

# Conceptual Review Agenda

Meetings hosted via Zoom Web Conferencing

Please use the URL and Meeting ID # listed below to join the Review Meeting

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## Review Date

12/19/2024 11:15 AM

## Project Name

Prospect Plaza Redevelopment SPAR  
CDR240078

## Applicant

Fred Haberecht  
(970) 491-7100  
lynn.johnson@colostate.edu

## Description

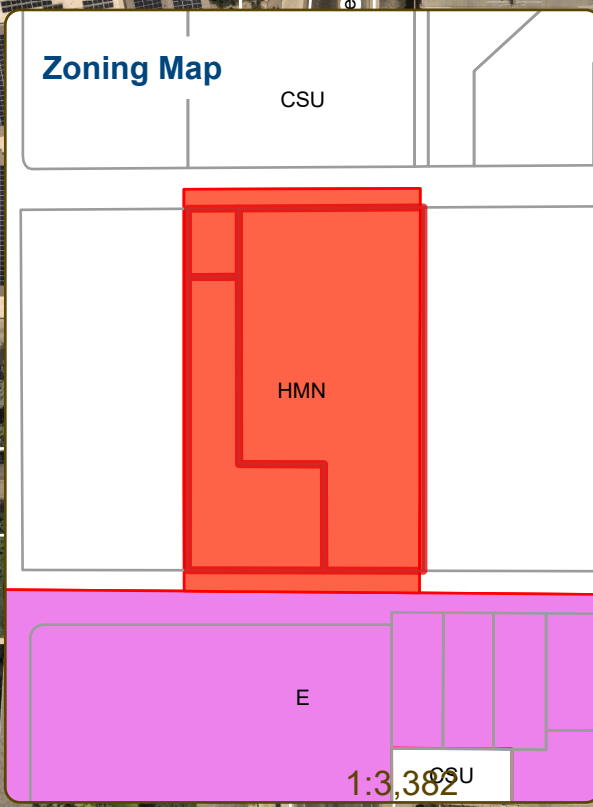
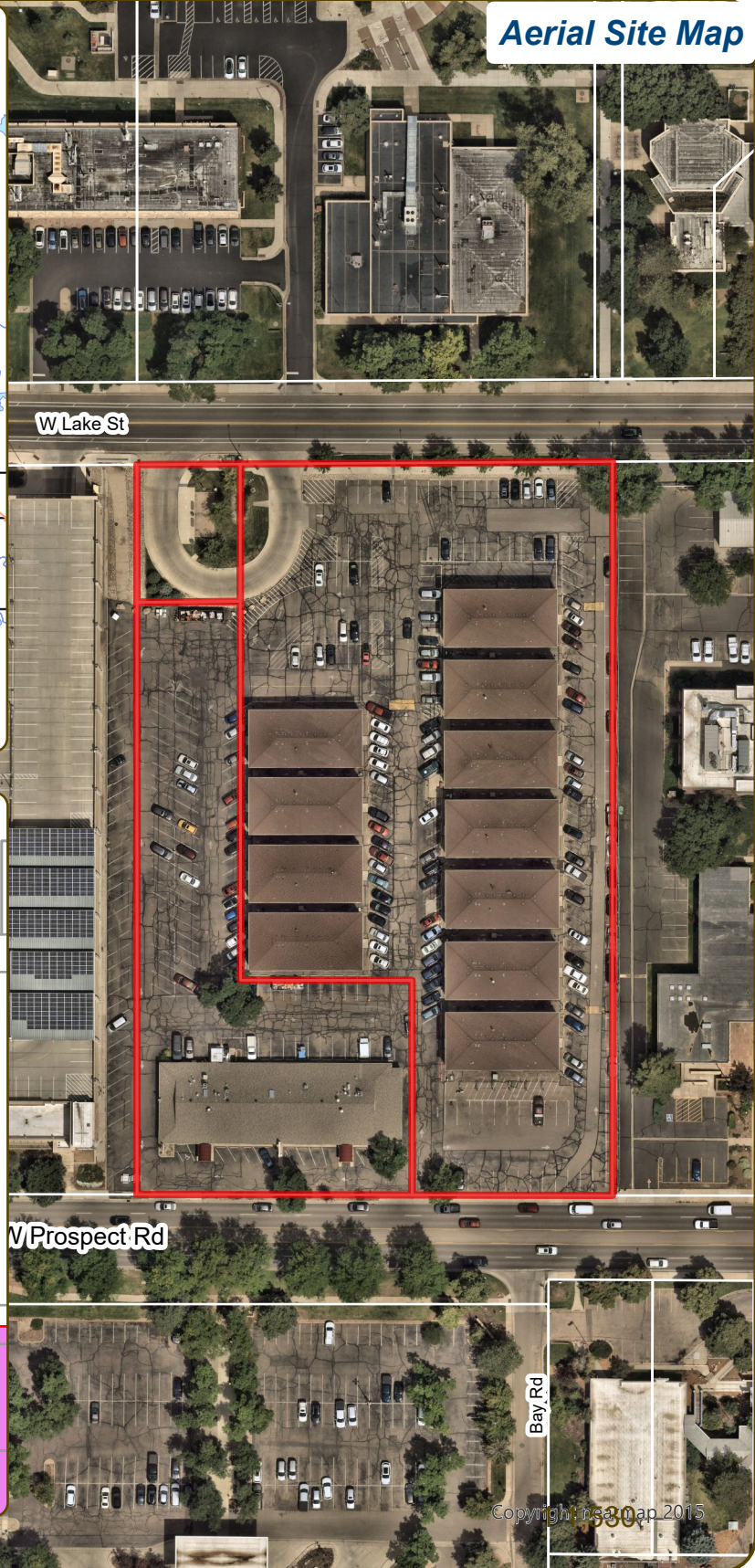
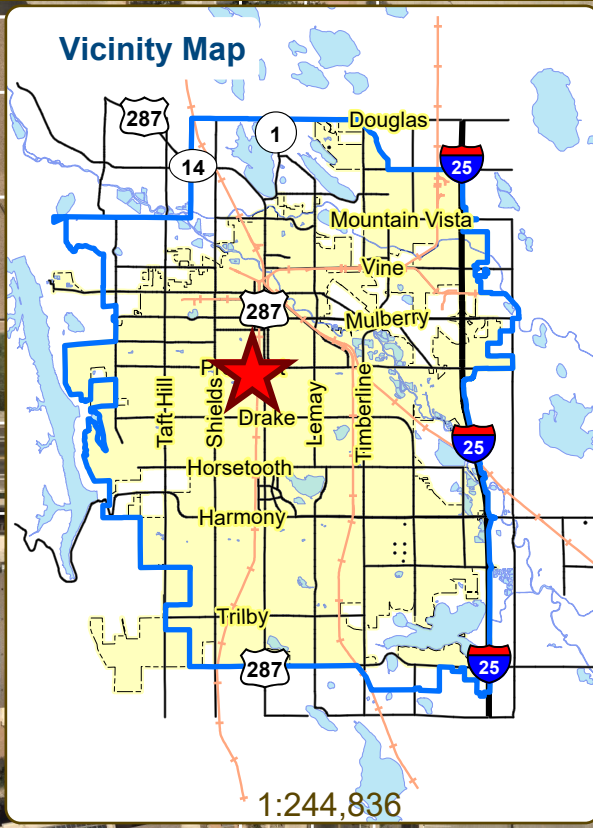
This is a SPAR request to develop student housing and structured parking at 304 W Prospect Rd. (9714408016, 9714408920, 9714408943). The applicant is proposing a residential building that includes a parking garage and exterior courtyard areas. The design team is working with CSU Parking and Transportation Services to remove and reconfigure the bus drop off. Access is taken from W Prospect Rd to the south. The site is approximately 0.24 mi west of S College Ave. and directly north of W Prospect Rd. The property is located in the High Density Mixed-Use Neighborhood (HMN) zone district and is subject to a Site Plan Advisory Review (SPAR). The conceptual will be next week and the formal application will be routed on Friday.

**Planner:** Arlo Schumann

**Engineer:** Sophie Buckingham

**DRC:** Brandy Bethurem Harras, Maris... [More](#)

# Prospect Plaza Redevelopment SPAR- Multi-Unit Dwellings



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CONCEPTUAL REVIEW: APPLICATION

General Information

All proposed development projects begin with Conceptual Review. Anyone with a development idea can schedule a Conceptual Review meeting to get feedback on prospective development ideas. At this stage, the development idea does not need to be finalized or professionally presented. However, a sketch plan and this application must be submitted to City Staff prior to the Conceptual Review meeting. The more information you are able to provide, the better feedback you are likely to get from the meeting. Please be aware that any information submitted may be considered a public record, available for review by anyone who requests it, including the media. The applicant acknowledges that they are acting with the owner's consent.

Conceptual Reviews are scheduled on three Thursday mornings per month on a "first come, first served" basis and are a free service. One 45 meeting is allocated per applicant and only three conceptual reviews are done each Thursday morning. A completed application must be submitted to reserve a Conceptual Review time slot. Complete applications and sketch plans must be submitted to City Staff on Thursday, no later than end of day, two weeks prior to the meeting date. Application materials must be e-mailed to preappmeeting@fcgov.com. If you do not have access to e-mail, other accommodations can be made upon request.

At Conceptual Review, you will meet with Staff from a number of City departments, such as Community Development and Neighborhood Services (Zoning, Current Planning, and Development Review Engineering), Light and Power, Stormwater, Water/Waste Water, Advance Planning (Long Range Planning and Transportation Planning) and Poudre Fire Authority. Comments are offered by staff to assist you in preparing the detailed components of the project application. There is no approval or denial of development proposals associated with Conceptual Review. At the meeting you will be presented with a letter from staff, summarizing comments on your proposal.

\*BOLDED ITEMS ARE REQUIRED\* \*The more info provided, the more detailed your comments from staff will be.\*

Contact Name(s) and Role(s) (Please identify whether Consultant or Owner, etc) \_\_\_\_\_

Are you a small business?  Yes  No Business Name (if applicable) \_\_\_\_\_

Your Mailing Address \_\_\_\_\_

Phone Number \_\_\_\_\_ Email Address \_\_\_\_\_

Site Address or Description (parcel # if no address) \_\_\_\_\_

Description of Proposal (attach additional sheets if necessary) \_\_\_\_\_

Proposed Use \_\_\_\_\_ Existing Use \_\_\_\_\_

Total Building Square Footage \_\_\_\_\_ S.F. Number of Stories \_\_\_\_\_ Lot Dimensions \_\_\_\_\_

Age of any Existing Structures \_\_\_\_\_

Info available on Larimer County's Website: http://www.co.larimer.co.us/assessor/query/search.cfm

If any structures are 50+ years old, good quality, color photos of all sides of the structure are required for conceptual.

Is your property in a Flood Plain?  Yes  No If yes, then at what risk is it? \_\_\_\_\_

Info available on FC Maps: http://gisweb.fcgov.com/redirect/default.aspx?layerTheme=Floodplains.

Increase in Impervious Area \_\_\_\_\_ S.F. (Approximate amount of additional building, pavement, or etc. that will cover existing bare ground to be added to the site)

Suggested items for the Sketch Plan:

Property location and boundaries, surrounding land uses, proposed use(s), existing and proposed improvements (buildings, landscaping, parking/drive areas, water treatment/detention, drainage), existing natural features (water bodies, wetlands, large trees, wildlife, canals, irrigation ditches), utility line locations (if known), photographs (helpful but not required). Things to consider when making a proposal: How does the site drain now? Will it change? If so, what will change?

**PROJECT DIRECTORY:**

**OWNER**  
 BOARD OF GOVERNORS OF THE COLORADO STATE UNIVERSITY SYSTEM  
 900 OVAL DR.  
 FORT COLLINS, CO 80523

**OWNER'S REP:**  
 TETRAD REAL ESTATE, LLC  
 1730 S. COLLEGE AVE. UNIT #200  
 FORT COLLINS, CO 80525  
 970-658-4316

**ARCHITECT:**  
 HOLLAND BASHAM ARCHITECTS  
 3575 RINGSBY CT, SUITE 411  
 DENVER, CO 80216  
 303-677-7766

**INFUSION ARCHITECTS**  
 4487 HIGHLAND MEADOWS PKWY.  
 WINDSOR, CO 80550  
 970-775-2925

**CIVIL ENGINEER:**  
 SUNNY CIVIL  
 706 S COLLEGE AVE #203  
 FORT COLLINS, CO 80524  
 707-419-9988

**MECHANICAL/ELECTRICAL ENGINEER:**  
 GALLOWAY  
 5235 RONALD REAGAN BLDV. SUITE 200  
 JOHNSTOWN, CO 80534  
 970-800-3300

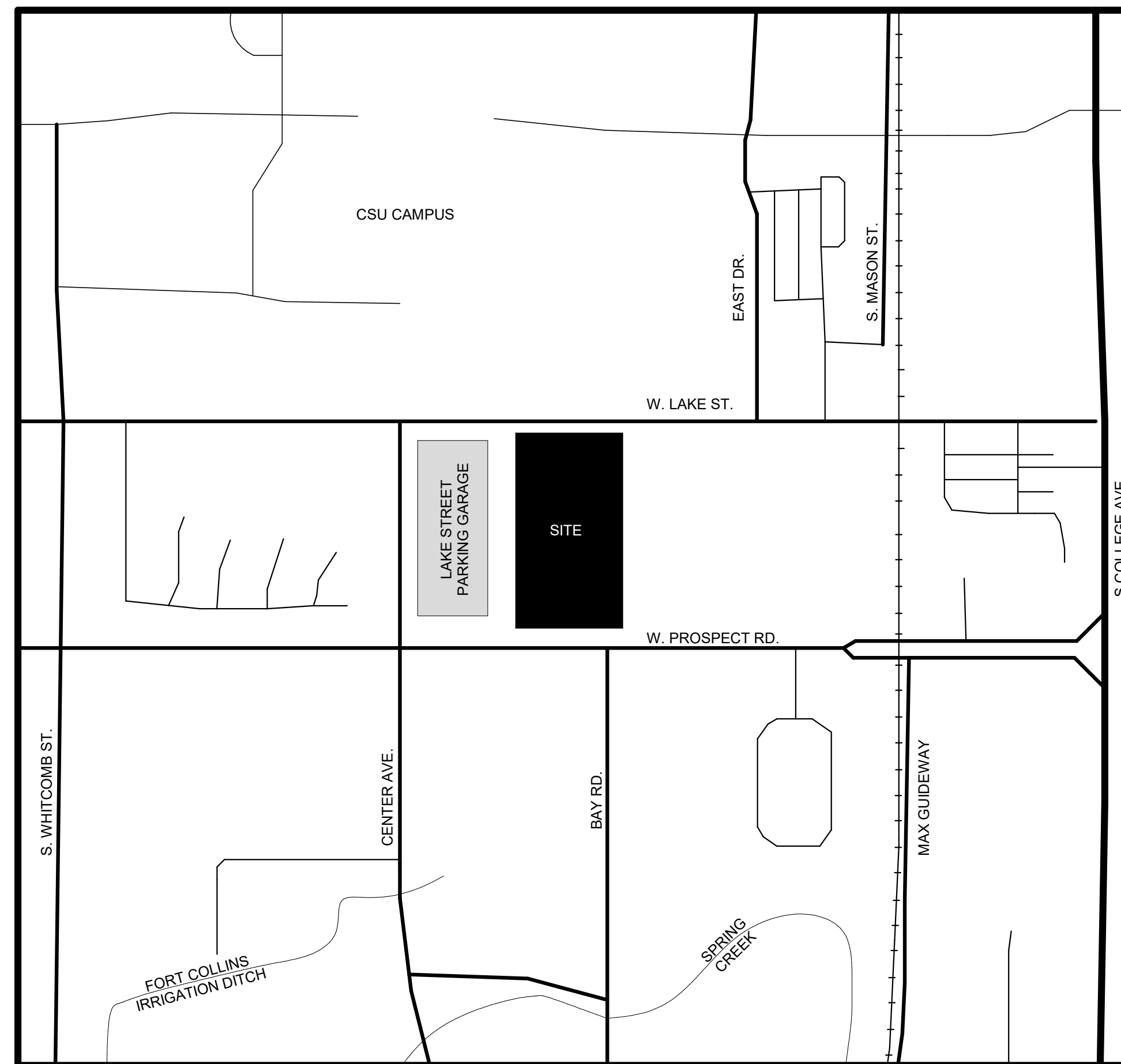
**LANDSCAPE ARCHITECT:**  
 NORRIS DESIGN  
 244 N. COLLEGE AVE. #165  
 FORT COLLINS, CO 80524  
 970-409-3414

**STRUCTURAL ENGINEER:**  
 JIRSA HENDRICK  
 8490 E CRESCENT PKWY STE 250,  
 GREENWOOD VILLAGE, CO 80011  
 303-839-1963

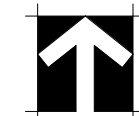
**CONTRACTOR:**  
 SAUNDERS  
 1212 RIVERSIDE AVE. SUITE 130  
 FORT COLLINS, CO 80524  
 970-221-4195

**PROSPECT PLAZA**

**SITE PLAN ADVISORY REVIEW**  
 A TRACT OF LAND LOCATED IN THE SOUTHEAST QUARTER OF SECTION 14,  
 TOWNSHIP 7 NORTH, RANGE 69 WEST OF THE 6TH P.M., CITY OF FORT  
 COLLINS, COUNTY OF LARIMER, STATE OF COLORADO  
 (304, 318 WEST PROSPECT ROAD)



VICINITY MAP



**LEGAL DESCRIPTION:**

**PARCEL 1:**  
 THE WEST 12.7 FEET OF BLOCK 11, AND ALL OF BLOCK 10 OF REPLAT OF A.L. EMIGH'S SUBDIVISION OF THE S1/2 OF THE SE 1/4 OF SECTION 14, TOWNSHIP 7 NORTH, RANGE 69 WEST OF THE 6TH P.M. (INCLUDING THEREIN THE RESPECTIVE PORTIONS OF SAID BLOCKS AS DESCRIBED IN THE PLAT OF A.L. EMIGH'S SUBDIVISION, RECORDED OCTOBER 6, 1981 THE "ORIGINAL PLAT", AND THAT PORTION OF VACATED LAKE STREET ABUTTING ON SAID BLOCKS AS SO DESCRIBED), EXCEPT THE NORTH 100 FEET OF THE WEST 75 FEET OF BLOCK 10 OF SAID REPLAT OF A.L. EMIGH'S SUBDIVISION (INCLUDING IN THE PARCEL SO EXCEPTED THE NORTH 80 FEET OF THE WEST 75 FEET OF BLOCK 10 AS DESCRIBED IN THE ORIGINAL PLAT AND THAT PORTION OF VACATED LAKE STREET ABUTTING THEREON), COUNTY OF LARIMER, STATE OF COLORADO.

**PARCEL 2:**  
 A 25 FOOT WIDE STRIP OF LAND OFF OF THE EAST SIDE OF BLOCK 9, OF A.L. EMIGH'S SUBDIVISION, SAID STRIP BEING BOUNDED ON THE EAST BY THE EAST LINE OF SAID BLOCK 9 AND EXTENDING THROUGH THE BLOCK. CITY OF FORT COLLINS, COUNTY OF LARIMER, STATE OF COLORADO.


**BASIS OF BEARING:**  
 SOUTH LINE OF BLOCK 10 AS BEARING SOUTH 89°21'45" EAST (ASSUMED BEARING), MONUMENTED TO THE WEST BY A #4 REBAR WITH A 1 INCH BLUE PLASTIC CAP PLS #38470 AND MONUMENTED TO THE EAST BY A #4 REBAR WITH A 1 INCH BLUE PLASTIC CAP PLS #38470

**BENCHMARK:**  
 VERTICAL RELIEF DERIVED FROM CITY OF FORT COLLINS BENCHMARK "WHITE" (NAVD88 ELEVATION = 5009.41) USING GEOID MODEL "CO G18 GRS80"

**FLOODPLAIN:**  
 FLOOD ZONE DESIGNATION ACCORDING TO FIRM PANEL 08067C0979H FOR LARIMER COUNTY, DATED MAY 2, 2012. THIS TRACT DOES NOT LIE WITHIN A FEMA DESIGNATED 100-YEAR FLOODPLAIN. HOWEVER, ACCORDING TO COLORADO STATE UNIVERSITY FLOODPLAIN MODELING, THE 100-YEAR FLOODPLAIN LIES WITHIN THE PROPERTY.

**OWNER'S CERTIFICATE**

THE UNDERSIGNED DOES/DO HEREBY CERTIFY THAT I/WE ARE THE LAWFUL OWNERS OF REAL PROPERTY DESCRIBED ON THIS SITE PLAN AND DO HEREBY CERTIFY THAT I/WE ACCEPT THE CONDITIONS AND RESTRICTIONS SET FORTH ON SAID PROJECT DEVELOPMENT PLAN WITHIN THE LIMIT OF DEVELOPMENT BOUNDARY.

OWNER (SIGNED)  DATE 11/25/2024

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON THIS DAY,

BY: \_\_\_\_\_  
 (PRINT NAME)

AS \_\_\_\_\_

MY COMMISSION EXPIRES: \_\_\_\_\_

WITNESS MY HAND AND OFFICIAL SEAL.

NOTARY PUBLIC \_\_\_\_\_ ADDRESS \_\_\_\_\_

**PLANNING CERTIFICATE**

APPROVED BY THE DIRECTOR OF COMMUNITY DEVELOPMENT AND NEIGHBORHOOD SERVICES OF THE CITY OF FORT COLLINS, COLORADO ON THIS DAY, \_\_\_\_\_

DIRECTOR'S SIGNATURE \_\_\_\_\_

**SITE PLAN NOTES:**

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

SHEET INDEX	
SPAR-00	COVER SHEET
SPAR-01	SITE & UTILITY PLAN
SPAR-02	GRADING & DRAINAGE PLAN
SPAR-03	FLOODPLAIN PLAN
SPAR-04	LANDSCAPE NOTES
SPAR-05	LANDSCAPE SCHEDULES
SPAR-06	TREE MITIGATION PLAN
SPAR-07	OVERALL LANDSCAPE PLAN
SPAR-08	LANDSCAPE PLAN
SPAR-09	LANDSCAPE PLAN
SPAR-10	LANDSCAPE DETAILS
SPAR-11	LANDSCAPE DETAILS
SPAR-12	CONCEPT - FLOOR PLANS
SPAR-13	CONCEPT - ELEVATIONS
SPAR-14	CONCEPT - ELEVATIONS
SPAR-15	CONCEPT - COURTYARD ELEVATIONS
SPAR-16	CONCEPT - COURTYARD ELEVATIONS
SPAR-17	CONCEPT - PERSPECTIVES
SPAR-18	CONCEPT - PERSPECTIVES

**DESIGN ELEMENTS**

BUILDING HEIGHT	ALLOWED	PROPOSED
STORIES	5	5
SETBACKS	REQUIRED	PROPOSED
FRONT -	15' MIN	15' MIN
REAR -	8' MIN	8' MIN
SIDE -	5' MIN	5' MIN
SIDE -	5' MIN	5' MIN
PARKING REQUIREMENT		
REQUIRED .75 STALLS/ BED	10% TOD OVERLAY REDUCTION	
PROPOSED .6 STALLS/ BED *BASED ON ALTERNATIVE PARKING STUDY	785 BEDS x .6 = 471 SPACES TOTAL	
PROPOSED PARKING - SURFACE REQUIRED MIN 7/1000 SF MAX 15/1000 SF	52 SPACES	
PROPOSED PARKING - LOT 471 REQUIRED - 52 SURFACE	419 SPACES	
BIKE PARKING REQUIREMENT		
REQUIRED - STUDENT HOUSING	1 PER BED, 60% ENCLOSED/ 40% FIXED	
PROPOSED	315 SURFACE + 470 LOT = 785 PROVIDED	
SUSTAINABILITY	NGBS - GOLD	

**PROJECT STATISTICS**

ZONE DISTRICT	HMN - HIGH DENSITY MIXED-USE NEIGHBORHOOD DISTRICT		
OVERLAY DISTRICT	TOD - TRANSIT ORIENTED DISTRICT		
OVERLAY DISTRICT	WEST CENTRAL AREA PLAN		
ZONE LOT INFORMATION	S.F.	ACRES	
SITE AREA	190,025 SF	4.36 ACRES	
PRIMARY & SIDE STREETS	PRIMARY	SIDE STREET	
LAKE STREET	●		
PROSPECT ROAD	●		
PROPOSED USES	S.F.	UNITS	BEDS
STUDENT HOUSING	520,911 SF	311	785
RETAIL (COFFEE SHOP)	883 SF		



CONSULTANTS



No.	Description	Date
1	SPAR (ROUND 1)	11/22/2024

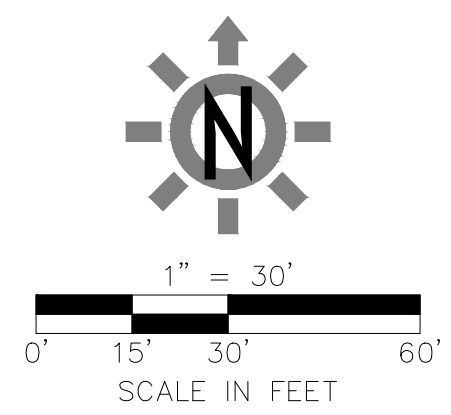
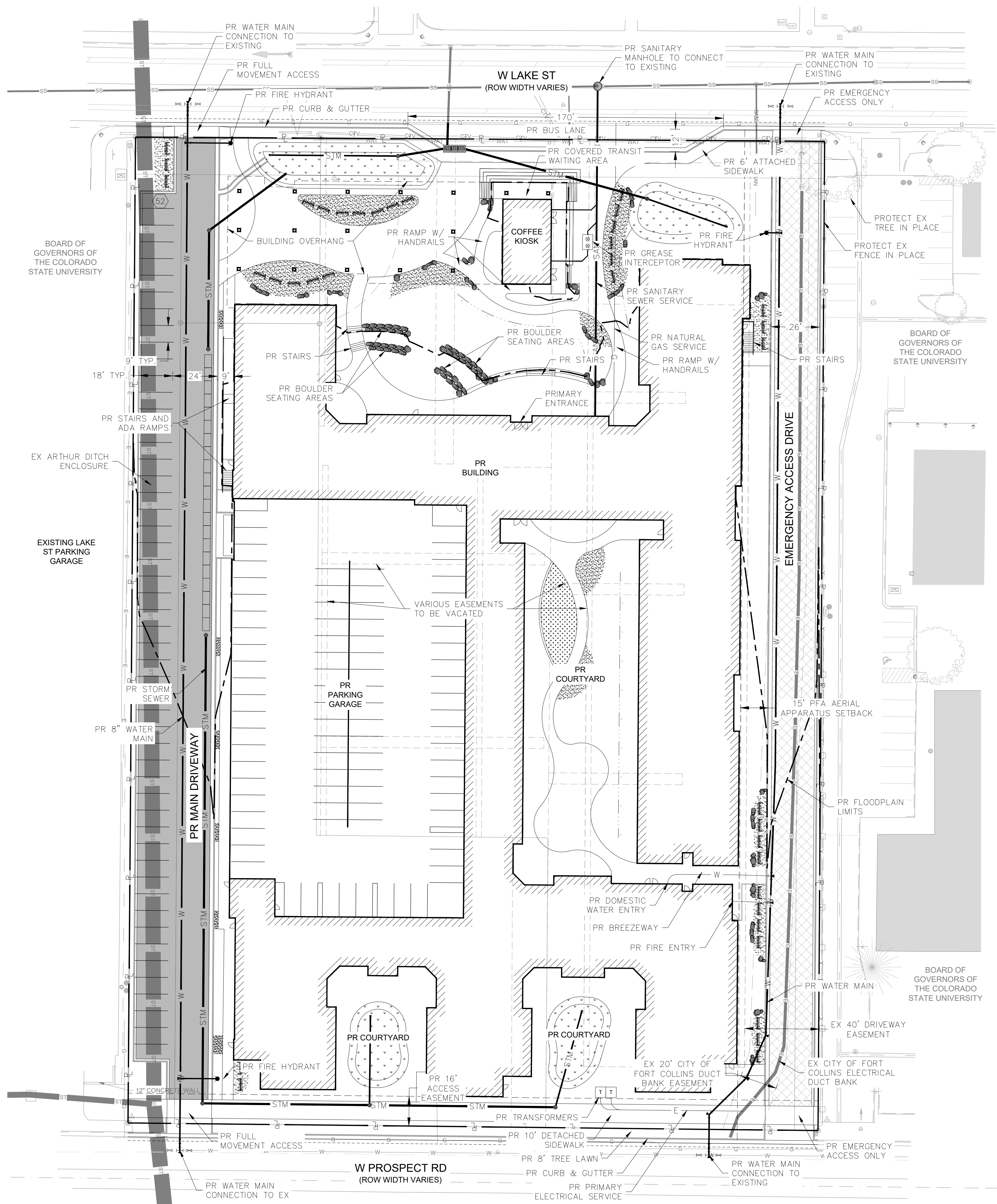
**Prospect Plaza**

**COVER SHEET**



**PRELIMINARY NOT FOR CONSTRUCTION**

PROJECT: PROSPECT PLAZA  
 DATE: 11-15-2024  
 SCALE: AS NOTED  
 SHEET: SPAR-00



**LEGEND**

— P —	PROPERTY LINE
- - - - -	SETBACK/EASEMENT LINE
T	EXISTING TELEPHONE LINES
- - - - -	PROPOSED TELEPHONE
G	EXISTING GAS LINES
- - - - -	PROPOSED GAS
E	EXISTING ELECTRIC
- - - - -	PROPOSED ELECTRIC
W	EXISTING WATER LINE
- - - - -	PROPOSED WATER LINE
STM	EXISTING STORM SEWER
- - - - -	PROPOSED STORM SEWER
SS	EXISTING SANITARY SEWER
- - - - -	PROPOSED SANITARY SEWER
XXXX	PROPOSED CONTOUR (MAJOR)
XXXX	PROPOSED CONTOUR (MINOR)
XXXX	EXISTING CONTOUR (MAJOR)
XXXX	EXISTING CONTOUR (MINOR)
XXXX	PROPOSED FLOODPLAIN LIMITS
[Hatched Box]	PROPOSED BUILDING
[Dotted Box]	PROPOSED ASPHALT PAVEMENT
[Cross-hatched Box]	PROPOSED EMERGENCY ACCESS DRIVE
[Diagonal Lines]	PROPOSED SIDEWALK
[Stippled Box]	PROPOSED CRUSHER FINES/DECOMPOSED GRANITE AREAS
[Dashed Box]	PROPOSED CURB & GUTTER
PR	PROPOSED
EX	EXISTING

AGENCY APPROVAL



CONSULTANTS



No.	Description	Date
1	SPAR (ROUND 1)	11/22/2024

**PROSPECT PLAZA**

**SITE & UTILITY PLAN**

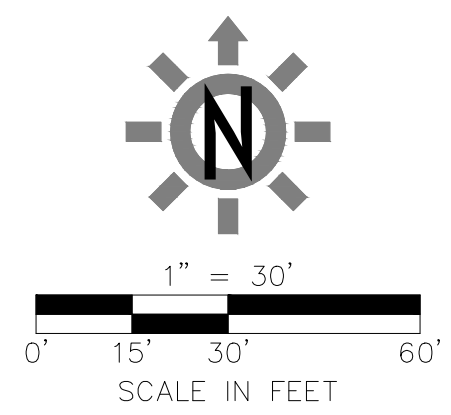
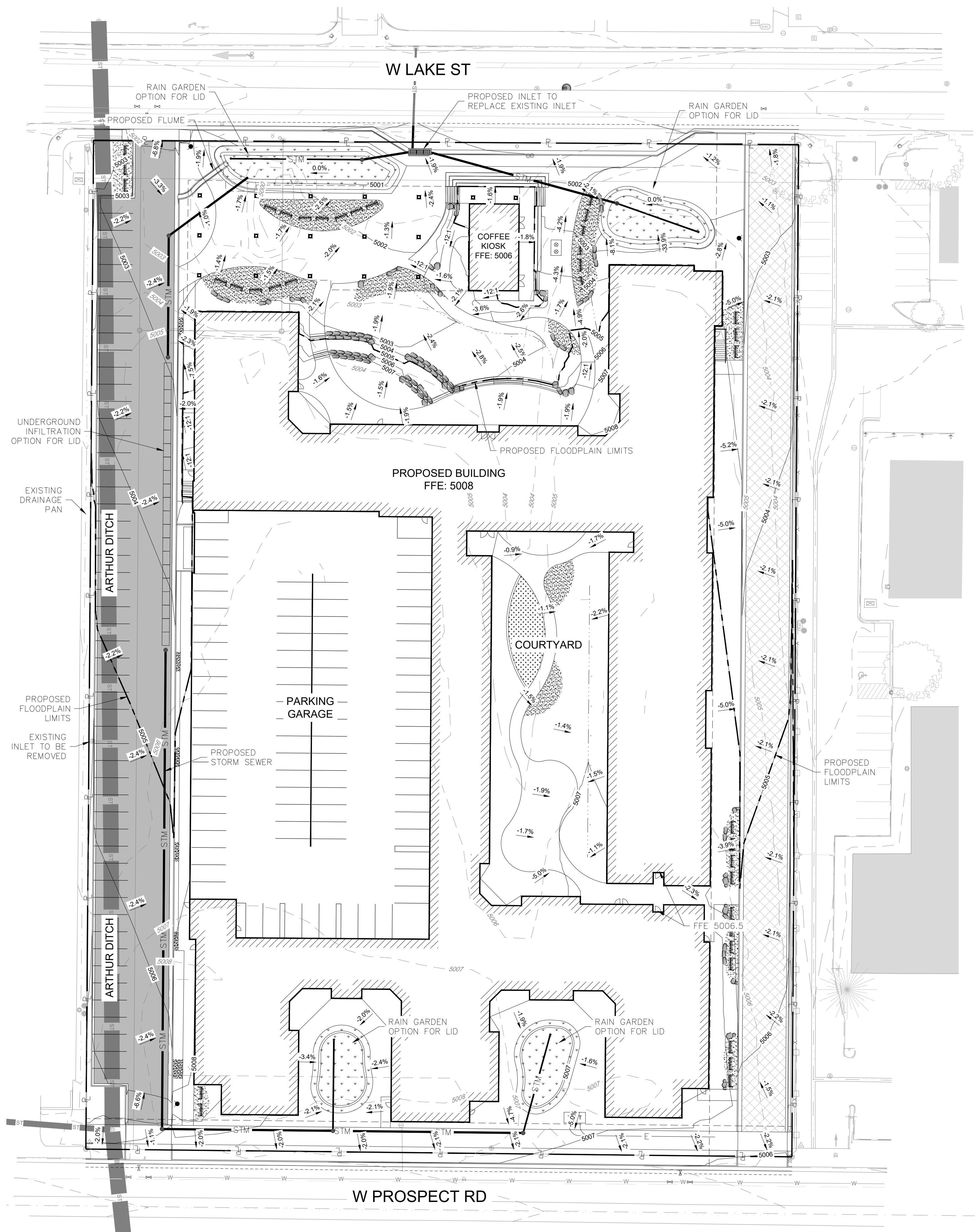
**Holland Basham Architects**

3575 RINGSBY CT. SUITE 411  
DENVER, CO 80216  
(720) 677-7766

**PRELIMINARY**  
NOT FOR CONSTRUCTION

PROJECT: PROSPECT PLAZA  
DATE: 11-15-2024  
SCALE: AS NOTED

SHEET: SPAR-01



**LEGEND**

- PROPERTY LINE
- SETBACK/EASEMENT LINE
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- PROPOSED STORM SEWER
- PROPOSED FLOODPLAIN LIMITS
- PROPOSED BUILDING
- PROPOSED ASPHALT PAVEMENT
- PROPOSED EMERGENCY ACCESS DRIVE
- PROPOSED RAIN GARDEN OPTION
- PROPOSED CRUSHER FINES/DECOMPOSED GRANITE AREAS

AGENCY APPROVAL



CONSULTANTS



No.	Description	Date
1	SPAR (ROUND 1)	11/22/2024

**PROSPECT PLAZA**

**GRADING & DRAINAGE PLAN**

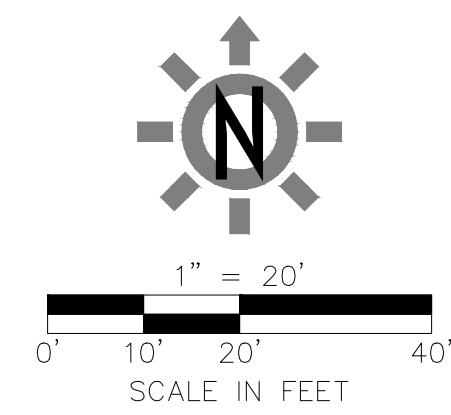
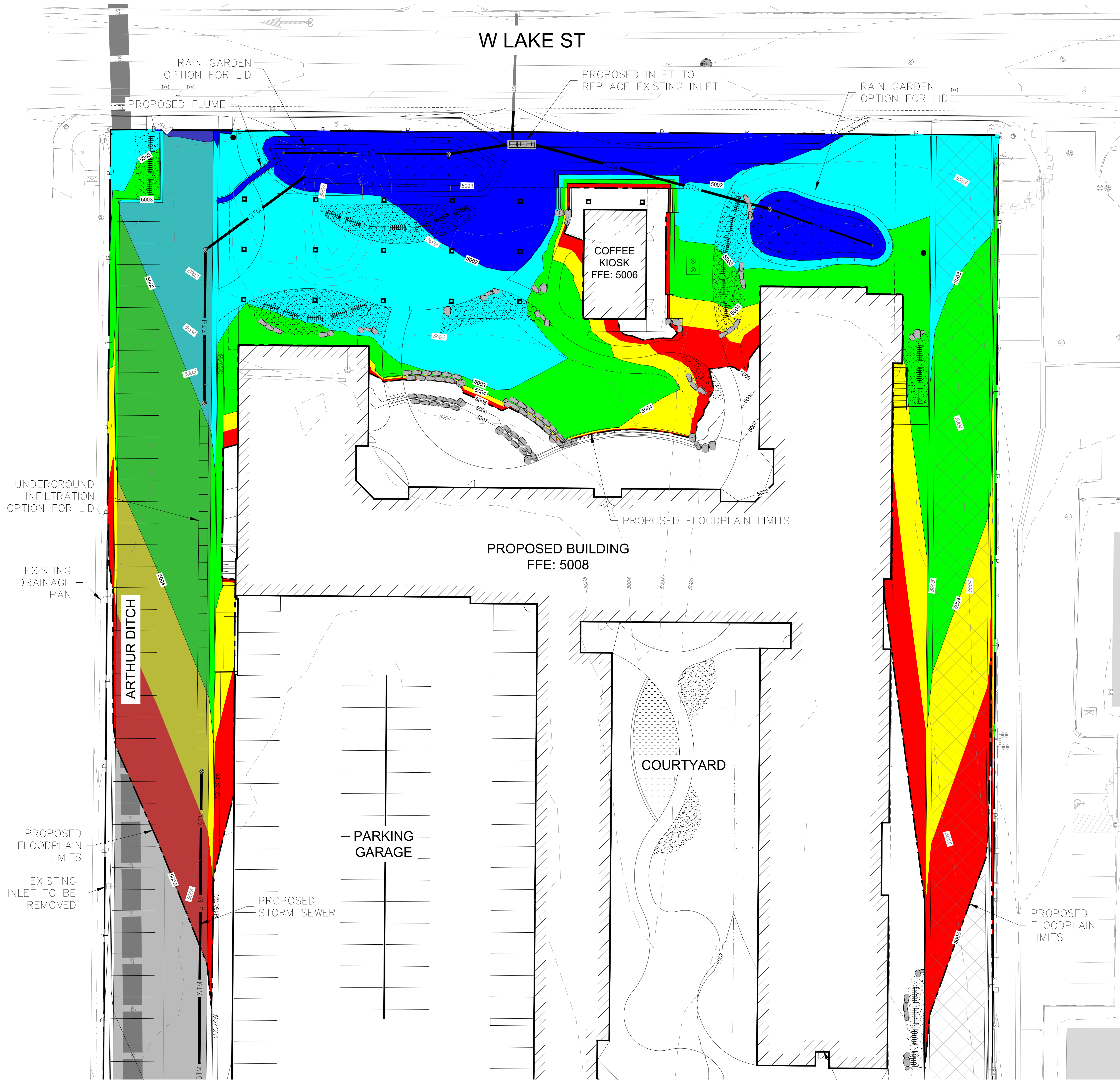


3575 RINGSBY CT. SUITE 411  
DENVER, CO 80216  
(720) 677-7766

**PRELIMINARY**  
NOT FOR CONSTRUCTION

PROJECT: PROSPECT PLAZA  
DATE: 11-15-2024  
SCALE: AS NOTED

SHEET: SPAR-02



Proposed Floodplain Ponding Depth			
Number	Minimum Elevation	Maximum Elevation	Color
1	0.000	0.500	Red
2	0.500	1.000	Yellow
3	1.000	2.000	Green
4	2.000	3.000	Cyan
5	3.000	4.500	Blue

**LEGEND**

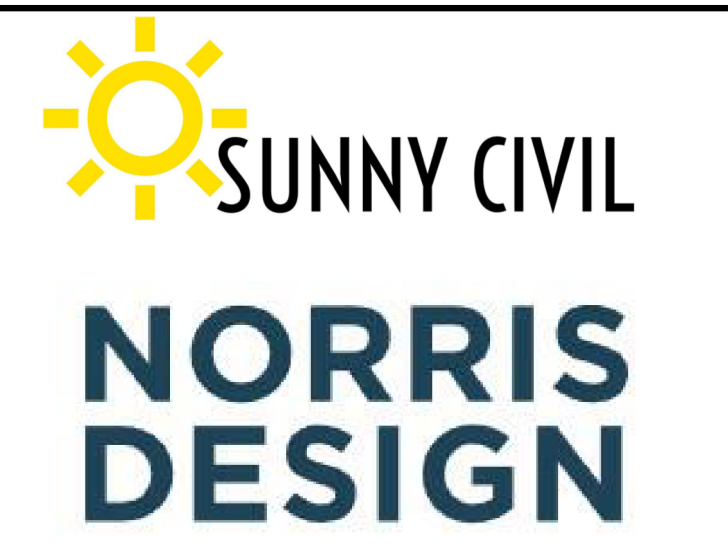
- PROPERTY LINE
- SETBACK/EASEMENT LINE
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- PROPOSED STORM SEWER
- PROPOSED FLOODPLAIN LIMITS
- PROPOSED BUILDING
- PROPOSED ASPHALT PAVEMENT
- PROPOSED EMERGENCY ACCESS DRIVE
- PROPOSED RAIN GARDEN OPTION
- PROPOSED CRUSHER FINES/DG AREAS

EXPOSED FOUNDATIONS TO BE WATERPROOFED WHERE IN FLOODPLAIN LIMITS

AGENCY APPROVAL



CONSULTANTS



No.	Description	Date
1	SPAR (ROUND 1)	11/22/2024

**PROSPECT PLAZA**

**FLOODPLAIN PLAN**

**Holland Basham Architects**

3575 RINGSBY CT. SUITE 411  
DENVER, CO 80216  
(720) 677-7766

**PRELIMINARY**  
NOT FOR CONSTRUCTION

PROJECT: PROSPECT PLAZA  
DATE: 11-15-2024  
SCALE: AS NOTED

SHEET: SPAR-03

**COFC STREET TREE NOTES**

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

**COFC TREE PROTECTION NOTES**

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

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

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

**COFC GENERAL LANDSCAPE NOTES**

1. PLANT QUALITY: ALL PLANT MATERIAL SHALL BE A-GRADE OR NO. 1 GRADE – FREE OF ANY DEFECTS, OF NORMAL HEALTH, HEIGHT, LEAF DENSITY AND SPREAD APPROPRIATE TO THE SPECIES AS DEFINED BY THE AMERICAN ASSOCIATION OF NURSERYMEN (AAN) STANDARD ALL TREES SHALL BE BALL AND BURLAP OR EQUIVALENT.
- IRRIGATION: ALL LANDSCAPE AREAS WITHIN THE SITE INCLUDING TURF, SHRUB BEDS AND TREE AREAS SHALL BE IRRIGATED WITH AN AUTOMATIC IRRIGATION SYSTEM. THE IRRIGATION PLAN MUST BE REVIEWED AND APPROVED BY THE CITY OF FORT COLLINS WATER UTILITIES DEPARTMENT PRIOR TO THE ISSUANCE OF A BUILDING PERMIT. ALL TURF AREAS SHALL BE IRRIGATED WITH AN AUTOMATIC POP-UP IRRIGATION SYSTEM. ALL SHRUB BEDS AND TREES, INCLUDING IN NATIVE SEED AREAS, SHALL BE IRRIGATED WITH AN AUTOMATIC DRIP (TRICKLE) IRRIGATION SYSTEM, OR WITH AN ACCEPTABLE ALTERNATIVE APPROVED BY THE CITY WITH THE IRRIGATION PLANS. THE IRRIGATION SYSTEM SHALL BE ADJUSTED TO MEET THE WATER REQUIREMENTS OF THE INDIVIDUAL PLANT MATERIAL. IRRIGATION SYSTEMS TO BE TURNED OVER TO THE CITY PARKS DEPARTMENT FOR MAINTENANCE MUST BE APPROVED BY THE PARKS MANAGER AND MEET PARKS IRRIGATION STANDARDS. DESIGN REVIEW SHALL OCCUR DURING UTILITIES DEPARTMENT IRRIGATION REVIEW PRIOR TO THE ISSUANCE OF A BUILDING PERMIT AND CONSTRUCTION OBSERVATION AND INSPECTION BY PARKS SHALL BE INCORPORATED INTO THE CONSTRUCTION PROCESS.
- TOPSOIL: TO THE MAXIMUM EXTENT FEASIBLE, TOPSOIL THAT IS REMOVED DURING CONSTRUCTION ACTIVITY SHALL BE CONSERVED FOR LATER USE ON AREAS REQUIRING RE VEGETATION AND LANDSCAPING.
- SOIL AMENDMENTS: SOIL AMENDMENTS SHALL BE PROVIDED AND DOCUMENTED IN ACCORDANCE WITH CITY CODE SECTION 12-132. THE SOIL IN ALL LANDSCAPE AREAS, INCLUDING PARKWAYS AND MEDIANS, SHALL BE THOUGHLY LOOSENED TO A DEPTH OF NOT LESS THAN EIGHT(8) INCHES AND SOIL AMENDMENT SHALL BE THOROUGHLY INCORPORATED INTO THE SOIL OF ALL LANDSCAPE AREAS TO A DEPTH OF AT LEAST SIX(6) INCHES BY TILLING, DISCING OR OTHER SUITABLE METHOD, AT A RATE OF AT LEAST THREE (3) CUBIC YARDS OF SOIL AMENDMENT PER ONE THOUSAND (1,000) SQUARE FEET OF LANDSCAPE AREA. PRIOR TO THE ISSUANCE OF ANY CERTIFICATE OF OCCUPANCY, A WRITTEN CERTIFICATION MUST BE SUBMITTED TO THE CITY THAT ALL PLANTED AREAS, OR AREAS TO BE PLANTED, HAVE BEEN THOROUGHLY LOOSENED AND THE SOIL AMENDED, CONSISTENT WITH THE REQUIREMENTS SET FORTH IN SECTION 12-132.
- INSTALLATION AND GUARANTEE: ALL LANDSCAPING SHALL BE INSTALLED ACCORDING TO SOUND HORTICULTURAL PRACTICES IN A MANNER DESIGNED TO ENCOURAGE QUICK ESTABLISHMENT AND HEALTHY GROWTH. ALL LANDSCAPING FOR EACH PHASE MUST BE EITHER INSTALLED OR THE INSTALLATION MUST BE SECURED WITH AN IRREVOCABLE LETTER OF CREDIT, PERFORMANCE BOND, OR ESCROW ACCOUNT FOR 125% OF THE VALUATION OF THE MATERIALS AND LABOR PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY FOR ANY BUILDING IN SUCH PHASE.
- MAINTENANCE: TREES AND VEGETATION, IRRIGATION SYSTEMS, FENCES, WALLS AND OTHER LANDSCAPE ELEMENTS WITH THESE FINAL PLANS SHALL BE CONSIDERED AS ELEMENTS OF THE PROJECT IN THE SAME MANNER AS PARKING, BUILDING MATERIALS AND OTHER SITE DETAILS. THE APPLICANT, LANDOWNER OR SUCCESSORS IN INTEREST SHALL BE JOINTLY AND SEVERALLY RESPONSIBLE FOR THE REGULAR MAINTENANCE OF ALL LANDSCAPING ELEMENTS IN GOOD CONDITION. ALL LANDSCAPING SHALL BE MAINTAINED FREE FROM DISEASE, PESTS, WEEDS AND LITTER, AND ALL LANDSCAPE STRUCTURES SUCH AS FENCES AND WALLS SHALL BE REPAIRED AND REPLACED PERIODICALLY TO MAINTAIN A STRUCTURALLY SOUND CONDITION.
- REPLACEMENT: ANY LANDSCAPE ELEMENT THAT DIES, OR IS OTHERWISE REMOVED, SHALL BE PROMPTLY REPLACED IN ACCORDANCE WITH THE REQUIREMENTS OF THESE PLANS.
- THE FOLLOWING SEPARATIONS SHALL BE PROVIDED BETWEEN TREES/SHRUBS AND UTILITIES: 40 FEET BETWEEN CANOPY TREES AND STREET LIGHTS 15 FEET BETWEEN ORNAMENTAL TREES AND STREETLIGHTS 10 FEET BETWEEN TREES AND PUBLIC WATER, SANITARY AND STORM SEWER MAIN LINES 6 FEET BETWEEN TREES AND PUBLIC WATER, SANITARY AND STORM SEWER SERVICE LINES. 4 FEET BETWEEN SHRUBS AND PUBLIC WATER AND SANITARY AND STORM SEWER LINES 4 FEET BETWEEN TREES AND GAS LINES
- ALL STREET TREES SHALL BE PLACED A MINIMUM EIGHT (8) FEET AWAY FROM THE EDGES OF DRIVEWAYS AND ALLEYS PER LUC 3.2.1(D)(2)(a).
- PLACEMENT OF ALL LANDSCAPING SHALL BE IN ACCORDANCE WITH THE SIGHT ISTANCE CRITERIA AS SPECIFIED BY THE CITY OF FORT COLLINS. NO STRUCTURES OR LANDSCAPE ELEMENTS GREATER THAN 24" SHALL BE ALLOWED WITHIN THE SIGHT DISTANCE TRIANGLE OR EASEMENTS WITH THE EXCEPTION OF DECIDUOUS TREES PROVIDED THAT THE LOWEST RANCH IS AT EAST 6' FROM GRADE. ANY FENCES WITHIN THE SIGHT DISTANCE TRIANGLE OR CASEMENT MUST BE NOT MORE THAN 42" IN HEIGHT AND OF AN OPEN DESIGN.
- THE FINAL LANDSCAPE PLAN SHALL BE COORDINATED WITH ALL OTHER FINAL LAN ELEMENTS SO THAT THE PROPOSED GRADING, STORM DRAINAGE, AND THEIR DEVELOPMENT IMPROVEMENTS DO NOT CONFLICT WITH NOR PRECLUDE INSTALLATION AND MAINTENANCE OF LANDSCAPE ELEMENTS ON THIS PLAN.
- MINOR CHANGES IN SPECIES AND PLANT LOCATIONS MAY BE MADE DURING CONSTRUCTION -- AS REQUIRED BY SITE CONDITIONS OR PLANT AVAILABILITY. OVERALL QUANTITY, QUALITY, AND DESIGN CONCEPT MUST BE CONSISTENT THE APPROVED PLANS. IN THE EVENT OF CONFLICT WITH THE QUANTITIES INCLUDED IN THE PLANT LIST, SPECIES AND QUANTITIES ILLUSTRATED SHALL BE PROVIDED. ALL CHANGES OF PLANT SPECIES AND LOCATION MUST HAVE WRITTEN APPROVAL BY THE CITY PRIOR TO INSTALLATION.
- ALL PLANTING BEDS SHALL BE MULCHED TO A MINIMUM DEPTH OF THREE INCHES

**COFC FLOODPLAIN AND FLOODWAY NOTES**

- PORTIONS OF THIS PROPERTY ARE LOCATED IN THE FEMA REGULATORY 100- YEAR (INSERT NAME OF FLOODWAY) AND HIGH RISK FLOOD FRINGE.
- ALL DEVELOPMENT WITHIN THE FLOODPLAIN MUST COMPLY WITH THE FLOODPLAIN REGULATIONS OF CHAPTER 10 OF CITY OF FORT COLLINS MUNICIPAL CODE.
- CONSTRUCTION OF RESIDENTIAL STRUCTURES IS NOT ALLOWED IN THE 100 YEAR FLOODWAY.
- RESIDENTIAL STRUCTURES ARE ALLOWED IN THE 100 YEAR HIGH RISK FLOOD FRINGE PROVIDED THEY MEET ALL ELEVATION REQUIREMENTS OF CHAPTER 10 OF CITY MUNICIPAL CODE.
- NON-STRUCTURAL DEVELOPMENT (FENCES, DETENTION PONDS, HARD SURFACE PATHS, FILL, DRIVEWAYS, PARKING AREAS, VEGETATION, ETC.) IS ALLOWED WITHIN THE 100 YEAR FLOODWAY, PROVIDED THE DEVELOPMENT WILL NOT CAUSE A RISE IN THE BASE FLOOD ELEVATION OR A CHANGE TO THE FLOODWAY OR FLOOD FRINGE BOUNDARIES. NON-STRUCTURAL DEVELOPMENT IS NOT RESTRICTED IN THE FLOOD FRINGE.

AGENCY APPROVAL



CONSULTANTS



No.	Description	Date
1	SPAR (ROUND 1)	11/22/2024

PROSPECT PLAZA

LANDSCAPE NOTES

**Holland Basham Architects**

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PROJECT: PROSPECT PLAZA

DATE: 11-15-2024

SCALE: AS NOTED

SHEET: SPAR-04



PLANT SCHEDULE

CODE	BOTANICAL NAME	COMMON NAME	ROOT	SIZE	WATER USE	MITIGATION
<b>DECIDUOUS TREES</b>						
AC GM	ACER SACCHARUM 'GREEN MOUNTAIN' TM	GREEN MOUNTAIN SUGAR MAPLE	B & B	2" CAL	VERY LOW	3
CA SP	CATALPA SPECIOSA	NORTHERN CATALPA	B & B	2" CAL	LOW	
GI AG	GINKGO BILOBA 'AUTUMN GOLD' TM	AUTUMN GOLD GINKGO	B & B	2" CAL	MOD	
GL SH	GLEDITSIA TRIACANTHOS INERMIS 'SHADEMASTER' TM	SHADEMASTER LOCUST	B & B	2" CAL	LOW	2
GY DI	GYMNOCLADUS DIOICA 'ESPRESSO'	KENTUCKY COFFEETREE	B & B	2" CAL	LOW	2
QU RP	QUERCUS ROBUR 'REGAL PRINCE'	REGAL PRINCE ENGLISH OAK	B & B	2" CAL	MOD	1
QU SH	QUERCUS SHUMARDII	SHUMARD RED OAK	B & B	2" CAL	LOW	
<b>EVERGREEN TREES</b>						
PI BA	PICEA PUNGENS GLAUCA 'BAKERI'	BAKERI BLUE SPRUCE	B & B	6' HEIGHT	MOD	
PI HE	PINUS HELDREICHII	BOSNIAN PINE	B & B	6' HEIGHT	LOW	2
<b>ORNAMENTAL TREES</b>						
AC HW	ACER TATARICUM 'HOT WINGS'	HOT WINGS TATARIAN MAPLE	B & B	1.5" CAL	LOW	2
CE CA	CERCIS CANADENSIS	EASTERN REDBUD	B & B	6' CLUMP	MOD	2
GI PS	GINKGO BILOBA 'PRINCETON SENTRY'	PRINCETON SENTRY GINKGO	B & B	2" CAL	MOD	4
PR AM	PRUNUS AMERICANA	AMERICAN PLUM	B & B	6' CLUMP	MOD	3
PY CA	PYRUS CALLERYANA CHANTICLEER	CHANTICLEER PEAR	B & B	1.5" CAL	MOD	1
						<b>TOTAL: 22</b>
<b>DECIDUOUS SHRUBS</b>						
AM SO	AMELANCHIER ALNIFOLIA 'STANDING OVATION' TM	STANDING OVATION SERVICEBERRY	CONT.	#5	LOW	
BE CP	BERBERIS THUNBERGII 'CRIMSON PYGMY'	CRIMSON PYGMY BARBERRY	CONT.	#5	LOW	
CO KE	CORNUS SERICEA 'KELSEY'	KELSEY DOGWOOD	CONT.	#5	MOD	
CO BA	CORNUS SERICEA 'BAILEY'	BAYLEY'S RED TWIG DOGWOOD	CONT.	#5	MOD	
CY SP	CYTISUS PURGANS 'SPANISH GOLD'	SPANISH GOLD BROOM	CONT.	#5	LOW	
PE LS	PEROVSKIA ATRIPLICIFOLIA 'LITTLE SPIRE' TM	LITTLE SPIRE RUSSIAN SAGE	CONT.	#5	VERY LOW	
PH SN	PHILADELPHUS X 'SNOWBELLE'	SNOWBELL MOCK ORANGE	CONT.	#5	LOW	
PR BE	PRUNUS BESSEYI	WESTERN SAND CHERRY	CONT.	#5	LOW	
RH AU	RHUS TRILOBATA 'AUTUMN AMBER'	AUTUMN AMBER SUMAC	CONT.	#5	VERY LOW	
SY OR	SYMPHORICARPOS OREOPHILUS	MOUNTAIN SNOWBERRY	CONT.	#5	LOW	
<b>EVERGREEN SHRUBS</b>						
AR CH	ARCTOSTAPHYLOS X COLORADOENSIS 'CHIEFTAIN'	CHIEFTAIN MANZANITA	CONT.	#5	LOW	
EU BL	EUONYMUS FORTUNEI 'BLONDY' TM	BLONDY EUNONYMUS	CONT.	#5	MOD	
EU EG	EUONYMUS FORTUNEI 'EMERALD GAIETY' TM	EMERALD GAIETY EUONYMUS	CONT.	#5	MOD	
JU BU	JUNIPERUS SABINA 'BUFFALO'	BUFFALO JUNIPER	CONT.	#5	LOW	
MA CO	MAHONIA AQUIFOLIUM 'COMPACTA'	COMPACT OREGON GRAPE	CONT.	#5	LOW	
<b>ORNAMENTAL GRASSES</b>						
AN WI	ANDROPOGON GERARDII 'WINDWALKER'	WINDWALKER BIG BLUE STEM	CONT.	#1	LOW	
BO BA	BOUTELOUA GRACILIS 'BLONDE AMBITION'	BLOND AMBITION BLUE GRAMA GRASS	CONT.	#1	VERY LOW	
MI AD	MISCANTHUS SINENSIS 'ADAGIO'	COMPACT MAIDEN GRASS	CONT.	#1	MOD	
PA SH	PANICUM VIRGATUM 'SHENANDOAH'	SHENANDOAH SWITCH GRASS	CONT.	#1	LOW	
SP HE	SPOROBOLUS HETEROLEPIS	PRAIRIE DROPSEED	CONT.	#1	LOW	
<b>PERENNIALS</b>						
EC PU	ECHINACEA PURPUREA	PURPLE CONEFLOWER	CONT.	#1	LOW	
RU FU	RUDBECKIA FULGIDA 'GOLDSTRUM'	BLACK-EYED SUSAN	CONT.	#1	LOW	
SE AJ	SEDUM X 'AUTUMN JOY'	AUTUMN JOY SEDUM	CONT.	#1	LOW	

AGENCY APPROVAL



CONSULTANTS



1	SPAR (ROUND 1)	11/22/2024
No.	Description	Date

PROSPECT PLAZA

LANDSCAPE SCHEDULE

**Holland Basham**  
Architects

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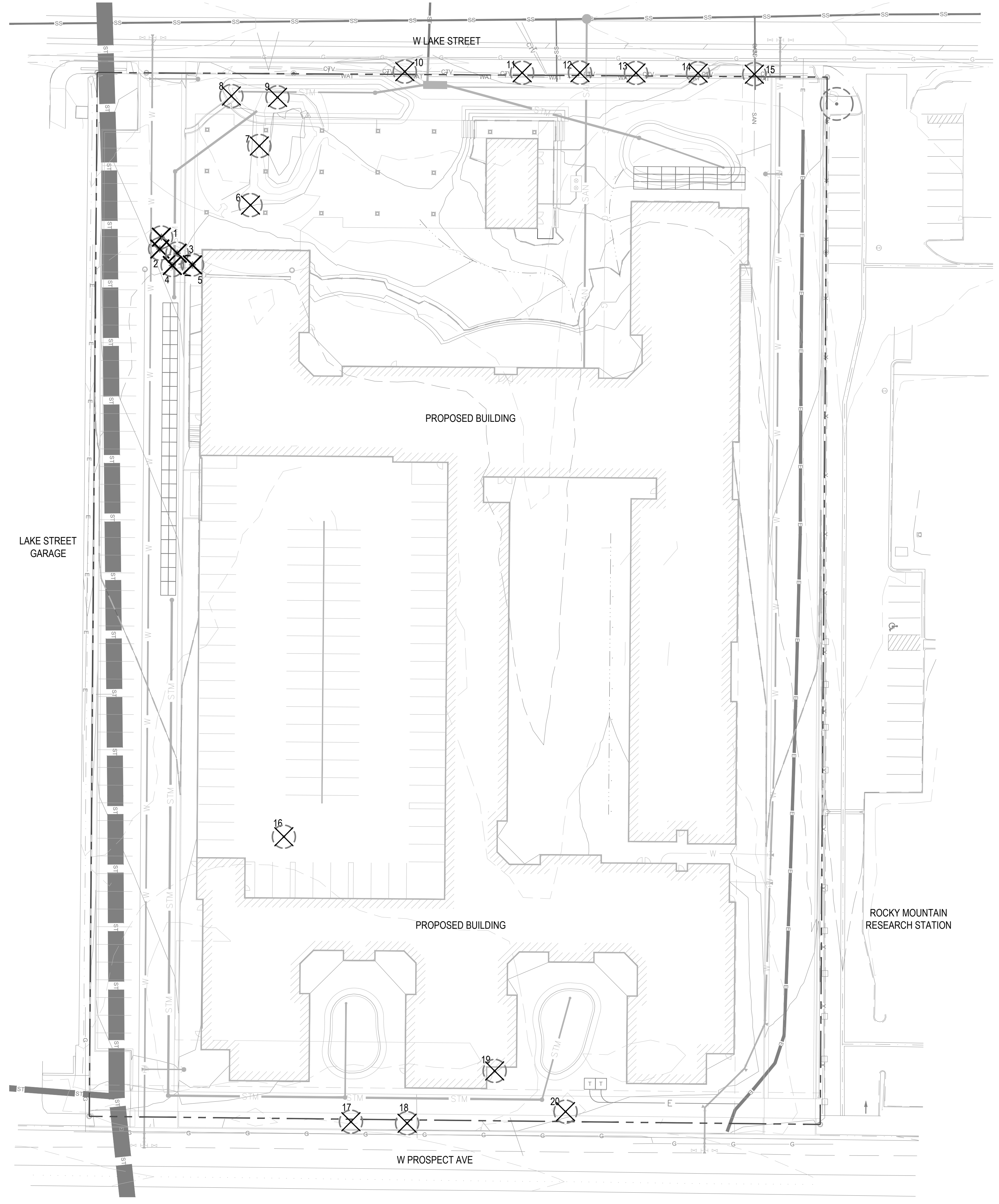
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PROJECT: PROSPECT PLAZA

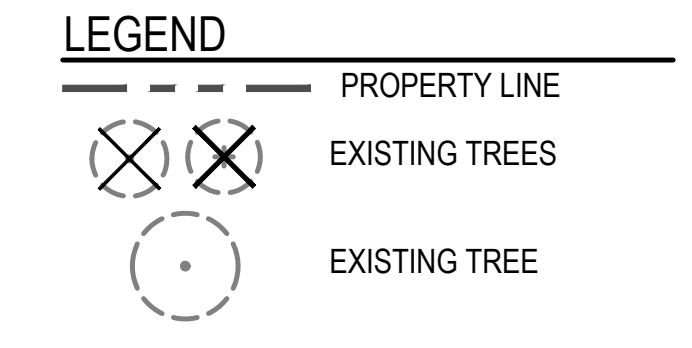
DATE: 11-15-2024

SCALE: AS NOTED

SHEET: SPAR-05



TREE INVENTORY AND MITIGATION INFORMATION						
#	SPECIES	DBH (INCHES)	CONDITION	MITIGATION	KEEP(K) OR REMOVE(R)	REASON FOR REMOVAL
1	ROCKY MOUNTAIN JUNIPER	6	FAIR +	1	R	CONFLICT WITH PROPOSED SITE
2	ROCKY MOUNTAIN JUNIPER	6	FAIR +	1	R	CONFLICT WITH PROPOSED SITE
3	ROCKY MOUNTAIN JUNIPER	6	FAIR +	1	R	CONFLICT WITH PROPOSED SITE
4	ROCKY MOUNTAIN JUNIPER	6	FAIR +	1	R	CONFLICT WITH PROPOSED SITE
5	ROCKY MOUNTAIN JUNIPER	6	FAIR +	1	R	CONFLICT WITH PROPOSED SITE
6	HACKBERRY	8	FAIR +	1	R	CONFLICT WITH PROPOSED SITE
7	HACKBERRY	8	FAIR +	1	R	CONFLICT WITH PROPOSED SITE
8	HACKBERRY	4	POOR	1	R	CONFLICT WITH PROPOSED SITE
9	HACKBERRY	7	FAIR +	1	R	CONFLICT WITH PROPOSED SITE
10	HACKBERRY	6	FAIR +	1	R	CONFLICT WITH PROPOSED SITE
11	HACKBERRY	5	FAIR +	1	R	CONFLICT WITH PROPOSED SITE
12	HACKBERRY	8	FAIR +	1	R	CONFLICT WITH PROPOSED SITE
13	HACKBERRY	6	FAIR +	1	R	CONFLICT WITH PROPOSED SITE
14	HACKBERRY	8	FAIR +	1	R	CONFLICT WITH PROPOSED SITE
15	HACKBERRY	6	FAIR +	1	R	CONFLICT WITH PROPOSED SITE
16	GREEN ASH	20	FAIR +	3	R	CONFLICT WITH PROPOSED SITE
17	GREEN ASH	16	FAIR -	2	R	CONFLICT WITH PROPOSED SITE
18	PLUM	7	POOR	0	R	CONFLICT WITH PROPOSED SITE
19	GREEN ASH	15	POOR +	1	R	CONFLICT WITH PROPOSED SITE
20	GREEN ASH	12	FAIR -	1	R	CONFLICT WITH PROPOSED SITE
				TOTAL MITIGATION	22	



No.	Description	Date
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TREE MITIGATION PLAN

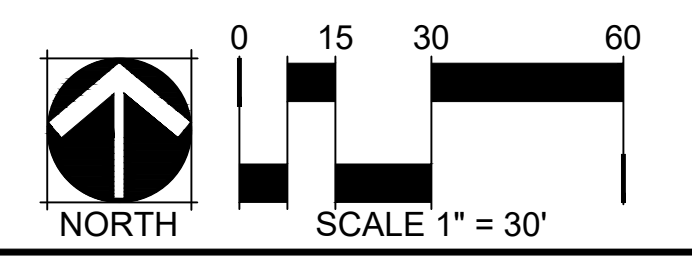
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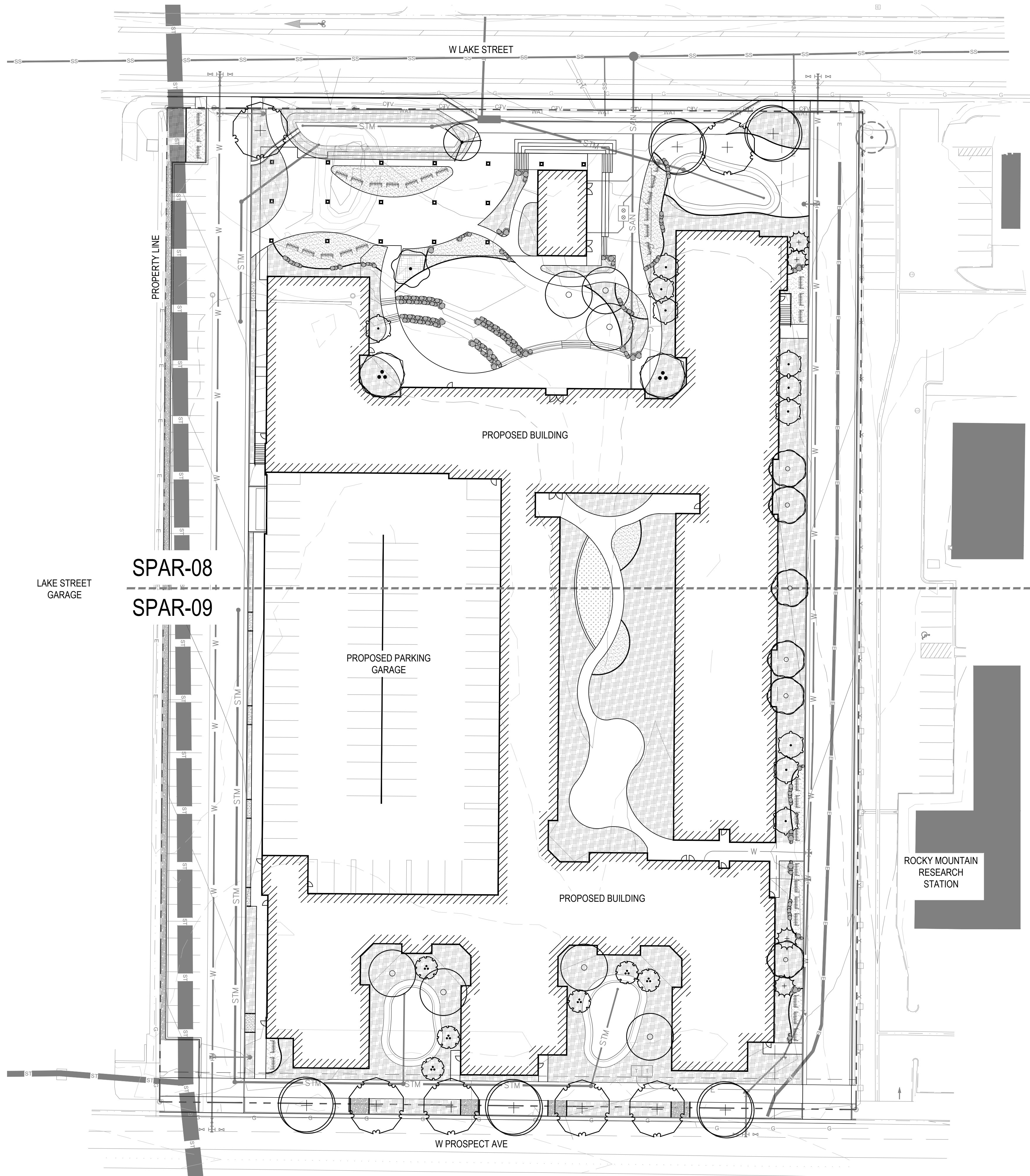
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PROJECT: PROSPECT PLAZA  
DATE: 11-15-2024  
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**LEGEND**  
 - - - - - PROPERTY LINE  
 - - - - - MATCHLINE

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1	SPAR (ROUND 1)	11/22/2024

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OVERALL SITE PLAN

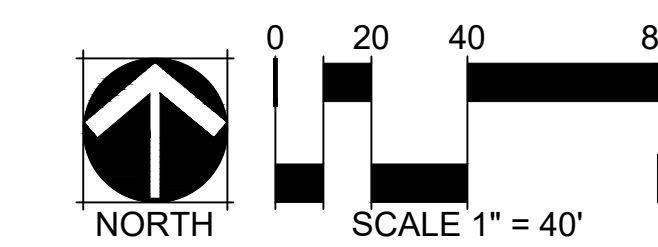
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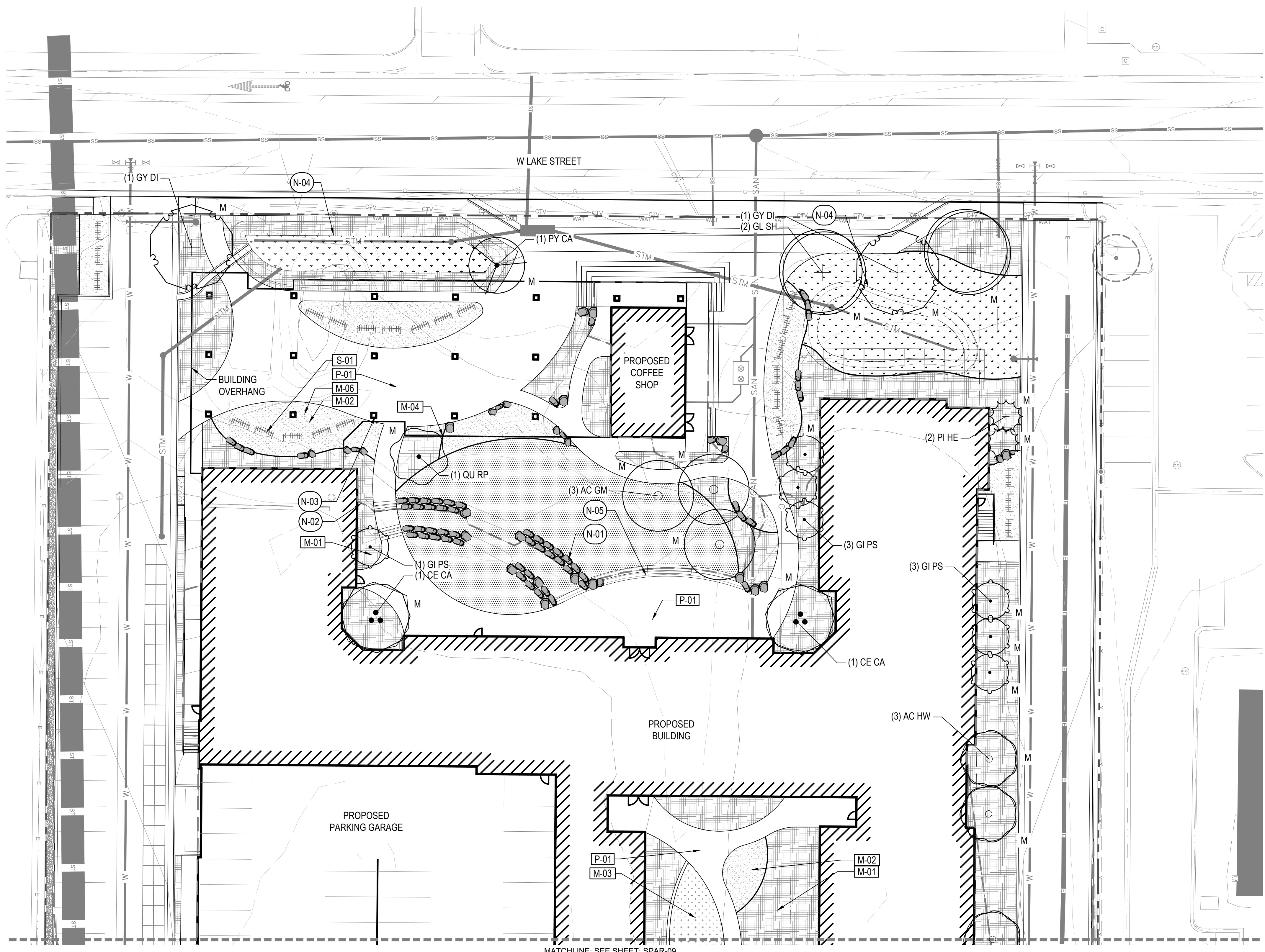
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DATE: 11-15-2024  
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SHEET: SPAR-07





MATCHLINE: SEE SHEET: SPAR-09

LEGEND

- PROPERTY LINE
  - MATCHLINE
  - PROPOSED CONTOURS
  - EXISTING CONTOURS
  - FLOODPLAIN LINE; RE: CIVIL
  - EXISTING TREE; TO BE PROTECTED
  - TREE MITIGATION
- | CODE | DESCRIPTION       |
|------|-------------------|
| M-01 | SHRUB BED AREA    |
| M-02 | CRUSHER FINES     |
| M-03 | ARTIFICIAL TURF   |
| M-04 | METAL EDGER       |
| M-05 | LANDSCAPE BOULDER |
- | CODE | DESCRIPTION                             |
|------|---|
| S-01 | BIKE RACK (319 PARKING SPACES PROVIDED) |
- | CODE | DESCRIPTION       |
|------|-------------------|
| P-01 | STANDARD CONCRETE |

KEY NOTES

CODE	DESCRIPTION	DETAIL
N-01	BOULDER RETAINING WALL	3 / SPAR-11
N-02	FLOODPLAIN LINE; RE CIVIL	
N-03	BUILDING COLUMNS; RE ARCH	
N-04	RAIN GARDENS; RE CIVIL	
N-05	CONCRETE RETAINING STEPS/SEATING	

PLANT SCHEDULE

CODE	COMMON NAME
<b>DECIDUOUS TREES</b>	
AC GM	GREEN MOUNTAIN SUGAR MAPLE
GY DI	KENTUCKY COFFEETREE
QU RP	REGAL PRINCE ENGLISH OAK
GL SH	SHADEMASTER LOCUST
<b>EVERGREEN TREES</b>	
PI HE	BOSNIAN PINE
<b>ORNAMENTAL TREES</b>	
PR AM	AMERICAN PLUM
PY CA	CHANTICLEER PEAR
CE CA	EASTERN REDBUD
AC HW	HOT WINGS TATARIAN MAPLE
GI PS	PRINCETON SENTRY GINKGO



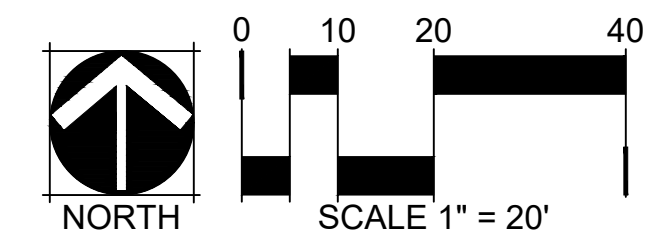
No.	Description	Date
1	SPAR (ROUND 1)	11/22/2024

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LANDSCAPE PLAN



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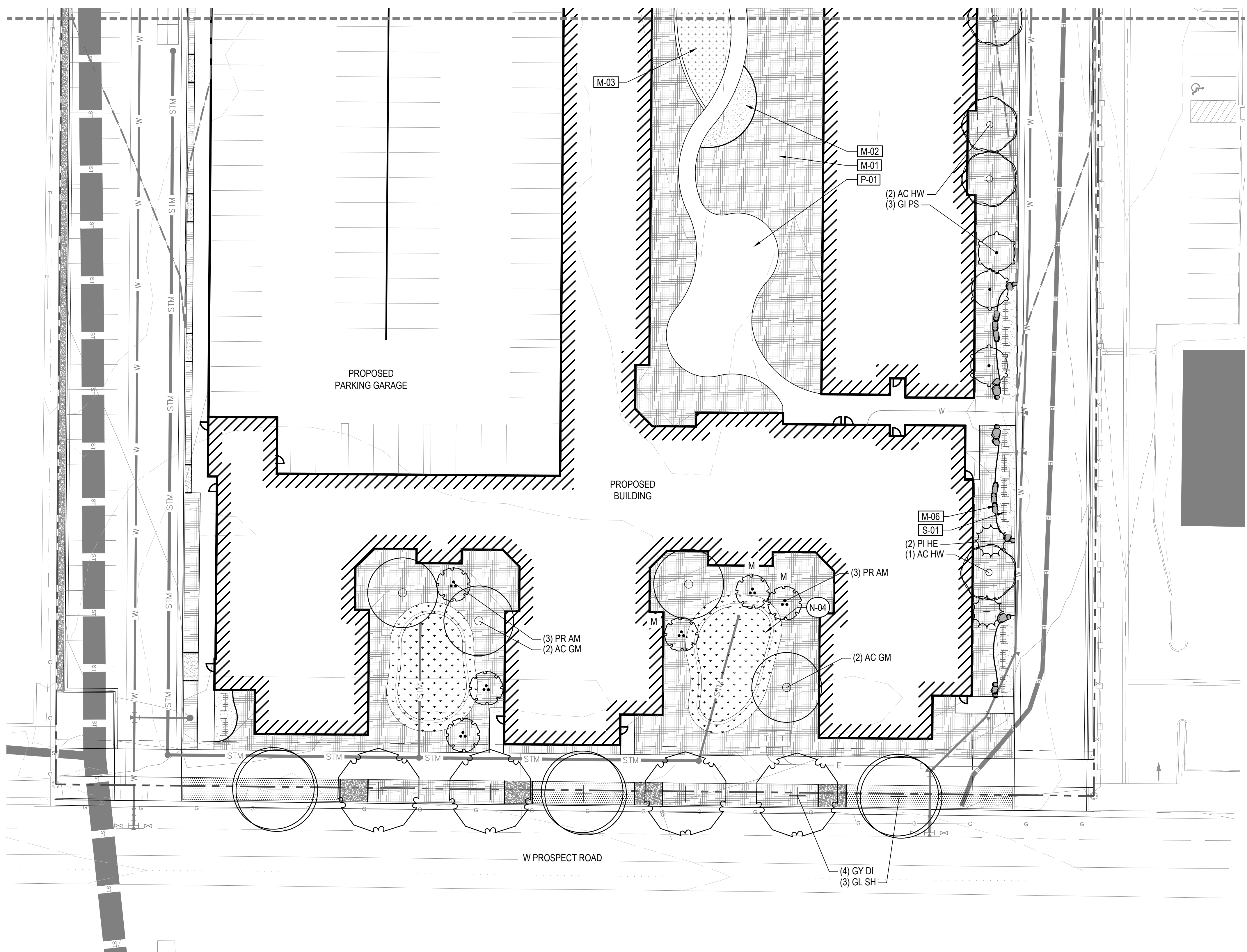


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PROJECT: PROSPECT PLAZA  
DATE: 11-15-2024  
SCALE: AS NOTED

SHEET: SPAR-08

MATCHLINE; SEE SHEET: SPAR-09



**LEGEND**

- PROPERTY LINE
  - MATCHLINE
  - PROPOSED CONTOURS
  - EXISTING CONTOURS
  - FLOODPLAIN LINE; RE: CIVIL
  - EXISTING TREE; TO BE PROTECTED
  - TREE MITIGATION
- | CODE | DESCRIPTION       |
|------|-------------------|
| M-01 | SHRUB BED AREA    |
| M-02 | CRUSHER FINES     |
| M-03 | ARTIFICIAL TURF   |
| M-04 | METAL EDGER       |
| M-05 | LANDSCAPE BOULDER |
- | CODE | DESCRIPTION                             |
|------|---|
| S-01 | BIKE RACK (319 PARKING SPACES PROVIDED) |
|      | SOD                                     |
|      | SEED                                    |
- | CODE | DESCRIPTION       |
|------|-------------------|
| P-01 | STANDARD CONCRETE |

**KEY NOTES**

CODE	DESCRIPTION	DETAIL
N-01	BOULDER RETAINING WALL	3 / SPAR-11
N-02	FLOODPLAIN LINE; RE CIVIL	
N-03	BUILDING COLUMNS; RE ARCH	
N-04	RAIN GARDENS; RE CIVIL	
N-05	CONCRETE RETAINING STEPS/SEATING	

**PLANT SCHEDULE**

CODE	COMMON NAME
<b>DECIDUOUS TREES</b>	
AC GM	GREEN MOUNTAIN SUGAR MAPLE
GY DI	KENTUCKY COFFEETREE
QU RP	REGAL PRINCE ENGLISH OAK
GL SH	SHADEMASTER LOCUST
<b>EVERGREEN TREES</b>	
PI HE	BOSNIAN PINE
<b>ORNAMENTAL TREES</b>	
PR AM	AMERICAN PLUM
PY CA	CHANTICLEER PEAR
CE CA	EASTERN REDBUD
AC HW	HOT WINGS TATARIAN MAPLE
GI PS	PRINCETON SENTRY GINKGO



No.	Description	Date
1	SPAR (ROUND 1)	11/22/2024

PROSPECT PLAZA

LANDSCAPE PLAN

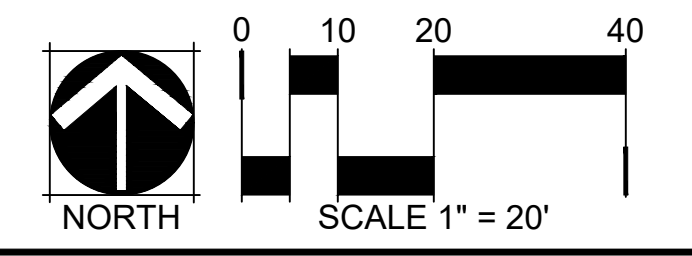


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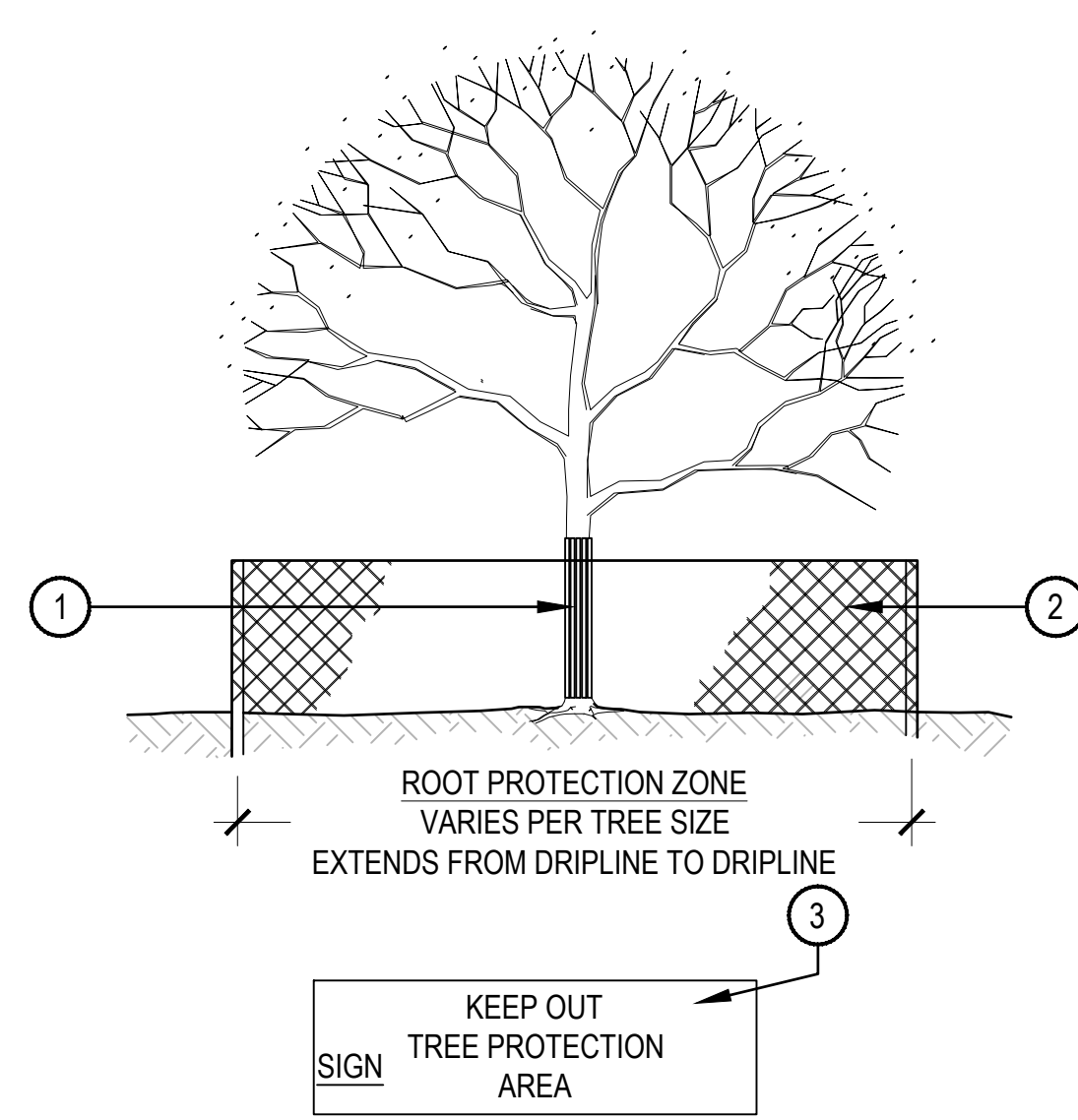
PROJECT: PROSPECT PLAZA  
DATE: 11-15-2024  
SCALE: AS NOTED

SHEET: SPAR-09

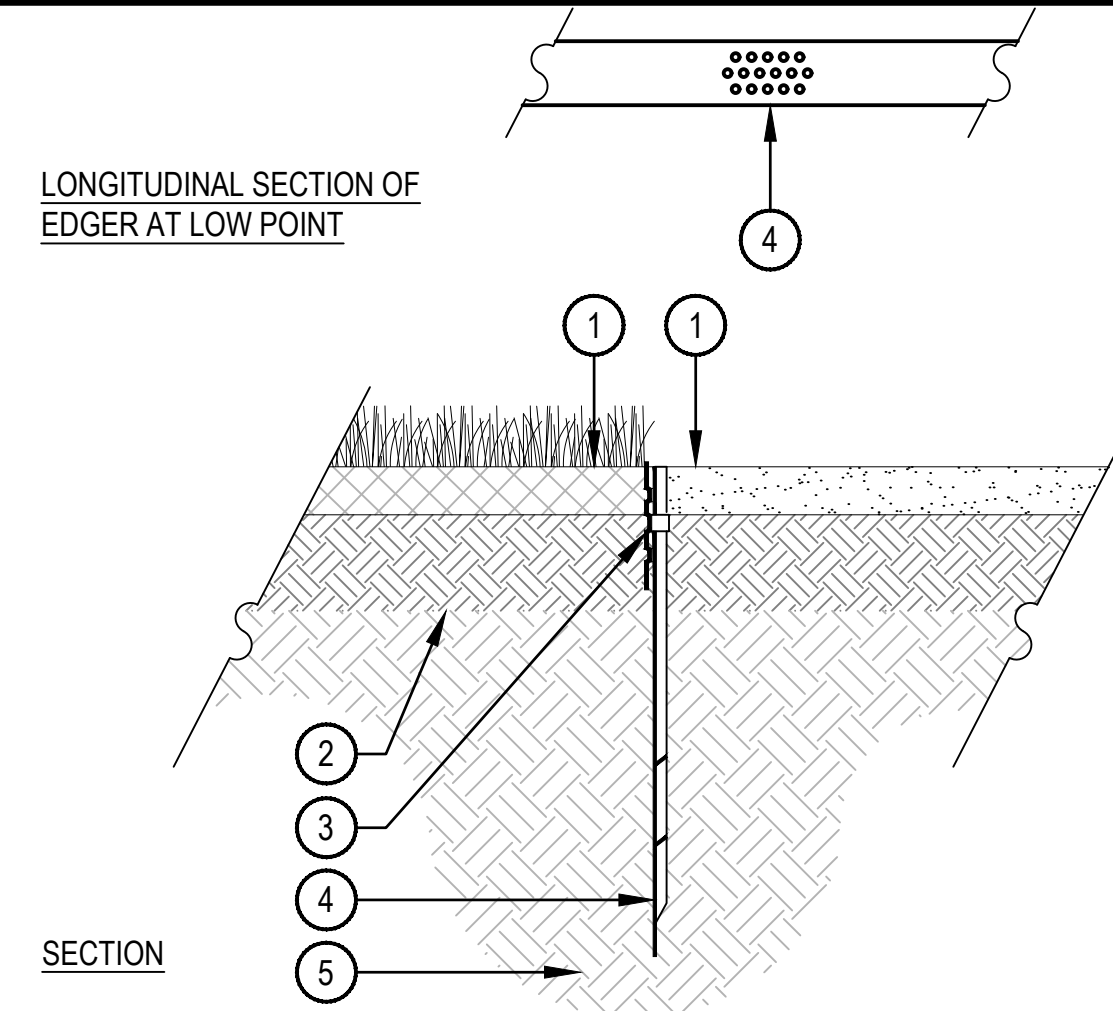


**NOTES:**

- TREES TO BE PROTECTED AND PRESERVED SHALL BE IDENTIFIED ON THE TRUNK WITH WHITE SURVEY TAPE. GROUPING OF MORE THAN ONE TREE MAY OCCUR.
- TO PREVENT ROOT SMOTHERING, SOIL STOCKPILES, SUPPLIES, EQUIPMENT OR ANY OTHER MATERIAL SHALL NOT BE PLACED OR STORED WITHIN THE DRIP LINE OR WITHIN 15 FEET OF A TREE TRUNK, WHICHEVER IS GREATER.
- FENCING MATERIAL SHALL BE SET AT THE DRIP LINE OR 15 FEET FROM TREE TRUNK, WHICHEVER IS GREATER, AND MAINTAINED IN AN UPRIGHT POSITION THROUGHOUT THE DURATION OF CONSTRUCTION ACTIVITIES.
- FENCING MATERIAL SHALL BE BRIGHT, CONTRASTING COLOR, DURABLE, AND A MINIMUM OF FOUR FEET IN HEIGHT.
- TREE ROOTS SHALL NOT BE CUT UNLESS CUTTING IS UNAVOIDABLE.
- WHEN ROOT CUTTING IS UNAVOIDABLE, A CLEAN SHARP CUT SHALL BE MADE TO AVOID SHREDDING OR SMASHING. ROOT CUTS SHOULD BE MADE BACK TO A LATERAL ROOT. ROOTS SHALL BE CUT NO MORE THAN 1/3 OF THE RADIUS FROM DRIFLINE TO TRUNK. WHENEVER POSSIBLE, ROOTS SHOULD BE CUT BETWEEN LATE FALL AND BUD OPENING, DURING DORMANCY PERIOD. ROOT STIMULATOR SHALL BE APPLIED TO CUT ROOTS. EXPOSED ROOTS SHALL BE COVERED IMMEDIATELY TO PREVENT DEHYDRATION. ROOTS SHALL BE COVERED WITH SOIL OR BURLAP AND KEPT MOIST. WATERING OF PROTECTED TREES IN WHICH ROOTS WERE CUT SHALL BE PROVIDED BY THE CONTRACTOR.
- WHEN ROOT CUTTING IS UNAVOIDABLE, A CLEAN SHARP CUT SHALL BE MADE TO AVOID SHREDDING OR SMASHING. ROOT CUTS SHOULD BE MADE BACK TO A LATERAL ROOT. WHENEVER POSSIBLE, ROOTS SHOULD BE CUT BETWEEN LATE FALL AND BUD OPENING, DURING DORMANCY PERIOD. EXPOSED ROOTS SHALL BE COVERED IMMEDIATELY TO PREVENT DEHYDRATION. ROOTS SHALL BE COVERED WITH SOIL OR BURLAP AND KEPT MOIST. WATERING OF PROTECTED TREES IN WHICH ROOTS WERE CUT SHALL BE PROVIDED BY THE CONTRACTOR.
- ANY GRADE CHANGES (SUCH AS THE REMOVAL OF TOPSOIL OR ADDITION OF FILL MATERIAL) WITHIN THE DRIP LINE SHOULD BE AVOIDED FOR EXISTING TREES TO REMAIN. RETAINING WALLS AND TREE WELLS ARE ACCEPTABLE ONLY WHEN CONSTRUCTED PRIOR TO GRADE CHANGE.



- TRUNK PROTECTION** - 1" BOARDS NO LESS THAN 5' LONG OR TO REACH FIRST SCAFFOLD BRANCH. WIRE TO HOLD BOARDS IN PLACE, NO NAILS PERMITTED. INCLUDE WRAPPING OF BURLAP UNDER BOARDS.
- BRANCH PROTECTION** - PROTECT LOWER BRANCHES OF TREE CANOPY. PROVIDE CONSTRUCTION FENCING OR EQUAL AT DRIFLINE MINIMUM.
- PLACE SIGNS EVERY 50', PLACE SIGNS WHERE VISIBLE, ATTACH TO FENCING.



- FINISHED GRADE, TOP OF SOD THATCH LAYER AND TOP OF MULCH OR CRUSHER FINES SHALL BE FLUSH WITH TOP OF EDGER
- AMENDED SOIL PER SPECIFICATIONS
- METAL EDGER, DRILL (16) 1/2" DIAMETER HOLES 1" ON CENTER MINIMUM AT ALL LOW POINTS OR POORLY DRAINING AREAS IN ORDER TO ENSURE ADEQUATE DRAINAGE
- EDGER STAKE
- SUBGRADE COMPACTED TO 95% STANDARD PROCTOR DENSITY

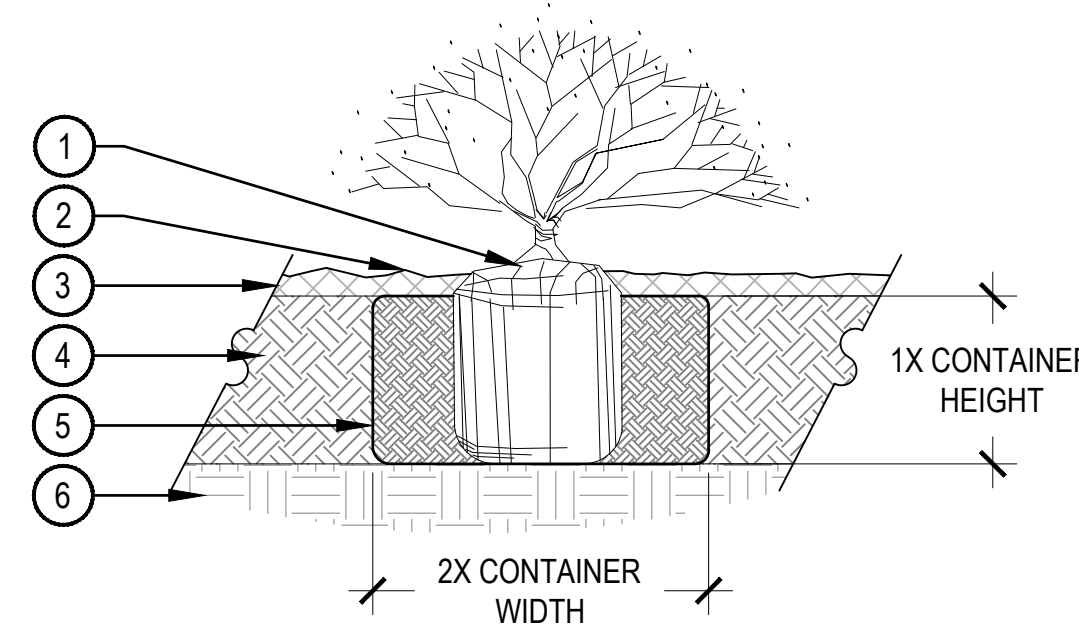
**NOTES:**

- THERE SHALL BE NO EXPOSED SHARP/ JAGGED EDGES.
- CONTRACTOR SHALL INSTALL STAKES AS REQUIRED BY THE MANUFACTURER.
- ENSURE POSITIVE DRAINAGE.

**1 TREE PROTECTION**

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

- SET SHRUB ROOT-BALL 1" HIGHER THAN FINISH GRADE
- FINISH GRADE (TOP OF MULCH)
- SPECIFIED MULCH, REFER TO MATERIAL SCHEDULE, SHEET L-XXX
- TILL IN SPECIFIED SOIL AMENDMENT TO A DEPTH OF 8" IN BED
- BACKFILLED AMENDED SOIL
- UNDISTURBED SOIL



**NOTE:**

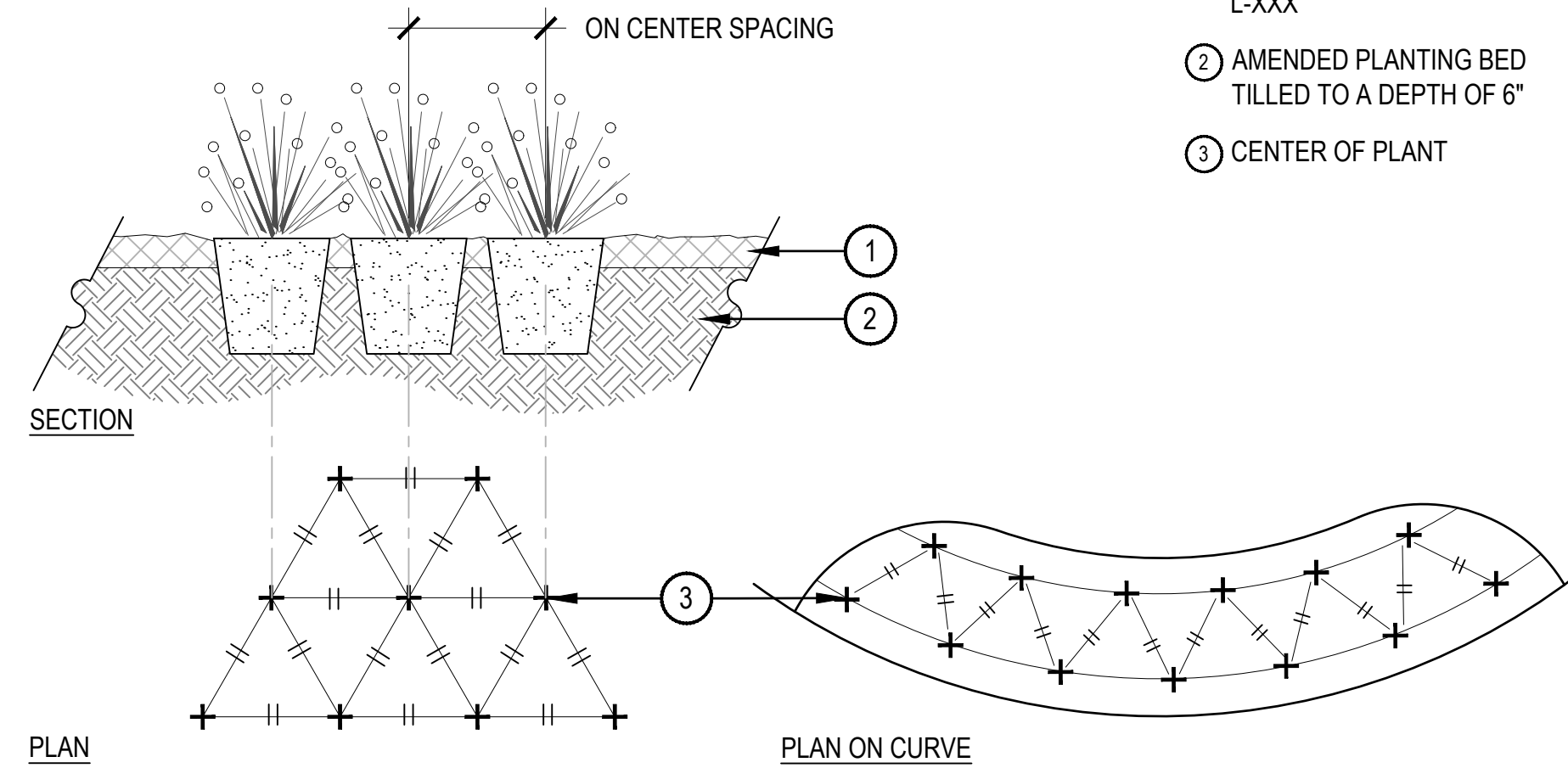
- BROKEN OR CRUMBLING ROOT-BALLS WILL BE REJECTED.
- CARE SHOULD BE TAKEN NOT TO DAMAGE THE SHRUB OR ROOT-BALL WHEN REMOVING IT FROM ITS CONTAINER.
- ALL JUNIPERS SHOULD BE PLANTED SO THE TOP OF THE ROOT-BALL OCCURS ABOVE THE FINISH GRADE OF THE MULCH LAYER.
- DIG PLANT PIT TWICE AS WIDE AND AS HIGH AS THE CONTAINER.
- PRUNE ALL DEAD OR DAMAGED WOOD PRIOR TO PLANTING, DO NOT PRUNE MORE THAN 20% OF LIMBS.

**3 SHRUB PLANTING**

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

**4 PERENNIAL PLANT LAYOUT**

SCALE: 1" = 1'-0"



**NOTES:**

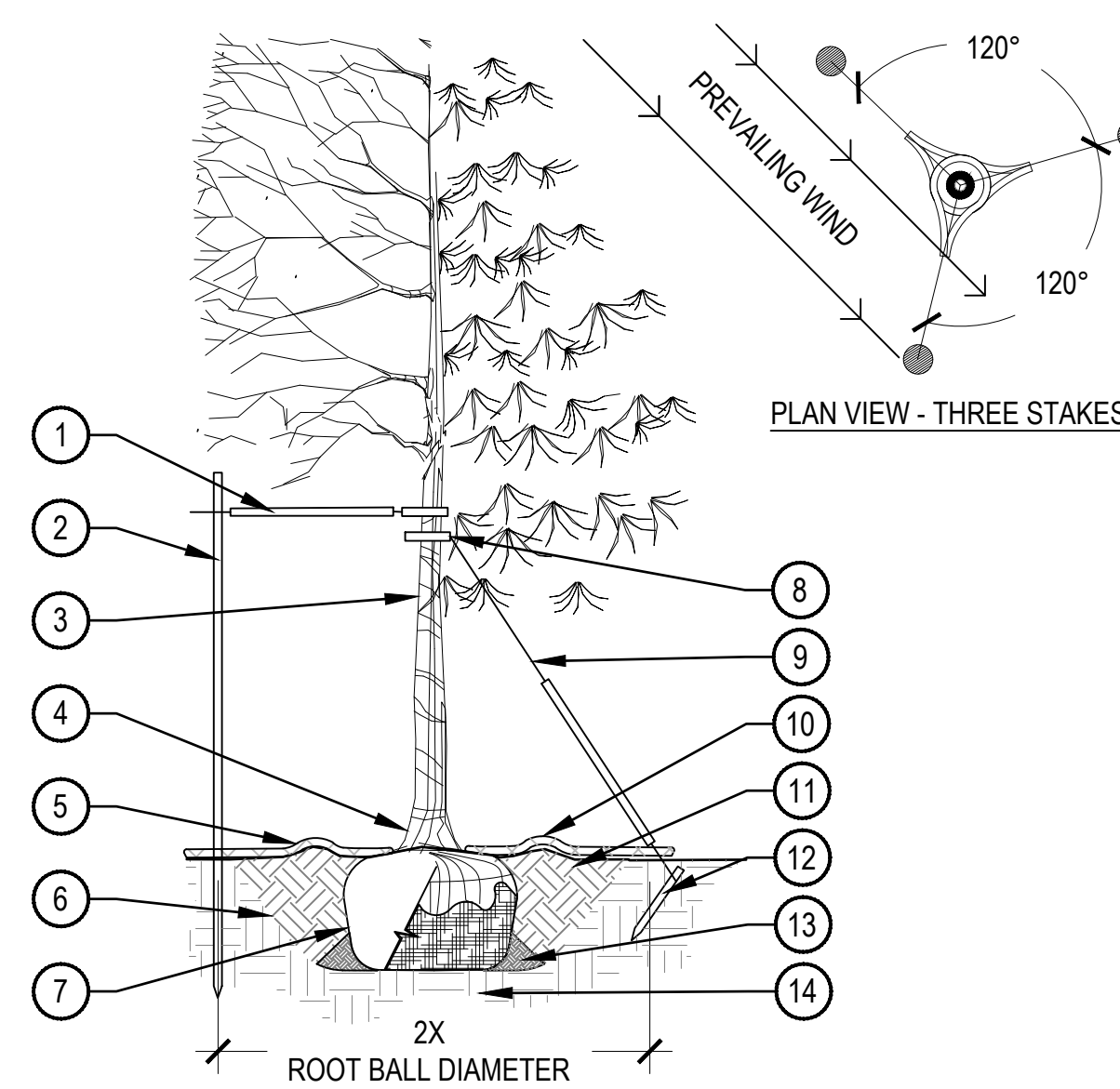
- WHEN PLANTED ON A CURVE, ORIENT ROWS TO FOLLOW THE LONG AXIS OF AREAS WHERE PLANTS ARE MASSED.

**PRUNING NOTES:**

- ALL PRUNING SHALL COMPLY WITH ANSI A300 STANDARDS.
- DO NOT HEAVILY PRUNE THE TREE AT PLANTING. PRUNE ONLY CROSSOVER LIMBS, CO-DOMINANT LEADERS AND BROKEN BRANCHES. SOME INTERIOR TWIGS AND LATERAL BRANCHES MAY BE PRUNED. HOWEVER, DO NOT REMOVE THE TERMINAL BUDS OF BRANCHES THAT EXTEND TO THE EDGE OF THE CROWN.

**STAKING NOTES:**

- STAKE TREES PER FOLLOWING SCHEDULE, THEN REMOVE AT END OF FIRST GROWING SEASON.
  - 1-1/2" CALIPER SIZE - MIN. 1 STAKE ON SIDE OF PREVAILING WIND (GENERALLY N.W. SIDE).
  - 1-1/2" - 3" CALIPER SIZE - MIN. 2 STAKES - ONE ON N.W. SIDE, ONE ON S.W. SIDE (OR PREVAILING WIND SIDE AND 180° FROM THAT SIDE).
  - 3" CALIPER SIZE AND LARGER - 3 STAKES PER DIAGRAM.
- WIRE OR CABLE SHALL BE MIN. 12 GAUGE, TIGHTEN WIRE OR CABLE ONLY ENOUGH TO KEEP FROM SLIPPING. ALLOW FOR SOME TRUNK MOVEMENT. NYLON STRAPS SHALL BE LONG ENOUGH TO ACCOMMODATE 1-1/2" OF GROWTH AND BUFFER ALL BRANCHES FROM WIRE.



- PLACE MINIMUM 1/2" PVC PIPE AROUND EACH WIRE. EXPOSED WIRE SHALL BE MAXIMUM 2" EACH SIDE
- 6'-0" UNTREATED WOOD POST, MINIMUM 1.5" DIAMETER. ALL SHALL BE DRIVEN OUTSIDE ROOTBALL AND IN UNDISTURBED SOIL
- TREE WRAP TO BE INSTALLED ONLY FROM OCTOBER 1 THROUGH APRIL 30, DECIDUOUS ONLY. WRAP FROM BASE OF TRUNK TO BOTTOM LIMB
- PLANT TREE SO THAT TOP MOST MAJOR ROOT IS 1"-2" ABOVE FINISHED GRADE
- 2'-0" RADIUS MULCH RING, CENTERED ON TRUNK, 3" DEPTH. DO NOT PLACE MULCH IN CONTACT WITH TREE TRUNK, FINISHED GRADE REFERENCES TOP OF MULCH
- 1:1 SLOPE ON SIDES OF PLANTING HOLE
- ROPES AT TOP OF ROOTBALL SHALL BE CUT, REMOVE TOP 1/3 OF BURLAP. NON-BIODEGRADABLE MATERIAL SHALL BE TOTALLY REMOVED
- GROMMETED NYLON STRAPS
- GALVANIZED WIRE, MINIMUM 12 GAUGE CABLE, TWIST WIRE ONLY TO KEEP FROM SLIPPING
- 4-6" HIGH WATER SAUCER IN NON-TURF AREAS
- BACKFILL WITH BLEND OF EXISTING SOIL AND A MAXIMUM 20%, BY VOLUME, ORGANIC MATERIAL, WATER THOROUGHLY WHEN BACKFILLING
- 2'-0" STEEL T-POST, ALL SHALL BE DRIVEN BELOW GRADE AND OUTSIDE ROOTBALL IN UNDISTURBED SOIL
- PLACE SOIL AROUND ROOT BALL FIRMLY, DO NOT COMPACT OR TAMP. SETTLE SOIL WITH WATER TO FILL ALL AIR POCKETS
- PLACE ROOT BALL ON UNDISTURBED SOIL TO PREVENT SETTLEMENT

**5 TREE PLANTING DETAIL**

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

AGENCY APPROVAL



CONSULTANTS



No.	Description	Date
1	SPAR (ROUND 1)	11/22/2024

PROSPECT PLAZA

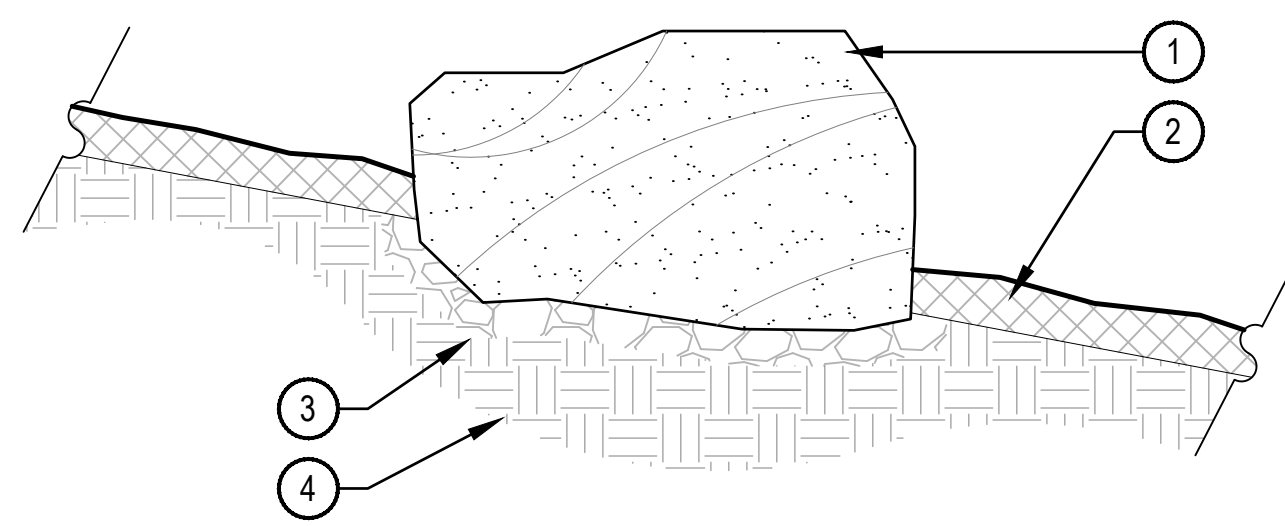
LANDSCAPE DETAILS

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Architects

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DATE: 11-15-2024  
SCALE: AS NOTED  
SHEET: SPAR-10



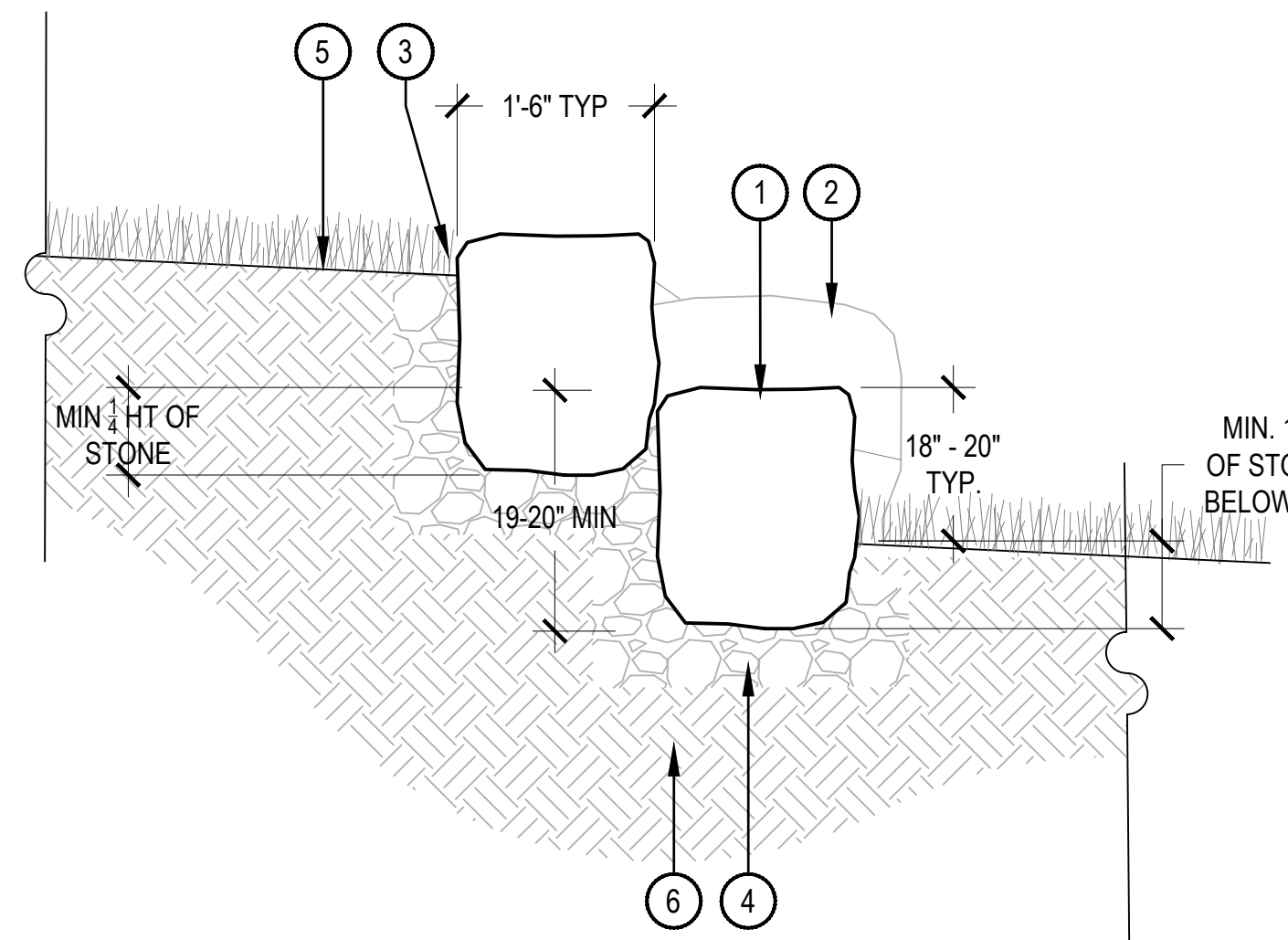
- 1 BOULDER, NATURALLY SET BOULDER SO THAT A MINIMUM 1/4 OF BOULDER IS BELOW FINISH GRADE, REFER TO MATERIAL SCHEDULE, SHEET L-XXX
- 2 SPECIFIED MULCH, CRUSHER FINES OR COBBLE, REFER TO PLAN
- 3 3" MINIMUM ROAD BASE COMPACTED TO 95% OF STANDARD PROCTOR DENSITY
- 4 UNDISTURBED GRADE

BOULDER SIZES		
QTY.	ITEM	SIZE
0	'A' SIZED BOULDER	24 - 30" DIAMETER X 18" MINIMUM DEPTH
0	'B' SIZED BOULDER	30 - 48" DIAMETER X 24" MINIMUM DEPTH
0	'C' SIZED BOULDER	48 - 60" DIAMETER X 32" MINIMUM DEPTH

- NOTES:
- THESE ARE FREE STANDING BOULDERS ONLY. BOULDERS ASSOCIATED WITH THE BOULDER RETAINING WALLS, PARK ENTRY SIGNS AND INTERPRETIVE SIGNS ARE NOT INCLUDED IN THIS COUNT.
  - THE OWNERS REPRESENTATIVE SHALL APPROVE LOCATIONS AND SIZES OF ALL BOULDERS PRIOR TO PLACING.
  - CONTRACTOR SHALL SUBMIT SAMPLE OR PHOTOS FOR APPROVAL.

### 1 LANDSCAPE BOULDER

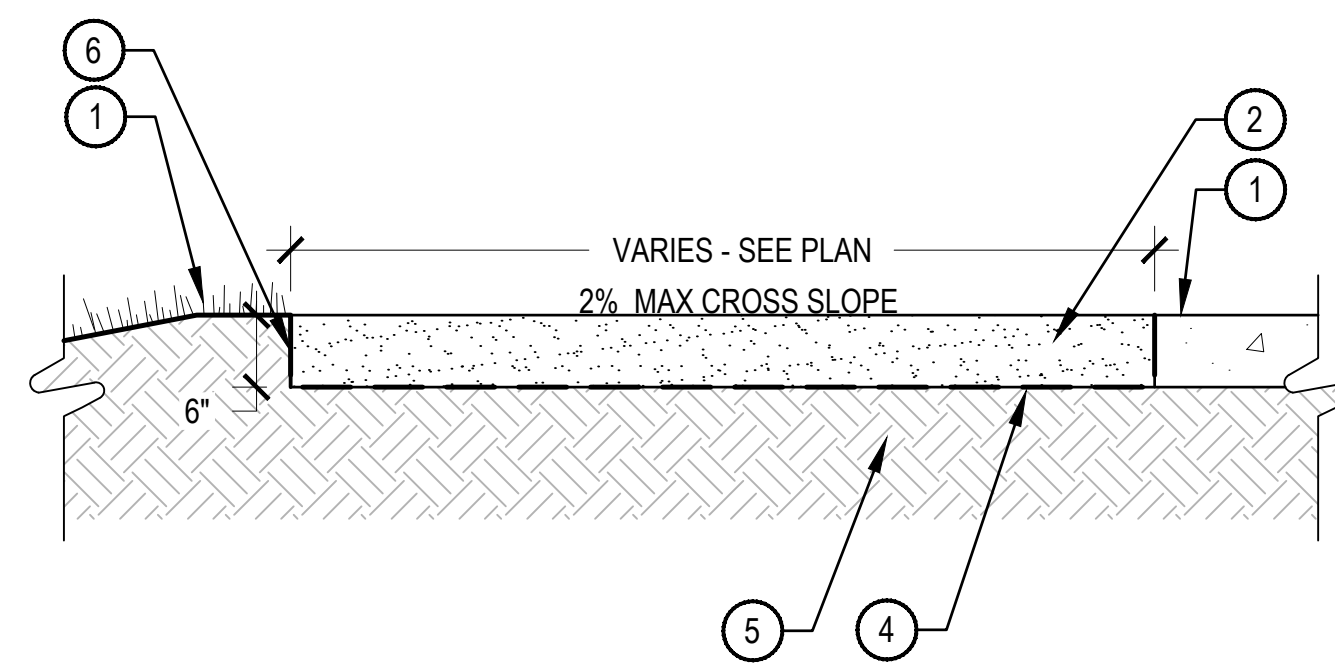
SCALE: 3/4" = 1'-0"



- 1 SANDSTONE SEAT BLOCKS; CUT VERTICAL FACE OF STONES AS REQUIRED TO CREATE CURVE AS SHOWN ON PLAN. GAPS BETWEEN EACH SEATBLOCK AND END GRANITE BOULDERS TO BE COMPACTED AND BACKFILLED WITH ROAD BASE MATERIAL
- 2 GRANITE BOULDER. FILL ANY GAPS LARGER THAN 1 INCH AT STONE BLOCKS WITH 3/4" GRAVEL.
- 3 1" MAX WHEN ADJ. TO TURF AREAS; PROVIDE POSITIVE DRAINAGE TO OUTER EDGES OF SEATS
- 4 6" DEPTH GRAVEL SUBBASE
- 5 AMENDED PLANTING AREA
- 6 COMPACTED SUBGRADE

### 2 BOULDER RETAINING WALL SECTION

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



- 1 LANDSCAPE AREA OR FLUSH WITH ADJACENT PAVING
- 2 CRUSHER FINES WITH STABILIZER, REFER TO MATERIAL SCHEDULE, SHEET LS-001, SLOPE TO DRAIN, SEE GRADING PLANS
- 3 ADJACENT CONCRETE PAVING, REFER TO PLANS FOR PLACEMENT
- 4 GEOTEXTILE FABRIC, SECURE W/ FABRIC STAKES AT EACH EDGE, 5' ON CENTER AND WRAP AT EDGES
- 5 COMPACTED SUBGRADE
- 6 STEEL EDGER, REFER TO PLANS FOR PLACEMENT

- NOTES:
- FINES TO BE COMPACTED UNTIL MATERIAL IS FIRMLY LOCKED TOGETHER.
  - MATERIALS SHALL BE MIN 6" DEEP AFTER COMPACTION.
  - SLOPE TO DRAIN PER PLANS AND PROVIDING SMOOTH TRANSITION TO EX ADJ CONC TRAIL.
  - FINISH SURFACE TO BE EVEN, SMOOTH AND FREE OF DEPRESSIONS.

### 2 CRUSHER FINES

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



- 1 CORA BIKE RACK: EXPO 7510 MODEL
- 2 CAPACITY: SINGLE SIDED - 7 SPACES; DOUBLE SIDED - 10 SPACES
- 3 SURFACE MOUNTED
- 4 COLOR: TBD

### 4 BIKE RACKS

SCALE: 1" = 1'-0"

AGENCY APPROVAL



CONSULTANTS



No.	Description	Date
1	SPAR (ROUND 1)	11/22/2024

PROSPECT PLAZA

LANDSCAPE DETAILS

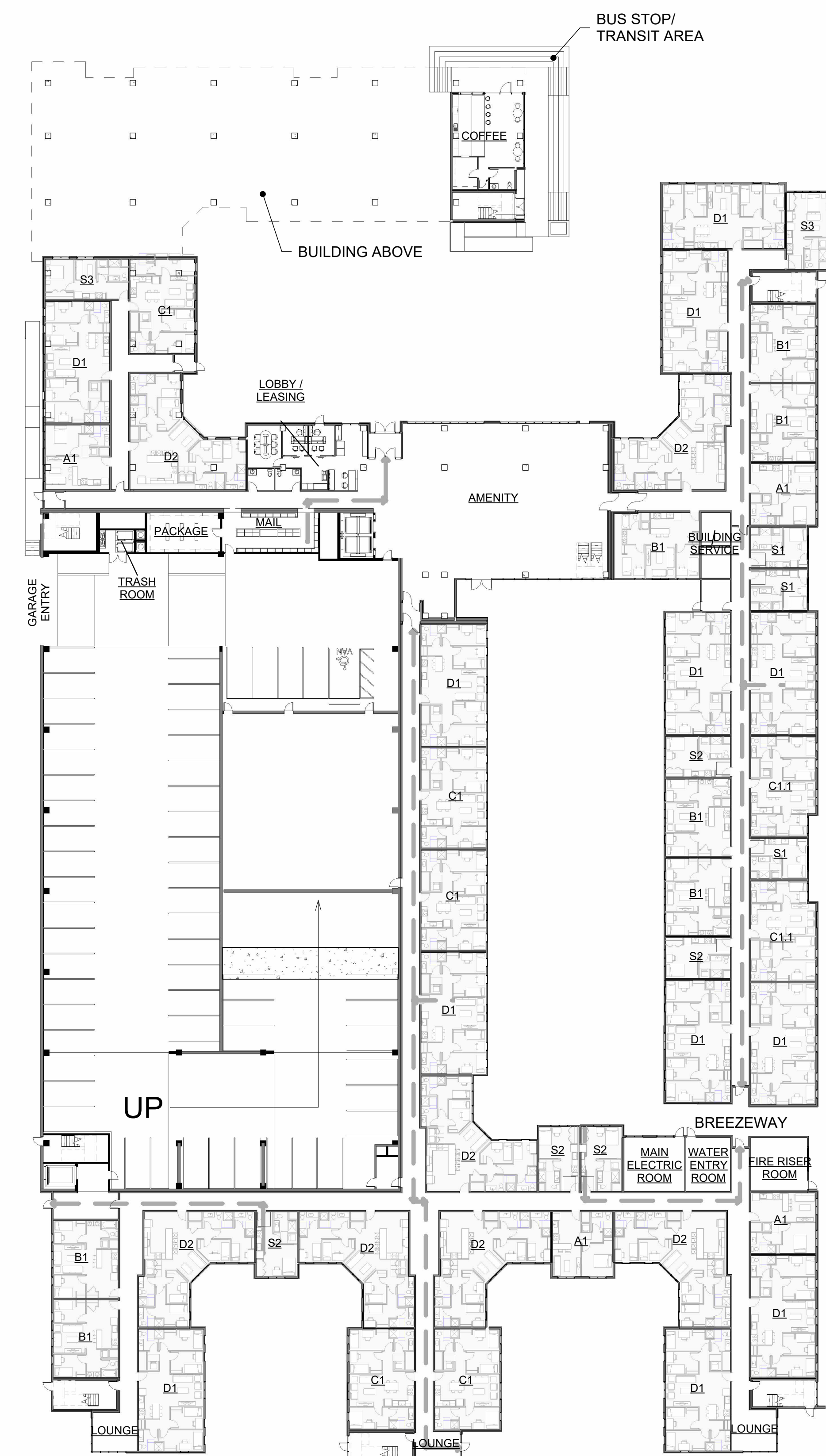
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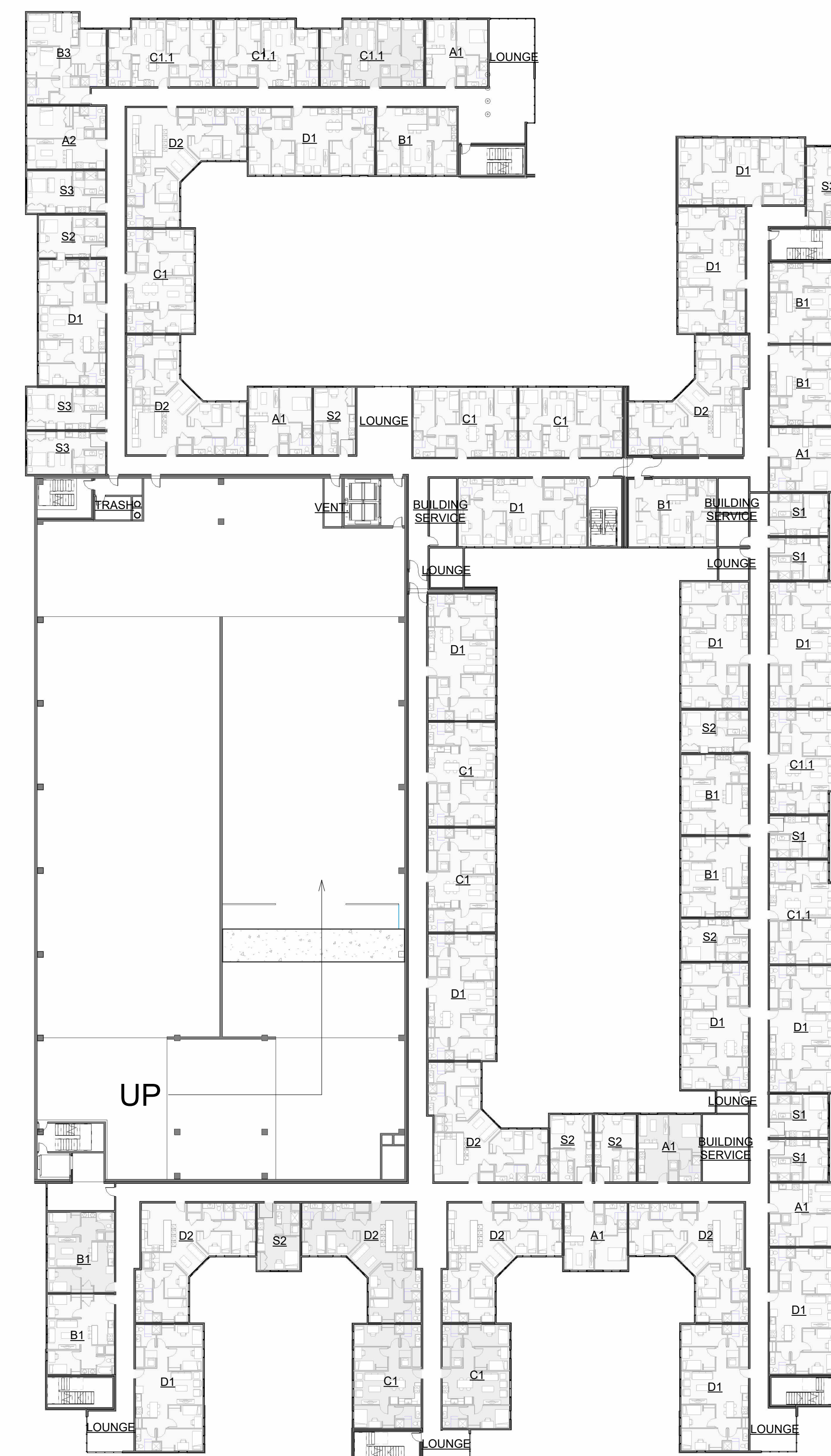
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PROJECT: PROSPECT PLAZA  
DATE: 11-15-2024  
SCALE: AS NOTED

SHEET: SPAR-11



**1 FIRST FLOOR PLAN**  
SPAR-12 SCALE: 1" = 30'-0"



**2 TYPICAL UPPER FLOOR PLAN (2-5)**  
SPAR-12 SCALE: 1" = 30'-0"

- UNIT MATRIX KEY
- S1 - MICRO STUDIO
  - S2 - STUDIO
  - S3 - STUDIO - PREMIUM
  - A1 - 1 BED / 1 BATH
  - A2 - 1 BED / 1 BATH - PREMIUM
  - B1 - 2 BED / 1 BATH
  - B3 - 2 BED / 2 BATH - END
  - C1 - 3 BED / 2 BATH
  - C1.1 - 3 BED / 2 BATH
  - D1 - 4 BED / 2 BATH
  - D2 - 4 BED / 4 BATH

No.	Description	Date
1	SPAR (ROUND 1)	11/22/2024

**Prospect Plaza**

**CONCEPT - FLOOR PLANS**

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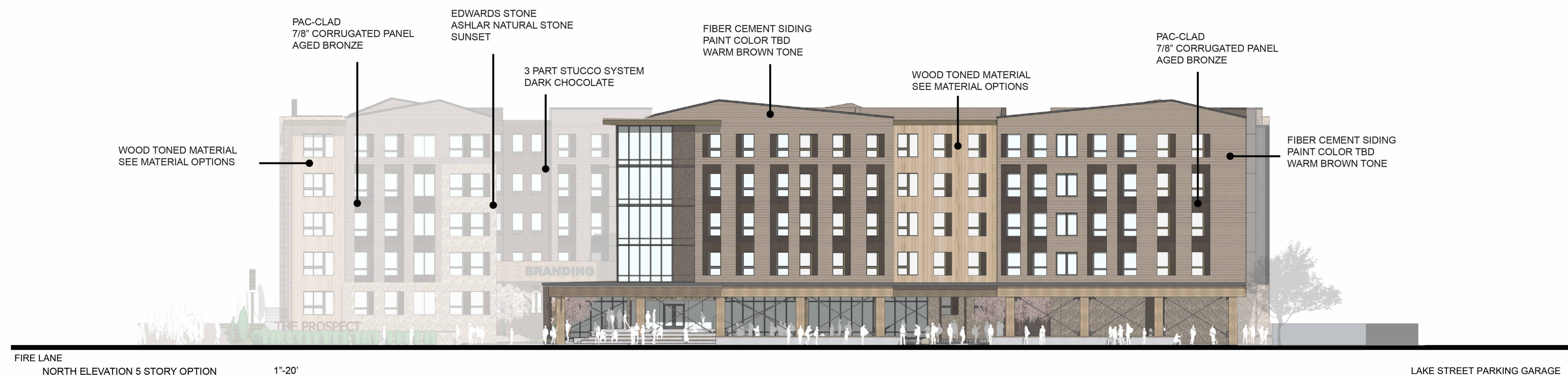
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PROJECT: PROSPECT PLAZA  
DATE: 11-15-2024  
SCALE: AS NOTED

SHEET: SPAR-12

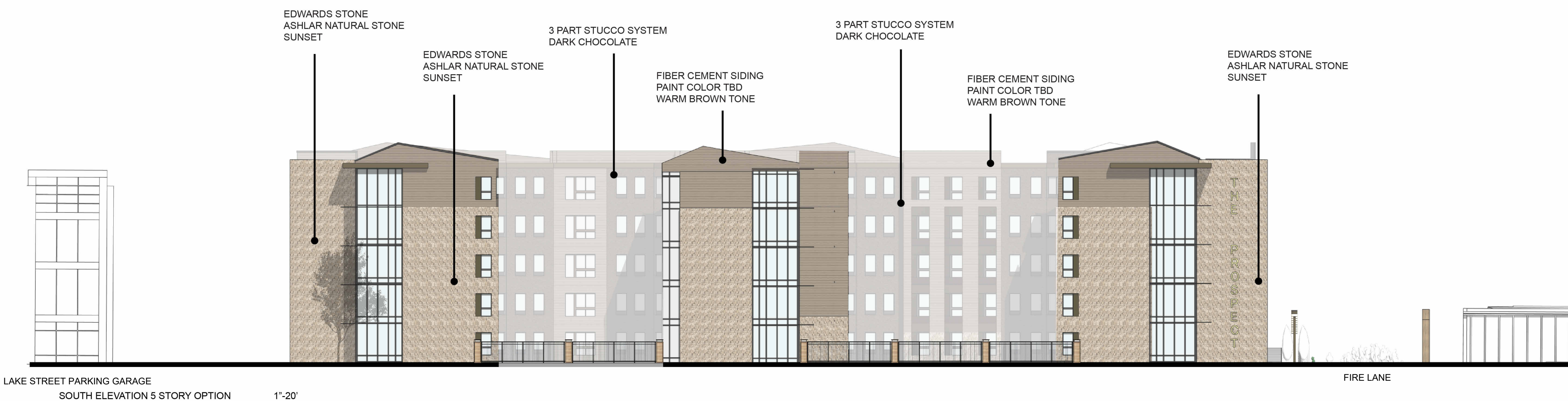


CONSULTANTS



FIRE LANE  
NORTH ELEVATION 5 STORY OPTION 1"-20'

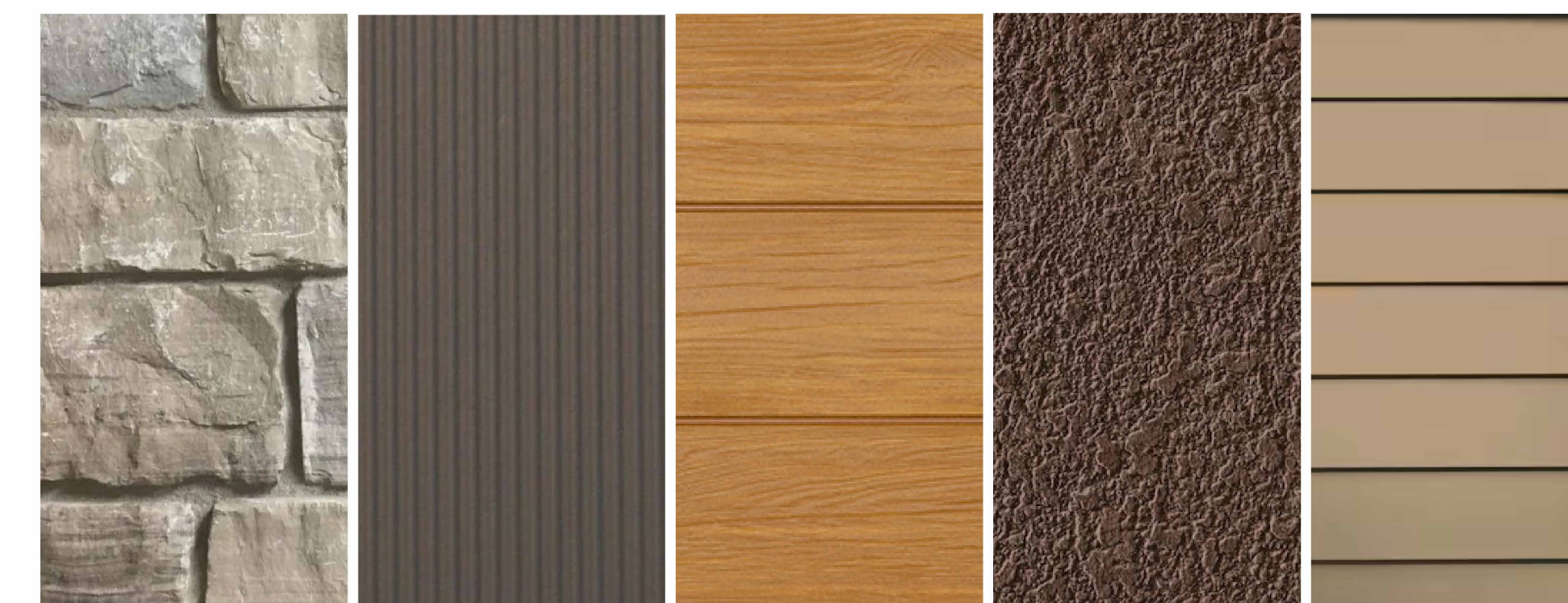
LAKE STREET PARKING GARAGE



LAKE STREET PARKING GARAGE  
SOUTH ELEVATION 5 STORY OPTION 1"-20'

FIRE LANE

MATERIAL OPTIONS



EDWARDS STONE  
ASHLAR NATURAL STONE  
SUNSET

PAC-CLAD  
7/8\"/>

NICHIHA  
VINTAGE WOOD  
POPLAR

STUCCO  
3 PART STUCCO SYSTEM  
DARK CHOCOLATE

FIBER CEMENT SIDING  
PAINT COLOR TBD  
WARM BROWN TONE

No.	Description	Date
1	SPAR (ROUND 1)	11/22/2024

Prospect Plaza

CONCEPT - ELEVATIONS

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PROJECT: PROSPECT PLAZA

DATE: 11-15-2024

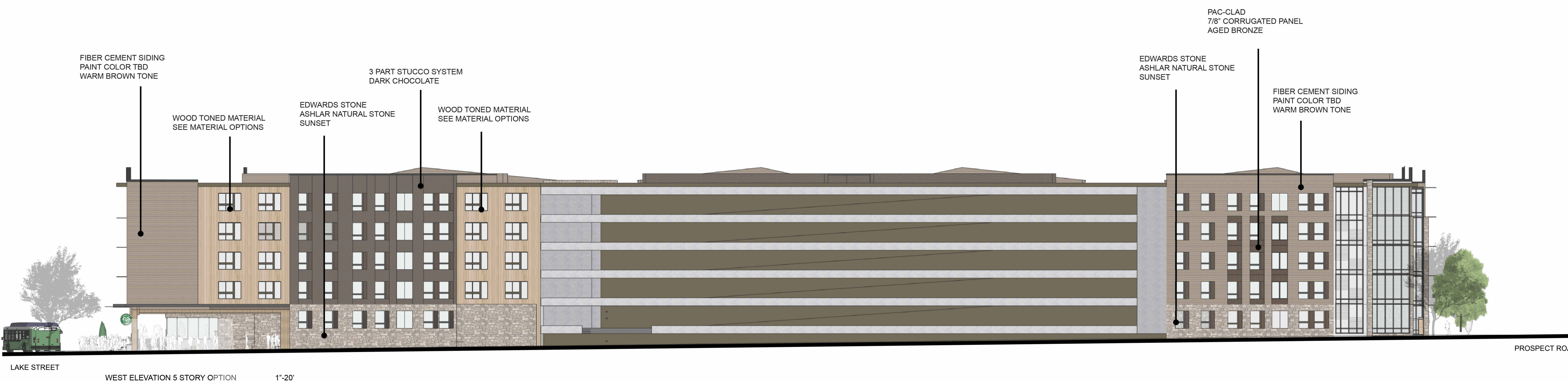
SCALE: AS NOTED

SHEET: SPAR-13



PROSPECT ROAD EAST ELEVATION 5 STORY OPTION 1"-20'

LAKE STREET



LAKE STREET WEST ELEVATION 5 STORY OPTION 1"-20'

No.	Description	Date
1	SPAR (ROUND 1)	11/22/2024

Prospect Plaza

CONCEPT - ELEVATIONS

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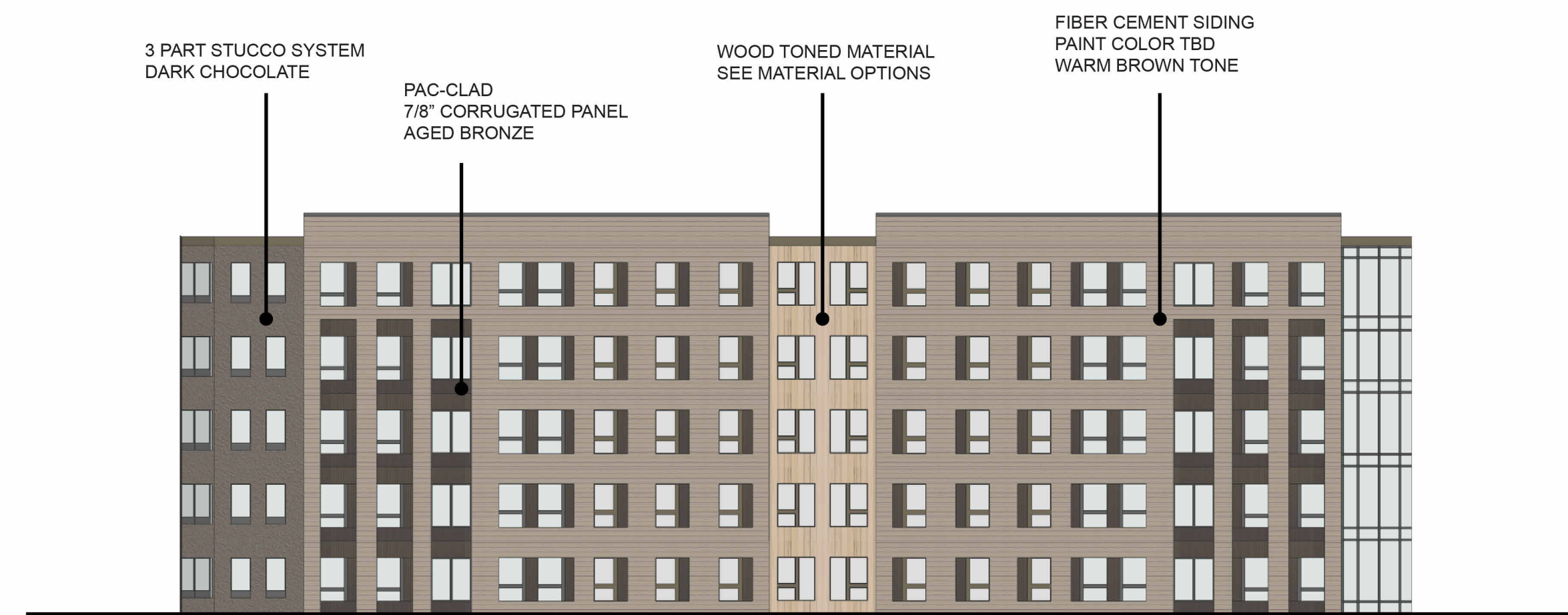
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PROJECT: PROSPECT PLAZA

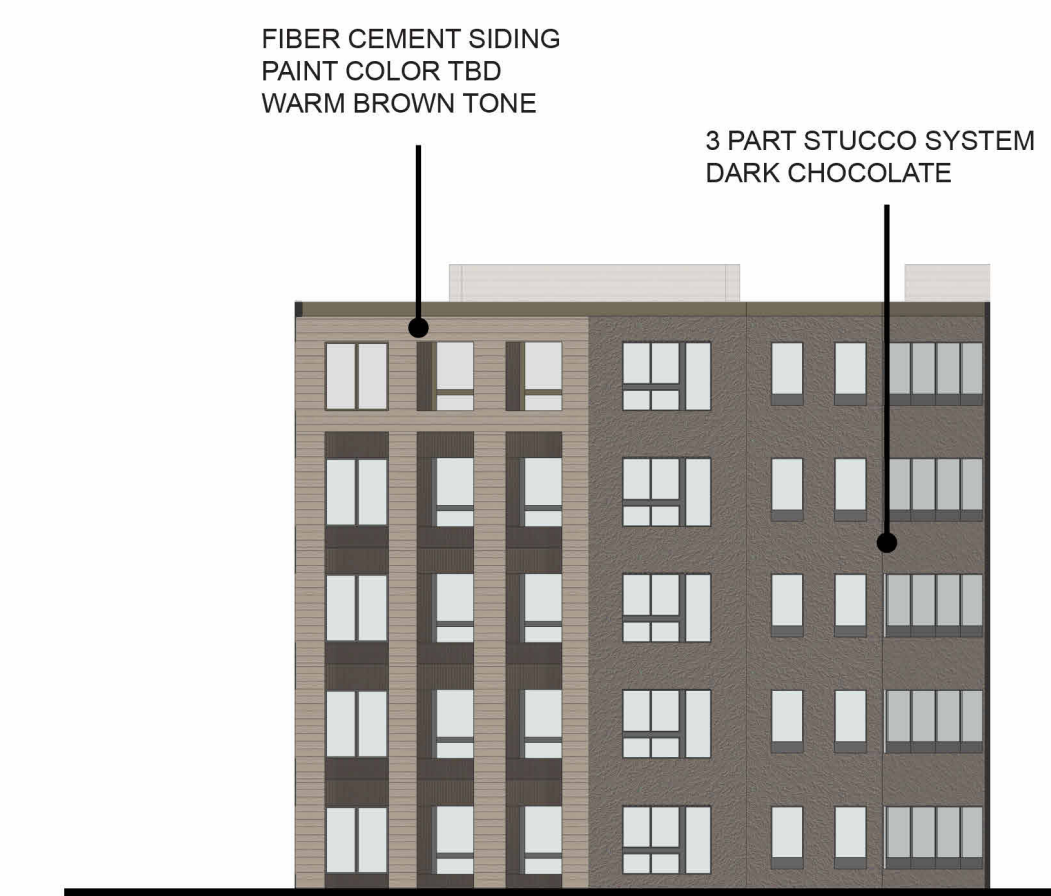
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SCALE: AS NOTED

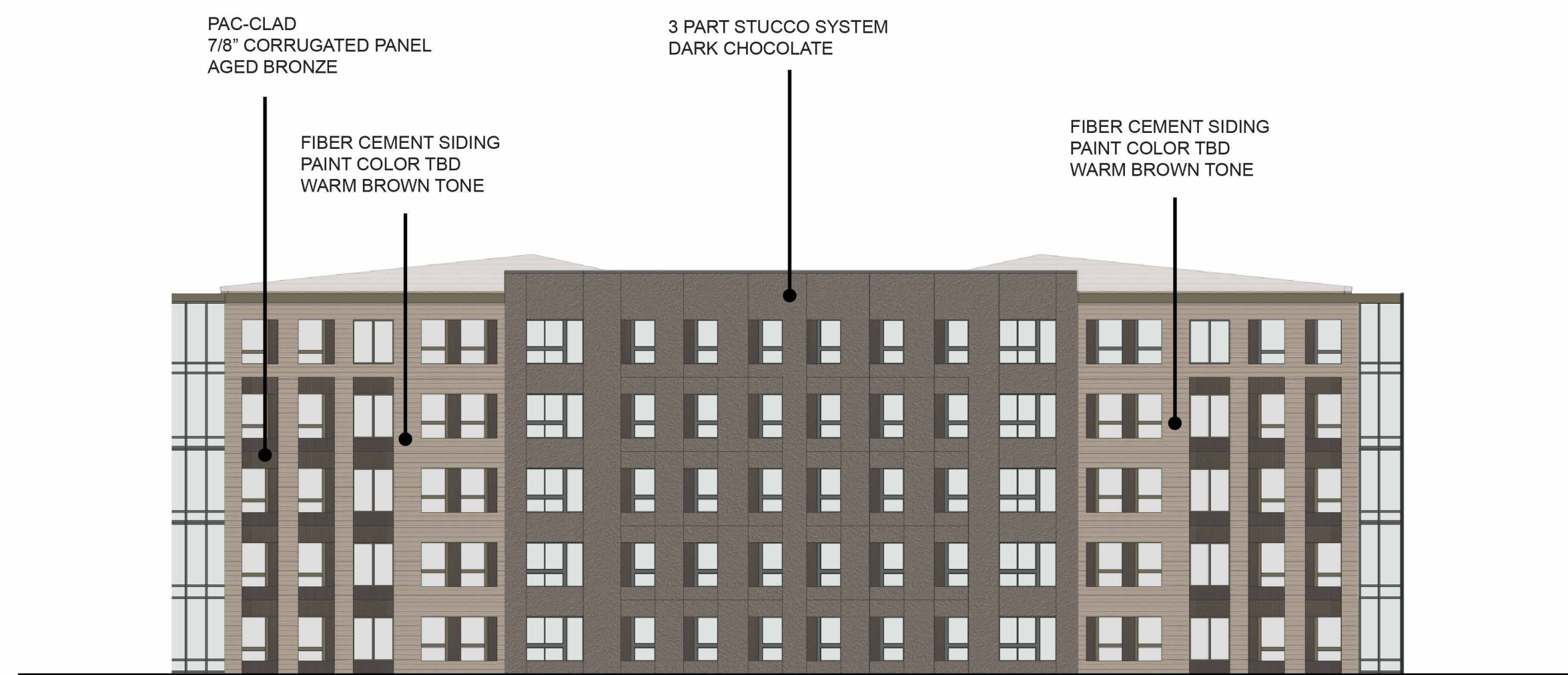
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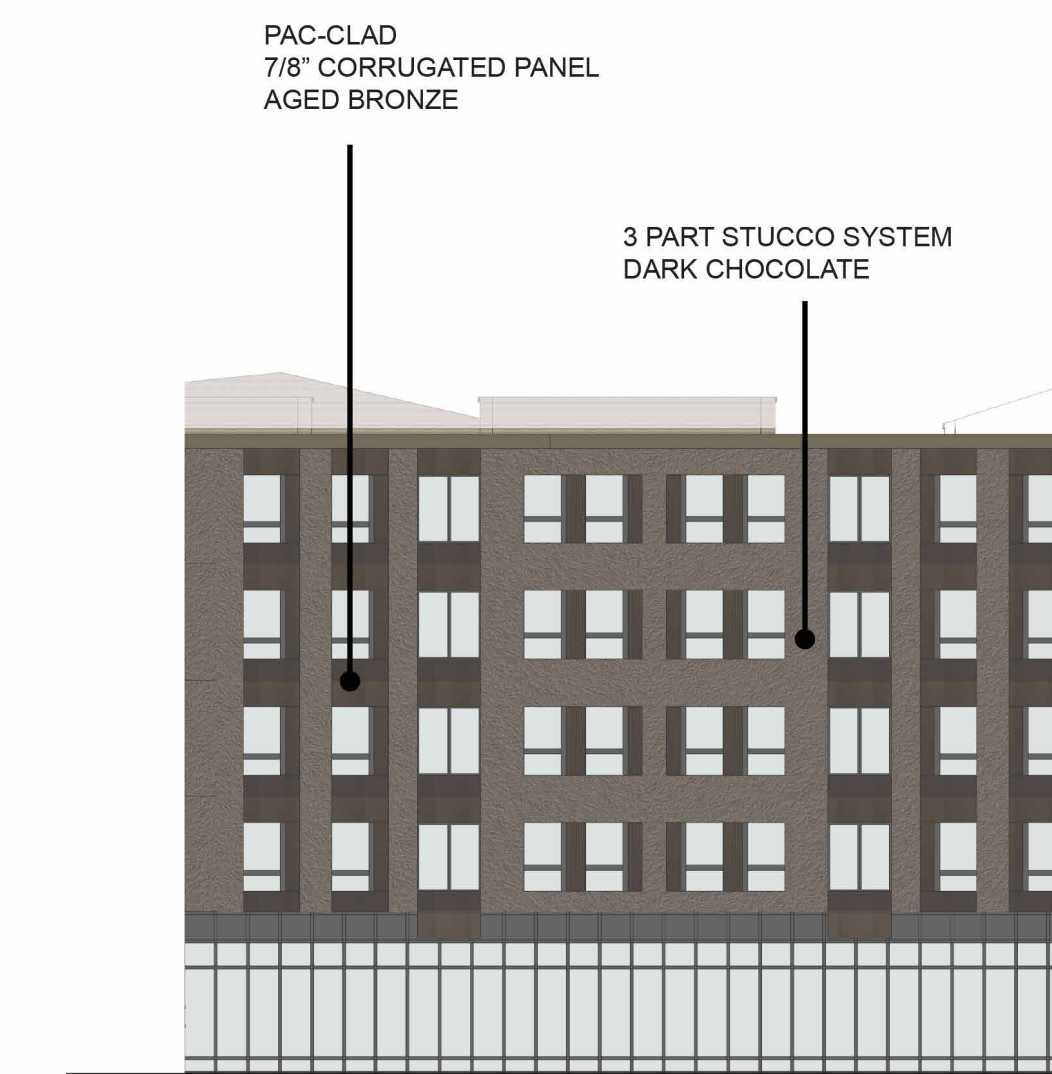
INTERIOR WEST ELEVATION 1"-20'



INTERIOR SOUTH ELEVATION 1"-20'



INTERIOR EAST ELEVATION 1"-20'



INTERIOR NORTH ELEVATION 1"-20'

No.	Description	Date
1	SPAR (ROUND 1)	11/22/2024

**Prospect Plaza**

**CONCEPT - COURTYARD  
ELEVATIONS**

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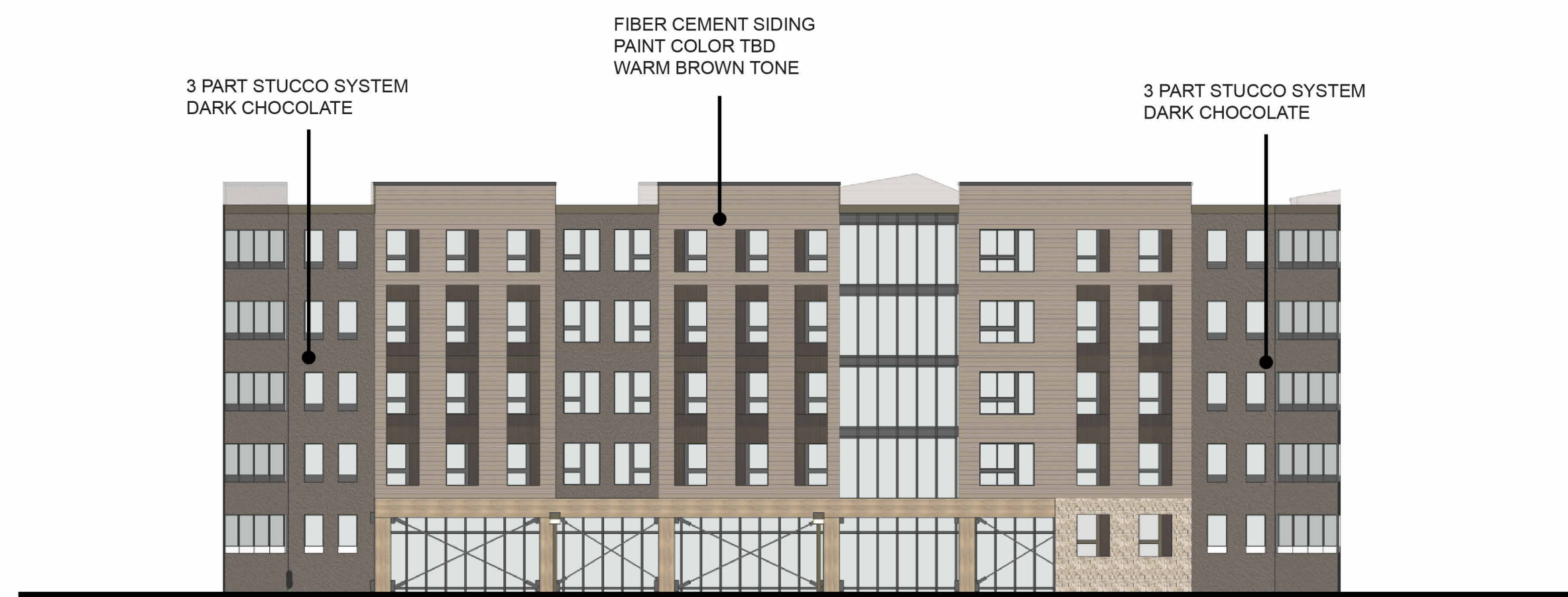
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NOT FOR CONSTRUCTION**

PROJECT: PROSPECT PLAZA

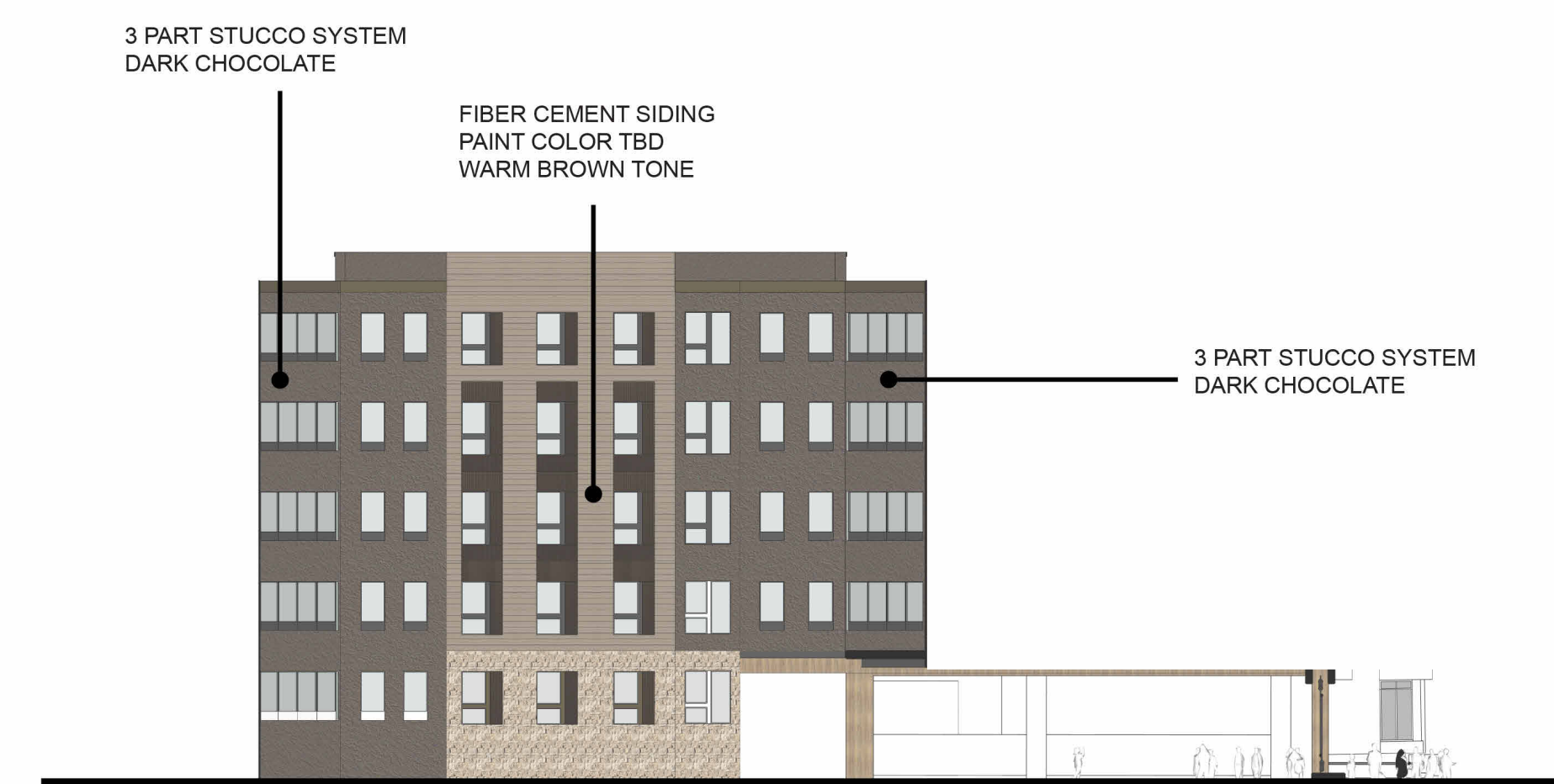
DATE: 11-15-2024

SCALE: AS NOTED

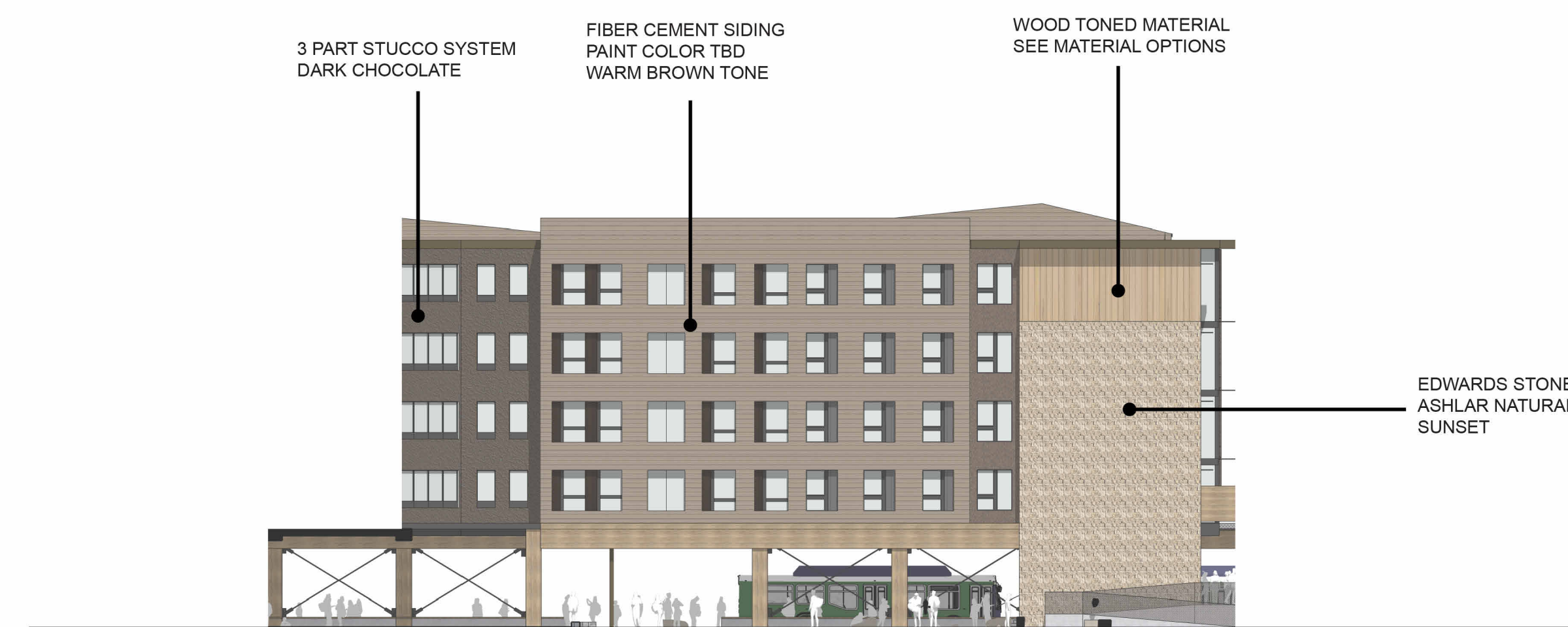
SHEET: SPAR-15



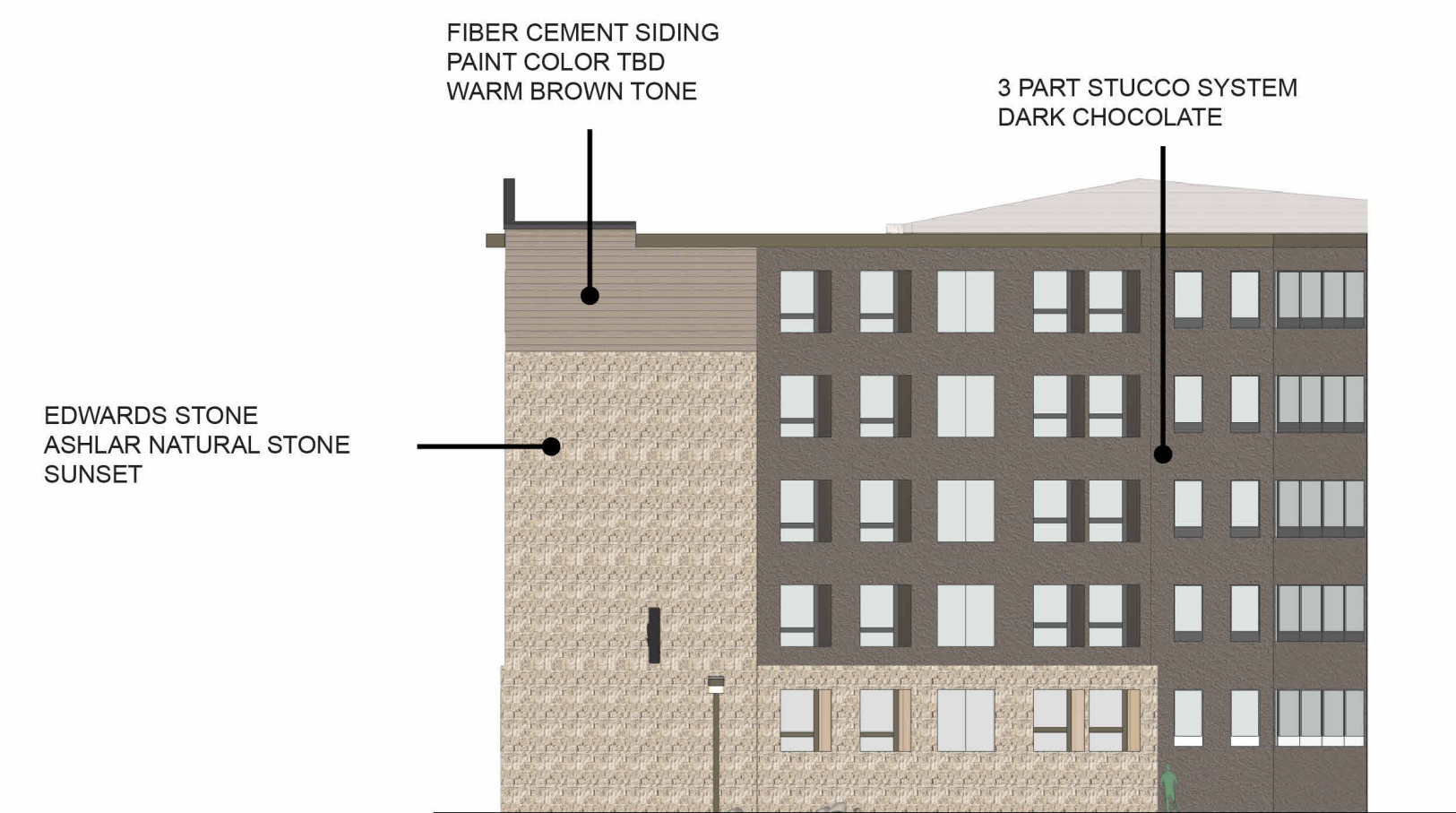
LAKE STREET COURTYARD SOUTH ELEVATION 1"-20'



LAKE STREET COURTYARD WEST ELEVATION 1"-20'



LAKE STREET COURTYARD NORTH ELEVATION 1"-20'



LAKE STREET COURTYARD EAST ELEVATION 1"-20'

No.	Description	Date
1	SPAR (ROUND 1)	11/22/2024

**Prospect Plaza**

**CONCEPT - COURTYARD  
ELEVATIONS**

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NOT FOR CONSTRUCTION**

PROJECT: PROSPECT PLAZA

DATE: 11-15-2024

SCALE: AS NOTED

SHEET: SPAR-16



CONSULTANTS



No.	Description	Date
1	SPAR (ROUND 1)	11/22/2024

Prospect Plaza

CONCEPT -  
PERSPECTIVES

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PROJECT: PROSPECT PLAZA  
DATE: 11-15-2024  
SCALE: AS NOTED

SHEET: SPAR-17



CONSULTANTS



No.	Description	Date
1	SPAR (ROUND 1)	11/22/2024

## Prospect Plaza

CONCEPT -  
PERSPECTIVES

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PROJECT: PROSPECT PLAZA  
DATE: 11-15-2024  
SCALE: AS NOTED

SHEET: SPAR-18

## Project Narrative

Project Title: Prospect Plaza Redevelopment

### Past Meeting Dates:

02/23/24 - Prospect Plaza Drainage meeting with the City of Fort Collins (Stephen Agenbroad, Claudia Quezada, and Ted Bender)

11/06/24 - Introductory meeting was held with Poudre Fire Authority to discuss fire department access (Katie Quintana)

Owner: The Board of Governors of the Colorado State University System

### General Information:

The project site, located between Lake Street and Prospect Road, and one block east of Center Street, is roughly 4.5 acres. A collection of eleven 3-story buildings, as well as a small multi-tenant retail building currently exist on the site and are at the end of their serviceable life. The project intends to replace these existing buildings to make way for redevelopment as an off-campus student housing while enhancing the site's strong location directly adjacent to CSU's campus and providing much-needed off-campus housing for CSU's growing student population. The project is currently planned as a 5-story apartment building with 785 bedrooms and 471 Parking spaces (52 surface stalls, and 419 in structured parking). The zoning for the site is HMN. As the project site is owned by Colorado State University Board of Governors, the project is being submitted under the Site Plan Advisory Review (SPAR) process.

### Written Narrative:

#### Site Design - Site Layout and Vehicles

All existing structures and features on the site will be demolished. This includes all existing buildings, parking areas, and the bus drop off loop. The proposed site will include a residential building that includes a parking garage and exterior courtyard areas. The north portion of the building will have columns so that the building is raised to the second floor. This design was created to accommodate student outdoor amenities and floodplain volume (discussed further below). There is also green space in the north portion of the site and in the courtyard areas.

The design team is working with CSU Parking and Transportation Services to remove and reconfigure the bus drop off. Instead of a loop, the proposed configuration is an eastbound pull off lane to be constructed on Lake Street as shown on the Site & Utility Plan. To the south of the lane, a bus waiting area with a building overhang and amenities for students is proposed.

The existing site has five points for vehicular traffic; three from Prospect Road and two from Lake Street. In the proposed condition, this will be reduced to two access points from each of the public streets. The western access points will be the primary vehicular access, and the eastern access points will be for emergency access only. The western private driveway (located between the proposed building and the Lake Street parking garage) will accommodate the existing Arthur Ditch underground culvert and will have off-street parking stalls (similar to the existing condition). The eastern driveway will primarily function as a pedestrian and bike corridor but will also be designed to accommodate emergency vehicles as an aerial fire-apparatus access road. Site safety for pedestrians and bike traffic is being considered and addressed.

The development team hired Delich Associates in April of 2024 to perform a transportation impact study (TIS). The data was obtained while school was in session at peak hours of traffic. As stated in Exhibit A; the attached TIS, the study conforms to the format set forth in the Fort Collins transportation impact study

guidelines contained in the “Larimer County Urban Area Street Standards” (LCUASS). After review, the level of service is still within acceptable limits based on the proposed development’s attributes.

#### Site Design - Floodplain and Stormwater Drainage

The existing site has a floodplain that is mapped by CSU’s PCSWMM floodplain model. Flooding is deepest in Lake Street and extends south into the site. For the proposed condition, assessing floodplain impacts is critical to ensure that the redevelopment does not increase flooding risks to the site and the surrounding areas. To accommodate the proposed development, the floodplain boundary within the site will be adjusted while maintaining the existing flood volume on-site. The proposed development will accommodate this floodplain volume within open space in the north portion of the site and within the proposed driveways on the west and east sides of the building. Additionally, the northwest portion of the building will not have a ground level and will instead be elevated on structural columns. The finished floor elevation of the residential portion of the proposed building will be set at least 2 feet above the base flood elevation (BFE), and the commercial portion will be set at least 1 foot above the BFE. An update to CSU’s floodplain model will be completed to ensure the BFE used for design is accurate. Proposed floodplain depths and limits are shown on the Floodplain Plan sheet.

Because the overall imperviousness of the proposed development will be less than that of the existing site, traditional stormwater detention is not required. Water quality for the site will be treated using Low Impact Design (LID) techniques. Rain gardens and underground infiltration systems are being vetted for use in various areas of the site as shown in the Grading & Drainage Plan sheet. These systems will treat at least 75% of the site’s impervious area in accordance with CSU and City of Fort Collins stormwater design criteria. Coordination with the Arthur Ditch Irrigation Company will occur to ensure that changes to drainage and all impacts to the enclosed ditch on the west side of the site are permitted and adhere to engineering best practices.

During construction temporary erosion control measures will be installed to meet the state standards for erosion and sedimentation controls. A Stormwater Pollution Prevention (SWMP) manual will be created and used by the contractor. The contractor will obtain a State of Colorado CDPHE permit for temporary stormwater.

#### Utilities

As shown on the Site & Utility Plan sheet, there are existing utility mains adjacent to the site. These include City of Fort Collins water, City of Fort Collins sanitary, City of Fort Collins electrical, Xcel Energy natural gas, and CSU communications. New water mains are proposed within the west and east driveways to provide fire protection and domestic water for the proposed building. The waterline on the east will need to be located within the electrical duct bank easement but will be designed with appropriate horizontal clearance from the duct bank itself. Sanitary sewer service is proposed to connect from the north side of the building to the existing 10” sewer main in Lake Street. An alternative sanitary sewer connection is available in Prospect Road if needed. Natural gas and communications services will be connected to the mains that run along the south side of Lake Street. It is likely that two transformers will be required to power the building. These are proposed near the southeast courtyard and will connect to the existing electrical duct bank along the east side of the site. Screening of the transformers will be provided from the public right-of-way. These proposed utility connections are all shown on the Site & Utility Plan sheet.

#### Pedestrian Flow and Landscape Design

Concrete paths and plazas lead users into and out of the building with crusher fines “nodes” or spaces that provide informal seating and gathering spaces as well as bicycle parking. The smaller nodes have landscape beds as a backdrop which allow for separation between spaces and the larger ones are more open and have the ability to accommodate larger groups.



The interior courtyard area is designed to be an amenity area with several uses. On both the north and south end, there are seating nodes with fire pits and festoon lighting that can also be used as a study area during the day. In between two of the nodes is a lawn area intended for group fitness or passive use. The two small courtyards on the south side of the building are accessible from interior lounge areas and are meant to be a study space; an ornamental fence will be provided in these spaces for security.

The east side of the building is planned for fire access as well as a strong pedestrian connection from north to south. The design team understands the space requirements for Fire access but intends to create a connection that feels appropriate at the pedestrian scale that will (at the minimum) include design elements such as pedestrian scale lighting and landscape.

The west side of the building includes the parking structure for this housing project and will face the existing parking structure. This space is seen as an opportunity for festoon lighting and landscape to soften the large expanse of building and bring the scale down to the pedestrian level.

Landscape areas on the north side of the building are designed to accommodate the floodplain as well as the elevated second story of the building. A lawn is provided for relaxation, passive recreation, and includes boulder and step seating. Planting beds are laid out to provide buffer between building windows and public spaces, frame pathways into the building, and will also include rain gardens to support LID requirements. To the extent possible, plant material will be low water-use and all material be appropriate for the site and region. For the most part, the existing trees on the site are in fair to poor condition and all will be removed and mitigated with proposed trees.

The proposed landscape in the interior and south courtyard areas consists primarily of foundation planting that will provide a buffer between resident windows and the user spaces outside. The design and layering of plant material will consider security (clear lines of sight), sun exposure and aesthetics for the outdoor gathering spaces.

### Architectural Design

The project is governed by CSU's design guidelines, and the project has completed, and received approval of concept level review from CSU's Design Review Committee.

The proposed student housing concept has been carefully crafted to respond to its neighboring site context. With campus situated to the north, the building responds by opening up the first level of the proposed structure along the more pedestrian-friendly Lake Street frontage. This act of porosity and transparency welcomes pedestrians, cyclists, and visitors into a semi-public courtyard space that presents itself as the front porch of the development, but also serves as a critical flood control element to hold water during heavy rain events. Furthermore, the building above will act as a covered waiting area for the bus stop along Lake Street.

The south-facing elevation of the proposed structure along the Prospect Road frontage was not treated as a large mass in-line with the Lake Street Garage, but instead sets the urban edge with more porosity and opportunities for landscaping in mind. The two semi-recessed forecourts allow for a break in the massing and scale along Prospect Street. Also, they allow for the building's corners to be opened up with large amounts of transparency to showcase common lounge spaces that act as "lighted candles" to signal a sense of arrival to the southern edge of CSU's Campus. These lighted candles that are repeated at many of the building corners offer a sense of belonging, safety and warmth when they are internally lit in the evening hours that help showcase the activity inside of the building.

The roof line intentionally helps break up the scale and gives a subtle nod back to a residential aesthetic that is more commonly characterized by pitched roofs. Toward the middle of the roof there is a flat area beyond the pitched roofs that will be filled with condensing units, therefore this varying roof line is also performative

in that it becomes a screen to block the view of these units from both directions along Prospect Road and Lake Street.

Sincerely,

A handwritten signature in black ink, appearing to read 'Fred Haberecht', with a stylized, sweeping flourish extending to the right.

Fred Haberecht, RLA, LEED AP

Urban Ecology Studio

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PROSPECT PLAZA STUDENT HOUSING  
TRANSPORTATION IMPACT STUDY

FORT COLLINS, COLORADO

MAY 2024

Prepared for:

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1730 South College Avenue, #200  
Fort Collins, CO 80525

Prepared by:

DELICH ASSOCIATES  
2272 Glen Haven Drive  
Loveland, CO 80538  
Phone: 970-669-2061



Project #2409

## TABLE OF CONTENTS

<b>I. INTRODUCTION</b> .....	1
<b>II. EXISTING CONDITIONS</b> .....	2
Land Use.....	2
Roads.....	2
Existing Traffic.....	5
Existing Operation.....	5
Pedestrians Facilities.....	5
Bicycle Facilities.....	5
Transit Facilities.....	8
<b>III. PROPOSED DEVELOPMENT</b> .....	9
Trip Generation.....	9
Trip Distribution.....	9
Background Traffic Projections.....	12
Trip Assignment.....	12
Signal Warrants.....	12
Operation Analysis.....	12
Geometry.....	20
Pedestrian Level of Service.....	20
Bicycle Level of Service.....	24
Transit Level of Service.....	24
<b>IV. CONCLUSIONS/RECOMMENDATIONS</b> .....	25

## LIST OF TABLES

1. Current Peak Hour Operation.....	7
2. Trip Generation.....	9
3. Short Range (2029) Background Peak Hour Operation.....	18
4. Long Range (2045) Background Peak Hour Operation.....	19
5. Short Range (2029) Total Peak Hour Operation.....	21
6. Long Range (2045) Total Peak Hour Operation.....	22

## LIST OF FIGURES

1. Site Location .....	3
2. Existing Intersection Geometry.....	4
3. Recent Peak Hour Traffic.....	6
4. Site Plan.....	10
5. Trip Distribution .....	11
6. Short Range (2029) Background Peak Hour Traffic.....	13
7. Long Range (2045) Background Peak Hour Traffic.....	14
8. Site Generated Peak Hour Traffic .....	15
9. Short Range (2029) Total Peak Hour Traffic .....	16
10. Long Range (2045) Total Peak Hour Traffic.....	17
11. Short Range (2029) and Long Range (2045) Geometry .....	23

## APPENDICES

- A. Base Assumptions form and related information
- B. Recent Peak Hour Traffic
- C. Current Peak Hour Operation/Level of Service Descriptions/Fort Collins LOS Standards
- D. Short Range (2029) Background Peak Hour Operation
- E. Long Range (2045) Background Peak Hour Operation
- F. Short Range (2029) Total Peak Hour Operation
- G. Long Range (2045) Total Peak Hour Operation
- H. Pedestrian/Bicycle Level of Service

## I. INTRODUCTION

This transportation impact study (TIS) addresses the capacity, geometric, and control requirements at and near the proposed Prospect Plaza Student Housing. The proposed Prospect Plaza Student Housing site is located south of (adjacent to) Lake Street and east of Centre Avenue in Fort Collins, Colorado.

During the course of the analysis, numerous contacts were made with the project planning consultant (Tetrad Real Estate, LLC) and the Fort Collins Traffic Engineering staff. This study generally conforms to the format set forth in the Fort Collins transportation impact study guidelines contained in the “Larimer County Urban Area Street Standards” (LCUASS). The base assumptions packet is provided in Appendix A. The study involved the following steps:

- Collect physical, traffic, and development data;
- Perform trip generation, trip distribution, and trip assignment;
- Determine peak hour traffic volumes;
- Conduct capacity and operational level of service analyses on key intersections;
- Analyze signal warrants;
- Conduct level of service evaluation of pedestrian, bicycle, and transit modes of transportation.

THE INITIAL SUBMITTAL OF THE TRAFFIC IMPACT STUDY IS NOT SIGNED/  
STAMPED. THE FINAL TRAFFIC IMPACT STUDY WILL BE SIGNED/STAMPED  
REFLECTING COMMENTS FROM THE CITY OF FORT COLLINS.

## II. EXISTING CONDITIONS

The location of the Prospect Plaza Student Housing site is shown in Figure 1. It is important that a thorough understanding of the existing conditions be presented.

### Land Use

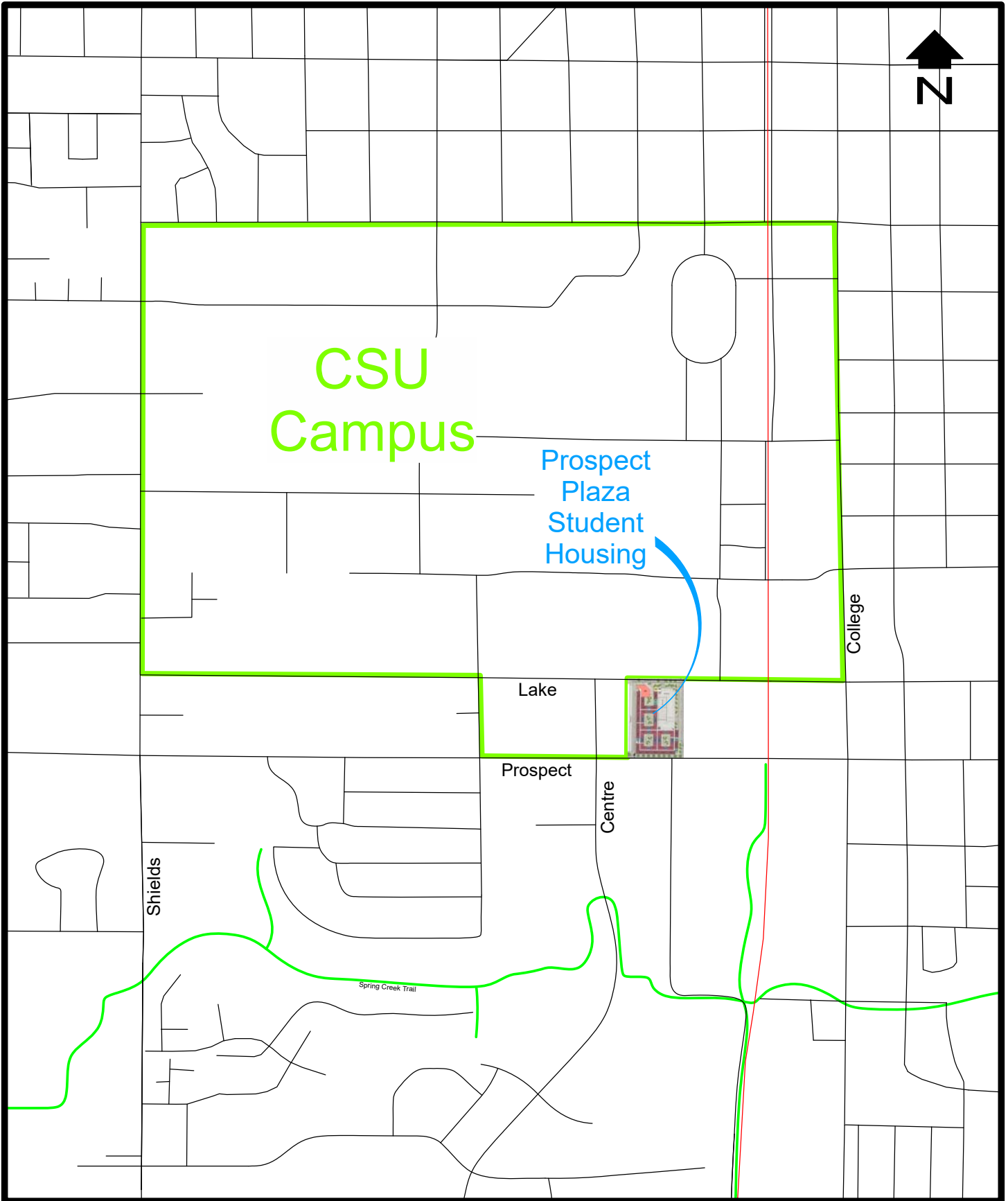
Land uses in the area are primarily institutional (CSU) or residential. Land adjacent to the site is flat (<2% grade) from a traffic operations perspective. This site is near the center of Fort Collins. Colorado State University and the Fort Collins CBD are north of the proposed Prospect Plaza Student Housing site. This site is adjacent to the CSU Campus.

### Roads

The primary streets near the Prospect Plaza Student Housing site are Prospect Road, Centre Avenue, and Lake Street. Figure 2 shows a schematic of the existing geometry at the Prospect/Centre and Centre/Lake intersections.

Prospect Road is to the south of (adjacent to) the Prospect Plaza Student Housing site. It is classified as a four-lane arterial street on the Fort Collins Master Street Plan. Currently, Prospect Road has a four-lane cross section in this area. At the Prospect/Centre intersection, Prospect Road has eastbound and westbound left-turn lanes and two through lanes in each direction. According to LCUASS, eastbound and westbound right-turn lanes are required with the existing traffic volumes at the Prospect/Centre intersection. Typically, with constrained conditions, when turn lanes are shown to be required based on volumes, they are not built unless the operation at the subject intersection is determined to be unacceptable. The Prospect/Centre intersection has signal control. The posted speed limit in this area of Prospect Road is 35 mph.

Centre Avenue is to the west of the Prospect Plaza Student Housing site. In this area, it is a north-south street designated as a collector street on the Fort Collins Master Street Plan. It would be classified as a major collector street (without parking). Currently, it has a two-lane cross section with no center median lane north of Prospect Road. South of Prospect Road, Centre Avenue has a two-lane cross section with a center median lane. At the Prospect/Centre intersection, Centre Avenue has northbound and southbound left-turn lanes, one through lane in each direction, and northbound and southbound right-turn lanes. At the Centre/Lake intersection, Centre Avenue has all northbound movements combined into a single lane. The Centre/Lake intersection has stop sign control on all legs. The posted speed limit in this area of Centre Avenue is 35 mph, south of Prospect Road. There is no posted speed limit on Centre Avenue between Prospect Road and Lake Street.

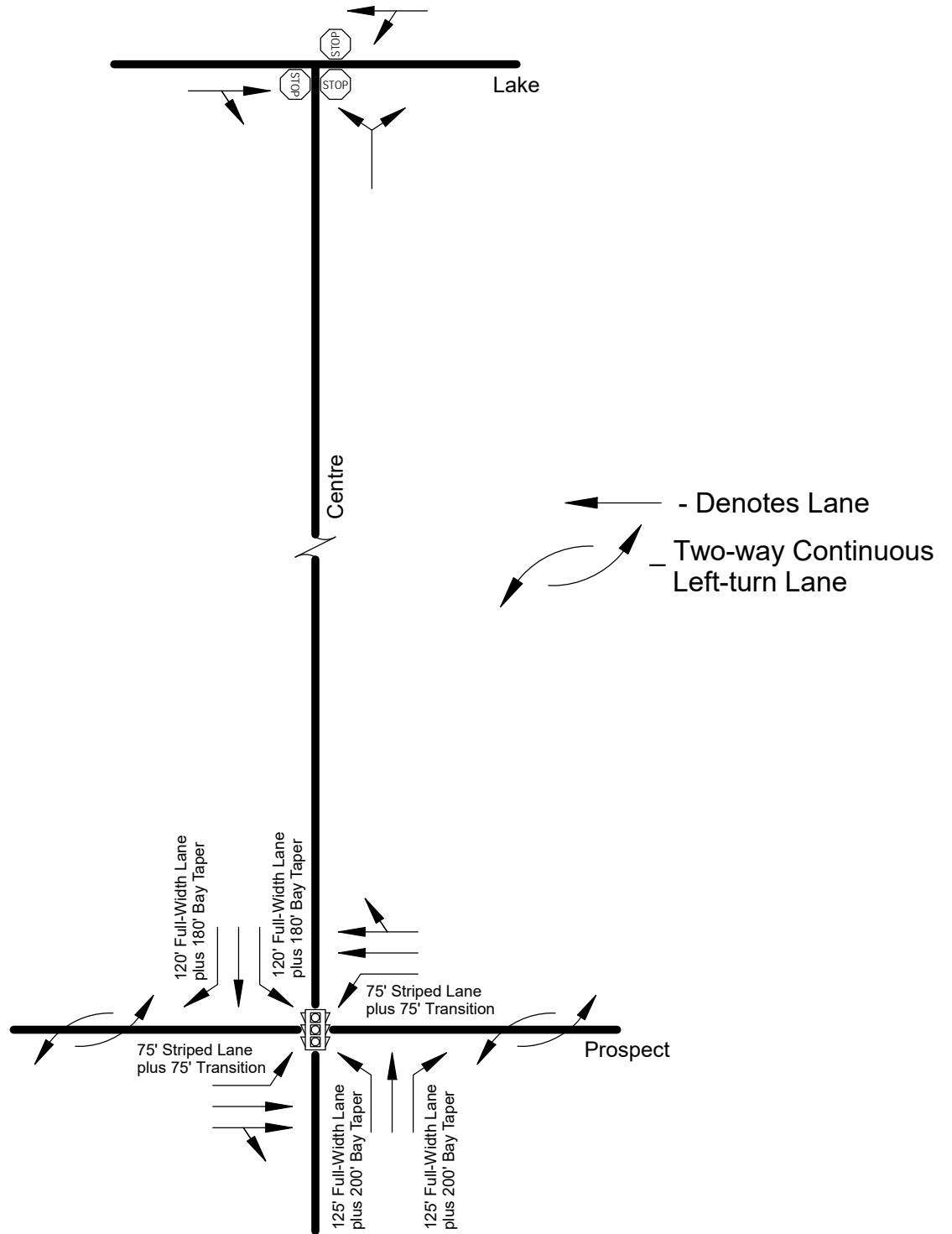


SCALE: 1"=1000'

**SITE LOCATION**

**Figure 1**





# EXISTING INTERSECTION GEOMETRY

Figure 2

Lake Street is an east-west street designated as a collector street on the Fort Collins Master Street Plan. It would be classified as a major collector street (without parking). Currently, Lake Street has a two-lane cross section with no center median lane. At the Centre/Lake intersection, Lake Street has all eastbound and westbound movements combined into single lanes. The posted speed limit in this area of Lake Street is 25 mph.

## Existing Traffic

Figure 3 shows the recent morning and afternoon peak hour traffic counts at the Prospect/Centre and Centre/Lake intersections. Recent count data at the Prospect/Centre and Centre/Lake intersections was obtained in April 2024. Raw count data is provided in Appendix B.

## Existing Operation

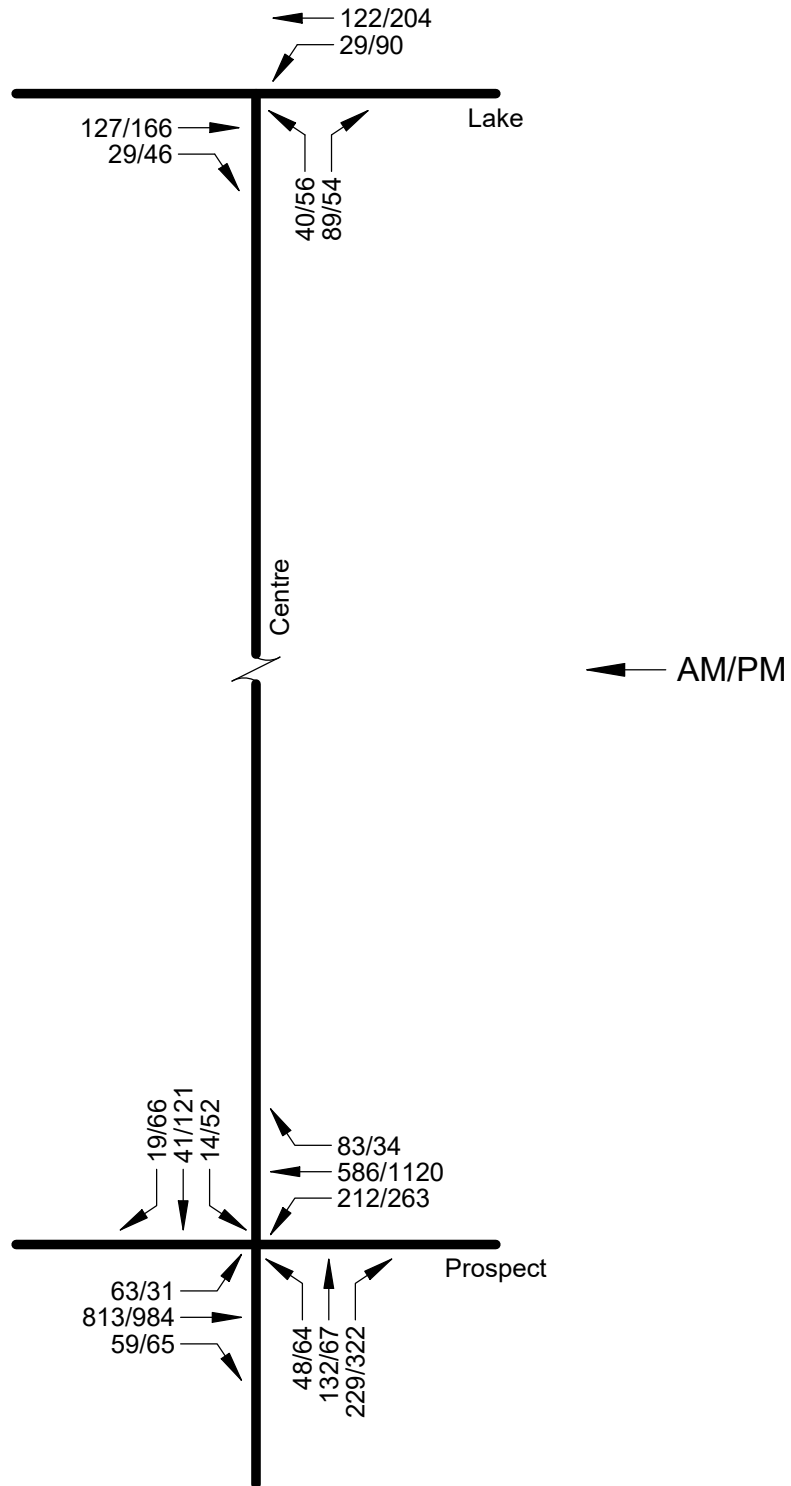
The Prospect/Centre and Centre/Lake intersections were evaluated using techniques provided in the Highway Capacity Manual, 6<sup>th</sup> Edition. Using the peak hour traffic shown in Figure 3, the peak hour operation is shown in Table 1. The Prospect/Centre and Centre/Lake intersections meet the City of Fort Collins Motor Vehicle LOS Standard during the morning and afternoon peak hours with existing control, geometry, and signal timing. Calculation forms are provided in Appendix C. A description of level of service for signalized and unsignalized intersections from the Highway Capacity Manual, 6<sup>th</sup> Edition and a table showing the Fort Collins Motor Vehicle LOS Standards (Intersections) are also provided in Appendix C. The Prospect Plaza Student Housing is in an area termed “mixed-use district.” In areas termed “mixed-use districts,” acceptable operation at signalized intersections during the peak hours is defined as level of service E or better for the overall intersection, and level of service E or better for any leg or movement. At arterial/arterial and collector/collector stop sign controlled intersections, acceptable operation is considered to be at level of service E, overall and level of service F, for any approach leg. At arterial/collector, arterial/local, collector/local, and local/local stop sign controlled intersections, acceptable operation is considered to be at level of service D, overall and level of service F, for any approach leg. Subsequent analyses for the Prospect/Centre intersection use the existing signal timing.

## Pedestrian Facilities

There are sidewalks along Prospect Road, Centre Avenue, and Lake Street.

## Bicycle Facilities

Bicycle lanes exist on Centre Avenue and Lake Street. Prospect Road has no bicycle lanes.



# RECENT PEAK HOUR TRAFFIC

Figure 3

**TABLE 1**  
**Current Peak Hour Operation**

Intersection	Movement	Level of Service	
		AM	PM
Prospect/Centre (signal)	EB LT	A	A
	EB T	B	B
	EB T/RT	B	B
	EB APPROACH	B	B
	WB LT	A	A
	WB T	A	A
	WB T/RT	A	A
	WB APPROACH	A	A
	NB LT	D	D
	NB T	D	D
	NB RT	D	D
	NB APPROACH	D	D
	SB LT	D	D
	SB T	D	D
	SB RT	D	D
	SB APPROACH	D	D
OVERALL	B	B	
Centre/Lake (all-way stop sign)	NB LT/RT	A	A
	EB T/RT	A	A
	WB LT/T	A	B
	OVERALL	A	A

## **Transit Facilities**

The nearest Transfort routes are Routes 2, 7, Around the Horn, and the MAX. The nearest bus stops are along Prospect Road, Whitcomb Street, Lake Street, and the Prospect Station for the MAX Route.

### III. PROPOSED DEVELOPMENT

The Prospect Plaza Student Housing development is a student residential development with 814 beds (244 apartment dwelling units). Figure 4 shows a site plan of the Prospect Plaza Student Housing development. The site plan shows two accesses to/from Lake Street and one right-in/right-out access to/from Prospect Road. The Prospect Plaza Student Housing development will replace the existing Prospect Plaza Apartments. The short range analysis (Year 2029) includes development of the Prospect Plaza Student Housing site and an appropriate increase in background traffic, due to normal growth, and other approved developments in the area. The long range analysis (Year 2045) includes background traffic due to normal growth and in general accordance with the Fort Collins Structure Plan.

#### Trip Generation

Trip generation is important in considering the impact of a development such as this upon the existing and proposed street system. A compilation of trip generation information contained in Trip Generation, 11<sup>th</sup> Edition, ITE is used to estimate trips that would be generated by the proposed/expected use at a site. Off-Campus Student Apartment - Low-Rise (Code 226) was used as the land use. Table 2 shows the daily and peak hour trip generation for the Prospect Plaza Student Housing site. It is assumed that alternative modes (pedestrian, bicycle, and transit) have been considered in the ITE rates for student apartments. The trip generation of the Prospect Plaza Student Housing development resulted in 2,092 daily trip ends, 57 morning peak hour trip ends, and 170 afternoon peak hour trip ends.

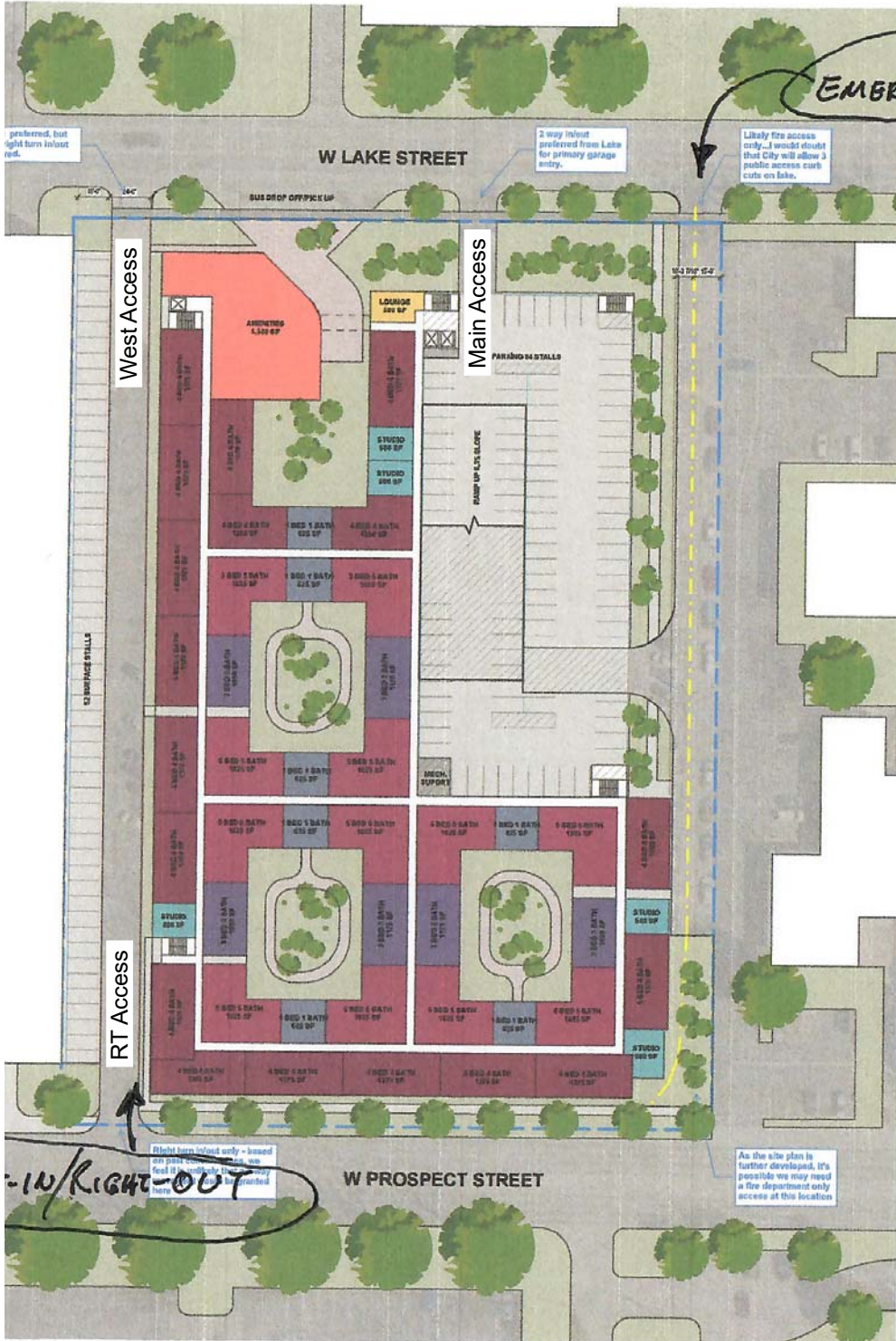
Code	Use	Size	AWDTE		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	In	Rate	Out	Rate	In	Rate	Out
226	Off-Campus Student Apartment (Mid-Rise)	814 Beds	2.57	2092	0.07 46%	26	0.07 54%	31	0.21 47%	80	0.21 53%	90

#### Trip Distribution

Directional distribution of the generated trips was determined for the Prospect Plaza Student Housing site. Figure 5 shows the vehicle trip distribution used for the Prospect Plaza Student Housing site. The trip distribution was agreed to by City of Fort Collins staff in the scoping discussions.



SCALE: 1"=100'



**LOT STATISTICS**

LOT ACREAGE: 4.56 ACRES  
 LOT AREA: 193,765 SF  
 LOT DENSITY: 2.54  
 TOTAL GSF: 493,785 GSF  
 IMPERVIOUS: 142,165 SF 73%  
 PERVIOUS: 51,600 SF 27%  
 TOTAL BUILDING HEIGHT: 55'-0"  
 CONSTRUCTION TYPE: 3A AND 1A

**UNIT TOTALS**

NUMBER OF UNITS: 244  
 NUMBER OF BEDS: 814

**HOUSING MIX**

UNIT TYPE	NUMBER OF UNITS	NUMBER OF BEDS
STUDIO	29	29
1 BED	35	35
3 BED	30	90
4 BED	90	360
5 BED	60	300
<b>TOTALS</b>	<b>244</b>	<b>814</b>

**UNIT SF**

STUDIO	500 SF	14,500 RSF
1 BED	625 SF	21,875 RSF
3 BED	1125 SF	33,750 RSF
4 BED	1375 SF	123,750 RSF
5 BED	1560 SF	93,600 RSF

**BUILDING STATS**

HOUSING GSF: 287,475 GSF  
 AMENITY GSF: 10,000 GSF  
 COMMON GSF: 4,180 GSF  
 CIRCULATION: 51,250 GSF  
 MECH./SUPPORT: 2,000 GSF

TOTAL GSF: 354,905 GSF  
 EFFICIENCY: 81%

**PARKING STATS**

STALLS/ LEVEL	GARAGE SF	RATIO
84	34,720 SF	0.25
116	34,720 SF	0.50
116	34,720 SF	0.75
116	34,720 SF	1.00
116	34,720 SF	1.00

**SURFACE PARKING SF**  
 10,246 SF

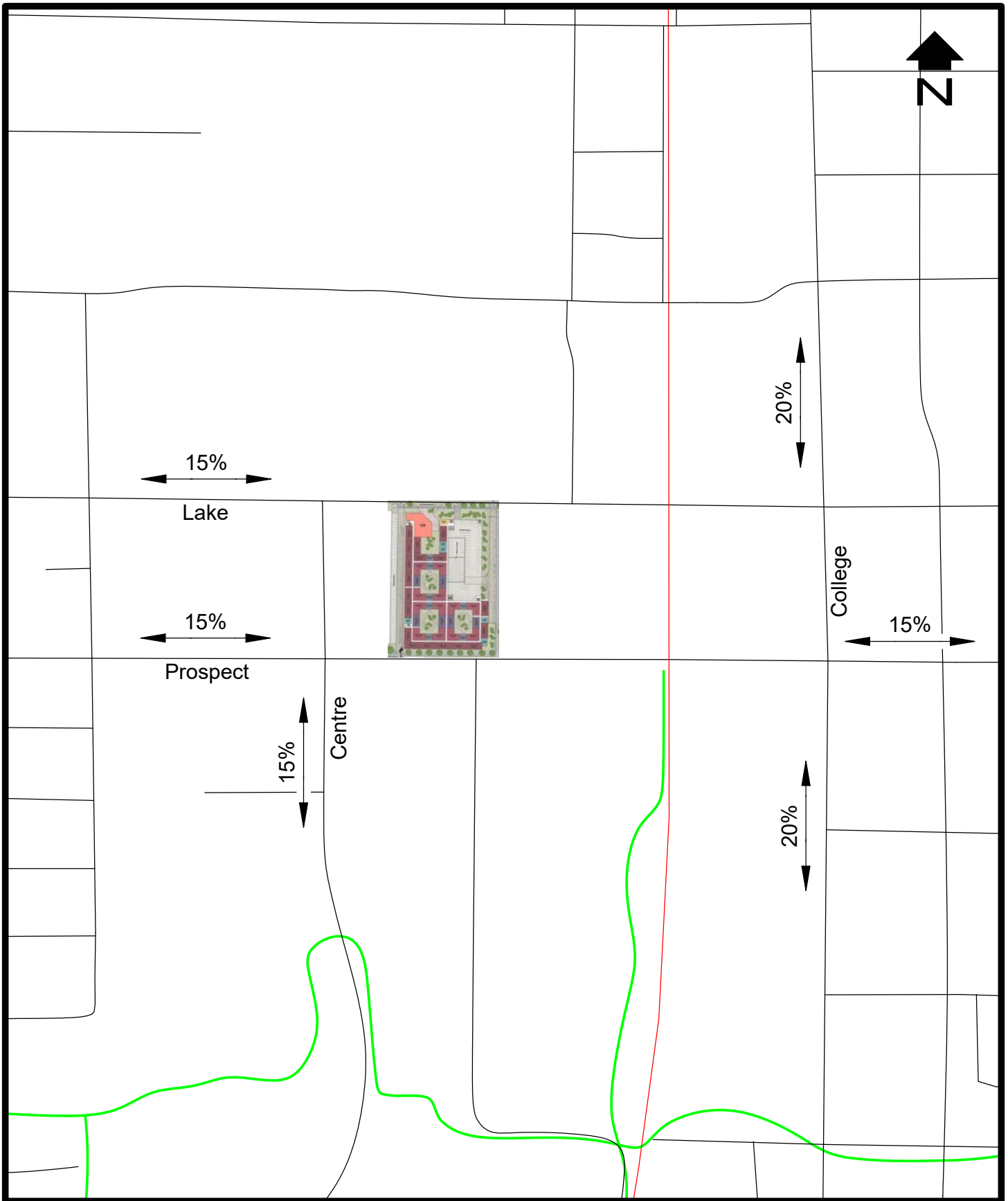
**PARKING PROVIDED**

NUMBER OF SURFACE STALLS: 52  
 NUMBER OF GARAGE STALLS: 548

TOTAL STALLS: 600  
 RATIO: 0.73

**SITE PLAN**

**Figure 4**



SCALE: 1"=500'

# TRIP DISTRIBUTION

Figure 5



## Background Traffic Projections

Figures 6 and 7 show the short range (2029) and long range (2045) background peak hour traffic projections at the key intersections. Traffic at the key intersections was increased at a rate of one percent per year for the short range (2029) and long range (2045) background traffic forecasts.

## Trip Assignment/Total Traffic

Trip assignment is how the generated and distributed trips are expected to be loaded on the street system. The assigned trips are the resultant of the trip distribution process. Using the trip distribution shown in Figure 5, Figure 8 shows the assignment of the site generated peak hour vehicle traffic. The site generated vehicle traffic was combined with the background traffic to determine the total forecasted vehicle traffic at the key intersections. Figures 9 and 10 shows the short range (2029) and long range (2045) total peak hour vehicle traffic at the key intersections.

## Signal Warrants

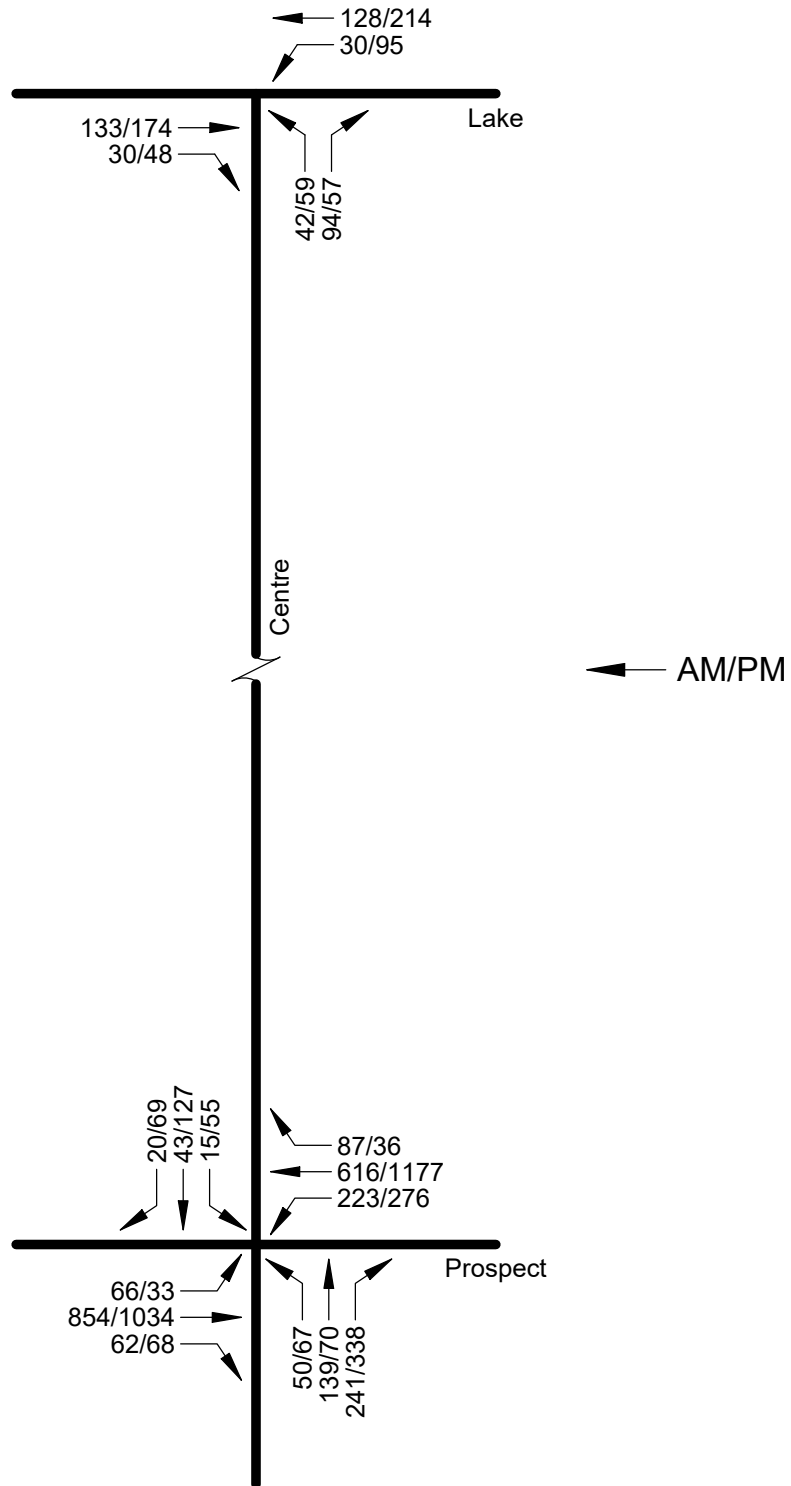
As a matter of policy, traffic signals are not installed at any location unless warrants are met according to the Manual on Uniform Traffic Control Devices (MUTCD). None of the stop sign controlled intersections are expected to meet peak hour signal warrants.

## Operation Analysis

Operation analyses were performed at the Prospect/Centre, Prospect/RT Access, Centre/Lake, Lake/West Access, and Lake/Main Access intersections. The operation analyses were conducted for the short range future, reflecting a year 2029 condition and for the long range future, reflecting a year 2045 condition. As mentioned earlier, the Prospect/Centre intersection was analyzed using the existing City signal timing.

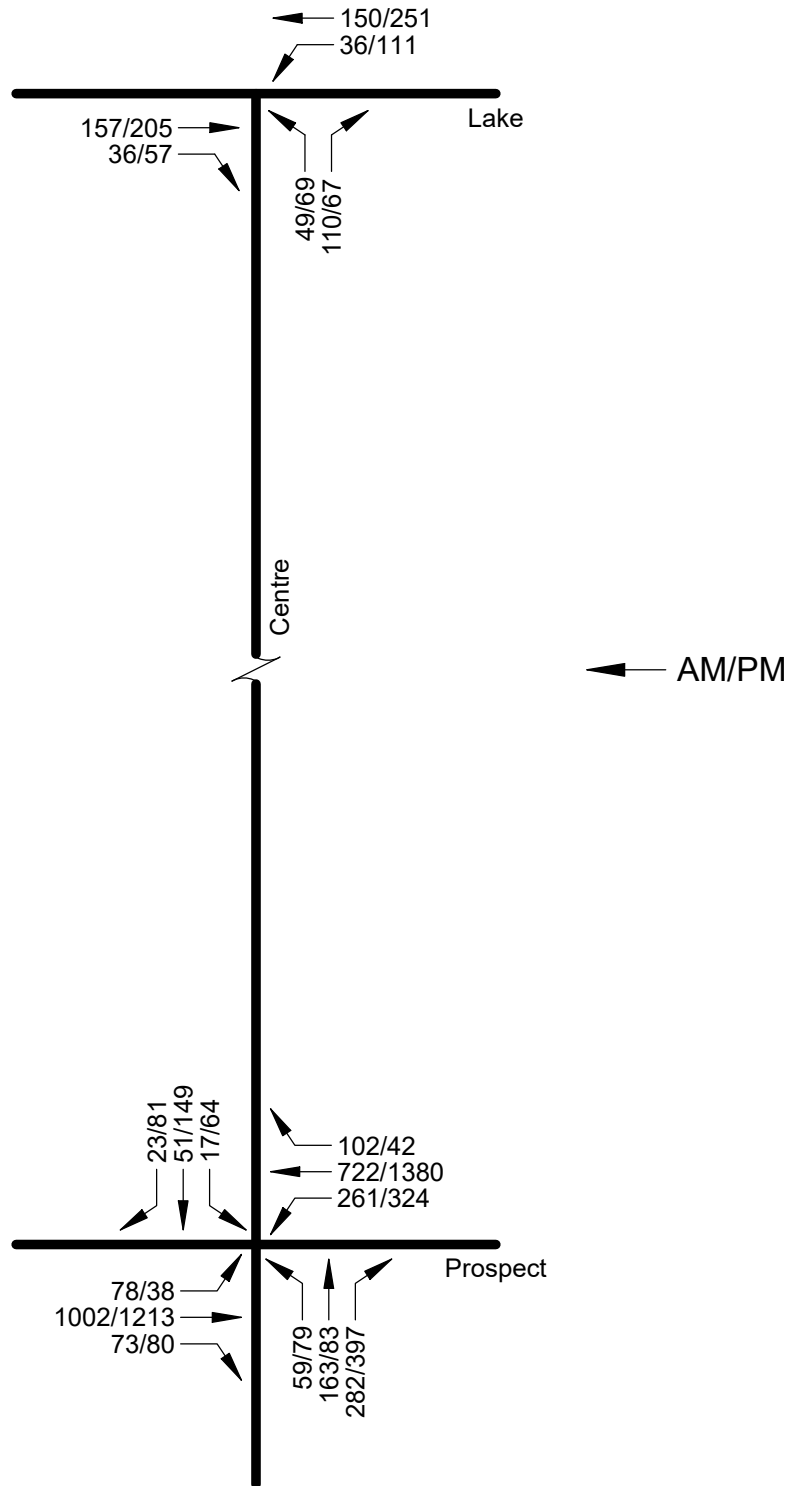
Using the short range (2029) background peak hour traffic volumes, the Prospect/Centre and Centre/Lake intersections operate as indicated in Table 3. Calculation forms for these analyses are provided in Appendix D. The Prospect/Centre and Centre/Lake intersections will meet the City of Fort Collins Motor Vehicle LOS Standard.

Using the long range (2045) background peak hour traffic volumes, the Prospect/Centre and Centre/Lake intersections operate as indicated in Table 4. Calculation forms for these analyses are provided in Appendix E. The Prospect/Centre and Centre/Lake intersections will meet the City of Fort Collins Motor Vehicle LOS Standard.



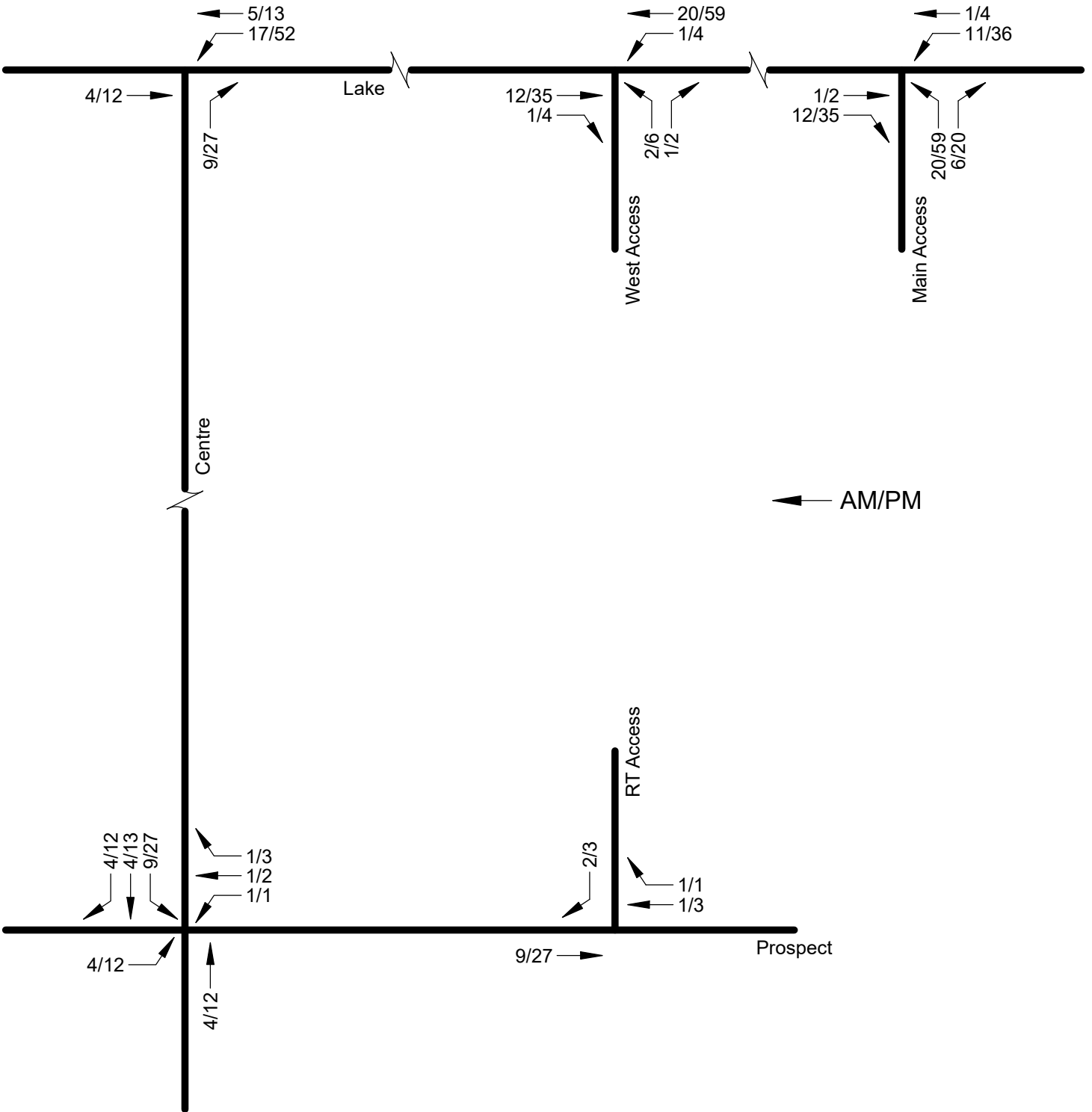
# SHORT RANGE (2029) BACKGROUND PEAK HOUR TRAFFIC

Figure 6



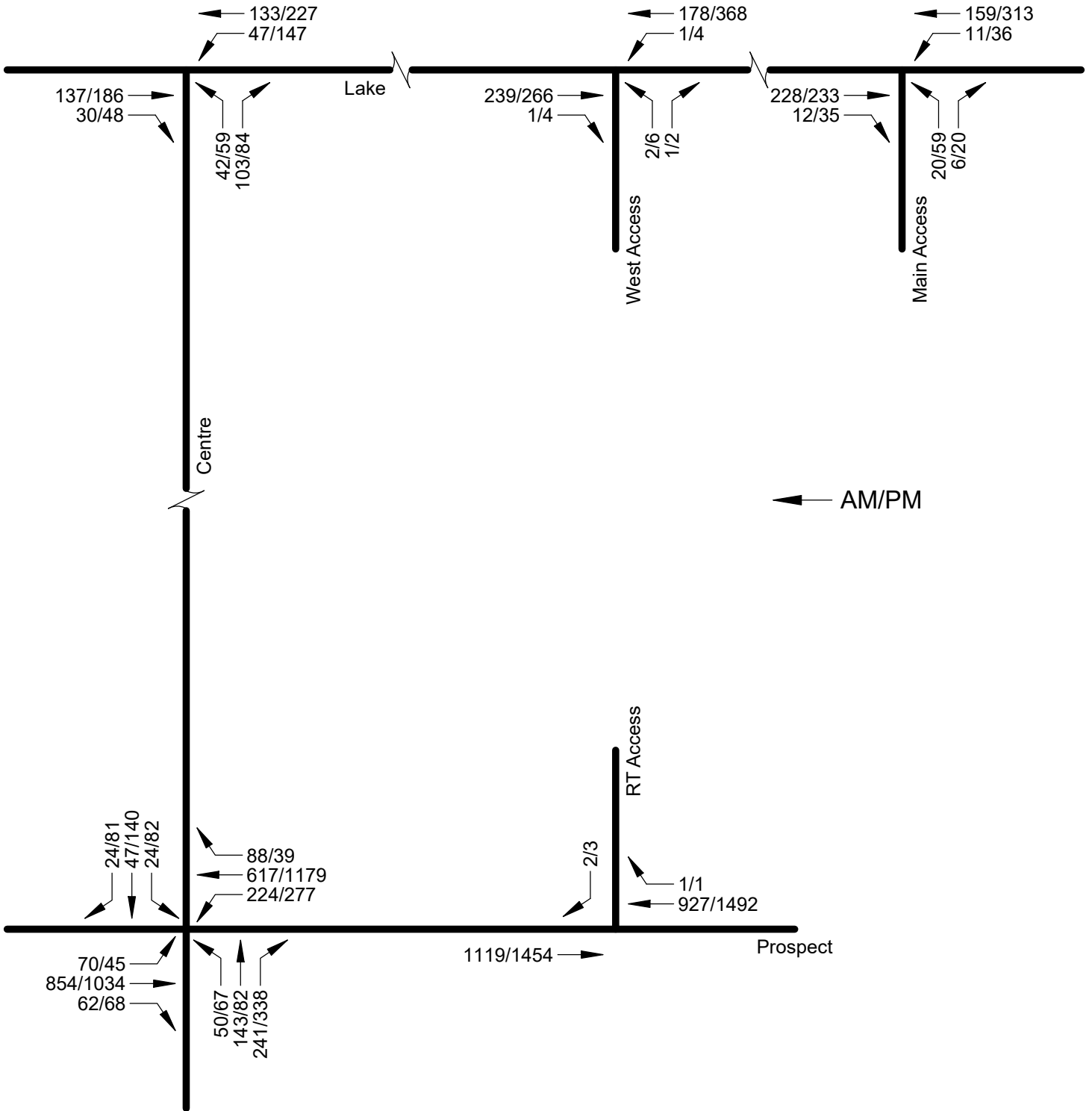
# LONG RANGE (2045) BACKGROUND PEAK HOUR TRAFFIC

Figure 7



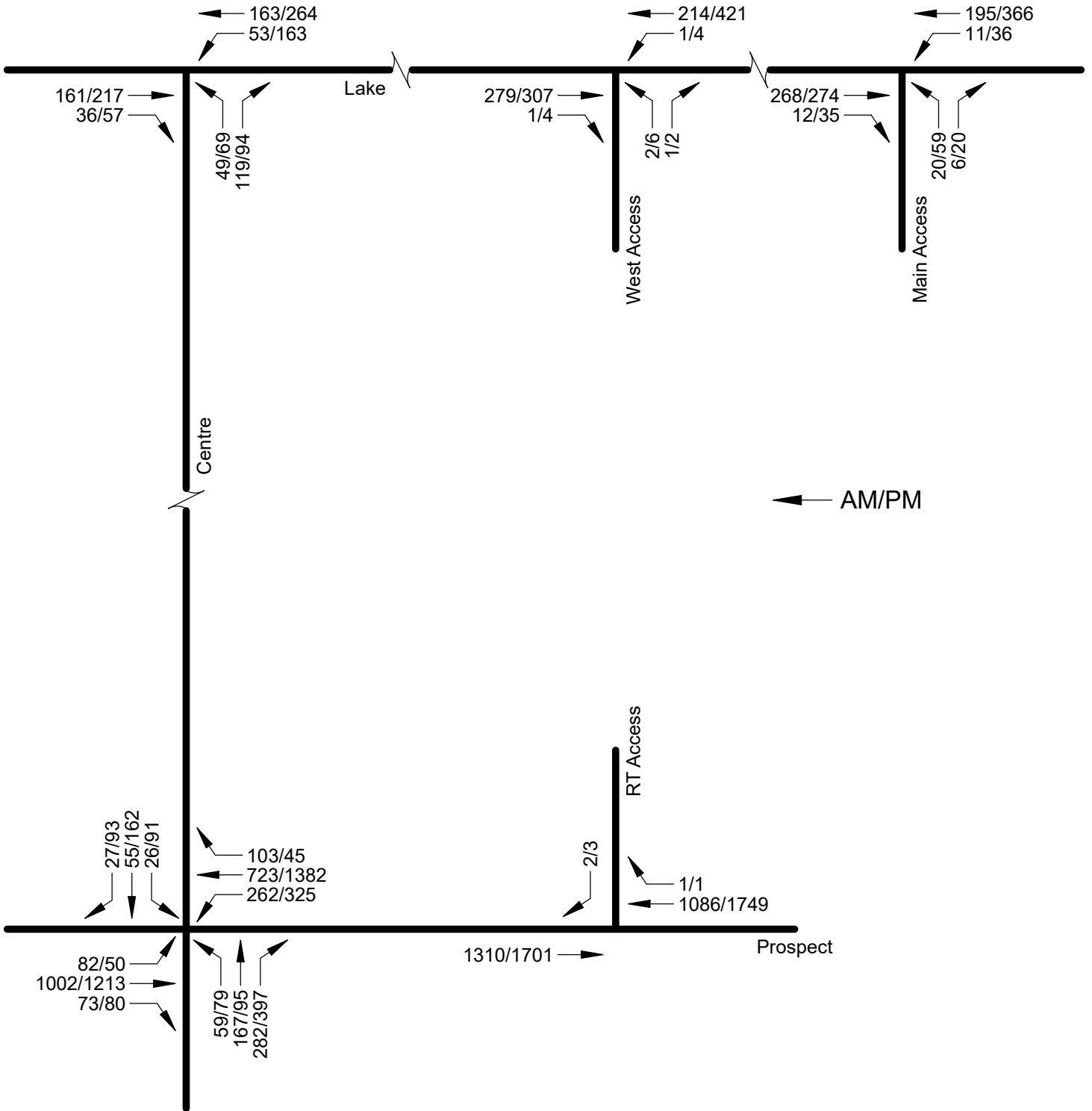
# SITE GENERATED PEAK HOUR TRAFFIC

Figure 8



# SHORT RANGE (2029) TOTAL PEAK HOUR TRAFFIC

Figure 9



# LONG RANGE (2045) TOTAL PEAK HOUR TRAFFIC

Figure 10

**TABLE 3**  
**Short Range (2029) Background Peak Hour Operation**

Intersection	Movement	Level of Service	
		AM	PM
Prospect/Centre (signal)	EB LT	A	A
	EB T	B	B
	EB T/RT	B	B
	EB APPROACH	B	B
	WB LT	A	B
	WB T	A	A
	WB T/RT	A	A
	WB APPROACH	A	B
	NB LT	D	D
	NB T	D	D
	NB RT	D	D
	NB APPROACH	D	D
	SB LT	D	D
	SB T	D	D
	SB RT	D	D
OVERALL	B	B	
Centre/Lake (all-way stop sign)	NB LT/RT	A	A
	EB T/RT	A	A
	WB LT/T	A	B
	OVERALL	A	B

**TABLE 4  
Long Range (2045) Background Peak Hour Operation**

Intersection	Movement	Level of Service	
		AM	PM
Prospect/Centre (signal)	EB LT	A	A
	EB T	B	B
	EB T/RT	B	B
	EB APPROACH	B	B
	WB LT	B	C
	WB T	A	B
	WB T/RT	A	B
	WB APPROACH	B	B
	NB LT	D	D
	NB T	D	D
	NB RT	D	D
	NB APPROACH	D	D
	SB LT	D	D
	SB T	D	D
	SB RT	D	D
OVERALL	B	C	
Centre/Lake (all-way stop sign)	NB LT/RT	A	A
	EB T/RT	A	B
	WB LT/T	A	B
	OVERALL	A	B



Using the short range (2029) total peak hour traffic volumes, the Prospect/Centre, Prospect/RT Access, Centre/Lake, Lake/West Access, and Lake/Main Access intersections operate as indicated in Table 5. Calculation forms for these analyses are provided in Appendix F. The key intersections will meet the City of Fort Collins Motor Vehicle LOS Standard.

Using the long range (2045) total peak hour traffic volumes, the Prospect/Centre, Prospect/RT Access, Centre/Lake, Lake/West Access, and Lake/Main Access intersections operate as indicated in Table 6. Calculation forms for these analyses are provided in Appendix G. The key intersections will meet the City of Fort Collins Motor Vehicle LOS Standard.

## **Geometry**

The short range (2029) and long range (2045) geometry is shown in Figure 11. The geometry at the Prospect/Centre and Centre/Lake intersections is the existing geometry. As mentioned earlier, according to LCUASS, eastbound and westbound right-turn lanes at the Prospect/Centre intersection are required with the existing traffic volumes. Typically at constrained locations, when turn lanes are shown to be required based on volumes, they are not built unless the operation at the subject intersection is determined to be unacceptable.

According to the “West Central Area Plan” (adopted March 17, 2015), the right-of-way of Lake Street will be widened to 75 feet from the existing 60 foot right-of-way. The additional right-of-way will be on the north side of West Lake Street. A “planted buffer” will shield the bike lanes and sidewalks from the roadway. This project will install the sidewalk along its frontage. The new cross section of West Lake Street will be constructed by CSU. It is assumed that the unique function and design of Lake Street will not include any auxiliary turn lanes at driveways along it.

## **Pedestrian Level of Service**

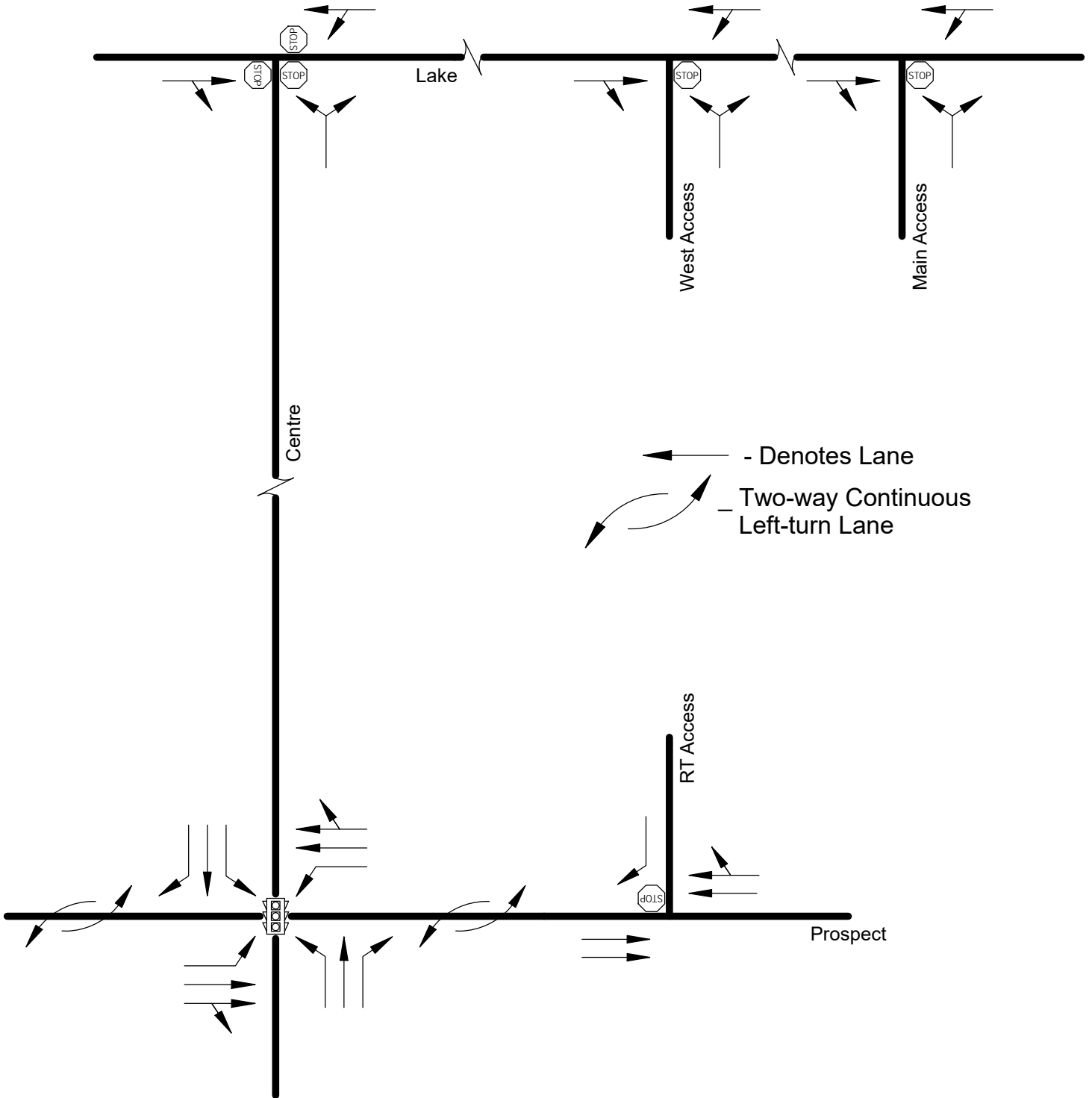
Appendix H shows a map of the area that is within 1320 feet of the Prospect Plaza Student Housing site. The Prospect Plaza Student Housing site is located within an area termed as “pedestrian district,” which sets the level of service threshold at LOS A for all measured factors, except for Street Crossing which is LOS B. There are five destination areas within 1320 feet of the proposed Prospect Plaza Student Housing site: 1) the CSU Campus, 2) the CSU student housing to the west of the site, 3) the CSU student housing to the southwest of the site, 4) the commercial uses to the south of the site, and 5) the commercial uses to the southeast of the site. There are sidewalks along all streets in the area of the Prospect Plaza Student Housing site. Sidewalks will be built throughout and adjacent to the development that will connect to existing nearby sidewalks along Prospect Road, Centre Avenue, and Lake Street.

**TABLE 5**  
**Short Range (2029) Total Peak Hour Operation**

Intersection	Movement	Level of Service	
		AM	PM
Prospect/Centre (signal)	EB LT	A	A
	EB T	B	B
	EB T/RT	B	B
	EB APPROACH	B	B
	WB LT	A	B
	WB T	A	B
	WB T/RT	A	B
	WB APPROACH	A	B
	NB LT	D	D
	NB T	D	D
	NB RT	D	D
	NB APPROACH	D	D
	SB LT	D	D
	SB T	D	D
	SB RT	D	D
	SB APPROACH	D	D
OVERALL	B	B	
Prospect/RT Access (RT-in/RT-out)	SB RT	B	C
Centre/Lake (all-way stop sign)	NB LT/RT	A	A
	EB T/RT	A	A
	WB LT/T	A	B
	OVERALL	A	B
Lake/West Access (stop sign)	NB LT/RT	B	B
	WB LT	A	A
	OVERALL	A	A
Lake/Main Access (stop sign)	NB LT/RT	B	C
	WB LT	A	A
	OVERALL	A	A

**TABLE 6**  
**Long Range (2045) Total Peak Hour Operation**

Intersection	Movement	Level of Service	
		AM	PM
Prospect/Centre (signal)	EB LT	A	B
	EB T	B	B
	EB T/RT	B	B
	EB APPROACH	B	B
	WB LT	B	C
	WB T	A	B
	WB T/RT	A	B
	WB APPROACH	B	B
	NB LT	D	D
	NB T	D	D
	NB RT	D	D
	NB APPROACH	D	D
	SB LT	D	D
	SB T	D	D
	SB RT	D	D
	SB APPROACH	D	D
OVERALL	B	C	
Prospect/RT Access (RT-in/RT-out)	SB RT	B	C
Centre/Lake (all-way stop sign)	NB LT/RT	A	B
	EB T/RT	A	B
	WB LT/T	B	C
	OVERALL	A	B
Lake/West Access (stop sign)	NB LT/RT	B	B
	WB LT	A	A
	OVERALL	A	A
Lake/Main Access (stop sign)	NB LT/RT	B	C
	WB LT	A	A
	OVERALL	A	A



# SHORT RANGE (2029) AND LONG RANGE (2045) GEOMETRY

Figure 11

- **Directness** – The distance ratio to all pedestrian destinations is less than 1.2 (LOS A).
- **Continuity** – The continuity to all pedestrian destinations will be acceptable at LOS B, since there are existing sidewalks adjacent to all the destination areas.
- **Street Crossings** – The street crossings will be acceptable at LOS B all destination areas.
- **Visual Interest and Amenity** – The visual interest and amenity will be acceptable at LOS A for all destination areas since this area around the CSU Campus is an enhanced pedestrian area.
- **Security** – The security is acceptable at LOS A for all destination areas since this area around the CSU Campus is an enhanced pedestrian area.

### **Bicycle Level of Service**

Based upon Fort Collins bicycle LOS criteria, there is one destination area (CSU) within 1320 feet of the Prospect Plaza Student Housing. The bicycle level of service is acceptable. The bicycle LOS Worksheet is provided in Appendix H. There will be bicycle storage facilities on site.

### **Transit Level of Service**

The nearest Transfort Routes are Routes 2, 7, 19, and 32 at the Prospect/Centre intersection and Around the Horn at the Prospect/Centre intersection. According to the “West Central Area Plan,” there will be transit stops on Lake Street and Prospect Road in the future.

#### IV. CONCLUSIONS/RECOMMENDATIONS

This study assessed the impacts of the Prospect Plaza Student Housing development on the short range (2029) and long range (2045) street system in the vicinity of the proposed development. As a result of this analysis, the following is concluded:

- The development of the Prospect Plaza Student Housing site is feasible from a traffic engineering standpoint. At full development, the Prospect Plaza Student Housing site will generate approximately 2,092 daily trip ends, 57 morning peak hour trip ends, and 170 afternoon peak hour vehicle trip ends.
- Current operation at the Prospect/Centre and Centre/Lake intersections meets the City of Fort Collins Motor Vehicle LOS Standard.
- In the short range (2029) future, given development of the Prospect Plaza Student Housing site and an increase in background traffic, the key intersections will meet the City of Fort Collins Motor Vehicle LOS Standard with existing/recommended control, geometry, and existing signal timing.
- In the long range (2045) future, given development of the Prospect Plaza Student Housing site and an increase in background traffic, the key intersections will meet the City of Fort Collins Motor Vehicle LOS Standard with existing/recommended control, geometry, and existing signal timing.
- The geometry at the key intersections is shown in Figure 11. The new cross section of Lake Street will be in accordance with the “West Central Area Plan.”
- Acceptable level of service is achieved for pedestrians and bicycles based upon the measures in the multi-modal transportation guidelines.