CITY OF FORT COLLINS
TYPE 1 ADMINISTRATIVE HEARING
FINDINGS AND DECISION

HEARING DATE:	March 18, 2014
PROJECT NAME:	Brinkman Headquarters Project Development Plan/Final Plan
CASE NUMBER:	FDP130050
APPLICANT:	Dave Derbes 3003 E. Harmony Road, Suite 300 Fort Collins, CO 80528
OWNER:	Brinkman Capital, LLC Kevin Brinkman 3003 E. Harmony Road, Suite 300 Fort Collins, CO 80528
HEARING OFFICER:	Kendra L. Carberry

PROJECT DESCRIPTION: This is a request for approval of a combined Project Development Plan and Final Plan (PDP/FP) for Brinkman Headquarters, located at the northwest corner of Lady Moon Drive and Precision Drive. The property contains approximately 70,500 square feet (1.62 acres). The PDP/FP includes a two-story office building of approximately 30,850 square feet. The PDP/FP includes 6 fixed bicycle spaces, 4 enclosed bicycle spaces, and a parking lot containing 95 vehicle parking stalls.

SUMMARY OF DECISION: Approved

ZONE DISTRICT: Low Density Mixed-Use Neighborhood (L-M-N)

HEARING: The Hearing Officer opened the hearing at approximately 5:45 p.m. on January 30, 2014, in Conference Room A, 281 North College Avenue, Fort Collins, Colorado.

EVIDENCE: During the hearing, the Hearing Officer accepted the following evidence: (1) Planning Department Staff Report; (2) application, plans, maps and other supporting documents submitted by the applicant; and (3) a copy of the public notice (the formally promulgated polices of the City are all considered part of the record considered by the Hearing Officer).

TESTIMONY: The following persons testified at the hearing:

From the City: Noah Beals

From the Applicant: Dave Derbes

From the Public: N/A

FINDINGS

1. Evidence presented to the Hearing Officer established the fact that the hearing was properly posted, legal notices mailed and notice published.

2. The PDP/FP complies with the applicable General Development Standards contained in Article 3 of the Code.

a. The PDP/FP complies with Section 3.2.1, Landscaping and Tree Protection, because: the City Forester approved the tree mitigation plan; full tree stocking is provided on all four sides and within landscaped areas 50' from the building; and trees are planted in the parking lot interior and perimeter in the required landscape islands and landscape setbacks.

b. The PDP/FP complies with Section 3.2.2, Access, Circulation and Parking, because: sidewalk connections from the public sidewalk to the main entrance of the building are provided from both Lady Moon Drive and Precision Drive; the 10 bicycle parking spaces exceed the required minimum; and the parking lot is accessed by a single driveway from Precision Drive to reduce conflicts with the bicycle lanes and sidewalks.

c. The PDP/FP complies with Section 3.2.4, Site Lighting, because the photometric plan shows a minimum average 1 foot-candle for the parking lot areas, and all the lighting fixtures are down-directional and fully shielded with cut-off capability.

d. The PDP/FP complies with Section 3.4.1, Natural Habitats and Features, because: the PDP/FP does not include any natural areas, habitats and features on the property or within 500' of its boundaries; and any prairie dogs found within the site will be humanely eradicated in accordance with the Division of Parks and Wildlife standards.

e. The PDP/FP complies with Section 3.5.3, Commercial Buildings, because the PDP/FP incorporates human-scale urban design through the use of the following: a 15' setback from the property lines along Lady Moon Drive and Precision Drive; building façades composed of at least 3 distinct vertical planes; and a main entrance distinguished by direct connecting walkways with sidewalks that are 5' in width.

f. The PDP/FP complies with Section 3.6.3, Street Pattern and Connectivity Standards, because the PDP/FP includes no new streets, but there is a cross access easement for future development to the north and west, and the Transportation Impact Study demonstrates that the impacts created by the PDP/FP are acceptable.

g. The PDP/FP complies with Section 3.6.4, Transportation Level of Service Requirements, because the Traffic Operations and Engineering Departments have reviewed the Transportation Impact Study and determined that the vehicular, pedestrian and bicycle facilities are consistent with the standards contained in Part II of the City of Fort Collins Multimodal Transportation Level of Service Manual.

3. The PDP/FP complies with the applicable standards contained in Article 4 of the Code for the H-C zone district.

a. The PDP/FP complies with Section 4.26(A) and (B), Permitted Uses, because the proposed office land use is consistent with creating a mixed-use neighborhood with a strong employment base, and provides employment opportunities directly across from a multi-family residential use.

b. The PDP/FP complies with Section 4.26(D), Land Use Standards, because the building is 2 stories in height, below the 6 stories allowed.

c. The PDP/FP complies with Section 4.26(E)(1), H-C Development Standards, because the PDP/FP complies with the H-C District Plan and the Harmony Technology ODP.

d. The PDP/FP complies with Section 4.26(E)(2), Site Design, because: the PDP/FP achieves compliance through its adherence to the Harmony Technology ODP and proposed cross-connection access to adjacent parcels outside of the boundaries of the PDP/FP; the residential area across Lady Moon Drive includes multi-family buildings that are 3 stories in height, so there is no drastic change in scale and height; and the PDP/FP does not include outdoor uses.

DECISION

Based on the foregoing findings, the Hearing Officer hereby enters the following rulings:

1. The PDP/FP is approved as submitted.

DATED this 26th day of March, 2014.

Kendra L. Carberry
Hearing Officer

ITEM NO FDP130050
MEETING DATE March 18th, 2014
STAFF Noah Beals

ADMINISTRATIVE HEARING OFFICER

STAFF REPORT

PROJECT: Brinkman Headquarters combined Project Development Plan and Final Plan, FDP130050

APPLICANT: Dave Derbes
3003 E. Harmony Road, Suite 300
Fort Collins, CO 80528

OWNER: Brinkman Capital, LLC – Kevin Brinkman
3003 E. Harmony Road, Suite 300
Fort Collins, CO 80528

PROJECT DESCRIPTION:

This is a request for approval of a combined Project Development Plan (PDP) and Final Plan (FP) for Brinkman Headquarters. The project is located at the northwest corner of Lady Moon Drive and Precision Drive. The site contains over 70,500 square feet or 1.62 acres of land. The proposed development includes a two-story office building with an approximate total of 30,850 square feet. The site is accessed through side walk connections and a vehicle drive-way to the public right of way. Also the site has reserved cross connections to the properties both to the north and west. The project proposes 6 fixed bicycle spaces, 4 enclosed bicycle spaces, and a parking lot containing 95 vehicle parking stalls.

RECOMMENDATION: Staff recommends approval of Brinkman Headquarters combined Project Development Plan and Final Plan, FDP130050.

EXECUTIVE SUMMARY:

The approval of Brinkman Headquarters combined PDP/FP complies with the applicable requirements of the City of Fort Collins Land Use Code (LUC), more specifically:

- The combined PDP/FP complies with process requirements located in Division 2.2 – Common Development Review Procedures for Development Applications of Article 2 – Administration.

- The combined PDP/FP is in conformance with the Harmony Technology Overall Development Plan approved by the Planning and Zoning Board in September 2000 and Minor Amendment approved in August of 2013.

- The combined PDP/FP complies with relevant standards located in Article 3 – General Development Standards.

- The combined PDP/FP complies with relevant standards located in Division 4.26, Harmony Corridor District (H-C) of Article 4 – Districts.

COMMENTS:

1. Background:

Historically the following approvals have been granted to the property:

- Harmony Farm Annexation, City Council - May 1994
- Harmony Technology Park ODP, Planning and Zoning Board - Sept 2000
- Amendment to Harmony Technology Park ODP, August 2013

Today the property is vacant land vegetated by natural grasses. The site does include minimal improvements of curb and gutter along Lady Moon and Precision Drive.

Zoning History:

- In 1994 upon annexation the entire Harmony Farm Annexation property was zoned Employment Park District.

- At the time of adoption of the Fort Collins Land Use Code in 1997 the property was rezoned to the Harmony Corridor District.

The current surrounding zoning and land uses are as follows:

Direction	Zone District	Existing Land Use
North	Harmony Corridor (H-C)	Vacant Land in Harmony Technology ODP
South	Harmony Corridor (H-C)	Light Industrial: Custom Blending
	Harmony Corridor (H-C)	Vacant Land in Harmony Technology ODP
	Harmony Corridor (H-C)	Public Right-of-Way: Precision Drive
East	Harmony Corridor (H-C)	Approved Multi-Family: Terra Vida II
	Harmony Corridor (H-C)	Public Right-of-Way: Ladymoon Drive
West	Harmony Corridor (H-C)	Vacant Land in Harmony Technology ODP

2. Compliance with Article 4 of the Land Use Code – Harmony Corridor (H-C):

The project complies with all applicable Article 4 standards as follows:

A. Section 4.26(A) and (B) – Permitted Uses

The purpose of the Harmony Corridor District is to create a mixed-use neighborhood with strong employment base. The Brinkman Headquarters proposed office land use is consistent with the purposes, as it provides employment opportunities directly across from a multi-family residential use.

B. Section 4.26(D) – Land Use Standards

1) Section 4.26(D)(3)(a) describes a maximum building height of 6 stories. The proposed building is 2 stories with an overall height of 36 feet, therefore in compliance with the standard.

C. Section 4.26(E) – Development Standards

1) Section 4.26(E)(1) requires that all development in the H-C Harmony Corridor District shall also comply with the applicable Harmony Corridor design standards. The project is in compliance with all applicable design standards as follows:

- At least 35% of the plant material used in the setback along local and collector streets within a half-mile of Harmony Road were selected from the Oak palette

- Offices are a permitted use in Basic Industrial and Non-Retail Employment Activity Center, which this site is located in.

2) Section 4.26(E)(2)(a) is a standard for multiple parcel ownership, requiring an integrated pattern of streets, outdoor spaces, building styles, and land uses. Although this standard does not necessarily apply to this single parcel development it achieves a level of compliance through its adherence to the Harmony Technology Overall Development Plan and proposed cross connection access to adjacent parcels outside of the boundaries of the development (see attached plat and Overall Development plan).

3) Section 4.26(E)(2)(b) requires that employment uses that abut residential areas do not cause a drastic abrupt change in scale and height of buildings.

Across Ladymoon Drive there is an approved plan for a residential area consisting of multi-family buildings containing 24 to 36 units that are 3 stories in height. Two of the three multi-family buildings that face Lady Moon Drive are approximately 65 feet x 120 feet with the long portion of the building facing the street. This results in a majority of the block face of the residential side to be fronted by buildings.

The Brinkman Headquarters building is proposed at 2 stories in height. Along its Lady Moon frontage the Brink Headquarters proposes the building to front the majority of the block face. In comparison with the residential use there is no drastic abrupt changing in scale and height.

4) Section 4.26(E)(2)(c) is a standard that regulates commercial/retail uses, which includes offices. This standard requires such uses to be conducted entirely within a completely enclosed structure or building. The proposed Brinkman Headquarters combined PDP/FP does not include outdoor uses and therefore, in compliance with the standard.

3. Compliance with Article 3 of the Land Use Code – General Development Standards

The project complies with all applicable General Development Standards; with the following relevant comments:

A. Division 3.2 – Site Planning and Design Standards

1) 3.2.1 Landscaping and Tree Protection:

- A detailed tree mitigation plan is provided with this combined PDP/FP. This plan was designed with the coordination and has received approval by the City Forester. In order to provide maximum benefit the street trees provided with this project will be upsized to meet the mitigation requirements;

- “Full Tree Stocking” is provided on all four sides and within landscape areas 50ft from the building;

- Trees are planted in the parking lot interior and perimeter in the required landscape islands and landscape setbacks. These trees locations provide adequate shading and screening of the parking lot.

2) 3.2.2 Access, Circulation and Parking:

By design the Land Use Code encourages multi-modal access and use of the site. This is accomplished by requiring sidewalk connections, bicycle accommodations, and limiting the number of off-street vehicle parking spaces for a non-residential use. The proposed project is in compliance with these standards through the following:

- Sidewalk connections from the public sidewalk to the main entrance of the building are provided both from the right-of-way of Lady Moon Drive and Precision Drive. These sidewalk connections are 5ft and are a direct path to the entrance;

- 10 Bicycle parking spaces being provided exceed the required minimum number of 8. These spaces are provided on site near the building separate from the vehicle parking area. The bike spaces can be accessed through the sidewalk connections or the driveway. There two set of bike racks one set outside the building and one set that will be located inside the building. The zoning department will verify the exact location inside the building during the review of the Building Permit;

- The parking lot is accessed by a single driveway from Precision Drive to reduce the conflict with the bike-lanes and sidewalks. There are 95 vehicle spaces at this time. When future development occurs to the north and east at least 4 of these spaces will be eliminated. This change will be possible by the proposed access easement on the plat.

3) 3.2.4 Site Lighting:

- A photometric plan was submitted for the project. Lighting levels in the parking area meet the average minimum standard of 1 foot-candle. The proposed light sources are concealed and fully shielded with cut-off capability in compliance with standard.

B. <u>Division 3.4 – Environmental, Natural Area, Recreational and Cultural Resource Protection Standards</u>

1) 3.4.1 Natural Habitats and Features:

- The Brinkman Headquarters site does not include any natural areas, habitats, and features within and 500 feet outside of its boundaries.

- In addition the applicant has acknowledged that any prairie dogs found within the site will be humanely eradicated in accordance with the Division of Parks and Wildlife standards.

C. Division 3.5 – Building Standards

1) 3.5.3 Commercial Buildings:

The purpose of this section is to further enhance the pedestrian environment by setting standards that contribute to a human scale. These standards provided visual interest along walkways, articulation to structures, and identifiable entrances to buildings.

- The proposed building is setback 15 feet from the property lines along Lady Moon Drive and Precision Drive. This setback provides the maximum allowed space between the sidewalk and the building to create visual interest and engagement from the right of way.

- Along Precision Drive and Lady Moon Drive the building façades are composed of at least three distinct vertical planes. These planes provide overhangs and recesses that divide the façade into smaller distinct masses. To further emphasize the human scale, a pattern of windows are designed into the distinct masses (see attached elevations).

- The main entrance to the building is on the west side. This entrance is punctuated by a break in the pattern of building materials with an increase in glazing. Although the entrance does not face either Lady Moon Drive or Precision drive its location is distinguished by direct connecting walkways from both sidewalks. These connecting sidewalks are 5 feet in width and include landscaping on one side.

D. Division 3.6 – Transportation and Circulation

1) 3.6.3 Street Pattern and Connectivity Standards:

- The project continues to comply with the general framework established with the Overall Development Plan. There are no new streets proposed with this project but cross access easement for future development to the north and west will be established.

- The City Traffic Operations have reviewed and accepted the Transportation Impact Study provided by the applicant. The study

demonstrated the impacts created by Brinkman Headquarters are at an acceptable level and do not need any further mitigation.

2) 3.6.4 Transportation Level of Service Requirements:

- The Traffic Operations and Engineering Departments have reviewed the Transportation Impact Study that was submitted to the City for review and have determined that the vehicular, pedestrian and bicycle facilities proposed with this combined PDP/FP are consistent with the standards contained in Part II of the City of Fort Collins Multi-modal Transportation Level of Service Manual.

4. Findings of Fact/Conclusion

In evaluating the request for the Brinkman Headquarters combined Project Plan and Final Plan, FDP130050, Staff makes the following findings of fact:

A. The Brinkman Headquarters combined PDP/FP complies with process located in Division 2.2 – Common Development Review Procedures for Development Applications of Article 2 – Administration.

B. The Brinkman Headquarters combined PDP/FP is in conformance with the Harmony Technology Park Overall Development Plan approved by the Planning and Zoning Board in September 2000 and latest Minor Amendment approved in August of 2013.

C. The Brinkman Headquarters combined PDP/FP complies with relevant standards located in Article 3 – General Development Standards.

D. The Brinkman Headquarters combined PDP/FP complies with relevant standards located in Division 4.26, Harmony Corridor District (H-C) of Article 4 – Districts.

RECOMMENDATION:

Staff recommends approval of the Brinkman Headquarters combined Project Development Plan and Final Plan, FDP130050.

ATTACHMENTS:

1. Statement of Planning Objectives
2. Harmony Technology Overall Development Plan
3. Site Plan
4. Landscape Plans
5. Building Elevations
6. Traffic Impact Statement

Statement of Planning Objectives
Brinkman Headquarters
Corner of Precision Drive and Lady Moon Drive
PDP/FDP Combined Submittal

(i) *Statement of appropriate City Plan Principles and Policies achieved by the proposed plan.*
The undeveloped lot sits on the corner of Lady Moon Drive and Precision Drive within the Harmony Technology Park with approx. 340' of frontage along Precision drive and approx. 210' of frontage along Lady Moon Dr. The site currently has no adjacent construction but the sites narrow frontage along Lady Moon Dr. will encourage a higher future building density along this drive with internal, campus style, connections. The building mass forms an L configuration with the long elevation running parallel to Lady Moon forming a strong urban edge with 100% of the building elevations with street frontages within the build-to zone. The building holds the site corner at the intersection that is projected to have the most pedestrian activity. Car access to the site is provided off Precision Drive because of its lower speed and traffic volume, creating a safer entrance and exit sequence. Site parking in the future can be easily connected to future development. The internal entrance further reinforces campus style development while keeping the majority of pedestrian activity off the heavily trafficked Lady Moon Drive. The entrance is clearly defined by a large pedestrian plaza and façade treatment.

(ii) *Description of proposed open space, wetlands, natural habitats and features, landscaping, circulation, transition areas, and associated buffering on site and in the general vicinity of the project.*
The site is on an undeveloped parcel of the overall Harmony Technology Park. The site does not contain any wetlands, natural habitat or notable features. The landscape around the building, plazas and parking area utilize native species. Landscape is provided around the parking area to provide required buffering. Vegetation buffer is also provided on the northern side of the northern plaza for privacy. People can access the site from Lady Moon Drive and Precision Drive sidewalks. The main entrance to the building is located on the western side of the building. People can circulate into the entrance plaza from the sidewalks and also directly from the parking lot. The entrance plaza provides gathering spaces for visitors and the northern plaza space provides areas of outdoor working spaces, and conference room as well as function space for tenants.

(iii) *Statement of proposed ownership and maintenance of public and private open space areas; applicant's intentions with regard to future ownership of all or portions of the project development plan.*
The proposed project site is currently owned by Harmony Technology Park, LLC and is in the process of transferring ownership to Brinkman Capital, LLC. The site is set to close in February of 2014. Once ownership has transferred to Brinkman Capital, LLC, they will assume maintenance of the site.

(iv) *Estimate of number of employees for business, commercial, and industrial uses.*
Estimated range of 125-175 employees.

(v) *Description of rationale behind the assumptions and choices made by the applicant.*
The only area that we are aware that we have varied from the allowable criteria is in the parking ratio. The allowable ratio of 3:1,000 is slightly elevated from an allowable of 93 spaces (30,850 gsf x 3 = 93 spaces). We currently show 95 spaces, which is to account for the future connection to north and east parcels. While this provision makes the site slightly over parked, 4 stalls will be eliminated when the new drive aisles are added, therefore the future parking ratio will be slightly below the maximum allowable.

(vi) *The applicant shall submit as evidence of successful completion of the applicable criteria, the completed documents pursuant to these regulations for each proposed use. The Planning Director may require, or the applicant may choose to submit, evidence that is beyond what is required in that section. Any variance from the criteria shall be described.*
We are not currently requesting any variances for this project.

(vii) *Narrative description of how conflicts between land uses or disturbances to wetlands, natural habitats and features and or wildlife are being avoided to the maximum extent feasible or are mitigated.*
Not Applicable

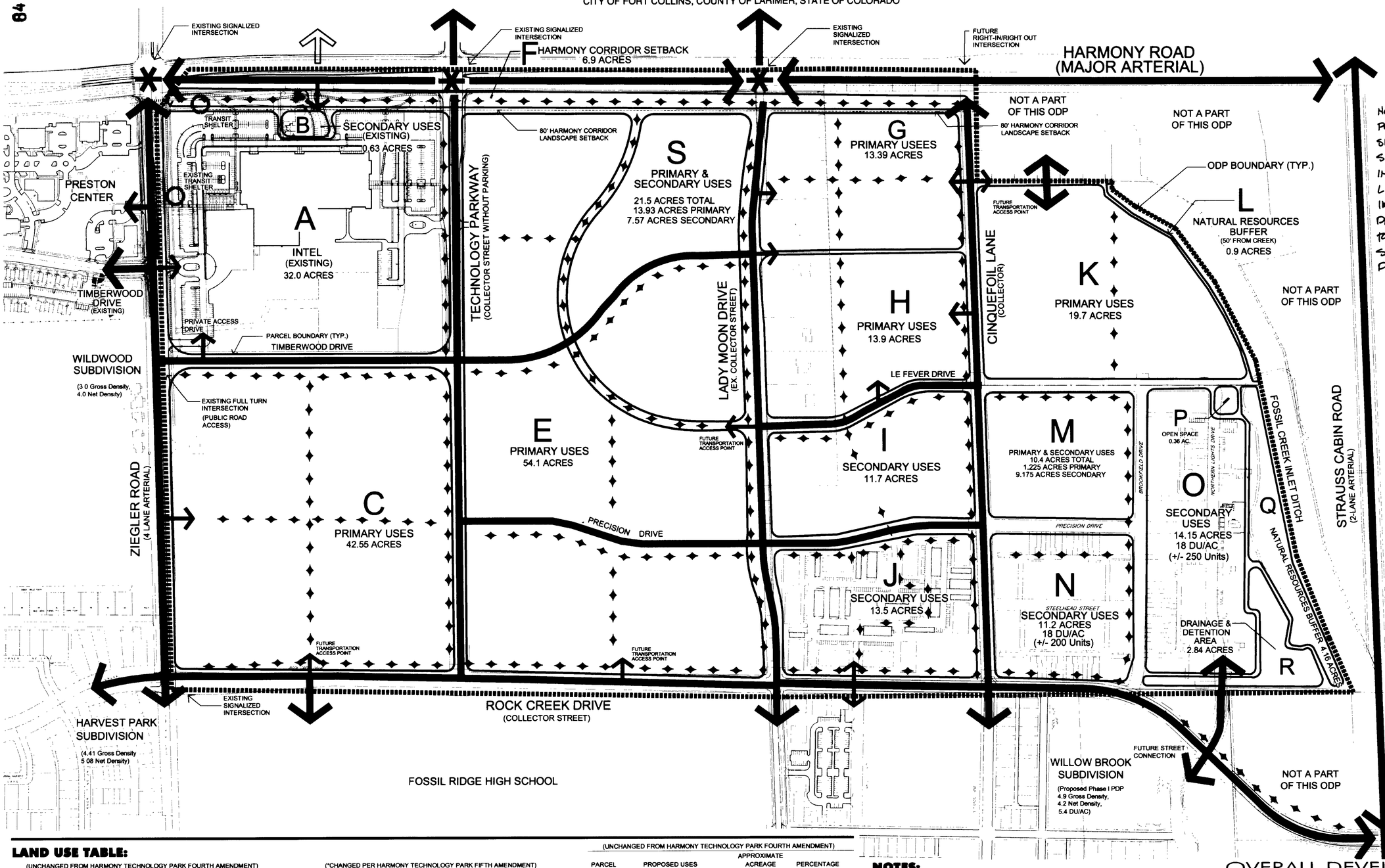
(viii) *Written narrative addressing each concern/issue raised at the neighborhood meeting(s), if a meeting has been held.*
Neighborhood Meeting is not required for this project.

(ix) *Name of the project as well as any previous name the project may have had during Conceptual Review.*
The current project name is Brinkman Headquarters. It went by "Ladymoon Dr & Precision Dr - Office" at the time of Conceptual Review.

SIXTH AMENDMENT TO HARMONY TECHNOLOGY PARK
OVERALL DEVELOPMENT PLAN

LOCATED IN THE NORTH HALF OF SECTION 4, TOWNSHIP 6 NORTH, RANGE 68 WEST OF THE 6th P.M.
CITY OF FORT COLLINS, COUNTY OF LARIMER, STATE OF COLORADO

84-M



LEGEND

- ODP BOUNDARY
- PEDESTRIAN / BICYCLE CIRCULATION
- PUBLIC STREET
- TRANSPORTATION CONNECTION

NOTE: PHASE ONE INITIAL DETENTION POND IMPROVEMENTS ON PARCEL K SHALL BE SHOWN ON FINAL PLANS SUBMITTED FOR PARCELS G OR H. INITIAL DETENTION POND LANDSCAPE SHALL BE IMPROVED WITH PARCEL K DEVELOPMENT TO CONFORM TO THE CITY OF FORT COLLINS STORMWATER LANDSCAPE DESIGN GUIDELINES.

LAND USE TABLE:

(UNCHANGED FROM HARMONY TECHNOLOGY PARK FOURTH AMENDMENT)

PARCEL	PROPOSED USES	APPROXIMATE ACREAGE	PERCENTAGE
A	Office/Manufacturing (existing)	32.0 ac.	11.7%
B	Secondary	0.63 ac.	0.2%
	Child Care Center (existing)		
C	Primary	42.55 ac.	15.5%
D	N/A		
E	Primary	54.1 ac.	19.8%
F	Open Space	6.9 ac	2.5%
	Harmony Corridor Setback		
SUB-TOTALS (PARCELS A-F)		136.18 ac.	49.7%
	Primary	128.65 ac	47.0%
	Secondary	0.63 ac	0.2%

(*CHANGED PER HARMONY TECHNOLOGY PARK FIFTH AMENDMENT)

PARCEL	PROPOSED USES	APPROXIMATE ACREAGE	PERCENTAGE
G*	Primary	13.39 ac.	4.9%
H	Primary	13.9 ac.	5.1%
I	Secondary	11.7 ac.	4.3%
J	Secondary	13.5 ac.	4.9%
K	Primary	19.7 ac.	7.2%
L	Open Space Natural Resource Buffer	0.9 ac	0.3%
M*	Primary	1.225 ac	0.45%
	Secondary	9.175 ac	3.4%
SUB-TOTALS (PARCELS G-M)		83.49 ac	30.5%
	Primary	48.215 ac	17.6%
	Secondary	34.375 ac	12.6%

(UNCHANGED FROM HARMONY TECHNOLOGY PARK FOURTH AMENDMENT)

PARCEL	PROPOSED USES	APPROXIMATE ACREAGE	PERCENTAGE
N	Secondary	11.2 ac.	4.1%
O	Secondary	14.15 ac	5.2%
P	Secondary	0.36 ac.	0.1%
Q	Open Space	4.16 ac.	1.5%
R	Open Space Natural Resource Buffer	2.84 ac.	1.0%
S	Primary	13.93 ac.	5.1%
	Secondary	7.57 ac.	2.8%
SUB-TOTALS (PARCELS N-S)		54.21 ac	19.8%
	Primary	13.93 ac	5.1%
	Secondary	33.28 ac	12.1%
TOTALS (ALL PARCELS)		273.88 ac.	100%
	Primary	190.795 ac	69.7%
	Secondary	68.285 ac	24.9%

NOTES:

1. PRIMARY, SECONDARY AND ACCESSORY USES SHALL BE AS DEFINED IN THE CITY OF FORT COLLINS LAND USE CODE
2. FUTURE DEVELOPMENT WITHIN THIS OVERALL DEVELOPMENT PLAN SHALL BE SUBJECT TO THE UNDERLYING HARMONY CORRIDOR ZONE DISTRICT REQUIREMENTS AND DEVELOPMENT STANDARDS EFFECTIVE AT THE TIME OF FORMAL DEVELOPMENT APPLICATION
3. WATER IS PROVIDED BY THE CITY OF FORT COLLINS AND SANITARY SEWER IS PROVIDED BY THE SOUTH FORT COLLINS SANITATION DISTRICT

NORTH 0' 100' 200' 400'

OVERALL DEVELOPMENT PLAN

SIXTH AMENDMENT TO HARMONY TECHNOLOGY PARK OVERALL DEVELOPMENT PLAN FORT COLLINS, COLORADO

BHA DESIGN, INC. • 1603 OAKRIDGE DRIVE bha FT. COLLINS, CO 80525 • TEL: (970) 223 - 7377

SHEET 1 of 1
AUGUST 19, 2013

84-M

PROJECT DEVELOPMENT PLAN - SITE SUBMITTAL
BRINKMAN HEADQUARTERS OFFICE - HARMONY TECHNOLOGY PARK

LOT 1, HARMONY TECHNOLOGY PARK FOURTH FILING, BEING LOCATED IN THE NORTHWEST ONE-QUARTER OF SECTION 4, TOWNSHIP 6 NORTH, RANGE 68 WEST OF THE 6TH P.M., CITY OF FORT COLLINS, COUNTY OF LARIMER, STATE OF COLORADO.

SHEET INDEX

OWNER'S CERTIFICATION
THE UNDERSIGNED DOES/DO HEREBY CERTIFY THAT I/WE ARE THE LAWFUL OWNER'S OF THE REAL PROPERTY DESCRIBED ON THIS SITE PLAN AND DO HEREBY CERTIFY THAT I/WE ACCEPT THE CONDITIONS AND RESTRICTIONS SET FORTH ON SAID SITE PLAN.

_____
OWNER (SIGNED) DATE

_____
OWNER (SIGNED) DATE

(STATE OF)
( )SS
(COUNTY OF)

SUBSCRIBED AND SWORN TO BE BEFORE THIS DAY OF 20 , BY WITNESS MY HAND AND OFFICIAL SEAL.

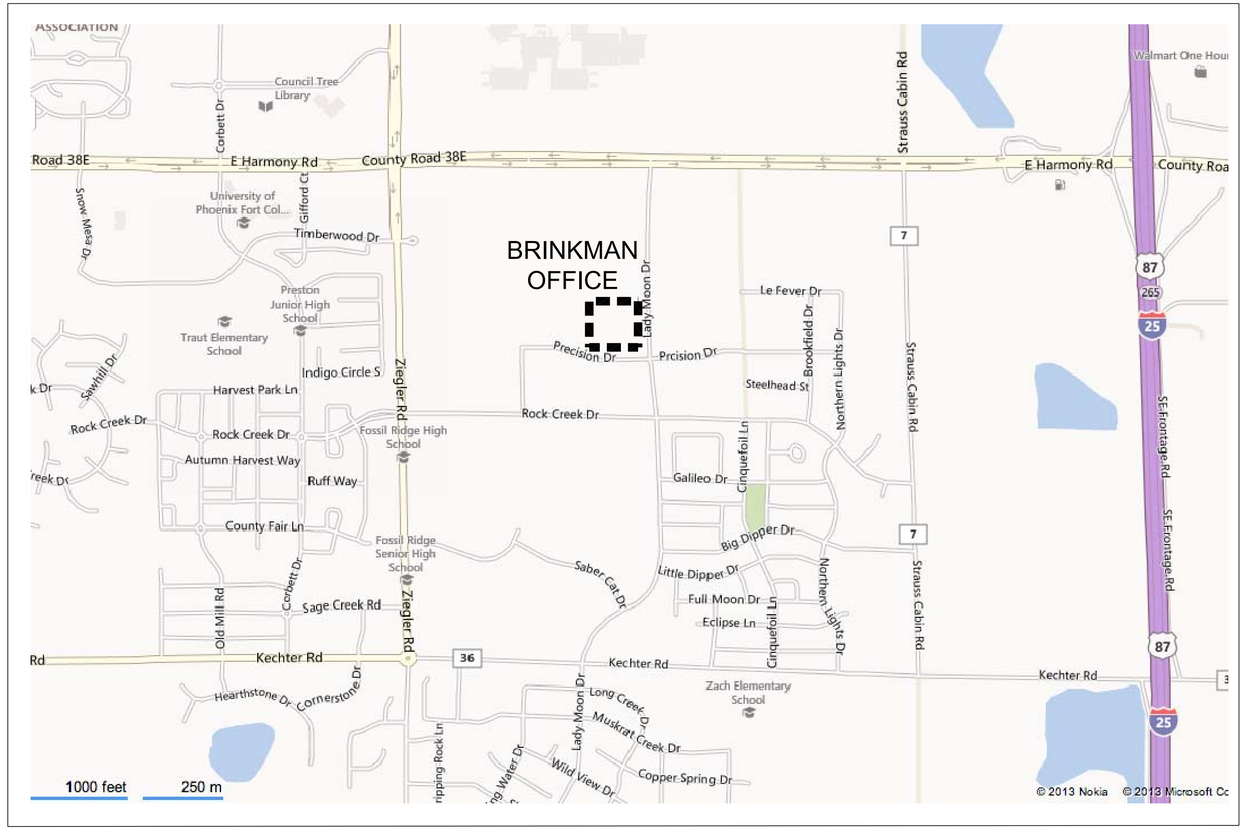
_____
NOTARY PUBLIC

_____
ADDRESS

_____
MY COMMISSION EXPIRES

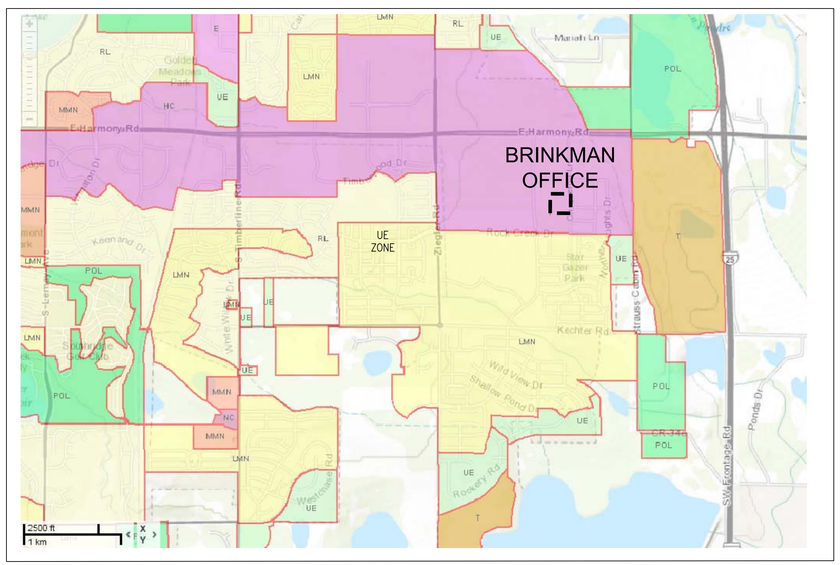
DIRECTOR OF COMMUNITY DEVELOPMENT AND NEIGHBORHOOD SERVICES
APPROVED BY THE CURRENT DIRECTOR OF COMMUNITY DEVELOPMENT AND NEIGHBORHOOD SERVICES OF THE CITY OF FORT COLLINS, COLORADO, THIS OF , 20 .

_____
DIRECTOR OF COMMUNITY DEVELOPMENT AND NEIGHBORHOOD SERVICES



CONTEXT MAP

NORTH



ZONING MAP

architect:
open studio | architecture
141 S. Broadway, Suite 202
Denver, Colorado 80209
303 640 3173

landscape architect:
russell+mills studios
141 s. college ave., suite 104
fort collins, co 80524
p: 970.484.8855
www.russellmillsstudios.com

project:
Brinkman HQ
Harmony Technology Park

Brinkman HQ

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Rev. Iss.	Description	Date
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PROJECT DEVELOPMENT PLAN : SUBMITTAL

OSA project no.:	2013-009
date:	JAN. 29, 2014
drawn by:	SL
checked by:	PM

sheet title:
COVER

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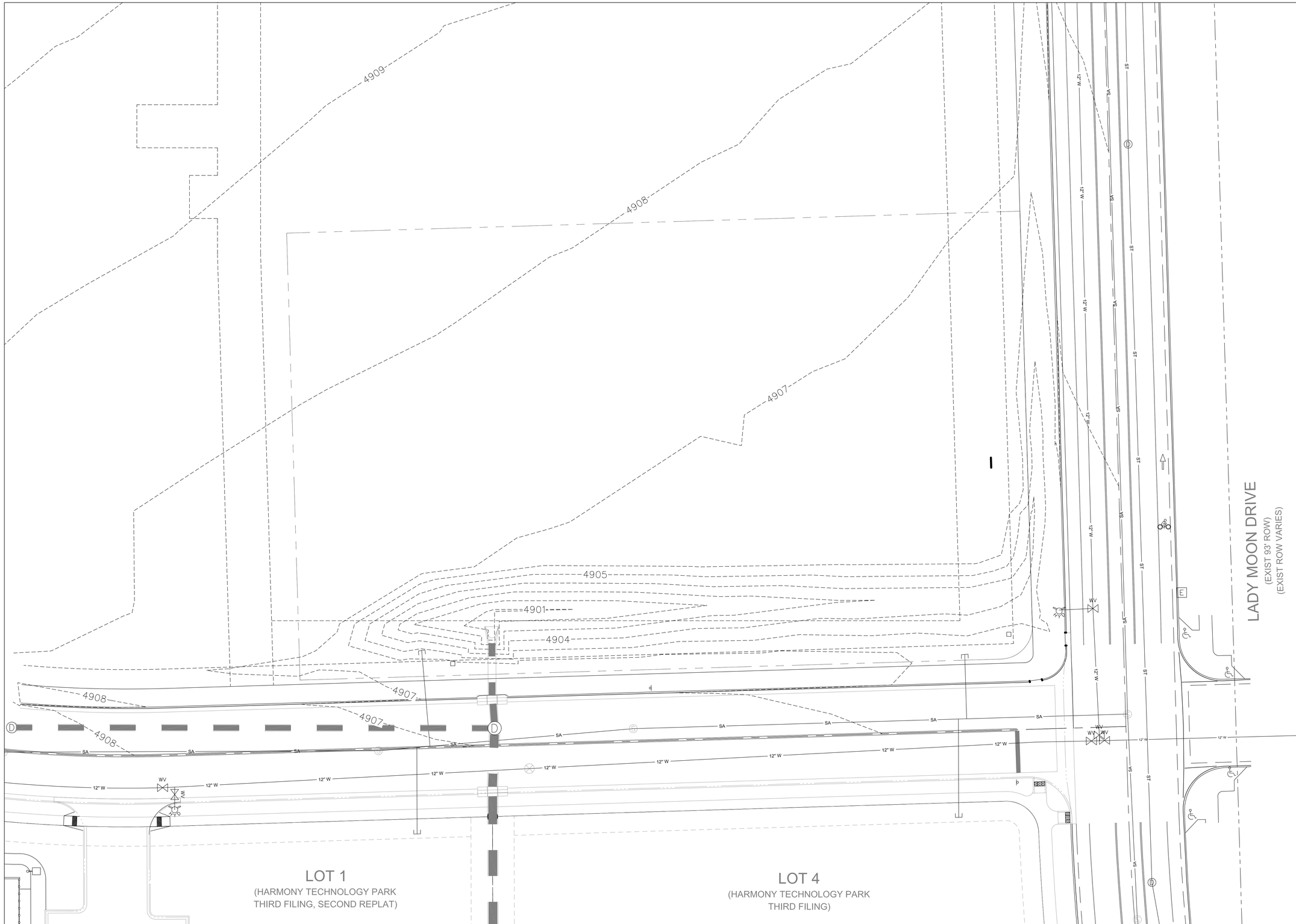

architect:

open studio | architecture

141 S. Broadway, Suite 202
Denver, Colorado 80209
303 640 3173

project:

Brinkman HQ

Harmony Technology Park

landscape architect:

russell+mills studios
141 s. college ave., suite 104
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p: 970.484.8855
www.russellmillsstudios.com

Brinkman HQ

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PROJECT DEVELOPMENT PLAN : SUBMITTAL

OSA project no.:	2013-009
date:	JAN. 29, 2014
drawn by:	SL
checked by:	PM

sheet title:

EXISTING CONDITIONS

scale:

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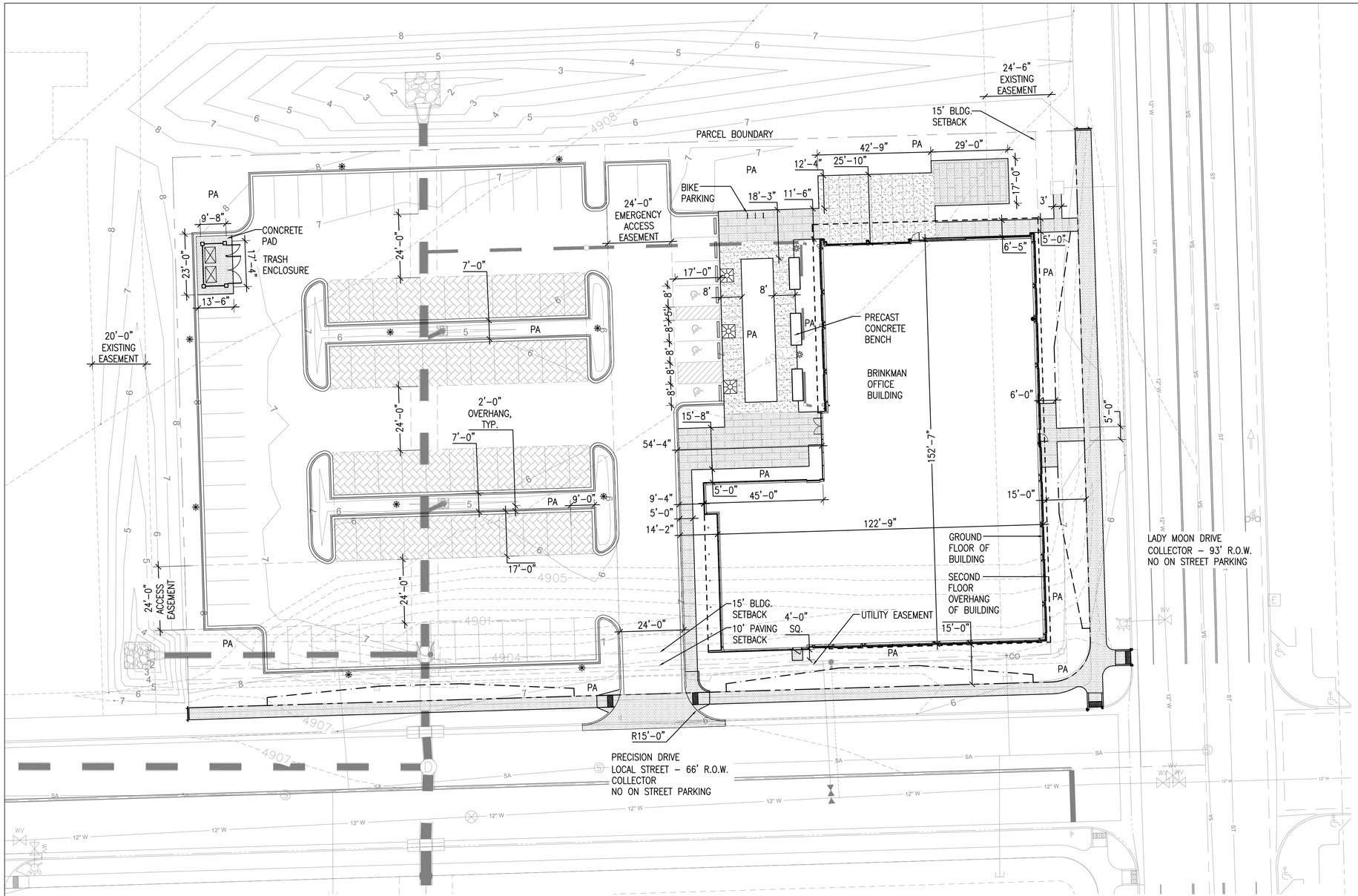

GENERAL LAND USE DATA

EXISTING ZONING	(HC) HARMONY CORRIDOR DISTRICT
PROPOSED ZONING	(HC) HARMONY CORRIDOR DISTRICT
EXISTING PARCEL SIZE	70,568.65 SF (1.62 AC)
EXISTING LAND USE	VACANT
MAXIMUM PROPOSED BUILDING HEIGHT	30'-0"

PROPOSED PROJECT LAND USE DATA

	SITE AREA (AC.)	SITE AREA (S.F)	%TOTAL
PROPERTY LIMIT IMPROVEMENT			
BUILDING COVERAGE	.35 AC	15,113 SF	21.4
ASPHALT PARKING AND DRIVEWAY	.60 AC	26,280 SF	37.2
PERMEABLE PARKING PAVING	.14 AC	6,208 SF	8.7
LANDSCAPE AREA	.41 AC	17,702 SF	25.1
CONCRETE WALKS & PLAZAS	.11 AC	4,991 SF	7.1
RIGHT-OF-WAY IMPROVEMENTS			
CONCRETE DRIVEWAY	.01 AC	465 SF	
LANDSCAPE AREA	.08 AC	3,698 SF	
CONCRETE SIDEWALKS	.06 AC	2,831 SF	

PROPOSED BUILDING FLOOR AREA DATA

NAME	STATUS	AREA (GROSS)	FAR	LAND USE
OFFICE	NEW	30,810 GSF	.43	OFFICE

ON SITE VEHICLE & BICYCLE PARKING DATA

TYPE OF PARKING COMPONENT	COUNT
STANDARD PARKING STALLS (9'x17' WITH 2' OVERHANG)	91 SPACES
ACCESSIBLE SPACES	4 SPACES (1 VAN)
TOTAL AUTOMOBILE SPACES PROVIDED	95 TOTAL SPACES (91 SPACES ,WITH FUTURE DRIVE ENTRANCES AT NORTH AND WEST CORNERS OF LOT 3:1000 GSF)

BICYCLE PARKING –
(3) BIKE RACKS (2 BIKE CAPACITY EACH)
TOTAL OUTDOOR/FIXED BIKE SPACES PROVIDED = 6 (60%)

TOTAL INDOOR/COVERED BIKE PARKING SPACES = 4 (40%)
REFER TO ARCHITECTURAL PLANS FOR MORE INFORMATION
TOTAL BIKE SPACES REQUIRED (1/4,000SF) = 7.6

SITE NOTES:
1. HANDICAPPED ACCESS RAMPS TO BE PROVIDED AT ALL STREET AND DRIVE INTERSECTIONS AND AT ALL DESIGNATED HANDICAPPED PARKING SPACES.
2. PLEASE REFER TO THE CIVIL PLANS FOR EXISTING AND PROPOSED TOPOGRAPHY.
3. SEE UTILITY PLANS FOR EXACT GEOMETRY OF PARKING AREAS, STORM DRAINAGE AREAS, UTILITY MAINS, AND SERVICES.
4. REFER TO THE PLAT FOR LOT AREAS, TRACT SIZES, LOT DIMENSIONS, UTILITY AND OTHER EASEMENTS, LOT AND TRACT OWNERSHIP AND MAINTENANCE, AND OTHER SURVEY INFORMATION.
5. ADDRESS NUMERALS SHALL BE VISIBLE FROM LOCAL ROADS AND POSTED WITH A MINIMUM OF 6-INCH NUMERALS ON A CONTRASTING BACKGROUND.
6. ELECTRICAL TRANSFORMERS, ELECTRICAL AND GAS METERS, AND OTHER APPURTENANCES SHALL BE SCREENED FROM PUBLIC VIEW TO THE EXTENT FEASIBLE.
7. 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 30" SHALL BE ALLOWED WITHIN MEDIANS, A SIGHT DISTANCE TRIANGLE, OR A SIGHT DISTANCE EASEMENT WITH THE EXCEPTION OF DECIDUOUS TREES PROVIDING THE LOWEST BRANCH IS AT LEAST 8' FROM GRADE. ANY FENCES WITHIN THE SIGHT DISTANCE TRIANGLE OR EASEMENT SHALL BE NO MORE THAN 42" IN HEIGHT AND OF AN OPEN DESIGN.
8. CONCRETE COMPRESSIVE STRENGTH AS DETERMINED BY ASTM C39, 4000 PSI MINIMUM AT 20 DAYS. FIBROUS REINFORCEMENT: COLLATED, FIBRILLATED, POLYPROPELYNE FIBERS, TENSILE STRENGTH 70,000 PSI. USE 1.5 LBS. PER CUBIC YARD MINIMUM.
9. SCREEN ALL ROOFTOP MECHANICAL UNITS.

architect:
open studio | architecture
141 S. Broadway, Suite 202
Denver, Colorado 80209
303 640 3173

project:
Brinkman HQ
Harmony Technology Park

landscape architect:
russell+mills studios
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PROJECT DEVELOPMENT PLAN : SUBMITTAL

OSA project no.:	2013-009
date:	JAN. 29, 2014
drawn by:	SL
checked by:	PM

sheet title:
SITE PLAN

scale:

LS101

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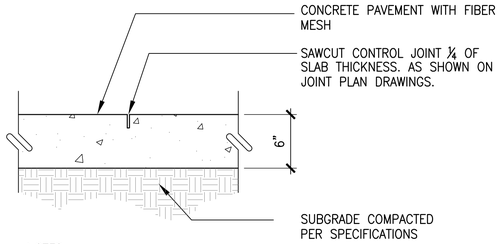
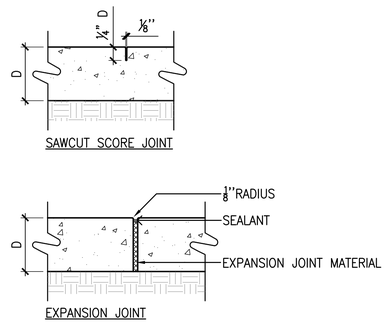
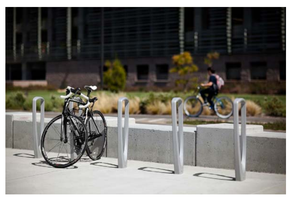


NOTES:
1. EXPANSION JOINTS PLACED PER JOINT PLAN, BUT NO LESS THAN 100' O.C.
2. CONTROL JOINT PLACED PER JOINT PLAN, MAXIMUM SPACING 10'.
3. CONCRETE TO HAVE FINE BROOM FINISH PERPENDICULAR TO CENTERLINE OF PAVING.
4. FINISHED GRADE OF LANDSCAPE AREA TO BE 1" BELOW FINISH GRADE OF CONCRETE (TYPICAL BOTH SIDES).

A CONCRETE PAVEMENT
SCALE: N.T.S. DT-PVMT-CONC



B CONCRETE PAVEMENT JOINTS
SCALE: 1 1/2" = 1'-0"



BIKE RACK
MANUFACTURER: FORMS+SURFACES
MODEL: TRIO
COLOR: ALUMINUM TEXTURE POWDERCOAT

C BIKE RACK
SCALE: NTS DT-FURN-BIKE-RACK

TREE GRATE
MANUFACTURER: CITYGREEN
MODEL: CLYDE
COLOR: HD GALVANISED

D TREE GRATE
SCALE: NTS DT-FURN-TREE-GRATE

PRECAST CONCRETE BENCH
MANUFACTURER: PRECAST MATERIALS
MODEL: B002 CONCRETE BENCH 19
COLOR: GREY

E PRECAST CONCRETE BENCH
SCALE: NTS DT-FURN-BENCH

architect:

open studio | architecture

141 S. Broadway, Suite 202
Denver, Colorado 80209
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Brinkman HQ

Harmony Technology Park

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sheet title:

SITE DETAILS

scale:

LS501

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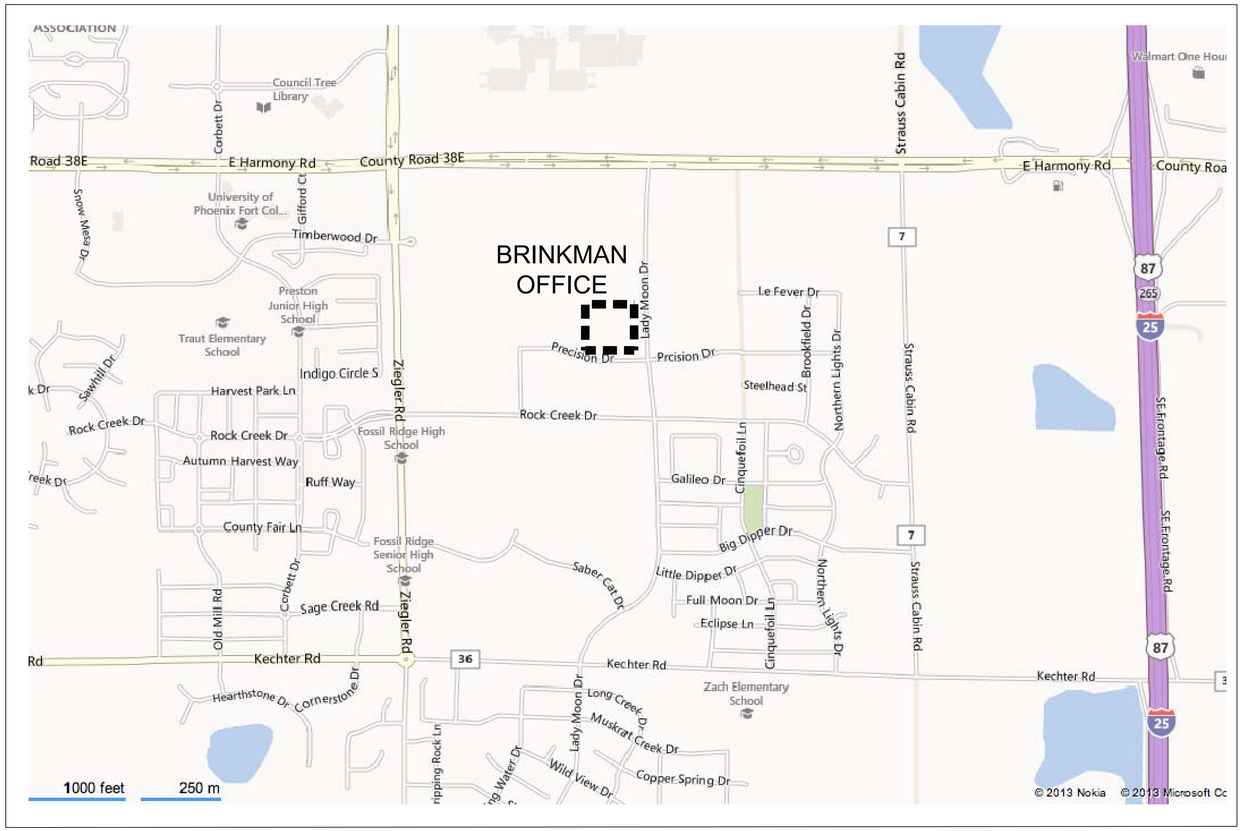
PROJECT DEVELOPMENT PLAN - LANDSCAPE SUBMITTAL
BRINKMAN HEADQUARTERS OFFICE - HARMONY TECHNOLOGY PARK

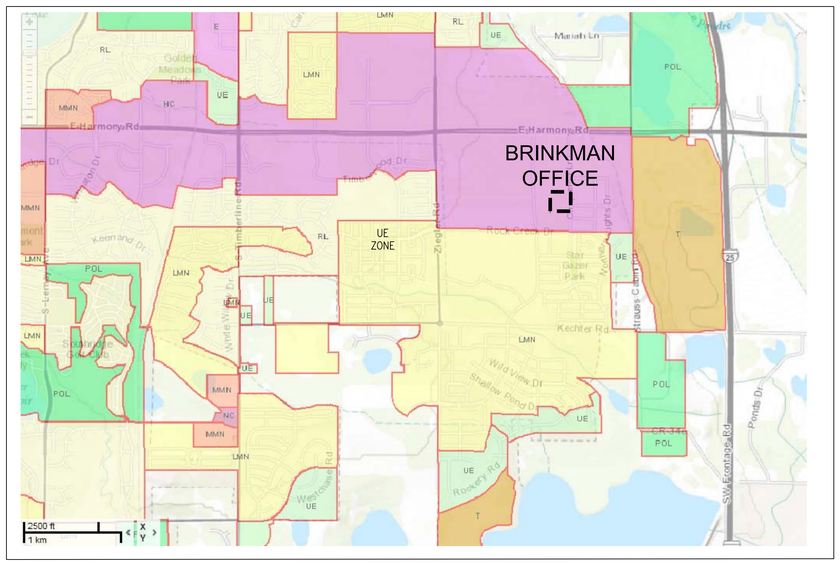
LOT 1, HARMONY TECHNOLOGY PARK FOURTH FILING, BEING LOCATED IN THE NORTHWEST ONE-QUARTER OF SECTION 4, TOWNSHIP 6 NORTH, RANGE 68 WEST OF THE 6TH P.M., CITY OF FORT COLLINS, COUNTY OF LARIMER, STATE OF COLORADO.

SHEET INDEX



CONTEXT MAP

NORTH



ZONING MAP

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COVER

scale:

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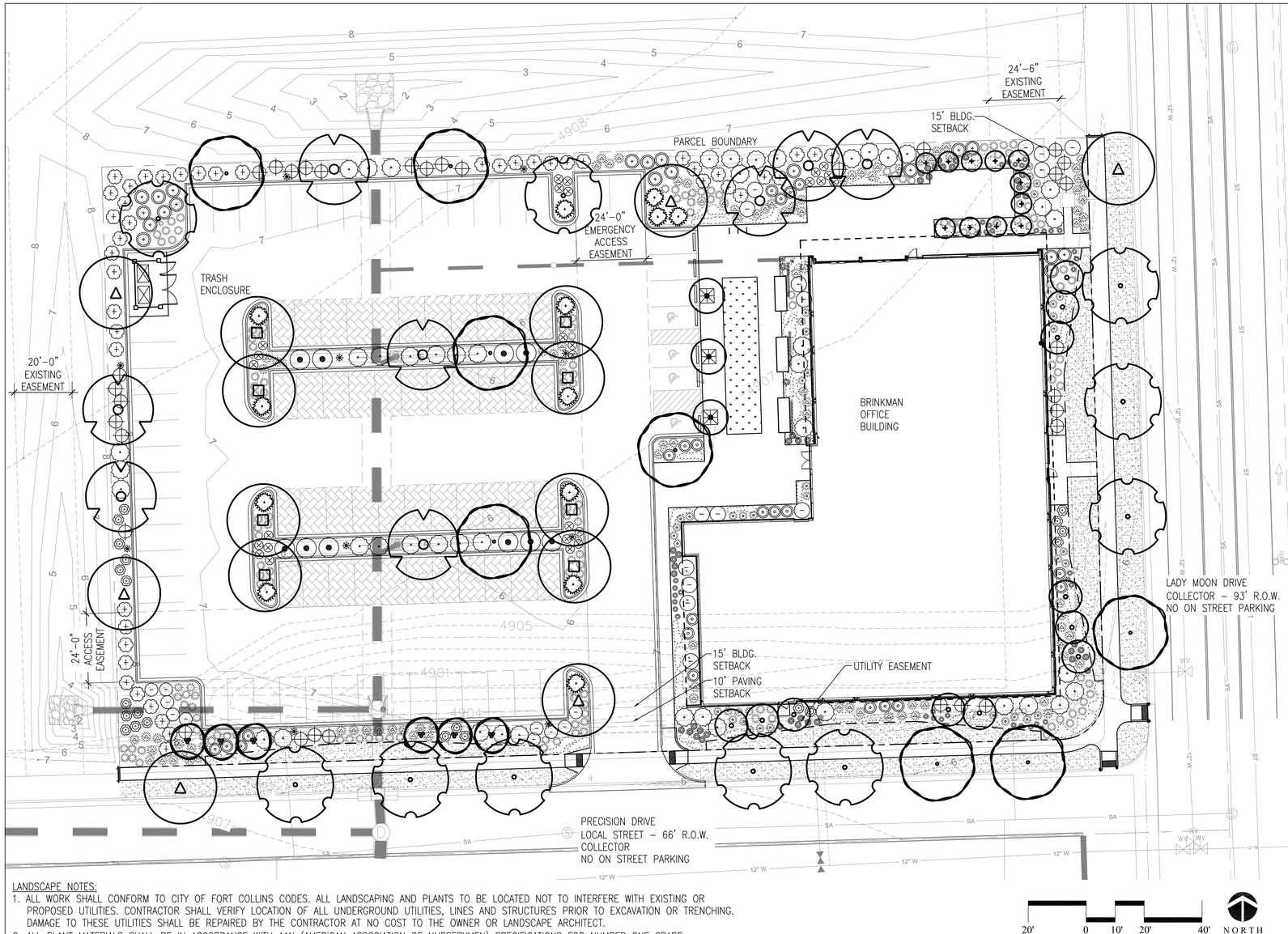

LANDSCAPE SCHEDULE

QTY	SYMBOL	BOTANIC NAME	COMMON NAME	SIZE	% TOTAL
DECIDUOUS TREES					
6		CATALPA SPECIOSA	NORTHERN CATALPA	2" CAL.	8%
8		GLEDITSIA TRIACANTHOS 'INERMIS'	SKYLINE HONEYLOCUST	2" CAL.	11%
10		QUERCUS BUCKLEYI	TEXAS RED OAK	2" CAL.	14%
8		QUERCUS MEUHLENBERGII	CHINKAPIN OAK	2" CAL.	11%
8		ULMUS 'MORTON' ACCOLADE	MORTON SELECT ELM	2" CAL.	11%
ORNAMENTAL TREES					
6		ACER GRANDIDENTATUM	BIGTOOTH MAPLE (MULTI-STEM)	1.5" CAL.	8%
3		PYRUS CALLERYANA 'CLEVELAND SELECT'	CLEVELAND SELECT PEAR	1.5" CAL.	4%
11		POPULUS TREMULA ERECTA	SWEDISH ASPEN	1.5" CAL.	15%
11		QUERCUS ROBUR FASTIGIATA	COLUMNAR OAK	1.5" CAL.	15%
DECIDUOUS SHRUBS					
22		AMORPHA NANA	FALSE INDIGO	5 GAL.	
47		CERCOCARPUS LEDIFOLIUS	CURL LEAF MOUNTAIN MAHOGANY	5 GAL.	
25		CHRYSOTHAMNUS NAUSEOSUS	RUBBER RABBITBRUSH	5 GAL.	
32		PRUNUS BESSEYI 'PAWNEE BUTTES'	PAWNEE BUTTES SAND CHERRY	5 GAL.	
10		RHUS TRILOBATA	THREE-LEAF SUMAC	5 GAL.	
21		RIBES AUREUM	GOLDEN CURRANT	5 GAL.	
26		RIBES SATIVUM	RED CURRANT	5 GAL.	
46		RIBES UVA-CRISPA 'COMANCHE'	COMANCHE GOOSEBERRY	5 GAL.	
20		SYMPHORICARPUS ALBUS	WHITE SNOWBERRY	5 GAL.	
EVERGREEN SHRUBS					
13		JUNIPERUS HORIZONTALIS 'WILTON'	WILTON CARPET JUNIPER	5 GAL.	
ORNAMENTAL GRASSES					
41		BOUTELOUA GRACILIS 'BLONDE AMBITION'	BLOND AMBITION BLUE GRAMA	1 GAL.	
43		HELICTOTRICHON SEMPERVIRENS	BLUE OATGRASS	1 GAL.	
96		MISCANTHUS SINENISIS 'YAKUSHIMA'	DWARF MAIDEN GRASS	1 GAL.	
146		PANICUM VIRGATUM	SWITCHGRASS	1 GAL.	
40		SPOROBOLUS HETEROLEPIS	PRAIRIE DROP SEED	1 GAL.	
PERENNIALS					
127	CGR	COREOPSIS GRANIFLORA 'SUNRAY'	DWARF DOUBLE COREOPSIS	1 GAL.	
59	DPU	DALEA PURPUREA	PURPLE PRAIRIE CLOVER	1 GAL.	
82	EPU	ECHINACEA PURPUREA	PURPLE CONEFLOWER	1 GAL.	
88	LMU	LIATRIS MUCRONATA	BLAZING STAR LIATRIS	1 GAL.	
126	RCO	RATIBIDA COLUMNARIS	MEXICAN HAT	1 GAL.	
37	RHI	RUDBECKIA HIRTA	BLACK EYED SUSAN	1 GAL.	

WILD FLOWER SEED MIX
(21%) ANNUAL SUNFLOWER
(10%) ANNUAL GAILLARDIA
(10%) PERENNIAL GAILLARDIA
(10%) GAYFEATHER
(10%) THICKSPIKE GAYFEATHER
(10%) LANCE-LEAVED COREOPSIS
(6%) PURPLE PRAIRIE CLOVER
(5%) MAXIMILLIAN SUNFLOWER
(5%) WHITE PRAIRIE CLOVER
(3%) GREYHEADED CONEFLOWER
(3%) UPRIGHT PRAIRIE CONEFLOWER
(3%) MEXICAN HAT
(2%) PLAINS COREOPSIS
(2%) BLACK-EYED SUSAN

PBSI NATIVE PRAIRIE GRASS SEED MIX
(10%) BLUE GRAMA
(10%) BUFFALOGRASS
(34%) GREEN NEEDLEGRASS
(10%) SIDEOATS GRAMA
(34%) WESTERN WHEATGRASS
(2%) SAND DROPSEED

7.5 PLS LBS/ACRE
*BOTH FLOWER AND GRASS SEED MIXES ARE AVAILABLE FROM PAWNEE BUTTES SEED COMPANY

LANDSCAPE NOTES:
1. ALL WORK SHALL CONFORM TO CITY OF FORT COLLINS CODES. ALL LANDSCAPING AND PLANTS TO BE LOCATED NOT TO INTERFERE WITH EXISTING OR PROPOSED UTILITIES. CONTRACTOR SHALL VERIFY LOCATION OF ALL UNDERGROUND UTILITIES, LINES AND STRUCTURES PRIOR TO EXCAVATION OR TRENCHING. DAMAGE TO THESE UTILITIES SHALL BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE OWNER OR LANDSCAPE ARCHITECT.
2. ALL PLANT MATERIALS SHALL BE IN ACCORDANCE WITH AAN (AMERICAN ASSOCIATION OF NURSERYMEN) SPECIFICATIONS FOR NUMBER ONE GRADE.
3. PLANT QUANTITIES SHOWN FOR INFORMATION PURPOSES ONLY, CONTRACTOR TO VERIFY ALL QUANTITIES.
4. ALL TREE AND SHRUB LOCATIONS SHALL BE STAKED BY CONTRACTOR AND APPROVED BY LANDSCAPE ARCHITECT.
5. PLANT SUBSTITUTIONS WILL NOT BE PERMITTED WITHOUT APPROVAL FROM LANDSCAPE ARCHITECT.
6. PLANTS SHALL BE INSTALLED IMMEDIATELY UPON DELIVERY TO SITE, IF THIS IS NOT POSSIBLE, PLANTS SHALL BE HEELED IN AND WATERED TO PREVENT DEHYDRATION.
7. 6" SOIL MIX CONSISTING OF 20% ORGANIC COMPOST, 20% ORGANIC PEAT & 60% TOPSOIL SHALL BE TILLED IN TO ALL SHRUB BEDS. 4" OF SAME SHALL BE TILLED INTO ALL SEEDED AREAS.
8. STREET TREES TO BE A MINIMUM OF 40' FROM STREET LIGHTS.
9. THE SOIL IN ALL LANDSCAPE AREAS, INCLUDING PARKWAYS AND MEDIANS, SHALL BE THOROUGHLY LOOSENED TO A DEPTH OF NOT LESS THAN (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.
10. A PERMIT MUST BE OBTAINED FROM THE CITY FORESTER BEFORE ANY TREES OR SHRUBS AS NOTED ON THE PLAN ARE PLANTED, PRUNED OR REMOVED ON 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 MAY RESULT IN REPLACING OR RELOCATING TREES AND A HOLD ON CERTIFICATE OF OCCUPANCY.
11. THE DEVELOPER SHALL CONTACT THE CITY FORESTER TO INSPECT ALL STREET TREE PLANTINGS AT THE COMPLETION OF EACH PHASE OF THE DEVELOPMENT. ALL TREES NEED TO HAVE BEEN INSTALLED AS SHOWN ON THE LANDSCAPE PLAN. APPROVAL OF STREET TREE PLANTING IS REQUIRED BEFORE FINAL APPROVAL OF EACH PHASE. FAILURE TO OBTAIN BY THE CITY FORESTER FOR STREET TRESS IN A PHASE SHALL RESULT IN A HOLD ON CERTIFICATE OF OCCUPANCY FOR FUTURE PHASES OF DEVELOPMENT.
12. FORT COLLINS WATER UTILITIES TO REVIEW AND APPROVE LANDSCAPE IRRIGATION SYSTEM PRIOR TO THE ISSUANCE OF THE BUILDING PERMIT.
13. MULCH SHRUB BEDS TO 3" DEPTH WITH SHREDDED REDWOOD CEDAR.
14. TREES SHALL NOT BE PLANTED CLOSER THAN 40' TO STREET LIGHTS FOR CANOPY TREES AND 15' FOR ORNAMENTAL TREES. TREE SHALL BE PLANTED CLOSER THAN 20' TO TRAFFIC CONTROL SIGNS AND DEVICES FOR BOTH ORNAMENTAL AND CANOPY. CANOPY AND ORNAMENTAL TREES SHALL NOT BE PLANTED CLOSER THAN 10' BETWEEN WATER OR SEWER MAINS. TREES SHALL NOT BE PLANTED CLOSER THAN 6' TO WATER OR SEWER SERVICE LINES. TREES SHALL NOT PLANTED CLOSER THAN 4' TO GAS LINES. TREES SHALL NOT BE PLANTED CLOSER THAN 8' TO DRIVEWAYS.
15. TREES, SHRUBS, ORNAMENTAL GRASS, PERENNIALS SHALL BE IRRIGATED WITH DRIP IRRIGATION. ALL TURF WILL BE IRRIGATED WITH SPRAY IRRIGATION.
16. THE DEVELOPER SHALL REPLACE DEAD OR DYING STREET TREES AFTER PLANTING UNTIL FINAL INSPECTION AND MAINTENANCE ACCEPTANCE BY THE CITY OF FORT COLLINS FORESTRY DIVISION. ALL STREET TREES MUST BE ESTABLISHED, AN APPROVED SPECIES AND OF ACCEPTABLE CONDITION PRIOR TO ACCEPTANCE.

WATER BUDGET CHART

HYDROZONE	AREA(S.F.)	WATER NEED (GAL./S.F.)	ANNUAL WATER USE (GAL.)
HIGH	0 S.F.	18 GAL./SF	0 GAL.
MODERATE	13,768 S.F.	10 GAL./SF	137,685 GAL.
LOW	7,631 S.F.	3 GAL./SF	22,894 GAL.

TOTAL WATER USE = 160,579 GAL.
TOTAL LANDSCAPE AREA = 21,400 S.F.
GALLONS PER S.F. = 7.5 GAL./S.F.

BREAKDOWN OF AREAS:
MODERATE = ½ OF SHRUB BEDS + TURF
LOW = ½ OF SHRUB BEDS

LANDSCAPE LEGEND:
- SOD TURF GRASS (70% TALL FESCUE, 30% BLUEGRASS, 10% SMOOTH BROME)
- WILD FLOWER AND PRAIRIE GRASS MIX
- LANDSCAPE EDGER (USE ALONG NORTH AND WEST PROPERTY BOUNDARY)
- PARCEL BOUNDARY
- R.O.W.
- EASEMENTS
- PARKING LOT LIGHT
- PEDESTRIAN PLAZA LIGHT

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OSA project no.:	2013-009
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LANDSCAPE PLAN

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LP101

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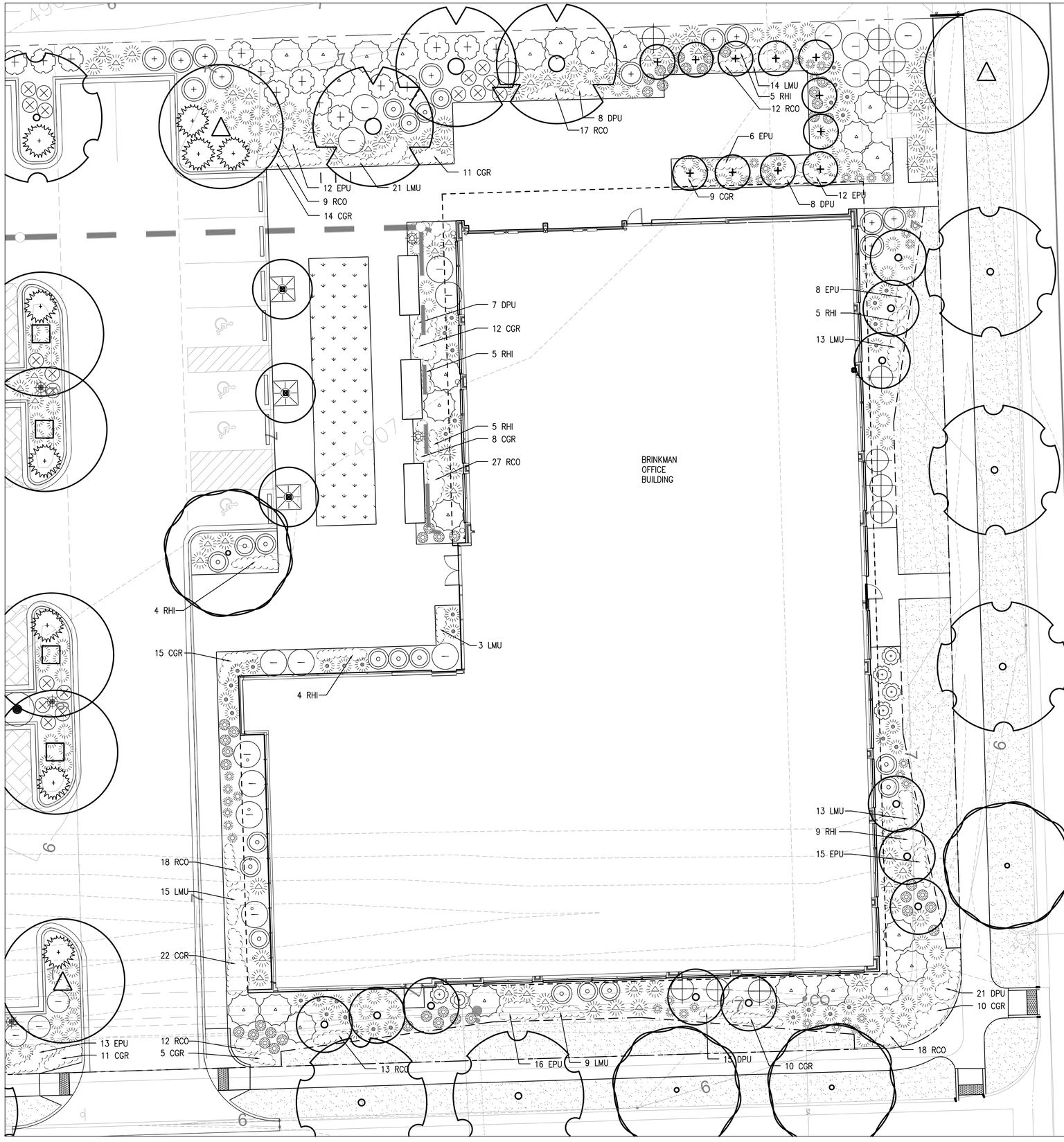

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126	RCO	RATIBIDA COLUMNARIS	MEXICAN HAT	1 GAL.	
37	RHI	RUDBECKIA HIRTA	BLACK EYED SUSAN	1 GAL.	

WILD FLOWER SEED MIX

(21%) ANNUAL SUNFLOWER
(10%) ANNUAL GAILLARDIA
(10%) PERENNIAL GAILLARDIA
(10%) GAYFEATHER
(10%) THICKSPIKE GAYFEATHER
(10%) LANCE-LEAVED COREOPSIS
(6%) PURPLE PRAIRIE CLOVER
(5%) MAXIMILLIAN SUNFLOWER
(5%) WHITE PRAIRIE CLOVER
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(3%) MEXICAN HAT
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PBSI NATIVE PRAIRIE GRASS SEED MIX

(10%) BLUE GRAMA
(10%) BUFFALOGRASS
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(34%) WESTERN WHEATGRASS
(2%) SAND DROPSEED

7.5 PLS LBS/ACRE
*BOTH FLOWER AND GRASS SEED MIXES ARE AVAILABLE FROM PAWNEE BUTTES SEED COMPANY

10' 0 5' 10' 20' NORTH

architect:
open studio | architecture
141 S. Broadway, Suite 202
Denver, Colorado 80209
303 640 3173

project:
Brinkman HQ
Harmony Technology Park

landscape architect:
russell+mills studios
141 s. college ave., suite 104
fort collins, co 80524
p: 970.484.8855
www.russellmillsstudios.com

Brinkman HQ

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PROJECT DEVELOPMENT PLAN : SUBMITTAL

OSA project no.:	2013-009
date:	JAN. 29, 2014
drawn by:	SL
checked by:	PM

sheet title:

LANDSCAPE ENLARGEMENT PLAN

scale:

LP401

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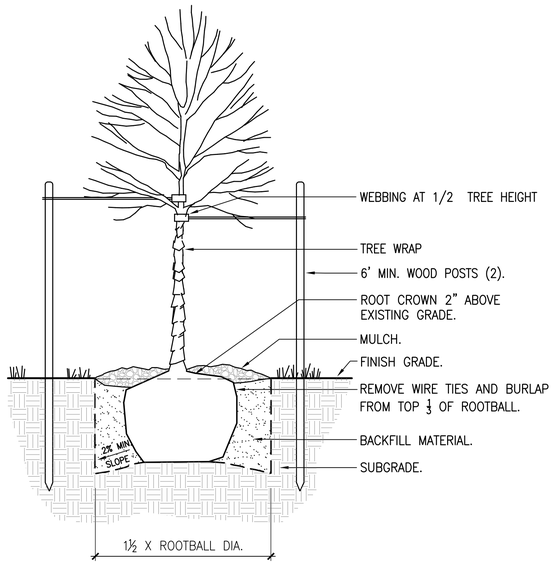
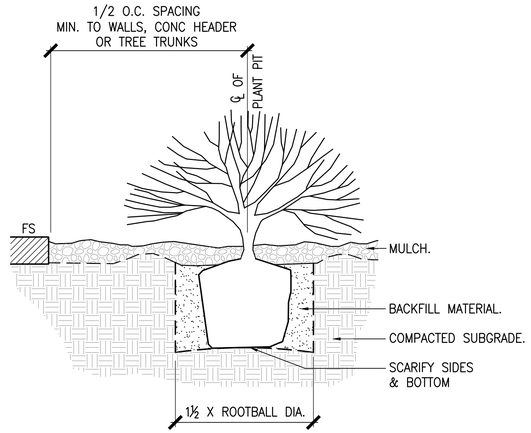


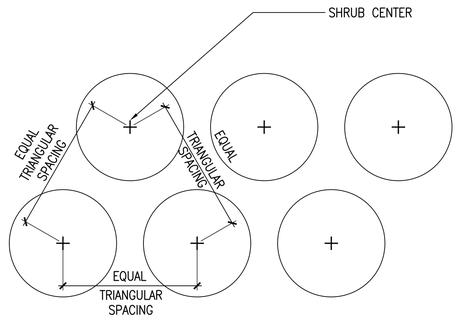
A DECIDUOUS TREE PLANTING

SCALE: NTS DT-tree-Decid.dwg



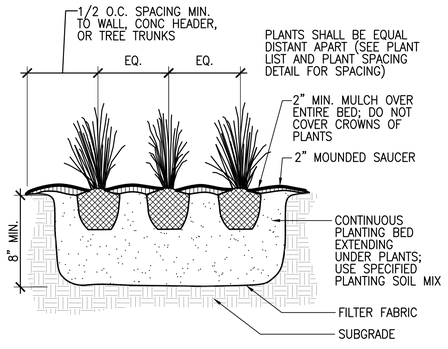
B SHRUB PLANTING

SCALE: NTS shrb.dwg



C TRIANGULAR SHRUB SPACING

SCALE: NTS DT-PLNT-SHRB-SPAC



D PERENNIAL PLANTING

SCALE: NTS DT-Perennial.dwg

architect:

open studio | architecture

141 S. Broadway, Suite 202
Denver, Colorado 80209
303 640 3173

project:

Brinkman HQ

Harmony Technology Park

landscape architect:

russell+mills studios
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PROJECT DEVELOPMENT PLAN : SUBMITTAL

OSA project no.:	2013-009
date:	JAN. 29, 2014
drawn by:	SL
checked by:	PM

sheet title:

LANDSCAPE DETAILS

scale:

LP501

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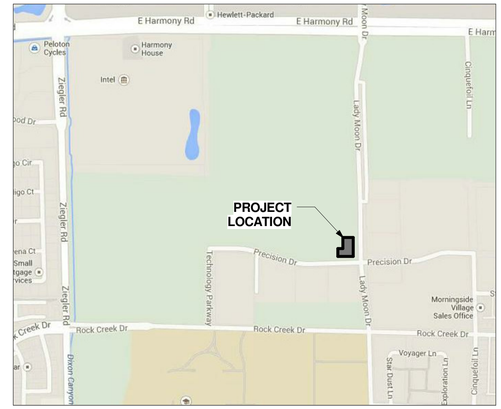


VICINITY MAP **NTS**

2013-009

Brinkman HQ

Harmony Technology Park

FDP

owner:

Brinkman Partners

3003 E. Harmony Rd #300
Fort Collins, Colorado 80528
970 267 0954

architect:

open studio | architecture

141 S. Broadway, Suite 202
Denver, Colorado 80209
303 640 3173

contractor:

Brinkman Construction

3003 E. Harmony Rd #300
Fort Collins, Colorado 80528
970 267 0954

structural engineer:

Larsen Structural Design

19 Old Town Square, #238
Fort Collins, Colorado
80524
970 568 3355
Blake Larsen

mechanical / plumbing engineers:

AE Associates

5587 W. 19th Street
Greeley, Colorado 80634
970 576 3260
Alicia Thorpe

electrical engineer:

Adonai Professional Services

9249 S. Broadway #200
Highlands Ranch,
Colorado 80129
303 287 8091
Chuck Polson

landscape architect:

Russell+Mills Studios

141 College Ave, #104
Fort Collins, Colorado 80524
970 484 8855
Paul Mills

civil engineer:

Aspen Engineers

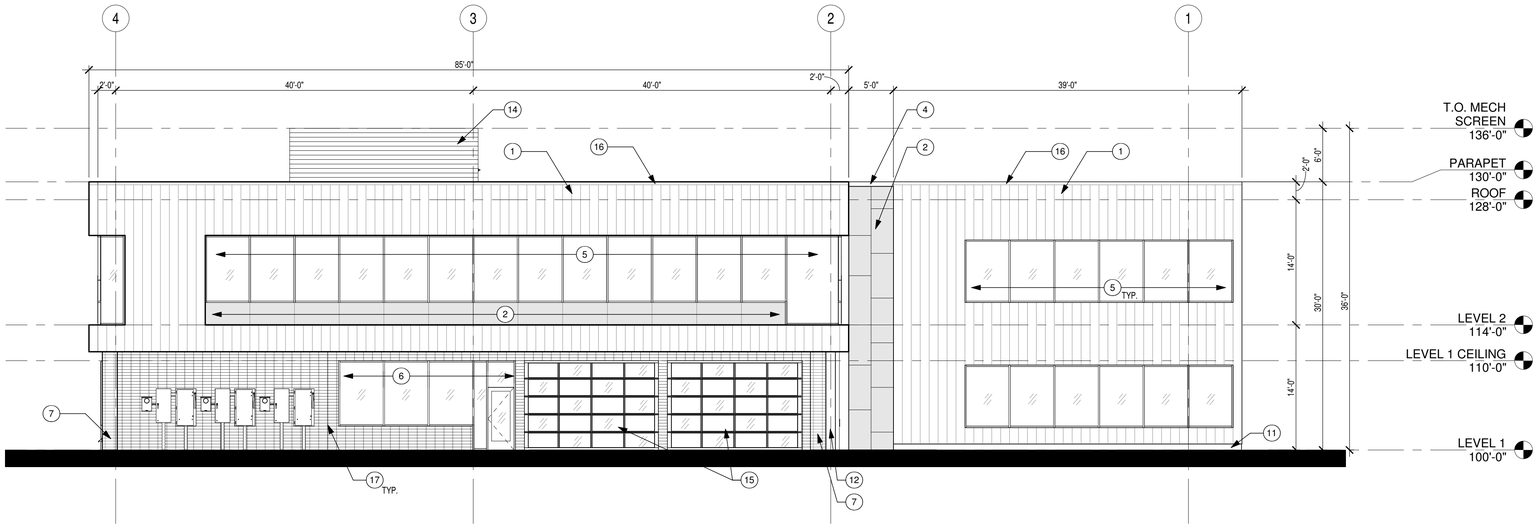
19 Old Town Square, #238
Fort Collins, Colorado 80524
970 419 4344
John Gooch

JAN 27, 2014

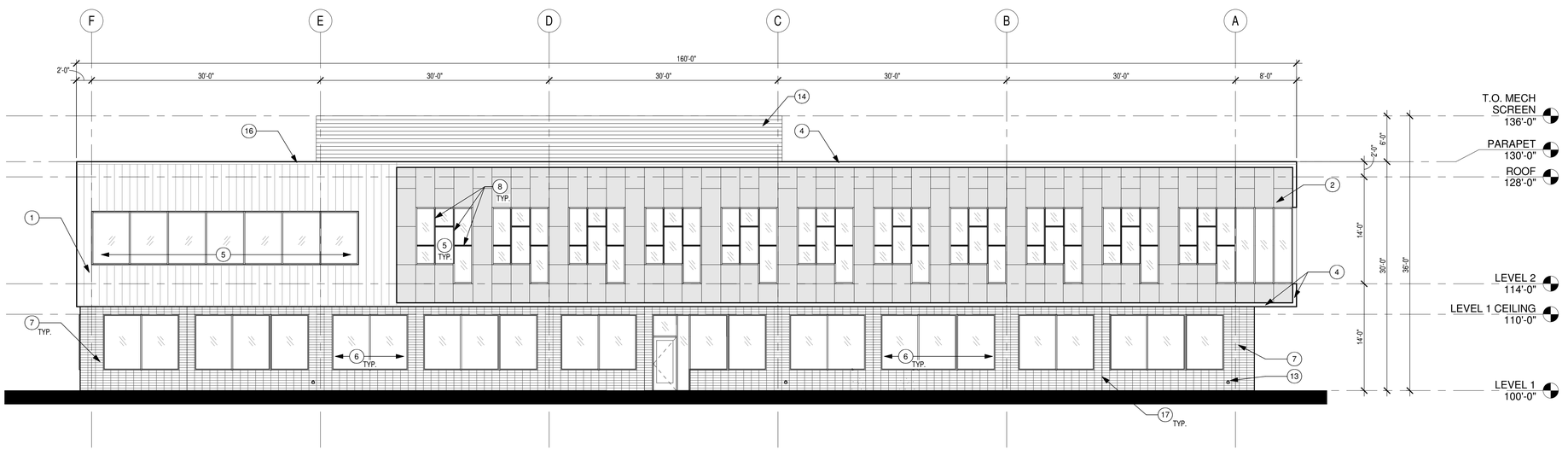
Brinkman HQ

FDP

KEYNOTES - BUILDING ELEVATIONS	
1	METAL WALL PANEL "A"
2	METAL WALL PANEL "B"
4	BREAK METAL, FINISH TO MATCH WALL PANEL "A"
5	STOREFRONT A: KAWNEER TRIFAB 451T WITH 1" INSULATED GLASS TYPE 1. BASIS OF DESIGN = GUARDIAN SUNGUARD SN-68 ON CRYSTALGRAY OR VIRACON EQUIVALENT
6	STOREFRONT B: KAWNEER TRIFAB 451T WITH 1" INSULATED GLASS TYPE 2. BASIS OF DESIGN = GUARDIAN SUNGUARD AG-50 ON CLEAR OR VIRACON EQUIVALENT
7	4 x 4 x 12 BRICK VENEER, STACK BOND
8	3 1/2" T-SHAPED MULLION CAP
9	CURTAIN WALL SYSTEM w/ 1" INSULATED GLASS TYPE 2. BASIS OF DESIGN = GUARDIAN SUNGUARD AG-50 ON CLEAR OR VIRACON EQUIVALENT
10	1" INSULATED SPANDREL GLASS TYPE 3. BASIS OF DESIGN = GUARDIAN SUNGUARD AG-50 SPANDRAL OR VIRACON EQUIVALENT
11	BREAK METAL, TO MATCH WALL PANEL "C"
12	12" DIAMETER, TWO PIECE PRE-FINISHED COLUMN COVER
13	THROUGH WALL LAMB'S TONGUE SCUPPER
14	MECHANICAL SCREEN WALL, METAL PANEL, COLOR TO MATCH PANEL TYPE B
15	OVERHEAD SECTIONAL DOOR
16	PREFINISHED METAL COPING TO MATCH METAL PANELS BELOW
17	CONTROL JOINT
18	HM DOOR



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



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

architect:

open studio | architecture

141 S. Broadway, Suite 202
Denver, Colorado 80209
303 640 3173

project:

Brinkman HQ

Harmony Technology Park

Brinkman HQ

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	6		

DESIGN DEVELOPMENT

OSA project no.:	2013-009
date:	JAN 27,2014
drawn by:	JT
checked by:	BV

sheet title:

EXTERIOR ELEVATIONS

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

A9.00

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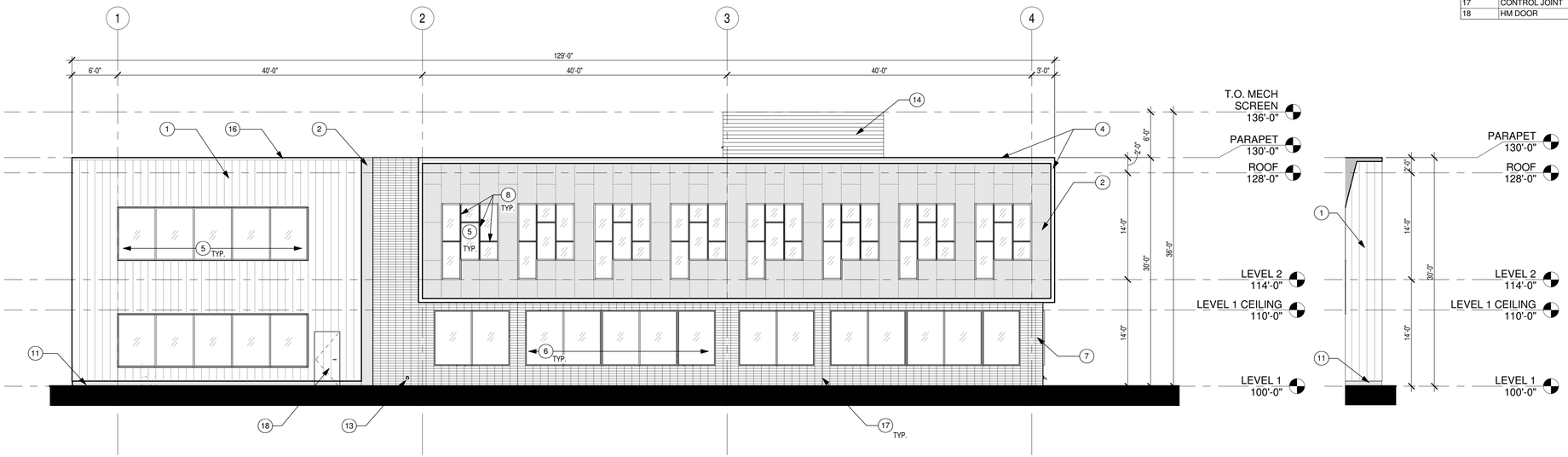
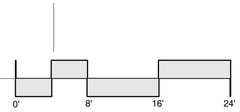
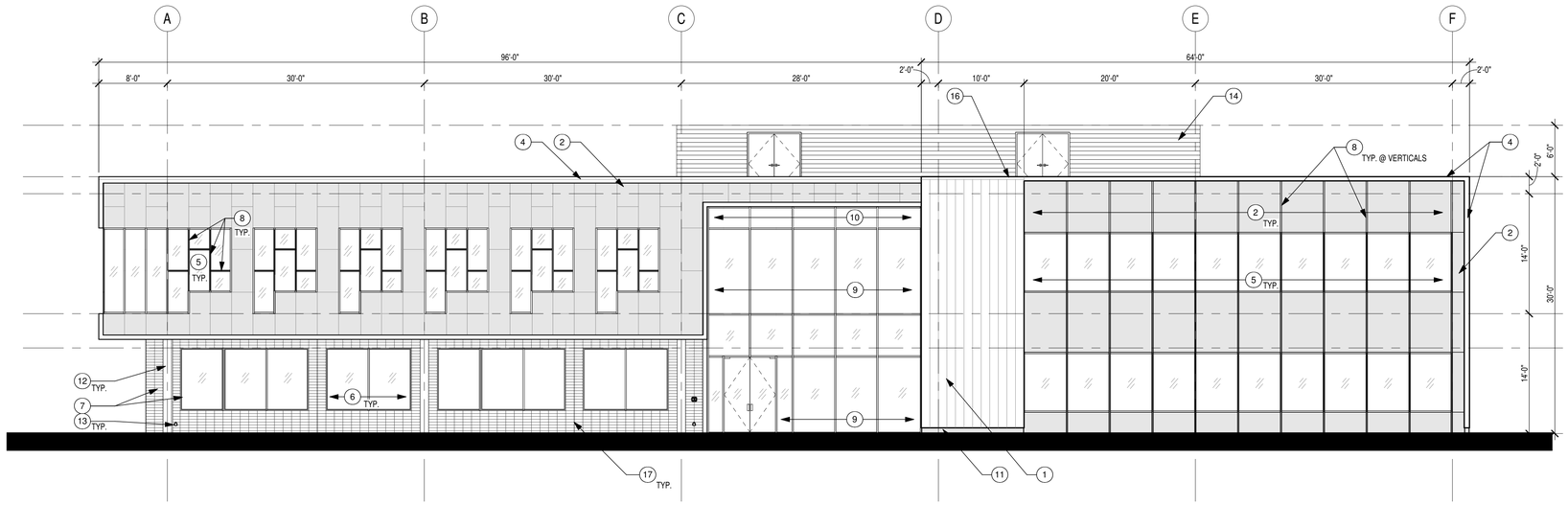


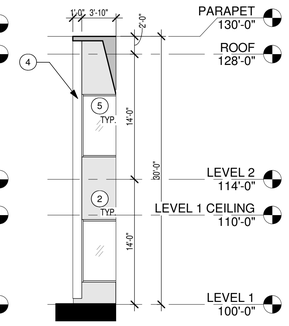
2 SOUTH ELEVATION
1/8" = 1'-0"



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



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



3 NORTH CANOPY ELEVATION
1/8" = 1'-0"

architect:

open studio | architecture

141 S. Broadway, Suite 202
Denver, Colorado 80209
303 640 3173

project:

Brinkman HQ

Harmony Technology Park

Brinkman HQ

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DESIGN DEVELOPMENT

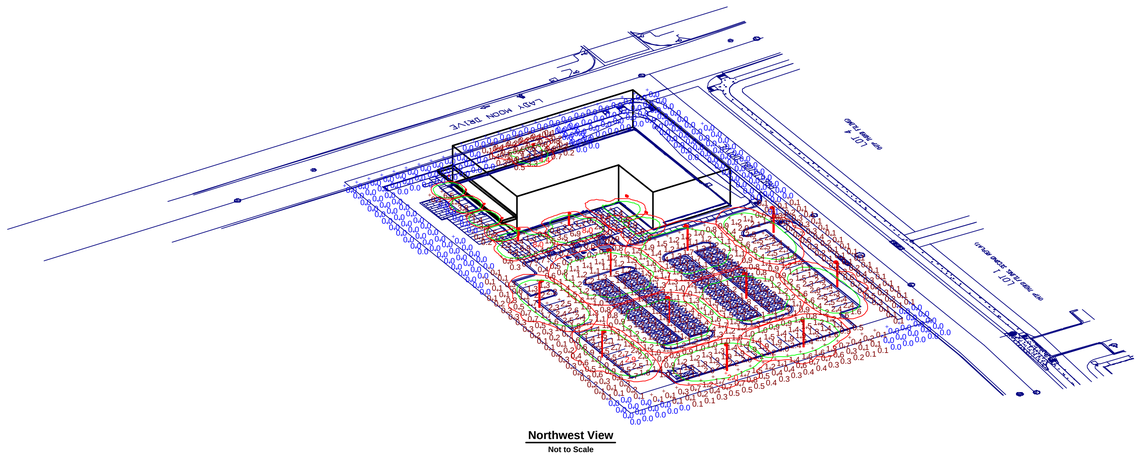
OSA project no.:	2013-009
date:	JAN 27,2014
drawn by:	JT
checked by:	BV

sheet title:

EXTERIOR ELEVATIONS

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

A9.01



Northwest View
Not to Scale

Plan View
Scale 1" = 32'

LUMINAIRE SCHEDULE

Symbol	Label	Qty	Catalog Number	Description	Lamp	File	Lumens	LLF	Watts
	AA2	4	AS1 LED 1 63B350/40K SR2	AS1 LED WITH HLM MODULE, 63 LED's, 350mA DRIVER, 4000K COLOR TEMPERATURE, TYPE 2 LENS	ONE 75.1-WATT LED, AIMED DOWN POS.	AS1_LED_1_6 3B350_40K_S R2.ies	Absolute	1.00	75.1
	AA3	2	AS1 LED 1 63B350/40K SR3	AS1 LED WITH HLM MODULE, 63 LED's, 350mA DRIVER, 4000K COLOR TEMPERATURE, TYPE 3 LENS	ONE 74.8-WATT LED, AIMED DOWN POS.	AS1_LED_1_6 3B350_40K_S R3.ies	Absolute	1.00	74.8
	AA4	0	AS1 LED 1 63B350/40K SR4	AS1 LED WITH HLM MODULE, 63 LED's, 350mA DRIVER, 4000K COLOR TEMPERATURE, TYPE 4 LENS	ONE 74.5-WATT LED, AIMED DOWN POS.	AS1_LED_1_6 3B350_40K_S R4.ies	Absolute	1.00	74.5
	AA5	4	AS1 LED 1 63B350/40K SR5	AS1 LED WITH HLM MODULE, 63 LED's, 350mA DRIVER, 4000K COLOR TEMPERATURE, TYPE 5 LENS	ONE 74.8-WATT LED, AIMED DOWN POS.	AS1_LED_1_6 3B350_40K_S R5.ies	Absolute	1.00	74.8
	BB	0	NT-4-LG3700-50-120	Notch Bollard LED	(1 Cluster of 6 LED's) White 10W SSL c/w Inventronics Driver EUC-025S070DS @ 120.00V	NT-4-LG3700-50.ies	Absolute	1.00	14.06
	CC	4	EVO SQ 41/14 6AR 120	6" EVO SQUARE LED DOWNLIGHT, SEMI-SPECULAR REFLECTOR 4100K, 1400 LUMENS	LED	EVO_SQ_41_1 4_6AR_120.ies	Absolute	1.00	26.5
	DD	3	WST LED 1 10A700/40K SR4 MVOLT	WST LED WITH 1 MODULE, 10 LED?s, 700mA DRIVER, 4000K COLOR TEMPERATURE, TYPE 4 LENS	Outdoor Wall Pack Luminaire to IES LM-79-08. LUMINAIRE OUTPUT: 1933 Lms.	WST_LED_1_1 0A700_40K_S R4_MVOLT.ies	Absolute	1.00	24.2
	FF2	2	AS1 LED 1 49B350/40K SR4	AS1 LED WITH HLM MODULE, 49 LED's, 350mA DRIVER, 4000K COLOR TEMPERATURE, TYPE 4 LENS	ONE 58.8-WATT LED, AIMED DOWN POS.	AS1_LED_1_4 9B350_40K_S R4.ies	Absolute	1.00	58.8

STATISTICS

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Parking Lot	+	1.4 fc	2.9 fc	0.1 fc	29.0:1	14.0:1
PATIO/West Entry	+	2.1 fc	8.0 fc	0.0 fc	N / A	N / A
PL to 20'	+	0.2 fc	2.0 fc	0.0 fc	N / A	N / A
West Entry	+	0.6 fc	4.4 fc	0.0 fc	N / A	N / A

BRINKMAN HQ

HARMONY TECHNOLOGY PARK

Designer
CHUCK POLSON

Date
JAN 27 2014

Scale

Drawing No.

AS1 LED
LED Area Luminaire

AERIS

Catalog Number

Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

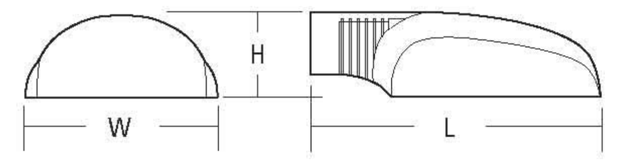
Introduction

The Aeris™ family combines sleek, fluid forms and crisp edges into a striking architectural aesthetic that can be echoed throughout entire sites.

The AS1 LED integrates the latest LED technology with the designer aesthetic of the Aeris™ family for stylish, high-performance illumination that lasts. The AS1 LED is ideal for replacing 100-250W metal halide in area lighting applications with typical energy savings of 65% and expected service life of over 100,000 hours.

Specifications

EPA:	0.7 ft² (0.07 m²)
Length:	22-1/4" (56.4 cm)
Width:	13" (33.0 cm)
Height:	6-3/8" (15.9 cm)
Weight (max):	33 lbs (14.8 kg)



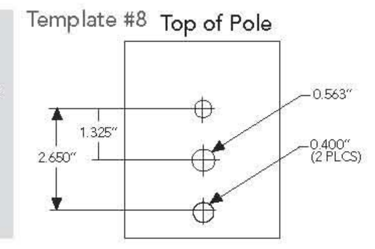
Ordering Information

EXAMPLE: AS1 LED 1 63B350/40K SR5 MVOLT SPA DDBXD

Series	Light Engines	Performance Package[1]	Distribution	Voltage	Mounting	Options	Finish (required)
AS1 LED	1 One engine (49 or 63 LEDs)	**350 mA options:** 49B350/30K 3000K 49B350/40K 4000K 49B350/50K 5000K 63B350/30K 3000K 63B350/40K 4000K 63B350/50K 5000K **530 mA options:** 63B530/30K 3000K 63B530/40K 4000K 63B530/50K 5000K	SR2 Type II SR3 Type III SR4 Type IV SR5 Type V	MVOLT[2] 120[2] 208[2] 240[2] 277[2] 347 480	**Shipped included** SPA Square pole mounting RPA Round pole mounting WBA Wall bracket	**Shipped installed** PER NEMA twist-lock receptacle only (no controls) SF Single fuse (120, 277, 347V)[3] DF Double fuse (208, 240, 480V)[3] DMG 0-10V dimming driver (no controls)[4] DFL Diffusing lens BL30 Switched dimming, 30%[5] BL50 Switched dimming, 50%[5] **Shipped separately** VG Vandal guard[6]	DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white

Drilling

Template #8 Top of Pole



The Aeris™ has a unique drilling pattern. Specify this drilling pattern when specifying poles, per the table below.

DM19AS	1 at 90°	DM28AS	2 at 180°
DM29AS	2 at 90°	DM39AS	3 at 90°
DM49AS	4 at 90°	DM32AS	3 at 120° *

Example: SSA 20 4C DM19AS DDBXD

Visit Lithonia Lighting's POLES CENTRAL to see our wide selection of poles, accessories and educational tools.

Accessories

Ordered and shipped separately.

DLL127F 1.5 JU	Photocell - SSL twist-lock (120-277V)[7]
DLL347F 1.5 CUL JU	Photocell - SSL twist-lock (347V)[7]
DLL480F 1.5 CUL JU	Photocell - SSL twist-lock (480V)[7]
SCU	Shorting cap[7]
AS1VG U	Vandal guard accessory
KMA8 DDBXD U	Mast arm adapter (specify finish)
SPA19/AS DDBXD U	Square pole DM19 to DM19AS adapter (specify finish)
RPA19/AS DDBXD U	Round pole DM19 to DM19AS adapter (specify finish)

For more control options, visit DTL and ROAM online.

Tenon Mounting Slipfitter *

Tenon O.D.	Single Unit	2 at 180°	2 at 90°	3 at 120°	3 at 90°	4 at 90°
2-3/8"	AST20-190	AST20-280	AST20-290	AST20-320	AST20-390	AST20-490
2-7/8"	AST25-190	AST25-280	AST25-290	AST25-320	AST25-390	AST25-490
4"	AST35-190	AST35-280	AST35-290	AST35-320	AST35-390	AST35-490

* For round pole mounting (RPA) only.

NOTES

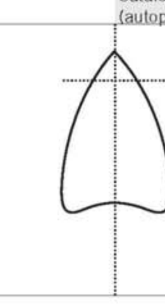
1 Configured with 4000K (40K) provides the shortest lead times. Consult factory for 3000K (30K) and 5000K (50K) lead times.
2 MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Specify 120, 208, 240 or 277 options only when ordering with fusing (SF, DF options).
3 Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option.
4 Not available with 347 or 480V.
5 Requires an additional switched line. Dimming driver standard. MVOLT only.
6 Also available as a separate accessory; see Accessories information at left.
7 Requires luminaire to be specified with PER option. Ordered and shipped as a separate line item.

LITHONIA LIGHTING.

One Lithonia Way • Conyers, Georgia 30012 • Phone: 800.279.8041 • Fax: 770.918.1209 • www.lithonia.com

gotham

Luminaire Type:
Catalog Number (autopopulated):



Gotham Architectural Downlighting
LED Downlights

6" Evo® Square
Open Downlight

Solid-State Lighting

FEATURES

OPTICAL SYSTEM
- Self-flanged semi-specular, matte-diffuse lower reflector
- Patented Bounding Ray™ optical design (U.S. Patent No. 5,800,050)
- 55° cutoff to source and source image
- Top-down flash characteristic

MECHANICAL SYSTEM
- 16-gauge galvanized steel construction; maximum 1-1/4" ceiling thickness
- Telescopic mounting bars maximum of 24" and minimum of 15", included, 4" vertical adjustment
- Toolless adjustments post installation
- Junction box capacity: 8 (4 in, 4 out) 12AWG rated for 90°C
- Light engine and driver accessible through aperture

ELECTRICAL SYSTEM
- Fully serviceable and upgradeable LED light engine
- 70% lumen maintenance at 50,000 hours based on IESNA LM-79-2008
- 120-277VAC, 50/60hz power supply with 0-10V dimming (10-100%); rated for 50,000-hour life
- Overload and short circuit protected

LISTINGS
- Fixtures are CSA certified to meet US and Canadian standards; wet location, covered ceiling

WARRANTY
- 5-year limited warranty. Complete warranty terms located at: www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx

ORDERING INFORMATION

EXAMPLE: EVO SQ 35/10 6AR 120

Series	Type	Color temperature	Nominal lumen values	Aperture/Trim color	Finish	Voltage
EVO	SQ	27/ 2700 K 30/ 3000 K 35/ 3500 K 41/ 4100 K	06 600 lumens 10 1000 lumens 14 1400 lumens 18 1800 lumens 22 2200 lumens	6AR Clear 6PR Pewter 6WTR Wheat 6WR[1] White 6BR[1] Black	(blank) Semi-specular LD Matte diffuse	120 277 347

Driver	Options	
(blank)[2] 0-10V dimming driver. Minimum dimming level 10% ECOS2[3,7] Lutron® Hi-lume® 2-wire forward-phase dimming driver. Minimum dimming level 1% ECOS3[2,3] Lutron® Hi-lume® 3-wire or EcoSystem® dimming driver. Minimum dimming level 1%	SF Single fuse RRL RELOC®-ready luminaire. Provides compatibility with Lithonia RELOC system. Access above ceiling required. TRW[4] White painted flange TRBL[5] Black painted flange	EL[6,10] Emergency battery pack with integral test switch ELR[6,10] Emergency battery pack with remote test switch CP[8] Chicago plenum NEPP[9] Interface for Sensor Switch® nLight® network with integral power supply. Refer to TN-623-01.

ACCESSORIES order as separate catalog numbers (shipped separately)	
ISD BC	0-10V wallbox dimmer. Refer to ISD-BC.

NOTES

ORDERING NOTES

1. Not available with finishes.
2. Refer to TECH-240 for compatible dimmers.
3. Not available with NEPP option.
4. Not available with white reflector.
5. Not available with black reflector.
6. For dimensional changes, refer to TECH-140.
7. 120V only.
8. Not available with EL or ELR options.
9. Not available with 347V.
10. Must specify 120 or 277V.

GOTHAM ARCHITECTURAL DOWNLIGHTING | 1400 Lester Road Conyers GA 30012 | P 800.315.4982 | gothamlighting.com

gotham

WST LED
Architectural Wall Sconce

Catalog Number

Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

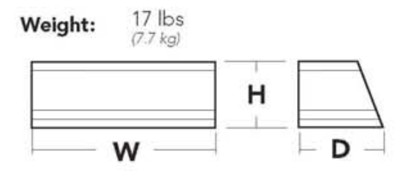
Introduction

The classic Architectural Wall Sconce is now available with the latest in LED technology. The result is a long-life, maintenance-free product with typical energy savings of 75% compared to metal halide versions. The integral battery backup option provides emergency egress lighting, without the use of a back-box or remote gear, so installations maintain their aesthetic integrity.

The WST LED is ideal for replacing existing 50 – 175W metal halide wall-mounted products. The expected service life is 20+ years of nighttime use.

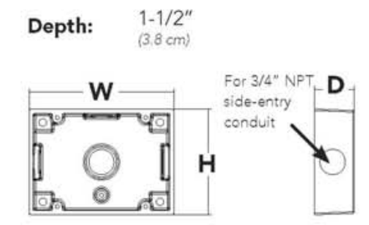
Specifications
Luminaire

Height:	7-1/4" (18.4 cm)
Width:	16-1/4" (41.3 cm)
Depth:	9-1/8" (23.2 cm)
Weight:	17 lbs (7.7 kg)



Optional Back Box (BBW)

Height:	4" (10.2 cm)
Width:	5-1/2" (14.0 cm)
Depth:	1-1/2" (3.8 cm)



Ordering Information

EXAMPLE: WST LED 2 10A700/40K SR3 MVOLT DDBTXD

Series	Light Engines	Performance Package	Distribution	Voltage	Mounting	Options[3]	Finish (required)
WST LED	1 One engine (10 LEDs) 2 Two engines (20 LEDs)	**700 mA options:** 10A700/40K 4000K	SR2 Type II SR3 Type III SR4 Type IV	MVOLT[1] 120[1] 208[1] 240[1] 277[1] 347 480	**Shipped included** (blank) Surface mount **Shipped separately[2]** BBW Surface-mounted back box UT5 Uptilt 5 degrees	**Shipped installed** PE Photoelectric cell, button type[4,5] SF Single fuse (120, 277, 347V)[4] DF Double fuse (208, 240, 480V)[4] DMG 0-10V dimming driver (no controls) ELCW Emergency battery backup[6] WLU Wet location door for up orientation PIR Motion/ambient light sensor[7] **Shipped separately** VG Vandal guard WG Wire guard	DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DSSXD Sandstone DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white DSSTXD Textured sandstone

Emergency Battery Operation

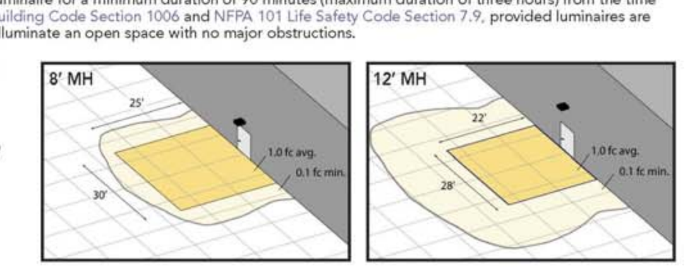
The emergency battery backup (ELCW option) is integral to the luminaire - no external housing required! This design provides reliable emergency operation while maintaining the aesthetics of the product.

All ELCW configurations include an independent secondary driver with an integral relay to immediately detect AC power loss. Dual light engines are wired in parallel so both engines operate in emergency mode and provide additional component redundancy. These design features meet various interpretations of NFPA 70/NEC 2008 - 700.16

The emergency battery will power the luminaire for a minimum duration of 90 minutes (maximum duration of three hours) from the time supply power is lost, per International Building Code Section 1006 and NFPA 101 Life Safety Code Section 7.9, provided luminaires are mounted at an appropriate height and illuminate an open space with no major obstructions.

The examples at right show illuminance of 1 fc average and 0.1 fc minimum of the single-engine Type IV product in emergency mode.

WST LED 1 10A700/40K SR4 MVOLT ELCW
10' x 10' Gridlines
8' and 12' Mounting Height



NOTES

1 MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Specify 120, 208, 240 or 277 options only when ordering with photocell (PE option) or fusing (SF, DF options).
2 May also be ordered separately as an accessory. Ex: WSBBW DDBXD U. Must specify finish.
3 Must be ordered with fixture; cannot be field installed.
4 Not available with MVOLT option. Button photocell (PE) can be ordered with a dedicated voltage option. Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option.
5 Not available with 480V option. Not available with motion/ambient light sensor (PIR).
6 Integral battery pack is rated for -20° to 60°C operating temperature. ELCW warranty is 3 year period. Not available with 347V or 480V.
7 Specifies the SensorSwitch SFD-7-ODP control (photocell included); see Motion Sensor Guide for details. Not available with "PE" option (button type photocell). Dimming driver standard. Not available with WLU, VG or WG.

LITHONIA LIGHTING.

One Lithonia Way • Conyers, Georgia 30012 • Phone: 800.279.8041 • Fax: 770.918.1209 • www.lithonia.com

BRINKMAN HQ
HARMONY TECHNOLOGY PARK

Designer	CHUCK POLSON
Date	Jan 27 2014
Scale	
Drawing No.	

DELICH ASSOCIATES Traffic & Transportation Engineering
2272 Glen Haven Drive Loveland, Colorado 80538
Phone: (970) 669-2061 Fax: (970) 669-5034

MEMORANDUM

TO: Dave Derbis/Tina Hippeli, Brinkman Capital LLC
John Gooch, Aspen Engineering
City of Fort Collins

FROM: Matt Delich

DATE: October 31, 2013

SUBJECT: Brinkman Office Building Transportation Impact Study
(File: 1387ME01)

This memorandum addresses the transportation impacts of the proposed Brinkman Office Building within the Harmony Tech Park. The Brinkman Office Building site is located in the northwest quadrant of the Lady Moon/Precision intersection in Fort Collins. The site location is shown in Figure 1. The Brinkman Office Building is proposed to be approximately 33,000 square feet. The scope of this study was discussed with the Fort Collins Traffic Operations Engineer. A brief memorandum was requested. The Base Assumptions form is provided in Appendix A.

Figure 2 shows the current geometry at the Lady Moon/Precision intersection. There are sidewalks along both sides of Lady Moon Drive between Rock Creek Drive and Precision Drive. There are sidewalks along both sides of Rock Creek Drive between Technology Parkway and Lady Moon Drive. There are also sidewalks along the south side of Precision Drive between the existing Custom Blending site and Lady Moon Drive. There are bicycle lanes along Lady Moon Drive, Rock Creek Drive, and the existing short segment of Technology Parkway.

Figure 3 shows recent peak hour counts at the Lady Moon/Precision intersection. Raw traffic data is provided in Appendix B. Table 1 shows the current morning and afternoon peak hour operation of the Lady Moon/Precision intersection. Calculation forms are provided in Appendix C. A description of level of service for unsignalized intersections from the 2010 Highway Capacity Manual and a table showing the Fort Collins Motor Vehicle LOS Standards (Intersections) are also provided in Appendix C. The Lady Moon/Precision intersection operates acceptably during the peak hours with existing control and geometry.

Figure 4 shows the site plan for the Brinkman Office Building. The Brinkman Office Building will be approximately 33,000 square feet (actual – 30,622 square feet). Access to the site will be primarily via a full-movement access to/from Precision Drive. Trip Generation, 9th Edition, ITE was used as the reference document in calculating the trip generation. Land use code 710, General Office was used for the Brinkman Office

Building. Table 2 shows the trip generation for the Brinkman Office Building. The Brinkman Office Building is expected to generate 364 daily trip ends, 51 morning peak hour trip ends, and 49 afternoon peak hour trip ends.

Directional distribution of the generated trips was determined for the Brinkman Office Building site and is shown in Figure 5. Figure 6 shows the site generated peak hour traffic assignment of the Brinkman Office Building.

Figure 7 shows the short range (2018) background morning and afternoon peak hour traffic at the key intersections. Background traffic volume forecasts for the short range (2018) future were obtained by reviewing traffic studies for other developments in this area and reviewing historic counts in the area. Traffic volumes from the Banner Health Medical Campus, 5043 Technology Parkway, Custom Blending Expansion, and Terra Vida II were used in the traffic forecasts. Table 3 shows the short range (2018) background morning and afternoon peak hour operation at the key intersections. Calculation forms are provided in Appendix D. The key intersections will operate acceptably with the existing control and geometry in the short range (2018) background future.

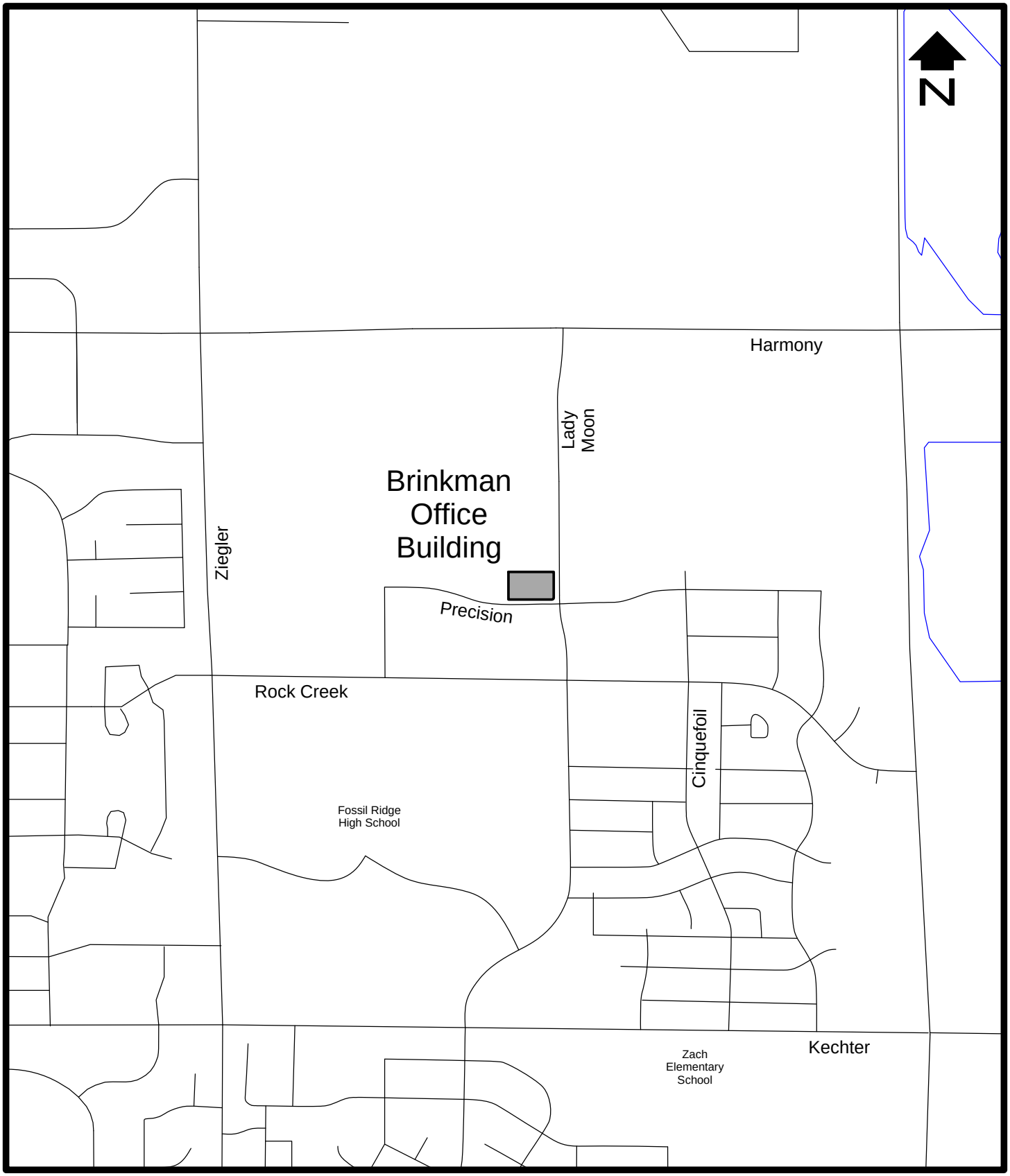
Figure 8 shows the short range (2018) total morning and afternoon peak hour traffic at the key intersections. Table 4 shows the short range (2018) total morning and afternoon peak hour operation at the key intersections. Calculation forms are provided in Appendix E. The key intersections will operate acceptably during the morning and afternoon peak hours with the existing control and geometry.

The Brinkman Office Building site is in an area within which the City requires pedestrian and bicycle level of service evaluations. Appendix F shows a map of the area that is within 1320 feet of the Brinkman Office Building site. The Brinkman Office Building site is located within an area termed as “other,” which sets the pedestrian level of service threshold at LOS C for all measured categories. There are two destination areas within 1320 feet of the proposed Brinkman Office Building: 1) the residential apartments to the east and 2) the residential neighborhood to the southeast. Appendix F contains a Pedestrian LOS Worksheet.

Based upon Fort Collins bicycle LOS criteria, there are no destination areas within 1320 feet of the Brinkman Office Building site.

Currently, this area is served by Transfort Routes 16 and 17. The transit service is acceptable.

It is concluded that, with full development of the Brinkman Office Building, the future level of service at the key intersections will be acceptable. The Brinkman Office Building can be built without additional geometry or other street improvements.

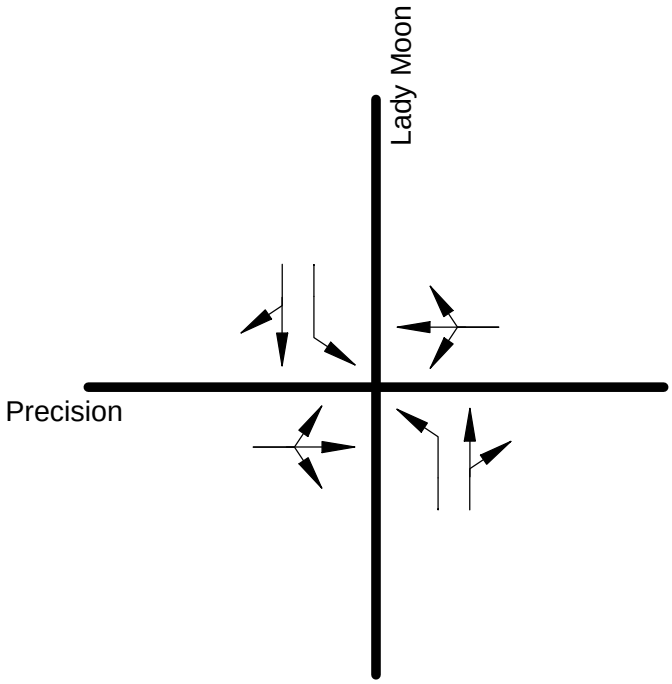


SCALE: 1"=1000'

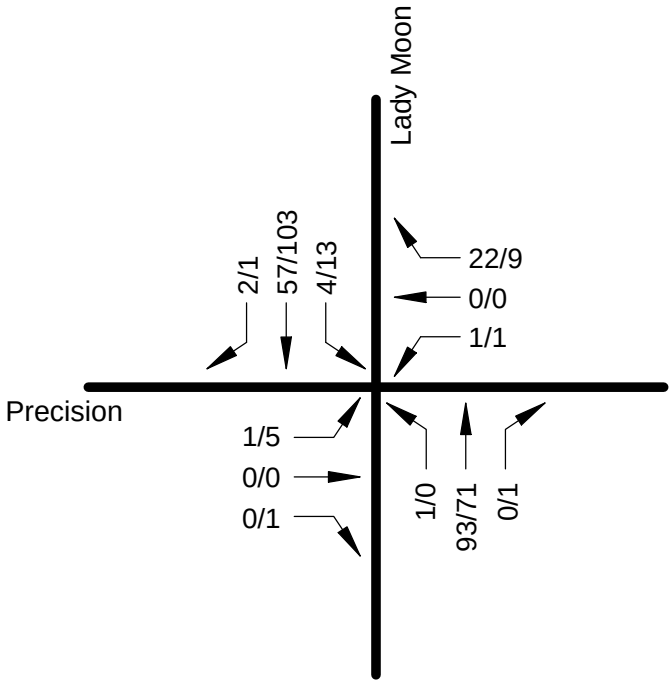
SITE LOCATION

Figure 1

DELICH ASSOCIATES



EXISTING INTERSECTION GEOMETRY Figure 2



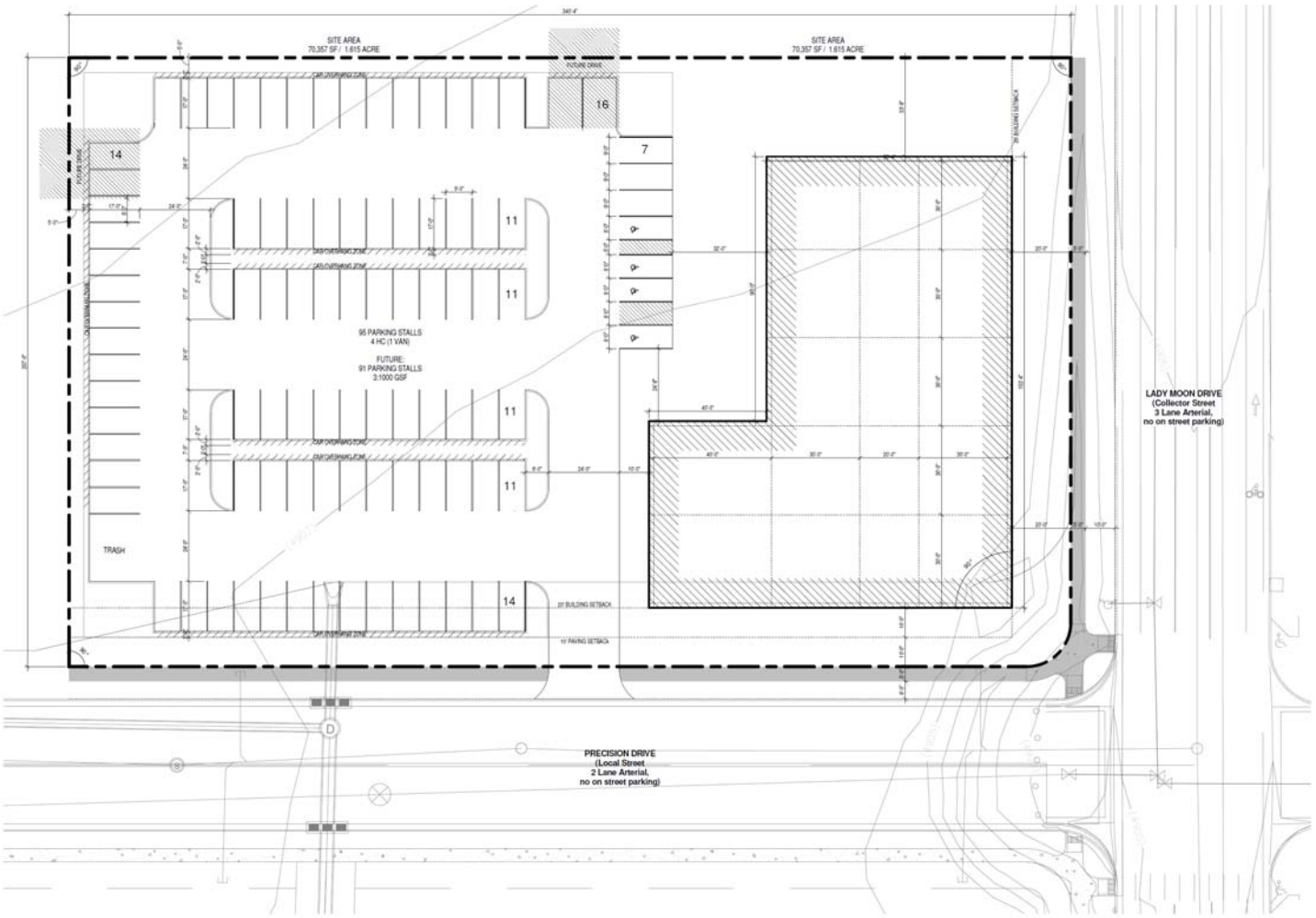
RECENT PEAK HOUR TRAFFIC

Figure 3

TABLE 1 Current Peak Hour Operation			
Intersection	**Movement**	**Level of Service**	
		AM	**PM**
Lady Moon/Precision (stop sign)	EB LT/T/RT	A	A
	WB LT/T/RT	A	A
	NB LT	A	A
	SB LT	A	A

N

SCALE: 1"=60'



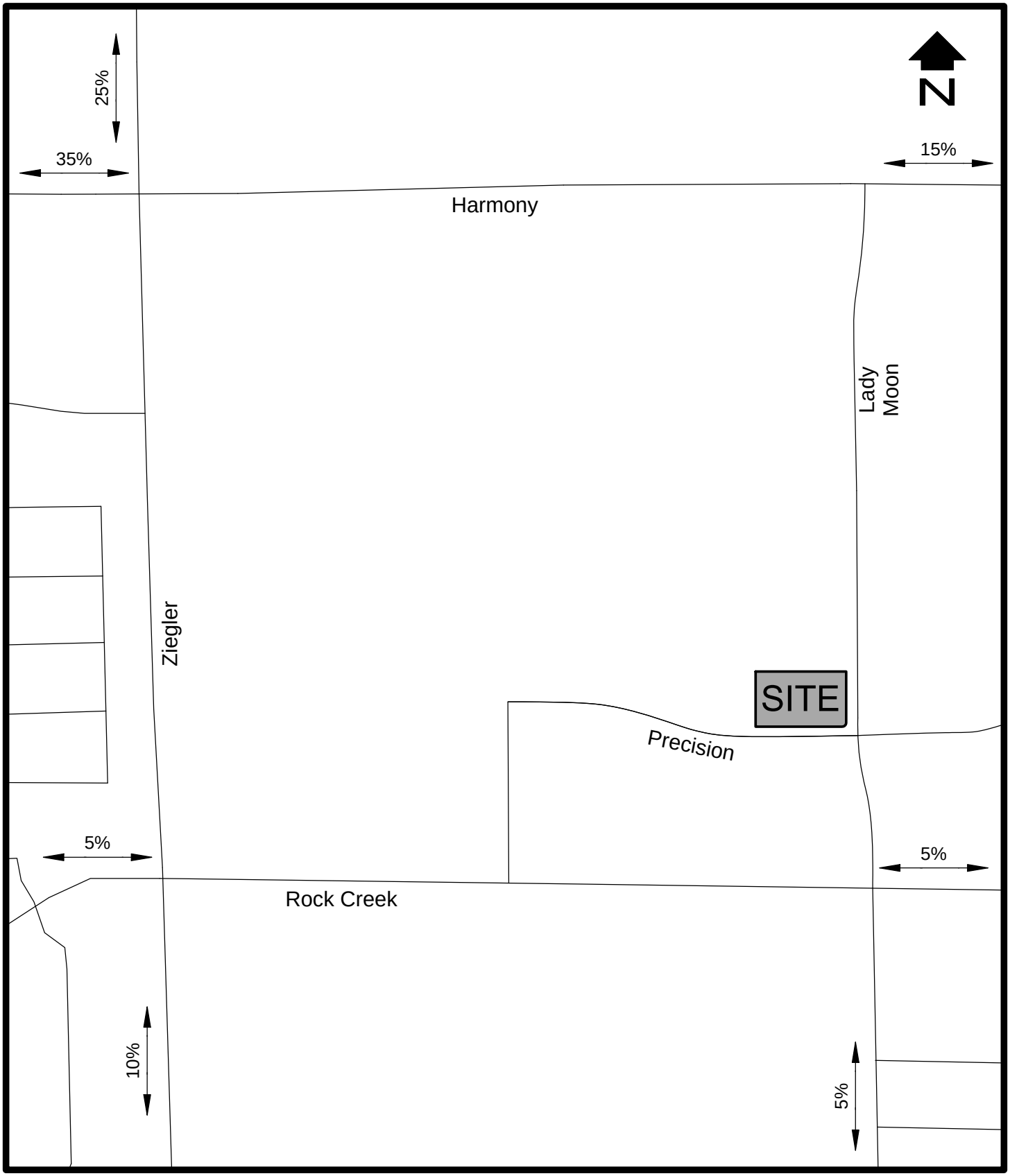
SITE PLAN

Figure 4

DELICH ASSOCIATES

TABLE 2
Trip Generation

Code	Use	Size	AWDTE		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	In	Rate	Out	Rate	In	Rate	Out
710	Office	33.0 KSF	11.03	364	1.37	45	0.19	6	0.25	8	1.24	41

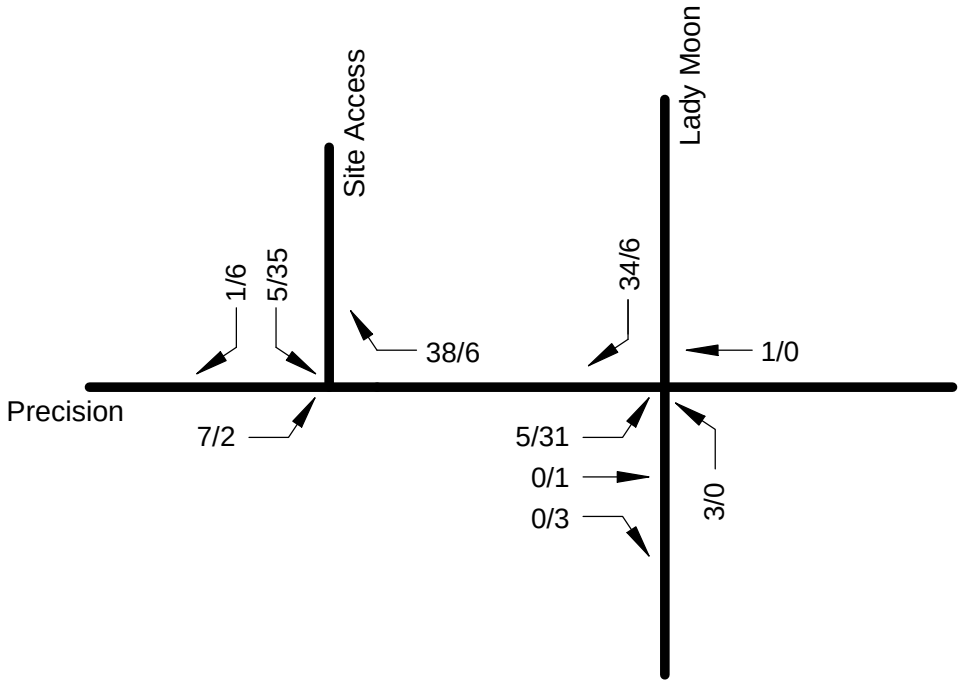


SCALE: 1"=500'

TRIP DISTRIBUTION

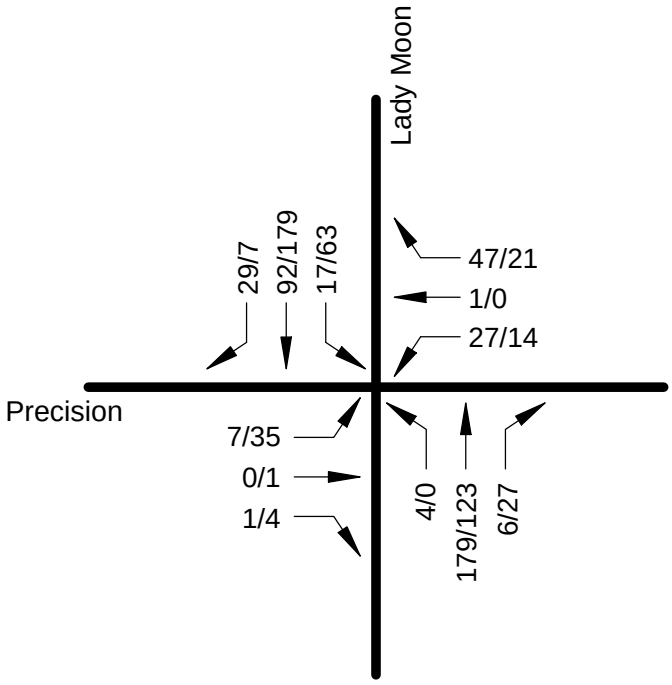
Figure 5

DELICH ASSOCIATES



SITE GENERATED PEAK HOUR TRAFFIC

Figure 6

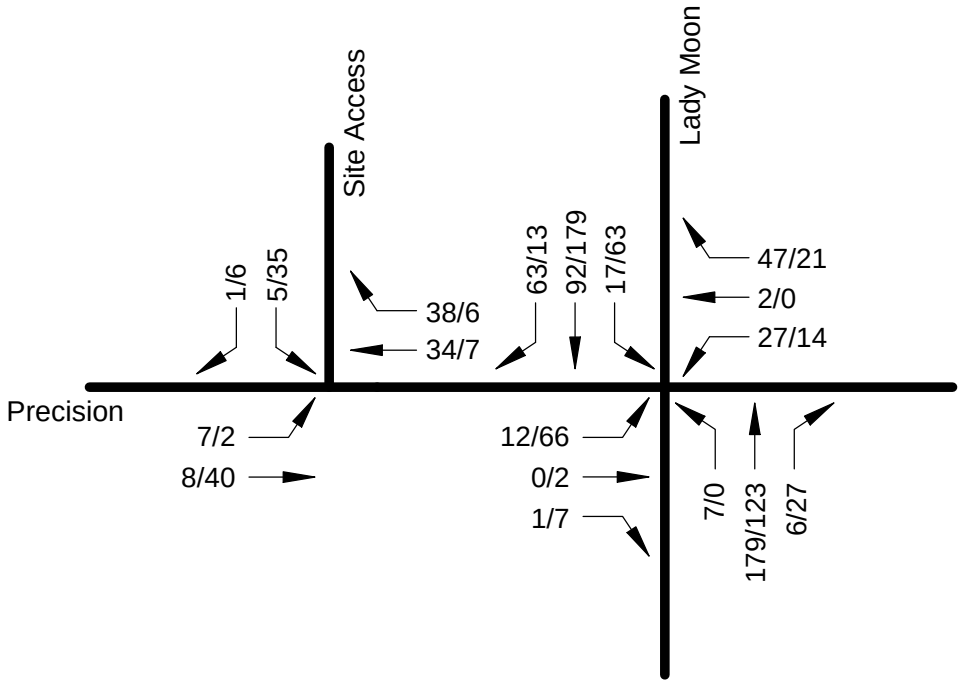


SHORT RANGE (2018) BACKGROUND
PEAK HOUR TRAFFIC

Figure 7

TABLE 3 Short Range (2018) Background Peak Hour Operation			
Intersection	**Movement**	**Level of Service**	
		AM	**PM**
Lady Moon/Precision (stop sign)	EB LT/T/RT	B	B
	WB LT/T/RT	B	B
	NB LT	A	A
	SB LT	A	A

TABLE 4 Short Range (2018) Total Peak Hour Operation			
Intersection	**Movement**	**Level of Service**	
		AM	**PM**
Lady Moon/Precision (stop sign)	EB LT/T/RT	B	B
	WB LT/T/RT	B	B
	NB LT	A	A
	SB LT	A	A
Precision/Site Access (stop sign)	SB LT/RT	A	A
	EB LT/T	A	A



SHORT RANGE (2018) TOTAL PEAK HOUR TRAFFIC

Figure 8

APPENDIX A

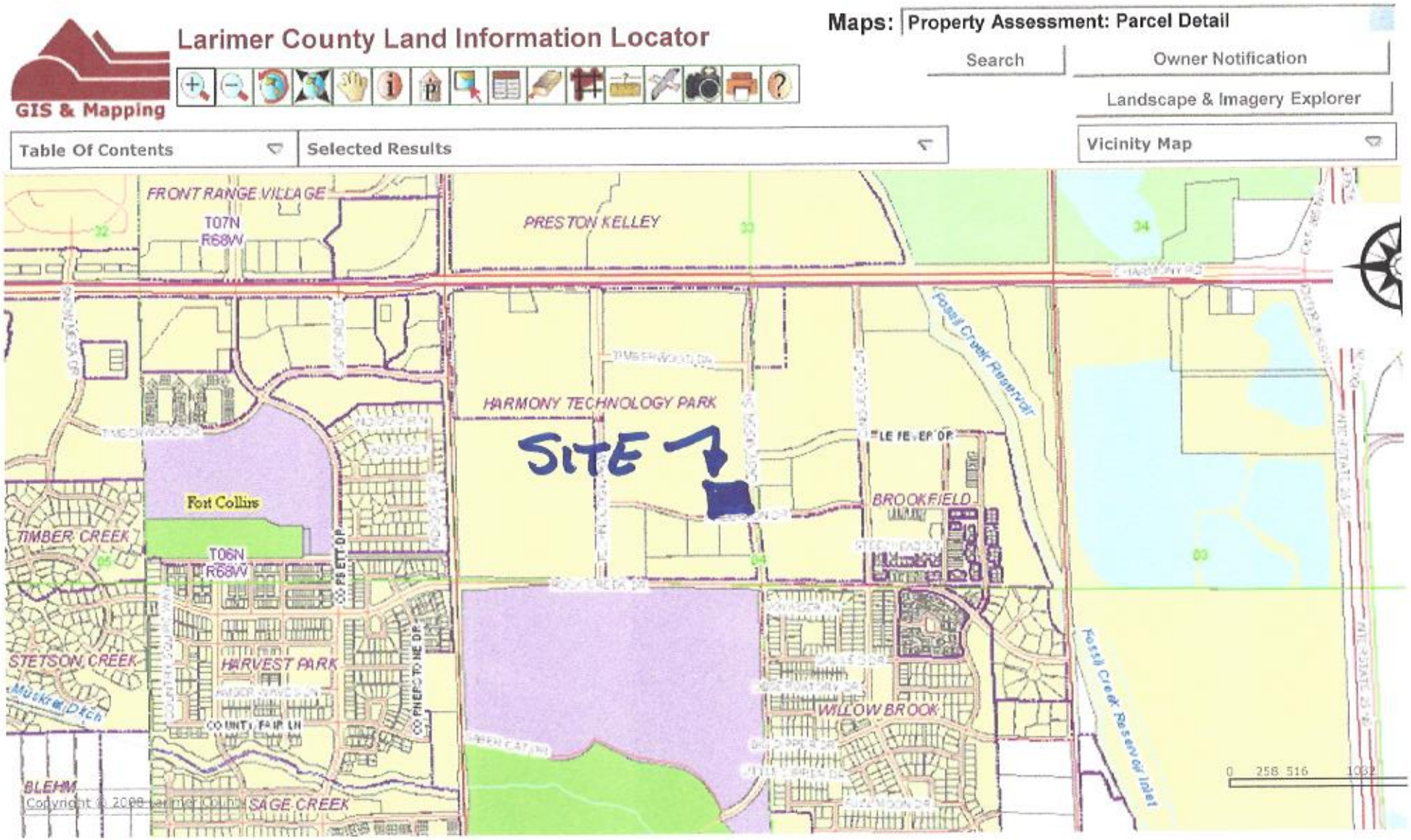
Attachment A
Transportation Impact Study
Base Assumptions

Project Information			
Project Name	BRINKMAN OFFICE PROJECT		
Project Location	HARMONY TECH PARK		
TIS Assumptions			
Type of Study	Full: NO		Intermediate: MEMO ✓
Study Area Boundaries	North: HARMONY		South: PRECISION
	East: LADY MOON		West: SITE ACCESS
Study Years	Short Range: 2018		Long Range: N/A
Future Traffic Growth Rate	USE TERRA VIDA II TIS		
Study Intersections	1. All access drives	5.	
	2. LADY MOON/PRECISION	6.	
	~~3. HARMONY/LADY MOON~~	7.	
	4.	8.	
Time Period for Study	AM: 7:00-9:00 PM: 4:00-6:00		Sat Noon: N/A
Trip Generation Rates	PER ITE (ATTACHED)		
Trip Adjustment Factors	Passby: N/A	Captive Market: N/A	
Overall Trip Distribution	SEE ATTACHED SKETCH ✓		
Mode Split Assumptions	N/A		
Committed Roadway Improvements	—		
Other Traffic Studies	BANNER MED CENTER CUSTOM BLENDING GRPAN. TERRA VIDA II		
Areas Requiring Special Study	NONE KNOWN		

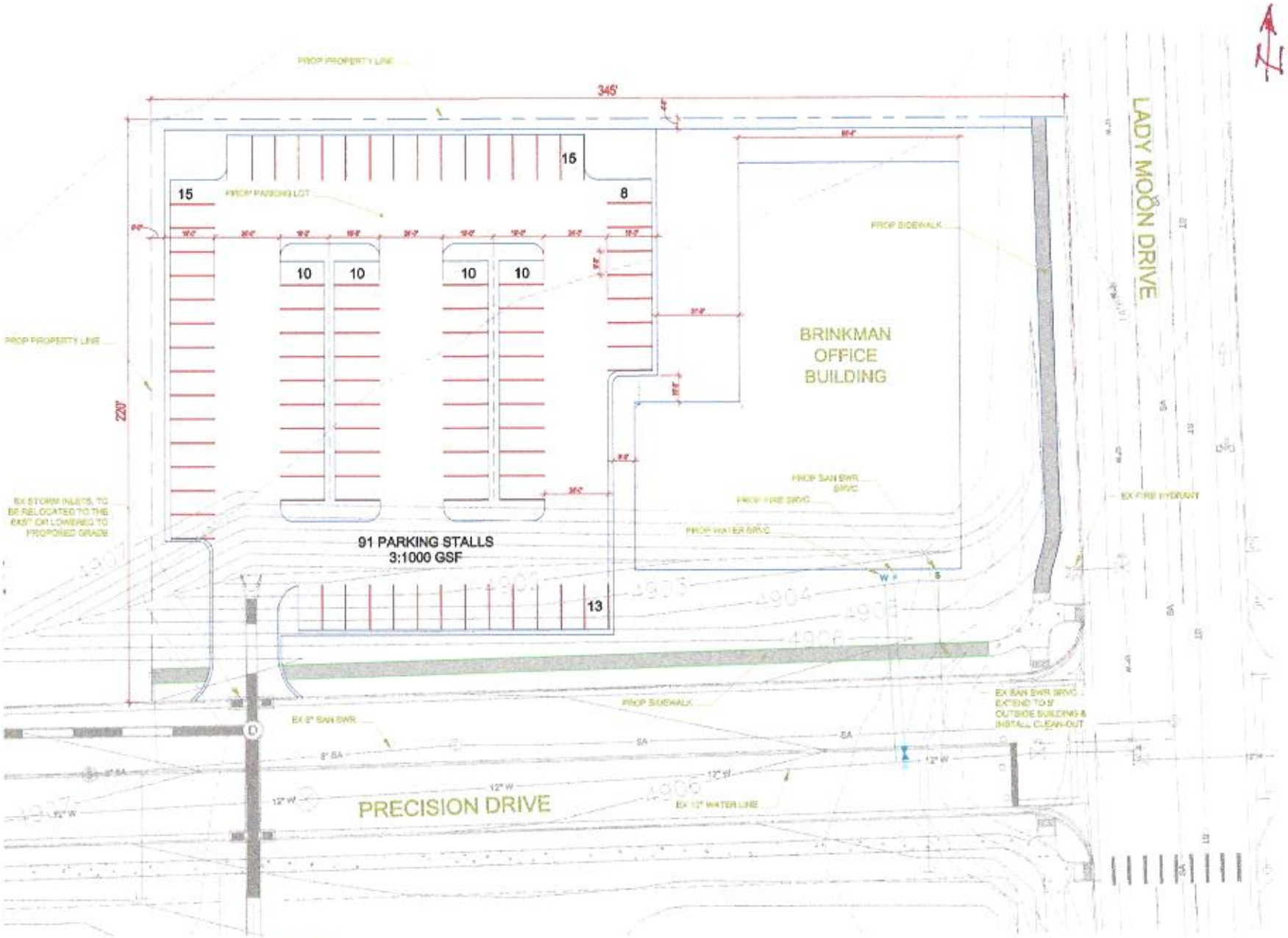
Date: OCTOBER 16, 2013

Traffic Engineer: DELICH ASSOCIATES

Local Entity Engineer: HEdt 10/17/13

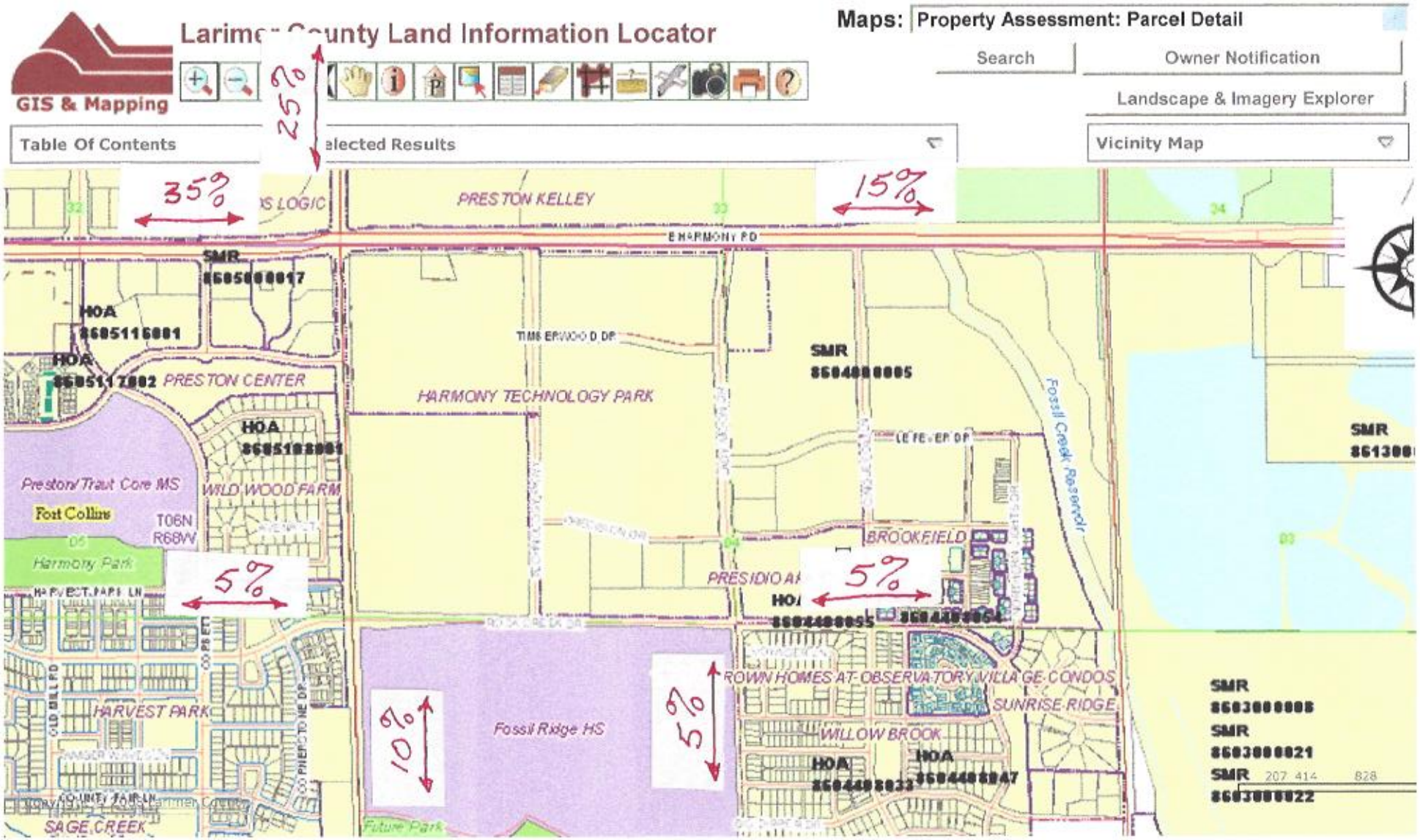


SITE LOCATION



SITE PLAN

(MAY BE UPDATED IN TIS)



TRIP DISTRIBUTION

TRIP GENERATION (T.G., 9th)

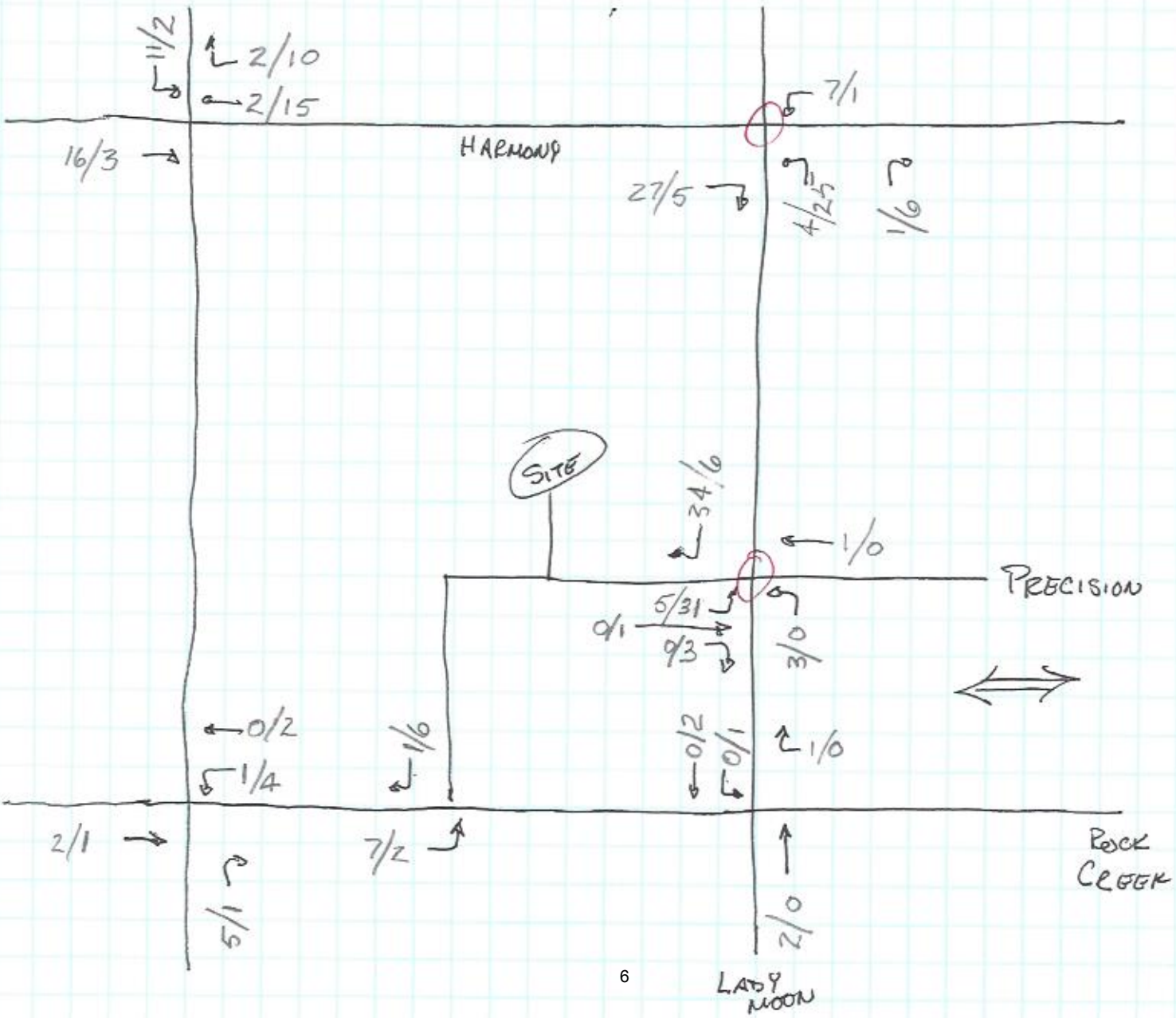
~33.0 KSF

DAILY (11.03) = 364 T.E.

AM (1.36) = 51 T.E. IN (88%) = 45
OUT (12%) = 6

PM (1.49) = 49 TE. IN (17%) = 8
OUT (83%) = 41

PRELIMINARY ASSIGNMENT (ABOVE T.G.)



APPENDIX B

DELICH ASSOCIATES
2272 GLEN HAVEN DRIVE
LOVELAND, CO 80538
Phone: (970) 669-2061

TABULAR SUMMARY OF VEHICLE COUNTS

Date: 11-28-12 Observer: Joe

Day: Wednesday Jurisdiction: Fort Collins

Intersection: Lady Moon/Precision

R = right turn
S = straight
L = left turn

Time	Northbound: Lady Moon				Southbound: Lady Moon				Total	Eastbound: Precision				Westbound: Precision				Total	Total
Begins	L	S	R	Total	L	S	R	Total	north/south	L	S	R	Total	L	S	R	Total	east/west	All
7:30	0	25	0	25	1	16	0	17	42	0	0	0	0	0	0	6	6	6	48
7:45	0	26	0	26	1	15	1	17	43	1	0	0	1	0	0	6	6	7	50
8:00	1	24	0	25	1	19	1	21	46	0	0	0	0	1	0	4	5	5	51
8:15	0	18	0	18	1	7	0	8	26	0	0	0	0	0	0	6	6	6	32
7:30-8:30	1	93	0	94	4	57	2	63	157	1	0	0	1	1	0	22	23	24	181
PHF	0.25	0.89	n/a	0.9	1	0.75	0.5	0.75		0.25	n/a	n/a	0.25	0.25	n/a	0.92	0.96		0.89
4:30	0	11	0	11	1	21	0	22	33	1	0	0	1	0	0	4	4	5	38
4:45	0	26	0	26	5	23	0	28	54	2	0	0	2	0	0	2	2	4	58
5:00	0	16	0	16	2	33	0	35	51	1	0	0	1	1	0	1	2	3	54
5:15	0	18	1	19	5	26	1	32	51	1	0	1	2	0	0	2	2	4	55
4:30-5:30	0	71	1	72	13	103	1	117	189	5	0	1	6	1	0	9	10	16	205
PHF	n/a	0.68	0.25	0.69	0.65	0.78	0.25	0.84		0.63	n/a	0.25	0.75	0.25	n/a	0.56	0.63		0.88

APPENDIX C

Intersection	
Intersection Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	1	0	0	1	0	22	1	93	0	4	57	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	0	1	0	25	1	104	0	4	64	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	193	181	65	181	182	104	66	0	0	104	0	0
Stage 1	74	74	-	107	107	-	-	-	-	-	-	-
Stage 2	119	107	-	74	75	-	-	-	-	-	-	-
Follow-up Headway	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Capacity-1 Maneuver	767	713	999	781	712	951	1536	-	-	1488	-	-
Stage 1	935	833	-	898	807	-	-	-	-	-	-	-
Stage 2	885	807	-	935	833	-	-	-	-	-	-	-
Time blocked-Platoon, %								-	-		-	-
Mov Capacity-1 Maneuver	745	711	999	779	710	951	1536	-	-	1488	-	-
Mov Capacity-2 Maneuver	745	711	-	779	710	-	-	-	-	-	-	-
Stage 1	934	831	-	897	806	-	-	-	-	-	-	-
Stage 2	861	806	-	932	831	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.8	8.9	0.1	0.5
HCM LOS	A	A		

Minor Lane / Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1536	-	-	745	942	1488	-	-
HCM Lane V/C Ratio	0.001	-	-	0.002	0.027	0.003	-	-
HCM Control Delay (s)	7.345	-	-	9.8	8.9	7.427	-	-
HCM Lane LOS	A			A	A	A		
HCM 95th %tile Q(veh)	0.002	-	-	0.005	0.085	0.009	-	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	5	0	1	1	0	9	0	71	1	13	103	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	0	1	1	0	10	0	81	1	15	117	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	233	229	118	229	229	81	118	0	0	82	0	0
Stage 1	147	147	-	81	81	-	-	-	-	-	-	-
Stage 2	86	82	-	148	148	-	-	-	-	-	-	-
Follow-up Headway	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Capacity-1 Maneuver	722	671	934	726	671	979	1470	-	-	1515	-	-
Stage 1	856	775	-	927	828	-	-	-	-	-	-	-
Stage 2	922	827	-	855	775	-	-	-	-	-	-	-
Time blocked-Platoon, %								-	-		-	-
Mov Capacity-1 Maneuver	709	664	934	720	664	979	1470	-	-	1515	-	-
Mov Capacity-2 Maneuver	709	664	-	720	664	-	-	-	-	-	-	-
Stage 1	856	767	-	927	828	-	-	-	-	-	-	-
Stage 2	912	827	-	846	767	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.9	8.9	0	0.8
HCM LOS	A	A		

Minor Lane / Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1470	-	-	739	945	1515	-	-
HCM Lane V/C Ratio	-	-	-	0.009	0.012	0.01	-	-
HCM Control Delay (s)	0	-	-	9.9	8.9	7.4	-	-
HCM Lane LOS	A			A	A	A		
HCM 95th %tile Q(veh)	0	-	-	0.028	0.037	0.03	-	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

UNSIGNALIZED INTERSECTIONS

Level-of-Service	Average Total Delay sec/veh
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Table 4-3
Fort Collins (City Limits)
Motor Vehicle LOS Standards (Intersections)

Intersection type	Land Use (from structure plan)			
		Other corridors within:		
	Commercial corridors	Mixed use districts	Low density mixed use residential	All other areas
Signalized intersections (overall)	D	E*	D	D
Any Leg	E	E	D	E
Any Movement	E	E	D	E
Stop sign control (arterial/collector or local—any approach leg)	N/A	F**	F**	E
Stop sign control (collector/local—any approach leg)	N/A	C	C	C

* mitigating measures required
** considered normal in an urban environment

APPENDIX D

Intersection	
Intersection Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	7	0	1	27	1	47	4	179	6	17	92	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	0	1	30	1	53	4	201	7	19	103	33

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	398	375	120	371	387	204	136	0	0	208	0	0
Stage 1	158	158	-	213	213	-	-	-	-	-	-	-
Stage 2	240	217	-	158	174	-	-	-	-	-	-	-
Follow-up Headway	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Capacity-1 Maneuver	562	556	931	586	547	837	1448	-	-	1363	-	-
Stage 1	844	767	-	789	726	-	-	-	-	-	-	-
Stage 2	763	723	-	844	755	-	-	-	-	-	-	-
Time blocked-Platoon, %								-	-		-	-
Mov Capacity-1 Maneuver	519	547	931	578	538	837	1448	-	-	1363	-	-
Mov Capacity-2 Maneuver	519	547	-	578	538	-	-	-	-	-	-	-
Stage 1	842	756	-	787	724	-	-	-	-	-	-	-
Stage 2	712	721	-	831	744	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.7	10.7	0.2	0.9
HCM LOS	B	B		

Minor Lane / Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1448	-	-	549	716	1363	-	-
HCM Lane V/C Ratio	0.003	-	-	0.016	0.118	0.014	-	-
HCM Control Delay (s)	7.494	-	-	11.7	10.7	7.679	-	-
HCM Lane LOS	A			B	B	A		
HCM 95th %tile Q(veh)	0.009	-	-	0.05	0.398	0.043	-	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	35	1	4	14	0	21	0	123	6	63	179	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	1	5	16	0	24	0	140	7	72	203	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	506	498	207	496	498	143	211	0	0	147	0	0
Stage 1	351	351	-	143	143	-	-	-	-	-	-	-
Stage 2	155	147	-	353	355	-	-	-	-	-	-	-
Follow-up Headway	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Capacity-1 Maneuver	477	474	833	484	474	905	1360	-	-	1435	-	-
Stage 1	666	632	-	860	779	-	-	-	-	-	-	-
Stage 2	847	775	-	664	630	-	-	-	-	-	-	-
Time blocked-Platoon, %								-	-		-	-
Mov Capacity-1 Maneuver	447	450	833	462	450	905	1360	-	-	1435	-	-
Mov Capacity-2 Maneuver	447	450	-	462	450	-	-	-	-	-	-	-
Stage 1	666	600	-	860	779	-	-	-	-	-	-	-
Stage 2	825	775	-	626	598	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.5	10.9	0	1.9
HCM LOS	B	B		

Minor Lane / Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1360	-	-	469	654	1435	-	-
HCM Lane V/C Ratio	-	-	-	0.097	0.061	0.05	-	-
HCM Control Delay (s)	0	-	-	13.5	10.9	7.64	-	-
HCM Lane LOS	A			B	B	A		
HCM 95th %tile Q(veh)	0	-	-	0.32	0.194	0.157	-	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

APPENDIX E

Intersection	
Intersection Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	12	0	1	27	2	47	7	179	6	17	92	63
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	0	1	30	2	53	8	201	7	19	103	71

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	425	401	139	398	432	204	174	0	0	208	0	0
Stage 1	177	177	-	220	220	-	-	-	-	-	-	-
Stage 2	248	224	-	178	212	-	-	-	-	-	-	-
Follow-up Headway	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Capacity-1 Maneuver	540	538	909	562	516	837	1403	-	-	1363	-	-
Stage 1	825	753	-	782	721	-	-	-	-	-	-	-
Stage 2	756	718	-	824	727	-	-	-	-	-	-	-
Time blocked-Platoon, %								-	-		-	-
Mov Capacity-1 Maneuver	497	527	909	553	506	837	1403	-	-	1363	-	-
Mov Capacity-2 Maneuver	497	527	-	553	506	-	-	-	-	-	-	-
Stage 1	820	743	-	778	717	-	-	-	-	-	-	-
Stage 2	702	714	-	812	717	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.2	10.9	0.3	0.8
HCM LOS	B	B		

Minor Lane / Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1403	-	-	515	698	1363	-	-
HCM Lane V/C Ratio	0.006	-	-	0.028	0.122	0.014	-	-
HCM Control Delay (s)	7.58	-	-	12.2	10.9	7.679	-	-
HCM Lane LOS	A			B	B	A		
HCM 95th %tile Q(veh)	0.017	-	-	0.087	0.416	0.043	-	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	66	2	7	14	0	21	0	123	6	63	179	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	75	2	8	16	0	24	0	140	7	72	203	15

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	509	501	211	502	504	143	218	0	0	147	0	0
Stage 1	354	354	-	143	143	-	-	-	-	-	-	-
Stage 2	155	147	-	359	361	-	-	-	-	-	-	-
Follow-up Headway	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Capacity-1 Maneuver	475	472	829	480	470	905	1352	-	-	1435	-	-
Stage 1	663	630	-	860	779	-	-	-	-	-	-	-
Stage 2	847	775	-	659	626	-	-	-	-	-	-	-
Time blocked-Platoon, %								-	-		-	-
Mov Capacity-1 Maneuver	445	448	829	455	446	905	1352	-	-	1435	-	-
Mov Capacity-2 Maneuver	445	448	-	455	446	-	-	-	-	-	-	-
Stage 1	663	598	-	860	779	-	-	-	-	-	-	-
Stage 2	825	775	-	618	595	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.5	10.9	0	1.9
HCM LOS	B	B		

Minor Lane / Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1352	-	-	465	648	1435	-	-
HCM Lane V/C Ratio	-	-	-	0.183	0.061	0.05	-	-
HCM Control Delay (s)	0	-	-	14.5	10.9	7.64	-	-
HCM Lane LOS	A			B	B	A		
HCM 95th %tile Q(veh)	0	-	-	0.664	0.196	0.157	-	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	7	8	34	38	5	1
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	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	9	40	45	6	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	85	0	-	0	88	62
Stage 1	-	-	-	-	62	-
Stage 2	-	-	-	-	26	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1512	-	-	-	913	1003
Stage 1	-	-	-	-	961	-
Stage 2	-	-	-	-	997	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1512	-	-	-	908	1003
Mov Capacity-2 Maneuver	-	-	-	-	908	-
Stage 1	-	-	-	-	961	-
Stage 2	-	-	-	-	992	-

Approach	EB	WB	SB
HCM Control Delay, s	3.5	0	8.9
HCM LOS			A

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1512	-	-	-	923
HCM Lane V/C Ratio	0.005	-	-	-	0.008
HCM Control Delay (s)	7.394	0	-	-	8.9
HCM Lane LOS	A	A			A
HCM 95th %tile Q(veh)	0.016	-	-	-	0.023

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	2	40	7	6	35	6
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	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	47	8	7	41	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	15	0	-	0	64	12
Stage 1	-	-	-	-	12	-
Stage 2	-	-	-	-	52	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1603	-	-	-	942	1069
Stage 1	-	-	-	-	1011	-
Stage 2	-	-	-	-	970	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1603	-	-	-	941	1069
Mov Capacity-2 Maneuver	-	-	-	-	941	-
Stage 1	-	-	-	-	1011	-
Stage 2	-	-	-	-	969	-

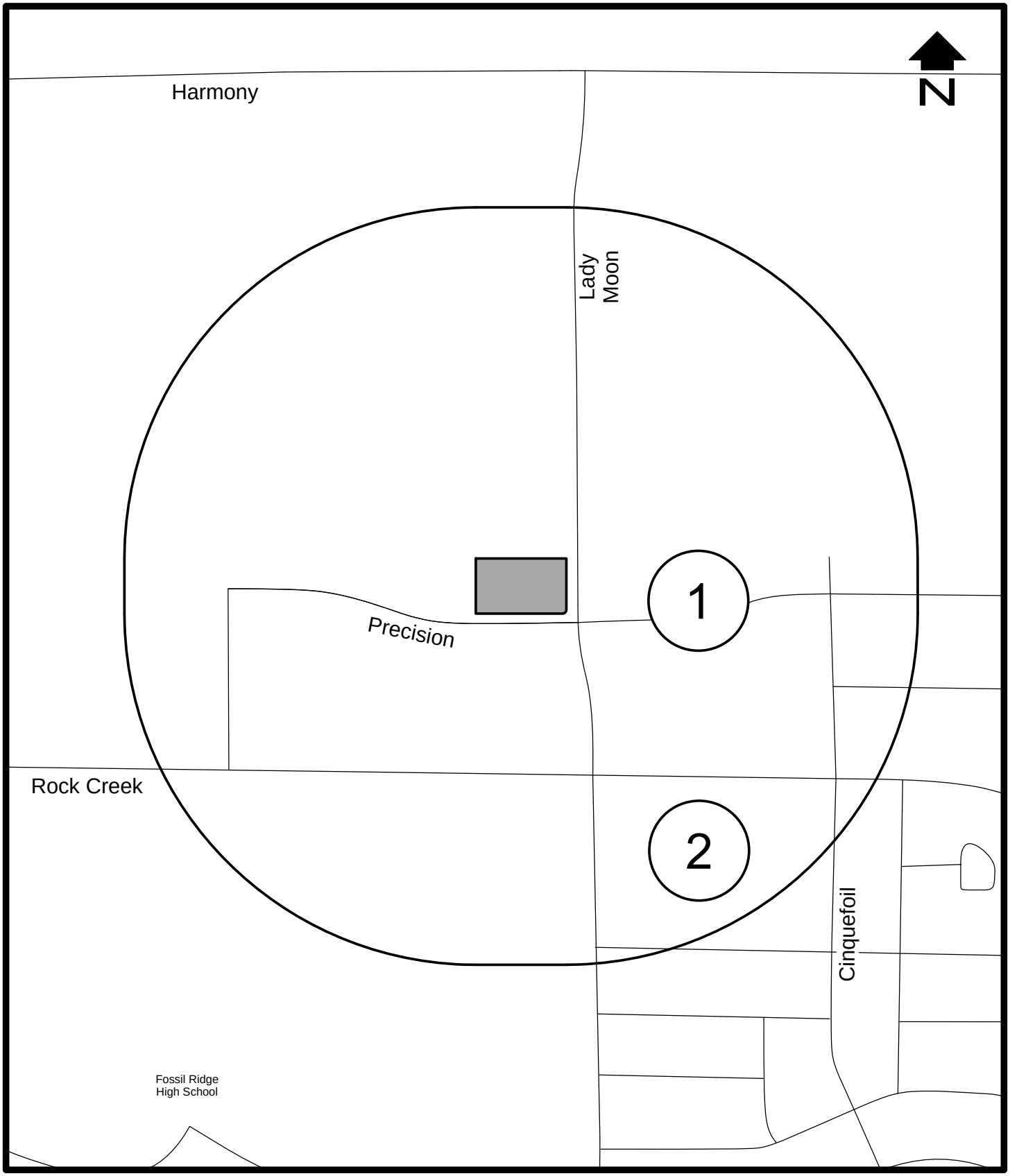
Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9
HCM LOS			A

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1603	-	-	-	958
HCM Lane V/C Ratio	0.001	-	-	-	0.05
HCM Control Delay (s)	7.249	0	-	-	9
HCM Lane LOS	A	A			A
HCM 95th %tile Q(veh)	0.004	-	-	-	0.159

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

APPENDIX F



SCALE: 1"=500'

PEDESTRIAN INFLUENCE AREA

DELICH ASSOCIATES

Pedestrian LOS Worksheet

Project Location Classification: Other

	Description of Applicable Destination Area Within 1320'	Destination Area Classification		Level of Service (minimum based on project location classification)				
				Directness	Continuity	Street Crossings	Visual Interest & Amenities	Security
1	Neighborhood to the east of the site	Residential	Minimum	C	C	C	C	C
			Actual	A	B	B	B	B
			Proposed	A	B	B	B	B
2	Neighborhood to the southeast of the site	Residential	Minimum	C	C	C	C	C
			Actual	A	B	B	B	B
			Proposed	A	B	B	B	B
3			Minimum					
			Actual					
			Proposed					
4			Minimum					
			Actual					
			Proposed					
5			Minimum					
			Actual					
			Proposed					
6			Minimum					
			Actual					
			Proposed					
7			Minimum					
			Actual					
			Proposed					
8			Minimum					
			Actual					
			Proposed					
9			Minimum					
			Actual					
			Proposed					
10			Minimum					
			Actual					
			Proposed					