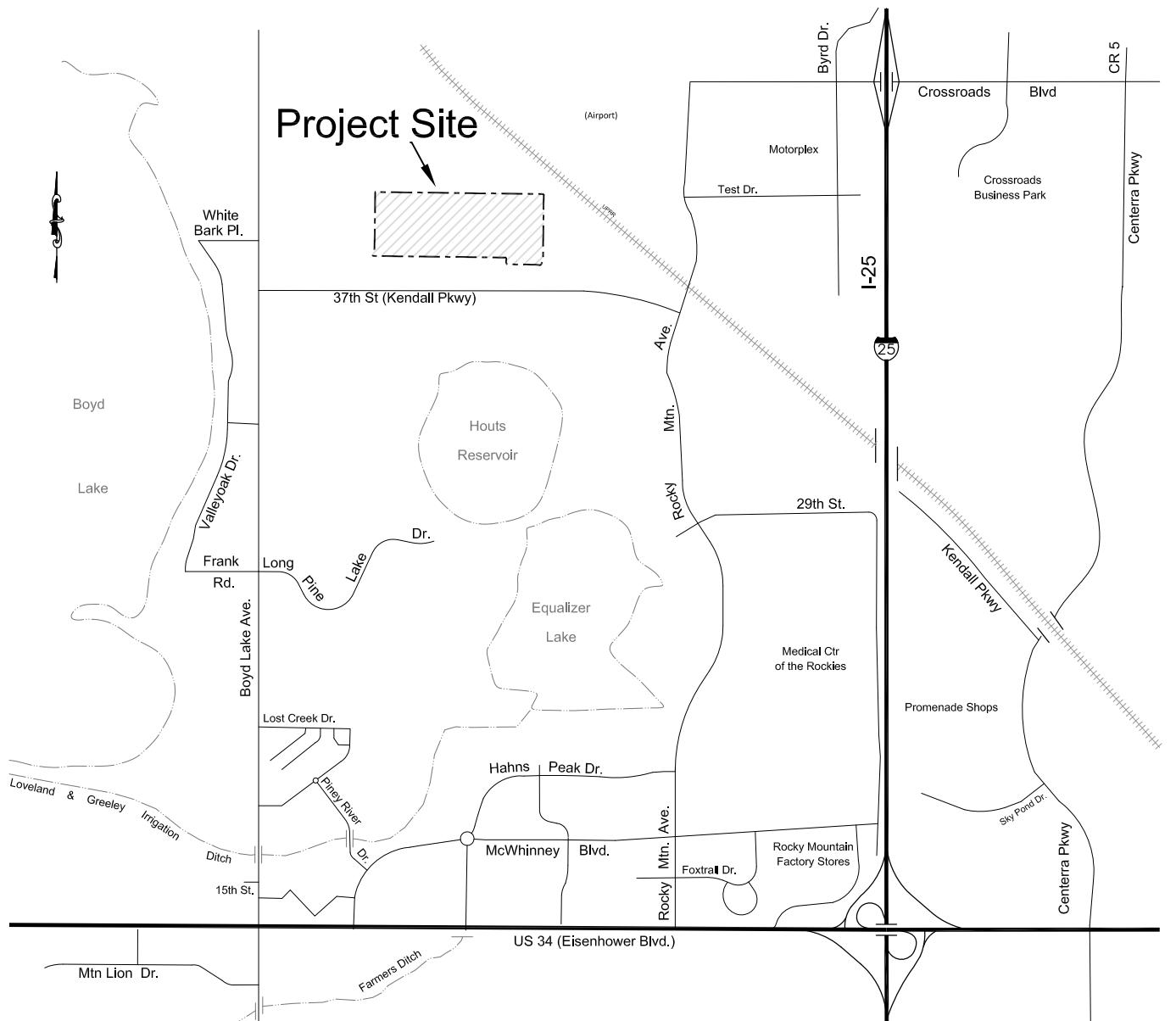
Figure 2 – Site Plan (from original TIS)

Table 1 – Trip Generation Comparisons

Existing Facility Trip Summary Data



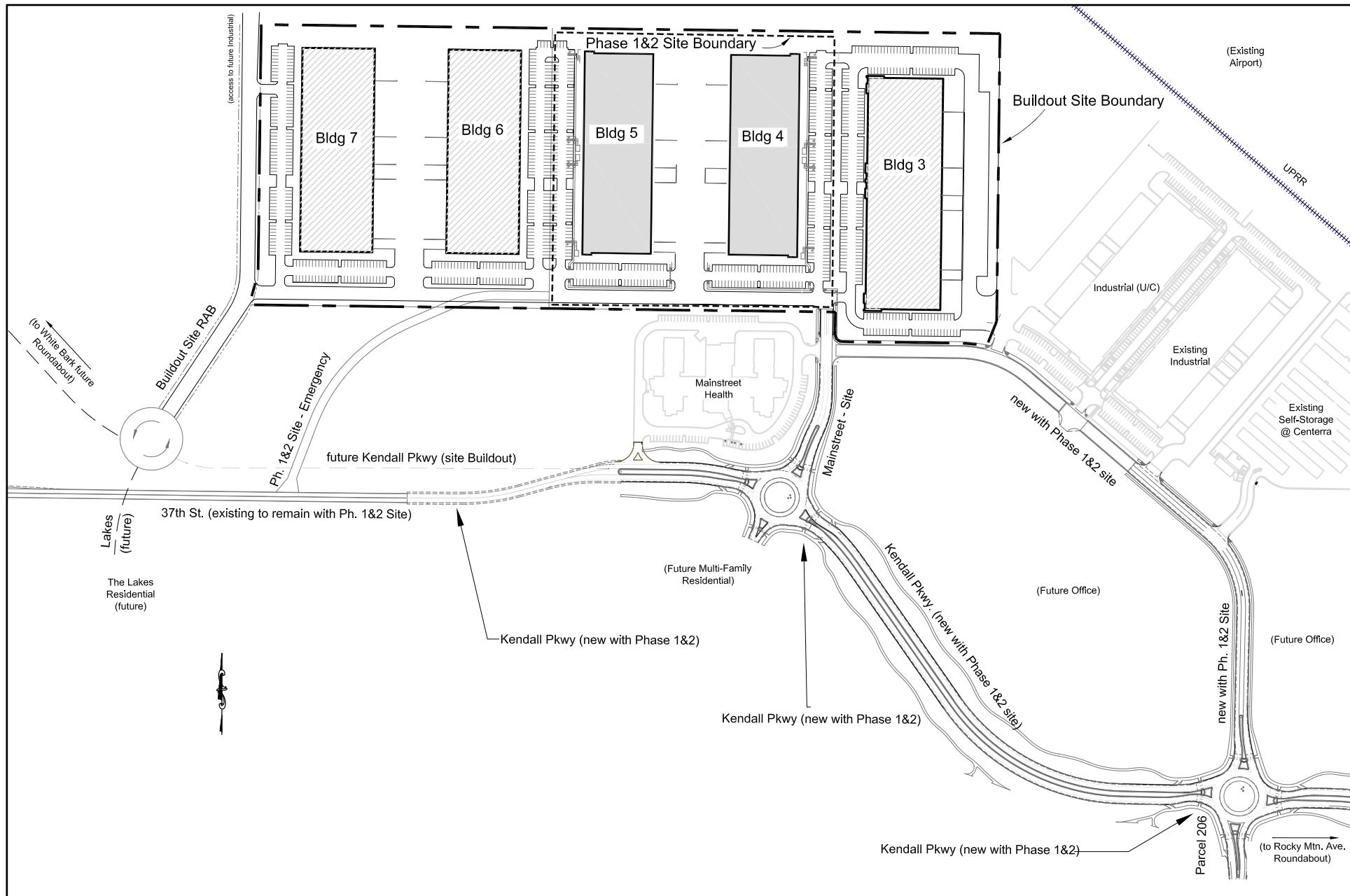
John W. Britton



CENTERRA INDUSTRIAL 3RD SUBDIVISION PROJECT TRAFFIC IMPACT STUDY VICINITY MAP

PG Project # 140.012 Original Scale 1"=2000' Date 10/31/17 Drawn by JAH Figure # 1

Attachment #4



CENTERRA INDUSTRIAL 3RD SUBDIVISION PROJECT TRAFFIC IMPACT STUDY
SITE PLAN

PG Project #	140.012	Original Scale	1" = 400'	Date	12/11/18	Drawn by	JAH	Figure #	2
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Attachment #4

**Table 1 - Site Trip Generation Comparisons**

ITE Code	Land Use	Size	Unit	Average Daily Trips				A.M. Peak Hour Trips				P.M. Peak Hour Trips			
				Rate	Total	In	Out	Rate	Total	In	Out	Rate	Total	In	Out

<i>Prior Land Use in Bldgs 3-7 (TIS dated Dec. 15, 2017):</i>															
130 (9th Ed.)	Industrial Park	630.00	1,000 S.F.	6.83	4303	2152	2151	0.82	517	424	93	0.85	536	113	423
				Prior Total Trips:	4303	2152	2152		517	424	93		536	113	423

<i>Scenario 1 - Currently Proposed Land Use (applying ITE 10th Industrial Park rates):</i>															
130 (10th Ed.)	Industrial Park (Bldgs 5-7)	370.00	1,000 S.F.	3.37	1247	624	623	0.40	148	120	28	0.41	152	32	120
Amz Site Data	Delivery Station (Bldg 4)	123.00	1,000 S.F.	--	2084	1070	1014	--	230	116	114	--	218	109	109
				Currently Proposed Land Use Total Trips:	3331	1694	1637		378	236	142		370	141	229
Scenario 1 - Difference btwn Current and Prior Land Use:															

Trip Reduction Percentage: -23% -27% -31%

<i>Scenario 2 - Currently Proposed Land Use (applying ITE 10th Light Indust. rates):</i>															
110 (10th Ed.)	Light Industrial (Bldgs 5-7)	370.00	1,000 S.F.	4.96	1835	918	917	0.70	259	228	31	0.63	233	30	203
Amz Site Data	Delivery Station (Bldg 4)	123.00	1,000 S.F.	--	2084	1070	1014	--	230	116	114	--	218	109	109
				Currently Proposed Land Use Total Trips:	3919	1988	1931		489	344	145		451	139	312
Scenario 2 - Difference btwn Current and Prior Land Use:															

Trip Reduction Percentage: -9% -5% -16%

Notes:

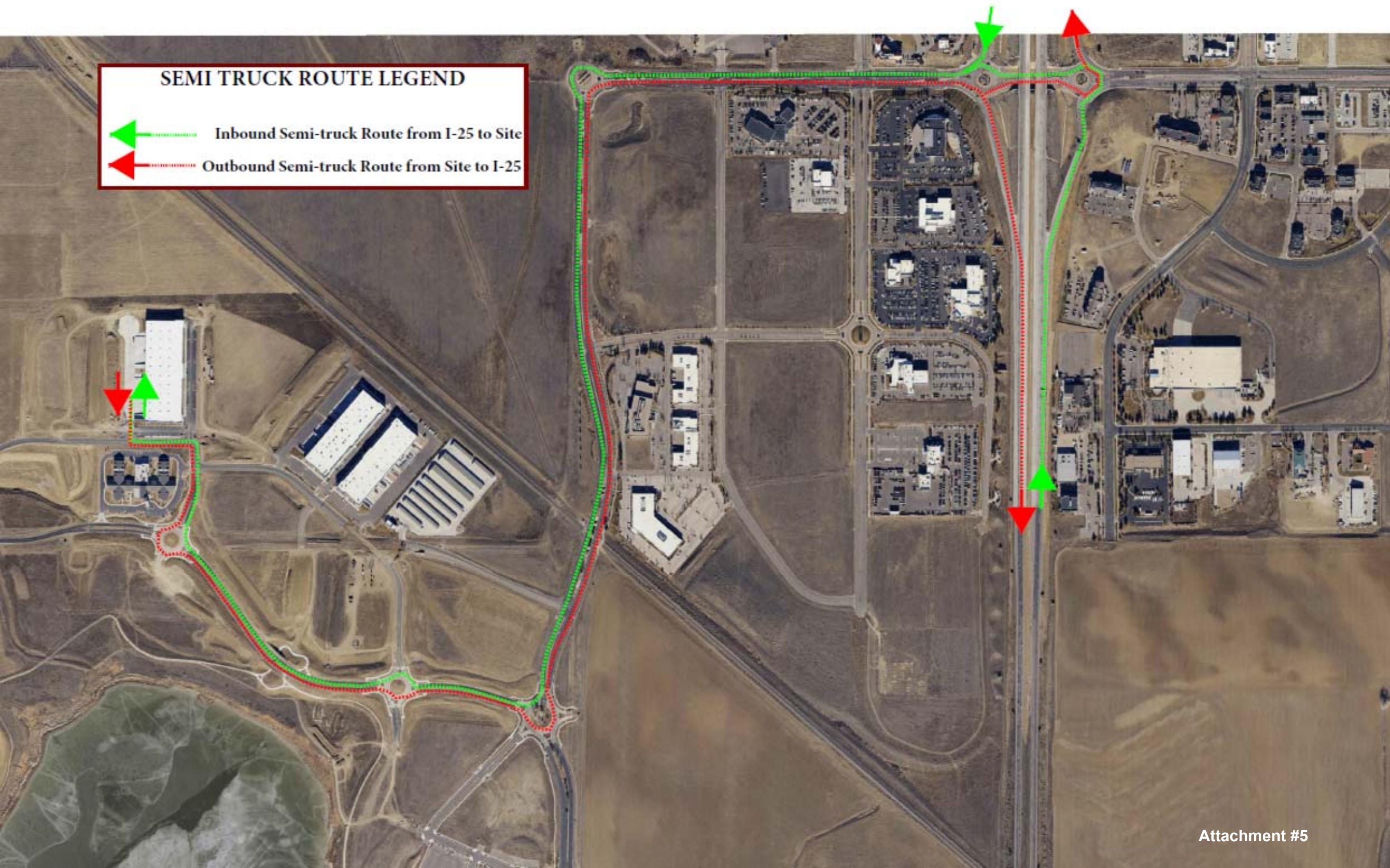
- Building 3 is replaced with parking/vehicle loading area in current land use proposal; removes 144,000 square feet of industrial space from overall area.
- Prior traffic study dated 12/15/17 applied ITE trip generation 9th edition data (released in 2012) for land use code 130 (Industrial Park).
- Current trip generation is based on ITE 10th edition trip generation data (released at end of 2017).
- Scenario 1 applies land use code 130 (Industrial Park) trip generation rates to Buildings 5-7.
- Scenario 2 applies land use code 110 (Light Industrial) trip generation rates to Buildings 5-7; Light Industrial rates are higher than Industrial Park rates.

Existing Facility Trip Data Summary

Traffic Schedule															
Cars			Trucks			DSP			Flex			Total			
Average Weekday			Average Weekday			Average Weekday			Average Weekday			Average Weekday			
In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
0:00	0	0	2	2	4	0	0	0	0	0	0	2	2	4	
0:30	0	0	2	2	5	0	0	0	0	0	0	2	2	5	
1:00	0	0	2	2	5	0	0	0	0	0	0	2	2	5	
1:30	0	0	2	2	5	0	0	0	0	0	0	2	2	5	
2:00	0	0	0	2	2	0	0	0	0	0	0	0	2	2	
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30	56	0	0	0	0	0	0	0	0	0	0	56	0	56	
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30	0	113	113	0	0	0	0	0	0	0	0	0	113	113	
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30	0	0	0	5	0	54	0	54	0	0	0	59	0	59	
8:00	0	0	0	2	5	7	54	54	109	0	0	57	59	116	
8:30	0	0	0	2	2	5	54	54	109	0	0	57	57	114	
9:00	0	0	0	5	2	7	54	54	109	0	0	59	57	116	
9:30	0	0	0	0	5	5	54	54	109	0	0	54	59	114	
10:00	0	0	0	0	0	0	0	54	54	0	0	0	54	54	
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00	0	0	0	0	0	0	0	0	0	23	23	47	23	23	
11:30	0	0	0	0	0	0	0	0	0	23	23	47	23	23	
12:00	0	0	0	0	0	0	36	0	36	23	23	47	59	23	
12:30	0	0	0	0	0	0	36	36	72	0	0	0	36	36	
13:00	0	0	0	2	0	2	36	36	72	0	0	0	38	36	
13:30	0	0	0	0	2	2	0	36	36	0	0	0	0	38	
14:00	0	0	0	0	0	0	0	0	0	14	14	28	14	14	
14:30	0	0	0	0	0	0	0	0	0	14	14	28	14	14	
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:00	0	0	0	0	0	0	54	0	54	0	0	0	54	0	
16:30	0	0	0	0	0	0	54	54	109	0	0	0	54	54	
17:00	0	0	0	0	0	0	54	54	109	0	0	0	54	54	
17:30	0	0	0	0	0	0	54	54	109	0	0	0	54	54	
18:00	0	0	0	0	0	0	54	54	109	0	0	0	54	54	
18:30	0	0	0	0	0	0	0	54	54	0	0	0	0	54	
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
20:00	0	0	0	1	0	1	36	0	36	0	0	0	37	0	
20:30	0	0	0	1	1	2	36	36	72	0	0	0	37	37	
21:00	113	0	113	5	1	6	36	36	72	0	0	0	154	37	
21:30	0	0	0	5	5	9	0	36	36	0	0	0	5	41	
22:00	0	0	0	2	5	7	0	0	0	0	0	0	2	5	
22:30	0	0	0	0	2	2	0	0	0	0	0	0	0	2	
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:30	0	0	0	2	0	2	0	0	0	0	0	0	2	0	
	169	113	282	42	41	83	761	761	1,522	98	98	197	1,070	1,014	2,084

SEMI TRUCK ROUTE LEGEND

-  Inbound Semi-truck Route from I-25 to Site
-  Outbound Semi-truck Route from Site to I-25



Conditional Use (“C”)

Conditional Assessment Report demonstrating compliance with the following:

- a) Use Standards. List the applicable use standards in UDC Section 18.02.04 and describe how each standard will be met.

Heavy Logistics Center. Heavy logistics center uses shall comply with the following standards, in addition to all other applicable standards in the UDC:

- a. *Location.* The subject property shall not adjoin a property that is zoned or used for residential purposes. ***All adjoining properties are zoned for industrial and commercial uses, are developed with existing light industrial uses or is the UPRR.***
 - b. *Access.* The use shall be located such that trucks have direct access to an arterial or collector street, or to a local street that is only used for industrial purposes. ***The proposed use is served by Aldrin Drive which supports the industrial and commercial zoned area and provides a direct link to Kendall Parkway – a two lane arterial road.***
 - c. *Buffering.* A type C bufferyard shall be installed along arterial street or state or federal highway frontages. ***The proposed use does not have any road frontage along an arterial street or state or federal highway.***
 - d. *Truck Routing Plan.* A truck routing plan is required. ***See attached.***
-
- b) *Consistency with City Plans.* Describe how the proposed conditional use in its proposed location will not tend to frustrate the implementation of any current, adopted plans of the City, including but not limited to, the Comprehensive Plan, US 34 Corridor Plan, and the 287 Strategic Plan; ***The proposed use is very compatible with the surrounding industrial and commercial zoned areas and will not frustrate the implementation of any of the city's plans.***
 - c) *Compatibility.* Describe how the location, size, design and operating characteristics of the proposed conditional use will be consistent with and/or complimentary to the existing and future land uses within the surrounding neighborhood, and will not create significant noise, traffic, or other conditions that may be objectionable or detrimental to other permitted uses in the vicinity; ***The proposed use was pushed into the conditional use category only because it will average 2 truck deliveries per day above the current threshold. An average of 14 trucks a day are anticipated with all those deliveries happening at off peak hours at night. The proposed use is compatible with the surrounding industrial and commercial uses in the area.***
 - d) *Impacts on Land Use Patterns.* Describe how the proposed conditional use will not negatively impact the land use patterns of existing or approved development within the neighborhood or discourage permitted uses or reinvestment in permitted uses by making the vicinity less desirable for them; ***The proposed use fits into an existing***

industrial building that was intended for industrial and commercial uses. It is similar to other existing businesses in the area.

- e) Compliance with the UDC. Describe how the proposed conditional use is consistent with the standards in the UDC and meets the requirements in Chapter 18.15 Adequate Community Facilities; *The proposed use is part of the larger Centerra Master Planned Community where major backbone infrastructure is planned and built to support development of the area. Water and wastewater facilities are already in place servicing the property. Off site major roadways are either in place or under construction including Kendall Parkway and Rocky Mountain Ave. to provide efficient links to I-25. Stormwater and detention facilities are provided off site in regional ponds surrounding Houts Reservoir. Power is also available on the site.*
- f) Mitigation of Impacts. Describe how the design, operation, location, and buffering of the use mitigates its impacts with regard to:
 - i. Risks associated with the use and storage of hazardous materials; or
 - ii. Potential hazardous conditions, such as projectiles leaving the subject property and
 - iii. Odors;
 - iv. Dust;
 - v. Lighting;
 - vi. Vibration; and
 - vii. Noise; and

Mitigation does not need to be provided because the proposed use will not create any of these types of impacts.
- g) Demonstrated Need. Describe how there is a demonstrated need in the City for the conditional use, in order to serve demands created by City residents. *The proposed use will help facilitate efficient delivery of online orders through this global company to all City residents.*