Development Review Staff Report

Agenda Item 2

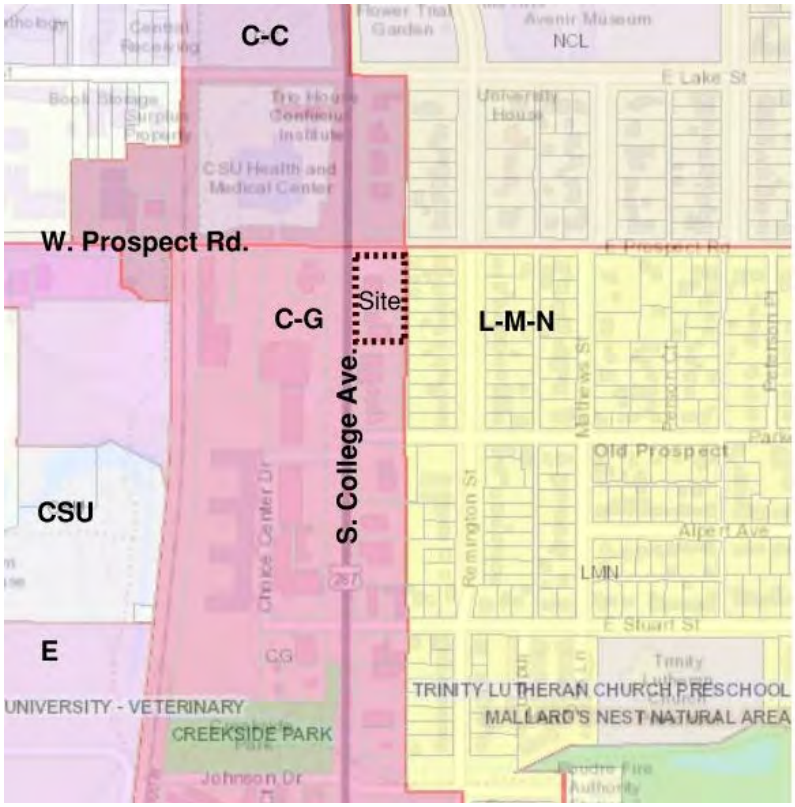
Administrative Hearing: March 15, 2021

Alpine Bank, PDP200020

Summary of Request

This is a request to construct a two story bank/office building and bank drive-through lanes on a 0.9 acre site. The proposed project will replat the existing parcels 9724216001, 9724216003, 9724216004, 9724216005, and 9724216006 (also known as 1608, 1610, and 1618 S College Avenue) into one lot. The two existing structures located on parcels 9724216001 & 9724216003 (1608 S College Avenue) and parcel 9724216006 (1618 S College Avenue) are proposed to be demolished, and the historic craftsman structure on parcel 9724216005 (1610 S College Avenue) is proposed to be relocated to the south end of the site. Access to the site will be taken from S. College Avenue and the alley. 28 parking spaces, interior sidewalks and landscape areas are proposed. A new 10 ft. wide sidewalk is proposed along S. College Avenue. The site is in the General Commercial (C-G) Zone District. Two Modifications of Standards are proposed.

Zoning Vicinity Map



Next Steps

If approved by the decision maker, a Final Development Plan may be submitted for the project.

Site Location

Located near the southeast corner of S. College Avenue and W. Prospect Road

Zoning

General Commercial (C-G)

Property Owner

Remington North, L.L.C.
1400 S. Colorado Blvd. Suite 410
Denver, CO 80222

Applicant/Representative

Zell Cantrell
Galloway & Company
6162 S Willow Drive, #320
Greenwood Village, CO 80111

Staff

Jason Holland, City Planner

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Staff Recommendation

Approval of the PDP and two Modifications, with one condition

1. Project Introduction

A. PROJECT DESCRIPTION

- This is a request to construct a two story bank/office building and bank drive-through lanes on a 0.9 acre site. The proposed project will replat the existing parcels -- 9724216001, 9724216003, 9724216004, 9724216005, and 9724216006 (also known as 1608, 1610, and 1618 S. College Avenue) into one lot.
- The site is in the General Commercial (C-G) Zone District. The two existing structures located on parcels 9724216001 & 9724216003 (1608 S College Avenue) and 9724216006 (1618 S College Avenue) are proposed to be demolished, and the historic structure on parcel 9724216005 (1610 S College Avenue) will be relocated to the south end of the site.
- Two Modifications of Standards are proposed which address Section 3.2.2(J) for minimum parking lot setbacks along a property line and *Section 3.4.7 Historic and Cultural Resources* for the relocation of an historic building currently located at 1610 S. College Avenue.
- Access to the site will be taken from S. College Avenue and the alley. 28 parking spaces, interior sidewalks and landscape areas are proposed.
- A new 10 ft. wide detached sidewalk and street trees are proposed along S. College Avenue.

B. SITE CHARACTERISTICS

1. Background

The property was annexed into the City in 1925. The property has been used in the past for both commercial and residential uses. The building at 1608 S. College is currently unoccupied and had been last used by Lewan Technology. 1618 S. College Avenue has been occupied by a number of different commercial uses over the years including a hair salon, consignment store and financial services. Both of these buildings are proposed to be demolished. The existing craftsman building located at 1610 S. College was originally a single-family residence and is considered an historic resource. This building has also been used for a number of commercial businesses over the years. The majority of the remaining areas of the property surrounding the buildings are paved and do not meet current parking lot standards.

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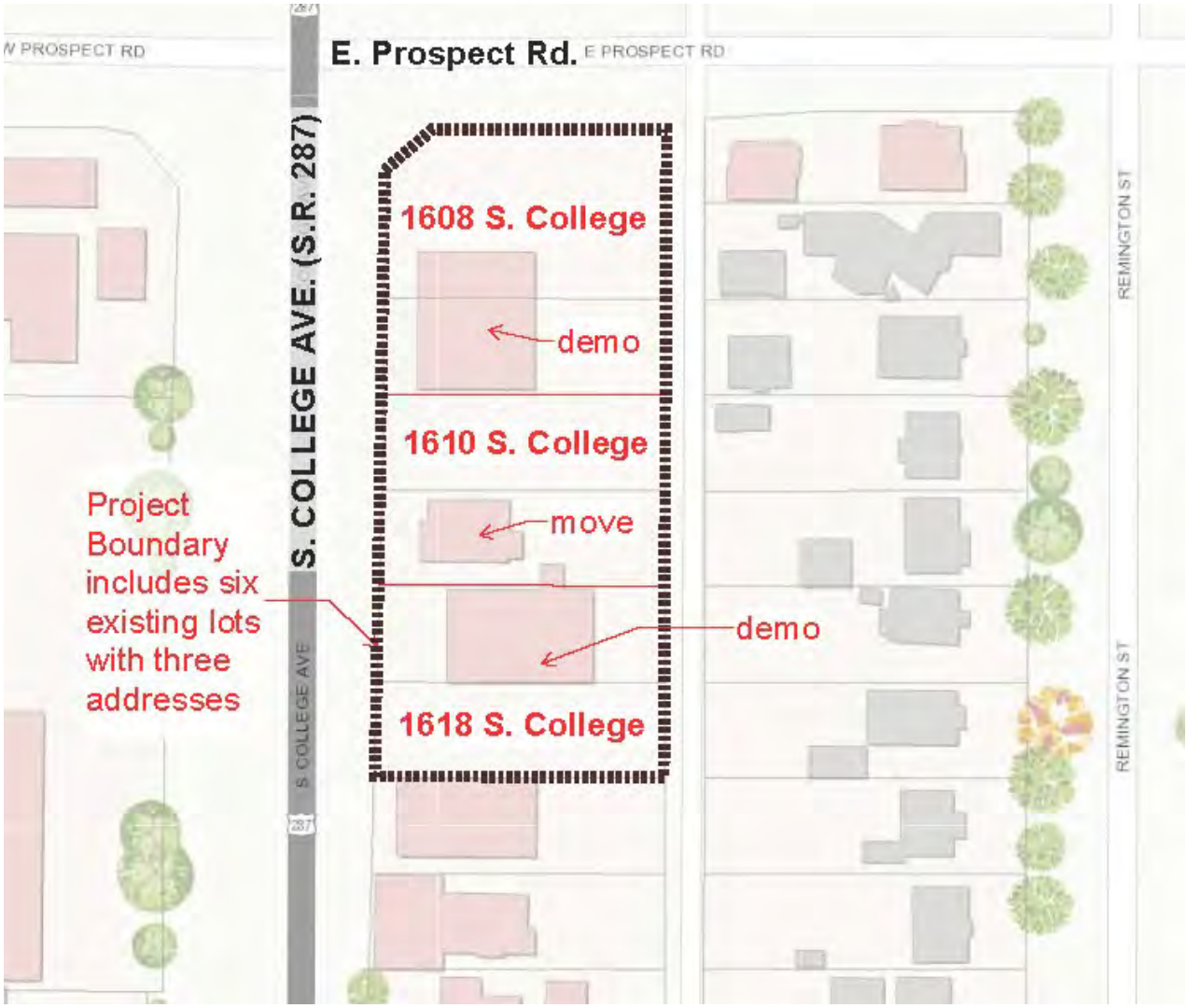

Surrounding Zoning and Land Use

	North	South	East	West
Zoning	Community Commercial (C-C)	General Commercial (C-G)	Low Density Mixed Use Neighborhood (L-M-N)	General Commercial (C-G)
Land Use	Offices, retail and restaurant uses; C.S.U. Medical Health Center	Offices, Service Shops	Residential	Shopping Center – Retail, Office, and Restaurant; future hotel

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2. Comprehensive Plan

A. CITY PLAN (2019)

Under City Plan, the project is located in the Urban Mixed Use District within the City's overall Structure Plan (further described on page 99 of City Plan). This area envisions high-density development, particularly near City transit stations. Additionally, page 25 of City Plan discusses a focus on maximizing infill/redevelopment in the Midtown area with higher density residential, employment and services in support of City transit facilities.

Notable Principles and Policies in City Plan envision high quality redevelopment in Midtown:

PRINCIPLE LIV 2: Promote infill and redevelopment:

POLICY LIV 2.1 - REVITALIZATION OF UNDERUTILIZED PROPERTIES
Support the use of creative strategies to revitalize vacant, blighted or otherwise underutilized structures and buildings.

POLICY LIV 3.5 - DISTINCTIVE DESIGN
Require the adaptation of standardized corporate architecture to reflect local values and ensure that the community's appearance remains unique.

POLICY LIV 3.6 - CONTEXT-SENSITIVE DEVELOPMENT
Ensure that all development contributes to the positive character of the surrounding area. Building materials, architectural details, color range, building massing, and relationships to streets and sidewalks should be tailored to the surrounding area.

B. MIDTOWN SUBAREA PLAN (2013)

The project is located in the Midtown Subarea. To address the guidelines in the Midtown Subarea Plan, specific standards are included in the Land Use Code under Division 3.10 -- Development Standards for the Transit-Oriented Development (TOD) Overlay Zone.

The Midtown Subarea Plan vision and guidelines emphasize:

1. Excellence in Design: Improvements in Midtown, including buildings, landscapes, and site design should be of high quality. A wide variety of designs that express creativity should be welcomed.
2. High quality architectural design should have a distinct identity that distinguishes it from other parts of the city.
3. Design that is inviting to pedestrians and bicyclists, with attractive, inviting street edges, and active urban plazas and spaces.
4. New development that is higher density, more urban in nature and with buildings that will address S. College Avenue with parking in back. Per the Midtown design guidelines Chapter 6-12, a goal for Midtown is to increase the density of development such that most parking will be in structures, either in facilities primarily designed for parking, or in a building in which parking serves other uses on the site. However, some surface parking will continue to be necessary. Where it does occur, the visual impact of surface parking should be minimized.
5. Parking should be subordinate and masked by buildings or landscape and located mostly internal to the blocks. Connections should be provided through large blocks to allow for easier pedestrian access and circulation.
6. Landscapes should include a palette that is rich, distinctive and coordinated. High quality plants and materials should be used and creativity in landscape is also encouraged to contribute to a sense of identity.

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7. Site design should reinforce the urban fabric, taking into consideration pedestrians, visual interest, and high quality resident experiences. Each site should consider its surroundings and respond appropriately to the context around it.
8. Maintaining maximum parking ratios rather than minimum requirements for commercial development allows developers the flexibility of reducing parking as they see fit, and lowering parking supplies will further encourage customers and employees to access the area by means other than single occupant vehicles. However, while developers should be allowed the flexibility of reducing supply, they should still demonstrate that their site can accommodate anticipated parking without causing significant spillover into adjacent properties.

3. Public Outreach

A. NEIGHBORHOOD MEETING

Pursuant to *Section 2.2.2 – Step 2: Neighborhood Meetings*, a neighborhood meeting is not required for Administrative (Type 1) projects.

B. PUBLIC COMMENTS

Any communication received between the public notice period and hearing will be forwarded to the Hearing Officer to be considered when making a decision on the project.

4. Article 2 – Applicable Standards

A. PROJECT DEVELOPMENT PLAN PROCEDURAL OVERVIEW

The PDP complies with all applicable Development Review Procedures in Division 2.2 of the Land Use Code:

1. Conceptual Review - CDR200057

A conceptual review meeting was held on August 6, 2020.

2. Project Development Plan Submittal – PDP 200020

The first submittal of this project was completed on December 4, 2020.

3. Neighborhood Meeting

2.2.2 – Step 2: Neighborhood Meetings -- Not applicable.

4. Notice (Posted, Written and Published)

Posted Notice: December 7, 2020, Sign # 570

Written Hearing Notice: March 1, 2021, 125 addresses mailed.

Published Hearing Notice: March 8, 2021, Coloradoan Confirmation # 4625734

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B. DIVISION 2.8 – MODIFICATIONS OF STANDARDS

The applicant requests two Modifications of Standards and provides justification letters attached to this staff report.

The Land Use Code is adopted with the recognition that there will be instances where a project would support the implementation of City Plan, but due to unique or unforeseen circumstances would not meet a specific standard of the Land Use Code as stated. The modification process and criteria in Land Use Code Division 2.8.2(H) provide for evaluation of these instances on a case-by-case basis, as follows:

Land Use Code Modification Criteria:

"The decision maker may grant a modification of standards only if it finds that the granting of the modification would not be detrimental to the public good, and that:

(1) the plan as submitted will promote the general purpose of the standard for which the modification is requested equally well or better than would a plan which complies with the standard for which a modification is requested; or

(2) the granting of a modification from the strict application of any standard would, without impairing the intent and purpose of this Land Use Code, substantially alleviate an existing, defined and described problem of city-wide concern or would result in a substantial benefit to the city by reason of the fact that the proposed project would substantially address an important community need specifically and expressly defined and described in the city's Comprehensive Plan or in an adopted policy, ordinance or resolution of the City Council, and the strict application of such a standard would render the project practically infeasible; or

(3) by reason of exceptional physical conditions or other extraordinary and exceptional situations, unique to such property, including, but not limited to, physical conditions such as exceptional narrowness, shallowness or topography, or physical conditions which hinder the owner's ability to install a solar energy system, the strict application of the standard sought to be modified would result in unusual and exceptional practical difficulties, or exceptional or undue hardship upon the owner of such property, provided that such difficulties or hardship are not caused by the act or omission of the applicant; or

(4) the plan as submitted will not diverge from the standards of the Land Use Code that are authorized by this Division to be modified except in a nominal, inconsequential way when considered from the perspective of the entire development plan, and will continue to advance the purposes of the Land Use Code as contained in Section 1.2.2.

Any finding made under subparagraph (1), (2), (3) or (4) above shall be supported by specific findings showing how the plan, as submitted, meets the requirements and criteria of said subparagraph (1), (2), (3) or (4).

1. Description of the Modification to *Section 3.2.2(J) Setbacks:*

The Applicant proposes to shift the landscaped setback along the east property line, with 9 parking spaces along the alley having no landscaped setback, thus allowing the parking spaces to be directly accessed from the alley.

This standard provides minimum and average dimensions for vehicle use area setbacks along street rights-of-way and perimeter lot lines:

3.2.2(J) Setbacks. Any vehicular use area containing six (6) or more parking spaces or one thousand eight hundred (1,800) or more square feet shall be set back from the street right-of-way and the side and rear yard lot line (except a lot line between buildings or uses with collective parking) consistent with the provisions of this Section, according to the following table:

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	Minimum Average of Entire Landscaped Setback Area (feet)	*Minimum Width of Setback at Any Point (feet)*
Along an arterial street	*15*	*5*
Along a nonarterial street	*10*	*5*
*Along a lot line **	*5*	*5*

** Setbacks along lot lines for vehicular use areas may be increased by the decision maker in order to enhance compatibility with the abutting use or to match the contextual relationship of adjacent or abutting vehicular use areas.*

Additionally, this setback standard is referenced in the parking lot perimeter landscaping standard in Section 3.2.1(E)(4), which requires landscaping in the minimum setback areas required by Section 3.2.2(J).

2. Applicant's Justification for the Modification to *Section 3.2.2(J) Setbacks:*

The Applicant's modification request is attached with this staff report. The Applicant contends that the modification meets two of the four criteria:

Criteria 3 of 4 – "by reason of exceptional physical conditions or other extraordinary and exceptional situations, unique to such property, including, but not limited to, physical conditions such as exceptional narrowness, shallowness or topography, or physical conditions which hinder the owner's ability to install a solar energy system, the strict application of the standard sought to be modified would result in unusual and exceptional practical difficulties, or exceptional or undue hardship upon the owner of such property, provided that such difficulties or hardship are not caused by the act or omission of the applicant"

Applicant:

"Section 2.8.2(H) of the Fort Collins Land Use Code (LUC) provides that "the decision Maker may grant a modification of standards only if it finds that the granting of the modification would not be detrimental to the public good." Even more than not being detrimental to the public good, the requested modification would benefit the public for the following reasons: (i) allow for the redevelopment of this quadrant of this prominent intersection with a first class community oriented banking service not currently present in the community; and (ii) consolidate two existing access points along Prospect Road into a single existing access point (Alley) and (iii) allow for improvements along S. College Avenue in a manner that will enhance traffic safety in a manner consistent with the other three quadrants of this intersection."

"Additionally, we believe integration of the alley and parking into the overall site circulation allows for more efficient movement of vehicles, bicycles, and pedestrians throughout the proposed development and surrounding areas more safely and conveniently adding to the overall attractiveness and integration of the project into the existing context. Pedestrian safety is addressed by orienting limited pedestrian circulation away from the drive-through lane and providing pedestrian dedicated circulation from the alley-oriented parking to the bank building. If parking were flipped with access from interior of the site, there would be a direct conflict between pedestrian traffic and vehicular traffic in the drive-through lanes. Flipping the parking to be accessible from the alley eliminates this conflict and make could use of an existing public ROW."

"We believe the requirement for the ROW dedication and subsequent improvements along College Avenue create an exceptional physical condition by narrowing the property such that full compliance with the LUC becomes difficult while working to develop a functional site plan that will lead to the long term success of this redevelopment. Relief from this set-back requirement along a portion of the property line will allow for a functional solution within the context of both existing and imposed contextual site conditions."

Criteria 4 of 4 – "the plan as submitted will not diverge from the standards of the Land Use Code that are authorized by this Division to be modified except in a nominal, inconsequential way when considered from the perspective of the entire development plan, and will continue to advance the purposes of the Land Use Code as contained in Section 1.2.2."

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Applicant:

"We believe the plan as submitted does not significantly diverge from the standards defined in the Land Use Code but instead represents a nominal modification when compared to the overall benefits offered by the proposed development plan. While a 5' landscape set-back is not provided the entire length of the eastern property line, we have been able to incorporate a wider landscape median interior to the site that allows for a landscape buffer between the more intensive drive-through use and the adjacent property to the East. We have been able to effectively create a wider landscape set-back or buffer immediately adjacent to the most intensive use on the site. Offsetting this buffer from the property line interior to the site has also allowed us to incorporate additional landscape islands and subsequently larger shade trees closer to the property line. These additional islands are the minimum 8' wide and 17' deep which when combined with the larger shade trees provides both a greater horizontal and vertical landscape set-back/buffer than would be provided by a straight 5' landscape set-back. We believe this additional landscaping advances the purposes of the LUC by providing additional landscape set-back/buffer between our proposed use and adjacent properties to the East."

3. Staff Analysis and Findings of Fact for the Modification to *Section 3.2.2(J) Setbacks:*

Staff finds that the request for the Modification of Standard to *Section 3.2.2(J) Setbacks* is justified by the applicable standards in 2.8.2(H)(3) and 2.8.2(H)(4):

The Modification satisfies criterion 2.8.2(H)(3) – By reason of exceptional physical conditions or other extraordinary and exceptional situations, unique to such property, including, but not limited to, physical conditions such as exceptional narrowness, shallowness or topography, or physical conditions which hinder the owner's ability to install a solar energy system, the strict application of the standard sought to be modified would result in unusual and exceptional practical difficulties, or exceptional or undue hardship upon the owner of such property, provided that such difficulties or hardship are not caused by the act or omission of the applicant.

A. Staff finds that the modification meets criterion 2.8.2(H)(3) and is not detrimental to the public good because:

   1) The dedication of 12 feet of additional right-of-way along S. College Avenue and the 10-foot landscaped sidewalk requirement creates a narrower site, and no drive through lanes or parking areas are permitted between the building and the streets;

   2) Strict compliance with the standard can only be achieved by providing the parking within the drive-through area, which is an exceptional practical difficulty.

The Modification satisfies criteria 2.8.2(H)(1)(4) – The plan as submitted will not diverge from the standards of the Land Use Code that are authorized by this Division to be modified except in a nominal, inconsequential way when considered from the perspective of the entire development plan and will continue to advance the purposes of the Land Use Code as contained in Section 1.2.2.

B. Staff finds that the modification meets criterion 2.8.2(H)(4) and is not detrimental to the public good because:

   1) A 6-foot wide landscape median is proposed along the drive through lanes which provides screening for this area;

   2) An additional landscape island is provided in near the middle of the nine parking spaces which provides additional tree coverage and landscaping along the alley;

   3) The overall project plans continue to advance the purposes of the Land Use Code as contained in Section 1.2.2 including;

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(B) encouraging innovations in land development and renewal by providing enhanced landscaping, desirable outdoor gathering space and an alternative paving design;

(C) fostering the safe, efficient and economic use of the land, the city's transportation infrastructure, and other public facilities and;

(F) encouraging patterns of land use which decrease trip length of automobile travel and encourage trip consolidation services by providing a business that is conveniently located near transit and within walking and bicycling distance for nearby residents;

(G) increasing public access to mass transit, sidewalks, trails, bicycle routes and other alternative modes of transportation by providing sidewalk and bicycle lane improvements; and

(L) encouraging the development of properties within established areas.

4. Description of the Modification to *Section 3.4.7 Historic and Cultural Resources*:

The Applicant proposes to move the structure located at 1610 S. College Avenue, which is eligible for Fort Collins Landmark designation, to a new location at the southern end of the development site and rehabilitate it for adaptive reuse. *Section 3.4.7 – Historic and Cultural Resources* has no provisions in place for the relocation of structures deemed to be of architectural significance.

5. Applicant's Modification Justification for *Section 3.4.7 Historic and Cultural Resources*:

The Applicant's modification request is attached to this staff report. The Modification of Standard to *Section 3.4.7 – Historic and Cultural Resources* is requested to allow for the relocation of the historically eligible building currently located at 1610 S. College Avenue.

The Applicant contends that the modification meets three of the four criteria:

Criteria 1 of 4 – "The plan as submitted will promote the general purpose of the standard for which the modification is requested equally well or better that would a plan which complied with the standard for which the modification is requested."

Applicant:

"The plan as submitted which anticipates the relocation of the existing historical resource will promote the general purpose of the standard by allowing the resource to be preserved, reused, and incorporated into the proposed development in a manner that will not only enhance the overall development but also address public safety. The proposed relocation will not adversely affect the integrity of the historic resources on nearby property because the adjacent properties along S. College have not been deemed of historical significance and the relocated building will not be moved from the property. The relocation will also allow for the design of a site plan compatible with and protect the historical resource by integrating it into the overall site plan in a functional manner. "

Criteria 2 of 4 – "the granting of a modification from the strict application of any standard would, without impairing the intent and purpose of this Land Use Code, substantially alleviate an existing, defined and described problem of city-wide concern or would result in a substantial benefit to the city by reason of the fact that the proposed project would substantially address an important community need specifically and expressly defined and described in the city's Comprehensive Plan or in an adopted policy, ordinance or resolution of the City Council, and the strict application of such a standard would render the project practically infeasible."

Applicant:

"The plan as submitted will benefit the city by allowing for the redevelopment and subsequent off-site improvements at the southeast quadrant of the intersection of S. College & E. Prospect. The proposed

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improvements will not only be consistent with recent improvements at the other three quadrants on the intersection but also address an overall community need of improving traffic safety at the intersection through improved design and traffic movement."

Criteria 4 of 4 – "the plan as submitted will not diverge from the standards of the Land Use Code that are authorized by this Division to be modified except in a nominal, inconsequential way when considered from the perspective of the entire development plan, and will continue to advance the purposes of the Land Use Code as contained in Section 1.2.2."

Applicant:

"We believe the proposed relocation will not diverge from the standards of the LUC except in a nominal, inconsequential way that will likely not be noticed once the redevelopment and relocation are complete. From an overall perspective the relocation creates a significant positive impact on the redevelopment and future use of the building when compared to leaving the building in the original setting."

6. Staff Analysis and Findings of Fact for the Modification to *Section 3.4.7 Historic and Cultural Resources*:

Staff finds that the applicant has presented sufficient information to justify a modification of standard to allow for the relocation of the historic Craftsman residence currently located at 1810 S. College Avenue based on satisfaction of three of the four criteria (only one is required). Approval of the Modification is recommended by the Landmark Preservation Commission (LPC), and the staff report and applicant presentation for the LPC meeting are attached with this staff report (Attachments 15 and 16).

Staff finds that the request for the Modification of Standard to Section 3.4.7 to allow the relocation of the historically eligible craftsman building is justified by the applicable standards in 2.8.2(H)(1), 2.8.2(H)(2) and 2.8.2(H)(4):

A. Staff finds that the modification meets criterion 2.8.2(H)(1) and is not detrimental to the public good because:

   1) The plans to move the building are equal or better than a plan that would leave the building in its current location, due to the additional site and setting constraints that are required to accommodate the project entrance from S. College Avenue and the required right-of-way dedication for the northbound right turn lane.

   2) The modification is not detrimental to the public good because the modification allows the relocation and adaptive reuse of the building within the project with a similar orientation and relationship to the street as the existing location while allowing for the installation of beneficial site improvements and public infrastructure.

B. Staff finds that the modification meets criterion 2.8.2(H)(2) and is not detrimental to the public good because:

   1) The proposed project plan to relocate the building would provide a substantial benefit to the city by reason of the fact that the proposed project would substantially address an important community need specifically and expressly defined and described in the city's Comprehensive Plan, by addressing City Plan Policy LIV 10.7 (page 47 of City Plan), which encourages the creative reuse of historic resources in redevelopment activities, and;

   2) The strict application of the standard would render the proposed project practically infeasible due to the proposed location of the S. College access drive and northbound right turn lane.

C. Staff finds that the modification meets criterion 2.8.2(H)(4) and is not detrimental to the public good because:

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1) The proposed modification to relocate the craftsman building is nominal and inconsequential when considered from the perspective of the entire development plan because the new proposed location positions the historic resource within the context of the S. College Avenue corridor in a manner that is similar to the building's existing context and relationship to the street and therefore represents a nominal change from its current location, and;

2) The overall project plan continues to advance the purposes of the Land Use Code as contained in Section 1.2.2 including:

(B) encouraging innovations in land development and renewal by providing enhanced landscaping, desirable outdoor gathering space and an alternative paving design;

(C) fostering the safe, efficient and economic use of the land, the city's transportation infrastructure, and other public facilities and;

(F) encouraging patterns of land use which decrease trip length of automobile travel and encourage trip consolidation services by providing a business that is conveniently located near transit and within walking and bicycling distance for nearby residents;

(G) increasing public access to mass transit, sidewalks, trails, bicycle routes and other alternative modes of transportation by providing sidewalk and bicycle lane improvements; and

(L) encouraging the development of properties within established areas.

5. Article 3 – Applicable General Development Standards

A. DIVISION 3.2 - SITE PLANNING AND DESIGN STANDARDS

Applicable Code Standard	Summary of Code Requirement and Analysis	Staff Findings
Section 3.2.1 Landscaping and Tree Protection		
3.2.1(C) General Standard	*3.2.1(B) Purpose. The intent of this Section is to require preparation of landscape and tree protection plans that ensure significant canopy cover is created, diversified and maintained so that all associated social and environmental benefits are maximized to the extent reasonably feasible. These benefits include reduced erosion and stormwater runoff, improved water conservation, air pollution mitigation, reduced glare and heat build-up, increased aesthetics, and improved continuity within and between developments. Trees planted in appropriate spaces also provide screening and may mitigate potential conflicts between activity areas and other site elements while enhancing outdoor spaces, all of which add to a more resilient urban forest.* *3.2.1(C) General Standard* *All developments shall submit a landscape and tree protection plan, and, if receiving water service from the City, an irrigation plan, that: (1) reinforces and extends any existing patterns of outdoor spaces and vegetation where practicable, (2) supports functional purposes such as spatial definition, visual screening, creation of privacy, management of microclimate or drainage, (3) enhances the appearance of the development and neighborhood, (4) protects significant trees, natural systems and habitat, (5) enhances the pedestrian environment, (6) identifies all landscape areas, (7)*	Complies

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	identifies all landscaping elements within each landscape area, and (8) meets or exceeds the standards of this Section. • The project provides a landscape design that meets the purpose and general standard for landscaping and tree protection. The tree canopy provided and preserved meets city requirements. In accordance with objectives one through five of the general standards, shrub and ground cover plantings are arranged to provide screening, visual interest and spatial definition within the parking lot and around the buildings. • Per criterion 8 in the General Standard, compliance with Section 3.2.1 is further described through the following specific landscape and tree protection design standards applicable to the project.	
3.2.1(D) Tree Planting Standards	This section requires that all developments establish groves and belts of trees along all city streets, in and around parking lots, and in all landscape areas that are located within fifty (50) feet of any building or structure in order to establish at least a partial urban tree canopy. • This requirement is met with a combination of existing and proposed trees in compliance with the specific tree planting standards outlined in the sections below.	Complies
3.2.1(D)(1)(c) Full Tree Stocking	This section requires that full tree stocking be provided in all landscape areas within fifty (50) feet of any building or structure. Landscape areas shall be provided in adequate numbers, locations and dimensions to allow full tree stocking to occur along all high use or high visibility sides of any building or structure, in accordance with the spacing standards outlined in this section: Canopy shade trees: 30' - 40' spacing Coniferous evergreens: 20' - 40' spacing Ornamental trees: 20' - 40' spacing Exact locations and spacings may be adjusted at the option of the applicant to support patterns of use, views and circulation as long as the minimum tree planting requirement is met. Canopy shade trees shall constitute at least fifty (50) percent of all tree plantings. Required street trees may be used to contribute to this standard. • All sides of the buildings meet or exceed the tree stocking requirement. The total building perimeter around all sides of both buildings is approximately 533 feet, which would require 18 trees if spaced at 30-foot intervals. This standard is met with 26 proposed trees placed within 50 feet of the perimeter of the proposed buildings. • The S. College Avenue frontage is also emphasized, with 17 trees provided along the building's 173-foot College Avenue frontage. At least 6 trees are required along this portion of the building's frontage. The increase in tree planting in this area contributes to the project's compatibly with the surrounding area by enhancing the visual quality of the building frontage and helping mitigate the mass and bulk of the building form. • The additional trees along the College frontage contribute to the Midtown Subarea Plan's goal of providing high-quality, pedestrian-oriented spaces by expanding the tree canopy coverage in this area, enhancing comfort, and reinforcing an appropriate human scale along the project's main building facades.	Complies

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	• A total of 32 trees are provided with the proposed project, with three of these trees being existing Bur Oaks along E. Prospect Road. Of the 32 trees, 17 are canopy shade trees which meets the requirement that at least 50% of the trees be canopy shade trees.	
3.2.1(D)(2) Street Trees	This section requires that canopy shade trees be planted along public sidewalks at thirty-foot to forty-foot spacing and to the extent reasonably feasible, be positioned at evenly spaced intervals. • Nine shade trees are provided along the College Avenue and Prospect frontage. The tree locations are spaced at 30' intervals and are positioned to comply with traffic and utility separation requirements.	Complies
3.2.1(D)(3) Minimum Species Diversity	Eight different tree species are proposed for the 32 trees provided, with a 19% maximum of any one species proposed. This meets and exceeds the diversity standard which requires that the maximum percentage of any one species be not more than 33% when 29-39 trees are on the site.	Complies
3.2.1(D)(4) Tree Species and Minimum Sizes	All minimum required tree and shrub sizes are met.	Complies
3.2.1(E)(4) Parking Lot Perimeter Landscaping	This section requires one tree per twenty-five linear feet within the parking lot setback areas along a public street and one tree per forty linear feet along a side lot line parking setback area. Trees may be spaced irregularly in informal groupings or be uniformly spaced, as consistent with larger overall planting patterns and organization. Perimeter landscaping along a street may be located in and should be integrated with the streetscape in the street right-of-way. • Along College Avenue, 3 trees are placed along the parking lot street setback area between the two proposed buildings. The tree locations work in tandem with the proposed street tree pattern and other tree plantings along the building frontage. • For the side lot line along the east of the property (along the alley), five trees are provided for the 200 linear feet of parking frontage, meeting the 40' spacing requirement. This section also requires screening from the street and abutting uses (walls, fences, berming, plant material, or similar) of at least thirty (30) inches in height for a minimum of seventy percent (70%) of the length of the street frontage shall be provided. • The project proposes continuous plant material coverage along the College Avenue and east parking areas within the site, meeting the standard. Plant species selected are appropriate and will achieve a minimum height of thirty inches.	Complies; Modification Requested
3.2.1(E)(5) Parking Lot Interior Landscaping	This section requires six percent of the interior space of all parking lots with less than one hundred spaces to be landscape areas: • The proposed interior parking area is 6,160 square feet, and 370 square feet, or 6% of interior landscape space is provided in accordance with the standard.	Complies

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	This section also has minimum requirements for Landscaped Islands: In addition to any pedestrian refuge areas, each landscaped island shall include one (1) or more canopy shade trees, be of length greater than eight (8) feet in its smallest dimension, include at least eighty (80) square feet of ground area per tree to allow for root aeration, and have raised concrete curbs. • All landscape islands exceed the 80 square-foot requirement. The minimum interior island size provides approximately 84 square feet of interior space. • All interior islands are at least 8 feet wide and provide at least one shade tree.	
3.2.1(F) Tree Protection and Replacement	This standard requires that the project preserve and protect existing significant trees within the Limits of Development to the extent reasonably feasible, and these trees may help satisfy the landscaping requirements of the development. Streets, buildings and lot layouts shall be designed to minimize the disturbance to significant existing trees. All required landscape plans shall accurately identify the locations, species, size and condition of all significant trees, each labeled showing the applicant's intent to either remove, transplant or protect. A significant tree is defined in Article 5 as any tree that has a DBH (diameter at breast height) of six inches or more. Any affected tree that is removed shall be replaced with not less than one (1) or more than six (6) replacement trees sufficient to mitigate the loss of value of the removed significant tree. The rated value of the trees is determined by the City Forester in coordination with the Applicant's certified arborist. • In order to address the tree mitigation requirements in The Land Use Code, the applicant has submitted a tree mitigation plan, attached with this report (please refer to PDP Sheet 9 of 11). The plan describes the species, condition, and size of the existing trees and assigns a mitigation value (0 through 6) for the existing trees. Through the process of an on-site evaluation involving both the city forestry staff and the applicant, the health of the existing trees was evaluated, and a mitigation value was assigned to each tree by city staff, as required by the LUC standard. • A total of 11 significant existing trees are located within the project's limits of development. Of this total, 3 are proposed to remain, with the remaining 8 trees proposed to be removed and mitigated. A total of 18 upsized mitigation trees are required. 15 mitigation trees are proposed on-site (as noted with the (M) on the planting legend, and 3 mitigation trees will be provided off-site through City Forestry's cash-in-lieu program. • Staff is satisfied that all efforts have been made to retain significant trees to the extent reasonably feasible because the redevelopment of this urban site to meet current code standards requires a significant reconfiguration of the building locations and surrounding parking layout. The project satisfies staff's recommended mitigation requirements by providing recommended mitigation trees on the site. Based on the existing tree evaluation process and aspects of the site plan configuration outlined above, staff's opinion is that the project satisfies the tree protection and replacement standards of this section by preserving and protecting existing significant trees within the Limits of Development to the extent reasonably feasible, by providing an adequate number of new mitigation trees in locations and with species selections that are suitable to provide a long-term contribution to the City urban tree canopy, and by providing a cash-in-lieu payment for three of the mitigation trees.	Complies

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Section 3.2.2 Access, Circulation and Parking		
3.2.2(B) General Standard 3.2.2(C)(1) Development Standards Safety Considerations	In conformance with the Purpose, General Standard, and Development Standards described in this section, the parking and circulation system provided with the project is adequately designed with regard to safety, efficiency and convenience for vehicles, bicycles, pedestrians and transit, both within the development and to and from surrounding areas: • As required, the sidewalk system provided addresses vehicle conflicts and contributes to the attractiveness of the development. An interior sidewalk system provides convenient access from the parking areas to the building entrances. • A new 10' wide detached sidewalk is proposed along the S. College Avenue frontage per staff recommendations. • Along the E. Prospect Road frontage, a 10' wide sidewalk has already been constructed by the City.	Complies
3.2.2(C)(4) Bicycle Facilities	This standard requires at least 1 bicycle parking space per 4,000 square feet of commercial building space, and a minimum of four spaces. At least one of these spaces must be enclosed/covered. • The four bicycle parking spaces are provided with two exterior bicycle racks provided near each building entrance. One parking space is provided within the bank building to meet the covered parking requirement.	Complies
3.2.2(D) Access and Parking Lot Requirements	This standard requires that all vehicular use areas in any proposed development be designed to be safe, efficient, convenient and attractive, considering use by all modes of transportation that will use the system, (including, without limitation, cars, trucks, buses, bicycles and emergency vehicles). To the maximum extent feasible, pedestrians and vehicles shall be separated through provision of a sidewalk or walkway. Where complete separation of pedestrian and vehicles is not feasible, potential hazards shall be minimized by using landscaping, bollards, special paving, lighting and other means to clearly delineate pedestrian areas. • The project complies with this standard by providing sidewalk improvements along S. College Avenue as well as an east/west sidewalk connection through the parking lot to the alley. • Per the *Pedestrian/Vehicle Separation* requirement in 3.2.2(D)(1), the east/west walkway is defined using cross walk striping to delineate the pedestrian route and enhance safety. • Per the parking lot location standards describe in 3.2.2(D)(3), the required off-street parking spaces are located on the same lot or premises as the building.	Complies
3.2.2(J) Setbacks (for vehicle use areas)	This section requires that any vehicular use area containing six or more parking spaces or one thousand eight hundred (1,800) or more square feet shall be set back from the street right-of-way and the side and rear yard lot line (except a lot line between buildings or uses with collective parking) consistent with the provisions of this Section, according to the following table:	Modification Requested, and Condition of Approval

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<table>
<tr>
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<tr><th></th><th>Minimum Average of Entire Landscaped Setback Area (feet)</th><th>Minimum Width of Setback at Any Point (feet)</th></tr>
<tr><td>Along an arterial street</td><td>15</td><td>5</td></tr>
<tr><td>Along a nonarterial street</td><td>10</td><td>5</td></tr>
<tr><td>Along a lot line</td><td>5</td><td>5</td></tr>
</table>

The project complies with the 5-foot minimum and 15-foot average setback requirements along the S. College Avenue arterial right-of-way -- where the average setback is approximately 16 feet, but does not comply along the east side lot line near the alley.
A Modification request is provided by the applicant and staff recommends approval to allow reduce the setback along the east property line (please see Modification section of this staff report).
A condition of approval is recommended to address a landscaped setback area along the south portion of the alley which is less than 5 feet (see Exhibit A, Attachment 14).

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<tr>
<td>3.2.2(K)(2) Nonresidential Parking Requirements</td>
<td>Section 3.2.2(K)(2)(b) Nonresidential Parking Requirements – Existing Buildings Exemption states, in part: For the redevelopment of a property which includes the demolition of existing buildings, the minimum parking requirement shall be applied to the net increase in the square footage of new buildings.

Existing buildings are proposed to the demolished, and one building is proposed to be moved; however, the applicant has not proposed to use this reduction.

Parking Required:

Section 3.2.2(K)(2)(a) outlines both minimum and maximum parking for commercial uses based on the 9,342 square feet proposed:

➢ 2/1,000 SF minimum, which would require at least 19 parking spaces.
➢ 4/1,000 SF maximum, which would allow not more than 37 parking spaces.

Parking Proposed:

➢ 28 parking spaces total, meeting the minimum and maximum requirements.

Parking spillover is already a consideration within the commercial corridor and residential areas to the east. Private commercial parking lots in the area typically clarify private parking restrictions and enforcement measures. Additionally, on-street parking in areas in the vicinity of the project site are already restricted through the Residential Parking Permit RP3 program. A map these existing zones is available here: https://www.fcgov.com/parking/pdf/all-zone-map.pdf?1560378056. Due to these factors, the parking ratio proposed by the Applicant is not anticipated to have unreasonable impacts to nearby businesses and residences.</td>
<td>Complies</td>
</tr>
</table>

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3.3.2(K)(5) Handicap Parking	This section requires at least two handicap spaces, including one van-accessible handicap space. Parking lots with 26-50 spaces require at least 2 handicap parking spaces. • Two handicap spaces are proposed in accordance with the standard.	Complies
3.3.2(L) Parking Stall Dimensions	This section describes minimum dimensions for off-street parking areas, including short-term commercial parking stalls and drive aisle widths. All parking lot metrics are met.	Complies
3.2.4 Site Lighting	• A photometric plan has been submitted and reviewed for the project. • All parking lot and exterior building lighting is provided by down-directional and sharp cut-off fixtures. • As proposed, the project complies with the photometric light levels and lighting design standards in Section 3.2.4.	Complies
3.2.5 Trash and Recycling Enclosures	• The project provides a fully screened trash enclosure with walk-in access to recycling and waste containers in accordance with the requirements of this section. Masonry walls are proposed for enclosure using a running bond brick pattern which is the same detail used as the primary masonry on the bank building. • Container sizes proposed have been reviewed by staff and are adequate to meet the needs of the commercial uses. • A concrete service pad is provided to allow rollout of the containers.	Complies

B. DIVISION 3.3 – ENGINEERING STANDARDS

Applicable Code Standard	**Summary of Code Requirement and Analysis**	**Staff Findings**
3.3.1(C) – Public Sites, Reservations and Dedications	The Applicant is required to dedicate drainage and utility easements as needed to serve the area being developed. In cases where any part of an existing road is abutting or within the tract being developed, the applicant must dedicate such additional rights-of-way as may be necessary to increase such roadway to the minimum width required by Larimer County Urban Area Street Standards and the City of Fort Collins Land Use Code. • Additional right-of-way is required with the project to meet city standards along the S. College Avenue frontage in order to accommodate a north-bound right turn lane. • The project was reviewed and the PDP approved by CDOT who has jurisdiction over South College Avenue in accordance with their access control plan. • The proposed plat dedicates all necessary easements as required by the City's Engineering Services department.	Complies

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C. 3.4.7 – HISTORIC AND CULTURAL RESOURCES

Applicable Code Standard	Summary of Code Requirement and Analysis	Staff Findings
Section 3.4.7 Historic and Cultural Resources	The purpose of this Section is to ensure that proposed development compatible with and protects historic resources. Relevant to this code section, the proposed Alpine Bank project includes: 1) The existing building located at 1610 S. College Avenue was constructed in 1928 and is an historic resource. This building is proposed to be moved to the south portion of the property and maintained for a commercial use. The adaptive reuse, rehabilitation, and relocation of this 1928 Craftsman building must meet the Secretary of the Interior's Standards for Rehabilitation of Historic Properties. 2) The construction of the new bank building must comply with the design compatibility standards in 3.4.7 (E) Table 1 due to the adjacency with the 1928 Craftsman building. These standards guide design of new construction in a manner that ensures comfortable infill alongside existing historic buildings. • As provided for in Land Use Code Section 3.4.7(F), in its consideration of the approval of plans for properties containing or adjacent to designated, eligible or potentially eligible sites, structure, objects or districts, the Decision Maker shall receive, and consider in making its decision, a written recommendation from the Landmark Preservation Commission. At its February 17, 2021 meeting, with a vote of 7-0, the Landmark Preservation Commission recommended approval for this project based on the following findings: A. The details in the proposal to rehabilitate and move the historic 1928 Craftsman building to a new site on an improved foundation comply with the Secretary of Interior's Standards for Rehabilitation. B. While the finding that relocating the building does meet the Secretary of the Interior's Standards in this case, due to the changing site and street improvement conditions, the Commission also noted that relocation of the building is sufficiently supported by satisfaction of three of the four criteria for modification of standards in Division 2.8 of the land use code, relative to the fact that moving the building changes the historic location and setting of the residence and the typical requirements of Section 3.4.7 of the code. The Commission agreed that meeting several of the modification criteria provides further support for a decision to relocate the building. C. The design of the new bank building complies with all six of the design compatibility standards contained in Land Use Code section 3.4.7 (E), Table 1. Post-hearing, should the project be approved, Historic Preservation staff will continue to work with the applicant to prepare for and successfully execute the relocation of the 1928 Craftsman building to the new location on the site that will provide an appropriate long-term setting. Staff will also continue to assist the applicant with an interpretive signage plan that will indicate the building has been relocated, in a manner similar to the relocation and interpretation of the Butterfly Café building in front of 222 Laporte Avenue (relocated to accommodate new construction). Documentation of these final details will be captured in the Plan of Protection for the historic building.	Complies

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D. 3.5 – BUILDING STANDARDS

The purpose of this Section is to ensure that the physical and operational characteristics of proposed buildings and uses are compatible when considered within the context of the surrounding area. More specific or stringent standards are addressed with the TOD requirements.

Applicable Code Standard	Summary of Code Requirement and Analysis	Staff Findings
3.5.1(B)(C)(D)(E)(F)(G)(H) – Building Project and Compatibility **3.5.3 – Mixed-Use, Institutional and Commercial Buildings**	These standards are designed to ensure compatibility of new buildings with the surrounding context. Nonresidential buildings must provide significant architectural interest and shall not have a single, large, dominant building mass. The street level shall be designed to comport with a pedestrian scale in order to establish attractive street fronts and walkways. Buildings shall be designed with predominant materials, elements, features, color range and activity areas tailored specifically to the site and its context. The building will continue to set an enhanced standard of quality as anticipated with the Midtown Subarea plan with the combination of the following features: • Appropriate application of masonry, lap and shake siding materials on all four sides of the building; • A porch feature is provided along the east, south and north sides of the building providing a massing transition, pedestrian scale and interest; • Entrance features, window and porch detailing, material accents and storefront transparency which are appropriately detailed to a human scale.	Complies
3.5.3(C)(1) – Orientation to a Connecting Walkway	Direct walkway connections are provided per this standard from the street sidewalk to the main entries for each building.	Complies
3.5.3(C)(2) – Orientation to Build to Lines for Streetfront Buildings	This standard requires a build-to-range of at least 10 feet and not more than 25 feet from the street right-of-way, with no vehicle use areas between the building and the street. The proposed building is set back 14.9 feet in accordance with this standard.	Complies

E. 3.6 TRANSPORTATION AND CIRCULATION

This Section is intended to ensure that the transportation network of streets, alleys, roadways and trails is in conformance with adopted transportation plans and policies established by the City.

Applicable Code Standard	Summary of Code Requirement and Analysis	Staff Findings
3.6.4 – Transportation Level of Service Requirements	• Traffic Operations and Engineering Departments have reviewed the plan's Transportation Impact Study (TIS) and determined pedestrian and bicycle facilities proposed are consistent with the City of Fort Collins Multi-Modal Transportation Level of Service Manual. • Per the TIS, no street intersection or lane improvements are required in the area to accommodate the vehicle traffic generated by the development. The development does allow for the new right-turn lane along the College frontage to better accommodate existing traffic volumes.	Complies

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3.6.6 – Emergency Access	This section is intended to ensure that emergency vehicles can gain access to, and maneuver within, the project so that emergency personnel can provide fire protection and emergency services without delays. • A fire lane access drive is proposed across the site to accommodate emergency access as shown on the proposed plat.	Complies

F. 3.7 COMPACT URBAN GROWTH

Applicable Code Standard	Summary of Code Requirement and Analysis	Staff Findings
3.7.3 – Adequate Public Facilities	This section requires that any approval of a development is conditioned on the provision of all services necessary to serve the new development. This includes transportation, water, wastewater, storm drainage, fire and emergency services, electrical power and any other public facilities and services as required. • The project is located in the City's service area for water, wastewater and electric utilities. Utilities staff have commented on the project and have concluded that existing infrastructure is capable of serving the proposed project.	Complies

G. 3.10 DEVELOPMENT STANDARDS FOR THE TRANSIT-ORIENTED DEVELOPMENT (TOD) OVERLAY ZONE

The purpose of this Section is to modify the underlying zone districts south of Prospect Road to encourage land uses, densities and design that enhance and support transit stations along the Mason Corridor.

Applicable Code Standard	Summary of Code Requirement and Analysis	Staff Findings
3.10.3 Site Planning	Section 3.10.3(A) Building Orientation. This section requires that the primary commercial entrances shall face streets, connecting walkways, plazas, parks or similar outdoor spaces, but not parking lots. • The primary entrances face S. College Avenue, meeting the standard. Section 3.10.3(B) Central Feature or Gathering Place. Per this requirement, at least one prominent or central location within each transit station area shall include a convenient outdoor open space or plaza with amenities such as benches, monuments, kiosks or public art. This feature and its amenities shall be placed adjacent to a transit station, to the extent reasonably feasible. • Staff's interpretation is that this requirement would not apply to the project but is addressed with the following requirement: Section 3.10.3(C) Outdoor Spaces. To the extent reasonably feasible, buildings and extensions of buildings shall be designed to form outdoor spaces such as courtyards, plazas, arcades, terraces, balconies and decks for residents' and workers' use and interaction, and to integrate the development with the adjacent physical context. To the extent reasonably feasible, a continuous walkway system linking such outdoor spaces shall be developed, and shall include coordinated linkages between separate developments.	Complies

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	• The project complies with this standard with the plaza and walkway space provided along the south side of the Alpine Bank building. • Planting areas around the plaza provide visual interest, shade, and separation from the street. • Raised planters and seat walls provide vertical elements which help provide further separation and definition of the space.	
3.10.4 Streetscape and Pedestrian Connections: **3.10.4(A) Streetscape**	3.10.4(A) Streetscape. Developments shall provide formal streetscape improvements which shall include sidewalks having street trees in sidewalk cutouts with tree grates, planters or other appropriate treatment for the protection of pedestrians. • A 10-foot sidewalk is required along the S. College Avenue frontage. Street trees are provided within an 8-foot parkway. Tree grates are not recommended. • Streetscape enhancements provided along the building face include a raised porch, a raised brick planter and building foundation landscaping.	Complies
3.10.4 Streetscape and Pedestrian Connections: **3.10.4(C) On-street Parking**	3.10.4(C) On-street Parking. This section requires that off-street parking in the TOD Overlay Zone be located behind, above, within or below street-facing buildings to the maximum extent feasible. No parking will be allowed between the street and the front or side of a building. • The parking area proposed between the buildings meets this requirement by being set back behind the face of the buildings.	Complies
3.10.5 Character and Image	3.10.5(A) Articulation. The proposed bank building complies with this standard, which requires that the building walls be subdivided and proportioned to human scale, using projections, overhangs and recesses in order to add architectural interest and variety and avoid the effect of a single, massive wall with no relation to human size. • Massing step-backs are provided at the upper floor to reduce the apparent mass of the building. • The wrap-around porch feature and porch hip-roof adds visual interest and reduces the overall scale of the façade wall planes by bisecting the walls with a horizontal roof element. 3.10.5(B) Rooflines. A single continuous horizontal roofline shall not be used on one-story buildings. Accent roof elements or towers may be used to provide articulation of the building mass. • A combination of gable and hip roof elements are provided with the 2-story bank building, with deep overhangs and fascia brackets providing additional detail. 3.10.5(C) Materials and Colors. This section includes five different standards related to material quality, selection, and color. Predominant exterior materials shall be high quality materials. All facades incorporate stone, stone veneer, brick, brick veneer, stucco, corrugated metal, wood and/or equivalent accent material in a manner that highlights the articulation of the massing or the base and top of the building. Predominant or field colors for facades shall be low reflectance, subtle, neutral or earth tone colors. • All materials proposed are high quality -- with brick, siding patterns and accent features used on all four sides of the building. These materials are applied appropriately, with masonry used on portions of the lower floor and different	Complies

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	siding patterns used on portions of first and second floor to articulate the base and top of the building. 3.10.5 (F)(1) Building Height (increasing the allowable height). This section is not applicable to the project. 3.10.5 (F)(2) Building Height. This section is not applicable and requires that buildings greater than two stories in height be designed so that upper portions of the building are stepped back from the base. 3.10.5(G) Windows. This standard requires that storefront window and door systems may be used as the predominant style of fenestration for nonresidential or mixed-use buildings as long as the building facade visually establishes and defines the building stories and establishes human scale and proportion. Minimum glazing on pedestrian-oriented facades of buildings shall be sixty (60) percent on the ground floor and forty (40) percent on upper floors. Projects functionally unable to comply with this requirement shall mitigate such noncompliance with ample, enhanced architectural features such as a change in massing or materials, enhanced landscaping, trellises, arcades or shallow display window cases. • Glazing along the street facades may not meet the transparency requirement. The window pattern and detailing on the building does provide appropriate human scale and proportion for the building and relates to the historic building to the south. The porch detail provides an enhanced architectural feature which provides alternative transparency and massing mitigation, meeting the standard.	

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6. Article 4 – Applicable Standards:

A. DIVISION 4.21 – GENERAL COMMERCIAL (C-G)

The General Commercial District is intended to be a setting for development, redevelopment and infill of a wide range of community and regional retail uses, offices and personal and business services. Secondarily, it can accommodate a wide range of other uses including creative forms of housing.

While some General Commercial District areas may continue to meet the need for auto-related and other auto-oriented uses, it is the City's intent that the General Commercial District emphasize safe and convenient personal mobility in many forms, with planning and design that accommodates pedestrians.

Applicable Code Standard	Summary of Code Requirement and Analysis	Staff Findings
4.21(B)(2) _ Permitted Uses	The proposed “offices and financial services” land use is a permitted use subject to Type 1 review.	Complies
4.21(D) – Land Use Standards	The maximum building height permitted within this district is 4 stories, and the project proposes a maximum height of two stories.	Complies

7. Findings of Fact/Conclusion

In evaluating the request for the Alpine Bank Project Development Plan, PDP200020, staff makes the following findings of fact:

- The Project Development Plan complies with process located in Division 2.2 – Common Development Review Procedures for Development Applications of Article 2 – Administration.
- The Modification of Standard to *3.2.2(J) Setbacks* is not detrimental to the public good and is justified by the applicable standards in 2.8.2(H)(3) and 2.8.2(H)(4) as described in the staff findings for this modification on pages 8 and 9 of this Staff Report.
- The Modification of Standard to *Section 3.4.7 Historic and Cultural Resources* to allow moving the historic resource currently located at 1610 S. College Avenue is not detrimental to the public good and is justified by the applicable standards in 2.8.2(H)(1), 2.8.2(H)(3) and 2.8.2(H)(4) as described in the staff findings for this modification on pages 10 and 11 of this Staff Report.
- At its February 17, 2021 meeting, with a vote of 7-0, the Landmark Preservation Commission recommended approval for this Project Development Plan based on their Findings of Fact included with this Staff Report.
- The Project Development Plan complies with the relevant standards located in Article 3 – General Development Standards, provided that the two Modifications of Standard are approved, and subject to one Condition of Approval.
- The Project Development Plan complies with the relevant standards located in Division 4.21, General Commercial (C-G) of Article 4.

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8. Recommendation

Staff recommends approval of the Modifications of Standards to *Section 3.2.2(J) Setbacks* and *Section 3.4.7 Historic and Cultural Resources* and approval of the Alpine Bank Project Development Plan, PDP 200020 based on the Findings of Fact in this Staff Report, with the following condition:

1) The parking setback for the three parking spaces located in the southeast corner of the site, as depicted in Exhibit A – Attachment 14 shall be widened to provide a landscaped median that is at least 5 feet wide as measured from the back of the median curbs.

9. Attachments

1. Zoning Map
2. Sign Posting
3. Coloradoan Notice
4. Hearing Notice Mailed Letter
5. Applicant's Planning Narrative
6. Applicant's modification request – 3.2.2(J) – Setbacks
7. Applicant's Modification request – 3.4.7 – Relocation of Historic Building at 1610 S. College Avenue
8. PDP Planning Set, 11 pages – Cover Sheet, Site Plan, Building Elevations, Landscape Plans, Lighting Plans
9. Building Material Sample Board
10. Plat
11. Utility Plans
12. Traffic Impact Study
13. Exhibit A – Condition of Approval
14. Historic Preservation Staff Report for the Landmark Preservation Commission February 17, 2021 meeting
15. Applicant's presentation for the Landmark Preservation Commission February 17, 2021 meeting

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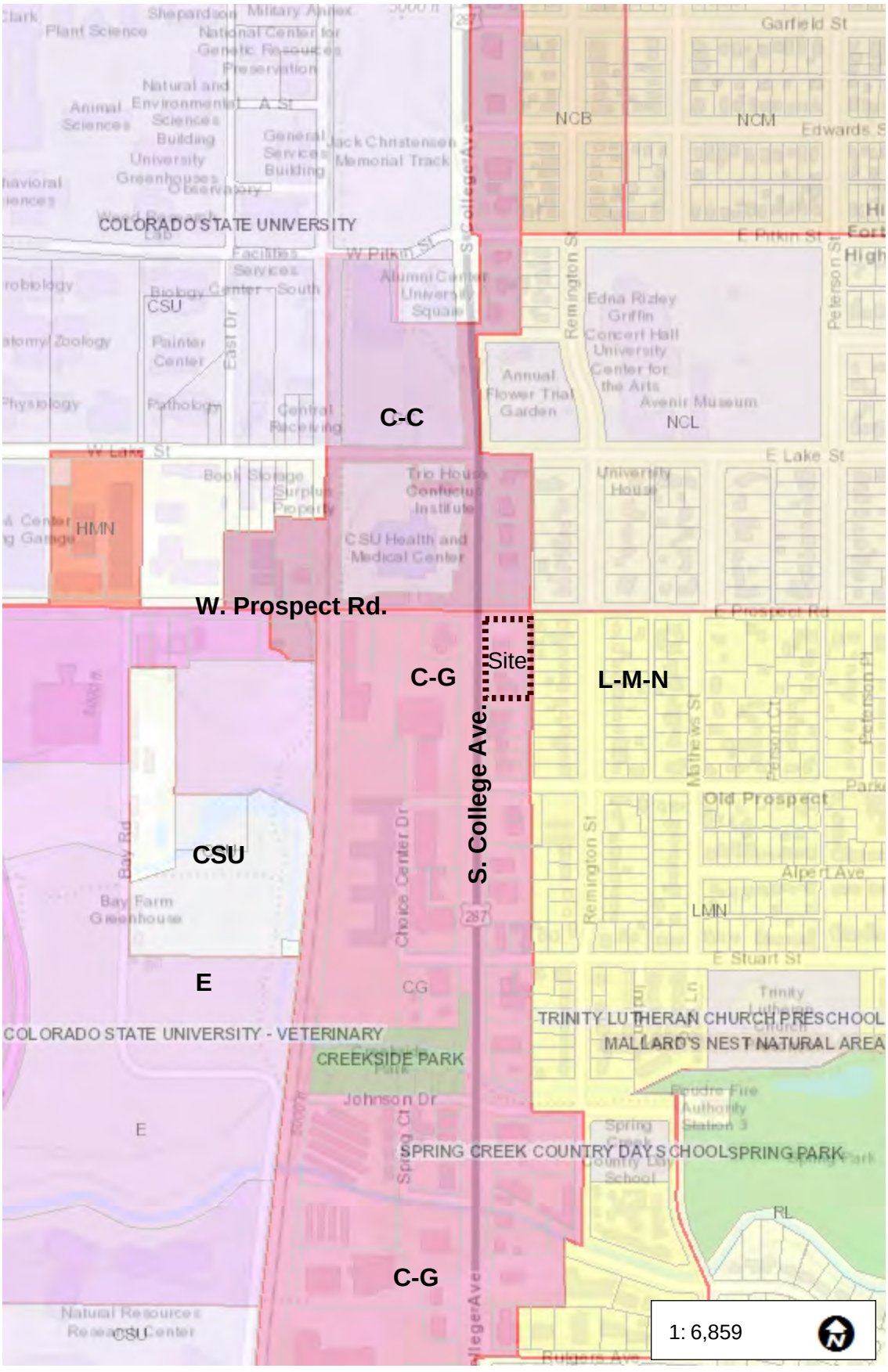
FCMaps



Legend

- Parcels
- Growth Management Area
- Parks
- Schools
- Natural Areas
- City Zoning
  - Community Commercial
  - Community Commercial North Colle
  - Community Commercial Poudre Riv
  - General Commercial
  - Limited Commercial
  - Service Commercial
  - CSU
  - Downtown
  - Employment
  - Harmony Corridor
  - Industrial
  - High Density Mixed-Use Neighborh
  - Low Density Mixed-Use Neighborh
  - Medium Density Mixed-Use Neighb
  - Neighborhood Commercial
  - Neighborhood Conservation Buffer
  - Neighborhood Conservation Low D
  - Neighborhood Conservation Mediu
  - Public Open Lands
  - River Conservation
  - River Downtown Redevelopment
  - Residential Foothills
  - Low Density Residential
  - Rural Lands District
  - Transition
  - Urban Estate
- City Limits

Notes

1: 6,859

1,143.0 0 571.50 1,143.0 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere
City of Fort Collins - GIS

Jason Holland

From: John Lindell
Sent: Monday, December 7, 2020 2:52 PM
To: Development Review Coordinators
Subject: Alpine Bank sign #570
Attachments: IMG_0885.jpg; ATT00001.txt; IMG_0884.jpg; ATT00002.txt; IMG_0886.PNG; ATT00003.txt

Categories: TODD

Alpine Bank sign #570 on 12/7/20


CUSHMAN & WAKEFIELD
AVAILABLE
970 776 3900
DEVELOPMENT
PROPOSAL
UNDER REVIEW
FOR THIS PROPERTY
City of Fort Collins
970
221-6750

CONFIRMATION

FORT·COLLINS COLORADOAN

1300 Riverside Ave.
Fort Collins, CO 80524

CITY OF FC-PLANNING-LEGAL ADS
281 N COLLEGE AVE
FORT COLLINS CO 80524-

Account	AD#	Ordered by:	PO#	Total Amount	Payment Method	Payment Amount	Amount Due
FTC-003425	0004625734	Leslie Spencer	PDP200020	$28.94	Invoice	$0.00	$28.94

Sales Rep: CSauer **Order Taker:** CSauer **Order Created** 03/01/2021

Product	# Ins	Start Date	End Date
FTC-Coloradoan.com	1	03/08/2021	03/08/2021
FTC-The Coloradoan	1	03/08/2021	03/08/2021

*** ALL TRANSACTIONS CONSIDERED PAID IN FULL UPON CLEARANCE OF FINANCIAL INSTITUTION**

Text of Ad: 03/01/2021

NOTICE OF HEARING

Notice is hereby given that on Monday, March 15, 2021, at 5:30 P.M., as a Remote/Virtual Meeting, a Hearing Officer for the City of Fort Collins will conduct an Administrative Public Hearing to consider a development proposal.

Virtual participation information will be available at the link at the bottom of this notice at least 48 hours in advance of the meeting. If you do not have access to the internet or need assistance, call 970-224-6076.

GENERAL DESCRIPTION:
The project is referred to as Alpine Bank, file # PDP200020. The proposal is to construct a 2-story bank/office building and bank drive-through lanes on the 0.9 acre site. One existing building located on-site is to be relocated to the SW corner for commercial use. All other structures are proposed to be demolished. 28 parking spaces, interior sidewalks and landscape areas are proposed. Access to the site will be taken from S. College Avenue and the alley. A new 10 ft. wide sidewalk is proposed along S. College. The site is in the General Commercial (C-G) Zone District. Administrative Hearing Notice, Plans, and Staff Report can be found online at:fcgov.com/developmentreview/proposals. Information about the review process can be found online at: fcgov.com/CitizenReview.
0004625734
Coloradoan
March 8th, 2021

Development Review Center
281 North College Avenue
PO Box 580
Fort Collins, CO 80522-0580
970-221-6689
fcgov.com/DevelopmentReview

«Name»
«Name1»
«Address»
«City», «State» «Zipcode»
100.803100.549110

NOTICE OF VIRTUAL PUBLIC HEARING

March 1, 2021

Dear Property Owner or Resident:

This letter is to inform you a **virtual public hearing on March 15, 2021** has been scheduled to consider a development proposal near your property. Specific information about this development proposal is to the right and on the back of this letter. A decision regarding the approval or denial of the proposal will be made by an administrative hearing officer following the hearing.

City Council has authorized the use of remote technology for select hearings. You can participate over the phone, on the internet, or through the Zoom app on a smartphone, iPad, or computer. **Virtual participation information will be available at fcgov.com/developmentreview/proposals at least 48 hours in advance of the meeting.** You do not need a paid Zoom account to participate. If you do not have access to the internet or need assistance, call 970-224-6076.

You received this notice because records from the Larimer County Assessor's Office indicate you own property near the proposed development site. Because of the lag time in recordkeeping, or because of rental situations, some neighbors may be missed. Please feel free to notify your neighbors of the public hearing so they can attend. If you own or manage an apartment building, please post this notice in a common area so your residents can participate.

Please contact me, or Alyssa Stephens at devreviewcomments@fcgov.com or 970-224-6076 if you are unable to attend the meeting or would like to provide comments in advance. We welcome and encourage your participation, as your input is an important part of the development review process.

Sincerely,

Jason Holland, City Planner
970.224.6126 | jholland@fcgov.com

HEARING DATE AND TIME

Monday, March 15, 2021
5:30 P.M.
Remote/Virtual Meeting

Meeting information will be posted at fcgov.com/developmentreview/proposals 48 hours prior to the meeting.

PROPOSAL NAME & LOCATION

Alpine Bank – PDP200020

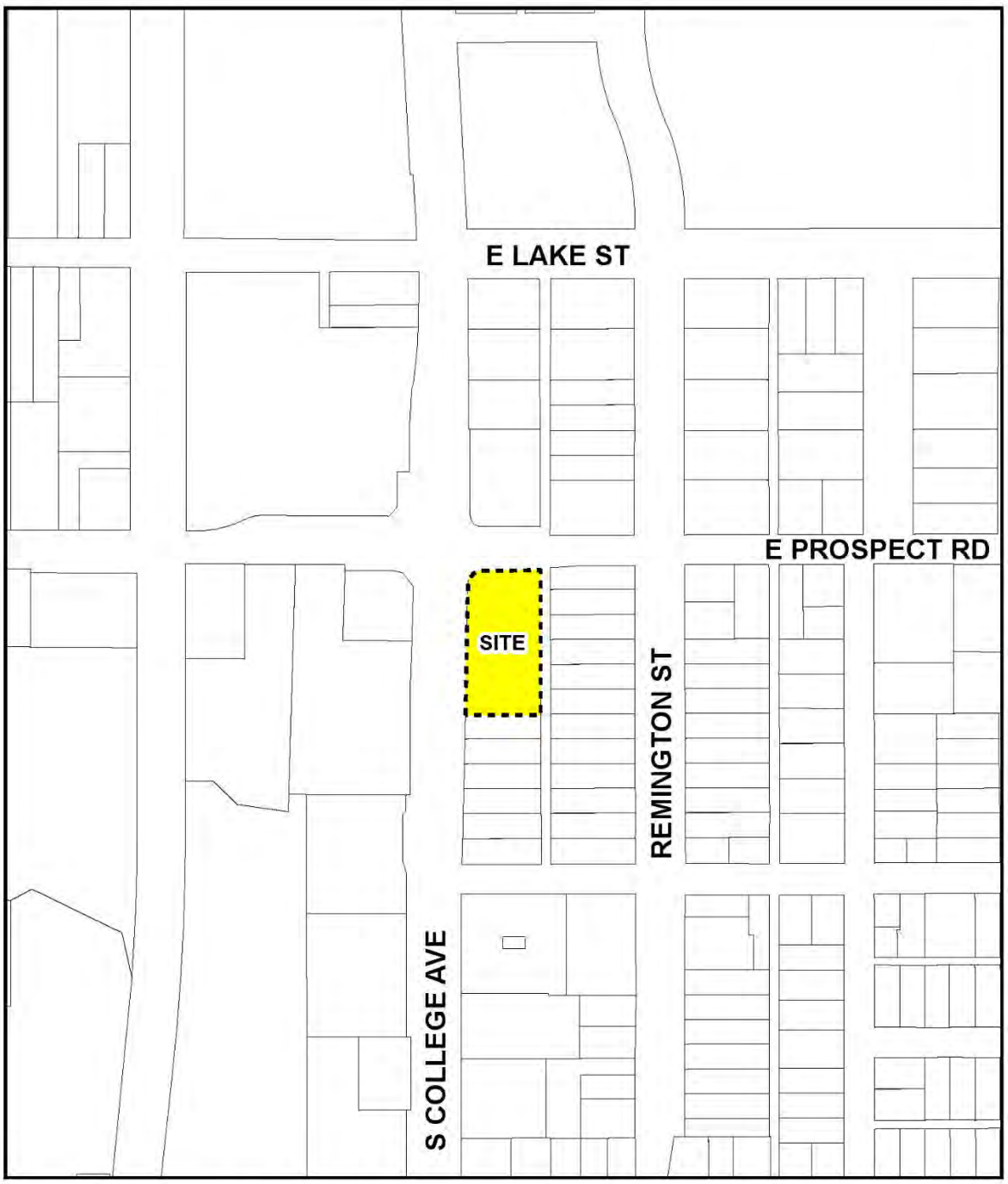
This site is located at the southeast corner of S College Avenue and E Prospect Road (location map on reverse). Sign #570, Parcel #'s 9724216001, 9724216003, 9724216004, 9724216005, and 9724216006 (also known as 1608, 1610, and 1618 S College Avenue)

PROPOSAL DESCRIPTION

- The proposal is to construct a two story bank/office building and bank drive-through lanes on the 0.9 acre site. One existing building located on the site is proposed to be relocated to the southwest corner of the site for commercial use. All other structures are proposed to be demolished.
- 28 parking spaces, interior sidewalks and landscape areas are proposed. Access to the site will be taken from S. College Avenue and the alley.
- A new 10 ft. wide sidewalk is proposed along S. College.
- This property is in the General Commercial (C-G) Zone District.
- The proposal is a permitted use in this district and is subject to an Administrative Hearing.

HELPFUL RESOURCES

- Hearing Notice, Plans, and Staff Report: fcgov.com/developmentreview/proposals
- Information About the Review Process: fcgov.com/CitizenReview



ALPINE BANK LOCATION MAP

The City of Fort Collins will make reasonable accommodations for access to City services, programs, and activities and will make special communication arrangements for persons with disabilities. Auxiliary aids and services are available for persons with disabilities. V/TDD: Dial 711 for Relay Colorado.

Esta es una notificación sobre la reunión de su vecindario o sobre una audiencia pública sobre el desarrollo o proyecto en la propiedad cerca de donde usted es el dueño de propiedad. Si usted desea que esta notificación sea traducida al español sin costo alguno, favor enviar un correo electrónico en español a la siguiente dirección electrónica: translate@fcgov.com.

Galloway
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Greenwood Village, CO 80111
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Project Narrative

Alpine Bank at SEC of S. College Avenue & E. Prospect Road
1608, 1610, and 1618 S. College Avenue – Fort Collins, CO

The proposed project anticipates the redevelopment of multiple properties located at the southeast corner of S. College Avenue & E. Prospect Road into an 7,600 +/- square foot branch office of Alpine Bank which would provide banking services both interior to the building as well as through drive-up teller and ATM lanes located on the exterior of the building. Existing properties are zoned General Commercial (C-G) which allows for which allows for a variety of retail and commercial uses including "Offices, Financial Services & Clinics" as defined in the Zoning District Matrix of the City of Fort Collins Land Use Code. Access to and from the site is anticipated to come from a single curb-cut to be located on S. College Avenue as well as from the Alley which borders the eastern edge of the site which allows access from Prospect Road.

The existing property consists of multiple lots totaling .958 Acres including three different existing buildings all of which include frontage along S. College Avenue. The northern (1608 S. College) and southern (1618 S. College) most buildings were both constructed in the 1960s and appear to have served a variety of retail and commercial uses since that time. The middle building (1610 S, College) was constructed in the 1920s and served primarily as residential until the late 1970s when it has since been used for commercial purposes. Access to the three buildings comes primarily from multiple curb-cuts on College Avenue as well as from the alley which borders the eastern edge of the properties. There is also an existing curb-cut on Prospect Road that provides direct access to 1608 S. College Avenue. The referenced alley provides direct access to Prospect Road to the north and Parker Street to the South.

The proposed user, Alpine Bank has entered into a long-term lease agreement with the current owners of the property identified as Remington North, LLC located at 1400 S. Colorado Blvd., Suite 410, Denver, CO 80222. Alpine Bank will be fully responsible for proposed on and off-site improvements described below.

Based on two different Concept Review Meetings, January 10 and August 6, 2020 as well as several follow-up meetings with Development Review Staff we have developed a site plan that includes a two-story, 7,600 +/-square foot branch office for Alpine Bank located on the northern portion of the site with visibility from both S. College as well as E. Prospect. We have consolidated access to site resulting in a single access from S. College and shared access via the alley to E. Prospect. Shared access to E. Prospect is the result of discussions with city staff in which it is was determined that direct access from the property is not necessary if we can achieve a shared access scenario through use of the alley which borders the eastern edge of the site.

Proposed development would include three drive-through lanes located on the east side of the building away from the S, College frontage. Drive-through will include two teller lanes operated and one ATM accessible lane. Site has been designed to accommodate vehicular parking located at the eastern and southern portions of the site oriented away from both public rights-of-ways. We have also incorporated a north bound deceleration/right-hand turn

lane into S. College Avenue to better facilitate right-hand turn movements from S. College to Prospect. The proposed deceleration lane and subsequent right-of way dedication is a requirement from the City of Fort Collins. Improvements along S. College also include incorporation of an 8' tree lawn and detached sidewalk consistent with Larimer County Urban Area Street Standards. Addition of the deceleration lane, tree lawn, and detached sidewalk will allow for final build-out of the southeast quadrant of the intersection consistent with the other three quadrants.

The proposed project as described anticipates the demolition of two of the three existing buildings and on-site relocation of the third building which has been identified as being 'Architecturally Significant' as the result of a Colorado Cultural Resource Survey completed in January 2020. The two buildings to be demolished are located at 1608 and 1618 S. College Avenue. Please note that these buildings were the subject of Colorado Cultural Resource Surveys completed simultaneous with the previously referenced survey and were not deemed to be historically significant. The building to be relocated on-site is currently located at 1610 S. College Avenue and would be relocated to the South end of the site to better facilitate redevelopment of the northern portion of the properties into a branch office for Alpine Bank.

Building placement, orientation, setbacks along with scale and massing were thought through as they relate to the surrounding block and historical on-site structure. The two- story massing on the new construction is in the northwest portion of the footprint to establish a strong, identifiable presence on the corner of S. College and E. Prospect. The design will then step down to a single-story module to the south as it approaches the historic building. The lower, wrap-around porch and planter boxes are intended to aid in creating a strong sense of "human scale" and urban streetscape while providing additional buffer from the busy street. While not historic the surrounding residential neighborhood to the east is addresses in a similar fashion with the mass of the building stepping down as it approaches the alley.

Proposed materials for the new building are intended to be high-quality and durable including brick on the lower level to match the proportion of the brick on the historical building with cedar shakes above. The weathering characteristics of the cedar will add to the authenticity and natural semblance of the façade, traditional craftsman details are intended to be used throughout the building to add additional unifying characteristics to the building to emphasize its connection to the historic structure. The fenestration style and pattern are intended to be reflective of the traditional craftsman style of the existing historic building. The solid-to-void pattern will be slightly different than what is found on the history residential building, again our intent is that the new building relates in style and period, not an exact representation. Strong horizontal references will be used including gabled, low-pitched roof forms typical of the Craftsman style on current building on-site. The proportion of materials will also mimic that of the existing structure.

The proposed user, Alpine Bank has entered into a long-term lease agreement with the current owners of the property identified as Remington North, LLC located at 1400 S. Colorado Blvd., Suite 410, Denver, CO 80222.

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January 20, 2021

Jason Holland
City Planner
City of Fort Collins, Planning & Development Services
281 N. College Avenue
Fort Collins, CO 80524

RE: **Alpine Bank at SEC of S. College & E. Prospect**
1608, 1610, and 1618 S. College Avenue
Fort Collins, Colorado
Request for Modification of Standard to *Section 3.2.2.(J) – Access, Circulation and Parking, Setbacks* of the Fort Collins Land Use Code (DRAFT)

Background Information

Alpine Bank is currently under contract to lease approximately .96 Acres at the Southeast corner of S. College Avenue * E. Prospect Road in Fort Collins. Colorado. Property is more commonly identified as 1608, 1610, and 1618 S. College Avenue. Property consists of multiple lots which include three existing buildings. All three buildings either have been or are currently being used for commercial purposes. Two of the three buildings appear to have been designed for commercial purposes and are believed to have been constructed in the mid-1960s. The remaining building is a residential design and believed to have been constructed in 1928.

All three properties are currently zoned General Commercial District (C-G) which allows for a variety of retail and commercial uses including “Offices, Financial Services & Clinics” as defined in the Zoning District Matrix of the City of Fort Collins Land Use Code. The proposed development would be subject to a Preliminary Development Plan (PDP), subsequent Type 1 Review and Public Hearing, and eventually a Final Development Plan (FDP).

In order to facilitate the proposed project, we anticipate the demolition of two of the three buildings and on-site relocation of the third building which has been identified as being ‘Architecturally Significant’ as the result of a Colorado Cultural Resource Survey completed in January 2020. The two buildings to be demolished are located at 1608 and 1618 S. College Avenue. The building to be relocated on-site is currently located at 1610 S. College Avenue and would be relocated to the South end of the site to better facilitate redevelopment of the northern portion of the property into a branch office for Alpine Bank.

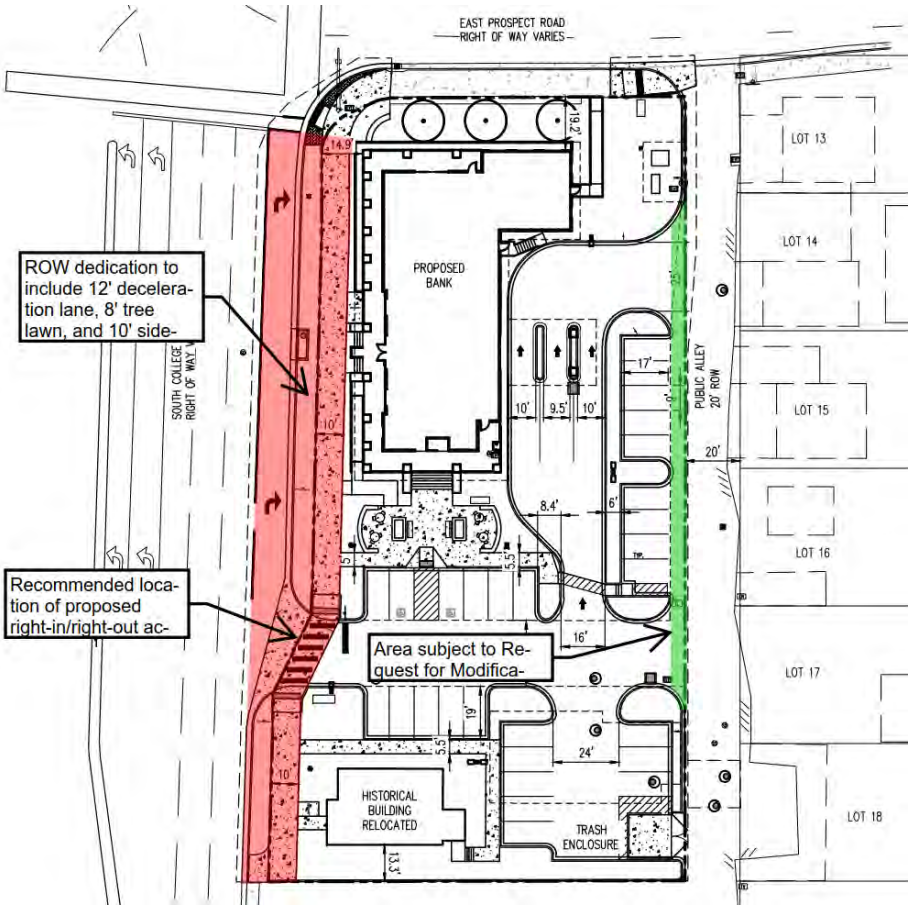
In addition to demolition of existing buildings and relocation of one building on site, the proposed development will also be required to dedicate 12’ of right-of way to facilitate the construction of a new deceleration/right-hand turn lane from north bound College Avenue to east bound Prospect Road. Right-of-way dedication will also include 8’ for a tree lawn as well as an additional 10’ easement to accommodate a new sidewalk and potential future utilities. The reduction in the overall width of the site in the east-west direction has necessitated the consideration of alternative parking, circulation, and access scenarios. Primarily orienting parking on the eastern edge of the property so that it is accessible from the alley vs. the interior of the site. By doing so we can reduce the area needed for vehicular circulation on site and consolidate access/curb-cuts to Prospect Road into a single access from the existing alley.

Modification of Standards Requested

We are requesting a Modification of Standard to Section 3.2.2.(J) – Access, Circulation and Parking, Setbacks of the Fort Collins Land Use Code which would allow for on-site parking and vehicular circulation directly adjacent to the eastern property line vs meeting the minimum 5' setback required.

Justifications

1. **Proposed deceleration/right-hand turn lane significantly reduces developable area of Site –** Proposed redevelopment will require the addition of a deceleration/right-hand turn lane to north bound College Avenue to Prospect Road. Proposed deceleration lane will require a right-of-way dedication on behalf of the property owner as well as the addition of a detached sidewalk and tree lawn to the College Avenue frontage. These improvements result in approximately 30' of encroachment into the property vs. existing conditions. These encroachments diminish our ability develop a functional site plan that meets the program requirements of Alpine Bank. Primarily the ability to develop a functional building footprint that allows for three drive-through lanes oriented away from adjacent right-of ways. By eliminating the need for a 5' setback from eastern property line we can use the alley more effectively for on-site circulation to parking stalls without creating another or duplicative drive aisle on site. See proposed Site Plan below for additional details.



2. **Integration of alley into overall development in a way that allows for a functional and efficient site plan –** Using the alley for vehicular circulation and parking access allows for a more efficient site plan by not creating duplicate or side by side circulation routes. This will allow Alpine Bank to reduce the need for a duplicative drive-aisle on site and subsequently the need to reuse the existing curb-cut to Prospect Road immediately west of the alley. By eliminating the need for this curb-cut, access to Prospect can be consolidated into a single existing access to and from the existing alley.

3. **Consolidate Access to Prospect Road –** as previously noted, relief from the parking set-back allows for the alley to essentially function as an internal drive-aisle for the site and gains access to parking along the eastern property line. By eliminating the need for this additional drive aisle internal to the site we can eliminate existing access to Prospect Road and consolidate access into a single existing curb-cut from the alley.

Section 2.8.2(H) of the Fort Collins Land Use Code(LUC) provides that *"the decision Maker may grant a modification of standards only if it finds that the granting of the modification would not be detrimental to the public good."* Even more than not being detrimental to the public good, the requested modification would benefit the public for the following reasons: (i) allow for the redevelopment of this quadrant of this prominent intersection with a first class community oriented banking service not currently present in the community; and (ii) consolidate two existing access points along Prospect Road into a single existing access point (Alley) and (iii) allow for improvements along S. College Avenue in a manner that will enhance traffic safety in a manner consistent with the other three quadrants of this intersection.

Additionally, we believe integration of the alley and parking into the overall site circulation allows for more efficient movement of vehicles, bicycles, and pedestrians throughout the proposed development and surrounding areas more safely and conveniently adding to the overall attractiveness and integration of the project into the existing context. Pedestrian safety is addressed by orienting limited pedestrian circulation away from the drive-through lane and providing pedestrian dedicated circulation from the alley-oriented parking to the bank building. If parking were flipped with access from interior of the site, there would be a direct conflict between pedestrian traffic and vehicular traffic in the drive-through lanes. Flipping the parking to be accessible from the alley eliminates this conflict and make could use of an existing public ROW.

In addition to not being detrimental to the public good, the decision maker must also find, pursuant to Section 2.8.2(H) of the LUC, that the modification meets one of four criteria. Within this modification request we believe we have substantiated that we meet the following criteria.

Criteria 3 of 4 – *"by reason of exceptional physical conditions or other extraordinary and exceptional situations, unique to such property, including, but not limited to, physical conditions such as exceptional narrowness, shallowness or topography, or physical conditions which hinder the owner's ability to install a solar energy system, the strict application of the standard sought to be modified would result in unusual and exceptional practical difficulties, or exceptional or undue hardship upon the owner of such property, provided that such difficulties or hardship are not caused by the act or omission of the applicant; or"*

We believe the requirement for the ROW dedication and subsequent improvements along College Avenue create an exceptional physical condition by narrowing the property such that full compliance with the LUC becomes difficult while working to develop a functional site plan that will lead to the long term success of this redevelopment. Relief from this set-back requirement along a portion of the property line will allow for a functional solution within the context of both existing and imposed contextual site conditions.

Criteria 4 of 4 – ***"the plan as submitted will not diverge from the standards of the Land Use Code that are authorized by this Division to be modified except in a nominal, inconsequential way when considered from the perspective of the entire development plan, and will continue to advance the purposes of the Land Use Code as contained in Section 1.2.2."***

We believe the plan as submitted does not significantly diverge from the standards defined in the Land Use Code but instead represents a nominal modification when compared to the overall benefits offered by the proposed development plan. While a 5' landscape set-back is not provided the entire length of the eastern property line, we have been able to incorporate a wider landscape median interior to the site that allows for a landscape buffer between the more intensive drive-through use and the adjacent property to the East. We have been able to effectively create a wider landscape set-back or buffer immediately adjacent to the most intensive use on the site. Offsetting this buffer from the property line interior to the site has also allowed us to incorporate additional landscape islands and subsequently larger shade trees closer to the property line. These additional islands are the minimum 8' wide and 17' deep which when combined with the larger shade trees provides both a greater horizontal and vertical landscape set-back/buffer than would be provided by a straight 5' landscape set-back. We believe this additional landscaping advances the purposes of the LUC by providing additional landscape set-back/buffer between our proposed use and adjacent properties to the East.

Please review the accompanying materials and let us know if you have any questions or require additional information. Thank you in advance for your consideration.

Sincerely,
GALLOWAY

Zell O. Cantrell
Site Development Project Manager
Zell Cantrell@GallowayUS.com

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December 2, 2020

Maren Bzdek
Senior Historic Preservation Planner
City of Fort Collins, Historic Preservation Department
281 N. College Avenue
Fort Collins, CO 80524

RE: **Alpine Bank at SEC of S. College & E. Prospect**
1608, 1610, and 1618 S. College Avenue
Fort Collins, Colorado
Request for Modification of Standard to *Section 3.4.7 – Historic and Cultural Resources* of Land Use Code (DRAFT)

Background Information

Alpine Bank is currently under contract to lease approximately .96 Acres at the Southeast corner of S. College Avenue * E. Prospect Road in Fort Collins. Colorado. Property is more commonly identified as 1608, 1610, and 1618 S. College Avenue. Property consists of multiple lots which include three existing buildings. All three buildings either have been or are currently being used for commercial purposes. Two of the three buildings appear to have been designed for commercial purposes and are believed to have been constructed in the mid-1960s. The remaining building is a residential design and believed to have been constructed in 1928.

All three properties are currently zoned General Commercial District (C-G) which allows for a variety of retail and commercial uses including “Offices, Financial Services & Clinics” as defined in the Zoning District Matrix of the City of Fort Collins Land Use Code. The proposed development would be subject to a Preliminary Development Plan (PDP), subsequent Type 1 Review and Public Hearing, and eventually a Final Development Plan (FDP). The decision maker for Type 1 Hearings is an Administrative Hearing Officer which is a land use attorney from outside of Fort Collins.

In order to facilitate the proposed project, we anticipate the demolition of two of the three buildings and on-site relocation of the third building which has been identified as being ‘Architecturally Significant’ as the result of a Colorado Cultural Resource Survey completed in January 2020. The two buildings to be demolished are located at 1608 and 1618 S. College Avenue. The building to be relocated on-site is currently located at 1610 S. College Avenue and would be relocated to the South end of the site to better facilitate redevelopment of the northern portion of the property into a branch office for Alpine Bank.

While we have not formally submitted our application for PDP, we have had two Concept Review Meetings with the Development Review Team and several follow-up meetings and calls to work through a variety of issues. One of which is the possible relocation of the architecturally significant building located at 1610 S. College Avenue. Based on those discussions and our understanding of *Section 3.4.7 – Historic and Cultural Resources* of the Fort Collins Land Use Code there are no provisions in place for the relocation of structures deemed to be of architectural significance.

Modification of Standards Requested

We are requesting a Modification of Standard *Section 3.4.7 – Historic and Cultural Resources* of the Fort Collins Land Use Code which would allow for the relocation of a building deemed to be of architectural significance based on the following justifications.

Justifications

1. **Proposed deceleration lane creating undesirable proximity of Architecturally Significant Building to College Avenue –** Proposed redevelopment will require the addition of a deceleration/right-hand turn lane to north bound College Avenue to Prospect Road. Proposed deceleration lane will require a right-of-way dedication on behalf of the property owner as well as the addition of a detached sidewalk and tree lawn to the College Avenue frontage. Per recommendations found in the Traffic Impact Study by Kimley-Horn dated October 2020 the length of the deceleration lane should be maximized and expected to about 190' which will correspond with the proposed location of the right-in/right-out access. These improvements result in approximately 30' of encroachment into the property vs. existing conditions which will eliminate any existing historical or residential context in and around the building. The proposed on-site relocation would not only allow us to shift to building further south but also to shift the building to the east and allow us to create some separation or buffer between the existing building and College Avenue.

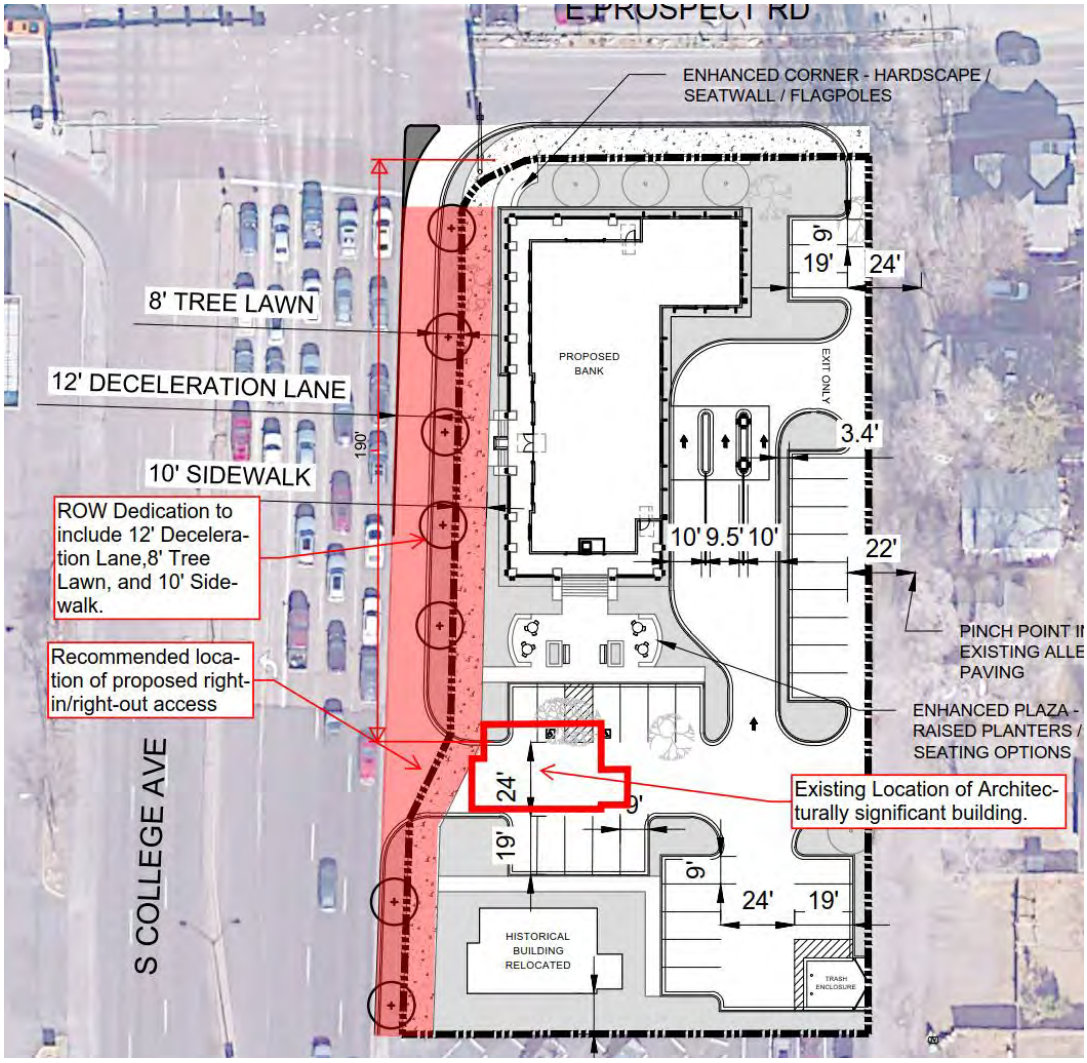

Figure 1.1 – Site Plan

2. **Spacing of revised access point from College –** Right-of-way dedications and addition of a deceleration lane will also require modifications to existing access along College Ave. Per recommendations found in the Traffic Impact Study by Kimley-Horn dated October 2020 the length of the deceleration lane should be maximized and expected to about 190' which will correspond with the proposed location of the right-in/right-out access. It should be noted that the preferred location does take into account spacing between existing access points located further south on S. College Avenue. Please note that proposed access location conflicts with location of existing building to remain. Please see Exhibit 1.1 above for additional details.

3. **No Existing Historical Context at Present Location –** Existing location on S. College in which the building is flanked on both the north and south sides by buildings constructed nearly four decades later provides no historical context for the building at this time. Referenced buildings are both believed to be constructed in the 1960s a represent a significant departure in architectural style from the building located at 1610 S. College. While it is believed that several similarly styled residential houses were once located along S. College Avenue prior to construction of these two adjacent buildings in the 1960s, those buildings no longer exist making this building the only remaining example of this type of architecture along this stretch of S. College. Since no historical context remains in the existing location, we believe relocation to the south does not represent a significant departure from the current context. We further believe that relocation to the south and possibly to the east away from S. College actually presents an opportunity to provide or enhance the surrounding context to better reflect what might have existed when the building was originally constructed in the 1920s.

4. **Integration into overall development in a way that allows for a functional site plan for new use as well as adaptive reuse –** Existing location of house essentially bisects the site into one mostly developable area to the north and a mostly undevelopable area to the south. By leaving the building in place we would be trying to redevelop the property around it with a somewhat inconsistent or incompatible use located in the middle of the property. Simply shifting or relocating the building to the south would allow for a more cohesive or contiguous development of the property to the north. We have included two hypothetical site plans below for reference. Note that current location of historically significant building creates two undesirable scenarios for proposed access – one in which stacking for the deceleration lane is too short and the other in which in extends so far south the spacing between additional access points along College is insufficient.

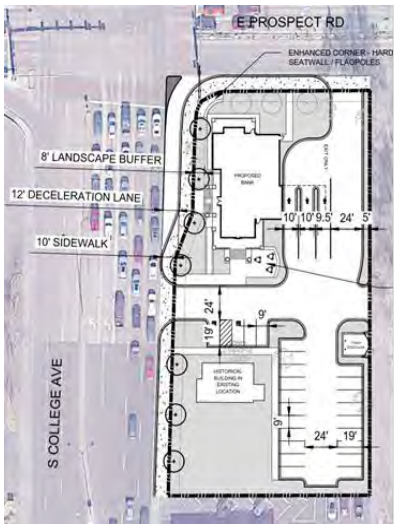

Exhibit 4.1 – Hypothetical

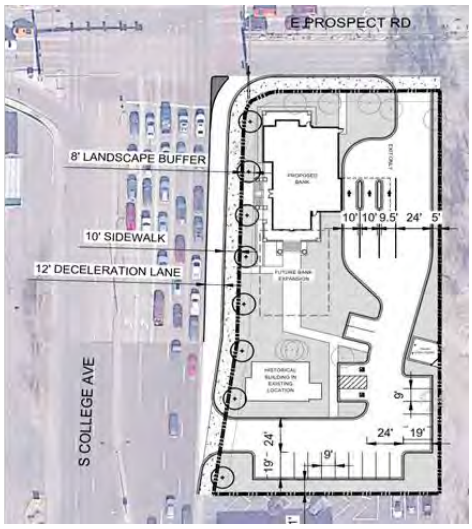

Exhibit 4.2 – Hypothetical

The location of the existing building further limits our ability to develop the property in a functional manner by forcing customer parking away from the proposed building. In both hypothetical site plan scenarios customer parking is not at all convenient and therefore not functional for a retail banking facility such as Alpine Bank.

5. **Structural Concerns –** Based on a preliminary review of the foundation of the existing building there are definitely concerns that will need to be addressed in order to safely reuse. With both ends of the building indicating some form of movement we believe soil movement may be an issue. Not only will the existing foundation need to be repaired, but we will also need to determine the source of the movement and correct if possible. For these reasons, we believe relocation of the building onto a new foundation system at the south end of the site is the best long-term solution for the reuse of this building. See photos below for reference.

Exhibit 5.1

Exhibit 5.2

Exhibit 5.3

Exhibit 5.4

Section 2.8.2(H) of the Fort Collins Land Use Code(LUC) provides that *"the decision Maker may grant a modification of standards only if it finds that the granting of the modification would not be detrimental to the public good."* Even more than not being detrimental to the public good, the requested modification would benefit the public for the following reasons: (i) allow for the redevelopment of this quadrant of this prominent intersection with a first class community oriented banking service not currently present in the community; and (ii) allow for the preservation and reuse of an existing historical resource in a manner consistent with maintaining historical context, redevelopment into a cohesive and functional site plan, and maintain the future structural integrity of the building; and (iii) allow for improvements along S. College Avenue in a manner that will enhance traffic safety in a manner consistent with the other three quadrants of this intersection.

In addition to not being detrimental to the public good, the decision maker must also find, pursuant to Section 2.8.2(H) of the LUC, that the modification meets one of four criteria. Within this modification request we believe we have substantiated that we meet the following criteria.

Criteria 1 of 4 – *"The plan as submitted will promote the general purpose of the standard for which the modification is requested equally well or better that would a plan which complied with the standard for which the modification is requested.*

The plan as submitted which anticipates the relocation of the existing historical resource will promote the general purpose of the standard by allowing the resource to be preserved, reused, and incorporated into the proposed development in a manner that will not only enhance the overall development but also address public safety. The proposed relocation will not adversely affect the integrity of the historic resources on nearby property because the adjacent properties along S. College have not been deemed of historical significance and the relocated building will not be moved from the property. The relocation will also allow for the design of a site plan compatible with and protect the historical resource by integrating it into the overall site plan in a functional manner.

Criteria 2 of 4 – "*the granting of a modification from the strict application of any standard would, without impairing the intent and purpose of this Land Use Code, substantially alleviate an existing, defined and described problem of city-wide concern or would result in a substantial benefit to the city by reason of the fact that the proposed project would substantially address an important community need specifically and expressly defined and described in the city's Comprehensive Plan or in an adopted policy, ordinance or resolution of the City Council, and the strict application of such a standard would render the project practically infeasible"*

The plan as submitted will benefit the city by allowing for the redevelopment and subsequent off-site improvements at the southeast quadrant of the intersection of S. College & E. Prospect. The proposed improvements will not only be consistent with recent improvements at the other three quadrants on the intersection but also address an overall community need of improving traffic safety at the intersection through improved design and traffic movement.

Criteria 4 of 4 – "the plan as submitted will not diverge from the standards of the Land Use Code that are authorized by this Division to be modified except in a nominal, inconsequential way when considered from the perspective of the entire development plan, and will continue to advance the purposes of the Land Use Code as contained in Section 1.2.2."

We believe the proposed relocation will not diverge from the standards of the LUC except in a nominal, inconsequential way that will likely not be noticed once the redevelopment and relocation are complete. From an overall perspective the relocation creates a significant positive impact on the redevelopment and future use of the building when compared to leaving the building in the original setting.

Please review the accompanying materials and let us know if you have any questions or require additional information. Thank you in advance for your consideration.

Sincerely,
GALLOWAY

Zell O. Cantrell
Site Development Project Manager
Zell Cantrell@GallowayUS.com

SITE PLANS FOR
ALPINE BANK
LOTS 1, 2, 3, 4, 5 AND 6 OF THE I.C. BRADLEY'S ADDITION TO THE CITY OF FORT COLLINS, SITUATED IN THE NW 1/4 OF SECTION 24, T. 7 S., R. 69 W., OF THE 6TH P.M. CITY OF FORT COLLINS, COUNTY OF LARIMER, STATE OF COLORADO
JANUARY 2021

PROJECT TEAM

DEVELOPER/APPLICANT
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ATTN: ZELL CANTRELL

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DENVER, COLORADO 80237
TEL: (303) 228-2304
CONTACT: CURTIS ROWE, P.E. PTOE

BASIS OF BEARING
ALL BEARINGS ARE GRID BEARINGS OF THE COLORADO STATE PLANE COORDINATE SYSTEM, NORTH ZONE, NORTH AMERICAN DATUM 1983. THE NORTH LINE OF THE NORTHWEST QUARTER OF SECTION 24 BEARS N 89°52'03" E AND DISTANCE OF 2637.05', MONUMENTED AT THE WEST BY NO. 6 REBAR WITH 2.5" ALUMINUM CAP IN RANGE BOX STAMPED "2017, PLS 31169 AND TO THE EAST BY NO. 6 REBAR WITH 2.5" ALUMINUM CAP IN A RANGE BOX, STAMPED "1995, PLS 17497" AS SHOWN WITH ALL OTHER BEARINGS RELATIVE THERETO.

BENCHMARK
ELEVATIONS ARE BASED ON CITY OF FORT COLLINS – "WOODWARD" AND IS DESCRIBED AS FOLLOWS:NAVD 88, ELEVATION = 4992.03'
"WOODWARD" IS LOCATED & DESCRIBED AS FOLLOWS: ON THE WEST SIDE OF A CONCRETE TRAFFIC SIGNAL BASE AT THE SOUTHEAST CORNER OF COLLEGE AVE. AND PROSPECT ROAD.

CITY OF FORT COLLINS BENCHMARK 1–11: NAVD ELEVATION=5008.62 LOCATED AT THE SOUTHEAST CORNER OF MULBERRY ST. AND LOOMIS AVE. AT THE NORTHEAST CORNER OF A CONCRETE SIGNAL BASE.

LEGAL DESCRIPTION
PARCEL I:
LOTS 1 AND 2, BLOCK 1, I. C. BRADLEY'S ADDITION TO THE CITY OF FORT COLLINS, COUNTY OF LARIMER, STATE OF COLORADO EXCEPT THOSE PORTIONS AS DESCRIBED IN DEEDS RECORDED MAY 29, 1959 IN BOOK 1093 AT PAGE 366 AND JUNE 1, 1994 AT RECEPTION NO. 94046917 AND DECEMBER 13, 1994 AT RECEPTION NO. 94098302 AND AUGUST 1, 1995 AT RECEPTION NO. 95045489 AND DECEMBER 8, 2016 AT RECEPTION NO. 20160085306.

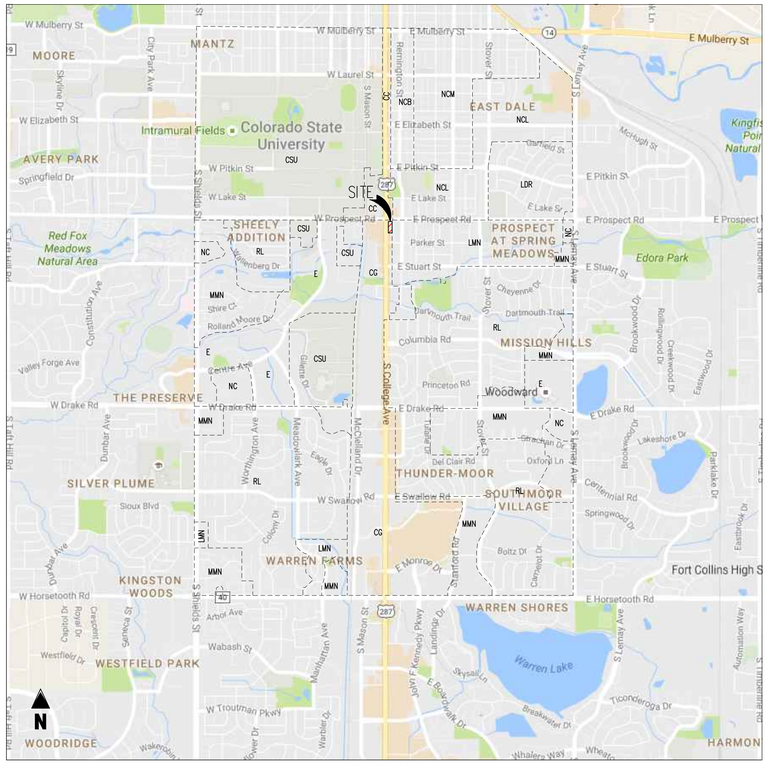
PARCEL II:
LOT 3, BLOCK 1, EXCEPT THAT PORTION CONVEYED TO THE DEPARTMENT OF HIGHWAYS RECORDED APRIL 18, 1959 IN BOOK 1090 AT PAGE 495, I. C. BRADLEY'S ADDITION TO THE CITY OF FORT COLLINS, IN THE CITY OF FORT COLLINS, COUNTY OF LARIMER, STATE OF COLORADO.

PARCEL III:
LOT 4, BLOCK 1, EXCEPT PORTION CONVEYED MAY 29, 1959 IN BOOK 1093 AT PAGE 340, I. C. BRADLEY'S ADDITION TO THE CITY OF FORT COLLINS, IN THE CITY OF FORT COLLINS, COUNTY OF LARIMER, STATE OF COLORADO.

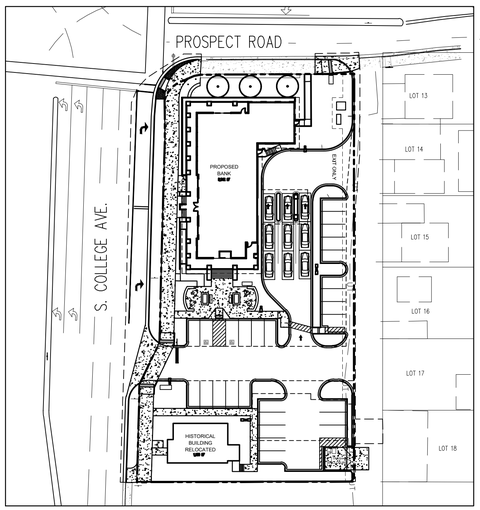
PARCEL IV:
LOT 5, BLOCK 1, EXCEPT PORTION CONVEYED APRIL 18, 1959 IN BOOK 1090 AT PAGE 493, I. C. BRADLEY'S ADDITION, IN THE CITY OF FORT COLLINS, COUNTY OF LARIMER, STATE OF COLORADO.

PARCEL V:
LOT 6, BLOCK 1, I. C. BRADLEY'S SUBDIVISION TO THE CITY OF FORT COLLINS, EXCEPT THAT PORTION HERETOFORE DEEDED TO THE DEPARTMENT OF HIGHWAYS RECORDED APRIL 18, 1959 IN BOOK 1090 AT PAGE 491, COUNTY OF LARIMER, STATE OF COLORADO.

PARCEL CONTAINS 41,745 SQUARE FEET OR 0.958 ACRES.



VICINITY MAP
SCALE: 1"=2000'



SITE MAP
SCALE: 1"=50'

UTILITY CONTACT LIST: *

UTILITY COMPANY		CONTACT	PHONE NUMBER
GAS	XCEL ENERGY	STEPHANIE RICH	(970) 225-7828
ELECTRIC	CITY OF FORT COLLINS LIGHT & POWER	CODY SNOWDEN	(970) 416-2306
CABLE	XFINITY	DON KAPPERMAN	(970) 567-0425
TELECOM	CENTURYLINK	WILLIAM JOHNSON	(970) 377-6401
WATER	CITY OF FORT COLLINS W/WW/SW	MATT SIMPSON	(970) 416-2754
WASTEWATER	CITY OF FORT COLLINS W/WW/SW	MATT SIMPSON	(970) 416-2754
STORMWATER	CITY OF FORT COLLINS W/WW/SW	MATT SIMPSON	(970) 416-2754
WATER INSPECTION	CITY OF FORT COLLINS W/WW/SW		(970) 416-8008

* ALL UTILITY LOCATIONS SHOWN ARE BASED ON MAPS PROVIDED BY THE APPROPRIATE UTILITY COMPANY AND FIELD SURFACE EVIDENCE AT THE TIME OF SURVEY AND IS TO BE CONSIDERED AN APPROXIMATE LOCATION ONLY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF ALL UTILITIES, PUBLIC OR PRIVATE, WHETHER SHOWN ON THE PLANS OR NOT, PRIOR TO CONSTRUCTION. REPORT ANY DISCREPANCIES TO THE ENGINEER PRIOR TO CONSTRUCTION.

OWNER CERTIFICATION
BY: _____

STATE OF _____)
) ss.
COUNTY OF _____)

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____ 2016, BY

_____ , AS _____ OF _____ ,

_____.

WITNESS MY HAND AND OFFICIAL SEAL.

MY COMMISSION EXPIRES: _____

_____
NOTARY PUBLIC

SHEET INDEX

DWG No.	DESCRIPTION
1	COVER SHEET
2	SITE PLAN
3	ARCHITECTURAL ELEVATIONS
4	ARCHITECTURAL ELEVATIONS
5	ARCHITECTURAL DETAILS
6	LANDSCAPE PLAN
7	LANDSCAPE NOTES AND DETAILS
8	PATIO FURNISHINGS
9	TREE PRESERVATION AND HYDROZONE PLAN
10	PHOTOMETRIC PLAN
11	PHOTOMETRIC DETAILS

SITE PLAN NOTES
1. REFER TO FINAL UTILITY PLANS FOR EXACT LOCATIONS AND CONSTRUCTION INFORMATION FOR STORM DRAINAGE STRUCTURES, UTILITY MAINS AND SERVICES, PROPOSED TOPOGRAPHY, STREET IMPROVEMENTS.
2. REFER TO THE SUBDIVISION PLAT AND UTILITY PLANS FOR EXACT LOCATIONS, AREAS AND DIMENSIONS OF ALL EASEMENTS, LOTS, TRACTS, STREETS, WALKS AND OTHER SURVEY INFORMATION.
3. THE PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE FINAL PLANS. AMENDMENTS TO THE PLANS MUST BE REVIEWED AND APPROVED BY THE CITY PRIOR TO THE IMPLEMENTATION OF ANY CHANGES TO THE PLANS.
4. ALL ROOFTOP AND GROUND MOUNTED MECHANICAL EQUIPMENT MUST BE SCREENED FROM VIEW FROM ADJACENT PROPERTY AND PUBLIC STREETS. IN CASES WHERE BUILDING PARAPETS DO NOT ACCOMPLISH SUFFICIENT SCREENING, THEN FREE-STANDING SCREEN WALLS MATCHING THE PREDOMINANT COLOR OF THE BUILDING SHALL BE CONSTRUCTED. OTHER MINOR EQUIPMENT SUCH AS CONDUIT, METERS AND PLUMBING VENTS SHALL BE SCREENED OR PAINTED TO MATCH SURROUNDING BUILDING SURFACES.
5. ALL CONSTRUCTION WITH THIS DEVELOPMENT PLAN MUST BE COMPLETED IN ONE PHASE UNLESS A PHASING PLAN IS SHOWN WITH THESE PLANS.
6. ALL EXTERIOR LIGHTING PROVIDED SHALL COMPLY WITH THE FOOT-CANDLE REQUIREMENTS IN SECTION 3.2.4 OF THE LAND USE CODE AND SHALL USE A CONCEALED, FULLY SHIELDED LIGHT SOURCE WITH SHARP CUT-OFF CAPABILITY SO AS TO MINIMIZE UP-LIGHT, SPILL LIGHT, GLARE AND UNNECESSARY DIFFUSION.
7. SIGNAGE AND ADDRESSING ARE NOT PERMITTED WITH THIS PLANNING DOCUMENT AND MUST BE APPROVED BY SEPARATE CITY PERMIT PRIOR TO CONSTRUCTION. SIGNS MUST COMPLY WITH CITY SIGN CODE UNLESS A SPECIFIC VARIANCE IS GRANTED BY THE CITY.
8. FIRE HYDRANTS MUST MEET OR EXCEED POUDRE FIRE AUTHORITY STANDARDS. ALL BUILDINGS MUST PROVIDE AN APPROVED FIRE EXTINGUISHING SYSTEM.
9. ALL BIKE RACKS PROVIDED MUST BE PERMANENTLY ANCHORED.
10. ALL SIDEWALKS AND RAMPS MUST CONFORM TO CITY STANDARDS. ACCESSABLE RAMPS MUST BE PROVIDED AT ALL STREET AND DRIVE INTERSECTIONS AND AT ALL DESIGNATED ACCESSABLE PARKING SPACES. ACCESSABLE PARKING SPACES MUST SLOPE NO MORE THAN 1:48 IN ANY DIRECTION. ALL ACCESSIBLE ROUTES MUST SLOPE NO MORE THAN 1:20 IN DIRECTION OF TRAVEL AND WITH NO MORE THAN 1:48 CROSS SLOPE.
11. COMMON OPEN SPACE AREAS AND LANDSCAPING WITHIN RIGHT OF WAYS, STREET MEDIANS, AND TRAFFIC CIRCLES ADJACENT TO COMMON OPEN SPACE AREAS ARE REQUIRED TO BE MAINTAINED BY THE PROPERTY OWNER OF THE COMMON AREA. THE PROPERTY OWNER IS RESPONSIBLE FOR SNOW REMOVAL ON ALL ADJACENT STREET SIDEWALKS AND SIDEWALKS IN COMMON OPEN SPACE AREAS.
12. DESIGN AND INSTALLATION OF ALL PARKWAY/TREE LAWN AND MEDIAN AREAS IN THE RIGHT-OF-WAY SHALL BE IN ACCORDANCE WITH CITY STANDARDS. UNLESS OTHERWISE AGREED TO BY THE CITY WITH THE FINAL PLANS, ALL ONGOING MAINTENANCE OF SUCH AREAS IS THE RESPONSIBILITY OF THE OWNER/DEVELOPER.
13. THE PROPERTY OWNER FOR EACH RESIDENTIAL LOT IS RESPONSIBLE FOR SNOW REMOVAL ON ALL STREET SIDEWALKS ADJACENT TO EACH RESIDENTIAL LOT.
14. PRIVATE CONDITIONS, COVENANTS, AND RESTRICTIONS (CC&R'S), OR ANY OTHER PRIVATE RESTRICTIVE COVENANT IMPOSED ON LANDOWNERS WITHIN THE DEVELOPMENT, MAY NOT BE CREATED OR ENFORCED HAVING THE EFFECT OF PROHIBITING OR LIMITING THE INSTALLATION OF XERISCAPE LANDSCAPING, SOLAR/PHOTO-VOLTAIC COLLECTORS (IF MOUNTED FLUSH UPON ANY ESTABLISHED ROOF LINE), CLOTHES LINES (IF LOCATED IN BACK YARDS), ODOR-CONTROLLED COMPOST BINS, OR WHICH HAVE THE EFFECT OF REQUIRING THAT A PORTION OF ANY INDIVIDUAL LOT BE PLANTED IN TURF GRASS.
15. ANY DAMAGED CURB, GUTTER AND SIDEWALK EXISTING PRIOR TO CONSTRUCTION, AS WELL AS STREETS, SIDEWALKS, CURBS AND GUTTERS, DESTROYED, DAMAGED OR REMOVED DUE TO CONSTRUCTION OF THIS PROJECT, SHALL BE REPLACED OR RESTORED TO CITY OF FORT COLLINS STANDARDS AT THE DEVELOPER'S EXPENSE PRIOR TO THE ACCEPTANCE OF COMPLETED IMPROVEMENTS AND/OR PRIOR TO THE ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY.
16. FIRE LANE MARKING: A FIRE LANE MARKING PLAN MUST BE REVIEWED AND APPROVED BY THE FIRE OFFICIAL PRIOR TO THE ISSUANCE OF ANY CERTIFICATE OF OCCUPANCY. WHERE REQUIRED BY THE FIRE CODE OFFICIAL, APPROVED SIGNS OR OTHER APPROVED NOTICES THAT INCLUDE THE WORDS NO PARKING FIRE LANE SHALL BE PROVIDED FOR FIRE APPARATUS ACCESS ROADS TO IDENTIFY SUCH ROADS OR PROHIBIT THE OBSTRUCTION THEREOF. THE MEANS BY WHICH FIRE LANES ARE DESIGNATED SHALL BE MAINTAINED IN A CLEAN AND LEGIBLE CONDITION AT ALL TIMES AD BE REPLACED OR REPAIRED WHEN NECESSARY TO PROVIDE ADEQUATE VISIBILITY.
17. PREMISE IDENTIFICATION: AN ADDRESSING PLAN IS REQUIRED TO BE REVIEWED AND APPROVED BY THE CITY AND POUDRE FIRE AUTHORITY PRIOR TO THE ISSUANCE OF ANY CERTIFICATE OF OCCUPANCY. UNLESS THE PRIVATE DRIVE IS NAMED, MONUMENT SIGNAGE MAY BE REQUIRED TO ALLOW WAY_FINDING. ALL BUILDINGS SHALL HAVE ADDRESS NUMBERS, BUILDING NUMBERS OR APPROVED BUILDING IDENTIFICATION PLACED IN A POSITION THAT IS PLAINLY LEGIBLE, VISIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY, AND POSTED WITH A MINIMUM OF SIX_INCH NUMERALS ON A CONTRASTING BACKGROUND. WHERE ACCESS IS BY MEANS OF A PRIVATE ROAD AND THE BUILDING CANNOT BE VIEWED FROM THE PUBLIC WAY, A MONUMENT, POLE OR OTHER SIGN OR MEANS SHALL BE USED TO IDENTIFY THE STRUCTURE.

POTENTIAL LAND USES LIST
NOTE: THE FOLLOWING POTENTIAL USES ARE PROPOSED FOR THIS SITE PER LAND USE CODE ARTICLE 4

COMMERCIAL/ RETAIL: RETAIL ESTABLISHMENTS (UNDER 25,000 SQ. FT.), OFFICES AND FINANCIAL SERVICES, PERSONAL/BUSINESS SERVICES SHOPS, LIMITED INDOOR RECREATION, PERSONAL AND BUSINESS SERVICE SHOPS, RECREATIONAL USES

LAND USE TABLE

SITE AREA:		39,342 SF	(0.90 ACRES)
BUILDING AREA:	LAND USE		
ALPINE BANK (FIRST FLOOR)	COMMERCIAL/RETAIL	4,993 SF	(12.69% OF SITE)
ALPINE BANK (SECOND FLOOR)	COMMERCIAL/RETAIL	3,249 SF	(8.26% OF SITE)
EXISTING HISTORIC BUILDING TO BE RELOCATED	COMMERCIAL/RETAIL	1,100 SF	(2.79% OF SITE)
TOTAL BLDG AREA:		9,342 SF	(23.74% OF SITE)
F.A.R.: (ALPINE BANK BUILDING):		0.2095	
F.A.R.: (EXISTING HISTORIC BUILDING TO BE RELOCATED):		0.0279	
F.A.R.: (TOTAL):		0.2374	
SITE COVERAGE:			
BUILDINGS (ALPINE BANK FIRST FLOOR AND HISTORIC BUILDING):		6,093 SF	(15.49% OF SITE)
BUILDINGS (ALPINE BANK PORCH AREA):		1,644 SF	(4.18% OF SITE)
HARDSCAPE (DRIVEWAY, PARKING SIDEWALK, ETC.):		21,348 SF	(54.26% OF SITE)
LANDSCAPE/OPEN AREA:		10,257 SF	(26.07% OF SITE)
TOTAL SITE COVERAGE		39,342 SF	(100.00% OF SITE)
ZONING:	EXISTING	PROPOSED	
	GENERAL COMMERCIAL	GENERAL COMMERCIAL	
MAXIMUM BUILDING HEIGHT:	134' MAX	29' PROPOSED	

	REQUIRED	PROVIDED
PARKING CALCULATIONS:		
STANDARD SPACE (2/1000 SF MIN, 3.5/1000 SF MAX)	17	26
HANDICAP SPACE	1	1
HANDICAP VAN SPACE	1	1
TOTAL	19	28
BICYCLE PARKING:		
TOTAL SPACES	4	4
ENCLOSED SPACES	20% OF TOTAL = 1 SPACE	1
LANDSCAPING:	(SEE LANDSCAPE PLAN FOR DETAILS)	(SEE LANDSCAPE PLAN FOR DETAILS)

Galloway
6162 S. Willow Drive, Suite 320
Greenwood Village, CO 80111
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PRELIMINARY
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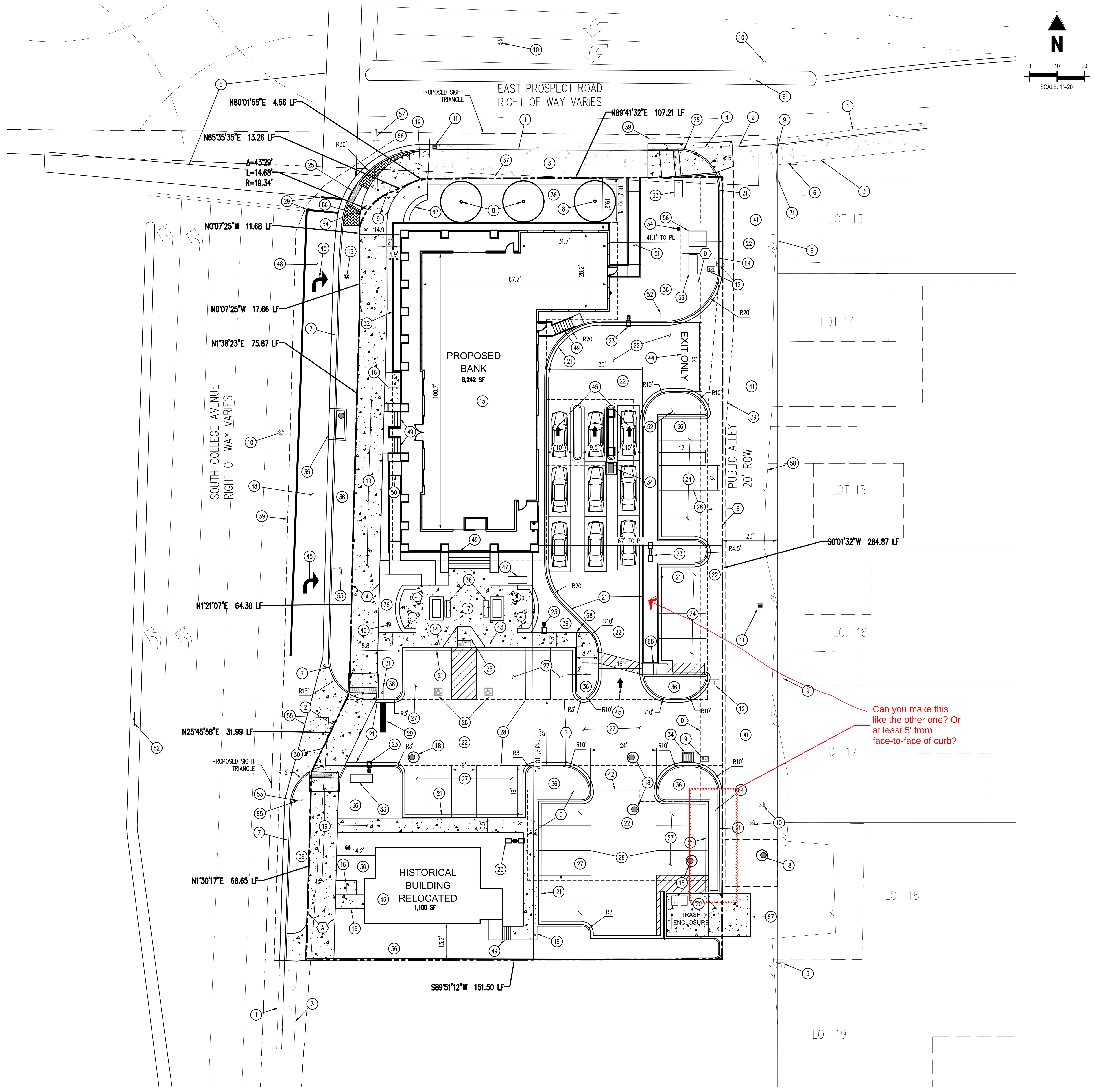
SITE PLANS FOR ALPINE BANK
1608 SOUTH COLLEGE AVENUE
S. COLLEGE AVE. & PROSPECT ROAD
FORT COLLINS, COLORADO

#	Date	Issue / Description	Init.
	12/2/2020	1ST PDP SUB	MAS
	1/20/2021	2ND PDP SUB	MAS
	02/17/2021	3RD PDP SUB	MAS

Project No:	ALB000001
Drawn By:	MRB
Checked By:	MAS
Date:	02/17/2021

COVER SHEET



SCHEDULE

1. EXISTING CURB AND GUTTER TO REMAIN
2. PROPOSED ACCESS POINT
3. EXISTING SIDEWALK TO REMAIN
4. EXISTING CONCRETE PAN TO BE REMOVED & REPLACED PER CITY STANDARDS
5. EXISTING PEDESTRIAN CROSSWALK TO BE MODIFIED PER CITY STANDARDS
6. EXISTING SITE LIGHT TO REMAIN
7. PROPOSED 6" CONCRETE CURB WITH 2' GUTTER: REF. SITE DETAILS
8. EXISTING TREE TO REMAIN (CONTRACTOR TO PROTECT IN PLACE – SEE LANDSCAPE PLANS FOR DETAILS)
9. EXISTING UTILITY BOX TO REMAIN AND BE RELOCATED OR ADJUSTED TO FINAL GRADE (SEE UTILITY PLAN FOR TYPE)
10. EXISTING MANHOLE TO REMAIN (SEE UTILITY PLAN FOR TYPE)
11. EXISTING INLET TO REMAIN (SEE UTILITY PLAN FOR TYPE)
12. EXISTING UTILITY BOX TO BE REMOVED AND RELOCATED (REF. EXISTING CONDITIONS & DEMOLITION PLAN FOR EXISTING LOCATION OF BOX)
13. PROPOSED FIRE HYDRANT; REF. UTILITY PLAN
14. PROPOSED ADA PARKING SIGN: REF. SITE DETAILS
15. PROPOSED 7,600 SF ALPINE BANK BUILDING; REF. ARCH. PLANS
16. PROPOSED BICYCLE RACK; REF. SITE DETAILS
17. PROPOSED OUTDOOR SEATING AREA; REF. ARCH. PLANS
18. PROPOSED MANHOLE; REF. UTILITY PLAN FOR TYPE
19. PROPOSED CONCRETE SIDEWALK
20. PROPOSED TRASH ENCLOSURE
21. PROPOSED 6" CONCRETE CURB WITH 1' GUTTER; REF. SITE DETAILS
22. PROPOSED FULL DEPTH ASPHALT PAVING
23. PROPOSED SITE LIGHT; REF. PHOTOMETRIC PLAN
24. PROPOSED 9'x17' 90-DEGREE "HEAD-IN" PARKING STALL (TYP.); REF. SIGNAGE & STRIPING PLAN
25. PROPOSED ADA ACCESSIBLE RAMP WITH DETECTABLE WARNINGS; REF. SITE DETAILS
26. PROPOSED ADA PARKING STALL WITH PAINTED ACCESS AISLE AND SIGNAGE; REF. SITE DETAILS
27. PROPOSED 9'x19' 90-DEGREE "HEAD-IN" PARKING STALL (TYP.); REF. SIGNAGE & STRIPING PLAN
28. PROPOSED PARKING STRIPING; REF. SIGNAGE & STRIPING PLAN
29. PROPOSED STOP BAR; REF. SITE DETAILS AND INTERSECTION PLAN
30. PROPOSED CROSSWALK; REF. SITE DETAILS AND INTERSECTION PLAN
31. PROPOSED R1-1 STOP SIGN WITH R3-5R "RIGHT TURN ONLY" SIGN BELOW; REF. SITE DETAILS
32. PROPOSED LANDSCAPE PLANTER BOX, REF. LANDSCAPE PLAN
33. PROPOSED MONUMENT SIGN; SEPARATE PERMIT REQUIRED
34. PROPOSED AREA INLET; REF. UTILITY PLAN
35. PROPOSED CURB INLET; REF. UTILITY PLAN
36. PROPOSED LANDSCAPING; REF. LANDSCAPE PLANS
37. EXISTING RETAINING WALL; REF. LANDSCAPE PLANS
38. PROPOSED SITE BENCH; REF. LANDSCAPE PLANS
39. PROPOSED SAW CUT LINE; REF. SITE DETAILS
40. PROPOSED WATER METER PIT; REF UTILITY PLANS
41. EXISTING ASPHALT PAVING TO REMAIN
42. PROPOSED ADS UNDERGROUND WATER QUALITY SYSTEM; REF UTILITY PLANS
43. PROPOSED ADA PARKING SIGN W/VAN ACCESSIBLE SIG; REF. SITE DETAILS
44. PROPOSED EXIT STRIPING; REF. SITE DETAILS
45. PROPOSED TRAFFIC DIRECTIONAL ARROW; REF. SITE DETAILS AND INTERSECTION PLAN
46. PROPOSED RELOCATION OF 1,100 SF HISTORIC BUILDING
47. PROPOSED ENCLOSED BIKE STORAGE (1 STALL)
48. PROPOSED CONCRETE PAVING FOR LANE WIDENING (TO MATCH EXISTING STREET PAVEMENT SECTION)
49. PROPOSED STAIRS; REF. ARCHITECTURAL PLANS
50. PROPOSED RAMP; REF. ARCHITECTURAL PLANS
51. PROPOSED SIDEWALK RAMP W/ HANDRAILS
52. PROPOSED R5-1 "DO NOT ENTER" SIGN FACING EASE WITH BACK TO BACK R6-1R/L "ONE WAY" SIGNS BELOW (ARROWS FACING PROSPECT); REF. SITE DETAILS
53. PROPOSED "RIGHT LANE MUST TURN RIGHT" SIGN; REF. SITE DETAILS & INTERSECTION PLAN
54. EXISTING CROSSWALK PUSH BUTTON PEDESTAL TO BE RELOCATED 9"; CONTRACTOR TO ADJUST TO FINAL GRADE AND CORRECT ORIENTATION PER NEW ADA RAMP LOCATION
55. PROPOSED CONCRETE CROSSPAN; REF. SITE DETAILS
56. PROPOSED TRANSFORMER PAD; REF. UTILITY PLANS
57. PROPOSED TRAFFIC LIGHT TO REMAIN; REF. UTILITY PLANS
58. EXISTING EDGE OF ASPHALT
59. PROPOSED SWITCHGEAR BOX AND PAD; REF. UTILITY PLANS
60. PROPOSED SANITARY SEWER MANHOLE; REF. UTILITY PLAN
61. EXISTING "NO LEFT TURN" SIGN TO REMAIN
62. PROPOSED "ONE WAY" SIGN; REF. SITE DETAILS
63. PROPOSED ENHANCED CORNER TREATMENT; REF. BUILDING PLANS
64. PROPOSED SPEED LIMIT SIGN; REF. SITE DETAILS
65. PROPOSED HOSPITAL SIGN; REF. SITE DETAILS
66. PROPOSED STAMPED CONCRETE
67. PROPOSED HEAVY DUTY CONCRETE
68. PROPOSED STEPS

LEGEND

- EXISTING PROPERTY BOUNDARY LINE
- PROPOSED PROPERTY BOUNDARY LINE
- ADJACENT PROPERTY BOUNDARY LINE
- EXISTING EASEMENT BOUNDARY LINE
- EXISTING EASEMENT BOUNDARY LINE TO BE REMOVED
- PROPOSED EASEMENT BOUNDARY LINE
- SECTION LINE
- SAWCUT LINE
- SIGHT TRIANGLE
- EXISTING FENCE
- PEDESTRIAN/ADA PATH OF TRAVEL
- EXISTING LIGHT POLE
- ER EXISTING ELECTRICAL BOX
- EM EXISTING ELECTRICAL METER/RISER
- EVT EXISTING ELECTRICAL VAULT
- WV PROPOSED WATER VALVE
- EXISTING FIRE HYDRANT (TO BE REMOVED)
- SS EXISTING SANITARY SEWER MANHOLE
- GM EXISTING GAS METER
- GM EXISTING GAS METER (TO BE REMOVED)
- TL EXISTING TELEPHONE MANHOLE
- TLVT EXISTING TELEPHONE VAULT
- IR EXISTING IRRIGATION METER (TO BE REMOVED)
- IRCB EXISTING IRRIGATION COVER BOX (TO BE REMOVED)
- EXISTING TREE TO REMAIN
- EXISTING TREE TO BE REMOVED
- EXISTING SIGN
- EXISTING STORM SEWER AREA INLET
- EXISTING STORM SEWER CURB INLET

EASEMENT SCHEDULE

- A. PROPOSED UTILITY AND PUBLIC PEDESTRIAN ACCESS EASEMENT; REF. PLAT
- B. PROPOSED EMERGENCY ACCESS EASEMENT; REF. PLAT
- C. PROPOSED DRAINAGE EASEMENT; REF. PLAT
- D. PROPOSED UTILITY EASEMENT; REF. PLAT

NOTE: UTILITY AND PUBLIC PEDESTRIAN ACCESS EASEMENT GENERALLY FOLLOWS BACK OF PROPOSED SIDEWALK

BENCHMARK

ELEVATIONS ARE BASED ON CITY OF FORT COLLINS – "WOODWARD" AND IS DESCRIBED AS FOLLOWS: NAVD 88, ELEVATION = 4992.03'
'WOODWARD' IS LOCATED & DESCRIBED AS FOLLOWS: ON THE WEST SIDE OF A CONCRETE TRAFFIC SIGNAL BASE AT THE SOUTHEAST CORNER OF COLLEGE AVE. AND PROSPECT ROAD.

CITY OF FORT COLLINS BENCHMARK 1-11: NAVD ELEVATION=5008.62 LOCATED AT THE SOUTHEAST CORNER OF MULBERRY ST. AND LOOMIS AVE. AT THE NORTHEAST CORNER OF A CONCRETE SIGNAL BASE.

BASIS OF BEARING

ALL BEARINGS ARE GRID BEARINGS OF THE COLORADO STATE PLANE COORDINATE SYSTEM, NORTH ZONE, NORTH AMERICAN DATUM 1983. THE NORTH LINE OF THE NORTHWEST QUARTER OF SECTION 24 BEARS N 89°52'03" E AND DISTANCE OF 2637.05', MONUMENTED AT THE WEST BY NO. 6 REBAR WITH 2.5" ALUMINUM CAP IN RANGE BOX STAMPED "2017, PLS 31169 AND TO THE EAST BY NO. 6 REBAR WITH 2.5" ALUMINUM CAP IN A RANGE BOX, STAMPED "1995, PLS 17497" AS SHOWN WITH ALL OTHER BEARINGS RELATIVE THERETO.

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SITE PLANS FOR ALPINE BANK
1608 SOUTH COLLEGE AVENUE
S. COLLEGE AVE. & PROSPECT ROAD FORT COLLINS, COLORADO

#	Date	Issue / Description	Init.
	12/2/2020	1ST PDP SUB	MAS
	1/20/2021	2ND PDP SUB	MAS
	02/17/2021	3RD PDP SUB	MAS

Project No:	ALB000001
Drawn By:	MRB
Checked By:	MAS
Date:	02/17/2021

SITE PLAN

SITE PLANS FOR

ALPINE BANK

LOTS 1, 2, 3, 4, 5 AND 6 OF THE I.C. BRADLEY'S ADDITION TO THE CITY OF FORT COLLINS, SITUATED INT HE NW 1/4 OF SECTION 24, T. 7 SL, R. 69 2., OF THE 6TH P.M. CITY OF FORT COLLINS, COUNTY OF LARIMER, STATE OF COLORADO

FEBRUARY 2021

4 NORTHWEST PERSPECTIVE
SCALE:

3 SOUTH WEST
SCALE:

EXTERIOR FINISH SCHEDULE		
LABEL	**MATERIAL**	**COLOR**
AS-1	ASPHALT SHINGLE ROOFING	SLATE
B-1	BRICK	BURGUNDY
BLK-1	BASALITE CONCRETE MASONRY UNIT	COLOR TO MATCH BRICK
CS-1	CEDAR SHAKE SIDING	CEDAR
CS-2	CEDAR SHAKE SIDING	GREY
G-1	1" INSULATED VISION GLAZING	CLEAR LOW 'E'
M-1	METAL RAILING	BLACK
PC-1	PRECAST	MATCH T-9817
PT-1	PAINT	COLOR TO MATCH BRICK
SF-1	STOREFRONT WINDOW SYSTEM	DARK BRONZE
WD-1	WOOD TIMBER	CEDAR
WD-2	WOOD TIMBER	GREY
WD-3	WOOD TIMBER	WHITE
WS-1	WOOD SIDING	NATURAL

2 SOUTH ELEVATION
SCALE: 3/16" = 1'-0"

1 WEST ELEVATION
SCALE: 3/16" = 1'-0"

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STAMP

PRELIMINARY
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ALPINE BANK

ALPINE BANK
S. COLLEGE AVEN. &
PROSPECT ROAD
FORT COLLINS, COLORADO

#	Date	Issue/Description
	12/2/2020	1ST PDP SUB
	01/20/2021	2ND PDP SUB
	02/17/2021	3RD PDP SUB

Project No:	ALB000001
Drawn By:	DMC
Checked By:	KK

ARCHITECTURAL ELEVATIONS

SITE PLANS FOR

ALPINE BANK

LOTS 1, 2, 3, 4, 5 AND 6 OF THE I.C. BRADLEY'S ADDITION TO THE CITY OF FORT COLLINS, SITUATED INT HE NW 1/4 OF SECTION 24, T. 7 SL, R. 69 2., OF THE 6TH P.M. CITY OF FORT COLLINS, COUNTY OF LARIMER, STATE OF COLORADO

FEBRUARY 2021

EXTERIOR FINISH SCHEDULE

LABEL	MATERIAL	COLOR
AS-1	ASPHALT SHINGLE ROOFING	SLATE
B-1	BRICK	BURGUNDY
BLK-1	BASALITE CONCRETE MASONRY UNIT	COLOR TO MATCH BRICK
CS-1	CEDAR SHAKE SIDING	CEDAR
CS-2	CEDAR SHAKE SIDING	GREY
G-1	1" INSULATED VISION GLAZING	CLEAR LOW 'E'
M-1	METAL RAILING	BLACK
PC-1	PRECAST	MATCH T-9817
PT-1	PAINT	COLOR TO MATCH BRICK
SF-1	STOREFRONT WINDOW SYSTEM	DARK BRONZE
WD-1	WOOD TIMBER	CEDAR
WD-2	WOOD TIMBER	GREY
WD-3	WOOD TIMBER	WHITE
WS-1	WOOD SIDING	NATURAL

2 NORTH ELEVATION
SCALE: 3/16" = 1'-0"

1 EAST ELEVATION
SCALE: 3/16" = 1'-0"

Galloway
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303.770.8884
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ALPINE BANK

ALPINE BANK
S. COLLEGE AVEN. &
PROSPECT ROAD
FORT COLLINS, COLORADO

#	Date	Issue/Description
	12/2/2020	1ST PDP SUB
	01/20/2021	2ND PDP SUB
	02/17/2021	3RD PDP SUB

Project No:	ALB000001
Drawn By:	DMC
Checked By:	KK

ARCHITECTURAL ELEVATIONS

BIM 360://ALB01 - Ft Collins/ALB_Ft Collins_R20.rvt
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SITE PLANS FOR

ALPINE BANK

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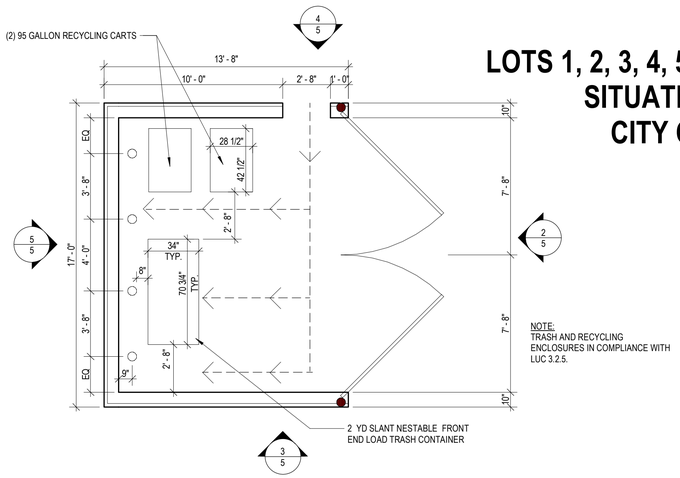
FEBRUARY 2021

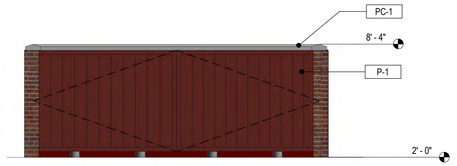
MATERIAL LEGEND:

PC-1	PRECAST: MATCH T-9817
PT-1	PAINT: COLOR TO MATCH BRICK
BLK-1	BASALITE CONCRETE MASONRY UNIT W/ BRICK VENEER TO MATCH BUILDING BRICK



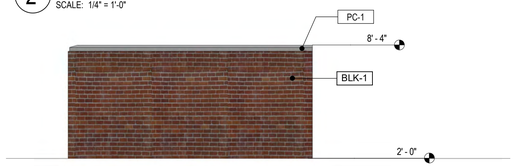
1 ENLARGED TRASH ENCLOSURE PLAN

SCALE: 1/4" = 1'-0"



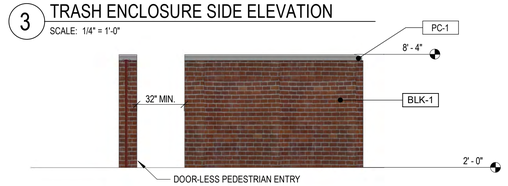
2 TRASH ENCLOSURE FRONT ELEVATION

SCALE: 1/4" = 1'-0"



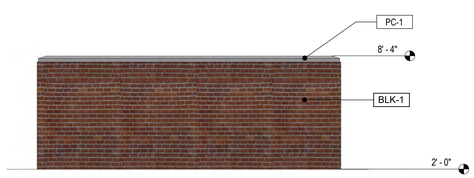
3 TRASH ENCLOSURE SIDE ELEVATION

SCALE: 1/4" = 1'-0"



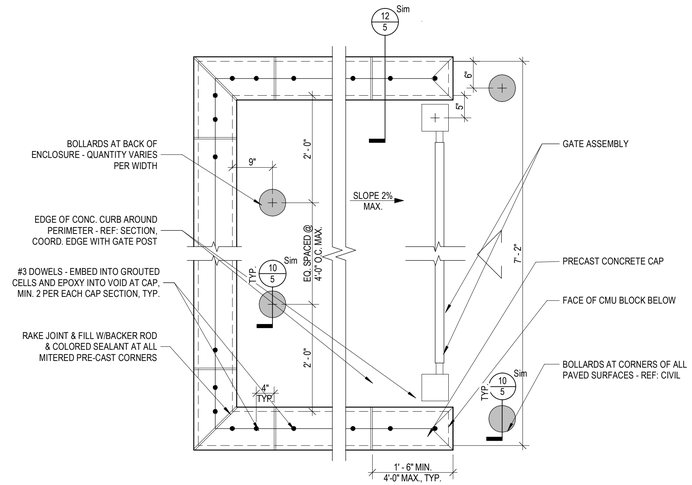
4 TRASH ENCLOSURE SIDE ELEVATION

SCALE: 1/4" = 1'-0"



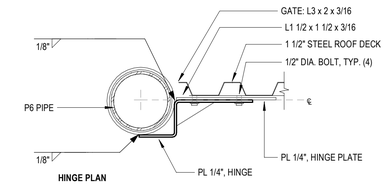
5 TRASH ENCLOSURE BACK ELEVATION

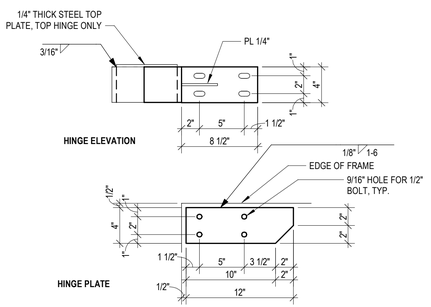
SCALE: 1/4" = 1'-0"



8 ENLARGED PLAN DETAIL @ TRASH ENCLOSURE

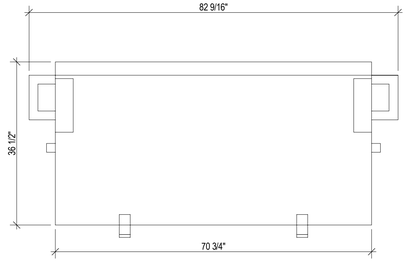
SCALE: 3/4" = 1'-0"





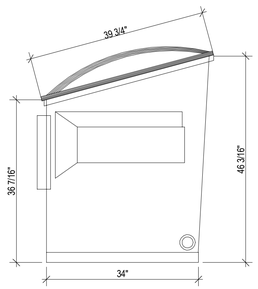
9 GATE HINGE

SCALE: 1 1/2" = 1'-0"



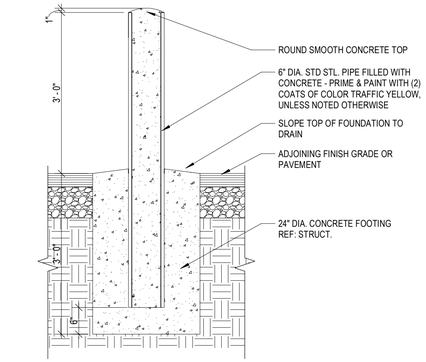
6 TWO YARD SLANT NESTABLE ELEVATION

SCALE: 3/4" = 1'-0"



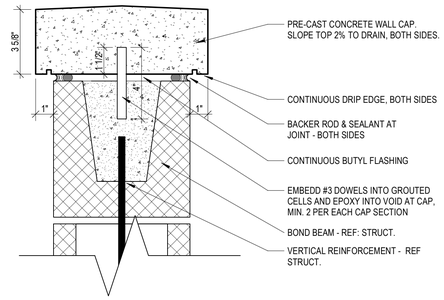
7 TWO YARD SLANT ELEVATION

SCALE: 3/4" = 1'-0"



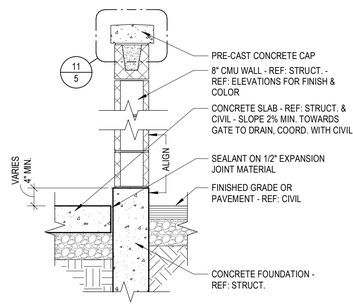
10 DETAIL @ BOLLARD

SCALE: 3/4" = 1'-0"



11 DETAIL @ PRE-CAST CONC. CAP

SCALE: 3" = 1'-0"



12 SECTION @ TRASH ENCLOSURE

SCALE: 3/4" = 1'-0"

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Checked By:	KK

ARCHITECTURAL DETAILS

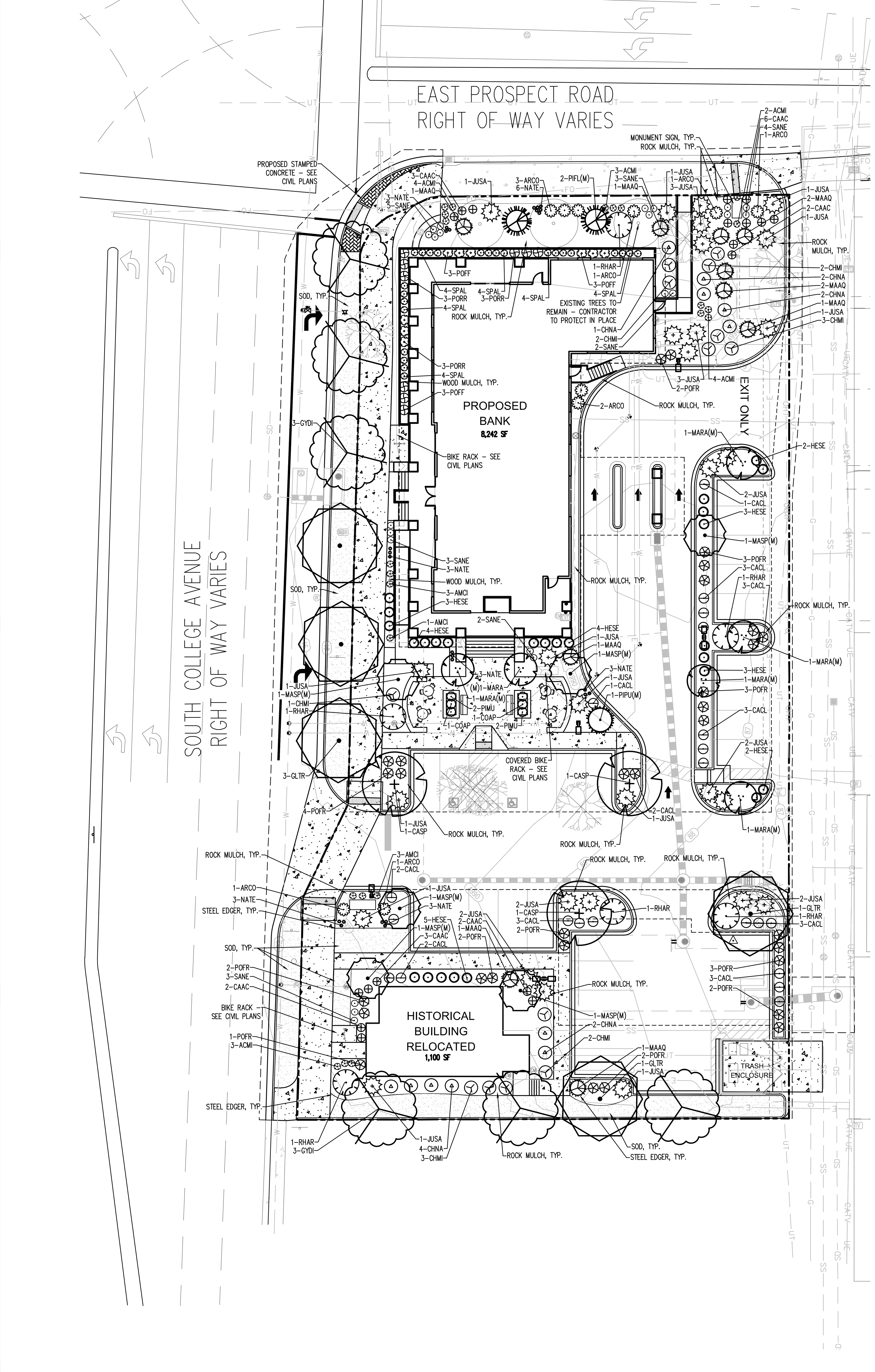
BIM 360://ALB01 - Ft Collins/ALB_Ft Collins_R20.rvt
2/17/2021 10:33:50 AM

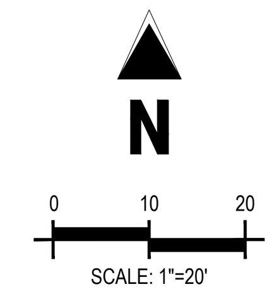
CITY OF FORT COLLINS STREET TREE NOTE

STREET TREE NOTES:

1. A PERMIT MUST BE OBTAINED FROM THE CITY FORESTER BEFORE ANY TREES OR SHRUBS AS NOTED ON THIS PLAN ARE PLANTED, PRUNED OR REMOVED IN THE PUBLIC RIGHT-OF-WAY. THIS INCLUDES ZONES BETWEEN THE SIDEWALK AND CURB, MEDIANS AND OTHER CITY PROPERTY. THIS PERMIT SHALL APPROVE THE LOCATION AND SPECIES TO BE PLANTED. FAILURE TO OBTAIN THIS PERMIT IS A VIOLATION OF THE CITY OF FORT COLLINS CODE SUBJECT TO CITATION (SECTION 27-31) AND MAY ALSO RESULT IN REPLACING OR RELOCATING TREES AND A HOLD ON CERTIFICATE OF OCCUPANCY.

CAUTION
UTILITIES EXIST WITHIN CONSTRUCTION LIMITS. CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING THEIR LOCATION PRIOR TO CONSTRUCTION.





LANDSCAPE CALCULATIONS

REQUIREMENT	CALCULATION	REQUIRED	PROVIDED
STREET TREE REQUIREMENT - SOUTH COLLEGE AVE	1 SHADE TREE PER 40 LF	372 LF = 9 TREES	6 TREES *TREE REQUIREMENT NOT MET DUE TO CONFLICTS WITH EXISTING UTILITIES
PARKING LOT PERIMETER	1 TREE / 25 LF ALONG ROW 1 TREE / 40 LF ALONG SIDE / REAR PROP MIN. 30" HEIGHT SCREEN ALONG 70% PERCENT OF THE LENGTH OF THE STREET FRONTAGE OF THE PARKING LOT AND ALSO SEVENTY (70) PERCENT OF THE LENGTH OF ANY BOUNDARY OF THE PARKING LOT THAT ABUTS ANY NONRESIDENTIAL USE.	200 LF = 8 TREES 154 LF = 4 TREES 70% = 370 LF	12 TREES 70% SCREENING
PARKING LOT INTERIOR	6% OF PARKING LOT SHALL BE LANDSCAPE NO LANDSCAPE OVER 24" WITHIN 15' OF CURB CUT 1 CANOPY SHADE TREE PER 150 SF OF INTERNAL LANDSCAPE AREA/ 1 CANOPY TREE PER ISLAND	6% OF 6,160 SF = 370 SF N/A 10 TREES	370 SF OF LANDSCAPE AREA NO LANDSCAPE OVER 24" IS LOCATED WITHIN 15' OF CURB CUT 10 TREES
TREE BIODIVERSITY	MAX. 33% OF ONE TREE SPECIES (TOTAL QUANTITY / SPECIES QUANTITY)	MAX 6 OF ONE TREE SPECIES	NO ONE SPECIES EXCEEDS A QUANTITY OF 6 - SEE PLANTING LEGEND
TREE MITIGATION	8 ON-SITE TREES WILL BE IMPACTED BY CONSTRUCTION, SEE MITIGATION PLAN	18 TREES	15 TREES PROVIDED (M)* *CASH-IN-LIEU WILL BE PROVIDED FOR THE REMAINING 3 TREES

PLANTING LEGEND

QTY	LEGEND ABBREV	BOTANIC NAME	COMMON NAME	PLANTING SIZE (MINIMUM)	MATURE SIZE	% BIODIVERSITY	WATER USE (VL,L,M,H)	TREE BIODIVERSITY
EXISTING TREES								
3	ETR	EXISTING TREES TO REMAIN - CONTRACTOR TO PROTECT IN PLACE						
8	TBR	EXISTING TREE TO BE REMOVED - SEE TREE MITIGATION CHART						
DECIDUOUS TREES								
3	CASP	CATALPA SPECIOSA	WESTERN CATALPA	2" CAL. B&B	50'X30'	4.6	L	10%
5	GLTR	GLEDITSIA TRIACANTHOS INERMIS 'SHADEMASTER'	SHADEMASTER HONEYLOCUST	2" CAL. B&B	50'X35'	6.2	L	17%
6	GYDI	GYMNOCLADUS DIOICUS 'ESPRESSO'	ESPRESSO COFFEETREE	2" CAL. B&B	50'X35'	8.5	L	21%
EVERGREEN TREES								
2	PIFL (M)	PINUS FLEXILIS 'VANDERWOLF'S PYRAMID'	VANDERWOLF'S LIMBER PINE	8' HEIGHT B&B	20'X10'	7	L	7%
1	PIPU (M)	PICEA PUNGENS 'BABY BLUE EYES'	BABY BLUE EYES SPRUCE	8' HEIGHT B&B	18'X8'	9.3	L/M	7%
ORNAMENTAL TREES								
6	MARA (M)	MALUS 'RADIANT'	RADIANT CRABAPPLE	1.5" CAL. B&B	15'X15'	L	SUN	21%
6	MASP (M)	MALUS 'SPRING SNOW'	SPRING SNOW CRABAPPLE	1.5" CAL. B&B	20'X15'	L	SUN/PART SHADE	21%
DECIDUOUS SHRUBS								
21	CACL	CARYOPTERIS X CLANDONENSIS	BLUE MIST SPIREA	#5 CONT. 18-24"	3'X3'	N/A	VL	N/A
11	CHNA	CHRYSOTHAMNUS NAUSEOSUS	RABBITBRUSH	#5 CONT. 18-24"	4'X4'	N/A	VL	N/A
13	CHMI	CHAMAEBATIARIA MILLEFOLIUM	FERNBUSH	#5 CONT. 18-24"	4'X4'	N/A	VL	N/A
31	POFR	POTENTILLA FRUTICOSA 'TANGERINE'	TANGERINE POTENTILLA	#5 CONT. 18-24"	2'X3'	N/A	L	N/A
9	POFF	POTENTILLA FRUTICOSA 'FARGO'	DAKOTA SUNSPOT POTENTILLA	#5 CONT. 18-24"	3'X3'	L/M	SUN	N/A
9	PORR	POTENTILLA FRUTICOSA 'RED ROBIN'	RED ROBIN POTENTILLA	#5 CONT. 18-24"	2'X3'	L/M	SUN/PART SHADE	N/A
24	SPAL	SPIREA ALBIFLORA	JAPANESE WHITE SPIREA	#5 CONT. 18-24"	2'X2'	L/M	SUN	N/A
7	RHAR	RHUS AROMATICA 'GROW-LOW'	GROW LOW SUMAC	#5 CONT. 18-24"	3'X8'	N/A	L	N/A
EVERGREEN SHRUBS								
10	ARCO	ARCTOSTAPHYLOS X COLORADENSIS	COLORADO MANZANITA	#5 CONT. 18-24"	8"X4'	N/A	VL	N/A
29	JUSA	JUNIPERUS SABINA 'BUFFALO'	BUFFALO JUNIPER	#5 CONT. 12-15"	1'X6'	N/A	VL	N/A
2	COAP	COTONEASTER APICULATUS 'TOM THUMB'	TOM THUMB COTONEASTER	#5 CONT. 18-24"	1'X3'	M	SUN/PART SHADE	N/A
4	PIMU	PINUS MUGO 'VALLEY CUSHION'	VALLEY CUSHION MUGO PINE	#5 CONT. 18-24"	2'X3'	M	SUN/PART SHADE	N/A
10	MAAQ	MAHONIA AQUIFOLIUM 'COMPACTA'	COMPACT OREGON GRAPE HOLLY	#5 CONT. 18-24"	3'X5'	N/A	VL	N/A
ORNAMENTAL GRASSES								
18	CAAC	CALAMAGROSTIS ACUTIFLORA 'KARL FOERSTER'	KARL FOERSTER FEATHER REED GRASS	#1 CONT.	3.5'X2.5'	N/A	VL	N/A
26	HESE	HELICTOTRICHON SEMPERVIRENS	BLUE AVENA	#1 CONT.	2'X3'	N/A	VL	N/A
24	NATE	NASSELLA TENUISSIMA	MEXICAN FEATHER	#1 CONT.	2'X1'	N/A	VL	N/A
PERENNIALS								
23	ACMI	ACHILLEA MILLEFOLEUM 'PAPRIKA'	PAPRIKA YARROW	#1 CONT.	24"X24"	N/A	L	N/A
22	SANE	SALVIA NEMOROSA 'CARADONNA'	CARADONNA SALVIA	#1 CONT.	24"X24"	N/A	L	N/A
MULCH								
2,736 SF		RTF SOD	RHIZOMATOUS TALL FESCUE	SOD		N/A	M	N/A
		WOOD MULCH AROUND TREES AS NECESSARY	DARK BROWN SHREDDED HARDWOOD MULCH	MULCH		N/A		N/A
430 SF		WOOD MULCH AROUND BUILDING	DARK BROWN SHREDDED HARDWOOD MULCH	MULCH		N/A		N/A
7,329 SF		ROCK COBBLE MULCH	3/4"-11/2" RIVER ROCK COBBLE MULCH WITH WOOD MULCH RING AROUND ALL PLANT MATERIAL, SEE PLANTING NOTES & DETAILS	MULCH		N/A	N/A	N/A
116 LF		STEEL EDGING	BLACK STEEL EDGING, SEE LANDSCAPE NOTES	EDGING		N/A	N/A	N/A

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1608 SOUTH COLLEGE AVENUE
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FORT COLLINS, COLORADO

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	12/2/2020	1ST PDP SUB	MAS
	1/20/2021	2ND PDP SUB	MAS
	02/17/2021	3RD PDP SUB	MAS

Project No:	ALB000001
Drawn By:	[illegible]
Checked By:	[illegible]
Date:	02/17/2021

LANDSCAPE PLAN

CITY OF FORT COLLINS STANDARD NOTES

STREET TREE NOTES:

1. A PERMIT MUST BE OBTAINED FROM THE CITY FORESTER BEFORE ANY TREES OR SHRUBS AS NOTED ON THIS PLAN ARE PLANTED, PRUNED OR REMOVED IN THE PUBLIC RIGHT-OF-WAY. THIS INCLUDES ZONES BETWEEN THE SIDEWALK AND CURB, MEDIANS AND OTHER CITY PROPERTY. THIS PERMIT SHALL APPROVE THE LOCATION AND SPECIES TO BE PLANTED. FAILURE TO OBTAIN THIS PERMIT IS A VIOLATION OF THE CITY OF FORT COLLINS CODE SUBJECT TO CITATION (SECTION 27-31) AND MAY ALSO RESULT IN REPLACING OR RELOCATING TREES AND A HOLD ON CERTIFICATE OF OCCUPANCY.
2. CONTACT THE CITY FORESTER TO INSPECT ALL STREET TREE PLANTINGS AT THE COMPLETION OF EACH PHASE OF THE DEVELOPMENT. ALL MUST BE INSTALLED AS SHOWN ON THE LANDSCAPE PLAN. APPROVAL OF STREET TREE PLANTING IS REQUIRED BEFORE FINAL APPROVAL OF EACH PHASE.
3. STREET LANDSCAPING, INCLUDING STREET TREES, SHALL BE SELECTED IN ACCORDANCE WITH ALL CITY CODES AND POLICIES. ALL TREE PRUNING AND REMOVAL WORKS SHALL BE PERFORMED BY A CITY OF FORT COLLINS LICENSED ARBORS WHERE REQUIRED BY CODE.STREET TREES SHALL BE SUPPLIED AND PLANTED BY THE DEVELOPER USING A QUALIFIED LANDSCAPE CONTRACTOR.
4. THE DEVELOPER SHALL REPLACE DEAD OR DYING STREET TREES AFTER PLANTING UNTIL FINAL MAINTENANCE INSPECTION AND ACCEPTANCE BY THE CITY OF FORT COLLINS FORESTRY DIVISION. ALL STREET TREES IN THE PROJECT MUST BE ESTABLISHED, WITH AN APPROVED SPECIES AND OF ACCEPTABLE CONDITION PRIOR TO ACCEPTANCE.
5. SUBJECT TO APPROVAL BY THE CITY FORESTER -- STREET TREE LOCATIONS MAY BE ADJUSTED TO ACCOMMODATE DRIVEWAY LOCATIONS, UTILITY SEPARATIONS BETWEEN TREES, STREET SIGNS AND STREET LIGHTS. STREET TREES TO BE CENTERED IN THE MIDDLE OF THE LOT TO THE EXTENT FEASIBLE. QUANTITIES SHOWN ON PLAN MUST BE INSTALLED UNLESS A REDUCTION IS APPROVED BY THE CITY TO MEET SEPARATION STANDARDS.

TREE PROTECTION NOTES:

1. ALL EXISTING TREES WITHIN THE LIMITS OF THE DEVELOPMENT AND WITHIN ANY NATURAL AREA BUFFER ZONES SHALL REMAIN AND BE PROTECTED UNLESS NOTED ON THESE PLANS FOR REMOVAL.
2. WITHIN THE DRIP LINE OF ANY PROTECTED EXISTING TREE, THERE SHALL BE NO CUT OR FILL OVER A FOUR-INCH DEPTH UNLESS A QUALIFIED ARBORIST OR FORESTER HAS EVALUATED AND APPROVED THE DISTURBANCE.
3. ALL PROTECTED EXISTING TREES SHALL BE PRUNED TO THE CITY OF FORT COLLINS FORESTRY STANDARDS. TREE PRUNING AND REMOVAL SHALL BE PERFORMED BY A BUSINESS THAT HOLDS A CURRENT CITY OF FORT COLLINS ARBORIST LICENSE WHERE REQUIRED BY CODE.
4. PRIOR TO AND DURING CONSTRUCTION, BARRIERS SHALL BE ERECTED AROUND ALL PROTECTED EXISTING TREES WITH SUCH BARRIERS TO BE OF ORANGE FENCING A MINIMUM OF FOUR (4) FEET IN HEIGHT, SECURED WITH METAL T- POSTS, NO CLOSER THAN SIX (6) FEET FROM THE TRUNK OR ONE-HALF (½) OF THE DRIP LINE, WHICHEVER IS GREATER. THERE SHALL BE NO STORAGE OR MOVEMENT OF EQUIPMENT, MATERIAL, DEBRIS OR FILL WITHIN THE FENCED TREE PROTECTION ZONE.
5. DURING THE CONSTRUCTION STAGE OF DEVELOPMENT, THE APPLICANT SHALL PREVENT THE CLEANING OF EQUIPMENT OR MATERIAL OR THE STORAGE AND DISPOSAL OF WASTE MATERIAL SUCH AS PAINTS, OILS, SOLVENTS, ASPHALT, CONCRETE, MOTOR OIL OR ANY OTHER MATERIAL HARMFUL TO THE LIFE OF A TREE WITHIN THE DRIP LINE OF ANY PROTECTED TREE OR GROUP OF TREES.
6. NO DAMAGING ATTACHMENT, WIRES, SIGNS OR PERMITS MAY BE FASTENED TO ANY PROTECTED TREE.

LARGE PROPERTY AREAS CONTAINING PROTECTED TREES AND SEPARATED FROM CONSTRUCTION OR LAND CLEARING AREAS, ROAD RIGHTS-OF-WAY AND UTILITY EASEMENTS MAY BE "RIBBONED OFF," RATHER THAN ERECTING PROTECTIVE FENCING AROUND EACH TREE AS REQUIRED IN SUBSECTION (G)(3)THIS MAY BE ACCOMPLISHED BY PLACING METAL T-POST STAKES A MAXIMUM OF FIFTY (50) FEET APART AND TYING RIBBON OR ROPE FROM STAKE- TO-STAKE ALONG THE OUTSIDE PERIMETERS OF SUCH AREAS BEING CLEARED.

8. THE INSTALLATION OF UTILITIES, IRRIGATION LINES OR ANY UNDERGROUND FIXTURE REQUIRING EXCAVATION DEEPER THAN SIX (6) INCHES SHALL BE ACCOMPLISHED BY BORING UNDER THE ROOT SYSTEM OF PROTECTED EXISTING TREES AT A MINIMUM DEPTH OF TWENTY-FOUR (24) INCHES. THE AUGER DISTANCE IS ESTABLISHED FROM THE FACE OF THE TREE (OUTER BARK) AND IS SCALED FROM TREE DIAMETER AT BREAST HEIGHT AS DESCRIBED IN THE CHART BELOW:

Tree Diameter at Breast Height (inches)	*Auger Distance From Face of Tree (feet)*
0-2	1
3-4	2
5-9	5
10-14	10
15-19	12
Over 19	15

9. TREE REMOVAL SHOWN SHALL BE COMPLETED OUTSIDE OF THE SONGBIRD NESTING SEASON (FEB 1 - JULY 31) OR CONDUCT A SURVEY OF TREES ENSURING NO ACTIVE NESTS IN THE AREA.

GENERAL LANDSCAPE NOTES:

1. PLANT QUALITY: ALL PLANT MATERIAL 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 THE AMERICAN ASSOCIATION OF NURSERYMEN (AAN) STANDARDS. ALL TREES SHALL BE BALL AND BURLAP OR EQUIVALENT.
2. IRRIGATION: ALL LANDSCAPE AREAS WITHIN THE SITE INCLUDING TURF, SHRUB BEDS AND TREE AREAS SHALL BE IRRIGATED WITH AN AUTOMATIC IRRIGATION SYSTEM. THE IRRIGATION PLAN MUST BE REVIEWED AND APPROVED BY THE CITY OF FORT COLLINS WATER UTILITIES DEPARTMENT PRIOR TO THE ISSUANCE OF A BUILDING PERMIT. ALL TURF AREAS SHALL BE IRRIGATED WITH AN AUTOMATIC POP-UP IRRIGATION SYSTEM. ALL SHRUB BEDS AND TREES, INCLUDING IN NATIVE SEED AREAS, SHALL BE IRRIGATED WITH AN AUTOMATIC DRIP (TRICKLE) IRRIGATION SYSTEM, OR WITH AN ACCEPTABLE ALTERNATIVE APPROVED BY THE CITY WITH THE IRRIGATION PLANS. THE IRRIGATION SYSTEM SHALL BE ADJUSTED TO MEET THE WATER REQUIREMENTS OF THE INDIVIDUAL PLANT MATERIAL. IRRIGATION SYSTEMS TO BE TURNED OVER TO THE CITY PARKS DEPARTMENT FOR MAINTENANCE MUST BE APPROVED BY THE PARKS MANAGER AND MEET PARKS IRRIGATION STANDARDS. DESIGN REVIEW SHALL OCCUR DURING UTILITIES DEPARTMENT IRRIGATION REVIEW PRIOR TO THE ISSUANCE OF A BUILDING PERMIT AND CONSTRUCTION OBSERVATION AND INSPECTION BY PARKS SHALL BE INCORPORATED INTO THE CONSTRUCTION PROCESS.
3. TOPSOIL: TO THE MAXIMUM EXTENT FEASIBLE, TOPSOIL THAT IS REMOVED DURING CONSTRUCTION ACTIVITY SHALL BE CONSERVED FOR LATER USE ON AREAS REQUIRING REVEGETATION AND LANDSCAPING.
4. SOIL AMENDMENTS: SOIL AMENDMENTS SHALL BE PROVIDED AND DOCUMENTED IN ACCORDANCE WITH CITY CODE SECTION 12-132. THE SOIL IN ALL LANDSCAPE AREAS, INCLUDING PARKWAYS AND MEDIANS, SHALL BE THOUGHLY 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. PRIOR TO THE ISSUANCE OF ANY CERTIFICATE OF OCCUPANCY, A WRITTEN CERTIFICATION MUST BE SUBMITTED TO THE CITY THAT ALL PLANTED AREAS, OR AREAS TO BE PLANTED, HAVE BEEN THOROUGHLY LOOSENED AND THE SOIL AMENDED, CONSISTENT WITH THE REQUIREMENTS SET FORTH IN SECTION 12-132.
5. INSTALLATION AND GUARANTEE: ALL LANDSCAPING SHALL BE INSTALLED ACCORDING TO SOUND HORTICULTURAL PRACTICES IN A MANNER DESIGNED TO ENCOURAGE QUICK ESTABLISHMENT AND HEALTHY GROWTH. ALL LANDSCAPING FOR EACH PHASE MUST BE EITHER INSTALLED OR THE INSTALLATION MUST BE SECURED WITH AN IRREVOCABLE LETTER OF CREDIT, PERFORMANCE BOND, OR ESCROW ACCOUNT FOR 125% OF THE VALUATION OF THE MATERIALS AND LABOR PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY FOR ANY BUILDING IN SUCH PHASE.
6. MAINTENANCE: TREES AND VEGETATION, IRRIGATION SYSTEMS, FENCES, WALLS AND OTHER LANDSCAPE ELEMENTS WITH THESE FINAL PLANS 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.
7. REPLACEMENT: ANY LANDSCAPE ELEMENT THAT DIES, OR IS OTHERWISE REMOVED, SHALL BE PROMPTLY REPLACED IN ACCORDANCE WITH THE REQUIREMENTS OF THESE PLANS.
8. THE FOLLOWING SEPARATIONS SHALL BE PROVIDED BETWEEN TREES/SHRUBS AND UTILITIES:

40 FEET BETWEEN CANOPY TREES AND STREET LIGHTS
15 FEET BETWEEN ORNAMENTAL TREES AND STREETLIGHTS
10 FEET BETWEEN TREES AND PUBLIC WATER, SANITARY AND STORM SEWER MAIN LINES
6 FEET BETWEEN TREES AND PUBLIC WATER, SANITARY AND STORM SEWER SERVICE LINES.
4 FEET BETWEEN SHRUBS AND PUBLIC WATER AND SANITARY AND STORM SEWER LINES
4 FEET BETWEEN TREES AND GAS LINES

9. ALL STREET TREES SHALL BE PLACED A MINIMUM EIGHT (8) FEET AWAY FROM THE EDGES OF DRIVEWAYS AND ALLEYS PER LUC 3.2.1(D)(2)(a).
10. PLACEMENT OF ALL LANDSCAPING SHALL BE IN ACCORDANCE WITH THE SIGHT DISTANCE CRITERIA AS SPECIFIED BY THE CITY OF FORT COLLINS. NO STRUCTURES OR LANDSCAPE ELEMENTS GREATER THAN 24" SHALL BE ALLOWED WITHIN THE SIGHT DISTANCE TRIANGLE OR EASEMENTS WITH THE EXCEPTION OF DECIDUOUS TREES PROVIDED THAT THE LOWEST BRANCH IS AT LEAST 6' FROM GRADE. ANY FENCES WITHIN THE SIGHT DISTANCE TRIANGLE OR EASEMENT MUST BE NOT MORE THAN 42" IN HEIGHT AND OF AN OPEN DESIGN.
11. THE FINAL LANDSCAPE PLAN SHALL BE COORDINATED WITH ALL OTHER FINAL PLAN ELEMENTS SO THAT THE PROPOSED GRADING, STORM DRAINAGE, AND OTHER DEVELOPMENT IMPROVEMENTS DO NOT CONFLICT WITH NOR PRECLUDE INSTALLATION AND MAINTENANCE OF LANDSCAPE ELEMENTS ON THIS PLAN.
12. MINOR CHANGES IN SPECIES AND PLANT LOCATIONS MAY BE MADE DURING CONSTRUCTION -- AS REQUIRED BY SITE CONDITIONS OR PLANT AVAILABILITY. OVERALL QUANTITY, QUALITY, AND DESIGN CONCEPT MUST BE CONSISTENT WITH THE APPROVED PLANS. IN THE EVENT OF CONFLICT WITH THE QUANTITIES INCLUDED IN THE PLANT LIST, SPECIES AND QUANTITIES ILLUSTRATED SHALL BE PROVIDED. ALL CHANGES OF PLANT SPECIES AND LOCATION MUST HAVE WRITTEN APPROVAL BY THE CITY PRIOR TO INSTALLATION.
13. ALL PLANTING BEDS SHALL BE MULCHED TO A MINIMUM DEPTH OF THREE INCHES.

UTILITY NOTES

1. THE LANDSCAPE CONTRACTOR IS REQUIRED TO CONTACT THE COUNTY PUBLIC WORKS DEPARTMENT, AND ANY OTHER PUBLIC OR PRIVATE AGENCY NECESSARY FOR UTILITY LOCATION PRIOR TO ANY CONSTRUCTION.
2. THIS DRAWING IS A PART OF A COMPLETE SET OF BID DOCUMENTS, SPECIFICATIONS, ADDITIONAL DRAWINGS, AND EXHIBITS. UNDER NO CIRCUMSTANCES SHOULD THESE PLANS BE USED FOR CONSTRUCTION PURPOSES WITHOUT EXAMINING ACTUAL LOCATIONS OF UTILITIES ON SITE, AND REVIEWING ALL RELATED DOCUMENTS.
3. THE LOCATION OF THE ALL UNDERGROUND UTILITIES ARE LOCATED ON THE ENGINEERING DRAWINGS FOR THIS PROJECT. THE MOST CURRENT REVISION IS HERE IN MADE PART OF THIS DOCUMENT. UNDERGROUND UTILITIES EXIST THROUGHOUT THIS SITE AND MUST BE LOCATED PRIOR TO ANY CONSTRUCTION ACTIVITY. WHERE UNDERGROUND UTILITIES EXIST, FIELD ADJUSTMENT MAY BE NECESSARY AND MUST BE APPROVED BY A REPRESENTATIVE OF THE OWNER. NEITHER THE OWNER NOR THE LANDSCAPE ARCHITECT ASSUMES ANY RESPONSIBILITY WHATSOEVER, IN RESPECT TO THE CONTRACTORS ACCURACY IN LOCATING THE INDICATED PLANT MATERIAL, AND UNDER NO CIRCUMSTANCES SHOULD THESE PLANS BE USED WITHOUT REFERENCING THE ABOVE MENTIONED DOCUMENTS.

CAUTION
UTILITIES EXIST WITHIN CONSTRUCTION LIMITS. CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING THEIR LOCATION PRIOR TO CONSTRUCTION.

PLANTING NOTES

GENERAL

1. ALL WORK SHALL CONFORM TO ALL APPLICABLE STATE AND LOCAL CODES, STANDARDS, AND SPECIFICATIONS.
2. LANDSCAPE DESIGN IS DIAGRAMMATIC IN NATURE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HIS OWN TAKEOFFS AND QUANTITY CALCULATIONS. IN THE EVENT OF A DISCREPANCY BETWEEN THE PLAN AND THE LANDSCAPE LEGEND, THE PLANT QUANTITY AS SHOWN ON THE PLAN SHALL TAKE PRECEDENCE AND NOTIFY THE LANDSCAPE ARCHITECT OF THESE DISCREPANCIES. MINOR ADJUSTMENTS TO THE LANDSCAPE MATERIAL AND LOCATIONS MAY BE PROPOSED FOR CITY CONSIDERATION AT THE CONSTRUCTION DOCUMENT STAGE TO RESPOND TO MARKET AND FIELD CONDITIONS. HOWEVER, THERE SHALL BE NO REDUCTION IN THE NUMBER AND SIZE OF MATERIALS.
3. CONTRACTOR SHALL MAKE HIMSELF AWARE OF THE LOCATIONS OF EXISTING AND PROPOSED UTILITIES, AND SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THE UTILITIES AND/OR ANY INJURY TO ANY PERSON. THIS DRAWING IS PART OF A COMPLETE SET OF CONTRACT DOCUMENTS. UNDER NO CIRCUMSTANCES SHOULD THIS PLAN BE USED FOR CONSTRUCTION PURPOSES WITHOUT EXAMINING ACTUAL LOCATIONS OF UTILITIES ON SITE AND REVIEW ALL RELATED PLANS AND DOCUMENTS.
4. ALL UTILITY EASEMENTS SHALL REMAIN UNOBSTRUCTED AND FULLY ACCESSIBLE ALONG THEIR ENTIRE LENGTH FOR MAINTENANCE EQUIPMENT.
5. THE CONTRACTOR SHALL TAKE EXTREME CARE NOT TO DAMAGE ANY EXISTING PLANTS INDICATED AS "TO REMAIN". ANY SUCH PLANTS DAMAGED BY THE CONTRACTOR SHALL BE REPLACED WITH THE SAME SPECIES, SIZE, AND QUANTITY AT THE CONTRACTOR'S OWN EXPENSE, AND AS ACCEPTABLE TO THE OWNER. REFER TO THE TREE PROTECTION NOTES ON THE PLANS (AS APPLICABLE).
6. LANDSCAPE CONTRACTOR SHALL EXAMINE THE SITE CONDITIONS UNDER WHICH THE WORK IS TO BE PERFORMED AND NOTIFY THE GENERAL CONTRACTOR IN WRITING OF UNSATISFACTORY CONDITIONS. IF SITE CONDITIONS OR PLANT AVAILABILITY REQUIRE CHANGES TO THE PLAN, THEN AN APPROVAL WILL BE OBTAINED FROM THE CITY. DO NOT PROCEED UNTIL CONDITIONS HAVE BEEN CORRECTED.
7. ALL CONSTRUCTION DEBRIS AND MATERIAL SHALL BE REMOVED AND CLEANED OUT PRIOR TO INSTALLATION OF TOPSOIL, TREES, SHRUBS, AND TURF.
8. FOR ALL INFORMATION ON SURFACE MATERIAL OF WALKS, DRIVES, AND PARKING LOTS, SEE THE SITE PLAN. SEE PHOTOMETRIC PLAN FOR FREE STANDING LIGHTING INFORMATION.
9. THE LANDSCAPE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT ONE WEEK PRIOR TO BEGINNING CONSTRUCTION.
10. WINTER WATERING SHALL BE AT THE EXPENSE OF THE CONTRACTOR UNTIL SUCH TIME AS FINAL ACCEPTANCE IS RECEIVED.
11. ALL LANDSCAPE CONSTRUCTION PRACTICES, WORKMANSHIP, AND ETHICS SHALL, BE IN ACCORDANCE WITH INDUSTRY STANDARDS SET FORTH IN THE CONTRACTORS HANDBOOK PUBLISHED BY THE COLORADO LANDSCAPE CONTRACTORS ASSOCIATION.
12. LANDSCAPE AND IRRIGATION WORK SHALL BE COMPLETED PRIOR TO THE ISSUANCE OF THE FINAL CERTIFICATE OF OCCUPANCY.

FINISH GRADING AND SOIL PREPARATION

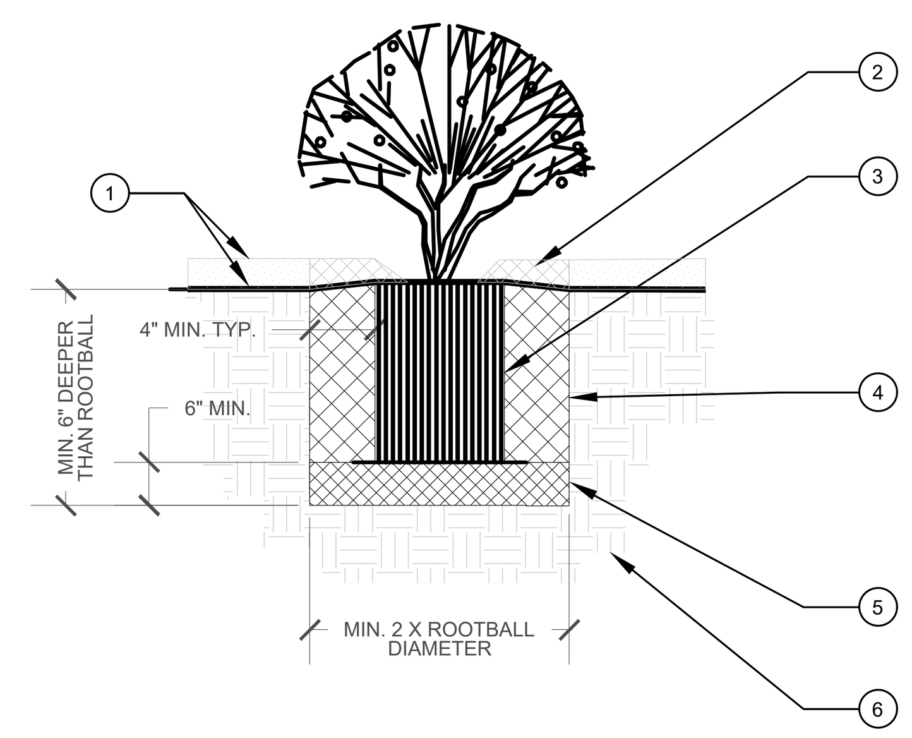
13. CONTRACTOR SHALL CONSTRUCT AND MAINTAIN FINISH GRADES AS RECOMMENDED BY THE GEOTECHNICAL REPORT. ALL LANDSCAPE AREAS SHALL HAVE POSITIVE DRAINAGE AWAY FROM STRUCTURES AT THE MINIMUM SLOPE SPECIFIED IN THE REPORT, AND AREAS OF POTENTIAL PONDING SHALL BE REGRADED TO BLEND IN WITH THE SURROUNDING GRADES AND ELIMINATE PONDING POTENTIAL. SHOULD ANY CONFLICTS AND/OR DISCREPANCIES ARISE BETWEEN THE GEOTECHNICAL REPORT, THE GRADING PLANS, THESE NOTES, AND ACTUAL CONDITIONS, THE CONTRACTOR SHALL IMMEDIATELY BRING SUCH ITEMS TO THE ATTENTION OF THE LANDSCAPE ARCHITECT AND OWNER.
14. AFTER FINISH GRADES HAVE BEEN ESTABLISHED, IT IS RECOMMENDED THAT THE CONTRACTOR SHALL HAVE SOIL SAMPLES TESTED BY AN ESTABLISHED SOIL TESTING LABORATORY FOR THE FOLLOWING: GENERAL SOIL FERTILITY, PH, ORGANIC MATTER CONTENT, SALT (CEC), LIME, SODIUM ADSORPTION RATIO (SAR) AND BORON CONTENT. EACH SAMPLE SUBMITTED SHALL CONTAIN NO LESS THAN ONE QUART OF SOIL. CONTRACTOR SHALL ALSO SUBMIT THE PROJECT'S PLANT LIST TO THE LABORATORY ALONG WITH THE SOIL SAMPLES. THE SOIL REPORT PRODUCED BY THE LABORATORY SHALL CONTAIN RECOMMENDATIONS FOR THE FOLLOWING (AS APPROPRIATE): GENERAL SOIL PREPARATION AND BACKFILL MIXES, PRE-PLANT FERTILIZER APPLICATIONS, AND ANY OTHER SOIL RELATED ISSUES. THE REPORT SHALL ALSO PROVIDE A FERTILIZER PROGRAM FOR THE ESTABLISHMENT PERIOD AND FOR LONG-TERM MAINTENANCE.
15. THE CONTRACTOR SHALL RECOMMEND INSTALLATION OF SOIL AMENDMENTS AND FERTILIZERS PER THE SOILS REPORT FOR THE THE OWNER/OWNER'S REPRESENTATIVE CONSIDERATION.
16. AT A MINIMUM, ALL TOPSOIL SHALL BE AMENDED WITH NITROGEN STABILIZED ORGANIC AMENDMENT COMPOST AT A RATE OF 5.0 CUBIC YARDS AND AMMONIUM PHOSPHATE 16-20-0 AT A RATE OF 15 POUNDS PER THOUSAND SQUARE FEET OF LANDSCAPE AREA. COMPOST SHALL BE MECHANICALLY INTEGRATED INTO THE TOP 6" OF SOIL BY MEANS OF ROTOTILLING AFTER CROSS-RIPPING. GROUND COVER & PERENNIAL BED AREAS SHALL BE AMENDED AT A RATE OF 8 CUBIC FEET PER THOUSAND SQUARE FEET OF NITROGEN STABILIZED ORGANIC AMENDMENT AND 10 LBS. OF 12-12-12 FERTILIZER PER CU. YD., ROTOTILLED TO A DEPTH OF 8". NO MANURE OR ANIMAL-BASED PRODUCTS SHALL BE USED FOR ORGANIC AMENDMENTS.

PLANTING

17. ALL DECIDUOUS TREES SHALL HAVE FULL, WELL-SHAPED HEADS/ALL EVERGREENS SHALL BE UNSHEARED AND FULL TO THE GROUND; UNLESS OTHERWISE SPECIFIED. TREES WITH CENTRAL LEADERS WILL NOT BE ACCEPTED IF LEADER IS DAMAGED OR REMOVED. PRUNE ALL DAMAGED TWIGS AFTER PLANTING.
18. ALL PLANTS WITHIN A SPECIES SHALL HAVE SIMILAR SIZE, AND SHALL BE OF A FORM TYPICAL FOR THE SPECIES. ANY PLANT DEEMED UNACCEPTABLE BY THE LANDSCAPE ARCHITECT SHALL BE IMMEDIATELY REMOVED FROM THE SITE AND SHALL BE REPLACED WITH AN ACCEPTABLE PLANT OF LIKE TYPE AND SIZE AT THE CONTRACTOR'S OWN EXPENSE. ANY PLANTS APPEARING TO BE UNHEALTHY, EVEN IF DETERMINED TO STILL BE ALIVE, SHALL NOT BE ACCEPTED. THE LANDSCAPE ARCHITECT SHALL BE THE SOLE JUDGE AS TO THE ACCEPTABILITY OF PLANT MATERIAL.
19. ALL TREES SHALL BE GUYED AND WOOD STAKED AS PER DETAILS. NO 'T-STAKES' SHALL BE USED FOR TREES.
20. ALL PLANT MATERIALS SHALL BE TRUE TO TYPE, SIZE, SPECIES, QUALITY, AND FREE OF INJURY, BROKEN ROOT BALLS, PESTS, AND DISEASES, AS WELL AS CONFORM TO THE MINIMUM REQUIREMENTS DESCRIBED IN THE "AMERICAN STANDARD FOR NURSERY STOCK". FOLLOW GREENCO TREE PLANTING RECOMMENDATIONS FOR MINIMUM QUALITY REQUIREMENTS FOR TREES.
21. ALL TREE AND SHRUB BED LOCATIONS ARE TO BE STAKED OUT ON SITE FOR APPROVAL BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
22. ALL TREES PLANTED ADJACENT TO PUBLIC AND/OR PEDESTRIAN WALKWAYS SHALL BE PRUNED CLEAR OF ALL BRANCHES BETWEEN GROUND AND A HEIGHT OF EIGHT (8) FEET FOR THAT PORTION OF THE PLAN LOCATED OVER THE SIDEWALK AND/OR ROAD.
23. ALL PLANT MATERIAL SHALL NOT BE PLANTED PRIOR TO INSTALLATION OF TOPSOIL.
24. ALL PLANT BEDS SHALL BE CONTAINED WITH STEEL EDGER. STEEL EDGER IS NOT REQUIRED ALONG CURBS, WALKS OR BUILDING FOUNDATIONS. ALL EDGING SHALL OVERLAP AT JOINTS A MINIMUM OF 6-INCHES, AND SHALL BE FASTENED WITH A MINIMUM OF 4 PINS PER EACH 10 FOOT SECTION. THE TOP OF ALL EDGING MATERIAL SHALL BE A ROLLED TOP AND 1/2 INCH ABOVE THE FINISHED GRADE OF ADJACENT LAWN OR MULCH AREAS. COLOR: GREEN.
25. THE DEVELOPER, HIS SUCCESSOR, OR ASSIGNEE SHALL BE RESPONSIBLE FOR ESTABLISHING AND CONTINUING A REGULAR PROGRAM OF MAINTENANCE FOR ALL LANDSCAPED AREAS. SEE LANDSCAPE GUARANTEE AND MAINTENANCE NOTE.
26. A 3-FOOT CLEAR SPACE SHALL BE MAINTAINED AROUND THE CIRCUMFERENCE OF ALL FIRE HYDRANTS.
27. LANDSCAPE CONTRACTOR TO SUBMIT SAMPLES OF MISCELLANEOUS LANDSCAPING MATERIALS TO THE LANDSCAPE ARCHITECTS AND OWNER'S REPRESENTATIVE FOR APPROVAL PRIOR TO INSTALLATION, IE.; MULCH, EDGER, LANDSCAPE FABRIC, ETC.

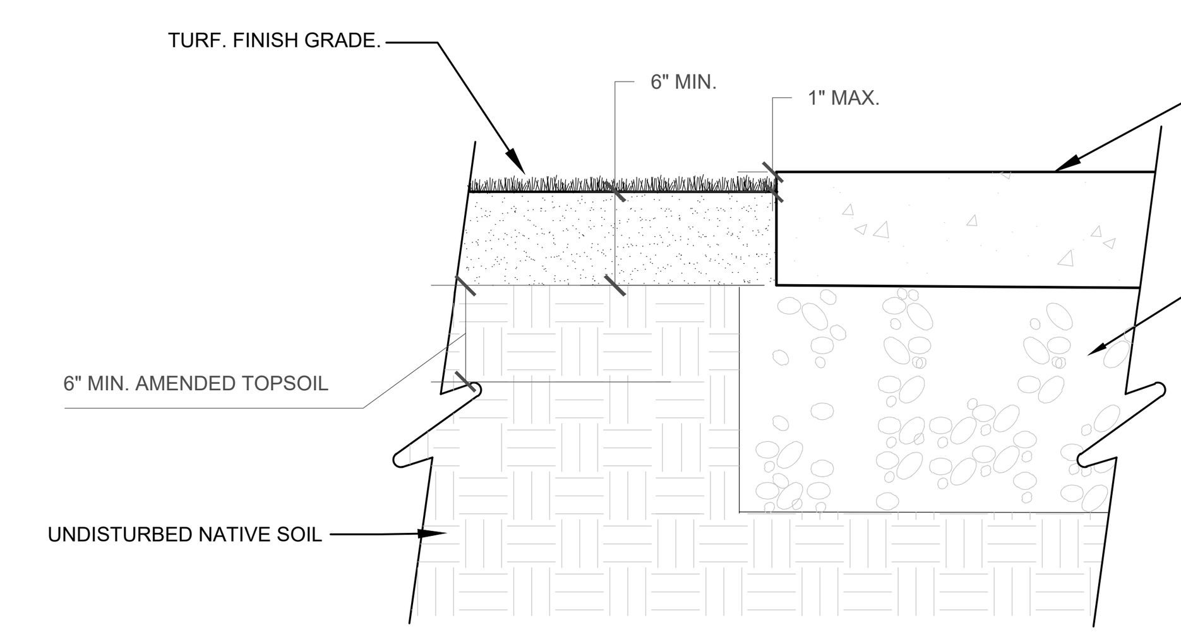
MULCHING

28. AFTER ALL PLANTING IS COMPLETE, THE CONTRACTOR SHALL INSTALL A MINIMUM 4" THICK LAYER OF MULCH AS SPECIFIED IN THE PLANTING LEGEND. INSTALL A 4" THICK RING OF DOUBLE SHREDDED CEDAR BARK MULCH AROUND ALL PLANT MATERIAL IN ROCK MULCH BEDS WHERE LANDSCAPING IS SHOWN ON THE PLANS. WOOD MULCH RING SIZE SHALL BE THE CONTAINER SIZE OF THE SHRUBS, PERENNIALS, AND ORNAMENTAL GRASSES. TREE RING SIZE SHALL BE GREEN INDUSTRIES OF COLORADO INDUSTRY STANDARD WIDTH.
29. ALL MULCH SHALL BE HARVESTED IN A SUSTAINABLE MANNER FROM A LOCAL SOURCE.
30. INSTALL DEWITT PRO-5 WEED BARRIER FABRIC UNDER ALL ROCK MULCH SHRUB BEDS SPECIFIED ON THE PLANS ONLY. NO LANDSCAPE FABRIC SHALL BE USED IN WOOD MULCH AREAS. NO PLASTIC WEED BARRIERS SHALL BE SPECIFIED.
31. ABSOLUTELY NO EXPOSED GROUND SHALL BE LEFT SHOWING ANYWHERE ON THE PROJECT AFTER MULCH HAS BEEN INSTALLED.
32. ALL PLANTING AREAS WITH LESS THAN A 4:1 GRADIENT SHALL RECEIVE A LAYER OF MULCH, TYPE AND DEPTH PER PLANS. SUBMIT 1 CUBIC FOOT SAMPLE OF MULCH (ONE SAMPLE PER TYPE) TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO INSTALLATION. THE MULCH SHALL BE SPREAD EVENLY THROUGHOUT ALL PLANTING AREAS EXCEPT SLOPES 4:1 OR STEEPER, OR AS OTHERWISE DENOTED ON THE PLAN. ABSOLUTELY NO EXPOSED GROUND SHALL REMAIN IN AREAS TO RECEIVE MULCH AFTER MULCH HAS BEEN INSTALLED.
33. ALL PLANTING AREAS ON SLOPES OVER 4:1 SHALL RECEIVE COCONUT FIBER EROSION CONTROL NETTING FROM ROLLS. NETTING SHALL BE #CT-125, AS MANUFACTURED BY NORTH AMERICAN GREEN (OR EQUAL). INSTALL AND STAKE PER MANUFACTURER'S SPECIFICATIONS. SEE ALSO THE CIVIL ENGINEER'S EROSION CONTROL PLAN.



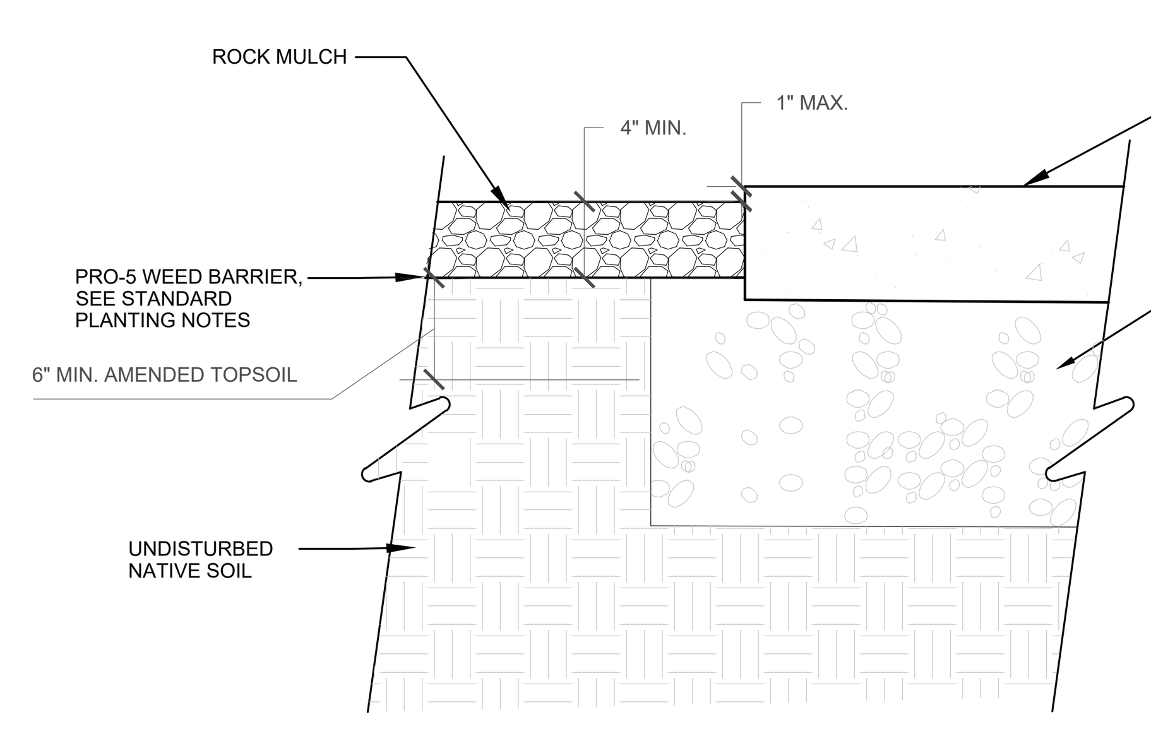
1. FINISH GRADE. SEE PLANTING PLAN FOR GROUND COVER TREATMENT
2. SHREDDED BARK MULCH, 3" MIN. DEPTH, ROUGHLY THE EXTENTS OF ROOTBALL
3. PLANT ROOT BALL. SET TOP ROOTBALL 2" ABOVE ADJECENT GRADE. IN BERMED AREAS SET ROOTBALL 2" ABOVE LOWER ADJECENT GRADE - INSTALL WATER RING (2 - 3" HT.)
4. BACKFILL MIX (PER PLANTING SPECIFICATIONS). AMEND AND FERTILIZE ONLY AS RECOMMENDED IN SOIL FERTILITY ANALYSIS. JET BACKFILL WITH WATER TO ELIMINATE VOIDS.
5. COMPACTED BACKFILL MIX (75%).
6. UNDISTURBED NATIVE SOIL.

1 SHRUB AND PERENNIAL DETAIL
SCALE: NOT TO SCALE



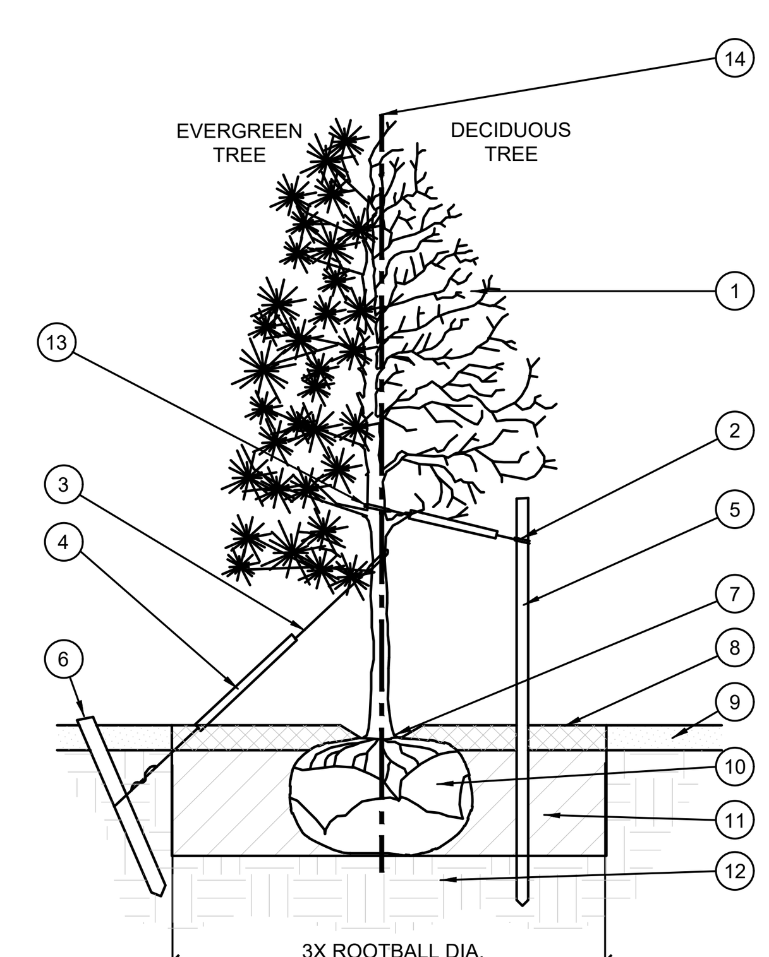
NOTES:
1. SEE STANDARD PLANTING NOTES FOR TURF REQUIREMENTS.
2. INSTALL TURF 1"-2" BELOW CONCRETE FINISH GRADE.

2 TURF ALONG CONCRETE PAVING
SCALE: NOT TO SCALE



NOTES:
1. MULCH TO BE MIN 4" THICK. SEE STANDARD PLANTING NOTES.
2. NO PLASTIC WEED BARRIERS SHALL BE SPECIFIED.
3. INSTALL ROCK MULCH 1"-2" BELOW CONCRETE FINISH GRADE.

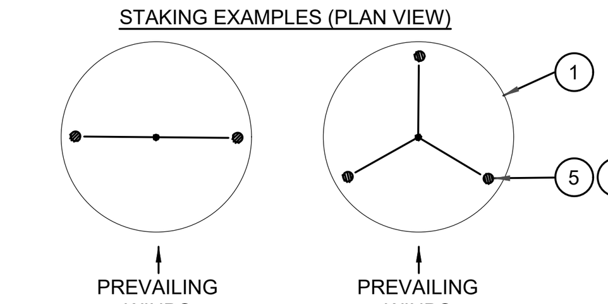
3 ROCK MULCH ALONG CONCRETE PAVING
SCALE: NOT TO SCALE



1. TREE CANOPY.
2. NYLON TREE STRAPS AT ENDS OF WIRES - SECURE TO STAKE OR DEADMEN WITH NAILS.
3. 12 GAUGE GALVANIZED WIRE. SECURE TO TRUNK JUST ABOVE LOWEST MAJOR BRANCHES.
4. 24" X 3/4" P.V.C. MARKERS OVER WIRES.
5. PRESSURE-TREATED WOOD STAKE, 2" DIA. EXTEND STAKES 12" MIN. INTO UNDISTURBED SOIL.
6. PRESSURE-TREATED WOOD DEADMEN, TWO PER TREE (MIN.). BURY OUTSIDE OF PLANTING PIT AND 18" MIN. INTO UNDISTURBED SOIL.
7. TRUNK FLARE.
8. WOOD MULCH TREE RING 3' DIA MIN. TYPE AND DEPTH PER PLANS. DO NOT PLACE MULCH WITHIN 3" OF TRUNK.
9. FINISH GRADE. SEE PLANTING PLAN FOR GROUND COVER TREATMENT
10. ROOT BALL-SEE NOTE 3, THIS DETAIL
11. BACKFILL. AMEND AND FERTILIZE ONLY AS RECOMMENDED IN SOIL FERTILITY ANALYSIS.
12. UNDISTURBED NATIVE SOIL
13. SOFT VELCRO, OR OTHER FABRIC WRAP
14. CENTRAL LEADER, SEE PLANTING NOTES

NOTES:
1. SCARIFY SIDES OF PLANTING PIT PRIOR TO SETTING TREE.
2. REMOVE EXCESS SOIL APPLIED ON TOP OF THE ROOTBALL THAT COVERS THE ROOT FLARE. THE PLANTING HOLE DEPTH SHALL BE SUCH THAT THE ROOTBALL RESTS ON UNDISTURBED SOIL, AND THE ROOT FLARE IS 3"-5" ABOVE FINISH GRADE.
3. CUT OFF BOTTOM 1/3 OF WIRE BASKET BEFORE PLACING TREE IN HOLE, CUT OFF AND REMOVE REMAINDER OF BASKET AFTER TREE IS SET IN HOLE, REMOVE ALL NYLON TIES, TWINE, ROPE, AND OTHER PACKING MATERIAL. REMOVE ALL BURLAP FROM AROUND ROOTBALL.
4. TREE WRAP IS NOT TO BE USED ON ANY NEW PLANTINGS, EXCEPT IN LATE FALL PLANTING SITUATIONS, AND ONLY THEN AFTER CONSULTATION WITH THE LANDSCAPE ARCHITECT. WHEN WRAPPING TREE, WRAP FROM TRUNK FLARE TO LOWEST MAJOR BRANCH.
5. REMOVE ALL NURSERY STAKES AFTER PLANTING.
6. FOR TREES OVER 3" CALIPER, USE THREE STAKES OR DEADMEN (AS APPROPRIATE), SPACED EVENLY AROUND TREE.
7. DO NOT ALLOW AIR POCKETS TO FORM WHEN BACKFILLING.

STAKING EXAMPLES (PLAN VIEW)



4 TREE PLANTING DETAIL
SCALE: NOT TO SCALE

Galloway
6162 S. Willow Drive, Suite 320
Greenwood Village, CO 80111
303.770.8884
GallowayUS.com

PRELIMINARY
NOT FOR BIDDING
NOT FOR CONSTRUCTION

SITE PLANS FOR ALPINE BANK
1608 SOUTH COLLEGE AVENUE
S. COLLEGE AVE. & PROSPECT ROAD FORT COLLINS, COLORADO

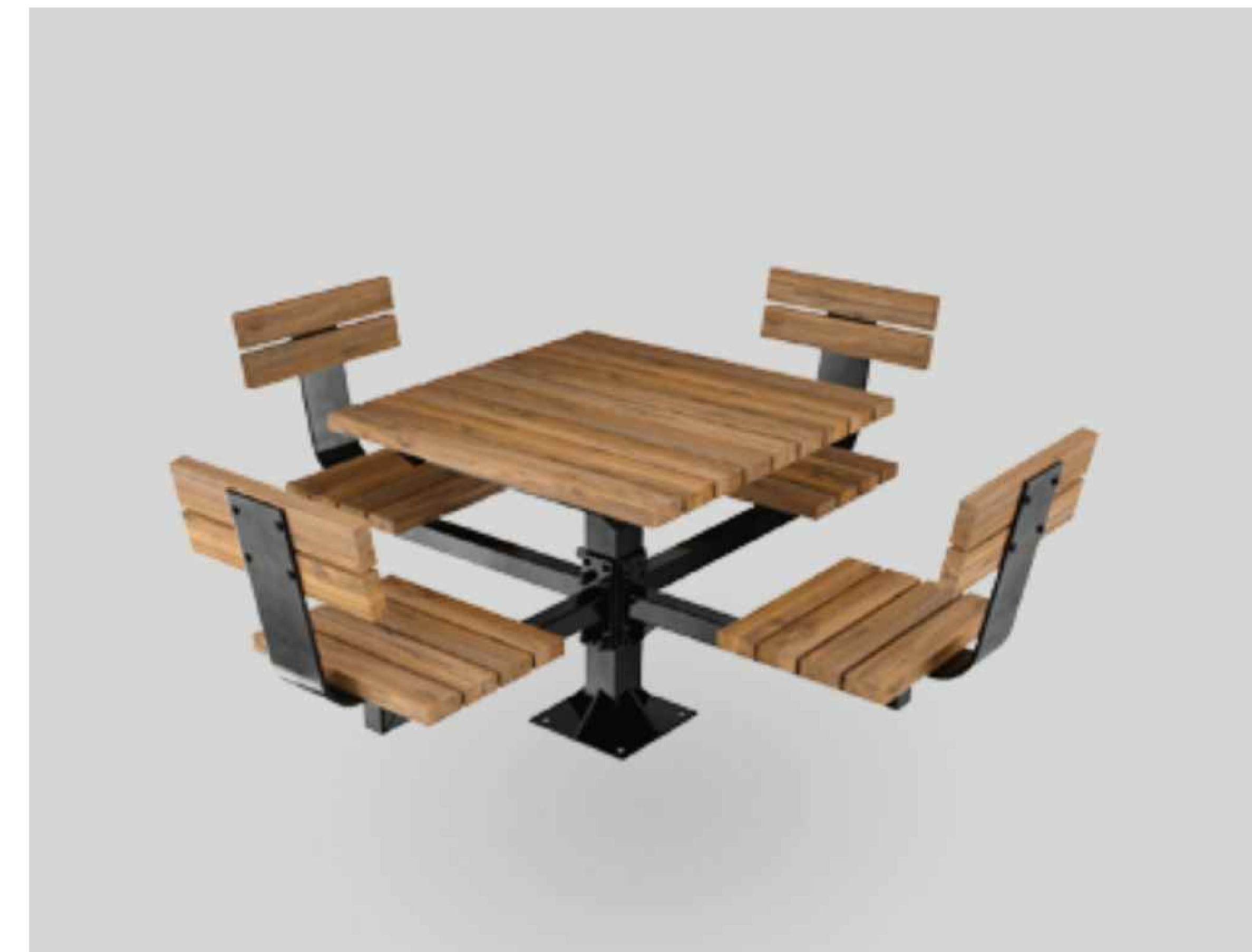
#	Date	Issue / Description	Init.
	12/2/2020	1ST PDP SUB	MAS
	1/20/2021	2ND PDP SUB	MAS
	02/17/2021	3RD PDP SUB	MAS

Project No:	ALB000001
Drawn By:	EMFB
Checked By:	SMAS
Date:	02/17/2021

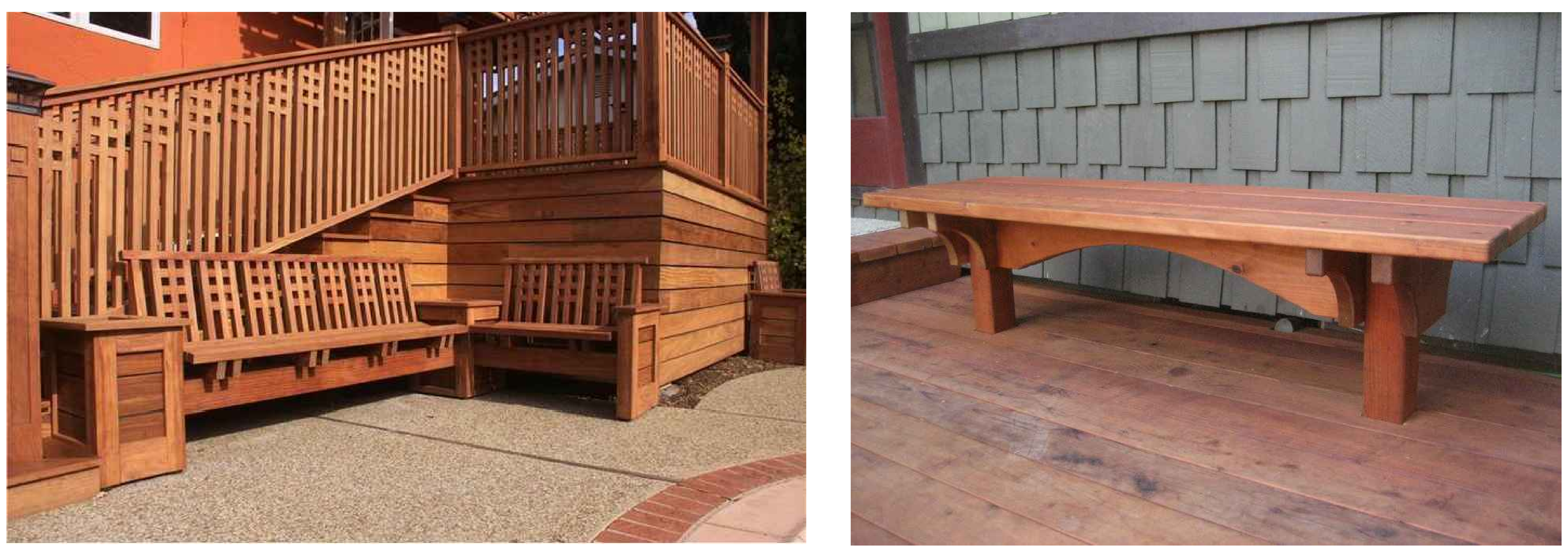
LANDSCAPE NOTES AND DETAILS

1 CRAFTSMAN STYLE - RAISED PLANTERS & SEAT WALLS
SCALE: NTS

2 CRAFTSMAN STYLE - TRASH RECEPTACLE
SCALE: NTS



3 CRAFTSMAN STYLE - TABLE AND CHAIRS
SCALE: NTS



4 CRAFTSMAN STYLE - BENCH
SCALE: NTS

3 CRAFTSMAN STYLE - RAILINGS
SCALE: NTS

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PRELIMINARY
NOT FOR BIDDING
NOT FOR CONSTRUCTION

SITE PLANS FOR
ALPINE BANK

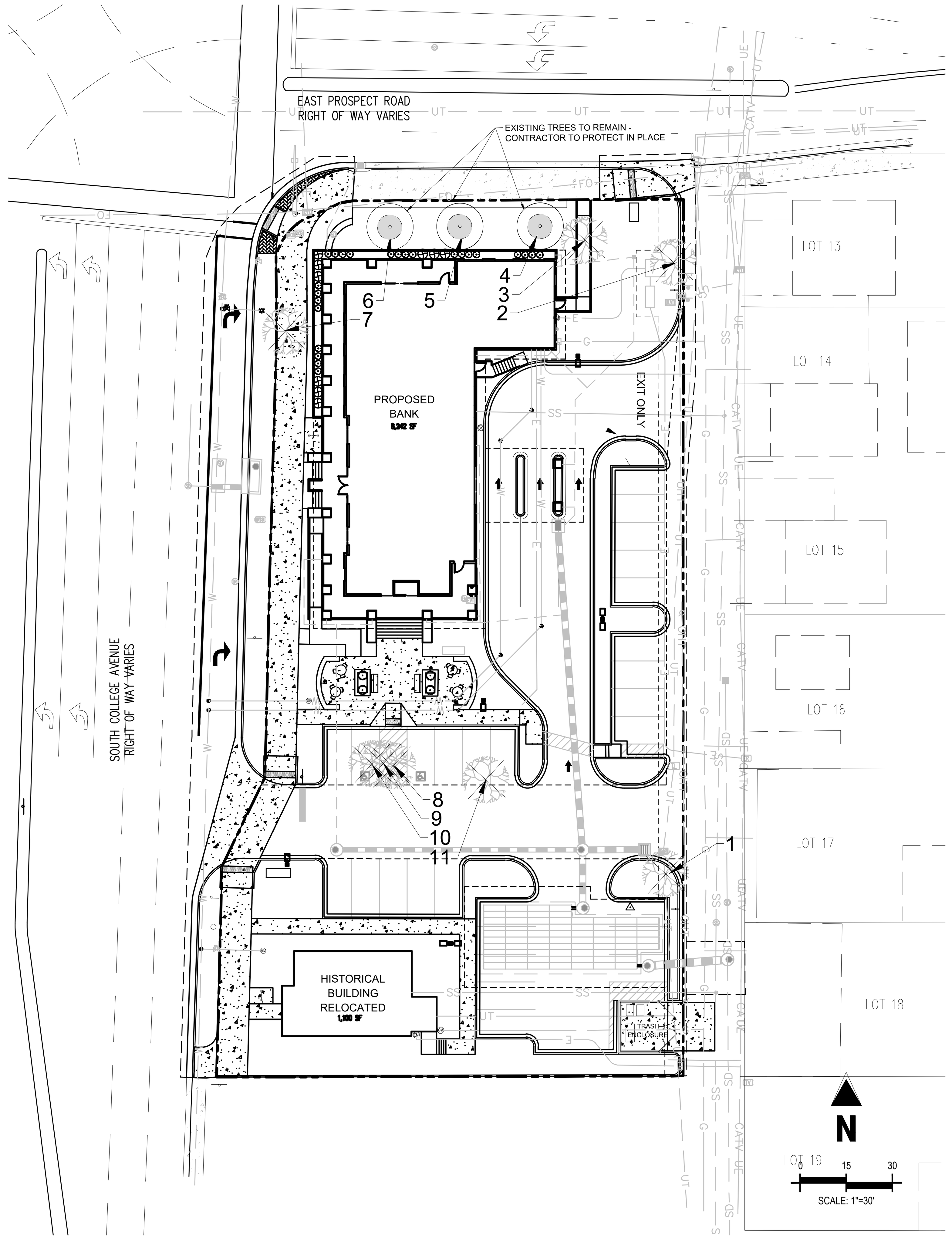
1608 SOUTH COLLEGE AVENUE

S. COLLEGE AVE. & PROSPECT ROAD
FORT COLLINS, COLORADO

#	Date	Issue / Description	Init.
	12/2/2020	1ST PDP SUB	MAS
	1/20/2021	2ND PDP SUB	MAS

Project No:	ALB000001
Drawn By:	[illegible]
Checked By:	[illegible]
Date:	01/20/2021

PATIO FURNISHINGS



1 TREE PRESERVATION PLAN

SCALE: 1" = 30'

EXISTING TREE KEY

EXISTING TREE TO BE RELOCATED

EXISTING TREE TO BE REMOVED

NOTE: SEE LANDSCAPE NOTES FOR TREE PROTECTION REQUIREMENTS

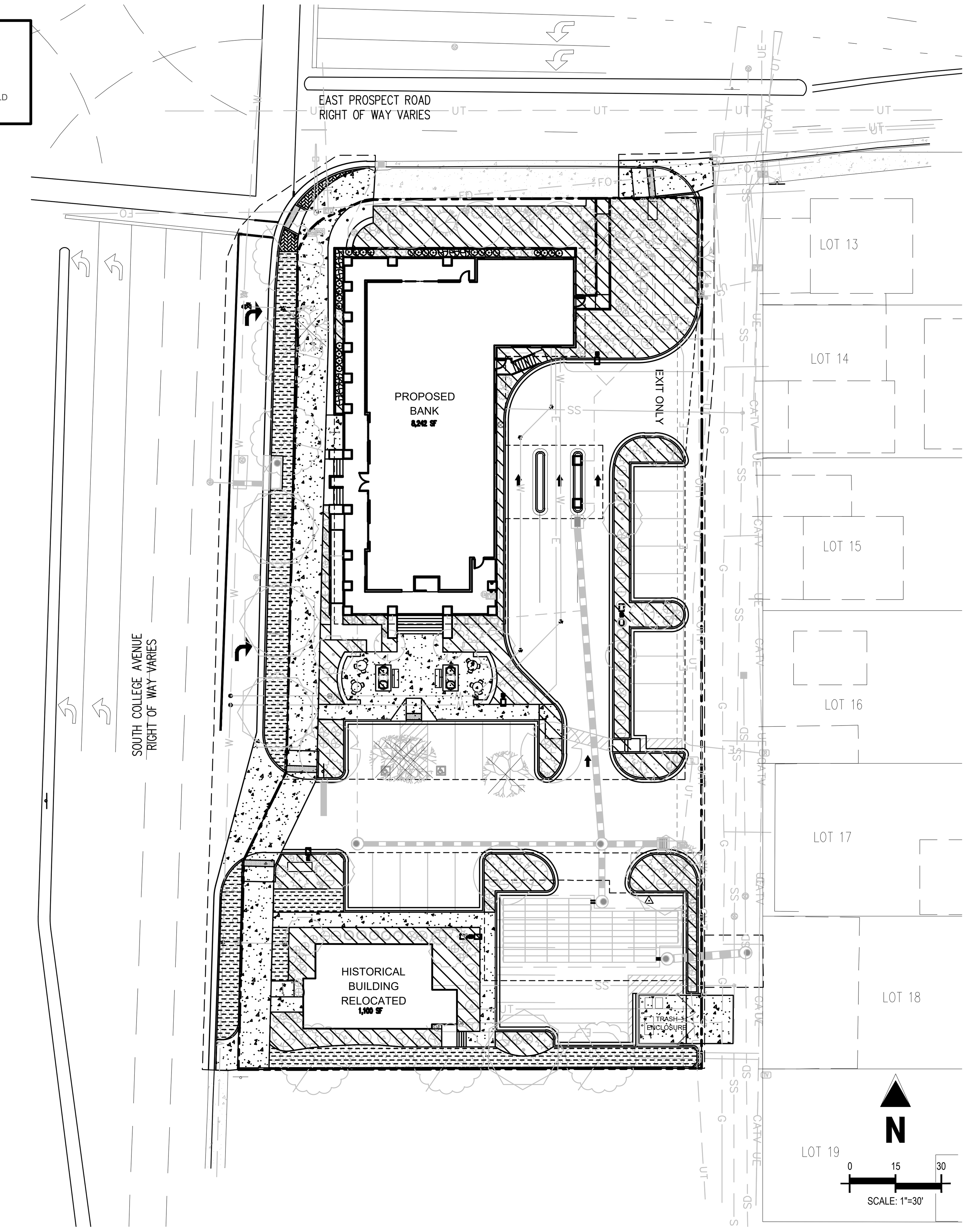
CITY OF FORT COLLINS STREET TREE NOTE

STREET TREE NOTES:

1. A PERMIT MUST BE OBTAINED FROM THE CITY FORESTER BEFORE ANY TREES OR SHRUBS AS NOTED ON THIS PLAN ARE PLANTED, PRUNED OR REMOVED IN THE PUBLIC RIGHT-OF-WAY. THIS INCLUDES ZONES BETWEEN THE SIDEWALK AND CURB, MEDIANS AND OTHER CITY PROPERTY. THIS PERMIT SHALL APPROVE THE LOCATION AND SPECIES TO BE PLANTED. FAILURE TO OBTAIN THIS PERMIT IS A VIOLATION OF THE CITY OF FORT COLLINS CODE SUBJECT TO CITATION (SECTION 27-31) AND MAY ALSO RESULT IN REPLACING OR RELOCATING TREES AND A HOLD ON CERTIFICATE OF OCCUPANCY.

TREE PROTECTION NOTES:

1. USE CITY OF FORT COLLINS TREE PROTECTION NOTES. TREE PROTECTION NOTES BELOW SHALL BE USED FOR FURTHER INTEGRATION.
2. "PROTECTED ZONE" FOR EXISTING TREES: BEFORE BEGINNING ANY DEMOTION OR CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL INSTALL TEMPORARY CHAIN LINK FENCING AROUND ALL EXISTING TREES WITHIN THE CONSTRUCTION ZONE THAT ARE TO BE SAVED. THE FENCE SHALL BE INSTALLED NO CLOSER TO THE TREE THAN THE EDGE OF THE TREE'S PROTECTED ZONE, GENERALLY DEFINED AS THE AREA BEGINNING FIVE FEET OUTSIDE OF THE TREE'S DRIP LINE AND EXTENDING TOWARDS THE TREE. IN THE EVENT THAT CONSTRUCTION IS REQUIRED WITHIN THE TREE PROTECTION ZONE A PRE-CON MEETING IS REQUIRED WITH THE CONTRACTOR, FORESTRY DEPARTMENT, LANDSCAPE ARCHITECT AND CIVIL ENGINEER TO DISCUSS CONSTRUCTION METHODS ON A CASE BY CASE BASIS. THE FENCING SHALL BE OF A MATERIAL AND HEIGHT ACCEPTABLE TO THE LANDSCAPE ARCHITECT AND FORT COLLINS FORESTRY DEPARTMENT. ALL CONTRACTORS AND THEIR CREWS SHALL NOT BE ALLOWED INSIDE THIS "PROTECTED ZONE" NOR SHALL THEY BE ALLOWED TO STORE OR DUMP FOREIGN MATERIALS WITHIN THIS AREA. NO WORK OF ANY KIND, INCLUDING TRENCHING, SHALL BE ALLOWED WITHIN THE PROTECTED ZONE EXCEPT AS DESCRIBED BELOW. THE FENCING SHALL REMAIN AROUND EACH TREE TO BE SAVED UNTIL THE COMPLETION OF CONSTRUCTION OPERATIONS.
3. TEMPORARY MULCH: TO ALLEVIATE SOIL COMPACTION IN ANTICIPATED AREAS OF HIGH CONSTRUCTION TRAFFIC, AND ONLY WHERE FENCING CANNOT BE SET FIVE FEET OUTSIDE OF THE DRIPLINE, THE CONTRACTOR SHALL INSTALL A LAYER OF MULCH, 9"-12" THICK, OVER ALL EXPOSED EARTH FROM THE TREE TRUNK TO 5' OUTSIDE OF THE DRIPLINE. THIS LAYER SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION. WHEN PLANTING OPERATIONS ARE COMPLETED, THE MULCH SHALL BE REDISTRIBUTED THROUGHOUT ALL PLANTING AREAS IN A 3" THICK "PERMANENT" MULCH LAYER.
4. NECESSARY WORK: WHEN IT BECOMES NECESSARY TO ENTER THE "PROTECTED ZONE", SUCH AS FOR FINE GRADING, IRRIGATION INSTALLATION, AND PLANTING OPERATIONS, THE CONTRACTOR SHALL STRICTLY ADHERE TO THE FOLLOWING RULES:
   - A. EVERY EFFORT SHALL BE MADE TO PRESERVE THE EXISTING GRADE AROUND PROTECTED TREES IN AS WIDE AN AREA AS POSSIBLE.
   - B. TRENCHING WITHIN THE PROTECTED ZONE OF EXISTING TREES SHALL BE PERFORMED BY HAND, AND WITH EXTREME CARE NOT TO SEVER ROOTS 2" IN DIAMETER AND LARGER. WHERE ROOTS 2" IN DIAMETER AND LARGER ARE ENCOUNTERED, THE CONTRACTOR SHALL TUNNEL UNDER SAID ROOTS. EXPOSED ROOTS THAT HAVE BEEN TUNNELED UNDER SHALL BE WRAPPED IN WET BURLAP AND KEPT MOIST WHILE THE TRENCH IS OPEN.
   - C. WHERE ROOTS 2" IN DIAMETER OR LARGER MUST BE CUT DUE TO EXTENSIVE GRADE CHANGES, THOSE ROOTS MUST BE EXPOSED BY HAND DIGGING AND CUT CLEANLY. RAGGED CUTS GENERALLY DO NOT HEAL PROPERLY, AND MAY LEAVE THE TREE OPEN TO PESTS AND PATHOGENS.
   - D. WHERE TRENCHING NEAR TREES HAS ALREADY OCCURRED FROM PREVIOUS CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL MAKE EVERY EFFORT TO CONFINE HIS TRENCHING OPERATIONS TO THE PREVIOUSLY-CREATED TRENCHES, WHILE ADHERING TO THE CONDITIONS SET FORTH IN 3B.
4. POTENTIAL CONFLICTS: THE CONTRACTOR SHALL NOTIFY THE OWNER AND ARBORIST SHOULD ANY POTENTIAL CONFLICTS ARISE BETWEEN THESE SPECIFICATIONS AND/OR LARGE ROOTS ENCOUNTERED IN THE FIELD, AND CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL NOT TAKE ANY ACTION IN SUCH CONFLICTS WITHOUT THE CITY FORESTER'S WRITTEN APPROVAL. THE CITY FORESTER SHALL HAVE FINAL AUTHORITY OVER ALL METHODS NECESSARY TO HELP ENSURE THE PROTECTION AND SURVIVAL OF EXISTING TREES.
5. PRUNING: PRUNING IS TO BE COORDINATED WITH THE CITY OF FORT COLLINS FORESTRY DEPARTMENT. PRUNING MUST BE COMPLETED BY A CITY OF FORT COLLINS LICENSED ARBORIST. THE CITY WILL LIKELY HANDLE ALL ROW PRUNING BUT THE CONTRACTOR MAY COORDINATE TO HAVE A LICENSED ARBORIST COMPLETE THIS WORK. PRUNE ONLY THE TREES THAT ARE INDICATED ON THE PLANS AS REQUIRING PRUNING. PRUNE TREES ACCORDING TO INTERNATIONAL SOCIETY OF ARBORICULTURE / ANSI A300 STANDARDS:
   - A. REMOVE ALL DEAD WOOD.
   - B. PRUNE LIVE WOOD FOR HEALTH OR STRUCTURAL REASONS ONLY, INCLUDING THE NEED TO ELIMINATE DISEASED OR DAMAGED GROWTH, ELIMINATE STRUCTURALLY UNSOUND GROWTH, REDUCE THE POTENTIAL FOR WIND TOPPLING OR WIND DAMAGE, OR TO MAINTAIN GROWTH WITHIN LIMITED SPACE. DO NOT REMOVE MORE THAN 25% OF ANY TREE'S LIVE FOLIAGE IN ANY ONE GROWING SEASON. PRUNE ONLY TO INTERNATIONAL SOCIETY OF ARBORICULTURE/ANSI A300 STANDARDS, AND ONLY UNDER THE DIRECT SUPERVISION OF A CERTIFIED ARBORIST.
   - C. FINAL CUTS SHALL BE MADE JUST OUTSIDE THE SHOULDER RING AREA. EXTREMELY FLUSHED CUTS WHICH PRODUCE LARGE WOUNDS SHALL NOT BE MADE.
   - D. ALL TRIMMING CUTS SHALL BE PERFORMED IN SUCH A MANNER AS TO PROMOTE THE NATURAL GROWTH AND SHAPE OF EACH TREE SPECIES.
   - E. IMPROPER PRUNING METHODS INCLUDING, BUT NOT LIMITED TO, "TOPPING", "TIPPING", "HEADING BACK", "DEHORNING", AND "LIONTAILING" WILL NOT BE ALLOWED. THE CONTRACTOR SHALL PAY FOR ALL WORK NECESSARY TO CORRECT SUCH PRUNING WHEN PERFORMED BY HIS CREWS OR SUBCONTRACTORS.
   - F. SHOULD THE CONTRACTOR REQUIRE MORE INFORMATION, THE CONTRACTOR SHALL CONTACT THE ISA AT (217) 355-9411 FOR A COPY OF THE ANSI A300 PRUNING STANDARDS. CONTRACTOR SHALL ADHERE TO THE METHODS AND PRACTICES SET FORTH IN THIS DOCUMENT.
6. LANDSCAPE AND IRRIGATION (NATIVE TREES ONLY): ANY FUTURE LANDSCAPE AND IRRIGATION SHOULD ADHERE TO THE FOLLOWING GUIDELINES:
   - A. DRIP IRRIGATION SHALL BE PROVIDED TO ALL EXISTING TREES.
   - B. IRRIGATION OR PLANTING THAT OCCURS CLOSER THAN 8'-10' FROM THE TRUNK SHALL BE CAREFULLY HAND DUG AND PLACED STRATEGICALLY TO AVOID IMPACTING ROOTS 2" OR LARGER IN DIAMETER.
   - C. WHERE IRRIGATION DOES OCCUR WITHIN THE PROTECTED ZONE, DRIP IRRIGATION SHOULD BE USED WHEREVER POSSIBLE. ADDITIONALLY, ONLY PLANTS WITH LOW WATER NEEDS SHOULD BE PLANTED WITHIN THE PROTECTED ZONE, SPACED FAR APART WHERE CLOSE TO THE TREE. PLANTS MAY BE SPACED CLOSER TOGETHER NEAR THE EDGE OF THE PROTECTED ZONE.

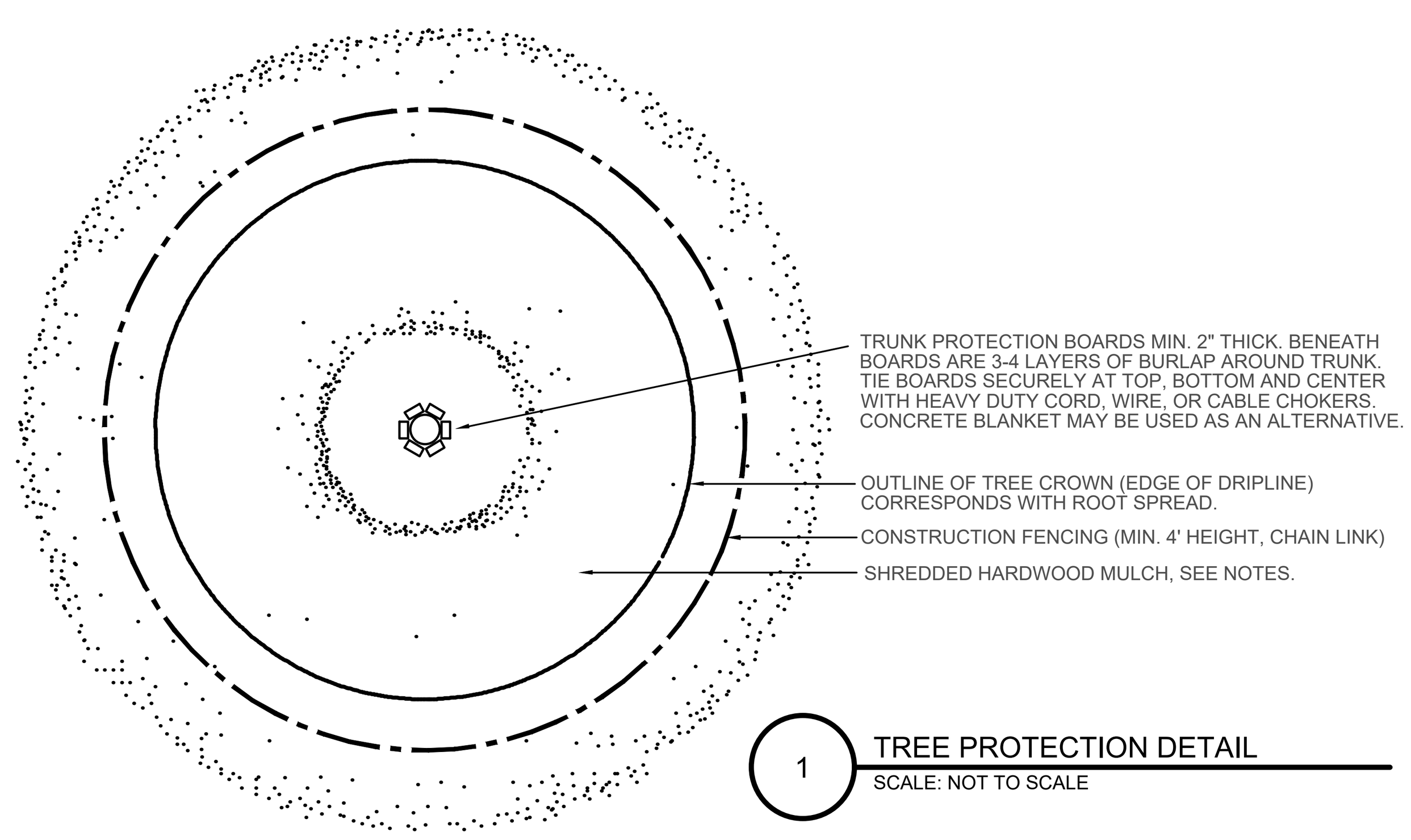


2 HYDROZONE PLAN

SCALE: 1" = 30'

S College Ave and E Prospect Rd Alpine Bank Tree Inventory and Mitigation Information

#	Species	DBH	Condition	Mitigation
1	Blue spruce	22	fair plus	2.5
2	Siberian elm	35	fair minus	3
3	Crabapple	1.5	fair	1.5
4	Bur oak	3	fair plus	0
5	Bur oak	3	fair plus	0
6	Bur oak	3	fair plus	0
7	Honey locust	14	fair plus	2.5
8	Siberian elm	13	fair	2
9	Siberian elm	13	fair minus	1.5
10	Siberian elm	11	fair minus	1.5
11	Hackberry	31	fair minus	3



1 TREE PROTECTION DETAIL

SCALE: NOT TO SCALE

TREE REMOVAL:

NO TREES SHALL BE REMOVED DURING THE SONGBIRD NESTING SEASON (FEBRUARY 1 TO JULY 31) WITHOUT FIRST HAVING A PROFESSIONAL ECOLOGIST OR WILDLIFE BIOLOGIST COMPLETE A NESTING SURVEY TO IDENTIFY ANY ACTIVE NESTS EXISTING ON THE PROJECT SITE. THE SURVEY SHALL BE SENT TO THE CITY ENVIRONMENTAL PLANNER. IF ACTIVE NESTS ARE FOUND, THE CITY WILL COORDINATE WITH RELEVANT STATE AND FEDERAL REPRESENTATIVES TO DETERMINE WHETHER ADDITIONAL RESTRICTIONS ON TREE REMOVAL AND CONSTRUCTION APPLY

CAUTION
UTILITIES EXIST WITHIN CONSTRUCTION LIMITS. CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING THEIR LOCATION PRIOR TO CONSTRUCTION.

HYDROZONE CHART

HIGH HYDROZONE	18 GALLONS / SQUARE FEET / SEASON	0 SQUARE FEET
MODERATE HYDROZONE	10 GALLONS / SQUARE FEET / SEASON	2,726 SQUARE FEET
LOW HYDROZONE	3 GALLONS / SQUARE FEET / SEASON	7,903 SQUARE FEET
VERY LOW HYDROZONE	0 GALLONS / SQUARE FEET / SEASON	0 SQUARE FEET

NOTE: ALL PLANTING BEDS NOT LABELED "MODERATE HYDROZONE" ARE CONSIDERED LOW HYDROZONE.

HYDROZONE LEGEND

HIGH HYDROZONE: (18 GALLONS / SF / SEASON)

MODERATE HYDROZONE (10 GALLONS / SF / SEASON)

LOW HYDROZONE: (3 GALLONS / SF / SEASON)

VERY LOW HYDROZONE: (0 GALLONS / SF / SEASON)

CITY OF FORT COLLINS TREE PROTECTION NOTES:

1. ALL EXISTING TREES WITHIN THE LIMITS OF THE DEVELOPMENT AND WITHIN ANY NATURAL AREA BUFFER ZONES SHALL REMAIN AND BE PROTECTED UNLESS NOTED ON THESE PLANS FOR REMOVAL.
2. WITHIN THE DRIP LINE OF ANY PROTECTED EXISTING TREE, THERE SHALL BE NO CUT OR FILL OVER A FOUR-INCH DEPTH UNLESS A QUALIFIED ARBORIST OR FORESTER HAS EVALUATED AND APPROVED THE DISTURBANCE.
3. ALL PROTECTED EXISTING TREES SHALL BE PRUNED TO THE CITY OF FORT COLLINS FORESTRY STANDARDS. TREE PRUNING AND REMOVAL SHALL BE PERFORMED BY A BUSINESS THAT HOLDS A CURRENT CITY OF FORT COLLINS ARBORIST LICENSE WHERE REQUIRED BY CODE.
4. PRIOR TO AND DURING CONSTRUCTION, BARRIERS SHALL BE ERECTED AROUND ALL PROTECTED EXISTING TREES WITH SUCH BARRIERS TO BE OF ORANGE FENCING A MINIMUM OF FOUR (4) FEET IN HEIGHT, SECURED WITH METAL T-POSTS, NO CLOSER THAN SIX (6) FEET FROM THE TRUNK OR ONE-HALF (½) OF THE DRIP LINE, WHICHEVER IS GREATER. THERE SHALL BE NO STORAGE OR MOVEMENT OF EQUIPMENT, MATERIAL, DEBRIS OR FILL WITHIN THE FENCED TREE PROTECTION ZONE.
5. DURING THE CONSTRUCTION STAGE OF DEVELOPMENT, THE APPLICANT SHALL PREVENT THE CLEANING OF EQUIPMENT OR MATERIAL OR THE STORAGE AND DISPOSAL OF WASTE MATERIAL SUCH AS PAINTS, OILS, SOLVENTS, ASPHALT, CONCRETE, MOTOR OIL OR ANY OTHER MATERIAL HARMFUL TO THE LIFE OF A TREE WITHIN THE DRIP LINE OF ANY PROTECTED TREE OR GROUP OF TREES.
6. NO DAMAGING ATTACHMENT, WIRES, SIGNS OR PERMITS MAY BE FASTENED TO ANY PROTECTED TREE.
7. LARGE PROPERTY AREAS CONTAINING PROTECTED TREES AND SEPARATED FROM CONSTRUCTION OR LAND CLEARING AREAS, ROAD RIGHTS-OF-WAY AND UTILITY EASEMENTS MAY BE "RIBBONED OFF," RATHER THAN ERECTING PROTECTIVE FENCING AROUND EACH TREE AS REQUIRED IN SUBSECTION (G)(3) ABOVE. THIS MAY BE ACCOMPLISHED BY PLACING METAL T-POST STAKES A MAXIMUM OF FIFTY (50) FEET APART AND TYING RIBBON OR ROPE FROM STAKE-TO-STAKE ALONG THE OUTSIDE PERIMETERS OF SUCH AREAS BEING CLEARED.
8. THE INSTALLATION OF UTILITIES, IRRIGATION LINES OR ANY UNDERGROUND FIXTURE REQUIRING EXCAVATION DEEPER THAN SIX (6) INCHES SHALL BE ACCOMPLISHED BY BORING UNDER THE ROOT SYSTEM OF PROTECTED EXISTING TREES AT A MINIMUM DEPTH OF TWENTY-FOUR (24) INCHES. THE AUGER DISTANCE IS ESTABLISHED FROM THE FACE OF THE TREE (OUTER BARK) AND IS SCALED FROM TREE DIAMETER AT BREAST HEIGHT AS DESCRIBED IN THE CHART BELOW:

TREE DIAMETER AT BREAST HEIGHT (INCHES)	AUGER DISTANCE FROM FACE OF TREE (FEET)
0-2	1
3-4	2
5-9	5
10-14	10
15-19	12
OVER 19	15

9. ALL TREE REMOVAL SHOWN SHALL BE COMPLETED OUTSIDE OF THE SONGBIRD NESTING SEASON (FEB 1 - JULY 31) OR CONDUCT A SURVEY OF TREES ENSURING NO ACTIVE NESTS IN THE AREA.

Galloway
6162 S. Willow Drive, Suite 320
Greenwood Village, CO 80111
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PRELIMINARY
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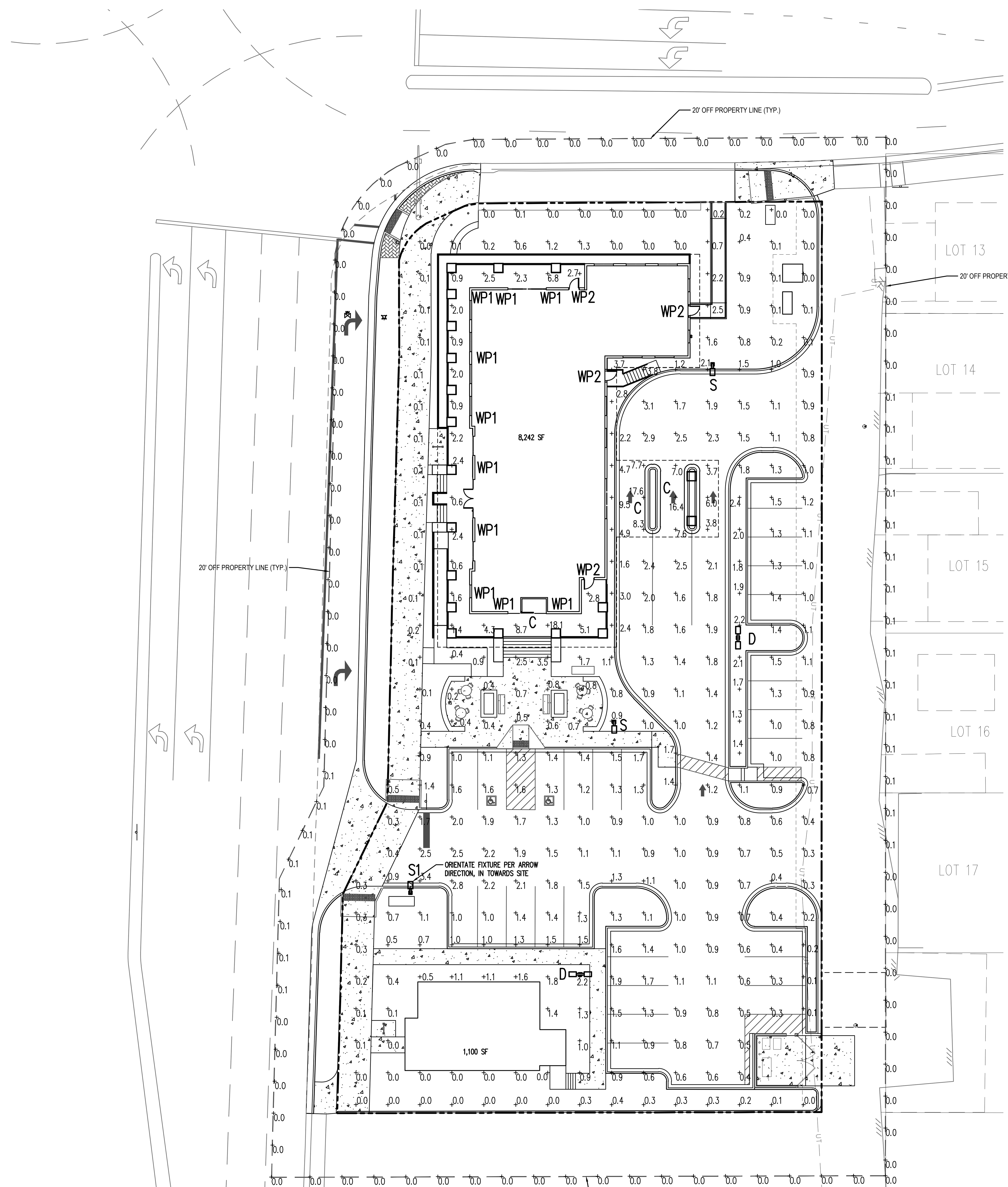
SITE PLANS FOR ALPINE BANK
1608 SOUTH COLLEGE AVENUE
S. COLLEGE AVE. & PROSPECT ROAD FORT COLLINS, COLORADO

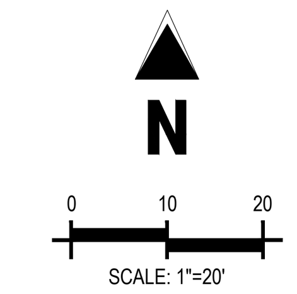
#	Date	Issue / Description	Init.
	12/2/2020	1ST PDP SUB	MAS
	1/20/2021	2ND PDP SUB	MAS
	02/17/2021	3RD PDP SUB	MAS

Project No:	ALB000001
Drawn By:	[illegible]
Checked By:	[illegible]
Date:	02/17/2021

TREE PRESERVATION AND HYDROZONE PLAN



1 PHOTOMETRIC SITE PLAN
SCALE: 1"=20'-0"



NOTES:

PLAN WAS BASED ON THE INFORMATION PROVIDED, ALL DIMENSIONS, LUMINAIRE LOCATIONS SHOWN REPRESENT RECOMMENDED POSITIONS. THE ENGINEER AND/OR ARCHITECT MUST DETERMINE APPLICABILITY OF THE LAYOUT TO EXISTING OR FUTURE FIELD CONDITIONS.

THE STUDY IS BASED ON REQUESTED ILLUMINATION LEVELS, LUMINAIRE LOCATIONS, OR ADDITIONAL CRITERIA BY THE AUTHORITIES HAVING JURISDICTION.

THE CALCULATED PHOTOMETRIC LEVELS MAY OR MAY NOT MEET CERTAIN SAFETY STANDARDS OR RECOMMENDED PRACTICES OF IESNA.

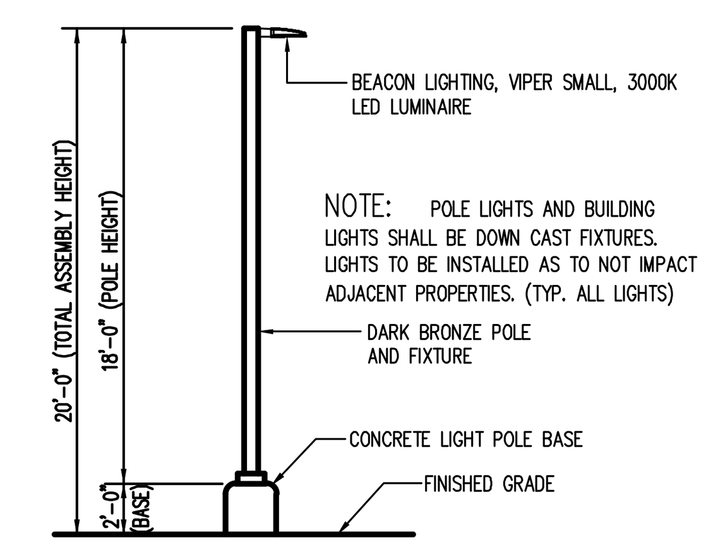
THE PHOTOMETRIC PLAN REPRESENTS ILLUMINATION LEVELS CALCULATED FROM LABORATORY DATA TAKEN UNDER CONTROLLED CONDITIONS UTILIZING CURRENT INDUSTRY STANDARD LAMP RATINGS IN ACCORDANCE WITH ILLUMINATING ENGINEERING SOCIETY (IES) APPROVED METHODS. LABORATORY TESTS ARE MADE UNDER OPTIMUM CONDITION, WITH LAMP OUTPUT AT RATED VALUE, AND IN ACCORDANCE WITH ILLUMINATING ENGINEERING SOCIETY APPROVED METHODS.

ACTUAL ILLUMINANCE LEVELS MAY DIFFER DUE TO VARIABLE FIELD CONDITIONS SUCH AS (BUT NOT LIMITED TO): VARIANCE IN LAMP LUMEN OUTPUT; LAMP TILT FACTOR; BALLAST WATTAGE OUTPUT; LINE VOLTAGE AT BALLAST; REFLECTOR SPECULARITY; LAMP LUMEN DEPRECIATION; AND LUMINAIRE DIRT DEPRECIATION.

THE 20'-0" MOUNTING HEIGHT IS THE ACTUAL ASSEMBLY (POLE, BASE, AND FIXTURE) AND MAY DIFFER FROM THE FROM THE LUMINAIRE'S LUMINOUS APERTURE.

THIS PLAN IS FOR RELATIVE LAYOUT AND SCOPE OF WORK PURPOSES ONLY. REFER TO SITE PLAN PREPARED BY LOCAL CONSULTANT FOR RELATIONSHIP OF THESE LUMINAIRES AND THEIR LOCATIONS TO EXISTING STRUCTURES AND REFERENCE.

SITE LIGHTING DESIGN USES FIXTURES THAT MAY APPEAR VISUALLY IDENTICAL BUT EMPLOY DIFFERENT OPTICS THAT DISTRIBUTE THE LIGHT IN DIFFERENT MANNERS OR DIFFER IN LIGHTING INTENSITY. CONTRACTOR SHALL BE RESPONSIBLE FOR IDENTIFYING THE DIFFERENT DISTRIBUTION PATTERNS AND LUMEN PACKAGES AND MATCHING THE LOCATIONS OF THESE AS SHOWN IN PLANS. DEVIATION FROM PLANS WILL RESULT IN FAILURE TO MEET LOCAL LIGHTING ORDINANCES AND DESIGN INTENT AND WILL NEED TO BE CORRECTED BY CONTRACTOR AT NO ADDITIONAL EXPENSE TO OWNER OR LIGHTING DESIGNER.



2 AREA LIGHT DETAIL
SCALE: NOT TO SCALE

CALCULATION SUMMARY

LABEL	UNITS	AVG	MAX	MIN
BUILDING SURROUNDS	FC	2.35	6.8	0.6
ATM AND DRIVE-THRU CANOPY	FC	8.61	18.1	3.7
PARKING	FC	1.36	2.8	0.3
20'-0" OFF PROPERTY LINE	UNITS	AVG	MAX	
NORTH PROPERTY	FC	0.00	0.0	
WEST PROPERTY	FC	0.02	0.1	
SOUTH PROPERTY	FC	0.00	0.0	
EAST PROPERTY	FC	0.04	0.1	

LUMINAIRE SCHEDULE

SYMBOL	QTY	LABEL	ARRANGE	MOUNTING	HEIGHT	LLF	SOURCE	MODEL NUMBER	DESCRIPTION	LUMENS	WATTS
	2	S	SINGLE	POLE	20'-0"	1.0	LED	VPS 24L-39-3K7-4W-UNV-A-DBT	BEACON LIGHTING, VIPER SMALL LED AREA LUMINAIRE, 3000K, TYPE 4W DISTRIBUTION, SINGLE HEAD, DARK BRONZE COLOR	4045	39
	1	S1	SINGLE	POLE	20'-0"	1.0	LED	VPS 24L-39-3K7-CR-UNV-A-DBT	BEACON LIGHTING, VIPER SMALL LED AREA LUMINAIRE, 3000K, TYPE CORNER RIGHT DISTRIBUTION, SINGLE HEAD, DARK BRONZE COLOR	4360	39
	1	D	SINGLE	POLE	20'-0"	1.0	LED	(2) VPS 24L-39-3K7-4F-UNV-A-DBT	BEACON LIGHTING, VIPER SMALL LED AREA LUMINAIRE, 3000K, TYPE 4F DISTRIBUTION, DOUBLE HEAD, DARK BRONZE COLOR	4123	39
	10	WP1	SINGLE	WALL	7'-8"	1.0	LED	7000WASHH930-16-D-Z-UNV	TECH LIGHTING, ASH 16 WALL SCONCE, 3000K, CLEAR LENS, DOWN DIRECTIONS SHIELDED FIXTURE MOUNT PER ARCHITECTURAL SHEETS	1382	18.2
	4	WP2	SINGLE	WALL	8'-0"	1.0	LED	TRP1-12L15-3K7-3-UNV-DBT-E	HUBBELL LIGHTING, GEOPAK SERIES WALL SCONCE, 3000K, TRAPEZOID, 15 WATTS, BRONZE COLOR, WITH BATTERY PACK	1477	14
	3	C	SINGLE	CANOPY	11'-4"	1.0	LED	CRUS-SC-LED-SLW-30-UE-BRZ	LSI LIGHTING, SCOTTSDALE LEGACY LED CANOPY LUMINAIRE, 3000K, SUPER LOW WATT DRIVE, BRONZE COLOR	5585	38

NOTES:
1. VERIFY EXACT FIXTURES CATALOG NUMBER, FINISH, VOLTAGE, LAMP(S), LENGTHS AND OPTIONS WITH OWNER AND ARCHITECT PRIOR TO ORDERING ANY EQUIPMENT.
2. CONTRACTOR TO VERIFY COMPATIBLE DIMMER TYPE AND MANUFACTURER FROM LUMINAIRE CUT SHEET.
3. CONTRACTOR TO PROVIDE ALL PARTS AND ACCESSORIES FOR A COMPLETE AND FUNCTIONING SYSTEM.
4. ALL SITE/AREA LIGHTS ARE MOUNTED ON 18'-0" (S FIXTURES: DS330-400Q180-D1-GV-DB-FBC-AB, D FIXTURES: DS330-400Q180-D2-GV-DB-FBC-AB) POLES WITH 2'-0" CONCRETE BASES. TOTAL MOUNTING HEIGHT = 20'-0".
5. ALL LIGHTS WILL BE FULL CUT OFF.
6. ALL LIGHTS TO BE CONTROLLED BY A TIME CLOCK.

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PRELIMINARY
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SITE PLANS FOR
ALPINE BANK
1608 SOUTH COLLEGE AVENUE
S. COLLEGE AVE. & PROSPECT ROAD
FORT COLLINS, COLORADO

#	Date	Issue / Description	Init.
	12/2/2020	1ST PDP SUB	MAS
	1/20/2021	2ND PDP SUB	MAS
	02/17/2021	3RD PDP SUB	MAS

Project No:	ALB000001
Drawn By:	MRB
Checked By:	MAS
Date:	02/17/2021

PHOTOMETRIC PLAN

BEACON

design . performance . technology

DATE: | LOCATION:
TYPE: S, S1 & D | PROJECT:
CATALOG #:

VIPER S
SMALL VIPER LUMINAIRE

OPTICS
STRIKE

RELATED PRODUCTS
Viper Large

FEATURES
- Small size companion to Viper Large
- Wide choice of different LED wattage configurations
- Nine optical distributions
- Designed to replace HID lighting up to 400W MH or HPS
- Suitable for wet locations

*3000K and warmer CCTs only
See Certification Specifications

CONTROL TECHNOLOGY
NX DISTRIBUTED INTELLIGENCE · wiSCAPE · energeni · SiteSync LIGHTING CONTROL

SPECIFICATIONS

CONSTRUCTION
- Manufactured with die cast aluminum
- Coated with a polyester finish that meets ASTM B117 corrosion test requirements and ASTM D522 cracking and loss of adhesion test requirements
- IFS polyester powder-coat electrostatically applied and thermocured. IFS finish consists of a five stage pretreatment regimen with a polymer primer sealer and top coated with a thermoset super TGIC polyester powder coat finish
- The finish meets the AAMA 2604 performance specification which includes passing a 3,000-hour salt spray test for corrosion resistance and resists cracking or loss of adhesion per ASTM D522 and resists surface impacts of up to 160 inch-pounds
- External hardware is corrosion resistant

OPTICS
- Cartridge is held together with internal brass standoffs soldered to the board so that it can be field replaced as a one-piece optical system
- One-piece silicone gasket ensures a weatherproof seal around each individual optic
- One-piece optical cartridge system consisting of an LED engine, optics, gasket and stainless steel bezel

INSTALLATION
- Mounting options for horizontal arm, vertical tenon or traditional arm mounting available. Mounting hardware included

ELECTRICAL
- Luminaire accepts 100V through 277V, 347V or 480V input 50 Hz to 60 Hz (UNV)

ELECTRICAL (CONTINUED)
- Power factor is ≥ .90 at full load
- Dimming drivers are standard, but CD must be selected in options to obtain external wiring leads for dimming controls
- Component-to-component wiring within the luminaire may carry no more than 80% of rated load and is certified by UL for use at 600VAC at 90°C or higher
- Plug disconnects are certified by UL for use at 600 VAC, 13A or higher. 13A rating applies to primary (AC) side only
- Fixture electrical compartment contains all LED driver components
- Optional 7-pin ANSI C136.41-2013 Twist-Lock® photo control receptacle available. Compatible with ANSI C136.41 external wireless control devices
- Ambient operating temperature -40°C to 25°C
- Surge protection: 20kA
- Lifeshield™ Circuit (see Electrical Data)

CONTROLS
- Available with an optional passive infrared (PIR) motion sensor capable of detecting motion 360° around the luminaire. When no motion is detected for the specified time, the motion response system reduces the wattage to factory preset level, reducing the light level accordingly. When motion is detected by the PIR sensor, the luminaire returns to full wattage and full light output. Please contact Beacon Products if project requirements vary from standard configuration
- Available with Energeni for optional set dimming, timed dimming with simple delay, or timed dimming based on time of night

CONTROLS (CONTINUED)
- In addition, Viper can be specified with SiteSync™ wireless control system for reduction in energy and maintenance costs while optimizing light quality 24/7

CERTIFICATIONS
- DLC® (DesignLights Consortium) Qualified. Please refer to the DLC website for specific product qualifications at www.designlights.org
- Certified to UL 1598 and UL 8750
- 3G rated for ANSI C136.31 high vibration applications with MAF mounting
- IDA approved
- This product qualifies as a "designated country construction material" per FAR 52.225-11 Buy American-Construction Materials under Trade Agreements effective 04/23/2020. See Buy American Solutions.

WARRANTY
- 5 year warranty
- See HLI Commercial and Industrial Outdoor Lighting Warranty for additional information

KEY DATA	
Lumen Range	4,045–16,216
Wattage Range	39–136
Efficacy Range (LPW)	100–124
Reported Life (Hours)	L70>60,000
Input Current Range (Amps)	0.1–1.1

Photometry · Viper Brochure · Dimensional Drawings · ENERGENI · SiteSync

BEACON

DATE: | LOCATION:
TYPE: | PROJECT:
CATALOG #:

VIPER S
SMALL VIPER LUMINAIRE

ORDERING GUIDE

Example: VPS–24L–55–4K7–4W–UNV–A–DBT–TL–GENI–04–BC

CATALOG #

VPS – – – – – –

Series	LED Engine	CCT/CRI[7]	Distribution	Rotation	Voltage
VPS Viper Small	24L-39 39W, LED array	3K7 3000K, 70 CRI	FR Type 1/Front Row	Blank No rotation	UNV 120–277V
	24L-55 55W, LED array	4K7 4000K, 70 CRI	2 Type 2	L Optic rotation left[5]	347 347V
	36L-65 65W, LED array	5K7 5000K, 70 CRI	3 Type 3	R Optic rotation right[5]	480 480V
	36L-80 80W, LED array		4F (formerly 4) Type 4		
	48L-110 110W, LED array		4W Type 4 Wide		
	60L-136 136W, LED array		5QM Type 5QM		
			5R Type 5R (rectangular)		
			5W Type 5W (round wide)		
			TC Tennis Court		
			CR Corner Right		
			CL Corner Left		

Mounting	Color	Control Options	Options
A Rectangular Arm (formerly RA) for square or round pole	BLT Black Matte Textured	NXWE NX Wireless Enabled (module + radio)	BC Backshield (available for FR, 2, 3, 4, 4W Optics)
MAF Mast Arm Fitter (formerly SF2) for 2⅜" OD horizontal arm	BLS Black Gloss Smooth	NXSPW_E Nx Wireless, PIR Occ. Sensor, Daylight Havesting[7]	CD Continuous Dimming
K Knuckle (formerly PK2) limit to 30° tilt or 2⅜" OD horizontal arm or vertical tenon	DBT Dark Bronze Matte Textured	NXSP_F NX, PIR Occ. Sensor, Daylight Harvesting[7]	F Fusing
WB Wall Bracket	DBS Dark Bronze Gloss Smooth	WIR Wireless Controls, wiSCAPE	TB Terminal Block
AD Universal Arm for square pole	GTT Graphite Matte Textured	**Control Options**	
AD3 Adapter for 2.4"–4.1" round pole	LGS Light Grey Gloss Smooth	7PR 7-Pin Receptacle only (shorting cap, photo control, or wireless control provided by others)	
AD4 Adapter for 4.2"–5.3" round pole	PSS Platinum Silver Smooth	7PR-SC 7-Pin Receptacle w/Shorting Cap	
AD5 Adapter for 5.5"–5.9" round pole	WHT White Matte Textured	7PR-TL 7-Pin Receptacle w/Twist-Lock® photo control	
AD6 Adapter for 6.0"–6.5" round pole	WHS White Gloss Smooth	SCP/_F Programmable Occupancy Sensor w/ daylight control[1,2,6]	
	VGT Verde Green Textured	GENI-XX ENERGENI[3]	
	Color Option	SWP SiteSync Pre-Commission[1,4]	
	CC Custom Color	SWPM_F SiteSync Pre-Commission w/ Sensor[1,2,4]	

House Side Shield Accessories	
☐ HSS/VP-S/90-FB/XXX	90° shield front or back
☐ HSS/VP-S/90-LR/XXX	90° shield left or right
☐ HSS/VP-S/270-FB/XXX	270° shield front or back
☐ HSS/VP-S/270-LR/XXX	270° shield left or right
☐ HSS/VP-S/360/XXX	Full shield

Replace XXX with notation for desired finish color. Refer to page 8 for shield images.

Mounting Accessories	
☐ VPL-AD-RPA3	2.4"–4.1" Round Pole Adapter for AD arm
☐ VPL-AD-RPA4	4.2"–5.3" Round Pole Adapter for AD arm
☐ VPL-AD-RPA5	5.5"–5.9" Round Pole Adapter for AD arm
☐ VPL-AD-RPA6	6.0"–6.5" Round Pole Adapter for AD arm

Notes:
1 Not available with other wireless control or sensor options
2 Specify mounting height; 8 = 8' or less, 40 = 9' to 40'
3 Specify routine setting code (example GENI-04). See ENERGENI brochure and instructions for setting table and options. Not available with sensor or SiteSync options
4 Specify group and zone at time of order. See www.hubbelllighting.com/sitesync for further details. Order at least one SiteSync interface accessory SWUSB or SWTAB. Each option contains SiteSync License, GUI, and Bridge Node
5 Only available with FR, 2, 3, 4, 4W and 5R distributions
6 Specify mounting height; 8=8', 30=30

Accessories and Services (Ordered Separately)	
☐ SCP-REMOTE	Remote Control for SCP/_F option. Order at least one per project to program and control the occupancy sensor
☐ SWUSB*	SiteSync interface software loaded on USB flash drive for use with owner supplied PC (Windows based only). Includes SiteSync license, software and USB radio bridge node
☐ SWTAB*	Windows tablet and SiteSync interface software. Includes tablet with preloaded software, SiteSync license and USB radio bridge node
☐ SWBRG	SiteSync USB radio bridge node only. Order if a replacement is required or if an extra bridge node is requested
☐ SW7PR+	SiteSync 7-Pin on fixture module On/Off/Dim, Daylight Sensor 120–480VAC
☐ BIRD-SPIKE-3	Bird Spikes

* When ordering SiteSync at least one of these two interface options must be ordered per project.
+ Available as a SiteSync retrofit solution for fixtures with an existing 7-pin receptacle.

Hubbell Control Solutions — Accessories (Sold Separately)

NX Distributed Intelligence™
☐ NXOFM-1R1D-UNV — On-fixture Module (7-pin), On / Off / Dim, Daylight Sensor with HubbNET Radio and Bluetooth® Radio, 120–480VAC

wiSCAPE® Lighting Control
☐ WIR-RME-L — On-fixture Module (7-pin or 5-pin), On / Off / Dim, Daylight Sensor with wiSCAPE Radio, 110–480VAC

For additional information related to these accessories please visit www.hubbellcontrolsolutions.com. Options provided for use with integrated sensor, please view specification sheet ordering information table for details.

WP1

ASH 16 WALL SCONCE

TECH LIGHTING

The Ash outdoor wall sconce is a modern take on the classic industrial-style light fixture. The Ash features a sleek metal shade and clear diffuser that creates a column of diffused light from under the shade. Ash wall sconces feature energy-efficient, fully dimmable integrated LED lamping. Available in four sizes (8", 10", 12", 16") and two finishes: Bronze and Charcoal.

Outstanding protection against the elements:
- Powder coat finishes
- Stainless Steel mounting hardware
- Impact-resistant, UV stabilized acrylic lensing
- IP65 Rated

SPECIFICATIONS

DELIVERED LUMENS	591 or 1255 with clear cylinder 567 or 1406 with clear lens
WATTS	8 or 18
VOLTAGE	Universal 120-277V, with integral transient 2.5kV surge protection (driver)
DIMMING	0-10, ELV
LIGHT DISTRIBUTION	Symmetric
MOUNTING OPTIONS	Wall
PERFORMANCE OPTIONS	Photocontrol / Surge Protector
CCT	2700K or 3000K
CRI	90+
COLOR BINNING	3 Step
BUG RATING	B1-U0-G0
DARK SKY	Compliant (Lensed version only)
WET LISTED	IP65
GENERAL LISTING	ETL
CALIFORNIA TITLE 24	Can be used to comply with CEC 2019 Title 24 Part 6 for outdoor use. Registration with CEC Appliance Database not required.
START TEMP	-30°C
FIELD SERVICEABLE LED	Yes
CONSTRUCTION	Aluminum
HARDWARE	Stainless Steel
FINISH	Powder Coat
LED LIFETIME	L70; >60,000 Hours
WARRANTY*	5 Years
WEIGHT	11 lbs.

* Visit techlighting.com for specific warranty limitations and details.

ASH 16
shown in bronze/clear lens

ORDERING INFORMATION

PRODUCT	CRI/CCT	LENGTH	LENS	FINISH	VOLTAGE	OPTIONS
700OWASH	L927 LED LO-OUTPUT 90 CRI, 2700K	16 16"	C CLEAR CYLINDER	Z BRONZE	UNV 120V-277V UNIVERSAL	NONE
	H927 LED HI-OUTPUT 90 CRI, 2700K		D CLEAR LENS	H CHARCOAL		PC BUTTON PHOTOCONTROL
	L930 LED LO-OUTPUT 90 CRI, 3000K					SP SURGE PROTECTION
	H930 LED HI-OUTPUT 90 CRI, 3000K					PCSP BUTTON PHOTOCONTROL & SURGE PROTECTION

HUBBELL Outdoor Lighting

DATE: | LOCATION:
TYPE: WP2 | PROJECT:
CATALOG #:

GEOPAK Series 1
SIZE 1 - TRP1/QSP1/RDI1

GEOPAK™

FEATURES
- GeoPak Series consists of three compact Geometric wall-pack shapes in four popular finishes
- "Normally On" emergency luminaire for architectural applications
- 12 high-power LEDs create 3115 lumens in AC and 658 lumens in emergency mode
- Environmentally friendly, long-life Lithium Iron Phosphate battery
- Standard Temperature Range: 0°C to 40°C, Optional Heater: -30°C to 40°C
- Zero uplight distributions
- Wet Location Listed to UL924

*3000K and warmer CCTs only

Drive Current	System Watts	Dist. Type	5K (5000K NOMINAL 70 CRI)					4K (4000K NOMINAL 70 CRI)					3K (3000K NOMINAL 80 CRI)				
			Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G
350mA	13.9	2	1635	118	1	1	1	1577	113	1	1	1	1497	108	1	1	1
		3	1613	116	1	0	1	1556	112	1	0	1	1477	106	1	0	1
		4	1607	116	0	0	1	1550	111	0	0	1	1471	106	0	0	1

UPLIGHT RATING OF 0, FIXTURE IS FULL CUT-OFF, DOWN DIRECTIONAL, SHIELDED

SPECIFICATIONS

CONSTRUCTION
- Housing is made from die-cast aluminum with a hinged back-plate for ease of installation and maintenance
- The LED bezel and trim-plate are made of stainless steel
- Five powder coat standard finishes, plus custom color options
- Wet Location Listed to UL924 and UL1598 Standard

OPTICS
- 12 high power LEDs delivering up to 3,000 lumens
- Up to 118 lumens per watt
- Type II, III and IV distributions for a wide variety of applications
- Zero uplight (UO), dark sky, neighbor friendly

INSTALLATION
- Universal plate for mounting to standard 3 1/2" and 4" square electrical boxes. All connections are made from connections at the rear of the unit
- Optional back-box accessory available for surface conduit application. See BB-Geo accessories

ELECTRICAL
- 120-277 operation, 50/60Hz
- 0-10V dimming driver standard
- 10kA surge protector
- Photocell and occupancy sensor options available for complete on/off and dimming control
- Intergral Battery Backup provides emergency lighting for the required 90 minute path of egress
- Includes a long-life Lithium Iron Phosphate battery with optional battery heater for cold temperature application
- Utilizes 4 LEDs in emergency mode with 657 lumens. Each of the 4 LEDs in emergency are designed to function independently in the unlikely event of a single LED malfunction
- Spectron® self-testing/self-diagnostic electronics are included standard
- Independent dedicated driver and LED array for battery/emergency mode operation

CERTIFICATIONS
- DesignLights Consortium® (DLC) qualified. Please refer to the DLC website for specific product qualifications at www.designlights.org
- Drivers IP66 and RoHS compliant
- UL 1598 listed for use in wet locations

WARRANTY
- 5 year limited warranty
- See HLI Standard Warranty for additional information

KEY DATA	
Lumen Range	1471-2942
Wattage Range	13.9–28.2
Efficacy Range (LPW)	95–118
Fixture Projected Life (Hours)	L70>345K
Weights lbs. (kg)	10.5–11.5 (4.8–5.2)

GEOPAK SIZE 1 PSG PAGE · GEOPAK SIZE 1 AND 2 BROCHURE · INSTALLATION INSTRUCTIONS

HUBBELL Outdoor Lighting

DATE: | LOCATION:
TYPE: | PROJECT:
CATALOG #:

GEOPAK SERIES 1
SIZE 1 - TRP1/QSP1/RDI1

ORDERING GUIDE

Example: TRP2-24L30-3K7-2-UNV-DBT

CATALOG #

ORDERING INFORMATION

Series	# LEDs	Wattage	CCT/CRI	Distribution	Voltage
TRP1 Trapezoid	12L 12 LEDs	15 15 watts	3K7 3000K, 70 CRI	2 TYPE II	UNV 120-277V
		20 20 watts	4K7 4000K, 70 CRI	3 TYPE III	1 120V
		30 30 watts	5K7 5000K, 70 CRI	4 TYPE IV	2 208V
					3 240V
					4 277V

Color	Control Options Network	Options
BLT Black Matte Textured	PC Button Photocontrol	F[4] Fusing (only available with STD fixture configuration, 120-277V only)
BLS Black Gloss Smooth	SCP[2,3] Programmable occupancy sensor, factory default is 10% light output	E[1] Battery pack (0°C)
DBT Dark Bronze Matte Textured	**Spec SCP/SCO & SWPM Mount Height**	EH[1] Battery pack (-30°C) with heater
DBS Dark Brone Gloss Smooth	-8F Up to 8ft mount height	
GTT Graphite Matte Textured	-20F Up to 20ft mount height	
LGS Light Grey Gloss Smooth		
PSS Platinum Silver Smooth		
WHT White Matte Textured		
WHS White Gloss Smooth		
VGT Verde Green Textured		
Color Option		
CC Custom Color		

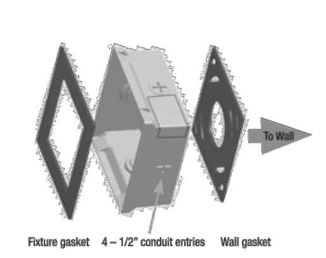
Notes:
1 Voltage specific (120 or 277V only)
2 Must order minimum of one remote control to program dimming settings, 0-10V fully adjustable dimming with automatic daylight calibration and different time delay settings, 120-277V only
3 PCU option not applicable, included in sensor
4 Must specify input voltage (120, 208, 240 or 277)

ACCESSORIES (ORDERED SEPARATELY)

	Catalog Number	Description
☐	SCP-REMOTE*	Remote control for SCP option. Order at least one per
☐	BB-GEO-XX	Black box with 4-1/2" threaded conduit holes, specify finish by replacing "XX" with finish selection, eg. Dark Bronze "DB"

Notes:
* Must order minimum of one remote control to program dimming settings, 0-10V fully adjustable dimming with automatic daylight calibration and different time delay settings.

BB-GEO-XX – Mounted to luminaire



BB-GEO-XX

Catalog #: ________ Project: ________
Prepared By: ________ Date: ________ Type: C

Scottsdale® Legacy (CRUS)
LED Canopy Luminaire

MANUFACTURED IN THE USA · LISTED · IP66

OVERVIEW	
Lumen Package	5,000 - 22,000
Wattage Range	38 - 152
Efficacy Range (LPW)	114 -156
Weight lbs(kg)	23 (10.4)

QUICK LINKS

Ordering Guide · Performance · Photometrics · Dimensions

FEATURES & SPECIFICATIONS

Construction
- Features a ultra-slim 11/16" profile die-cast housing, with flat clear tempered glass lens. Unit is water-resistant, sealed and IP66 rated. Integral designed heat sink does not trap dirt and grime, ensuring cool running performance over the life of the fixture.
- Standard color is white and is finished with LSI's DuraGrip® polyester powder coat process. DuraGrip withstands extreme weather changes without cracking or peeling.
- Luminaire assembly incorporates a pressure stabilizing vent breather to prevent seal fatigue and failure.

Optical System
- Features an array of select, mid-power, high brightness, high efficiency LED; 3000K, 4000K, 5000K color temperature, 80 CRI (nominal).
- Choice of Symmetric or Asymmetric distribution. Asymmetric provides a wider distribution pattern.
- Six Lumen Packages: 5,000, 9,000, 10,000, 13,000, 18,000 and 22,000 Lumens.

Electrical
- High performance factory programmable driver features over-voltage, under voltage, short-circuit and over temperature protection with integral 6kV surge protection that meets IEEE C62.41.2 and ANSI C82.77-5 Location Category C Low standards. Custom lumen and wattage packages available.
- Additional field replaceable 10kV surge protection device that meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2) is standard.
- Driver components are fully encased in potting for moisture resistance. Complies with IEC and FCC standards. 0-10 V dimming supplied standard with all drive currents.
- Die-cast aluminum, wet location rated driver/electrical enclosure is elevated above canopy deck to prevent water entry, provide easy "knock-out" connection of primary wiring and acts as the primary heatsink ensuring cool operation of internal components for longer life. Seals to optical housing via one-piece molded silicone gasket.
- Universal voltage power supply, 120-277 VAC, 50/60 HZ and 347-480 VAC, 50/60 HZ input.
- -40°C to 55°C (-40°F to 131°F) ambient operating temperature. (Varies based on lumen package and mounting style see performance data for specifics.)
- Minimum 60,000 to 100,000 hours depending upon the ambient temperature of the installation location (see performance data for specifics.)

Hazardous Location
- Designed for lighter than air fuel applications. Product is suitable for Class 1 Divisions 2 only when properly installed per LSI installation instructions. See lsicorp.com for specific guidance. Not available on SLW.

Installation
- One-person installation.
- Installs in a 12" or 16" deck pan. Deck penetration consists of a 4" hole, simplifying installation and water sealing. Unit is designed to quickly retrofit into existing Scottsdale (4") hole as well as openings for Encore and Encore Top Access and to reconnect wiring for the SC/ECTA without having to relocate the conduit.
- Retro panels are available for existing Encores as well as kits for recessed and 2x2 installations (see separate spec sheets). Support brackets are provided standard, to prevent sagging of deck.

Warranty
- LSI LED fixtures carry a 5-year warranty (contact your LSI representative for extended warranty options.)

Listings
- UL and ETL listed to UL 1598, UL 8750 and other U.S. and International safety standards. Suitable for wet locations.
- DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.
- Meets Buy American Act requirements.
- IDA compliant with 3000K or lower color temperature.

Type: ________

Scottsdale® Legacy LED Canopy Luminaire (CRUS)

ORDERING GUIDE

Back to Quick Links

TYPICAL ORDER EXAMPLE: CRUS SC LED SS 50 UE WHT

Prefix	Distribution	Light Source	Drive Current	Color Temp	Input Voltage	Finish	Options
CRUS - LED Canopy Luminaire	SC - Symmetric	LED	SLW - Super Low Watt	50 - 5,000K	UE - Universal Voltage (120 - 277V)	WHT - White	HL[2] - Hazardous Location
	AC[1] - Asymmetric		VLW - Very Low Watt	40 - 4,000K	HV - High Voltage 347 - 480V	BRZ - Bronze	
			LW - Low Watt	30 - 3,000K		BLK - Black	
			SS - Super Saver				
			HO - High Output				
			VHO - Very High Output				
			Custom Lumen Packages[3]				

FOOTNOTES:
1. AC distribution utilizes a reflector which alters the look from a standard SC distribution.
2. Not available on SLW.
3. Custom lumen and wattage packages available consult factory. Values are within industry standard tolerances but not DLC listed.

Accessory Ordering Information (Accessories are field installed)

Description	Order Number	Description	Order Number
Retrofit Panels - EC / ECTA / SCF to CRUS, for 16" Deck Panel	525946	Retrofit RIC Cover Panel Blank (no holes)	354702
Retrofit Panels - ECTA / SCF to CRUS, for 12" Deck Panel	530281	Kit - Hole Plugs and Silicone (enough for 25 retrofits)[1]	1320540
Retrofit 2x2 Cover Panel Blank (no holes)	357282		

1 - Consists of (25) 7/8" hole plugs, (100) 5/16" hole plugs and (1) tube of RTV

PERFORMANCE

Back to Quick Links

DELIVERED LUMENS

Lumen Package	Distribution	3000K CCT			4000K CCT			5000K CCT			Wattage
		Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	
VHO	SC	21301	140	B4-U0-G2	21835	144	B4-U0-G2	22697	150	B4-U0-G2	152
	AC	17355	114	B3-U0-G3	17799	117	B3-U0-G3	18502	122	B3-U0-G3	
HO	SC	17889	143	B3-U0-G1	18346	146	B3-U0-G2	19071	152	B4-U0-G2	125
	AC	14582	116	B3-U0-G2	14955	119	B3-U0-G2	15546	124	B3-U0-G2	
SS	SC	13113	141	B3-U0-G1	13449	144	B3-U0-G1	13980	150	B3-U0-G1	93
	AC	11468	123	B3-U0-G2	11761	126	B3-U0-G2	12226	131	B3-U0-G2	
LW	SC	10457	144	B3-U0-G1	10724	148	B3-U0-G1	11148	154	B3-U0-G1	73
	AC	9145	126	B2-U0-G2	9379	129	B2-U0-G2	9749	134	B2-U0-G2	
VLW	SC	8783	146	B3-U0-G1	9008	149	B3-U0-G1	9364	155	B3-U0-G1	60
	AC	7681	127	B2-U0-G1	7878	131	B2-U0-G1	8189	136	B2-U0-G1	
SLW	SC	5585	146	B2-U0-G1	5728	150	B2-U0-G1	5954	156	B2-U0-G1	38
	AC	4884	128	B1-U0-G1	5009	131	B1-U0-G1	5207	136	B1-U0-G1	

*LEDs are frequently updated therefore values are nominal.

ELECTRICAL DATA (AMPS)

Lumen Package	Wattage	120V	208V	240V	277V	347V	480V
VHO	152	1.27	0.73	0.64	0.55	0.44	0.32
HO	124	1.03	0.6	0.52	0.45	0.36	0.26
SS	92	0.77	0.44	0.38	0.33	0.27	0.19
LW	72	0.6	0.35	0.3	0.26	0.21	0.15
VLW	60	0.5	0.29	0.25	0.22	0.17	0.13
SLW	38	0.32	0.18	0.16	0.14	0.11	0.08

*Electrical data at 25C (77F). Actual wattage may differ by +/-10%.

OPERATING TEMPERATURE

LUMEN PACKAGE	MOUNTING	Max
VHO	Metal/Wood Canopy	45 C
HO	Metal/Wood Canopy	45 C
SS	Metal/Wood Canopy	55 C

Recommended Lumen Maintenance[1] CRUS VHO

Ambient Temp C	Initial [2]	25k hr [2]	50k hr [2]	75k hr [3]	100k hr [3]
0 C	102%	97%	92%	88%	84%
10 C	102%	97%	92%	88%	84%
20 C	102%	97%	92%	88%	84%
25 C	102%	97%	92%	88%	84%
30 C	102%	97%	92%	88%	84%
40 C	101%	95%	90%	85%	80%
50 C	101%	94%	89%	83%	78%

Recommended Lumen Maintenance[1] CRUS SS

Ambient Temp C	Initial [2]	25k hr [2]	50k hr [2]	75k hr [3]	100k hr [3]
0 C	102%	97%	92%	88%	84%
10 C	102%	97%	92%	88%	84%
20 C	102%	97%	92%	88%	84%
25 C	102%	97%	92%	88%	84%
30 C	102%	97%	92%	88%	84%
40 C	102%	97%	92%	88%	84%
50 C	101%	95%	91%	86%	82%

FOOTNOTES:
1 - Lumen maintenance values at 25˚C are calculated per TM-21 based on LM-80 data and in-situ luminaire testing.
2 - In accordance with IESNA TM-21-11, Projected Values represent interpolated value based on time durations that are within six times (6X) the IESNA LM-80-08 total test duration (in hours) for the device under testing (DUT) i.e. the packaged LED).
3 - In accordance with IESNA TM-21-11, Calculated Values represent time durations that exceed six times NA LM-80-08 total test duration (in hours) for the device under testing (DUT) i.e. the packaged LED).

Galloway
6162 S. Willow Drive, Suite 320
Greenwood Village, CO 80111
303.770.8884
GallowayUS.com

PRELIMINARY
NOT FOR BIDDING
NOT FOR CONSTRUCTION

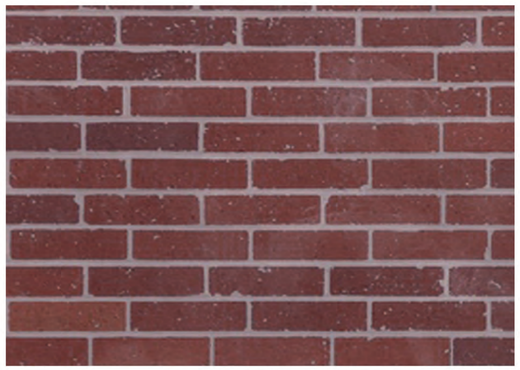
SITE PLANS FOR ALPINE BANK
1608 SOUTH COLLEGE AVENUE
S. COLLEGE AVE. & PROSPECT ROAD
FORT COLLINS, COLORADO

#	Date	Issue / Description	Init.
	12/2/2020	1ST PDP SUB	MAS
	1/20/2021	2ND PDP SUB	MAS
	02/17/2021	3RD PDP SUB	MAS

Project No:	ALB000001
Drawn By:	MRB
Checked By:	MAS
Date:	02/17/2021

PHOTOMETRIC DETAILS

AS-1
ASHPALT SHINGLE ROOF
‘SLATE’



B-1
BRICK
‘BURGUNDY’

CS-1
CEDAR SHAKE SIDING
‘NATURAL’

G-1
VISION GLAZING
‘CLEAR’

M-1
METAL RAILINGS
‘BLACK’

PC-1
PRECAST CONCRETE

SF-1
STOREFRONT
‘DARK BRONZE’

WD-1
WOOD TIMBER
‘NATURAL’

WD-2
WOOD TIMBER
‘RED CEDAR’

WD-3
WOOD TIMBER
WHITE

WS-1
WOOD SIDING
‘NATURAL’

Galloway

ALPINE BANK

ALPINE BANK

Material Board

12.012020

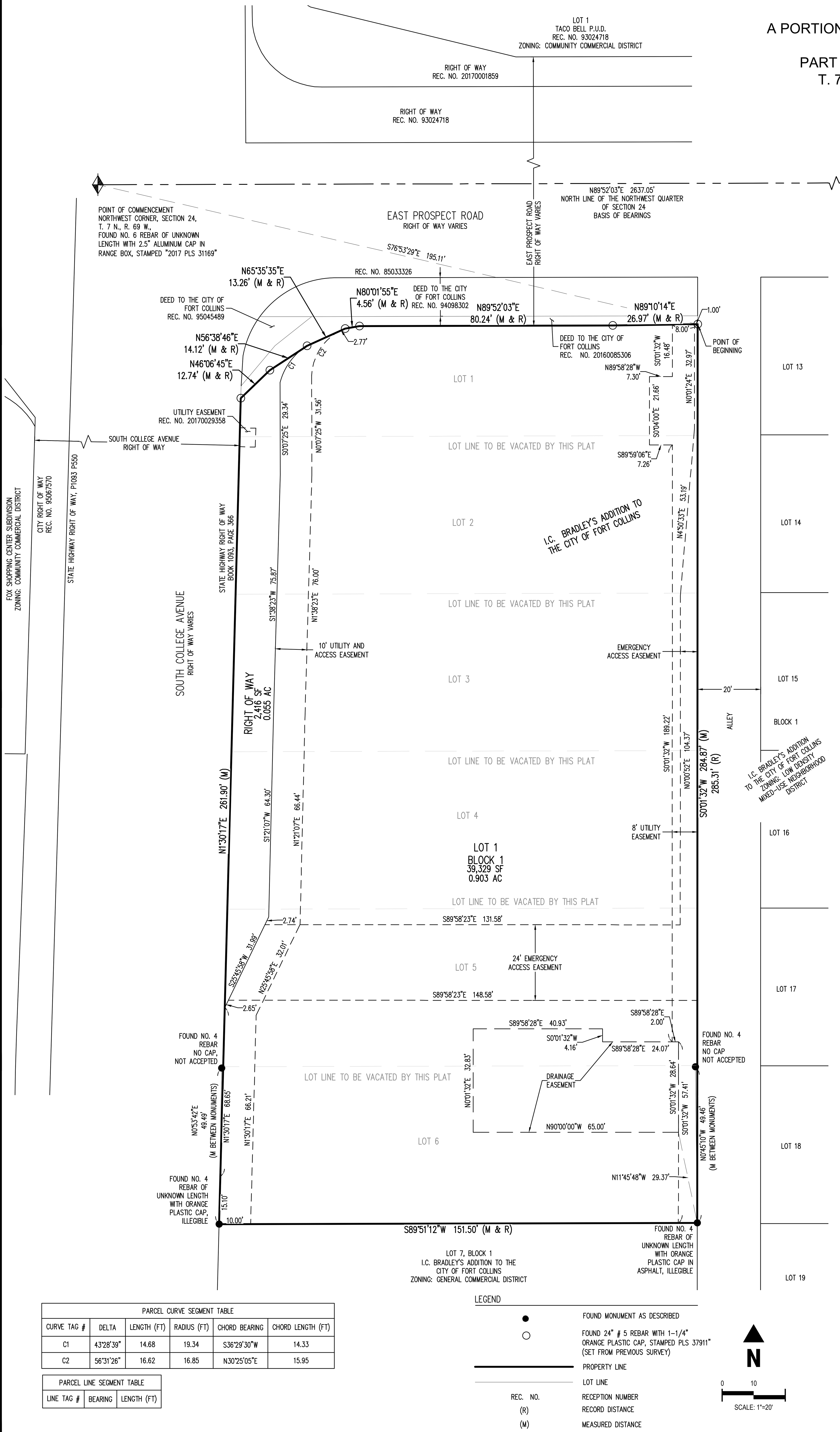
0′ 8′ 16′ 40′

SCALE: 1/8" = 1'-0"

N

ALPINE BANK SUBDIVISION

A PORTION OF LOTS 1, 2, 3, 4, 5 AND 6, BLOCK 1, I.C. BRADLEY'S ADDITION TO THE CITY OF FORT COLLINS;
PART OF THE NORTHWEST QUARTER OF SECTION 24, T. 7 N., R. 69 W. OF THE 6TH P.M., FORT COLLINS, LARIMER COUNTY, COLORADO



PARCEL CURVE SEGMENT TABLE

CURVE TAG #	DELTA	LENGTH (FT)	RADIUS (FT)	CHORD BEARING	CHORD LENGTH (FT)
C1	43°28'39"	14.68	19.34	S36°29'30"W	14.33
C2	56°31'26"	16.62	16.85	N30°25'05"E	15.95

PARCEL LINE SEGMENT TABLE

LINE TAG #	BEARING	LENGTH (FT)

CERTIFICATE OF DEDICATION

THE OWNER DOES HEREBY DEDICATE AND CONVEY TO THE CITY OF FORT COLLINS, COLORADO (HEREAFTER "CITY"), FOR PUBLIC USE, FOREVER, A PERMANENT RIGHT-OF-WAY FOR STREET PURPOSES AND THE "EASEMENTS" AS LAID OUT AND DESIGNATED ON THIS PLAT; PROVIDED, HOWEVER, THAT (1) ACCEPTANCE BY THE CITY OF THIS DEDICATION OF EASEMENTS DOES NOT IMPOSE UPON THE CITY A DUTY TO MAINTAIN THE EASEMENTS SO DEDICATED, AND (2) ACCEPTANCE BY THE CITY OF THIS DEDICATION OF STREETS DOES NOT IMPOSE UPON THE CITY A DUTY TO MAINTAIN STREETS SO DEDICATED UNTIL SUCH TIME AS THE PROVISIONS OF THE MAINTENANCE GUARANTEE HAVE BEEN FULLY SATISFIED. THE STREETS DEDICATED ON THIS PLAT ARE THE FEE PROPERTY OF THE CITY AS PROVIDED IN SECTION 31-23-107 C.R.S. THE CITY'S RIGHTS UNDER THE EASEMENTS INCLUDE THE RIGHT TO INSTALL, OPERATE, ACCESS, MAINTAIN, REPAIR, RECONSTRUCT, REMOVE AND REPLACE WITHIN THE EASEMENTS PUBLIC IMPROVEMENTS CONSISTENT WITH THE INTENDED PURPOSE OF THE EASEMENTS; THE RIGHT TO INSTALL, MAINTAIN AND USE GATES IN ANY FENCES THAT CROSS THE EASEMENTS; THE RIGHT TO MARK THE LOCATION OF THE EASEMENTS WITH SUITABLE MARKERS; AND THE RIGHT TO PERMIT OTHER PUBLIC UTILITIES TO EXERCISE THESE SAME RIGHTS. OWNER RESERVES THE RIGHT TO USE THE EASEMENTS FOR PURPOSES THAT DO NOT INTERFERE WITH THE FULL ENJOYMENT OF THE RIGHTS HEREBY GRANTED. THE CITY IS RESPONSIBLE FOR MAINTENANCE OF ITS OWN IMPROVEMENTS AND FOR REPAIRING ANY DAMAGE CAUSED BY ITS ACTIVITIES IN THE EASEMENTS, BUT BY ACCEPTANCE OF THIS DEDICATION, THE CITY DOES NOT ACCEPT THE DUTY OF MAINTENANCE OF THE EASEMENTS, OR OF IMPROVEMENTS IN THE EASEMENTS THAT ARE NOT OWNED BY THE CITY. OWNER WILL MAINTAIN THE SURFACE OF THE EASEMENTS IN A SANITARY CONDITION IN COMPLIANCE WITH ANY APPLICABLE WEED, NUISANCE OR OTHER LEGAL REQUIREMENTS.

EXCEPT AS EXPRESSLY PERMITTED IN AN APPROVED PLAN OF DEVELOPMENT OR OTHER WRITTEN AGREEMENT WITH THE CITY, OWNER WILL NOT INSTALL ON THE EASEMENTS, OR PERMIT THE INSTALLATION ON THE EASEMENTS, OF ANY BUILDING, STRUCTURE, IMPROVEMENT, FENCE, RETAINING WALL, SIDEWALK, TREE OR OTHER LANDSCAPING (OTHER THAN USUAL AND CUSTOMARY GRASSES AND OTHER GROUND COVER). IN THE EVENT SUCH OBSTACLES ARE INSTALLED IN THE EASEMENTS, THE CITY HAS THE RIGHT TO REQUIRE THE OWNER TO REMOVE SUCH OBSTACLES FROM THE EASEMENTS. IF OWNER DOES NOT REMOVE SUCH OBSTACLES, THE CITY MAY REMOVE SUCH OBSTACLES WITHOUT ANY LIABILITY OR OBLIGATION FOR REPAIR AND REPLACEMENT THEREOF, AND CHARGE THE OWNER THE CITY'S COSTS FOR SUCH REMOVAL. IF THE CITY CHOOSES NOT TO REMOVE THE OBSTACLES, THE CITY WILL NOT BE LIABLE FOR ANY DAMAGE TO THE OBSTACLES OR ANY OTHER PROPERTY TO WHICH THEY ARE ATTACHED. THE RIGHTS GRANTED TO THE CITY BY THIS PLAT INURE TO THE BENEFIT OF THE CITY'S AGENTS, LICENSEES, PERMITTEES AND ASSIGNS

MAINTENANCE GUARANTEE:

THE OWNER HEREBY WARRANTS AND GUARANTEES TO THE CITY, FOR A PERIOD OF TWO (2) YEARS FROM THE DATE OF COMPLETION AND FIRST ACCEPTANCE BY THE CITY OF THE IMPROVEMENTS WARRANTED HEREUNDER, THE FULL AND COMPLETE MAINTENANCE AND REPAIR OF THE IMPROVEMENTS TO BE CONSTRUCTED IN CONNECTION WITH THE DEVELOPMENT WHICH IS THE SUBJECT OF THIS PLAT. THIS WARRANTY AND GUARANTEE IS MADE IN ACCORDANCE WITH THE CITY LAND USE CODE AND/OR THE TRANSITIONAL LAND USE REGULATIONS, AS APPLICABLE. THIS GUARANTEE APPLIES TO THE STREETS AND ALL OTHER APPURTENANT STRUCTURES AND AMENITIES LYING WITHIN THE RIGHTS-OF-WAY, EASEMENTS AND OTHER PUBLIC PROPERTIES, INCLUDING, WITHOUT LIMITATION, ALL CURBING, SIDEWALKS, BIKE PATHS, DRAINAGE PIPES, CULVERTS, CATCH BASINS, DRAINAGE DITCHES AND LANDSCAPING. ANY MAINTENANCE AND/OR REPAIR REQUIRED ON UTILITIES SHALL BE COORDINATED WITH THE OWNING UTILITY COMPANY OR DEPARTMENT.

THE OWNER SHALL MAINTAIN SAID IMPROVEMENTS IN A MANNER THAT WILL ASSURE COMPLIANCE ON A CONSISTENT BASIS WITH ALL CONSTRUCTION STANDARDS, SAFETY REQUIREMENTS AND ENVIRONMENTAL PROTECTION REQUIREMENTS OF THE CITY. THE OWNER SHALL ALSO CORRECT AND REPAIR, OR CAUSE TO BE CORRECTED AND REPAIRED, ALL DAMAGES TO SAID IMPROVEMENTS RESULTING FROM DEVELOPMENT-RELATED OR BUILDING-RELATED ACTIVITIES. IN THE EVENT THE OWNER FAILS TO CORRECT ANY DAMAGES WITHIN THIRTY (30) DAYS AFTER WRITTEN NOTICE THEREOF, THEN SAID DAMAGES MAY BE CORRECTED BY THE CITY AND ALL COSTS AND CHARGES BILLED TO AND PAID BY THE OWNER. THE CITY SHALL ALSO HAVE ANY OTHER REMEDIES AVAILABLE TO IT AS AUTHORIZED BY LAW. AN DAMAGES WHICH OCCURRED PRIOR TO THE END OF SAID TWO (2) YEAR PERIOD AND WHICH ARE UNREPAIRED AT THE TERMINATION OF SAID PERIOD SHALL REMAIN THE RESPONSIBILITY OF THE OWNER.

REPAIR GUARANTEE:

IN CONSIDERATION OF THE APPROVAL OF THIS FINAL PLAT AND OTHER VALUABLE CONSIDERATION, THE OWNER DOES HEREBY AGREE TO HOLD THE CITY HARMLESS FOR A FIVE (5) YEAR PERIOD, COMMENCING UPON THE DATE OF COMPLETION AND FIRST ACCEPTANCE BY THE CITY OF THE IMPROVEMENTS TO BE CONSTRUCTED IN CONNECTION WITH THE DEVELOPMENT WHICH IS THE SUBJECT OF THIS PLAT, FROM ANY AND ALL CLAIMS, DAMAGES, OR DEMANDS ARISING ON ACCOUNT OF THE DESIGN AND CONSTRUCTION OF PUBLIC IMPROVEMENTS OF THE PROPERTY SHOWN HEREIN; AND THE OWNER FURTHERMORE COMMITS TO MAKE NECESSARY REPAIRS TO SAID PUBLIC IMPROVEMENTS, TO INCLUDE, WITHOUT LIMITATION, THE ROADS, STREETS, FILLS, EMBANKMENTS, DITCHES, CROSS PANS, SUB-DRAINS,CULVERTS, WALLS AND BRIDGES WITHIN THE RIGHT-OF-WAY, EASEMENTS AND OTHER PUBLIC PROPERTIES, RESULTING FROM FAILURES CAUSED BY DESIGN AND/OR CONSTRUCTION DEFECTS. THIS AGREEMENT TO HOLD THE CITY HARMLESS INCLUDES DEFECTS IN MATERIALS AND WORKMANSHIP, AS WELL AS DEFECTS CAUSED BY OR CONSISTING OF SETTLING TRENCHES, FILLS OR EXCAVATIONS.

FURTHER, THE OWNER WARRANTS THAT HE/SHE OWNS FEE SIMPLE TITLE TO THE PROPERTY SHOWN HEREON AND AGREES THAT THE CITY SHALL NOT BE LIABLE TO THE OWNER OR HIS/HER SUCCESSORS IN INTEREST DURING THE WARRANTY PERIOD, FOR ANY CLAIM OF DAMAGES RESULTING FROM NEGLIGENCE IN EXERCISING ENGINEERING TECHNIQUES AND DUE CAUTION IN THE CONSTRUCTION OF CROSS DRAINS, DRIVES, STRUCTURES OR BUILDINGS, THE CHANGING OF COURSES OF STREAMS AND RIVERS, FLOODING FROM NATURAL CREEKS AND RIVERS, AND ANY OTHER MATTER WHATSOEVER ON PRIVATE PROPERTY. ANY AND ALL MONETARY LIABILITY OCCURRING UNDER THIS PARAGRAPH SHALL BE THE LIABILITY OF THE OWNER. I FURTHER WARRANT THAT I HAVE THE RIGHT TO CONVEY SAID LAND ACCORDING TO THIS PLAT.

NOTICE OF OTHER DOCUMENTS:

ALL PERSONS TAKE NOTICE THAT THE DEVELOPER AND/OR OWNER HAS EXECUTED CERTAIN DOCUMENTS PERTAINING TO THIS DEVELOPMENT WHICH CREATE CERTAIN RIGHTS AND OBLIGATIONS OF THE DEVELOPMENT, THE DEVELOPER AND/OR SUBSEQUENT OWNERS OF ALL OR PORTIONS OF THE DEVELOPMENT SITE, MANY OF WHICH OBLIGATIONS CONSTITUTE PROMISES AND COVENANTS WHICH RUN WITH THE LAND. THE SAID DOCUMENTS MAY ALSO BE AMENDED FROM TIME TO TIME AND MAY INCLUDE, WITHOUT LIMITATION, THE DEVELOPMENT AGREEMENT, SITE AND LANDSCAPE COVENANTS,FINAL SITE PLAN, FINAL LANDSCAPE PLAN, AND ARCHITECTURAL ELEVATIONS, WHICH DOCUMENTS ARE ON FILE IN THE OFFICE OF THE CLERK OF THE CITY OF FORT COLLINS AND SHOULD BE CLOSELY EXAMINED BY ALL PERSONS INTERESTED IN PURCHASING ANY PORTION OF THE DEVELOPMENT SITE.

NOTE:

THERE SHALL BE NO PRIVATE CONDITIONS, COVENANTS OR RESTRICTIONS THAT PROHIBIT OR LIMIT THE INSTALLATION OF RESOURCE CONSERVING EQUIPMENT OR LANDSCAPING THAT ARE ALLOWED BY SECTIONS 12-120 - 12-122 OF THE CITY CODE.

NOTICE

ALL RESPONSIBILITIES AND COSTS OF OPERATION, MAINTENANCE AND RECONSTRUCTION OF THE PRIVATE STREETS AND/OR DRIVES LOCATED ON THE PRIVATE PROPERTY THAT IS THE SUBJECT OF THIS PLAT SHALL BE BORNE BY THE OWNERS OF SAID PROPERTY, EITHER INDIVIDUALLY, OR COLLECTIVELY, THROUGH A PROPERTY OWNERS' ASSOCIATION, IF APPLICABLE. THE CITY OF FORT COLLINS SHALL HAVE NO OBLIGATION OF OPERATION, MAINTENANCE OR RECONSTRUCTION OF SUCH PRIVATE STREETS AND/OR DRIVES NOR SHALL THE CITY HAVE ANY OBLIGATION TO ACCEPT SUCH STREETS AND/OR DRIVES AS PUBLIC STREETS OR DRIVES.

DEVELOPER/APPLICANT
ALPINE BANK
220 GRAND AVENUE
GLENWOOD SPRINGS, CO 81601
TEL: (303) 778-3150
CONTACT: GLENN DAVIS

ENGINEER
GALLOWAY & COMPANY, INC.
6+162 S. WILLOW DRIVE, SUITE 320
GREENWOOD VILLAGE, CO 80111
970-800-3300
ATTN: MIKE SHAW, PE

SURVEYOR
GALLOWAY & COMPANY, INC.
5265 RONALD REAGAN BLVD., SUITE 210
JOHNSTOWN, CO 80534
970-800-3300
ATTN: READE COLIN ROSELLES. PLS

STATEMENT OF OWNERSHIP AND SUBDIVISION

KNOW ALL PERSONS BY THESE PRESENTS, THAT THE UNDERSIGNED, BEING OWNERS OF THE FOLLOWING DESCRIBED LAND:

LOTS 1 AND 2, BLOCK 1, BLOCK 1, I. C. BRADLEY'S ADDITION TO THE CITY OF FORT COLLINS, COUNTY OF LARIMER, STATE OF COLORADO EXCEPT THOSE PORTIONS AS DESCRIBED IN DEEDS RECORDED MAY 29, 1959 IN BOOK 1093 AT PAGE 366 AND JUNE 1, 1994 AT RECEPTION NO. 94046917 AND DECEMBER 13, 1994 AT RECEPTION NO. 94098302 AND AUGUST 1, 1995 AT RECEPTION NO. 95045489 AND DECEMBER 8, 2016 AT RECEPTION NO. 20160085306.

AND ALSO

LOT 3, BLOCK 1, EXCEPT THAT PORTION CONVEYED TO THE DEPARTMENT OF HIGHWAYS RECORDED APRIL 18, 1959 IN BOOK 1090 AT PAGE 495, I. C. BRADLEY'S ADDITION TO THE CITY OF FORT COLLINS;

AND ALSO

LOT 4, BLOCK 1, EXCEPT PORTION CONVEYED MAY 29, 1959 IN BOOK 1093 AT PAGE 340, I. C. BRADLEY'S ADDITION TO THE CITY OF FORT COLLINS;

AND ALSO

LOT 5, BLOCK 1, EXCEPT PORTION CONVEYED APRIL 18, 1959 IN BOOK 1090 AT PAGE 493, I. C. BRADLEY'S ADDITION, IN THE CITY OF FORT COLLINS;

AND ALSO

LOT 6, BLOCK 1, I. C. BRADLEY'S SUBDIVISION TO THE CITY OF FORT COLLINS, EXCEPT THAT PORTION HERETOFORE DEEDED TO THE DEPARTMENT OF HIGHWAYS RECORDED APRIL 18, 1959 IN BOOK 1090 AT PAGE 491;

BEING PART OF THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 7 NORTH, RANGE 69 WEST OF THE 6TH PM, LARIMER COUNTY, COLORADO AND ALSO BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 24, MONUMENTED WITH NO. 6 REBAR OF UNKNOWN LENGTH WITH 2-1/2" ALUMINUM CAP IN RANGE BOX, STAMPED "2017, PLS 31169";

THENCE S76°53'29"E, A DISTANCE OF 195.11 FEET TO THE SOUTHEAST CORNER OF A TRACT OF LAND CONVEYED TO THE CITY OF FORT COLLINS, RECORDED AT RECEPTION NO. 20160085306 IN THE LARIMER COUNTY CLERK AND RECORDER'S OFFICE, MONUMENTED WITH A 24" LONG, NO. 5 REBAR WITH 1-1/4" ORANGE PLASTIC CAP, STAMPED "PLS 37911";

THENCE S00°01'32"W, A DISTANCE OF 284.87 FEET ALONG THE EASTERLY LINE OF SAID LOTS 1 THROUGH 6, TO THE SOUTHEAST CORNER OF SAID LOT 6, MONUMENTED WITH NO. 4 REBAR OF UNKNOWN LENGTH WITH A ILLEGIBLE ORANGE PLASTIC CAP;

THENCE S89°51'12"W, A DISTANCE OF 151.50 FEET ALONG THE SOUTHERLY LINE OF SAID LOT 6 TO A POINT MONUMENTED BY A NO. 4 REBAR OF UNKNOWN LENGTH WITH ILLEGIBLE ORANGE PLASTIC CAP;

THENCE N01°30'17"E, A DISTANCE OF 261.90 FEET ALONG THE EASTERLY LINE OF A TRACT OF LAND CONVEYED TO THE CITY OF FORT COLLINS RECORDED AT BOOK 1090, PAGE 491, A TRACT OF LAND CONVEYED TO THE CITY OF FORT COLLINS RECORDED BOOK 1090, PAGE 493, A TRACT OF LAND CONVEYED TO THE CITY OF FORT COLLINS RECORDED BOOK 1093, PAGE 340, A TRACT OF LAND CONVEYED TO THE CITY OF FORT COLLINS RECORDED BOOK 1090, PAGE 495 AND A TRACT OF LAND CONVEYED TO THE CITY OF FORT COLLINS RECORDED BOOK 1093, PAGE 366 ALL IN THE LARIMER COUNTY CLERK AND RECORDER'S OFFICE;

THENCE ALONG THE SOUTHERLY LINE OF THE AFOREMENTIONED LAND CONVEY TO THE CITY OF FORT COLLINS IN RECEPTION NO. 20160085306 THE FOLLOWING SIX (6) COURSES:

1. THENCE N46°06'45"E, A DISTANCE OF 12.74 FEET;
2. THENCE N56°38'46"E, A DISTANCE OF 14.12 FEET;
3. THENCE N65°35'35"E, A DISTANCE OF 13.26 FEET;
4. THENCE N80°01'55"E, A DISTANCE OF 4.56 FEET;
5. THENCE N89°52'03"E, A DISTANCE OF 80.24 FEET;
6. THENCE N89°10'14"E, A DISTANCE OF 26.97 FEET TO THE POINT OF BEGINNING.

PARCEL CONTAINS 41,745 SQUARE FEET OR 0.958 ACRES.

FOR THEMSELVES AND THEIR SUCCESSORS IN INTEREST REMINGTON NORTH, LLC, A COLORADO LIMITED LIABILITY COMPANY AND ALPINE BANK, A COLORADO STATE BANKING CORPORATION HAVE CAUSED THE ABOVE DESCRIBED LAND TO BE SURVEYED AND SUBDIVIDED INTO LOTS, AS SHOWN ON THIS PLAT TO BE KNOWN AS **ALPINE BANK SUBDIVISION**, SUBJECT TO ALL EASEMENTS AND RIGHTS-OF-WAY NOW OF RECORD OR EXISTING OR INDICATED ON THIS PLAT. THE RIGHTS AND OBLIGATIONS OF THE PLAT SHALL RUN WITH THE LAND.

GENERAL NOTES:

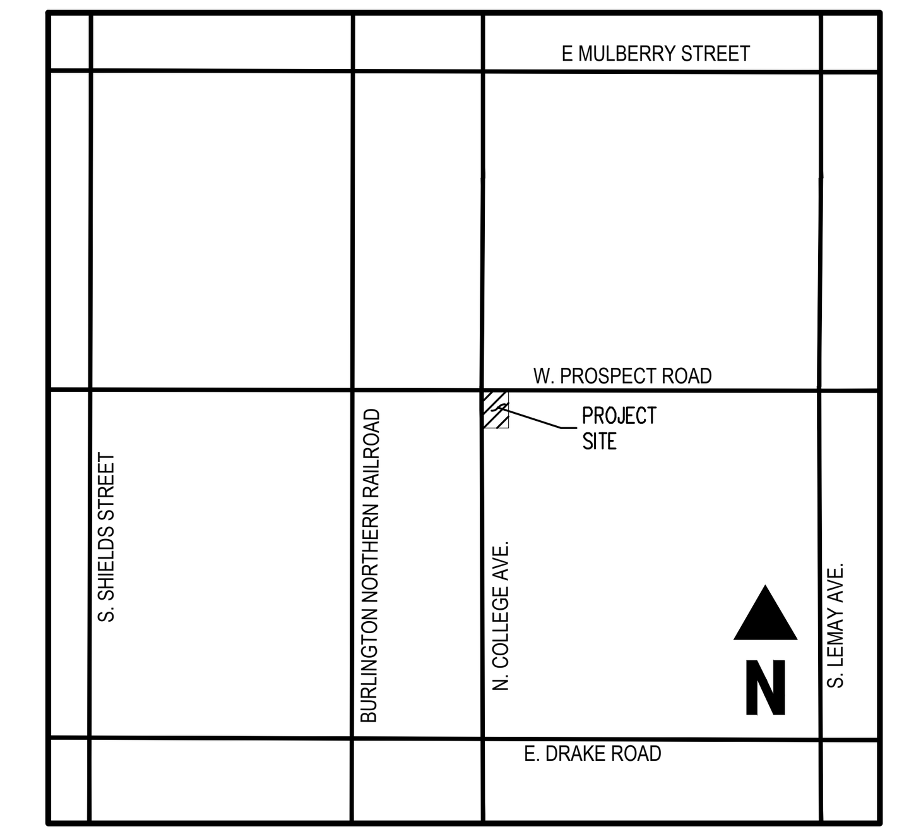
1) BASIS OF BEARING: ALL BEARINGS ARE GRID BEARINGS OF THE COLORADO STATE PLANE COORDINATE SYSTEM, NORTH ZONE, NORTH AMERICAN DATUM 1983. THE NORTH LINE OF THE NORTHWEST QUARTER OF SECTION 24 BEARS N 89°52'03" E AND DISTANCE OF 2637.05', MONUMENTED AT THE WEST BY NO. 6 REBAR WITH 2.5" ALUMINUM CAP IN RANGE BOX STAMPED "2017, PLS 31169 AND TO THE EAST BY NO. 6 REBAR WITH 2.5" ALUMINUM CAP IN A RANGE BOX, STAMPED "1995, PLS 17497" AS SHOWN WITH ALL OTHER BEARINGS RELATIVE THERETO.

2) ALL LINEAL MEASUREMENTS SHOWN ARE GROUND DISTANCES AND U.S. SURVEY FEET.

3) CAUTION: THE SURVEYOR PREPARING THIS MAP WILL NOT BE RESPONSIBLE FOR, OR LIABLE FOR, UNAUTHORIZED CHANGES TO OR USES OF THIS MAP. ALL CHANGES TO THIS PLAT MUST BE APPROVED IN WRITING BY THE SURVEYOR IN CHARGE.

4) NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCE MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON. C.R.S. 13-80-105(3)(A).

5) LAND TITLE GUARANTEE COMPANY, COMMITMENT FCIF25185180, DATED FEBRUARY 12, 2021 AT 5:00 P.M. WAS RELIED UPON FOR INFORMATION REGARDING EASEMENTS AND ENCUMBRANCES OF RECORD IN THE PREPARATION OF THIS PLAT. SAID COMMITMENT COVERS MORE PROPERTY THAN INCLUDED IN THIS PLAT.



VICINITY MAP
NOT TO SCALE

OWNER:

BY: ______________________________

STATE OF COLORADO)
) ss.
COUNTY OF LARIMER)

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS _______ DAY OF ______________________2021, BY __________________________AS __________________ ______ OF ____.

WITNESS MY HAND AND OFFICIAL SEAL.
MY COMMISSION EXPIRES: ____________________________

NOTARY PUBLIC

APPROVED AS TO FORM, CITY ENGINEER:

BY THE CITY ENGINEER OF THE CITY OF FORT COLLINS, COLORADO THIS __________________ DAY OF____ A.D.,___________.

CITY ENGINEER

PLANNING APPROVAL:

BY THE DIRECTOR OF COMMUNITY DEVELOPMENT AND NEIGHBORHOOD SERVICES THE CITY OF FORT COLLINS, COLORADO THIS _________________________DAY OF _________________________ A.D., ___________.

DIRECTOR OF COMMUNITY DEVELOPMENT AND NEIGHBORHOOD SERVICES

ATTORNEY'S CERTIFICATION

I HEREBY CERTIFY THAT THIS SUBDIVISION PLAT HAS BEEN DULY EXECUTED AS REQUIRED PURSUANT TO SECTION 2.2.3(C)(3)(A) THROUGH (E) INCLUSIVE OF THE LAND USE CODE OF THE CITY OF FORT COLLINS AND THAT ALL PERSONS SIGNING THIS SUBDIVISION PLAT ON BEHALF OF A CORPORATION OR OTHER ENTITY ARE DULY AUTHORIZED SIGNATORIES UNDER THE LAWS OF THE STATE OF COLORADO. THIS CERTIFICATION IS BASED UPON THE RECORDS OF THE CLERK AND RECORDER OF LARIMER COUNTY, COLORADO AS OF THE DATE OF EXECUTION OF THE PLAT AND OTHER INFORMATION DISCOVERED BY ME THROUGH REASONABLE INQUIRY AND IS LIMITED AS AUTHORIZED BY SECTION 2.2.3(C)(3)(F) OF THE LAND USE CODE.

ATTORNEY: ______________________________

ADDRESS: ________________

REGISTRATION NO.: __________

SURVEYOR'S CERTIFICATE:

I, READE COLIN ROSELLES, A COLORADO REGISTERED PROFESSIONAL LAND SURVEYOR, DO HEREBY STATE THAT THIS SUBDIVISION PLAT WAS PREPARED FROM AN ACTUAL SURVEY UNDER MY PERSONAL SUPERVISION, THAT THE MONUMENTATION AS INDICATED HEREON WERE FOUND OR SET AS SHOWN, AND THAT THE FORGOING PLAT IS AN ACCURATE REPRESENTATION THEREOF, ALL THIS TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF.

READE COLIN ROSELLES
COLORADO PROFESSIONAL LAND SURVEYOR #37911
FOR AND ON BEHALF OF GALLOWAY & COMPANY, INC.

Galloway
5265 Ronald Reagan Blvd., Suite 210
Johnstown, CO 80534
970.800.3300
GallowayUS.com

ALPINE BANK SUBDIVISION
A PORTION OF LOTS 1, 2, 3, 4, 5 AND 6, BLOCK 1, I.C. BRADLEY'S ADDITION TO THE CITY OF FORT COLLINS; PART OF THE NORTHWEST QUARTER OF SECTION 24, T. 7 N., R. 69 W. OF THE 6TH P.M., FORT COLLINS, LARIMER COUNTY, COLORADO

#	Date	Issue / Description	Init.
1	1/18/2021	CITY COMMENTS	AN
2	2/11/2021	CITY COMMENTS	AN

Project No:	ALB000001.10
Drawn By:	AN
Checked By:	RCR
Date:	11/20/2020

UTILITY PLANS FOR
ALPINE BANK

LOTS 1, 2, 3, 4, 5 AND 6 OF THE I.C. BRADLEY'S ADDITION TO THE CITY OF FORT COLLINS, SITUATED IN THE NW 1/4 OF SECTION 24, T. 7 S., R. 69 W., OF THE 6TH P.M. CITY OF FORT COLLINS, COUNTY OF LARIMER, STATE OF COLORADO
FEBRUARY 2021

PROJECT TEAM

DEVELOPER/APPLICANT
ALPINE BANK
220 GRAND AVENUE
GLENWOOD SPRINGS, CO 81601
TEL: (303) 778-3150
CONTACT: GLENN DAVIS

CIVIL ENGINEER/ENTITLEMENT CONSULTANT
GALLOWAY & COMPANY, INC.
6162 S. WILLOW DRIVE, SUITE 320
GREENWOOD VILLAGE, COLORADO 80111
TEL: (303) 770-8884
FAX: (303) 770-3636
ATTN: MIKE SHAW, PE
ATTN: ZELL CANTRELL

ARCHITECT
GALLOWAY & COMPANY, INC.
6162 S. WILLOW DRIVE, SUITE 320
GREENWOOD VILLAGE, COLORADO 80111
TEL: (303) 770-8884
FAX: (303) 770-3636
ATTN: KRISTOFFER KENTON

LANDSCAPE ARCHITECT
GALLOWAY & COMPANY, INC.
6162 S. WILLOW DRIVE, SUITE 320
GREENWOOD VILLAGE, COLORADO 80111
TEL: (303) 770-8884
FAX: (303) 770-3636
ATTN: SARAH ADAMSON

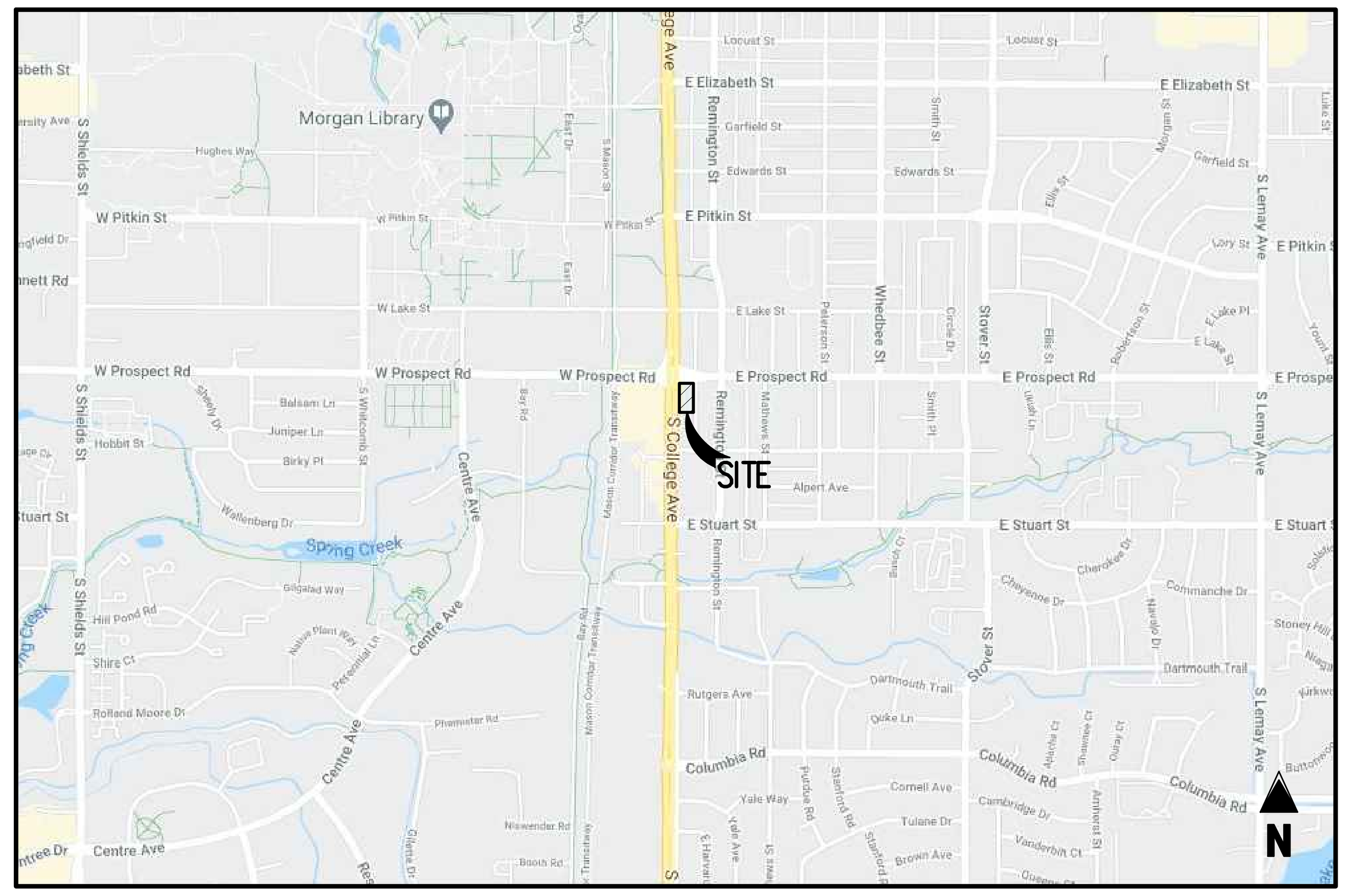
SURVEYOR
GALLOWAY & COMPANY, INC.
5265 RONALD REAGAN BLVD, SUITE 210
JOHNSTOWN, COLORADO 80534
TEL: (970) 800-3300
FAX: (303) 770-3636
ATTN: FRANK KOHL

TRAFFIC ENGINEER
KIMLEY-HORN
4582 S. ULSTER STREET, SUITE 1500
DENVER, COLORADO 80237
TEL: (303) 228-2304
CONTACT: CURTIS ROWE, P.E. PTOE

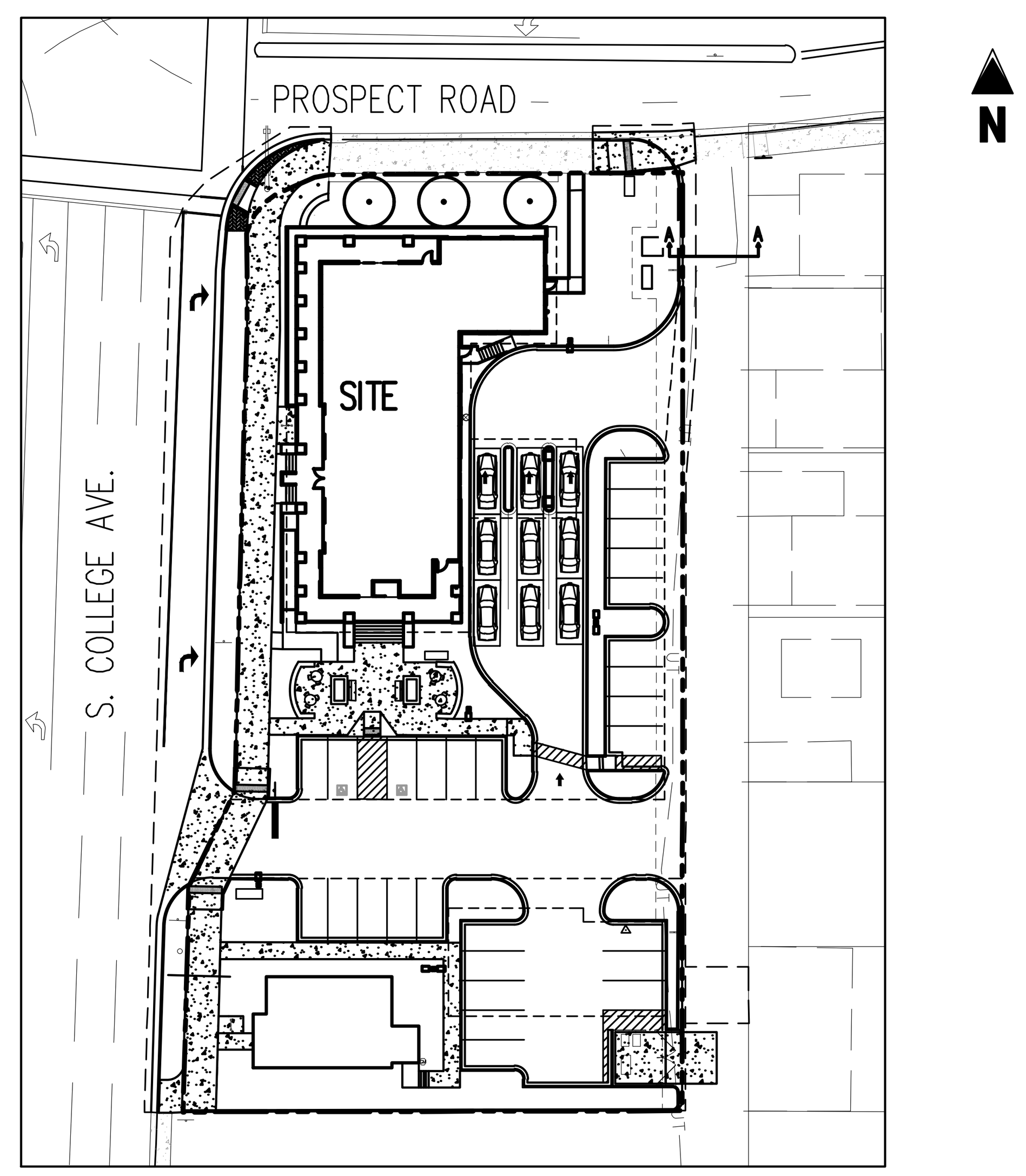
UTILITY CONTACT LIST: *

UTILITY COMPANY		CONTACT	PHONE NUMBER
GAS	XCEL ENERGY	STEPHANIE RICH	(970) 225-7828
ELECTRIC	CITY OF FORT COLLINS LIGHT & POWER	CODY SNOWDEN	(970) 416-2306
CABLE	XFINITY	DON KAPPERMAN	(970) 567-0425
TELECOM	CENTURYLINK	WILLIAM JOHNSON	(970) 377-6401
WATER	CITY OF FORT COLLINS W/WW/SW	MATT SIMPSON	(970) 416-2754
WASTEWATER	CITY OF FORT COLLINS W/WW/SW	MATT SIMPSON	(970) 416-2754
STORMWATER	CITY OF FORT COLLINS W/WW/SW	MATT SIMPSON	(970) 416-2754
WATER INSPECTION	CITY OF FORT COLLINS W/WW/SW		(970) 416-8008

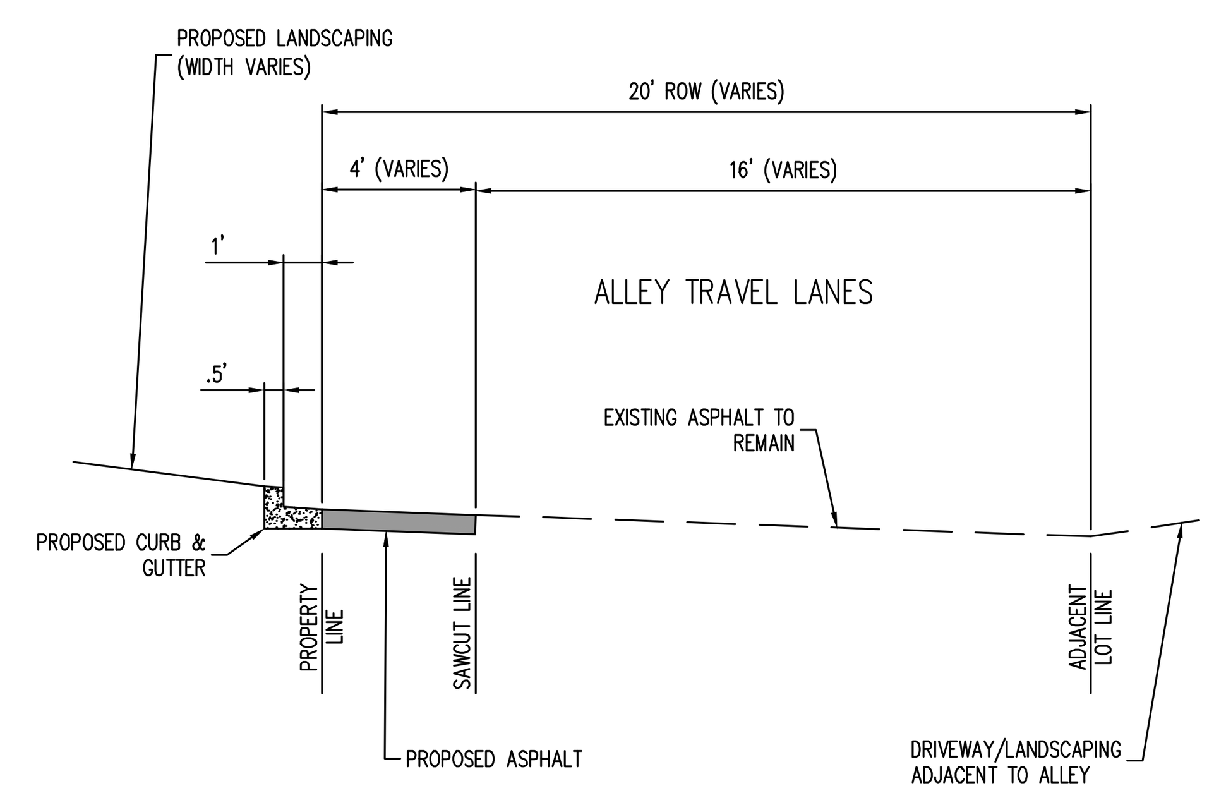
* ALL UTILITY LOCATIONS SHOWN ARE BASED ON MAPS PROVIDED BY THE APPROPRIATE UTILITY COMPANY AND FIELD SURFACE EVIDENCE AT THE TIME OF SURVEY AND IS TO BE CONSIDERED AN APPROXIMATE LOCATION ONLY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF ALL UTILITIES, PUBLIC OR PRIVATE, WHETHER SHOWN ON THE PLANS OR NOT, PRIOR TO CONSTRUCTION. REPORT ANY DISCREPANCIES TO THE ENGINEER PRIOR TO CONSTRUCTION.



VICINITY MAP
NOT TO SCALE



SITE MAP
SCALE: 1"=50'



SECTION A-A
NOT TO SCALE

SHEET INDEX

DWG No.	DESCRIPTION
1	COVER SHEET
2	GENERAL NOTES
3	DEMOLITION PLAN
4	INTERSECTION PLAN
5	DETAIL SHEET
6	DETAIL SHEET
7	GRADING PLAN
8	DRAINAGE PLAN
9	UTILITY PLAN

BASIS OF BEARING

ALL BEARINGS ARE GRID BEARINGS OF THE COLORADO STATE PLANE COORDINATE SYSTEM, NORTH ZONE, NORTH AMERICAN DATUM 1983. THE NORTH LINE OF THE NORTHWEST QUARTER OF SECTION 24 BEARS N 89°52'03" E AND DISTANCE OF 2637.05', MONUMENTED AT THE WEST BY NO. 6 REBAR WITH 2.5" ALUMINUM CAP IN RANGE BOX STAMPED "2017, PLS 31169 AND TO THE EAST BY NO. 6 REBAR WITH 2.5" ALUMINUM CAP IN A RANGE BOX, STAMPED "1995, PLS 17497" AS SHOWN WITH ALL OTHER BEARINGS RELATIVE THERETO.

BENCHMARK

ELEVATIONS ARE BASED ON CITY OF FORT COLLINS – "WOODWARD" AND IS DESCRIBED AS FOLLOWS: NAVD 88, ELEVATION = 4992.03'
'WOODWARD' IS LOCATED & DESCRIBED AS FOLLOWS: ON THE WEST SIDE OF A CONCRETE TRAFFIC SIGNAL BASE AT THE SOUTHEAST CORNER OF COLLEGE AVE. AND PROSPECT ROAD.

CITY OF FORT COLLINS BENCHMARK 1-11: NAVD ELEVATION=5008.62 LOCATED AT THE SOUTHEAST CORNER OF MULBERRY ST. AND LOOMIS AVE. AT THE NORTHEAST CORNER OF A CONCRETE SIGNAL BASE.

LEGAL DESCRIPTION

PARCEL I:
LOTS 1 AND 2, BLOCK 1, I. C. BRADLEY'S ADDITION TO THE CITY OF FORT COLLINS, COUNTY OF LARIMER, STATE OF COLORADO EXCEPT THOSE PORTIONS AS DESCRIBED IN DEEDS RECORDED MAY 29, 1959 IN BOOK 1093 AT PAGE 366 AND JUNE 1, 1994 AT RECEPTION NO. 94046917 AND DECEMBER 13, 1994 AT RECEPTION NO. 94098302 AND AUGUST 1, 1995 AT RECEPTION NO. 95045489 AND DECEMBER 8, 2016 AT RECEPTION NO. 20160085306.

PARCEL II:
LOT 3, BLOCK 1, EXCEPT THAT PORTION CONVEYED TO THE DEPARTMENT OF HIGHWAYS RECORDED APRIL 18, 1959 IN BOOK 1090 AT PAGE 495, I. C. BRADLEY'S ADDITION TO THE CITY OF FORT COLLINS, IN THE CITY OF FORT COLLINS, COUNTY OF LARIMER, STATE OF COLORADO.

PARCEL III:
LOT 4, BLOCK 1, EXCEPT PORTION CONVEYED MAY 29, 1959 IN BOOK 1093 AT PAGE 340, I. C. BRADLEY'S ADDITION TO THE CITY OF FORT COLLINS, IN THE CITY OF FORT COLLINS, COUNTY OF LARIMER, STATE OF COLORADO.

PARCEL IV:
LOT 5, BLOCK 1, EXCEPT PORTION CONVEYED APRIL 18, 1959 IN BOOK 1090 AT PAGE 493, I. C. BRADLEY'S ADDITION, IN THE CITY OF FORT COLLINS, COUNTY OF LARIMER, STATE OF COLORADO.

PARCEL V:
LOT 6, BLOCK 1, I. C. BRADLEY'S SUBDIVISION TO THE CITY OF FORT COLLINS, EXCEPT THAT PORTION HERETOFORE DEEDED TO THE DEPARTMENT OF HIGHWAYS RECORDED APRIL 18, 1959 IN BOOK 1090 AT PAGE 491, COUNTY OF LARIMER, STATE OF COLORADO.

PARCEL CONTAINS 41,745 SQUARE FEET OR 0.958 ACRES.

CAUTION – NOTICE TO CONTRACTOR

1. ALL UTILITY LOCATIONS SHOWN ARE BASED ON MAPS PROVIDED BY THE APPROPRIATE UTILITY COMPANY AND FIELD SURFACE EVIDENCE AT THE TIME OF SURVEY AND IS TO BE CONSIDERED AN APPROXIMATE LOCATION ONLY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE FIELD LOCATION OF ALL UTILITIES, PUBLIC OR PRIVATE, WHETHER SHOWN ON THE PLANS OR NOT, PRIOR TO CONSTRUCTION. REPORT ANY DISCREPANCIES TO THE ENGINEER PRIOR TO CONSTRUCTION.
2. WHERE A PROPOSED UTILITY CROSSES AN EXISTING UTILITY, IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF SUCH EXISTING UTILITY, EITHER THROUGH POTHOLING OR ALTERNATIVE METHOD. REPORT INFORMATION TO THE ENGINEER PRIOR TO CONSTRUCTION.

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

DISCLAIMER STATEMENT

THESE PLANS HAVE BEEN REVIEWED BY THE CITY OF FORT COLLINS FOR CONCEPT ONLY. THE REVIEW DOES NOT IMPLY RESPONSIBILITY BY THE REVIEWING DEPARTMENT, THE CITY OF FORT COLLINS ENGINEER, OR THE CITY OF FORT COLLINS FOR ACCURACY AND CORRECTNESS OF THE CALCULATIONS. FURTHERMORE, THE REVIEW DOES NOT IMPLY THAT QUANTITIES OF ITEMS ON THE PLANS ARE THE FINAL QUANTITIES REQUIRED. THE REVIEW SHALL NOT BE CONSTRUED FOR ANY REASON AS ACCEPTANCE OF FINANCIAL RESPONSIBILITY BY THE CITY OF FORT COLLINS FOR ADDITIONAL QUANTITIES OF ITEMS SHOWN THAT MAY BE REQUIRED DURING THE CONSTRUCTION PHASE.

CERTIFICATION STATEMENT

I HEREBY AFFIRM THAT THESE FINAL CONSTRUCTION PLANS WERE PREPARED UNDER MY DIRECT SUPERVISION, IN ACCORDANCE WITH ALL APPLICABLE CITY OF FORT COLLINS AND STATE OF COLORADO STANDARDS AND STATUTES, RESPECTIVELY; AND THAT I AM FULLY RESPONSIBLE FOR THE ACCURACY OF ALL DESIGN. REVISIONS, AND RECORD CONDITIONS THAT I HAVE NOTED ON THESE PLANS.

X____________________

CITY OF FORT COLLINS, COLORADO
UTILITY PLAN APPROVAL

APPROVED:	CITY ENGINEER	DATE
CHECKED BY:	WATER & WASTEWATER UTILITY	DATE
CHECKED BY:	STORMWATER UTILITY	DATE
CHECKED BY:	PARKS & RECREATION	DATE
CHECKED BY:	TRAFFIC ENGINEER	DATE
CHECKED BY:	ENVIRONMENTAL PLANNER	DATE

Galloway
6162 S. Willow Drive, Suite 320
Greenwood Village, CO 80111
303.770.8884
GallowayUS.com

PRELIMINARY
NOT FOR BIDDING
NOT FOR CONSTRUCTION

UTILITY PLANS FOR
ALPINE BANK
1608 SOUTH COLLEGE AVENUE
S. COLLEGE AVE. & PROSPECT ROAD
FORT COLLINS, COLORADO

#	Date	Issue / Description	Init.
	12/2/2020	1ST PDP SUB	MAS
	01/20/2021	2ND PDP SUB	MAS
	02/17/2021	3RD PDP SUB	MAS

Project No:	ALB000001
Drawn By:	MRB
Checked By:	MAS
Date:	02/17/2021

COVER SHEET

GENERAL NOTES

1. ALL MATERIALS, WORKMANSHIP, AND CONSTRUCTION OF PUBLIC IMPROVEMENTS SHALL MEET OR EXCEED THE STANDARDS AND SPECIFICATIONS SET FORTH IN THE LARIMER COUNTY URBAN AREA STREET STANDARDS AND APPLICABLE STATE AND FEDERAL REGULATIONS. WHERE THERE IS CONFLICT BETWEEN THESE PLANS AND THE SPECIFICATIONS, OR ANY APPLICABLE STANDARDS, THE MOST RESTRICTIVE STANDARD SHALL APPLY. ALL WORK SHALL BE INSPECTED AND APPROVED BY THE CITY OF FORT COLLINS.

2. ALL REFERENCES TO ANY PUBLISHED STANDARDS SHALL REFER TO THE LATEST REVISION OF SAID STANDARD, UNLESS SPECIFICALLY STATED OTHERWISE.

3. THESE PUBLIC IMPROVEMENT CONSTRUCTION PLANS SHALL BE VALID FOR A PERIOD OF THREE YEARS FROM THE DATE OF APPROVAL BY THE CITY OF FORT COLLINS ENGINEER. USE OF THESE PLANS AFTER THE EXPIRATION DATE WILL REQUIRE A NEW REVIEW AND APPROVAL PROCESS BY THE CITY OF FORT COLLINS PRIOR TO COMMENCEMENT OF ANY WORK SHOWN IN THESE PLANS.

4. THE ENGINEER WHO HAS PREPARED THESE PLANS, BY EXECUTION AND/OR SEAL HEREOF, DOES HEREBY AFFIRM RESPONSIBILITY TO THE CITY OF FORT COLLINS, AS BENEFICIARY OF SAID ENGINEER'S WORK, FOR ANY ERRORS AND OMISSIONS CONTAINED IN THESE PLANS, AND APPROVAL OF THESE PLANS BY THE CITY OF FORT COLLINS ENGINEER SHALL NOT RELIEVE THE ENGINEER WHO HAS PREPARED THESE PLANS OF ALL SUCH RESPONSIBILITY. FURTHER, TO THE EXTENT PERMITTED BY LAW, THE ENGINEER HEREBY AGREES TO HOLD HARMLESS AND INDEMNIFY THE CITY OF FORT COLLINS, AND ITS OFFICERS AND EMPLOYEES, FROM AND AGAINST ALL LIABILITIES, CLAIMS, AND DEMANDS WHICH MAY ARISE FROM ANY ERRORS AND OMISSIONS CONTAINED IN THESE PLANS.

5. ALL STORM SEWER CONSTRUCTION, AS WELL AS POWER AND OTHER "DRY" UTILITY INSTALLATIONS, SHALL CONFORM TO THE CITY OF FORT COLLINS STANDARDS AND SPECIFICATIONS CURRENT AT THE DATE OF APPROVAL OF THE PLANS BY THE CITY OF FORT COLLINS ENGINEER.

6. THE TYPE, SIZE, LOCATION AND NUMBER OF ALL KNOWN UNDERGROUND UTILITIES ARE APPROXIMATE WHEN SHOWN ON THE DRAWINGS. IT SHALL BE THE RESPONSIBILITY OF THE DEVELOPER TO VERIFY THE EXISTENCE AND LOCATION OF ALL UNDERGROUND UTILITIES ALONG THE ROUTE OF THE WORK BEFORE COMMENCING NEW CONSTRUCTION. THE DEVELOPER SHALL BE RESPONSIBLE FOR UNKNOWN UNDERGROUND UTILITIES.

7. THE DEVELOPER SHALL CONTACT THE UTILITY NOTIFICATION CENTER OF COLORADO (UNCC) AT 1-800-922-1987, AT LEAST 2 WORKING DAYS PRIOR TO BEGINNING EXCAVATION OR GRADING, TO HAVE ALL REGISTERED UTILITY LOCATIONS MARKED. OTHER UNREGISTERED UTILITY ENTITIES (I.E. DITCH / IRRIGATION COMPANY) ARE TO BE LOCATED BY CONTACTING THE RESPECTIVE REPRESENTATIVE. UTILITY SERVICE LATERALS ARE ALSO TO BE LOCATED PRIOR TO BEGINNING EXCAVATION OR GRADING. IT SHALL BE THE RESPONSIBILITY OF THE DEVELOPER TO RELOCATE ALL EXISTING UTILITIES THAT CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THESE PLANS.

8. THE DEVELOPER SHALL BE RESPONSIBLE FOR PROTECTING ALL UTILITIES DURING CONSTRUCTION AND FOR COORDINATING WITH THE APPROPRIATE UTILITY COMPANY FOR ANY UTILITY CROSSINGS REQUIRED.

9. IF A CONFLICT EXISTS BETWEEN EXISTING AND PROPOSED UTILITIES AND/OR A DESIGN MODIFICATION IS REQUIRED, THE DEVELOPER SHALL COORDINATE WITH THE ENGINEER TO MODIFY THE DESIGN. DESIGN MODIFICATION(S) MUST BE APPROVED BY THE CITY OF FORT COLLINS PRIOR TO BEGINNING CONSTRUCTION.

10. THE DEVELOPER SHALL COORDINATE AND COOPERATE WITH THE CITY OF FORT COLLINS, AND ALL UTILITY COMPANIES INVOLVED, TO ASSURE THAT THE WORK IS ACCOMPLISHED IN A TIMELY FASHION AND WITH A MINIMUM DISRUPTION OF SERVICE. THE DEVELOPER SHALL BE RESPONSIBLE FOR CONTACTING, IN ADVANCE, ALL PARTIES AFFECTED BY ANY DISRUPTION OF ANY UTILITY SERVICE AS WELL AS THE UTILITY COMPANIES.

11. NO WORK MAY COMMENCE WITHIN ANY PUBLIC STORM WATER, SANITARY SEWER OR POTABLE WATER SYSTEM UNTIL THE DEVELOPER NOTIFIES THE UTILITY PROVIDER. NOTIFICATION SHALL BE A MINIMUM OF 2 WORKING DAYS PRIOR TO COMMENCEMENT OF ANY WORK. AT THE DISCRETION OF THE WATER UTILITY PROVIDER, A PRE-CONSTRUCTION MEETING MAY BE REQUIRED PRIOR TO COMMENCEMENT OF ANY WORK.

12. THE DEVELOPER SHALL SEQUENCE INSTALLATION OF UTILITIES IN SUCH A MANNER AS TO MINIMIZE POTENTIAL UTILITY CONFLICTS. IN GENERAL, STORM SEWER AND SANITARY SEWER SHOULD BE CONSTRUCTED PRIOR TO INSTALLATION OF THE WATER LINES AND DRY UTILITIES.

13. THE MINIMUM COVER OVER WATER LINES IS 4.5 FEET AND THE MAXIMUM COVER IS 6.0 FEET UNLESS OTHERWISE NOTED IN THE PLANS AND APPROVED BY THE WATER UTILITY.

14. A STATE CONSTRUCTION DEWATERING WASTEWATER DISCHARGE PERMIT IS REQUIRED IF DEWATERING IS REQUIRED IN ORDER TO INSTALL UTILITIES OR IF WATER IS DISCHARGED INTO A STORM SEWER, CHANNEL, IRRIGATION DITCH OR ANY WATERS OF THE UNITED STATES.

15. THE DEVELOPER SHALL COMPLY WITH ALL TERMS AND CONDITIONS OF THE COLORADO PERMIT FOR STORM WATER DISCHARGE (CONTACT COLORADO DEPARTMENT OF HEALTH, WATER QUALITY CONTROL DIVISION, (303) 692-3590), THE STORM WATER MANAGEMENT PLAN, AND THE EROSION CONTROL PLAN.

16. THE CITY OF FORT COLLINS SHALL NOT BE RESPONSIBLE FOR THE MAINTENANCE OF STORM DRAINAGE FACILITIES LOCATED ON PRIVATE PROPERTY. MAINTENANCE OF ONSITE DRAINAGE FACILITIES SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER(S).

17. PRIOR TO FINAL INSPECTION AND ACCEPTANCE BY THE CITY OF FORT COLLINS, CERTIFICATION OF THE DRAINAGE FACILITIES, BY A REGISTERED ENGINEER, MUST BE SUBMITTED TO AND APPROVED BY THE STORMWATER UTILITY DEPARTMENT. CERTIFICATION SHALL BE SUBMITTED TO THE STORMWATER UTILITY DEPARTMENT AT LEAST TWO WEEKS PRIOR TO THE RELEASE OF A CERTIFICATE OF OCCUPANCY FOR SINGLE FAMILY UNITS. FOR COMMERCIAL PROPERTIES, CERTIFICATION SHALL BE SUBMITTED TO THE STORMWATER UTILITY DEPARTMENT AT LEAST TWO WEEKS PRIOR TO THE RELEASE OF ANY BUILDING PERMITS IN EXCESS OF THOSE ALLOWED PRIOR TO CERTIFICATION PER THE DEVELOPMENT AGREEMENT.

18. THE CITY OF FORT COLLINS SHALL NOT BE RESPONSIBLE FOR ANY DAMAGES OR INJURIES SUSTAINED IN THIS DEVELOPMENT AS A RESULT OF GROUNDWATER SEEPAGE, WHETHER RESULTING FROM GROUNDWATER FLOODING, STRUCTURAL DAMAGE OR OTHER DAMAGE UNLESS SUCH DAMAGE OR INJURIES ARE SUSTAINED AS A RESULT OF THE CITY OF FORT COLLINS FAILURE TO PROPERLY MAINTAIN ITS WATER, WASTEWATER, AND/OR STORM DRAINAGE FACILITIES IN THE DEVELOPMENT.

19. ALL RECOMMENDATIONS OF THE FINAL DRAINAGE AND EROSION CONTROL REPORTS PREPARED BY GALLOWAY AND COMPANY, INC. FOR THIS PROJECT SHALL BE FOLLOWED AND IMPLEMENTED.

20. TEMPORARY EROSION CONTROL DURING CONSTRUCTION SHALL BE PROVIDED AS SHOWN ON THE EROSION CONTROL PLAN. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED IN GOOD REPAIR BY THE DEVELOPER, UNTIL SUCH TIME AS THE ENTIRE DISTURBED AREAS IS STABILIZED WITH HARD SURFACE OR LANDSCAPING.

21. THE DEVELOPER SHALL BE RESPONSIBLE FOR INSURING THAT NO MUD OR DEBRIS SHALL BE TRACKED ONTO THE EXISTING PUBLIC STREET SYSTEM. MUD AND DEBRIS MUST BE REMOVED WITHIN 24 HOURS BY AN APPROPRIATE MECHANICAL METHOD (I.E. MACHINE BROOM SWEEP, LIGHT DUTY FRONT-END LOADER, ETC.) OR AS APPROVED BY THE THE CITY OF FORT COLLINS STREET INSPECTOR.

22. NO WORK MAY COMMENCE WITHIN ANY IMPROVED OR UNIMPROVED PUBLIC RIGHT-OF-WAY UNTIL A RIGHT-OF-WAY PERMIT OR DEVELOPMENT CONSTRUCTION PERMIT IS OBTAINED, IF APPLICABLE.

23. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FOR ALL APPLICABLE AGENCIES PRIOR TO COMMENCEMENT OF CONSTRUCTION. THE DEVELOPER SHALL NOTIFY THE THE CITY OF FORT COLLINS INSPECTOR (FORT COLLINS (970) 221-6605) AND THE CITY OF FORT COLLINS EROSION CONTROL INSPECTOR (FORT COLLINS (970) 221-6700) AT LEAST 2 WORKING DAYS PRIOR TO THE START OF ANY EARTH DISTURBING ACTIVITY, OR CONSTRUCTION ON ANY AND ALL PUBLIC IMPROVEMENTS. IF THE CITY OF FORT COLLINS ENGINEER IS NOT AVAILABLE AFTER PROPER NOTICE OF CONSTRUCTION ACTIVITY HAS BEEN PROVIDED, THE DEVELOPER MAY COMMENCE WORK IN THE ENGINEER ABSENCE. HOWEVER, THE CITY OF FORT COLLINS RESERVES THE RIGHT NOT TO ACCEPT THE IMPROVEMENT IF SUBSEQUENT TESTING REVEALS AN IMPROPER INSTALLATION.

24. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING SOILS TESTS WITHIN THE PUBLIC RIGHT-OF-WAY AFTER RIGHT OF WAY GRADING AND ALL UTILITY TRENCH WORK IS COMPLETE AND PRIOR TO THE PLACEMENT OF CURB, GUTTER, SIDEWALK AND PAVEMENT. IF THE FINAL SOILS/PAVEMENT DESIGN REPORT DOES NOT CORRESPOND WITH THE RESULTS OF THE ORIGINAL GEOTECHNICAL REPORT, THE DEVELOPER SHALL BE RESPONSIBLE FOR A RE-DESIGN OF THE SUBJECT PAVEMENT SECTION OR, THE DEVELOPER MAY USE THE CITY OF FORT COLLINS' DEFAULT PAVEMENT THICKNESS SECTION(S). REGARDLESS OF THE OPTION USED, ALL FINAL SOILS/PAVEMENT DESIGN REPORTS SHALL BE PREPARED BY A LICENSED PROFESSIONAL ENGINEER. THE FINAL REPORT SHALL BE SUBMITTED TO THE INSPECTOR A MINIMUM OF 10 WORKING DAYS PRIOR TO PLACEMENT OF BASE AND ASPHALT. PLACEMENT OF CURB, GUTTER, SIDEWALK, BASE AND ASPHALT SHALL NOT OCCUR UNTIL THE CITY OF FORT COLLINS ENGINEER APPROVES THE FINAL REPORT.

25. THE CONTRACTOR SHALL HIRE A LICENSED ENGINEER OR LAND SURVEYOR TO SURVEY THE CONSTRUCTED ELEVATIONS OF THE STREET SUBGRADE AND THE GUTTER FLOWLINE AT ALL INTERSECTIONS, INLETS, AND OTHER LOCATIONS REQUESTED BY THE THE CITY OF FORT COLLINS INSPECTOR. THE ENGINEER OR SURVEYOR MUST CERTIFY IN A LETTER TO THE CITY OF FORT COLLINS THAT THESE ELEVATIONS CONFORM TO THE APPROVED PLANS AND SPECIFICATIONS. ANY DEVIATIONS SHALL BE NOTED IN THE LETTER AND THEN RESOLVED WITH THE CITY OF FORT COLLINS BEFORE INSTALLATION OF BASE COURSE OR ASPHALT WILL BE ALLOWED ON THE STREETS.

26. ALL UTILITY INSTALLATIONS WITHIN OR ACROSS THE ROADBED OF NEW RESIDENTIAL ROADS MUST BE COMPLETED PRIOR TO THE FINAL STAGES OF ROAD CONSTRUCTION. FOR THE PURPOSES OF THESE STANDARDS, ANY WORK EXCEPT C/G ABOVE THE SUBGRADE IS CONSIDERED FINAL STAGE WORK. ALL SERVICE LINES MUST BE STUBBED TO THE PROPERTY LINES AND MARKED SO AS TO REDUCE THE EXCAVATION NECESSARY FOR BUILDING CONNECTIONS.

27. PORTIONS OF LARIMER COUNTY ARE WITHIN OVERLAY DISTRICTS. THE LARIMER COUNTY FLOOD PLAIN RESOLUTION SHOULD BE REFERRED TO FOR ADDITIONAL CRITERIA FOR ROADS WITHIN THESE DISTRICTS.

28. ALL ROAD CONSTRUCTION IN AREAS DESIGNATED AS WILD FIRE HAZARD AREAS SHALL BE DONE IN ACCORDANCE WITH THE CONSTRUCTION CRITERIA AS ESTABLISHED IN THE WILD FIRE HAZARD AREA MITIGATION REGULATIONS IN FORCE AT THE TIME OF FINAL PLAT APPROVAL.

29. PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION, THE CONTRACTOR SHALL CONTACT THE LOCAL ENTITY FORESTER TO SCHEDULE A SITE INSPECTION FOR ANY TREE REMOVAL REQUIRING A PERMIT.

30. THE DEVELOPER SHALL BE RESPONSIBLE FOR ALL ASPECTS OF SAFETY INCLUDING, BUT NOT LIMITED TO, EXCAVATION, TRENCHING, SHORING, TRAFFIC CONTROL, AND SECURITY. REFER TO OSHA PUBLICATION 2226, EXCAVATING AND TRENCHING.

31. THE DEVELOPER SHALL SUBMIT A CONSTRUCTION TRAFFIC CONTROL PLAN, IN ACCORDANCE WITH MUTCD, TO THE APPROPRIATE RIGHT-OF-WAY AUTHORITY. (THE THE CITY OF FORT COLLINS, LARIMER COUNTY, COLORADO), FOR APPROVAL, PRIOR TO ANY CONSTRUCTION ACTIVITIES WITHIN, OR AFFECTING, THE RIGHT-OF-WAY. THE DEVELOPER SHALL BE RESPONSIBLE FOR PROVIDING ANY AND ALL TRAFFIC CONTROL DEVICES AS MAY BE REQUIRED BY THE CONSTRUCTION ACTIVITIES.

32. PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION THAT WILL AFFECT TRAFFIC SIGNS OF ANY TYPE, THE CONTRACTOR SHALL CONTACT THE CITY OF FORT COLLINS TRAFFIC OPERATIONS DEPARTMENT, WHO WILL TEMPORARILY REMOVE OR RELOCATE THE SIGN AT NO COST TO THE CONTRACTOR, HOWEVER, IF THE CONTRACTOR MOVES THE TRAFFIC SIGN THEN THE CONTRACTOR WILL BE CHARGED FOR THE LABOR, MATERIALS AND EQUIPMENT TO REINSTALL THE SIGN AS NEEDED.

33. THE DEVELOPER IS RESPONSIBLE FOR ALL COSTS FOR THE INITIAL INSTALLATION OF TRAFFIC SIGNING AND STRIPING FOR THE DEVELOPMENT RELATED TO THE DEVELOPMENT'S LOCAL STREET OPERATIONS. IN ADDITION, THE DEVELOPER IS RESPONSIBLE FOR ALL COSTS FOR TRAFFIC SIGNING AND STRIPING RELATED TO DIRECTING TRAFFIC ACCESS TO AND FROM THE DEVELOPMENT.

34. THERE SHALL BE NO SITE CONSTRUCTION ACTIVITIES ON SATURDAYS, UNLESS SPECIFICALLY APPROVED BY THE CITY OF FORT COLLINS ENGINEER, AND NO SITE CONSTRUCTION ACTIVITIES ON SUNDAYS OR HOLIDAYS, UNLESS THERE IS PRIOR WRITTEN APPROVAL BY LARIMER COUNTY.

35. THE DEVELOPER IS RESPONSIBLE FOR PROVIDING ALL LABOR AND MATERIALS NECESSARY FOR THE COMPLETION OF THE INTENDED IMPROVEMENTS, SHOWN ON THESE DRAWINGS, OR DESIGNATED TO BE PROVIDED, INSTALLED, OR CONSTRUCTED, UNLESS SPECIFICALLY NOTED OTHERWISE.

36. DIMENSIONS FOR LAYOUT AND CONSTRUCTION ARE NOT TO BE SCALED FROM ANY DRAWING. IF PERTINENT DIMENSIONS ARE NOT SHOWN, CONTACT THE DESIGNER FOR CLARIFICATION, AND ANNOTATE THE DIMENSION ON THE AS-BUILT RECORD DRAWINGS.

37. THE DEVELOPER SHALL HAVE, ONSITE AT ALL TIMES, ONE (1) SIGNED COPY OF THE APPROVED PLANS, ONE (1) COPY OF THE APPROPRIATE STANDARDS AND SPECIFICATIONS, AND A COPY OF ANY PERMITS AND EXTENSION AGREEMENTS NEEDED FOR THE JOB.

38. IF, DURING THE CONSTRUCTION PROCESS, CONDITIONS ARE ENCOUNTERED WHICH COULD INDICATE A SITUATION THAT IS NOT IDENTIFIED IN THE PLANS OR SPECIFICATIONS, THE DEVELOPER SHALL CONTACT THE DESIGNER AND THE CITY OF FORT COLLINS ENGINEER IMMEDIATELY.

39. THE DEVELOPER SHALL BE RESPONSIBLE FOR RECORDING AS-BUILT INFORMATION ON A SET OF RECORD DRAWINGS KEPT ON THE CONSTRUCTION SITE, AND AVAILABLE TO THE LARIMER COUNTY'S INSPECTOR AT ALL TIMES. UPON COMPLETION OF THE WORK, THE CONTRACTOR(S) SHALL SUBMIT RECORD DRAWINGS TO THE CITY OF FORT COLLINS ENGINEER.

40. THE DESIGNER SHALL PROVIDE, IN THIS LOCATION ON THE PLAN, THE LOCATION AND DESCRIPTION OF THE NEAREST SURVEY BENCHMARKS (2) FOR THE PROJECT AS WELL AS THE BASIS OF BEARINGS. THE INFORMATION SHALL BE AS FOLLOWS:

    PROJECT DATUM:

BENCHMARK

ELEVATIONS ARE BASED ON CITY OF FORT COLLINS - "WOODWARD" AND IS DESCRIBED AS FOLLOWS:NAVD 88, ELEVATION = 4992.03'
'WOODWARD' IS LOCATED & DESCRIBED AS FOLLOWS: ON THE WEST SIDE OF A CONCRETE TRAFFIC SIGNAL BASE AT THE SOUTHEAST CORNER OF COLLEGE AVE. AND PROSPECT ROAD.

CITY OF FORT COLLINS BENCHMARK 1-11: NAVD ELEVATION=5008.62 LOCATED AT THE SOUTHEAST CORNER OF MULBERRY ST. AND LOOMIS AVE. AT THE NORTHEAST CORNER OF A CONCRETE SIGNAL BASE.

41. ALL STATIONING IS BASED ON FLOWLINE OF ROADWAYS UNLESS OTHERWISE NOTED.

42. DAMAGED CURB, GUTTER AND SIDEWALK EXISTING PRIOR TO CONSTRUCTION, AS WELL AS EXISTING FENCES, TREES, STREETS, SIDEWALKS, CURBS AND GUTTERS, LANDSCAPING, STRUCTURES, AND IMPROVEMENTS DESTROYED, DAMAGED OR REMOVED DUE TO CONSTRUCTION OF THIS PROJECT, SHALL BE REPLACED OR RESTORED IN LIKE KIND AT THE DEVELOPER'S EXPENSE, UNLESS OTHERWISE INDICATED ON THESE PLANS, PRIOR TO THE ACCEPTANCE OF COMPLETED IMPROVEMENTS AND/OR PRIOR TO THE ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY.

43. WHEN AN EXISTING ASPHALT STREET MUST BE CUT, THE STREET MUST BE RESTORED TO A CONDITION EQUAL TO OR BETTER THAN ITS ORIGINAL CONDITION. THE EXISTING STREET CONDITION SHALL BE DOCUMENTED BY THE CITY OF FORT COLLINS CONSTRUCTION INSPECTOR BEFORE ANY CUTS ARE MADE. PATCHING SHALL BE DONE IN ACCORDANCE WITH THE CITY OF FORT COLLINS STREET REPAIR STANDARDS. THE FINISHED PATCH SHALL BLEND IN SMOOTHLY INTO THE EXISTING SURFACE. ALL LARGE PATCHES SHALL BE PAVED WITH AN ASPHALT LAY-DOWN MACHINE. IN STREETS WHERE MORE THAN ONE CUT IS MADE, AN OVERLAY OF THE ENTIRE STREET WIDTH, INCLUDING THE PATCHED AREA, MAY BE REQUIRED. THE DETERMINATION OF NEED FOR A COMPLETE OVERLAY SHALL BE MADE BY THE LARIMER COUNTY ENGINEER AND/OR THE CITY OF FORT COLLINS INSPECTOR AT THE TIME THE CUTS ARE MADE.

44. UPON COMPLETION OF CONSTRUCTION, THE SITE SHALL BE CLEANED AND RESTORED TO A CONDITION EQUAL TO, OR BETTER THAN, THAT WHICH EXISTED BEFORE CONSTRUCTION, OR TO THE GRADES AND CONDITION AS REQUIRED BY THESE PLANS.

45. STANDARD HANDICAP RAMPS ARE TO BE CONSTRUCTED AT ALL CURB RETURNS AND AT ALL "T" INTERSECTIONS.

46. AFTER ACCEPTANCE BY THE CITY OF FORT COLLINS, PUBLIC IMPROVEMENTS DEPICTED IN THESE PLANS SHALL BE GUARANTEED TO BE FREE FROM MATERIAL AND WORKMANSHIP DEFECTS FOR A MINIMUM PERIOD OF TWO YEARS FROM THE DATE OF ACCEPTANCE.

47. NOT APPLICABLE.

48. APPROVED VARIANCES ARE LISTED AS FOLLOWS:
    - VARIANCE REQUEST FOR A 10' UTILITY AND ACCESS EASEMENT ALONG SOUTH COLLEGE AVENUE IN LIEU OF A 15' UTILITY AND ACCESS EASEMENT

CONSTRUCTION NOTES

A. GRADING AND EROSION CONTROL NOTES

1. THE EROSION CONTROL INSPECTOR MUST BE NOTIFIED AT LEAST TWENTY-FOUR (24) HOURS PRIOR TO ANY CONSTRUCTION ON THIS SITE.

2. THERE SHALL BE NO EARTH-DISTURBING ACTIVITY OUTSIDE THE LIMITS DESIGNATED ON THE ACCEPTED PLANS.

3. ALL REQUIRED PERIMETER SILT AND CONSTRUCTION FENCING SHALL BE INSTALLED PRIOR TO ANY LAND DISTURBING ACTIVITY (STOCKPILING, STRIPPING, GRADING, ETC). ALL OTHER REQUIRED EROSION CONTROL MEASURES SHALL BE INSTALLED AT THE APPROPRIATE TIME IN THE CONSTRUCTION SEQUENCE AS INDICATED IN THE APPROVED PROJECT SCHEDULE, CONSTRUCTION PLANS, AND EROSION CONTROL REPORT.

4. AT ALL TIMES DURING CONSTRUCTION, THE DEVELOPER SHALL BE RESPONSIBLE FOR PREVENTING AND CONTROLLING ON-SITE EROSION INCLUDING KEEPING THE PROPERTY SUFFICIENTLY WATERED SO AS TO MINIMIZE WIND BLOWN SEDIMENT. THE DEVELOPER SHALL ALSO BE RESPONSIBLE FOR INSTALLING AND MAINTAINING ALL EROSION CONTROL FACILITIES SHOWN HEREIN.

5. PRE-DISTURBANCE VEGETATION SHALL BE PROTECTED AND RETAINED WHEREVER POSSIBLE. REMOVAL OR DISTURBANCE OF EXISTING VEGETATION SHALL BE LIMITED TO THE AREA(S) REQUIRED FOR IMMEDIATE CONSTRUCTION OPERATIONS, AND FOR THE SHORTEST PRACTICAL PERIOD OF TIME.

6. ALL SOILS EXPOSED DURING LAND DISTURBING ACTIVITY (STRIPPING, GRADING, UTILITY INSTALLATIONS, STOCKPILING, FILLING, ETC.) SHALL BE KEPT IN A ROUGHENED CONDITION BY RIPPING OR DISKING ALONG LAND CONTOURS UNTIL MULCH, VEGETATION, OR OTHER PERMANENT EROSION CONTROL BMPS ARE INSTALLED. NO SOILS IN AREAS OUTSIDE PROJECT STREET RIGHTS-OF-WAY SHALL REMAIN EXPOSED BY LAND DISTURBING ACTIVITY FOR MORE THAN THIRTY (30) DAYS BEFORE REQUIRED TEMPORARY OR PERMANENT EROSION CONTROL (E.G. SEED/MULCH, LANDSCAPING, ETC.) IS INSTALLED, UNLESS OTHERWISE APPROVED BY THE CITY/COUNTY.

7. IN ORDER TO MINIMIZE EROSION POTENTIAL, ALL TEMPORARY (STRUCTURAL) EROSION CONTROL MEASURES SHALL:

    a. BE INSPECTED AT A MINIMUM OF ONCE EVERY TWO (2) WEEKS AND AFTER EACH SIGNIFICANT STORM EVENT AND REPAIRED OR RECONSTRUCTED AS NECESSARY IN ORDER TO ENSURE THE CONTINUED PERFORMANCE OF THEIR INTENDED FUNCTION.
    b. REMAIN IN PLACE UNTIL SUCH TIME AS ALL THE SURROUNDING DISTURBED AREAS ARE SUFFICIENTLY STABILIZED AS DETERMINED BY THE EROSION CONTROL INSPECTOR.
    c. BE REMOVED AFTER THE SITE HAS BEEN SUFFICIENTLY STABILIZED AS DETERMINED BY THE EROSION CONTROL INSPECTOR.

8. WHEN TEMPORARY EROSION CONTROL MEASURES ARE REMOVED, THE DEVELOPER SHALL BE RESPONSIBLE FOR THE CLEAN UP AND REMOVAL OF ALL SEDIMENT AND DEBRIS FROM ALL DRAINAGE INFRASTRUCTURE AND OTHER PUBLIC FACILITIES.

9. THE CONTRACTOR SHALL IMMEDIATELY CLEAN UP ANY CONSTRUCTION MATERIALS INADVERTENTLY DEPOSITED ON EXISTING STREETS, SIDEWALKS, OR OTHER PUBLIC RIGHTS OF WAY, AND MAKE SURE STREETS AND WALKWAYS ARE CLEANED AT THE END OF EACH WORKING DAY.

10. ALL RETAINED SEDIMENTS, PARTICULARLY THOSE ON PAVED ROADWAY SURFACES, SHALL BE REMOVED AND DISPOSED OF IN A MANNER AND LOCATION SO AS NOT TO CAUSE THEIR RELEASE INTO ANY WATERS OF THE UNITED STATES.

11. NO SOIL STOCKPILE SHALL EXCEED TEN (10) FEET IN HEIGHT. ALL SOIL STOCKPILES SHALL BE PROTECTED FROM SEDIMENT TRANSPORT BY SURFACE ROUGHENING, WATERING, AND PERIMETER SILT FENCING. ANY SOIL STOCKPILE REMAINING AFTER THIRTY (30) DAYS SHALL BE SEEDED AND MULCHED.

12. THE STORMWATER VOLUME CAPACITY OF DETENTION PONDS WILL BE RESTORED AND STORM SEWER LINES WILL BE CLEANED UPON COMPLETION OF THE PROJECT AND BEFORE TURNING THE MAINTENANCE OVER TO THE CITY/COUNTY OR HOMEOWNERS ASSOCIATION (HOA).

13. CITY ORDINANCE AND COLORADO DISCHARGE PERMIT SYSTEM (CDPS) REQUIREMENTS MAKE IT UNLAWFUL TO DISCHARGE OR ALLOW THE DISCHARGE OF ANY POLLUTANT OR CONTAMINATED WATER FROM CONSTRUCTION SITES. POLLUTANTS INCLUDE, BUT ARE NOT LIMITED TO DISCARDED BUILDING MATERIALS, CONCRETE TRUCK WASHOUT, CHEMICALS, OIL AND GAS PRODUCTS, LITTER, AND SANITARY WASTE. THE DEVELOPER SHALL AT ALL TIMES TAKE WHATEVER MEASURES ARE NECESSARY TO ASSURE THE PROPER CONTAINMENT AND DISPOSAL OF POLLUTANTS ON THE SITE IN ACCORDANCE WITH ANY AND ALL APPLICABLE LOCAL, STATE, AND FEDERAL REGULATIONS.

14. A DESIGNATED AREA SHALL BE PROVIDED ON SITE FOR CONCRETE TRUCK CHUTE WASHOUT. THE AREA SHALL BE CONSTRUCTED SO AS TO CONTAIN WASHOUT MATERIAL AND LOCATED AT LEAST FIFTY (50) FEET AWAY FROM ANY WATERWAY DURING CONSTRUCTION. UPON COMPLETION OF CONSTRUCTION ACTIVITIES THE CONCRETE WASHOUT MATERIAL WILL BE REMOVED AND PROPERLY DISPOSED OF PRIOR TO THE AREA BEING RESTORED.

15. CONDITIONS IN THE FIELD MAY WARRANT EROSION CONTROL MEASURES IN ADDITION TO WHAT IS SHOWN ON THESE PLANS. THE DEVELOPER SHALL IMPLEMENT WHATEVER MEASURES ARE DETERMINED NECESSARY, AS DIRECTED BY THE CITY.

B. STREET IMPROVEMENT NOTES

1. ALL STREET CONSTRUCTION IS SUBJECT TO THE GENERAL NOTES ON THE COVER SHEET OF THESE PLANS AS WELL AS THE STREET IMPROVEMENTS NOTES LISTED HERE.

2. A PAVING SECTION DESIGN, SIGNED AND STAMPED BY A COLORADO LICENSED ENGINEER, MUST BE SUBMITTED TO THE CITY OF FORT COLLINS ENGINEER FOR APPROVAL, PRIOR TO ANY STREET CONSTRUCTION ACTIVITY, (FULL DEPTH ASPHALT SECTIONS ARE NOT PERMITTED AT A DEPTH GREATER THAN 8 INCHES OF ASPHALT). THE JOB MIX SHALL BE SUBMITTED FOR APPROVAL PRIOR TO PLACEMENT OF ANY ASPHALT.

3. WHERE PROPOSED PAVING ADJOINS EXISTING ASPHALT, THE EXISTING ASPHALT SHALL BE SAW CUT, A MINIMUM DISTANCE OF 12 INCHES FROM THE EXISTING EDGE, TO CREATE A CLEAN CONSTRUCTION JOINT. THE DEVELOPER SHALL BE REQUIRED TO REMOVE EXISTING PAVEMENT TO A DISTANCE WHERE A CLEAN CONSTRUCTION JOINT CAN BE MADE. WHEEL CUTS SHALL NOT BE ALLOWED UNLESS APPROVED BY THE CITY OF FORT COLLINS ENGINEER IN FORT COLLINS.

4. STREET SUBGRADES SHALL BE SCARIFIED THE TOP 12 INCHES AND RE-COMPACTED PRIOR TO SUBBASE INSTALLATION. NO BASE MATERIAL SHALL BE LAID UNTIL THE SUBGRADE HAS BEEN INSPECTED AND APPROVED BY THE CITY OF FORT COLLINS ENGINEER.

5. FT. COLLINS ONLY. VALVE BOXES AND MANHOLES ARE TO BE BROUGHT UP TO GRADE AT THE TIME OF PAVEMENT PLACEMENT OR OVERLAY. VALVE BOX ADJUSTING RINGS ARE NOT ALLOWED.

6. WHEN AN EXISTING ASPHALT STREET MUST BE CUT, THE STREET MUST BE RESTORED TO A CONDITION EQUAL TO OR BETTER THAN ITS ORIGINAL CONDITION. THE EXISTING STREET CONDITION SHALL BE DOCUMENTED BY THE INSPECTOR BEFORE ANY CUTS ARE MADE. CUTTING AND PATCHING SHALL BE DONE IN CONFORMANCE WITH CHAPTER 25, RECONSTRUCTION AND REPAIR. THE FINISHED PATCH SHALL BLEND SMOOTHLY INTO THE EXISTING SURFACE. THE DETERMINATION OF NEED FOR A COMPLETE OVERLAY SHALL BE MADE BY THE CITY OF FORT COLLINS ENGINEER. ALL OVERLAY WORK SHALL BE COORDINATED WITH ADJACENT LANDOWNERS SUCH THAT FUTURE PROJECTS DO NOT CUT THE NEW ASPHALT OVERLAY WORK.

7. ALL TRAFFIC CONTROL DEVICES SHALL BE IN CONFORMANCE WITH THESE PLANS OR AS OTHERWISE SPECIFIED IN M.U.T.C.D. (INCLUDING COLORADO SUPPLEMENT) AND AS PER THE RIGHT-OF-WAY WORK PERMIT TRAFFIC CONTROL PLAN.

8. THE DEVELOPER IS REQUIRED TO PERFORM A GUTTER WATER FLOW TEST IN THE PRESENCE OF THE CITY OF FORT COLLINS INSPECTOR AND PRIOR TO INSTALLATION OF ASPHALT. GUTTERS THAT HOLD MORE THAN 1/4 INCH DEEP OR 5 FEET LONGITUDINALLY, OF WATER, SHALL BE COMPLETELY REMOVED AND RECONSTRUCTED TO DRAIN PROPERLY.

9. PRIOR TO PLACEMENT OF H.B.P. OR CONCRETE WITHIN THE STREET AND AFTER MOISTURE/DENSITY TESTS HAVE BEEN TAKEN ON THE SUBGRADE MATERIAL (WHEN A FULL DEPTH SECTION IS PROPOSED) OR ON THE SUBGRADE AND BASE MATERIAL (WHEN A COMPOSITE SECTION IS PROPOSED), A MECHANICAL "PROOF ROLL" WILL BE REQUIRED. THE ENTIRE SUBGRADE AND/OR BASE MATERIAL SHALL BE ROLLED WITH A HEAVILY LOADED VEHICLE HAVING A TOTAL GVW OF NOT LESS THAN 50,000 LBS. AND A SINGLE AXLE WEIGHT OF AT LEAST 18,000 LBS. WITH PNEUMATIC TIRES INFLATED TO NOT LESS THAT 90 P.S.I.G. "PROOF ROLL" VEHICLES SHALL NOT TRAVEL AT SPEEDS GREATER THAN 3 M.P.H. ANY PORTION OF THE SUBGRADE OR BASE MATERIAL WHICH EXHIBITS EXCESSIVE PUMPING OR DEFORMATION, AS DETERMINED BY THE CITY OF FORT COLLINS ENGINEER, SHALL BE REWORKED, REPLACED OR OTHERWISE MODIFIED TO FORM A SMOOTH, NON-YIELDING SURFACE. THE CITY OF FORT COLLINS ENGINEER SHALL BE NOTIFIED AT LEAST 24 HOURS PRIOR TO THE "PROOF ROLL." ALL "PROOF ROLLS" SHALL BE PREFORMED IN THE PRESENCE OF AN INSPECTOR.

C. TRAFFIC SIGNING AND PAVEMENT MARKING CONSTRUCTION NOTES

1. ALL SIGNAGE AND MARKING IS SUBJECT TO THE GENERAL NOTES ON THE COVER SHEET OF THESE PLANS, AS WELL AS THE TRAFFIC SIGNING AND MARKING CONSTRUCTION NOTES LISTED HERE.

2. ALL SYMBOLS, INCLUDING ARROWS, ONLYS, CROSSWALKS, STOP BARS, ETC. SHALL BE PRE-FORMED THERMO-PLASTIC.

3. ALL SIGNAGE SHALL BE PER THE CITY OF FORT COLLINS STANDARDS AND THESE PLANS OR AS OTHERWISE SPECIFIED IN MUTCD.

4. ALL LANE LINES FOR ASPHALT PAVEMENT SHALL RECEIVE TWO COATS OF LATEX PAINT WITH GLASS BEADS.

5. ALL LANE LINES FOR CONCRETE PAVEMENT SHOULD BE EPOXY PAINT.

6. PRIOR TO PERMANENT INSTALLATION OF TRAFFIC STRIPING AND SYMBOLS, THE DEVELOPER SHALL PLACE TEMPORARY TABS OR TAPE DEPICTING ALIGNMENT AND PLACEMENT OF THE SAME. THEIR PLACEMENT SHALL BE APPROVED BY THE CITY OF FORT COLLINS TRAFFIC ENGINEER PRIOR TO PERMANENT INSTALLATION OF STRIPING AND SYMBOLS.

7. PRE-FORMED THERMO-PLASTIC APPLICATIONS SHALL BE AS SPECIFIED IN THESE PLANS AND/OR THESE STANDARDS.

8. EPOXY APPLICATIONS SHALL BE APPLIED AS SPECIFIED IN CDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

9. ALL SURFACES SHALL BE THOROUGHLY CLEANED PRIOR TO INSTALLATION OF STRIPING OR MARKINGS.

10. ALL SIGN POSTS SHALL UTILIZE BREAK-AWAY ASSEMBLIES AND FASTENERS PER THE STANDARDS.

11. A FIELD INSPECTION OF LOCATION AND INSTALLATION OF ALL SIGNS SHALL BE PERFORMED BY THE CITY OF FORT COLLINS TRAFFIC ENGINEER. ALL DISCREPANCIES IDENTIFIED DURING THE FIELD INSPECTION MUST BE CORRECTED BEFORE THE 2-YEAR WARRANTY PERIOD WILL BEGIN.

12. THE DEVELOPER INSTALLING SIGNS SHALL BE RESPONSIBLE FOR LOCATING AND PROTECTING ALL UNDERGROUND UTILITIES.

13. SPECIAL CARE SHALL BE TAKEN IN SIGN LOCATION TO ENSURE AN UNOBSTRUCTED VIEW OF EACH SIGN.

14. SIGNAGE AND STRIPING HAS BEEN DETERMINED BY INFORMATION AVAILABLE AT THE TIME OF REVIEW. PRIOR TO INITIATION OF THE WARRANTY PERIOD,THE CITY OF FORT COLLINS TRAFFIC ENGINEER RESERVES THE RIGHT TO REQUIRE ADDITIONAL SIGNAGE AND/OR STRIPING IF THE CITY OF FORT COLLINS TRAFFIC ENGINEER DETERMINES THAT AN UNFORESEEN CONDITION WARRANTS SUCH SIGNAGE ACCORDING TO THE MUTCD OR THE CDOT M AND S STANDARDS. ALL SIGNAGE AND STRIPING SHALL FALL UNDER THE REQUIREMENTS OF THE 2-YEAR WARRANTY PERIOD FOR NEW CONSTRUCTION (EXCEPT FAIR WEAR ON TRAFFIC MARKINGS).

15. SLEEVES FOR SIGN POSTS SHALL BE REQUIRED FOR USE IN ISLANDS/MEDIANS. REFER TO CHAPTER 14, TRAFFIC CONTROL DEVICES, FOR ADDITIONAL DETAIL.

D. STORM DRAINAGE NOTE

1. THE CITY OF FORT COLLINS SHALL NOT BE RESPONSIBLE FOR THE MAINTENANCE OF STORM DRAINAGE FACILITIES LOCATED ON PRIVATE PROPERTY. MAINTENANCE OF ONSITE DRAINAGE FACILITIES SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER(S).

2. ALL RECOMMENDATIONS OF THE FINAL DRAINAGE AND EROSION CONTROL REPORTS PREPARED BY GALLOWAY AND COMPANY, INC. FOR THIS PROJECT SHALL BE FOLLOWED AND IMPLEMENTED.

3. PRIOR TO FINAL INSPECTION AND ACCEPTANCE BY THE CITY OF FORT COLLINS, CERTIFICATION OF THE DRAINAGE FACILITIES, BY A REGISTERED ENGINEER, MUST BY SUBMITTED TO AND APPROVED BY THE STORMWATER UTILITY DEPARTMENT. CERTIFICATION SHALL BE SUBMITTED TO THE STORMWATER UTILITY DEPARTMENT AT LEAST TWO WEEKS PRIOR TO THE RELEASE OF A CERTIFICATE OF OCCUPANCY FOR SINGLE FAMILY UNITS. FOR COMMERCIAL PROPERTIES, CERTIFICATION SHALL BY SUBMITTED TO THE STORMWATER UTILITY DEPARTMENT AT LEAST TWO WEEKS PRIOR TO THE RELEASE OF ANY BUILDING PERMITS IN EXCESS OF THOSE ALLOWED PRIOR TO CERTIFICATION PER THE DEVELOPMENT AGREEMENT.

CAUTION - NOTICE TO CONTRACTOR

1. ALL UTILITY LOCATIONS SHOWN ARE BASED ON MAPS PROVIDED BY THE APPROPRIATE UTILITY COMPANY AND FIELD SURFACE EVIDENCE AT THE TIME OF SURVEY AND IS TO BE CONSIDERED AN APPROXIMATE LOCATION ONLY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE FIELD LOCATION OF ALL UTILITIES, PUBLIC OR PRIVATE, WHETHER SHOWN ON THE PLANS OR NOT, PRIOR TO CONSTRUCTION. REPORT ANY DISCREPANCIES TO THE ENGINEER PRIOR TO CONSTRUCTION.

2. WHERE A PROPOSED UTILITY CROSSES AN EXISTING UTILITY, IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF SUCH EXISTING UTILITY, EITHER THROUGH POTHOLING OR ALTERNATIVE METHOD. REPORT INFORMATION TO THE ENGINEER PRIOR TO CONSTRUCTION.

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

CITY OF FORT COLLINS, COLORADO UTILITY PLAN APPROVAL

APPROVED: ______ CITY ENGINEER ______ DATE

CHECKED BY: ______ WATER & WASTEWATER UTILITY ______ DATE

CHECKED BY: ______ STORMWATER UTILITY ______ DATE

CHECKED BY: ______ PARKS & RECREATION ______ DATE

CHECKED BY: ______ TRAFFIC ENGINEER ______ DATE

CHECKED BY: ______ ENVIRONMENTAL PLANNER ______ DATE

Galloway
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303.770.8884
GallowayUS.com

PRELIMINARY
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UTILITY PLANS FOR
ALPINE BANK

1608 SOUTH COLLEGE AVENUE

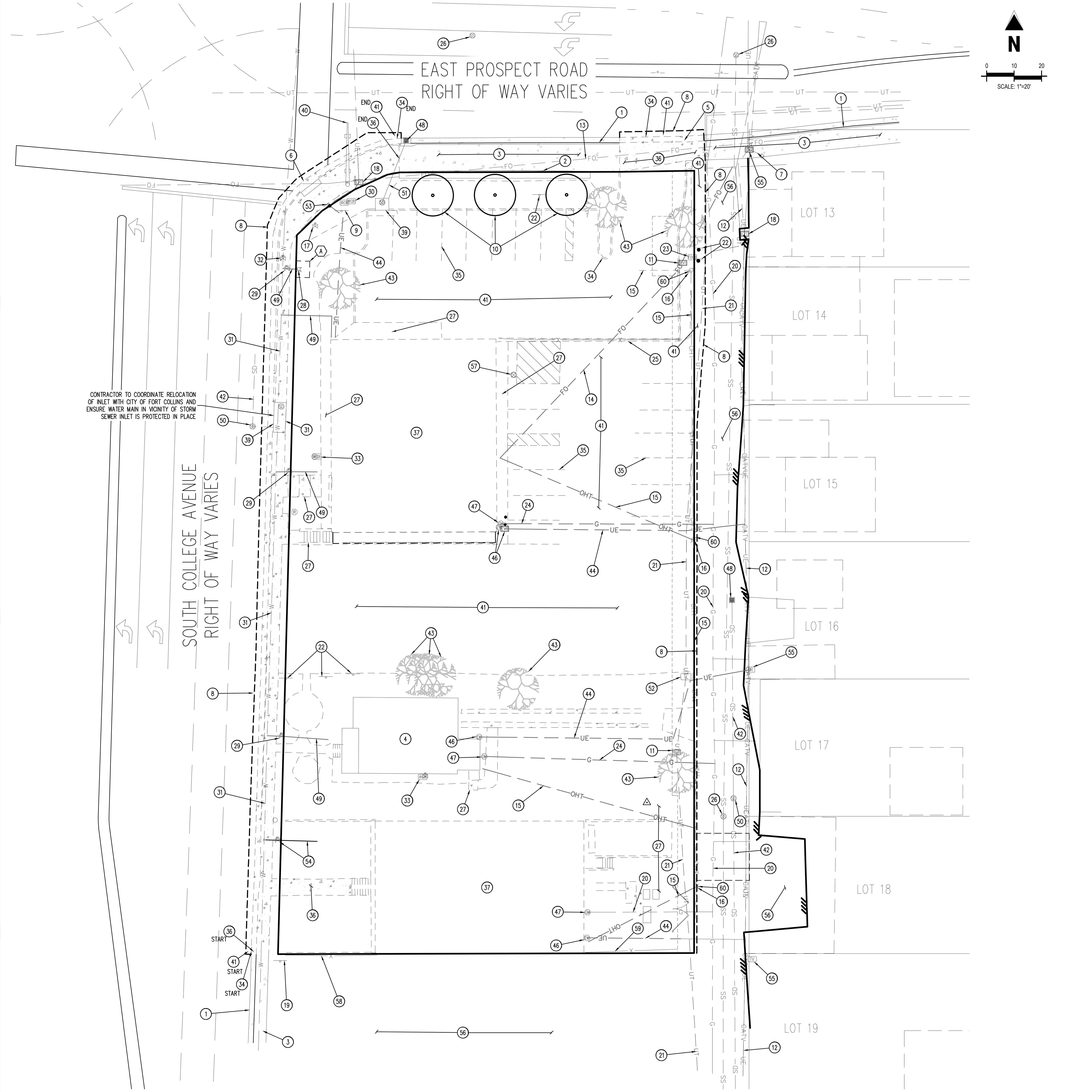
S. COLLEGE AVE. & PROSPECT ROAD
FORT COLLINS, COLORADO

#	Date	Issue / Description	Init.
	12/2/2020	1ST PDP SUB	MAS
	01/20/2021	2ND PDP SUB	MAS
	02/17/2021	3RD PDP SUB	MAS

Project No:	ALB000001
Drawn By:	MRB
Checked By:	MAS
Date:	02/17/2021

GENERAL NOTES

H:\Alpine Bank\CO, Fort Collins - XXXXX - College & Prospect\CADD\3 CD\ALB001x_P_02-Notes.dwg - Matt Bundren - 2/17/2021



EASEMENT SCHEDULE

(A) EXISTING UTILITY EASEMENT TO BE REMOVED (REC. NO. 20170029358); REF. PLAT

BASIS OF BEARING

ALL BEARINGS ARE GRID BEARINGS OF THE COLORADO STATE PLANE COORDINATE SYSTEM, NORTH ZONE, NORTH AMERICAN DATUM 1983. THE NORTH LINE OF THE NORTHWEST QUARTER OF SECTION 24 BEARS N 89°52'03" E AND DISTANCE OF 2637.05', MONUMENTED AT THE WEST BY NO. 6 REBAR WITH 2.5" ALUMINUM CAP IN RANGE BOX STAMPED "2017, PLS 31169 AND TO THE EAST BY NO. 6 REBAR WITH 2.5" ALUMINUM CAP IN A RANGE BOX, STAMPED "1995, PLS 17497" AS SHOWN WITH ALL OTHER BEARINGS RELATIVE THERETO.

BENCHMARK

ELEVATIONS ARE BASED ON CITY OF FORT COLLINS - "WOODWARD" AND IS DESCRIBED AS FOLLOWS: NAVD 88, ELEVATION = 4992.03'
'WOODWARD' IS LOCATED & DESCRIBED AS FOLLOWS: ON THE WEST SIDE OF A CONCRETE TRAFFIC SIGNAL BASE AT THE SOUTHEAST CORNER OF COLLEGE AVE. AND PROSPECT ROAD.

CITY OF FORT COLLINS BENCHMARK 1-11: NAVD ELEVATION=5008.62 LOCATED AT THE SOUTHEAST CORNER OF MULBERRY ST. AND LOOMIS AVE. AT THE NORTHEAST CORNER OF A CONCRETE SIGNAL BASE.

ENVIRONMENTAL NOTE

CONTRACTOR TO REFER TO THE ASBESTOS SURVEY PREPARED BY SCI ENGINEERING, INC. (REPORT No. 2019-1325.20 ON DECEMBER 24, 2020) FOR THE RETAIL BUILDING BEING DEMOLISHED FOR DETAILS ON ASBESTOS CONTAINING MATERIALS AND DISPOSAL PARAMETERS.

GEOTECHNICAL NOTE

CONTRACTOR TO REFER TO GEOTECHNICAL REPORT (PREPARED BY CESARE, INC., REPORT No. 20.3059 ON DECEMBER 1, 2020) FOR PAVING, SUBGRADE AND COMPACTION RECOMMENDATIONS. SEE GRADING AND PAVING PLANS FOR DETAILED INFORMATION ON FINAL GRADES AND PAVING

LANDSCAPE AND IRRIGATION NOTE

CONTRACTOR TO REFER TO THE LANDSCAPE AND IRRIGATION PLANS AND TREE PROTECTION NOTES FOR LOCATION OF EXISTING TREES, TREE PRESERVATION DETAILS, STORAGE OF EQUIPMENT UNDER TREES, PRUNING AND EXISTING IRRIGATION.

LEGEND

- EXISTING PROPERTY BOUNDARY LINE
- ADJACENT PROPERTY BOUNDARY LINE
- EASEMENT BOUNDARY LINE
- SECTION LINE
- EXISTING TO REMAIN
- EXISTING TO BE REMOVED
- SAWCUT LINE
- W — EXISTING WATER LINE
- SS — EXISTING SANITARY SEWER
- OHE — EXISTING OVERHEAD CABLE/PHONE TO BE REMOVED
- OHE — EXISTING OVERHEAD CABLE/PHONE
- SD — EXISTING STORM SEWER
- SD — EXISTING STORM SEWER TO BE REMOVED
- UG — EXISTING GAS LINE
- UG — EXISTING GAS LINE TO BE REMOVED
- UE — EXISTING UNDERGROUND ELECTRICAL
- UE — EXISTING UNDERGROUND ELECTRICAL TO BE REMOVED
- UT — EXISTING UNDERGROUND TELEPHONE
- UT — EXISTING UNDERGROUND TELEPHONE TO BE REMOVED
- FO — EXISTING FIBER OPTIC LINE
- FO — EXISTING FIBER OPTIC LINE TO BE REMOVED
- OHT — EXISTING OVERHEAD TELEPHONE LINE
- OHT — EXISTING OVERHEAD TELEPHONE LINE TO BE REMOVED
- X — EXISTING FENCE TO BE REMOVED
- EXISTING LIGHT POLE
- ER — EXISTING ELECTRICAL BOX
- EM — EXISTING ELECTRICAL METER/RISER
- EVT — EXISTING ELECTRICAL VAULT
- WV — EXISTING WATER VALVE
- EXISTING FIRE HYDRANT (TO BE REMOVED)
- SS — EXISTING SANITARY SEWER MANHOLE
- GM — EXISTING GAS METER
- GM — EXISTING GAS METER (TO BE REMOVED)
- TL — EXISTING TELEPHONE MANHOLE
- TLVT — EXISTING TELEPHONE VAULT
- IR — EXISTING IRRIGATION METER (TO BE REMOVED)
- IRCB — EXISTING IRRIGATION COVER BOX (TO BE REMOVED)
- EXISTING TREE TO REMAIN
- EXISTING TREE TO BE REMOVED
- EXISTING SIGN
- EXISTING STORM SEWER AREA INLET
- EXISTING STORM SEWER CURB INLET
- EXISTING CONCRETE SIDEWALK TO BE REMOVED
- EXISTING CONCRETE SIDEWALK TO REMAIN

ALL UNUSED WATER OR SEWER SERVICES ASSOCIATED WITH THIS PROPERTY WILL BE REQUIRED TO BE ABANDONED AT THE UTILITY MAIN, PER CITY OF FORT COLLINS STANDARDS AND SPECIFICATIONS. CONTRACTOR SHALL COORDINATE WITH CITY OF FORT COLLINS UTILITIES FIELD OPERATIONS DEPARTMENT, (970) 221-6700, DURING ABANDONMENT PROCEDURES.

DEMOLITION NOTES

1. ALL DEMOLITION TO BE IN ACCORDANCE WITH STATE, LOCAL, AND FEDERAL REQUIREMENTS.
2. CONTRACTOR TO VERIFY ALL UTILITY SERVICE LOCATIONS AND EXISTING SITE CONDITIONS PRIOR TO PROCEEDING. ANY SITE CONDITIONS THAT ARE NOT AS SHOWN MUST BE REPORTED TO THE COMPANY REPRESENTATIVE PRIOR TO BID.
3. CONTRACTOR TO REMOVE OR RELOCATE EXISTING UTILITIES PER UTILITY COMPANY REQUIREMENTS.
4. CONTRACTOR TO ERECT BARRIERS, FENCES, GUARDRAILS, ENCLOSURES, ETC. TO PROTECT SITE. THE PROTECTION PLAN MUST BE REVIEWED BY THE COMPANY REPRESENTATIVE PRIOR TO PROCEEDING.
5. COMPANY REPRESENTATIVE WILL DETERMINE WHEN CONDITIONS ARE SUITABLE TO COMMENCE WORK. CONTRACTOR TO VERIFY AREAS TO BE DEMOLISHED ARE UNOCCUPIED AND NOT IN USE.
6. REMOVE ALL STRUCTURES ALONG WITH ALL ELECTRICAL, MECHANICAL AND OTHER APPURTENANCES.
7. ABANDON BOTTOM SLABS IN PLACE EXCEPT IN THE FOLLOWING INSTANCES:
   A. IF ANY POINT OF THE SLAB IS LESS THAN 4' BELOW FINISH GRADE
   B. IF THE SLAB INTERFERES WITH CONSTRUCTION OF OTHER FACILITIES.
8. DISPOSE OF AND TRANSPORT DEBRIS TO AREA OBTAINED BY CONTRACTOR. DO NOT STORE OR BURN MATERIALS ON SITE.
9. REMOVE ALL ASPHALT, TREES, POSTS AND OTHER IMPROVEMENTS UNLESS THE ITEM IS SPECIFIED TO REMAIN.
10. FILL AND COMPACT BASEMENTS, CESSPOOLS, AND OTHER LARGE EXCAVATED AREAS WITH CLEAN FILL SUITABLE TO THE COMPANY REPRESENTATIVE AND IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS. GRADE TO MATCH EXISTING OR PROPOSED FINISH GRADE.
11. SEE PROJECT SPECIFICATIONS FOR EXISTING ITEMS TO BE SALVAGED AND OTHER REQUIREMENTS PERTAINING TO THE SALVAGE THEREOF.
12. REMOVE ALL EXISTING FOUNDATION WALLS AND FOOTINGS COMPLETELY UNLESS OTHERWISE NOTED OR SPECIFIED.
13. ALL UNDERGROUND STORM SEWER, WATER, AND SANITARY SEWER MAIN LOCATIONS ARE BASED ON MAPS PROVIDED BY THE APPROPRIATE UTILITY COMPANY AND FIELD SURFACE EVIDENCE AT THE TIME OF SURVEY AND IS TO BE CONSIDERED AN APPROXIMATE LOCATION ONLY.
14. ALL UNDERGROUND GAS AND ELECTRIC UTILITY INFORMATION SHOWN IS BASED ON MAPS PROVIDED BY UTILITY COMPANY AND ARE TO BE CONSIDERED AS AN APPROXIMATE LOCATION ONLY BASED ON SAID MAPS.
15. CONTRACTOR TO OBTAIN ALL PERMITS AND LICENSES REQUIRED FOR DEMOLITION OF WORK SHOWN.

SCHEDULE

1. EXISTING CURB AND GUTTER TO REMAIN
2. EXISTING RETAINING WALL TO REMAIN
3. EXISTING SIDEWALK TO REMAIN
4. EXISTING HISTORIC BUILDING TO BE RELOCATED
5. EXISTING CONCRETE PAN TO BE REMOVED & REPLACED PER CITY STANDARDS
6. EXISTING ADA RAMP TO REMOVED & REPLACED PER CITY STANDARDS
7. EXISTING SITE LIGHT TO REMAIN
8. PROPOSED SAWCUT LINE
9. EXISTING MONUMENT SIGN TO BE REMOVED
10. EXISTING TREE TO REMAIN
11. EXISTING CABLE TELEVISION UTILITY BOX TO BE RELOCATED OR ADJUSTED TO FINAL GRADE
12. EXISTING UNDERGROUND ELECTRICAL TO REMAIN
13. EXISTING FIBER OPTIC TO REMAIN
14. EXISTING FIBER OPTIC TO BE REMOVED
15. EXISTING OVERHEAD CABLE/PHONE LINES TO BE REMOVED AND/OR RELOCATED
16. EXISTING TELEPHONE POLE TO BE RELOCATED OR UNDERGROUNDED (BY CENTURYLINK)
17. EXISTING IRRIGATION METER TO BE REMOVED
18. EXISTING TRAFFIC SIGNAL OR ELECTRICAL VAULT TO REMAIN AND BE ADJUSTED TO FINAL GRADE
19. EXISTING SIGN TO REMAIN
20. EXISTING GAS TO REMAIN
21. EXISTING UNDERGROUND TELEPHONE TO REMAIN
22. EXISTING SIGN TO BE REMOVED
23. EXISTING FIBER PEDESTAL TO BE RELOCATED OR REPLACED WITH VAULT
24. EXISTING GAS LINE TO BE REMOVED
25. EXISTING FENCE TO BE REMOVED
26. EXISTING SANITARY SEWER MANHOLE TO REMAIN
27. EXISTING CONCRETE TO BE REMOVED
28. EXISTING FIRE HYDRANT TO BE REMOVED/RELOCATED
29. EXISTING 3/4" WATER VALVE TO BE REMOVED
30. EXISTING IRRIGATION BOX TO REMAIN
31. EXISTING 12" WATER MAIN TO REMAIN
32. EXISTING WATER VALVE IN SIDEWALK TO REMAIN. CONTRACTOR TO REPLACE OF MODIFY VALVE BOX TO ADJUST TO FINAL GRADE OF PROPOSED PAVING FOR LANE WIDENING
33. EXISTING IRRIGATION BOX TO BE REMOVED
34. EXISTING CURB AND GUTTER TO BE REMOVED
35. EXISTING PARKING STRIPING TO BE REMOVED
36. EXISTING SIDEWALK TO BE REMOVED
37. EXISTING BUILDING TO BE REMOVED
38. EXISTING CONCRETE PAN TO BE REMOVED
39. EXISTING STORM SEWER INLET TO BE REMOVED
40. EXISTING TRAFFIC LIGHT TO REMAIN
41. EXISTING ASPALT PAVEMENT TO BE REMOVED
42. EXISTING STORM LINE TO REMAIN
43. EXISTING TREE TO BE REMOVED
44. EXISTING UNDERGROUND ELECTRICAL TO BE REMOVED
45. NOT USED
46. EXISTING ELECTRICAL METER TO BE REMOVED
47. EXISTING GAS METER TO BE REMOVED
48. EXISTING STORM INLET TO REMAIN
49. EXISTING 3/4" WATER LINE TO BE REMOVED AND CAPPED AT MAIN
50. EXISTING STORM MANHOLE TO REMAIN
51. EXISTING STORM LINE TO BE REMOVED
52. EXISTING TELEPHONE PEDESTAL TO BE RELOCATED OR REPLACED WITH VAULT
53. EXISTING CROSSWALK PUSH BUTTON PEDESTAL TO BE RELOCATED 9"; CONTRACTOR TO ADJUST TO FINAL GRADE AND CORRECT ORIENTATION PER NEW ADA RAMP LOCATION; REF. SITE PLAN & INTERSECTION PLAN
54. EXISTING 3/4" WATER METER AND LATERAL TO BE REUSED FOR RELOCATED HISTORIC BUILDING. CONTRACTOR TO VERIFY CONDITION OF LINE AND FEASIBILITY FOR REUSE OR ASSUME LINE SHALL BE REMOVED AND REPLACED
55. EXISTING DRY UTILITY BOX/METER/CABINET/VAULT TO REMAIN
56. EXISTING ASPHALT PAVEMENT TO REMAIN
57. EXISTING MONITORING WELL TO BE ABANDONED IN PLACE (CITY TO CONFIRM REQUIREMENTS FOR WELL ABANDONMENT)
58. EXISTING FENCE TO REMAIN
59. EXISTING FENCE TO REMAIN AND BE RE-SET AT FINAL GRADE
60. EXISTING OVERHEAD CABLE/PHONE SERVICE TO ADJACENT RESIDENCE TO BE RELOCATED

CAUTION - NOTICE TO CONTRACTOR

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2. WHERE A PROPOSED UTILITY CROSSES AN EXISTING UTILITY, IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF SUCH EXISTING UTILITY, EITHER THROUGH POTHOLING OR ALTERNATIVE METHOD. REPORT INFORMATION TO THE ENGINEER PRIOR TO CONSTRUCTION.

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

CITY OF FORT COLLINS, COLORADO
UTILITY PLAN APPROVAL

APPROVED:	CITY ENGINEER	DATE
CHECKED BY:	WATER & WASTEWATER UTILITY	DATE
CHECKED BY:	STORMWATER UTILITY	DATE
CHECKED BY:	PARKS & RECREATION	DATE
CHECKED BY:	TRAFFIC ENGINEER	DATE
CHECKED BY:	ENVIRONMENTAL PLANNER	DATE

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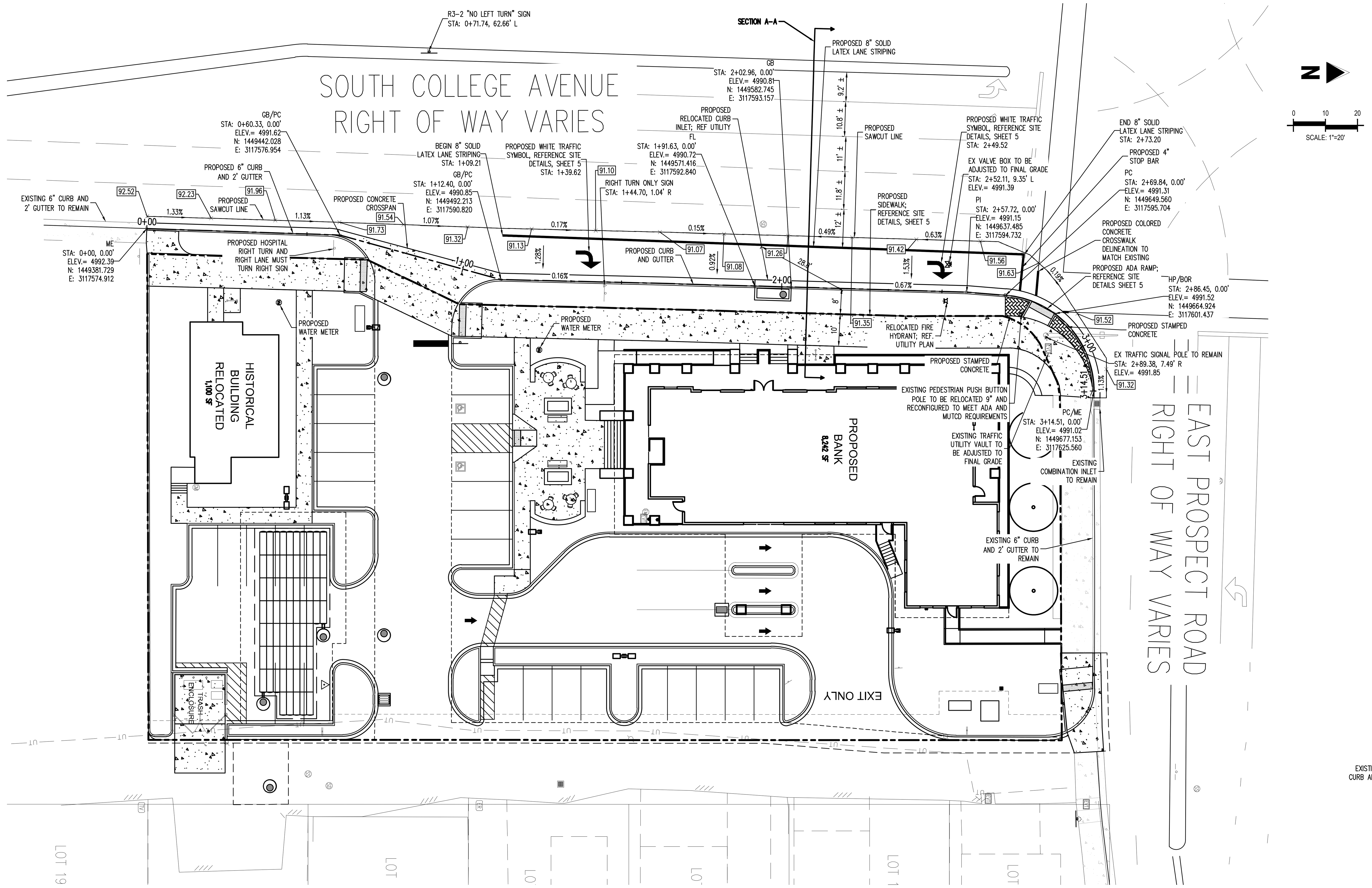
#	Date	Issue / Description	Init.
	12/2/2020	1ST PDP SUB	MAS
	01/20/2021	2ND PDP SUB	MAS
	02/17/2021	3RD PDP SUB	MAS

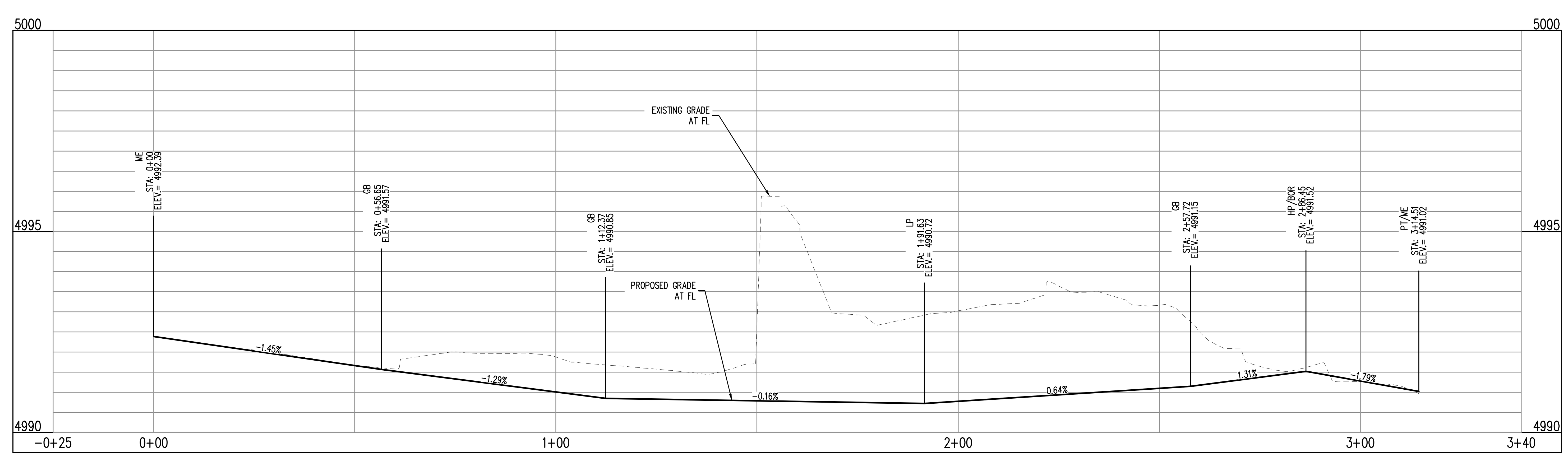
Project No:	ALB000001
Drawn By:	MRB
Checked By:	MAS
Date:	02/17/2021

DEMOLITION PLAN



SOUTH COLLEGE AVE INTERSECTION PLAN

SCALE: 1" = 20'

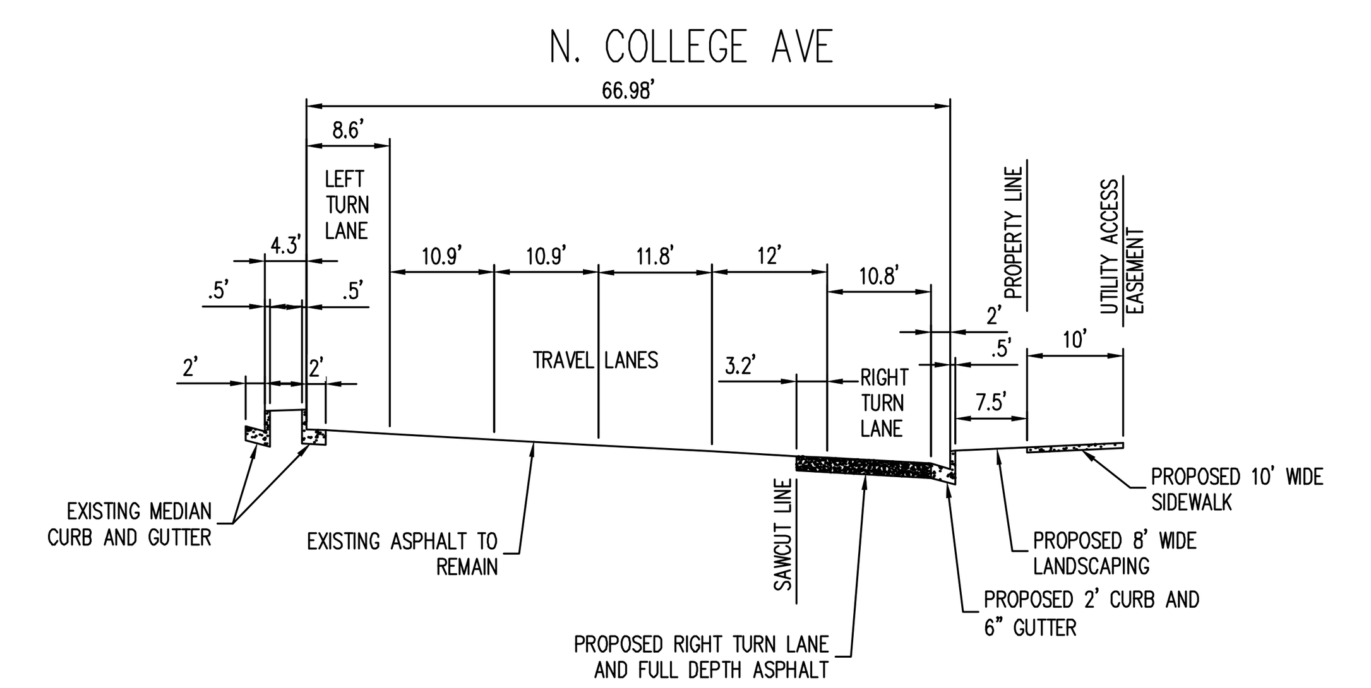


SOUTH COLLEGE AVE FLOWLINE PROFILE

SCALE: 1" = 20'

LEGEND

- PROPERTY BOUNDARY LINE
- ADJACENT PROPERTY BOUNDARY LINE
- EXISTING EASEMENT BOUNDARY LINE
- EXISTING EASEMENT BOUNDARY LINE TO BE REMOVED
- PROPOSED EASEMENT BOUNDARY LINE
- SECTION LINE
- SAWCUT LINE
- EXISTING TRAIN TRACTS
- EXISTING FENCE
- PROPOSED HEAVY DUTY ASPHALT
- PROPOSED CONCRETE PAD
- EXISTING LIGHT POLE
- EXISTING ELECTRICAL BOX
- EXISTING ELECTRICAL METER/RISER
- EXISTING ELECTRICAL MANHOLE
- EXISTING ELECTRICAL CABINET
- EXISTING ELECTRICAL VAULT
- EXISTING WATER VALVE
- EXISTING FIRE HYDRANT
- EXISTING WATER METER
- EXISTING SANITARY SEWER MANHOLE
- EXISTING SANITARY SEWER CLEANOUT
- EXISTING GAS METER
- EXISTING TELEPHONE MANHOLE
- EXISTING TELEPHONE RISER
- EXISTING IRRIGATION BOX
- EXISTING EXISTING TREE TO REMAIN
- EXISTING SIGN
- EXISTING STORM SEWER CURB INLET
- EXISTING STORM SEWER AERA INLET
- PROPOSED SITE LIGHTING
- PROPOSED FIRE HYDRANT
- PROPOSED MANHOLE COVER
- PROPOSED INLET
- PROPOSED SIGN



SECTION A-A

SCALE: 1" = 20'

BASIS OF BEARING

ALL BEARINGS ARE GRID BEARINGS OF THE COLORADO STATE PLANE COORDINATE SYSTEM, NORTH ZONE, NORTH AMERICAN DATUM 1983. THE NORTH LINE OF THE NORTHWEST QUARTER OF SECTION 24 BEARS N 89°52'03" E AND DISTANCE OF 2637.05', MONUMENTED AT THE WEST BY NO. 6 REBAR WITH 2.5" ALUMINUM CAP IN RANGE BOX STAMPED "2017, PLS 31169 AND TO THE EAST BY NO. 6 REBAR WITH 2.5" ALUMINUM CAP IN A RANGE BOX, STAMPED "1995, PLS 17497" AS SHOWN WITH ALL OTHER BEARINGS RELATIVE THERETO.

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ELEVATIONS ARE BASED ON CITY OF FORT COLLINS - "WOODWARD" AND IS DESCRIBED AS FOLLOWS:NAVD 88, ELEVATION = 4992.03'
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CITY OF FORT COLLINS BENCHMARK 1-11: NAVD ELEVATION=5008.62 LOCATED AT THE SOUTHEAST CORNER OF MULBERRY ST. AND LOOMIS AVE. AT THE NORTHEAST CORNER OF A CONCRETE SIGNAL BASE.

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CITY OF FORT COLLINS, COLORADO
UTILITY PLAN APPROVAL

APPROVED:	CITY ENGINEER	DATE
CHECKED BY:	WATER & WASTEWATER UTILITY	DATE
CHECKED BY:	STORMWATER UTILITY	DATE
CHECKED BY:	PARKS & RECREATION	DATE
CHECKED BY:	TRAFFIC ENGINEER	DATE
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PRELIMINARY
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UTILITY PLANS FOR ALPINE BANK

1608 SOUTH COLLEGE AVENUE

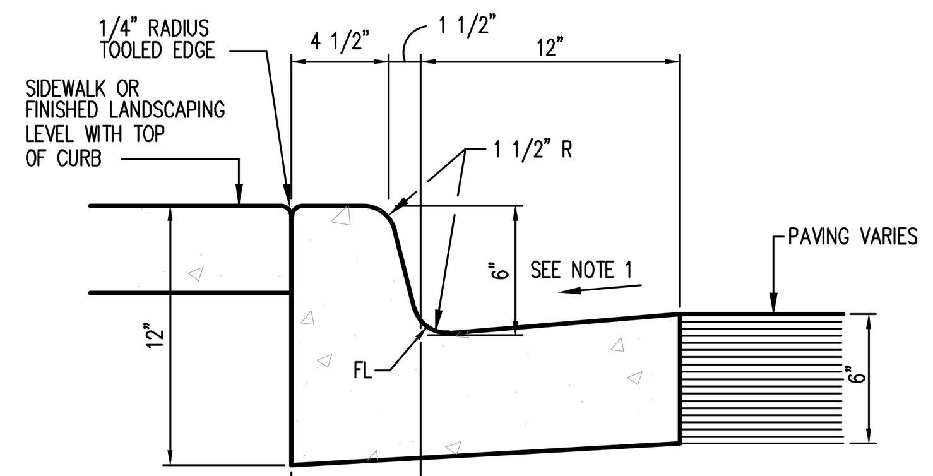
S. COLLEGE AVE. & PROSPECT ROAD FORT COLLINS, COLORADO

#	Date	Issue / Description	Init.
	12/2/2020	1ST PDP SUB	MAS
	01/20/2021	2ND PDP SUB	MAS
	02/17/2021	3RD PDP SUB	MAS

Project No:	ALB000001
Drawn By:	MRB
Checked By:	MAS
Date:	02/17/2021

INTERSECTION PLAN

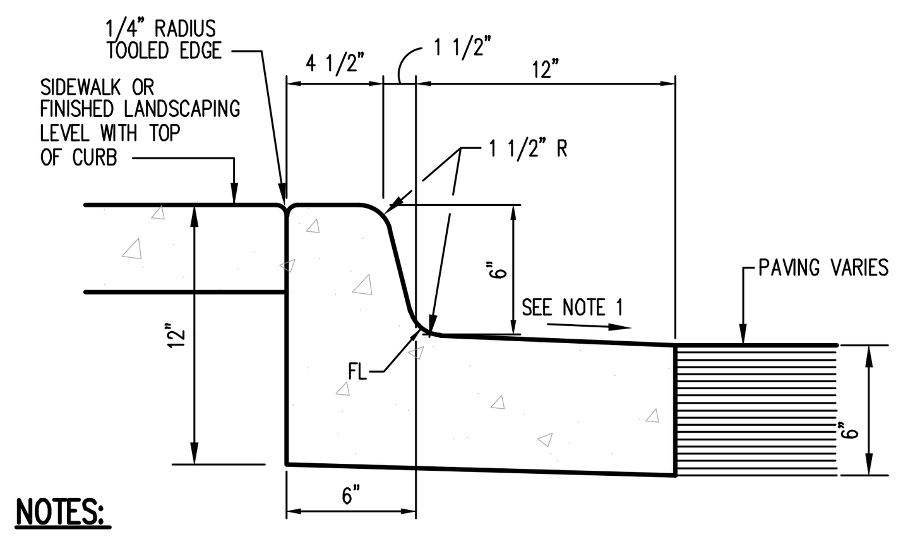
1 CATCH CURB & 1' WIDE GUTTER PRIVATE — NOT TO SCALE



NOTES:

1. GUTTER CROSS SLOPE SHALL BE 1/2 IN./FT. WHEN DRAINING AWAY FROM CURB AND 1 IN./FT. WHEN DRAINING TOWARD CURB.
2. BASE OF CURB SHALL REST ON COMPACTED FILL.
3. ALL EXPOSED CONCRETE SHALL HAVE A SACK FINISH.
4. CONTROL JOINTS SHALL BE INSTALLED AT 10 FOOT MAXIMUM INTERVALS AND AT THE END OF CURB RETURNS – SEE CURB CONTROL JOINT DETAIL.
5. EXPANSION JOINTS SHALL BE INSTALLED AT 500 FOOT MAXIMUM INTERVALS AND/OR TO MATCH LOCATION OF EXPANSION JOINTS IN PAVING – SEE CURB EXPANSION JOINT DETAIL.

2 SPILL CURB AND 1' WIDE GUTTER PRIVATE — NOT TO SCALE



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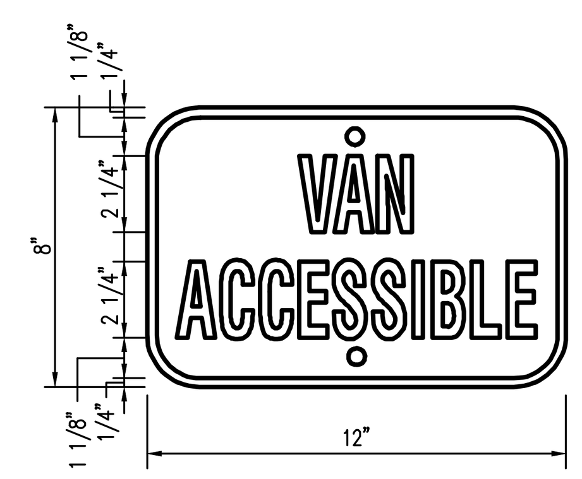
3 'PARKING ONLY' SIGN DETAIL — NOT TO SCALE

MATERIAL: .060 ALUMINUM – WHITE BACKGROUND WITH BLUE COPY AND BORDER – SYMBOL HAS BLUE BACKGROUND, WHITE COPY WITH BLACK BORDER
1 1/2" RADIUS CORNERS WHITE 2 MOUNTING HOLES

4 'VAN ACCESSIBLE' SIGN DETAIL — NOT TO SCALE

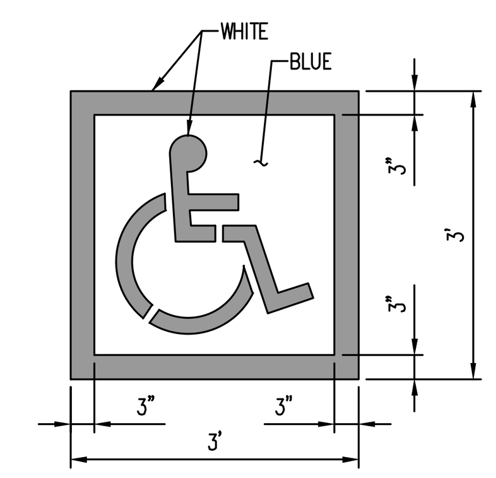


MATERIAL: .060 ALUMINUM – BLUE BACKGROUND WITH WHITE COPY AND BORDER
1 1/2" RADIUS CORNERS WHITE 2 MOUNTING HOLES

5 ADA SYMBOL — NOT TO SCALE

NOTE:

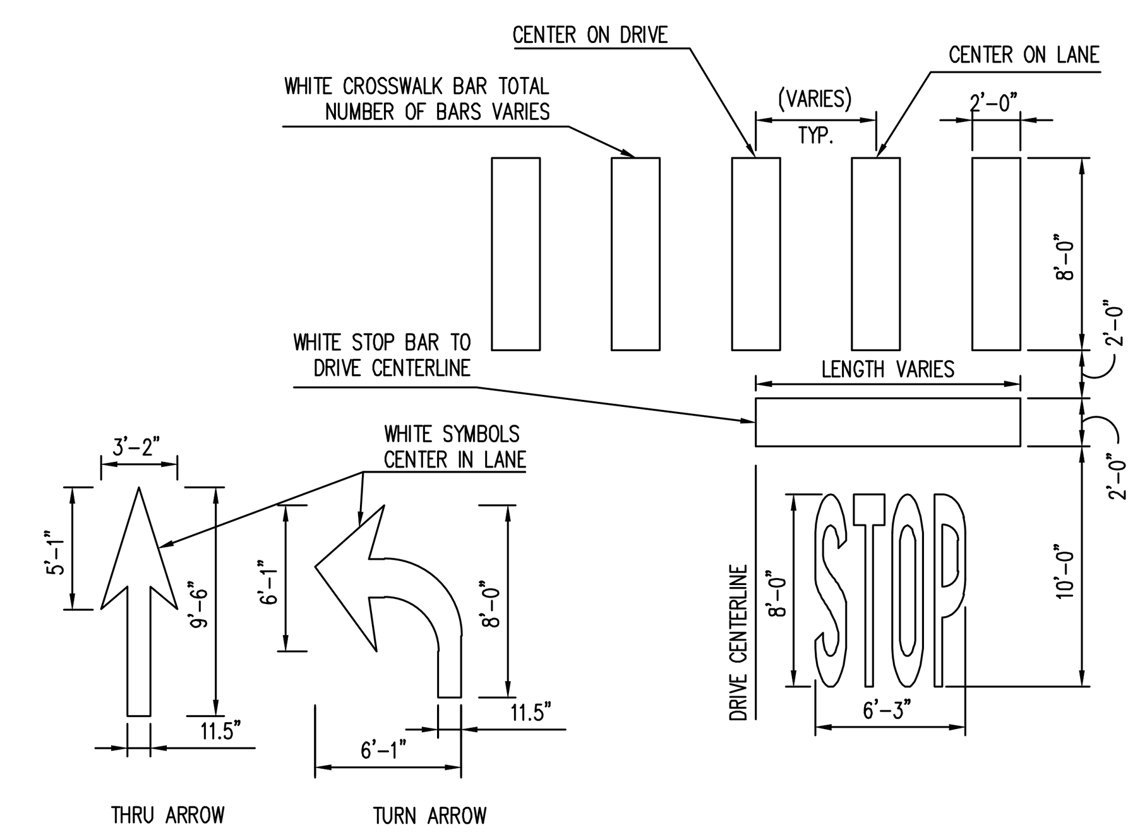
1. PROVIDE TWO COATS OF PAINT
2. BLUE BACKGROUND WITH WHITE SYMBOL



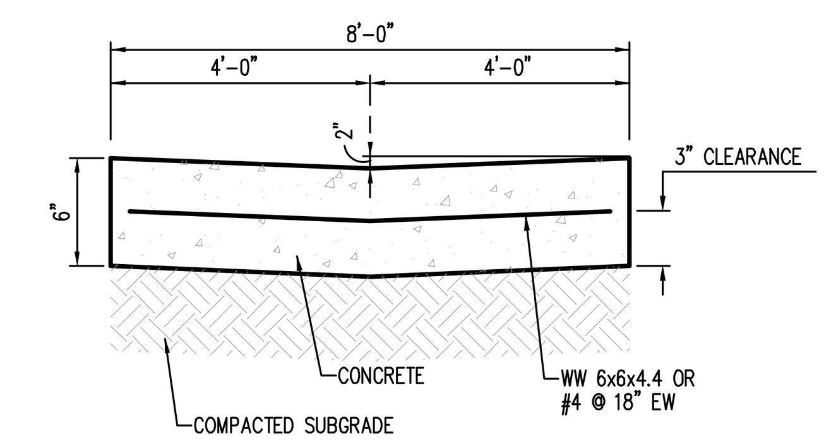
6 R3-7R SIGN DETAIL — NOT TO SCALE

7 K-1833 SIGN DETAIL — NOT TO SCALE

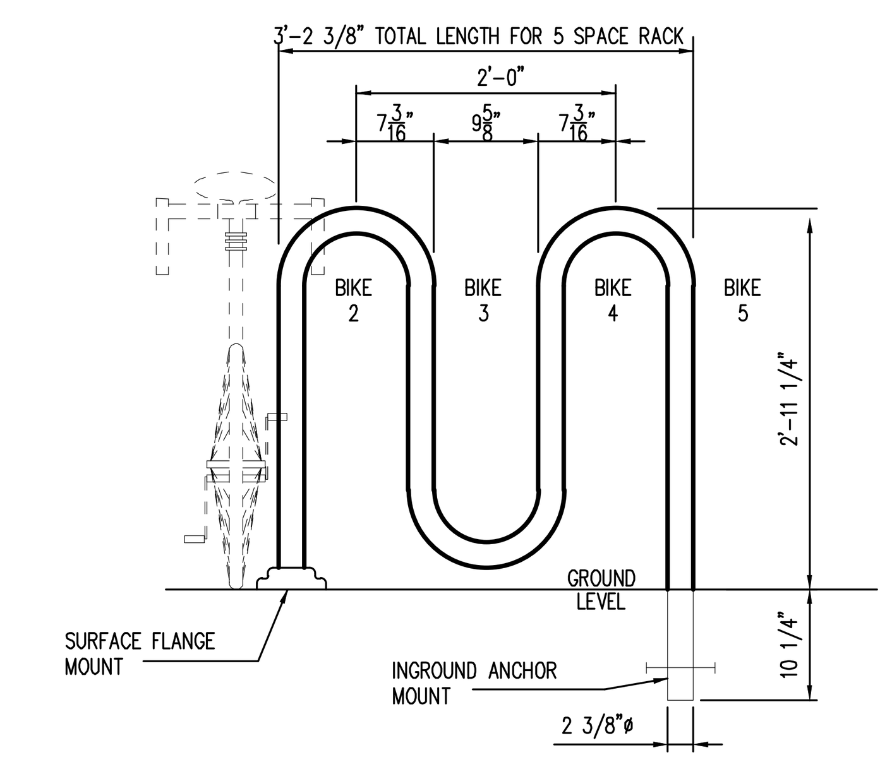
8 LANE STRIPING DETAILS — NOT TO SCALE



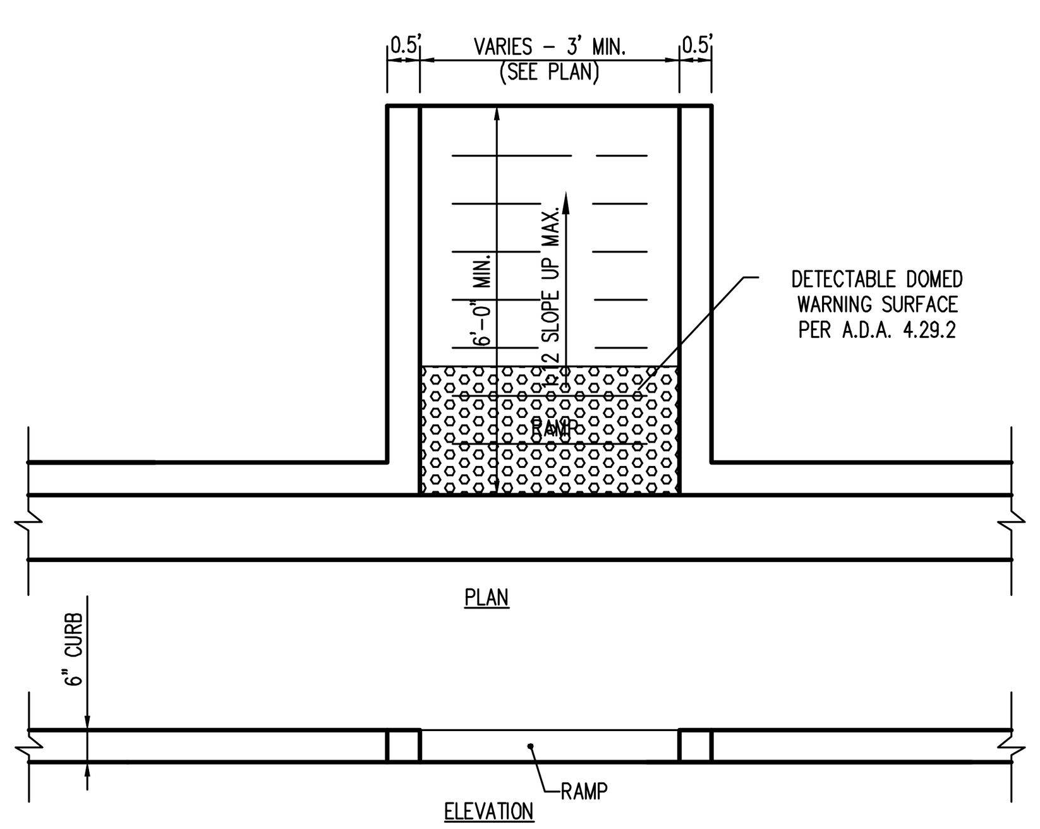
9 8' CROSS PAN DETAIL (PRIVATE) — NOT TO SCALE



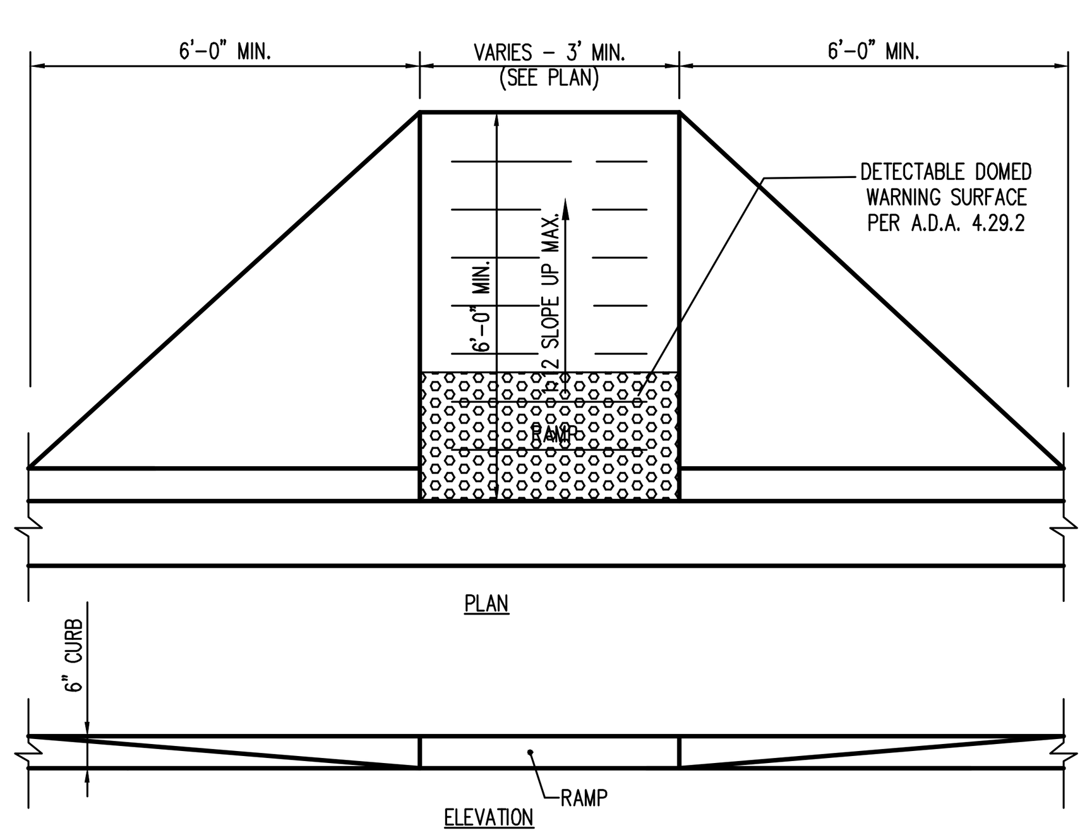
10 BICYCLE RACK DETAIL — NOT TO SCALE



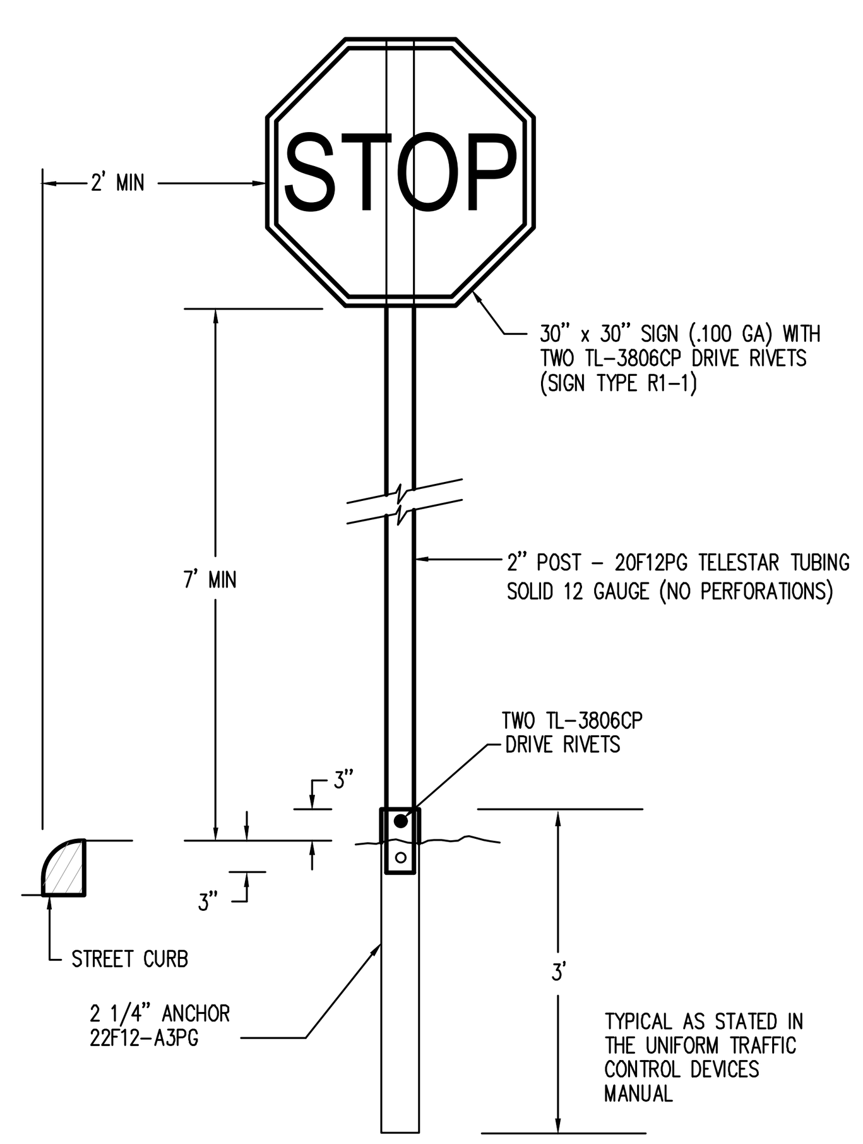
11 ADA HANDICAP RAMP DETAIL (PRIVATE) — NOT TO SCALE



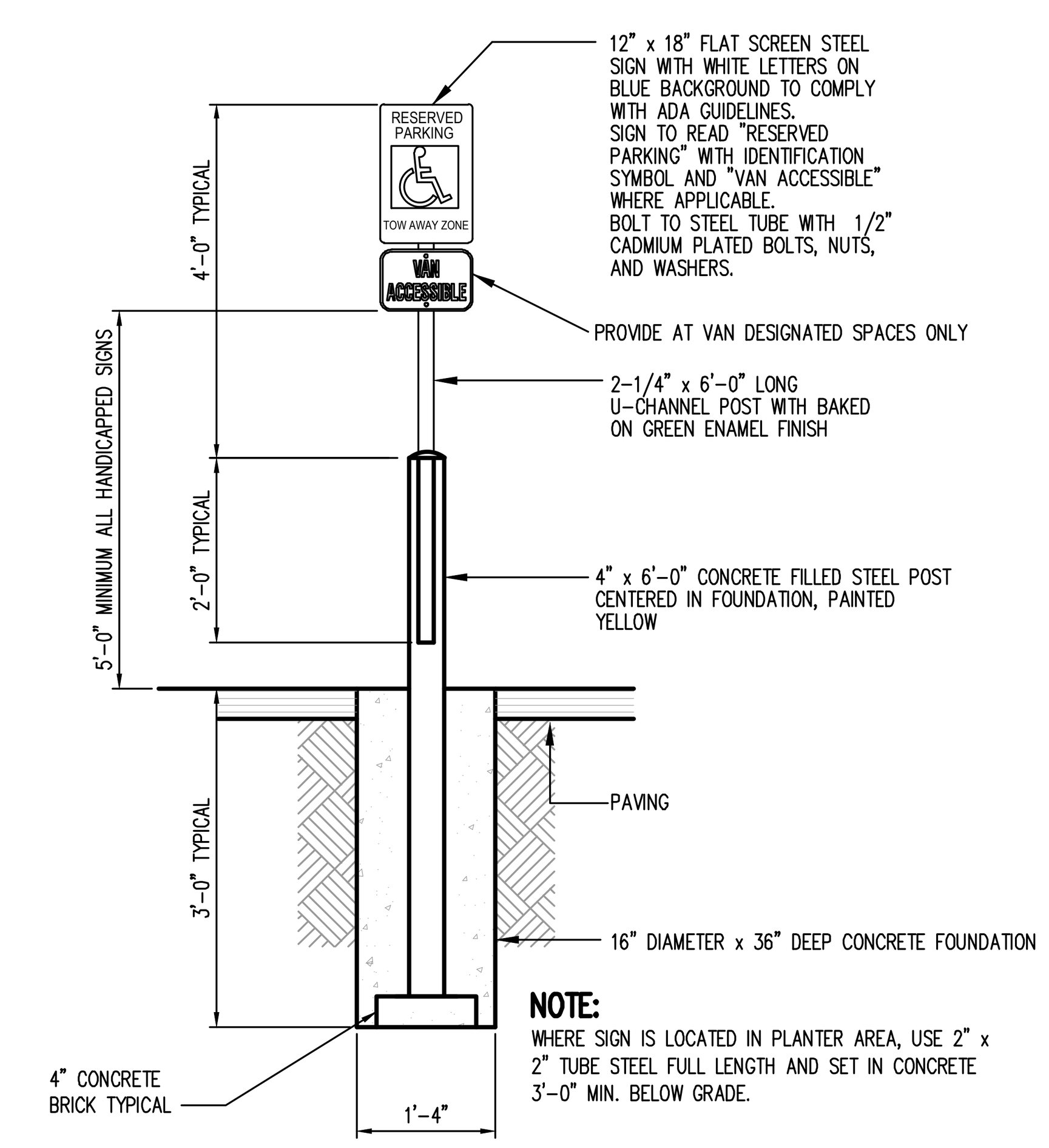
12 ADA HANDICAP FLARE RAMP DETAIL (PRIVATE) — NOT TO SCALE



13 STOP SIGN DETAIL — NOT TO SCALE

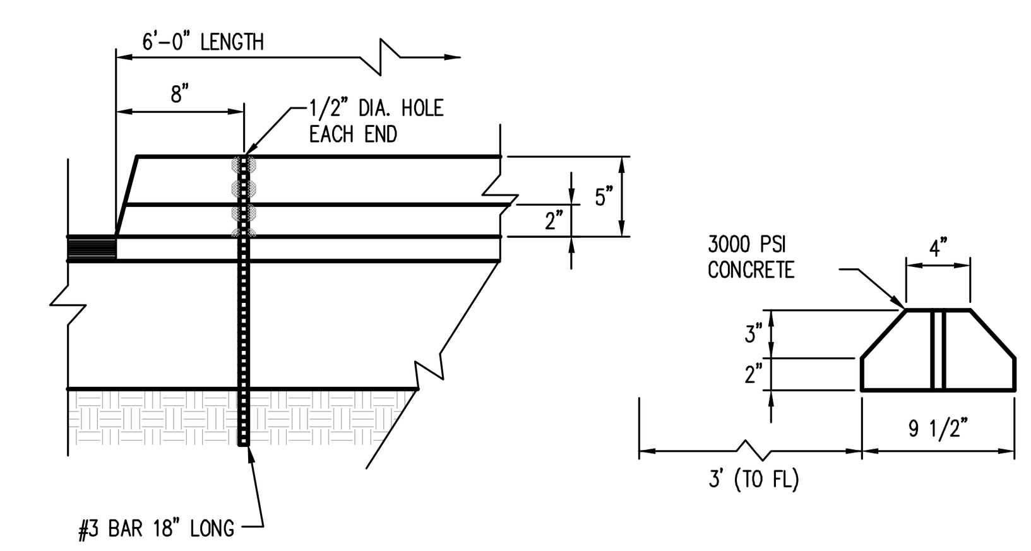


14 HANDICAP PARKING SIGN — NOT TO SCALE

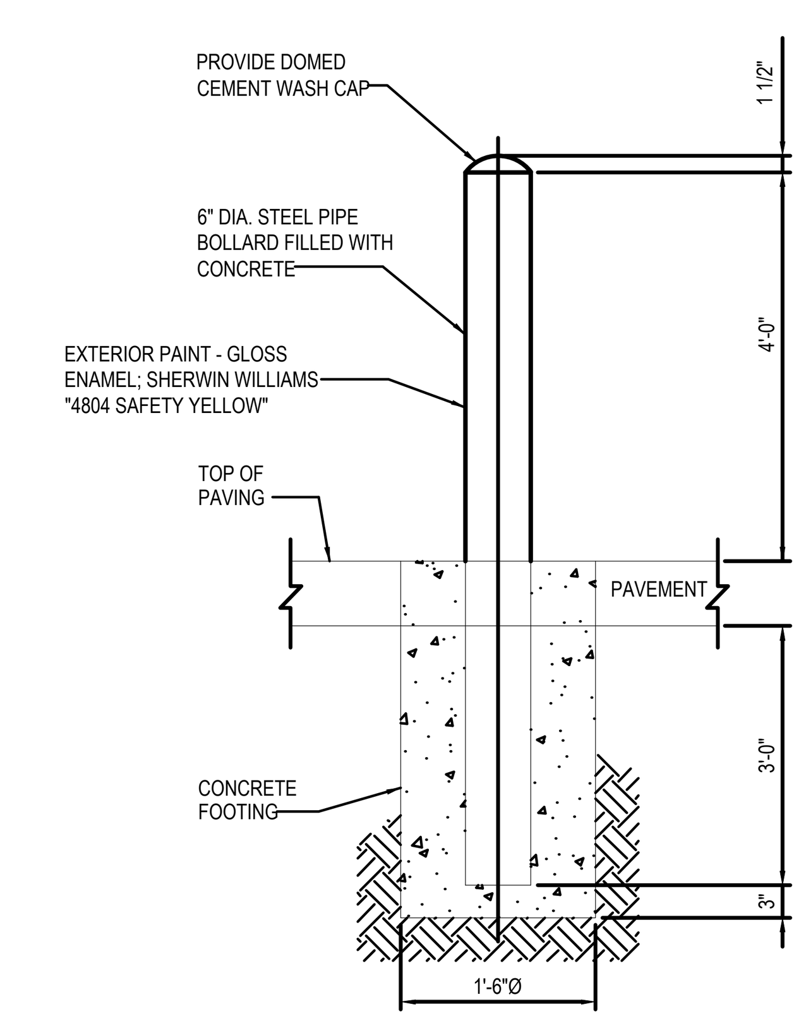


NOTE: WHERE SIGN IS LOCATED IN PLANTER AREA, USE 2" x 2" TUBE STEEL FULL LENGTH AND SET IN CONCRETE 3'-0" MIN. BELOW GRADE.

15 6' WHEEL STOP — NOT TO SCALE



16 PIPE BOLLARD DETAIL (OTHER THAN AT FRONT SIDEWALK) — NOT TO SCALE



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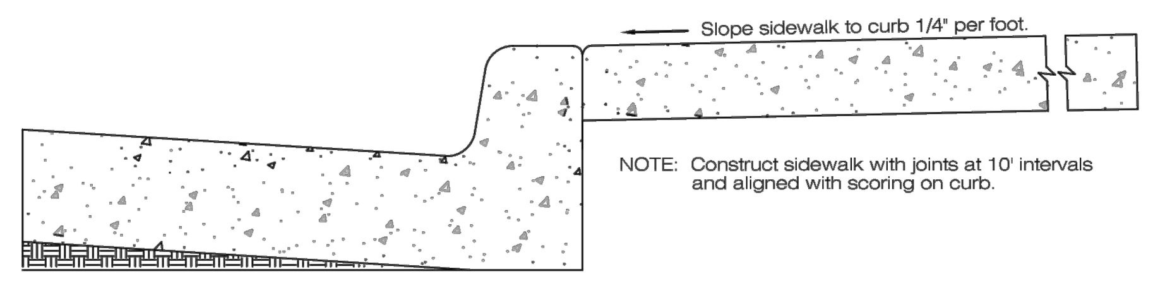
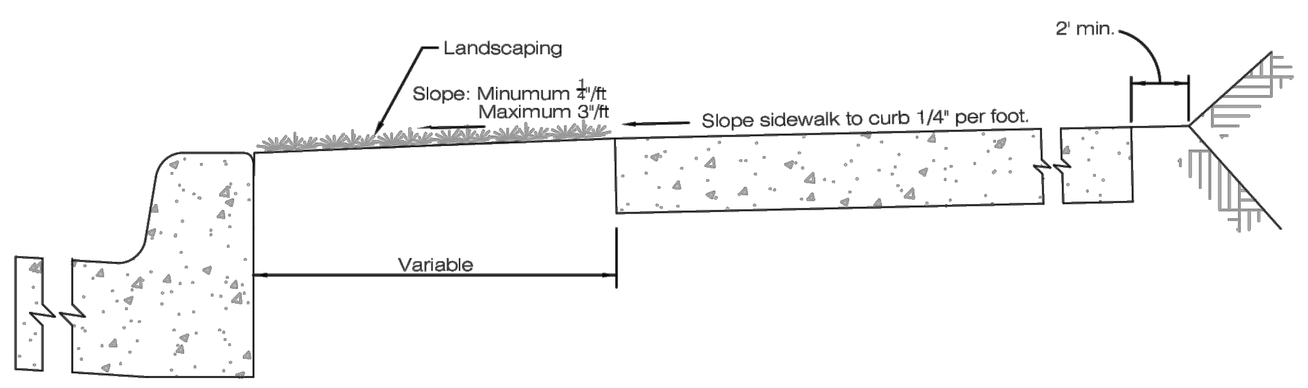
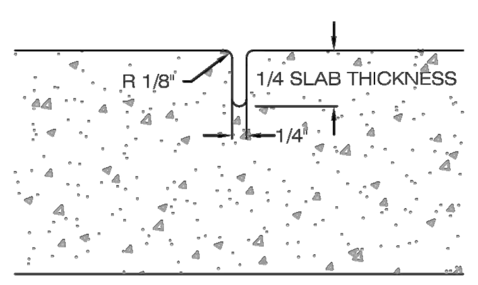
DETAIL SHEET



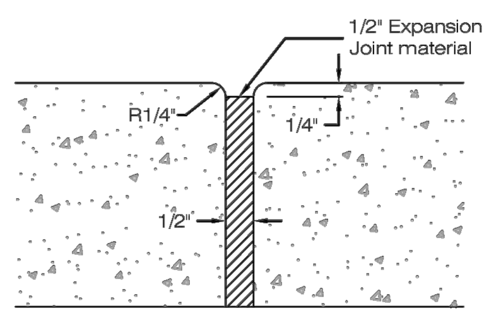
ATTACHED SIDEWALK DETAIL



DETACHED SIDEWALK DETAIL



WEAKENED PLANE JOINT

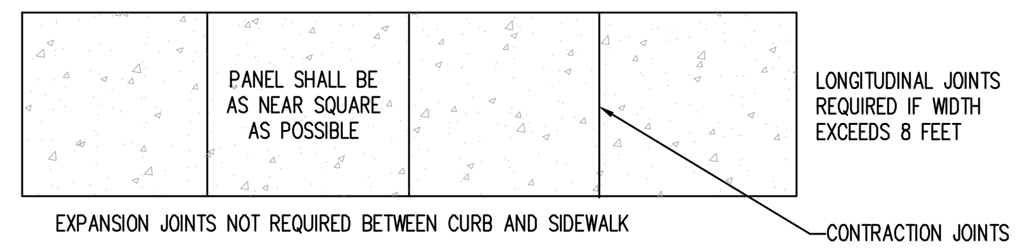


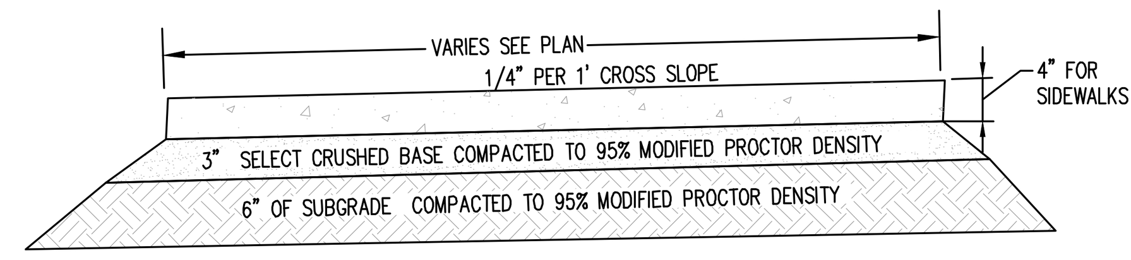
INSTALL IN LOCATIONS SPECIFIED IN CHAPTER 22

EXPANSION JOINT

SIDEWALK DETAIL			
LARIMER COUNTY URBAN AREA STREET STANDARDS	CONSTRUCTION DRAWINGS	REVISION NO: 2	DRAWING
		DATE: 04/01/07	1602

(17) CONCRETE SIDEWALK DETAILS (PUBLIC) NOT TO SCALE





NOTES:

1. CONTRACTION JOINTS SHALL BE SPACED SO AS TO FORM AS NEAR SQUARE PANEL AS POSSIBLE, NO SINGLE PANEL SHALL EXCEED 8' ON ANY SIDE. CONTRACTION JOINTS SHALL BE 3/4" DEEP.
2. EXPANSION JOINTS OF 1/2" MASTIC MATERIAL SHALL BE PLACED AT THE FOLLOWING LOCATIONS:
   P.C.S AND P.T.S OF CURVES
   GRADE BREAKS
   AT DRIVEWAYS
   AT OTHER LOCATIONS AS SPECIFIED BY ENGINEER
3. NO SIDEWALK SHALL BE PLACED WITHOUT A FINAL FORM INSPECTION BY THE ENGINEER
4. CONSTRUCTION MATERIALS AND PROCEDURES SHALL CONFORM TO EXISTING CITY AND STATE STANDARD SPECIFICATIONS.

(18) CONCRETE SIDEWALK DETAIL (PRIVATE) NOT TO SCALE

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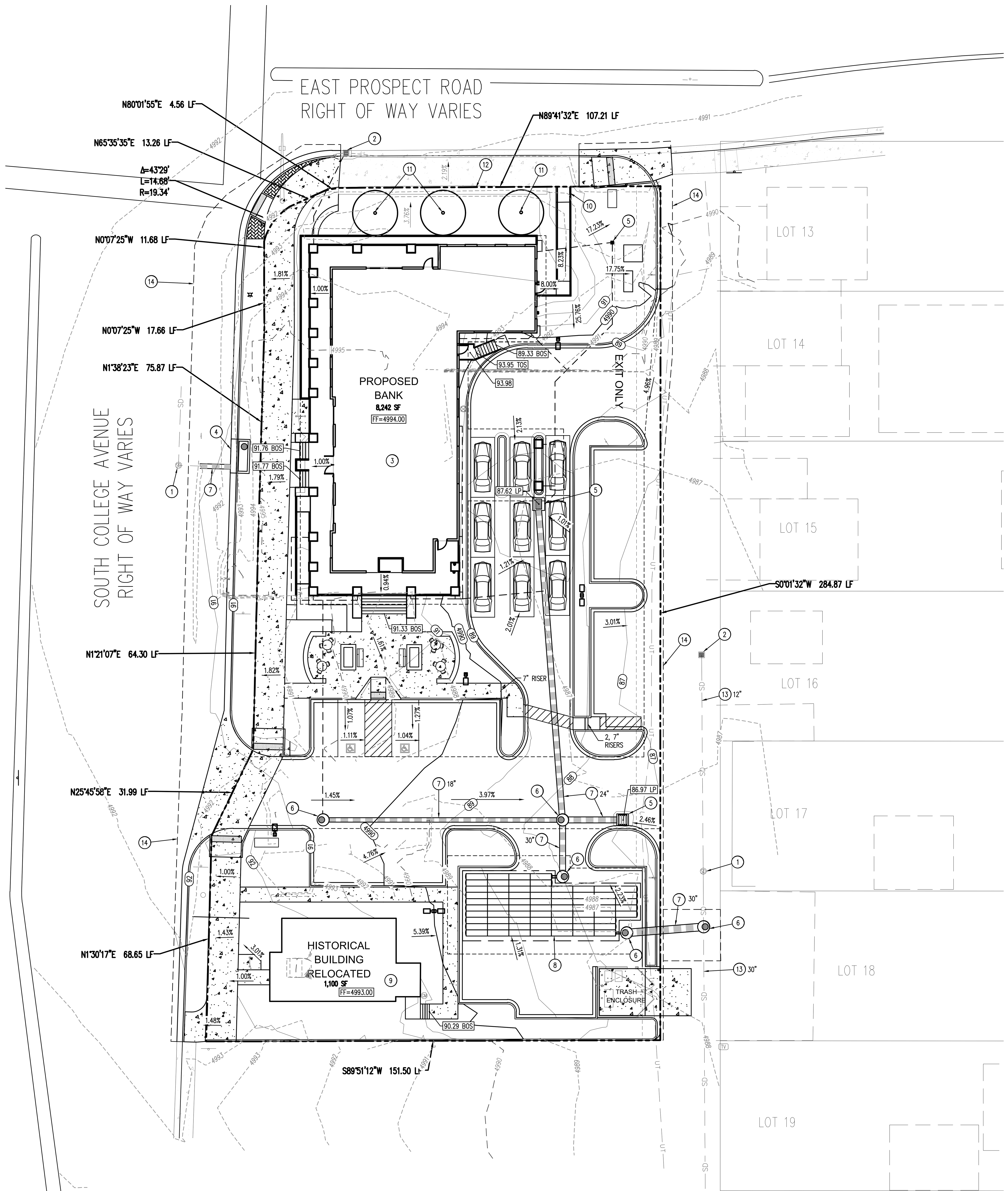

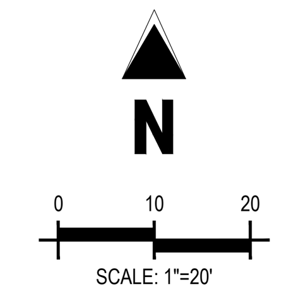

SCHEDULE

1. EXISTING STORM SEWER MANHOLE
2. EXISTING STORM SEWER INLET
3. PROPOSED 7,600 S.F. ALPINE BANK BUILDING
4. PROPOSED CURB INLET (PRIVATE)
5. PROPOSED AREA INLET (PRIVATE)
6. PROPOSED 4' STORM MANHOLE (SIZE AS NOTED) (PRIVATE)
7. PROPOSED RCP STORM SEWER (SIZE AS NOTED) (PRIVATE)
8. PROPOSED UNDERGROUND WATER QUALITY SYSTEM (PRIVATE)
9. PROPOSED 1,100 SF HISTORIC BUILDING TO BE RELOCATED
10. LEVEL ADA RAMP LANDING
11. EXISTING TREE TO REMAIN
12. EXISTING DECORATIVE SCREEN WALL TO REMAIN
13. EXISTING STORM DRAIN PIPE (SIZE AS NOTED) (PUBLIC)
14. PROPOSED SAWCUT LINE

GRADING LEGEND

6485	EXISTING CONTOUR MINOR
6483	EXISTING CONTOUR MAJOR
85	PROPOSED CONTOUR MINOR
84	PROPOSED CONTOUR MAJOR
40.0	PROPOSED SPOT ELEVATION
FF	FINISHED FLOOR
TOG	TOP OF GRATE
TC	TOP OF CURB
TOS	TOP OF SIDEWALK
FL	FLOWLINE
HP	HIGH POINT
LP	LOW POINT
ME	MATCH EXISTING
GB	GRADE BREAK
TOB	TOP OF BERM
CO	CURB OPENING
PC	POINT OF CURVE
FL INT	FLOWLINE INTERSECTION
PCR	POINT OF CURB RETURN
BOS	BOTTOM OF STAIRS
TOS	TOP OF STAIRS
STM	EXISTING STORM SEWER
STM	PROPOSED STORM SEWER (12" AND LARGER)
STM	PROPOSED STORM SEWER (LESS THAN 12")

EASEMENT SCHEDULE

- (A) PROPOSED UTILITY AND PUBLIC PEDESTRIAN ACCESS EASEMENT; REF. PLAT
- (B) PROPOSED EMERGENCY ACCESS EASEMENT; REF. PLAT
- (C) PROPOSED DRAINAGE EASEMENT; REF. PLAT
- (D) PROPOSED UTILITY EASEMENT; REF. PLAT

NOTE: UTILITY AND PUBLIC PEDESTRIAN ACCESS EASEMENT GENERALLY FOLLOWS BACK OF PROPOSED SIDEWALK

NOTE: SEE LANDSCAPE AND EROSION CONTROL PLANS FOR METHOD OF REVEGATATION .

NOTE: THE TOP OF FOUNDATION ELEVATIONS SHOWN ARE THE MINIMUM ELEVATION REQUIRED FOR PROTECTION FROM THE 100-YEAR STORM.

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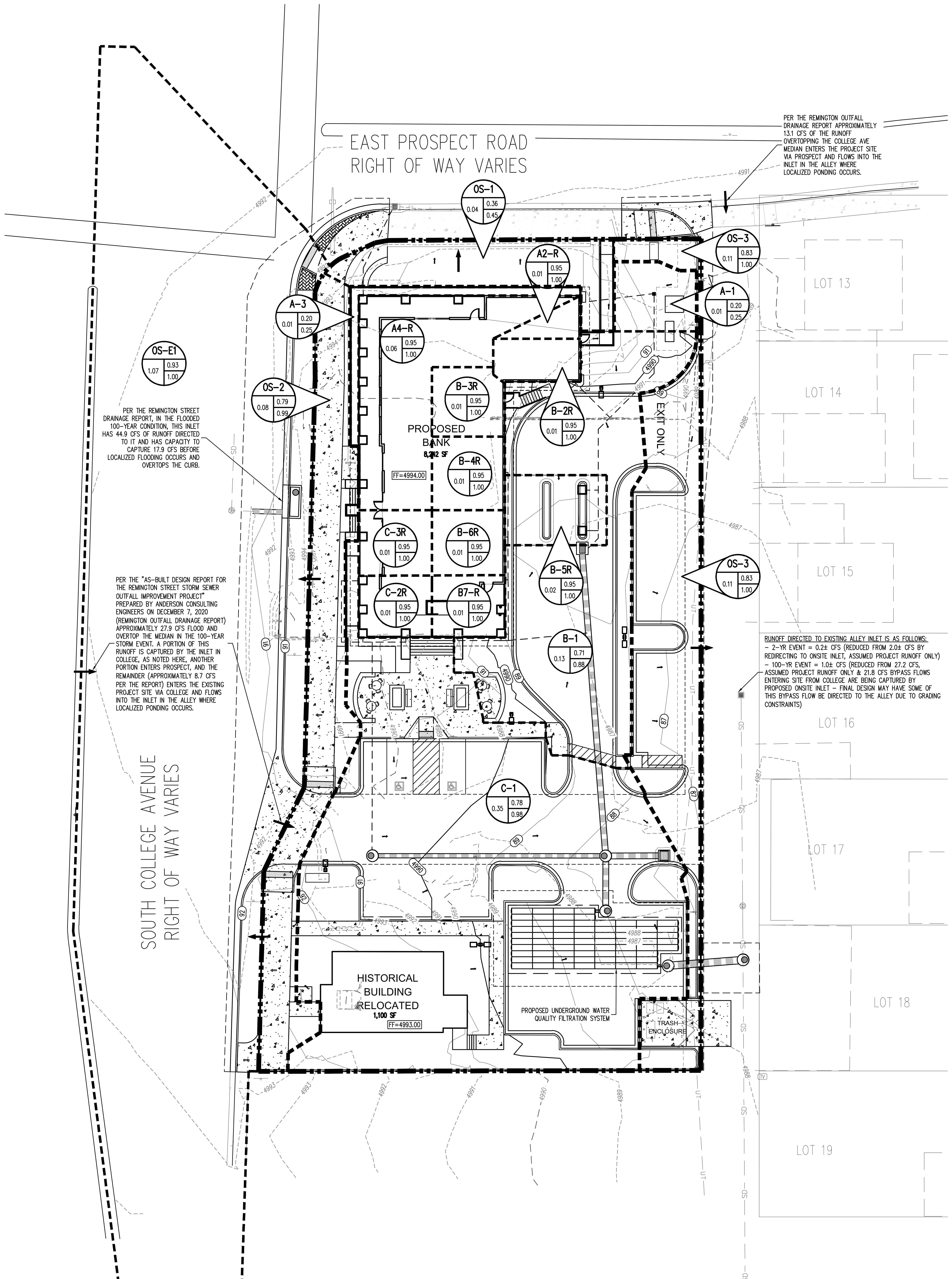
GRADING PLAN



SITE LEGEND

- PROPERTY BOUNDARY LINE
- ADJACENT PROPERTY BOUNDARY LINE
- EASEMENT BOUNDARY LINE
- EXISTING CURB & GUTTER TO REMAIN
- EXISTING TO BE REMOVED
- PROPOSED CURB & GUTTER
- STREET LIGHT
- PROPOSED INLET

GRADING LEGEND

- 5245 EXISTING CONTOUR
- 45 PROPOSED CONTOUR
- STS EXISTING STORM SEWER
- STS PROPOSED STORM SEWER
- STS PROPOSED STORM SEWER (LESS THAN 12")

DRAINAGE LEGEND

- DRAINAGE BASIN BOUNDARY LINE
- NEW PROJECT BOUNDARY (EXCLUDING ALL ROW DEDICATION)
- FLOW ARROW
- DESIGN POINT
- BASIN DESIGNATION
- 2-YEAR RUNOFF COEFFICIENT
- 100-YEAR RUNOFF COEFFICIENT
- BASIN AREA IN ACRES

GENERAL DRAINAGE NOTES

1. NO BUILDING, STRUCTURE, OR FILL WILL BE PLACED IN THE DETENTION AREAS AND CHANGES OR ALTERATIONS AFFECTING THE HYDRAULIC CHARACTERISTICS OF THE DETENTION AREAS WILL BE MADE WITHOUT THE APPROVAL OF THE CITY ENGINEER.
2. MAINTENANCE AND OPERATION OF THE DETENTION AND WATER QUALITY AREAS IS THE RESPONSIBILITY OF PROPERTY OWNER. IF OWNER FAILS IN THIS RESPONSIBILITY, THE CITY HAS THE RIGHT TO ENTER THE PROPERTY, MAINTAIN THE DETENTION AREAS, AND BE REIMBURSED FOR COSTS INCURRED.
3. DETENTION POND VOLUMES, ALL DRAINAGE APPURTENANCES, AND BASIN BOUNDARIES SHALL BE VERIFIED. AS-BUILT DRAWINGS SHALL BE PREPARED BY A REGISTERED PROFESSIONAL ENGINEER PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY.
4. PERMISSION TO REPRODUCE THESE PLANS IS HEREBY GIVEN TO THE CITY OF FORT COLLINS FOR CITY PURPOSES ASSOCIATED WITH PLAN REVIEW, APPROVAL, PERMITTING, INSPECTION AND CONSTRUCTION OF THE WORK.
5. ALL PROPOSED CURB AND GUTTER FOR THE SITE SHALL BE 6" VERTICAL CURB AND GUTTER W/ A 1' PAN.

VICINITY MAP

NOT TO SCALE

CITY OF FORT COLLINS DRAINAGE NOTES

1. ALL STREET, SANITARY SEWER, STORM SEWER AND WATER CONSTRUCTION SHALL CONFORM TO CITY STANDARDS AND SPECIFICATIONS CURRENT AT THE DATE OF EXECUTION OF THE DEVELOPMENT AGREEMENT PERTAINING TO THIS DEVELOPMENT. ANY CONSTRUCTION OCCURRING THREE YEARS AFTER THE EXECUTION OF THE DEVELOPMENT AGREEMENT SHALL REQUIRE RE-EXAMINATION OF THE PLANS BY THE DIRECTOR WHO MAY REQUIRE THAT THEY BE MADE TO CONFORM TO STANDARDS AND SPECIFICATIONS CURRENT AT THAT TIME.
2. THE TYPE, SIZE, LOCATION, AND NUMBER OF ALL KNOWN UNDERGROUND UTILITIES ARE APPROXIMATE AS SHOWN ON THE DRAWINGS. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE EXISTENCE AND LOCATION OF ALL UNDERGROUND UTILITIES ALONG THE ROUTE OF THE WORK. BEFORE COMMENCING NEW CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING UNKNOWN UNDERGROUND UTILITIES.
3. THESE PLANS HAVE BEEN REVIEWED BY THE CITY FOR CONCEPT ONLY. THE REVIEW DOES NOT IMPLY RESPONSIBILITY BY THE REVIEWING DEPARTMENT, THE CITY ENGINEER, OR THE CITY FOR ACCURACY OR CORRECTNESS OF THE CALCULATIONS. FURTHERMORE, THE REVIEW DOES NOT IMPLY THAT THE QUANTITIES OF THE ITEMS ON THE PLANS ARE THE FINAL QUANTITIES REQUIRED. THE REVIEW SHALL NOT BE CONSTRUED IN ANY REASON AS ACCEPTANCE OF FINANCIAL RESPONSIBILITY BY THE CITY FOR ADDITIONAL QUANTITIES OF ITEMS SHOWN THAT MAY BE REQUIRED DURING THE CONSTRUCTION PHASE.
4. PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION, THE CONTRACTOR MUST GIVE THE CITY ENGINEERING DEPARTMENT (970-221-6605) AND THE EROSION CONTROL INSPECTOR (970-221-6700) TWENTY-FOUR (24) HOURS ADVANCE-NOTICE. INITIAL EROSION CONTROL MEASURES MUST BE INSTALLED AND A SITE INSPECTION BY THE EROSION CONTROL INSPECTOR IS REQUIRED BEFORE COMMENCING CONSTRUCTION ACTIVITIES.
5. MAINTENANCE OF ONSITE DRAINAGE FACILITIES SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNERS.
6. ALL RECOMMENDATIONS OF THE FINAL DRAINAGE AND EROSION CONTROL STUDY FOR THIS DEVELOPMENT BY (ENGINEERING FIRM) MUST BE MET.
7. PRIOR TO FINAL INSPECTION AND ACCEPTANCE BY THE CITY, CERTIFICATION OF THE DRAINAGE FACILITIES BY A COLORADO REGISTERED PROFESSIONAL ENGINEER MUST BE SUBMITTED TO AND APPROVED BY THE CITY STORMWATER DEPARTMENT. FOR COMMERCIAL AND MULTI-FAMILY DEVELOPMENTS, CERTIFICATION OF ALL DRAINAGE FACILITIES SHALL BE SUBMITTED TO THE CITY STORMWATER DEPARTMENT AT LEAST TWO WEEKS PRIOR TO THE RELEASE OF A CERTIFICATE OF OCCUPANCY. INDIVIDUAL LOT CERTIFICATION, ELEVATION CERTIFICATION, OR FLOODPROOFING CERTIFICATION, AS SPECIFIED IN THE DEVELOPMENT AGREEMENT, MUST BE SUBMITTED TO THE CITY STORMWATER DEPARTMENT AT LEAST TWO WEEKS PRIOR TO THE RELEASE OF A CERTIFICATE OF OCCUPANCY FOR SUCH LOT.
8. IF DEWATERING IS USED TO INSTALL UTILITIES, AND DISCHARGE WILL BE INTO THE STREET, GUTTER, STORM SEWER, CHANNEL, IRRIGATION DITCH, OR ANY WATERS OF THE STATE A STATE CONSTRUCTION DEWATERING INDUSTRIAL WASTEWATER DISCHARGE PERMIT IS REQUIRED.
9. ALL LAND DISTURBING ACTIVITIES GREATER THAN OR EQUAL TO ONE ACRE MUST COMPLY WITH THE STATE OF COLORADO PERMITTING PROCESS FOR STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY. FOR MORE INFORMATION CONTACT THE COLORADO DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT, WATER QUALITY CONTROL DIVISION, AT 303-692-3500 OR REFER TO THE WEB SITE AT HTTP://WWW.CDPHE.STATE.CO.US/WQ/PERMITSUNIT/ .
10. IF FILL OR DREDGED MATERIAL IS DISCHARGED INTO WATERS OF THE UNITED STATES, A USACE 404 PERMIT IS REQUIRED.
11. IF CONSTRUCTION AFFECTS ANY COLORADO HIGHWAY, A COLORADO DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY PERMIT IS REQUIRED.

BENCHMARK

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UTILITY PLAN APPROVAL

APPROVED:	CITY ENGINEER	DATE
CHECKED BY:	WATER & WASTEWATER UTILITY	DATE
CHECKED BY:	STORMWATER UTILITY	DATE
CHECKED BY:	PARKS & RECREATION	DATE
CHECKED BY:	TRAFFIC ENGINEER	DATE
CHECKED BY:	ENVIRONMENTAL PLANNER	DATE

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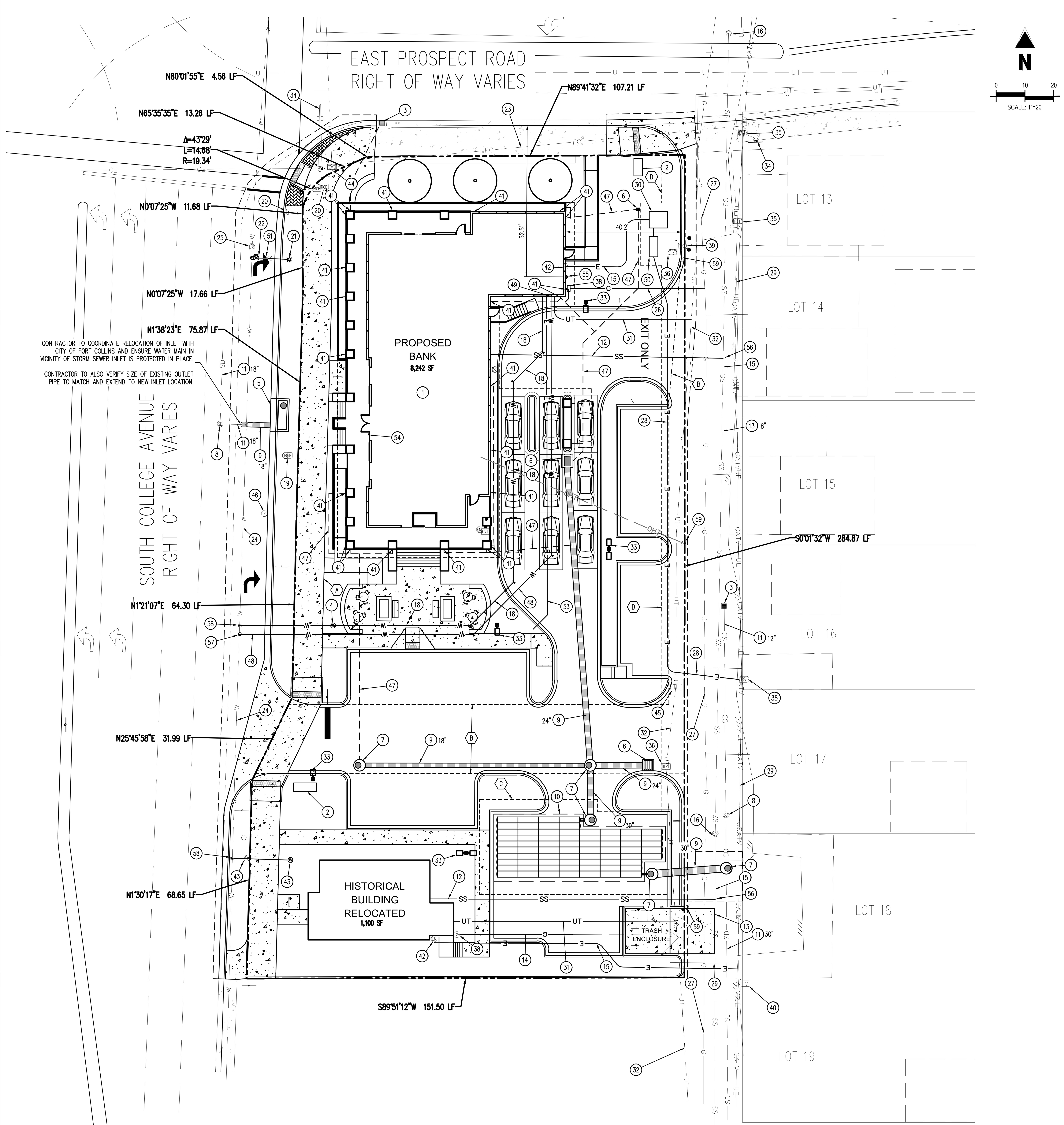
UTILITY PLANS FOR ALPINE BANK
1608 SOUTH COLLEGE AVENUE
S. COLLEGE AVE. & PROSPECT ROAD
FORT COLLINS, COLORADO

#	Date	Issue / Description	Init.
	12/2/2020	1ST PDP SUB	MAS
	01/20/2021	2ND PDP SUB	MAS
	02/17/2021	3RD PDP SUB	MAS

Project No:	ALB000001
Drawn By:	MRB
Checked By:	MAS
Date:	02/17/2021

DRAINAGE PLAN



SCHEDULE

1. PROPOSED 7,600 ALPINE BANK
2. PROPOSED MONUMENT SIGN
3. EXISTING INLET TO REMAIN
4. PROPOSED 1" WATER METER (SIZE TO BE CONFIRMED WITH FDP SET)
5. PROPOSED CURB INLET (PRIVATE)
6. PROPOSED AREA INLET (PRIVATE)
7. PROPOSED STORM MANHOLE (SIZE AS NOTED) (PRIVATE)
8. EXISTING STORM MANHOLE TO REMAIN
9. PROPOSED RCP STORM SEWER (SIZE AS NOTED) (PRIVATE)
10. PROPOSED UNDERGROUND WATER QUALITY SYSTEM (PRIVATE)
11. EXISTING STORM SEWER TO REMAIN (SIZE AS NOTED)
12. PROPOSED 6" PVC SANITARY SEWER SERVICE LATERAL (SIZE TO BE CONFIRMED WITH FDP SET)
13. EXISTING SANITARY SEWER TO REMAIN (SIZE AS NOTED)
14. EXISTING GAS SERVICE TO BE USED FOR HISTORIC BUILDING AND EXTENDED TO NEW METER LOCATION
15. PROPOSED UNDERGROUND ELECTRICAL (SECONDARY LINE – BY CONTRACTOR)
16. EXISTING SANITARY SEWER MANHOLE TO REMAIN
17. EXISTING ELECTRIC VAULT
18. PROPOSED DOMESTIC 1" TYPE 'K' COPPER WATER SERVICE
19. EXISTING IRRIGATION BOX TO REMAIN
20. EXISTING IRRIGATION BOX TO BE RELOCATED
21. PROPOSED FIRE HYDRANT ASSEMBLY WITH 6-INCH GATE VALVE AND LINE
22. PROPOSED GATE VALVE
23. EXISTING FIBER OPTIC LINE TO REMAIN
24. EXISTING 12" WATER LINE TO REMAIN
25. EXISTING GATE VALVE IN SIDEWALK TO REMAIN. CONTRACTOR TO REPLACE OR MODIFY VALVE BOX TO ADJUST TO FINAL GRADE OF PROPOSED PAVING FOR LANE WIDENING
26. PROPOSED GAS SERVICE
27. EXISTING GAS LINE TO REMAIN
28. PROPOSED UNDERGROUND ELECTRICAL (PRIMARY LINE – BY FORT COLLINS LIGHT & POWER)
29. EXISTING UNDERGROUND ELECTRICAL TO REMAIN
30. PROPOSED ELECTRICAL TRANSFORMER (BY FORT COLLINS LIGHT & POWER)
31. PROPOSED UNDERGROUND TELEPHONE CONDUIT
32. EXISTING UNDERGROUND TELEPHONE LINE TO REMAIN
33. PROPOSED SITE LIGHT; REFER TO PHOTOMETRIC PLAN
34. EXISTING STREET LIGHT TO REMAIN
35. EXISTING DRY UTILITY BOX/METER/CABINET/OR VAULT TO REMAIN
36. EXISTING TELEPHONE RISER/MANHOLE/VAULT TO BE RELOCATED OR ADJUSTED TO FINAL GRADE
37. EXISTING UNDERGROUND ELECTRIC SERVICE LINES TO CONNECT TO NEW VAULT LOCATION
38. PROPOSED GAS METER
39. EXISTING FIBER PEDESTAL TO BE RELOCATED OR REPLACED WITH VAULT
40. EXISTING CABLE BOX TO REMAIN
41. PROPOSED BUILDING DOWNSPOUT CONNECTION
42. PROPOSED ELECTRICAL METER
43. EXISTING 3/4" WATER METER AND LATERAL TO BE REUSED FOR RELOCATED HISTORIC BUILDING. CONTRACTOR TO VERIFY CONDITION OF LINE AND FEASIBILITY FOR REUSE OR ASSUME LINE SHALL BE REMOVED AND REPLACED. WATER METER TO BE RELOCATED BEHIND SIDEWALK
44. EXISTING TRAFFIC SIGNAL OR ELECTRICAL VAULT TO REMAIN AND BE ADJUSTED TO FINAL GRADE
45. EXISTING TELEPHONE PEDESTAL TO BE RELOCATED OR REPLACED WITH VAULT
46. EXISTING IRRIGATION BOX TO BE REMOVED
47. PROPOSED STORM DRAIN LATERAL
48. PROPOSED 4" FIRE SERVICE LINE (FINAL SIZE TO BE CONFIRMED WITH FDP)
49. PROPOSED 4" FIRE RISER (FINAL SIZE TO BE CONFIRMED WITH FDP)
50. PROPOSED SWITCH GEAR (BY FORT COLLINS LIGHT & POWER)
51. EXISTING FIRE HYDRANT ASSEMBLY WITH 6-INCH GATE VALVE AND LINE
52. PROPOSED RELOCATED 10' DOUBLE CDOT TYPE 13 CURB INLET (CONTRACTOR TO REPLACE IF INLET CANNOT BE RELOCATED)
53. PROPOSED 4" UNDERGROUND ELECTRICAL CONDUIT FOR FUTURE EV CHARGERS (W/ TWO PULLS STRINGS)
54. PROPOSED FIRE DEPARTMENT KNOX BOX LOCATION
55. PROPOSED FIRE DEPARTMENT CONNECTION (FDC) LOCATION ON BUILDING
56. PROPOSED SANITARY SEWER WYE CONNECTION
57. PROPOSED WATER FIRE LINE TEE CONNECTION
58. PROPOSED WATER SERVICE TAP CONNECTION
59. EXISTING TELEPHONE POLE TO BE RELOCATED OR UNDERGROUNDED (BY CENTURYLINK)

CONTRACTOR TO FIELD VERIFY THE DEPTH AND LOCATION OF ALL EXISTING UTILITIES TO REMAIN PRIOR TO NEW UTILITIES TO REMAIN PRIOR TO NEW UTILITY CONSTRUCTION AND NOTIFY ENGINEER OF RECORD IF DIFFERENT FROM WHAT IS SHOWN ON THIS PLAN

SLOPES AND ELEVATIONS OF EXISTING SANITARY SEWER MAIN IN ALLEY ARE ASSUMED. CONTRACTOR TO VERIFY ACTUAL ELEVATIONS AT TIE–IN LOCATIONS PRIOR TO INSTALLING LATERALS.

SLOPES AND ELEVATIONS OF EXISTING SANITARY SEWER LATERALS ARE UNKNOWN. CONTRACTOR MAY ENCOUNTER SANITARY SEWER LATERALS DURING THE CONSTRUCTION PROCESS.

LEGEND

Symbol	Description
	PROPERTY BOUNDARY LINE
	ADJACENT PROPERTY BOUNDARY LINE
	EASEMENT BOUNDARY LINE
	SECTION LINE
	EXISTING TO REMAIN
	EXISTING TO BE REMOVED
	SAWCUT LINE
W	PROPOSED WATER LINE
W	EXISTING WATER LINE
SS	PROPOSED SANITARY SEWER
SS	EXISTING SANITARY SEWER
SD	PROPOSED STORM SEWER
SD	PROPOSED STORM SEWER (LESS THAN 12")
SD	EXISTING STORM SEWER
SD	EXISTING STORM SEWER (LESS THAN 12")
UG	PROPOSED GAS LINE
UG	EXISTING GAS LINE
UE	PROPOSED UNDERGROUND ELECTRICAL
UE	EXISTING UNDERGROUND ELECTRICAL
OHE	PROPOSED OVERHEAD ELECTRICAL
OHE	EXISTING OVERHEAD ELECTRICAL
UT	PROPOSED UNDERGROUND TELEPHONE
UT	EXISTING UNDERGROUND TELEPHONE
FO	PROPOSED FIBER OPTIC LINE
FO	EXISTING FIBER OPTIC LINE
X	EXISTING FENCE
	EXISTING LIGHT POLE
ER	EXISTING ELECTRICAL BOX
EM	EXISTING ELECTRICAL METER/RISER
EVT	EXISTING ELECTRICAL VAULT
WV	EXISTING WATER VALVE
	EXISTING FIRE HYDRANT (TO BE REMOVED)
SS	EXISTING SANITARY SEWER MANHOLE
GM	EXISTING GAS METER
GM	EXISTING GAS METER (TO BE REMOVED)
TL	EXISTING TELEPHONE MANHOLE
TLVT	EXISTING TELEPHONE VAULT
IR	EXISTING IRRIGATION METER (TO BE REMOVED)
IRCB	EXISTING IRRIGATION COVER BOX (TO BE REMOVED)
	EXISTING TREE TO REMAIN
	EXISTING TREE TO BE REMOVED
	EXISTING SIGN
	EXISTING STORM SEWER AREA INLET
	EXISTING STORM SEWER CURB INLET

EASEMENT SCHEDULE

- (A) PROPOSED UTILITY AND PUBLIC PEDESTRIAN ACCESS EASEMENT; REF. PLAT
- (B) PROPOSED EMERGENCY ACCESS EASEMENT; REF. PLAT
- (C) PROPOSED DRAINAGE EASEMENT; REF. PLAT
- (D) PROPOSED UTILITY EASEMENT; REF. PLAT

NOTE: UTILITY AND PUBLIC PEDESTRIAN ACCESS EASEMENT GENERALLY FOLLOWS BACK OF PROPOSED SIDEWALK

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UTILITY PLANS FOR ALPINE BANK
1608 SOUTH COLLEGE AVENUE
S. COLLEGE AVE. & PROSPECT ROAD
FORT COLLINS, COLORADO

#	Date	Issue / Description	Init.
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	01/20/2021	2ND PDP SUB	MAS
	02/17/2021	3RD PDP SUB	MAS

Project No:	ALB000001
Drawn By:	MRB
Checked By:	MAS
Date:	02/17/2021

UTILITY PLAN

Traffic Impact Study

Alpine Bank
Fort Collins, Colorado

Prepared for:

Galloway & Company, Inc.

Kimley»Horn

T R A F F I C I M P A C T S T U D Y

Alpine Bank

Fort Collins, Colorado

Prepared for
Galloway & Company, Inc.
6162 S Willow Drive
Suite 320
Greenwood Village, CO 80111

Prepared by
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4582 South Ulster Street
Suite 1500
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November 2020

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1.0 EXECUTIVE SUMMARY

Alpine Bank is proposed on the southeast corner of College Avenue (US-287) and Prospect Road in Fort Collins, Colorado. The project is anticipated to include a 7,600 square foot drive-in bank. Also, on this site is an existing historical residential building that is proposed to be relocated to the south end of the site. Alpine Bank is anticipated to be completed within the next couple of years; therefore, analysis was conducted for the 2022 short-term buildout horizon as well as the 2040 long-term horizon per City of Fort Collins and State of Colorado Department of Transportation (CDOT) requirements.

The purpose of this study is to identify project traffic generation assigned to the surrounding street network for purposes of evaluating potential project traffic related impacts and associated improvements required. The following intersections were included for evaluation in the traffic study based on the City of Fort Collins and CDOT requirements:

- College Avenue (US-287) and Prospect Road
- Prospect Road and Alley/Future Access

In addition, the proposed right-in/right-out access along College Avenue (US-287) is included for evaluation. The access along Prospect Road is proposed to be shared with the existing alley to the east of the project site and will continue to be restricted to right-in/right-out movements.

Regional access will be provided by Interstate 25 (I-25) and US-287. Primary access and direct access will be provided by College Avenue (US-287) and Prospect Road. The proposed right-in/right-out access along College Avenue (US-287) is located approximately 250 feet south of College Avenue and Prospect Road intersection (measured center to center). The right-in/right-out access along Prospect Road will be shared with the existing alleyway located east of the project site.

Alpine Bank is anticipated to generate approximately 762 daily weekday trips with 72 of those trips occurring during the morning peak hour and 155 of those trips occurring during the afternoon peak hour. Distribution of site traffic on the street system was based on the area street system characteristics, existing traffic patterns, existing and anticipated surrounding demographic information, and the proposed access system for the project. The directional

distribution of traffic is a means to quantify the percentage of site-generated traffic that approaches the site from a given direction and departs the site back to the original source.

Based on the analysis presented in this report, Kimley-Horn believes the proposed Alpine Bank project will be successfully incorporated into the existing roadway network. Analysis of the existing street network, the proposed project development, and expected traffic volumes resulted in the following recommendations:

- A new right-in/right-out access is proposed to be constructed along College Avenue (US-287). This access will require a CDOT Access Permit due to College Avenue (US-287) being a state highway. There are two driveways along project frontage of College Avenue (US-287) so the Access Permit will serve as a relocation of an existing access and an access removal. Neither a northbound right turn deceleration lane nor acceleration lane along northbound College Avenue from the westbound right turn exit are anticipated to be needed at the College Avenue Access since College Avenue (US-287) provides three through lanes. It is recommended that a R1-1 "STOP" sign be installed on the exiting westbound approach of this proposed driveway access to College Avenue (US-287). Since this driveway will be restricted to right-in/right-out movements only, either a R3-5R Right Turn Only or R3-2 No Left Turn sign is recommended to be placed underneath the STOP sign. Likewise, if desired, a R6-1(R) "ONE WAY" sign may be installed within the existing raised median of College Avenue (US-287) directly in front of an exiting driver's view.

- The right-in/right-out access along Prospect Road is proposed to be shared with the existing alley which provides access to adjacent residential homes. The City of Fort Collins may require improvements of this alley intersection along Prospect Road to better accommodate turning movements into and out of the alley and the bank access with development of this project.

- With buildout of the project, a northbound right turn lane will be constructed at the intersection of College Avenue (US-287) and Prospect Road as requested by the City of Fort Collins to improve traffic operations. It is recommended that this northbound right turn lane be constructed to the maximum length possible at a length of approximately 190 feet to be continuous to the proposed project right-in/right-out access along College Avenue.

- These signing and striping improvements should be incorporated into the Civil Drawings and conform to City of Fort Collins and CDOT standards as well as the Manual on Uniform Traffic Control Devices – 2009 Edition (MUTCD).

2.0 INTRODUCTION

Kimley-Horn has prepared this report to document the results of a Traffic Impact study of future traffic conditions associated with a proposed Alpine Bank to be located on the southeast corner of College Avenue (US-287) and Prospect Road intersection in Fort Collins, Colorado. A vicinity map illustrating the project location with respect to the surrounding area is shown in **Figure 1**. The project is anticipated to include a 7,600 square foot bank with drive thru. A site plan for the proposed development is provided in **Appendix H**.

The purpose of this study is to identify project traffic generation assigned to the surrounding street network for purposes of evaluating potential project traffic related impacts and associated improvements required. The following intersections were included for evaluation in the traffic study based on the City of Fort Collins and State of Colorado Department of Transportation (CDOT) requirements:

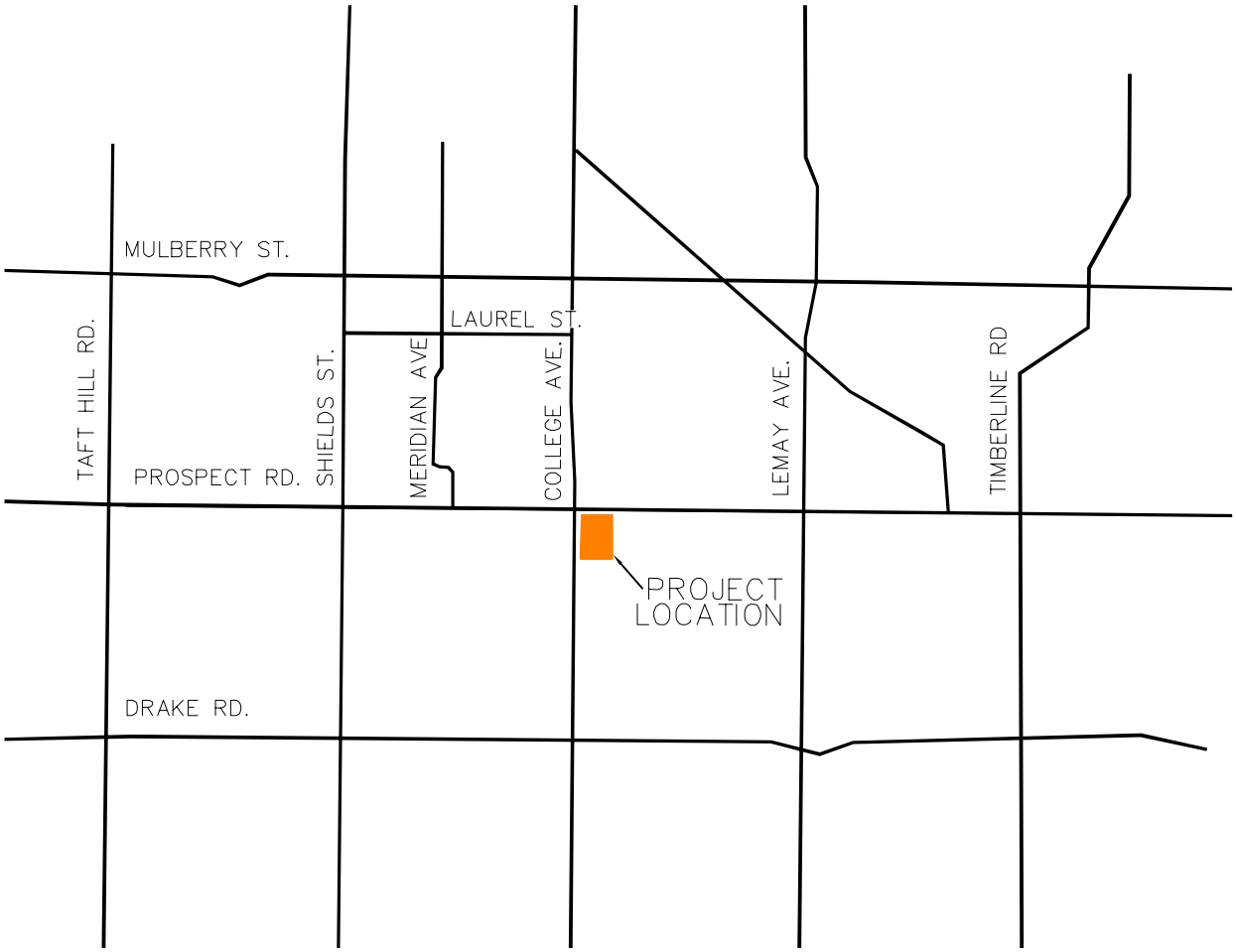
- College Avenue (US-287) and Prospect Road
- Prospect Road and Alley/Future Access

In addition, the proposed right-in/right-out access along College Avenue (US-287) is included for evaluation. The access along Prospect Road is proposed to be shared with the existing alley to the east of the project site and will continue to be restricted to right-in/right-out movements.

Alpine Bank is anticipated to be completed within the next couple of years; therefore, analysis was conducted for the 2022 short-term horizon as well as the 2040 long-term horizon per City of Fort Collins and CDOT requirements. The City of Fort Collings required Transportation Impact Study Base Assumptions form and information are included in **Appendix A.**

Regional access will be provided by Interstate 25 (I-25) and US-287. Primary access and direct access will be provided by College Avenue (US-287) and Prospect Road. The proposed right-in/right-out access along College Avenue (US-287) is located approximately 250 feet south of College Avenue and Prospect Road intersection (measured center to center). The right-in/right-out access along Prospect Road will be shared with the existing alleyway located east of the project site.

Kimley»Horn
NORTH
NTS 096083125



ALPINE BANK
FORT COLLINS, CO
VICINITY MAP

FIGURE 1

Kimley»Horn

3.0 EXISTING CONDITIONS

3.1 Existing Study Area

The existing project site consists of two vacant commercial buildings to be removed and a historical residential building to remain on site. The historical house is planned to be relocated to the south side of the property. A 7,600 square foot bank will be constructed on the north side of the property. The land uses and roadway network surrounding the site are shown within the aerial of **Figure 2**.

3.2 Existing Roadway Network

Through the study area, College Avenue (US-287) is a raised median divided state highway providing three through lanes of travel in each direction, northbound and southbound. College Avenue has a posted speed limit of 35 miles per hour. Prospect Road consists of two through lanes of travel in each direction, eastbound and westbound, within the study area and has a posted speed limit of 35 miles per hour.

The signalized College Avenue (US-287) and Prospect Road intersection operates with protected only left turn phasing for all approaches. The northbound approach consists of dual left turn lanes and three through lanes with the outside lane being a shared through/right turn lane. The southbound approach consists of dual left turn lanes, three through lanes, and a yield controlled right turn lane. The eastbound and westbound approaches consist of dual left turn lanes, two through lanes, and a yield controlled right turn lane on each approach.

Existing intersection lane configurations and control are shown in **Figure 3**.

3.3 Existing Traffic Volumes

Existing peak hour turning movement counts were conducted at the key intersections on Thursday, September 3, 2020. The counts were conducted in 15-minute intervals during the morning and afternoon peak hours of adjacent street traffic from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM on this count date. Existing turning movement counts are shown in **Figure 4** with count sheets provided in **Appendix B**.

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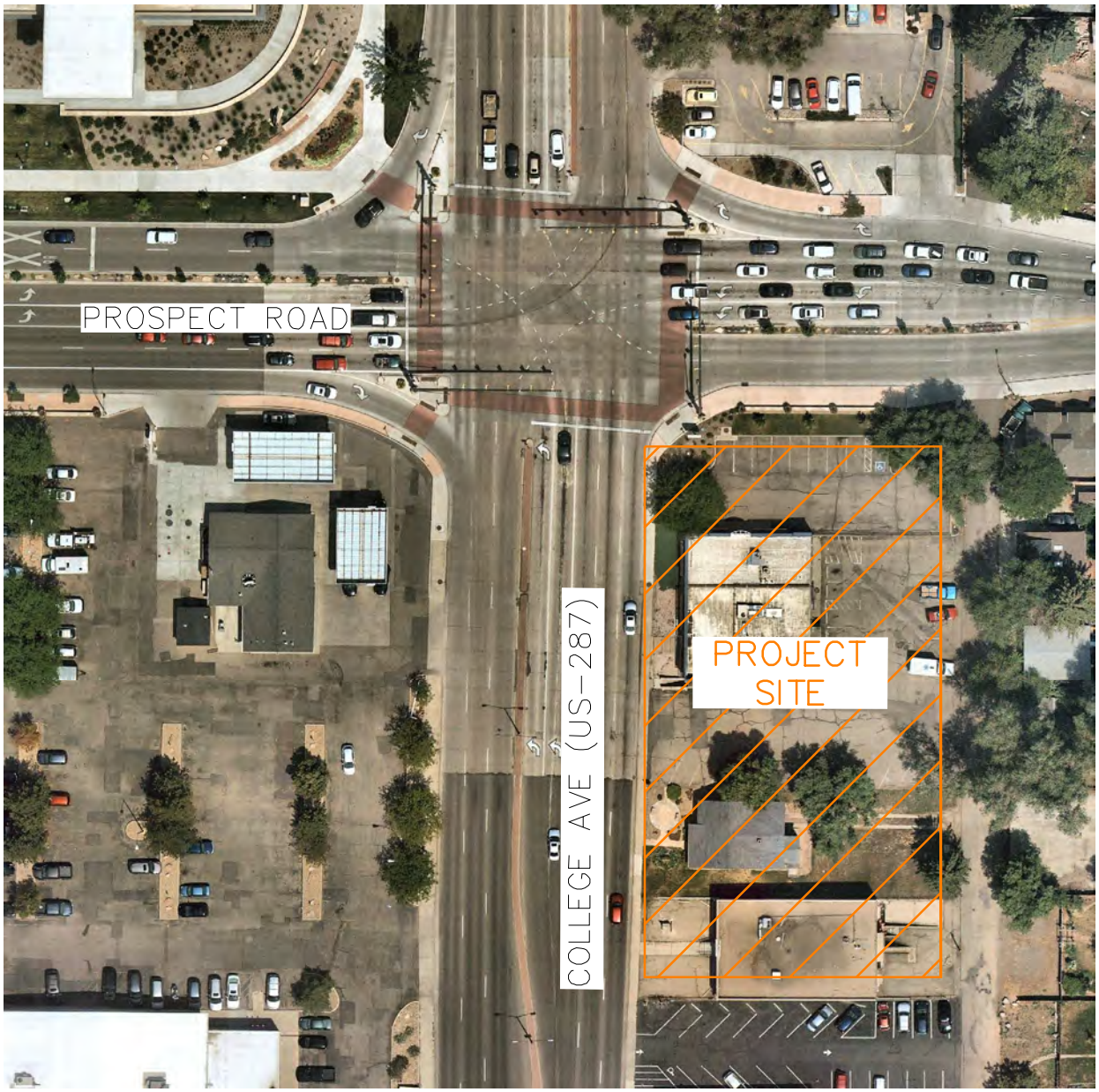
NORTH
NTS 096083125



ALPINE BANK
FORT COLLINS, CO
SITE AREA

FIGURE 2

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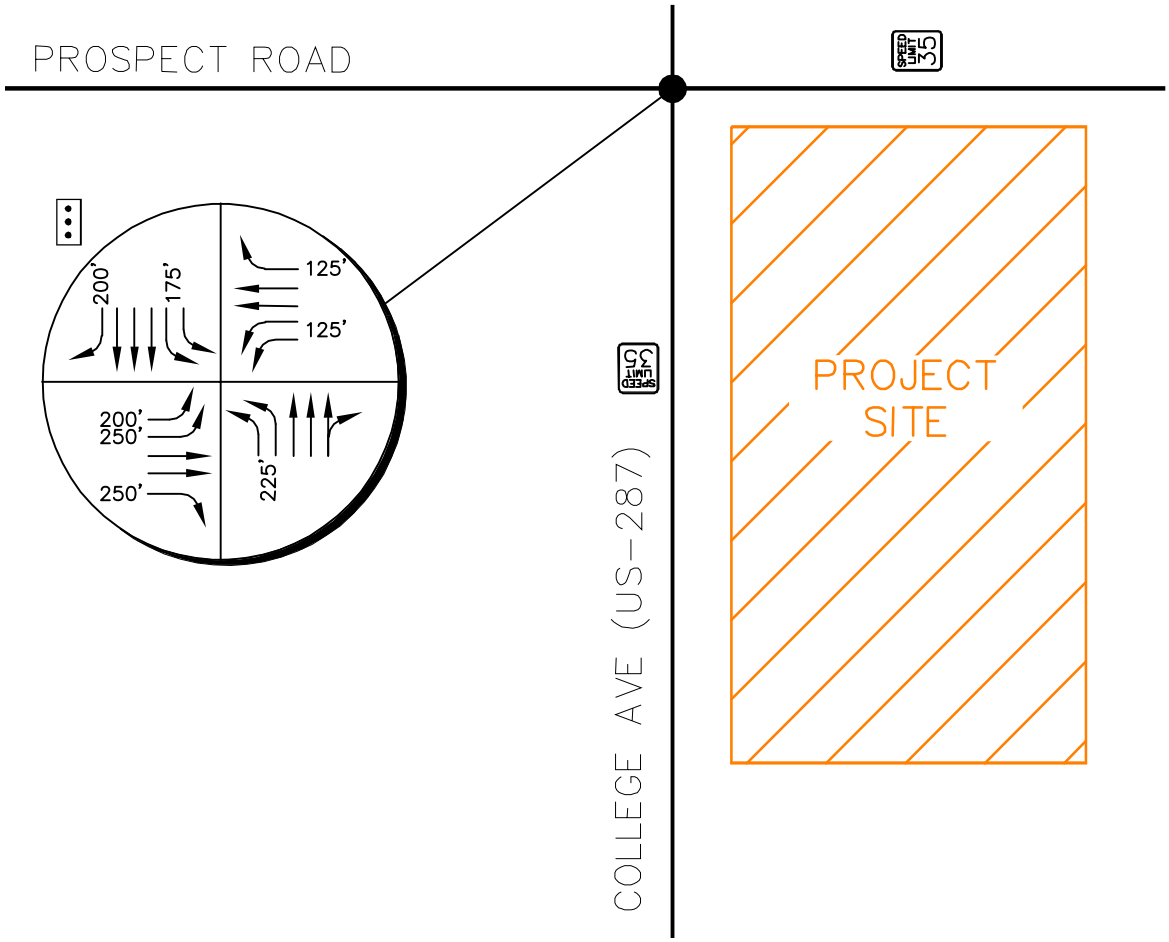
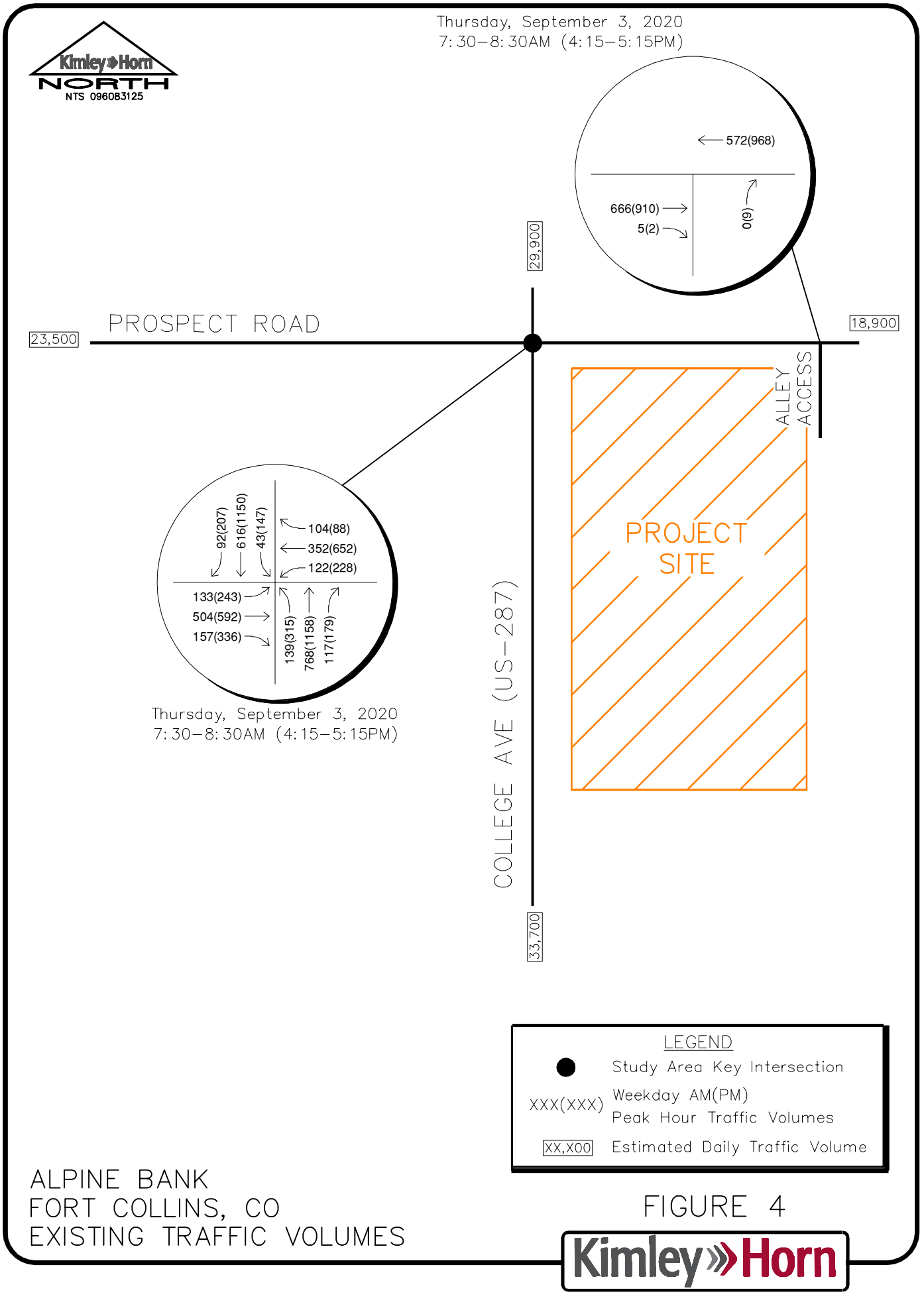


LEGEND
- Study Area Key Intersection
- Signalized Intersection
- STOP — Stop Controlled Approach
- SPEED LIMIT XX — Roadway Speed Limit
- 100' — Turn Lane Length (feet)

ALPINE BANK
FORT COLLINS, CO
EXISTING LANE CONFIGURATIONS

FIGURE 3

Kimley»Horn



ALPINE BANK
FORT COLLINS, CO
EXISTING TRAFFIC VOLUMES

FIGURE 4

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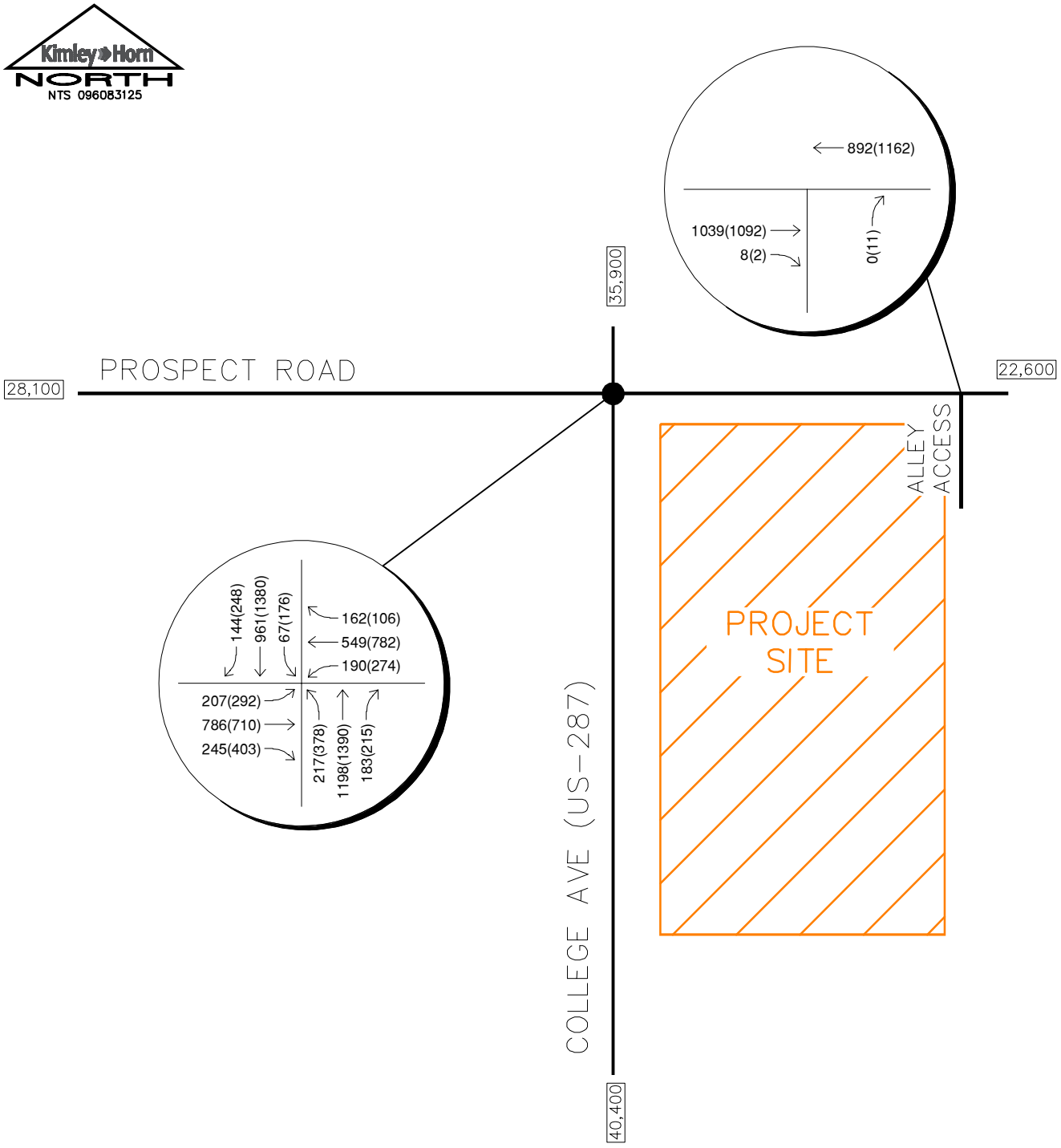
3.4 Adjusted Existing Traffic Volumes

Since the collected turning movement counts were conducted during the COVID-19 pandemic, the counts were evaluated to determine if an adjustment factor was needed to represent normal traffic conditions. Therefore, the counts conducted were compared to previous turning movement counts collected at the Lake Street and College Avenue intersection, which is the intersection directly north of College Avenue and Prospect Road. The roadway segment on College Avenue between Prospect Road and Lake Street were compared to determine the appropriate adjustment factor needed. It was found that normal traffic conditions are approximately 56 percent higher during the morning peak hour and 20 percent higher during the afternoon peak hour than currently observed during the pandemic. COVID adjustment calculations are included in **Appendix B.** Therefore, the existing traffic volumes were adjusted based on these factors and are shown in **Figure 5**.



ALPINE BANK
FORT COLLINS, CO
EXISTING ADJUSTED TRAFFIC VOLUMES

FIGURE 5

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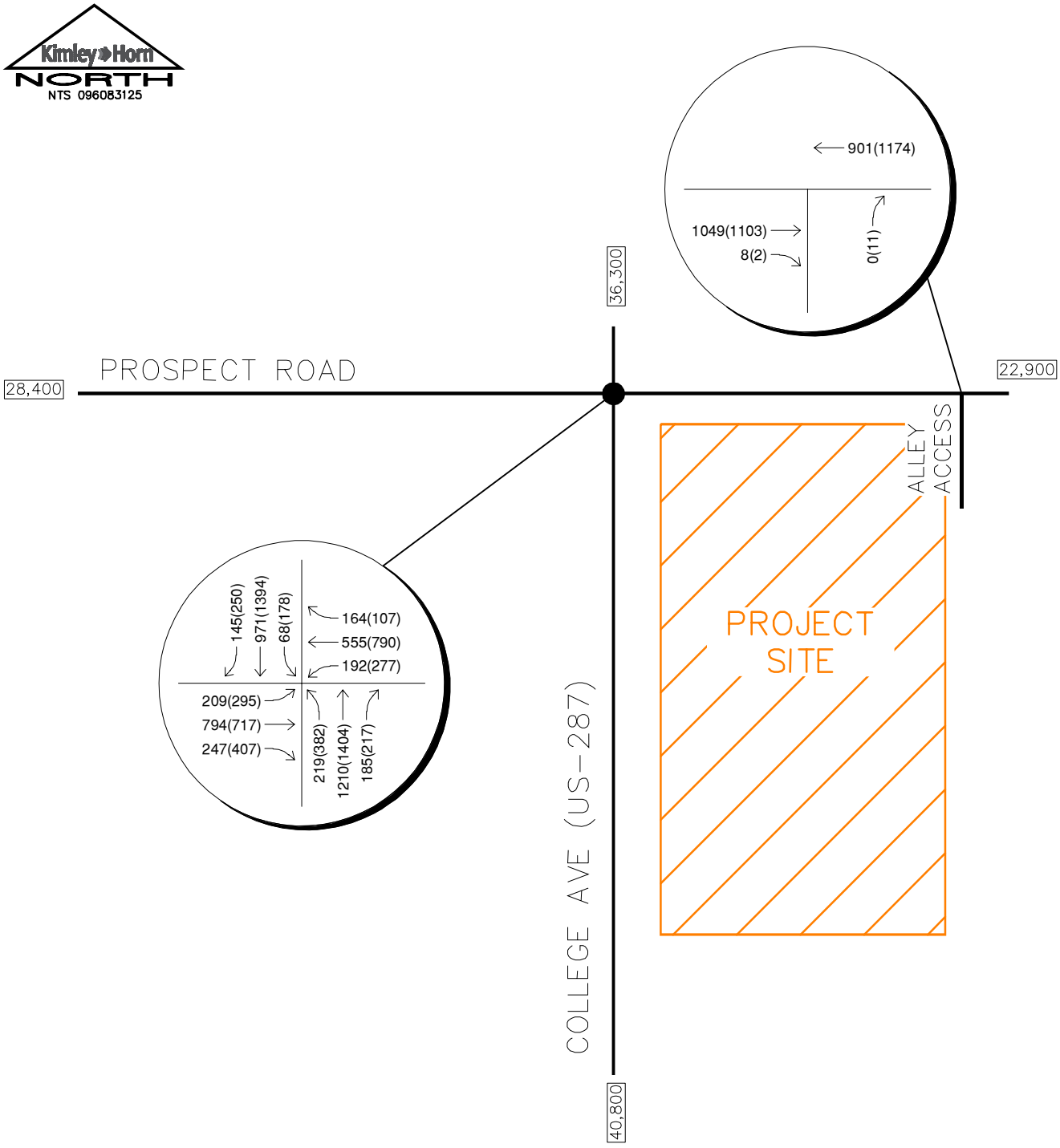
4.0 FUTURE CONDITIONS

4.1 Proposed Project Access

Direct access to the site is proposed along College Avenue (US-287) and Prospect Road. Both accesses will be restricted to right-in/right-out movements only. The access along College Avenue will be a new driveway and will be located approximately 200 feet south of the intersection at Prospect Road (measured edge to edge). The access along Prospect Road is proposed to be shared with the existing alley, which is approximately 150 feet east of College Avenue (also measured edge to edge). The alley access will continue to be restricted to right-in/right-out movements.

4.2 Unspecified Development Traffic Growth

According to information provided on the website for the Colorado Department of Transportation (CDOT), the 20-year growth factor along US-287 is 1.11 for College Avenue near the intersection at Prospect Road. This value equates to annual growth rate of approximately 0.52 percent. Traffic information from the CDOT Online Transportation Information System (OTIS) is included in **Appendix C.** An annual 0.5 percent growth rate was used to estimate near term 2022 and long term 2040 traffic volume projections at the key intersections without construction of the project. **Figure 6** and **Figure 7** illustrate the 2022 background volumes and the 2040 background volumes at the study intersections, respectively.



ALPINE BANK
FORT COLLINS, CO
2022 BACKGROUND VOLUMES

FIGURE 6

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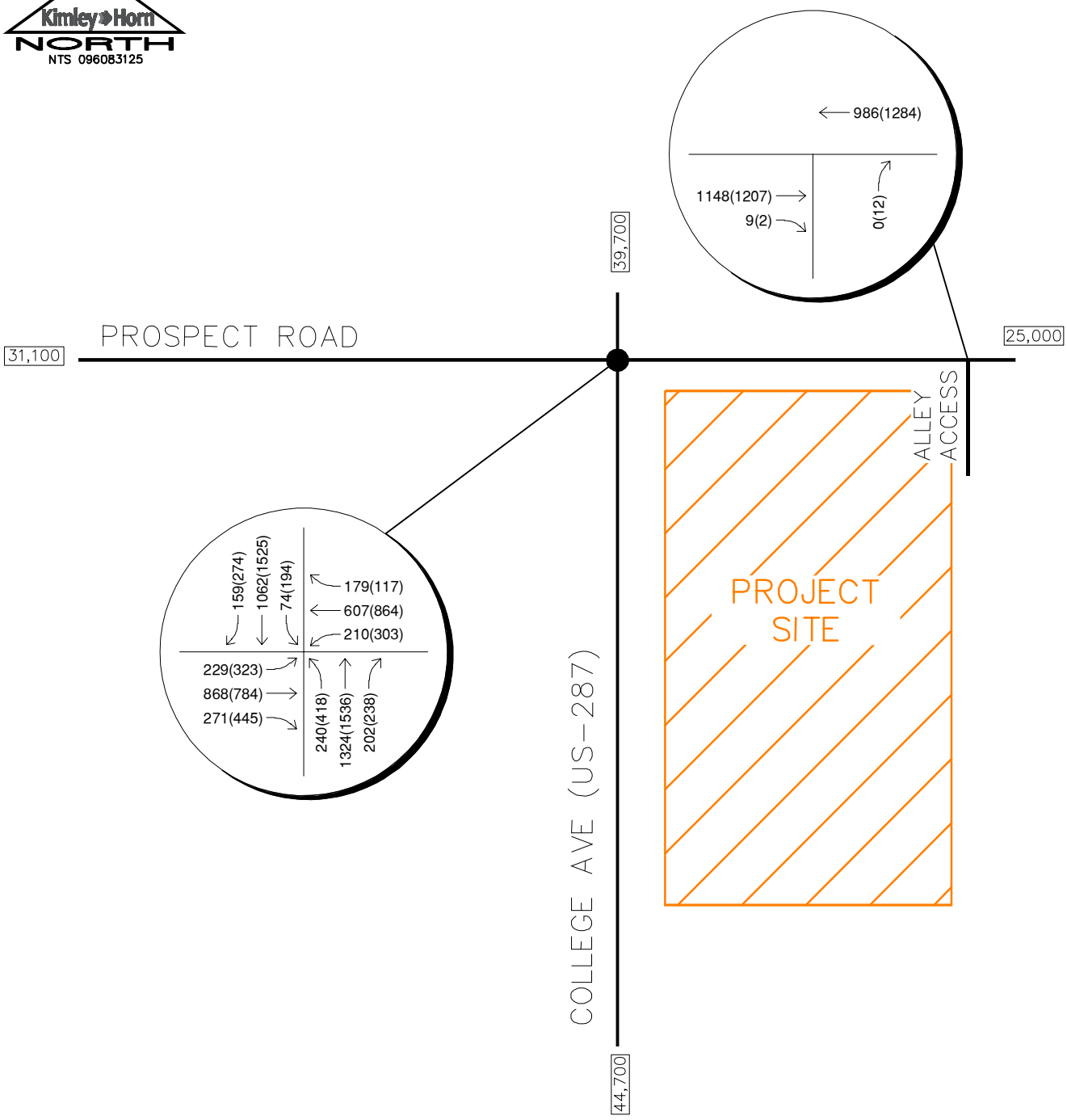

LEGEND

- ● Study Area Key Intersection
- XXX(XXX) Weekday AM(PM) Peak Hour Traffic Volumes
- XX,X00 Estimated Daily Traffic Volume

ALPINE BANK
FORT COLLINS, CO
2040 BACKGROUND VOLUMES

FIGURE 7

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5.0 PROJECT TRAFFIC CHARACTERISTICS

5.1 Trip Generation

Site-generated traffic estimates are determined through a process known as trip generation. Rates and equations are applied to the proposed land use to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the *Trip Generation Manual*[1] published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses. The project is anticipated to include an approximate 7,600 square foot drive-in bank. Therefore, Kimley-Horn used the ITE Trip Generation Report average rates that apply to Drive-In Bank (ITE 912) for traffic associated with the development. Alpine Bank is anticipated to generate approximately 762 daily trips with 72 of those trips occurring during the morning peak hour and 155 of those trips occurring during the afternoon peak hour. The project traffic generation is shown in **Table 1** while the trip generation calculation worksheet is provided in **Appendix D.**

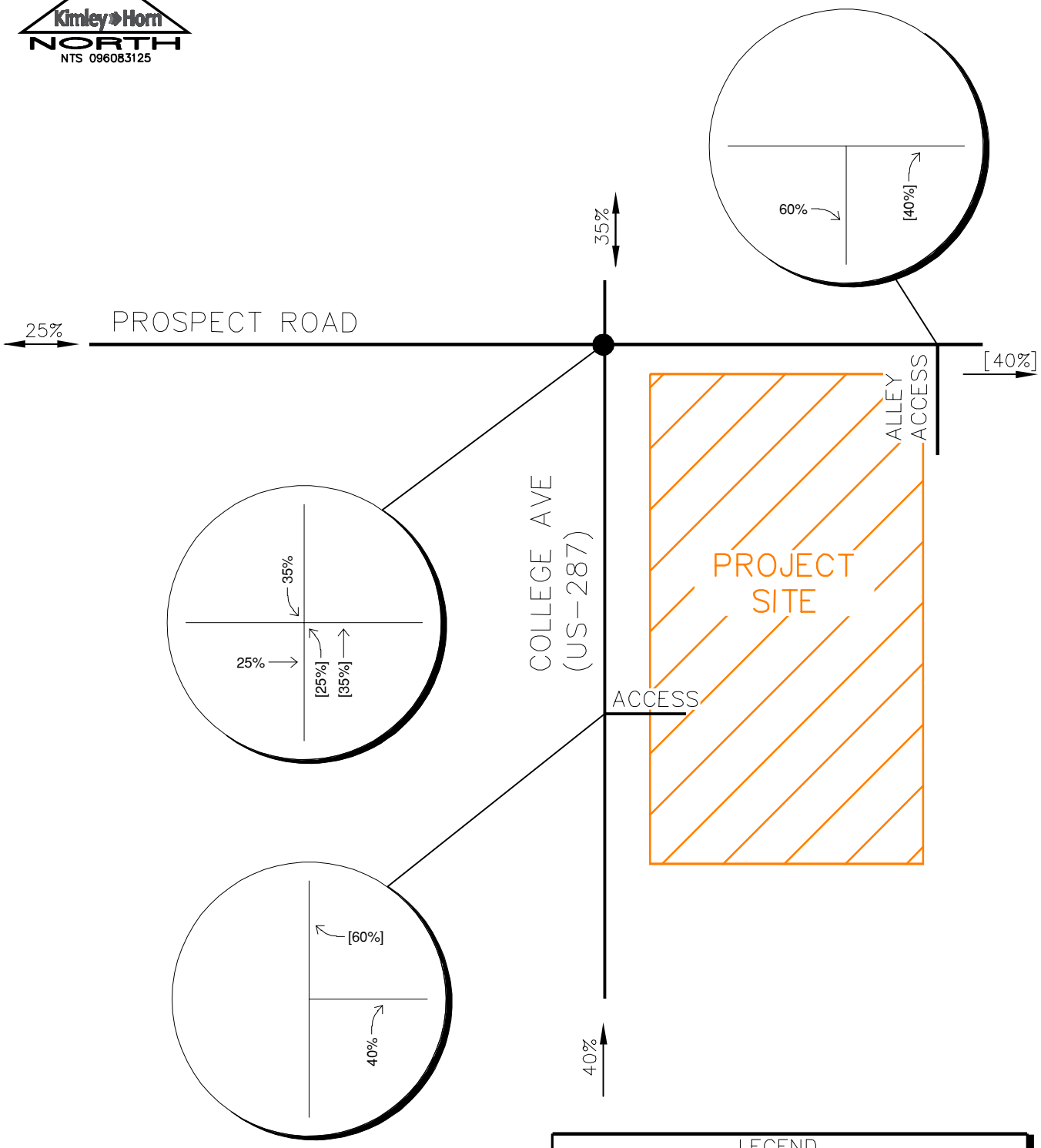
Table 1 – Alpine Bank Fort Collins Project Trip Generation

Land Use and Quantity	Daily	Weekday Vehicle Trips					
		AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Drive-In Bank (ITE 912) – 7,600 Square Feet	762	42	30	72	77	78	155

5.2 Trip Distribution

Distribution of site traffic on the street system was based on the area street system characteristics, existing traffic patterns, existing and anticipated surrounding demographic information, and the proposed access system for the project. The directional distribution of traffic is a means to quantify the percentage of site-generated traffic that approaches the site from a given direction and departs the site back to the original source. Since both accesses are restricted to right-in/right-out movements only, arriving traffic from the east will need to reroute on the street network to either approach the site from the south or north along College Avenue. Likewise, exiting traffic wishing to travel to the south, will instead need to travel eastbound on Prospect Road to turn south on the street network (likely Remington Street). The project trip distribution for the proposed development is illustrated in **Figure 8**.

[1] Institute of Transportation Engineers, *Trip Generation Manual*, Tenth Edition, Washington DC, 2017.



ALPINE BANK
FORT COLLINS, CO
PROJECT TRIP DISTRIBUTION

FIGURE 8

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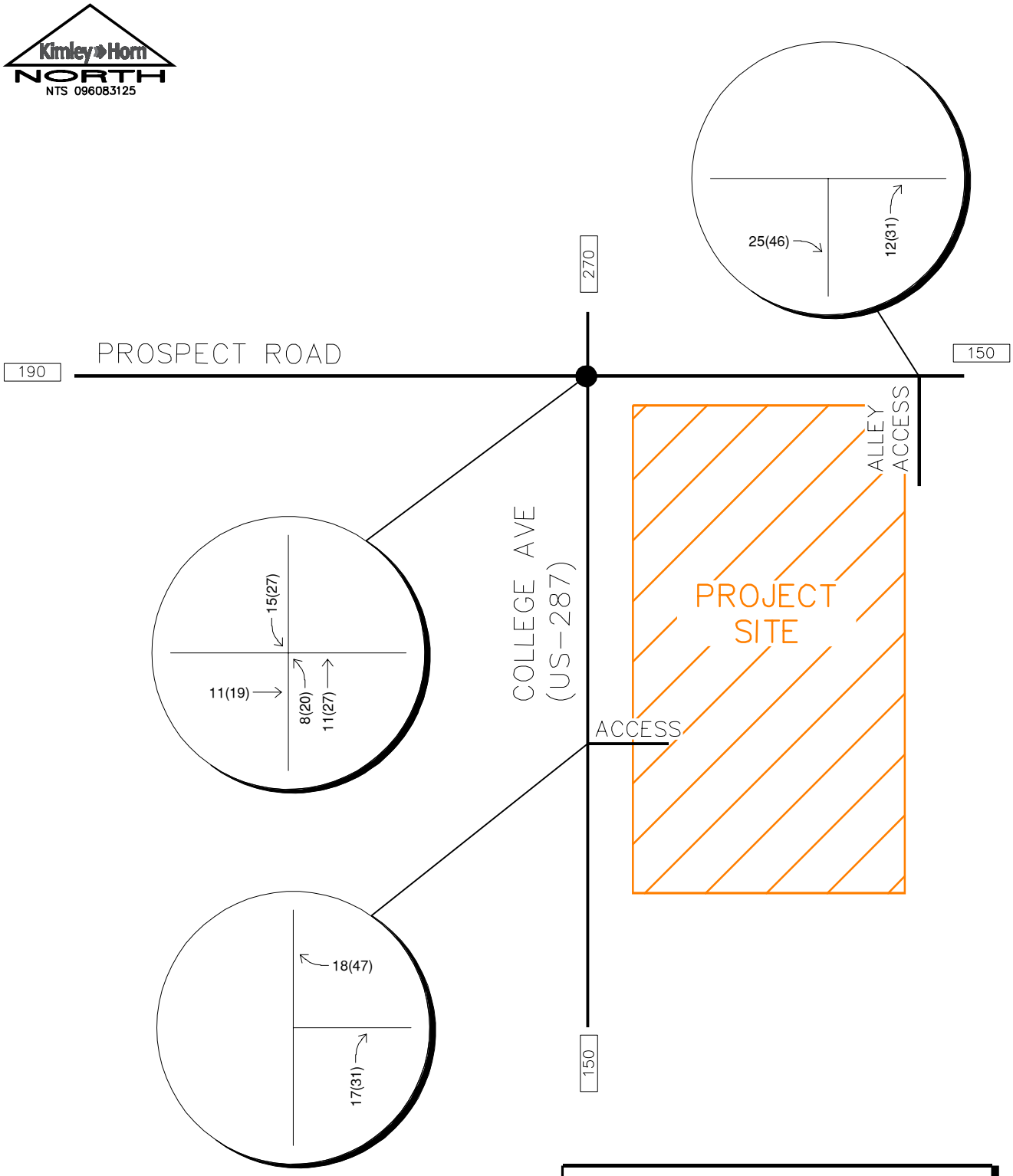
5.3 Traffic Assignment

Traffic assignment was obtained by applying the distribution from **Figure 8** to the estimated traffic generation of the project shown in **Table 1**. The traffic assignment is shown in **Figure 9.**

5.4 Total (Background Plus Project) Traffic

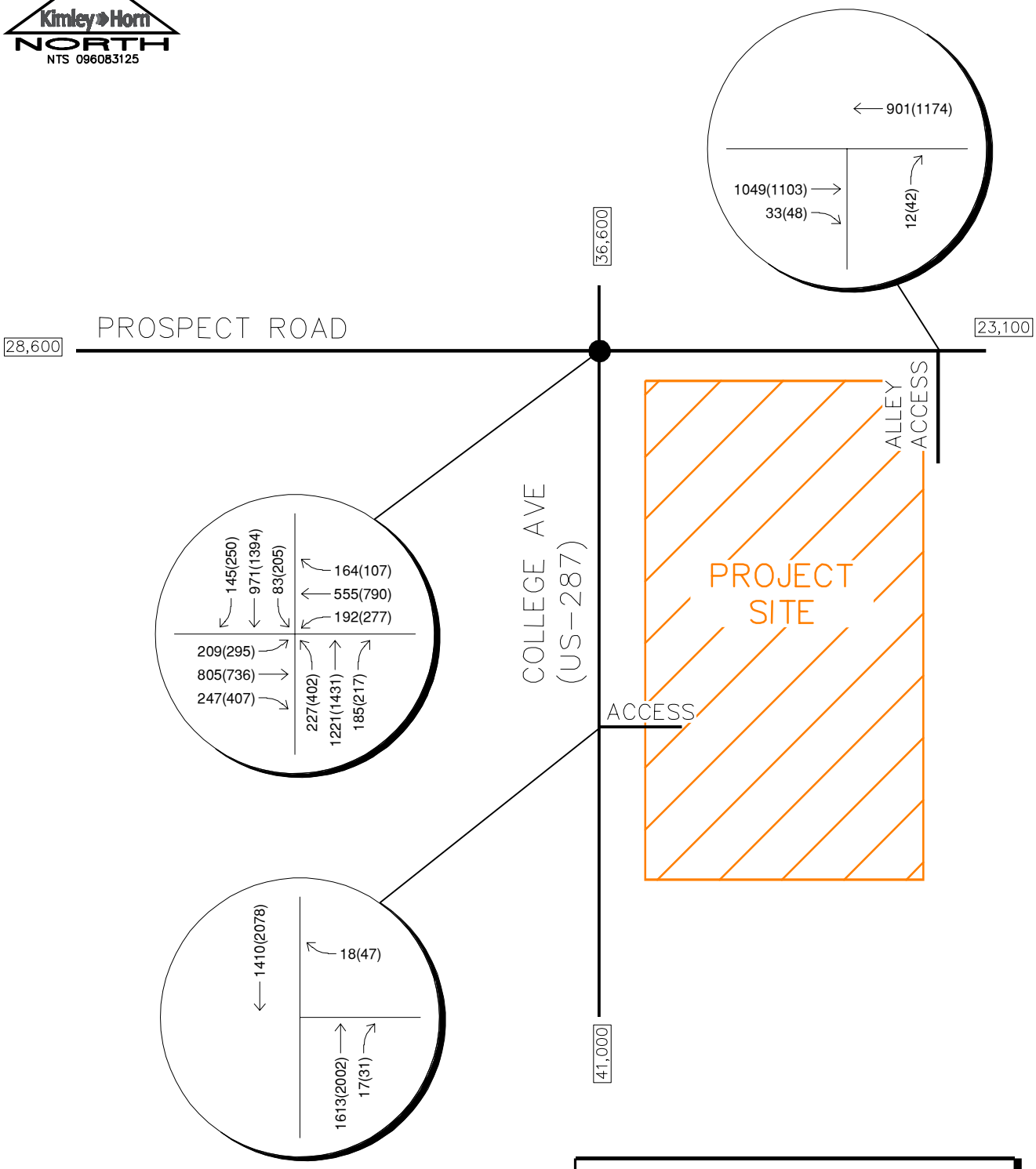
Project traffic volumes were added to the background volumes to represent estimated traffic conditions for the short-term 2022 horizon and long-term horizon. **Figure 10** illustrates the background plus project traffic volumes for the 2022 horizon at the study key intersections. The 2040 total full buildout traffic volumes for the study area are shown in **Figure 11**.



ALPINE BANK
FORT COLLINS, CO
PROJECT TRAFFIC ASSIGNMENT

FIGURE 9

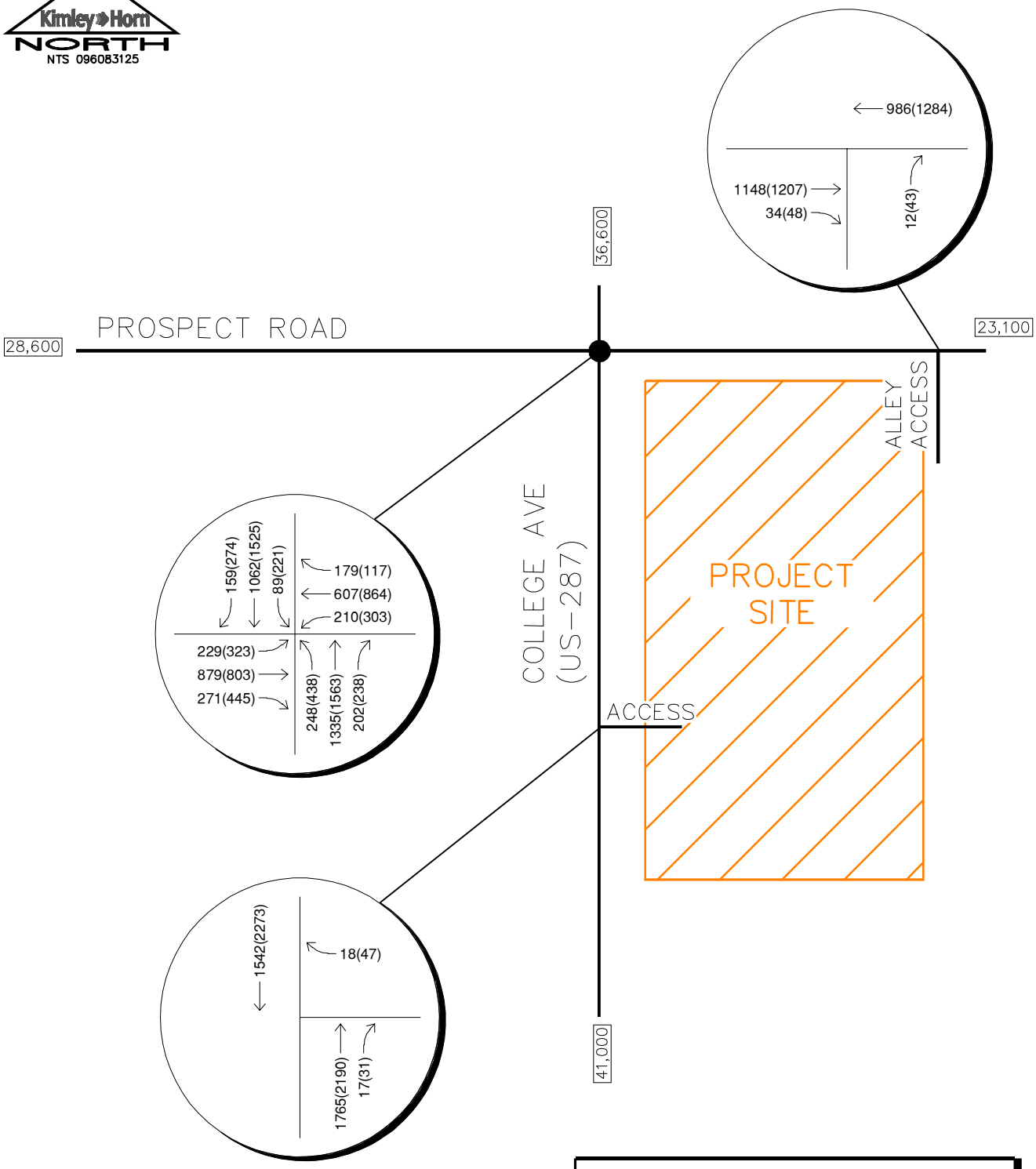
Kimley»Horn



ALPINE BANK
FORT COLLINS, CO
2022 BACKGROUND VOLUMES
PLUS PROJECT TRAFFIC

FIGURE 10

Kimley»Horn



ALPINE BANK
FORT COLLINS, CO
2040 BACKGROUND VOLUMES
PLUS PROJECT TRAFFIC

FIGURE 11

Kimley»Horn

6.0 TRAFFIC OPERATIONS ANALYSIS

Kimley-Horn's analysis of traffic operations in the vicinity of the site was conducted to determine potential capacity deficiencies in the 2022 and 2040 development horizons at the identified key intersections. The acknowledged source for determining overall capacity is the current edition of the *Highway Capacity Manual*[2].

6.1 Analysis Methodology

Capacity analysis results are listed in terms of Level of Service (LOS). LOS is a qualitative term describing operating conditions a driver will experience while traveling on a particular street or highway during a specific time interval. It ranges from A (very little delay) to F (long delays and congestion). For intersections and roadways in this study area, Larimer County standard for the City of Fort Collins identifies overall intersection LOS D and approach LOS E as the minimum thresholds for acceptable operations for signalized intersections. LOS E is the minimum threshold for movements at unsignalized intersections. **Table 2** shows the definition of LOS for signalized and unsignalized intersections.

Table 2 – Level of Service Definitions

Level of Service	Signalized Intersection Average Total Delay (sec/veh)	Unsignalized Intersection Average Total Delay (sec/veh)
A	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80	> 50

Study area intersections were analyzed based on average total delay analysis for signalized and unsignalized intersections. Under the unsignalized analysis, the LOS for a two-way stop-controlled intersection is determined by the computed or measured control delay and is defined for each minor movement. LOS for a two-way stop-controlled intersection is not defined for the intersection as a whole. LOS for a signalized and all-way stop controlled intersection is defined for each approach and for the intersection. The intersection analysis was conducted using Synchro software with the analysis results reported using the Highway Capacity Manual (HCM) procedure.

[2] Transportation Research Board, *Highway Capacity Manual*, Sixth Edition, Washington DC, 2016.

6.2 Intersection Operational Analysis

Calculations for the LOS at the study key intersections are provided in **Appendix E**. The existing LOS analyses are based on the lane geometry and intersection control shown in **Figure 2**. The LOS analyses determine what improvements may be needed at the intersections and proposed accesses to handle background traffic growth and project related traffic in the two study horizons. Existing peak hour factors were utilized in the existing and 2022 horizon analysis years, whereas the recommended peak hour factor of 0.92 was used for the 2040 horizon analysis.

College Avenue (US-287) & Prospect Road

The signalized intersection of College Avenue (US-287) and Prospect Road operates with protected only dual left turn phasing on all approaches. This intersection is currently operating acceptably with LOS D during the morning and afternoon peak hours. With the buildout of the project, a channelized northbound right turn lane will be constructed as requested by the City of Fort Collins. Construction of this northbound right turn lane will actually decrease the average vehicle delay through the intersection even with the addition of project traffic. Therefore, this is an overall good improvement for the intersection. With the addition of project traffic and the new northbound right turn lane, the 2022 and 2040 total scenarios are expected to continue to operate acceptably with LOS D during the peak hours. **Table 3** provides the results of the LOS analysis conducted at this intersection.

Table 3 – College Avenue & Prospect Road LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2020 Existing	**40.2**	**D**	**43.9**	**D**
Eastbound Approach	50.6	D	56.3	E
Eastbound Left	57.6	E	69.7	E
Eastbound Through	48.8	D	50.8	D
Eastbound Right	0.0	A	0.0	A
Westbound Approach	42.5	D	53.6	D
Westbound Left	60.8	E	58.0	E
Westbound Through	36.2	D	52.1	D
Westbound Right	0.0	A	0.0	A
Northbound Approach	33.8	C	21.5	C
Northbound Left	42.2	D	39.7	D
Northbound Through	31.3	C	15.3	B
Northbound Shared Right	34.9	C	20.9	C
Southbound Approach	38.1	D	58.6	E
Southbound Left	54.7	D	69.7	E
Southbound Through	37.0	D	57.2	E
Southbound Right	0.0	A	0.0	A

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2022 Background	**40.6**	**D**	**44.9**	**D**
Eastbound Approach	51.0	D	56.5	E
Eastbound Left	57.8	E	70.0	E
Eastbound Through	49.3	D	51.0	D
Eastbound Right	0.0	A	0.0	A
Westbound Approach	42.5	D	53.9	D
Westbound Left	60.9	E	58.2	E
Westbound Through	36.2	D	52.4	D
Westbound Right	0.0	A	0.0	A
Northbound Approach	34.5	C	22.7	C
Northbound Left	42.5	D	40.7	D
Northbound Through	31.9	C	16.4	B
Northbound Shared Right	35.7	D	22.4	C
Southbound Approach	38.3	D	60.3	E
Southbound Left	54.7	D	70.6	E
Southbound Through	37.0	D	59.0	E
Southbound Right	0.0	A	0.0	A
2022 Background Plus Project #	**39.8**	**D**	**44.6**	**D**
Eastbound Approach	51.6	D	56.8	E
Eastbound Left	57.8	E	70.0	E
Eastbound Through	50.0	D	51.5	D
Eastbound Right	0.0	A	0.0	A
Westbound Approach	42.3	D	54.5	D
Westbound Left	60.9	E	60.6	E
Westbound Through	35.9	D	52.4	D
Westbound Right	0.0	A	0.0	A
Northbound Approach	30.8	C	19.4	B
Northbound Left	42.9	D	42.3	D
Northbound Through	28.5	C	12.9	B
Northbound Shared Right	0.0	A	0.0	A
Southbound Approach	38.6	D	59.8	E
Southbound Left	55.8	E	65.0	E
Southbound Through	37.1	D	59.0	E
Southbound Right	0.0	A	0.0	A
2040 Background #	**40.5**	**D**	**50.5**	**D**
Eastbound Approach	50.4	D	60.5	E
Eastbound Left	57.6	E	76.3	E
Eastbound Through	48.6	D	54.0	D
Eastbound Right	0.0	A	0.0	A
Westbound Approach	42.2	D	65.4	E
Westbound Left	60.1	E	62.4	E
Westbound Through	36.0	D	66.5	E
Westbound Right	0.0	A	0.0	A
Northbound Approach	33.9	C	27.8	C
Northbound Left	42.0	D	73.3	E
Northbound Through	31.4	C	15.4	B
Northbound Shared Right	35.0	C	0.0	A
Southbound Approach	40.1	D	59.8	E
Southbound Left	55.1	E	66.2	E
Southbound Through	39.0	D	59.0	E
Southbound Right	0.0	A	0.0	A

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2040 Background Plus Project #	**39.8**	**D**	**52.4**	**D**
Eastbound Approach	50.9	D	61.2	E
Eastbound Left	27.6	E	76.3	E
Eastbound Through	49.2	D	55.1	E
Eastbound Right	0.0	A	0.0	A
Westbound Approach	42.1	D	66.2	E
Westbound Left	60.1	E	65.4	E
Westbound Through	35.8	D	66.5	E
Westbound Right	0.0	A	0.0	A
Northbound Approach	30.4	C	32.6	C
Northbound Left	42.4	D	85.2	F
Northbound Through	28.1	C	17.9	B
Northbound Shared Right	0.0	A	0.0	A
Southbound Approach	40.3	D	60.3	E
Southbound Left	56.0	E	69.4	E
Southbound Through	39.0	D	59.0	E
Southbound Right	0.0	A	0.0	A

= Exclusive NB channelized right turn lane

Alpine Bank Project Access LOS

Access to Alpine Bank will be provided with a proposed new right-in/right-out access along College Avenue (US-287) and an existing right-in/right-out alley access along Prospect Road. The new access along College Avenue (US-287) will require a CDOT Access Permit. There are two driveways along project frontage of College Avenue (US-287) so the Access Permit will serve as a relocation of an existing access and an access removal. Neither a northbound right turn deceleration lane nor acceleration lane along northbound College Avenue from the westbound right turn exit are anticipated to be needed at the College Avenue (US-287) Access since College Avenue (US-287) provides three through lanes. It is recommended that the westbound exiting approach of the College Avenue (US-287) access be stop-controlled with a R1-1 “STOP” sign installed on the exiting westbound driveway approach to College Avenue. Since this driveway will be restricted to right-in/right-out movements only, either a R3-5R Right Turn Only or R3-2 No Left Turn sign is recommended to be placed underneath the STOP sign. Likewise, a R6-1(R) “ONE WAY” sign may be installed within the existing raised median of College Avenue (US-287) directly in front of an exiting driver’s view if desired by the City and CDOT. The access along Prospect Road is proposed to be shared with the alley which provides access to adjacent residential homes. The City of Fort Collins may require improvements of the alley intersection along Prospect Road to better accommodate turning movements in and out of the alley. **Table 4** provides the results of the level of service for the proposed access intersections. As shown in the table, the project accesses are anticipated to

have the right turn exiting movements operating at acceptable level of service during years 2022 and 2040.

Table 4 – Project Access LOS Results

Intersection	2022 Background Plus Project				2040 Background Plus Project			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay (sec/ veh)	LOS	Delay (sec/ veh)	LOS	Delay (sec/ veh)	LOS	Delay (sec/ veh)	LOS
College Avenue Access Westbound Right	20.8	C	14.1	B	23.1	C	15.2	C
Prospect Road Access Northbound Right	13.2	B	14.4	B	13.9	B	15.4	C

6.3 Bicycle and Pedestrian Access

A bicycle and pedestrian access evaluation were conducted for the Alpine Bank project. This focused on the areas of College Avenue (US-287) and Prospect Road adjacent to the site. The following provides a description of the assessment.

Adjacent to the site on the west, College Avenue (US-287) provides sidewalks along the east and west side of the roadway. With the buildout of the project and the construction of the northbound right turn lane, the sidewalk will be shifted and reconstructed to the east. Prospect Road provides sidewalks on the north and south sides of the roadway. The sidewalks along project frontage will be maintained or reconstructed to meet City of Fort Collins standards.

Transit within the area is provided by Transfort. The nearest bus station is located at Prospect Station, which is approximately 500 feet west of the project site. Pedestrian access between this station and Alpine Bank is provided via existing sidewalks along Prospect Road and the signalized protected crossing provided at the Prospect Road and College Avenue (US-287) intersection. Prospect Station is covered with ADA ramps and signage. The MAX route provides service between the DTC in Downton Fort Collins and STC south of Harmony Road. It links with other Transfort bus routes, Park-n-Rides, and the City's bicycle/pedestrian trail system. A station exists directly to the west of the project site. The MAX service is Monday through Saturday, every 10 minutes during peak hours and every 30 minutes all day on Sundays, year-round. MAX Bus Rapid Transit (BRT) serves major activity and employment centers throughout the community including Midtown, CSU and Downtown.

6.4 Queue Analysis

A queuing analysis was conducted for the key intersection for left and right turn lanes. Results were obtained from the 95th percentile queue lengths obtained from the Synchro analysis. Queue length calculations for unsignalized intersections are provided within the level of service operational sheets provided in **Appendix E** and for the signalized intersection are provided in **Appendix F**. Results of the queuing analysis and recommendations at the study area intersections are provided in **Table 5**.

Table 5 – Turn Lane Length Analysis Results

Intersection Turn Lane	Existing Turn Lane Length (feet)	2022 Calculated Queue Length (ft)	2022 Recommended Turn Lane Length (ft)	2040 Calculated Queue Length (ft)	2040 Recommended Turn Lane Length (ft)
College Ave & Prospect Rd					
Eastbound Left	250' DL	206'	250' DL	252'	250' DL
Eastbound Right	250'	207'	250'	264'	250'
Westbound Left	125' DL	178'	**125' DL**	219'	**125' DL**
Westbound Right	125'	64'	125'	77'	125'
Northbound Left	225' DL	256'	**225' DL**	283'	**225'DL**
Northbound Right #	DNE	46'	**190'**	70'	190'
Southbound Left	175' DL	166'	175' DL	159'	175' DL
Southbound Right	200'	123'	200'	136'	200'

C = Continuous Lane; DL = Dual Left Turn Lanes; DNE = Does Not Exists # = Northbound right turn lane to be constructed with project

All existing left and right turn storage bays are anticipated to accommodate projected queue demands other than the westbound left turn lane and northbound left turn lane at the College Avenue and Prospect Road signalized intersection. However, these storage lanes cannot be extended due to the presence of back-to-back turn lanes; therefore, it is not feasible to be extended without extending into the adjacent turn lane.

In addition, a northbound right turn lane will be constructed at the Prospect Road and College Avenue intersection with buildout of the project. This right turn lane was requested by City of Fort Collins staff to improve traffic operations of the intersection. By the CDOT State Highway Access Code, this northbound right turn lane would require a length of 225 feet (based on one foot per vehicle) with a 120-foot taper (storage plus taper). The project driveway along College Avenue (US-287) has been located as far south as possible with the relocation of the historic home to the south end of the property. Therefore, it is recommended that this northbound right turn lane be constructed with the maximum length possible as a continuous lane to the proposed access along College Avenue, which would provide a length of approximately 190

feet. This length will accommodate the projected 46-foot queue in 2022 and 70-foot queue in 2040.

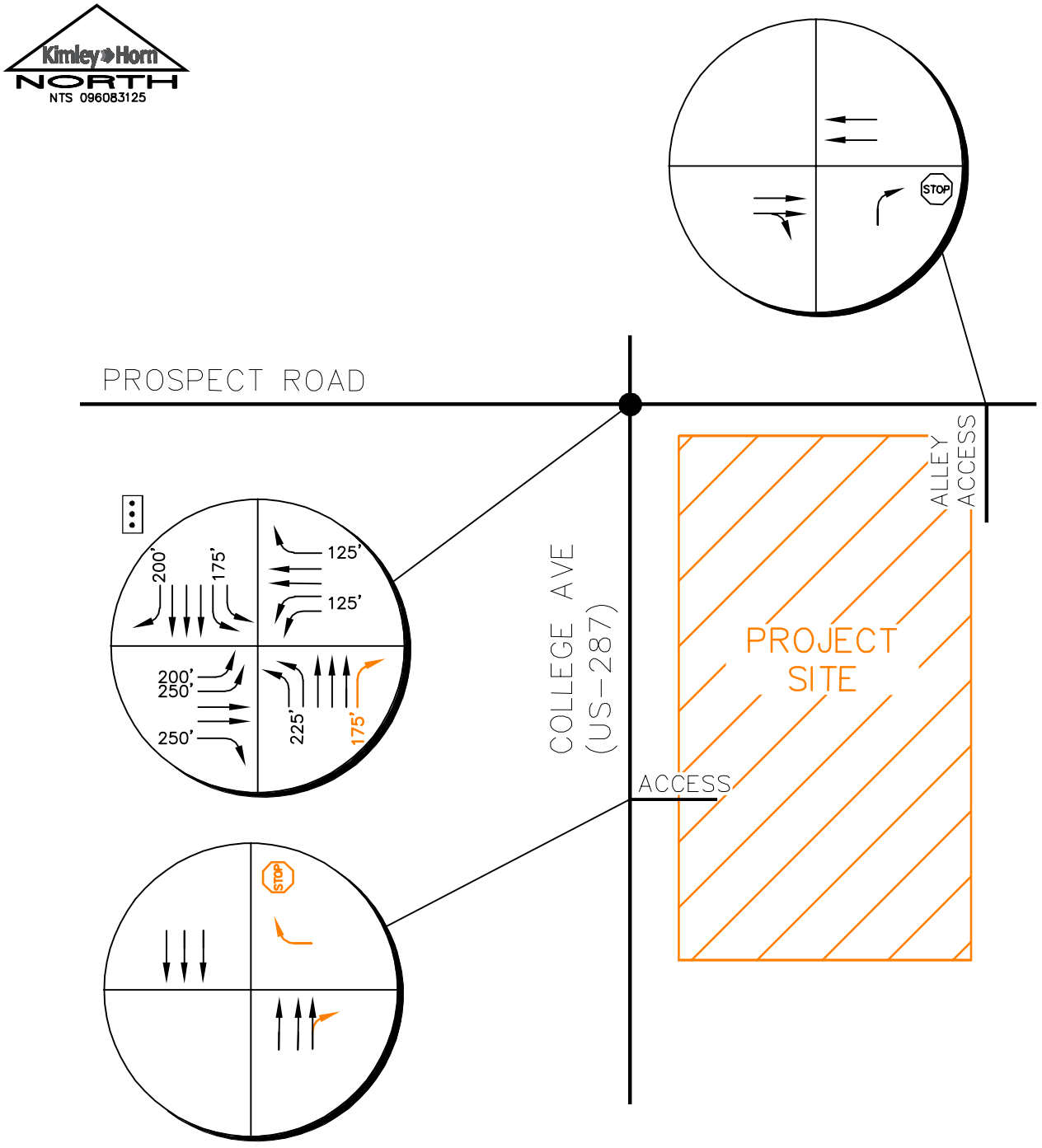
6.5 Drive Through Queueing Analysis

The proposed drive-through for Alpine Bank will be located on the east side of the building. Vehicles entering the drive-through lanes will travel from south to north adjacent to the bank building. Since there is on-site vehicle queuing prior to the entering the three drive-through lanes, a vehicle queue analysis was conducted to ensure vehicles would not spill out to the adjacent drive aisles or out to College Avenue (US-287).

Alpine Bank will contain three lanes for vehicles queueing with storage for at least nine (9) vehicles (three vehicles in each lane). There is approximately 75 feet of additional spill back length on-site in the drive-through for three more vehicles for a total of 12 vehicles prior to backing into the east-west drive aisle. This meets the eight (8)-vehicle design queue best practice standard for banks with a drive-through as referenced in the ITE Summer 2012, Drive-Through Queue Generation, 1st Edition, written by Mark Spack. The documentation is included in **Appendix G**.

6.6 Improvement Summary

Based on the results of the intersection operations and turn lane queuing analysis, improvements were identified as being needed at key study intersections in the short term 2022 project buildout and throughout the long term 2040 twenty-year planning horizons. These improvements are summarized in **Figure 12** for both horizons as no additional improvements were found to be needed by 2040 than what was recommended to accommodate project traffic in 2022.



ALPINE BANK
FORT COLLINS, CO
RECOMMENDED LANE
CONFIGURATIONS AND CONTROL

FIGURE 12

Kimley»Horn

7.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the analysis presented in this report, Kimley-Horn believes the proposed Alpine Bank project will be successfully incorporated into the existing roadway network. Analysis of the existing street network, the proposed project development, and expected traffic volumes resulted in the following recommendations:

- A new right-in/right-out access is proposed to be constructed along College Avenue (US-287). This access will require a CDOT Access Permit due to College Avenue (US-287) being a state highway. There are two driveways along project frontage of College Avenue (US-287) so the Access Permit will serve as a relocation of an existing access and an access removal. Neither a northbound right turn deceleration lane nor acceleration lane along northbound College Avenue from the westbound right turn exit are anticipated to be needed at the College Avenue Access since College Avenue (US-287) provides three through lanes. It is recommended that a R1-1 "STOP" sign be installed on the exiting westbound approach of this proposed driveway access to College Avenue (US-287). Since this driveway will be restricted to right-in/right-out movements only, either a R3-5R Right Turn Only or R3-2 No Left Turn sign is recommended to be placed underneath the STOP sign. Likewise, if desired, a R6-1(R) "ONE WAY" sign may be installed within the existing raised median of College Avenue (US-287) directly in front of an exiting driver's view.

- The right-in/right-out access along Prospect Road is proposed to be shared with the existing alley which provides access to adjacent residential homes. The City of Fort Collins may require improvements of this alley intersection along Prospect Road to better accommodate turning movements into and out of the alley and the bank access with development of this project.

- With buildout of the project, a northbound right turn lane will be constructed at the intersection of College Avenue (US-287) and Prospect Road as requested by the City of Fort Collins to improve traffic operations. It is recommended that this northbound right turn lane be constructed to the maximum length possible at a length of approximately 190 feet to be continuous to the proposed project right-in/right-out access along College Avenue.

- These signing and striping improvements should be incorporated into the Civil Drawings and conform to City of Fort Collins and CDOT standards as well as the Manual on Uniform Traffic Control Devices – 2009 Edition (MUTCD).

APPENDICES

APPENDIX A

Base Assumptions

Attachement A
Transportation Impact Study
Base Assumptions

Project Information			
Project Name	Alpine Bank Fort Collins		
Project Location	SEC of Prospect Road and College Road		
TIS Assumptions			
Type of Study	Full: **X**	Intermediate:	
Study Area Bounderies	North: Prospect Road	South: Project Boundary	
	East: Alley	West: College Avenue	
Study Years	Short Range: 2022	Long Range: 2040	
Future Traffic Growth Rate	0.50% (CDOT 20 Year Factor US-287 is 1.11 = 0.52% Annual Growth)		
Study Intersections	1. All access drives	5	
	2. Prospect Rd / College Ave	6	
	3	7	
	4	8	
Time Period for Study	AM: 7:00-9:00	PM: 4:00-6:00	Sat: N/A
Trip Generation Rates	SEE ATTACHED ITE CALCULATION SHEETS		
Trip Adjustment Factors	Passby: N/A	Captive Market: N/A	
Overall Trip Distribution	SEE ATTACHED		
Mode Split Assumptions	N/A - ITE Trip Generation all Vehicles		
Committed Roadway Improvements	Northbound Right Turn Lane Desired at College Ave/Prospect Road		
Other Traffic Studies	Pedestrian LOS		
Areas Requiring Special Study	COVID-19 Adjustment Needed. Compare September counts to previous counts conducted in area (56 percent increase AM and 20 percent increase PM)		

Date: 9/29/2020

Traffic Engineering: Curtis Rowe

Local Entity Engineering: Steven Gilchrist

ROUTE	REFPT	ENDREFPT	LENGTH	UPDATEYR	AADT	AADTYR	COUNTYEAR	AADTDERIV	YR20FACTOR	DHV
287C	345.212	345.717	0.501	2019	40000	2018	2017	Factor 1 Yr	1.11	9.5

Yearly Growth Rate = 0.52%

Kimley»Horn

Project	Alpine Bank				
Subject	Trip Generation for Drive-In Bank				
Designed by	CDR	*Date*	September 21, 2020	*Job No.*	
Checked by		*Date*		*Sheet No.*	1 of 1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Average Rate Equations

Land Use Code - Drive-in Bank (912)

Independant Variable - 1000 Square Feet Gross Floor Area (X)
Gross Floor Area = 7,600 Square Feet
X = 7.600
T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (900 Series Page 13)

Average Weekday
T = 9.50 (X)
T = 9.50 * 7.600

Directional Distribution: 58% ent. 42% exit.
T = 72 Average Vehicle Trip Ends
42 entering 30 exiting

42 + 30 = 72

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (900 Series Page 14)

Average Weekday
T = 20.45 (X)
T = 20.45 * 7.600

Directional Distribution: 50% ent. 50% exit.
T = 155 Average Vehicle Trip Ends
77 entering 78 exiting

77 (*) · 78 = 155

Weekday (900 Series Page 12)

Average Weekday
T = 100.03 (X)
T = 100.03 * 7.600

Directional Distribution: 50% entering, 50% exiting
T = 762 Average Vehicle Trip Ends
381 entering 381 exiting

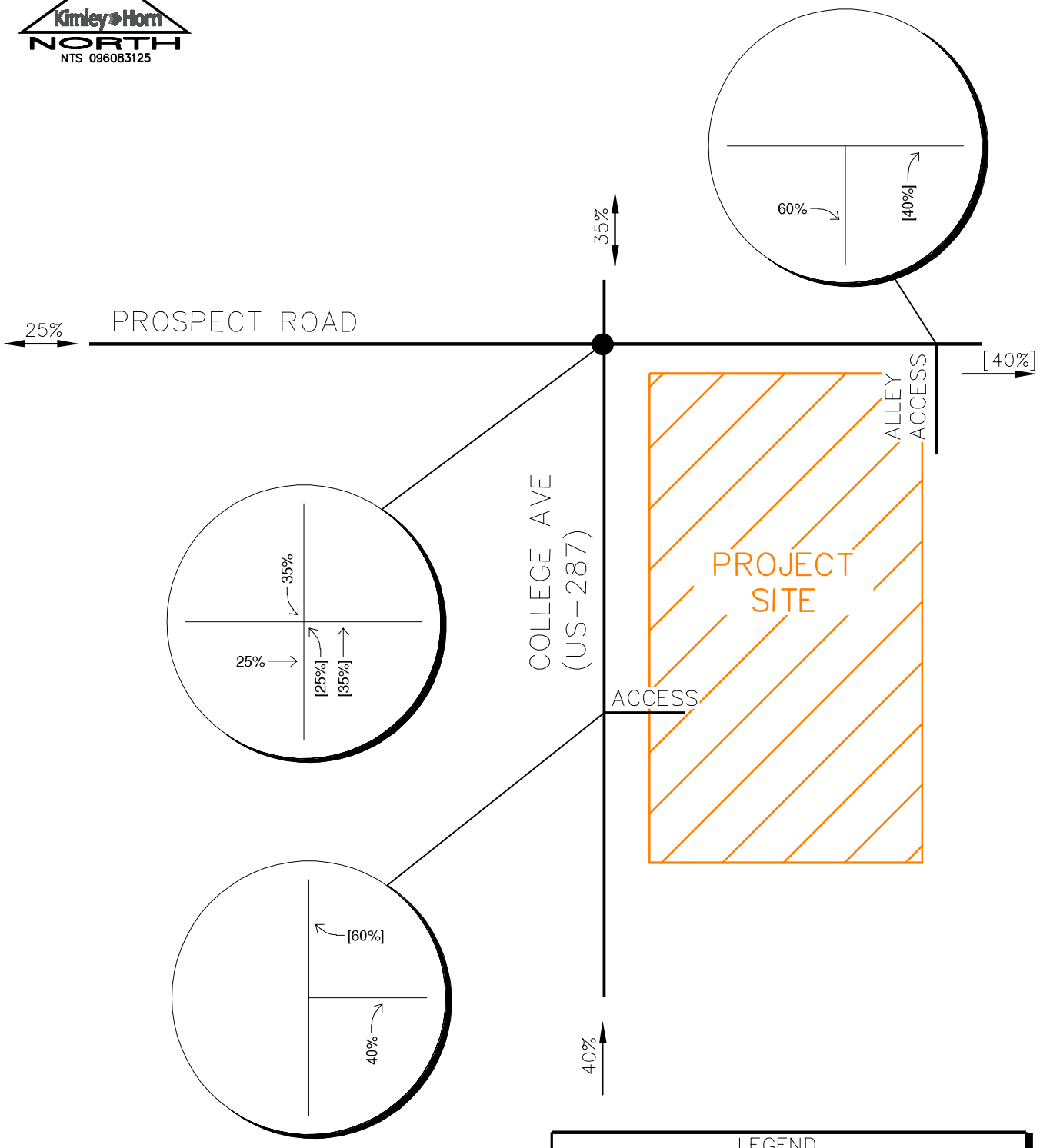
381 + 381 (*) = 762

Saturday Peak Hour of Generator (900 Series Page 18)

Average Saturday
T = 26.35 (X)
T = 26.35 * 7.600

Directional Distribution: 51% ent. 49% exit.
T = 200 Average Vehicle Trip Ends
102 entering 98 exiting

102 + 98 = 200



ALPINE BANK
FORT COLLINS, CO
PROJECT TRIP DISTRIBUTION

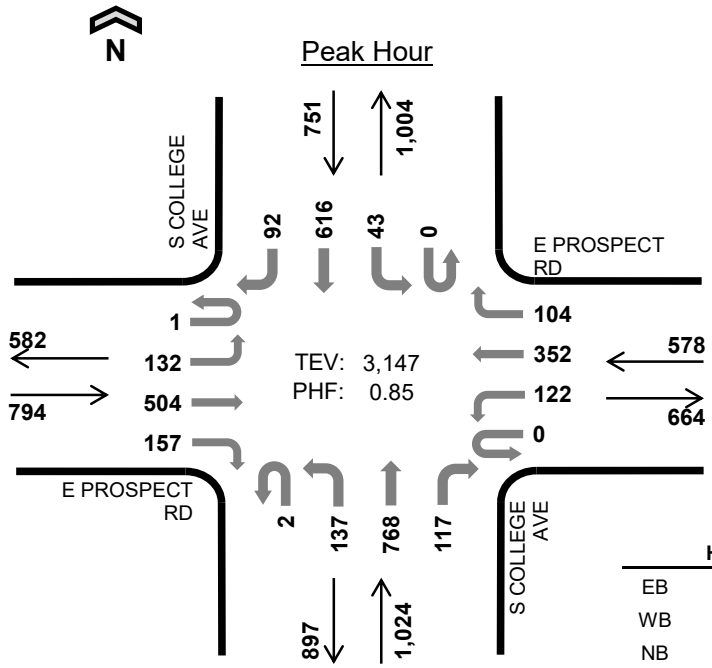
FIGURE 8

Kimley»Horn

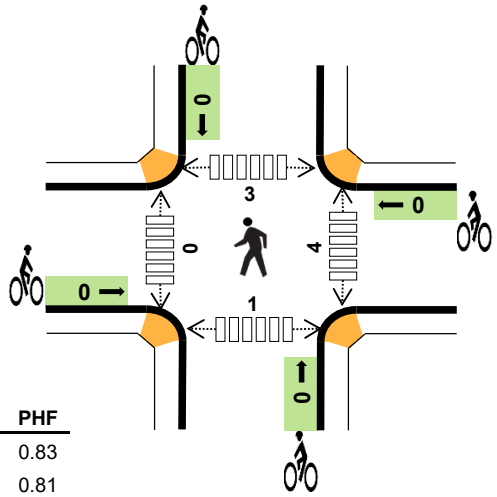
APPENDIX B

Intersection Counts

S COLLEGE AVE
E PROSPECT RD



Date: Thu, Sep 03, 2020
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	2.4%	0.83
WB	3.8%	0.81
NB	3.0%	0.84
SB	4.3%	0.92
TOTAL	3.3%	0.85

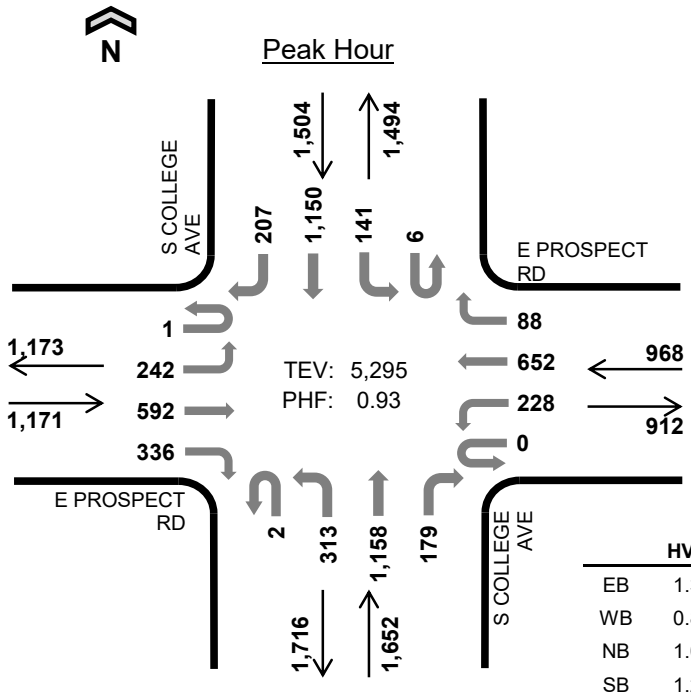
Two-Hour Count Summaries

Interval Start	E PROSPECT RD Eastbound				E PROSPECT RD Westbound				S COLLEGE AVE Northbound				S COLLEGE AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	1	14	87	20	0	17	53	11	0	15	125	16	2	11	96	13	481	0
7:15 AM	0	19	131	34	0	20	61	21	1	32	180	22	0	8	103	19	651	0
7:30 AM	**0**	**44**	**137**	**34**	**0**	**23**	**78**	**30**	**1**	**39**	**193**	**31**	**0**	**10**	**122**	**20**	**762**	0
7:45 AM	**1**	**33**	**157**	**47**	**0**	**34**	**110**	**35**	**1**	**43**	**224**	**36**	**0**	**13**	**153**	**34**	**921**	2,815
8:00 AM	**0**	**22**	**101**	**32**	**0**	**29**	**92**	**15**	**0**	**22**	**155**	**24**	**0**	**9**	**165**	**21**	**687**	3,021
8:15 AM	**0**	**33**	**109**	**44**	**0**	**36**	**72**	**24**	**0**	**33**	**196**	**26**	**0**	**11**	**176**	**17**	**777**	**3,147**
8:30 AM	0	29	87	40	0	29	88	21	0	37	212	21	0	11	145	22	742	3,127
8:45 AM	0	36	110	50	0	37	82	19	0	49	205	35	2	21	170	28	844	3,050
Count Total	2	230	919	301	0	225	636	176	3	270	1,490	211	4	94	1,130	174	5,865	0
Peak Hour	**1**	**132**	**504**	**157**	**0**	**122**	**352**	**104**	**2**	**137**	**768**	**117**	**0**	**43**	**616**	**92**	**3,147**	**0**

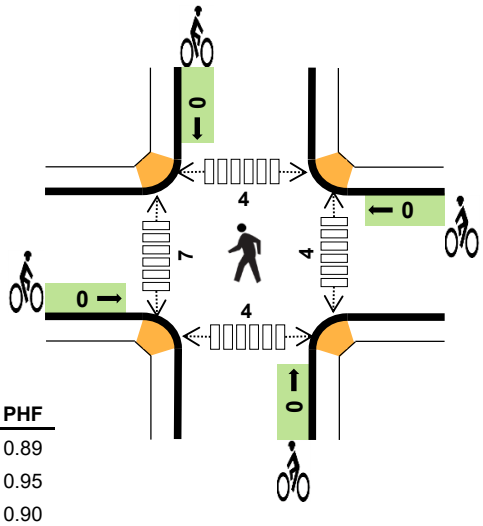
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	4	2	2	6	*14*	0	0	0	0	*0*	0	0	1	0	*1*
7:15 AM	3	4	6	6	*19*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	**2**	**6**	**9**	**10**	***27***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**1**	*2*
7:45 AM	**3**	**7**	**4**	**5**	***19***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	*1*
8:00 AM	**6**	**6**	**7**	**8**	***27***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**1**	**0**	*3*
8:15 AM	**8**	**3**	**11**	**9**	***31***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**1**	**0**	***2***
8:30 AM	1	2	10	6	*19*	1	0	0	0	*1*	1	0	3	1	*5*
8:45 AM	1	3	6	9	*19*	0	0	0	0	*0*	1	0	0	1	*2*
Count Total	28	33	55	59	*175*	1	0	0	0	*1*	6	0	7	3	*16*
Peak Hour	**19**	**22**	**31**	**32**	***104***	**0**	**0**	**0**	**0**	***0***	**4**	**0**	**3**	**1**	***8***

S COLLEGE AVE
E PROSPECT RD



Date: Thu, Sep 03, 2020
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM



	HV %:	PHF
EB	1.3%	0.89
WB	0.8%	0.95
NB	1.0%	0.90
SB	1.2%	0.92
TOTAL	1.1%	0.93

Two-Hour Count Summaries

Interval Start	E PROSPECT RD Eastbound				E PROSPECT RD Westbound				S COLLEGE AVE Northbound				S COLLEGE AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	42	136	79	0	45	121	20	1	77	303	49	2	41	289	32	1,237	0
4:15 PM	**0**	**69**	**165**	**94**	**0**	**59**	**169**	**21**	**1**	**74**	**266**	**55**	**1**	**24**	**272**	**44**	**1,314**	0
4:30 PM	**1**	**48**	**121**	**79**	**0**	**48**	**150**	**18**	**0**	**88**	**304**	**35**	**0**	**38**	**294**	**54**	**1,278**	0
4:45 PM	**0**	**66**	**136**	**92**	**0**	**55**	**165**	**28**	**0**	**65**	**267**	**40**	**3**	**37**	**279**	**49**	**1,282**	5,111
5:00 PM	**0**	**59**	**170**	**71**	**0**	**66**	**168**	**21**	**1**	**86**	**321**	**49**	**2**	**42**	**305**	**60**	**1,421**	**5,295**
5:15 PM	0	40	137	76	0	40	149	15	2	48	281	25	6	29	283	47	1,178	5,159
5:30 PM	0	50	123	79	0	38	191	24	1	89	327	36	4	22	278	54	1,316	5,197
5:45 PM	0	57	139	61	0	54	190	19	0	77	258	38	7	28	252	42	1,222	5,137
Count Total	1	431	1,127	631	0	405	1,303	166	6	604	2,327	327	25	261	2,252	382	10,248	0
Peak Hour	**1**	**242**	**592**	**336**	**0**	**228**	**652**	**88**	**2**	**313**	**1,158**	**179**	**6**	**141**	**1,150**	**207**	**5,295**	**0**

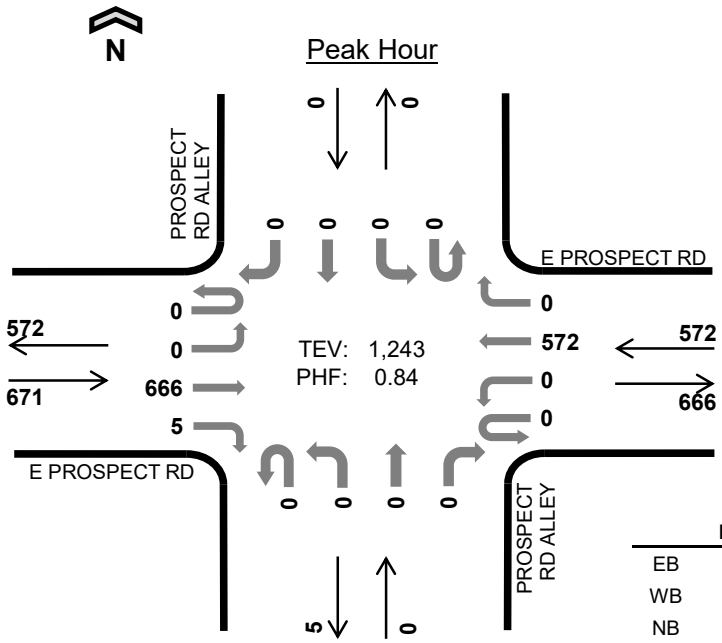
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

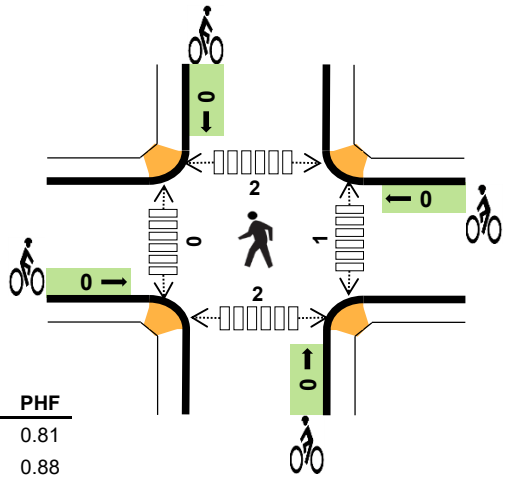
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	4	2	8	5	*19*	0	0	0	0	*0*	1	1	0	2	*4*
4:15 PM	**5**	**0**	**3**	**5**	***13***	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**1**	**2**	*5*
4:30 PM	**3**	**1**	**4**	**8**	***16***	**0**	**0**	**0**	**0**	***0***	**2**	**2**	**0**	**2**	*6*
4:45 PM	**4**	**4**	**3**	**2**	***13***	**0**	**0**	**0**	**0**	***0***	**0**	**3**	**3**	**0**	*6*
5:00 PM	**3**	**3**	**7**	**3**	***16***	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**0**	**0**	***2***
5:15 PM	1	1	2	0	*4*	0	0	0	0	*0*	2	0	2	0	*4*
5:30 PM	2	3	2	5	*12*	0	0	0	0	*0*	2	2	4	2	*10*
5:45 PM	3	1	3	2	*9*	1	0	0	0	*1*	2	1	3	1	*7*
Count Total	25	15	32	30	*102*	1	0	0	0	*1*	11	11	13	9	*44*
Peak Hour	**15**	**8**	**17**	**18**	***58***	**0**	**0**	**0**	**0**	***0***	**4**	**7**	**4**	**4**	***19***

Mark Skaggs: (425) 250-0777 mark.skaggs@idaxdata.com

PROSPECT RD ALLEY
E PROSPECT RD

Date: Thu, Sep 03, 2020
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM





	HV %:	PHF
EB	2.8%	0.81
WB	4.0%	0.88
NB	-	-
SB	-	-
TOTAL	3.4%	0.84

Two-Hour Count Summaries

Interval Start	E PROSPECT RD Eastbound				E PROSPECT RD Westbound				PROSPECT RD ALLEY Northbound				PROSPECT RD ALLEY Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	117	1	0	0	84	0	0	0	0	1	0	0	0	0	203	0
7:15 AM	0	0	155	1	0	0	104	0	0	0	0	0	0	0	0	1	261	0
7:30 AM	**0**	**0**	**170**	**2**	**0**	**0**	**126**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**298**	0
7:45 AM	**0**	**0**	**208**	**0**	**0**	**0**	**162**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**370**	1,132
8:00 AM	**0**	**0**	**141**	**1**	**0**	**0**	**151**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**293**	1,222
8:15 AM	**0**	**0**	**147**	**2**	**0**	**0**	**133**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**282**	**1,243**
8:30 AM	0	0	115	0	0	0	137	0	0	0	0	1	0	0	0	0	253	1,198
8:45 AM	0	0	157	3	0	0	138	0	0	0	0	1	0	0	0	0	299	1,127
Count Total	0	0	1,210	10	0	0	1,035	0	0	0	0	3	0	0	0	1	2,259	0
Peak Hour	**0**	**0**	**666**	**5**	**0**	**0**	**572**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,243**	**0**

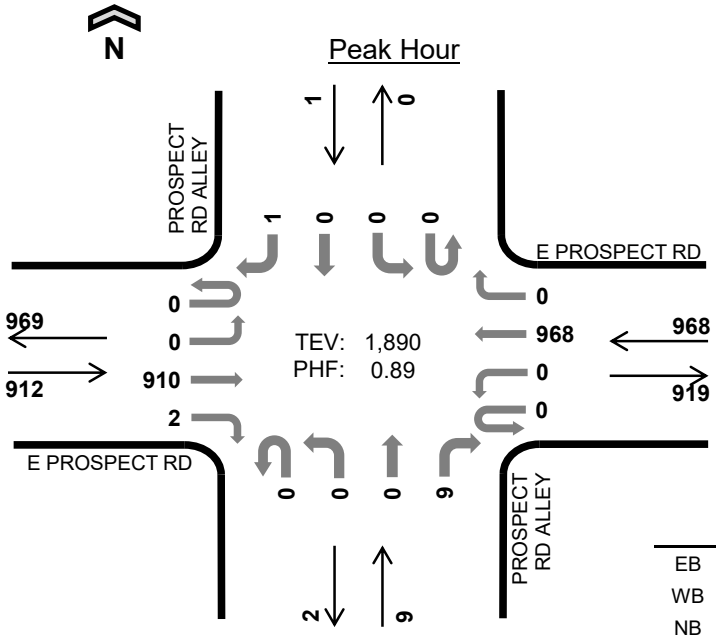
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

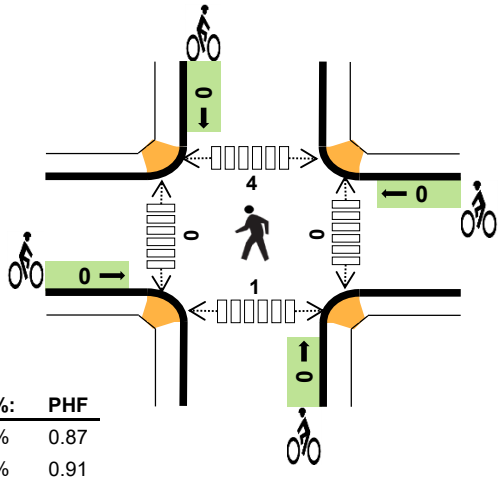
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	2	2	0	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	5	3	0	1	*9*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	**3**	**6**	**0**	**0**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**4**	**7**	**0**	**0**	***11***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**6**	**7**	**0**	**0**	***13***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**1**	**1**	*3*
8:15 AM	**6**	**3**	**0**	**0**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**1**	***2***
8:30 AM	5	2	0	0	*7*	1	0	0	0	*1*	0	0	2	1	*3*
8:45 AM	2	2	0	0	*4*	0	0	0	0	*0*	0	0	0	1	*1*
Count Total	33	32	0	1	*66*	1	0	0	0	*1*	1	0	4	4	*9*
Peak Hour	**19**	**23**	**0**	**0**	***42***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**2**	**2**	***5***

Mark Skaggs: (425) 250-0777 mark.skaggs@idaxdata.com

PROSPECT RD ALLEY
E PROSPECT RD

Date: Thu, Sep 03, 2020
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM





	HV %:	PHF
EB	1.2%	0.87
WB	0.9%	0.91
NB	0.0%	0.56
SB	0.0%	0.25
TOTAL	1.1%	0.89

Two-Hour Count Summaries

Interval Start	E PROSPECT RD Eastbound				E PROSPECT RD Westbound				PROSPECT RD ALLEY Northbound				PROSPECT RD ALLEY Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	230	1	0	0	199	0	0	0	0	1	0	0	0	0	431	0
4:15 PM	**0**	**0**	**236**	**0**	**0**	**0**	**237**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**473**	0
4:30 PM	**0**	**0**	**211**	**1**	**0**	**0**	**220**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**436**	0
4:45 PM	**0**	**0**	**201**	**0**	**0**	**0**	**245**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**448**	1,788
5:00 PM	**0**	**0**	**262**	**1**	**0**	**0**	**266**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**533**	**1,890**
5:15 PM	0	0	185	0	0	0	193	0	0	0	0	0	0	0	0	0	378	1,795
5:30 PM	0	0	184	1	0	0	273	0	0	0	0	1	0	0	0	1	460	1,819
5:45 PM	0	0	204	0	0	0	243	0	0	0	0	1	0	0	0	1	449	1,820
Count Total	0	0	1,713	4	0	0	1,876	0	0	0	0	12	0	0	0	3	3,608	0
Peak Hour	**0**	**0**	**910**	**2**	**0**	**0**	**968**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**1**	**1,890**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	4	1	0	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	**4**	**2**	**0**	**0**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**1**	*2*
4:30 PM	**3**	**2**	**0**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:45 PM	**3**	**2**	**0**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**3**	**0**	*3*
5:00 PM	**1**	**3**	**0**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:15 PM	2	1	0	0	*3*	0	0	0	0	*0*	0	0	2	1	*3*
5:30 PM	1	1	0	0	*2*	0	0	0	0	*0*	0	0	2	1	*3*
5:45 PM	3	3	0	0	*6*	1	0	0	0	*1*	0	0	3	1	*4*
Count Total	21	15	0	0	*36*	1	0	0	0	*1*	0	0	11	4	*15*
Peak Hour	**11**	**9**	**0**	**0**	***20***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**4**	**1**	***5***

Mark Skaggs: (425) 250-0777 mark.skaggs@idaxdata.com

Alpine Bank Counts Adjustment

College Ave Btwn Prospect Rd and Lake St Traffic Counts		
Scenario	AM Peak	PM Peak
2019 Existing (Pre-COVID - 2019-9-25)	2,721	3,564
2019 to 2020 Grown Existing	2,735	3,582
2020 Counts (During COVID - 2020-09-03)	1,755	2,992
Percent Change	-35.82%	-16.47%
Growth Adjustment	55.82%	19.71%
Adjustment Factor	1.558	1.197

Ridgeview Data Collection

Ft Collins, CO
CSU Cordon Study - Main Campus
AM Peak
Lake St & College Ave (US-287)

File Name : Lake St & College Ave AM
Site Code : IPO 458
Start Date : 9/25/2019
Page No : 1

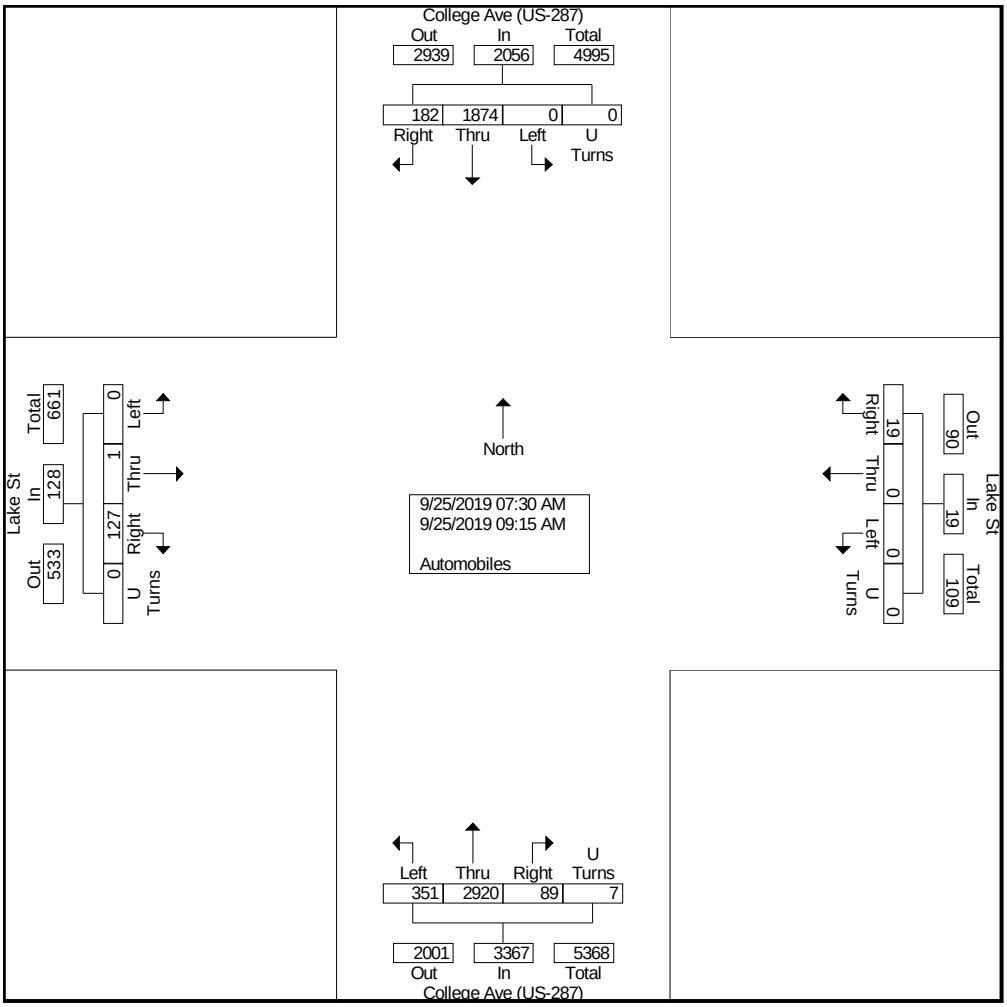
Groups Printed- Automobiles

	Lake St Eastbound					Lake St Westbound					College Ave (US-287) Northbound					College Ave (US-287) Southbound					
Start Time	Left	Thru	Right	U Turns	App. Total	Left	Thru	Right	U Turns	App. Total	Left	Thru	Right	U Turns	App. Total	Left	Thru	Right	U Turns	App. Total	Int. Total
07:30 AM	0	0	7	0	7	0	0	2	0	2	47	386	8	1	442	0	191	23	0	214	665
07:45 AM	0	0	13	0	13	0	0	2	0	2	60	462	16	0	538	0	249	38	0	287	840
Total	0	0	20	0	20	0	0	4	0	4	107	848	24	1	980	0	440	61	0	501	1505
08:00 AM	0	0	12	0	12	0	0	3	0	3	47	362	11	0	420	0	205	15	0	220	655
08:15 AM	0	0	10	0	10	0	0	3	0	3	36	338	7	0	381	0	252	14	0	266	660
08:30 AM	0	0	5	0	5	0	0	2	0	2	50	343	9	1	403	0	234	40	0	274	684
08:45 AM	0	1	32	0	33	0	0	1	0	1	56	410	15	2	483	0	260	26	0	286	803
Total	0	1	59	0	60	0	0	9	0	9	189	1453	42	3	1687	0	951	95	0	1046	2802
09:00 AM	0	0	27	0	27	0	0	4	0	4	30	324	12	2	368	0	241	14	0	255	654
09:15 AM	0	0	21	0	21	0	0	2	0	2	25	295	11	1	332	0	242	12	0	254	609
Grand Total	0	1	127	0	128	0	0	19	0	19	351	2920	89	7	3367	0	1874	182	0	2056	5570
Apprch %	0	0.8	99.2	0		0	0	100	0		10.4	86.7	2.6	0.2		0	91.1	8.9	0		
Total %	0	0	2.3	0	2.3	0	0	0.3	0	0.3	6.3	52.4	1.6	0.1	60.4	0	33.6	3.3	0	36.9	

Ridgeview Data Collection

Ft Collins, CO
CSU Cordon Study - Main Campus
AM Peak
Lake St & College Ave (US-287)

File Name : Lake St & College Ave AM
Site Code : IPO 458
Start Date : 9/25/2019
Page No : 2

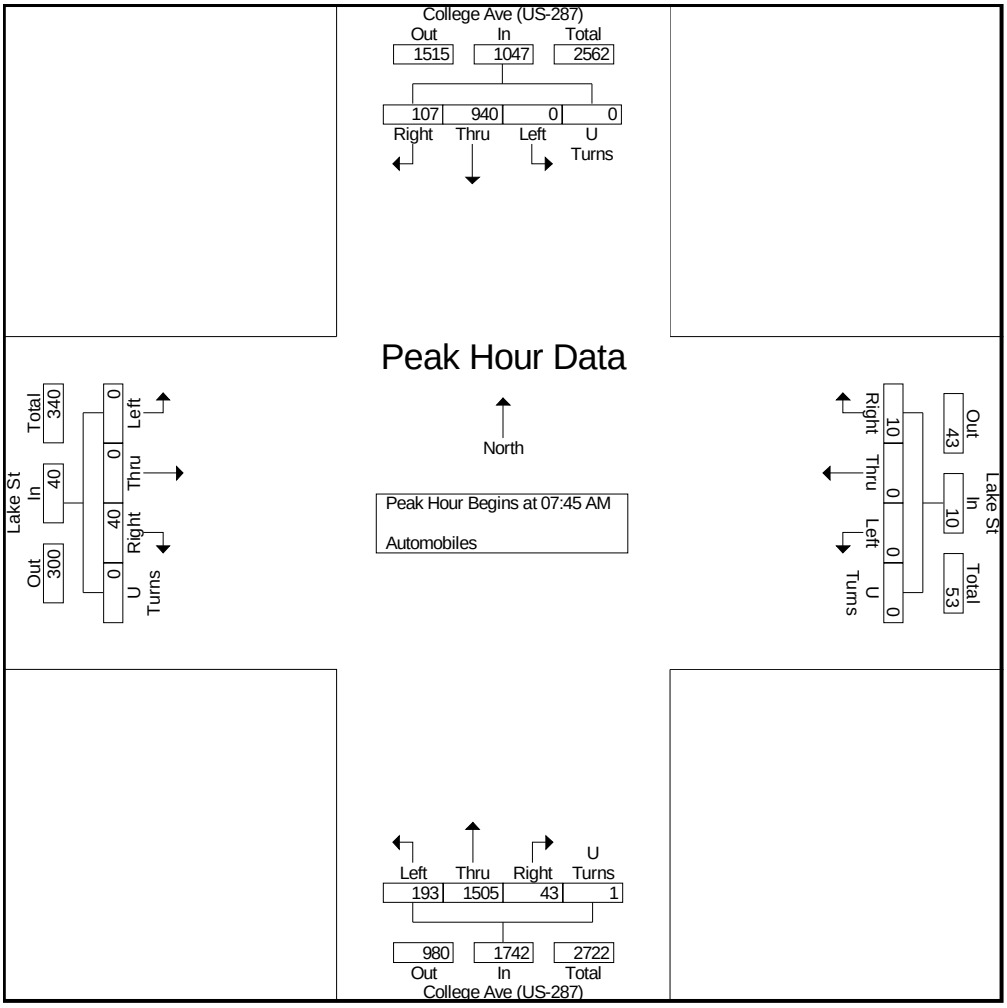


Ridgeview Data Collection

Ft Collins, CO
CSU Cordon Study - Main Campus
AM Peak
Lake St & College Ave (US-287)

File Name : Lake St & College Ave AM
Site Code : IPO 458
Start Date : 9/25/2019
Page No : 3

	Lake St Eastbound					Lake St Westbound					College Ave (US-287) Northbound					College Ave (US-287) Southbound					
Start Time	Left	Thru	Right	U Turns	App. Total	Left	Thru	Right	U Turns	App. Total	Left	Thru	Right	U Turns	App. Total	Left	Thru	Right	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	**13**	0	**13**	0	0	2	0	2	**60**	**462**	**16**	0	**538**	0	249	38	0	**287**	**840**
08:00 AM	0	0	12	0	12	0	0	**3**	0	**3**	47	362	11	0	420	0	205	15	0	220	655
08:15 AM	0	0	10	0	10	0	0	3	0	3	36	338	7	0	381	0	**252**	14	0	266	660
08:30 AM	0	0	5	0	5	0	0	2	0	2	50	343	9	**1**	403	0	234	**40**	0	274	684
Total Volume	0	0	40	0	40	0	0	10	0	10	193	1505	43	1	1742	0	940	107	0	1047	2839
% App. Total	0	0	100	0		0	0	100	0		11.1	86.4	2.5	0.1		0	89.8	10.2	0		
PHF	.000	.000	.769	.000	.769	.000	.000	.833	.000	.833	.804	.814	.672	.250	.809	.000	.933	.669	.000	.912	.845



Ridgeview Data Collection

Ft Collins, CO
CSU Cordon Study - Main Campus
PM Peak
Lake St & College Ave (US-287)

File Name : Lake St & College Ave PM
Site Code : IPO 458
Start Date : 9/25/2019
Page No : 1

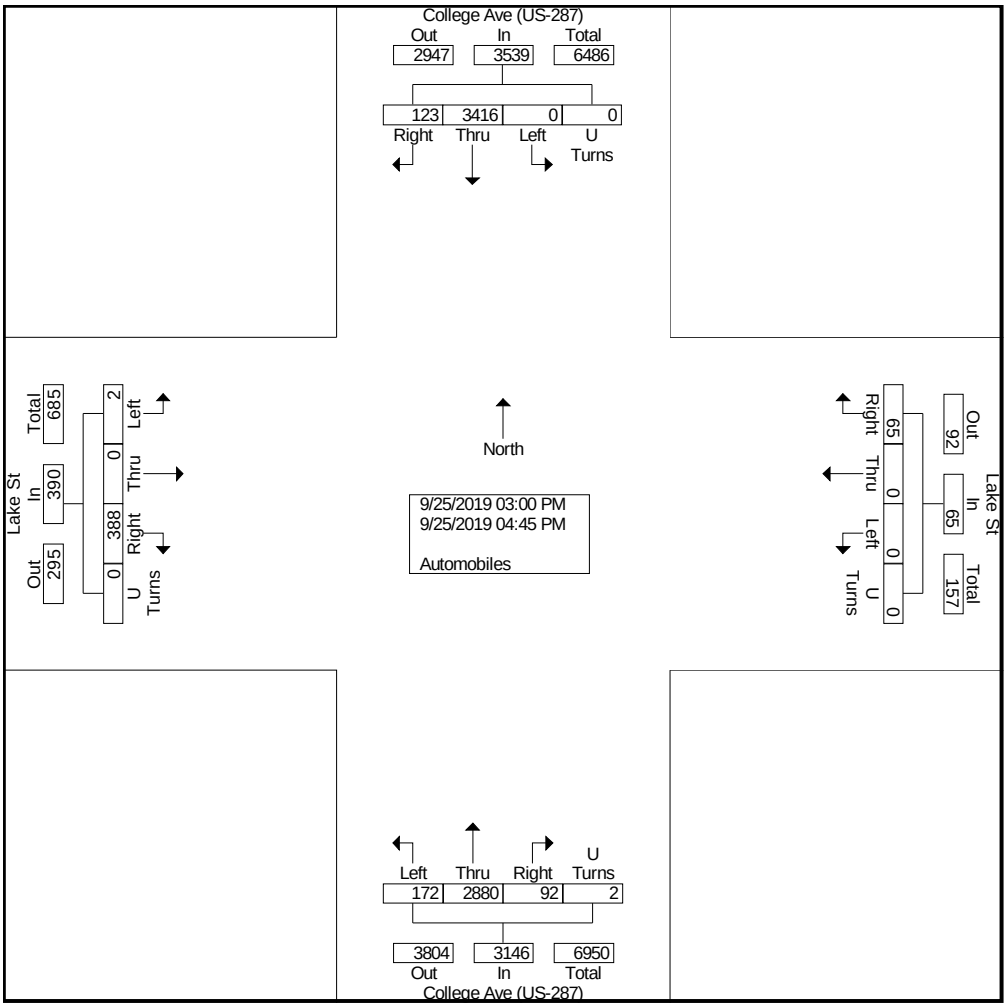
Groups Printed- Automobiles

	Lake St Eastbound					Lake St Westbound					College Ave (US-287) Northbound					College Ave (US-287) Southbound					
Start Time	Left	Thru	Right	U Turns	App. Total	Left	Thru	Right	U Turns	App. Total	Left	Thru	Right	U Turns	App. Total	Left	Thru	Right	U Turns	App. Total	Int. Total
03:00 PM	0	0	53	0	53	0	0	11	0	11	9	312	8	0	329	0	435	16	0	451	844
03:15 PM	0	0	34	0	34	0	0	10	0	10	23	353	9	1	386	0	405	12	0	417	847
03:30 PM	0	0	63	0	63	0	0	10	0	10	23	322	9	0	354	0	391	23	0	414	841
03:45 PM	0	0	51	0	51	0	0	7	0	7	30	394	11	0	435	0	447	12	0	459	952
Total	0	0	201	0	201	0	0	38	0	38	85	1381	37	1	1504	0	1678	63	0	1741	3484
04:00 PM	2	0	56	0	58	0	0	10	0	10	16	342	8	0	366	0	454	21	0	475	909
04:15 PM	0	0	34	0	34	0	0	4	0	4	18	406	14	0	438	0	414	11	0	425	901
04:30 PM	0	0	56	0	56	0	0	3	0	3	25	335	16	1	377	0	397	16	0	413	849
04:45 PM	0	0	41	0	41	0	0	10	0	10	28	416	17	0	461	0	473	12	0	485	997
Total	2	0	187	0	189	0	0	27	0	27	87	1499	55	1	1642	0	1738	60	0	1798	3656
Grand Total	2	0	388	0	390	0	0	65	0	65	172	2880	92	2	3146	0	3416	123	0	3539	7140
Apprch %	0.5	0	99.5	0		0	0	100	0		5.5	91.5	2.9	0.1		0	96.5	3.5	0		
Total %	0	0	5.4	0	5.5	0	0	0.9	0	0.9	2.4	40.3	1.3	0	44.1	0	47.8	1.7	0	49.6	

Ridgeview Data Collection

Ft Collins, CO
CSU Cordon Study - Main Campus
PM Peak
Lake St & College Ave (US-287)

File Name : Lake St & College Ave PM
Site Code : IPO 458
Start Date : 9/25/2019
Page No : 2

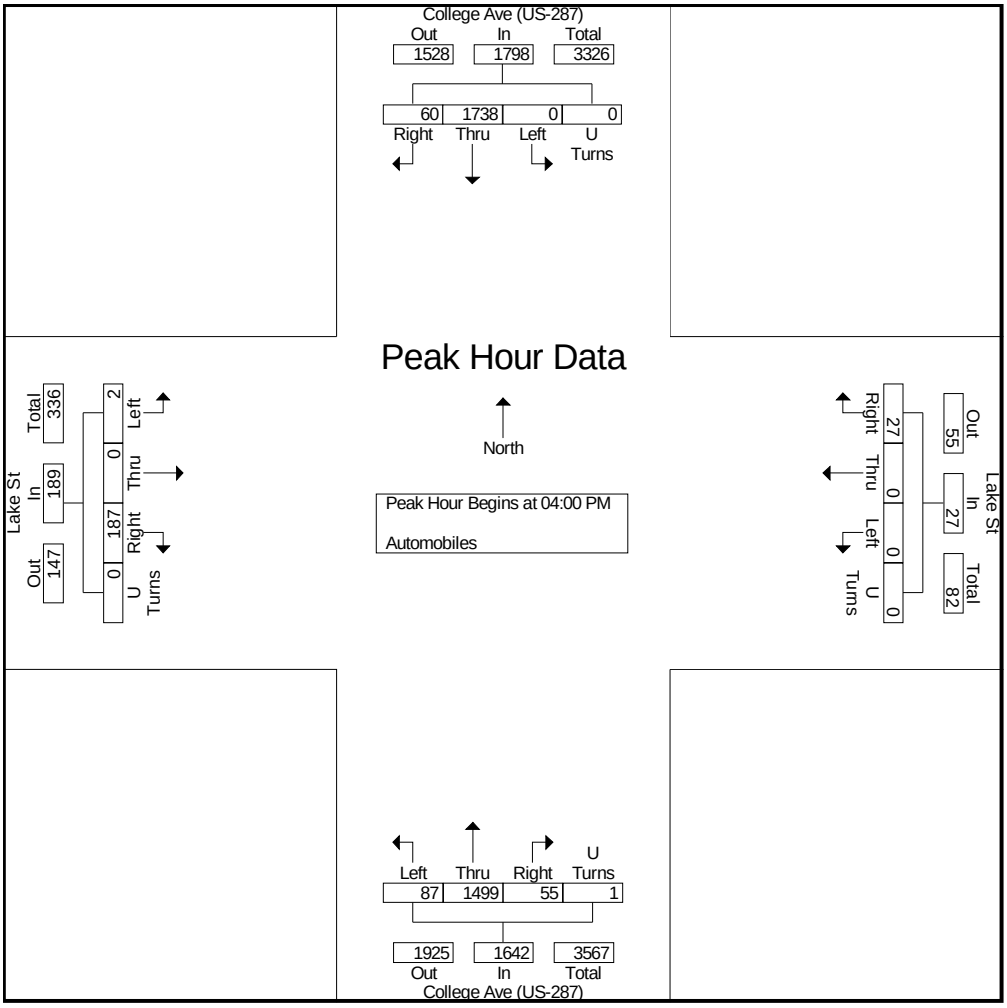


Ridgeview Data Collection

Ft Collins, CO
CSU Cordon Study - Main Campus
PM Peak
Lake St & College Ave (US-287)

File Name : Lake St & College Ave PM
Site Code : IPO 458
Start Date : 9/25/2019
Page No : 3

	Lake St Eastbound					Lake St Westbound					College Ave (US-287) Northbound					College Ave (US-287) Southbound					
Start Time	Left	Thru	Right	U Turns	App. Total	Left	Thru	Right	U Turns	App. Total	Left	Thru	Right	U Turns	App. Total	Left	Thru	Right	U Turns	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 04:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	**2**	0	**56**	0	**58**	0	0	**10**	0	**10**	16	342	8	0	366	0	454	**21**	0	475	909
04:15 PM	0	0	34	0	34	0	0	4	0	4	18	406	14	0	438	0	414	11	0	425	901
04:30 PM	0	0	56	0	56	0	0	3	0	3	25	335	16	**1**	377	0	397	16	0	413	849
04:45 PM	0	0	41	0	41	0	0	10	0	10	**28**	**416**	**17**	0	**461**	0	**473**	12	0	**485**	**997**
Total Volume	2	0	187	0	189	0	0	27	0	27	87	1499	55	1	1642	0	1738	60	0	1798	3656
% App. Total	1.1	0	98.9	0		0	0	100	0		5.3	91.3	3.3	0.1		0	96.7	3.3	0		
PHF	.250	.000	.835	.000	.815	.000	.000	.675	.000	.675	.777	.901	.809	.250	.890	.000	.919	.714	.000	.927	.917



APPENDIX C

Background Traffic Calculations

ROUTE	REFPT	ENDREFPT	LENGTH	UPDATEYR	AADT	AADTYR	COUNTYEAR	AADTDERIV	YR20FACTOR	DHV
287C	345.212	345.717	0.501	2019	40000	2018	2017	Factor 1 Yr	1.11	9.5

Yearly Growth Rate = 0.52%

APPENDIX D

Trip Generation Worksheets

Kimley»Horn

Project	Alpine Bank				
Subject	Trip Generation for Drive-In Bank				
Designed by	CDR	*Date*	September 21, 2020	*Job No.*	
Checked by		*Date*		*Sheet No.*	1 of 1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Average Rate Equations

Land Use Code - Drive-in Bank (912)

Independant Variable - 1000 Square Feet Gross Floor Area (X)
Gross Floor Area = 7,600 Square Feet
X = 7.600
T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (900 Series Page 13)

Average Weekday
T = 9.50 (X)
T = 9.50 * 7.600

Directional Distribution: 58% ent. 42% exit.
T = 72 Average Vehicle Trip Ends
42 entering 30 exiting

42 + 30 = 72

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (900 Series Page 14)

Average Weekday
T = 20.45 (X)
T = 20.45 * 7.600

Directional Distribution: 50% ent. 50% exit.
T = 155 Average Vehicle Trip Ends
77 entering 78 exiting

77 (*) · 78 = 155

Weekday (900 Series Page 12)

Average Weekday
T = 100.03 (X)
T = 100.03 * 7.600

Directional Distribution: 50% entering, 50% exiting
T = 762 Average Vehicle Trip Ends
381 entering 381 exiting

381 + 381 (*) = 762

Saturday Peak Hour of Generator (900 Series Page 18)

Average Saturday
T = 26.35 (X)
T = 26.35 * 7.600

Directional Distribution: 51% ent. 49% exit.
T = 200 Average Vehicle Trip Ends
102 entering 98 exiting

102 + 98 = 200

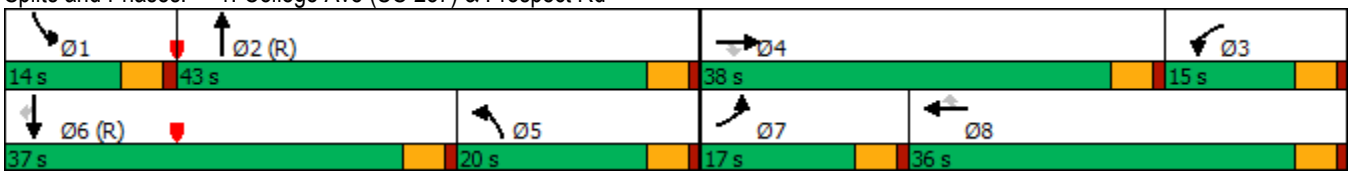
APPENDIX E

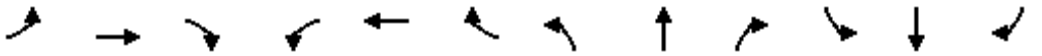
Intersection Analysis Worksheets

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	207	786	245	190	549	162	217	1198	67	961	144
Future Volume (vph)	207	786	245	190	549	162	217	1198	67	961	144
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	9.5	22.5	22.5
Total Split (s)	17.0	38.0	38.0	15.0	36.0	36.0	20.0	43.0	14.0	37.0	37.0
Total Split (%)	15.5%	34.5%	34.5%	13.6%	32.7%	32.7%	18.2%	39.1%	12.7%	33.6%	33.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	11.8	32.9	32.9	10.3	31.4	31.4	15.5	43.2	7.7	33.3	33.3
Actuated g/C Ratio	0.11	0.30	0.30	0.09	0.29	0.29	0.14	0.39	0.07	0.30	0.30
v/c Ratio	0.68	0.90	0.43	0.73	0.67	0.36	0.53	0.83	0.31	0.68	0.27
Control Delay	57.0	48.8	5.5	62.8	38.6	10.5	48.4	35.4	51.5	36.5	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.0	48.8	5.5	62.8	38.6	10.5	48.4	35.4	51.5	36.5	5.9
LOS	E	D	A	E	D	B	D	D	D	D	A
Approach Delay		41.6			38.6			37.1		33.6	
Approach LOS		D			D			D		C	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 37.8	Intersection LOS: D
Intersection Capacity Utilization 73.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: College Ave (US-287) & Prospect Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	207	786	245	190	549	162	217	1198	183	67	961	144
Future Volume (veh/h)	207	786	245	190	549	162	217	1198	183	67	961	144
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	249	947	0	235	678	0	258	1426	218	73	1045	0
Peak Hour Factor	0.83	0.83	0.83	0.81	0.81	0.81	0.84	0.84	0.84	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	314	1039		296	1021		563	1867	285	140	1509	
Arrive On Green	0.09	0.29	0.00	0.09	0.29	0.00	0.16	0.42	0.42	0.04	0.30	0.00
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	4469	683	3456	5106	1585
Grp Volume(v), veh/h	249	947	0	235	678	0	258	1086	558	73	1045	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1702	1747	1728	1702	1585
Q Serve(g_s), s	7.8	28.3	0.0	7.3	18.5	0.0	7.4	30.0	30.0	2.3	19.9	0.0
Cycle Q Clear(g_c), s	7.8	28.3	0.0	7.3	18.5	0.0	7.4	30.0	30.0	2.3	19.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	314	1039		296	1021		563	1422	730	140	1509	
V/C Ratio(X)	0.79	0.91		0.79	0.66		0.46	0.76	0.76	0.52	0.69	
Avail Cap(c_a), veh/h	393	1082		330	1021		563	1422	730	298	1509	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	49.0	37.5	0.0	49.3	34.5	0.0	41.7	27.4	27.4	51.7	34.3	0.0
Incr Delay (d2), s/veh	8.6	11.2	0.0	11.4	1.6	0.0	0.6	3.9	7.5	3.0	2.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	13.7	0.0	3.6	8.2	0.0	3.2	12.7	13.7	1.0	8.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.6	48.8	0.0	60.8	36.2	0.0	42.2	31.3	34.9	54.7	37.0	0.0
LnGrp LOS	E	D		E	D		D	C	C	D	D	
Approach Vol, veh/h		1196	A		913	A		1902			1118	A
Approach Delay, s/veh		50.6			42.5			33.8			38.1	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	50.5	13.9	36.7	22.4	37.0	14.5	36.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	9.5	38.5	10.5	33.5	15.5	32.5	12.5	31.5
Max Q Clear Time (g_c+I1), s	4.3	32.0	9.3	30.3	9.4	21.9	9.8	20.5
Green Ext Time (p_c), s	0.1	5.0	0.1	1.9	0.4	5.2	0.2	3.5

Intersection Summary	
HCM 6th Ctrl Delay	40.2
HCM 6th LOS	D

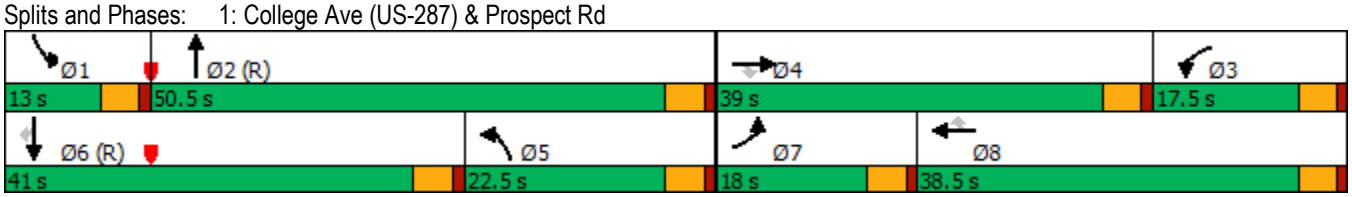
Notes

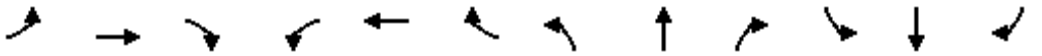
Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	292	710	403	274	782	106	378	1390	176	1380	248
Future Volume (vph)	292	710	403	274	782	106	378	1390	176	1380	248
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	9.5	22.5	22.5
Total Split (s)	18.0	39.0	39.0	17.5	38.5	38.5	22.5	50.5	13.0	41.0	41.0
Total Split (%)	15.0%	32.5%	32.5%	14.6%	32.1%	32.1%	18.8%	42.1%	10.8%	34.2%	34.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	13.4	33.3	33.3	12.9	32.8	32.8	18.0	47.2	8.6	37.8	37.8
Actuated g/C Ratio	0.11	0.28	0.28	0.11	0.27	0.27	0.15	0.39	0.07	0.32	0.32
v/c Ratio	0.86	0.81	0.68	0.78	0.85	0.21	0.82	0.90	0.78	0.94	0.43
Control Delay	73.8	47.9	16.6	67.4	50.7	4.1	63.2	41.5	76.2	52.4	12.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.8	47.9	16.6	67.4	50.7	4.1	63.2	41.5	76.2	52.4	12.5
LOS	E	D	B	E	D	A	E	D	E	D	B
Approach Delay		44.3			50.4			45.7		49.2	
Approach LOS		D			D			D		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 47.2	Intersection LOS: D
Intersection Capacity Utilization 82.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: College Ave (US-287) & Prospect Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	292	710	403	274	782	106	378	1390	215	176	1380	248
Future Volume (veh/h)	292	710	403	274	782	106	378	1390	215	176	1380	248
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	328	798	0	288	823	0	420	1544	239	191	1500	0
Peak Hour Factor	0.89	0.89	0.89	0.95	0.95	0.95	0.90	0.90	0.90	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	381	911		395	926		605	1822	281	245	1553	
Arrive On Green	0.11	0.26	0.00	0.11	0.26	0.00	0.35	0.82	0.82	0.07	0.30	0.00
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	4462	689	3456	5106	1585
Grp Volume(v), veh/h	328	798	0	288	823	0	420	1177	606	191	1500	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1702	1746	1728	1702	1585
Q Serve(g_s), s	11.2	25.8	0.0	9.7	26.7	0.0	12.5	24.7	24.9	6.5	34.7	0.0
Cycle Q Clear(g_c), s	11.2	25.8	0.0	9.7	26.7	0.0	12.5	24.7	24.9	6.5	34.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	381	911		395	926		605	1390	713	245	1553	
V/C Ratio(X)	0.86	0.88		0.73	0.89		0.69	0.85	0.85	0.78	0.97	
Avail Cap(c_a), veh/h	389	1022		395	1007		605	1390	713	245	1553	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	52.5	42.8	0.0	51.3	42.7	0.0	36.2	8.8	8.8	54.8	41.1	0.0
Incr Delay (d2), s/veh	17.2	8.0	0.0	6.7	9.4	0.0	3.4	6.5	12.1	14.9	16.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	12.3	0.0	4.5	12.9	0.0	4.8	4.7	5.9	3.3	16.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.7	50.8	0.0	58.0	52.1	0.0	39.7	15.3	20.9	69.7	57.2	0.0
LnGrp LOS	E	D		E	D		D	B	C	E	E	
Approach Vol, veh/h		1126	A		1111	A		2203			1691	A
Approach Delay, s/veh		56.3			53.6			21.5			58.6	
Approach LOS		E			D			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	53.5	18.2	35.3	25.5	41.0	17.7	35.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	8.5	46.0	13.0	34.5	18.0	36.5	13.5	34.0
Max Q Clear Time (g_c+I1), s	8.5	26.9	11.7	27.8	14.5	36.7	13.2	28.7
Green Ext Time (p_c), s	0.0	12.5	0.1	2.9	0.6	0.0	0.0	2.5

Intersection Summary	
HCM 6th Ctrl Delay	43.9
HCM 6th LOS	D

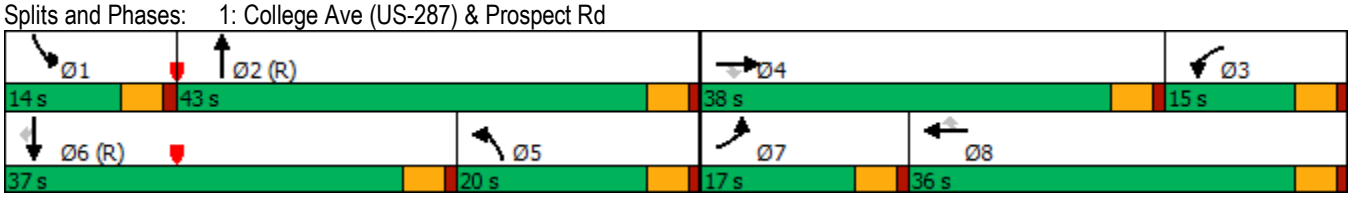
Notes

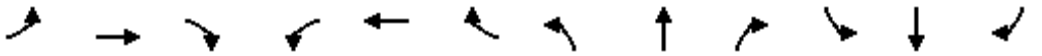
Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	209	794	247	192	555	164	219	1210	68	971	145
Future Volume (vph)	209	794	247	192	555	164	219	1210	68	971	145
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	9.5	22.5	22.5
Total Split (s)	17.0	38.0	38.0	15.0	36.0	36.0	20.0	43.0	14.0	37.0	37.0
Total Split (%)	15.5%	34.5%	34.5%	13.6%	32.7%	32.7%	18.2%	39.1%	12.7%	33.6%	33.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	11.8	33.1	33.1	10.3	31.6	31.6	15.5	42.9	7.7	33.1	33.1
Actuated g/C Ratio	0.11	0.30	0.30	0.09	0.29	0.29	0.14	0.39	0.07	0.30	0.30
v/c Ratio	0.68	0.90	0.44	0.74	0.67	0.36	0.54	0.85	0.31	0.69	0.27
Control Delay	57.3	49.1	5.5	63.1	38.6	10.7	48.6	36.1	51.5	36.9	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.3	49.1	5.5	63.1	38.6	10.7	48.6	36.1	51.5	36.9	5.9
LOS	E	D	A	E	D	B	D	D	D	D	A
Approach Delay		41.8			38.7			37.8		34.0	
Approach LOS		D			D			D		C	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 38.2	Intersection LOS: D
Intersection Capacity Utilization 74.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: College Ave (US-287) & Prospect Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	209	794	247	192	555	164	219	1210	185	68	971	145
Future Volume (veh/h)	209	794	247	192	555	164	219	1210	185	68	971	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	252	957	0	237	685	0	261	1440	220	74	1055	0
Peak Hour Factor	0.83	0.83	0.83	0.81	0.81	0.81	0.84	0.84	0.84	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	317	1045		298	1026		555	1857	283	141	1509	
Arrive On Green	0.09	0.29	0.00	0.09	0.29	0.00	0.16	0.42	0.42	0.04	0.30	0.00
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	4469	682	3456	5106	1585
Grp Volume(v), veh/h	252	957	0	237	685	0	261	1096	564	74	1055	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1702	1748	1728	1702	1585
Q Serve(g_s), s	7.9	28.6	0.0	7.4	18.7	0.0	7.5	30.6	30.6	2.3	20.2	0.0
Cycle Q Clear(g_c), s	7.9	28.6	0.0	7.4	18.7	0.0	7.5	30.6	30.6	2.3	20.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	317	1045		298	1026		555	1414	726	141	1509	
V/C Ratio(X)	0.80	0.92		0.80	0.67		0.47	0.78	0.78	0.53	0.70	
Avail Cap(c_a), veh/h	393	1082		330	1026		555	1414	726	298	1509	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	49.0	37.5	0.0	49.3	34.5	0.0	41.9	27.7	27.7	51.7	34.4	0.0
Incr Delay (d2), s/veh	8.9	11.7	0.0	11.6	1.7	0.0	0.6	4.2	8.0	3.0	2.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	13.9	0.0	3.7	8.2	0.0	3.3	12.9	14.1	1.1	8.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.8	49.3	0.0	60.9	36.2	0.0	42.5	31.9	35.7	54.7	37.1	0.0
LnGrp LOS	E	D		E	D		D	C	D	D	D	
Approach Vol, veh/h		1209	A		922	A		1921			1129	A
Approach Delay, s/veh		51.0			42.5			34.5			38.3	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	50.2	14.0	36.8	22.2	37.0	14.6	36.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	9.5	38.5	10.5	33.5	15.5	32.5	12.5	31.5
Max Q Clear Time (g_c+I1), s	4.3	32.6	9.4	30.6	9.5	22.2	9.9	20.7
Green Ext Time (p_c), s	0.1	4.6	0.1	1.7	0.4	5.2	0.2	3.5

Intersection Summary	
HCM 6th Ctrl Delay	40.6
HCM 6th LOS	D

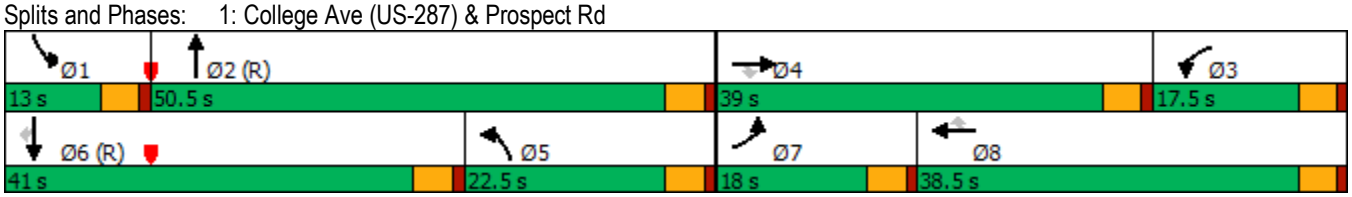
Notes

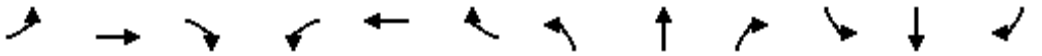
Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	295	717	407	277	790	107	382	1404	178	1394	250
Future Volume (vph)	295	717	407	277	790	107	382	1404	178	1394	250
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	9.5	22.5	22.5
Total Split (s)	18.0	39.0	39.0	17.5	38.5	38.5	22.5	50.5	13.0	41.0	41.0
Total Split (%)	15.0%	32.5%	32.5%	14.6%	32.1%	32.1%	18.8%	42.1%	10.8%	34.2%	34.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	13.4	33.4	33.4	13.0	32.9	32.9	18.0	47.0	8.6	37.7	37.7
Actuated g/C Ratio	0.11	0.28	0.28	0.11	0.27	0.27	0.15	0.39	0.07	0.31	0.31
v/c Ratio	0.86	0.82	0.68	0.79	0.86	0.21	0.82	0.91	0.78	0.95	0.43
Control Delay	74.3	48.2	16.9	68.0	51.2	4.3	63.9	42.6	76.8	54.1	12.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.3	48.2	16.9	68.0	51.2	4.3	63.9	42.6	76.8	54.1	12.8
LOS	E	D	B	E	D	A	E	D	E	D	B
Approach Delay		44.7			50.9			46.7		50.7	
Approach LOS		D			D			D		D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 48.1	Intersection LOS: D
Intersection Capacity Utilization 83.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: College Ave (US-287) & Prospect Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	295	717	407	277	790	107	382	1404	217	178	1394	250
Future Volume (veh/h)	295	717	407	277	790	107	382	1404	217	178	1394	250
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	331	806	0	292	832	0	424	1560	241	193	1515	0
Peak Hour Factor	0.89	0.89	0.89	0.95	0.95	0.95	0.90	0.90	0.90	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	384	917		398	932		596	1811	279	245	1553	
Arrive On Green	0.11	0.26	0.00	0.12	0.26	0.00	0.34	0.81	0.81	0.07	0.30	0.00
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	4463	688	3456	5106	1585
Grp Volume(v), veh/h	331	806	0	292	832	0	424	1189	612	193	1515	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1702	1747	1728	1702	1585
Q Serve(g_s), s	11.3	26.1	0.0	9.8	27.1	0.0	12.8	26.2	26.5	6.6	35.2	0.0
Cycle Q Clear(g_c), s	11.3	26.1	0.0	9.8	27.1	0.0	12.8	26.2	26.5	6.6	35.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	384	917		398	932		596	1381	709	245	1553	
V/C Ratio(X)	0.86	0.88		0.73	0.89		0.71	0.86	0.86	0.79	0.98	
Avail Cap(c_a), veh/h	389	1022		398	1007		596	1381	709	245	1553	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	52.4	42.7	0.0	51.3	42.6	0.0	36.7	9.2	9.2	54.9	41.3	0.0
Incr Delay (d2), s/veh	17.6	8.3	0.0	6.9	9.7	0.0	4.0	7.2	13.2	15.7	17.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	12.4	0.0	4.6	13.1	0.0	4.9	5.0	6.3	3.4	17.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.0	51.0	0.0	58.2	52.4	0.0	40.7	16.4	22.4	70.6	59.0	0.0
LnGrp LOS	E	D		E	D		D	B	C	E	E	
Approach Vol, veh/h		1137	A		1124	A		2225			1708	A
Approach Delay, s/veh		56.5			53.9			22.7			60.3	
Approach LOS		E			D			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	53.2	18.3	35.5	25.2	41.0	17.8	36.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	8.5	46.0	13.0	34.5	18.0	36.5	13.5	34.0
Max Q Clear Time (g_c+I1), s	8.6	28.5	11.8	28.1	14.8	37.2	13.3	29.1
Green Ext Time (p_c), s	0.0	11.9	0.1	2.9	0.5	0.0	0.0	2.4

Intersection Summary	
HCM 6th Ctrl Delay	44.9
HCM 6th LOS	D

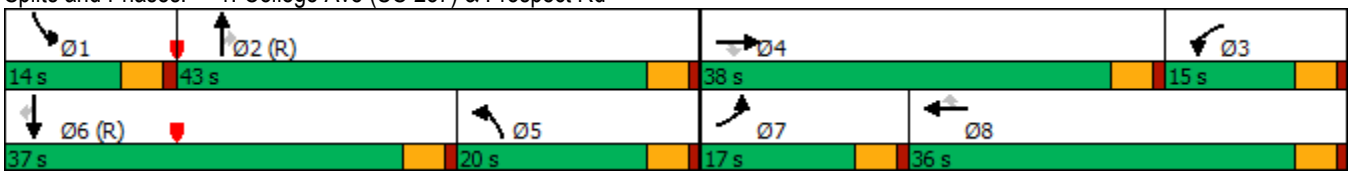
Notes

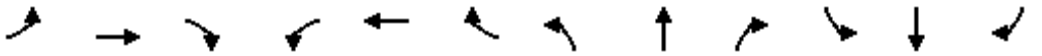
Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	209	805	247	192	555	164	227	1221	185	83	971	145
Future Volume (vph)	209	805	247	192	555	164	227	1221	185	83	971	145
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	17.0	38.0	38.0	15.0	36.0	36.0	20.0	43.0	43.0	14.0	37.0	37.0
Total Split (%)	15.5%	34.5%	34.5%	13.6%	32.7%	32.7%	18.2%	39.1%	39.1%	12.7%	33.6%	33.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	11.8	33.3	33.3	10.3	31.8	31.8	15.5	42.5	42.5	8.1	32.9	32.9
Actuated g/C Ratio	0.11	0.30	0.30	0.09	0.29	0.29	0.14	0.39	0.39	0.07	0.30	0.30
v/c Ratio	0.68	0.91	0.43	0.74	0.67	0.36	0.56	0.74	0.29	0.36	0.69	0.27
Control Delay	57.3	50.0	5.5	63.1	38.4	10.7	49.0	32.8	4.5	52.2	37.0	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.3	50.0	5.5	63.1	38.4	10.7	49.0	32.8	4.5	52.2	37.0	5.9
LOS	E	D	A	E	D	B	D	C	A	D	D	A
Approach Delay		42.5			38.6			31.9			34.3	
Approach LOS		D			D			C			C	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 36.4	Intersection LOS: D
Intersection Capacity Utilization 70.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: College Ave (US-287) & Prospect Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	209	805	247	192	555	164	227	1221	185	83	971	145
Future Volume (veh/h)	209	805	247	192	555	164	227	1221	185	83	971	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	252	970	0	237	685	0	270	1454	0	90	1055	0
Peak Hour Factor	0.83	0.83	0.83	0.81	0.81	0.81	0.84	0.84	0.84	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	317	1052		298	1033		548	2102		147	1509	
Arrive On Green	0.09	0.30	0.00	0.09	0.29	0.00	0.16	0.41	0.00	0.04	0.30	0.00
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	252	970	0	237	685	0	270	1454	0	90	1055	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	7.9	29.1	0.0	7.4	18.6	0.0	7.8	25.8	0.0	2.8	20.2	0.0
Cycle Q Clear(g_c), s	7.9	29.1	0.0	7.4	18.6	0.0	7.8	25.8	0.0	2.8	20.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	317	1052		298	1033		548	2102		147	1509	
V/C Ratio(X)	0.80	0.92		0.80	0.66		0.49	0.69		0.61	0.70	
Avail Cap(c_a), veh/h	393	1082		330	1033		548	2102		298	1509	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	49.0	37.5	0.0	49.3	34.3	0.0	42.2	26.6	0.0	51.8	34.4	0.0
Incr Delay (d2), s/veh	8.9	12.5	0.0	11.6	1.6	0.0	0.7	1.9	0.0	4.1	2.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	14.2	0.0	3.7	8.2	0.0	3.4	10.6	0.0	1.3	8.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.8	50.0	0.0	60.9	35.9	0.0	42.9	28.5	0.0	55.8	37.1	0.0
LnGrp LOS	E	D		E	D		D	C		E	D	
Approach Vol, veh/h		1222	A		922	A		1724	A		1145	A
Approach Delay, s/veh		51.6			42.3			30.8			38.6	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	49.8	14.0	37.1	22.0	37.0	14.6	36.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	9.5	38.5	10.5	33.5	15.5	32.5	12.5	31.5
Max Q Clear Time (g_c+I1), s	4.8	27.8	9.4	31.1	9.8	22.2	9.9	20.6
Green Ext Time (p_c), s	0.1	7.1	0.1	1.5	0.5	5.2	0.2	3.5

Intersection Summary	
HCM 6th Ctrl Delay	39.8
HCM 6th LOS	D

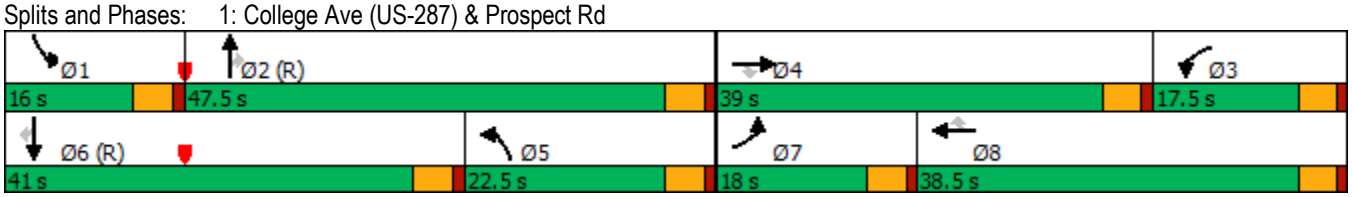
Notes

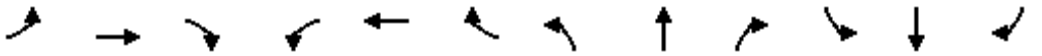
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	295	736	407	277	790	107	402	1431	217	205	1394	250
Future Volume (vph)	295	736	407	277	790	107	402	1431	217	205	1394	250
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	18.0	39.0	39.0	17.5	38.5	38.5	22.5	47.5	47.5	16.0	41.0	41.0
Total Split (%)	15.0%	32.5%	32.5%	14.6%	32.1%	32.1%	18.8%	39.6%	39.6%	13.3%	34.2%	34.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	13.4	33.6	33.6	12.8	32.9	32.9	18.0	44.6	44.6	11.1	37.7	37.7
Actuated g/C Ratio	0.11	0.28	0.28	0.11	0.27	0.27	0.15	0.37	0.37	0.09	0.31	0.31
v/c Ratio	0.86	0.84	0.68	0.80	0.86	0.21	0.87	0.84	0.33	0.70	0.95	0.43
Control Delay	74.3	49.1	16.9	69.3	51.2	4.3	62.1	35.3	5.5	65.4	54.1	12.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.3	49.1	16.9	69.3	51.2	4.3	62.1	35.3	5.5	65.4	54.1	12.8
LOS	E	D	B	E	D	A	E	D	A	E	D	B
Approach Delay		45.2			51.2			37.4			49.8	
Approach LOS		D			D			D			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 45.0	Intersection LOS: D
Intersection Capacity Utilization 83.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: College Ave (US-287) & Prospect Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	295	736	407	277	790	107	402	1431	217	205	1394	250
Future Volume (veh/h)	295	736	407	277	790	107	402	1431	217	205	1394	250
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	331	827	0	292	832	0	447	1590	0	223	1515	0
Peak Hour Factor	0.89	0.89	0.89	0.95	0.95	0.95	0.90	0.90	0.90	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	384	933		383	932		596	2019		280	1553	
Arrive On Green	0.11	0.26	0.00	0.11	0.26	0.00	0.34	0.79	0.00	0.08	0.30	0.00
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	331	827	0	292	832	0	447	1590	0	223	1515	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	11.3	26.8	0.0	9.8	27.1	0.0	13.7	20.7	0.0	7.6	35.2	0.0
Cycle Q Clear(g_c), s	11.3	26.8	0.0	9.8	27.1	0.0	13.7	20.7	0.0	7.6	35.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	384	933		383	932		596	2019		280	1553	
V/C Ratio(X)	0.86	0.89		0.76	0.89		0.75	0.79		0.80	0.98	
Avail Cap(c_a), veh/h	389	1022		383	1007		596	2019		331	1553	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	52.4	42.5	0.0	51.8	42.6	0.0	37.0	9.7	0.0	54.1	41.3	0.0
Incr Delay (d2), s/veh	17.6	9.0	0.0	8.8	9.7	0.0	5.3	3.2	0.0	10.9	17.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	12.8	0.0	4.7	13.1	0.0	5.3	4.1	0.0	3.7	17.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.0	51.5	0.0	60.6	52.4	0.0	42.3	12.9	0.0	65.0	59.0	0.0
LnGrp LOS	E	D		E	D		D	B		E	E	
Approach Vol, veh/h		1158	A		1124	A		2037	A		1738	A
Approach Delay, s/veh		56.8			54.5			19.4			59.8	
Approach LOS		E			D			B			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.2	52.0	17.8	36.0	25.2	41.0	17.8	36.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	11.5	43.0	13.0	34.5	18.0	36.5	13.5	34.0
Max Q Clear Time (g_c+I1), s	9.6	22.7	11.8	28.8	15.7	37.2	13.3	29.1
Green Ext Time (p_c), s	0.1	12.0	0.1	2.7	0.4	0.0	0.0	2.4

Intersection Summary	
HCM 6th Ctrl Delay	44.6
HCM 6th LOS	D

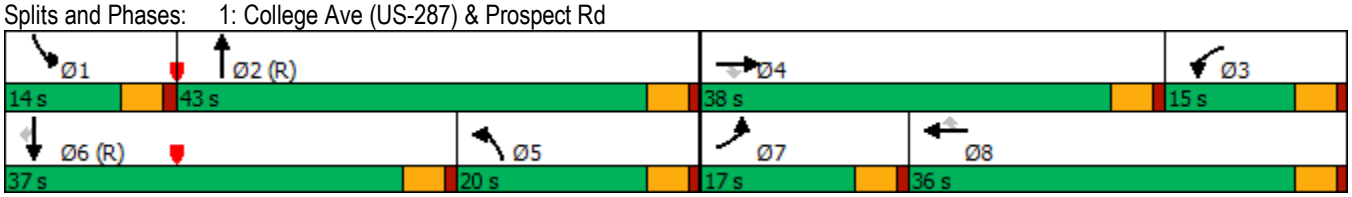
Notes

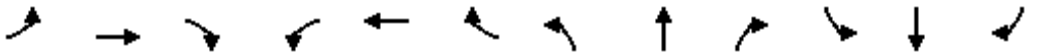
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	229	868	271	210	607	179	240	1324	74	1062	159
Future Volume (vph)	229	868	271	210	607	179	240	1324	74	1062	159
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	9.5	22.5	22.5
Total Split (s)	17.0	38.0	38.0	15.0	36.0	36.0	20.0	43.0	14.0	37.0	37.0
Total Split (%)	15.5%	34.5%	34.5%	13.6%	32.7%	32.7%	18.2%	39.1%	12.7%	33.6%	33.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	11.8	32.9	32.9	10.2	31.4	31.4	15.5	43.1	7.8	33.4	33.4
Actuated g/C Ratio	0.11	0.30	0.30	0.09	0.29	0.29	0.14	0.39	0.07	0.30	0.30
v/c Ratio	0.68	0.89	0.43	0.71	0.65	0.35	0.54	0.84	0.33	0.75	0.29
Control Delay	57.0	48.5	5.5	61.6	38.1	9.9	48.6	35.9	51.8	38.4	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.0	48.5	5.5	61.6	38.1	9.9	48.6	35.9	51.8	38.4	6.0
LOS	E	D	A	E	D	A	D	D	D	D	A
Approach Delay		41.4			38.0			37.6		35.2	
Approach LOS		D			D			D		D	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 38.1	Intersection LOS: D
Intersection Capacity Utilization 79.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: College Ave (US-287) & Prospect Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	229	868	271	210	607	179	240	1324	202	74	1062	159
Future Volume (veh/h)	229	868	271	210	607	179	240	1324	202	74	1062	159
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	249	943	0	228	660	0	261	1439	220	80	1154	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	314	1037		290	1012		572	1874	286	143	1509	
Arrive On Green	0.09	0.29	0.00	0.08	0.28	0.00	0.17	0.42	0.42	0.04	0.30	0.00
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	4469	683	3456	5106	1585
Grp Volume(v), veh/h	249	943	0	228	660	0	261	1096	563	80	1154	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1702	1747	1728	1702	1585
Q Serve(g_s), s	7.8	28.1	0.0	7.1	17.9	0.0	7.5	30.3	30.4	2.5	22.6	0.0
Cycle Q Clear(g_c), s	7.8	28.1	0.0	7.1	17.9	0.0	7.5	30.3	30.4	2.5	22.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	314	1037		290	1012		572	1428	733	143	1509	
V/C Ratio(X)	0.79	0.91		0.79	0.65		0.46	0.77	0.77	0.56	0.76	
Avail Cap(c_a), veh/h	393	1082		330	1018		572	1428	733	298	1509	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	49.0	37.6	0.0	49.4	34.6	0.0	41.4	27.3	27.4	51.7	35.3	0.0
Incr Delay (d2), s/veh	8.6	11.0	0.0	10.7	1.5	0.0	0.6	4.0	7.6	3.4	3.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	13.6	0.0	3.5	7.9	0.0	3.2	12.8	13.9	1.1	9.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.6	48.6	0.0	60.1	36.0	0.0	42.0	31.4	35.0	55.1	39.0	0.0
LnGrp LOS	E	D		E	D		D	C	C	E	D	
Approach Vol, veh/h		1192	A		888	A		1920			1234	A
Approach Delay, s/veh		50.4			42.2			33.9			40.1	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	50.6	13.7	36.6	22.7	37.0	14.5	35.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	9.5	38.5	10.5	33.5	15.5	32.5	12.5	31.5
Max Q Clear Time (g_c+I1), s	4.5	32.4	9.1	30.1	9.5	24.6	9.8	19.9
Green Ext Time (p_c), s	0.1	4.8	0.1	1.9	0.5	4.6	0.2	3.5

Intersection Summary	
HCM 6th Ctrl Delay	40.5
HCM 6th LOS	D

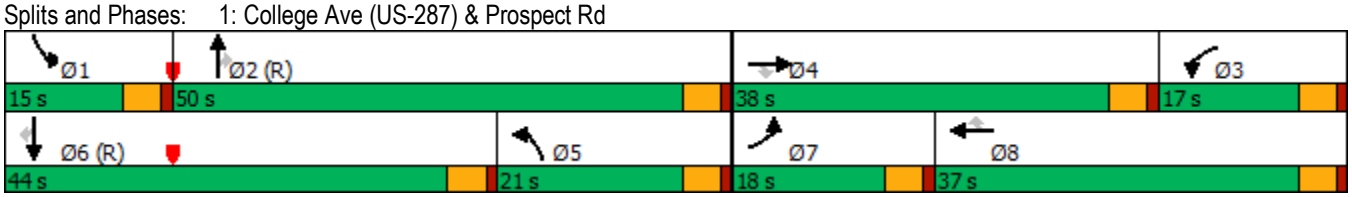
Notes

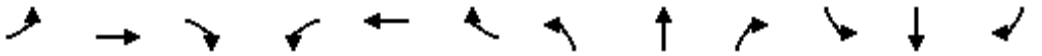
Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	323	784	445	303	864	117	418	1536	238	194	1525	274
Future Volume (vph)	323	784	445	303	864	117	418	1536	238	194	1525	274
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	18.0	38.0	38.0	17.0	37.0	37.0	21.0	50.0	50.0	15.0	44.0	44.0
Total Split (%)	15.0%	31.7%	31.7%	14.2%	30.8%	30.8%	17.5%	41.7%	41.7%	12.5%	36.7%	36.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	13.5	33.0	33.0	13.0	32.5	32.5	16.5	45.7	45.7	10.3	39.5	39.5
Actuated g/C Ratio	0.11	0.28	0.28	0.11	0.27	0.27	0.14	0.38	0.38	0.09	0.33	0.33
v/c Ratio	0.91	0.88	0.76	0.88	0.98	0.24	0.96	0.86	0.35	0.72	0.99	0.46
Control Delay	80.8	52.9	24.1	78.1	68.4	5.9	84.6	39.9	6.4	67.9	60.2	13.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.8	52.9	24.1	78.1	68.4	5.9	84.6	39.9	6.4	67.9	60.2	13.0
LOS	F	D	C	E	E	A	F	D	A	E	E	B
Approach Delay		50.4			65.0			44.8			54.5	
Approach LOS		D			E			D			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 52.5	Intersection LOS: D
Intersection Capacity Utilization 89.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: College Ave (US-287) & Prospect Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	323	784	445	303	864	117	418	1536	238	194	1525	274
Future Volume (veh/h)	323	784	445	303	864	117	418	1536	238	194	1525	274
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	351	852	0	329	939	0	454	1670	0	211	1658	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	389	940		410	962		475	1988		267	1681	
Arrive On Green	0.11	0.26	0.00	0.12	0.27	0.00	0.28	0.78	0.00	0.08	0.33	0.00
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	351	852	0	329	939	0	454	1670	0	211	1658	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	12.0	27.8	0.0	11.1	31.4	0.0	15.5	25.1	0.0	7.2	38.7	0.0
Cycle Q Clear(g_c), s	12.0	27.8	0.0	11.1	31.4	0.0	15.5	25.1	0.0	7.2	38.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	389	940		410	962		475	1988		267	1681	
V/C Ratio(X)	0.90	0.91		0.80	0.98		0.96	0.84		0.79	0.99	
Avail Cap(c_a), veh/h	389	992		410	962		475	1988		302	1681	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	52.6	42.7	0.0	51.5	43.4	0.0	43.1	10.9	0.0	54.4	40.0	0.0
Incr Delay (d2), s/veh	23.7	11.3	0.0	10.9	23.1	0.0	30.2	4.5	0.0	11.8	19.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	13.6	0.0	5.4	16.7	0.0	7.6	4.8	0.0	3.6	18.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.3	54.0	0.0	62.4	66.5	0.0	73.3	15.4	0.0	66.2	59.0	0.0
LnGrp LOS	E	D		E	E		E	B		E	E	
Approach Vol, veh/h		1203	A		1268	A		2124	A		1869	A
Approach Delay, s/veh		60.5			65.4			27.8			59.8	
Approach LOS		E			E			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.8	51.2	18.7	36.3	21.0	44.0	18.0	37.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	10.5	45.5	12.5	33.5	16.5	39.5	13.5	32.5
Max Q Clear Time (g_c+I1), s	9.2	27.1	13.1	29.8	17.5	40.7	14.0	33.4
Green Ext Time (p_c), s	0.1	11.8	0.0	1.9	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	50.5
HCM 6th LOS	D

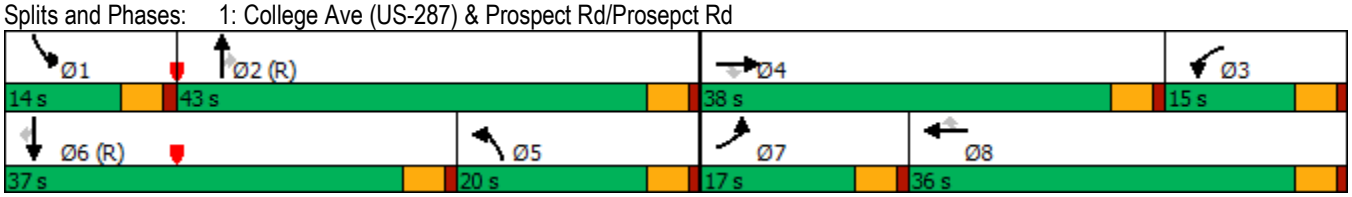
Notes

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	229	879	271	210	607	179	248	1335	202	89	1062	159
Future Volume (vph)	229	879	271	210	607	179	248	1335	202	89	1062	159
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	17.0	38.0	38.0	15.0	36.0	36.0	20.0	43.0	43.0	14.0	37.0	37.0
Total Split (%)	15.5%	34.5%	34.5%	13.6%	32.7%	32.7%	18.2%	39.1%	39.1%	12.7%	33.6%	33.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	11.8	33.1	33.1	10.2	31.6	31.6	15.5	40.4	40.4	8.2	33.1	33.1
Actuated g/C Ratio	0.11	0.30	0.30	0.09	0.29	0.29	0.14	0.37	0.37	0.07	0.30	0.30
v/c Ratio	0.68	0.90	0.43	0.71	0.65	0.35	0.56	0.78	0.31	0.38	0.75	0.29
Control Delay	57.0	49.0	5.5	61.6	37.9	9.9	49.0	34.7	4.6	52.4	38.7	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.0	49.0	5.5	61.6	37.9	9.9	49.0	34.7	4.6	52.4	38.7	6.0
LOS	E	D	A	E	D	A	D	C	A	D	D	A
Approach Delay		41.7			37.9			33.3			35.6	
Approach LOS		D			D			C			D	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 36.8	Intersection LOS: D
Intersection Capacity Utilization 75.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: College Ave (US-287) & Prospect Rd/Prosepct Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	229	879	271	210	607	179	248	1335	202	89	1062	159
Future Volume (veh/h)	229	879	271	210	607	179	248	1335	202	89	1062	159
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	249	955	0	228	660	0	270	1451	0	97	1154	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	314	1044		290	1019		565	2118		153	1509	
Arrive On Green	0.09	0.29	0.00	0.08	0.29	0.00	0.16	0.41	0.00	0.04	0.30	0.00
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	249	955	0	228	660	0	270	1451	0	97	1154	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	7.8	28.6	0.0	7.1	17.9	0.0	7.8	25.6	0.0	3.0	22.6	0.0
Cycle Q Clear(g_c), s	7.8	28.6	0.0	7.1	17.9	0.0	7.8	25.6	0.0	3.0	22.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	314	1044		290	1019		565	2118		153	1509	
V/C Ratio(X)	0.79	0.92		0.79	0.65		0.48	0.69		0.64	0.76	
Avail Cap(c_a), veh/h	393	1082		330	1019		565	2118		298	1509	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	49.0	37.5	0.0	49.4	34.4	0.0	41.8	26.3	0.0	51.7	35.3	0.0
Incr Delay (d2), s/veh	8.6	11.6	0.0	10.7	1.4	0.0	0.6	1.8	0.0	4.3	3.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	13.9	0.0	3.5	7.9	0.0	3.4	10.5	0.0	1.4	9.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.6	49.2	0.0	60.1	35.8	0.0	42.4	28.1	0.0	56.0	39.0	0.0
LnGrp LOS	E	D		E	D		D	C		E	D	
Approach Vol, veh/h		1204	A		888	A		1721	A		1251	A
Approach Delay, s/veh		50.9			42.1			30.4			40.3	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	50.1	13.7	36.8	22.5	37.0	14.5	36.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	9.5	38.5	10.5	33.5	15.5	32.5	12.5	31.5
Max Q Clear Time (g_c+I1), s	5.0	27.6	9.1	30.6	9.8	24.6	9.8	19.9
Green Ext Time (p_c), s	0.1	7.2	0.1	1.7	0.5	4.6	0.2	3.5

Intersection Summary	
HCM 6th Ctrl Delay	39.8
HCM 6th LOS	D

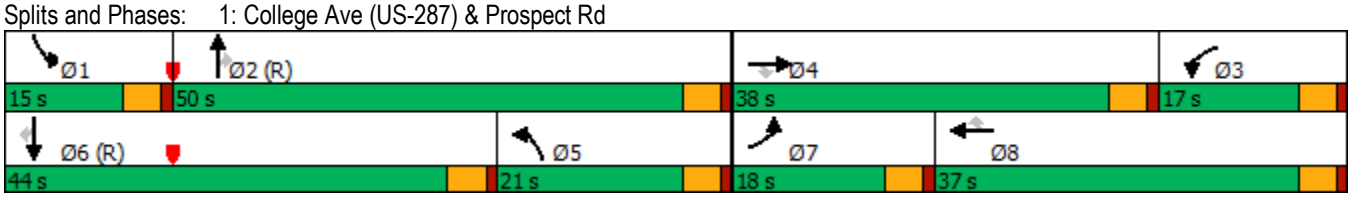
Notes

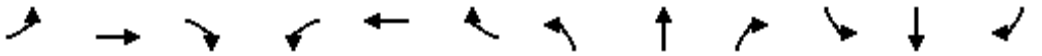
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	323	803	445	303	864	117	438	1563	238	221	1525	274
Future Volume (vph)	323	803	445	303	864	117	438	1563	238	221	1525	274
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	18.0	38.0	38.0	17.0	37.0	37.0	21.0	50.0	50.0	15.0	44.0	44.0
Total Split (%)	15.0%	31.7%	31.7%	14.2%	30.8%	30.8%	17.5%	41.7%	41.7%	12.5%	36.7%	36.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	13.5	33.1	33.1	12.9	32.5	32.5	16.5	45.5	45.5	10.5	39.5	39.5
Actuated g/C Ratio	0.11	0.28	0.28	0.11	0.27	0.27	0.14	0.38	0.38	0.09	0.33	0.33
v/c Ratio	0.91	0.89	0.75	0.89	0.98	0.24	1.01	0.88	0.35	0.80	0.99	0.46
Control Delay	80.8	54.5	24.0	79.9	68.4	5.9	95.1	41.2	6.6	74.1	60.2	13.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.8	54.5	24.0	79.9	68.4	5.9	95.1	41.2	6.6	74.1	60.2	13.0
LOS	F	D	C	E	E	A	F	D	A	E	E	B
Approach Delay		51.2			65.4			48.1			55.3	
Approach LOS		D			E			D			E	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 54.0	Intersection LOS: D
Intersection Capacity Utilization 90.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: College Ave (US-287) & Prospect Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	323	803	445	303	864	117	438	1563	238	221	1525	274
Future Volume (veh/h)	323	803	445	303	864	117	438	1563	238	221	1525	274
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	351	873	0	329	939	0	476	1699	0	240	1658	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	389	953		398	962		475	1948		294	1681	
Arrive On Green	0.11	0.27	0.00	0.12	0.27	0.00	0.28	0.76	0.00	0.09	0.33	0.00
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	351	873	0	329	939	0	476	1699	0	240	1658	0
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	12.0	28.6	0.0	11.2	31.4	0.0	16.5	28.3	0.0	8.2	38.7	0.0
Cycle Q Clear(g_c), s	12.0	28.6	0.0	11.2	31.4	0.0	16.5	28.3	0.0	8.2	38.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	389	953		398	962		475	1948		294	1681	
V/C Ratio(X)	0.90	0.92		0.83	0.98		1.00	0.87		0.82	0.99	
Avail Cap(c_a), veh/h	389	992		398	962		475	1948		302	1681	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	52.6	42.6	0.0	51.9	43.4	0.0	43.5	12.1	0.0	54.0	40.0	0.0
Incr Delay (d2), s/veh	23.7	12.5	0.0	13.5	23.1	0.0	41.7	5.7	0.0	15.4	19.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	14.1	0.0	5.6	16.7	0.0	8.8	5.4	0.0	4.2	18.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.3	55.1	0.0	65.4	66.5	0.0	85.2	17.9	0.0	69.4	59.0	0.0
LnGrp LOS	E	E		E	E		F	B		E	E	
Approach Vol, veh/h		1224	A		1268	A		2175	A		1898	A
Approach Delay, s/veh		61.2			66.2			32.6			60.3	
Approach LOS		E			E			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.7	50.3	18.3	36.7	21.0	44.0	18.0	37.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	10.5	45.5	12.5	33.5	16.5	39.5	13.5	32.5
Max Q Clear Time (g_c+I1), s	10.2	30.3	13.2	30.6	18.5	40.7	14.0	33.4
Green Ext Time (p_c), s	0.0	10.5	0.0	1.6	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	52.4
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	18	1613	17	0	1410
Future Vol, veh/h	0	18	1613	17	0	1410
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	20	1753	18	0	1533

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	886	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	247	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	247	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	247	-
HCM Lane V/C Ratio	-	-	0.079	-
HCM Control Delay (s)	-	-	20.8	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.3	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	47	2002	31	0	2078
Future Vol, veh/h	0	47	2002	31	0	2078
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	51	2176	34	0	2259

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1105	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	*447	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		1	-	-		-
Mov Cap-1 Maneuver	-	*447	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	447	-
HCM Lane V/C Ratio	-	-	0.114	-
HCM Control Delay (s)	-	-	14.1	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.4	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	18	1765	17	0	1542
Future Vol, veh/h	0	18	1765	17	0	1542
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	20	1918	18	0	1676

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	968	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	218	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	218	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	218	-
HCM Lane V/C Ratio	-	-	0.09	-
HCM Control Delay (s)	-	-	23.1	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.3	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	47	2190	31	0	2273
Future Vol, veh/h	0	47	2190	31	0	2273
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	51	2380	34	0	2471

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1207	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	*403	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		1	-	-		-
Mov Cap-1 Maneuver	-	*403	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	403	-
HCM Lane V/C Ratio	-	-	0.127	-
HCM Control Delay (s)	-	-	15.2	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.4	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1049	33	0	901	0	12
Future Vol, veh/h	1049	33	0	901	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1140	36	0	979	0	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	588
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	452
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	452
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	452	-	-	-
HCM Lane V/C Ratio	0.029	-	-	-
HCM Control Delay (s)	13.2	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1103	48	0	1174	0	42
Future Vol, veh/h	1103	48	0	1174	0	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1199	52	0	1276	0	46

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	626
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	427
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	427
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	427	-	-	-
HCM Lane V/C Ratio	0.107	-	-	-
HCM Control Delay (s)	14.4	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1148	34	0	986	0	12
Future Vol, veh/h	1148	34	0	986	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1248	37	0	1072	0	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	643
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	416
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	416
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	416	-	-	-
HCM Lane V/C Ratio	0.031	-	-	-
HCM Control Delay (s)	13.9	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1207	48	0	1284	0	43
Future Vol, veh/h	1207	48	0	1284	0	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1312	52	0	1396	0	47

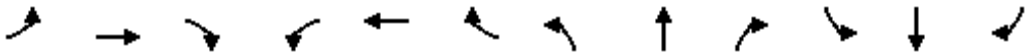
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	682
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	392
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	392
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	15.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	392	-	-	-
HCM Lane V/C Ratio	0.119	-	-	-
HCM Control Delay (s)	15.4	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-

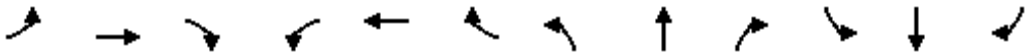
APPENDIX F

Queue Analysis Worksheets



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	252	970	298	237	685	202	270	1454	220	90	1055	158
v/c Ratio	0.68	0.91	0.43	0.74	0.67	0.36	0.56	0.74	0.29	0.36	0.69	0.27
Control Delay	57.3	50.0	5.5	63.1	38.4	10.7	49.0	32.8	4.5	52.2	37.0	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.3	50.0	5.5	63.1	38.4	10.7	49.0	32.8	4.5	52.2	37.0	5.9
Queue Length 50th (ft)	89	344	0	85	225	25	92	332	0	31	242	0
Queue Length 95th (ft)	120	383	43	113	254	64	126	361	39	57	293	47
Internal Link Dist (ft)		422			403			318			452	
Turn Bay Length (ft)	250		250	125		125	225			175		200
Base Capacity (vph)	390	1077	689	327	1021	566	483	1963	746	296	1522	585
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.90	0.43	0.72	0.67	0.36	0.56	0.74	0.29	0.30	0.69	0.27

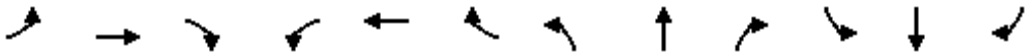
Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	331	827	457	292	832	113	447	1590	241	223	1515	272
v/c Ratio	0.86	0.84	0.68	0.80	0.86	0.21	0.87	0.80	0.32	0.87	0.95	0.43
Control Delay	74.3	49.1	16.9	69.3	51.2	4.3	61.5	31.5	4.0	85.7	54.1	12.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.3	49.1	16.9	69.3	51.2	4.3	61.5	31.5	4.0	85.7	54.1	12.8
Queue Length 50th (ft)	131	313	89	115	318	0	175	297	0	90	425	47
Queue Length 95th (ft)	#206	386	207	#178	397	30	#256	336	46	#166	#534	123
Internal Link Dist (ft)		422			403			318			452	
Turn Bay Length (ft)	250		250	125		125	225			175		200
Base Capacity (vph)	386	1017	681	371	1002	545	514	1977	751	257	1595	627
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.81	0.67	0.79	0.83	0.21	0.87	0.80	0.32	0.87	0.95	0.43

Intersection Summary

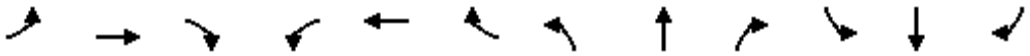
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	249	955	295	228	660	195	270	1451	220	97	1154	173
v/c Ratio	0.68	0.90	0.43	0.71	0.65	0.35	0.56	0.78	0.31	0.38	0.75	0.29
Control Delay	57.0	49.0	5.5	61.6	37.9	9.9	49.0	34.7	4.6	52.4	38.7	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.0	49.0	5.5	61.6	37.9	9.9	49.0	34.7	4.6	52.4	38.7	6.0
Queue Length 50th (ft)	88	336	0	81	214	21	92	332	0	34	271	1
Queue Length 95th (ft)	130	#451	61	#125	278	77	136	398	51	60	326	51
Internal Link Dist (ft)		422			403			318			452	
Turn Bay Length (ft)	250		250	125		125	225			175		200
Base Capacity (vph)	390	1077	687	327	1017	565	483	1868	720	296	1532	596
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.89	0.43	0.70	0.65	0.35	0.56	0.78	0.31	0.33	0.75	0.29

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	351	873	484	329	939	127	476	1699	259	240	1658	298
v/c Ratio	1.07	0.94	0.75	0.92	0.98	0.24	0.90	0.84	0.34	0.80	0.99	0.46
Control Delay	120.7	61.9	22.6	84.9	68.4	5.9	71.1	37.7	5.9	74.1	60.2	13.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	120.7	61.9	22.6	84.9	68.4	5.9	71.1	37.7	5.9	74.1	60.2	13.0
Queue Length 50th (ft)	~155	349	126	131	381	0	188	431	15	95	466	55
Queue Length 95th (ft)	#252	#475	264	#219	#521	41	#283	497	70	#159	#582	136
Internal Link Dist (ft)		422			403			318			452	
Turn Bay Length (ft)	250		250	125		125	225			175		200
Base Capacity (vph)	328	928	643	357	958	527	529	2014	764	300	1673	653
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.07	0.94	0.75	0.92	0.98	0.24	0.90	0.84	0.34	0.80	0.99	0.46

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

APPENDIX G

Drive Through Queuing Information

Drive-Through Queue Generation

Mike Spack, PE, PTOE, Max Moreland, EIT, Lindsay de Leeuw, Nate Hood

1.0 Introduction

This report provides queuing data for businesses with drive-through services. It is intended to be an aid for site designers and reviewers, similar to the Institute of Transportation Engineers' *Trip Generation* and *Parking Generation* reports. The data presentation is modeled on the *Parking Generation* report and data is provided based on at least six sites, similar to data sets marked as statistically significant in *Trip Generation*.

Businesses with drive-through lanes are very common in the United States and having data that gives usage information for drive-through lanes will assist designers as well as cities in determining the appropriate amount of storage needed for proposed drive-through businesses. Data for drive-through queues was published by the ITE Technical Council Committee 5D-10 in 1995 based on information collected between the late 1960's and the 1990's. A paper was also published in 2009 by Mark Stuecheli, PTP giving updated information for bank and coffee shop drive-through lanes. The results from the 2009 study are incorporated into this paper (thank you Mark for your assistance).

2.0 Data Collection

Data was collected using COUNTcam video recording systems at a total of 30 drive-through locations in Minneapolis, MN and several surrounding suburbs between 2010 and 2012 (26 of the 30 videos were recorded in February of 2012, which should represent peak usage in the cold Minnesota winter). Videos of drive-through lanes were collected at banks, car washes, coffee shops, fast food restaurants and pharmacies. A total of six locations were selected for each of the five different land uses. Each location was recorded for between one and five days where the majority of locations were recorded for two consecutive days. The days of the week that each video was recorded on varies.

The 24-hour videos were watched at high speeds with the PC-TAS counting software and maximum queues throughout the day were noted. Most of the COUNTcams were set up such that the entire queue lane could be seen, but at a few locations the drive-through lanes wrapped around the building in a way that the entire queue length would not be able to be seen. For these situations, the COUNTcams were set up so that the ordering window and back of the queue could be seen and it was noted how many vehicles could fit between the ordering window and the front of the queue. For drive-through locations with multiple lanes, the number of lanes was noted but the maximum queue is defined as the sum of the queues at each lane for any given point in time, not the queue per lane. This approach provides overall demand, which may assist designers in determining how many drive through lanes are appropriate in addition to determining how long they should be.

Once the maximum queue for each day at each location was determined, the data was compiled and statistics for each land use were calculated. The average maximum queue, standard deviation, coefficient of variation, range, 85th percentile and 33rd percentile were calculated for each land use.

Data for drive-through coffee shops and banks from the Kansas City, Kansas metropolitan area was published in the 2009 paper New Drive-Through Stacking Information for Banks and Coffee Shops by Mark Stuecheli. This data is included in the analysis.

3.0 Data Analysis

Based on the peak queue lengths, it is apparent that each land use will require a different minimum drive through stacking distance. The results for each land use can be found below. The peak queue lengths for each location, broken down by land use and day of the week, can be found in the Appendix.

3.1 Banks

Data collection was done at six banks with drive-through services (including one credit union) in August 2011 and February 2012. Twelve days of data were collected. The banks were located in the cities of Minneapolis, Robbinsdale and St. Louis Park, MN.

All of the locations had a lane with a drive-through ATM and at least two other lanes. Though service times may differ for ATM lanes compared to the regular lanes, the maximum queues were counted together. This is because based upon what was observed, vehicles would occasionally switch the lane they were in. For example, a vehicle waiting in the ATM line with a queue of three vehicles may move over to a regular line with a queue of only one vehicle. Much of what can be done at the bank's drive-through lane can also be accomplished at that bank's ATM and vice versa. Vehicles being served were counted as being in the queue.

Nine days of data from the Kansas City, Kansas area is also included. This data does not factor in vehicles in ATM lanes.

Table 3.1 – Drive-Through Bank Maximum Queue Statistics

	Minnesota Data	Minnesota + Kansas Data
Number of Data Points	**12**	**21**
Average Maximum Queue (Vehicles)	**5.83**	**5.76**
Standard Deviation (Vehicles)	**1.85**	**2.21**
Coefficient of Variation	**32%**	**38%**
Range (Vehicles)	**3 to 8**	**1 to 10**
85th Percentile (Vehicles)	**8.00**	**8.00**
33rd Percentile (Vehicles)	**5.00**	**5.00**

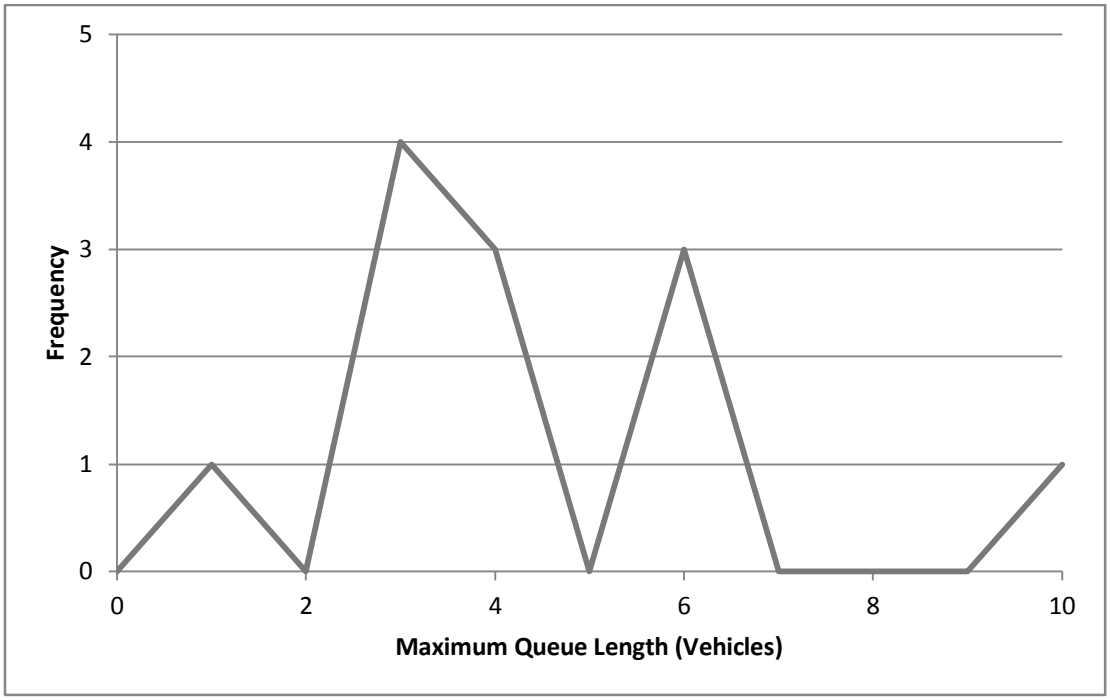


Figure 3.2 – Drive-Through Car Wash Maximum Queue Frequency

Two of the car washes had two lanes while the other four were one lane car washes. The full-service car wash had two lanes and also produced the highest maximum queue of 10 vehicles. The maximum queues for car washes were spread throughout the afternoon from 12:30pm to 8:30pm. With an 85th percentile maximum queue of more than six vehicles, the data suggests that car washes with drive-through lanes should be able to accommodate 140 feet of vehicle stacking throughout the day.

3.3 Coffee Shops

Data collection was done at six coffee shops with drive-through services in November 2010, August 2011 and February 2012. Fourteen days of data were collected. The coffee shops were located in the cities of Edina, Hopkins, Minneapolis, Roseville and St. Louis Park, MN. Vehicles being served were counted as being in the queue. Twelve days of data from the Kansas City, Kansas area is also included.

Table 3.3 – Drive-Through Coffee Shop Maximum Queue Statistics

	Minnesota Data	Minnesota + Kansas Data
Number of Data Points	14	26
Average Maximum Queue (Vehicles)	11.00	10.23
Standard Deviation (Vehicles)	2.25	2.76
Coefficient of Variation	20%	27%
Range (Vehicles)	7 to 16	3 to 16
85th Percentile (Vehicles)	13.50	13.00
33rd Percentile (Vehicles)	10.00	9.91

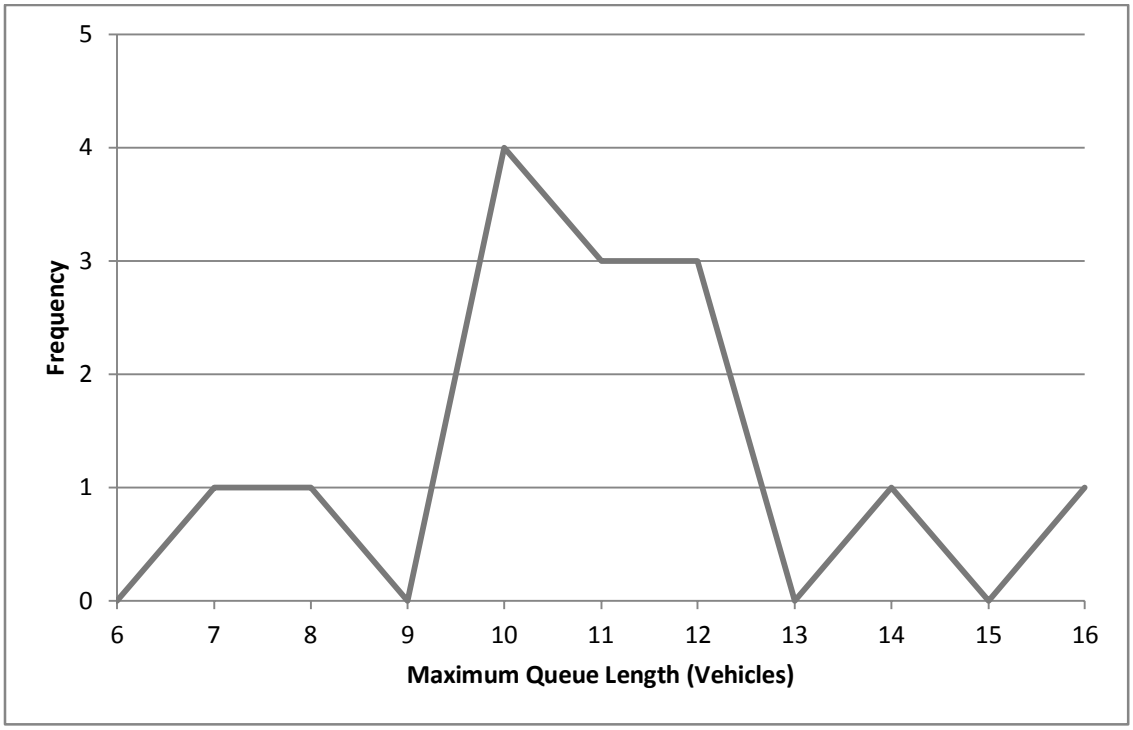


Figure 3.3.1 – Drive-Through Coffee Shop Maximum Queue Frequency – Minnesota Data

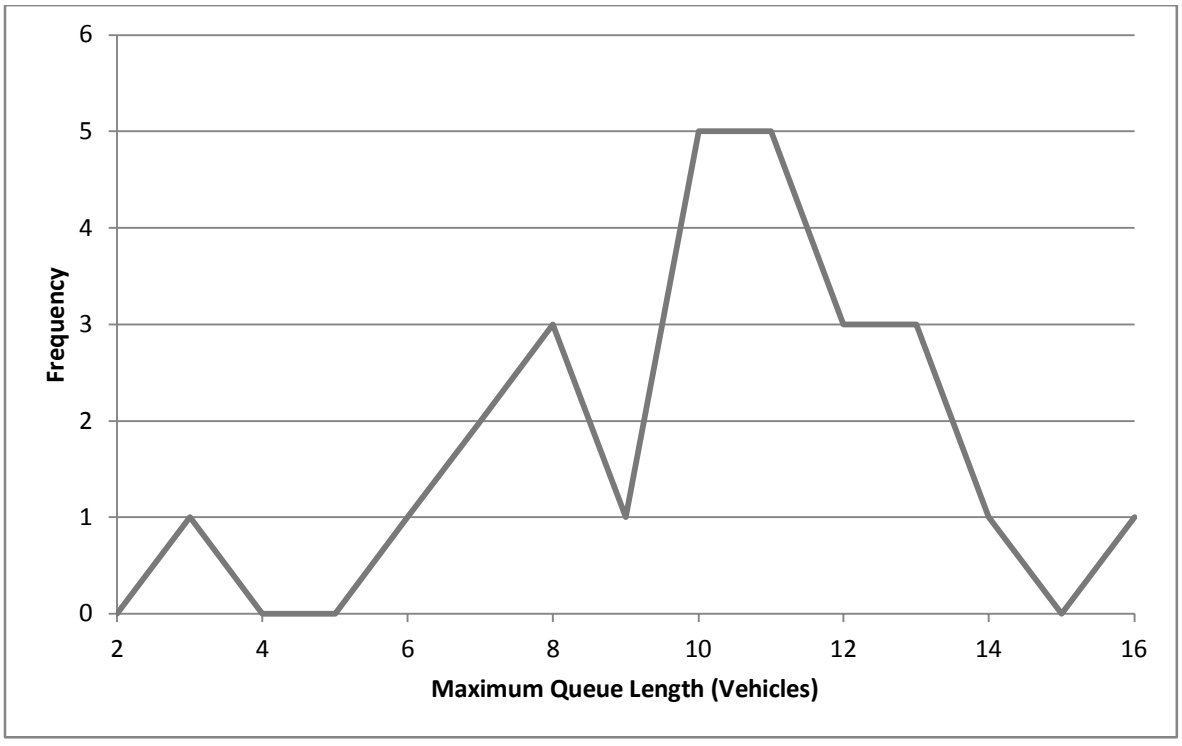


Figure 3.3.2 – Drive-Through Coffee Shop Maximum Queue Frequency – MN + KS Data

Coffee shops produced the longest maximum queues of any of the land uses in this study with all of the maximum queues occurring in the morning. In four of the six cases, the queues spilled out of the parking lot and into the street. These spillovers would typically only happen once or twice a day and last only a few minutes, however, one location had stacking into the street for about 15 minutes in addition to multiple periods of several minutes where cars would queue in the street.

With an 85th percentile maximum queue of 13 vehicles, the data suggests that coffee shops with drive-through lanes should be able to accommodate at least 260 feet of vehicle stacking during morning hours.

3.4 Fast Food Restaurants

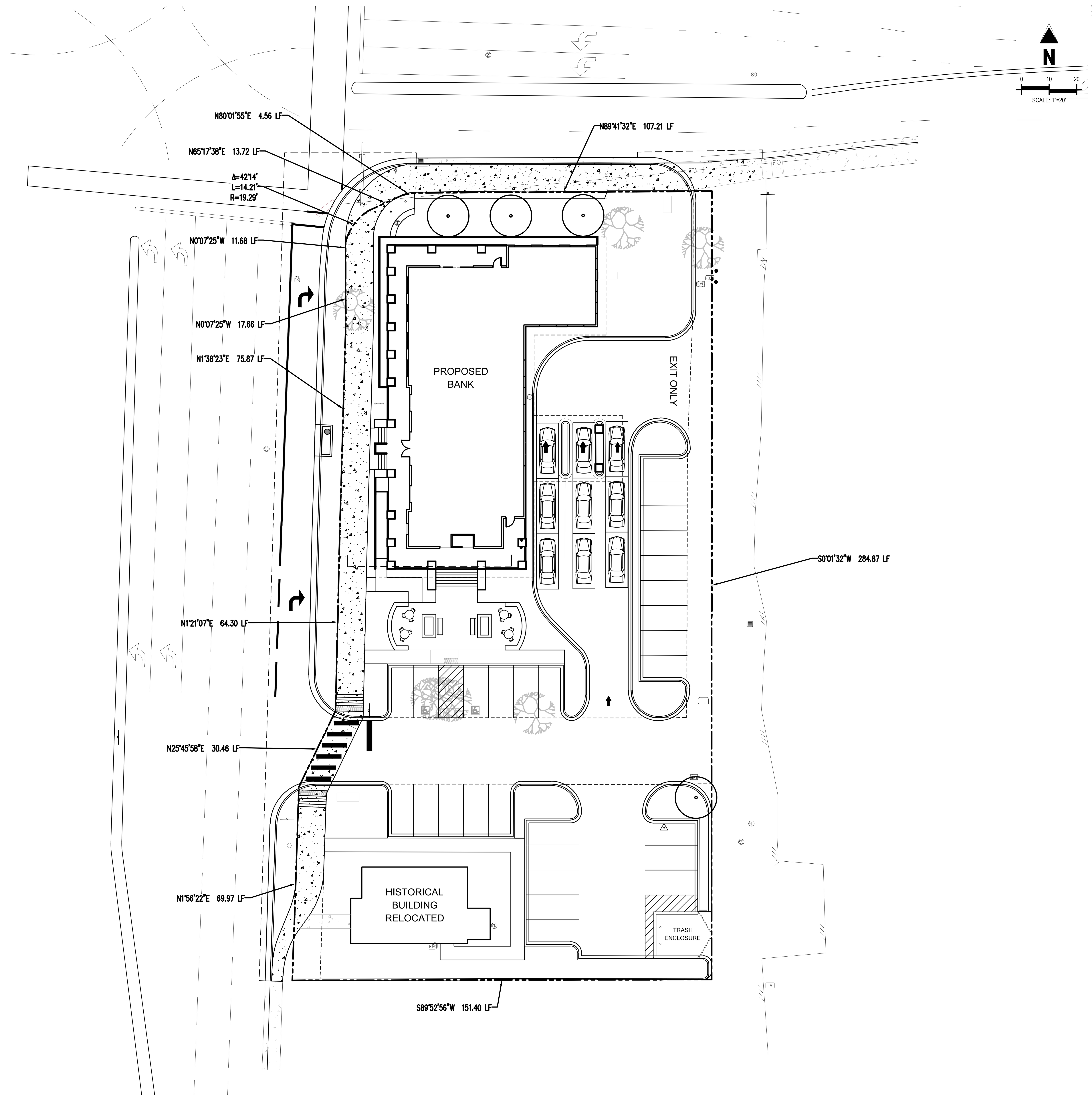
Data collection was done at six fast food restaurants with drive-through services in August 2011 and February 2012. Fourteen days of data were collected. The restaurants were located in the cities of Golden Valley, Hopkins, Minneapolis and St. Louis Park, MN. Vehicles being served were counted as being in the queue.

Table 3.4 – Drive-Through Fast Food Restaurant Maximum Queue Statistics

Number of Data Points	**14**
Average Maximum Queue (Vehicles)	**8.50**
Standard Deviation (Vehicles)	**2.68**
Coefficient of Variation	**32%**
Range (Vehicles)	**5-13**
85th Percentile (Vehicles)	**12.00**
33rd Percentile (Vehicles)	**7.90**

APPENDIX H

Conceptual Site Plan



SCHEDULE

1. EXISTING CURB AND GUTTER TO REMAIN
2. EXISTING PARKING TO REMAIN
3. EXISTING SIDEWALK TO REMAIN
4. EXISTING BUILDING TO REMAIN
5. EXISTING CONCRETE PAN TO BE REMOVED & REPLACED PER CITY STANDARDS
6. EXISTING PEDESTRIAN CROSSWALK TO BE REMOVED & REPLACED PER CITY STANDARDS
7. EXISTING SITE LIGHT TO REMAIN
8. EXISTING CURB CUT TO BE REMOVED & REPLACED PER CITY STANDARDS
9. EXISTING RAILROAD TRACKS TO REMAIN
10. EXISTING TREE TO REMAIN
11. EXISTING UTILITY BOX TO REMAIN (SEE UTILITY PLAN FOR TYPE)
12. EXISTING MANHOLE TO REMAIN (SEE UTILITY PLAN FOR TYPE)
13. EXISTING CLEANOUT TO REMAIN (SEE UTILITY PLAN FOR TYPE)
14. EXISTING INLET TO REMAIN (SEE UTILITY PLAN FOR TYPE)
15. EXISTING ELECTRICAL BOX TO BE REMOVED AND RELOCATED (REF. EXISTING CONDITIONS & DEMOLITION PLAN FOR EXISTING LOCATION OF BOX)
16. PROPOSED FIRE HYDRANT; REF. UTILITY PLAN
17. PROPOSED 3" WATER METER VAULT (REF. UTILITY PLAN)
18. PROPOSED 123,790 SF KING SOOPERS MARKETPLACE STORE; REF. ARCH. PLANS
19. PROPOSED PHARMACY DRIVE THRU CANOPY AND DRIVE LANES; REF. ARCH. PLANS
20. PROPOSED CONCRETE LOADING DOCK; REF. ARCH. PLANS
21. PROPOSED MECHANICAL ENCLOSURE AREA; REF. ARCH. PLANS
22. PROPOSED SCREEN WALL AT MECHANICAL UNITS; REF. ARCH. PLANS
23. PROPOSED TRASH COMPACTOR; REF. ARCH. PLANS
24. PROPOSED EGRESS LANDING WITH STAIRS OR RAMP; REF. ARCH. PLANS
25. PROPOSED BICYCLE RACK; REF. SITE DETAILS
26. PROPOSED VESTIBULE; REF. ARCH. PLANS
27. PROPOSED OUTDOOR SALES AREA; REF. ARCH. PLANS
28. PROPOSED OUTDOOR SEATING AREA; REF. ARCH. PLANS
29. PROPOSED KING SOOPERS TRANSFORMER; REF. UTILITY PLAN
30. PROPOSED MANHOLE; REF. UTILITY PLAN FOR TYPE
31. PROPOSED BOLLARD; REF. SITE DETAILS
32. PROPOSED GREASE INTERCEPTOR
33. PROPOSED CONCRETE SIDEWALK
34. PROPOSED TRASH ENCLOSURE
35. PROPOSED MASONRY SCREEN WALL AT TRUCK DOCK; REF. ARCH. PLANS
36. PROPOSED CART CORRAL
37. PROPOSED 6" CONCRETE CURB WITH 1' GUTTER; REF. SITE DETAILS
38. PROPOSED FULL DEPTH ASPHALT PAVING
39. PROPOSED SITE LIGHT; REF. PHOTOMETRIC PLAN
40. EXISTING 3 RAIL FENCE TO REMAIN
41. PROPOSED 9'x17' 90-DEGREE "HEAD-IN" PARKING STALL (TYP.); REF. SIGNAGE & STRIPING PLAN
42. PROPOSED ADA ACCESSIBLE RAMP WITH DETECTABLE WARNINGS; REF. SITE DETAILS
43. PROPOSED ADA PARKING STALL WITH PAINTED ACCESS AISLE AND SIGNAGE; REF. SITE DETAILS
44. PROPOSED 9.5'x20' 60-DEGREE "ANGLED" PARKING STALL (TYP.); REF. SIGNAGE & STRIPING PLAN
45. PROPOSED 8'x15' 90-DEGREE "HEAD-IN" PARKING STALL (TYP.); REF. SIGNAGE & STRIPING PLAN
46. PROPOSED 9'x19' 90-DEGREE "HEAD-IN" PARKING STALL (TYP.); REF. SIGNAGE & STRIPING PLAN
47. PROPOSED PARKING STRIPING; REF. SIGNAGE & STRIPING PLAN
48. PROPOSED STOP BAR AND TRAFFIC DIRECTIONAL FLOW ARROW; REF. SITE DETAILS
49. PROPOSED CROSSWALK; REF. SITE DETAILS
50. PROPOSED R1-1 STOP SIGN; REF. SITE DETAILS
51. PROPOSED LANDSCAPE PLANTER BOX, REF. LANDSCAPE PLAN
52. PROPOSED MONUMENT SIGN; REF. SITE DETAILS, SHEET 9
53. PROPOSED AREA INLET; REF. UTILITY PLAN
54. PROPOSED CURB INLET; REF. UTILITY PLAN
55. PROPOSED LANDSCAPING; REF. LANDSCAPE PLANS
56. PROPOSED BUS PULL-OUT
57. PROPOSED SEATWALL; REF. LANDSCAPE PLANS
58. PROPOSED PERGOLA; REF. LANDSCAPE PLANS
59. PROPOSED SITE BENCH; REF. LANDSCAPE PLANS
60. PROPOSED TREE GRATE WITH RAISED CURB; REF. LANDSCAPE PLANS
61. PROPOSED DECORATIVE HARDSCAPE PAVERS; REF. LANDSCAPE PLANS
62. PROPOSED 9'x15' 90-DEGREE "HEAD-IN" PARKING STALL (TYP.); REF. SIGNAGE & STRIPING PLAN
63. PROPOSED FUEL KIOSK (180 SF) W/ SURROUNDING DISPLAY UNITS
64. PROPOSED FUELING CANOPY
65. PROPOSED CONCRETE SLAB FOR FUELING CENTER
66. PROPOSED UNDERGROUND FUEL STORAGE TANKS
67. PROPOSED MPD FUEL DISPENSER W/ BOLLARDS (TYP 7)
68. PROPOSED WATER METER PIT; REF UTILITY PLANS
69. PROPOSED FDC W/ APPROVED KNOXWARE ASSEMBLY
70. PROPOSED ADS UNDERGROUND WATER QUALITY SYSTEM; REF UTILITY PLANS
71. PROPOSED 2' CONCRETE DRAINAGE PAN; REF SITE DETAILS
72. PROPOSED 2' CURB CHASE (REF. SITE DETAILS)
73. PROPOSED 8'x17' 60-DEGREE ANGLED GROCERY PICKUP PARKING STALL; REF. SIGNAGE & STRIPING PLAN
74. PROPOSED FUTURE ACCESS POINT

LEGEND

- EXISTING PROPERTY BOUNDARY LINE
- PROPOSED PROPERTY BOUNDARY LINE
- ADJACENT PROPERTY BOUNDARY LINE
- EXISTING EASEMENT BOUNDARY LINE
- EXISTING EASEMENT BOUNDARY LINE TO BE REMOVED
- PROPOSED EASEMENT BOUNDARY LINE
- SECTION LINE
- SAWCUT LINE
- EXISTING FENCE
- PEDESTRIAN/ADA PATH OF TRAVEL
- ROW TO BE DEDICATED
- EXISTING LIGHT POLE
- E — EXISTING ELECTRICAL BOX
- EM — EXISTING ELECTRICAL METER/RISER
- E — EXISTING ELECTRICAL MANHOLE
- ECB — EXISTING ELECTRICAL CABINET
- EVT — EXISTING ELECTRICAL VAULT
- WV — EXISTING WATER VALVE
- EXISTING FIRE HYDRANT
- WM — EXISTING WATER METER
- SS — EXISTING SANITARY SEWER MANHOLE
- CO — EXISTING SANITARY SEWER CLEANOUT
- GM — EXISTING GAS METER
- TL — EXISTING TELEPHONE MANHOLE
- RI — EXISTING TELEPHONE RISER
- IR — EXISTING IRRIGATION BOX
- EXISTING EXISTING TREE TO REMAIN
- EXISTING SIGN
- EXISTING STORM SEWER CURB INLET
- EXISTING STORM SEWER AERA INLET
- PROPOSED SITE LIGHTING
- PROPOSED FIRE HYDRANT
- PROPOSED MANHOLE COVER
- PROPOSED INLET
- CART CORRAL (APPROXIMATE LOCATION)
- PROPOSED SIGN
- 9 — PARKING COUNT

EASEMENT SCHEDULE

- A — EXISTING 6' UTILITY EASEMENT; REF. ALTA SURVEY
- B — EXISTING 15' UTILITY EASEMENT; REF. ALTA SURVEY
- C — EXISTING 20' UTILITY EASEMENT; REF. ALTA SURVEY
- D — EXISTING 40' UTILITY EASEMENT; REF. ALTA SURVEY
- E — EXISTING 10' DRAINAGE EASEMENT TO BE VACATED; REF. ALTA SURVEY
- F — EXISTING TRAFFIC EASEMENT TO BE VACATED; REF. PLAT
- G — EXISTING SHARED PARKING EASEMENT; REF. ALTA SURVEY
- H — EXISTING 40' UNDERGROUND UTILITY EASEMENT; REF. ALTA SURVEY
- I — EXISTING 6' GAS AND POWER EASEMENT; REF. ALTA SURVEY
- J — PROPOSED EMERGENCY ACCESS EASEMENT; REF. PLAT
- K — PROPOSED UTILITY EASEMENT; REF. PLAT

BENCHMARK

ELEVATIONS ARE BASED ON CITY OF FORT COLLINS – "WOODWARD" AND IS DESCRIBED AS FOLLOWS: NAVD 88, ELEVATION = 4992.03'
'WOODWARD' IS LOCATED & DESCRIBED AS FOLLOWS: ON THE WEST SIDE OF A CONCRETE TRAFFIC SIGNAL BASE AT THE SOUTHEAST CORNER OF COLLEGE AVE. AND PROSPECT ROAD.

BASIS OF BEARING

ALL BEARINGS ARE GRID BEARINGS OF THE COLORADO STATE PLANE COORDINATE SYSTEM, NORTH ZONE, NORTH AMERICAN DATUM 1983. THE NORTH LINE OF THE NORTHWEST QUARTER OF SECTION 24 BEARS N 89°52'03" E AND DISTANCE OF 2637.05', MONUMENTED AT THE WEST BY NO. 6 REBAR WITH 2.5" ALUMINUM CAP IN RANGE BOX STAMPED "2017, PLS 31169 AND TO THE EAST BY NO. 6 REBAR WITH 2.5" ALUMINUM CAP IN A RANGE BOX, STAMPED "1995, PLS 17497" AS SHOWN WITH ALL OTHER BEARINGS RELATIVE THERETO.

Galloway
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PRELIMINARY
NOT FOR BIDDING
NOT FOR CONSTRUCTION

SITE PLANS FOR
ALPINE BANK

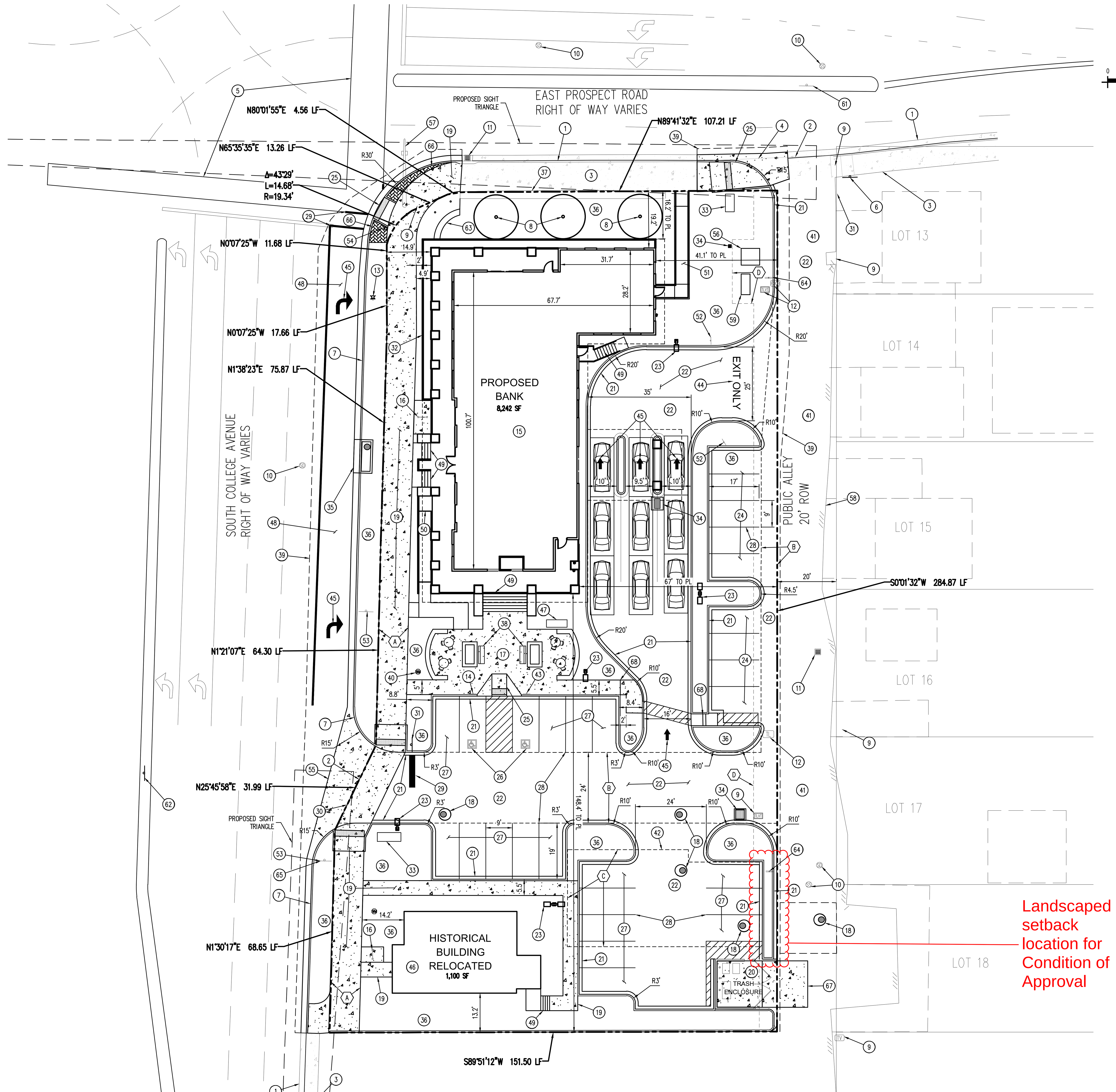
1608 SOUTH COLLEGE AVENUE

S. COLLEGE AVE. & PROSPECT ROAD
FORT COLLINS, COLORADO

#	Date	Issue / Description	Init.

Project No: ALB000001
Drawn By:
Checked By:
Date: OCTOBER 2020

SITE PLAN



Landscaped setback location for Condition of Approval

SCHEDULE

1. EXISTING CURB AND GUTTER TO REMAIN
2. PROPOSED ACCESS POINT
3. EXISTING SIDEWALK TO REMAIN
4. EXISTING CONCRETE PAN TO BE REMOVED & REPLACED PER CITY STANDARDS
5. EXISTING PEDESTRIAN CROSSWALK TO BE MODIFIED PER CITY STANDARDS
6. EXISTING SITE LIGHT TO REMAIN
7. PROPOSED 6" CONCRETE CURB WITH 2' GUTTER: REF. SITE DETAILS
8. EXISTING TREE TO REMAIN (CONTRACTOR TO PROTECT IN PLACE – SEE LANDSCAPE PLANS FOR DETAILS)
9. EXISTING UTILITY BOX TO REMAIN AND BE RELOCATED OR ADJUSTED TO FINAL GRADE (SEE UTILITY PLAN FOR TYPE)
10. EXISTING MANHOLE TO REMAIN (SEE UTILITY PLAN FOR TYPE)
11. EXISTING INLET TO REMAIN (SEE UTILITY PLAN FOR TYPE)
12. EXISTING UTILITY BOX TO BE REMOVED AND RELOCATED (REF. EXISTING CONDITIONS & DEMOLITION PLAN FOR EXISTING LOCATION OF BOX)
13. PROPOSED FIRE HYDRANT; REF. UTILITY PLAN
14. PROPOSED ADA PARKING SIGN: REF. SITE DETAILS
15. PROPOSED 7,600 SF ALPINE BANK BUILDING; REF. ARCH. PLANS
16. PROPOSED BICYCLE RACK; REF. SITE DETAILS
17. PROPOSED OUTDOOR SEATING AREA; REF. ARCH. PLANS
18. PROPOSED MANHOLE; REF. UTILITY PLAN FOR TYPE
19. PROPOSED CONCRETE SIDEWALK
20. PROPOSED TRASH ENCLOSURE
21. PROPOSED 6" CONCRETE CURB WITH 1' GUTTER; REF. SITE DETAILS
22. PROPOSED FULL DEPTH ASPHALT PAVING
23. PROPOSED SITE LIGHT; REF. PHOTOMETRIC PLAN
24. PROPOSED 9'x17' 90-DEGREE "HEAD-IN" PARKING STALL (TYP.); REF. SIGNAGE & STRIPING PLAN
25. PROPOSED ADA ACCESSIBLE RAMP WITH DETECTABLE WARNINGS; REF. SITE DETAILS
26. PROPOSED ADA PARKING STALL WITH PAINTED ACCESS AISLE AND SIGNAGE; REF. SITE DETAILS
27. PROPOSED 9'x19' 90-DEGREE "HEAD-IN" PARKING STALL (TYP.); REF. SIGNAGE & STRIPING PLAN
28. PROPOSED PARKING STRIPING; REF. SIGNAGE & STRIPING PLAN
29. PROPOSED STOP BAR; REF. SITE DETAILS AND INTERSECTION PLAN
30. PROPOSED CROSSWALK; REF. SITE DETAILS AND INTERSECTION PLAN
31. PROPOSED R1-1 STOP SIGN WITH R3-5R "RIGHT TURN ONLY" SIGN BELOW; REF. SITE DETAILS
32. PROPOSED LANDSCAPE PLANTER BOX, REF. LANDSCAPE PLAN
33. PROPOSED MONUMENT SIGN; SEPARATE PERMIT REQUIRED
34. PROPOSED AREA INLET; REF. UTILITY PLAN
35. PROPOSED CURB INLET; REF. UTILITY PLAN
36. PROPOSED LANDSCAPING; REF. LANDSCAPE PLANS
37. EXISTING RETAINING WALL; REF. LANDSCAPE PLANS
38. PROPOSED SITE BENCH; REF. LANDSCAPE PLANS
39. PROPOSED SAW CUT LINE; REF. SITE DETAILS
40. PROPOSED WATER METER PIT; REF UTILITY PLANS
41. EXISTING ASPHALT PAVING TO REMAIN
42. PROPOSED ADS UNDERGROUND WATER QUALITY SYSTEM; REF UTILITY PLANS
43. PROPOSED ADA PARKING SIGN W/VAN ACCESSIBLE SIG; REF. SITE DETAILS
44. PROPOSED EXIT STRIPING; REF. SITE DETAILS
45. PROPOSED TRAFFIC DIRECTIONAL ARROW; REF. SITE DETAILS AND INTERSECTION PLAN
46. PROPOSED RELOCATION OF 1,100 SF HISTORIC BUILDING
47. PROPOSED ENCLOSED BIKE STORAGE (1 STALL)
48. PROPOSED CONCRETE PAVING FOR LANE WIDENING (TO MATCH EXISTING STREET PAVEMENT SECTION)
49. PROPOSED STAIRS; REF. ARCHITECTURAL PLANS
50. PROPOSED RAMP; REF. ARCHITECTURAL PLANS
51. PROPOSED SIDEWALK RAMP W/ HANDRAILS
52. PROPOSED R5-1 "DO NOT ENTER" SIGN FACING EASE WITH BACK TO BACK R6-1R/L "ONE WAY" SIGNS BELOW (ARROWS FACING PROSPECT); REF. SITE DETAILS
53. PROPOSED "RIGHT LANE MUST TURN RIGHT" SIGN; REF. SITE DETAILS & INTERSECTION PLAN
54. EXISTING CROSSWALK PUSH BUTTON PEDESTAL TO BE RELOCATED 9"; CONTRACTOR TO ADJUST TO FINAL GRADE AND CORRECT ORIENTATION PER NEW ADA RAMP LOCATION
55. PROPOSED CONCRETE CROSSPAN; REF. SITE DETAILS
56. PROPOSED TRANSFORMER PAD; REF. UTILITY PLANS
57. PROPOSED TRAFFIC LIGHT TO REMAIN; REF. UTILITY PLANS
58. EXISTING EDGE OF ASPHALT
59. PROPOSED SWITCHGEAR BOX AND PAD; REF. UTILITY PLANS
60. PROPOSED SANITARY SEWER MANHOLE; REF. UTILITY PLAN
61. EXISTING "NO LEFT TURN" SIGN TO REMAIN
62. PROPOSED "ONE WAY" SIGN; REF. SITE DETAILS
63. PROPOSED ENHANCED CORNER TREATMENT; REF. BUILDING PLANS
64. PROPOSED SPEED LIMIT SIGN; REF. SITE DETAILS
65. PROPOSED HOSPITAL SIGN; REF. SITE DETAILS
66. PROPOSED STAMPED CONCRETE
67. PROPOSED HEAVY DUTY CONCRETE
68. PROPOSED STEPS

LEGEND

- EXISTING PROPERTY BOUNDARY LINE
- PROPOSED PROPERTY BOUNDARY LINE
- ADJACENT PROPERTY BOUNDARY LINE
- EXISTING EASEMENT BOUNDARY LINE
- EXISTING EASEMENT BOUNDARY LINE TO BE REMOVED
- PROPOSED EASEMENT BOUNDARY LINE
- SECTION LINE
- SAWCUT LINE
- SIGHT TRIANGLE
- EXISTING FENCE
- PEDESTRIAN/ADA PATH OF TRAVEL
- EXISTING LIGHT POLE
- ER EXISTING ELECTRICAL BOX
- EM EXISTING ELECTRICAL METER/RISER
- EVT EXISTING ELECTRICAL VAULT
- WV PROPOSED WATER VALVE
- EXISTING FIRE HYDRANT (TO BE REMOVED)
- SS EXISTING SANITARY SEWER MANHOLE
- GM EXISTING GAS METER
- GM EXISTING GAS METER (TO BE REMOVED)
- TL EXISTING TELEPHONE MANHOLE
- TLVT EXISTING TELEPHONE VAULT
- IR EXISTING IRRIGATION METER (TO BE REMOVED)
- IRCB EXISTING IRRIGATION COVER BOX (TO BE REMOVED)
- EXISTING TREE TO REMAIN
- EXISTING TREE TO BE REMOVED
- EXISTING SIGN
- EXISTING STORM SEWER AREA INLET
- EXISTING STORM SEWER CURB INLET

EASEMENT SCHEDULE

- A PROPOSED UTILITY AND PUBLIC PEDESTRIAN ACCESS EASEMENT; REF. PLAT
- B PROPOSED EMERGENCY ACCESS EASEMENT; REF. PLAT
- C PROPOSED DRAINAGE EASEMENT; REF. PLAT
- D PROPOSED UTILITY EASEMENT; REF. PLAT

NOTE: UTILITY AND PUBLIC PEDESTRIAN ACCESS EASEMENT GENERALLY FOLLOWS BACK OF PROPOSED SIDEWALK

BENCHMARK

ELEVATIONS ARE BASED ON CITY OF FORT COLLINS – "WOODWARD" AND IS DESCRIBED AS FOLLOWS: NAVD 88, ELEVATION = 4992.03'
'WOODWARD' IS LOCATED & DESCRIBED AS FOLLOWS: ON THE WEST SIDE OF A CONCRETE TRAFFIC SIGNAL BASE AT THE SOUTHEAST CORNER OF COLLEGE AVE. AND PROSPECT ROAD.

CITY OF FORT COLLINS BENCHMARK 1-11: NAVD ELEVATION=5008.62 LOCATED AT THE SOUTHEAST CORNER OF MULBERRY ST. AND LOOMIS AVE. AT THE NORTHEAST CORNER OF A CONCRETE SIGNAL BASE.

BASIS OF BEARING

ALL BEARINGS ARE GRID BEARINGS OF THE COLORADO STATE PLANE COORDINATE SYSTEM, NORTH ZONE, NORTH AMERICAN DATUM 1983. THE NORTH LINE OF THE NORTHWEST QUARTER OF SECTION 24 BEARS N 89°52'03" E AND DISTANCE OF 2637.05', MONUMENTED AT THE WEST BY NO. 6 REBAR WITH 2.5" ALUMINUM CAP IN RANGE BOX STAMPED "2017, PLS 31169 AND TO THE EAST BY NO. 6 REBAR WITH 2.5" ALUMINUM CAP IN A RANGE BOX, STAMPED "1995, PLS 17497" AS SHOWN WITH ALL OTHER BEARINGS RELATIVE THERETO.

Exhibit A

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PRELIMINARY
NOT FOR BIDDING
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SITE PLANS FOR
ALPINE BANK
1608 SOUTH COLLEGE AVENUE
S. COLLEGE AVE. & PROSPECT ROAD
FORT COLLINS, COLORADO

#	Date	Issue / Description	Init.
	12/2/2020	1ST PDP SUB	MAS
	1/20/2021	2ND PDP SUB	MAS
	02/17/2021	3RD PDP SUB	MAS

Project No:	ALB000001
Drawn By:	MRB
Checked By:	MAS
Date:	02/17/2021

SITE PLAN

STAFF REPORT **February 17, 2021**
Landmark Preservation Commission

PROJECT NAME

ALPINE BANK (1608, 1610, 1618 S COLLEGE) – DEVELOPMENT REVIEW

STAFF

Maren Bzdek, Senior Historic Preservation Planner

PROJECT INFORMATION

PROJECT DESCRIPTION:	Proposed redevelopment of 1608, 1610, and 1618 S College for construction of a new Alpine Bank building with parking and drive-up teller lanes, requiring demolition of two non-historic resources and onsite relocation of one historic resource, which would require approval of a modification of standards in section 3.4.7 of the Fort Collins Land Use Code. Development site is in the General Commercial (GC) zone district, and the decision maker for this Type 1 Review will be a hearing officer.
APPLICANT:	Zell Cantrell, Galloway
RECOMMENDATION:	Recommend approval to decision maker

LPC'S ROLE IN REVIEW PROCESS: Provide a recommendation to the decision maker (hearing officer) regarding the proposed alterations, relative to their compliance with Section 3.4.7 of the Fort Collins Land Use Code.

BACKGROUND:
The applicant has submitted a Project Development Plan (PDP) for the proposed Alpine Bank project, which is currently undergoing staff review prior to hearing. As a pre-submittal requirement for the PDP, City staff contracted with Jason Marmor of Retrospect to evaluate the structures at 1610 and 1618 S College and produce evaluations via intensive-level survey forms. Mr. Marmor found 1610 S College to be eligible for Fort Collins Landmark designation under significance criterion 3, Design/Construction, [Code Section 14-22(a)(3)] based on its architectural significance as a Craftsman bungalow. The evaluation found that the residential structure retains very good architectural integrity, with no major alterations since it was constructed in 1928. Mr. Marmor found that the commercial building at 1618 S College is not eligible for landmark designation as it lacks significance under any of the criteria. Staff did not require an intensive-level survey of the commercial building at 1608 S College due to significant recent alterations that render it ineligible for consideration as a historic resource at this time. The LPC provided conceptual review comments to the applicant on November 18, 2020.

PROJECT SUMMARY:
In order to redevelop this multi-parcel site for the Alpine Bank project, the applicant proposes to demolish the structures at 1608 and 1618 South College Avenue; move the residential historic building at 1610 South College to the southern end of the development site and rehabilitate it for adaptive reuse; and construct a two-story, 8,242-square foot bank building with drive-up teller and ATM lanes, onsite parking. The project also includes improvements for a northbound deceleration lane, detached sidewalk, and associated eight-foot tree lawn along College Avenue.

The proposed relocation of 1610 S. College will require a new reinforced concrete foundation which will replace the original brick foundation and will change the basement from a full-depth basement to a crawl space. The new foundation will include the upper portion of brick cladding and a non-functional, period-correct garage-style door at the northeast corner of the building. The brick will be salvaged and used to create a ledge or mudsill for a single-depth brick cladding to replicate the visual appearance of the historic foundation.

AREA OF ADJACENCY SUMMARY:
The "area of adjacency" for the purpose of historic review of the proposed changes is the development site because it contains an identified historic resource.

REVIEW CRITERIA AND INITIAL STAFF FINDINGS OF FACT:

Land Use Code (LUC) Section 3.4.7, *Historic and Cultural Resources* contains the applicable standards for new buildings, where designated or eligible historic landmarks or historic districts are part of the development site or surrounding neighborhood context.

Applicable Code Standard	Summary of Code Requirement and Analysis – In General	Complies/Does Not Comply
SOI #1	*A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.* The property at 1610 S College was a residence for fifty years, between its construction date in 1928 and 1978. At that time, its use converted to office/commercial. The proposed redevelopment of this site would continue the property's era of adaptive reuse as an office/commercial building. To incorporate it into the proposed redevelopment, the building would be moved to the south, impacting its existing integrity of location and setting. The applicant will create a new concrete foundation for the building with a full-width brick cladding and will replace the rear garage entry with a nonfunctional, "period correct" door (specific product not provided). LPC conceptual review comments (see attached minutes) conveyed general support for these proposed alterations and indicated they meet this standard. **The north elevation also indicates the intention to replace the basement windows with custom-made windows.**	Complies

Applicable Code Standard	Summary of Code Requirement and Analysis – In General	Complies/Does Not Comply
SOI #2	*The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.* As noted above, the proposed work does include moving the building at 1610 S College to a new location on the south side of the site, to accommodate the new construction. LPC conceptual review comments (see attached minutes) conveyed support for moving the structure due to the existing and proposed site conditions and alterations, particular in respect to the siting of the planned northbound right-turn lane and the abutting site plan conditions for the bank. The LPC noted that moving the building to the south end of the development provides opportunities to maintain a more residential immediate setting for the building and a more comfortable spatial relationship with the site. **The applicant does not believe the existing basement windows can be salvaged and would like to replace them with custom-made windows with opaque spandrel glass rather than clear glass**. **The Commission should also discuss with the applicant an appropriate height/quantity of brick for the foundation (see east elevation).**	Complies
SOI #3	*Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.* Moving the building immediately to the south has the potential to create a false sense of history, so the redevelopment will need to include visible indicators and/or interpretative signage to document that the building has been moved. **Staff recommends further exploration of this issue with the applicant to share suggestions and expectations for successfully meeting this standard.**	Complies
SOI #4	*Changes to a property that have acquired historic significance in their own right will be retained and preserved.* Documentation of 1610 S College indicates no changes that have acquired significance in their own right.	N/A

Applicable Code Standard	Summary of Code Requirement and Analysis – In General	Complies/Does Not Comply
SOI #5	*Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.* The application notes that changes to the building will be limited to the new foundation, changes to the garage door at the rear, and minor rehabilitation and repairs. Elevation drawings also show new basement windows on the north elevation and a note indicating a new front porch and railing. Staff finds that the proposal to create a reinforced concrete foundation for the new building site, clad in salvaged brick from the original foundation, is appropriate method that takes advantage of the opportunity provided by moving the building and retains the visible character of the building's unusual brick foundation.	Complies
SOI #6	*Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.* The applicant has identified and documented issues with the brick portion of the building's original foundation, which is the most urgent matter regarding the building's existing condition. Upon consultation with the LPC and further investigation of the foundation's original construction and current conditions, the applicant proposes to construct a reinforced concrete foundation clad in brick. Staff finds this meets the requirements of the standard.	Complies
SOI #7	*Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.* The applicant's proposal to move the building to the south, while simultaneously addressing the foundation issues, is designed to stabilize the building as a whole and prevent further structural damage. **If the Commission has any technical concerns about the details of the move, the treatment of existing damage to the building, and the new foundation, it would be very helpful for the applicant and staff to receive that information at this time.**	Complies
SOI #8	*Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.*	N/A

Applicable Code Standard	Summary of Code Requirement and Analysis – In General	Complies/Does Not Comply
SOI #9	*New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.* The new garage door at the rear and the changes to the foundation are primary considerations for this standard and generally meet the standard.	Complies
SOI #10	*New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.* While the proposed relocation of the building is permanent, there are no design changes to the building that threaten its essential form and integrity of design, materials, and workmanship.	Complies
Massing and Building Articulation	1. *New construction shall be similar in width or, if larger, be articulated into massing reflective of the mass and scale of historic resources on the development site, abutting, or across a side alley.* <u>Discussion:</u> Staff finds that the proposal meets this standard calling for similar building width relative to the historic residence on the site. While the new building's length along College is shown as 100.7 feet, the front porch design and front-gabled entrance help to break up the massing. In addition, the distance between the historic residence and the bank building, which will result from the relocation of the residence, further mitigates concerns related to the satisfaction of this standard.	Complies
Massing and Building Articulation	2. *In all zone districts, stepbacks must be located on new buildings to create gradual massing transitions at the same height or one story above the height of historic resources on the development site, abutting, or across a side alley. Additionally, in the Downtown zone district, the widest portions of stepbacks required in the Downtown zone district stepback standard shall be on building portions closest to historic resources.* Staff finds no concerns related to the height of the new bank building based on physical distance from the historic residence on the site, and the stepped down design to one story at the south end of the building.	Complies

Applicable Code Standard	Summary of Code Requirement and Analysis – In General	Complies/Does Not Comply
Building Materials	3. *The lower story facades until any stepback (required or otherwise) must be constructed of authentic, durable, high quality materials (brick, stone, glass, terra cotta, stucco (non-EIFS), precast concrete, wood, cast iron, architectural metal) installed to industry standards.* Discussion: Staff finds the proposed materials for the bank building (brick, wood siding, concrete masonry, and wood timber) meet this standard.	Complies
Building Materials	4. *New construction shall reference one or more of the predominate material(s) on historic resources on the development site, abutting, or across a side alley, by using at least two of the following to select the primary material(s) for any one to three story building, or the lower story facades until any stepbacks (required or otherwise): 1) type; 2) scale; 3) color; 4) three-dimensionality; 5) pattern.* Discussion: Staff finds the proposed materials for the bank building (burgundy brick, cedar shake siding in cedar and grey, natural wood siding, burgundy concrete masonry, wood timber in cedar, grey, white) meet this standard relative to the historic residential building in all 5 aspects.	Complies
Fenestration	5. *Use at least one of the following: 1) similar window pattern; 2) similar window proportion of height to width; 3) similar solid-to-void pattern as found on historic resources on the development site, abutting, or across a side alley.* Discussion: Staff finds the proposed design meets this standard.	Complies

Applicable Code Standard	Summary of Code Requirement and Analysis – In General	Complies/Does Not Comply
Design Details	6. *Use select horizontal or vertical reference lines or elements (such as rooflines, cornices, and bell courses) to relate the new construction to historic resources on the development site, abutting, or across a side alley.* Discussion: Staff finds the proposed design meets this standard. While there was some discussion at LPC's conceptual review of the project about the use of the Craftsman style as inspiration for design of the bank building, there are no code-related concerns regarding that matter and the stylistic similarities more than satisfy the intent of this standard.	Complies
Visibility of Historic Features	*New construction shall not cover or obscure character-defining architectural elements, such as windows or primary design features of historic resources on the development site, abutting, or across a side alley.* Staff finds no evidence of concern regarding this standard.	N/A

Applicable Code Standard	Summary of Code Requirement and Analysis – In General	Complies/ Does Not Comply
Land Use Code 2.8.2 Modification Review Procedures (H): *Step 8* (Standards):	Applicable, and the decision maker may grant a modification of standards only if it finds that the granting of the modification would not be detrimental to the public good, and that: (1) the plan as submitted will promote the general purpose of the standard for which the modification is requested equally well or better than would a plan which complies with the standard for which a modification is requested; or (2) the granting of a modification from the strict application of any standard would, without impairing the intent and purpose of this Land Use Code, substantially alleviate an existing, defined and described problem of city-wide concern or would result in a substantial benefit to the city by reason of the fact that the proposed project would substantially address an important community need specifically and expressly defined and described in the city's Comprehensive Plan or in an adopted policy, ordinance or resolution of the City Council, and the strict application of such a standard would render the project practically infeasible; or (3) by reason of exceptional physical conditions or other extraordinary and exceptional situations, unique to such property, including, but not limited to, physical conditions such as exceptional narrowness, shallowness or topography, or physical conditions which hinder the owner's ability to install a solar energy system, the strict application of the standard sought to be modified would result in unusual and exceptional practical difficulties, or exceptional or undue hardship upon the owner of such property, provided that such difficulties or hardship are not caused by the act or omission of the applicant; or (4) the plan as submitted will not diverge from the standards of the Land Use Code that are authorized by this Division to be modified except in a nominal, inconsequential way when considered from the perspective of the entire development plan, and will continue to advance the purposes of the Land Use Code as contained in Section 1.2.2. Any finding made under subparagraph (1), (2), (3) or (4) above shall be supported by specific findings showing how the plan, as submitted, meets the requirements and criteria of said subparagraph (1), (2), (3) or (4). *Staff finds that the applicant has presented sufficient information to justify a modification of standards to allow for the relocation of the historic Craftsman residence based on satisfaction of three of the four criteria (only one is required): the plans to move the building are equal or better than a plan that would leave the building in its current location, due to the additional site and setting constraints that are required to accommodate the northbound right turn lane; that exceptional physical and practical difficulties are presented by the condition of the existing foundation and physical proximity to the required turn lane, and, based on initial LPC conceptual review comments for this project, that the relocation is a nominal and inconsequential divergence from the standard that would normal require keeping a building in its current location.*	Complies

3.4.7(E)(3): Plan of Protection

A draft plan of protection that outlines how historic resources will be protected during the process of rehabilitation and new construction on the site (as well as ongoing use and operations) is required prior to the Landmark Preservation Commission providing a recommendation to the decision maker regarding a development project.

SAMPLE MOTIONS

Sample Motion for a Recommendation of Approval:

The Commission may propose a motion for a recommendation of approval of the proposal based on the following suggested outline:

"I move that the Landmark Preservation Commission recommend to the Decision Maker approval of the Alpine Bank project at College and Prospect, finding that the proposal to move and rehabilitate the historic building complies with the Secretary of Interior's Standards for Rehabilitation, that the relocation of the building is sufficiently supported by satisfaction of three of four criteria for modification of standards, and that the design of the new bank building complies with all six of the design compatibility standards contained in Land Use Code section 3.4.7 (E), Table 1."

Note: The Commission may elaborate on these basic findings, propose additional findings, or remove any of these proposed findings according to its evaluation.

Sample Motion for a Recommendation of Denial:

The Commission may propose a motion for a recommendation of denial of the proposal based on the following suggested outline:

"I move that the Landmark Preservation Commission recommend to the Decision Maker denial of the Alpine Bank project at College and Prospect, based on the following findings: [insert findings]

Sample Motion for a Continuance:
The Commission may propose a motion to continue the item to a subsequent meeting if insufficient information is available to answer key questions related to the code requirements, based on the following outline:

"I move that the Landmark Preservation Commission continue this item to the next meeting in order to seek additional information regarding the following code requirements: [insert]

ATTACHMENTS

1. Staff Presentation (Updated 2/16/21)
2. Applicant Presentation (Updated 2/16/21)
3. November 18, 2020 LPC Meeting Minutes Excerpt
4. Site Form_1610 S College
5. Remote Hearing Acknowledgement
6. Site Form_1618 S College (Added 2/16/21)
7. Draft Plan of Protection (Added 2/16/21)

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January 25, 2021

Maren Bzdek
Senior Historic Preservation Planner
City of Fort Collins, Historic Preservation Department
281 N. College Avenue
Fort Collins, CO 80524

RE: **Alpine Bank at SEC of S. College & E. Prospect**
1608, 1610, and 1618 S. College Avenue
Fort Collins, Colorado
Relocation of Architecturally Significant Building

Dear Maren,

Please find enclosed the following materials in anticipation of a Formal Review by the Fort Collins Landmark Preservation Commission (LPC) at their regularly scheduled meeting to be held on Wednesday, February 17, 2021.

- Project Narrative
- Site Plan from Preliminary Development Plan (PDP) response materials dated January 20, 2021.
- Exterior Elevations for proposed Alpine Bank from Preliminary Development Plan (PDP) response materials dated January 20, 2021.
- Landscape Plan from Preliminary Development Plan (PDP) response materials dated January 20, 2021.
- Modification of Standards (revised January 25, 2021) relative to relocation of Architecturally Significant Building Located at 1610 S. College Avenue
- Design Compatibility Standards associated with proposed new Alpine Bank located within 200' of Architecturally Significant Building located at 1610 S. College Avenue
- Exterior Elevations of Architecturally Significant Building
- Contextual Perspectives of both proposed Alpine Bank and Architecturally Significant Building as viewed from College Avenue.

Please review the enclosed materials and let us know if you have any questions or require additional information. Thank you in advance for your attention to this matter. We look forward to discussing our proposal with you in November.

Sincerely,
GALLOWAY

Zell O. Cantrell
Site Development Project Manager
Zell Cantrell@GallowayUS.com

cc: Glenn Davis, Alpine Bank via Email
Ben Van Hoose, Alpine Bank via Email
Todd Goulding, GDA via Email
Kristoffer Kenton via Email
Dana Clark via Email

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Project Narrative

Alpine Bank at SEC of S. College Avenue & E. Prospect Road
1608, 1610, and 1618 S. College Avenue – Fort Collins, CO

The proposed project anticipates the redevelopment of multiple properties located at the southeast corner of S. College Avenue & E. Prospect Road into an 7,800 +/- square foot branch office of Alpine Bank which would provide banking services both interior to the building as well as through drive-up teller and ATM lanes located on the exterior of the building. Access to and from the site is anticipated to come from a single curb-cut to be located on S. College Avenue as well as from the Alley which borders the eastern edge of the site which allows access from Prospect Road.

The existing property consists of multiple lots including three different existing buildings all of which include frontage along S. College Avenue. The northern (1608 S. College) and southern (1618 S. College) most buildings were both constructed in the 1960s and appear to have served a variety of retail and commercial uses since that time. The middle building (1610 S. College) was constructed in the 1920s and served primarily as residential until the late 1970s when it has since been used for commercial purposes. Access to the three existing buildings comes primarily from multiple curb-cuts on College Avenue as well as from the alley which borders the eastern edge of the properties. The referenced alley provides direct access to Prospect Road to the north and Parker Street to the South.

Based on two different Concept Review Meetings as well as several follow-up meetings with Development Review Staff we have developed a site plan that includes a two-story, 7,800 +/- square foot branch office for Alpine Bank located on the northern portion of the site with visibility from both S. College as well as E. Prospect. We have consolidated access to site resulting in a single access from S. College and shared access to E. Prospect. Shared access to E. Prospect is the result of discussions with city staff in which it is was determined that direct access from the property is not necessary if we can achieve a shared access scenario through use of the alley which borders the eastern edge of the site.

Proposed development would include three drive-through lanes located on the east side of the building away from the S, College frontage. Drive-through will include two teller operated lanes and one ATM accessible lane. Site has been designed to accommodate vehicular parking located at the eastern and southern portions of the site oriented away from both public right-of-ways. We have also incorporated a north bound deceleration/right-hand turn lane into S. College Avenue to better facilitate right-hand turn movements from S. College to Prospect. The proposed deceleration lane and subsequent right-of way dedication is a requirement from the City of Fort Collins. Improvements along S. College also include incorporation of an 8’ tree lawn and detached sidewalk consistent with Larimer County Urban Area Street Standards. Addition of the deceleration lane, tree lawn, and detached sidewalk will allow for final build-out of the southeast quadrant of the intersection of S. College Avenue & E. Prospect Road consistent with the other three quadrants.

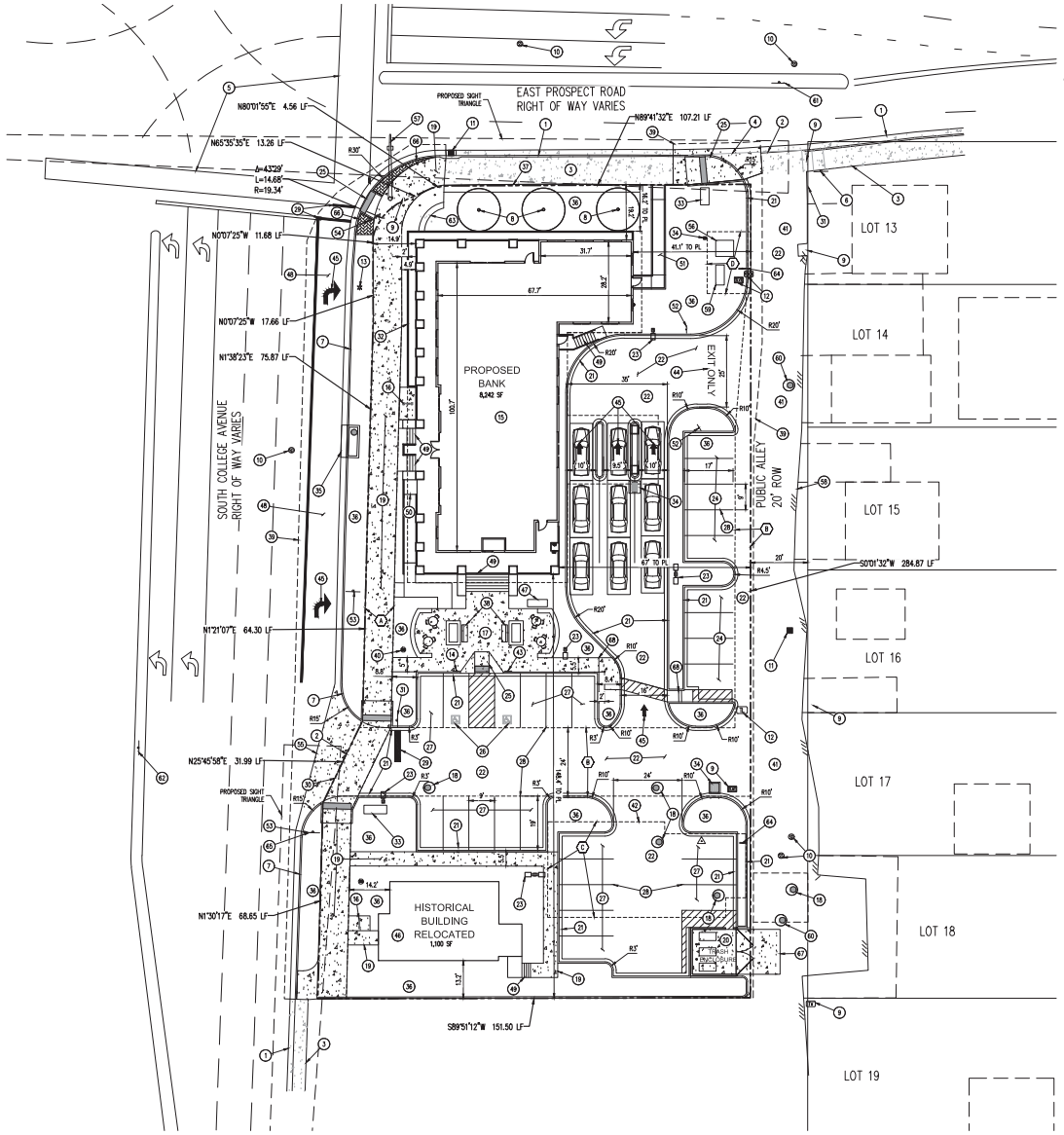
The proposed project as described anticipates the demolition of two of the three existing buildings and on-site relocation of the third building which has been identified as being ‘Architecturally Significant’ as the result of a Colorado Cultural Resource Survey completed in

January 2020. The two buildings to be demolished are located at 1608 and 1618 S. College Avenue. Please note that both of these buildings were the subject of separate Colorado Cultural Resource Surveys and were not deemed to be historically significant. The building to be relocated on-site is currently located at 1610 S. College Avenue and would be relocated to the South end of the site to better facilitate redevelopment of the northern portion of the properties into a branch office for Alpine Bank.

It is our understanding that the Section 3.4.7 - Historic and Cultural Resources of the Land Use Code does not currently include a provision that would allow for the on-site relocation of any building deemed to provide some level of historical significance. Therefore, our application for Preliminary Development Plan (PDP) will include a Request for Modification of Standards intended to justify and hopefully secure a recommendation to approve the on-site relocation of this 'Architecturally Significant' building to better facilitate the proposed development. A copy of this Request for Modification dated January 25, 2021 which includes our justifications for relocation has been attached for your review and consideration.

The relocation of the 'Architecturally Significant' building located at 1610 S. College Avenue is intended for the adaptive reuse and preservation of the building only. While future uses of the building are yet to be determined it is anticipated to be used for a low intensity non-nuisance commercial activity such as office space. The scope of work for the relocation is anticipated to be limited to providing a new reinforced concrete foundation and general face-lift to the exterior elevations including paint and minor repairs as needed. It should be noted that while we do plan to relocate the building onto a new foundation, we do not anticipate the new foundation to be a full depth basement as exists today. The new foundation will be designed to include a crawl space only. It should be noted that the new foundation will also incorporate the upper portion of brick visible today as well as a period correct door at the NE corner of the building. While this period correct door will not be functional it will visually preserve one of the unusual features of this building which is garage style access to the basement.

The proposed reinforced concrete foundation will also visually incorporate the upper portion of brick that is visible around the majority of the building. During a more detailed structural investigation of the building it became clear that the brick was original to the building as it is visible from both outside and inside the building. It is full depth brick integral to the existing foundation. It is assumed at this time that neither the brick nor the concrete portion of the foundation include any steel reinforcement which might explain the significant cracking in the existing foundation. The brick aspect of the existing building foundation will be incorporated into the new foundation by creating a ledge or mudsill for a single depth brick to be applied to and therefore maintain the visual provided by the existing brick while simultaneously providing a more structurally sound foundation that meets current code.



SCHEDULE

1. EXISTING CURB AND GUTTER TO REMAIN
2. PROPOSED ACCESS POINT
3. EXISTING SIDEWALK TO REMAIN
4. EXISTING CONCRETE PAN TO BE REMOVED & REPLACED PER CITY STANDARDS
5. EXISTING PEDESTRIAN CROSSWALK TO BE MODIFIED PER CITY STANDARDS
6. EXISTING SITE LIGHT TO REMAIN
7. PROPOSED 4" CONCRETE CURB WITH 2' GUTTER; REF. SITE DETAILS
8. EXISTING TREE TO REMAIN
9. EXISTING UTILITY BOX TO REMAIN AND BE RELOCATED OR ADJUSTED TO FINAL GRADE (SEE UTILITY PLAN FOR TYPE)
10. EXISTING MANHOLE TO REMAIN (SEE UTILITY PLAN FOR TYPE)
11. EXISTING INLET TO REMAIN (SEE UTILITY PLAN FOR TYPE)
12. EXISTING UTILITY BOX TO BE REMOVED AND RELOCATED (REF. EXISTING CONDITIONS & DEMOLITION PLAN FOR EXISTING LOCATION OF BOX)
13. PROPOSED FIRE HYDRANT; REF. UTILITY PLAN
14. PROPOSED ADA PARKING SIGN; REF. SITE DETAILS
15. PROPOSED 7,600 SF ALPINE BANK BUILDING; REF. ARCH. PLANS
16. PROPOSED BICYCLE RACK; REF. SITE DETAILS
17. PROPOSED OUTDOOR SEATING AREA; REF. ARCH. PLANS
18. PROPOSED MANHOLE; REF. UTILITY PLAN FOR TYPE
19. PROPOSED CONCRETE SIDEWALK
20. PROPOSED TRASH ENCLOSURE
21. PROPOSED 6" CONCRETE CURB WITH 1' GUTTER; REF. SITE DETAILS
22. PROPOSED FULL DEPTH ASPHALT PAVING
23. PROPOSED SITE LIGHT; REF. PHOTOMETRIC PLAN
24. PROPOSED 9'x17' 90-DEGREE "HEAD-IN" PARKING STALL (TYP.); REF. SIGNAGE & STRIPING PLAN
25. PROPOSED ADA ACCESSIBLE RAMP WITH DETECTABLE WARNINGS; REF. SITE DETAILS
26. PROPOSED ADA PARKING STALL WITH PAINTED ACCESS AISLE AND SIGNAGE; REF. SITE DETAILS
27. PROPOSED 9'x19' 90-DEGREE "HEAD-IN" PARKING STALL (TYP.); REF. SIGNAGE & STRIPING PLAN
28. PROPOSED PARKING STRIPING; REF. SIGNAGE & STRIPING PLAN
29. PROPOSED STOP BAR; REF. SITE DETAILS AND INTERSECTION PLAN
30. PROPOSED CROSSWALK; REF. SITE DETAILS AND INTERSECTION PLAN
31. PROPOSED R1-1 STOP SIGN WITH R3-5R "RIGHT TURN ONLY" SIGN BELOW; REF. SITE DETAILS
32. PROPOSED LANDSCAPE PLANTER BOX, REF. LANDSCAPE PLAN
33. PROPOSED MONUMENT SIGN; SEPARATE PERMIT REQUIRED
34. PROPOSED AREA INLET; REF. UTILITY PLAN
35. PROPOSED CURB INLET; REF. UTILITY PLAN
36. PROPOSED LANDSCAPING; REF. LANDSCAPE PLANS
37. EXISTING RETAINING WALL; REF. LANDSCAPE PLANS
38. PROPOSED SITE BENCH; REF. LANDSCAPE PLANS
39. PROPOSED SAW CUT LINE; REF. SITE DETAILS
40. PROPOSED WATER METER PIT; REF UTILITY PLANS
41. EXISTING ASPHALT PAVING TO REMAIN
42. PROPOSED ADS UNDERGROUND WATER QUALITY SYSTEM; REF UTILITY PLANS
43. PROPOSED ADA PARKING SIGN W/VAN ACCESSIBLE SIG; REF. SITE DETAILS
44. PROPOSED EXIT STRIPING; REF. SITE DETAILS
45. PROPOSED TRAFFIC DIRECTIONAL ARROW; REF. SITE DETAILS AND INTERSECTION PLAN
46. PROPOSED RELOCATION OF 1,100 SF HISTORIC BUILDING
47. PROPOSED ENCLOSED BIKE STORAGE (1 STALL)
48. PROPOSED CONCRETE PAVING FOR LANE WIDENING (TO MATCH EXISTING STREET PAVEMENT SECTION)
49. PROPOSED STAIRS; REF. ARCHITECTURAL PLANS
50. PROPOSED RAMP; REF. ARCHITECTURAL PLANS
51. PROPOSED SIDEWALK RAMP W/ HANDRAILS
52. PROPOSED R5-1 "DO NOT ENTER" SIGN FACING EASE WITH BACK TO BACK R6-1R/L "ONE WAY" SIGNS BELOW (ARROWS FACING PROSPECT); REF. SITE DETAILS
53. PROPOSED "RIGHT LANE MUST TURN RIGHT" SIGN; REF. SITE DETAILS & INTERSECTION PLAN
54. EXISTING CROSSWALK PUSH BUTTON PEDESTAL TO BE RELOCATED 9"; CONTRACTOR TO ADJUST TO FINAL GRADE AND CORRECT ORIENTATION PER NEW ADA RAMP LOCATION
55. PROPOSED CONCRETE CROSSPAN; REF. SITE DETAILS
56. PROPOSED TRANSFORMER PAD; REF. UTILITY PLANS
57. PROPOSED TRAFFIC LIGHT TO REMAIN; REF. UTILITY PLANS
58. EXISTING EDGE OF ASPHALT
59. PROPOSED SWITCHGEAR BOX AND PAD; REF. UTILITY PLANS
60. PROPOSED SANITARY SEWER MANHOLE; REF. UTILITY PLAN
61. EXISTING "NO LEFT TURN" SIGN TO REMAIN
62. PROPOSED "ONE WAY" SIGN; REF. SITE DETAILS
63. PROPOSED ENHANCED CORNER TREATMENT; REF. BUILDING PLANS
64. PROPOSED SPEED LIMIT SIGN; REF. SITE DETAILS
65. PROPOSED HOSPITAL SIGN; REF. SITE DETAILS
66. PROPOSED STAMPED CONCRETE
67. PROPOSED HEAVY DUTY CONCRETE
68. PROPOSED STEPS

LEGEND

- EXISTING PROPERTY BOUNDARY LINE
- PROPOSED PROPERTY BOUNDARY LINE
- ADJACENT PROPERTY BOUNDARY LINE
- EXISTING EASEMENT BOUNDARY LINE
- EXISTING EASEMENT BOUNDARY LINE TO BE REMOVED
- PROPOSED EASEMENT BOUNDARY LINE
- SECTION LINE
- SAWCUT LINE
- SIGHT TRIANGLE
- EXISTING FENCE
- PEDESTRIAN/ADA PATH OF TRAVEL
- EXISTING LIGHT POLE
- EXISTING ELECTRICAL BOX
- EXISTING ELECTRICAL METER/RISER
- EXISTING ELECTRICAL VAULT
- PROPOSED WATER VALVE
- EXISTING FIRE HYDRANT (TO BE REMOVED)
- EXISTING SANITARY SEWER MANHOLE
- EXISTING GAS METER
- EXISTING GAS METER (TO BE REMOVED)
- EXISTING TELEPHONE MANHOLE
- EXISTING TELEPHONE VAULT
- EXISTING IRRIGATION METER (TO BE REMOVED)
- EXISTING IRRIGATION COVER BOX (TO BE REMOVED)
- EXISTING TREE TO REMAIN
- EXISTING TREE TO BE REMOVED
- EXISTING SIGN
- EXISTING STORM SEWER AREA INLET
- EXISTING STORM SEWER CURB INLET

EASEMENT SCHEDULE

- (A) PROPOSED UTILITY AND ACCESS EASEMENT; REF. PLAT
- (B) PROPOSED UTILITY AND EMERGENCY ACCESS EASEMENT; REF. PLAT
- (C) PROPOSED DRAINAGE EASEMENT; REF. PLAT
- (D) PROPOSED UTILITY EASEMENT; REF. PLAT

NOTE: UTILITY ACCESS EASEMENT GENERALLY FOLLOWS BACK OF PROPOSED SIDEWALK

BENCHMARK

ELEVATIONS ARE BASED ON CITY OF FORT COLLINS – "WOODWARD" AND IS DESCRIBED AS FOLLOWS:NAVD 88, ELEVATION = 4990.03'
"WOODWARD" IS LOCATED & DESCRIBED AS FOLLOWS: ON THE WEST SIDE OF A CONCRETE TRAFFIC SIGNAL BASE AT THE SOUTHEAST CORNER OF COLLEGE AVE. AND PROSPECT ROAD.

CITY OF FORT COLLINS BENCHMARK 1-11: NAVD ELEVATION=5008.62 LOCATED AT THE SOUTHEAST CORNER OF MULBERRY ST. AND LOOMIS AVE. AT THE NORTHEAST CORNER OF A CONCRETE SIGNAL BASE.

BASIS OF BEARING

ALL BEARINGS ARE GRID BEARINGS OF THE COLORADO STATE PLANE COORDINATE SYSTEM, NORTH ZONE, NORTH AMERICAN DATUM 1983. THE NORTH LINE OF THE NORTHWEST QUARTER OF SECTION 24 BEARS N 89°52'03" E AND DISTANCE OF 2637.05', MONUMENTED AT THE WEST BY NO. 6 REBAR WITH 2.5" ALUMINUM CAP IN RANGE BOX STAMPED "2017, PLS 21969 AND TO THE EAST BY NO. 6 REBAR WITH 2.5" ALUMINUM CAP IN A RANGE BOX, STAMPED "1995, PLS 17497" AS SHOWN WITH ALL OTHER BEARINGS RELATIVE THERETO.

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PRELIMINARY
NOT FOR BIDDING
NOT FOR CONSTRUCTION

SITE PLANS FOR
ALPINE BANK

1608 SOUTH COLLEGE AVENUE

S. COLLEGE AVE. & PROSPECT ROAD
FORT COLLINS, COLORADO

#	Date	Issue / Description	Init.
	12/2/2020	1ST PDP SUB	MAS
	1/20/2021	2ND PDP SUB	MAS

Project No:	ALB000001
Drawn By:	MRB
Checked By:	MAS
Date:	01/20/2021

SITE PLAN

SITE PLANS FOR
ALPINE BANK

LOTS 1, 2, 3, 4, 5 AND 6 OF THE I.C. BRADLEY'S ADDITION TO THE CITY OF FORT COLLINS, SITUATED INT HE NW 1/4 OF SECTION 24, T. 7 SL, R. 69 2., OF THE 6TH P.M. CITY OF FORT COLLINS, COUNTY OF LARIMER, STATE OF COLORADO
OCTOBER 2020

4 NORTHWEST PERSPECTIVE
SCALE:

3 SOUTH WEST
SCALE:

EXTERIOR FINISH SCHEDULE

LABEL	MATERIAL	COLOR
AS-1	ASPHALT SHINGLE ROOFING	SLATE
B-1	BRICK	BURGUNDY
BLK-1	BASALTIE CONCRETE MASONRY UNIT	COLOR TO MATCH BRICK
CS-1	CEDAR SHAKE SIDING	CEDAR
CS-2	CEDAR SHAKE SIDING	GREY
G-1	1" INSULATED VISION GLAZING	CLEAR LOW 'E'
M-1	METAL ROLLING	BLACK
PC-1	PRECAST	MATCH T-8817
PT-1	PAINT	COLOR TO MATCH BRICK
SF-1	STOREFRONT WINDOW SYSTEM	DARK BRONZE
WD-1	WOOD TIMBER	CEDAR
WD-2	WOOD TIMBER	GREY
WD-3	WOOD TIMBER	WHITE
WS-1	WOOD SIDING	NATURAL

2 SOUTH ELEVATION
SCALE: 3/16" = 1'-0"

1 WEST ELEVATION
SCALE: 3/16" = 1'-0"

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STAMP
PRELIMINARY
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NOT FOR CONSTRUCTION

SITE PLANS FOR
ALPINE BANK
1608 SOUTH COLLEGE AVENUE
S. COLLEGE AVEN. &
PROSPECT ROAD
FORT COLLINS, COLORADO

#	Date	Issue/Description

Project No:	ALB000001
Drawn By:	DMC
Checked By:	KK

ARCHITECTURAL ELEVATIONS

BIM 360://ALB01 - Ft Collins/ALB_Ft Collins_R20.rvt
1/20/2021 8:58:14 AM

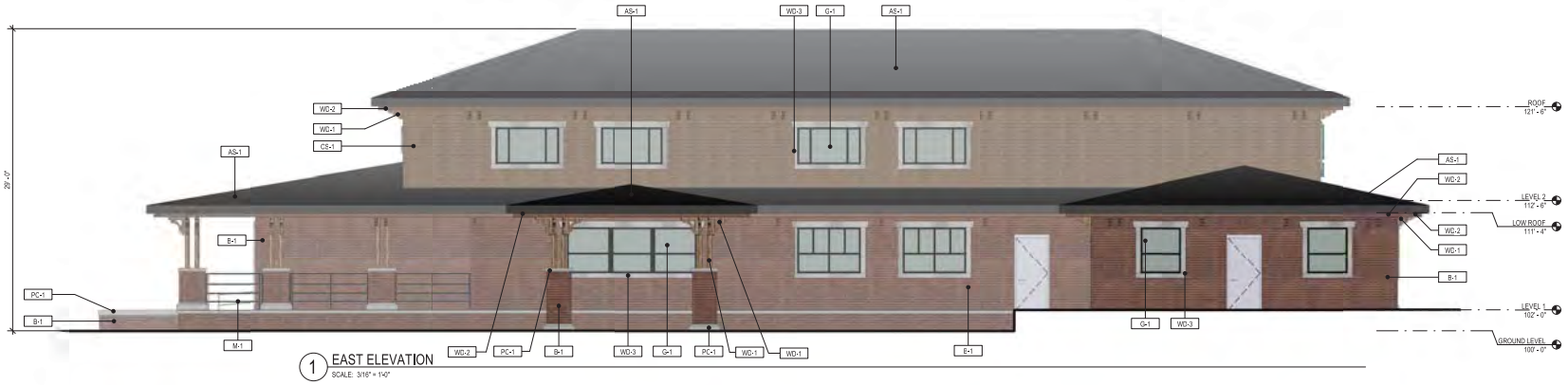
SITE PLANS FOR
ALPINE BANK

**LOTS 1, 2, 3, 4, 5 AND 6 OF THE I.C. BRADLEY'S ADDITION TO THE CITY OF FORT COLLINS,
SITUATED INT HE NW 1/4 OF SECTION 24, T. 7 SL, R. 69 2., OF THE 6TH P.M.
CITY OF FORT COLLINS, COUNTY OF LARIMER, STATE OF COLORADO
OCTOBER 2020**

EXTERIOR FINISH SCHEDULE

LABEL	MATERIAL	COLOR
AS-1	ASPHALT SHINGLE ROOFING	SLATE
B-1	BRICK	BURGUNDY
BLK-1	BASALITE CONCRETE MASONRY UNIT	COLOR TO MATCH BRICK
CS-1	CEDAR SHAKE SIDING	CEDAR
CS-2	CEDAR SHAKE SIDING	GREY
G-1	1" INSULATED VISION GLAZING	CLEAR LOW 'E'
M-1	METAL RAILING	BLACK
PC-1	PRECAST	MATCH "BRIT"
PT-1	PAINT	COLOR TO MATCH BRICK
SF-1	STOREFRONT WINDOW SYSTEM	DARK BRONZE
WD-1	WOOD TIMBER	CEDAR
WD-2	WOOD TIMBER	GREY
WD-3	WOOD TIMBER	WHITE
WS-1	WOOD SIDING	NATURAL

2 NORTH ELEVATION
SCALE: 3/16" = 1'-0"



1 EAST ELEVATION
SCALE: 3/16" = 1'-0"

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STAMP
PRELIMINARY
NOT FOR BIDDING
NOT FOR CONSTRUCTION

SITE PLANS FOR
ALPINE BANK
1608 SOUTH COLLEGE AVENUE
S. COLLEGE AVEN. &
PROSPECT ROAD
FORT COLLINS, COLORADO

#	Date	Issue/Description

Project No:	ALB000001
Drawn By:	DMC
Checked By:	KK

ARCHITECTURAL ELEVATIONS

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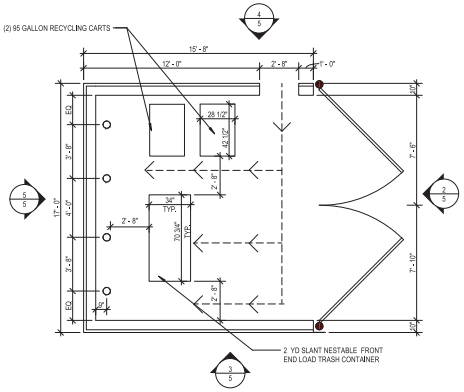
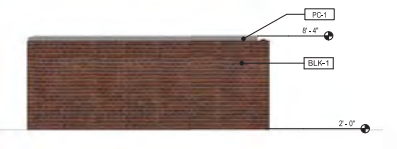
1/20/2021 8:58:18 AM



NOTE:
TRASH AND RECYCLING ENCLOSURES IN COMPLIANCE WITH LUC 3.2.5.

1 ENLARGED TRASH ENCLOSURE PLAN
SCALE: 1/4" = 1'-0"

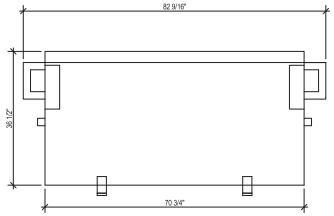
2 TRASH ENCLOSURE FRONT ELEVATION
SCALE: 1/4" = 1'-0"



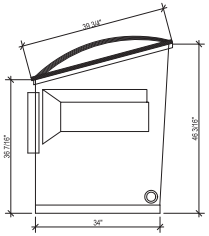
3 TRASH ENCLOSURE SIDE ELEVATION
SCALE: 1/4" = 1'-0"

4 TRASH ENCLOSURE SIDE ELEVATION
SCALE: 1/4" = 1'-0"

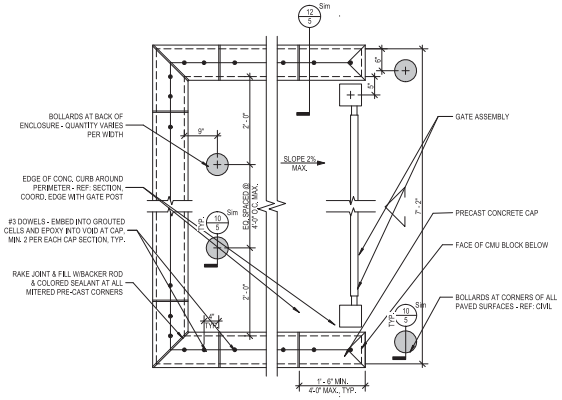
5 TRASH ENCLOSURE BACK ELEVATION
SCALE: 1/4" = 1'-0"



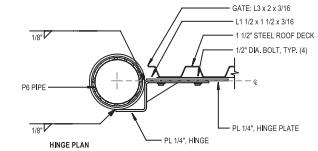
6 TWO YARD SLANT NESTABLE ELEVATION
SCALE: 3/4" = 1'-0"

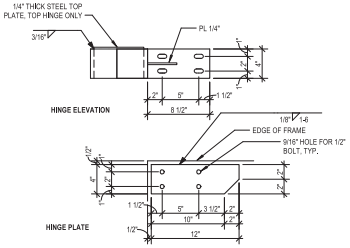


7 TWO YARD SLANT ELEVATION
SCALE: 3/4" = 1'-0"

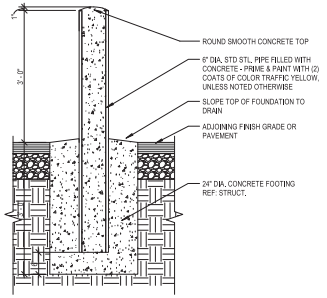


8 ENLARGED PLAN DETAIL @ TRASH ENCLOSURE
SCALE: 3/4" = 1'-0"

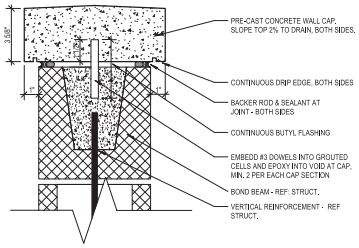




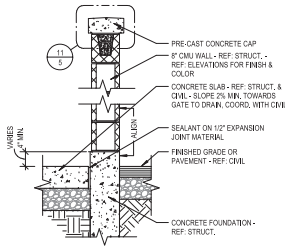
9 GATE HINGE
SCALE: 1 1/2" = 1'-0"



10 DETAIL @ BOLLARD
SCALE: 3/4" = 1'-0"



11 DETAIL @ PRE-CAST CONC. CAP
SCALE: 3" = 1'-0"



12 SECTION @ TRASH ENCLOSURE
SCALE: 3/4" = 1'-0"

MATERIAL LEGEND:

PC-1	PRECAST: MATCH T-9817
PT-1	PAINT: COLOR TO MATCH BRICK
BLK-1	BASALITE CONCRETE MASONRY UNIT W/ BRICK VENEER TO MATCH BUILDING BRICK

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STAMP
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SITE PLANS FOR
ALPINE BANK
1608 SOUTH COLLEGE AVENUE
S. COLLEGE AVEN. & PROSPECT ROAD
FORT COLLINS, COLORADO

#	Date	Issue/Description

Project No:	ALB000001
Drawn By:	Author
Checked By:	Checker

ARCHITECTURAL DETAILS

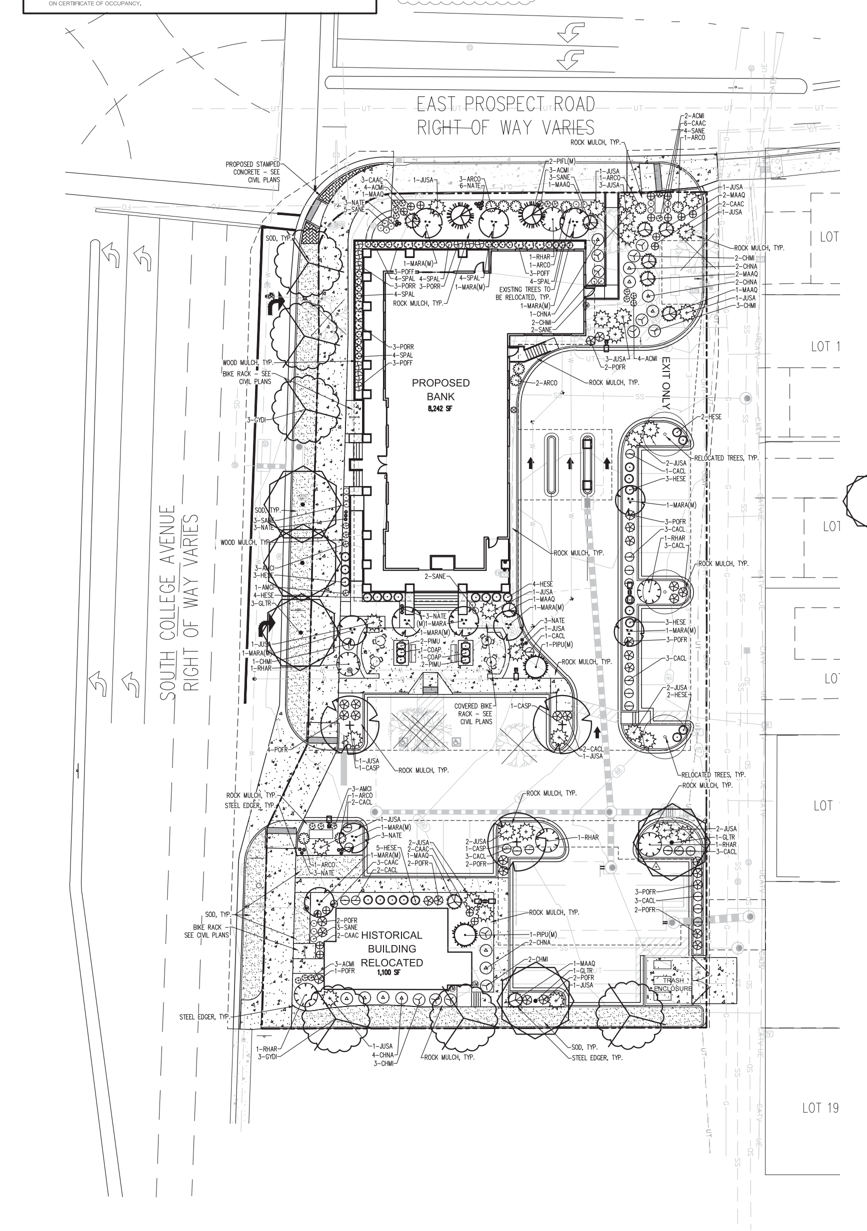
BIM 360://ALB01 - Ft Collins/ALB_Ft Collins_R20.rvt
1/20/2021 8:58:24 AM

CITY OF FORT COLLINS STREET TREE NOTE

STREET TREE NOTES:

1. A PERMIT MUST BE OBTAINED FROM THE CITY FORESTER BEFORE ANY TREES OR SHRUBS AS NOTED ON THIS PLAN ARE PLANTED, PRUNED OR REMOVED IN THE PUBLIC RIGHT-OF-WAY. THIS INCLUDES ZONES BETWEEN THE SIDEWALK AND CURB, MEDIANS AND OTHER CITY PROPERTY. THIS PERMIT SHALL APPROVE THE LOCATION AND SPECIES TO BE PLANTED. FAILURE TO OBTAIN THIS PERMIT IS A VIOLATION OF THE CITY OF FORT COLLINS CODE SUBJECT TO CITATION (SECTION 27-31) AND MAY ALSO RESULT IN REPLACING OR RELOCATING TREES AND A HOLD ON CERTIFICATE OF OCCUPANCY.

CAUTION
UTILITIES EXIST WITHIN CONSTRUCTION LIMITS. CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING THEIR LOCATION PRIOR TO CONSTRUCTION.



N
SCALE: 1"=20'

LANDSCAPE CALCULATIONS

REQUIREMENT	CALCULATION	REQUIRED	PROVIDED
STREET TREES	1 SHADE TREE PER 40 LF	372 LF = 9 TREES	6 TREES *TREE REQUIREMENT NOT MET DUE TO CONFLICTS WITH EXISTING UTILITIES
PARKING LOT PERIMETER	1 TREE / 25 LF ALONG ROW 1 TREE / 40 LF ALONG SIDE / REAR PROP MIN. 30" HEIGHT SCREEN ALONG 70% PERCENT OF THE LENGTH OF THE STREET FRONTAGE OF THE PARKING LOT AND ALSO SEVENTY (70) PERCENT OF THE LENGTH OF ANY BOUNDARY OF THE PARKING LOT THAT ABUTS ANY NONRESIDENTIAL USE.	200 LF = 8 TREES 154 LF = 4 TREES 70% = 370 LF	12 TREES
PARKING LOT INTERIOR	6% OF PARKING LOT SHALL BE LANDSCAPE NO LANDSCAPE OVER 24" WITHIN 15' OF CURB CUT 1 CANOPY SHADE TREE PER 150 SF OF INTERNAL LANDSCAPE AREA/ 1 CANOPY TREE PER ISLAND	6% OF 6,160 SF = 370 SF N/A 10 TREES	370 SF OF LANDSCAPE AREA NO LANDSCAPE OVER 24" IS LOCATED WITHIN 15' OF CURB CUT 10 TREES
TREE BIODIVERSITY	MAX. 33% OF ONE TREE SPECIES	MAX 6 OF ONE TREE SPECIES	NO ONE SPECIES EXCEEDS A QUANTITY OF 6
TREE MITIGATOIN	8 ON-SITE TREES WILL BE IMPACTED BY CONSTRUCTION, SEE MITIGATION PLAN	18 TREES	13 TREES CASH-IN-LIEU WILL BE PROVIDED FOR THE REMAINING 5 TREES

PLANTING LEGEND

QTY	LEGEND ABBREV	BOTANIC NAME	COMMON NAME	PLANTING SIZE (MINIMUM)	MATURE SIZE	% BIODIVERSITY	WATER USE (VL,L,M,H)
EXISTING TREES							
3	ETR	EXISTING TREE TO BE RELOCATED. SEE TREE MITIGATION CHART					
8	TBR	EXISTING TREE TO BE REMOVED - SEE TREE MITIGATION CHART					
DECIDUOUS TREES							
3	CASP	CATALPA SPECIOSA	WESTERN CATALPA	2" CAL. B&B	50'X30'	4.5	L
5	GLTR	GLEDITSIA TRIACANTHOS INERMIS 'SHADEMASTER'	SHADEMASTER HONEYLOCUST	2" CAL. B&B	50'X35'	8.2	L
6	GYDI	GYMNOCLADUS DIOICUS 'ESPRESSO'	ESPRESSO COFFEETREE	2" CAL. B&B	50'X35'	8.5	L
EVERGREEN TREES							
2	PIFL (M)	PINUS FLEXILIS 'VANDERWOLF'S PYRAMID'	VANDERWOLF'S LIMBER PINE	6' HEIGHT B&B	20'X10'	7	L
3	PIPU (M)	PICEA PUNGENS 'BABY BLUE EYES'	BABY BLUE EYES SPRUCE	8' HEIGHT B&B	18'X8'	9.3	L/M
ORNAMENTAL TREES							
11	MARA (M)	MALUS 'RADIANT'	RADIANT CRABAPPLE	1.5" CAL. B&B	15'X15'	L	SUN
DECIDUOUS SHRUBS							
27	CACL	CARYOPTERIS X CLANDONENSIS	BLUE MIST SPIREA	#5 CONT. 18-24"	3'X3'	N/A	VL
11	CHNA	CHRYSOTHAMNUS NAUSEOSUS	RABBITBRUSH	#5 CONT. 18-24"	4'X4'	N/A	VL
13	CHMI	CHAMAEBATIARA MILLEFOLIUM	FERNBUSH	#5 CONT. 18-24"	4'X4'	N/A	VL
31	POFR	POTENTILLA FRUTICOSA 'TANGERINE'	TANGERINE POTENTILLA	#5 CONT. 18-24"	2'X3'	N/A	L
5	POFF	POTENTILLA FRUTICOSA 'FARGO'	DAKOTA SUNSPOT POTENTILLA	#5 CONT. 18-24"	3'X3'	L/M	SUN
9	PORR	POTENTILLA FRUTICOSA 'RED ROBIN'	RED ROBIN POTENTILLA	#5 CONT. 18-24"	2'X3'	L/M	SUN/PART SHADE
24	SPAL	SPIREA ALBIFLORA	JAPANESE WHITE SPIREA	#5 CONT. 18-24"	2'X2'	L/M	SUN
7	RHAR	RHUS AROMATICA 'GROW-LOW'	GROW LOW SUMAC	#5 CONT. 18-24"	3'X8'	N/A	L
EVERGREEN SHRUBS							
10	ARCO	ARCTOSTAPHYLOS X COLORADENSIS	COLORADO MANZANITA	#5 CONT. 18-24"	8"X4'	N/A	VL
29	JUSA	JUNIPERUS SABINA 'BUFFALO'	BUFFALO JUNIPER	#5 CONT. 12-15"	1'X6'	N/A	VL
2	COAP	COTONEASTER APICULATUS 'TOM THUMB'	TOM THUMB COTONEASTER	#5 CONT. 18-24"	1'X3'	M	SUN/PART SHADE
4	PIMU	PINUS MUGO 'VALLEY CUSHION'	VALLEY CUSHION MUGO PINE	#5 CONT. 18-24"	2'X3'	M	SUN/PART SHADE
10	MAAQ	MAHONIA AQUIFOLIUM 'COMPACTA'	COMPACT OREGON GRAPE HOLLY	#5 CONT. 18-24"	3'X5'	N/A	VL
ORNAMENTAL GRASSES							
18	CAAC	CALAMAGROSTIS ACUTIFLORA 'KARL FOERSTER'	KARL FOERESTER FEATHER REED GRASS	#1 CONT.	3.5'X2.5'	N/A	VL
28	HESE	HELICTOTRICHON SEMPERVIRENS	BLUE AVENA	#1 CONT.	2'X3'	N/A	VL
24	NATE	NASSELLA TENUISSIMA	MEXICAN FEATHER	#1 CONT.	2'X1'	N/A	VL
PERENNIALS							
23	ACMI	ACHILLEA MILLEFOLEUM 'PAPRIKA'	PAPRIKA YARROW	#1 CONT.	24"X24"	N/A	L
22	SANE	SALVIA NEMOROSA 'CARADONNA'	CARADONNA SALVIA	#1 CONT.	24"X24"	N/A	L
2,736 SF		RTF SOD	RHIZOMATOUS TALL FESCUE	SOD		N/A	M
		WOOD MULCH AROUND TREES AS NECESSARY	DARK BROWN SHREDDED HARDWOOD MULCH	MULCH		N/A	
430 SF		WOOD MULCH AROUND BUILDING	DARK BROWN SHREDDED HARDWOOD MULCH	MULCH		N/A	
7,529 SF		ROCK COBBLE MULCH	3/4"-11/2" RIVER ROCK COBBLE MULCH WITH WOOD MULCH RING AROUND ALL PLANT MATERIAL. SEE PLANTING NOTES & DETAILS	MULCH		N/A	N/A
116 LF		STEEL EDGING	BLACK STEEL EDGING. SEE LANDSCAPE NOTES	EDGING		N/A	N/A

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SITE PLANS FOR ALPINE BANK
1608 SOUTH COLLEGE AVENUE
S. COLLEGE AVE. & PROSPECT ROAD
FORT COLLINS, COLORADO

#	Date	Issue / Description	Init.
	12/2/2020	1ST PDP SUB	MAS
	1/20/2021	2ND PDP SUB	MAS

Project No:	ALB000001
Drawn By:	EMFEB
Checked By:	SMAS
Date:	01/20/2021

LANDSCAPE PLAN

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January 25, 2021

Maren Bzdek
Senior Historic Preservation Planner
City of Fort Collins, Historic Preservation Department
281 N. College Avenue
Fort Collins, CO 80524

RE: **Alpine Bank at SEC of S. College & E. Prospect**
1608, 1610, and 1618 S. College Avenue
Fort Collins, Colorado
Request for Modification of Standard to *Section 3.4.7 – Historic and Cultural Resources* of Land Use Code (DRAFT)

Background Information

Alpine Bank is currently under contract to lease approximately .96 Acres at the Southeast corner of S. College Avenue * E. Prospect Road in Fort Collins. Colorado. Property is more commonly identified as 1608, 1610, and 1618 S. College Avenue. Property consists of multiple lots which include three existing buildings. All three buildings either have been or are currently being used for commercial purposes. Two of the three buildings appear to have been designed for commercial purposes and are believed to have been constructed in the mid-1960s. The remaining building is a residential design and believed to have been constructed in 1928.

All three properties are currently zoned General Commercial District (C-G) which allows for a variety of retail and commercial uses including “Offices, Financial Services & Clinics” as defined in the Zoning District Matrix of the City of Fort Collins Land Use Code. The proposed development would be subject to a Preliminary Development Plan (PDP), subsequent Type 1 Review and Public Hearing, and eventually a Final Development Plan (FDP). The decision maker for Type 1 Hearings is an Administrative Hearing Officer which is a land use attorney from outside of Fort Collins.

In order to facilitate the proposed project, we anticipate the demolition of two of the three buildings and on-site relocation of the third building which has been identified as being ‘Architecturally Significant’ as the result of a Colorado Cultural Resource Survey completed in January 2020. The two buildings to be demolished are located at 1608 and 1618 S. College Avenue. The building to be relocated on-site is currently located at 1610 S. College Avenue and would be relocated to the South end of the site to better facilitate redevelopment of the northern portion of the property into a branch office for Alpine Bank.

While we have not formally submitted our application for PDP, we have had two Concept Review Meetings with the Development Review Team and several follow-up meetings and calls to work through a variety of issues. One of which is the possible relocation of the architecturally significant building located at 1610 S. College Avenue. Based on those discussions and our understanding of *Section 3.4.7 – Historic and Cultural Resources* of the Fort Collins Land Use Code there are no provisions in place for the relocation of structures deemed to be of architectural significance.

Modification of Standards Requested

We are requesting a Modification of Standard *Section 3.4.7 – Historic and Cultural Resources* of the Fort Collins Land Use Code which would allow for the relocation of a building deemed to be of architectural significance based on the following justifications.

Alpine Bank
S. College & E. Prospect
January 25, 2021

Justifications

1. **Proposed deceleration lane creating undesirable proximity of Architecturally Significant Building to College Avenue –** Proposed redevelopment will require the addition of a deceleration/right-hand turn lane to north bound College Avenue to Prospect Road. Proposed deceleration lane will require a right-of-way dedication on behalf of the property owner as well as the addition of a detached sidewalk and tree lawn to the College Avenue frontage. Per recommendations found in the Traffic Impact Study by Kimley-Horn dated October 2020 the length of the deceleration lane should be maximized and expected to about 190' which will correspond with the proposed location of the right-in/right-out access. These improvements result in approximately 30' of encroachment into the property vs. existing conditions which will eliminate any existing historical or residential context in and around the building. The proposed on-site relocation would not only allow us to shift to building further south but also to shift the building to the east and allow us to create some separation or buffer between the existing building and College Avenue.

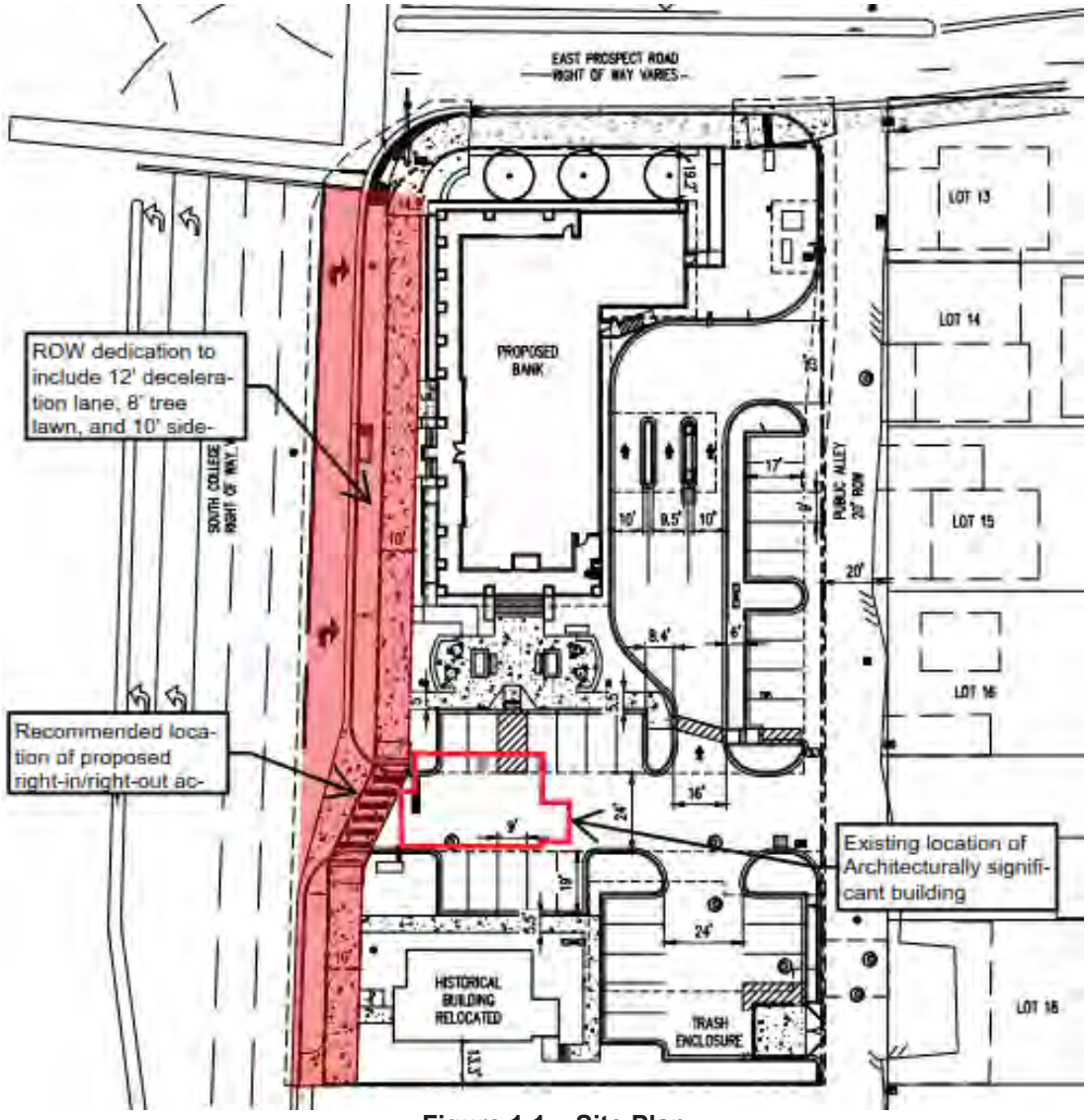

Figure 1.1 – Site Plan

2. **Spacing of revised access point from College –** Right-of-way dedications and addition of a deceleration lane will also require modifications to existing access along College Ave. Per recommendations found in the Traffic Impact Study by Kimley-Horn dated October 2020 the length of the deceleration lane should be maximized and expected to about 190' which will correspond with the proposed location of the right-in/right-out access. It should be noted that the preferred location does take into account spacing between existing access points located further south on S. College Avenue. Please note that proposed access location conflicts with location of existing building to remain. Please see Exhibit 1.1 above for additional details.

3. **No Existing Historical Context at Present Location –** Existing location on S. College in which the building is flanked on both the north and south sides by buildings constructed nearly four decades later provides no historical context for the building at this time. Referenced buildings are both believed to be constructed in the 1960s a represent a significant departure in architectural style from the building located at 1610 S. College. While it is believed that several similarly styled residential houses were once located along S. College Avenue prior to construction of these two adjacent buildings in the 1960s, those buildings no longer exist making this building the only remaining example of this type of architecture along this stretch of S. College. Since no historical context remains in the existing location, we believe relocation to the south does not represent a significant departure from the current context. We further believe that relocation to the south and possibly to the east away from S. College actually presents an opportunity to provide or enhance the surrounding context to better reflect what might have existed when the building was originally constructed in the 1920s.

4. **Integration into overall development in a way that allows for a functional site plan for new use as well as adaptive reuse –** Existing location of house essentially bisects the site into one mostly developable area to the north and a mostly undevelopable area to the south. By leaving the building in place we would be trying to redevelop the property around it with a somewhat inconsistent or incompatible use located in the middle of the property. Simply shifting or relocating the building to the south would allow for a more cohesive or contiguous development of the property to the north. We have included two hypothetical site plans below for reference. Note that current location of historically significant building creates two undesirable scenarios for proposed access – one in which stacking for the deceleration lane is too short and the other in which in extends so far south the spacing between additional access points along College is insufficient.

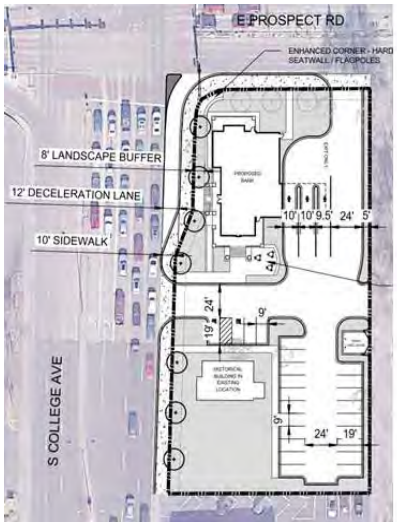

Exhibit 4.1 – Hypothetical

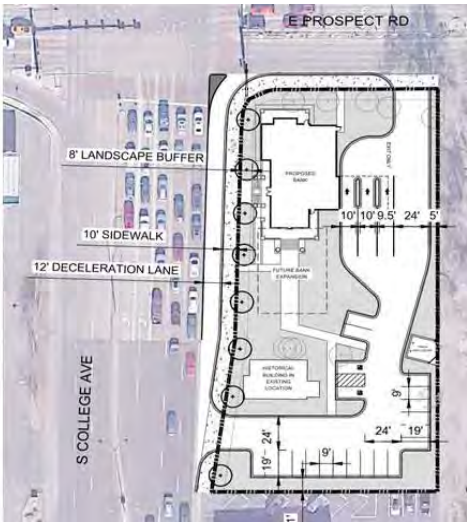

Exhibit 4.2 – Hypothetical

The location of the existing building further limits our ability to develop the property in a functional manner by forcing customer parking away from the proposed building. In both hypothetical site plan scenarios customer parking is not at all convenient and therefore not functional for a retail banking facility such as Alpine Bank.

5. **Structural Concerns –** Based on a preliminary review of the foundation of the existing building there are definitely concerns that will need to be addressed in order to safely reuse. With both ends of the building indicating some form of movement we believe soil movement may be an issue. Not only will the existing foundation need to be repaired, but we will also need to determine the source of the movement and correct if possible. Additionally, a review by a structural engineer suggests that any in place repairs would add additional stresses to the foundation and framing above. For these reasons, we believe relocation of the building onto a new reinforced foundation system at the south end of the site is the best long-term solution for the reuse of this building. See photos below for reference. Additional details regarding our structural investigation can be found in attached letter from Redge Hudson, PE dated January 15, 2021.

Exhibit 5.1

Exhibit 5.2

Exhibit 5.3

Exhibit 5.4

Section 2.8.2(H) of the Fort Collins Land Use Code(LUC) provides that *"the decision Maker may grant a modification of standards only if it finds that the granting of the modification would not be detrimental to the public good."* Even more than not being detrimental to the public good, the requested modification would benefit the public for the following reasons: (i) allow for the redevelopment of this quadrant of this prominent intersection with a first class community oriented banking service not currently present in the community; and (ii) allow for the preservation and reuse of an existing historical resource in a manner consistent with maintaining historical context, redevelopment into a cohesive and functional site plan, and maintain the future structural integrity of the building; and (iii) allow for improvements along S. College Avenue in a manner that will enhance traffic safety in a manner consistent with the other three quadrants of this intersection.

In addition to not being detrimental to the public good, the decision maker must also find, pursuant to Section 2.8.2(H) of the LUC, that the modification meets one of four criteria. Within this modification request we believe we have substantiated that we meet the following criteria.

Criteria 1 of 4 – *"The plan as submitted will promote the general purpose of the standard for which the modification is requested equally well or better that would a plan which complied with the standard for which the modification is requested.*

The plan as submitted which anticipates the relocation of the existing historical resource will promote the general purpose of the standard by allowing the resource to be preserved, reused, and incorporated into the proposed development in a manner that will not only enhance the overall development but also address public safety. The proposed relocation will not adversely affect the integrity of the historic resources on nearby property because the adjacent properties along S. College have not been deemed of historical significance and the relocated building will not be moved from the property. The relocation will also allow for the design of a site plan compatible with and protect the historical resource by integrating it into the overall site plan in a functional manner.

Criteria 2 of 4 – "*the granting of a modification from the strict application of any standard would, without impairing the intent and purpose of this Land Use Code, substantially alleviate an existing, defined and described problem of city-wide concern or would result in a substantial benefit to the city by reason of the fact that the proposed project would substantially address an important community*

need specifically and expressly defined and described in the city's Comprehensive Plan or in an adopted policy, ordinance or resolution of the City Council, and the strict application of such a standard would render the project practically infeasible"

The plan as submitted will benefit the city by allowing for the redevelopment and subsequent off-site improvements at the southeast quadrant of the intersection of S. College & E. Prospect. The proposed improvements will not only be consistent with recent improvements at the other three quadrants on the intersection but also address an overall community need of improving traffic safety at the intersection through improved design and traffic movement.

Criteria 4 of 4 – "the plan as submitted will not diverge from the standards of the Land Use Code that are authorized by this Division to be modified except in a nominal, inconsequential way when considered from the perspective of the entire development plan, and will continue to advance the purposes of the Land Use Code as contained in Section 1.2.2."

We believe the proposed relocation will not diverge from the standards of the LUC except in a nominal, inconsequential way that will likely not be noticed once the redevelopment and relocation are complete. From an overall perspective the relocation creates a significant positive impact on the redevelopment and future use of the building when compared to leaving the building in the original setting.

Please review the accompanying materials and let us know if you have any questions or require additional information. Thank you in advance for your consideration.

Sincerely,
GALLOWAY

Zell O. Cantrell
Site Development Project Manager
Zell Cantrell@GallowayUS.com

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Greenwood Village, CO 80111
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January 25, 2021

Alpine Bank
c/o Todd Golding
Goulding Development Advisors
PO Box 2308
Edwards, CO 81632

RE: Alpine Bank at SEC of College & Prospect
1610 College Avenue
Fort Collins, Colorado

Dear Todd:

As part of the overall project, Galloway visited the existing building located at 1610 College Avenue in Ft. Collins, Colorado. The purpose of the investigation was to ascertain the structural integrity of the existing foundation walls as well as the overall building. Zell Cantrell and Redge Hudson performed the site observations. Please note that the inspection was only visual in nature and did not include any type of destructive or non-destructive testing. Based on these visual observations, the foundation system for the building appeared to by two layers of structural brick supporting the floor that extended to grade at the high side of the building. Below grade and exposed as grade sloped down from the west end of the building, a concrete wall supported the structural brick. Due to the age (built in 1928) of the structure, it may be assumed the concrete walls are unreinforced.

Galloway's major concern regarding the structure lies with the large stepped crack at the northeast corner of the foundation wall. The crack steps down from the main floor elevation. Then runs diagonally across the concrete foundation wall below grade. The crack's width varies up to approximately 3/8". In addition, the brick offsets at the crack up to 1 inch. Following the north wall to the basement window, another large crack has formed diagonally from the corner of the window frame. From the exterior side of the wall, it appears the wall has been pushed toward the inside of the building. The exterior cracks extend through the foundation walls into the interior basement space. Historic patching of the cracks were visible throughout the basement.

Photo 1: Crack in Foundation at NE Corner

Photo 2: Interior View of Foundation Crack at North Wall Basement Window

Cracking of the multi-whythe (layered) structural brick foundation was also observed on the north and south corners of the front porch. The stepped cracks in the brick varied between 1/8" up to 1" in width.

Alpine Bank
1610 College Ave.
January 25, 2021

The back entrance appeared to be an addition to the original structure. Small vertical cracks were identified at the building interface on the south end of the structure. Galloway did not observe other distresses to the exterior finishes beyond what would be expected based on the buildings age and climate.

Plaster cracking of the walls and ceilings was noted throughout all the rooms at the main floor. Cracks range from hairline up to 1/8" in width. At some areas of the ceiling, the plaster appears to be sagging down from the ceiling plane.

Photo 3: Cracking and Sagging Plaster at Ceiling

Due to the age and nature of the structure, foundation repairs would be nigh impossible due to the offset of the structural brick and concrete foundation walls. This offset indicates either differential movement of the foundations or possible impact stress. Either way, repairs the walls to accommodate the offset of the brick as well as the concave shape of the wall would add additional stresses to the historic foundation and possible additional failure of the framing above the foundation. In order to preserve the structure, Galloway recommends the building be moved to a new foundation. This new foundation will be a reinforced concrete wall. In order to retain the historic significance of the foundation, the existing brick may be placed on a concrete ledge integral with the new wall.

The new foundations would only be required to extend to frost depth and not necessarily to the full basement depth. Exterior finishes and historic merits will be preserved with the new foundation design, although in lieu of the basement, a crawlspace may be installed below the existing floor framing. This space will be designed to current code requirements and for floor longevity.

More photos and in-depth conclusions may be provided as requested. Galloway appreciates the opportunity to provide our expertise with this challenging and unusual project. If you have any questions, please feel free to contact me at (303)770-8884.

Sincerely,
GALLOWAY

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Design Compatibility Standards

1. New construction shall be similar in width or, if larger, be articulated into massing reflective or the mass and scale of historic resources on the development site, abutting, or across a side alley.

The massing of the proposed design will integrate a variety of massing strategies to specifically relate to the existing historic structure and the adjacent residential neighborhood. The new structure in addition will provide appropriate scale and massing at the intersection as part of the midtown design standards.

2. In all zone districts, stepbacks must be located on new building(s) to create gradual massing transitions at the same height or one story above the height of historic resources on the development site, abutting, or across a side alley. Additionally, in the Downtown zone district, the widest portions of stepbacks required by the Downtown zone district stepback standard shall be on building portions closest to historic resources.

The building placement, orientation, setbacks along with scale and massing were thought through as they relate to the surrounding block and historical on-site structure. The two- story massing on the new construction is in the northwest portion of the footprint to establish a strong, identifiable presence on the corner of S. College and E. Prospect. The design will then step down to a single-story module to the south as it approached the historic building. The lower, wrap-around porch and planter boxes are intended to aid in creating a strong sense of “human scale” and urban streetscape while providing additional buffer from the busy street. While not historic the surrounding residential neighborhood to the east is treated in a similar fashion with the mass of the building stepping down as it approaches the alley.

3. The lower story facades until any stepbacks (required or otherwise) must be constructed of authentic, durable, high-quality materials (brick, stone, glass, terra cotta, stucco (non EFIS), precast concrete, wood, cast iron, architectural metal) installed to industry standards.

The proposed materials for the new building are intended to be high-quality, durable, materials including brick on the lower level to match the proportion of the brick on the historical building with cedar shakes above. The weathering characteristics of the cedar will add to the authenticity and natural semblance of the façade, traditional craftsman details are intended to be used throughout the building to add additional unifying characteristics to the building to emphasize its connection to the historic structure

4. New construction shall reference one or more of the predominate material(s) on historic resources on the development site, abutting, or across a side alley, by using at least two of the following to select the primary material(s) for any one to three story building or the lower story facades until any stepbacks (required or otherwise): 1) Type, 2) Scale, 3) Color, 4) Three-dimensionality, and 5) Pattern.

1) The proposed design will incorporate a broad, open porch typical of the Craftsman style and similar in design to the front porch on the existing historic structure. The porch will create a semi-private space functioning as a social interface with the street. This will help establish a

"pedestrian friendly" quality as well as strengthen the design relationship with the existing structure. In addition, deep roof eaves, columns, exposed beams, and a muted, earthly color palette will establish the connection to the Craftsman era and historical structure.

2) The building will be subdivided into principal modules that will step down as it moves towards the historic structure and the adjoining residential neighborhood.
3) The new building and the historic building while using the same exact color palette will utilize the traditional colors founds on the craftsman style buildings, in addition where applicable the two buildings will be unified in color by materials such as the brick and paint colors.
4) The new building will utilize materials such as brick, wood siding, shake shingle siding, etc., to create a strong residential relationship to the existing craftsman bungalow, all of which will provide a similar three-dimensionality for the materials of the street face of the building.
5) The new building will utilize a similar fenestration pattern and style as the existing historical building to further tie to the two buildings together architecturally.

5. Use at least one of the following: 1) Similar window pattern, 2) Similar window proportion of height to width, and 3) Similar solid-to-void pattern as found on historic resources on the development site, abutting, or across a side alley.

1. As mentioned above the fenestration style and pattern is intended to be reflective of the traditional craftsman style of the existing historic building. While the existing building's "pattern" is not existent due to the scale of the building it is our intent to reflect more on the style of the period while providing a pattern relative to the scale of the new building.
2. Similar to above the windows will need to be different in height and width due to the overall scale of the building and it's intended use, i.e. commercial vs. residential so the widows on the new building will be more about relating to proportion rather than exact height and width.
3. Similar to above given the scale of the new building and it's intended commercial use, the solid-to-void pattern will be slightly different than what is found on the history residential building, again our intent is that the new building relates in style and period, not an exact representation.

6. Use select horizontal or vertical reference lines or elements (such as rooflines, cornices, and belt courses) to relate the new construction to historic resources on the development site, abutting or across a side alley.

Strong horizontal references will be used including gabled, low-pitched roof forms typical of the Craftsman style on current building on-site. The proportion of materials will also mimic that of the existing structure.

SOUTH ELEVATION

EAST ELEVATION

WEST ELEVATION

NORTH ELEVATION

Galloway

ALPINE BANK

ALPINE BANK

Colored Elevations

02.15.2021

0' 8' 16' 40'
SCALE: 1/8" = 1'-0"

ITEM 4, ATTACHMENT 2
Updated on 2/16/21

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