



# **Planning and Zoning Commission**

**Monday, March 21, 2022 at 6:00 pm**

**PLEASE SILENCE ALL CELL PHONES AND ELECTRONIC  
DEVICES. THANK YOU**

## **1. Meeting Information**

207 Muegge Way, Bennett, CO 80102

For a live stream of the meeting use the information below:

<https://us02web.zoom.us/j/81355382519?>

[pwd=VnRvbHdhRXZ6cXhqT2RCM3U3amMzZz09](https://us02web.zoom.us/j/81355382519?pwd=VnRvbHdhRXZ6cXhqT2RCM3U3amMzZz09)

Meeting ID: 813 5538 2519

Passcode: 921546

One tap mobile

+13462487799

## **2. Call to Order**

Chair

### **a. Roll Call**

## **3. Approval of Agenda**

Chair

## **4. Consent Agenda**

Chair

### **a. February 28, 2022 - Regular Meeting Minutes**

#### **Attachments:**

- **February 28, 2022 - Regular Meeting Minutes** (02-28-2022.pdf)

## **Public Comments on Items Not on the Agenda**

The Planning and Zoning Commission welcomes you. Thank you for joining us for our Town of Bennett Planning and Zoning Meeting. If you are not speaking, we ask that you please mute your microphone. For public comment please sign up on the provided sheet or in the chat box. If you are on the phone, once we get through the sign-up sheet and chat box we will call for any other comments for items not on the agenda.

Your comments will be limited to three (3) minutes. The Commission may not respond to your comments this evening, rather they may take your comments and suggestions under advisement and provide direction to the appropriate member of Town staff for follow-up. Thank you.

## Regular Business

### 5. Public Hearing

#### a. Case No. 21.24 - Bennett Crossing Filing No. 5 Final Plat

Resolution No. 2022-08 - A Resolution Recommending Approval of the Final Plat for the Bennett Crossing Filing No. 5 Subdivision

Steve Hebert, Planning and Economic Development Manager

#### Attachments:

- **Public Hearing Script** (0-Public\_Hearing\_Script.PC.pdf)
- **Staff Report Case No. 21.24 Bennett Crossing Filing No. 5 Final Plat** (1-Bennett\_Crssng\_F5\_CaseNo.21.24\_P\_Z\_StaffReport\_FINAL.pdf)
- **PowerPoint Presentation Case No. 21.24 Bennett Crossing Filing No. 5 Final Plat** (2-PowerPoint\_BennettCrossingFiling5\_FinalPlat\_P\_Z\_\_03\_21\_22\_FINAL.pdf)
- **Land Use Application** (3-bc\_final\_plat\_app.pdf)
- **Letter of Intent/Narrative** (4-Letter\_of\_Intent\_Bennett\_Crossing\_5.pdf)
- **Bennett Crossing Filing No. 5 Subdivision Final Plat** (5-120-00343-FP\_Adams\_County\_01-15-2022.pdf)
- **Bennett Crossing Outline Development Plan** (6-01.10.22\_BENNETT\_ODP\_Amend1\_01\_31\_22Version.pdf)
- **Combined Staff and Referral Agency Comments** (7-Combined\_BCrossing\_Filing5\_FP\_ReferralComments.pdf)
- **Bennett Crossing Filing No. 5 Traffic Study** (8-Traffic\_Impact\_Analysis\_BennettCrossingFiling5-072021.pdf)
- **Resolution No. 2022-08 - A Resolution Recommending Approval of the Final Plat for the Bennett Crossing Filing No. 5 Subdivision** (9-Resolution\_2022-08\_BennettCrossingFiling5\_FP.PCReso.pdf)
- **Suggested Motion** (10-suggested\_motion.pdf)

### 6. Commissioner Comments/Reports

### 7. Adjournment



TOWN OF BENNETT, COLORADO  
PLANNING & ZONING COMMISSION  
Regular Meeting  
February 28, 2022

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1. **CALL TO ORDER**

The Planning & Zoning Commission of the Town of Bennett met in regular session on Monday, February 28, 2022, via hybrid meeting. Chair Martin Metsker called the meeting to order at 6:02 p.m. The following persons were present upon the call of the roll:

Chair: Martin Metsker

Commissioners: Gino Childs  
Rachel Connor  
James Delaney  
Grider Lee  
Martin Metsker  
Scott Smith

Staff Present: Steve Hebert, *Planning and Economic Development Manager*  
Dan Giroux, *Town Engineer*  
Savannah Vickery, *Community Development Coordinator*  
Christina Hart, *Town Clerk*

Public Present: Palma Heede, Penne Heeded, Chris McGranahan, Karen Henry, Pat Tabor, Chris Perdue, John Vitella, Michael Cleary

2. **APPROVAL OF AGENDA**

COMMISSIONER CLARK MOVED, COMMISSIONER DELANEY SECONDED to approve the agenda as presented. Voting was as follows:

YES: Clark, Connor, Delaney, Lee, Metsker, Smith, Childs

NO: None

Chair Martin Metsker declared the motion carried by unanimous vote.

3. **APPROVAL OF CONSENT AGENDA**

COMMISSIONER CLARK MOVED, COMMISSIONER DELANEY SECONDED to approve the consent agenda as presented. Voting was as follows:

YES: Connor, Delaney, Lee, Metsker, Smith, Childs, Clark

NO: None

Chair Martin Metsker declared the motion carried by unanimous vote.

**4. PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA**

There were no public comments on items not on the agenda presented.

**5. REGULAR BUSINESS**

**A. Public Hearing(s)**

**1. Case No. 21.42 Bennett Crossing Filing No. 3, Amendment No. 1 Final Plat**

**Resolution No. 2022-05 - A Resolution Recommending Approval of the Bennett Crossing Filing NO. 3 Final Plat, Amendment No. 1**

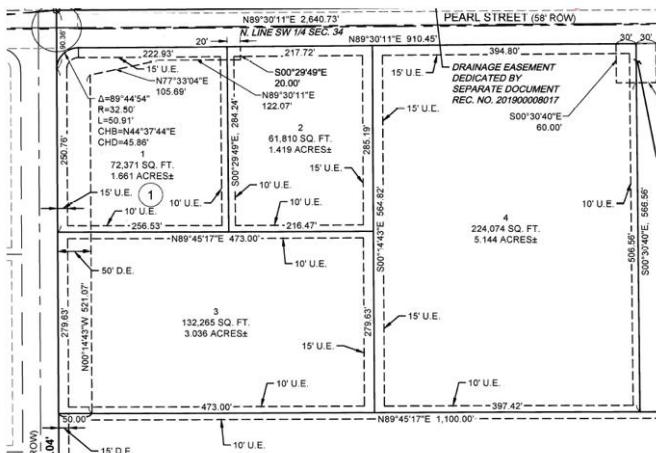
Chair Martin Metsker opened the public hearing on Case No. 21.42 Bennett Crossing Filing No. 3, Amendment No. 1 Final Plat at 6:10 p.m.

Town Clerk, Christina Hart, stated for the record the Notice of Public Hearing was posted in accordance with State Statute and published in the Eastern Colorado News, February 11, 2022. Legal #2589.

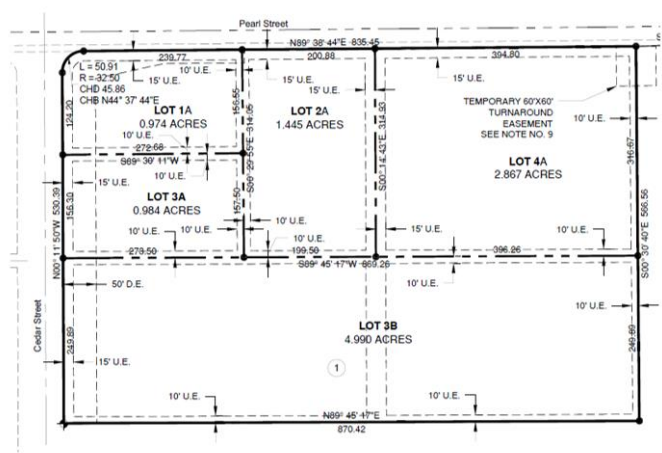
Steve Hebert, Planning and Economic Development Manager reported to the Commission the applicant is proposing an amendment to the Bennett Crossing Filing No. 3 Final Plat to rearrange lots lines and create an additional buildable lot. Per Section 16-2-340 of the Bennett Municipal Code, boundary line adjustments that create additional lots shall be considered a minor subdivision and must be reviewed by the Planning and Zoning Commission and the Board of Trustees.

The existing lot configuration of Bennett Crossing Filing No. 3, at the southeast corner of Cedar Street and Pearl Street, is shown below on the left. Lots 1-4 are to be replatted into five lots (1A, 2A, 3A, 3B and 4A) shown on the right below. A full size version of the plat document is attached.

**Existing Lot Configuration**



**Proposed Lot Configuration**



## **APPLICANT PRESENTATION**

There was no presentation made by the applicant.

## **PUBLIC COMMENTS**

There were no public comments presented.

Chair Martin Metsker closed the public hearing at 6:27 p.m.

COMMISSIONER CLARK MOVED, COMMISSIONER CONNOR SECONDED to approve Resolution No. 2022-05 – A resolution recommending approval of the Bennett Crossing Filing No. 3 Final Plat, Amendment No. 1 with the following conditions:

1. Provide an easement, acceptable to the Town and the Bennett-Watkins Fire District, for the north service drive to the CORE property (Lot 5, Block 1, Bennett Crossing Filing No 3), which will also serve as secondary or emergency access to lots 3B and 4A and access to adjacent stormwater facilities.
2. Update plat notes related to easements and maintenance in a manner directed by the Town Engineer
3. Make other minor modifications as directed by Town Staff, Town Engineer and Town Attorney.

Voting was as follows:

YES: Delaney, Lee, Metsker, Smith, Childs, Clark, Connor

NO: None

Chair Martin Metsker declared the motion passed unanimously.

## **2. Case No. 22.03 Bennett Crossing Outline Development Plan (ODP), Amendment No. 1**

### **Resolution No. 2022-07 - A Resolution Recommending Approval of the Bennett Crossing Outline Development (ODP), Amendment No. 1**

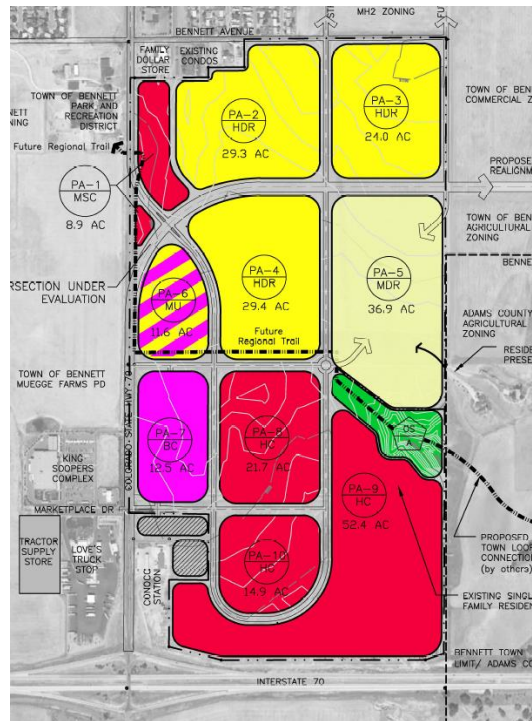
Chair Martin Metsker opened the public hearing on Case No. 22.03 Bennett Crossing Outline Development Plan (ODP), Amendment No. 1 at 6:30 p.m.

Town Clerk, Christina Hart, stated for the record the Notice of Public Hearing was posted in accordance with State Statue and published in the Eastern Colorado News, February 11, 2022. Legal #2590.

Steve Hebert, Planning and Economic Development Manager reported to the Commission The applicant is proposing two changes to the Bennett Crossing Outline Development Plan (ODP) that will do the following:

1. Reflect a boundary change consistent with the exclusion of the QuikTrip property from the Bennett Crossing ODP when the Board approved a new Bennett Crossing Southwest ODP for QuikTrip.
2. Allow a crematorium as a permitted use in the Highway Commercial subarea zone district.

Together, these two changes will be included in a new ODP called Bennett Crossing Outline Development Plan, Amendment No. 1. Below is the land use map for the proposed ODP. It is the same as the originally approved ODP with the exception around the old Conoco/QuikTrip area.



When QuikTrip first approached the Town of Bennett and the developer of Bennett Crossing, Gayeski Capital Equities, they wanted to combine both the old Conoco/FNB Bank property, with Lots 1-4 of Bennett Crossing Filing No. 1. The Conoco/FNB property was zoned C – General Commercial and the Bennett Crossing properties were zoned PD – Planned Development, within the Bennett Crossing ODP. To have consistent zoning, the properties QuikTrip acquired were all zoned PD – and became part of what is now the Bennett Crossing Southwest ODP.

This proposed amendment merely reflects the exclusion of the original Lots 1-4 of the Bennett Crossing ODP. Below is an excerpt from the proposed Bennett Crossing ODP, Amendment No. 1. The cross hatched area at the southeast corner of S. 1<sup>st</sup> St. and Marketplace Drive will be removed from the ODP.

A funeral home operator has expressed interest in building a new facility in Bennett Crossing and would like to add a crematorium to the facility. A crematorium is a facility that houses a cremator having a cremation chamber or retort. In this chamber, the body of a deceased is incinerated and hence, reduced to skeletal remains and bone fragments. The current Bennett Crossing ODP allows funeral homes and mortuaries as permitted uses in the Highway Commercial (HC) District. However, the definition of a funeral or mortuary in the Bennett Municipal Code specifically excludes a crematory.



Funeral homes, mortuaries and crematoriums tend to have a perceived negative impact in some communities. However, such uses are often found in mixed-use neighborhoods such as Bennett Crossing. Cremation rates have grown in the past 50 years, particularly in Colorado. The Cremation Association of North America (CANA) 2021 Annual Statistical Report is attached.

The Town's development guidelines that address site design and building architecture can assure high quality developments in our town. All funeral homes and crematories must be registered with the Colorado Department of Regulatory Agencies (DORA). Because the operation of a crematory furnace will emit air pollutants (tiny particles of unburned material that mix with the exhaust gases as they leave the cremation chamber and exit through the smoke stack), facilities that utilize them are subject to Colorado air emission reporting and permitting requirements.

### **APPLICANT PRESENTATION**

There was no presentation provided.

### **PUBLIC COMMENTS**

There were no public comments presented.

Chair Martin Metsker closed the public hearing at 6:49 p.m.

COMMISSIONER SMITH MOVED, COMMISSIONER CLARK SECONDED to approve Resolution No. 2022-07 – A resolution recommending approval of the Bennett Crossing Outline Development Plan, Amendment No. 1. Voting was as follows:

YES: Lee, Metsker, Smith, Childs, Clark, Connor, Delaney

NO: None

Chair Martin Metsker declared the motion passed unanimously.

### **3. Case No. 22.02 Bennett North (Mundell Property) Zoning**

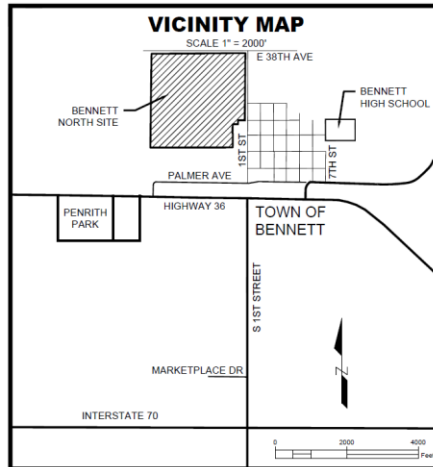
#### **Resolution No. 2022-06 – A Resolution Recommending Approval of Initial Zoning Bennett North, Case No. 22.02**

Chair Martin Metsker opened the public hearing on Case No. 22.02 Bennett North (Mundell Property) Zoning at 6:50 p.m.

Town Clerk, Christina Hart, stated for the record the Notice of Public Hearing was posted in accordance with State Statute and published in the Eastern Colorado News, February 4, February 11, February 18, and February 25, 2022. Legal #2587.

Steve Hebert, Planning and Economic Development Manager reported to the Commission the applicants have petitioned the Town of Bennett to annex 153.62 acres into the Town of Bennett. As part of the annexation process, the property owner can also apply for zoning consistent with the Town's zoning code. In this case, the applicant is applying for R-2 – Mid Density Residential. The annexation petition and zoning application will be considered by the Town Board of Trustees on March 22, 2022.

The property is currently unincorporated and zoned A-3 in Adams County. See the vicinity map below:



In Colorado, annexation into a municipality like the Town of Bennett can take place in three ways: (1) landowner petition; (2) annexation election; or (3) unilateral annexation of an enclave or municipal-owned land. In this case, the landowners have submitted a petition to annex. Once the Town Board of Trustees has concluded that the annexation petition complies with state statute, a public hearing is scheduled for the Board to consider the annexation. If a zoning application is submitted concurrently, as in this case, the Planning and Zoning Commission shall also hold a public hearing to consider the zoning application. The Commission does not take action or make a recommendation on the annexation petition, just the zoning request.

The applicant proposes zoning the 153.62 acres to R-2 – Mid Density Residential. See the map below. The zoning will only go into effect if the Town Board approves the annexation and the zoning. The R-2 – Mid Density Residential zone district is intended to provide for the development of areas containing moderate density single-family and two-family residential dwellings. The minimum lot size is 3,500 square feet. All of the R-2 zone district standards, including minimum lot size and width, building setbacks and maximum building height are attached.

Most future uses will require a subdivision plat, which must be reviewed by the Planning and Zoning Commission and approved by the Town Board of Trustees. A Site Plan will also have to be approved by the Zoning Administrator prior to development. More detailed plans for access, street design, water, sewer, stormwater, other utilities, landscaping, etc. will be required and reviewed at these subsequent stages.

## **APPLICANT PRESENTATION**

There was no presentation provided by the applicant.

## **PUBLIC COMMENTS**

There were no public comments presented.

Chair Martin Metsker closed the public hearing at 7:20 p.m.

COMMISSIONER SMITH MOVED, COMMISSIONER CLARK SECONDED to approve Resolution No. 2022-06 – A resolution recommending approval OF INITIAL ZONING FOR Bennett North, Case No. 22.02. Voting was as follows:

YES: Metsker, Smith, Childs, Clark, Connor, Delaney, Lee

NO: None

Chair Martin Metsker declared the motion passed unanimously.

## **6. STAFF REPORTS**

### **Secretary**

- Christina Hart, reported the Planning & Zoning Commission now acts as the Board of Adjustment. The Board of Adjustment has a public hearing scheduled for March 21, 2022 at 6:00 p.m.
- The Planning & Zoning Commission has a public hearing scheduled on March 21, 2022 immediately following the Board of Adjustment public hearing.

## **7. COMMISSIONER COMMENTS/REPORTS**

There were no reports provided.

## **8. ADJOURNMENT**

COMMISSIONER CLARK MOVED, COMMISSIONER SMITH SECONDED to adjourn the meeting. The Chair declared the motion carried by unanimous vote. The meeting was adjourned at 7:17 p.m.

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Chair, Martin Metsker

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Christina Hart, Secretary

**QUASI-JUDICIAL PUBLIC HEARING SCRIPT  
(PLANNING COMMISSION)**

**CHAIR:** I will now open the public hearing on the following application: An application for **Case No. 21.24 Bennett Crossing Filing No. 5 Final Plat**.

The purpose of the hearing is to provide a public forum for all interested parties who wish to comment on an application before the Commission. If you wish to speak please write your name and address on the sign-up sheet or in the chat box and you will be called on.

The Procedure for the public hearing will be as follows:

**FIRST**, there will be a presentation by the Town staff.

**NEXT**, we will have a presentation by the applicant.

After these two presentations we will allow people who signed up to speak for up to 3 minutes each. Please **DO NOT REPEAT** points made by others. It is fine to say, "I agree with the previous speaker's comments". Please direct your comments to the Commission, not the applicant or Town staff.

After receiving public comments, we will allow the applicant an opportunity to respond.

**NEXT**, the Planning Commission members may ask questions of anyone who testified.

I will then close the public hearing and no further testimony or other evidence will be received. The Planning Commission will discuss the matter and may take some kind of action.

Public hearings are recorded for the public record. All testimony must be presented, after you give your full name and address.

**CHAIR:** Do we have proper notification?

*[Town Clerk to confirm on record notice has been provided]*

Do any Commission members have any disclosures?

*[Commissioners to disclose conflicts of interests, ex parte contacts, etc]*

Town staff, please introduce the applicant and provide your staff report.

*[Staff presentation]*

Will the applicant or the applicant's representative present the application?

*[Applicant presentation]*

Do any of the Commissioners have questions of the applicant or Town staff?

*[Question and Answer]*

**CHAIR:** I will now open the public comment portion of the public hearing. For those wishing to speak, please clearly state your name and address for the record.

Has anyone signed up to speak at this public hearing?



*[If more than one person has signed in, call them in order.]*

Is there any interested party in the audience that has not signed up but who wishes to speak regarding the application?

*[Additional public comment]*

If there is no more public comment, I will now close the public comment portion of the public hearing.

**CHAIR:** Does the applicant wish to respond to any of the comments?

*[Opportunity for applicant to provide any rebuttal evidence]*

**CHAIR:** Before we turn to Commissioner questions and deliberation, I want to state that the documents included within the record for this public hearing include all application materials submitted by the applicant; all materials included in the Planning Commission packets; any PowerPoint or other presentations given tonight; all written referral and public comments received regarding the application; the public comment sign-up sheet; the public posting log and photographs of the notice, and the Town's subdivision and zoning ordinances and other applicable regulations. Does anyone have any objection to inclusion of these items in the record?

**CHAIR:** I will now close the public hearing and the Planning Commission members will deliberate on the evidence presented. During deliberations, Commission members may ask questions of Town staff, but no further public comment or other testimony or evidence will be received.

Who would like to begin?

Who is next?

Any other questions or comments

*[If anyone believes the applicable criteria have not been met, then please explain why so we have those reasons for the record.]*

**CHAIR:** We have a draft Resolution in front of us and I would entertain a motion.

We have a motion on the floor by Commissioner \_\_\_\_\_ and a second by Commissioner \_\_\_\_\_ to approve Planning and Zoning Commission Resolution No. 2022-08.

May we have a Roll-Call vote?

Motion carries/fails.

# STAFF REPORT



welcome neighbors.

TO: Members of the Planning and Zoning Commission  
FROM: Steve Hebert, Planning and Economic Development Manager  
DATE: March 21, 2022  
SUBJECT: Case No. 21.24 – Bennett Crossing Filing No. 5 Final Plat

**Applicant/Representative(s):** Lennar, Joseph Huey/CWC Consulting, Bryan Clerico

**Location:** Southeast Corner of South 1<sup>st</sup> Street/CO Highway 79 and Edward Avenue

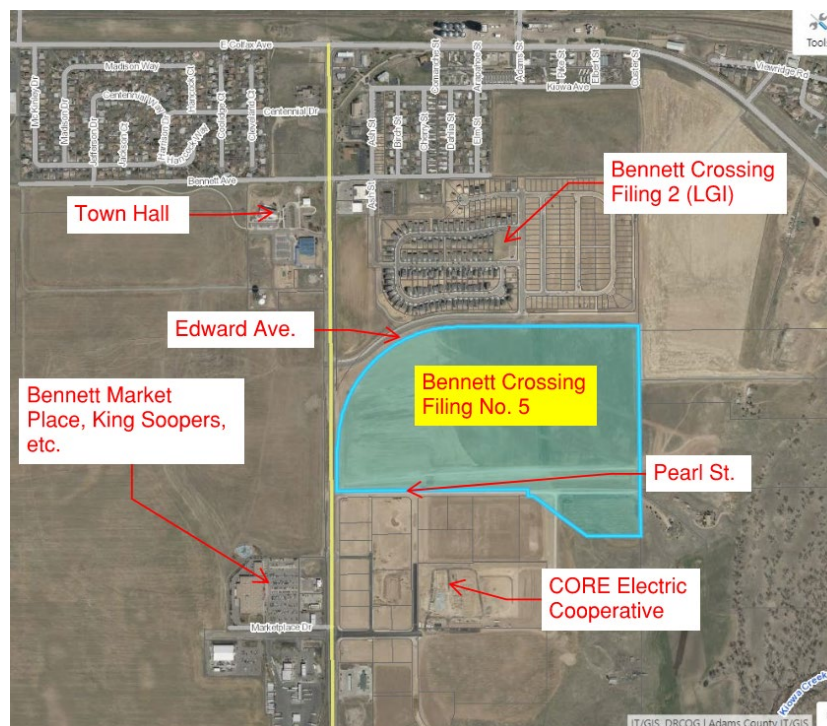
**Purpose:** Final Plat for 243 Single-family Detached Lots and Two Tracts for Future Development

## Background

The applicant has submitted a final plat application to subdivide 83.9 acres for 243 single-family detached lots; various tracts for open space, landscaping, transportation and storm drainage; and two tracts for future development. The property is located at the southeast corner of South 1<sup>st</sup> Street/CO Highway 79 and Edward Avenue and immediately south of the LGI's Bennett Crossing Filing 2 residential neighborhood. The Planning and Zoning Commission reviewed a sketch plan for the project on February 21, 2021.

The property is zoned PD as part of the Bennett Crossing Outline Development Plan (ODP) and lies within Planning Areas 4, 5 and 6 of the ODP. The subarea zones include High Density Residential (HDR), Medium Density Residential (MDR) and Mixed Use (MU) in the Bennett Crossing Outline Development Plan (ODP). (See the zoning map on Page 3.)

The map below shows the property in relation to the surrounding area.



## Site Photos



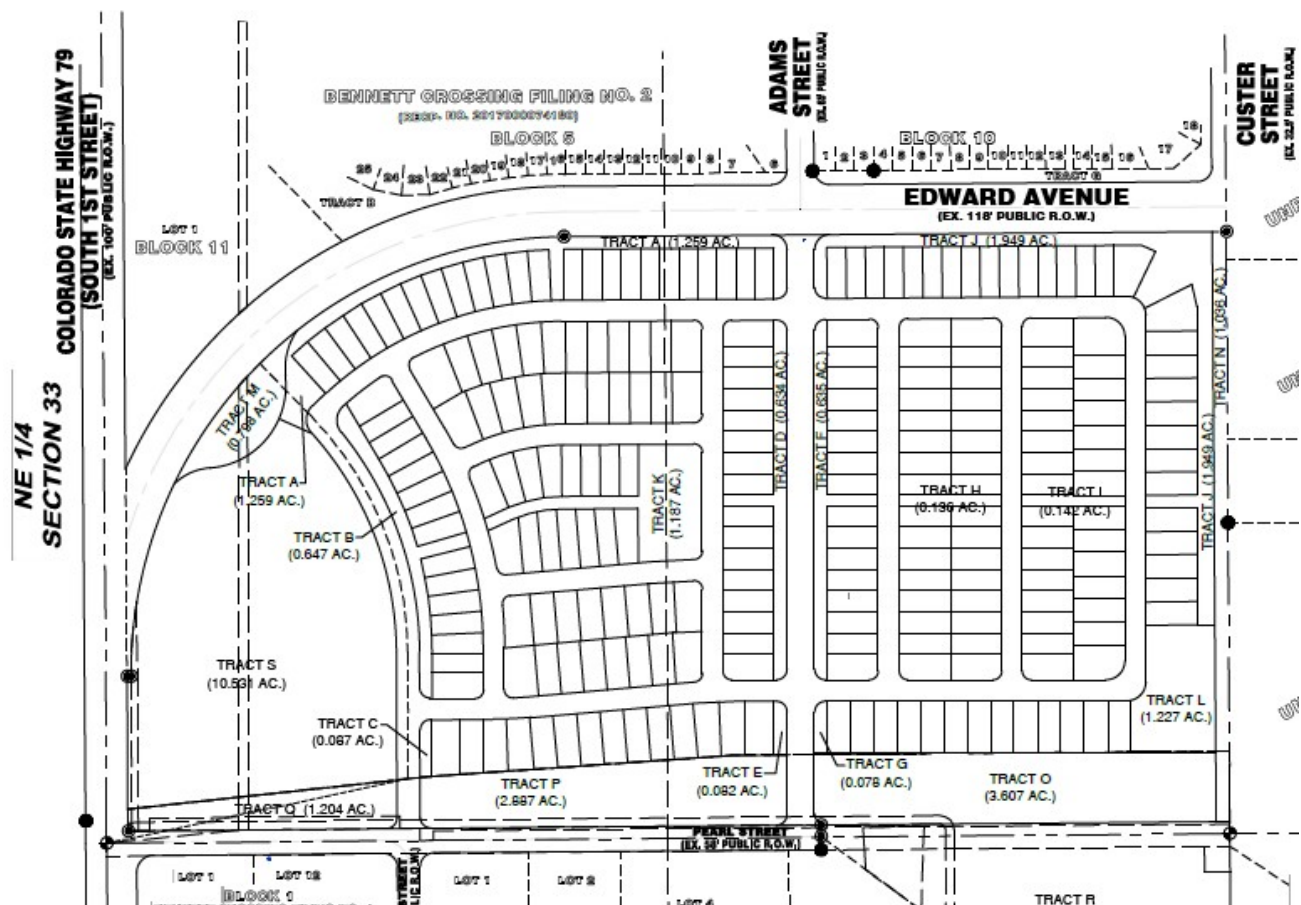
Looking South from Edward Ave.



Looking Northeast from Pearl and S. 1<sup>st</sup> St.

## Proposed Lot Layout

The map below shows the proposed lot layout and street configuration.



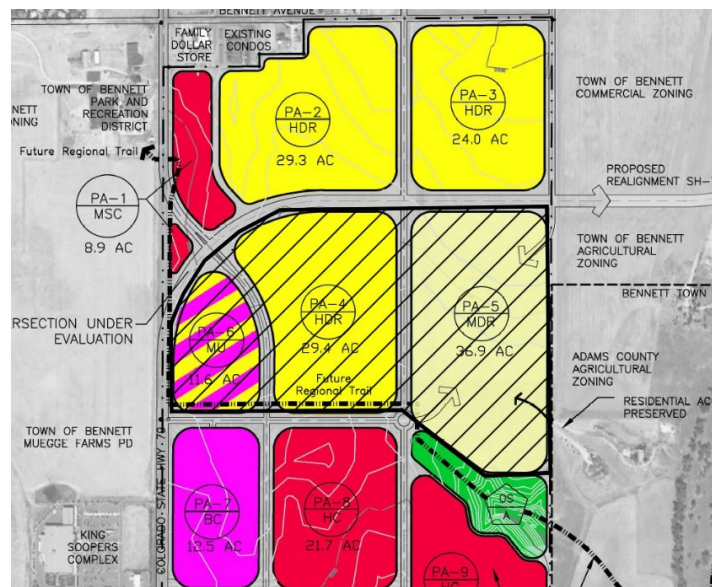


Access to the subdivision will be via existing Edward Avenue on the north side and an improved Pearl Street on the south side of the subdivision. An extension of Adams Street will eventually connect Edward Avenue to Pearl Street. Tract K, with 1.187 acres near the center of the subdivision, and Tract L, with 1.227 acres at the southeast corner of the subdivision, are set aside for future parks. Tracts R and S are reserved for future development. Several other tracts are reserved for stormwater drainage, open space, landscaped areas, transportation and utilities. See the final plat document in the packet for more details on lot, tract, right-of-way and easement locations and dimensions.

LAND USE TABLE	
GROSS ACREAGE	83.904 ACRES
NET ACREAGE (DEDICATED R.O.W. EXCLUDED)	68.973 ACRES
GROSS DENSITY (DWELLING UNITS/ACREAGE OF ALL LOTS AND DEVELOPED TRACTS)	4.680 D.U./ACRE
NET DENSITY (DWELLING UNITS/RESIDENTIAL LOT AREA)	6.869 D.U./ACRE
NUMBER OF LOTS (RESIDENTIAL)	243
NUMBER OF TRACTS (FUTURE USE)	4
NUMBER OF TRACTS (DEVELOPED)	15
NUMBER OF TRACTS	19
SMALLEST LOT (RESIDENTIAL)	5,400 SQUARE FEET
LARGEST LOT (RESIDENTIAL)	10,907 SQUARE FEET
AVERAGE LOT SIZE (RESIDENTIAL)	6,342 SQUARE FEET
NUMBER OF BUILDABLE LOTS	243
NET ACREAGE FOR FUTURE USE	17.848 ACRES
NET ACREAGE FOR PUBLIC STREETS	14.931 ACRES
NET ACREAGE DEVELOPED FOR PRIVATE USES (PARKS, OPEN SPACES AND RECREATION CENTERS, PRIVATE DRIVES)	8.049 ACRES
NET ACREAGE DEVELOPED FOR PUBLIC USES (STORMWATER DRAINAGE - TOWN OF BENNETT)	7.698 ACRES

## Zoning and Land Use Regulations

Below is a subsection of the Bennett Crossing Outline Development Plan. The Bennett Crossing Filing No. 5 area is crosshatched.



The zoning for Filing 5 consists of High Density Residential (HDR) in bright yellow, Medium Density Residential (MDR) in light yellow, Mixed Use (MU) in purple and yellow. The 243 single-family lots of Filing 5 are in the HDR and MDR subareas. Tract R is in the southern end of the MDR zone and Tract S is the MU zone. The surrounding zoning and land use are summarized in the table below.

Direction	Zone District	Current Land Use
North	High Density Residential	LGI's Bennett Crossing neighborhood
East	Agricultural	Single-family residential and vacant
South	PD – Bennett Crossing Commercial	Vacant
West	PD – Muegge Farms Commercial	Vacant

The table below summarizes the minimum and maximum standards in High Density Residential and Medium Density Residential zone districts and how the proposed subdivision plat compares.

Standard	HDR Zone	MDR Zone	Proposed
Min. Lot Area/Dwelling Unit	2,400	3,500	5,400 Sq. Ft.
Min. Lot Width	40 ft.	25 ft.	45 ft.
Smallest Lot Size			5,400 Sq. Ft.
Largest Lot Size			10,907 Sq. Ft.
Average Lot Size			6,342 Sq. Ft.

The standards for the Mixed Use (MU) subarea zone district will be applied when Tract S is developed.

## Public Services and Utilities

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### Water

Water service will be provided by the Town of Bennett. See the Town Engineer's memorandum.

### Sanitary Sewer

Sanitary sewer service will be provided by the Town of Bennett. See the Town Engineer's memorandum.

### Stormwater Management

Stormwater will be accommodated by the Bennett Crossing regional stormwater system. See the Town Engineer's memorandum.

### Access and Traffic

Access will be via Edwards Avenue on the north and Pearl Street on the south, with Adams Street being extended to connect those two streets. There will also be an access along the west side of the single-neighborhood with the extension of Cedar Street from the south. Edward Avenue will eventually be built as a four-lane road as part of the CO Highway 79 bypass. Tract M reserves right-of-way for a future roundabout as part of the bypass project. Tract N will be reserved on the east side of the subdivision for the future extension of Custer Street.

### Fire and Rescue

Bennett-Watkins Fire Rescue (BWFR) will provide service. The applicant should meet directly with BWFR directly to review specific site and building plans to assure conformance with International Fire Code standards. See the fire district's response.

### Gas, Electricity and Telecommunications

Natural gas will be provided by Colorado Natural Gas, electricity by CORE Electric Cooperative and telecommunications by Eastern Slope Technologies (ESRTA) or Comcast.

## Public Land Dedication Requirements

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### Park Land and Public Facilities

The required land dedication for parks and public facilities of ten percent (8.39 acres), per Sec. 16-5-510 of the municipal code, will be achieved for this first phase of 243 lots through the dedication of the park tracts, the various open space and landscaped area tracts and transportation tracts. If Tracts R and S are further subdivided in the future, additional public land may be dedicated.

### Bennett School District 29J

The Bennett School District 29J has requested cash-in-lieu of land dedication, which will be payable pursuant to the Town of Bennett/School District IGA and the municipal code in effect at the time of building permit issuance or subdivision agreement.

## Staff Analysis and Findings

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Per Section 16-4-380 of the Bennett Municipal Code, the Town shall use the following criteria to evaluate the applicant's final plat application:

- A. The final plat incorporates recommended changes, modifications and conditions attached to the sketch plan unless otherwise approved by the Planning Commission.

**Staff Finding: The final plat is consistent with the previous sketch plan reviewed by the Planning and Zoning Commission in February 2021.**

- B. All applicable technical standards in accordance with this Chapter and adopted Town documents have been met.
  - 1. To establish appropriate standards for subdivision design that will:
    - a. Encourage the development of sound, economical and stable neighborhoods and healthy living environments, in conformance with the goals and policies of the Comprehensive Plan.
    - b. Provide lots of adequate size, configuration and design for the purpose for which they are intended to be used.
    - c. Promote superior design and design flexibility.
    - d. Preserve the significant natural features and environmental quality of the Town.
    - e. Guide the physical development of the Town in ways that complement the Town's character and culture.
    - f. Promote a cohesive sense of community among new and current residents, precluding neighborhood design or restrictions that in any way isolate any neighborhood from the rest of the community.
    - g. Provide complete and accurate public land records.

**Staff Finding: The proposed final plat will accommodate new development that meets the standards of good subdivision design. Tracts K and L are reserved for future parks. There are several tracts that will accommodate future sidewalks and trail connections. Various other tracts will accommodate open space, landscaping, stormwater and utilities.**

- 2. To establish standards for utilities and other public services that will:
  - a. Provide an efficient, adequate and economical supply of utilities and services to the land proposed for development without adverse effects to property that is currently served.
  - b. Ensure that adequate stormwater drainage, sewage disposal, water supply and other utilities, services and improvements needed as a consequence of the subdivision of the land are provided.
  - c. Provide for the reasonable extension of utilities and services to other lands that may be developed in the future.

- d. Provide the equitable distribution of the cost of new and expanded public services needed to support new land development.

**Staff Finding: The proposed final plat, future subdivision agreement and construction documents will accommodate the extension of utilities and public services to serve the new residential neighborhood.**

3. To ensure the provision of adequate and safe traffic circulation that will:
  - a. Minimize traffic hazards through appropriate street design, providing safe and convenient vehicular and pedestrian traffic circulation systems.
  - b. Provide adequate vehicular access to abutting properties.
  - c. Provide streets of adequate capacity and appropriate design and function.

**Staff Finding: Staff finds the proposed subdivision will accommodate future vehicular and pedestrian access to the single-family residential lots as well as the remaining tracts.**

4. To ensure adequate public facilities that will:
  - a. Provide for the recreational, cultural, educational and other public facility needs of the community.
  - b. Facilitate effective law enforcement and fire protection.

**Staff Finding: The proposed final plat reserves two tracts for parks and provides a series of internal tracts for sidewalk and trails that accommodate pedestrian connections to the neighborhood and the surrounding community. The applicant will be required to pay cash-in-lieu of school land dedication, as well as the standard Town impact fees for public facilities**

5. To contribute to the proper development of the community in accordance with the goals and policies of the Comprehensive Plan as it may be updated from time to time.

**Staff Finding: The proposed plat is consistent with the principles in the 2021 Town of Bennett Comprehensive Plan related to:**

- Mixed land uses
- Access to healthy living
- Access to open space, trails and parks
- Contiguous development
- A variety of transportation choices

#### C. Compliance with Zoning Regulations

**Staff Finding: All lots meet the standards in the Bennett Crossing Outline Development Plan, as noted above.**

### Referral Agency Review and Comments

---

The proposed Bennett Crossing Filing No. 5 Final Plat was sent to several referral agencies for comment, including:

1. Town Planning
2. Town Engineer
3. Town Traffic Engineer
4. Town Attorney
5. Bennett-Watkins Fire Rescue (BWFR)

6. CORE Electric Cooperative (IREA)
7. Colorado Natural Gas (CNG)
8. Colorado Department of Transportation (CDOT)
9. Bennett School District 29J

Each of the agencies had comments or recommendations that are either reflected on the final plat document or will be addressed at later stages of the review process such as the site plan or building permit. General cleanup of the document to include all agency comments will be completed before recording.

## Public Comment

---

Notice of the March 21, 2022 Planning and Zoning Commission hearing and the April 12, 2022 Board of Trustees hearing was published in the Eastern Colorado News, posted on the subject property and sent to all property owners within 300 feet of the property. No comments, other than those from the referral agencies, have been received to date.

## Staff Recommendation

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Staff finds the proposed final plat is in compliance with the Subdivision Regulations in Chapter 16, Article IV of the Bennett Municipal Code. Staff also finds the plat has been processed according to Section 16-4-360 and meets the approval criteria in 16-4-380. Based upon these findings, staff recommends the Planning and Zoning Commission adopt Resolution 2022-08, recommending the Board of Trustees approve Case No. 21.24 – Bennett Crossing Filing No. 5 Final Plat, with the following conditions:

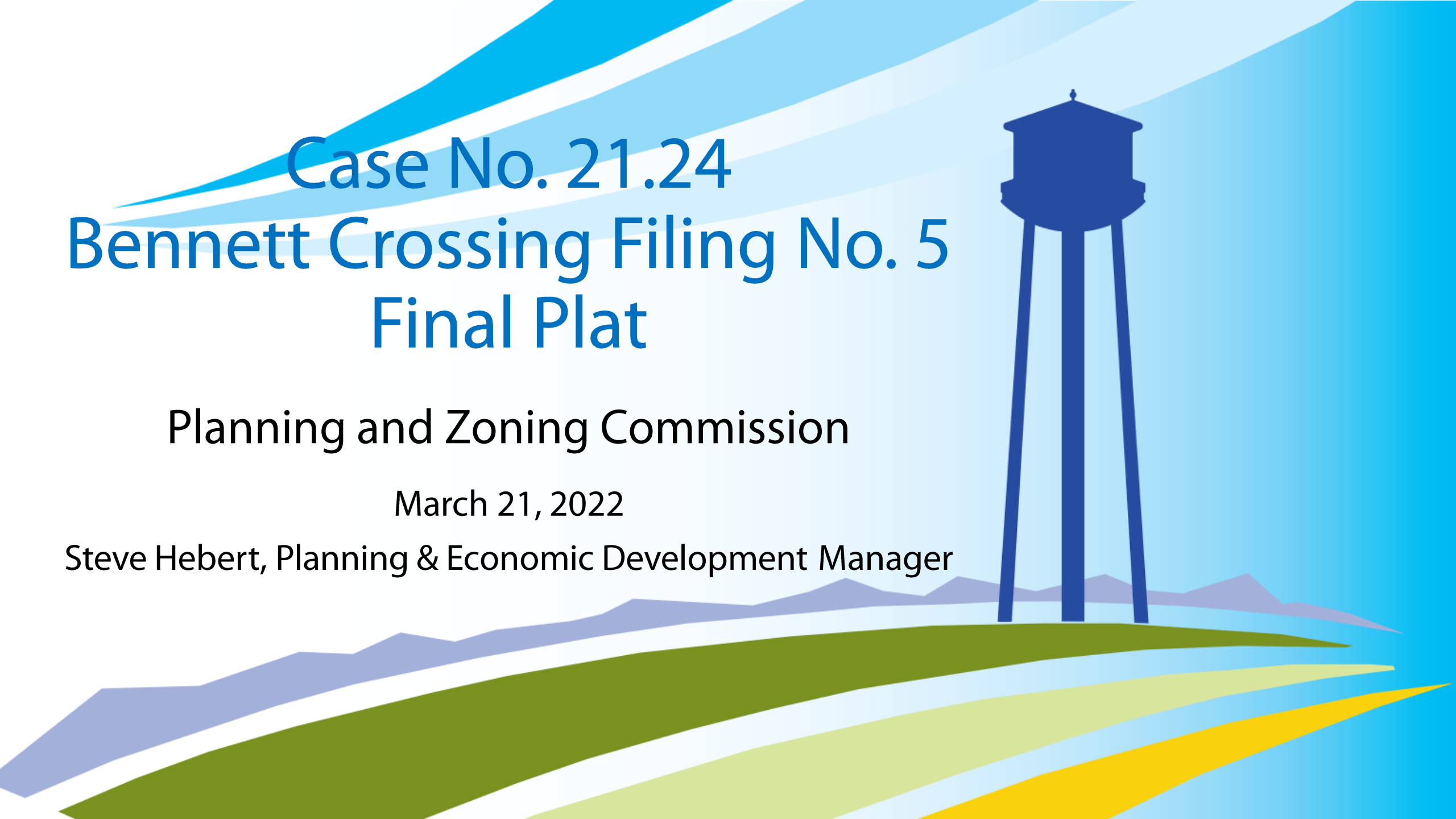
1. Before recording the plat, the applicant shall update plat notes related to tracts, easements and maintenance in a manner directed by the Town Engineer and make other minor modifications as directed by Town Staff, Engineer and Attorney.

## Attachments

---

1. Staff PowerPoint Presentation (PDF)
2. Land Use Application
3. Letter of Intent/Narrative
4. Bennett Crossing Filing 5 Subdivision Final Plat
5. Bennett Crossing Outline Development Plan
6. Combined Staff and Referral Agency Comments
7. Bennett Crossing Filing 5 Traffic Study
8. Proposed Resolution 2022-08



The background features a stylized landscape with rolling hills in shades of blue, green, and yellow. A dark blue water tower stands on a hill to the right. The sky is a gradient of light blue.

# Case No. 21.24 Bennett Crossing Filing No. 5 Final Plat

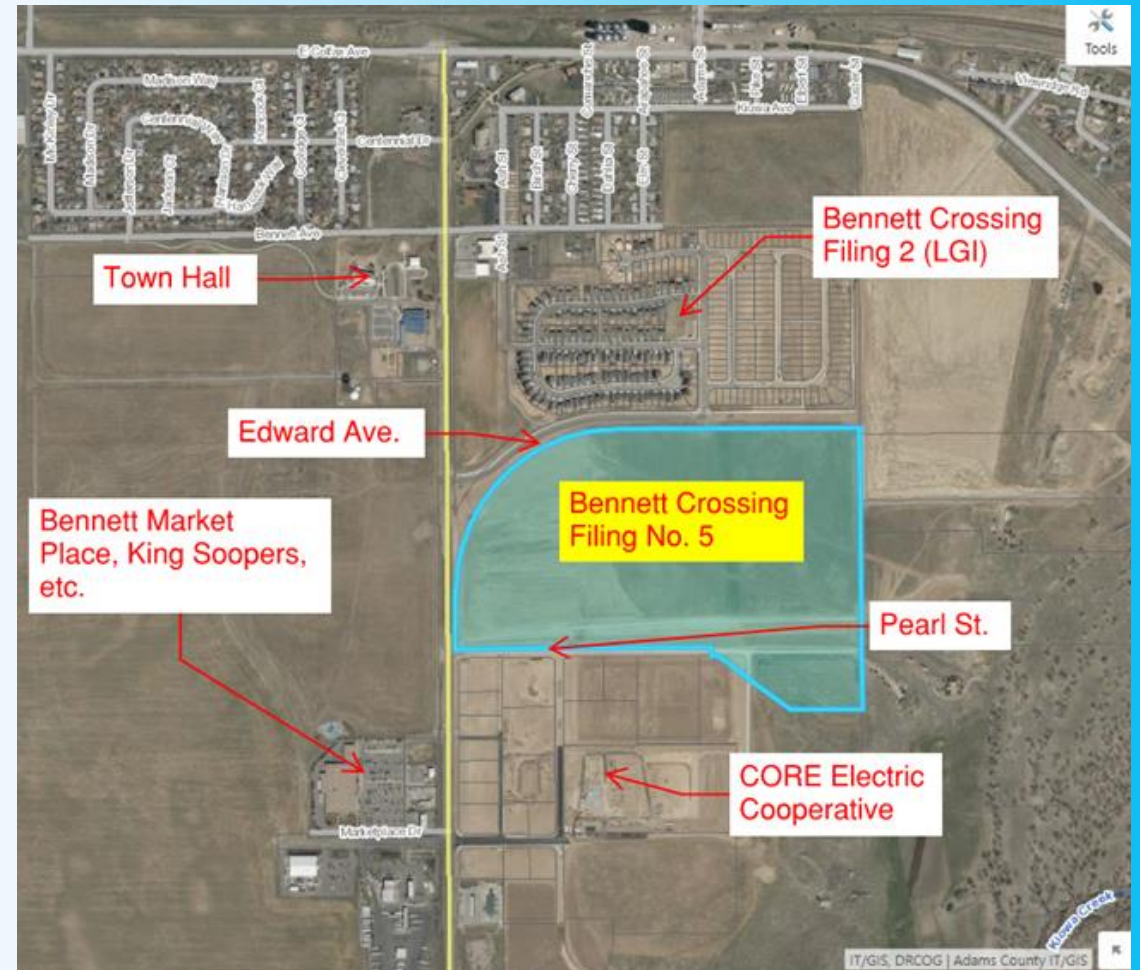
Planning and Zoning Commission

March 21, 2022

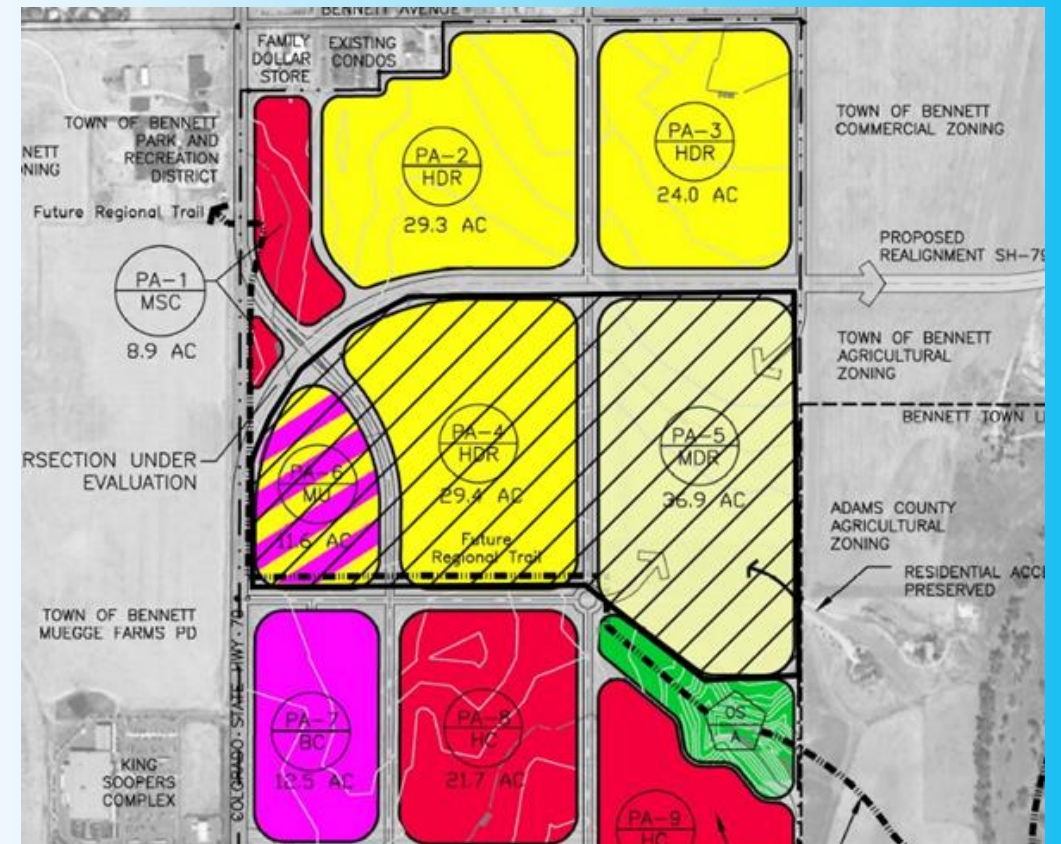
Steve Hebert, Planning & Economic Development Manager

# Proposed Bennett Crossing Filing No. 5 Final Plat

- 83.9 acres in Bennett Crossing
- Southeast corner of S. 1<sup>st</sup> St./CO 79 and Edward Ave.
- Zoned Planned Development (PD) in Bennett Crossing Outline Development Plan (ODP)
- 3 different zone districts (High Density Residential, Medium Density Residential, Mixed Use)



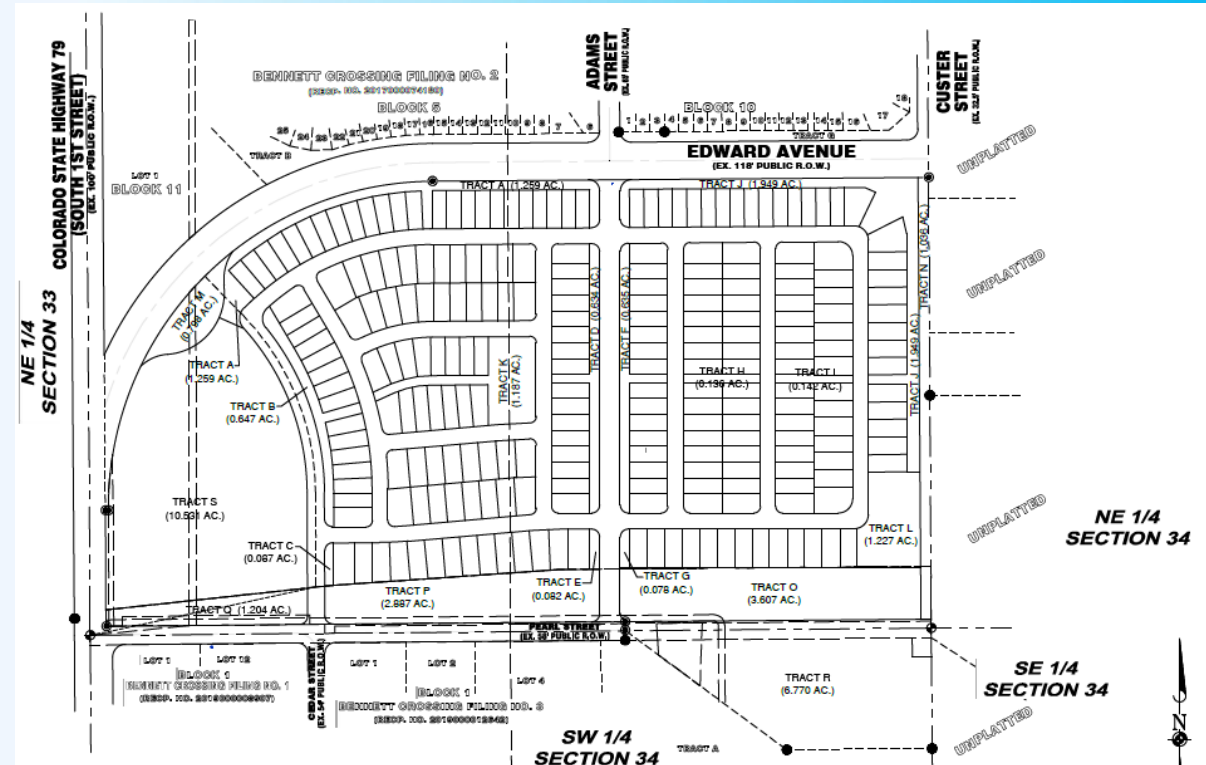
# Bennett Crossing Outline Development Plan





# Proposed Bennett Crossing Filing No. 5 Final Plat

- 243 single-family lots
- Two tracts (R & S) for future development
- Smallest lot – 5,400 sq. ft.
- Largest lot – 10,907 sq. ft.
- Average lot size is 6,342 sq. ft.
- Minimum lot width – 45 ft.
- 2.4 acres of parks
- Several open space, landscape and drainage tracts



NE 1/4  
SECTION 33

COLORADO STATE HIGHWAY 79  
(SOUTH 1ST STREET)  
(EX. 100' PUBLIC R.O.W.)

LOT 1  
BLOCK 11

BENNETT CROSSING FILING NO. 2  
(RECD. CO. 2017000074180)

BLOCK 5

ADAMS  
STREET  
(EX. 10' PUBLIC R.O.W.)

BLOCK 10

EDWARD AVENUE  
(EX. 118' PUBLIC R.O.W.)

CUSTER  
STREET  
(EX. 33.5' PUBLIC R.O.W.)

UNPLATTED

UNPLATTED

UNPLATTED

NE 1/4  
SECTION 34

SE 1/4  
SECTION 34

UNPLATTED

SW 1/4  
SECTION 34

TRACT M  
(0.788 AC.)

TRACT A  
(1.259 AC.)

TRACT B  
(0.647 AC.)

TRACT S  
(10.53 AC.)

TRACT C  
(0.087 AC.)

TRACT Q  
(1.204 AC.)

TRACT P  
(2.887 AC.)

TRACT E  
(0.082 AC.)

TRACT G  
(0.078 AC.)

TRACT O  
(3.607 AC.)

TRACT R  
(6.770 AC.)

TRACT K  
(1.187 AC.)

TRACT A  
(1.259 AC.)

TRACT J  
(1.949 AC.)

TRACT D  
(0.634 AC.)

TRACT F  
(0.634 AC.)

TRACT H  
(0.139 AC.)

TRACT I  
(0.142 AC.)

TRACT L  
(1.227 AC.)

TRACT N  
(1.035 AC.)

TRACT J  
(1.949 AC.)

LOT 1 LOT 12  
BLOCK 1  
BENNETT CROSSING FILING NO. 1  
(RECD. CO. 2014000000000)

LOT 1 LOT 2 LOT 4  
BLOCK 1  
BENNETT CROSSING FILING NO. 3  
(RECD. CO. 2014000012040)

PEARL STREET  
(EX. 33' PUBLIC R.O.W.)

TRACT A



LAND USE TABLE	
GROSS ACREAGE	83.904 ACRES
NET ACREAGE (DEDICATED R.O.W. EXCLUDED)	68.973 ACRES
GROSS DENSITY (DWELLING UNITS/ACREAGE OF ALL LOTS AND DEVELOPED TRACTS)	4.680 D.U./ACRE
NET DENSITY (DWELLING UNITS/RESIDENTIAL LOT AREA)	6.869 D.U./ACRE
NUMBER OF LOTS (RESIDENTIAL)	243
NUMBER OF TRACTS (FUTURE USE)	4
NUMBER OF TRACTS (DEVELOPED)	15
NUMBER OF TRACTS	19
SMALLEST LOT (RESIDENTIAL)	5,400 SQUARE FEET
LARGEST LOT (RESIDENTIAL)	10,907 SQUARE FEET
AVERAGE LOT SIZE (RESIDENTIAL)	6,342 SQUARE FEET
NUMBER OF BUILDABLE LOTS	243
NET ACREAGE FOR FUTURE USE	17.848 ACRES
NET ACREAGE FOR PUBLIC STREETS	14.931 ACRES
NET ACREAGE DEVELOPED FOR PRIVATE USES (PARKS, OPEN SPACES AND RECREATION CENTERS, PRIVATE DRIVES)	8.049 ACRES
NET ACREAGE DEVELOPED FOR PUBLIC USES (STORMWATER DRAINAGE - TOWN OF BENNETT)	7.698 ACRES

Standard	HDR Zone	MDR Zone	Proposed
Min. Lot Area/Dwelling Unit	2,400	3,500	5,400 Sq. Ft.
Min. Lot Width	40 ft.	25 ft.	45 ft.
Smallest Lot Size			5,400 Sq. Ft.
Largest Lot Size			10,907 Sq. Ft.
Average Lot Size			6,342 Sq. Ft.

# Availability of Public Infrastructure

- Access – Edward Ave., improved Pearl St., new local streets
- Water and Sewer – Town of Bennett
- Stormwater – Off-site conveyance to a regional system
- Fire Protection – Bennett-Watkins Fire Rescue
- Law Enforcement – Adams County Sheriff
- Electricity – CORE Electric Cooperative
- Natural Gas – Colorado Natural Gas
- Telecom – Eastern Slope Technologies or Comcast
- Bennett School District - Cash-in-lieu



## Staff Findings on Case No. 21.24

Per Section 16-4-380 of the Bennett Municipal Code, the Town shall use the following criteria to evaluate the applicant's final plat application:

- Generally consistent with the Sketch Plan, with updates and improvements.
- All applicable technical standards in accordance with the Subdivision Regulations and adopted Town documents will be met.
- The proposed lot configuration will accommodate new development that meets the standards of good subdivision design, subject to improved vehicular access.
- The final plat document will accommodate extension of utilities and public services to serve future development.
- Public facilities will include improved parks, trails, stormwater and transportation facilities.
- All lots meet the standards of Bennett Crossing ODP, and related sub-area zone districts in the ODP.

## Staff Recommendation

Staff recommends the Planning and Zoning Commission adopt Resolution No. 2022-08 recommending approval of the Bennett Crossing Filing No. 5 Final Plat, with the following conditions:

1. Before recording the plat, the applicant shall update plat notes related to tracts, easements and maintenance in a manner directed by the Town Engineer and make other minor modifications as directed by Town Staff, Engineer and Attorney.

(See Resolution)

# Town of Bennett Land Use Application Form

TO BE COMPLETED BY APPLICANT

Application Type: Final Plat

Other \_\_\_\_\_

Primary Contact Name: Bryan Clerico- Primary contact

Name of Firm: CWC Consulting Group

Address: 9360 Teddy Lane Suite 203

City: Lone Tree State: CO Zip: 80124 Phone: 303-395-2700

Email: bryanc@cw-consulting.com

Owner Name: Lennar/Joseph Huey- Applicant

Address: 9193 S. Jamaica Ave

City: Englewood State: CO Zip: 80112 Phone: 720-369-3835

Email: Joseph.Huey@Lennar.com

Mineral Estate Holder/Lease:

Name of Firm:

Address:

City: State: Zip: Phone:

Parcel#: 01815342000014 Subdivision Name: Bennett Crossing Filing No. 5

Site Address: N/A

Nearest Major Intersection: Pearl Ave/SH 79

Legal Description: See Cover Sheet

Current Zoning: HDR/MDR

Proposed # lots/units: 243

Total Acreage: 83.09

Gross Floor Area: N/A

Proposed Gross Densities (du/ac): 4.3

Additional Notes:

All Submittal Requirements must accompany this application. All applicable fees must be paid at the time of application. Any extraordinary cost incurred by the Town of Bennett in reviewing and processing this application is the responsibility of the applicant.

An executed cost agreement must be attached to this application pursuant to Sec. 16-1-325 of the Bennett Municipal Code.

*I understand this is an application only, it must be approved by the Town, and any required building permits must be obtained before the property can be used in accordance with the request. I hereby acknowledge all of the above information is correct.*

Applicant's Signature: \_\_\_\_\_

Date: \_\_\_\_\_

21 July 21

# FUNDS DEPOSIT AGREEMENT



*welcome neighbors.*

- A. The undersigned Landowner and The Town of Bennett hereby deposit with Bennett, the following, which is to be held and disbursed by Bennett subject to the terms and conditions hereof:

Check written upon the Account of Landowner, in the amount of \$ 25,000, payable to "Town of Bennett", and such additional funds as may be deposited subsequently (all such funds are referred to herein as the "deposited funds").

- B. The deposited funds shall be subject to the following instructions:

1. Bennett shall place the deposited funds in a separate checking account in its bank subject to the terms and requirements of these instructions.
2. Upon Bennett's receipt of a billing authorized pursuant to the "Cost Agreement" between Landowner and Bennett, Bennett shall promptly submit a copy thereof to Landowner. Backup documentation for each billing shall be furnished to the Landowner upon request. Upon approval of the billing by Landowner, Bennett shall disburse moneys, from the deposited funds, in payment of such billing. The Landowner's failure to respond to the billing, within 15 days after the date the billing is submitted to the Landowner by Bennett, shall constitute approval to make the disbursement.
3. Any amounts remaining in the deposited funds following completion or termination of the work shall be returned to Landowner, and all parties shall be relieved from any further liability with regard to this Agreement.
4. This Agreement may be altered, amended, modified or revoked only in writing signed by all parties hereto. Bennett agrees to hold the deposited funds described above under the specific terms and conditions of this Agreement.
5. This Agreement shall bind and inure to the benefit of the parties hereto, their heirs, personal representatives, successors and assigns.
6. This Agreement shall be construed and enforced in accordance with the laws of the State of Colorado.

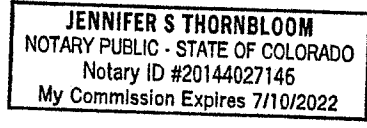
WHEREFORE, this Funds Deposit Agreement is executed effective this 21 day of JULY, 20  .

LANDOWNER: [Signature]  
By: JOHN CHENEY  
Title: VP LAND ACQUISITION

STATE OF COLORADO )  
 ) SS  
COUNTY OF Douglas )  
The above and foregoing signature of John Cheney was subscribed under oath before me this  
21<sup>st</sup> day of July, 2021.

Witness my hand and official seal.

Jennifer S Thornbloom  
**Notary Public**



My commission expires 7-10-22

THE TOWN OF BENNETT, a municipal corporation

By: \_\_\_\_\_  
Its: \_\_\_\_\_

STATE OF COLORADO )  
 ) SS  
COUNTY OF \_\_\_\_\_ )  
The above and foregoing signature of \_\_\_\_\_ was subscribed under oath before me this  
\_\_\_\_ day of \_\_\_\_\_, 20\_\_.

Witness my hand and official seal.

\_\_\_\_\_  
**Notary Public**  
My commission expires \_\_\_\_\_

# COST AGREEMENT



*welcome neighbors.*

THIS AGREEMENT is made by and between Lennar Colorado, LLC ("Landowner") and the Town of Bennett, Colorado, a Colorado municipal corporation ("Bennett").

## RECITALS:

A. Landowner and Bennett have been discussing Landowner's request concerning certain development activities for certain property owned by Landowner ("the Property"), as set forth on Exhibit A, attached hereto and incorporated herein.

B. The parties recognize that Landowner's request will place an extraordinary burden on the resources of Bennett, and that this Agreement will facilitate Bennett's ability to evaluate and process Landowner's request in a timely fashion, and accordingly, the parties recognize that this Agreement will be mutually beneficial.

C. The parties desire to provide for a method by which Landowner will help offset the burden placed on the resources of Bennett by Landowner's request.

NOW, THEREFORE, in consideration of the mutual covenants and conditions contained herein and for other good and valuable consideration, the parties do hereby stipulate and agree as follows:

1. **Consultant and Other Costs.** Bennett has retained, or will retain, the services of certain consultants, including planners, engineers, and attorneys, to assist it in evaluating Landowner's request and to assist it in negotiations; reviews of maps, plans and other documents; drafting of reports, notices and other documents; consultation, and advice. In addition to these consultant costs, Bennett also will incur certain other related costs, including but not limited to legal publication costs and administrative costs. Estimates of the costs related to each type of land use request are set forth on Exhibit B.
2. **Funds Deposit.** At the time of execution of this Agreement, Landowner agrees to deposit with Bennett the sum of \$ 25,000, which is equal to the estimated costs shown in Exhibit B for the land use request of Landowner. This deposit, and any additional amounts deposited with Bennett pursuant to this Agreement, shall be used to pay the costs provided for in paragraph 1 above as they become due, in accordance with the Funds Deposit Agreement attached hereto and incorporated herein as Exhibit C. When the deposit is eighty-five (85%) depleted prior to the completion of the review, Landowner shall promptly deposit additional monies with Bennett in a mutually agreeable amount. The parties understand and agree that the amount deposited with Bennett is an estimate of costs only, and that Landowner shall promptly pay the costs provided for in Paragraph 1 through the initial deposit and additional deposits, if necessary. If such additional monies are not deposited when necessary, suspension or termination of work on the request may result until such time as the additional monies are deposited. Additional funds shall be deposited as necessary to cover outstanding balances prior to the recording of any approved final documents. Additionally, if a negative balance exists at any time and additional funds are not deposited within 30 days after written notice from Bennett, then the Town may certify to the County Treasurer any amount due pursuant to this paragraph as a lien on the Property for which the application is submitted to be due and payable with the

real estate taxes for the Town. If at any time negotiations on the request terminate, or if upon conclusion of the review, evaluation and processing, any funds remain after payment of the actual costs and expenses incurred by the Town, then any such monies deposited by Landowner and remaining shall be refunded to Landowner.

3. **No Acquired Rights.** Landowner agrees that it does not acquire any rights by virtue of the negotiations or work on the matters contemplated herein, until and unless Bennett grants any and all approvals required by law. Any and all negotiations and work concerning the Landowner's request concerning the Property shall be final only upon approval by the appropriate actions of the Bennett Board of Trustees and other governmental entities having jurisdiction, upon the completion of appropriate actions of Landowner, and upon expiration of any applicable time periods required for finality under law.

4. **Miscellaneous.**

- (a) In the event of any litigation arising from this Agreement, the prevailing party shall be entitled to its reasonable attorneys' fees and court costs.
- (b) This Agreement supersedes all prior negotiations between the parties concerning matters addressed herein.
- (c) This Agreement shall not be modified except in writing executed by each of the parties.

This Agreement is executed effective this \_\_\_\_ day of \_\_\_\_\_, \_\_\_\_.

THE TOWN OF BENNETT, a municipal corporation

By: \_\_\_\_\_

Its: \_\_\_\_\_

STATE OF COLORADO )

) SS

COUNTY OF \_\_\_\_\_ )

The above and foregoing signature of \_\_\_\_\_ was subscribed under oath before me this \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

Witness my hand and official seal.

\_\_\_\_\_  
**Notary Public**

My commission expires \_\_\_\_\_

LANDOWNER: \_\_\_\_\_

By: \_\_\_\_\_

Title: \_\_\_\_\_

*[Signature]*

JOHN CHENEY

VP LAND ACQUISITION

STATE OF COLORADO

)

) SS

COUNTY OF

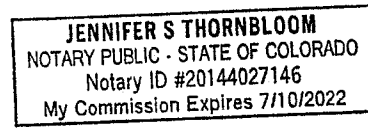
Douglas

)

The above and foregoing signature of John Cheney was subscribed under oath before me this 21<sup>st</sup> day of July, 2021

Witness my hand and official seal.

*[Signature]*  
**Notary Public**



My commission expires 7-10-22

Land Owner Name:

Lennar Colorado, LLC

Mailing Address:

9113 Jamaica Street 4<sup>th</sup> Floor

Englewood CO 80112

Telephone: \_\_\_\_\_



**EXHIBIT A**  
**PROPERTY DESCRIPTION**

# COST AGREEMENT



*welcome neighbors.*

---

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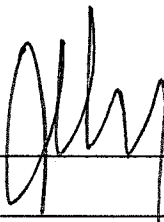
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2. **Funds Deposit.** At the time of execution of this Agreement, Landowner agrees to deposit with Bennett the sum of \$ 12,882, which is equal to the estimated costs shown in Exhibit B for the land use request of Landowner. This deposit, and any additional amounts deposited with Bennett pursuant to this Agreement, shall be used to pay the costs provided for in paragraph 1 above as they become due, in accordance with the Funds Deposit Agreement attached hereto and incorporated herein as Exhibit C. When the deposit is eighty-five (85%) depleted prior to the completion of the review, Landowner shall promptly deposit additional monies with Bennett in a mutually agreeable amount. The parties understand and agree that the amount deposited with Bennett is an estimate of costs only, and that Landowner shall promptly pay the costs provided for in Paragraph 1 through the initial deposit and additional deposits, if necessary. If such additional monies are not deposited when necessary, suspension or termination of work on the request may result until such time as the additional monies are deposited. Additional funds shall be deposited as necessary to cover outstanding balances prior to the recording of any approved final documents. Additionally, if a negative balance exists at any time and additional funds are not deposited within 30 days after written notice from Bennett, then the Town may certify to the County Treasurer any amount due pursuant to this paragraph as a lien on the Property for which the application is submitted to be due and payable with the

3. **No Acquired Rights.** Landowner agrees that it does not acquire any rights by virtue of the negotiations or work on the matters contemplated herein, until and unless Bennett grants any and all approvals required by law. Any and all negotiations and work concerning the Landowner's request concerning the Property shall be final only upon approval by the appropriate actions of the Bennett Board of Trustees and other governmental entities having jurisdiction, upon the completion of appropriate actions of Landowner, and upon expiration of any applicable time periods required for finality under law.

- (a) In the event of any litigation arising from this Agreement, the prevailing party shall be entitled to its reasonable attorneys' fees and court costs.
- (b) This Agreement supersedes all prior negotiations between the parties concerning matters addressed herein.
- (c) This Agreement shall not be modified except in writing executed by each of the parties.

Town of Bennett • 207 Muegge Way • Bennett, CO 80102 • p. 303-644-3249 • f. 303-644-4125

LANDOWNER: 

By: JOAN CHENEY

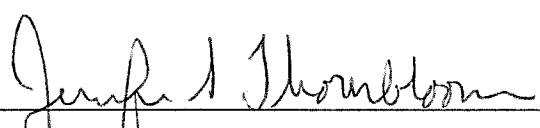
Title: VP LAND ACQUISITION

STATE OF COLORADO )  
 ) SS

COUNTY OF Douglas )

The above and foregoing signature of John Cheney was subscribed under oath before me this 21<sup>st</sup> day of July, 2021

Witness my hand and official seal.

  
**Notary Public**

JENNIFER S THORNBLOOM  
NOTARY PUBLIC - STATE OF COLORADO  
Notary ID #20144027146  
My Commission Expires 7/10/2022

My commission expires 7-10-22

Land Owner Name: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

Telephone: \_\_\_\_\_

**EXHIBIT A**  
**PROPERTY DESCRIPTION**

# FUNDS DEPOSIT AGREEMENT



*welcome neighbors.*

- A. The undersigned Landowner and The Town of Bennett hereby deposit with Bennett, the following, which is to be held and disbursed by Bennett subject to the terms and conditions hereof:

Check written upon the Account of Landowner, in the amount of \$ 12,882, payable to "Town of Bennett", and such additional funds as may be deposited subsequently (all such funds are referred to herein as the "deposited funds").

- B. The deposited funds shall be subject to the following instructions:

1. Bennett shall place the deposited funds in a separate checking account in its bank subject to the terms and requirements of these instructions.
2. Upon Bennett's receipt of a billing authorized pursuant to the "Cost Agreement" between Landowner and Bennett, Bennett shall promptly submit a copy thereof to Landowner. Backup documentation for each billing shall be furnished to the Landowner upon request. Upon approval of the billing by Landowner, Bennett shall disburse moneys, from the deposited funds, in payment of such billing. The Landowner's failure to respond to the billing, within 15 days after the date the billing is submitted to the Landowner by Bennett, shall constitute approval to make the disbursement.
3. Any amounts remaining in the deposited funds following completion or termination of the work shall be returned to Landowner, and all parties shall be relieved from any further liability with regard to this Agreement.
4. This Agreement may be altered, amended, modified or revoked only in writing signed by all parties hereto. Bennett agrees to hold the deposited funds described above under the specific terms and conditions of this Agreement.
5. This Agreement shall bind and inure to the benefit of the parties hereto, their heirs, personal representatives, successors and assigns.
6. This Agreement shall be construed and enforced in accordance with the laws of the State of Colorado.

WHEREFORE, this Funds Deposit Agreement is executed effective this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_.



LANDOWNER: \_\_\_\_\_

By: \_\_\_\_\_

Title: \_\_\_\_\_

*[Signature]*

JOHN CHENEY  
VP LAND ACQUISITION

STATE OF COLORADO

)

) SS

COUNTY OF

Douglas

)

The above and foregoing signature of John Cheney was subscribed under oath before me this  
21<sup>st</sup> day of July, 2021

Witness my hand and official seal.

*[Signature]*  
**Notary Public**

JENNIFER S THORNBLOOM  
NOTARY PUBLIC - STATE OF COLORADO  
Notary ID #20144027146  
My Commission Expires 7/10/2022

My commission expires 7-10-22

THE TOWN OF BENNETT, a municipal corporation

By: \_\_\_\_\_

Its: \_\_\_\_\_

STATE OF COLORADO

)

) SS

COUNTY OF \_\_\_\_\_

)

The above and foregoing signature of \_\_\_\_\_ was subscribed under oath before me this  
\_\_\_\_\_ day of \_\_\_\_\_, 20\_\_.

Witness my hand and official seal.

**Notary Public**

My commission expires \_\_\_\_\_

July 21, 2021

## Town of Bennett

Attn: Planning Department  
207 Muegge Way  
Bennett, CO 80102

RE: Final Plat- Bennett Crossing Filing No. 5

To Whom It May Concern:

CWC Consulting Group (CWC) is submitting this letter of intent on behalf of our client, Lennar, to provide notice of our intent to process a Final Plat through the Town for Bennett Crossing Filing No. 5.

This latest filing of Bennett Crossing is located in Planning Area 4 and Planning Area 5 north of Pearl Avenue and South of Edward Avenue. The project is split into two separate phases with Phase 1 including 123 single family residential lots encompassing Planning Area 4 and Phase 2 including 120 single family residential lots encompassing Planning Area 5. The gross project boundary contains 83.90 acres including both phases and also includes: Tract S (Planning Area 6) which is not being developed at this time, Tract R which is on the south side of Pearl Avenue and Tracts Q, P and O where the existing drainage channel north of Pearl Avenue is located. The southern infrastructure in the Pearl Avenue corridor will be constructed in both Phase 1 and Phase 2 per the approved Bennett Crossing Filing 1 and Filing 3 plans.

Phase 1 is located on the west side of the project and abuts Planning Area 6, a future mixed-use area, on the west end. The 45' wide lots along Planning Area 6, adjacent to the park and along Edward Avenue are the smallest lot size that will be offered within the development. Larger 55'-60' wide lots are offered along the south adjacent to the existing drainageway that will remain. The interior lots are predominantly 50' wide. This Phase will contain two points of access, one located at the south which will connect to Pearl Avenue which will be extended to Cedar Street and the other to the north which will connect to the existing Edward Avenue. It is our understanding that the Town will expand Edward Avenue in the future and also install a roundabout to the west at the intersection of HWY 79. The roundabout is not expected to interfere with Bennett Crossing Filing 5 based on preliminary information obtained on the geometry. A 1.2 acre park in Tract K is located near the middle of Phase 1 and an interconnecting trail system is provided to provide pedestrian access off site. Landscape buffers are placed along the north end and the west end of the project. The ultimate detention and water quality pond designed as part of Bennett Crossing Filing 1 will be constructed during Phase 1 of this project per that approved plan.

Phase 2 is located on the east side of the project and abuts agricultural located to the east. The 45' wide lots along Edward Avenue are the smallest lot size that will be offered within the development. Larger 55' wide lots are offered along the east end and also along the south adjacent to the existing drainageway that will remain. The interior lots are predominantly 50' wide. Phase 2 will extend Pearl Avenue further east to Adams Street. Adams Street will become a through street from Pearl Avenue on the south to Edward Avenue on the north which will provide a third point of access to the project. A 3.6 acre park in Tract O is located at the southeast corner of Phase 2 and an interconnecting trail system is provided to provide pedestrian access off site. Landscape buffers are placed along the north end and the east end of the project.

### CWC Consulting Group

9360 Teddy Lane, Suite 203  
Lone Tree Colorado  
303-395-2700

The water is served to the project from a stub in Pearl Ave to the south and Edward Avenue to the north. The water in Pearl Avenue will be extended with the project in Phase 1 and Phase 2 per the approved Bennett Crossing Filing 3 plans. The sanitary sewer will be split such that Phase 1 will flow to the west to the existing sanitary sewer in Planning Area 6 and Phase 2 will flow to the north to the Mitchell Property sanitary sewer. Discussions will take place with the Town concerning off-site improvements that will be required for this to occur. The storm drainage all flows to an off-site detention pond located to the east that was designed in the Bennett Crossing Filing 1 plans. The pond will be constructed per that plan with the addition of a new forebay during Phase 1. The drainage design developed with this project accounts for future construction of Edward Avenue, SH 79, the roundabout at that intersection and Pearl Avenue extension. Future landscape design will provide more information on parks, open space connections and utility maintenance paths.

We greatly appreciate the opportunity to submit this project to the Town of Bennett and look forward to working together with the Town and the development group to incorporate our visions moving forward.

Respectfully,

A handwritten signature in black ink, appearing to read "Bryan Clerico". The signature is fluid and cursive, with the first name "Bryan" and last name "Clerico" clearly distinguishable.

Bryan Clerico, P.E.

T:\JOBS\1--20\_Survey\120--00138 and 00155\Bennett Crossing Development--Lennar\dwg\120--00343--FP\_Adams-County.DWG Date: 01/15/22 08:35a ecarson

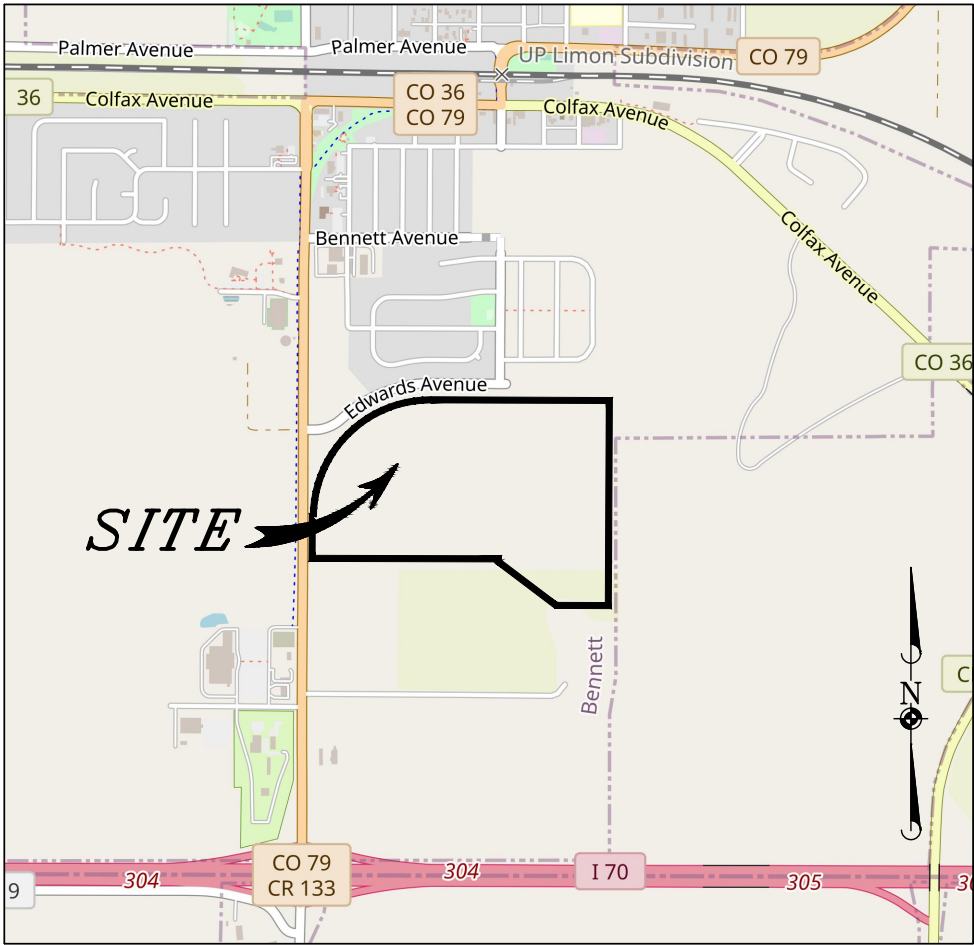
CASE NUMBER: XXXXXXXX

# BENNETT CROSSING FILING NO. 5

FINAL PLAT

BEING A PART OF THE WEST ONE-HALF OF SECTION 34, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH PRINCIPAL MERIDIAN,  
TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO

SHEET 1 OF 19



## LOCATION MAP

(NOT TO SCALE)

### OWNERSHIP AND DEDICATION (CONTINUED)

THENCE SOUTH 89°30'11" WEST ALONG THE NORTH LINE OF SAID BENNETT CROSSING FILING NO. 1, A DISTANCE OF 686.42 FEET TO THE EASTERLY RIGHT-OF-WAY LINE OF COLORADO STATE HIGHWAY 79 (SOUTH 1ST STREET);  
THENCE NORTH 00°24'47" WEST ALONG SAID EASTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 363.16 FEET TO THE SOUTHWEST CORNER OF SAID BENNETT CROSSING FILING NO. 2;  
THENCE ALONG THE SOUTH LINE OF SAID BENNETT CROSSING FILING NO. 2 THE FOLLOWING THREE (3) COURSES:

- 1) NORTH 89°35'13" EAST, A DISTANCE OF 9.00 FEET TO A POINT OF NON-TANGENT CURVE;
- 2) 1611.37 FEET ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A RADIUS OF 1026.00 FEET AND A CENTRAL ANGLE OF 89°59'07", SUBTENDED BY A CHORD WHICH BEARS NORTH 44°34'47" EAST, A DISTANCE OF 1450.80 FEET;
- 3) NORTH 89°34'20" EAST, A DISTANCE OF 1557.07 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS AN AREA OF 3,654,846 SQUARE FEET, OR 83.904 ACRES, MORE OR LESS. ALL LINEAL DISTANCE UNITS ARE REPRESENTED IN U.S. SURVEY FEET.

HAVE LAID OUT, SUBDIVIDED AND PLATTED SAID LAND AS PER THE DRAWING CONTAINED UNDER THE NAME AND STYLE OF BENNETT CROSSING FILING NO. 5, A SUBDIVISION OF A PART OF THE TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO, AND BY THESE PRESENTS TO HEREBY DEDICATE TO THE TOWN OF BENNETT THE STREETS AND AVENUES AS SHOWN ON THIS PLAT FOR THE PUBLIC USE THEREOF FOREVER AND DOES FURTHER DEDICATE TO THE USE OF THE TOWN OF BENNETT AND ALL SERVING PUBLIC UTILITIES (AND OTHER APPROPRIATE ENTITIES) THOSE PORTIONS OF SAID REAL PROPERTY WHICH ARE SO DESIGNATED AS UTILITY EASEMENTS AND TRANSPORTATION EASEMENTS AS SHOWN. ACCESS EASEMENTS ARE HEREBY DEDICATED TO THE TOWN OF BENNETT ACROSS ALL TRACTS SHOWN HERON. IT IS EXPRESSLY UNDERSTOOD AND AGREED BY THE UNDERSIGNED THAT ALL EXPENSES AND COSTS INVOLVED IN CONSTRUCTION AND INSTALLING SANITARY SEWER SYSTEM WORKS AND LINES, WATER SYSTEM WORKS AND LINES, GAS SERVICE LINES, ELECTRICAL SERVICE WORKS AND LINES, LANDSCAPING, CURBS, GUTTERS, STREET PAVEMENT, SIDEWALKS, AND OTHER SUCH UTILITIES AND SERVICES SHALL BE GUARANTEED AND PAID FOR BY THE SUBDIVIDER AND ARRANGEMENTS MADE BY THE SUBDIVIDER, THEREOF WHICH ARE APPROVED BY THE TOWN OF BENNETT, COLORADO, AND SUCH SUMS SHALL NOT BE PAID BY THE TOWN OF BENNETT, AND THAT ANY ITEM SO CONSTRUCTED OR INSTALLED WHEN ACCEPTED BY THE TOWN OF BENNETT SHALL BECOME THE SOLE PROPERTY OF SAID TOWN OF BENNETT, COLORADO, EXCEPT PRIVATE ROADWAY CURBS, GUTTER AND PAVEMENT AND ITEMS OWNED BY MUNICIPALITY FRANCHISED UTILITIES AND/OR OTHER SERVING PUBLIC ENTITIES, WHICH WHEN CONSTRUCTED OR INSTALLED SHALL REMAIN AND/OR BECOME THE PROPERTY OF SUCH MUNICIPALITY FRANCHISED UTILITIES AND/OR OTHER SERVING PUBLIC UTILITIES AND SHALL NOT BECOME THE PROPERTY OF THE TOWN OF BENNETT, COLORADO.

\*\*\*SEE SHEET 2 FOR NOTES, SURVEYOR'S NOTES AND TABLES.\*\*\*

#### SHEET INDEX:

FINAL PLAT COVER SHEET AND CERTIFICATES-  
FINAL PLAT NOTES, SURVEYOR'S NOTES AND TABLES-  
FINAL PLAT DETAIL SHEETS-  
FINAL PLAT TRACT SHEET-

SHEET 1  
SHEET 2  
SHEETS 3 THROUGH 18  
SHEET 19

### OWNERSHIP AND DEDICATION (CONTINUED)

EXECUTED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ A.D., 2022.  
BY: GAYESKI CAPITAL EQUITIES, LLC, A COLORADO LIMITED LIABILITY COMPANY

\_\_\_\_\_  
<NAME> AS REGISTERED AGENT

#### ACKNOWLEDGEMENT

THE FOREGOING OWNERSHIP AND DEDICATION WAS ACKNOWLEDGED BEFORE ME THIS

\_\_\_\_\_ DAY OF \_\_\_\_\_, 2022, BY <NAME> AS AUTHORIZED SIGNATORY FOR  
GAYESKI CAPITAL EQUITIES, LLC, A COLORADO LIMITED LIABILITY COMPANY.

WITNESS MY HAND AND SEAL:

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

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

MY ADDRESS: \_\_\_\_\_  
\_\_\_\_\_

### SURVEYOR'S CERTIFICATE

I, ERIC DAVID CARSON, A DULY LICENSED PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT THERE ARE NO ROADS, PIPELINES, IRRIGATION DITCHES OR OTHER EASEMENTS IN EVIDENCE OR KNOWN BY ME TO EXIST ON OR ACROSS THE HEREIN BEFORE DESCRIBED PROPERTY EXCEPT AS SHOWN ON THIS PLAT. I FURTHER CERTIFY THAT I HAVE PERFORMED THE SURVEY SHOWN HEREON, OR SUCH SURVEY WAS PREPARED UNDER MY DIRECT RESPONSIBILITY AND SUPERVISION, THAT THIS PLAT ACCURATELY REPRESENTS SAID SURVEY, AND THAT ALL MONUMENTS EXIST AS SHOWN HEREIN.

ERIC DAVID CARSON  
COLORADO PROFESSIONAL LAND SURVEYOR NO. 37890  
FOR AND ON BEHALF OF  
CWC CONSULTING GROUP, INC.  
EMAIL: ERICC@CWC-CONSULTING.COM

### TOWN APPROVAL

THIS IS TO CERTIFY THAT THE PLAT OF BENNETT CROSSING FILING NO. 5 WAS APPROVED

ON THE \_\_\_\_\_ DAY OF \_\_\_\_\_, 2022, BY RESOLUTION NO.

\_\_\_\_\_, AND THAT THE MAYOR OF THE TOWN OF BENNETT ON  
BEHALF OF THE TOWN OF BENNETT, HEREBY ACKNOWLEDGES SAID PLAT UPON WHICH  
THIS CERTIFICATE IS ENDORSED BY ALL PURPOSES INDICATED THEREON.

\_\_\_\_\_  
MAYOR ATTEST: TOWN CLERK

### CLERK AND RECORDER'S CERTIFICATE

THIS FINAL PLAT WAS FILED FOR RECORD IN THE OFFICE OF THE COUNTY CLERK AND

RECORDER OF ADAMS COUNTY, COLORADO, AT \_\_\_\_\_ O'CLOCK \_\_\_\_\_.M. THIS

\_\_\_\_\_ DAY OF \_\_\_\_\_,

2022, AT RECEPTION NO. \_\_\_\_\_.

\_\_\_\_\_  
CLERK AND RECORDER

\_\_\_\_\_  
DEPUTY

### PURPOSE STATEMENT

THIS BENNETT CROSSING FILING NO. 5 PLAT IS INTENDED TO SUBDIVIDE 83.904 ACRES INTO 243 RESIDENTIAL LOTS AND 19 TRACTS (4 FOR FUTURE USE), DEDICATE RIGHT-OF-WAY AND GRANT EASEMENTS.

### OWNERSHIP AND DEDICATION

KNOW ALL PERSONS BY THESE PRESENTS, THAT THE UNDERSIGNED, GAYESKI CAPITAL EQUITIES, LLC, A COLORADO LIMITED LIABILITY COMPANY, BEING THE OWNER OF THE LAND SHOWN ON THIS FINAL PLAT AND DESCRIBED AS FOLLOWS:

PARCEL A OF SPECIAL WARRANTY DEED DESCRIBED IN THE DOCUMENT RECORDED UNDER RECEPTION NO. 2014000037662:

A PARCEL OF LAND LOCATED IN THE WEST HALF OF SECTION 34, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF

THE 6TH PRINCIPAL MERIDIAN, COUNTY OF ADAMS, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BASIS OF BEARINGS: THE NORTHERLY LINE OF THE NORTHWEST QUARTER OF SECTION 34, TOWNSHIP 3,

RANGE 63 WEST OF THE 6TH PRINCIPAL MERIDIAN BEARS NORTH 89°33'30"EAST;

COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 34;

THENCE NORTH 89°33'30" EAST, ALONG THE NORTHERLY LINE OF THE NORTHWEST QUARTER OF SAID SECTION

34, A DISTANCE OF 960.00 FEET TO THE POINT OF BEGINNING;

THENCE NORTH 89°33'30" EAST, CONTINUING ALONG SAID NORTHERLY LINE, A DISTANCE OF 1682.85 FEET TO

THE NORTH QUARTER CORNER OF SAID SECTION 34;

THENCE SOUTH 00°08'12" WEST, ALONG THE EASTERLY LINE OF THE NORTHWEST QUARTER OF SAID SECTION

34, A DISTANCE OF 2701.52 FEET TO THE CENTER QUARTER CORNER OF SAID SECTION 34;

THENCE SOUTH 00°09'06" WEST, ALONG THE EASTERLY LINE OF THE SOUTHWEST QUARTER OF SAID SECTION

34, A DISTANCE OF 772.96 FEET;

THENCE NORTH 89°43'33" WEST, A DISTANCE OF 2592.56 FEET;

THENCE NORTH 89°17'18" EAST, ALONG A LINE 50.00 FEET EASTERLY OF AND PARALLEL WITH THE WESTERLY

LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 34, A DISTANCE OF 761.66 FEET;

THENCE NORTH 00°05'40" EAST, ALONG A LINE 50.00 FEET EASTERLY OF AND PARALLEL WITH THE WESTERLY

LINE OF THE NORTHWEST QUARTER OF SAID SECTION 34, A DISTANCE OF 2380.43 FEET;

THENCE NORTH 89°33'30" EAST, A DISTANCE OF 612.80 FEET;

THENCE NORTH 00°26'30" WEST, A DISTANCE OF 81.99 FEET;

THENCE NORTH 89°33'30" EAST, A DISTANCE OF 300.00 FEET;

THENCE NORTH 00°26'30" WEST, A DISTANCE OF 218.00 FEET TO THE POINT OF BEGINNING;  
EXCEPT BENNETT CROSSING FILING NO. 1 RECORDED UNDER RECEPTION NO. 2019000008907;

EXCEPT BENNETT CROSSING FILING NO. 2 RECORDED UNDER RECEPTION NO. 2017000074180;

EXCEPT BENNETT CROSSING FILING NO. 3 RECORDED UNDER RECEPTION NO. 2019000012642;

MORE PARTICULARLY DESCRIBED AS FOLLOWS (SURVEYOR'S DESCRIPTION):  
BEARINGS ARE BASED UPON THE SOUTH LINE OF THE NORTHWEST ONE-QUARTER OF SAID SECTION 34 FROM THE WEST ONE-QUARTER CORNER OF SAID SECTION 34

MONUMENTED BY A 3.25" ALUMINUM CAP, 0.4" DOWN IN A RANGE BOX WITH LID MARKED "SURVEY", STAMPED "T3S, 1/4, 33|34, R63W, PLS 26715, 2009" TO THE CENTER QUARTER CORNER OF SAID SECTION 34 MONUMENTED BY A 2.5" ALUMINUM CAP, 0.1" ABOVE GROUND SURFACE, STAMPED "CHARLES H RUSSELL, T3S, C1/4, \*, 34, R63W, 1994, LS 23519" BEARING

NORTH 89°30'11" EAST, A DISTANCE OF 2640.73 FEET (N89°30'11"E 2640.73" PER BENNETT CROSSING FILING NOS. 1 AND 3).

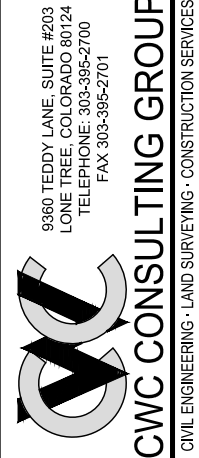
BEGINNING AT THE SOUTHEAST CORNER OF SAID BENNETT CROSSING FILING NO. 2;

THENCE SOUTH 00°22'07" EAST ALONG THE EAST LINE OF SAID NORTHWEST ONE-QUARTER OF SECTION 34, A DISTANCE OF 1414.27 FEET TO SAID CENTER QUARTER CORNER OF SECTION 34;

THENCE SOUTH 00°22'02" EAST ALONG THE EAST LINE OF THE SOUTHWEST ONE-QUARTER OF SAID SECTION 34, A DISTANCE OF 377.74 FEET TO THE NORTH LINE OF SAID BENNETT CROSSING FILING NO. 3;

THENCE THE FOLLOWING FOUR (4) COURSES ALONG THE NORTH LINE OF SAID BENNETT CROSSING FILING NO. 3:

- 1) SOUTH 89°29'22" WEST, A DISTANCE OF 456.23 FEET;
- 2) NORTH 53°33'51" WEST, A DISTANCE OF 631.33 FEET;
- 3) NORTH 00°30'40" WEST, A DISTANCE OF 27.00 FEET;
- 4) SOUTH 89°30'11" WEST, A DISTANCE OF 942.53 FEET TO THE NORTHEAST CORNER OF SAID BENNETT CROSSING FILING NO. 1;



DATE	REVISION	BY
01/12/22	TOWN COMMENTS	EDC

BENNETT CROSSING FILING NO. 5  
FINAL PLAT  
A PORTION OF THE WEST ONE-HALF OF SECTION 19  
SHEET 1 - COVER SHEET & NOTES

DRAFTED: S.L.G.3	CHECKED: E.D.C.
DATE: 07/15/2021	JOB NO: 120-00343
SURVEY PREPARED FOR: LENNAR	
COLORADO, LLC	

SHEET NO.  
1 OF 19 SHEETS



T:\JOBS\1-20 Survey\120-00343 (130-00138 and 00155)\_Bennett Crossing Development--Lennar\dwg\120-00343-FP\_Adams\_County.DWG Date: 01/15/22 08:35a ecarson

CASE NUMBER: XXXXXXXXX

BENNETT CROSSING FILING NO. 5

FINAL PLAT

BEING A PART OF THE WEST ONE-HALF OF SECTION 34, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH PRINCIPAL MERIDIAN,  
TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO

SHEET 2 OF 19

NOTES

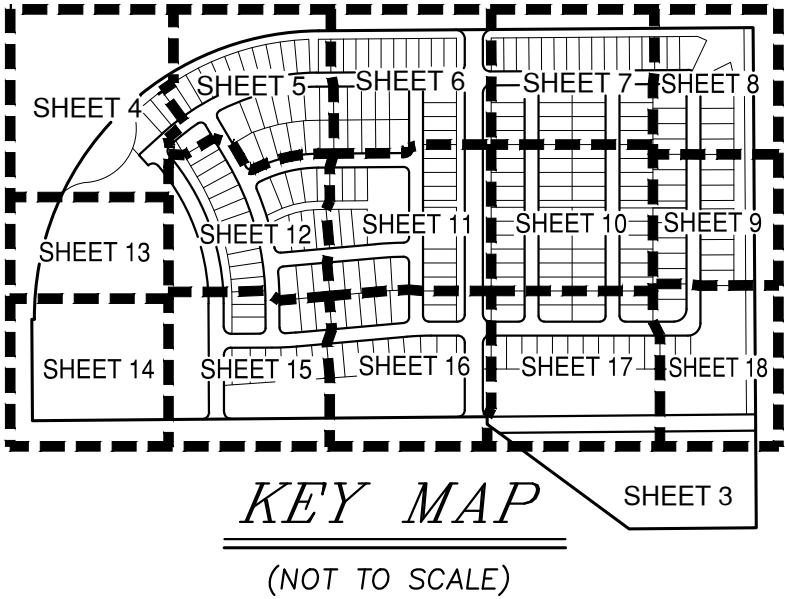
1. THE PROPERTY IS LOCATED WITHIN "OTHER AREAS - ZONE X" (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.) AS IDENTIFIED ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP - COMMUNITY PANEL NUMBERED 08001C0981H WITH AN EFFECTIVE DATE OF MARCH 5, 2007.
2. TRACTS A THROUGH N, INCLUSIVE, SHALL BE OWNED AND MAINTAINED BY THE HOA, ITS SUCCESSORS OR ASSIGNS. THE UNDERSIGNED GRANTS THE TOWN OF BENNETT A PERPETUAL RIGHT OF INGRESS AND EGRESS FROM AND TO SAID TRACTS. THE TOWN SHALL HAVE THE RIGHT, BUT NOT THE OBLIGATION, TO MAINTAIN, OPERATE, REPAIR AND RECONSTRUCT THE TRACT AND RELATED FACILITIES WHEN THE OWNER(S) FAIL TO ADEQUATELY MAINTAIN SUCH TRACTS AND RELATED FACILITIES, WHICH MAINTENANCE, OPERATION AND RECONSTRUCTION SHALL BE AT THE COST OF THE HOA.
3. THE POLICY OF THE TOWN REQUIRES THAT ALL MAINTENANCE ACCESS SHALL BE PROVIDED TO ALL STORM DRAINAGE FACILITIES TO ASSURE CONTINUOUS OPERATIONAL CAPABILITY OF THE SYSTEM. THE PROPERTY OWNERS SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF ALL DRAINAGE FACILITIES INCLUDING INLETS, PIPES, CULVERTS, CHANNELS, DITCHES, HYDRAULIC STRUCTURES, AND DETENTION BASINS LOCATED ON THEIR LAND UNLESS MODIFIED BY THE SUBDIVISION IMPROVEMENTS AGREEMENT. SHOULD THE OWNER FAIL TO MAINTAIN SAID FACILITIES, THE TOWN OF BENNETT SHALL HAVE THE RIGHT BUT NOT THE OBLIGATION TO ENTER SAID LAND FOR THE SOLE PURPOSE OF OPERATIONS AND MAINTENANCE. ALL SUCH MAINTENANCE COSTS WILL BE ASSESSED TO THE PROPERTY OWNERS.
4. SURFACED ACCESS ROADS CAPABLE OF WITHSTANDING THE IMPOSED LOADS OF FIRE APPARATUS AND ALL REQUIRED FIRE HYDRANTS SHALL BE INSTALLED AND MADE SERVICEABLE PRIOR TO AND DURING CONSTRUCTION.
5. ALL INTERNAL ROADS AND DRAINAGE FACILITY CONSTRUCTION SHALL BE IN ACCORDANCE WITH STREET CONSTRUCTION PLANS, PAVEMENT DESIGN, GRADING AND EROSION CONTROL PLAN, AND A FINAL DRAINAGE PLAN SUBMITTED TO AND APPROVED BY THE TOWN OF BENNETT AND ALL APPLICABLE TOWN ADOPTED STANDARDS AND SPECIFICATIONS.
6. THIS PLAN HAS BEEN APPROVED BY THE TOWN OF BENNETT AND CREATES A VESTED PROPERTY RIGHT PURSUANT TO C.R.S. 24-68-101, ET SEQ., AS AMENDED, AND THE TOWN OF BENNETT DEVELOPMENT STANDARDS AND REGULATIONS.
7. NOTICE IS GIVEN THAT THIS SUBDIVISION WILL BE SUBJECT TO RECORDED DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS. THE TOWN OF BENNETT IS NOT RESPONSIBLE FOR ENFORCEMENT OF THE RECORDED COVENANTS, CONDITIONS AND RESTRICTIONS THAT MAY BE FILED AGAINST THE SUBDIVISION PLAT.
8. FOR CORNER LOTS, THE SIDE SETBACK SHALL BE USED FOR THE CHAMFERED OR RADIUS LOT CORNER.
9. NON-EXCLUSIVE UTILITY EASEMENTS LOCATED AS SHOWN ARE HEREBY GRANTED FOR THE INSTALLATION, MAINTENANCE, AND OPERATION OF UTILITIES AND DRAINAGE FACILITIES, INCLUDING, BUT NOT LIMITED TO STREET LIGHTS, ELECTRIC LINES, GAS LINES, CABLE TELEVISION LINES, FIBER OPTIC LINES, AND TELEPHONE LINES, AS WELL AS PERPETUAL RIGHT FOR INGRESS AND EGRESS FOR INSTALLATION, MAINTENANCE, AND REPLACEMENT OF SUCH LINES, WINDOW WELLS, PATIOS, DECKS, STAIRS, RETAINING WALLS, AND THEIR COMPONENTS MAY NOT ENCROACH INTO THE REQUIRED UTILITY EASEMENTS.
10. SIGHT DISTANCE EASEMENTS ARE HEREBY DEDICATED TO THE TOWN OF BENNETT FOR SIGHT DISTANCE PURPOSES TOGETHER WITH THE FOLLOWING RESTRICTIONS OVER SAID EASEMENTS: NO OBJECT WITHIN THE SIGHT DISTANCE EASEMENT SHALL BE MORE THAN THIRTY-SIX (36) INCHES ABOVE THE FLOWLINE OF THE ADJACENT STREET. SUCH OBJECTS SHALL INCLUDE BUT NOT BE LIMITED TO BUILDINGS, VEGETATION, AND UTILITY CABINETS. PARKING IS ALSO RESTRICTED WITHIN THE EASEMENT.

LAND USE TABLE	
GROSS ACREAGE	83.904 ACRES
NET ACREAGE (DEDICATED R.O.W. EXCLUDED)	68.973 ACRES
GROSS DENSITY (DWELLING UNITS/ACREAGE OF ALL LOTS AND DEVELOPED TRACTS)	4.680 D.U./ACRE
NET DENSITY (DWELLING UNITS/RESIDENTIAL LOT AREA)	6.869 D.U./ACRE
NUMBER OF LOTS (RESIDENTIAL)	243
NUMBER OF TRACTS (FUTURE USE)	4
NUMBER OF TRACTS (DEVELOPED)	15
NUMBER OF TRACTS	19
SMALLEST LOT (RESIDENTIAL)	5,400 SQUARE FEET
LARGEST LOT (RESIDENTIAL)	10,907 SQUARE FEET
AVERAGE LOT SIZE (RESIDENTIAL)	6,342 SQUARE FEET
NUMBER OF BUILDABLE LOTS	243
NET ACREAGE FOR FUTURE USE	17.848 ACRES
NET ACREAGE FOR PUBLIC STREETS	14.931 ACRES
NET ACREAGE DEVELOPED FOR PRIVATE USES (PARKS, OPEN SPACES AND RECREATION CENTERS, PRIVATE DRIVES)	8.049 ACRES
NET ACREAGE DEVELOPED FOR PUBLIC USES (STORMWATER DRAINAGE - TOWN OF BENNETT)	7.698 ACRES

TRACT SUMMARY TABLE			
LABEL	PROPOSED USE	OWNERSHIP/ MAINTENANCE	AREA (ACRES)
TRACT A	DRAINAGE, OPEN SPACE & LANDSCAPED AREA	H.O.A.	1.259
TRACT B	OPEN SPACE & LANDSCAPED AREA	H.O.A.	0.647
TRACT C	OPEN SPACE & LANDSCAPED AREA	H.O.A.	0.087
TRACT D	OPEN SPACE & LANDSCAPED AREA	H.O.A.	0.634
TRACT E	OPEN SPACE & LANDSCAPED AREA	H.O.A.	0.082
TRACT F	DRAINAGE, OPEN SPACE & LANDSCAPED AREA	H.O.A.	0.635
TRACT G	OPEN SPACE & LANDSCAPED AREA	H.O.A.	0.078
TRACT H	DRAINAGE, OPEN SPACE & LANDSCAPED AREA	H.O.A.	0.136
TRACT I	DRAINAGE, OPEN SPACE & LANDSCAPED AREA	H.O.A.	0.142
TRACT J	DRAINAGE, OPEN SPACE & LANDSCAPED AREA	H.O.A.	1.949
TRACT K	PARK	H.O.A.	1.187
TRACT L	PARK	H.O.A.	1.227
TRACT M	TRANSPORTATION, UTILITIES, OPEN SPACE & LANDSCAPE AREA	TOWN OF BENNETT	0.798
TRACT N	TRANSPORTATION, UTILITIES, OPEN SPACE & LANDSCAPE AREA	TOWN OF BENNETT	1.036
TRACT O	OPEN SPACE & STORMWATER DRAINAGE	GAYESKI CAPITAL EQUITIES, LLC/ METRO DISTRICT NO. 2	3.607
TRACT P	OPEN SPACE & STORMWATER DRAINAGE	GAYESKI CAPITAL EQUITIES, LLC/ METRO DISTRICT NO. 2	2.887
TRACT Q	OPEN SPACE & STORMWATER DRAINAGE	GAYESKI CAPITAL EQUITIES, LLC/ METRO DISTRICT NO. 2	1.204
TRACT R	FUTURE USE	GAYESKI CAPITAL EQUITIES, LLC	6.770
TRACT S	FUTURE USE	GAYESKI CAPITAL EQUITIES, LLC	10.531
TOTAL:			34.896

SURVEYOR'S NOTES

1. DISTANCES ARE MARKED IN U.S. SURVEY FEET AND DECIMAL PLACES THEREOF. NO DIMENSION SHALL BE ASSUMED BY SCALE MEASUREMENT HEREON. DISTANCES AND/OR BEARINGS SHOWN IN PARENTHESIS (0.00') ARE RECORD OR DEED VALUES, NOT FIELD MEASURED.
2. THIS LAND SURVEY DOES NOT CONSTITUTE A TITLE SEARCH BY CWC CONSULTING GROUP, INC. TO DETERMINE OWNERSHIP OF THIS TRACT, VERIFY THE DESCRIPTION SHOWN, VERIFY THE COMPATIBILITY OF THIS DESCRIPTION WITH THAT OF ADJACENT TRACTS, OR VERIFY EASEMENTS OF RECORD. REFERENCE IS MADE TO FIDELITY NATIONAL TITLE ORDER NO. N0029846-030-TH, AMENDMENT NO. 2, WITH A COMMITMENT DATE OF JULY 20, 2021 FROM WHICH THIS SURVEY IS BASED. THIS PROPERTY IS SUBJECT TO ALL COVENANTS AND RESTRICTIONS RELATING TO THE USE AND CHARACTER OF THE LAND AND ALL MATTERS APPEARING OF PUBLIC RECORD AND AS MAY BE DISCLOSED BY A MORE RECENT TITLE COMMITMENT OR REPORT.
3. BEARINGS ARE BASED UPON THE SOUTH LINE OF THE NORTHWEST ONE-QUARTER OF SAID SECTION 34 FROM THE WEST ONE-QUARTER CORNER OF SAID SECTION 34 MONUMENTED BY A 3.25" ALUMINUM CAP, 0.4' DOWN IN A RANGE BOX WITH LID MARKED "SURVEY", STAMPED "T3S, 1/4, 33|34, R63W, PLS 26715, 2009" TO THE CENTER QUARTER CORNER OF SAID SECTION 34 MONUMENTED BY A 2.5" ALUMINUM CAP, 0.1' ABOVE GROUND SURFACE, STAMPED "CHARLES H RUSSELL, T3S, C1/4, \*, 34, R63W, 1994, LS 23519" BEARING NORTH 89°30'11" EAST, A DISTANCE OF 2640.73 FEET (N89°30'11"E 2640.73' PER BENNETT CROSSING FILING NOS. 1 AND 3).
4. EASEMENTS AND PUBLIC DOCUMENTS SHOWN OR NOTED HEREON WERE EXAMINED AS TO LOCATION AND PURPOSE AND WERE NOT EXAMINED AS TO RESERVATIONS, RESTRICTIONS, CONDITIONS, OBLIGATIONS, TERMS, OR AS TO THE RIGHT TO GRANT THE SAME.
5. ALL REFERENCES HEREON TO BOOKS, PAGES, MAPS AND RECEPTION NUMBERS ARE PUBLIC DOCUMENTS FILED IN THE RECORDS OF THE ADAMS COUNTY CLERK AND RECORDER'S OFFICE.
6. ANY PERSON WHO KNOWINGLY REMOVES, ALTERS OR DEFACES ANY PUBLIC LAND SURVEY MONUMENT OR LAND MONUMENT OR ACCESSORY, COMMITS A CLASS TWO (2) MISDEMEANOR PURSUANT TO STATE STATUTE 18-4-508, C.R.S.
7. DEFINITION: CERTIFY, CERTIFICATION - A PROFESSIONAL'S OPINION BASED ON HIS OR HER OBSERVATION OF CONDITIONS, KNOWLEDGE, INFORMATION AND BELIEFS. IT IS EXPRESSLY UNDERSTOOD THAT THE PROFESSIONAL'S CERTIFICATION OF A CONDITION'S EXISTENCE RELIEVES NO OTHER PARTY OF ANY RESPONSIBILITY OR OBLIGATION HE OR SHE HAS ACCEPTED BY CONTRACT OR CUSTOM.
8. CWC CONSULTING GROUP, INC. DOES NOT WARRANT THAT THE PARCEL, AS DESCRIBED HEREON, COMPLIES WITH COLORADO SENATE BILL 35. (30-28-101).
9. ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.



BENNETT CROSSING FILING NO. 5

FINAL PLAT

A PORTION OF THE WEST ONE-HALF OF SECTION 19

SHEET 2 - SURVEYOR'S NOTES AND TABLES

DRAFTED: S.L.G.3

CHECKED: E.D.C.

DATE: 07/15/2021

JOB NO. 120-00343

SURVEY PREPARED FOR: LENNAR

COLORADO, LLC

SHEET NO. 2

OF 19 SHEETS



DATE	REVISION	BY

# BENNETT CROSSING FILING NO. 5

FINAL PLAT

BEING A PART OF THE WEST ONE-HALF OF SECTION 34, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH PRINCIPAL MERIDIAN,  
TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO

SHEET 3 OF 19

## LEGEND

- FOUND MONUMENT AS NOTED;  
NOTE: BEARING AND DISTANCE, IF LISTED, IS FROM THE BOUNDARY CORNER TO THE FOUND MONUMENT.
- ⊙ SET NO. 5 REBAR WITH PPC, STAMPED "CWC CG INC, PLS 37890" OR 1" BRASS TAG & ALUMINUM NAIL, STAMPED "CWC, LS 37890"
- ⊕ FOUND PLSS MONUMENT AS NOTED

- BOUNDARY LINE
- - - SECTION/ALIQUOT LINE
- - - RIGHT-OF-WAY LINE
- - - CENTER LINE
- - - TRACT/LOT LINE
- - - EASEMENT LINE

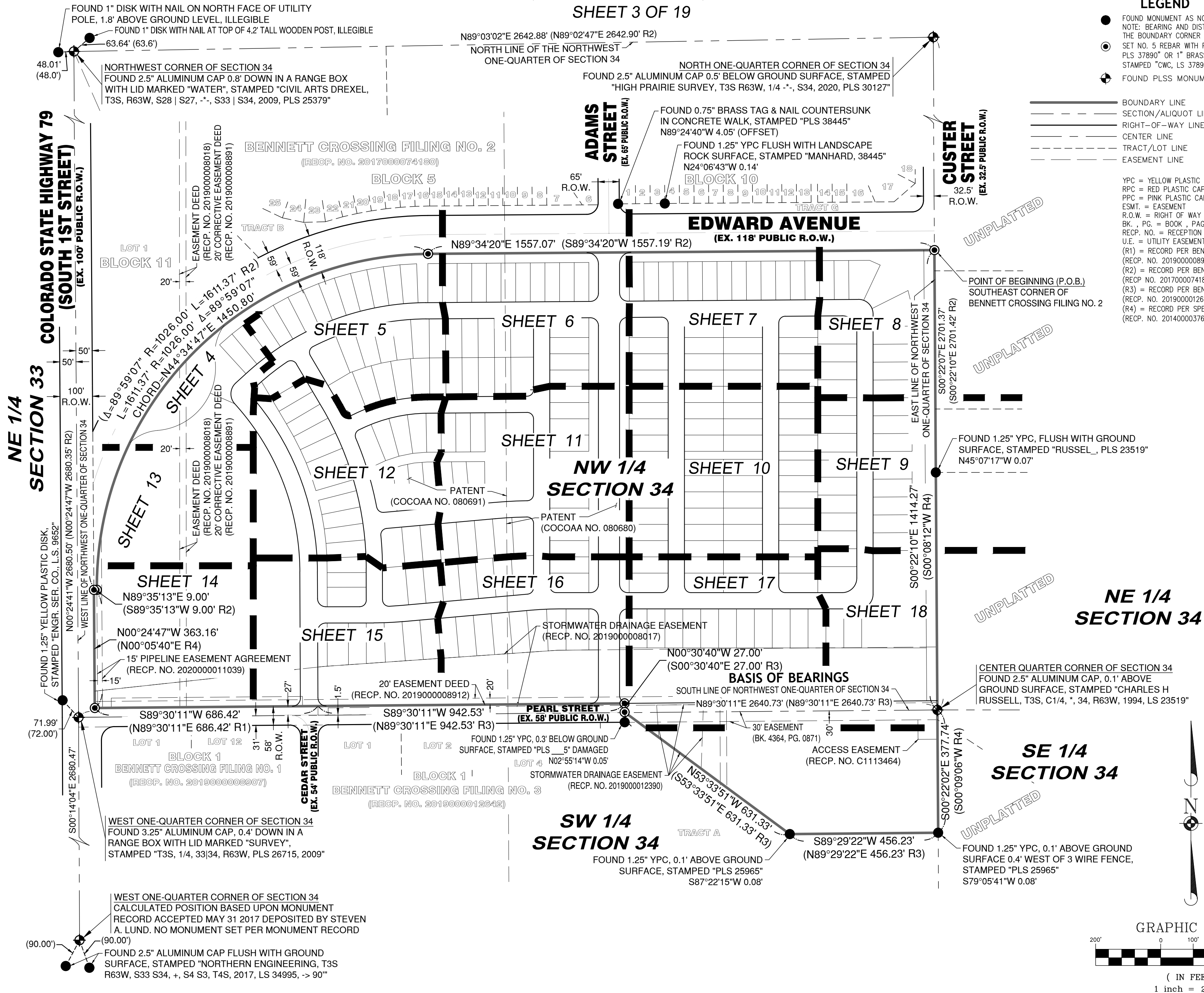
YPC = YELLOW PLASTIC CAP  
RPC = RED PLASTIC CAP  
PPC = PINK PLASTIC CAP  
ESMT. = EASEMENT  
R.O.W. = RIGHT OF WAY  
BK. , PG. = BOOK , PAGE  
RECP. NO. = RECEPTION NUMBER  
U.E. = UTILITY EASEMENT DEDICATED HEREON  
(R1) = RECORD PER BENNETT CROSSING FILING NO. 1  
(RECP. NO. 2019000008907)  
(R2) = RECORD PER BENNETT CROSSING FILING NO. 2  
(RECP. NO. 2017000074180)  
(R3) = RECORD PER BENNETT CROSSING FILING NO. 3  
(RECP. NO. 2019000012642)  
(R4) = RECORD PER SPECIAL WARRANTY DEED  
(RECP. NO. 2014000037662)



DATE	REVISION	BY

BENNETT CROSSING FILING NO. 5  
FINAL PLAT  
A PORTION OF THE WEST ONE-HALF OF SECTION 19  
SHEET 3 - BOUNDARY & EXISTING EASEMENTS

CHECKED:	DATE:	JOB NO.
SLG:J	07/15/2021	120-00343
DRAFTED:	SURVEY PREPARED FOR:	LENNAR COLORADO, LLC





# BENNETT CROSSING FILING NO. 5

\*\*SEE SHEET 3 FOR LEGEND.\*\*

FINAL PLAT  
BEING A PART OF THE WEST ONE-HALF OF SECTION 34, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH PRINCIPAL MERIDIAN,  
TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO  
SHEET 4 OF 19

9300 TEDDY LANE, SUITE #203  
LOUISVILLE, CO 80224  
TEL: 303-385-2700  
FAX: 303-385-2701



CWC CONSULTING GROUP  
CIVIL ENGINEERING - LAND SURVEYING - CONSTRUCTION SERVICES

DATE	REVISION	BY

BENNETT CROSSING FILING NO. 5  
FINAL PLAT  
A PORTION OF THE WEST ONE-HALF OF SECTION 19  
SHEET 4 - PLAT DETAIL

CHECKED: S.L.G.3	DATE: 07/15/2021	JOB NO. 120-00343
SURVEY PREPARED FOR: LENNAR COLORADO, LLC		

SHEET NO.  
4 OF 19 SHEETS

The diagram illustrates a portion of the West One-Half of Section 19, showing the intersection of Edward Avenue and Colorado State Highway 79 (South 1st Street). The plat includes several tracts and lots with detailed survey data:

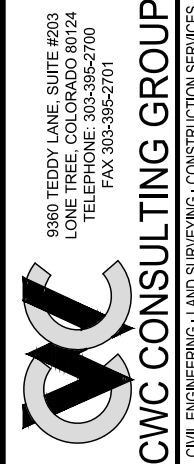
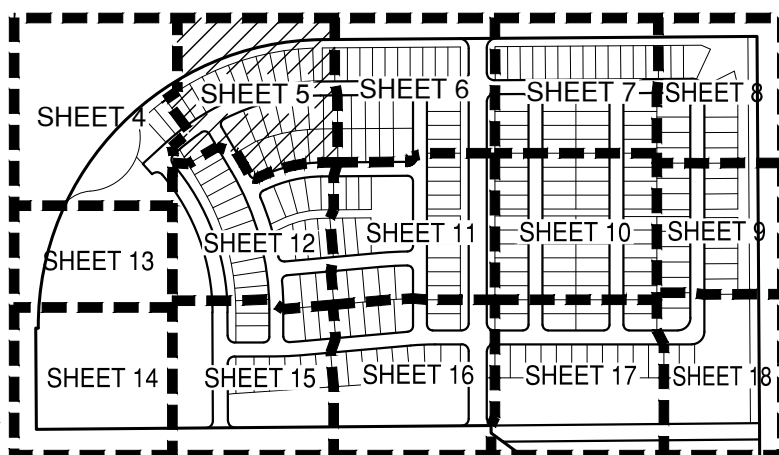
- EDWARD AVENUE (EX. 118' PUBLIC R.O.W.)**: A wide road running diagonally across the upper portion of the plat.
- COLORADO STATE HIGHWAY 79 (SOUTH 1ST STREET) (EX. 100' PUBLIC R.O.W.)**: A road running horizontally across the lower portion of the plat.
- TRACT M**: 34,779 S.F. (0.798 AC.), located south of Edward Avenue.
- TRACT S**: 458,731 S.F. (10.531 AC.), located south of Tract M.
- TRACT A**: 54,861 S.F. (1.259 AC.), located east of Tract M.
- TRACT B**: 0,647 S.F. (0.015 AC.), located east of Tract A.
- TRACT C**: 0,647 S.F. (0.015 AC.), located east of Tract B.
- TRACT D**: 0,647 S.F. (0.015 AC.), located east of Tract C.
- TRACT E**: 0,647 S.F. (0.015 AC.), located east of Tract D.
- TRACT F**: 0,647 S.F. (0.015 AC.), located east of Tract E.
- TRACT G**: 0,647 S.F. (0.015 AC.), located east of Tract F.
- TRACT H**: 0,647 S.F. (0.015 AC.), located east of Tract G.
- TRACT I**: 0,647 S.F. (0.015 AC.), located east of Tract H.
- TRACT J**: 0,647 S.F. (0.015 AC.), located east of Tract I.
- TRACT K**: 0,647 S.F. (0.015 AC.), located east of Tract J.
- TRACT L**: 0,647 S.F. (0.015 AC.), located east of Tract K.
- TRACT M**: 0,647 S.F. (0.015 AC.), located east of Tract L.
- TRACT N**: 0,647 S.F. (0.015 AC.), located east of Tract M.
- TRACT O**: 0,647 S.F. (0.015 AC.), located east of Tract N.
- TRACT P**: 0,647 S.F. (0.015 AC.), located east of Tract O.
- TRACT Q**: 0,647 S.F. (0.015 AC.), located east of Tract P.
- TRACT R**: 0,647 S.F. (0.015 AC.), located east of Tract Q.
- TRACT S**: 0,647 S.F. (0.015 AC.), located east of Tract R.
- TRACT T**: 0,647 S.F. (0.015 AC.), located east of Tract S.
- TRACT U**: 0,647 S.F. (0.015 AC.), located east of Tract T.
- TRACT V**: 0,647 S.F. (0.015 AC.), located east of Tract U.
- TRACT W**: 0,647 S.F. (0.015 AC.), located east of Tract V.
- TRACT X**: 0,647 S.F. (0.015 AC.), located east of Tract W.
- TRACT Y**: 0,647 S.F. (0.015 AC.), located east of Tract X.
- TRACT Z**: 0,647 S.F. (0.015 AC.), located east of Tract Y.

The diagram also shows various other features and boundaries, including the 100' Public Right of Way for Colorado State Highway 79, the 118' Public Right of Way for Edward Avenue, and the 50' Public Right of Way for Road A. The plat includes a north arrow and a graphic scale (1 inch = 40 feet).

# BENNETT CROSSING FILING NO. 5

FINAL PLAT  
BEING A PART OF THE WEST ONE-HALF OF SECTION 34,  
TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH PRINCIPAL MERIDIAN,  
TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO  
SHEET 5 OF 19

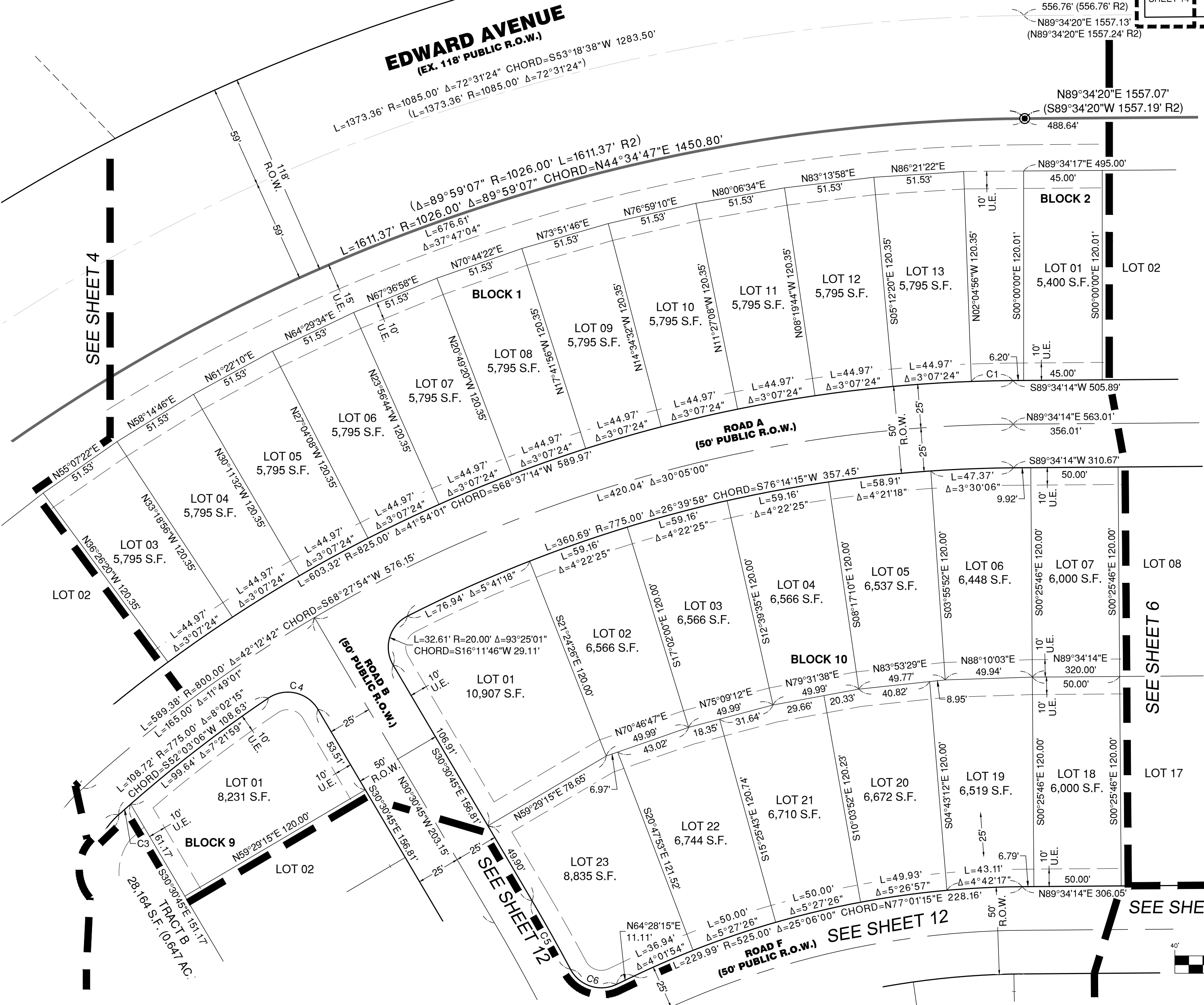
\*\*SEE SHEET 3 FOR LEGEND.\*\*



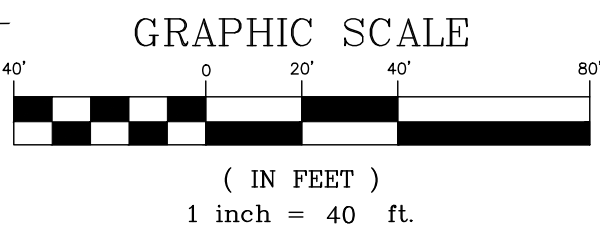
DATE	REVISION	BY

#### CURVE DATA:

- C1: L=23.80' Δ=1°39'11"  
C3: L=9.08' R=775.00' Δ=0°40'16"  
CHORD=S48°22'07"W 9.08'  
C4: L=32.61' R=20.00' Δ=93°25'01"  
CHORD=N77°13'16"W 29.11'  
C5: L=45.00' R=1025.00' Δ=2°30'55"  
CHORD=S29°15'18"E 44.99'  
C6: L=30.55' R=20.00' Δ=87°31'55"  
CHORD=S71°45'48"E 27.67'



SEE SHEET 11



BENNETT CROSSING FILING NO. 5  
FINAL PLAT  
A PORTION OF THE WEST ONE-HALF OF SECTION 19  
SHEET 5 - PLAT DETAIL

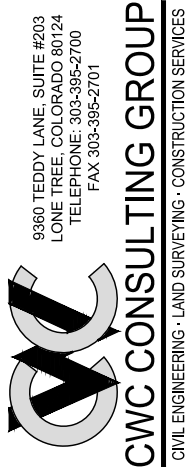
CHECKED:	DATE:	JOB NO.
SLG:J	07/15/2021	120-00343
DRAFTED:	SURVEY PREPARED FOR:	LENNAR
		COLORADO, LLC

SHEET NO.  
5 OF 19 SHEETS

# BENNETT CROSSING FILING NO. 5

\*\*SEE SHEET 3 FOR LEGEND.\*\*

FINAL PLAT  
BEING A PART OF THE WEST ONE-HALF OF SECTION 34, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH PRINCIPAL MERIDIAN,  
TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO  
SHEET 6 OF 19

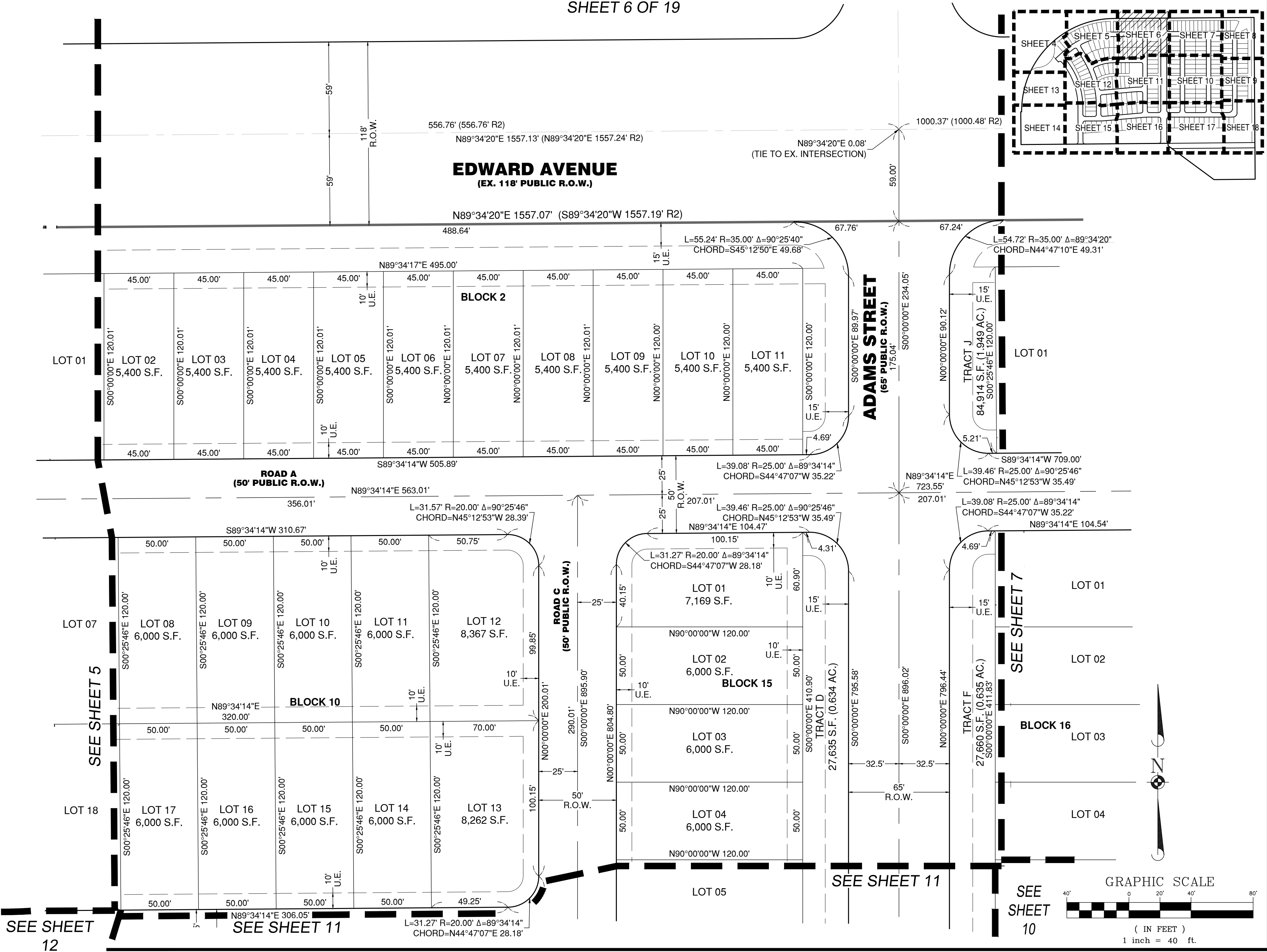


DATE	REVISION	BY

BENNETT CROSSING FILING NO. 5  
FINAL PLAT  
A PORTION OF THE WEST ONE-HALF OF SECTION 19  
SHEET 6 - PLAT DETAIL

CHECKED:	E.D.C.
DRAFTED:	S.L.G.3
DATE:	07/15/2021
JOB NO.	120-00343
SURVEY PREPARED FOR:	LENNAR
COLORADO, LLC	

SHEET NO.  
6 OF 19 SHEETS



# BENNETT CROSSING FILING NO. 5

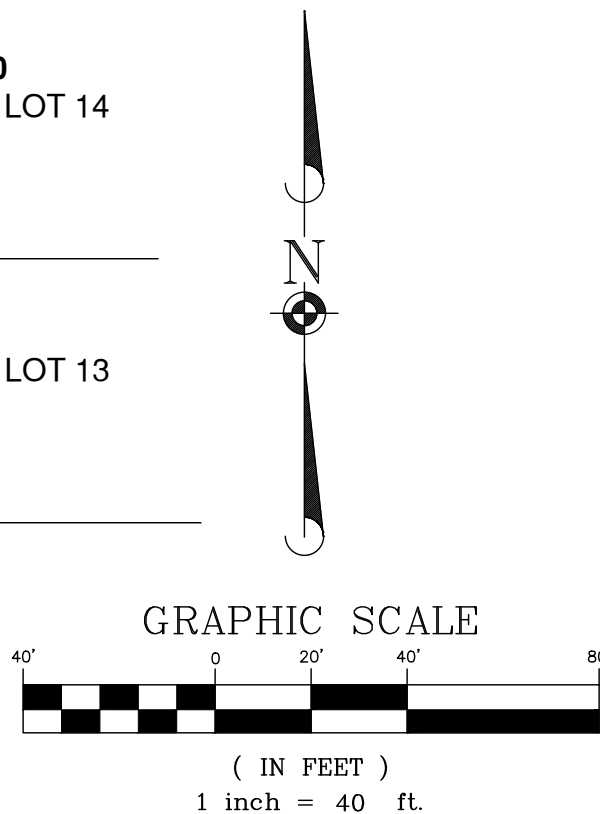
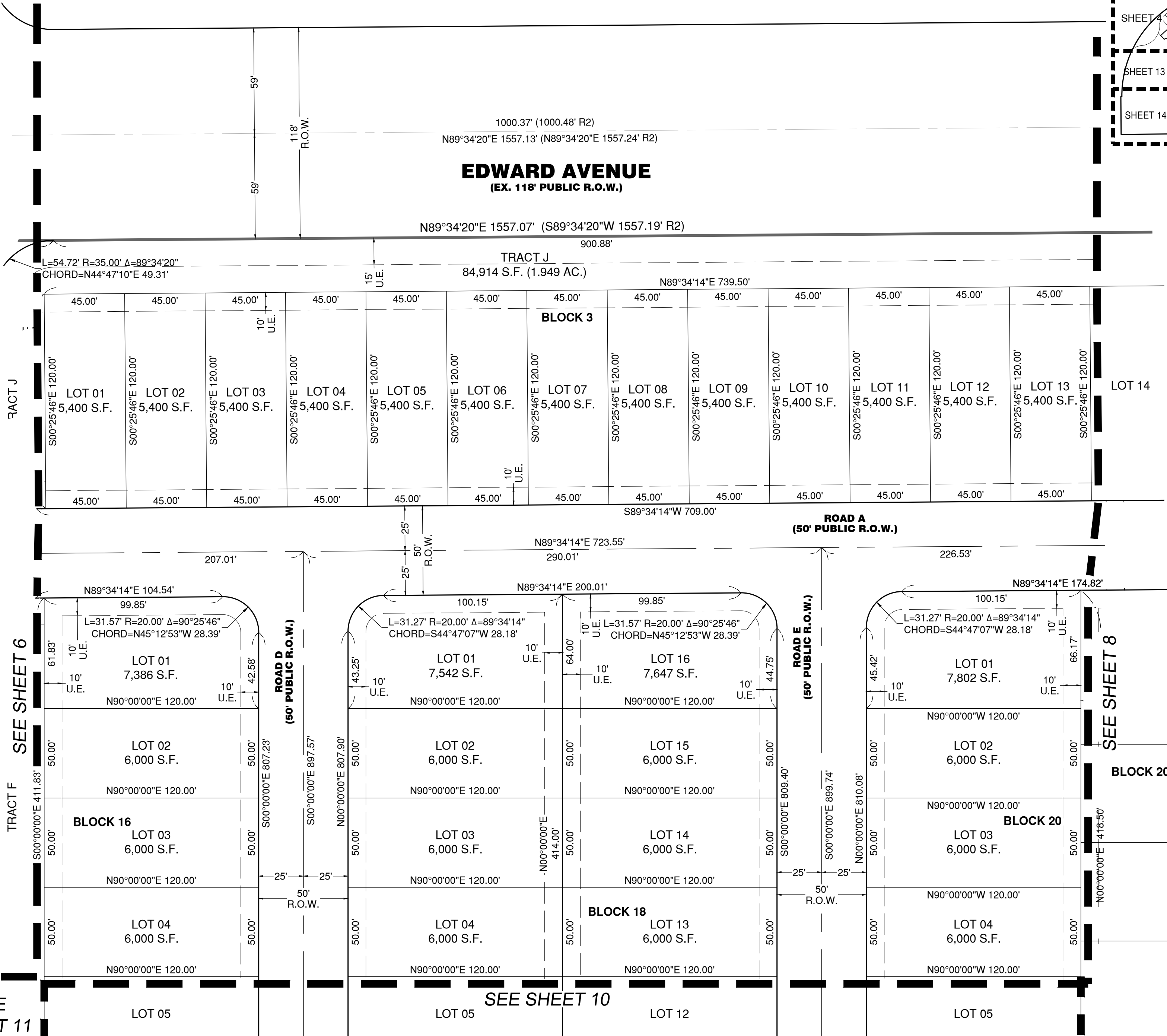
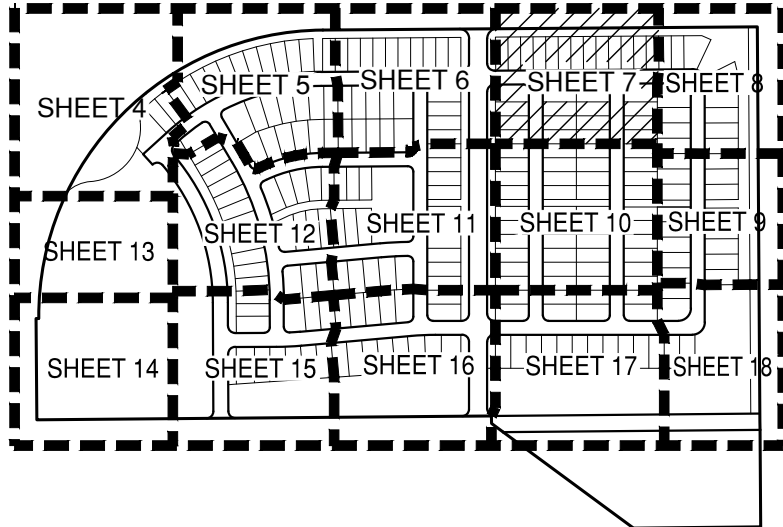
\*\*SEE SHEET 3 FOR LEGEND.\*\*

FINAL PLAT  
BEING A PART OF THE WEST ONE-HALF OF SECTION 34, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH PRINCIPAL MERIDIAN,  
TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO  
SHEET 7 OF 19

9330 TEDDY LANE SUITE #203  
LOUISVILLE, CO 80224  
TEL: 303-985-2700  
FAX: 303-985-2701

**CWC CONSULTING GROUP**  
CIVIL ENGINEERING - LAND SURVEYING - CONSTRUCTION SERVICES

DATE	BY	REVISION



**BENNETT CROSSING FILING NO. 5**  
FINAL PLAT  
A PORTION OF THE WEST ONE-HALF OF SECTION 19  
SHEET 7 - PLAT DETAIL

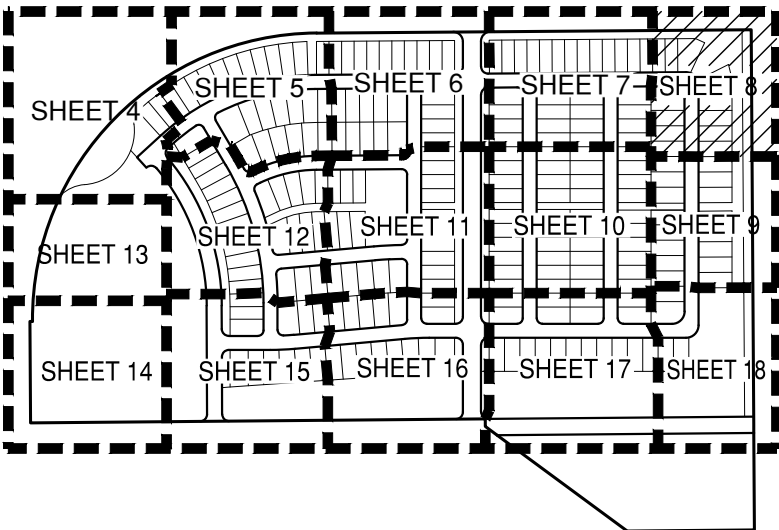
CHECKED:	DATE:	SURVEY PREPARED FOR:	SHEET NO.
SLG:J	07/15/2021	LENNAR	7
		COLORADO, LLC	OF 19 SHEETS

T:\JOBS\1-20 Survey\120-00343 (130-00138 and 00155)\_Bennett Crossing Development-Lennar\dwg\120-00343-FP\_Adams\_County\DWG Date: 01/15/22 08:35a ecarson

# BENNETT CROSSING FILING NO. 5

\*\*SEE SHEET 3 FOR LEGEND.\*\*

FINAL PLAT  
BEING A PART OF THE WEST ONE-HALF OF SECTION 34, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH PRINCIPAL MERIDIAN,  
TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO  
SHEET 8 OF 19



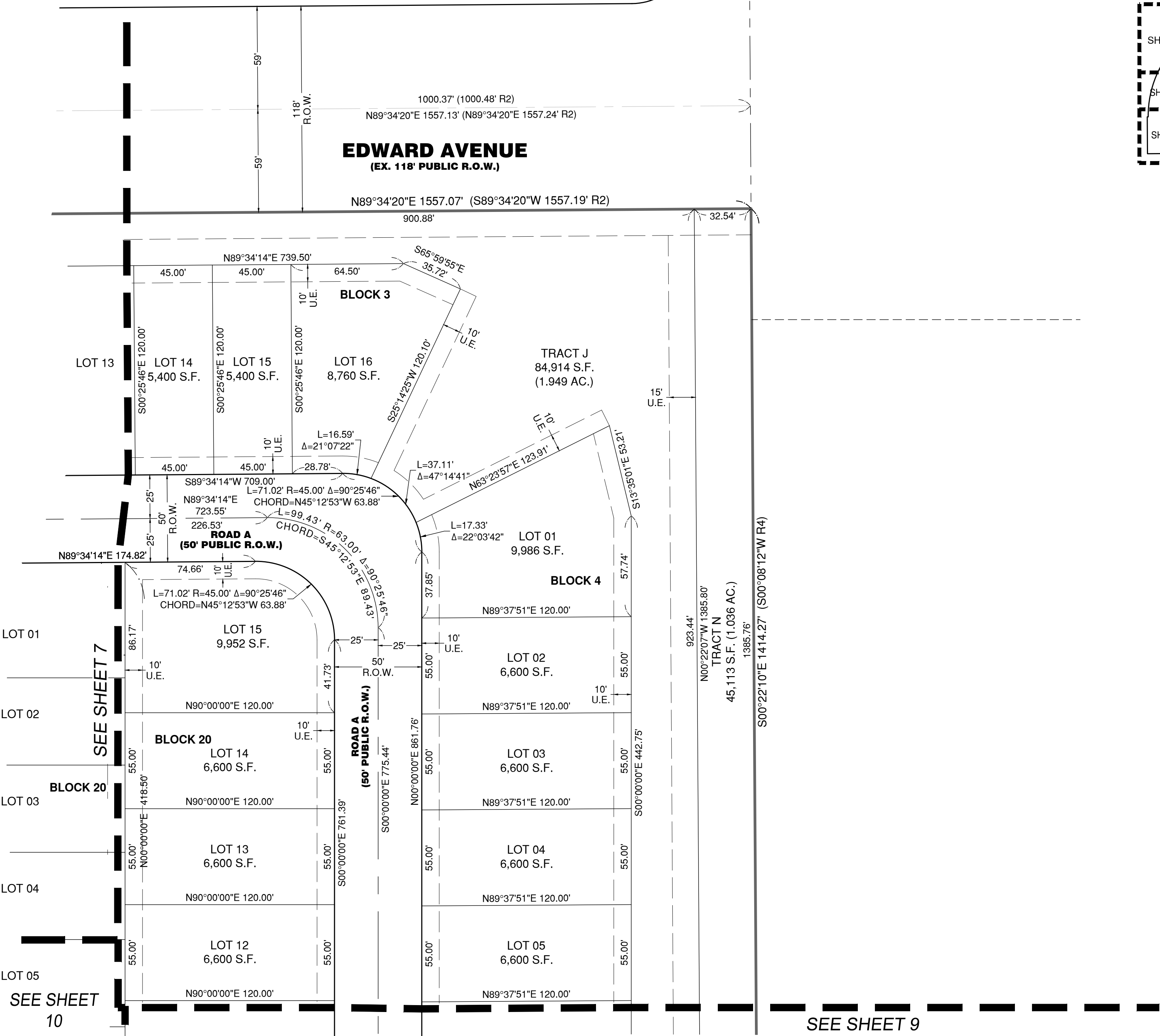
9330 TEDDY LANE SUITE #203  
LOUISVILLE, CO 80224  
TEL: 303-385-2700  
FAX: 303-385-2701  
**CWC CONSULTING GROUP**  
CIVIL ENGINEERING - LAND SURVEYING - CONSTRUCTION SERVICES

DATE	REVISION	BY

**BENNETT CROSSING FILING NO. 5**  
FINAL PLAT  
A PORTION OF THE WEST ONE-HALF OF SECTION 19  
SHEET 8 - PLAT DETAIL

CHECKED: S.L.G.3	DATE: 07/15/2021	JOB NO. 120-00343
SURVEY PREPARED FOR: LENNAR COLORADO, LLC		

SHEET NO.  
**8** OF **19** SHEETS



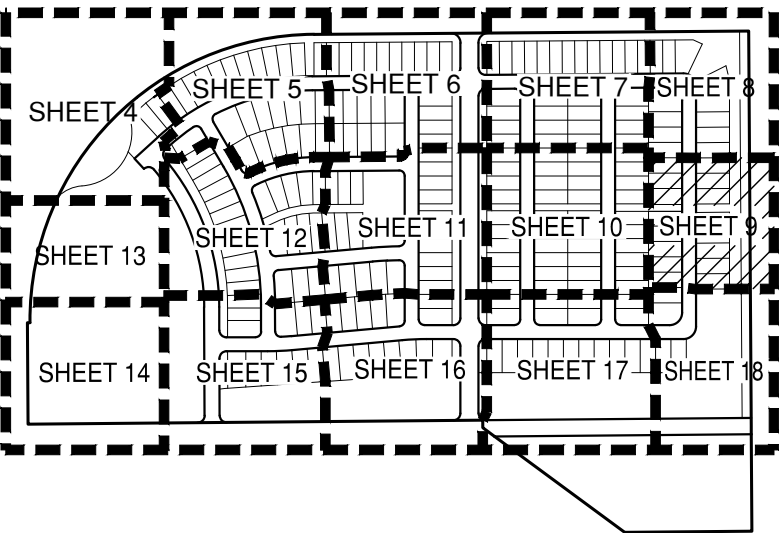
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# BENNETT CROSSING FILING NO. 5

\*\*SEE SHEET 3 FOR LEGEND.\*\*

FINAL PLAT  
BEING A PART OF THE WEST ONE-HALF OF SECTION 34, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH PRINCIPAL MERIDIAN,  
TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO  
SHEET 9 OF 19



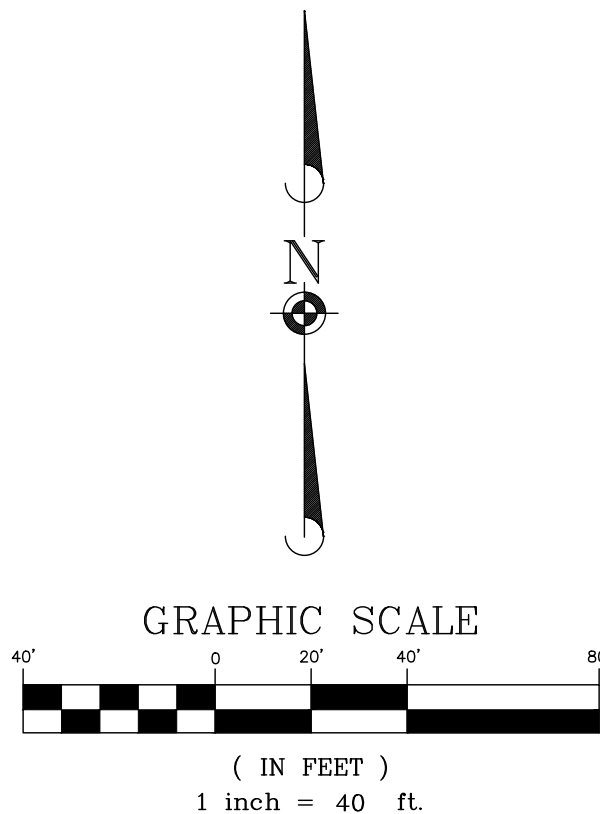
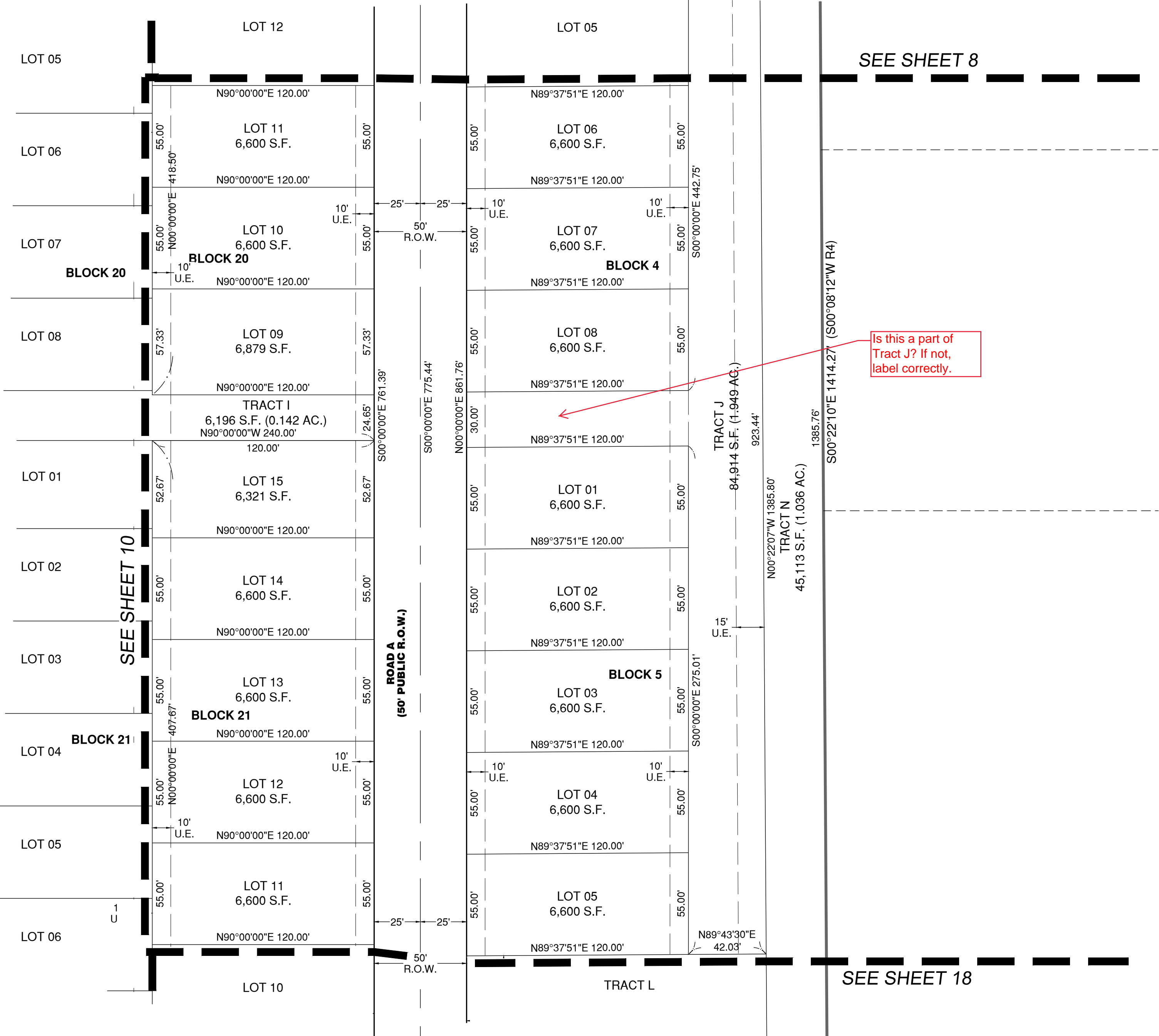
9300 TEDDY LANE SUITE #203  
LOUISVILLE, CO 80224  
TEL: 303-385-2700  
FAX: 303-385-2701  
**CWC CONSULTING GROUP**  
CIVIL ENGINEERING - LAND SURVEYING - CONSTRUCTION SERVICES

DATE	REVISION	BY

**BENNETT CROSSING FILING NO. 5**  
FINAL PLAT  
A PORTION OF THE WEST ONE-HALF OF SECTION 19  
SHEET 9 - PLAT DETAIL

CHECKED: S.L.G.3  
DATE: 07/15/2021  
JOB NO. 120-00343  
SURVEY PREPARED FOR: LENNAR COLORADO, LLC

SHEET NO. 9 OF 19 SHEETS



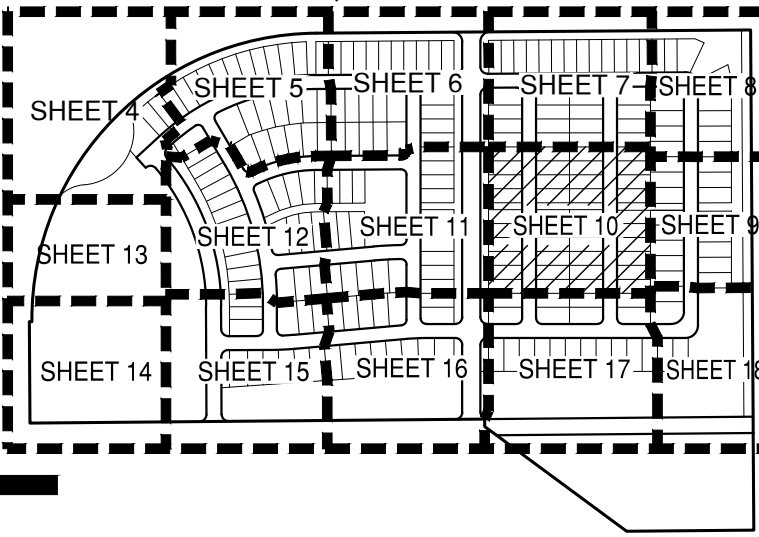
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BENNETT CROSSING FILING NO. 5

\*\*SEE SHEET 3 FOR LEGEND.\*\*

FINAL PLAT  
BEING A PART OF THE WEST ONE-HALF OF SECTION 34, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH PRINCIPAL MERIDIAN,  
TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO  
SHEET 10 OF 19



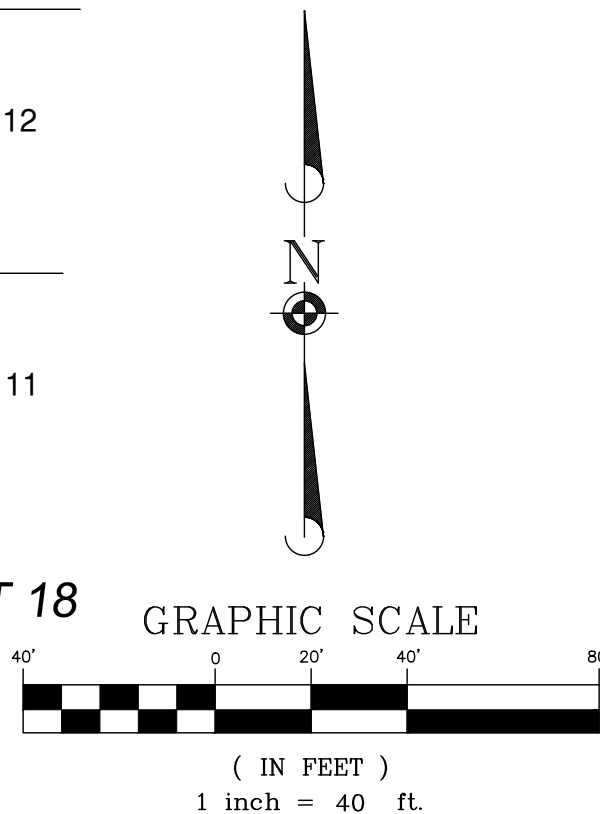
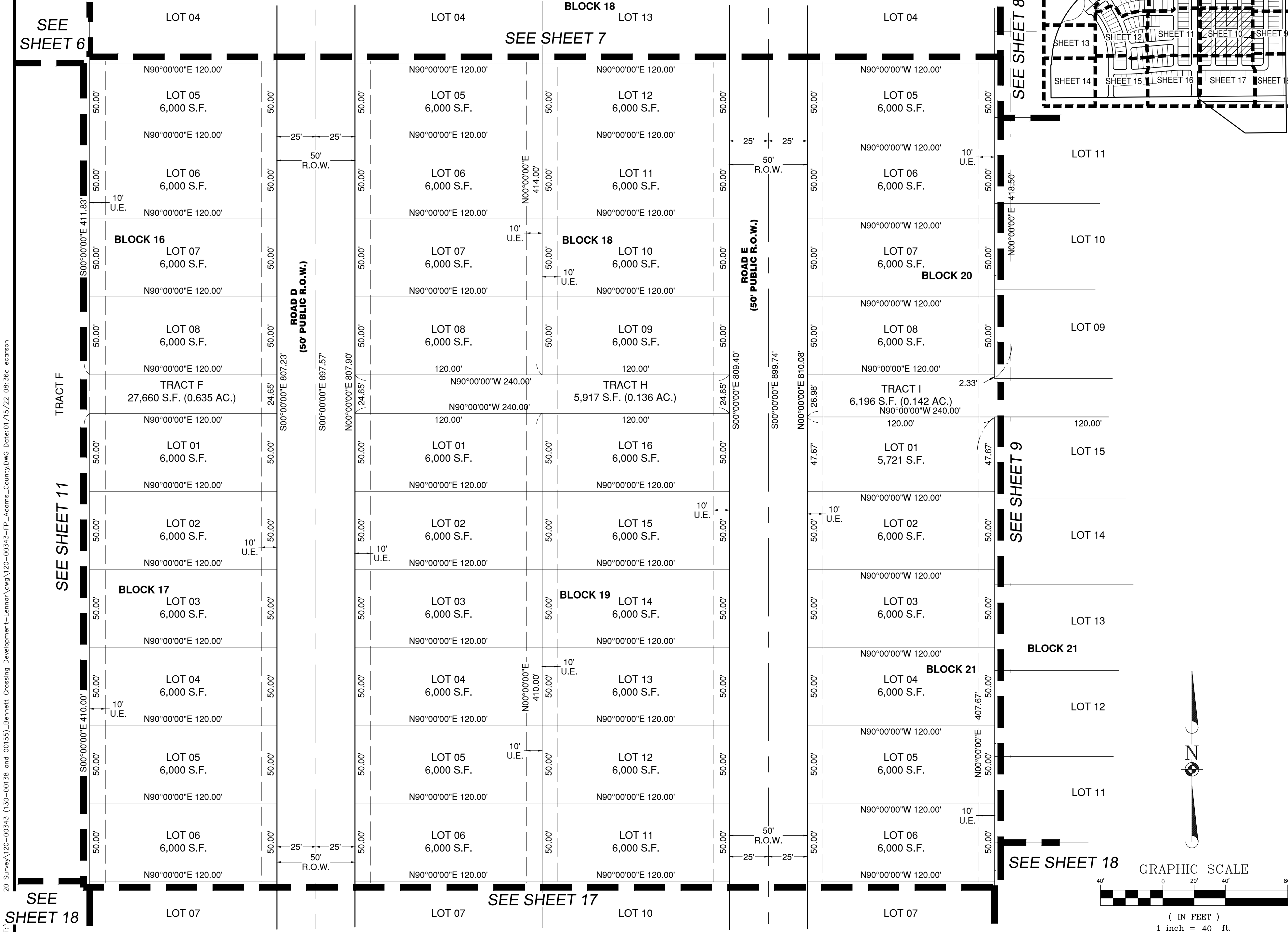
9330 TEDDY LANE SUITE #203  
LOUISIANA, MO 64704  
TEL: 314-385-2700  
FAX: 314-385-2701

**CWC CONSULTING GROUP**  
CIVIL ENGINEERING - LAND SURVEYING - CONSTRUCTION SERVICES

DATE	REVISION	BY

BENNETT CROSSING FILING NO. 5  
FINAL PLAT  
A PORTION OF THE WEST ONE-HALF OF SECTION 19  
SHEET 10 - PLAT DETAIL

CHECKED:	DATE:	JOB NO.
SLG:J	07/15/2021	120-00343
DRAFTED:	SURVEY PREPARED FOR:	LENNAR
		COLORADO, LLC



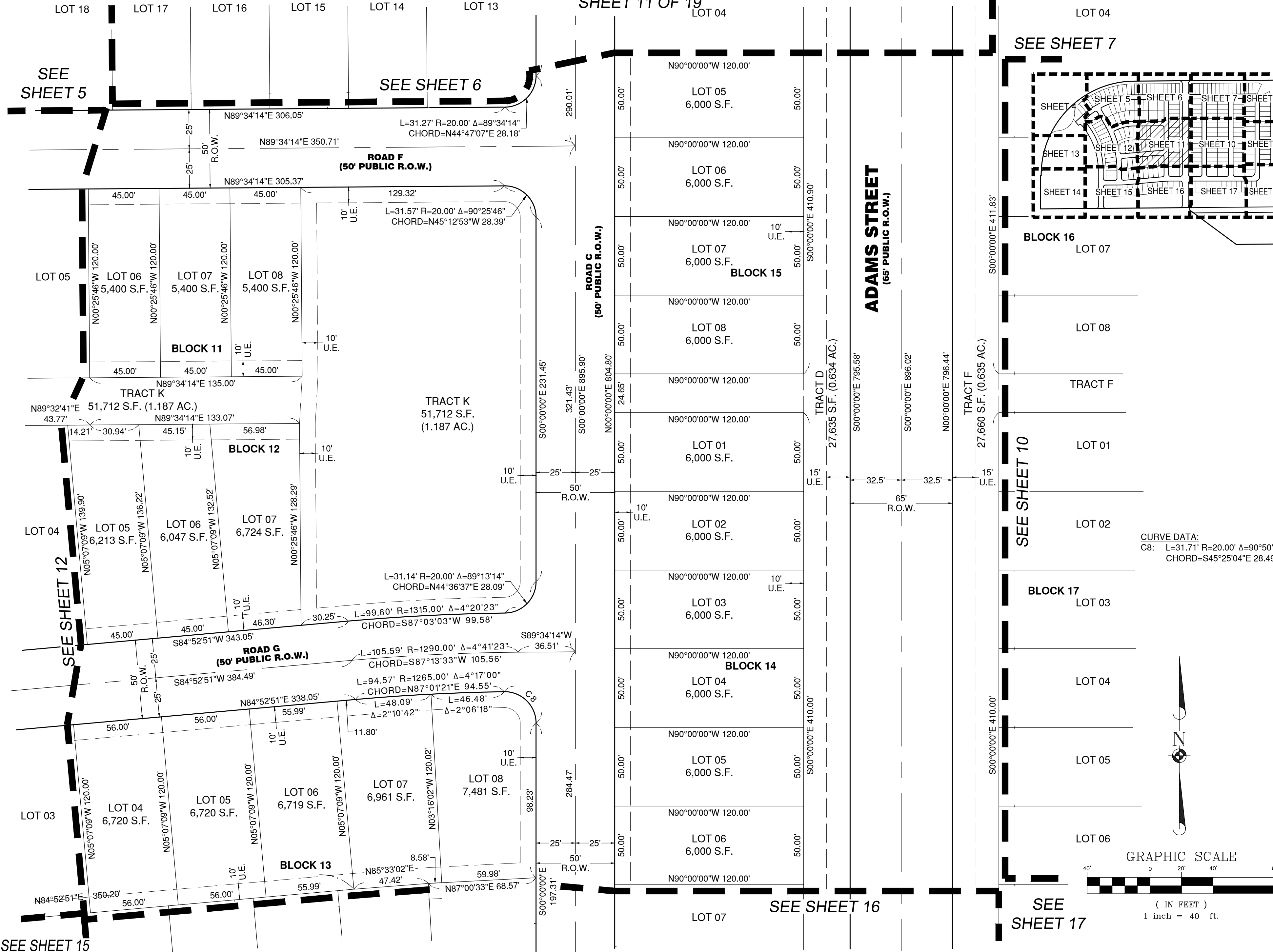
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# BENNETT CROSSING FILING NO. 5

\*\*SEE SHEET 3 FOR LEGEND.\*\*

FINAL PLAT  
BEING A PART OF THE WEST ONE-HALF OF SECTION 34, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH PRINCIPAL MERIDIAN,  
TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO

SHEET 11 OF 19



SEE SHEET 7

SEE SHEET 10

SEE SHEET 17

SEE SHEET 16

SEE SHEET 15

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SEE SHEET -270

SEE SHEET -271

SEE SHEET -272

SEE SHEET -273

SEE SHEET -274

SEE SHEET -275

SEE SHEET -276

SEE SHEET -277

# BENNETT CROSSING FILING NO. 5

\*\*SEE SHEET 3 FOR LEGEND.\*\*

FINAL PLAT

BEING A PART OF THE WEST ONE-HALF OF SECTION 34, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH PRINCIPAL MERIDIAN,  
TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO  
SHEET 12 OF 19

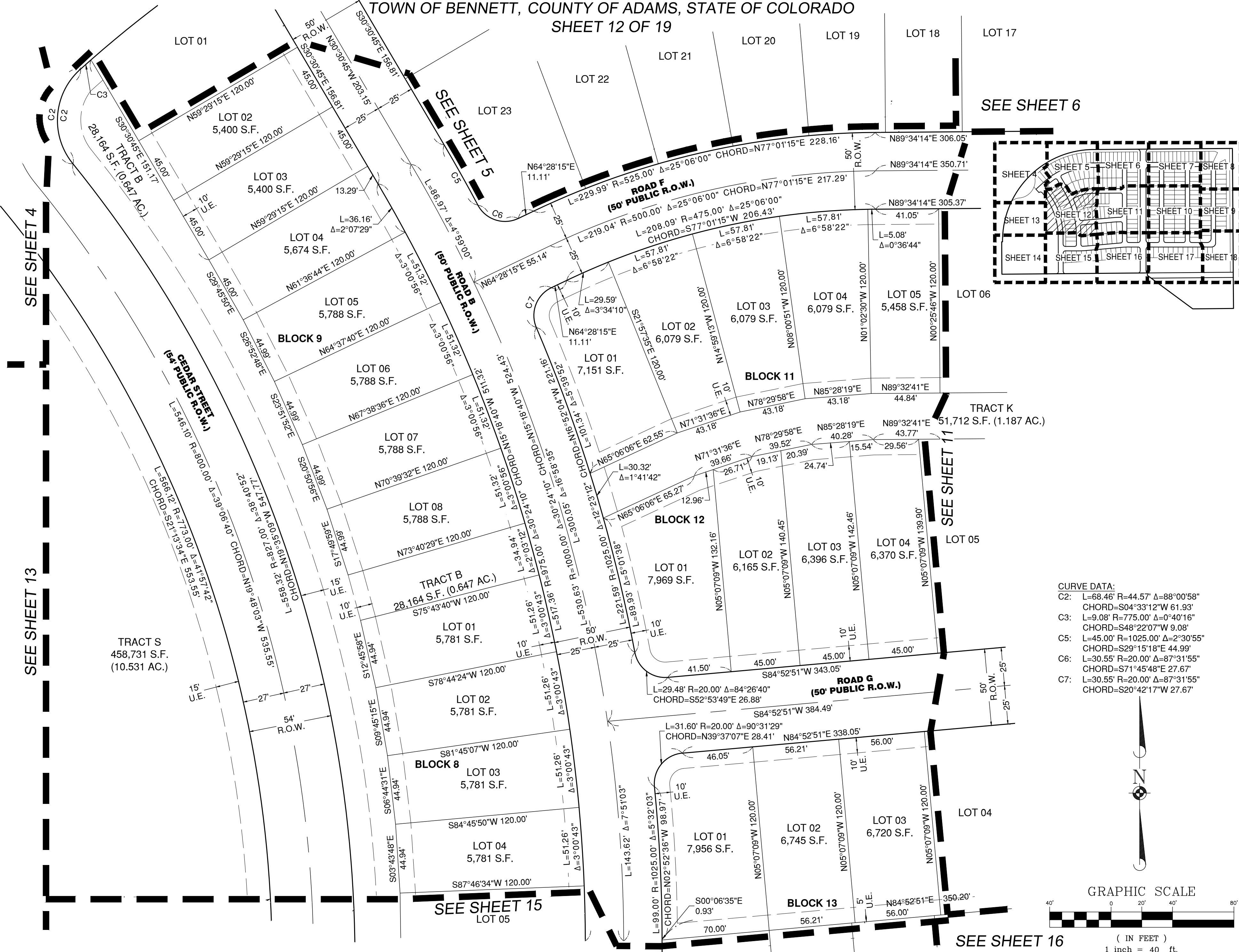
9380 TEDDY LANE SUITE #203  
LOUISVILLE, CO 80224  
TEL: 303-385-2700  
FAX: 303-385-2701  
**CWC CONSULTING GROUP**  
CIVIL ENGINEERING - LAND SURVEYING - CONSTRUCTION SERVICES

DATE	REVISION	BY

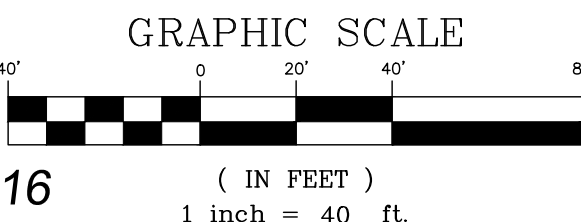
**BENNETT CROSSING FILING NO. 5**  
FINAL PLAT  
A PORTION OF THE WEST ONE-HALF OF SECTION 19  
SHEET 12 - PLAT DETAIL

CHECKED:	EDC.
DRAFTED:	SLG.J
DATE:	07/15/2021
JOB NO.:	120-00343
SURVEY PREPARED FOR:	LENNAR
COLORADO, LLC	

SHEET NO.  
**12 OF 19** SHEETS



**CURVE DATA:**  
C2: L=68.46' R=44.57' Δ=88°00'58"  
CHORD=S04°33'12"W 61.93'  
C3: L=9.08' R=775.00' Δ=0°40'16"  
CHORD=S48°22'07"W 9.08'  
C5: L=45.00' R=1025.00' Δ=2°30'55"  
CHORD=S29°15'18"E 44.99'  
C6: L=30.55' R=20.00' Δ=87°31'55"  
CHORD=S71°45'48"E 27.67'  
C7: L=30.55' R=20.00' Δ=87°31'55"  
CHORD=S20°42'17"W 27.67'

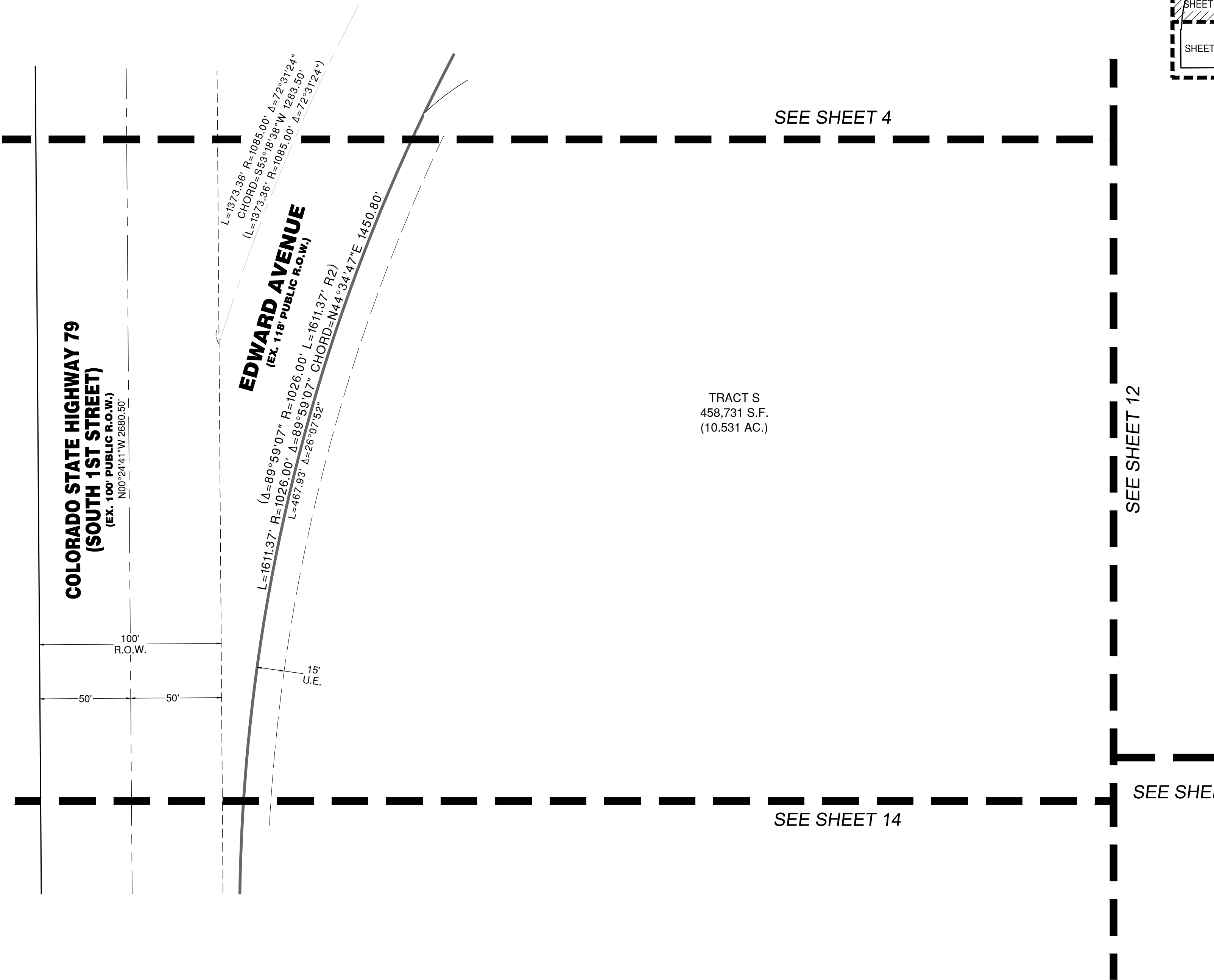
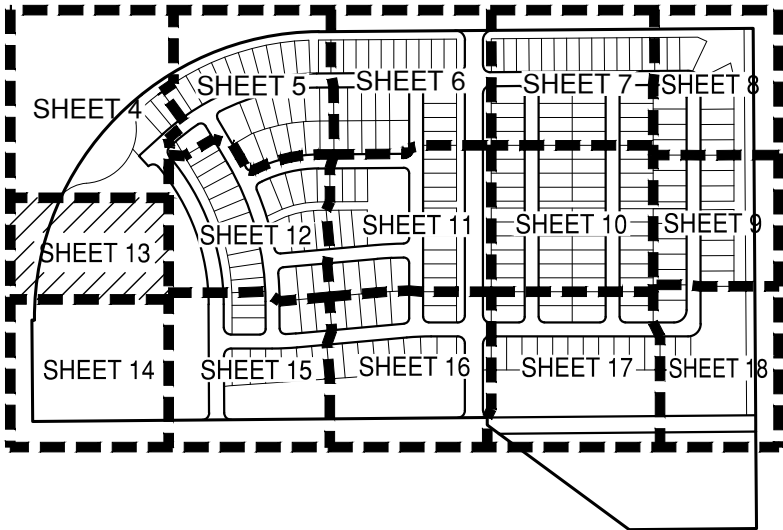


T:\JOBS\1-20 Survey\120-00343 (130-00138 and 00155)\_Bennett Crossing Development-Lennar.dwg(120-00343-FP\_Adams\_County.DWG Date: 01/15/22 08:36a ecarson

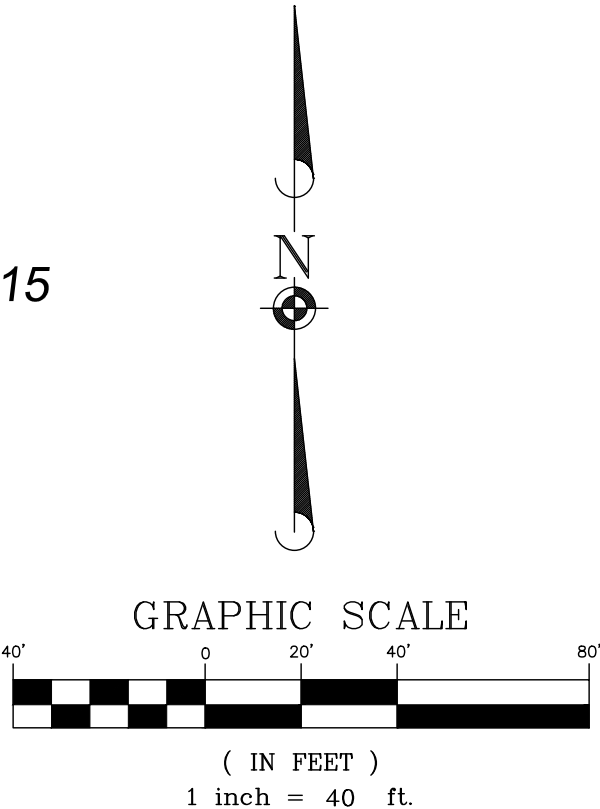
# BENNETT CROSSING FILING NO. 5

\*\*SEE SHEET 3 FOR LEGEND.\*\*

FINAL PLAT  
BEING A PART OF THE WEST ONE-HALF OF SECTION 34, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH PRINCIPAL MERIDIAN,  
TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO  
SHEET 13 OF 19



TRACT S  
458,731 S.F.  
(10.531 AC.)



BENNETT CROSSING FILING NO. 5  
FINAL PLAT  
A PORTION OF THE WEST ONE-HALF OF SECTION 19  
SHEET 13 - PLAT DETAIL

DRAFTED:	CHECKED:
SLG:3	E.D.C.
DATE:	JOB NO.
07/15/2021	120-00343
SURVEY PREPARED FOR:	
LENNAR	
COLORADO, LLC	

SHEET NO.  
13 OF 19 SHEETS



CWC CONSULTING GROUP  
CIVIL ENGINEERING - LAND SURVEYING - CONSTRUCTION SERVICES

9380 TEDDY LANE, SUITE #203  
LOVE TREE, COLORADO 80124  
TEL: 303-385-2700  
FAX: 303-385-2701

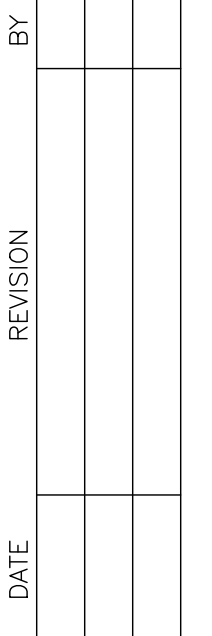
DATE	REVISION	BY



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

**CWC CONSULTING GROUP**

CIVIL ENGINEERING • LAND SURVEYING • CONSTRUCTION SERVICES



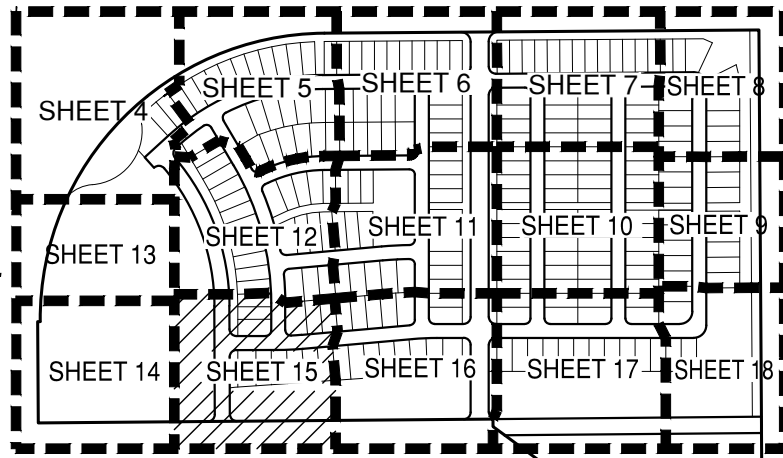
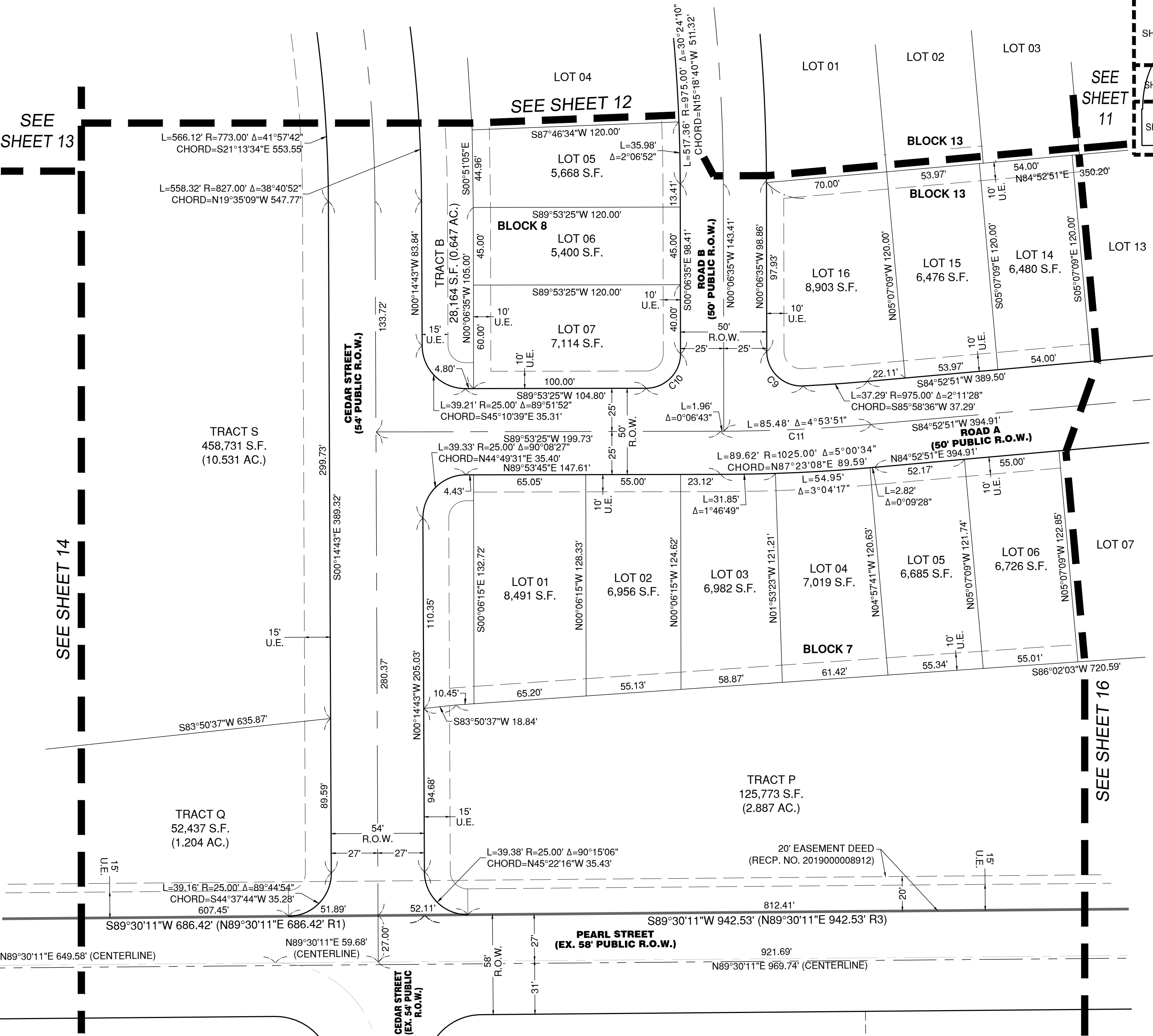
SHEET NO.  
14 OF 19 SHEETS



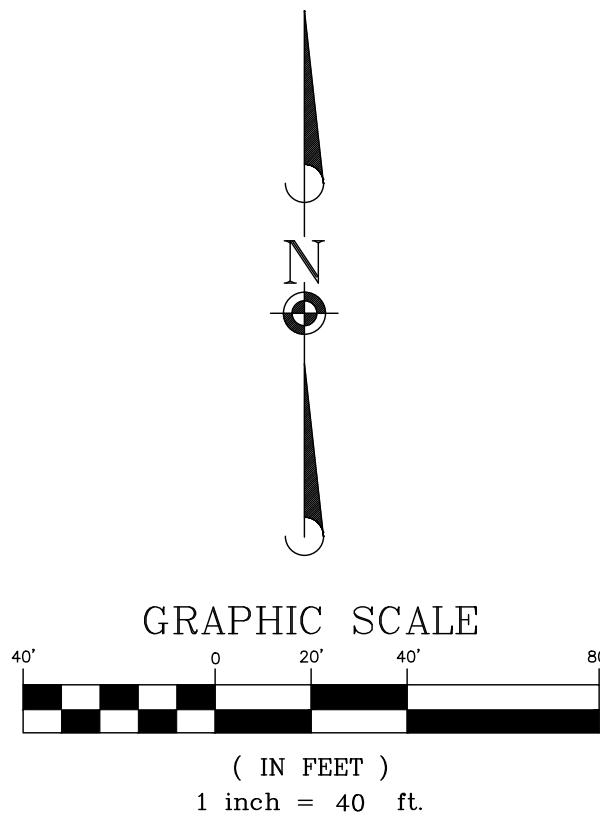
# BENNETT CROSSING FILING NO. 5

\*\*SEE SHEET 3 FOR LEGEND.\*\*

FINAL PLAT  
BEING A PART OF THE WEST ONE-HALF OF SECTION 34, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH PRINCIPAL MERIDIAN,  
TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO  
SHEET 15 OF 19



**CURVE DATA:**  
C9: L=32.40' R=20.00' Δ=92°49'06"  
CHORD=N46°31'07"W 28.97'  
C10: L=31.42' R=20.00' Δ=90°00'00"  
CHORD=N44°53'25"E 28.28'  
C11: L=87.43' R=1000.00' Δ=5°00'34"  
CHORD=S87°23'08"W 87.40'



**BENNETT CROSSING FILING NO. 5**  
FINAL PLAT  
A PORTION OF THE WEST ONE-HALF OF SECTION 19  
SHEET 15 - PLAT DETAIL

CHECKED:	E.D.C.
DRAFTED:	S.L.G.
DATE:	07/15/2021
SURVEY PREPARED FOR:	LENNAR
	COLORADO, LLC

9380 TEDDY LANE, SUITE #203  
LOUISVILLE, CO 80224  
TEL: 303-385-2700  
FAX: 303-385-2701

**CWC CONSULTING GROUP**  
CIVIL ENGINEERING - LAND SURVEYING - CONSTRUCTION SERVICES

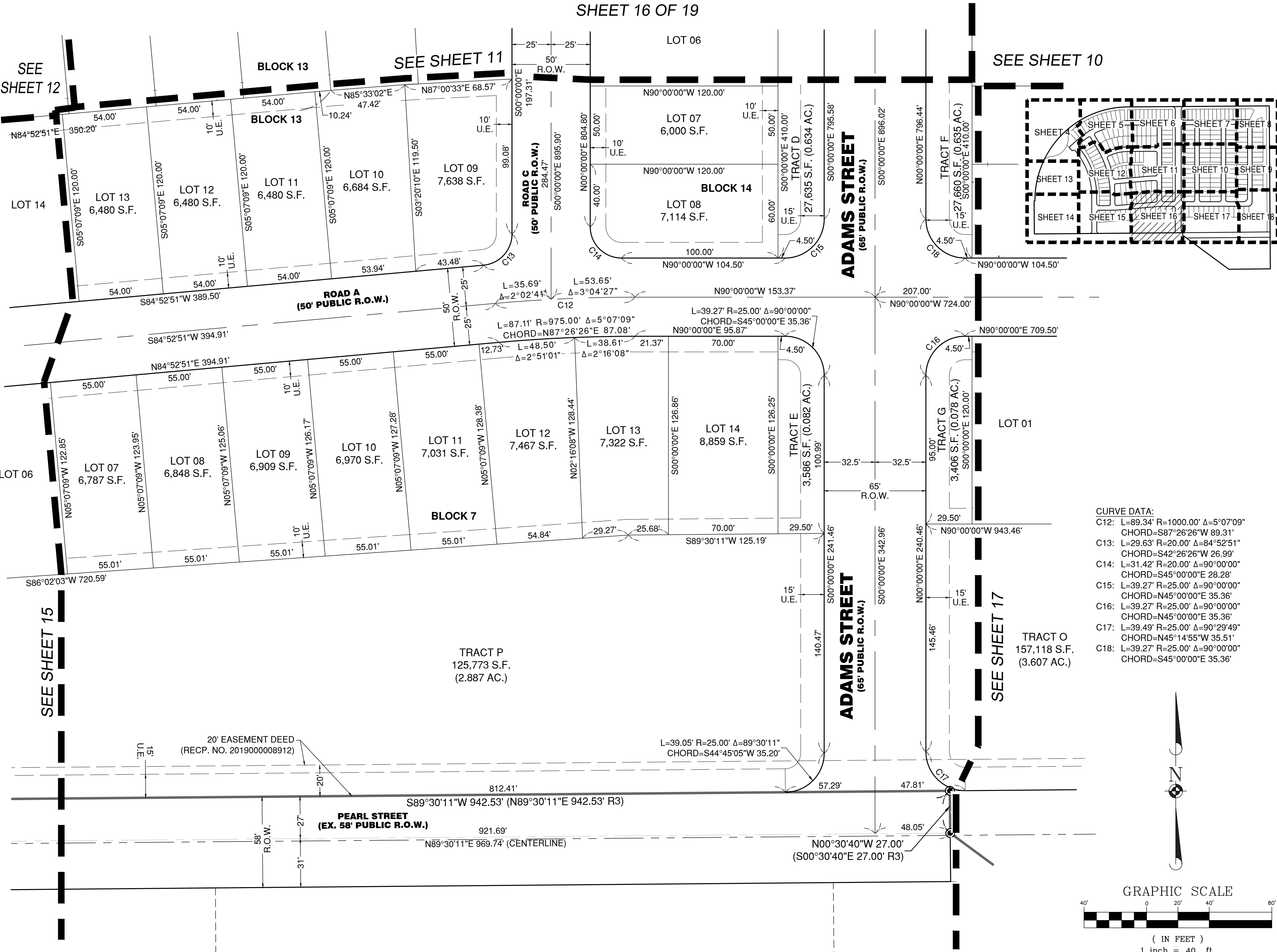
DATE	REVISION	BY



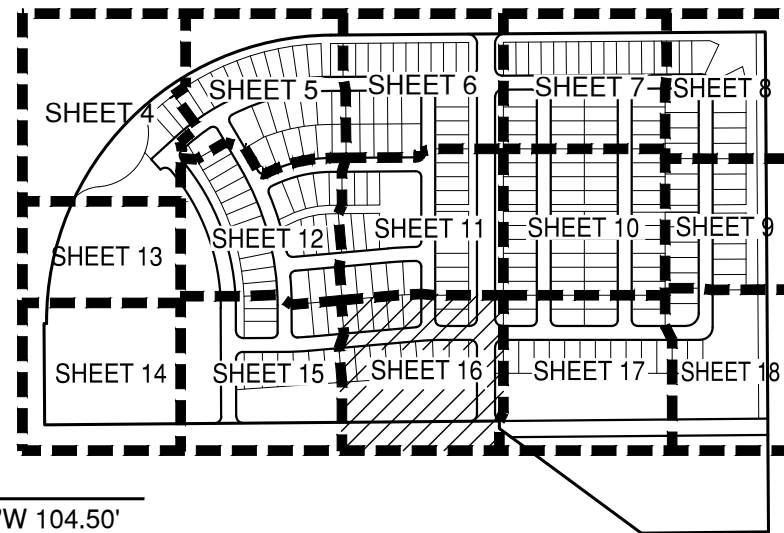
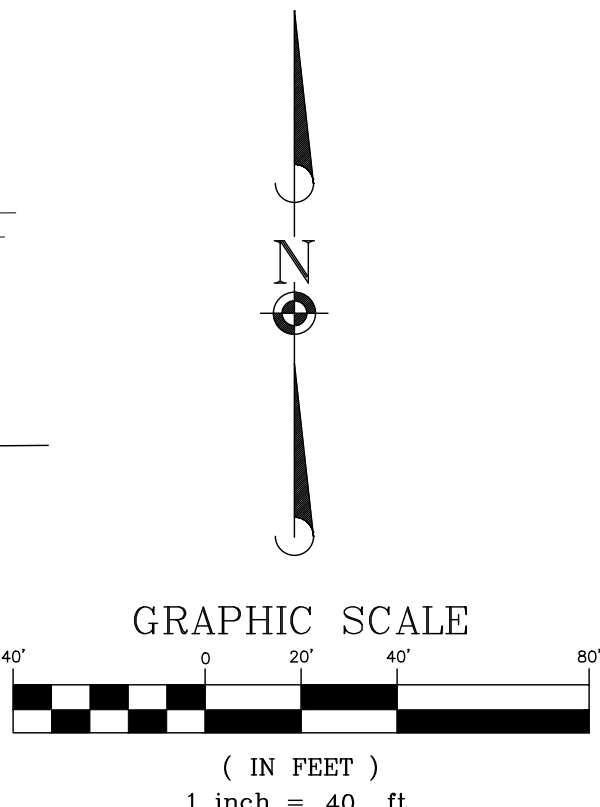
# BENNETT CROSSING FILING NO. 5

\*\*SEE SHEET 3 FOR LEGEND.\*\*

FINAL PLAT  
BEING A PART OF THE WEST ONE-HALF OF SECTION 34, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH PRINCIPAL MERIDIAN,  
TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO  
SHEET 16 OF 19



CURVE DATA:  
C12: L=89.34' R=1000.00' Δ=5°07'09"  
CHORD=S87°26'26"W 89.31'  
C13: L=29.63' R=20.00' Δ=84°52'51"  
CHORD=S42°26'26"W 26.99'  
C14: L=31.42' R=20.00' Δ=90°00'00"  
CHORD=S45°00'00"E 28.28'  
C15: L=39.27' R=25.00' Δ=90°00'00"  
CHORD=N45°00'00"E 35.36'  
C16: L=39.27' R=25.00' Δ=90°00'00"  
CHORD=N45°00'00"E 35.36'  
C17: L=39.49' R=25.00' Δ=90°29'49"  
CHORD=N45°14'55"W 35.51'  
C18: L=39.27' R=25.00' Δ=90°00'00"  
CHORD=S45°00'00"E 35.36'



BENNETT CROSSING FILING NO. 5  
FINAL PLAT  
A PORTION OF THE WEST ONE-HALF OF SECTION 19  
SHEET 16 - PLAT DETAIL

CHECKED: S.L.G.3  
DATE: 07/15/2021  
JOB NO. 120-00343  
SURVEY PREPARED FOR: LENNAR COLORADO, LLC

# BENNETT CROSSING FILING NO. 5

\*\*SEE SHEET 3 FOR LEGEND.\*\*

FINAL PLAT  
BEING A PART OF THE WEST ONE-HALF OF SECTION 34, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH PRINCIPAL MERIDIAN,  
TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO  
SHEET 17 OF 19

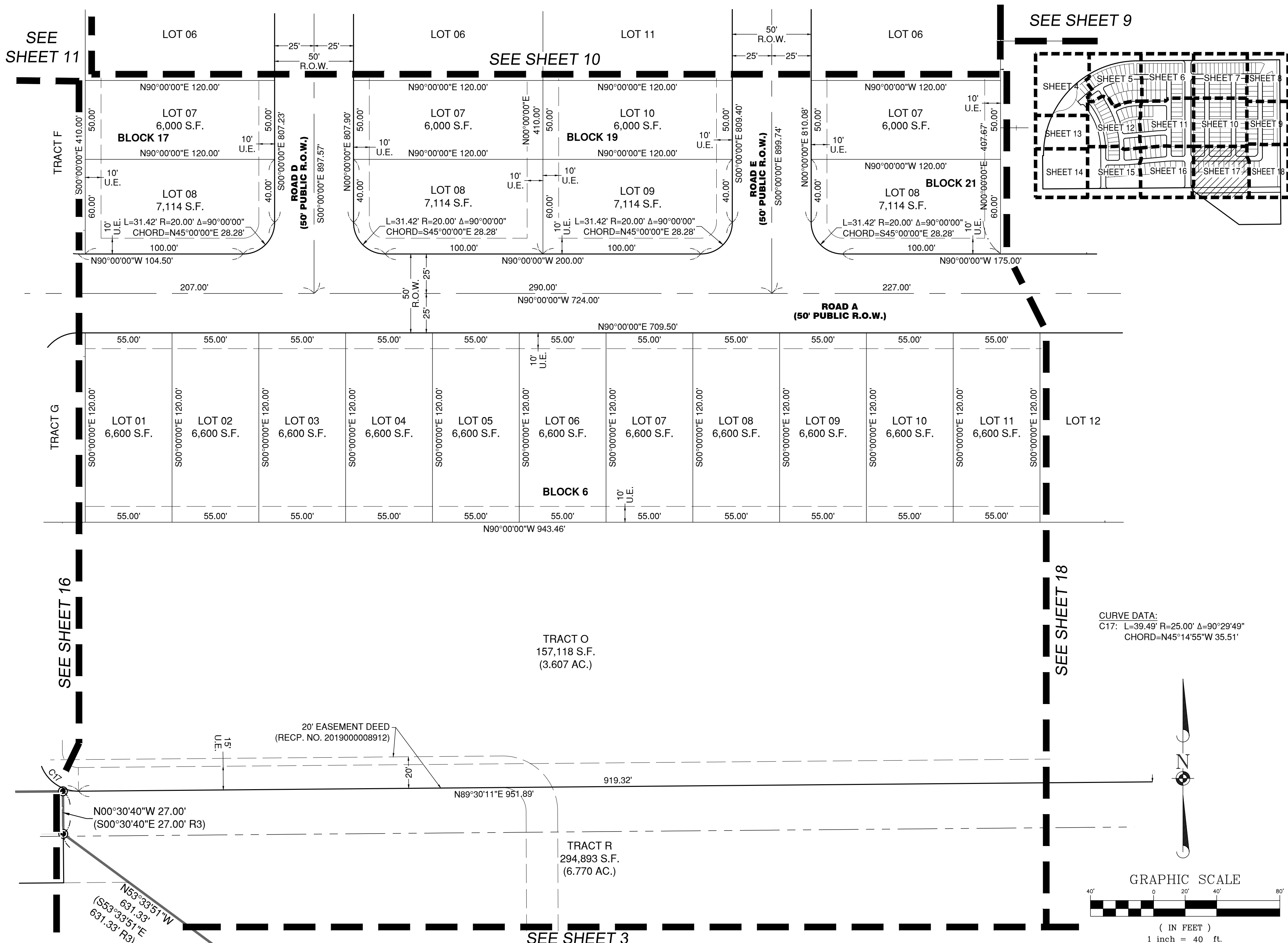
9330 TEDDY LANE SUITE #203  
LOUISVILLE, COLO. 80224  
TEL: 303-385-2700  
FAX: 303-385-2701  
**CWC CONSULTING GROUP**  
CIVIL ENGINEERING - LAND SURVEYING - CONSTRUCTION SERVICES

DATE	BY	REVISION

**BENNETT CROSSING FILING NO. 5**  
FINAL PLAT  
A PORTION OF THE WEST ONE-HALF OF SECTION 19  
SHEET 17 - PLAT DETAIL

CHECKED: S.L.G.3	DATE: 07/15/2021	JOB NO. 120-00343
SURVEY PREPARED FOR: LENNAR COLORADO, LLC		

SHEET NO.  
**17** OF 19 SHEETS



T:\JOBS\1-20 Survey\120-00343 (130-00138 and 00155)\_Bennett Crossing Development-Lennar.dwg\120-00343-FP\_Adams\_County.DWG Date: 01/15/22 08:36a ecarson

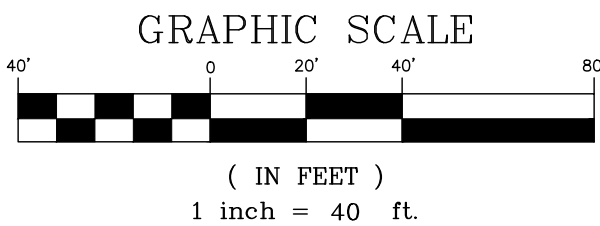
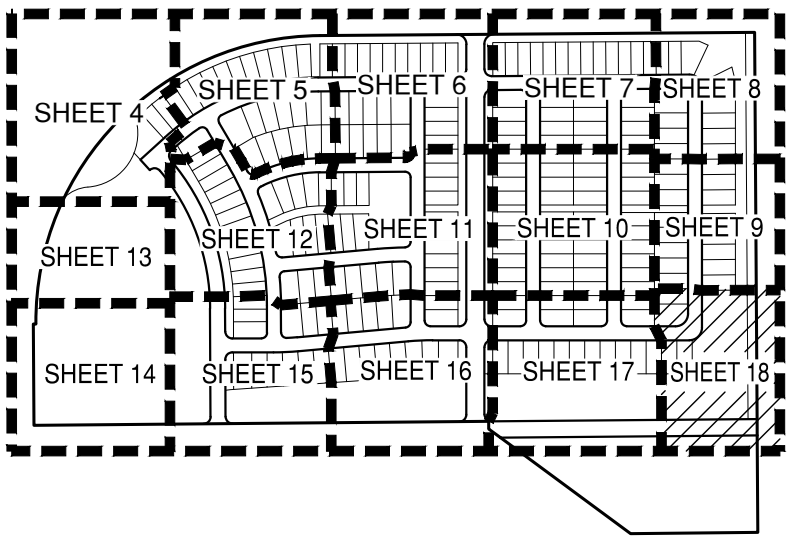
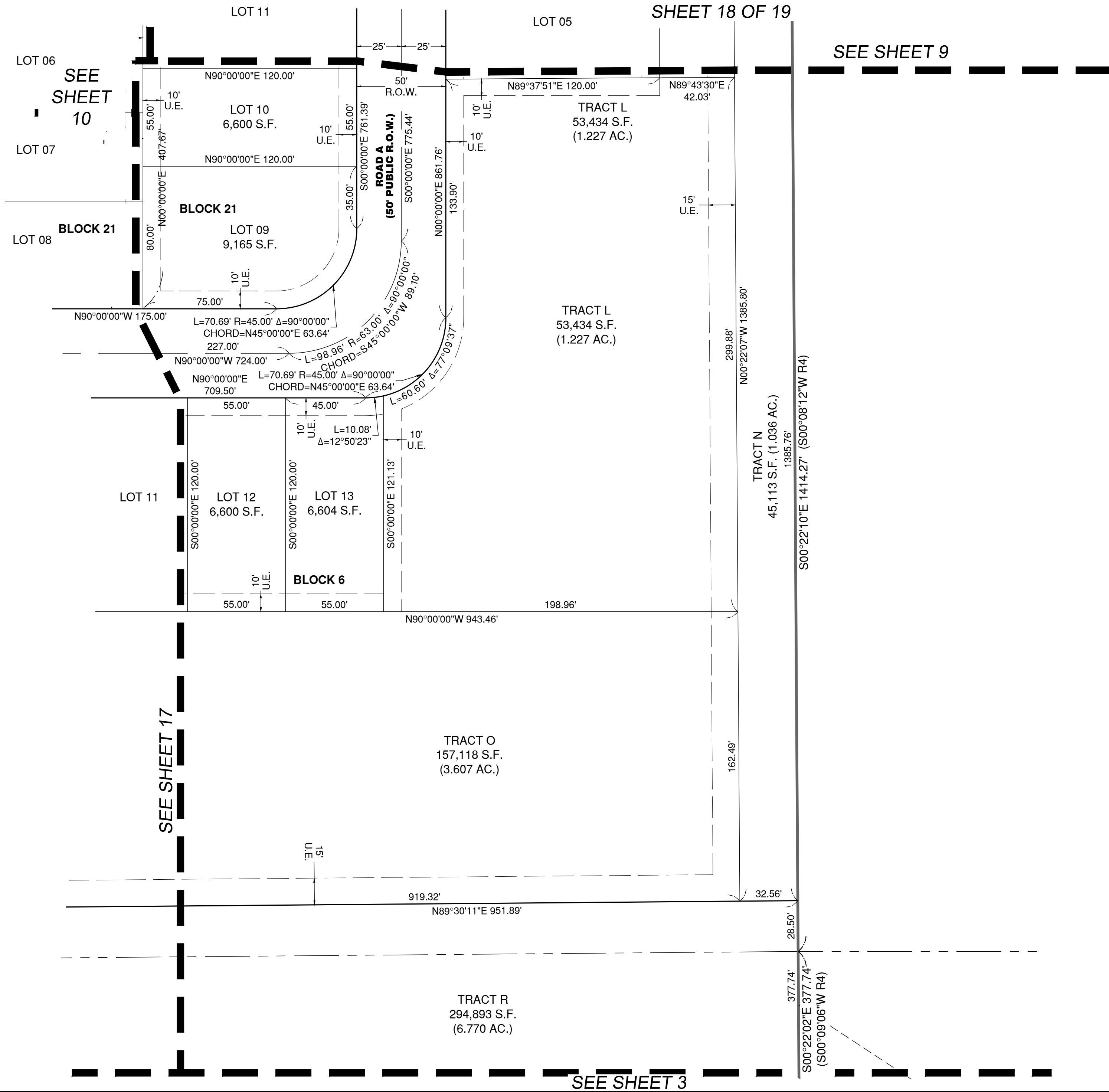
# BENNETT CROSSING FILING NO. 5

\*\*SEE SHEET 3 FOR LEGEND.\*\*

FINAL PLAT

BEING A PART OF THE WEST ONE-HALF OF SECTION 34, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH PRINCIPAL MERIDIAN,  
TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO

SHEET 18 OF 19



**BENNETT CROSSING FILING NO. 5**  
FINAL PLAT  
A PORTION OF THE WEST ONE-HALF OF SECTION 19  
SHEET 18 - PLAT DETAIL

CHECKED:	E.D.C.
DRAFTED:	SLG.3
DATE:	07/15/2021
JOB NO.:	120-00343
SURVEY PREPARED FOR:	LENNAR
	COLORADO, LLC

# BENNETT CROSSING FILING NO. 5

FINAL PLAT

BEING A PART OF THE WEST ONE-HALF OF SECTION 34, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH PRINCIPAL MERIDIAN,  
TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO  
SHEET 19 OF 19

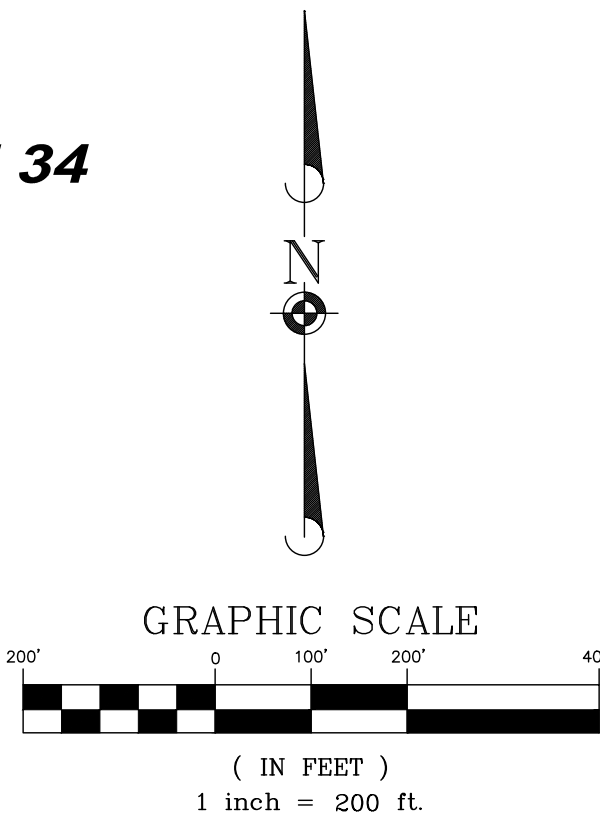
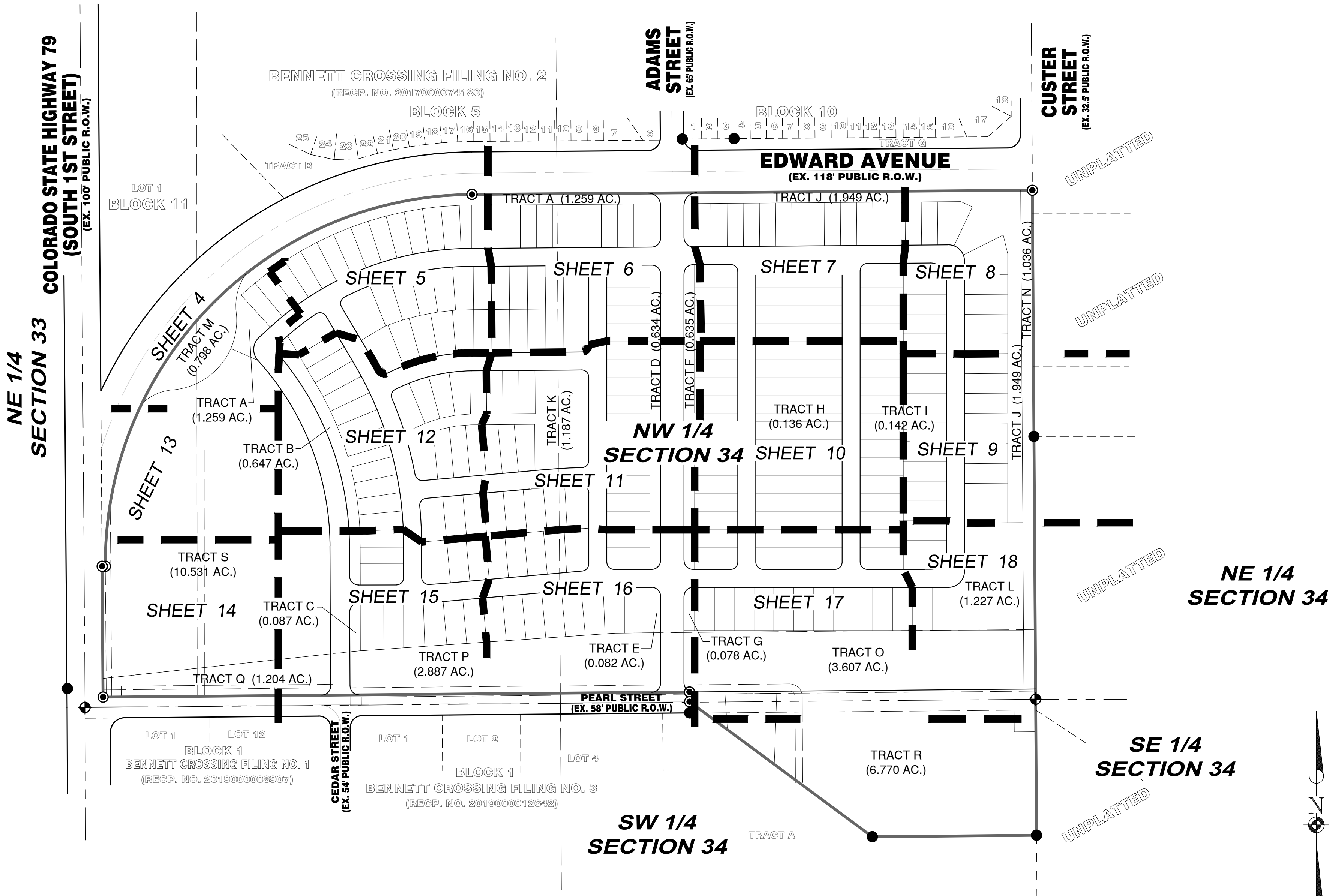


DATE	REVISION	BY

**BENNETT CROSSING FILING NO. 5**  
FINAL PLAT  
A PORTION OF THE WEST ONE-HALF OF SECTION 19  
SHEET 19 - TRACT MAP

CHECKED: E.D.C.	JOB NO. 120-00343
DRAFTED: E.D.C.	SURVEY PREPARED FOR: LENNAR COLORADO, LLC

SHEET NO.  
**19** OF 19 SHEETS





BENNETT CROSSING PD LEGAL DESCRIPTION

Parcel One:

A parcel of land located in the West Half of Section 34, Township 3 South, Range 63 West of the 6<sup>th</sup> Principal Meridian, County of Adams, State of Colorado, being more particularly described as follows:

Basis of bearings: The Northerly line of the Northwest Quarter of Section 34, Township 3, Range 63 West of the 6<sup>th</sup> Principal Meridian Bears North 89°33'30" East;

Commencing at the Northwest corner of said Section 34;  
Thence North 89°33'30" East, along the Northerly line of the Northwest Quarter of said Section 34, a distance of 960.00 feet to the point of beginning;  
Thence North 89°33'30" East, continuing along said Northerly line, a distance of 1682.85 feet to the North Quarter corner of said Section 34;  
Thence South 00°08'12" West, along the Easterly line of the Northwest Quarter of said Section 34, a distance of 2701.52 feet to the center Quarter corner of said Section 34;  
Thence South 00°09'06" West, along the Easterly line of the Southwest Quarter of said Section 34, a distance of 772.96 feet;  
Thence North 89°43'33" West, a distance of 2592.56 feet;  
Thence North 00°17'18" East, along a line 50.00 feet Easterly of and parallel with the Westerly line of the Southwest Quarter of said Section 34, a distance of 761.66 feet;  
Thence North 00°05'40" East, along a line 50.00 feet Easterly of and parallel with the Westerly line of the Northwest Quarter of said Section 34, a distance of 2380.43 feet;  
Thence North 89°33'30" East, a distance of 612.80 feet;  
Thence North 00°26'30" West, a distance of 81.99 feet;  
Thence North 89°33'30" East, a distance of 300.00 feet;  
Thence North 00°26'30" West, a distance of 218.00 feet to the point of beginning.

Parcel Two:

A parcel of land located in the Southwest Quarter of Section 34, Township 3 South, Range 63 West of the 6<sup>th</sup> Principal Meridian, County of Adams, State of Colorado, being more particularly described as follows:

Basis of bearings: The Northerly line of the Northwest Quarter of Section 34, Township 3, Range 63 West of the 6<sup>th</sup> Principal Meridian Bears North 89°33'30" East;

Commencing at the Northwest corner of said Section 34;  
Thence South 00°05'40" West, along the Westerly line of the Northwest Quarter of said Section 34, a distance of 2679.88 feet to the West Quarter corner of said Section 34;  
Thence South 00°17'18" West, along the Westerly line of the Southwest Quarter of said Section 34, a distance of 1091.57 feet;  
Thence South 89°42'42" East, a distance of 50.00 feet to the Easterly right of way of Colorado State Highway 79 and the point of beginning;  
Thence North 00°17'18" East, along said Easterly right of way, a distance of 330.00 feet;  
Thence South 89°43'33" East, a distance of 2592.56 feet to the Easterly line of the Southwest Quarter of said Section 34;  
Thence South 00°09'06" West, along said Easterly line, a distance of 330.00 feet;  
Thence North 89°43'33" West, a distance of 2593.34 feet to the point of beginning.

(Note: the above described parcel is also known as Lot 1, Root Subdivision, as per the plat recorded November 16, 1971 at Reception No. 941954)

Parcel Three:

A parcel of land located in the Southwest Quarter of Section 34, Township 3 South, Range 63 West of the 6<sup>th</sup> Principal Meridian, County of Adams, State of Colorado, being more particularly described as follows:

Basis of bearings: The Northerly line of the Northwest Quarter of Section 34, Township 3, Range 63 West of the 6<sup>th</sup> Principal Meridian Bears North 89°33'30" East;

Commencing at the Northwest corner of said Section 34;  
Thence South 00°05'40" West, along the Westerly line of the Northwest Quarter of said Section 34, a distance of 2679.88 feet to the West Quarter corner of said Section 34;  
Thence South 00°17'18" West, along the Westerly line of the Southwest Quarter of said Section 34, a distance of 1091.57 feet;  
Thence South 89°42'42" East, a distance of 50.00 feet to the point of beginning;  
Thence South 89°43'33" East, a distance of 2593.34 feet to the Easterly line of the Southwest Quarter of said Section 34;  
Thence South 00°09'06" West, along said Easterly line, a distance of 1295.61 feet to the Northerly right of way of Interstate Highway 70 as described in Book 742 at Page 443 of the Adams County records;  
Thence along said Northerly right of way the following three (3) courses:

- South 73°18'00" West, a distance of 169.30 feet;
  - South 89°59'30" West, a distance of 1700.00 feet;
  - North 75°36'00" West, a distance of 447.69 feet;
- Thence North 00°11'00" East, a distance of 892.33 feet;  
Thence North 89°49'00" West, a distance of 298.74 feet to the Easterly right of way of Colorado State Highway 79;  
Thence North 00°17'18" East, along said Easterly right of way, a distance of 352.29 feet to the point of beginning.

Assessor's Parcel Nos. 0181534200007, 018150030001 and 0181534300001  
Commonly Known as Vacant Land and 1773 Silverheels Road, Bennett, Colorado

Except for Lot 1 and a portion of Lot 2 of Bennett Crossing Filing No. 4

OUTLINE DEVELOPMENT PLAN -- AMENDMENT No. 1

- Sheet 1:
- Remove a portion of PA-7 and PA-9 (Lot 1 and a portion of Lot 2 of Bennett Crossing Filing No. 4). This area is now included in the Bennett Crossing Southwest Outline Development Plan, recorded December 21, 2021 at Reception No. 2021000148119. All of Lot 4, Filing No. 4 remains in this Bennett Crossing ODP
- Sheet 6:
- Update J. Services: by adding (13) Crematorium as a permitted use in the HC Planning Areas

This amendment only affects properties in the Bennett Crossing Filing No. 3 subdivision plat.

# OUTLINE DEVELOPMENT PLAN AMENDMENT NO. 1

## BENNETT CROSSING

A parcel in the W 1/2 of Section 34, Township 3 South, Range 63 west of the 6th Principal Meridian, Town of Bennett, County of Adams, State of Colorado



### BENNETT CROSSING PD ZONING SUMMARY TABLE

PLANNING AREA	AREA (Acre) +/-	ZONING	ZONING DESCRIPTION
PA-1	8.9	MSC	Main Street Commercial District
PA-2	29.3	HDR	High Density Residential District
PA-3	24.0	HDR	High Density Residential District
PA-4	29.4	HDR	High Density Residential District
PA-5	36.9	MDR	Medium Density Residential District
PA-6	11.6	MU	Mixed Use District
PA-7	12.5	BC	Business Commercial District
PA-8	21.7	HC	Highway Commercial District
PA-9	52.4	HC	Highway Commercial District
PA-10	14.9	HC	Highway Commercial District
Total Planning Area	241.6		
Open Space	8.8		
Public ROW	37.0		
Total PD Area	287.4		

#### TOWN APPROVAL

THIS OUTLINE DEVELOPMENT PLAN WAS APPROVED BY THE BOARD OF TRUSTEES FOR THE TOWN OF BENNETT, COLORADO ON THE \_\_\_\_\_, DAY OF \_\_\_\_\_, 20\_\_\_\_, BY ORDINANCE NO. \_\_\_\_\_

BENNETT MAYOR

ATTEST: TOWN CLERK

#### ACCEPTANCE BLOCK AND NOTARY

BY SIGNING THIS OUTLINE DEVELOPMENT PLAN THE OWNER ACKNOWLEDGES AND ACCEPTS ALL OF THE REQUIREMENTS AND INTENT SET FORTH HEREIN.

OWNER, Gayeski Capital Equities, LLC, by Larry Gayeski, Manager

STATE OF COLORADO )

) SS

COUNTY OF \_\_\_\_\_)

THE ABOVE AND FOREGOING SIGNATURE OF \_\_\_\_\_ AS \_\_\_\_\_ OF \_\_\_\_\_ WAS SUBSCRIBED AND SWORN TO BEFORE ME THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_.

WITNESS MY HAND AND OFFICIAL SEAL.

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

Notary Public

#### COUNTY CLERK AND RECORDER CERTIFICATE:

THIS MAP WAS FILED FOR RECORD IN THE OFFICE OF THE COUNTY CLERK AND RECORDER OF ADAMS COUNTY,

COLORADO, AT \_\_\_\_\_ O'CLOCK, \_\_\_\_\_ M. THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_.

RECEPTION NUMBER \_\_\_\_\_

ADAMS COUNTY CLERK AND RECORDER

DEPUTY

# BENNETT CROSSING OUTLINE DEVELOPMENT PLAN AMENDMENT NO. 1 ZONE DISTRICT PLAN

### TABLE OF CONTENTS

Sheet 1: Zone District Plan

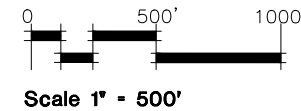
Sheets 2-5: Development Standards and Guidlines

Sheet 6: Land Use Matrix Tables

<b>OWNER</b> Gayeski Capital Equities, LLC 905 W. 124th Avenue, Suite 200 Westminster, CO 80234 303-457-8700	<b>PLANNER / LANDSCAPE ARCHITECT</b> Plan West Inc. 767 Santa Fe Drive Denver, CO 80204 303-741-1411	<b>TOWN OF BENNETT COLORADO</b>  job no. 2014/14 date 01-11-2022 revisions
--	--	--

**ENGINEER**  
Jansen Strawn Consulting Engineers  
45 W. 2nd Avenue  
Denver, CO 80223  
303-561-3333

sheet 1 of 6



PLANNING | SITE DESIGN | LANDSCAPE ARCHITECTURE | ENTITLEMENTS  
767 Santa Fe Drive Denver, CO 80204 303-741-1411 planwest.com

## LEGEND

- PA-1  
BC

- Planning Area  
- Land Use Designation
- OS  
A

- Open Space Planning Area  
- Open Space Designation
- Future Regional Trail

NOTED: THIS MATERIAL IS A COMBINATION OF THE PROPERTY BOUNDARY SURVEY AND SCALED AERIAL, AND ALL DIMENSIONS ARE ESTIMATED FOR PLANNING PURPOSES ONLY.

THE REPRODUCTION OF ANY INFORMATION, GENERATED BY ARCHITECTS, ENGINEERS OR OTHER CONSULTANTS ON THESE DRAWINGS IS FOR THE EXPRESS PURPOSE OF COORDINATION AND USE OF REFERENCE ONLY. INCLUSION OF SAID INFORMATION ON THESE DRAWINGS DOES NOT CONSTITUTE A REPRESENTATION BY PLAN WEST AS TO THE SUFFICIENCY OR ACCURACY OF SAID INFORMATION.



# OUTLINE DEVELOPMENT PLAN AMENDMENT NO. 1

## BENNETT CROSSING

A parcel in the W 1/2 of Section 34, Township 3 South, Range 63 west of the 6th Principal Meridian,  
Town of Bennett, County of Adams, State of Colorado

### BENNETT CROSSING Planned Development

OUTLINE DEVELOPMENT PLAN

#### INTRODUCTION

##### Overview

The Bennett Crossing property comprises the eastern side of the Town's *Front Door* along SH 79 from I-70. When fully developed, the 292 acre Bennett Crossing property will have a positive impact on the Town's environment and economic stability. Principles and goals for the long-term sustainable growth of the town are based on Bennett maintaining a small-town, rural character. While specific details pertaining to the *rural character* are not defined, the Bennett Crossing PD represents a strong commitment to the following general principles for the future growth of the Town:

1. Create a comfortable, pedestrian environment to reinforce a healthy resident population.
2. Provide the opportunity for alternative housing types to serve a diverse population of current and future residents.
3. Continue to attract commercial and retail uses and developments generated by the traffic on Interstate 70.
4. Promote development that will offer additional goods, services, and employment opportunities for the residents of Bennett and the region.

##### Intent

Building on the historic *Kiowa Crossing*, the railroad crossing of the Kiowa Creek, Bennett Crossing is planned to create the crossing, or transition, from interstate influences to the small town, rural character of Bennett. The Planned Development zoning is intended to provide the opportunity for development of highway retail and commercial uses along with small town living. The commercial uses and services are intended to financially benefit residents of Bennett that would not otherwise be sustainable without the regional influences from I-70 and SH 79.

The Bennett Crossing ODP maximizes a synergistic relationship of well-coordinated land uses between Planning Areas. Similar planning areas are located adjacent to land uses with complementary services and complementary markets. Commercial/retail uses will capitalize on their proximity to I-70. The new residential neighborhoods are planned to be an extension of the Town's existing residential community.

The regional trail network is connected through Bennett Crossing with links to the existing trail to the northwest and future connections to the southeast. Bennett Crossing will provide direct and easy access to the perimeter regional trails system. The connections will help integrate the future commercial, retail and residential development into the expanding Town of Bennett.

##### Planned Development Zoning

The Bennett Crossing Planned Development (PD) is intended to provide the framework for mixed use development in support of the Town's goals for sustainable growth. The Bennett Crossing PD includes a mix of residential, retail, office, commercial, and light industrial uses along with trails and open space. The wide range of proposed uses will combine employment opportunities, services and housing while striving to preserve the rural lifestyle and setting. The Bennett Crossing PD provides Development Standards that will assure maximum flexibility and promote innovative development to help enhance the character and quality of the Town of Bennett, while respecting the provisions of the Town's new zoning ordinance.

The intent of this Development Guide is to establish specific criteria for the comprehensive development and improvement of the property. The standards will help guide the development in an orderly manner to provide the residents of Bennett a comfortable place to live, work, play, and shop.

The Bennett Crossing Planned Development is intended to be compatible with the **Town of Bennett Comprehensive Plan**. As a result, this document has incorporated the Comprehensive Plan guiding principles as core values, including the following:

- Develop town and neighborhood centers with mixed land use and greater land density to shorten distances between homes, workplaces, schools, shopping, places of worship, cultural facilities, and recreation and social activities.
- Design new developments in a manner to blend with the rural setting and preserve natural features and areas designated for agricultural production.
- Ensure that affordable housing and access to healthy living is available for people of all ages and income levels.
- Offer access to open space, trails and parks to provide more opportunities for walking, biking, recreation, and contact with nature.
- Foster a distinctive, attractive community that retains our young people to support future community governance.
- Preserve open space, farmland, and areas that have environmental significance to the region.
- New development should be contiguous, or nearly so, to existing infrastructure and services.
- Provide a variety of transportation choices including bicycle trails; sidewalks; and mass transit to reduce the dependence upon automobiles; and create streets that are safe for use by automobiles, pedestrians, and bicyclists.

#### LAND USE PLANNING OVERVIEW

##### Overall Development Program

The purpose of the Bennett Crossing Outline Development Plan and Guidelines is to establish standards for the comprehensive development and improvement of the property. The guidelines and standards contained in this Outline Development Plan are intended to establish the criteria that will carry out the goals of this planned development. They are also intended to ensure a long-term, unified, high-quality community for the Town, its residents and all users.

The proposed design concept for the Bennett Crossing PD incorporates the preferred realignment of Colorado State Highway 79 described as the preferred alternative in the **SH 79 and Kiowa-Bennett Corridor PEL Study** (November 2013) and proposes a general network of internal roadways that divide the property into a series of planning areas. These planning areas represent the proposed zoning that is described in this Development Guide, including the permitted uses and lot and building standards. The proposed internal roads illustrated in this document are designed using the current Town of Bennett road standards. The existing two

access easements to the two residences east of the property will be maintained throughout development. All development will be subject to the Final Development Plan (FDP) process as detailed in the Zoning section of the Town of Bennett Municipal Code, as amended.

##### Residential Development

Planning Areas 1 through 5 are planned primarily as an extension of the existing residential neighborhoods in the Town of Bennett. A variety of residential types will provide the opportunity for diverse housing in the Town. The opportunity for mixed density housing is intended to serve the current and future demand for comfortable places to live in Bennett. Limited commercial and retail uses in the residential planning areas are intended to be of a complementary scale that will serve the Town and regional resident population. Pedestrian friendly neighborhoods will be created with main entries and front doors of residential homes and buildings along local streets, parking lots will be a complementary scale to the proposed development and dispersed throughout as needed. Sidewalks will connect neighbors with the adjacent and surrounding goods, services, employment opportunities, civic centers, and neighbors. Vehicular and pedestrian connections to the existing infrastructure and the regional trails system will help make the new residential developments in Bennett Crossing become an integral extension of the existing town.

Specific development guidelines with development and design criteria are part of each specific planning area.

##### Retail, Commercial, and Industrial

Planning Areas 7 through 10 are intended to maximize the benefit of the following:

- 1) Visibility from Interstate 70 frontage
- 2) Direct access to and from I-70
- 3) Proposed improvements to State Highway 79.

The highway-generated commercial, light industrial and retail uses will provide goods and services to the residents of Bennett and the region. Many of the proposed and anticipated uses would not be supported with the limited local residential populations. Land uses that support an expanded employment base are included to help build diverse and sustainable development for the Bennett community. A wide range of uses are proposed to help attract mixed use development that will benefit from synergistic and complementary markets, needs, and services.

Pedestrian connections to the town and regional trails will link the commercial and retail development to the existing town. Easy, unimpaired access and parking are essential components of successful highway-oriented commercial development. Streets, parking lots, and service areas should be designed to support a variety of vehicle types.

Building and development along I-70, SH 79, and Marketplace Drive should present an attractive design and image as the gateway into the Town of Bennett. Service, storage, and parking should be screened to present attractive development character.

Specific Development Guidelines and Standards are part of each specific planning area and are contained in this ODP-PD Development Standards and Guidelines.

#### SITE ANALYSIS

##### Existing Conditions

The 292.62 Acres that make up the Bennett Crossing PD is the combination of three parcels (PPI# 0181534200007, 0181500003001, 0181534300001). The legal descriptions for each are included on the ODP Map. The property includes the following zoning districts per the Official Zoning Map (Ordinance No. 647-14) - Low Density Residential (R1), High Density Residential (R3), and Commercial (C). There is currently one residence on the property with access along a dirt drive from SH-79. Two access easements serve the two residences located to the east of the property. Access to these residences will remain. The dilapidated remains of an old farm compound is located in the south east edge of the site. Historical records of the farmstead have not been identified.

##### Historic and Archeological Resources

Per the **SH 79 and Kiowa-Bennett Corridor PEL Study** (November 2013), there are no significant historic or archeological resources within the boundary of the Bennett Crossing property.

##### Environmentally Significant Areas

Kiowa Creek passes to the east of the Bennett Crossing PD, with the limit of the FEMA Floodway just east of the property boundary. Per the **SH 79 and Kiowa-Bennett Corridor PEL Study** (November 2013), there are no environmentally significant areas associated with the Bennett Crossing property, including floodplain, wetlands, wildlife migration routes and sensitive vegetation.

#### GENERAL CONDITIONS

##### Planning Area Boundaries

The boundaries and acreage of all Planning Areas within the Bennett Crossing PD Development are shown on the Development Plan. Changes in the boundaries and area of Planning Areas shall be permitted as follows:

The size of any Planning Area may increase or decrease by administrative amendment for no more than 10% as determined by the Town's Zoning Administrator after final determination of: internal street alignments, arterial street alignments, 100-year floodplain boundary, park and open space and buffer zone areas. The final boundary of any Planning Area will be established when the final plat is prepared for that area.

Amendments to planning areas shall be subject to the Town of Bennett Municipal Code, as amended.

##### Schedule of Development, Proposed Phasing and Vesting

Commercial and residential development as represented in the Bennett Crossing PD Development Plan are anticipated to be phased over numerous years based on market demands. Vested property rights of the Bennett Crossing ODP shall occur with the approval of a site specific Final Development Plan (FDP) for any part of the Bennett Crossing ODP as outlined in the Bennett Land Use Code, Article I, Division 5, and Vested Property Rights.

##### Special Financing Districts

It is anticipated that the development of Bennett Crossing will require the formation of Metropolitan District(s) to help finance the costs of new public infrastructure and certain ongoing maintenance costs where appropriate. Creation of the Metro Districts will be in accordance with the Colorado State Statutes and Town of Bennett regulations.

#### DEFINITIONS

All terms not specifically defined in the Bennett Crossing PD Development Plan, shall have the meanings ascribed to them as detailed in Article II, Zoning of the Town of Bennett Land Use Code, as amended, unless specifically noted below.

##### Flex Office

Flex Office allows a flexible land use for office, product research and development, the assembly and fabrication of goods and products, wholesale and retail sales, and warehousing for distribution of products in a storefront/office styled building. Flex Office assembly and fabrication is limited to goods produced with little if any noise, vibration, glare, and/or air and water pollution produced on the exterior of the buildings.

##### Patio Home

A single family detached or attached residential unit typically one story, constructed on a small lot with minimal building setbacks. Patio homes are usually designed around private outdoor living areas such as a deck, patio, or courtyard to maximize livable area and minimize outdoor maintenance. Patio Homes can be clustered around common car courts, private streets, alleys, or public streets. Outside areas available to the public may be included in a common area maintenance agreement.

##### Townhome

One and two story residential units of three or more dwelling units attached, side-by-side by a common wall or party wall. Where such a unit is located on a platted lot, the property line shall be the center of the common wall or party wall. The owner of a townhome unit may have an undivided interest in common areas and elements appurtenant to such units.

#### END OF SECTION

#### DEVELOPMENT STANDARDS and GUIDELINES

#### INTRODUCTION

Following are descriptions of the 10 Planning Areas including: An Intent Statement, Development Program, Land Uses, Standards (Quantitative) and Guidelines (Qualitative):

##### MAIN STREET COMMERCIAL DISTRICT ( MSC )

(Related to Town of Bennett Commercial District w/ Main Street Overlay)  
Planning Area 1

##### Intent

The Town of Bennett's Downtown Main Street Concept Plan outlines a desire to create a central gathering place and a sense of place that defines the Town. The Bennett Crossing Main Street District is intended to build on the recommendations outlined in the Downtown Planning Study and the Main Street Overlay District. The Main Street District in Bennett Crossing is located on the east side of South First Street from the proposed intersection of SH 79 and South First Street to just south of the Bennett Avenue (the Northwest limits of Bennett Crossing).

Development is intended to promote a strong pedestrian environment where structures are located at or near the right-of-way of South First Street where possible. Front doors, active facades and public spaces are intended to help frame the street and start to build an active pedestrian presence along South First Street. A vertical mix of retail, commercial, office, and residential uses are encouraged to promote pedestrian activity. Sidewalks are intended to connect new developments with the existing neighborhoods to provide a continuous pedestrian corridor in the Main Street District. The intent is to promote mixed uses to create a dynamic Main Street Character as a pedestrian active and friendly, central gathering place and inviting small town identity for the Town of Bennett. Vertical mixed use with retail and commercial uses on the first floor and residential on upper floor is encouraged but not required. Architecture is intended to complement the small town, rural character found in the existing historic buildings of Bennett.

##### Development Program

The development intent is to attract business that will benefit from the combination of local and regional residents as well as highway travelers that are looking for services in a small town setting. The Main Street character along South First Street, expected to be phased over time, should include the following where possible:

1. Front doors/facades located on or near the right-of-way to create a street edge,
2. Sidewalks that are continuous along South First Street in front of the buildings,
3. On-street parking along South First Street to promote convenient short term access to the adjacent commercial and retail business,
4. Larger parking lots and service access are encouraged to be located in the rear of the commercial buildings.

The Main Street Commercial District is intended to utilize the recommendations outlined in the **2010 Town of Bennett Downtown Study** where possible. Infill development is planned to meet current and future market demand to provide goods and services to the Town and region. The intersection of South First Street and the realigned SH 79 is currently under review with the Town, CDOT, and adjacent property owners. A final design is expected to evolve over time. Prior to a final intersection design, Bennett Crossing will reserve property to accommodate a range of intersection configurations. Bennett Crossing will work with the Town to refine uniform details and phasing for South First Street that will meet market needs and create a uniform Main Street character for South First Street from SH 79 to E. Colfax Avenue.

##### Land Uses Permitted in MSC

The permitted uses are listed in the Land Use Matrix -- Table 1-1 in the appendix of these Development Standards and Guidelines and other uses that are similar and compatible with the intent of this section as determined by the Zoning Administrator.

##### LOT AND BUILDING STANDARDS IN MSC-MAIN STREET COMMERCIAL-

The lot and building requirements are shown in the following table:

STANDARDS	MSC
Maximum Height (Principal Structure)	50 Ft
(Accessory Structure)	30 Ft
Minimum Lot Area / Dwelling Unit	NA
Minimum Lot Width	NA
Maximum Lot Coverage (Building & Parking)	80%
Minimum Floor Area / Dwelling Unit	500 Sf
Maximum Density	20 du/ac

##### SETBACKS

Minimum Setback from South First Street & SH 79 ROW ****			
	Front Setback	Principal Structure	0 to 150 Ft *
		Accessory Structure	NA **
	Side Setback	Principal Structure	0 to 10 Ft***
		Accessory Structure	NA **
	Rear Setback	Principal Structure	15 Ft
		Accessory Structure	5 Ft
All Buildings setbacks from SH 79			
20 Ft			
Parking Lot setback from S. First Street & SH 79			
10 feet with landscaped buffer			

Notes -- See setback figures in the appendix	
*	Principal Structures are encouraged to be located at the ROW or set back up to a 10' to encourage sidewalk cafés, or other pedestrian plazas when S. First Street is constructed with curb, gutter, and sidewalks by the Town. Parking may be allowed in a front setback if required by the business operations. Front setback parking may include four rows of parking in a 150 foot setback with appropriate screening, landscaping, and pedestrian connections to adjacent commercial development along South First Street. See exhibits in the appendix.
**	Accessory structures are not permitted along South First Street
***	Side setback may be 0 feet if a shared wall or shared use. Reduced side yard requirements to maximize development potential
****	South First Street and State Highway 79 are the same in Planning Area 1 until SH 79 is relocated and constructed. The conditions and standard remain the same for S. First Street and SH79.

##### DEVELOPMENT GUIDELINES

##### Connectivity

- Development in the Main Street District shall provide sidewalks along the entire frontage of the development.
- Each development shall extend the walk to the edge of their property or include an easement for a future connections.
- Connections to existing properties located in the Main Street District shall make every effort to connect to the existing pedestrian sidewalks.
- Walks shall be connected to the walks along South First Street.

## BENNETT CROSSING OUTLINE DEVELOPMENT PLAN AMENDMENT NO. 1

### DEVELOPMENT STANDARDS AND GUIDLINES

OWNER		PLANNER / LANDSCAPE ARCHITECT	TOWN OF BENNETT COLORADO
Gayeski Capital Equities, LLC 905 W. 124th Avenue, Suite 200 Westminster, CO 80234 303-457-9700		Plan West Inc. 767 Santa Fe Drive Denver, CO 80204 303-741-1411	job no. 2014/14 date 01-11-2022 revisions
ENGINEER Jansen Strawn Consulting Engineers 45 W. 2nd Avenue Denver, CO 80223 303-561-3333			

sheet 2 of 6



PLANNING | SITE DESIGN | LANDSCAPE ARCHITECTURE | ENTITLEMENTS  
767 Santa Fe Drive Denver, CO 80204 303-741-1411 planwest.com

# OUTLINE DEVELOPMENT PLAN AMENDMENT NO. 1

## BENNETT CROSSING

A parcel in the W 1/2 of Section 34, Township 3 South, Range 63 west of the 6th Principal Meridian,  
Town of Bennett, County of Adams, State of Colorado

### Building Orientation and Site Design

- All buildings will be articulated on all four sides with attention to materials, entrances, window patterns and detailing.
- Building Front doors/facades shall be oriented toward South First Street.
- Outdoor cafés and dining area are encouraged but not required.
- First floor retail and upper floor commercial or residential is encouraged but not required.
- Service shall be from the rear along alleys where possible.
- Trash collection shall be screened and accessed from the rear, away from South First Street.
- On-street parking shall be planned along South First Street in conjunction with the redevelopment of South First Street improvements by the Town.

### END OF SECTION

### HIGH DENSITY RESIDENTIAL DISTRICT (HDR)

Planning Areas 2, 3, and 4

#### Intent

Located just south of the existing development in the Town of Bennett, planning areas 2 and 3 are intended to be an extension of the Town's central residential neighborhoods. Planning Area 4 is centrally located in Bennett Crossing. Located south of the proposed SH 79 realignment medium density residential to the east, mixed use to the west and commercial to the south, PA 4 will benefit from convenient proximity to Town, future Main Street commercial along South First Street, the highway commercial and access to I-70. The intent of PA 2, 3, and 4 is to provide the opportunity for housing as an integral part of the expanding housing base for current and future residents of Bennett. A number of housing types are proposed to provide the opportunity for a place to live in Town at a reasonable cost to meet a diverse and growing demographic in Bennett. The residential neighborhoods in Bennett Crossing will be convenient to retail goods, parks, civic services, and employment that will support responsible growth within the small town, rural character of Bennett.

#### Development Program

The design intent is to create safe, pedestrian oriented residential neighborhoods with the opportunity for higher density. Building orientation should face front doors to the public streets to reinforce the pedestrian environment. Walks need to connect the users with the surrounding services. Private streets and parking lots, when used, should be dispersed throughout the neighborhood development to reinforce the pedestrian scale. Parking should be connected to the residential and non-residential uses with walks. Appropriate landscaping should reinforce the pedestrian and neighborhood rural character. Parks, outdoor picnic areas, tot-lots and other outdoor living areas shall be provided as community gathering places for the residents and their guests within Planning Areas 2, 3 and 4 in accordance with Town of Bennett requirements, as attractive, safe, and inviting components of the new Bennett Crossing residential community.

The Bennett Crossing HDR zoning will permit a range of development styles, and lot sizes. Residential development can include single-family detached, two-family, patio homes, townhomes, and multi-family residential uses.

#### Land Uses Permitted in High Density Residential - HDR District

The permitted uses are as listed in the Land Use Matrix -- Table 1-1 in the appendix of these development standards and other uses that are similar and compatible with the intent of this section as determined by the Zoning Administrator:

- Mobile Home Parks are allowed as a conditional use subject to the Town's rules and regulations for mobile home parks.
- Concrete or asphalt construction production is permitted with a temporary use permit in accordance with the Town of Bennett municipal code and subject to a specific project, stipulated time limit, proximity to adjacent development and an approved site plan.

### LOT AND BUILDING STANDARDS FOR THE HDR-HIGH DENSITY RESIDENTIAL DISTRICT

The lot and building requirements are contained in the following table:

STANDARDS	HDR
Maximum Height (Principal Structure)	40 Ft
(Accessory Structure)	18 Ft
Minimum Lot Area / Dwelling Unit	2,400 SF for SFD N/A for other residential
Minimum Lot Width	40 Ft for SFD None for other residential
Maximum Lot Coverage (Building and Parking)	75%
Minimum Floor Area / Dwelling Unit	600 SF
Density -- Maximum	20 du per acre

### SETBACKS

Minimum Building and Parking Setback from SH79			
	All building setbacks from SH 79 – Front, Side, and Rear		20 Ft
	Parking lot setbacks		10 foot with landscaped buffer*
Minimum Setbacks from interior lot lines and local street ROW			
	Front Setback	Principal Structure	10 Ft
		Accessory Structure	20 Ft
	Garage Setback	From face of garage door to edge of sidewalk along any street	20 Ft
	Side Setback	Principal Structure	5 Ft
		Accessory Structure	0 Ft/5 Ft *
	Rear Setback	Principal Structure	15 Ft
		Accessory Structure	0 Ft/5 Ft *
	Garage alley	Setback from garage door to paved edge of an alley	6 Ft
	Parking Lot from the Street		6' with landscaped buffer

#### Minimum Setbacks from Residential Collectors

	Front Setback	Principal Structure w/ alley loaded house	10 Ft
		Accessory Structures	20 Ft
	Garage Setback	No garages along Residential collectors	N/A
	Side Setback	Principal Structure	5 Ft
		Accessory Structure	10 Ft
	Rear Setback	Principal Structure	20 Ft

#### Minimum Setback from SH 79

All Buildings setbacks from SH 79	20 Ft
Parking lots	6 feet with landscaped buffer

#### Notes -- See setback figures in the appendix

*	0 foot setback provided there are no openings in the side facing the adjacent lot, otherwise a 5' side setback is required
	Alleys, when used, are required to be a minimum of 18' wide. The minimum distance from the garage door shall be between is 2' to 6' to provide adequate room to maneuver and to discourage parallel parking in the alley that may block traffic.
**	Parking lots are required to be screened to obstruct the view of cars and lots from SH 79. See parking lot screening in setback figures.

### DEVELOPMENT GUIDELINES

#### Connectivity

- Residential neighborhoods in Planning Areas 2, 3, and 4 should provide sidewalks through the neighborhoods.
- Residential neighborhoods in Planning Areas 2 and 3 should connect to the adjacent streets in the Town and adjacent developments with at least one location for a future vehicular and pedestrian connection to E. Colfax Avenue. The connection to be provided at the time of development of the adjacent property.
- Provide trail or walk connections to regional trails in and adjacent to Bennett Crossing.

#### Building Orientation and Site Design

- All buildings will be articulated on all four sides with attention to materials, entrances, window patterns and detailing.
- Front doors/facades of houses should be oriented toward public streets, public courtyards, or open space.
- Multifamily buildings should have at least one façade facing the public street or open space with a pedestrian entry/front doors.
- Multifamily main entries should be oriented toward shared courtyards and common area.
- Parks/playgrounds/tot lots should be strategically located within each neighborhood.
- Alleys are encouraged to create pedestrian-friendly streetscapes but not required.
- Surface parking lots for multi-family residential should be dispersed throughout the development and connected to the residential units with walks. Avoid large, uninterrupted parking lots.
- Parking lots for multi-family residential building types should be designed to provide a landscape island for every continuous10 spaces.

### END OF SECTION

### MEDIUM DENSITY RESIDENTIAL DISTRICT (MDR)

Planning Area 5

#### Intent

Perched above the Kiowa Creek floodplain, the Medium Density Residential District of Bennett Crossing, Planning Area 5, allows single-family detached, two-family, patio homes, and townhome dwelling units in a variety of home styles and lot sizes for current and future residents of Bennett. The housing is intended to meet the need for home ownership to a growing small town community. The intent is to create a medium density residential neighborhood that is in close proximity to existing services in the Town of Bennett.

#### Development Program

The design intent is to create safe, pedestrian oriented residential neighborhoods. Walks and trails should be connected to regional trails and provide convenient connection to the Town, South First Street retail/commercial, school campus, recreation centers, existing and future retail and commercial services. The open space and flood plain along Kiowa Creek should be recognized and utilized as a visual amenity. Interior streets should be designed as local streets with homes and front doors facing the street. Alley loaded neighborhood design is encouraged but not required. Parks, outdoor picnic areas, tot-lots and other outdoor living areas shall be provided as community gathering places for the residents and their guests within Planning Area 5, in accordance with the Town of Bennett requirements, as attractive, safe and inviting components of the new Bennett Crossing residential community.

#### Land Uses Permitted in MDR - Medium Density Residential

The permitted uses are contained in the Land Use Matrix -- Table 1-1 in the appendix of these Development Standards and other uses that are similar and compatible with the intent of this section as determined by the Zoning Administrator:

- Mobile Home Parks are allowed as a conditional use subject to the Town's rules and regulations for mobile home parks.
- Concrete or asphalt construction production is permitted with a temporary use permit in accordance with the Town's procedures for temporary uses.

#### Lot and Building Standards in MDR-Medium Density Residential District

The lot and building requirements are contained in the following table:

STANDARDS	MDR
Maximum Height (Principal Structure)	35 Ft
(Accessory Structure)	18 Ft
Minimum Lot Area / Dwelling Unit	3,500 SF
Minimum Lot Width	25 Ft
Maximum Lot Coverage (Building and Parking)	70%
Minimum Floor Area / Dwelling Unit	800 SF
Density -- Maximum	12 du per acre

### SETBACKS -- MDR

Minimum Setback from interior lot lines and Local Street ROW			
	Front Setback	Principal Structure	10 Ft
		Accessory Structure	10 Ft
	Garage Setback	From face of garage door to inside edge of sidewalk	20 Ft
	Side Setback	Principal Structure	5 Ft
		Accessory Structure	0 Ft/5 Ft *
	Rear Setback	Principal Structure	10 Ft
		Accessory Structure	0 Ft/5 Ft *
	Garage alley	Setback from garage door to paved edge of an alley	2' -6 Ft

#### Minimum Setback from SH 79

All Buildings setbacks from SH 79	20 Ft
Parking Lot	6 feet with landscaped buffer

#### Notes -- See setback figures in the appendix

*	0 foot setback provided there are no openings in the side facing the adjacent lot, otherwise a 5' side setback is required
	Alleys are required to be a minimum of 18' wide. The distance from the garage door shall be between 2' to 6' to discourage parallel parking in the alley that may block through traffic.

### DEVELOPMENT GUIDELINES

#### Connectivity

- Residential neighborhoods in Planning Area 5 should provide sidewalks through the neighborhood.
- Planning Area 5 should connect to the adjacent developments at major intersections and regional trails in Bennett Crossing.

#### Building Orientation and Site Design

- Front doors/facades of houses should be oriented toward public streets, public courtyards, or open space.
- A view of the Kiowa Creek should be provided from at least one public vantage point or public open space in the neighborhood
- Parks/playgrounds/tot lots should be strategically located within each Neighborhood.
- Surface parking lots for townhomes should be kept to a minimum. Parking should be within garages or carports as part of the lot development. Guest parking should be provided by on-street parking.
- Parking lots for townhome residential building types should be designed to provide a landscape island for every 10 spaces.
- Internal Streets should be designed to accommodate on-street parking.
- Alleys are encouraged to create pedestrian friendly streetscape but not required.

### END OF SECTION

## BENNETT CROSSING

## OUTLINE DEVELOPMENT PLAN AMENDMENT NO. 1

### DEVELOPMENT STANDARDS AND GUIDLINES

OWNER Gayeski Capital Equities, LLC 905 W. 124th Avenue, Suite 200 Westminster, CO 80234 303-457-9700	PLANNER / LANDSCAPE ARCHITECT Plan West Inc. 767 Santa Fe Drive Denver, CO 80204 303-741-1411	TOWN OF BENNETT COLORADO  job no. 2014/14 date 01-11-2022 revisions
ENGINEER Jansen Strawn Consulting Engineers 45 W. 2nd Avenue Denver, CO 80223 303-561-3333	sheet 3 of 6	





# OUTLINE DEVELOPMENT PLAN AMENDMENT NO. 1

## BENNETT CROSSING

A parcel in the W 1/2 of Section 34, Township 3 South, Range 63 west of the 6th Principal Meridian,  
Town of Bennett, County of Adams, State of Colorado

### MIXED USE DISTRICT (MU)

Planning Area 6

#### Intent

Planning Area 6 in Bennett Crossing is strategically located at the future intersection of the relocated State Highway 79 and the Town of Bennett's planned Main Street District along S. South First Street. This intersection is planned to be the gateway intersection into the Town. Located about halfway between State Highway 79 and Colfax Avenue, Planning Area 6 has the potential to attract commercial, office and retail users as well as medium to high density attached housing. The relocation of State Highway 79, as a long-term improvement, requires flexible land use planning for this critical planning area. The mixed use planning and development guidelines define the framework on how supporting uses can be combined to help assure the financial success of the development as a critical gateway into the Town of Bennett.

#### DEVELOPMENT PROGRAM

The design intent is to promote development with an attractive image at this prominent intersection into the Town of Bennett. Uses may be commercial, retail, or residential. The development program is to create a pedestrian friendly environment that will be visually and physically connected to the surrounding developments. Development should capitalize on the high visibility with architecture that is complementary to the Town of Bennett and the direct easy access to Town and I-70. Sidewalks will connect to the adjacent developments and regional trail systems. Horizontal and vertical mixed use development is encouraged but not required.

#### Residential and Commercial Mixed Use

If residential land uses are developed in the Mixed Use planning area, support retail, commercial and services will be limited to principal uses that are compatible with the residential neighborhood. If residential uses are not developed in a mixed use planning area, a list of additional permitted uses and the design standards for non-residential uses apply.

#### Residential Land Uses

The residential land use pattern should incorporate a traditional design theme that creates pedestrian-friendly streets and public outdoor spaces. Parking areas should be dispersed to promote a vibrant pedestrian neighborhood character. Building frontages are encouraged to be street oriented to promote a pedestrian friendly environment and activate the neighborhood streets.

#### Commercial Land Uses in support of Residential Development

Where commercial development and residential uses are combined, the commercial and residential uses may be located in the same building or on adjacent lots. First-floor retail with upper floor residential or office is permitted and encouraged but not required. The intent is to create the opportunity to develop a sustainable, active neighborhood where the commercial uses provide products, services, and employment opportunities to the residential community and the residential uses provide consumers and employees to the commercial uses.

#### Land Uses In MU Mixed Use Planning Area

The permitted uses are listed in the Land Use Matrix -- Table 1-1 in the appendix of these development standards and other uses that are similar and compatible with the intent of this section as determined by the Zoning Administrator:

#### Lot and Building Standards

The lot and building requirements for commercial, retail and residential uses are contained in the following table: See setback figures in the appendix

STANDARDS-COMMERCIAL & RETAIL USES		MU
Maximum Height (Principal Structure)		50 Ft
(Accessory Structure)		30 Ft
Minimum Lot Area / Dwelling Unit		NA
Minimum Lot Width		NA
Maximum Lot Coverage (Building and Parking)		75%
Maximum Floor Area Ratio- Commercial		0.50:1.00
Maximum Floor Area Ratio – Industrial		0.30:1.00
SETBACKS – COMMERCIAL AND RETAIL USES		
Minimum Setback on interior lot lines and local street ROW		
Front Setback	Principal Structure	10 Ft
	Accessory Structure	15 Ft
Side Setback	Principal Structure	10 Ft
	Accessory Structure	5 Ft
Rear Setback	Principal Structure	15 Ft
	Accessory Structure	5 Ft
Parking	Subject to buffer and screen	6 Ft*
* See Parking lot screen details		
Minimum Setback from SH79		
All buildings setbacks– Front, Side and Rear		20 Ft
Parking Lots		6 feet with landscaped buffer
STANDARDS - RESIDENTIAL		MU
Maximum Height (Principal Structure)		40 Ft
(Accessory Structure)		18 Ft
Minimum Lot Area / Dwelling Unit		NA
Minimum Lot Width		NA
Maximum Density (DU/Acre)		20 DU/AC
Maximum Lot Coverage (Building and Parking)		75%
Density – Maximum		20 du per acre

### SETBACKS – RESIDENTIAL

Minimum Setback on interior lot lines and local street ROW		
Front Setback	Principal Structure	10 Ft
	Accessory Structure	10 Ft
	Garage Door Face to sidewalk	NA
Side Setback	Principal Structure	10 Ft
	Accessory Structure	5 Ft
Rear Setback	Principal Structure	10 Ft
	Accessory Structure	5 Ft
Parking	Subject to buffer and screen	6 Ft*
* See Parking lot screen details		
Minimum Setback from SH79		
All buildings setbacks– Front, Side and Rear		20 Ft
Parking Lots		6 feet with landscaped buffer

### DEVELOPMENT GUIDELINES

#### Connectivity

- Retail, commercial, and residential uses should provide pedestrian connections to allow visitors and users to walk between the various developments.
- Regional Trail connections shall be provided along the south edge of Planning Area 6.

#### Building Orientation and Site Design

- All buildings will be articulated on all four sides with attention to materials, entrances, window patterns and detailing.
- Sidewalks in front of in-line commercial should be a minimum of 10 feet wide to provide a comfortable and adequate pedestrian environment.
- Shared parking is encouraged to maximize density and efficiency and reduce total parking required.
- Parking, loading docks, and trash collection should be screened from prominent views to maximize an attractive image along SH 79.

### END OF SECTION

### BUSINESS COMMERCIAL DISTRICT (BC)

Planning Area 7

#### Intent

The signalized intersection of Highway 79 and Marketplace Drive will become the commercial gateway into the Town of Bennett from I-70. King Soopers and Love's Truck Stop defines the highway commercial to the west. Planning Area 7 in Bennett Crossing will add supporting commercial and retail to the east and become the primary access to the future I-70 highway commercial uses. The PA 7 Business Commercial District provides the opportunity to attract a variety of small to mid-sized retail, commercial, office, and service uses that will attract additional traffic from I-70, expanding the services provided to the current visitors. A broader base of uses will provide additional products and services to the residents of Bennett that will position Bennett as a premier small town destination on the eastern plains of Colorado. Bennett Crossing will work with the Town of Bennett and the adjacent commercial and retail developments to help create a unified and recognized gateway at this intersection.

#### Development Program

Creative site planning and design will help define an attractive commercial image and character at the entry to the Town of Bennett. Site planning in the Business Commercial Planning Area 7 should orient primary architectural facades toward State Highway 79 and along Marketplace Drive. The commercial and retail users shall maintain a high level of visibility from SH 79, offer simple, safe vehicular access and circulation patterns to the one time visitor stopping from I-70 as well as the local and regional residents on a standard shopping trip. Site design shall encourage a pedestrian environment within each development and safe and attractive pedestrian connections between the adjacent developments in Bennett Crossing and the Town of Bennett.

#### Land Uses Permitted in BC

The permitted uses are contained in the Land Use Matrix -- Table 1-1 in the Appendix of these development standards and other uses that are similar and compatible with the intent of this section as determined by the Zoning Administrator:

#### Lot and Building Standards in BC – Business Commercial District

The lot and building requirements are contained in the following table.

STANDARDS	BC
Maximum Height (Principal Structure)	50 Ft
(Accessory Structure)	30 Ft
Minimum Lot Area	NA
Minimum Lot Width	NA
Maximum Lot Coverage (Building and Parking)	80%
Maximum F.A.R	0.50:1.00

### SETBACKS BUSINESS COMMERCIAL

Minimum Setback on interior lot lines and local street ROW		
Front	Principal Structure	5 Ft
	Accessory Structure	10 Ft
Side Setback	Principal Structure	0 for shared PL or 10 Ft
	Accessory Structure	5 Ft
Rear	Principal Structure	20 Ft
	Accessory Structure	20 Ft
Parking Lots		6 feet with landscape buffer
Minimum Setback from SH 79		
All Buildings		20 Ft.
Parking Lots		6 feet with landscaped buffer

#### See setback figures in the appendix

### DEVELOPMENT GUIDELINES

#### Connectivity

- Individual retail and commercial uses should provide pedestrian connections to allow patrons the opportunity to walk between the buildings and developments.
- Connections should be provided to the regional trail.

#### Building Orientation and Site Design

- All buildings will be articulated on all four sides with attention to materials, entrances, window patterns and detailing.
- Building Front doors/facades should have a strong architectural orientation toward SH 79 and Marketplace Drive.
- Sidewalks in front of in-line commercial should be a minimum of 8 feet wide to provide a comfortable pedestrian environment.
- Shared parking is encouraged to maximize density and efficiency and reduce total parking spaces required.
- Outdoor dining areas are encouraged but not required.
- Truck loading and service areas should be screened from prominent views to maximize an attractive image along SH 79 and Marketplace Drive. The edge along SH 79 will include a unified landscape design as an introduction to the Town.

### END OF SECTION

### HIGHWAY COMMERCIAL (HC)

Planning Areas 8, 9 and10

#### Intent

The Highway Commercial Planning Areas are intended to complement and build on the existing highway retail development located to the west of State Highway 79. The intent is to include flexible development parcels that can meet the needs of medium to large format users. Land uses include commercial services, retail outlets, light industrial manufacturing/assembly and distribution that will build a synergistic development campus on the I-70 corridor. Development of the Highway Commercial Planning Areas is intended to provide a long-term employment base in the Town while providing services and products to the residents and the long distance interstate traveler.

The visibility and direct access from I-70 and the SH-79 interchange will attract a variety of potential users and developments. The intent is to promote the combination of retail and commercial uses with some limited industrial uses to the regional market and I-70 long distance commuters, while creating an employment base for the residents of Bennett. The location on the I-70 corridor is expected to provide convenient access for the distribution of products and services to the region.

#### Development Program

The development program is to provide flexible development opportunities with easy access, circulation, and parking for a cross section of motorized vehicles that includes automobiles, trucks, recreational vehicles, trailers in tow, and others. The program is to provide clear and easy access to a broad market in a comfortable, well organized site development. Pedestrian connections to the adjacent Planning Areas and developments will help promote synergistic commercial development for the diversified user and help assure the development as a long-term asset to the Town.

#### Land Uses Permitted in HC-Highway Commercial District

The permitted uses are contained in the Land Use Matrix -- Table 1-1 in the appendix of these development standards and other uses that are similar and compatible with the intent of this section as determined by the Zoning Administrator:

#### Lot and Building Standards in HC-Highway Commercial

The lot and building requirements are contained in the following table:

STANDARD	HC
Maximum Height (Principal Structure)	60 Ft
(Accessory Structure)	30 Ft
Minimum Lot Area	NA
Minimum Lot Width	NA
Maximum Lot Coverage (Buildings and Parking)	80%
Maximum FAR (Commercial)	0.5:1.00
Maximum FAR (Light Industrial)	0.3:1.00
The existing home along the eastern ridge will be permitted to remain as a non-conforming use	

### SETBACKS

Minimum Setback from I-70		
Front	Principal Structure	20 Ft
	Accessory Structure	10 Ft
Side	Principal Structure	20 Ft
	Accessory Structure	10 Ft
Rear	Principal Structure	20 Ft
	Accessory Structure	5 Ft
Parking lot setback	With landscaped screen from I-70	10 Ft
Minimum Setback on interior lots and local street ROW		
Front	Principal Structure	20 Ft
	Accessory Structure	20 Ft
Side	Principal Structure	5 Ft
	Accessory Structure	5 Ft
Rear	Principal Structure	20 Ft
	Accessory Structure	20 Ft
Parking lot setback	With landscaped screen from adjacent street.	6 Ft

### DEVELOPMENT GUIDELINES

#### Connectivity

- Development in PA 8, 9 and 10 should provide pedestrian connections to the adjacent developments, regional trail and open space

#### Building Orientation and Site Design

- All buildings will be articulated on all four sides with attention to materials, entrances, window patterns and detailing.
- Building Front doors/facades should be oriented toward the adjacent public streets.
- Flex office should screen loading and service from view. Office and showroom should face the public street.
- Loading docks, outdoor storage, and service areas should be screened from I-70, internal collector and interior streets with screening that matches or complements the primary architecture.
- Circulation should be designed with appropriate signage to separate automobiles from service and long-haul trucks where possible.

### END OF SECTION

# BENNETT CROSSING

# OUTLINE DEVELOPMENT PLAN

# AMENDMENT NO. 1

## DEVELOPMENT STANDARDS AND GUIDLINES

OWNER		PLANNER / LANDSCAPE ARCHITECT	TOWN OF BENNETT COLORADO
Gayeski Capital Equities, LLC 905 W. 124th Avenue, Suite 200 Westminster, CO 80234 303-457-9700		Plan West Inc. 767 Santa Fe Drive Denver, CO 80204 303-741-1411	job no. 2014/14 date 01-11-2022 revisions
ENGINEER		Janson Strawn Consulting Engineers 45 W. 2nd Avenue Denver, CO 80223 303-561-3333	sheet 4 of 6



# OUTLINE DEVELOPMENT PLAN AMENDMENT NO. 1

## BENNETT CROSSING

A parcel in the W 1/2 of Section 34, Township 3 South, Range 63 west of the 6th Principal Meridian, Town of Bennett, County of Adams, State of Colorado

### OPEN SPACE AND TRAILS (OS)

Open space Planning Area

#### Intent

Open Space Areas are intended to provide buffers, passive recreation, pedestrian trails and drainage corridors to preserve the unique character of the site, provide an amenity to the Town, and satisfy the requirements of development.

#### Development Program

Open Space is intended to provide passive recreational amenities. Park development is planned to be by individual residential neighborhood development.

#### Land Uses Permitted in the Open Space – OS District

The following uses and other uses that are similar and compatible with the intent of this section as determined by the Zoning Administrator:

- trails and trailheads
- picnic area with shelters and passive recreational site furniture
- nature center
- open space, native and improved
- parking as an accessory use to other uses permitted in the OS District
- waterway, ponds, water quality and detention facilities
- wells and pump stations

#### Regional Trail

- A regional trail will be provided through Bennett Crossing as illustrated on the Outline Development Plan. The regional trail will connect to the Town's regional trail network to the west of the recreation center on South First Street and the regional trail planned for the Kiowa Creek open space. Actual alignment to be determined at the time of development.

### DEVELOPMENT GUIDELINES

Setbacks and development criteria to be determined during the site plan review associated with development

END OF SECTION

### TOWN OF BENNETT MUNICIPAL CODE STANDARDS

The following Town standards, as amended, apply as noted. Additional design guidelines as adopted by the Town of Bennett shall apply.

#### Parking Standards

The Bennett Crossing PD incorporates the Parking Standards, Division 6 of Article II, Zoning of the Town of Bennett Land Use Code, as amended, unless specifically noted below:

- Congregate care, memory care, assisted living shall be one space per 3 rooms, the number of bedrooms per unit does not apply
- Retirement home, group home, and nursing home shall be 1 space per 2 units (the number of bedrooms per unit does not apply)
- Independent living shall be 1 space per independent living unit

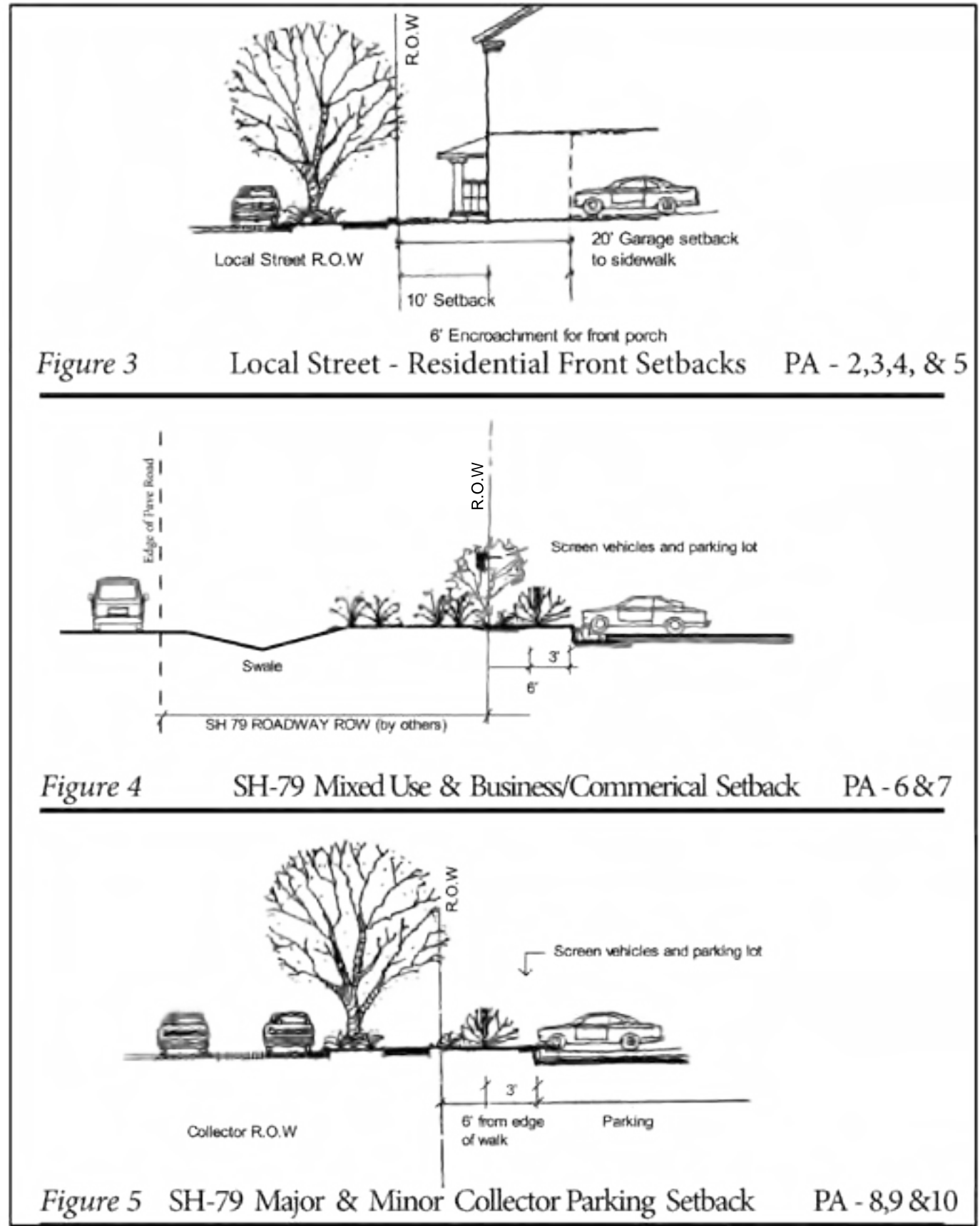
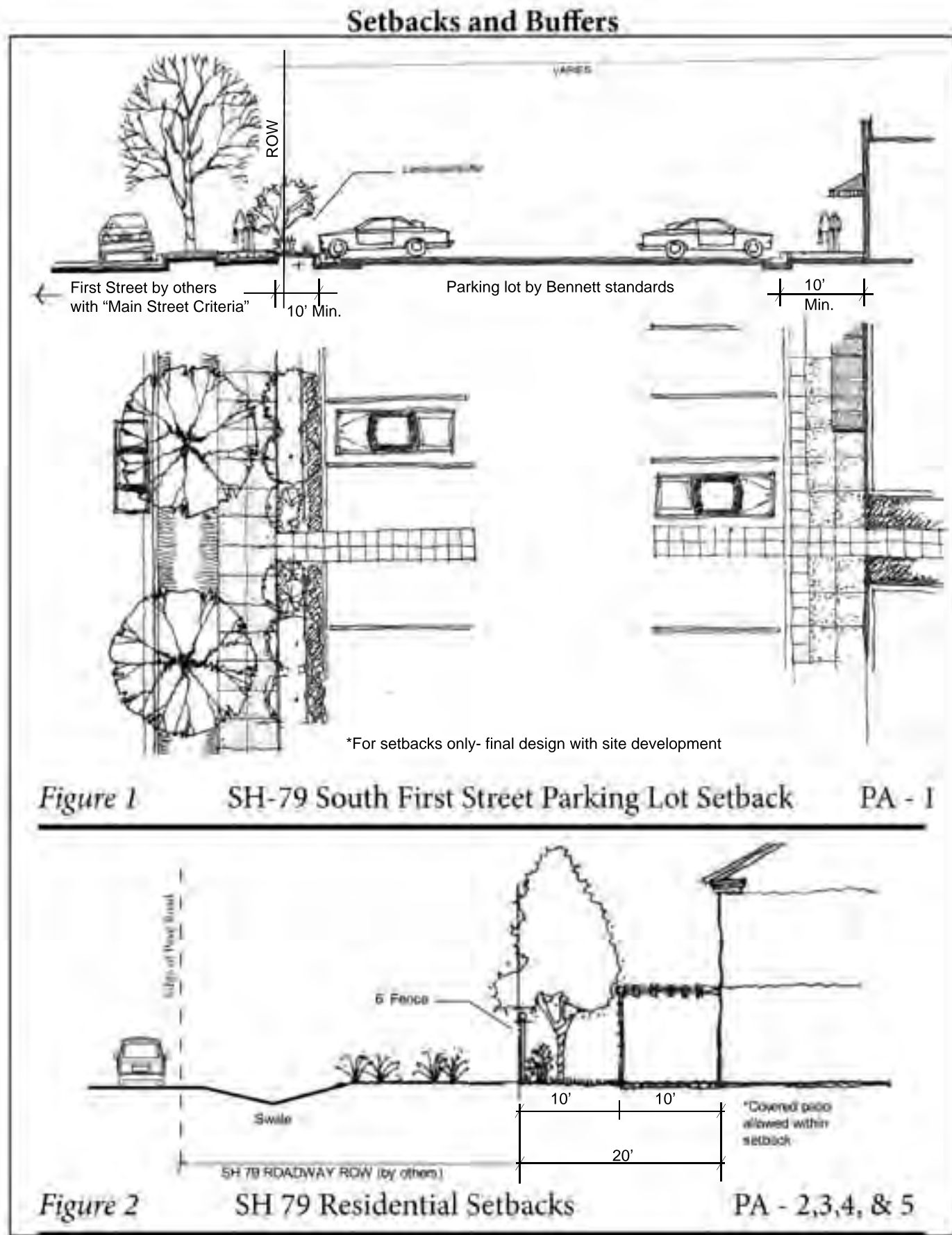
#### Landscape Standards

The Bennett Crossing PD incorporates the Landscape Standards, Division 7 of Article II, Zoning of the Town of Bennett Municipal Land Use Code, as amended, unless specifically noted.

#### Lighting Standards

The Bennett Crossing PD incorporates the Lighting Standards Division 8 of Article II, Zoning of the Town of Bennett Municipal Land Use Code, as amended, unless specifically noted.

END OF SECTION



## BENNETT CROSSING

## OUTLINE DEVELOPMENT PLAN

## AMENDMENT NO. 1

### DEVELOPMENT STANDARDS AND GUIDLINES

OWNER	PLANNER / LANDSCAPE ARCHITECT	TOWN OF BENNETT COLORADO
Gayeski Capital Equities, LLC 905 W. 124th Avenue, Suite 200 Westminster, CO 80234 303-457-9700	Plan West Inc. 767 Santa Fe Drive Denver, CO 80204 303-741-1411	job no. 2014/14 date 01-11-2022 revisions
ENGINEER Jansen Strawn Consulting Engineers 45 W. 2nd Avenue Denver, CO 80223 303-561-3333		sheet 5 of 6



# OUTLINE DEVELOPMENT PLAN AMENDMENT NO. 1

## BENNETT CROSSING

A parcel in the W 1/2 of Section 34, Township 3 South, Range 63 west of the 6th Principal Meridian,  
Town of Bennett, County of Adams, State of Colorado

Bennett Crossing Planned Development						
Land Use Categories	MSC	MDR	HDR	MU	BC	HC
A. AGRICULTURAL USE						
(1) Auction arena or livestock sales						
(2) Crop production	TU*	TU*	TU*	TU*	TU*	TU*
(3) Greenhouse/nursery				C	P	P
(4) Poultry hatcheries, fish hatcheries, commercial ranching and dairy farms or animals raised or kept for profit or production						

T Temporary Use by Town of Bennett  
TU Temporary Use until development  
TU\* Grazing limited to PA 9 only

B. ANIMAL SERVICES						
(1) Animal boarding (kennels) and training						C
(2) Animal hospital, large						C
(3) Animal hospital, small	P			P	P	P
(4) Riding academies and stables						C
(5) Veterinary offices or clinics	P			P	P	P

C. EDUCATIONAL USES						
(1) Day care center, adult or child	C	C	C	P	P	P
(2) Elementary and secondary education school	C	P	P	P		
(3) Postsecondary colleges and universities	C			P	P	
(4) Private business, trade and vocational school	P			P	P	P

D. INDUSTRIAL USES						
(1) Commercial steam cleaning/laundry operations				C	C	P
(2) Commercial trash removal companies without trash storage or trash transfer operations						C
(3) Concrete or asphalt products production						T
(4) Custom crafts (such as ceramics, furniture making and stained glass production)	C			P	P	P
Flex Office with drive in service, shop, assembly, showroom, and office. See definitions for Bennett Crossing					P	P
(5) General machine shops						P
(6) General research and development	C			P	P	P
(7) Laboratory: medical, dental, optical, scientific	C			P	P	P
(8) Light trade and technical uses	C			P	P	P
(9) Manufacturing, assembly, finishing or fabrication; primary						P
(10) Manufacturing, assembly, finishing or fabrication; secondary						P
(11) Meat processing plant						
(12) Outdoor storage, except self- storage/mini- storage						P
(13) Publishing plant						P
(14) Recycling facilities						C
(15) Refining or initial processing of basic raw materials						C
(16) Refuse collection facilities						
(17) Self-storage, mini-storage						P
(18) Soil amendmets packaging and processing such as peat moss, top soil and composted manure; but excluding raw manure or chemical fertilizers						
(19) Warehousing and distribution						P
(20) Waste-related uses, trash transfer station						C
(21) Wholesale establishments, including accessory offices				C	P	P

MSC	Main Street Commercial
MDR	Medium Density Residential
HDR	High Density Residential
MU	Mixed Use
BC	Business Commercial
HC	Highway Commercial

Bennett Crossing Planned Development						
Land Use Categories	MSC	MDR	HDR	MU	BC	HC
E. INSTITUTIONAL USES						
(1) Cemetery						
(2) Charitable institutions	P			P	P	P
(3) Clubs and lodges,	P			P	P	P
(4) Cultural facilities, including a library or museum	P		P	P	P	P
(5) Events center	P			P	P	P
(6) Facilities owned or operated by government organizations other than Town	C	C	C	C	C	C
(7) Facilities owned or operated by Town	P	P	P	P	P	P
(8) Hospitals				P	P	P
Clinic	P			P	P	P
(9) Religious institutions	P	P	P	P	P	P
(10) Zoos, arboretum, botanical gardens, community gardens		C	C	C	C	C
Community gardens	C	P	P	P	P	P

F. RECREATION USES						
(1) Golf course and driving range		C	C	C	C	C
(2) Indoor commercial recreation or entertainment, including bowling alleys, movie theaters	P			P	P	P
athletic club, private or public	P			P	P	P
(3) Outdoor commercial recreation, including miniature golf, amusement parks				p**	p**	p**
(4) Outdoor playing fields		P	P			P
(5) Parks, both active and passive, and trails		P	P	P	P	P
Outdoor plaza, pedestrian courtyard for public gathering place	P	P	P	P	P	P
(6) Recreation facilities owned or operated by the Town or other government organization with supporting accessory uses, whether publically or privately owned or operated but in no event shall accessory uses occupy more than 10% of the gross floor area of the facility	P	P	P	P	P	P
(7) Shooting range, indoor					C	C
(8) Shooting range, outdoor						

p\*\* Amusement parks are include as a conditional use

G. RESIDENTIAL USES						
(1) Assisted living facility or nursing home	P	C	P	P	P	C
congregate care, retirement community, memory care facility and services	P	C	P	P	P	C
(2) Bed and breakfast establishments	P			P	P	
(3) Group home for elderly, developmentally disabled or mentally ill persons		P	P	P		
(4) Group home for juvenile offenders						
(5) Group home, other		C	C	C		
(6) Home occupations	P	P	P	P		
(7) Hotels and motels	p***			P	P	P
(8) Manufactured homes		P	P	P		
(9) Mobile homes		C	C	C		
(10) Multi-family dwelling	C		P	P		
(11) Rooming, lodging or boarding houses	P					
(12) Single-family dwelling		P	P			
(13) Two-family dwelling		P	P			

p\*\*\* Specialty Hotel or motel in Main Street Commercial limited to 50 rooms

H. FOOD AND BEVERAGE SERVICE						
(1) Bar, tavern, nightclub	P			P	P	P
(2) Brewery with tap room	P			P	P	P
(3) Fast food				P	P	P
(4) Fast food with drive-thru				P	P	P
(5) Restaurant, other	P			P	P	P
(6) Quick Serve, coffee shop, bakery, and similar food services with drive-thru	P			P	P	P

I. RETAIL USES						
(1) Building materials supply						P
(2) Outdoor retail display and sales				p*	p*	p*
(3) Pawnshops				C	C	C
(4) Retail business, other (<5000 sq. ft.)	P			P	P	P
(5) Retail business, other (>5000 sq. ft.)	p**			P	P	P
(6) Retail business, other (>25000 sq. ft.)				C	P	P
(7) Sexually oriented business						

p\* Outdoor display and sales as an accessory use to a permitted use

p\*\* Retail in MSC is permitted up to 10,000 sf

Bennett Crossing Planned Development						
Land Use Categories	MSC	MDR	HDR	MU	BC	HC
J. SERVICES						
(1) Dry cleaning				P		
(2) Financial services (such as banks, savings and loan and brokerages) with drive-in facilities	P			P	P	P
(3) Financial services (such as banks, savings and loan and brokerages) with no drive-in facilities	P			P	P	P
(4) Funeral homes and mortuaries	P			P	P	P
(5) Limited equipment rental				C	P	P
(6) Offices; administrative business and professional, except health-related	P			P	P	P
(7) Offices; medical, dental or other health-related, including urgent care facilities	P			P	P	P
(8) Personal services, other (<5000 sq. ft.)	P			P	P	P
(9) Personal services, other (>5000 sq. ft. <25000 sq. ft.)	p*			P	P	P
(10) Personal services, other (>25000 sq. ft.)				C	P	P
(11) Repair, furniture and major household appliance	P			C	P	P
(12) Repair, other except vehicle- related repair	P			C	P	P
(13) Crematoriums						P

p\* Limited to no more than 10,000 sf in MSC

K. TRANSPORTATION FACILITIES						
(1) Ambulance service				C	C	P
(2) Heliports/helistops				C	C	C
(3) Overnight campground and travel trailer parking						C
(4) Passenger terminal and transit facilities				P	P	P
(5) Private automobile parking lots or parking garages as a principal use						P
(6) Public automobile park 'n ride (commuter) lots				P	P	P

L. UTILITIES AND TELECOMMUNICATIONS						
(1) Overhead electric transmission lines and distribution feeder lines over 110 kV	C	C	C	C	C	C
(2) Public utilities, major				C	C	P
(3) Public utilities, minor	P	P	P	P	P	P
(4) Telecommunications facilities, including towers	C	C	C	C	C	C

M. VEHICLE-RELATED SALES AND SERVICE						
(1) Automobile rentals				C	P	P
(2) Automobile washing facility				C	P	P
(3) Major vehicle/equipment repair (includes auto body repair, paint shops and incidental sales of parts)						P
(4) Minor vehicle repair (includes minor repair where vehicles are not stored in an inoperable condition)				C	P	P
(5) Motor vehicle dealer/sales, new and used (includes RVs, trailers, mobile homes					p^	P
(6) Service stations (minor repairs included)				P	P	P
(7) Truck stops						C
(8) Vehicle/equipment sales and rentals (other than motor vehicles)					C	P
(9) Vehicle or automobile wrecking or salvage yard, including outdoor storage of inoperable vehicles						
(10) Vehicle storage (operable vehicles only)						C
(11) Vehicle towing services						P

p^ Motor vehicle sales office with no more than 20 cars on-site.

## BENNETT CROSSING

## OUTLINE DEVELOPMENT PLAN

## AMENDMENT NO. 1

### LAND USE MATRIX TABLES

OWNER		PLANNER / LANDSCAPE ARCHITECT	TOWN OF BENNETT COLORADO
Gayeski Capital Equities, LLC 905 W. 124th Avenue, Suite 200 Westminster, CO 80234 303-457-9700		Plan West Inc. 767 Santa Fe Drive Denver, CO 80204 303-741-1411	job no. 2014/14 date 01-11-2022 revisions
ENGINEER		Jansen Strawn Consulting Engineers 45 W. 2nd Avenue Denver, CO 80223 303-561-3333	sheet 6 of 6





T:\JOBS\1-20\_Survey\120-00343 (130-00138)\_Bennett Crossing Development-Lennar\dwg\120-00343-FP-Adams\_County.DWG Date: 07/15/21 09:59a ECarson

CASE NUMBER: XXXXXXXX

# BENNETT CROSSING FILING NO. 5

FINAL PLAT  
BEING A PART OF THE WEST ONE-HALF OF SECTION 34, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH PRINCIPAL MERIDIAN,  
TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO  
SHEET 1 OF 17

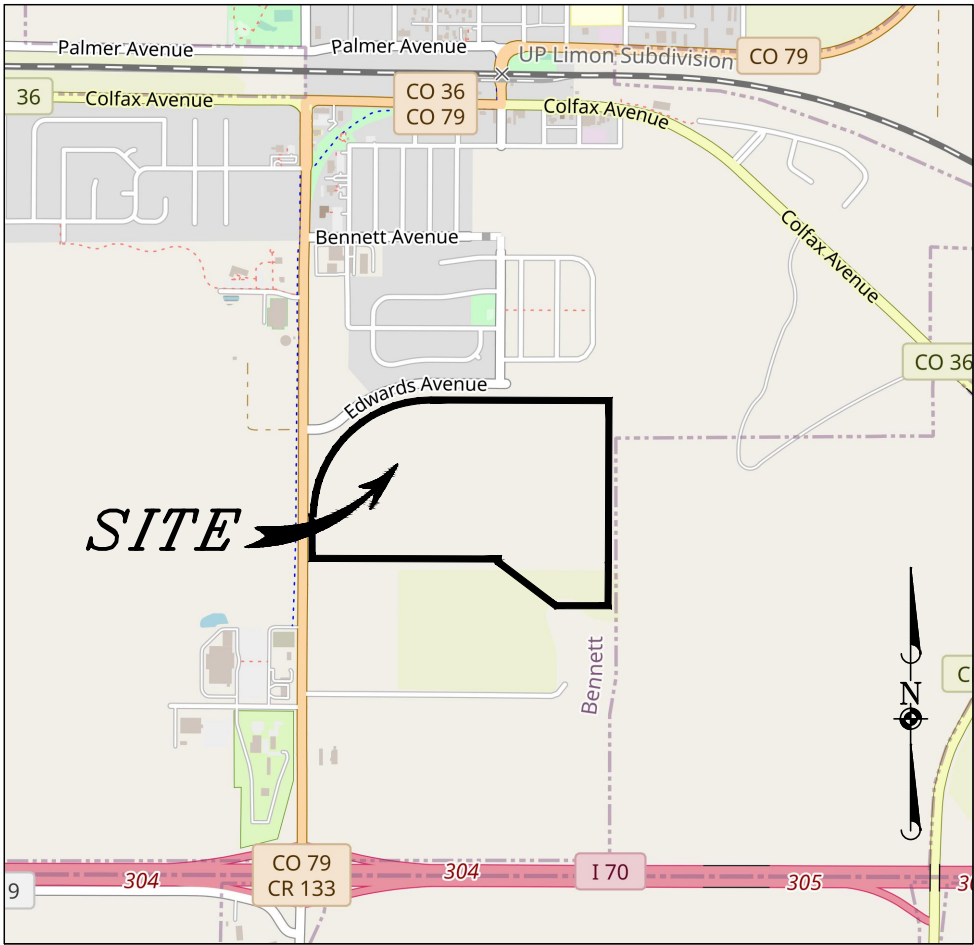
See all referral agency comments on plat document.

## PURPOSE STATEMENT

THIS BENNETT CROSSING FILING NO. 5 PLAT IS INTENDED TO SUBDIVIDE 83.904 ACRES INTO 243 RESIDENTIAL LOTS AND 19 TRACTS (4 FOR FUTURE USE), DEDICATE RIGHT-OF-WAY AND GRANT EASEMENTS.

## OWNERSHIP AND DEDICATION

KNOW ALL PERSONS BY THESE PRESENTS, THAT THE UNDERSIGNED, GAYESKI CAPITAL EQUITIES, LLC, A COLORADO LIMITED LIABILITY COMPANY, BEING THE OWNER OF THE LAND SHOWN ON THIS FINAL PLAT AND DESCRIBED AS FOLLOWS:  
PARCEL A OF SPECIAL WARRANTY DEED DESCRIBED IN THE DOCUMENT RECORDED UNDER RECEPTION NO. 2014000037662:  
A PARCEL OF LAND LOCATED IN THE WEST HALF OF SECTION 34, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF ADAMS, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:  
BASIS OF BEARINGS: THE NORTHERLY LINE OF THE NORTHWEST QUARTER OF SECTION 34, TOWNSHIP 3, RANGE 63 WEST OF THE 6TH PRINCIPAL MERIDIAN BEARS NORTH 89°33'30"EAST;  
COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 34;  
THENCE NORTH 89°33'30" EAST, ALONG THE NORTHERLY LINE OF THE NORTHWEST QUARTER OF SAID SECTION 34, A DISTANCE OF 960.00 FEET TO THE POINT OF BEGINNING;  
THENCE NORTH 89°33'30" EAST, CONTINUING ALONG SAID NORTHERLY LINE, A DISTANCE OF 1682.85 FEET TO THE NORTH QUARTER CORNER OF SAID SECTION 34;  
THENCE SOUTH 00°08'12" WEST, ALONG THE EASTERLY LINE OF THE NORTHWEST QUARTER OF SAID SECTION 34, A DISTANCE OF 2701.52 FEET TO THE CENTER QUARTER CORNER OF SAID SECTION 34;  
THENCE SOUTH 00°09'06" WEST, ALONG THE EASTERLY LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 34, A DISTANCE OF 772.96 FEET;  
THENCE NORTH 89°43'33" WEST, A DISTANCE OF 2592.56 FEET;  
THENCE NORTH 89°17'18" EAST, ALONG A LINE 50.00 FEET EASTERLY OF AND PARALLEL WITH THE WESTERLY LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 34, A DISTANCE OF 761.66 FEET;  
THENCE NORTH 00°05'40" EAST, ALONG A LINE 50.00 FEET EASTERLY OF AND PARALLEL WITH THE WESTERLY LINE OF THE NORTHWEST QUARTER OF SAID SECTION 34, A DISTANCE OF 2380.43 FEET;  
THENCE NORTH 89°33'30" EAST, A DISTANCE OF 612.80 FEET;  
THENCE NORTH 00°26'30" WEST, A DISTANCE OF 81.99 FEET;  
THENCE NORTH 89°33'30" EAST, A DISTANCE OF 300.00 FEET;  
THENCE NORTH 00°26'30" WEST, A DISTANCE OF 218.00 FEET TO THE POINT OF BEGINNING;  
EXCEPT BENNETT CROSSING FILING NO. 1 RECORDED UNDER RECEPTION NO. 2019000008907;  
EXCEPT BENNETT CROSSING FILING NO. 2 RECORDED UNDER RECEPTION NO. 2017000074180;  
EXCEPT BENNETT CROSSING FILING NO. 3 RECORDED UNDER RECEPTION NO. 2019000012642;  
MORE PARTICULARLY DESCRIBED AS FOLLOWS (SURVEYOR'S DESCRIPTION):  
BEARINGS ARE BASED UPON THE SOUTH LINE OF THE NORTHWEST ONE-QUARTER OF SAID SECTION 34 FROM THE WEST ONE-QUARTER CORNER OF SAID SECTION 34 MONUMENTED BY A 3.25" ALUMINUM CAP, 0.4" DOWN IN A RANGE BOX WITH LID MARKED "SURVEY", STAMPED "T3S, 1/4, 33|34, R63W, PLS 26715, 2009" TO THE CENTER QUARTER CORNER OF SAID SECTION 34 MONUMENTED BY A 2.5" ALUMINUM CAP, 0.1" ABOVE GROUND SURFACE, STAMPED "CHARLES H RUSSELL, T3S, C1/4, ", 34, R63W, 1994, LS 23519" BEARING NORTH 89°30'11" EAST, A DISTANCE OF 2640.73 FEET (N89°30'11"E 2640.73' PER BENNETT CROSSING FILING NOS. 1 AND 3).  
BEGINNING AT THE SOUTHEAST CORNER OF SAID BENNETT CROSSING FILING NO. 2;  
THENCE SOUTH 00°22'07" EAST ALONG THE EAST LINE OF SAID NORTHWEST ONE-QUARTER OF SECTION 34, A DISTANCE OF 1414.27 FEET TO SAID CENTER QUARTER CORNER OF SECTION 34;  
THENCE SOUTH 00°22'02" EAST ALONG THE EAST LINE OF THE SOUTHWEST ONE-QUARTER OF SAID SECTION 34, A DISTANCE OF 377.74 FEET TO THE NORTH LINE OF SAID BENNETT CROSSING FILING NO. 3;  
THENCE THE FOLLOWING FOUR (4) COURSES ALONG THE NORTH LINE OF SAID BENNETT CROSSING FILING NO. 3:  
1) SOUTH 89°29'22" WEST, A DISTANCE OF 456.23 FEET;  
2) NORTH 53°33'51" WEST, A DISTANCE OF 631.33 FEET;  
3) NORTH 00°30'40" WEST, A DISTANCE OF 27.00 FEET;  
4) SOUTH 89°30'11" WEST, A DISTANCE OF 942.53 FEET TO THE NORTHEAST CORNER OF SAID BENNETT CROSSING FILING NO. 1;



## LOCATION MAP

(NOT TO SCALE)

## OWNERSHIP AND DEDICATION (CONTINUED)

THENCE SOUTH 89°30'11" WEST ALONG THE NORTH LINE OF SAID BENNETT CROSSING FILING NO. 1, A DISTANCE OF 686.42 FEET TO THE EASTERLY RIGHT-OF-WAY LINE OF COLORADO STATE HIGHWAY 79 (SOUTH 1ST STREET);  
THENCE NORTH 00°24'47" WEST ALONG SAID EASTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 363.16 FEET TO THE SOUTHWEST CORNER OF SAID BENNETT CROSSING FILING NO. 2;  
THENCE ALONG THE SOUTH LINE OF SAID BENNETT CROSSING FILING NO. 2 THE FOLLOWING THREE (3) COURSES:  
1) NORTH 89°35'13" EAST, A DISTANCE OF 9.00 FEET TO A POINT OF NON-TANGENT CURVE;  
2) 1611.37 FEET ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A RADIUS OF 1026.00 FEET AND A CENTRAL ANGLE OF 89°59'07", SUBTENDED BY A CHORD WHICH BEARS NORTH 44°34'47" EAST, A DISTANCE OF 1450.80 FEET;  
3) NORTH 89°34'20" EAST, A DISTANCE OF 1557.07 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS AN AREA OF 3,654,846 SQUARE FEET, OR 83.904 ACRES, MORE OR LESS. ALL LINEAL DISTANCE UNITS ARE REPRESENTED IN U.S. SURVEY FEET.

HAVE LAID OUT, SUBDIVIDED AND PLATTED SAID LAND AS PER THE DRAWING CONTAINED UNDER THE NAME AND STYLE OF BENNETT CROSSING FILING NO. 5, A SUBDIVISION OF A PART OF THE TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO, AND BY THESE PRESENTS TO HEREBY DEDICATE TO THE TOWN OF BENNETT THE STREETS AND AVENUES AS SHOWN ON THIS PLAT FOR THE PUBLIC USE THEREOF FOREVER AND DOES FURTHER DEDICATE TO THE USE OF THE TOWN OF BENNETT AND ALL SERVING PUBLIC UTILITIES (AND OTHER APPROPRIATE ENTITIES) THOSE PORTIONS OF SAID REAL PROPERTY WHICH ARE SO DESIGNATED AS UTILITY EASEMENTS AND TRANSPORTATION EASEMENTS AS SHOWN. ACCESS EASEMENTS ARE HEREBY DEDICATED TO THE TOWN OF BENNETT ACROSS ALL TRACTS SHOWN HERON. IT IS EXPRESSLY UNDERSTOOD AND AGREED BY THE UNDERSIGNED THAT ALL EXPENSES AND COSTS INVOLVED IN CONSTRUCTION AND INSTALLING SANITARY SEWER SYSTEM WORKS AND LINES, WATER SYSTEM WORKS AND LINES, GAS SERVICE LINES, ELECTRICAL SERVICE WORKS AND LINES, LANDSCAPING, CURBS, GUTTERS, STREET PAVEMENT, SIDEWALKS, AND OTHER SUCH UTILITIES AND SERVICES SHALL BE GUARANTEED AND PAID FOR BY THE SUBDIVIDER AND ARRANGEMENTS MADE BY THE SUBDIVIDER, THEREOF WHICH ARE APPROVED BY THE TOWN OF BENNETT, COLORADO, AND SUCH SUMS SHALL NOT BE PAID BY THE TOWN OF BENNETT, AND THAT ANY ITEM SO CONSTRUCTED OR INSTALLED WHEN ACCEPTED BY THE TOWN OF BENNETT SHALL BECOME THE SOLE PROPERTY OF SAID TOWN OF BENNETT, COLORADO, EXCEPT PRIVATE ROADWAY CURBS, GUTTER AND PAVEMENT AND ITEMS OWNED BY MUNICIPALITY FRANCHISED UTILITIES AND/OR OTHER SERVING PUBLIC ENTITIES, WHICH WHEN CONSTRUCTED OR INSTALLED SHALL REMAIN AND/OR BECOME THE PROPERTY OF SUCH MUNICIPALITY FRANCHISED UTILITIES AND/OR OTHER SERVING PUBLIC UTILITIES AND SHALL NOT BECOME THE PROPERTY OF THE TOWN OF BENNETT, COLORADO.

\*\*\*SEE SHEET 2 FOR NOTES, SURVEYOR'S NOTES AND TABLES.\*\*\*

SHEET INDEX:  
FINAL PLAT COVER SHEET AND CERTIFICATES- SHEET 1  
FINAL PLAT NOTES, SURVEYOR'S NOTES AND TABLES- SHEET 2  
FINAL PLAT DETAIL SHEETS- SHEETS 3 THROUGH 18

## OWNERSHIP AND DEDICATION (CONTINUED)

EXECUTED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ A.D., 2021.  
BY: GAYESKI CAPITAL EQUITIES, LLC, A COLORADO LIMITED LIABILITY COMPANY

\_\_\_\_\_  
<NAME> AS REGISTERED AGENT

ACKNOWLEDGEMENT  
THE FOREGOING OWNERSHIP AND DEDICATION WAS ACKNOWLEDGED BEFORE ME THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2021, BY <NAME> AS AUTHORIZED SIGNATORY FOR GAYESKI CAPITAL EQUITIES, LLC, A COLORADO LIMITED LIABILITY COMPANY.

WITNESS MY HAND AND SEAL:

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

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

MY ADDRESS: \_\_\_\_\_  
\_\_\_\_\_

## SURVEYOR'S CERTIFICATE

I, ERIC DAVID CARSON, A DULY LICENSED PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT THERE ARE NO ROADS, PIPELINES, IRRIGATION DITCHES OR OTHER EASEMENTS IN EVIDENCE OR KNOWN BY ME TO EXIST ON OR ACROSS THE HEREIN BEFORE DESCRIBED PROPERTY EXCEPT AS SHOWN ON THIS PLAT. I FURTHER CERTIFY THAT I HAVE PERFORMED THE SURVEY SHOWN HEREON, OR SUCH SURVEY WAS PREPARED UNDER MY DIRECT RESPONSIBILITY AND SUPERVISION, THAT THIS PLAT ACCURATELY REPRESENTS SAID SURVEY, AND THAT ALL MONUMENTS EXIST AS SHOWN HEREIN.

ERIC DAVID CARSON  
COLORADO PROFESSIONAL LAND SURVEYOR NO. 37890  
FOR AND ON BEHALF OF  
CWC CONSULTING GROUP, INC.  
EMAIL: ERICC@CWC-CONSULTING.COM

## TOWN APPROVAL

THIS IS TO CERTIFY THAT THE PLAT OF BENNETT CROSSING FILING NO. 5 WAS APPROVED  
ON THE \_\_\_\_\_ DAY OF \_\_\_\_\_, 2021, BY RESOLUTION NO. \_\_\_\_\_

\_\_\_\_\_, AND THAT THE MAYOR OF THE TOWN OF BENNETT ON BEHALF OF THE TOWN OF BENNETT, HEREBY ACKNOWLEDGES SAID PLAT UPON WHICH THIS CERTIFICATE IS ENDORSED BY ALL PURPOSES INDICATED THEREON.

\_\_\_\_\_  
MAYOR ATTEST: TOWN CLERK

## CLERK AND RECORDER'S CERTIFICATE

THIS FINAL PLAT WAS FILED FOR RECORD IN THE OFFICE OF THE COUNTY CLERK AND

RECORDER OF ADAMS COUNTY, COLORADO, AT \_\_\_\_\_ O'CLOCK \_\_\_\_\_.M. THIS

\_\_\_\_\_ DAY OF \_\_\_\_\_,

2021, AT RECEPTION NO. \_\_\_\_\_.

\_\_\_\_\_  
CLERK AND RECORDER

\_\_\_\_\_  
DEPUTY

BENNETT CROSSING FILING NO. 5  
FINAL PLAT  
A PORTION OF THE WEST ONE-HALF OF SECTION 19  
SHEET 1 - COVER SHEET & NOTES

9380 TEDDY LANE SUITE #203  
LOUISVILLE, CO 80124  
TEL: 303-385-2700  
FAX: 303-385-2701  
CWC CONSULTING GROUP  
CIVIL ENGINEERING - LAND SURVEYING - CONSTRUCTION SERVICES

DATE	REVISION	BY

CHECKED: E.D.C.  
DRAFTED: S.L.G.3  
DATE: 07/15/2021  
JOB NO. 120-00343  
SURVEY PREPARED FOR: LENNAR  
COLORADO, LLC

SHEET NO.  
1 OF 18 SHEETS



T:\JOBS\1--20\_Survey\120--00343 (130--00138)\_Bennett Crossing Development--Lennar\dwg\120--00343--FP--Adams\_County.DWG Date: 07/21/21 06:11a ECarson

CASE NUMBER: XXXXXXXXX

BENNETT CROSSING FILING NO. 5

FINAL PLAT

BEING A PART OF THE WEST ONE-HALF OF SECTION 34, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH PRINCIPAL MERIDIAN,  
TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO

SHEET 2 OF 18

NOTES

1. THE PROPERTY IS LOCATED WITHIN "OTHER AREAS - ZONE X" (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.) AS IDENTIFIED ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP - COMMUNITY PANEL NUMBERED 08001C0981H WITH AN EFFECTIVE DATE OF MARCH 5, 2007.
2. TRACTS A THROUGH N, INCLUSIVE, SHALL BE OWNED AND MAINTAINED BY THE HOA, ITS SUCCESSORS OR ASSIGNS. THE UNDERSIGNED GRANTS THE TOWN OF BENNETT A PERPETUAL RIGHT OF INGRESS AND EGRESS FROM AND TO SAID TRACTS. THE TOWN SHALL HAVE THE RIGHT, BUT NOT THE OBLIGATION, TO MAINTAIN, OPERATE, REPAIR AND RECONSTRUCT THE TRACT AND RELATED FACILITIES WHEN THE OWNER(S) FAIL TO ADEQUATELY MAINTAIN SUCH TRACTS AND RELATED FACILITIES, WHICH MAINTENANCE, OPERATION AND RECONSTRUCTION SHALL BE AT THE COST OF THE HOA.
3. THE POLICY OF THE TOWN REQUIRES THAT ALL MAINTENANCE ACCESS SHALL BE PROVIDED TO ALL STORM DRAINAGE FACILITIES TO ASSURE CONTINUOUS OPERATIONAL CAPABILITY OF THE SYSTEM. THE PROPERTY OWNERS SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF ALL DRAINAGE FACILITIES INCLUDING INLETS, PIPES, CULVERTS, CHANNELS, DITCHES, HYDRAULIC STRUCTURES, AND DETENTION BASINS LOCATED ON THEIR LAND UNLESS MODIFIED BY THE SUBDIVISION IMPROVEMENTS AGREEMENT. SHOULD THE OWNER FAIL TO MAINTAIN SAID FACILITIES, THE TOWN OF BENNETT SHALL HAVE THE RIGHT BUT NOT THE OBLIGATION TO ENTER SAID LAND FOR THE SOLE PURPOSE OF OPERATIONS AND MAINTENANCE. ALL SUCH MAINTENANCE COSTS WILL BE ASSESSED TO THE PROPERTY OWNERS.
4. SURFACED ACCESS ROADS CAPABLE OF WITHSTANDING THE IMPOSED LOADS OF FIRE APPARATUS AND ALL REQUIRED FIRE HYDRANTS SHALL BE INSTALLED AND MADE SERVICEABLE PRIOR TO AND DURING CONSTRUCTION.
5. ALL INTERNAL ROADS AND DRAINAGE FACILITY CONSTRUCTION SHALL BE IN ACCORDANCE WITH STREET CONSTRUCTION PLANS, PAVEMENT DESIGN, GRADING AND EROSION CONTROL PLAN, AND A FINAL DRAINAGE PLAN SUBMITTED TO AND APPROVED BY THE TOWN OF BENNETT AND ALL APPLICABLE TOWN ADOPTED STANDARDS AND SPECIFICATIONS.
6. THIS PLAN HAS BEEN APPROVED BY THE TOWN OF BENNETT AND CREATES A VESTED PROPERTY RIGHT PURSUANT TO C.R.S. 24-68-101, ET SEQ., AS AMENDED, AND THE TOWN OF BENNETT DEVELOPMENT STANDARDS AND REGULATIONS.
7. NOTICE IS GIVEN THAT THIS SUBDIVISION WILL BE SUBJECT TO RECORDED DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS. THE TOWN OF BENNETT IS NOT RESPONSIBLE FOR ENFORCEMENT OF THE RECORDED COVENANTS, CONDITIONS AND RESTRICTIONS THAT MAY BE FILED AGAINST THE SUBDIVISION PLAT.
8. FOR CORNER LOTS, THE SIDE SETBACK SHALL BE USED FOR THE CHAMFERED OR RADIUS LOT CORNER.
9. NON-EXCLUSIVE UTILITY EASEMENTS LOCATED AS SHOWN ARE HEREBY GRANTED FOR THE INSTALLATION, MAINTENANCE, AND OPERATION OF UTILITIES AND DRAINAGE FACILITIES, INCLUDING, BUT NOT LIMITED TO STREET LIGHTS, ELECTRIC LINES, GAS LINES, CABLE TELEVISION LINES, FIBER OPTIC LINES, AND TELEPHONE LINES, AS WELL AS PERPETUAL RIGHT FOR INGRESS AND EGRESS FOR INSTALLATION, MAINTENANCE, AND REPLACEMENT OF SUCH LINES. WINDOW WELLS, PATIOS, DECKS, STAIRS, RETAINING WALLS, AND THEIR COMPONENTS MAY NOT ENCROACH INTO THE REQUIRED UTILITY EASEMENTS.
10. SIGHT DISTANCE EASEMENTS ARE HEREBY DEDICATED TO THE TOWN OF BENNETT FOR SIGHT DISTANCE PURPOSES TOGETHER WITH THE FOLLOWING RESTRICTIONS OVER SAID EASEMENTS: NO OBJECT WITHIN THE SIGHT DISTANCE EASEMENT SHALL BE MORE THAN THIRTY-SIX (36) INCHES ABOVE THE FLOWLINE OF THE ADJACENT STREET. SUCH OBJECTS SHALL INCLUDE BUT NOT BE LIMITED TO BUILDINGS, VEGETATION, AND UTILITY CABINETS. PARKING IS ALSO RESTRICTED WITHIN THE EASEMENT.

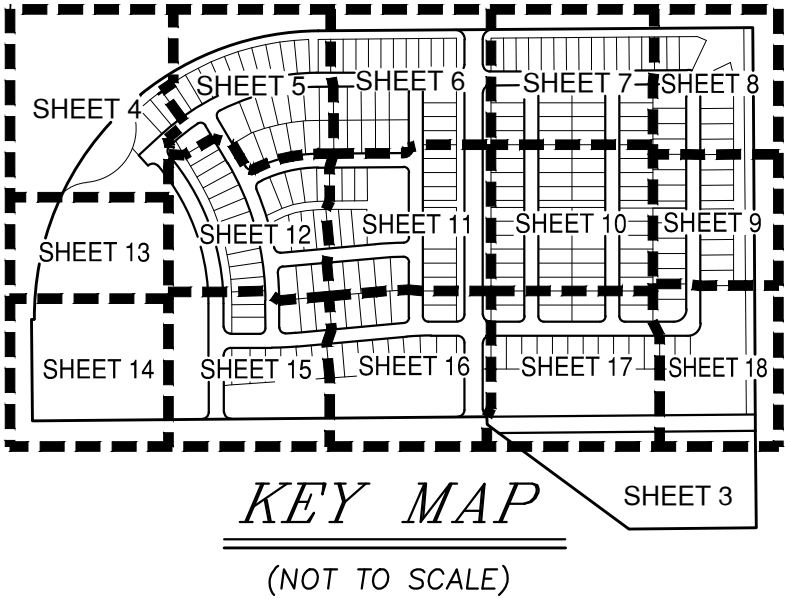
LAND USE TABLE	
GROSS ACREAGE	83.904 ACRES
NET ACREAGE (DEDICATED R.O.W. EXCLUDED)	68.973 ACRES
GROSS DENSITY (DWELLING UNITS/ACREAGE OF ALL LOTS AND DEVELOPED TRACTS)	4.680 D.U./ACRE
NET DENSITY (DWELLING UNITS/RESIDENTIAL LOT AREA)	6.869 D.U./ACRE
NUMBER OF LOTS (RESIDENTIAL)	243
NUMBER OF TRACTS (FUTURE USE)	4
NUMBER OF TRACTS (DEVELOPED)	15
NUMBER OF TRACTS	19
SMALLEST LOT (RESIDENTIAL)	5,400 SQUARE FEET
LARGEST LOT (RESIDENTIAL)	10,907 SQUARE FEET
AVERAGE LOT SIZE (RESIDENTIAL)	6,342 SQUARE FEET
NUMBER OF BUILDABLE LOTS	243
NET ACREAGE FOR FUTURE USE	17.848 ACRES
NET ACREAGE FOR PUBLIC STREETS	14.931 ACRES
NET ACREAGE DEVELOPED FOR PRIVATE USES (PARKS, OPEN SPACES AND RECREATION CENTERS, PRIVATE DRIVES)	8.049 ACRES
NET ACREAGE DEVELOPED FOR PUBLIC USES (STORMWATER DRAINAGE - TOWN OF BENNETT)	7.698 ACRES

Add a sheet, showing the entire subdivision and labeling Tracts A-S.

LABEL	PROPOSED USE	OWNERSHIP/ MAINTENANCE	AREA (ACRES)
TRACT A	DRAINAGE, OPEN SPACE & LANDSCAPED AREA	H.O.A.	1.238
TRACT B	OPEN SPACE & LANDSCAPED AREA	H.O.A.	0.653
TRACT C	OPEN SPACE & LANDSCAPED AREA	H.O.A.	0.087
TRACT D	OPEN SPACE & LANDSCAPED AREA	H.O.A.	0.634
TRACT E	OPEN SPACE & LANDSCAPED AREA	H.O.A.	0.082
TRACT F	DRAINAGE, OPEN SPACE & LANDSCAPED AREA	H.O.A.	0.635
TRACT G	OPEN SPACE & LANDSCAPED AREA	H.O.A.	0.078
TRACT H	DRAINAGE, OPEN SPACE & LANDSCAPED AREA	H.O.A.	0.136
TRACT I	DRAINAGE, OPEN SPACE & LANDSCAPED AREA	H.O.A.	0.142
TRACT J	DRAINAGE, OPEN SPACE & LANDSCAPED AREA	H.O.A.	1.949
TRACT K	PARK	H.O.A.	1.187
TRACT L	PARK	H.O.A.	1.227
TRACT M	FUTURE USE	GAYESKI CAPITAL EQUITIES, LLC	0.798
TRACT N	FUTURE USE	GAYESKI CAPITAL EQUITIES, LLC	1.036
TRACT O	OPEN SPACE & STORMWATER DRAINAGE	GAYESKI CAPITAL EQUITIES, LLC/ METRO DISTRICT NO. 2	3.607
TRACT P	OPEN SPACE & STORMWATER DRAINAGE	GAYESKI CAPITAL EQUITIES, LLC/ METRO DISTRICT NO. 2	2.887
TRACT Q	OPEN SPACE & STORMWATER DRAINAGE	GAYESKI CAPITAL EQUITIES, LLC/ METRO DISTRICT NO. 2	1.204
TRACT R	FUTURE USE	GAYESKI CAPITAL EQUITIES, LLC	5.504
TRACT S	FUTURE USE	GAYESKI CAPITAL EQUITIES, LLC	10.510
TOTAL:			33.594

SURVEYOR'S NOTES

1. DISTANCES ARE MARKED IN U.S. SURVEY FEET AND DECIMAL PLACES THEREOF. NO DIMENSION SHALL BE ASSUMED BY SCALE MEASUREMENT HEREON. DISTANCES AND/OR BEARINGS SHOWN IN PARENTHESIS (0.00') ARE RECORD OR DEED VALUES, NOT FIELD MEASURED.
2. THIS LAND SURVEY DOES NOT CONSTITUTE A TITLE SEARCH BY CWC CONSULTING GROUP, INC. TO DETERMINE OWNERSHIP OF THIS TRACT, VERIFY THE DESCRIPTION SHOWN, VERIFY THE COMPATIBILITY OF THIS DESCRIPTION WITH THAT OF ADJACENT TRACTS, OR VERIFY EASEMENTS OF RECORD. REFERENCE IS MADE TO FIDELITY NATIONAL TITLE ORDER NO. N0029846-030-TH-LP, WITH A COMMITMENT DATE OF OCTOBER 29, 2020 FROM WHICH THIS SURVEY IS BASED. THIS PROPERTY IS SUBJECT TO ALL COVENANTS AND RESTRICTIONS RELATING TO THE USE AND CHARACTER OF THE LAND AND ALL MATTERS APPEARING OF PUBLIC RECORD AND AS MAY BE DISCLOSED BY A MORE RECENT TITLE COMMITMENT OR REPORT.
3. BEARINGS ARE BASED UPON THE SOUTH LINE OF THE NORTHWEST ONE-QUARTER OF SAID SECTION 34 FROM THE WEST ONE-QUARTER CORNER OF SAID SECTION 34 MONUMENTED BY A 3.25" ALUMINUM CAP, 0.4' DOWN IN A RANGE BOX WITH LID MARKED "SURVEY", STAMPED "T3S, 1/4, 33|34, R63W, PLS 26715, 2009" TO THE CENTER QUARTER CORNER OF SAID SECTION 34 MONUMENTED BY A 2.5" ALUMINUM CAP, 0.1' ABOVE GROUND SURFACE, STAMPED "CHARLES H RUSSELL, T3S, C1/4, \*, 34, R63W, 1994, LS 23519" BEARING NORTH 89°30'11" EAST, A DISTANCE OF 2640.73 FEET (N89°30'11"E 2640.73' PER BENNETT CROSSING FILING NOS. 1 AND 3).
4. EASEMENTS AND PUBLIC DOCUMENTS SHOWN OR NOTED HEREON WERE EXAMINED AS TO LOCATION AND PURPOSE AND WERE NOT EXAMINED AS TO RESERVATIONS, RESTRICTIONS, CONDITIONS, OBLIGATIONS, TERMS, OR AS TO THE RIGHT TO GRANT THE SAME.
5. ALL REFERENCES HEREON TO BOOKS, PAGES, MAPS AND RECEPTION NUMBERS ARE PUBLIC DOCUMENTS FILED IN THE RECORDS OF THE ADAMS COUNTY CLERK AND RECORDER'S OFFICE.
6. ANY PERSON WHO KNOWINGLY REMOVES, ALTERS OR DEFACES ANY PUBLIC LAND SURVEY MONUMENT OR LAND MONUMENT OR ACCESSORY, COMMITS A CLASS TWO (2) MISDEMEANOR PURSUANT TO STATE STATUTE 18-4-508, C.R.S.
7. DEFINITION: CERTIFY, CERTIFICATION - A PROFESSIONAL'S OPINION BASED ON HIS OR HER OBSERVATION OF CONDITIONS, KNOWLEDGE, INFORMATION AND BELIEFS. IT IS EXPRESSLY UNDERSTOOD THAT THE PROFESSIONAL'S CERTIFICATION OF A CONDITION'S EXISTENCE RELIEVES NO OTHER PARTY OF ANY RESPONSIBILITY OR OBLIGATION HE OR SHE HAS ACCEPTED BY CONTRACT OR CUSTOM.
8. CWC CONSULTING GROUP, INC. DOES NOT WARRANT THAT THE PARCEL, AS DESCRIBED HEREON, COMPLIES WITH COLORADO SENATE BILL 35. (30-28-101).
9. ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.



BENNETT CROSSING FILING NO. 5

FINAL PLAT

A PORTION OF THE WEST ONE-HALF OF SECTION 19

SHEET 2 - SURVEYOR'S NOTES AND TABLES

CHECKED: E.D.C.

DRAFTED: S.L.G.3

JOB NO. 120-00343

DATE: 07/15/2021

SURVEY PREPARED FOR: LENNAR COLORADO, LLC

SHEET NO. 2 OF 18 SHEETS

CWC CONSULTING GROUP

CIVIL ENGINEERING - LAND SURVEYING - CONSTRUCTION SERVICES

9380 TEDDY LANE SUITE #203

LOMBARD, ILLINOIS 60148

TEL: 630-395-5700

FAX: 630-395-5701



# BENNETT CROSSING FILING NO. 5

FINAL PLAT

BEING A PART OF THE WEST ONE-HALF OF SECTION 34, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH PRINCIPAL MERIDIAN,  
TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO

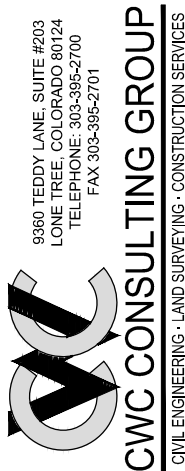
SHEET 3 OF 18

## LEGEND

- FOUND MONUMENT AS NOTED;  
NOTE: BEARING AND DISTANCE, IF LISTED, IS FROM THE BOUNDARY CORNER TO THE FOUND MONUMENT.
- ⊙ SET NO. 5 REBAR WITH PPC, STAMPED "CWC CG INC, PLS 37890" OR 1" BRASS TAG & ALUMINUM NAIL, STAMPED "CWC, LS 37890"
- ⊙ FOUND PLSS MONUMENT AS NOTED

- BOUNDARY LINE
- - - SECTION/ALLOTMENT LINE
- - - RIGHT-OF-WAY LINE
- - - CENTER LINE
- - - TRACT/LOT LINE
- - - EASEMENT LINE

YPC = YELLOW PLASTIC CAP  
RPC = RED PLASTIC CAP  
PPC = PINK PLASTIC CAP  
ESMT. = EASEMENT  
R.O.W. = RIGHT OF WAY  
BK., PG. = BOOK, PAGE  
RECP. NO. = RECEPTION NUMBER  
U.E. = UTILITY EASEMENT DEDICATED HEREON  
(R1) = RECORD PER BENNETT CROSSING FILING NO. 1 (RECP. NO. 2019000008907)  
(R2) = RECORD PER BENNETT CROSSING FILING NO. 2 (RECP. NO. 2017000074180)  
(R3) = RECORD PER BENNETT CROSSING FILING NO. 3 (RECP. NO. 2019000012642)  
(R4) = RECORD PER SPECIAL WARRANTY DEED (RECP. NO. 2014000037662)



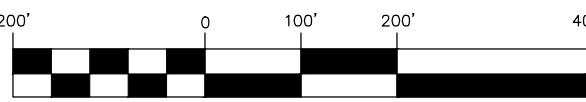
DATE	REVISION	BY

BENNETT CROSSING FILING NO. 5  
FINAL PLAT  
A PORTION OF THE WEST ONE-HALF OF SECTION 19  
SHEET 3 - BOUNDARY & EXISTING EASEMENTS

CHECKED:	DATE:	JOB NO.
SLG:J	07/15/2021	120-00343
DRAFTED:	SURVEY PREPARED FOR:	LENNAR
		COLORADO, LLC

SHEET NO.  
3 OF 18 SHEETS

GRAPHIC SCALE



( IN FEET )  
1 inch = 200 ft.

Add a sheet similar to this, showing the entire subdivision and labeling Tracts A-S.

T:\JOBS\1-20 Survey\120-00343 (130-00138)\_Bennett Crossing Development-Lennar.dwg | 120-00343-FP\_Adams County.DWG Date: 07/15/21 09:59a ECarson




# BENNETT CROSSING FILING NO. 5

\*\*SEE SHEET 3 FOR LEGEND.\*\*

FINAL PLAT  
BEING A PART OF THE WEST ONE-HALF OF SECTION 34, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH PRINCIPAL MERIDIAN,  
TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO  
SHEET 4 OF 18

9300 TEDDY LANE SUITE #203  
LOUISVILLE, CO 80124  
TEL: 303-395-2700  
FAX: 303-395-2701

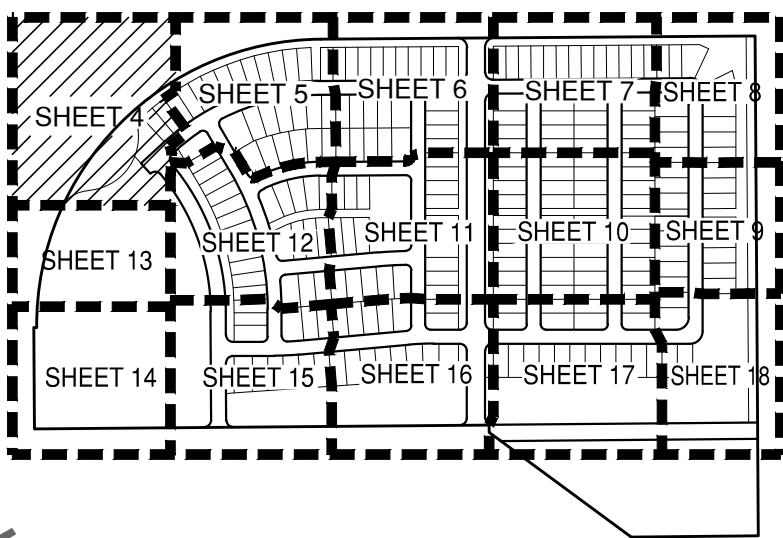


CWC CONSULTING GROUP  
CIVIL ENGINEERING - LAND SURVEYING - CONSTRUCTION SERVICES

DATE

REVISION

BY



CURVE DATA:  
C2: L=38.34' R=25.00' Δ=87°51'52"  
CHORD=S03°44'18"W 34.69'

COLORADO STATE HIGHWAY 79  
(SOUTH 1ST STREET)  
(EX. 100' PUBLIC R.O.W.)

EDWARD AVENUE  
(EX. 118' PUBLIC R.O.W.)

BLOCK 1

TRACT A  
53,934 S.F.  
(1.238 AC.)

TRACT B  
28,425 S.F. (0.653 AC.)

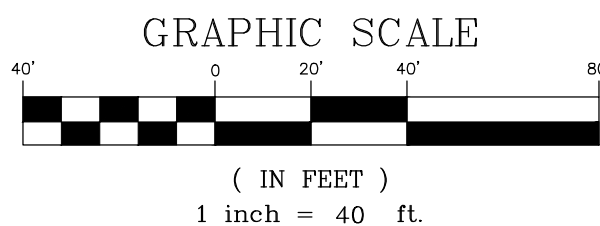
TRACT M  
34,779 S.F.  
(0.798 AC.)

TRACT S  
457,796 S.F.  
(10.510 AC.)

LOT 01

LOT 03

LOT 04



BENNETT CROSSING FILING NO. 5  
FINAL PLAT  
A PORTION OF THE WEST ONE-HALF OF SECTION 19  
SHEET 4 - PLAT DETAIL

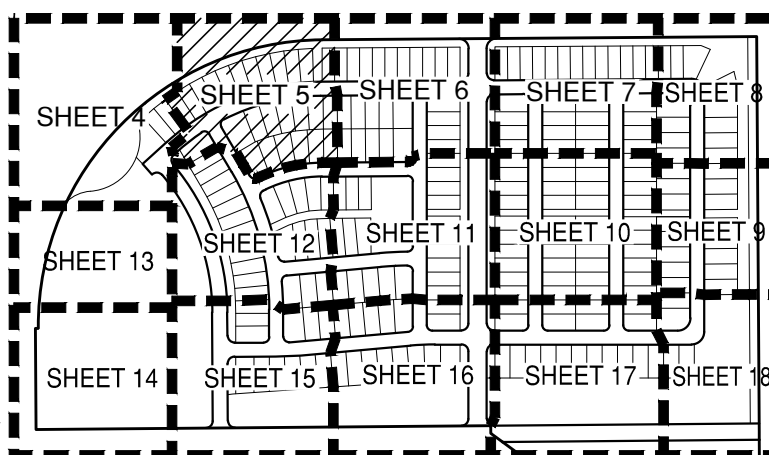
CHECKED:	SLG:J
DATE:	07/15/2021
SURVEY PREPARED FOR:	LENNAR
	COLORADO, LLC

T:\JOBS\1-20\_Survey\120-00343 (130-00138)\_Bennett Crossing Development-Lennar\dwg\120-00343-FP\_Adams\_County.DWG Date: 07/15/21 09:59a ECorson

# BENNETT CROSSING FILING NO. 5

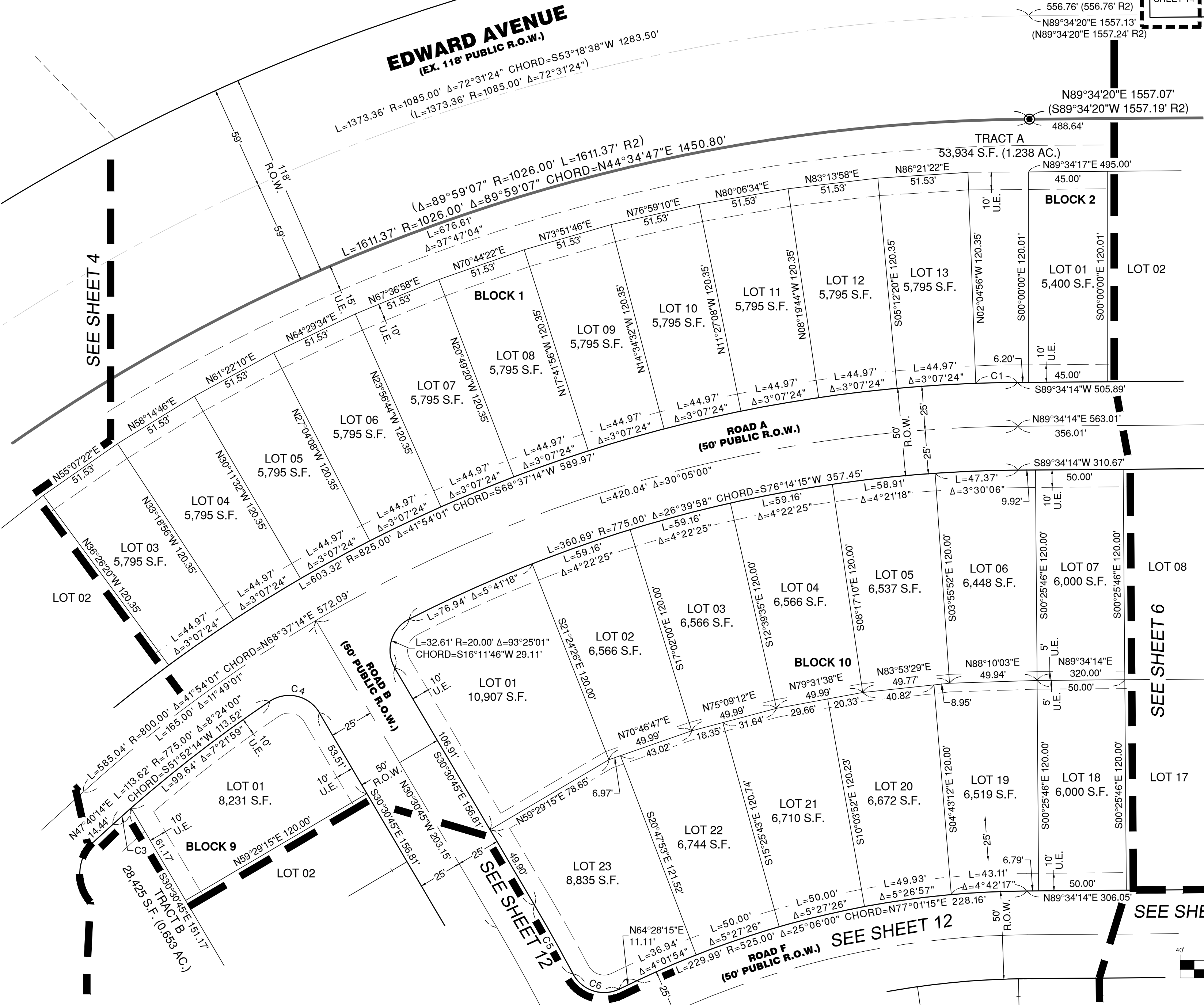
FINAL PLAT  
BEING A PART OF THE WEST ONE-HALF OF SECTION 34,  
TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH PRINCIPAL MERIDIAN,  
TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO  
SHEET 5 OF 18

\*\*SEE SHEET 3 FOR LEGEND.\*\*



DATE	REVISION	BY

CURVE DATA:  
C1: L=23.80' Δ=1°39'11"  
C3: L=13.98' R=775.00' Δ=1°02'01"  
CHORD=S48°11'14"W 13.98'  
C4: L=32.61' R=20.00' Δ=93°25'01"  
CHORD=N77°13'16"W 29.11'  
C5: L=45.00' R=1025.00' Δ=2°30'55"  
CHORD=S29°15'18"E 44.99'  
C6: L=30.55' R=20.00' Δ=87°31'55"  
CHORD=S71°45'48"E 27.67'



BENNETT CROSSING FILING NO. 5  
FINAL PLAT  
A PORTION OF THE WEST ONE-HALF OF SECTION 19  
SHEET 5 - PLAT DETAIL

CHECKED:	DATE:	JOB NO.
SLGJ	07/15/2021	120-00343
DRAFTED:	SURVEY PREPARED FOR:	COLORADO, LLC
	LENNAR	

# BENNETT CROSSING FILING NO. 5

\*\*SEE SHEET 3 FOR LEGEND\*\*

FINAL PLAT  
BEING A PART OF THE WEST ONE-HALF OF SECTION 34, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH PRINCIPAL MERIDIAN,  
TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO  
SHEET 6 OF 18

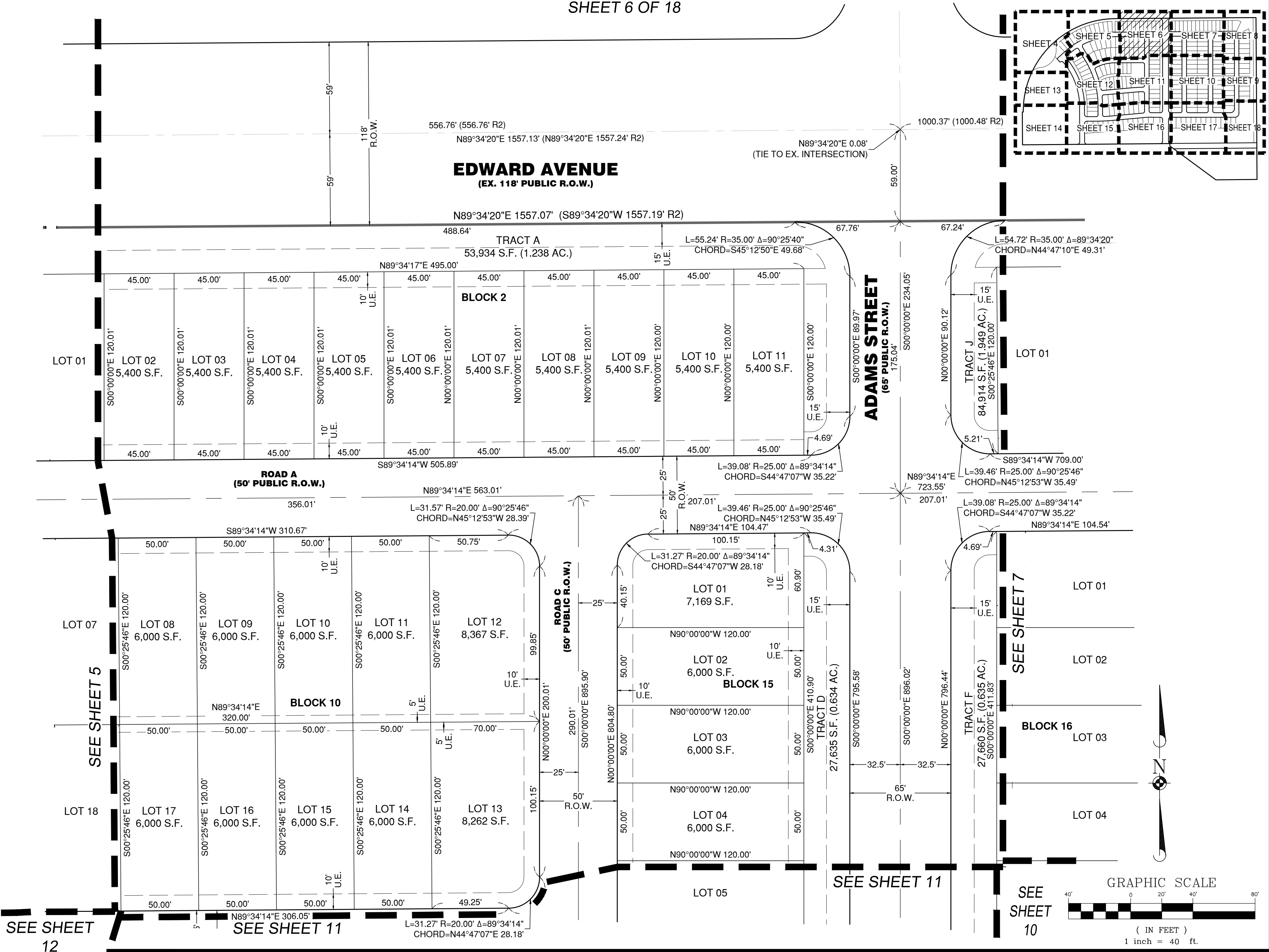
9380 TEDDY LANE SUITE #203  
LOUISVILLE, COLORADO 80124  
TEL: 303-985-2700  
FAX: 303-985-2701  
**CWC CONSULTING GROUP**  
CIVIL ENGINEERING - LAND SURVEYING - CONSTRUCTION SERVICES

DATE	REVISION	BY

**BENNETT CROSSING FILING NO. 5**  
FINAL PLAT  
A PORTION OF THE WEST ONE-HALF OF SECTION 19  
SHEET 6 - PLAT DETAIL

CHECKED: S.L.G.3  
DATE: 07/15/2021  
JOB NO: 120-00343  
SURVEY PREPARED FOR: LENNAR  
COLORADO, LLC

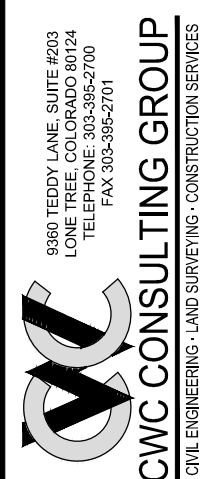
SHEET NO. 6 OF 18 SHEETS



# BENNETT CROSSING FILING NO. 5

\*\*SEE SHEET 3 FOR LEGEND.\*\*

FINAL PLAT  
BEING A PART OF THE WEST ONE-HALF OF SECTION 34, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH PRINCIPAL MERIDIAN,  
TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO  
SHEET 7 OF 18

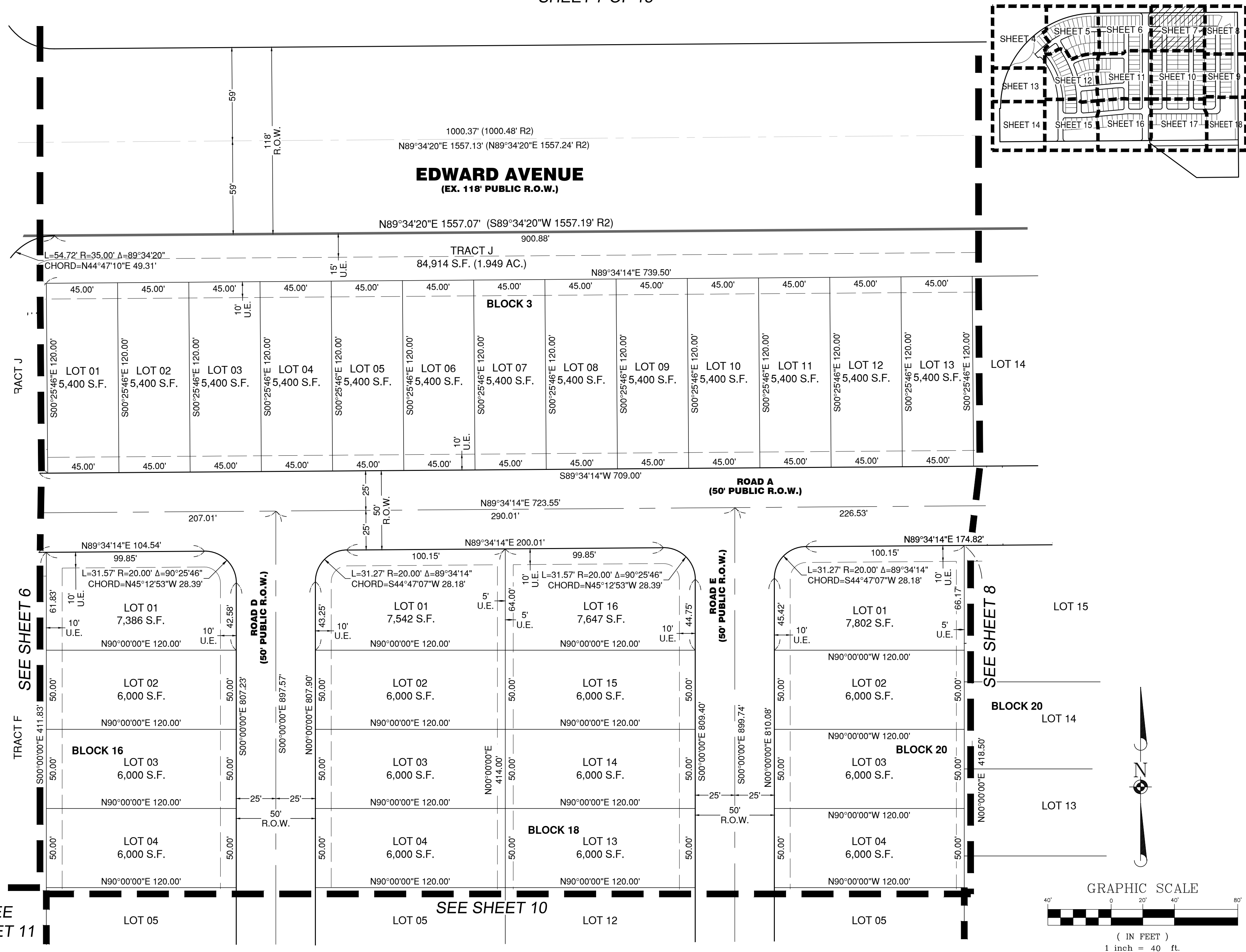


DATE	REVISION	BY

BENNETT CROSSING FILING NO. 5  
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A PORTION OF THE WEST ONE-HALF OF SECTION 19  
SHEET 7 - PLAT DETAIL

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DATE:	07/15/2021
SHEET NO.:	18
OF SHEETS:	18

7 OF 18 SHEETS

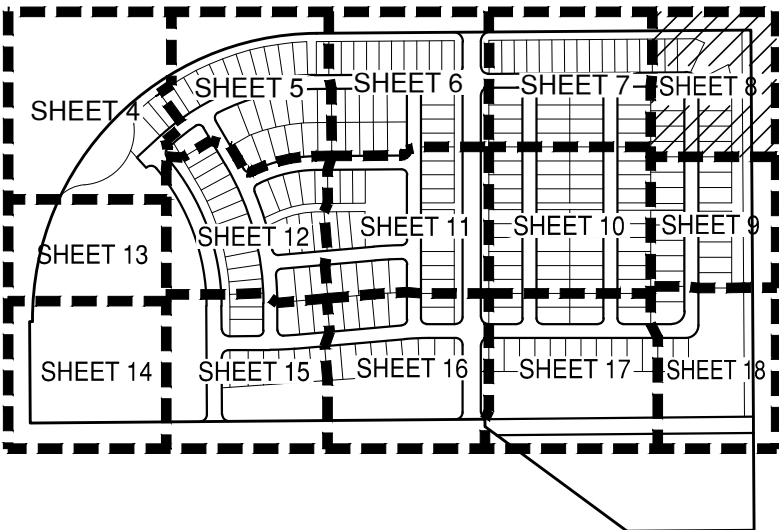


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# BENNETT CROSSING FILING NO. 5

\*\*SEE SHEET 3 FOR LEGEND.\*\*

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BEING A PART OF THE WEST ONE-HALF OF SECTION 34, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH PRINCIPAL MERIDIAN,  
TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO  
SHEET 8 OF 18



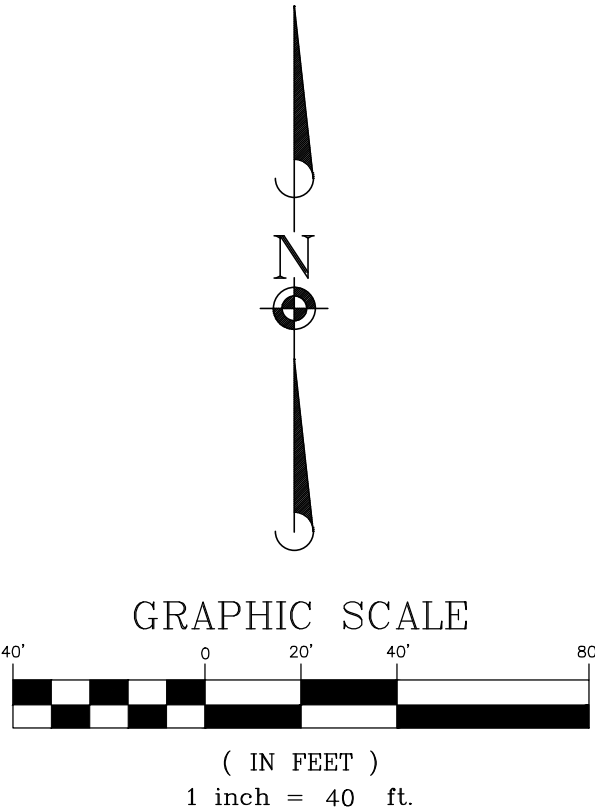
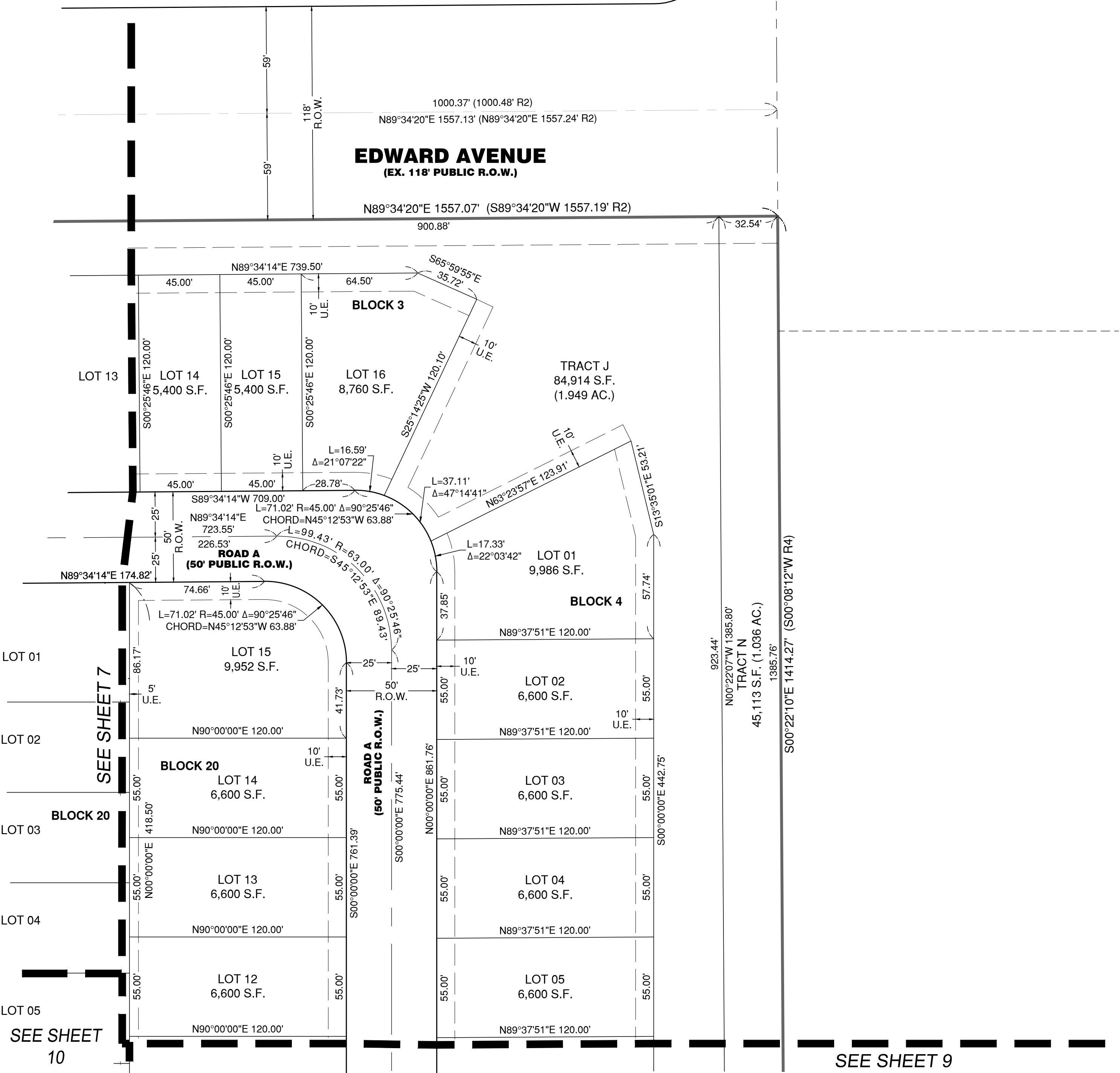
9300 TEDDY LANE SUITE #203  
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TEL: 303-395-2700  
FAX: 303-395-2701  
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DATE	REVISION	BY

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FINAL PLAT  
A PORTION OF THE WEST ONE-HALF OF SECTION 19  
SHEET 8 - PLAT DETAIL


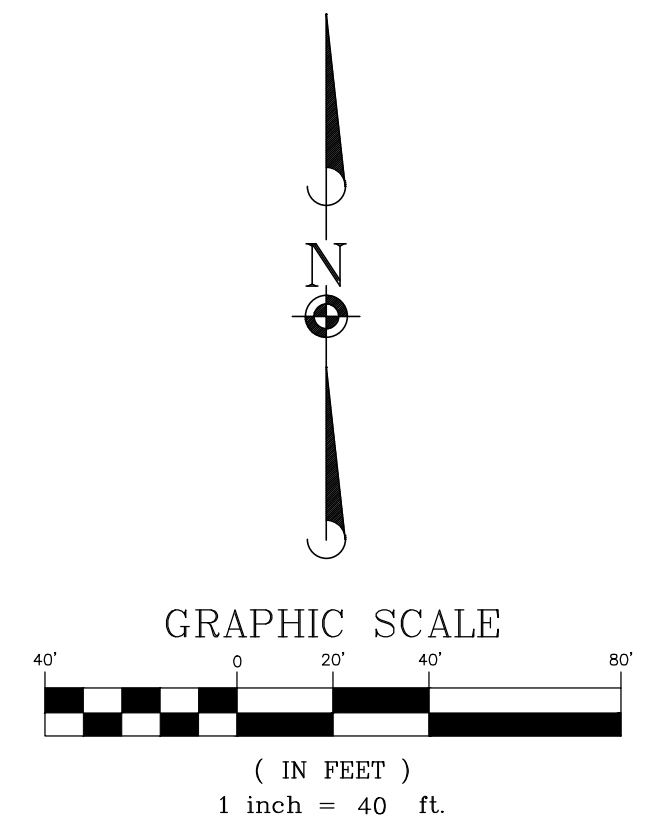
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SURVEY PREPARED FOR: LENNAR COLORADO, LLC		

SHEET NO.  
**8** OF **18** SHEETS



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FAX: 303-395-2701

DATE	REVISION	BY

**BENNETT CROSSING FILING NO. 5**  
FINAL PLAT  
A PORTION OF THE WEST ONE-HALF OF SECTION 19  
SHEET 9 - PLAT DETAIL

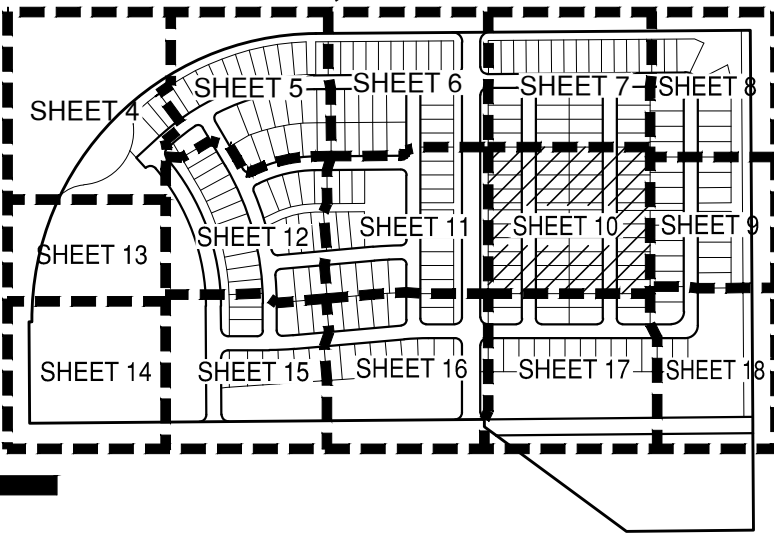
UNAPPROVED:	DATE:	JOB NO.
S.L.G.3	07/15/2021	120-00343
SURVEY PREPARED FOR:		
LENNAR		
COLORADO, LLC		



# BENNETT CROSSING FILING NO. 5

\*\*SEE SHEET 3 FOR LEGEND.\*\*

FINAL PLAT  
BEING A PART OF THE WEST ONE-HALF OF SECTION 34, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH PRINCIPAL MERIDIAN,  
TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO  
SHEET 10 OF 18



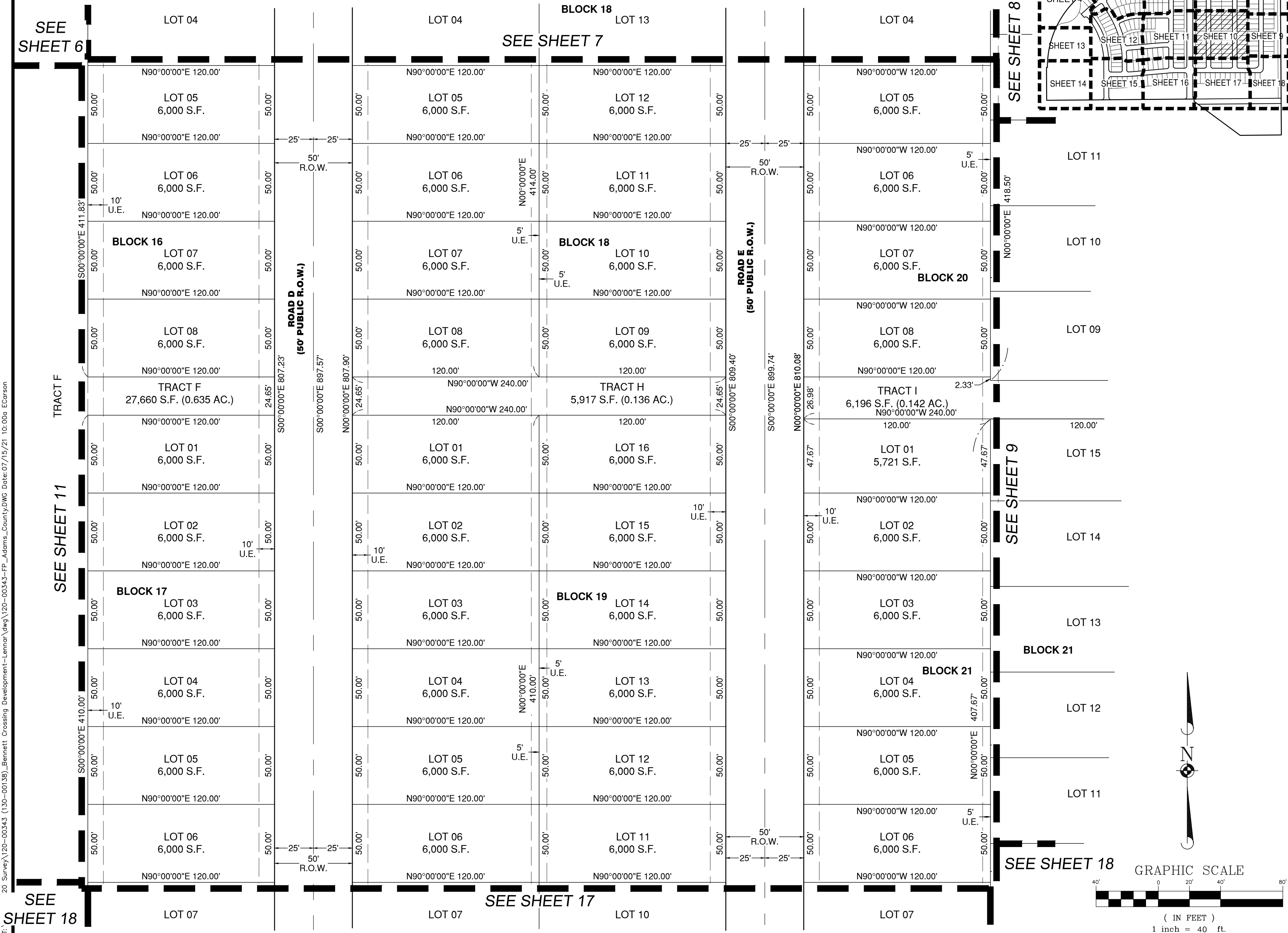
9300 TEDDY LANE SUITE #203  
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TEL: 303-395-2700  
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**CWC CONSULTING GROUP**  
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DATE	BY	REVISION

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FINAL PLAT  
A PORTION OF THE WEST ONE-HALF OF SECTION 19  
SHEET 10 - PLAT DETAIL

CHECKED: S.L.G.3	DATE: 07/15/2021	JOB NO. 120-00343
SURVEY PREPARED FOR: LENNAR COLORADO, LLC		

SHEET NO.  
**10** OF **18** SHEETS



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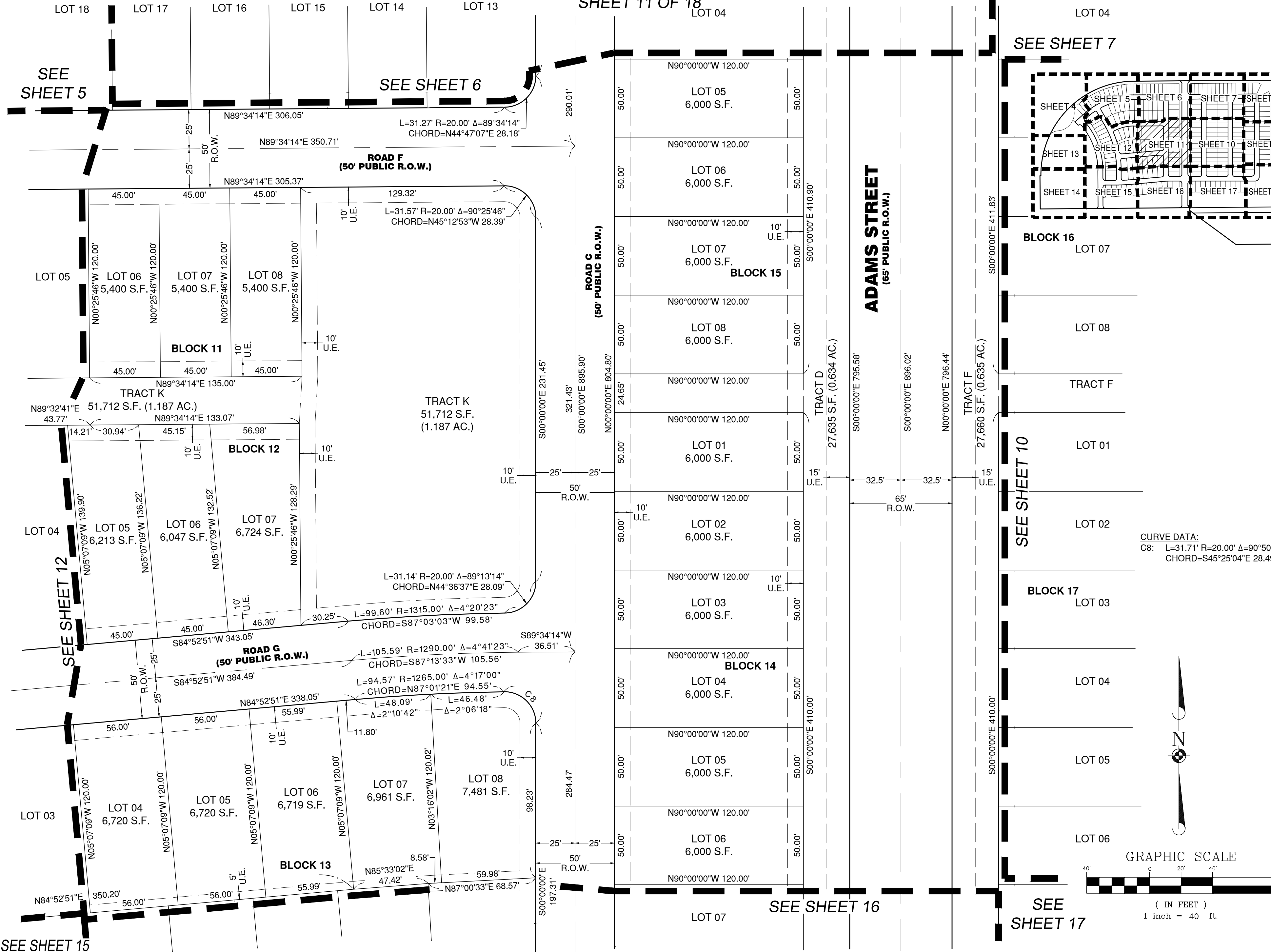
# BENNETT CROSSING FILING NO. 5

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FINAL PLAT

BEING A PART OF THE WEST ONE-HALF OF SECTION 34, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH PRINCIPAL MERIDIAN,  
TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO

SHEET 11 OF 18



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## BENNETT CROSSING FILING NO. 5

FINAL PLAT  
A PORTION OF THE WEST ONE-HALF OF SECTION 19  
SHEET 11 - PLAT DETAIL

CHECKED: S.L.G.3	DATE: 07/15/2021	JOB NO. 120-00343
SURVEY PREPARED FOR: LENNAR COLORADO, LLC		

# BENNETT CROSSING FILING NO. 5

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FINAL PLAT

BEING A PART OF THE WEST ONE-HALF OF SECTION 34, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH PRINCIPAL MERIDIAN,  
TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO  
SHEET 12 OF 18

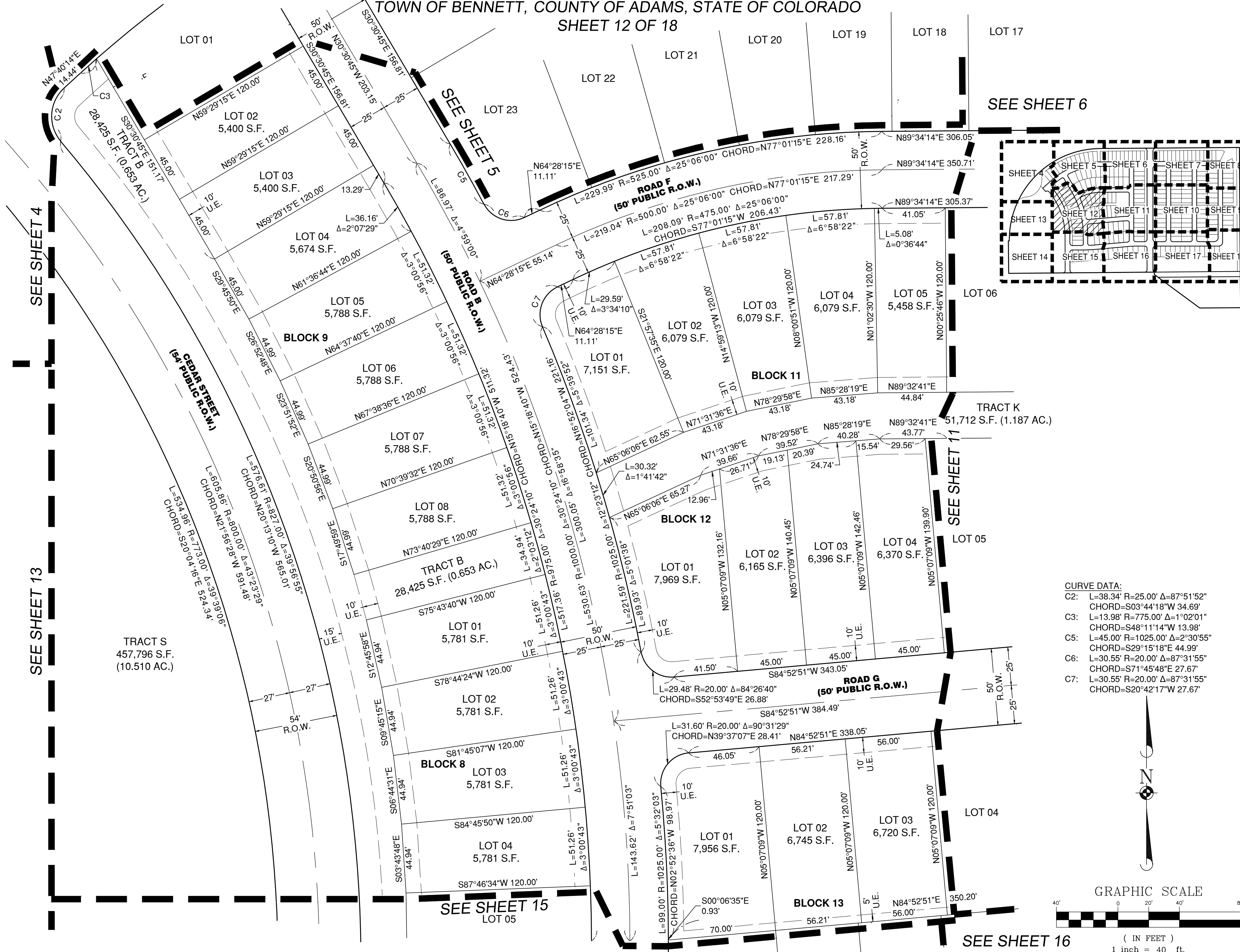
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DATE	REVISION	BY

**BENNETT CROSSING FILING NO. 5**  
FINAL PLAT  
A PORTION OF THE WEST ONE-HALF OF SECTION 19  
SHEET 12 - PLAT DETAIL

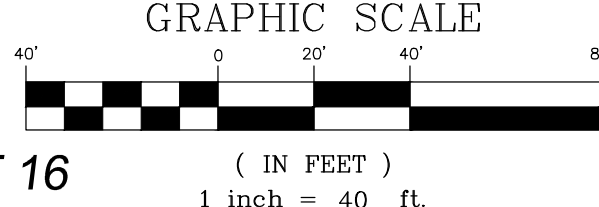
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SURVEY PREPARED FOR: LENNAR COLORADO, LLC		

SHEET NO.  
**12 OF 18** SHEETS



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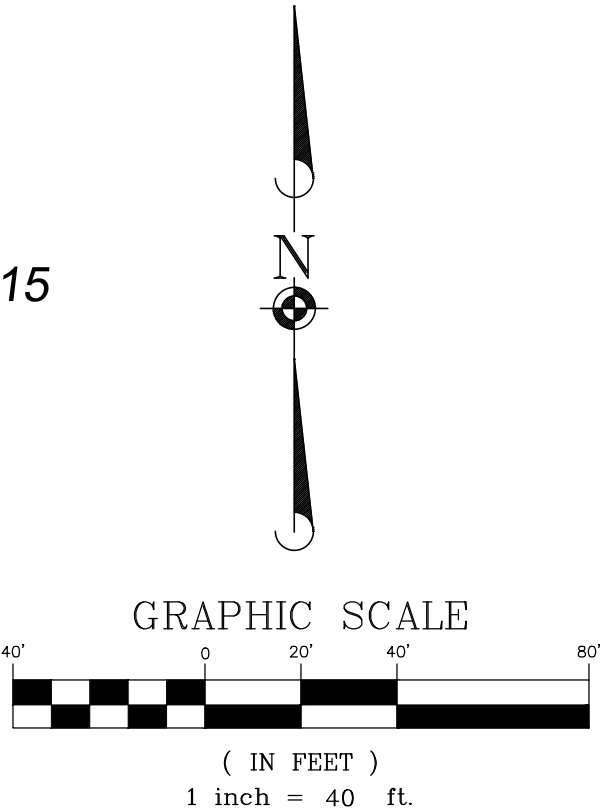
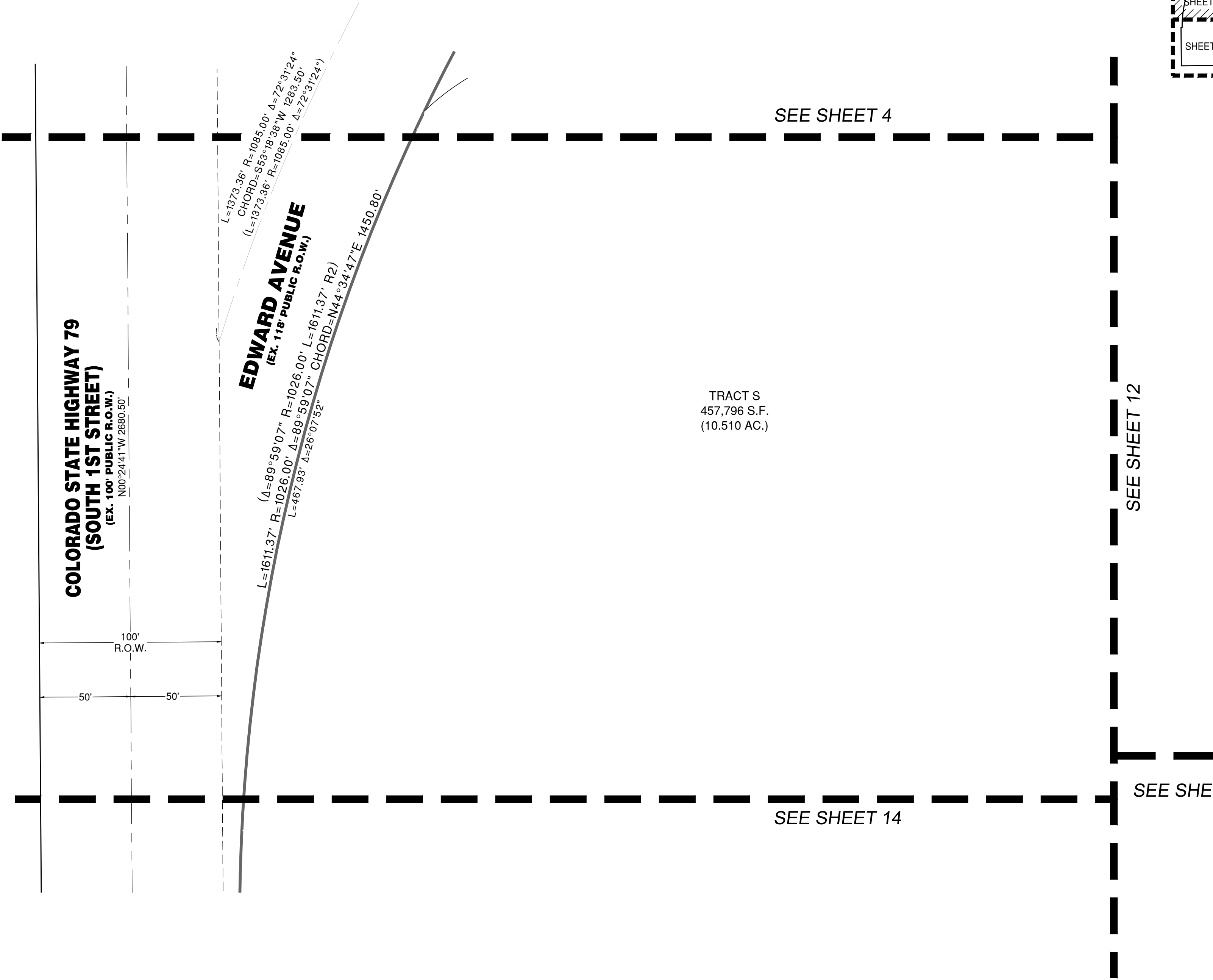
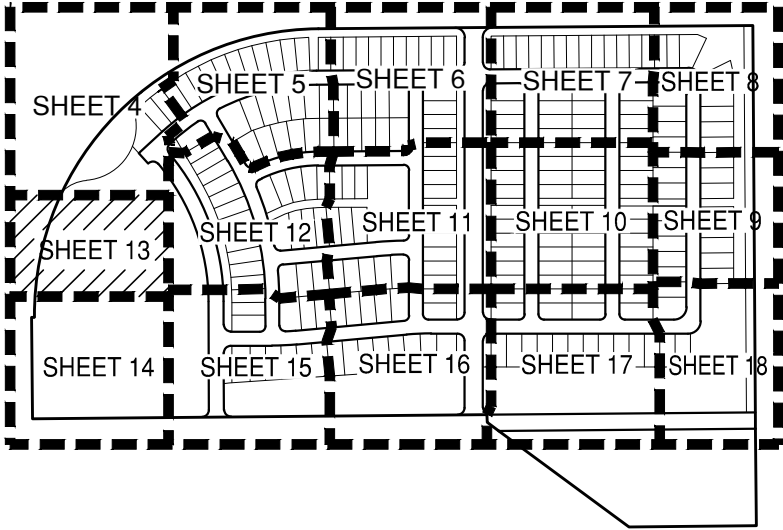
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BENNETT CROSSING FILING NO. 5

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FINAL PLAT  
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TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO  
SHEET 13 OF 18



BENNETT CROSSING FILING NO. 5  
FINAL PLAT  
A PORTION OF THE WEST ONE-HALF OF SECTION 19  
SHEET 13 - PLAT DETAIL

DRAFTED: S.L.G.3	CHECKED: E.D.C.	JOB NO. 120-00343
DATE: 07/15/2021		
SURVEY PREPARED FOR: LENNAR COLORADO, LLC		

SHEET NO.  
13 OF 18 SHEETS



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9300 TEDDY LANE SUITE #203  
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TEL: 303-395-2700  
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TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO  
SHEET 14 OF 18

9300 TEDDY LANE SUITE #203  
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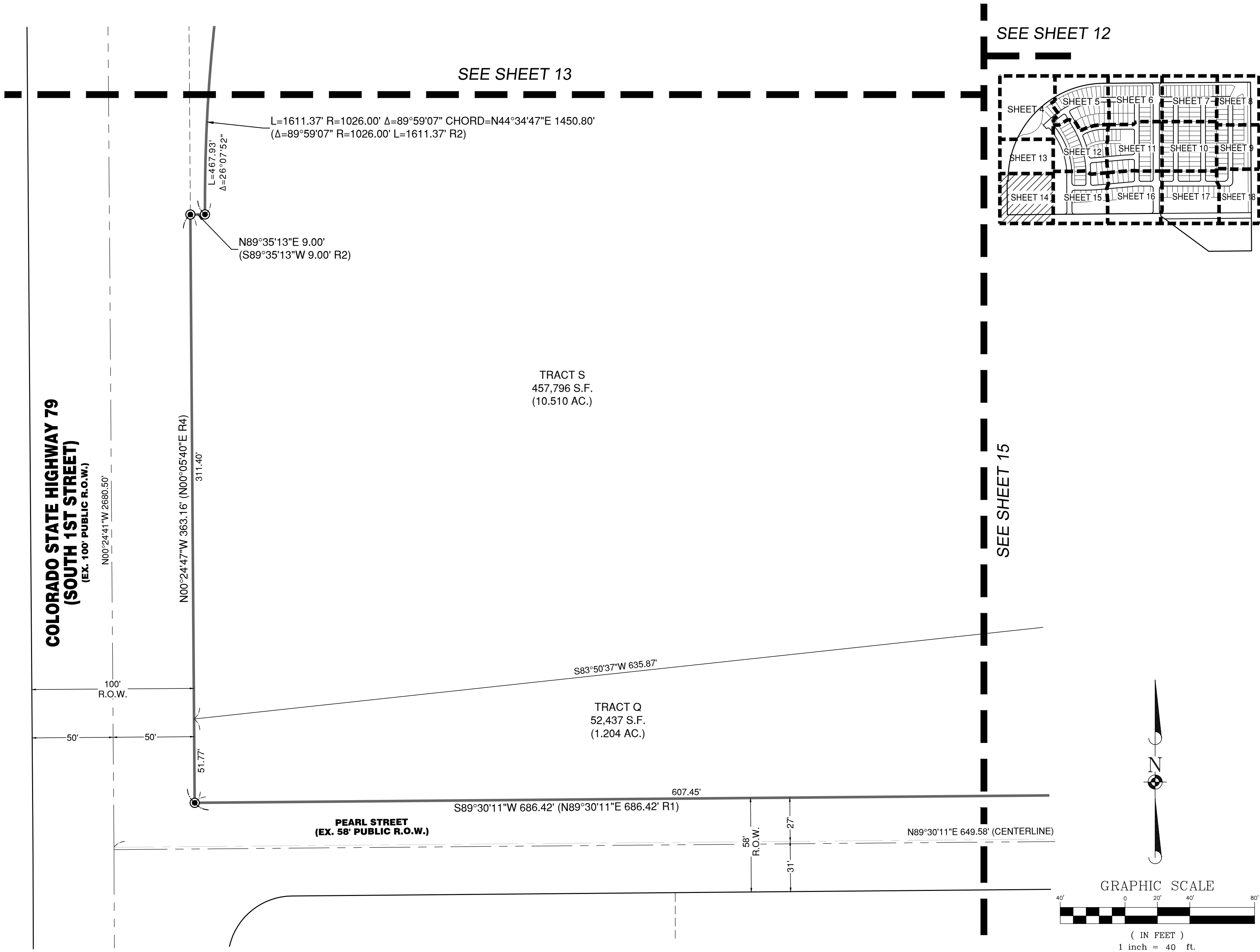
CWC CONSULTING GROUP  
CIVIL ENGINEERING - LAND SURVEYING - CONSTRUCTION SERVICES

DATE	REVISION	BY

BENNETT CROSSING FILING NO. 5  
FINAL PLAT  
A PORTION OF THE WEST ONE-HALF OF SECTION 19  
SHEET 14 - PLAT DETAIL

CHECKED: S.L.G.3	DATE: 07/15/2021	JOB NO. 120-00343
SURVEY PREPARED FOR: LENNAR COLORADO, LLC		

SHEET NO.  
14 OF 18 SHEETS



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TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO  
SHEET 15 OF 18

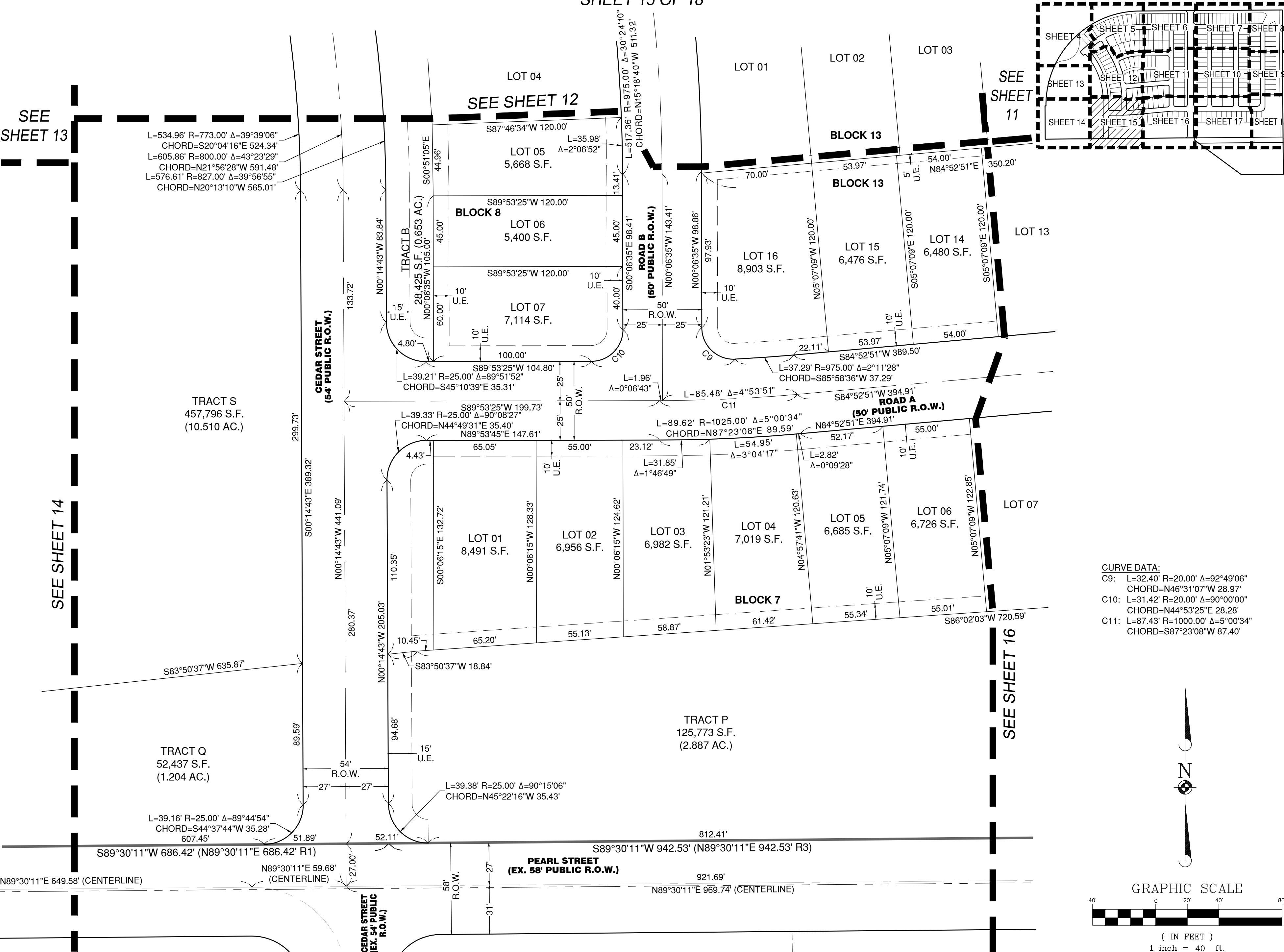
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FINAL PLAT  
A PORTION OF THE WEST ONE-HALF OF SECTION 19  
SHEET 15 - PLAT DETAIL

CHECKED: E.D.C.	JOB NO. 120-00343
DRAFTED: S.L.G.	SURVEY PREPARED FOR: LENNAR COLORADO, LLC

SHEET NO.  
**15 OF 18** SHEETS

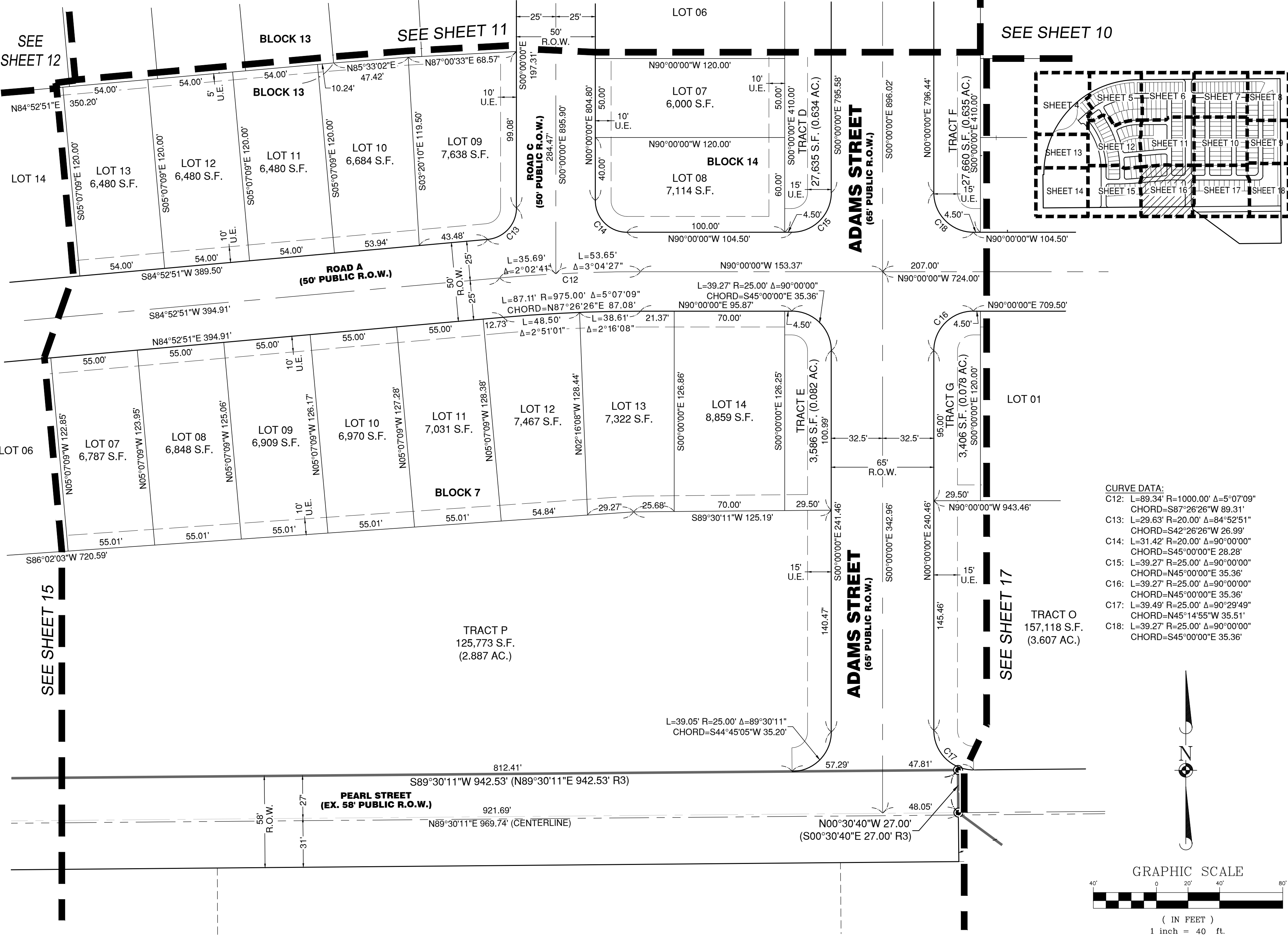




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SHEET 16 OF 18



BENNETT CROSSING FILING NO. 5  
FINAL PLAT  
A PORTION OF THE WEST ONE-HALF OF SECTION 19  
SHEET 16 - PLAT DETAIL

CHECKED:	DATE:	JOB NO.	SURVEY PREPARED FOR:	COLORADO, LLC
SLG.3	07/15/2021	120-00343	LENNAR	

SHEET NO.  
16 OF 18 SHEETS

9380 TEDDY LANE SUITE #203  
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SHEET 17 OF 18

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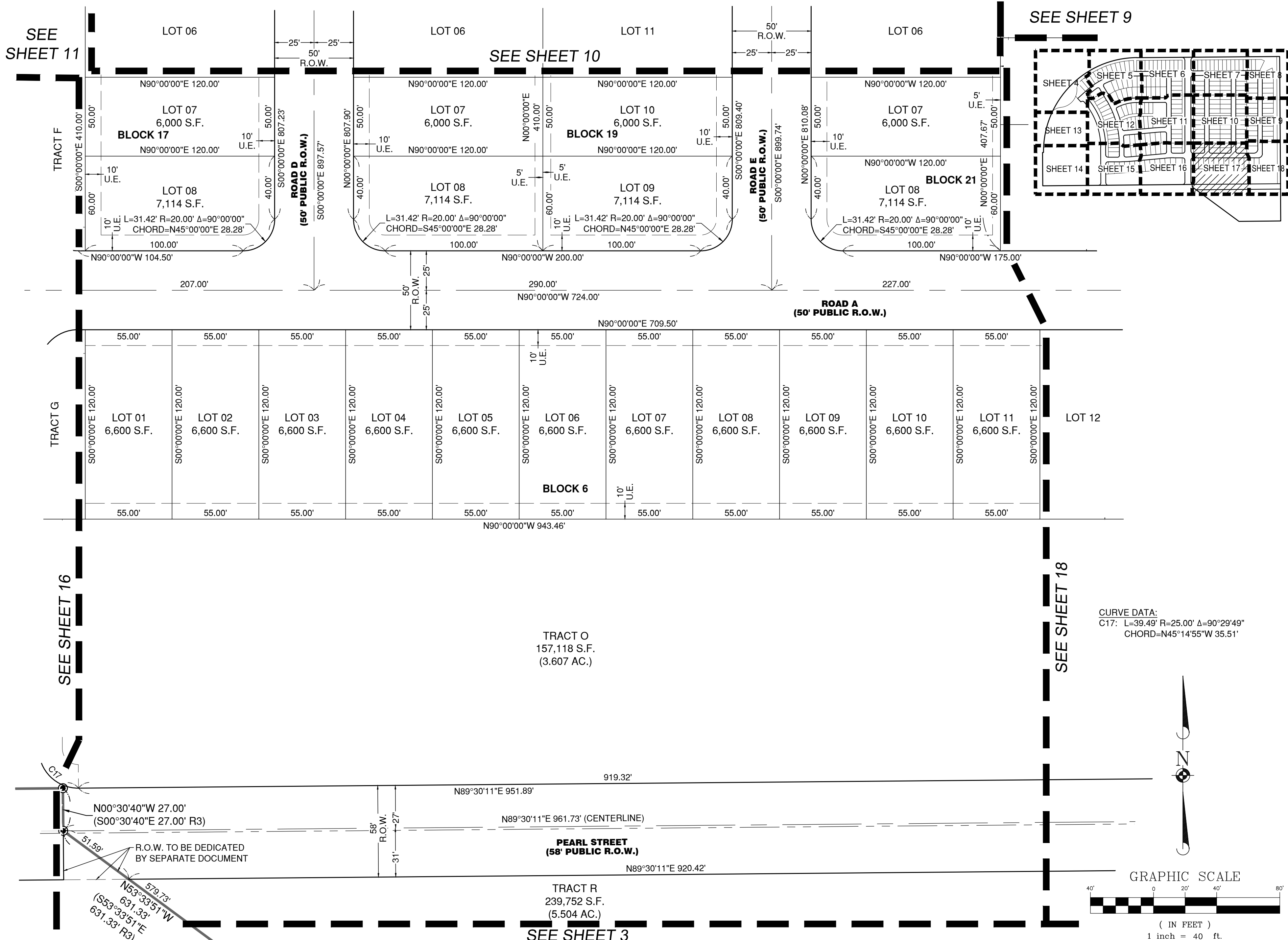
**CWC CONSULTING GROUP**  
CIVIL ENGINEERING - LAND SURVEYING - CONSTRUCTION SERVICES

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SHEET 17 - PLAT DETAIL

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DATE: 07/15/2021	SURVEY PREPARED FOR: LENNAR COLORADO, LLC

SHEET NO.  
**17** OF **18** SHEETS



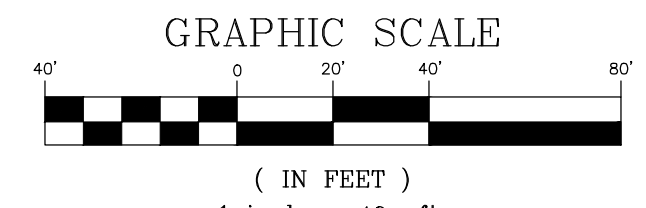
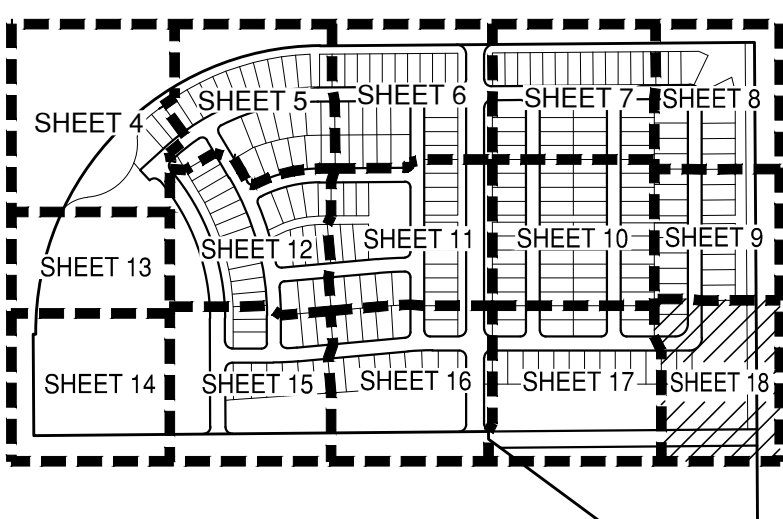
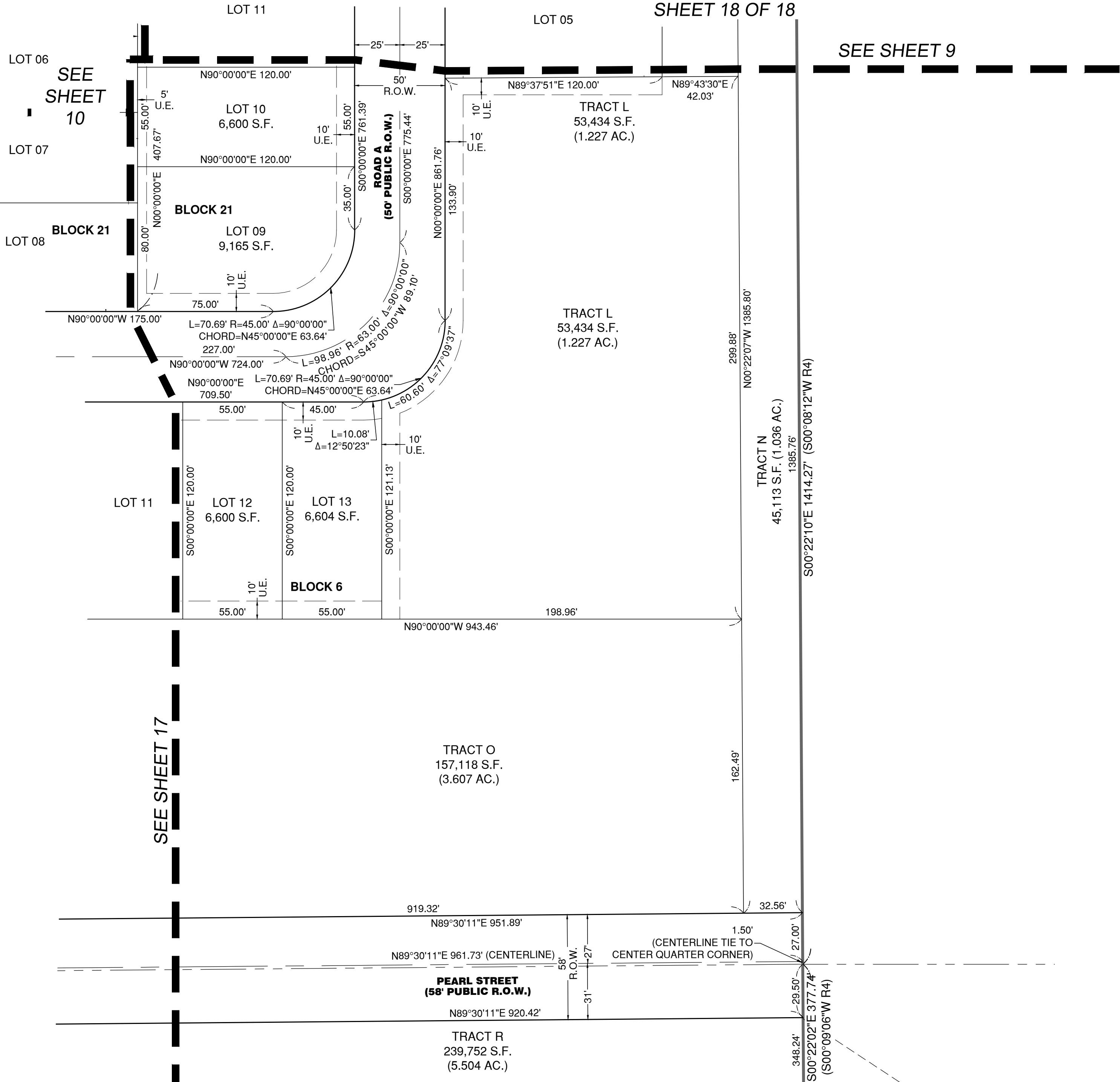
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SHEET 18 OF 18



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FINAL PLAT  
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SHEET 18 - PLAT DETAIL

CHECKED:	E.D.C.
DRAFTED:	SLG.3
DATE:	07/15/2021
SURVEY PREPARED FOR:	LENNAR
	COLORADO, LLC



## Engineering Review Memo

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To: Stephen Hebert, AICP, Bennett Planning & Economic Development Manager  
From: Dan Giroux, PE, Engineering Consultant to the Town  
Date: Tuesday, September 22, 2021  
Case: Bennett Crossing Filing 5 Residential / Final Plat  
Town of Bennett Land Use Case 21.24  
Subject: Civil Engineering Review

---

Per the request of the Town of Bennett, Terramax, Inc. has reviewed the 1st submittal of Final Plat application materials, for the proposed Bennett Crossing Filing 5 residential subdivision development.

This review does not constitute a contractual offer to the applicant, and does not relieve the applicant from meeting the Town's requirement that the development comply with all Town Codes and Standards. All prior comments on the development application, including prior Bennett Crossing Filing 5 review comments, are still in force, until acceptably addressed.

Although every attempt has been made to be diligent, thorough and comprehensive, by the nature of review, and relative time invested versus design and plan development, the Town must reserve the right to make original comments and revision requests in subsequent submittals, even for information already submitted, until final application approval.

I have the following comments to offer on the application materials:

### **General & Final Plat**

- The Final Plat sheet indexing keys do not appear to be consistent, or accurate for the actual sheet numbers.
- The Final Plat should provide a Tract sheet index table or column for ease of navigation and reference.
- The Tracts M and N should be Town ownership, although interim HOA or Metro District maintenance may be required.
  - The Use definition and listing for these Tracts can be determined in conjunction with Town staff, anticipated to be Transportation, but with other uses potentially listed.
- The Town may require Tract(s) for water system facilities, potable or non-potable, to be determined for need, size, location and access by the Town Water Supply Specialist.
  - The land requirements, if needed, to be factored into the overall subdivision development Public Land Dedication balance.

**Water Distribution System**

- The Town does not accept 10-inch potable water main per the Town's Standards.
  - The next available pipe size would be 12-inch diameter.
- Per Town Code, the subdivision developer must provide distribution system extensions to the extreme points of the property, to allow for future water distribution system extension and service.
- The Town recommends the developer consider purple pipe non-potable water within and through this development, to relieve reliance on potable water for proposed parks, streetscapes, and shared common areas.
  - The Town does not currently have non-potable water available to this location, but with the above irrigation areas piped for purple pipe, the Town will relieve the developer from full water impact fees for those locations and taps.

**Sanitary Sewer System**

- Per Town Code, the subdivision developer must provide collection system extensions to the extreme points of the property, to allow for future system extension and service.
- The Ash Street sanitary sewer main has capacity committed for upstream Bennett Crossing Filings 1 and 3 properties, as Platted lots for sale and development.
  - As a result, those upstream properties must be calculated as developed for sanitary sewer hydraulic flows.
  - This requirement may be relaxed if the Bennett Crossing master developer and property owner will commit, in writing, to surrender some of the capacity currently reserved for those lots.
- In addition, there are other collection system constraint points further downstream of Ash Street that will need to be evaluated by the developer for capacity, again, in light of other, prior Town development commitments.
  - The Town can share available system information for the analysis if not already in possession of the developer.
- The Ash Street sanitary sewer will require an all-weather, heavy-equipment capable service road for Town Public Works access and maintenance.

**Access**

- Per Town Code, the subdivision developer must provide transportation system extensions to the extreme points of the property, to allow for future system extension and service.
  - The Town has committed to 'right-of-way only' for Custer Street, per the Final Plat Tract.
  - The disposition of the final Pearl Street extension and improvements will need to be addressed with regards to future Custer, east residential driveways, and Tract R future uses and development.
  - The Edward Avenue 'future curve' from 79 to final alignment, west of Tract S, will require consideration and determination related to Tract S future development plans and commitments.
  - See Edward Avenue commentary below, this Access section of the comments.
- The Town is currently awaiting confirmation from CDOT in support of the proposed traffic circle position, layout, dimensions/geometry and configuration.
  - The current traffic circle concept was developed with and presented to CDOT in 2020 to favorable response; the Town is seeking a formal written letter or memo of support.
- Edward Avenue bulk grading import for the full length of the property frontage should be completed in order to avoid significant future import adjacent to occupied residential homes.



- The currently proposed Edward Avenue right-of-way 'low area' and interim stormwater drainage grading are not acceptable.
- Noise analysis, reduction and mitigation along Edward Avenue should be addressed via study, and narrative commentary, including any indicated improvements.
- Using previously escrowed Bennett Crossing Filing 2 developer improvement funds, the Town may pursue extension of Edward Avenue east to Custer Street, and Custer Street north to Bennett Avenue, via the Filing 5 developer's design team, and possibly contractor forces.
- The northwest Road A – Cedar Street 'future intersection' configuration is not allowable due to the proximity of the Edward Avenue traffic circle.
- Additionally, future traffic circle headlight 'splash' should be considered and addressed via subdivision development layout, grading, fencing/screening, or other mitigation.
- Additional emergency vehicle access (EVA) points and routes may be required for extreme subdivision development limits, to be determined in conjunction with Bennett-Watkins Fire Rescue (BWFR).
  - These may include use of Tracts, with sidewalks, trails, or all-weather drives, with appropriate grading and landscape-break accommodations.

**Stormwater Management**

- There is a CDOT SH 79 culvert along the west side of Tract S that was apparently mis-analyzed through previous Bennett Crossing stormwater studies.
  - The culvert was presented by the Bennett Crossing developer and consultants to drain southeast to northwest, from the Bennett Crossing 'side' to west of SH 79 / Muegge Farms 'side'.
  - Ensuing Muegge Farms' survey work and stormwater analysis have shown the culvert direction to be northwest to southeast, tributary to Bennett Crossing, and specifically the currently proposed Filing 5 Tract S.
  - The tributary area indicated also includes SH 79 right-of-way, ditch, and pavement areas.
  - Detailed tributary area information and flows are not available via the Town; information status for CDOT is unknown.
  - As a result, current significant ponding and poor stormwater conveyance through PA-6 / Tract S will need to be addressed with this subdivision development.
  - The stormwater system will need to be analyzed for this additional off-site tributary area, for routing through the system, including streets, channels, culverts, pond, outlet and overflow.
  - Storm sewer (as well as other Town utilities) outside street access areas will require maintenance vehicle drives.
  - Oversized trail sidewalks may serve as maintenance drives.

Steve, this concludes my engineering review of the application and supporting submittal materials for the proposed Bennett Crossing Filing 5 Residential Final Plat by the applicant. Please let me know if you have any questions, or require additional information pertaining to the submitted information, or my review.

# STATE OF COLORADO

## Traffic & Safety

Region 1

2829 W. Howard Place

Denver, Colorado 80204



**COLORADO**  
Department of Transportation

Project Name: **Bennett Crossing - Lennar**

Print Date: 10/29/2021

Highway:

079

Mile Marker:

### Drainage Comments:

#### SBL - 10/27/2021

No comments at this time.

#### SBL - 9/7/2021

No comments at this time.

A detention and water quality pond was designed and approved with Bennett Crossing Filing No. 1 and is to be constructed with Phase 1 of this project per those plans. The Bennett Crossing pond will be located off-site east of the Site on property owned by the current landowner for this project. Edward Avenue currently is built as a half street and Filing No. 5 is obligated to convey the south half of the road and direct flows to the ultimate off-site pond. The full buildout of Edward Avenue and the roundabout are accounted for in the Filing No. 5 design. Storm sewer stubs are provided for future inlets in Edward Avenue. The east half of SH 79 is also accounted for in the Filing No. 5 flows. When Edward Avenue full street section is constructed, including the future roundabout, the drainage channels will be filled in and Edward Avenue runoff will be collected in a future storm sewer specific to that future project. Any storm sewer west of the existing Edward Avenue high point and associated with Edward Ave/SH 79 half street that fronts Bennett Crossing Filing No. 5 Tract S (Planning Area 6) is assumed to be conveyed either within the ROW or through Bennett Crossing Tract S (Planning Area 6) to the existing drainage channel north of Pearl Avenue. The storm sewer stubs provided are sized for the ultimate Edward Avenue buildout.

### Environmental Comments:

FHU modeled the location and created some noise contours in 2018. The results from the existing and future condition noise modeling efforts are illustrated with noise contour lines in Figure 2 and Figure 3 in the attached Noise Contour Memo. Any sensitive land uses closer to 1st Street or SH 79 than indicated by the respective contour line may be incompatible with traffic noise levels unless supplemental traffic noise abatement is provided.

We would like the applicant to demonstrate that the proposed residential lots would not be impacted by traffic noise based on the noise contours as shown in the 3/13/2018 Town of Bennett SH79 Traffic Noise Contours (FHU Reference Number 118052-01) memo.

8/30/2021:

Required -

Arch/History:

Since this is a permit, a file search for Arch and History is required. If the file search identifies anything, a more extensive report will be required. If nothing is identified, then the file search should be sufficient. For the file search contact:

Cultural File Search: <http://www.historycolorado.org/oahp/file-search> email: [hc\\_filesearch@state.co.us](mailto:hc_filesearch@state.co.us)

The applicant will need to demonstrate that the proposed residential lots would not be impacted by traffic noise based on the noise contours as shown in the 3/13/2018 Town of Bennett SH79 Traffic Noise Contours (FHU Reference Number 118052-01) memo.

The applicant is required to review the ECIS to determine the level of Paleo requirements/technical reports needed.

**Info for Applicant:**

The ECIS will be used to support HazMat requirements.

Non-historic 4f does not apply.

If any non-historic 6f properties will be impacted or disturbed applicant shall coordinate with Veronica McCall veronica.mccall@state.co.us

The Permittee shall complete a stormwater management plan (SWMP) which must be prepared with good engineering, hydrologic, and pollution control practices and include at a minimum the following components: qualified stormwater manager; spill prevention and response plan; materials handling; potential sources of pollution; implementation of control measures; site description; and site map.

In addition, the Permittee shall comply with all local/state/federal regulations and obtain all necessary permits. Permittee shall comply with CDOT's MS4 Permit. When working within a local MS4 jurisdictional boundary, the permittee shall obtain concurrence from the local MS4 that the local MS4 will provide construction stormwater oversight. The local MS4 concurrence documentation shall be retained with the SWMP.

10/18/2021: Same comments and needs as noted on 8/30/2021

**Traffic Comments:**

Figure 3a - SH79 southbound left turn decel lanes for Pearl Ave and Edwards Ave do meet length requirements per the access code.

The Bennett Access Control plan does not have a traffic signal at the intersection of SH79 and Pearl Ave.

**EL - 10/28/2021**

**Resident Engineer Comments:**

No comments at this time.

**Utilities Comments:**

**PMC 10/25/21:** It is recommended that the Developer understand the SUE requirements for their project, where applicable. Any work in CDOT Rights of Way will require a full SUE investigation if the anticipated excavation is greater than 2 feet in depth and a contiguous 1,000 square feet **OR** there is utility boring. Here is the link to the SUE Best Practices document from the Underground Damage Prevention Safety Commission.

<https://ops.colorado.gov/sites/ops/files/2020-04/bestpracticesubsurfaceutilityengineering.pdf>

It is recommended that the Developer engage the Utility owners as early as possible for any work within CDOT Rights of Way. With proposed utility installations the risk of utility impacts increases.

Any work regarding water lines must be approved by the water and fire districts. Some water districts have a lengthy design/review process. The Developer needs to consider how this could affect their design and construction schedules. Also some water districts may require only contractors from their pre-approved list to work on their lines. The Utility plans only show proposed water and sanitary storm lines; there were no fire hydrants shown. I also

did not see any proposed gas or electric facilities as part of the utility plan.

New installation of utilities within CDOT Rights of Way requires the PointMan mobile app to be used to capture as built data (please add this information in your general notes). Here is the link to that information. [https://drive.google.com/file/d/1d8EKMrRY29XtMzJdUMYqGt\\_Tg5-MZ3qN/view?usp=sharing](https://drive.google.com/file/d/1d8EKMrRY29XtMzJdUMYqGt_Tg5-MZ3qN/view?usp=sharing).

Any new traffic signals may require a meter when connecting the power, if applicable. The Developer will want to contact the power company in the area for any requirements. It is recommended that the Developer engage the power company as early as possible as each power company's procedures are different.

#### Permits Comments:

- Previous review from 8/26 was to the site plan & plat. I am at a loss if any of the previous remarks were acknowledged or addressed. Therefore those same remarks bear repeating.
- What is presented to us is a civil review of roadways and infrastructure outside of CDOT RoW. My only comment is to ask the Town to ensure all improvements in the future SH 79 RoW are to CDOT standards so that the eventual dedication has no substandard corrections. There are clearly less than full roadway improvements being made at this time.

#### **RS 10-28-21**

This plat shows the intention to dedicate & connect Pearl Street, Adams Street, and Custer Street to SH 79. Pearl Street was permitted as a right-in, right-out (#116022). Adams & Custer are on Edwards, not yet a dedicated CDOT RoW. However, for the same, CDOT design standards should be adhered to; to ensure the eventual dedication of RoW and roadway/intersection design has no issues.

The current version of the SH 79 Access Control Plan shows that either Adams or Custer will be signalized but not both. Under CDOT rules: Traffic Signals are only when warrants are met. Anticipating that warrants will eventually be met, the plat should include a note to reference the Subdivision Improvement Agreement, escrow, or other means to ensure the pro-rata share of the signal costs is obtained by the Town. At the time Edwards is dedicated as CDOT RoW, and assuming both Adams and Custer streets are fully built south of Edwards, CDOT will want a "no-build" access permit to assign the traffic count to be assigned to both of these intersections. The Town would also be advised to define for CDOT what public improvements located within the Edwards RoW may be deferred (i.e. street lights, sidewalks, etc.?) which would need to be permitted and accommodated after dedication as CDOT RoW if not built beforehand.

It is noted that Cedar Street is no longer anticipated to connect to SH 79, therefore no permit is called for. Developer would be advised that all utilities located in CDOT RoW must be fully documented and permitted according to SUE legislative requirements.

The table on sheet 2 of the plat identifies Tracts N & M as "future use" and we believe this is a misrepresentation. Tract N (on sheets 8, 9 & 18) should be earmarked for Transportation & utility purposes, or in short: a future public roadway. Earlier conversations hinted that Tract M (sheet 4) may be considered as future RoW for a roundabout - but we are unclear - but suspect by its shape, that is also intended for possible roadway & associated utilities.

Because Edwards Avenue is intended to become a major truck route, the Town would be advised to require an appropriate noise buffer or other attenuation means for homes that will back onto this major roadway.

#### **RS 08-26-21**

Other Comments:

Clearly show and identify the CDOT ROW as such. I have no other comments or concerns. 3rd party inspection required. **RLW Oct 14 2021**



# STATE OF COLORADO

## Traffic & Safety

Region 1

2829 W. Howard Place

Denver, Colorado 80204



COLORADO  
Department of Transportation

Project Name: **Bennett Crossing - Lennar**

Print Date: 9/10/2021

Highway:

079

Mile Marker:

### Drainage Comments:

**SBL - 9/7/2021**

No comments at this time.

A detention and water quality pond was designed and approved with Bennett Crossing Filing No. 1 and is to be constructed with Phase 1 of this project per those plans. The Bennett Crossing pond will be located off-site east of the Site on property owned by the current landowner for this project. Edward Avenue currently is built as a half street and Filing No. 5 is obligated to convey the south half of the road and direct flows to the ultimate off-site pond. The full buildout of Edward Avenue and the roundabout are accounted for in the Filing No. 5 design. Storm sewer stubs are provided for future inlets in Edward Avenue. The east half of SH 79 is also accounted for in the Filing No. 5 flows. When Edward Avenue full street section is constructed, including the future roundabout, the drainage channels will be filled in and Edward Avenue runoff will be collected in a future storm sewer specific to that future project. Any storm sewer west of the existing Edward Avenue high point and associated with Edward Ave/SH 79 half street that fronts Bennett Crossing Filing No. 5 Tract S (Planning Area 6) is assumed to be conveyed either within the ROW or through Bennett Crossing Tract S (Planning Area 6) to the existing drainage channel north of Pearl Avenue. The storm sewer stubs provided are sized for the ultimate Edward Avenue buildout.

### Environmental Comments:

FHU modeled the location and created some noise contours in 2018. The results from the existing and future condition noise modeling efforts are illustrated with noise contour lines in Figure 2 and Figure 3 in the attached Noise Contour Memo. Any sensitive land uses closer to 1st Street or SH 79 than indicated by the respective contour line may be incompatible with traffic noise levels unless supplemental traffic noise abatement is provided.

We would like the applicant to demonstrate that the proposed residential lots would not be impacted by traffic noise based on the noise contours as shown in the 3/13/2018 Town of Bennett SH79 Traffic Noise Contours (FHU Reference Number 118052-01) memo.

8/30/2021:

Required -

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Since this is a permit, a file search for Arch and History is required. If the file search identifies anything, a more extensive report will be required. If nothing is identified, then the file search should be sufficient. For the file search contact:

Cultural File Search: <http://www.historycolorado.org/oahp/file-search>

email: [hc\\_filesearch@state.co.us](mailto:hc_filesearch@state.co.us)

The applicant will need to demonstrate that the proposed residential lots would not be impacted by traffic noise

based on the noise contours as shown in the 3/13/2018 Town of Bennett SH79 Traffic Noise Contours (FHU Reference Number 118052-01) memo.

The applicant is required to review the ECIS to determine the level of Paleo requirements/technical reports needed.

**Info for Applicant:**

The ECIS will be used to support HazMat requirements.

Non-historic 4f does not apply.

If any non-historic 6f properties will be impacted or disturbed applicant shall coordinate with Veronica McCall veronica.mccall@state.co.us

The Permittee shall complete a stormwater management plan (SWMP) which must be prepared with good engineering, hydrologic, and pollution control practices and include at a minimum the following components: qualified stormwater manager; spill prevention and response plan; materials handling; potential sources of pollution; implementation of control measures; site description; and site map.

In addition, the Permittee shall comply with all local/state/federal regulations and obtain all necessary permits. Permittee shall comply with CDOT's MS4 Permit. When working within a local MS4 jurisdictional boundary, the permittee shall obtain concurrence from the local MS4 that the local MS4 will provide construction stormwater oversight. The local MS4 concurrence documentation shall be retained with the SWMP.

**Traffic Comments:**

Figure 3a - SH79 southbound left turn decel lanes for Perl Ave and Edwards Ave do meet length requirements per the access code.

The decel lanes at the intersection of E Colfax Ave and SH79 do not meet code. The town of Bennett should collect money to bring these up to code.

The Bennett Access Control plan does not have a traffic signal at the intersection of SH79 and Pearl Ave.

**EL - 09/8/2021**

~~Growth rates and percentage of trucks does not match OTIS. How did you come up with this number?~~

~~ITE Trip Generation 10th Edition needs to be used for trip generation.~~

~~For figure 2 and 3 add arrows to the distribution so we can understand which way they are going at the intersection. Confused on In and out movement. In movement seems to be moving away from the development. I usually think of that as out movement. Please clarify.~~

~~Latest version of Synchro and HCM methodology needs to be used for calculation. It looks like the latest HCM is used but thought I would mention it. It does provide slightly different results the new version of Synchro.~~

~~Verify volumes for west of SH-79. Civic Center is supposed to have more than showing in this report.~~

~~Perl is showing that it needs a left turn lane but is not listed in the recommendations of the report.~~

Pearl is not slated for a signal and might become a 3/4 movement intersection. This is based off of the Bennett Access Control Plan. Recommendation 2 sounds like it could get signalized. Clarify this language.

**Jason Igo 1/29/2021**

**Resident Engineer Comments:**

**9/2/21** - No comments at this time.

1/26/21 - No comments at this time.

#### Permits Comments:

This plat shows the intention to dedicate & connect Pearl Street, Adams Street, and Custer Street to SH 79. Pearl Street was permitted as a right-in, right-out (#116022). Adams & Custer are on Edwards, not yet a dedicated CDOT RoW. However, for the same, CDOT design standards should be adhered to; to ensure the eventual dedication of RoW and roadway/intersection design has no issues.

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It is noted that Cedar Street is no longer anticipated to connect to SH 79, therefore no permit is called for. Developer would be advised that all utilities located in CDOT RoW must be fully documented and permitted according to SUE legislative requirements.

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Because Edwards Avenue is intended to become a major truck route, the Town would be advised to require an appropriate noise buffer or other attenuation means for homes that will back onto this major roadway.

#### RS 08-26-21

~~There is an approved PEL for SH 79, plus an Access Control Plan (ACP) still in the formative stage by the Town of Bennett. The realignment of SH 79 Access plus new locations along this segment has been discussed and analyzed to bring the plan to a point of 98% completeness. CDOT Access has respectfully used these documents as our guide in reviewing this proposal.~~

~~The PEL calls for a 118-ft RoW for the future SH 79. The plan appears to be consistent for showing the E-W RoW profile, however, it is lacking to show the roundabout inferred on the letter of intent, and the connections of both Cedar and Custer roadway-rights-of-way. The TIS provided is also lacking to ID these near and long term improvement connections flanking this development.~~

~~The ACP shows Adams Street as a full movement, with a caveat for possible signalization. This needs to be reflected in the plat — public improvement portion and it is recommended that the Town secure a pro-rata share of funds for future signal (if warranted) from the development as an escrow. That would apply to both Adams, Cedar, and Custer Street signals if when warranted. Signals at Marketplace are being worked out separately and this development may also have a pro-rata share as well.~~

~~Other public improvements in the Edwards RoW should be built to CDOT standards if this roadway is to become CDOT RoW. That would include pavement, sidewalks, crosswalks, signal plans, etc. The plat should have a note of the process agreement outlining the procedure & timing of when the RoW will be dedicated to CDOT. Work in CDOT RoW is by permit, not applicable if it is Town RoW in the interim.~~

~~Given that Edwards Ave is earmarked to become a State Highway, a significant amount of truck and through traffic will be passing by. The plan appears to lack the means to mitigate noise for the homes that will back onto the future SH 79. The Town would be advised to include such a feature within the "landscaping" buffer.~~

~~Custer Street is shown on the ACP and PEL as an N-S street. Why is this plat not securing the dedication of RoW for Custer on the east side of this development? When will the RoW be dedicated and whose responsibility will it be to build the roadway and associated intersection improvements?~~

~~The same comment applies to Cedar Street on the west side. Why is the RoW not shown, when will the RoW be dedicated and whose responsibility will it be to build the roadway and associated intersection improvements? Where is the Roundabout that is mentioned in the letter of intent and why is it not shown on the plans?~~

~~Both Adams Street and future Custer Street connections to Edwards Ave should have permits tied to them, and in turn, be designed to accommodate the 20-yr traffic growth projection. This would be consistent with the CDOT Access Permit requirements and ensure the eventual dedication to CDOT as RoW has appropriate documentation and all requirements are met.~~

~~I have red-lined the letter of intent & sketch plan to point out where the plans are not in-sync and should be revised. CDOT requests a revised submittal and summary as to if and how our concerns are addressed.~~

~~Two red-line files are attached: Letter of Intent Red-line & Red line of Sketch Plan~~

**RS 01-15-2021**

At the appropriate time, CDOT would like to the Drainage Report.

**MC 1-29-21**

Other Comments:

No comments at this time. **RLW Jan 21 2021**

I have no comments or concerns. 3<sup>rd</sup> party inspection required. **RLW Aug 27 2021**

# Memorandum

**To:** Steve Hebert, AICP, Bennett Planning & Economic Development Manager

**From:** Gabrielle Renner, PE PTOE RSP1  
Town Traffic Engineer

**Date:** 9/8/2021

**Re:** Town Land Use Case 21.24: Bennett Crossing Filing 5 Final Plat  
Town Traffic Engineering Review

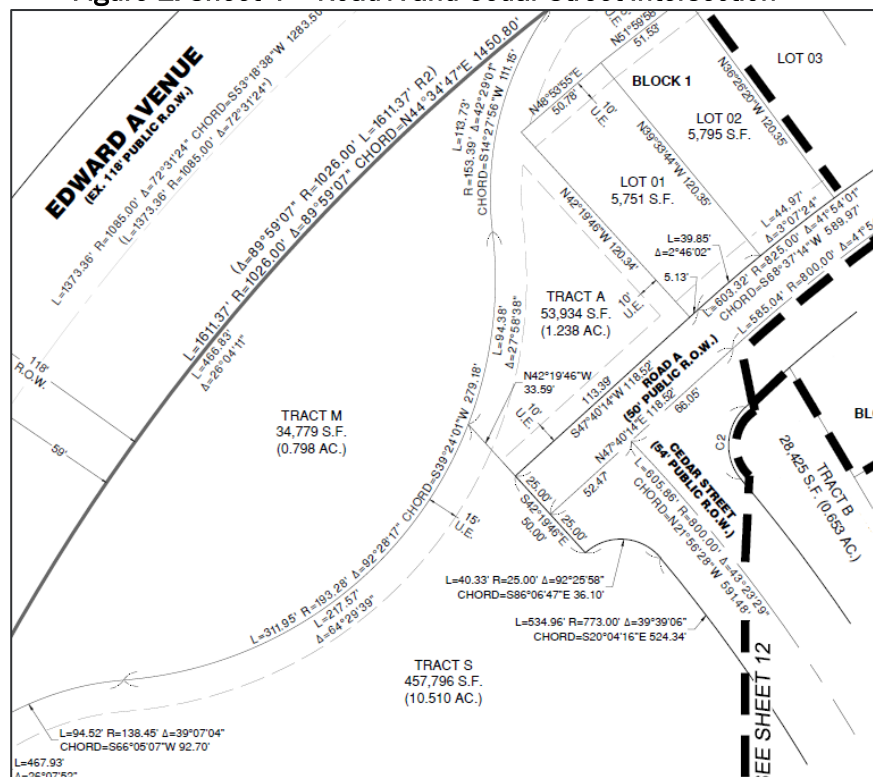
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The Bennett Crossing Filing 5 Final Plat application materials were submitted on July 20, 2021. The application materials were reviewed, and the following comments have been provided by the Town Traffic Engineer.

- Sheet key doesn't match the segmented sheets in Filing 5 Final Plat dated 7/15/2021.
- Road A, Road B, Road C, Road D, Road E, Road F, Road G
  - Please confirm the planned cross-section for these roads.
- Adams Street 65' ROW
  - Please confirm the planned cross-section for Adams Street.
  - Request no parking and detached sidewalk along Adams Street
- Cedar Street 54' ROW
  - There is no cross-section in the Town of Bennett Roadway Design & Construction Standards that has a 54' ROW.
  - Please confirm the planned cross-section for Cedar Street and provide justification if it does not meet the Town of Bennett's design standards.
- Pearl Street 58' ROW
  - There is no cross-section in the Town of Bennett Roadway Design & Construction Standards that has a 58' ROW.
  - Please confirm the planned cross-section for Pearl Street and provide justification if it does not meet the Town of Bennett's design standards.
- Sheet 4 show the termination of Road A and Cedar Street as shown in Figure 1. It is requested that the intersection of Road A and Cedar Street do not support Tract S. The proximity to the future reserved intersection in Tract M provides a safety concern for drivers to visualize where there are in relation to the two intersection locations. It is requested that shown intersection be converted to a "Knuckles" 90 degree identified on Drawing 4-41 in the Town of Bennett Roadway Design & Construction Standards similar to what is shown in Sheet 8.
  - Access to Tract S can be provided via the south Road A or midblock along Cedar Street per the Tract S traffic impact study will identify as adequate safe access.



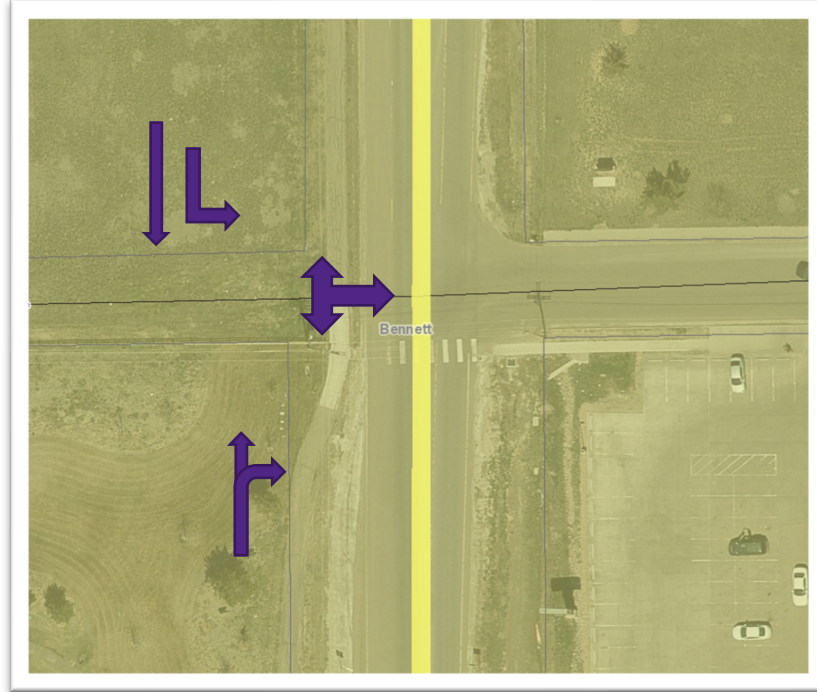
Figure 1: Sheet 4 – Road A and Cedar Street Intersection



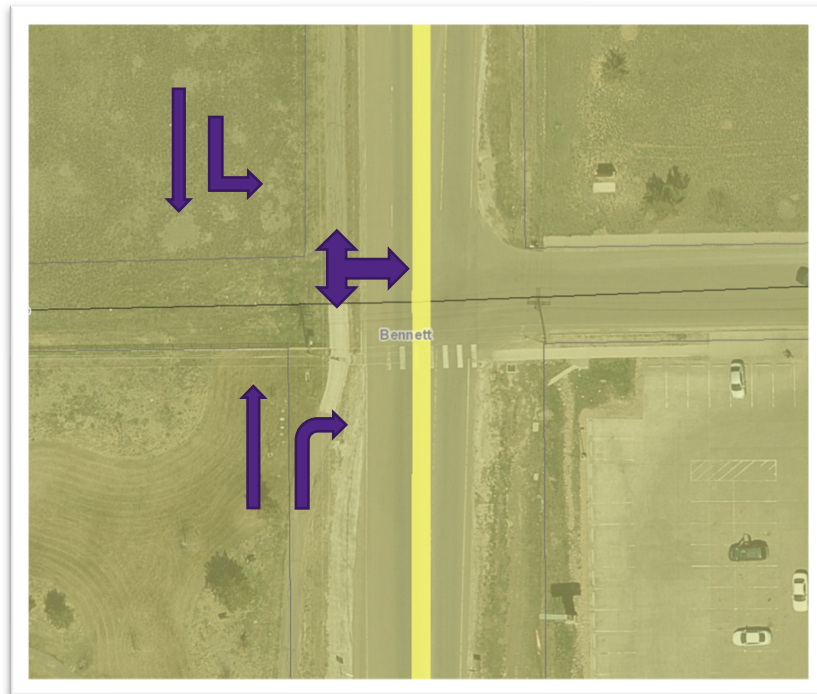
- It is recommended to provide a visual barrier between future intersection in Tract M and Road A / Cedar Street for driver safety.
- How does Lot 1 work with the future intersection in Tract M and any proposed barriers that might be required from CDOT due to noise?
- Confirmation of crosswalks and internal traffic control needs to be provided.
- Confirm all roads and intersections support emergency vehicles or waste collector vehicles.
- The Traffic Impact Study (TIS) completed on July 20, 2021, was reviewed.
  - Unfortunately, while reviewing the TIS, it was noted that the original TIS completed for the whole Bennett Crossing in 2016 misrepresented PA-6/Tract S. It should be represented as multi-family for the trip generation. It would be preferred that background traffic incorporate the multi-family assumption that should have been included in the 2016 TIs.
  - The Access Control Plan identifies Pearl Street as full access till the SH 79 realignment. Year 2041 traffic analysis will need to evaluate Pearl Street / SH 79 as right-in / right-out with shifts of the development traffic.
  - The intersections of SH 79 (1<sup>st</sup> Street) / Bennett Avenue, SH 79 (1<sup>st</sup> Street) / Centennial Drive, and Cedar Street / Pearl Street need to be included in the analysis per the Town of Bennet Guidelines for TISs.
  - It is also recommended to include site traffic to utilize the future Market Place signal with the change of the Pearl Street / SH 79 access.
  - Geometry at the intersection of SH 79 (1<sup>st</sup> Street) / Bennett Avenue should include the new existing lane configuration that has not been updated in any aerials as shown in **Figure 2**. **Figure 3** shows the lane configuration that will need to be utilized for Years 2025, 2030, and 2041.



**Figure 2: Existing SH 79 (1<sup>st</sup> Avenue) / Bennett Avenue Lane Configuration**



**Figure 3: Future Years SH 79 (1<sup>st</sup> Avenue) / Bennett Avenue Lane Configuration**



- Directional distribution of the site-generated traffic in Figures 7a and 7b are confusing.
  - The Figure 7a provides traffic generation to the west side of Edwards Avenue and that cannot be assumed to be built short term by Year 2025, Muegge Farms development can be assumed by Year 2030. It is also requested that the trip generation to the north be further developed to Colfax Avenue.
  - It is requested The Figure 7b provides the trip generation to the north be further developed to Colfax Avenue.
  - Additional review of the TIS will pend based on revisions.

9191 Jamaica Street  
Englewood, CO 80112  
United States  
T +1.303.771.0900

[www.jacobs.com](http://www.jacobs.com)

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**Subject** Bennett Crossing Filing 5 2<sup>nd</sup> Submittal Final Plat

**Attention** Steve Hebert, AICP, Bennett Planning & Economic Development Manager  
Sara Aragon, Community Development Manager

**From** Mike Heugh, PE  
Town Traffic Engineer

**Date** February 17, 2022

**Copies to** Dan Giroux, PE, Town Engineer

---

### Bennett Crossing Filing 5 2<sup>nd</sup> Submittal Final Plat – Town Traffic Comments

The following comments on the 1<sup>st</sup> Submittal (dated 9/8/21) do not appear to be addressed. Without a response letter, I could not verify the reasoning for not addressing.

1. It is recommended to provide a visual barrier between future intersection in Tract M and Road A / Cedar Street for driver safety.
  2. How does Lot 1 work with the future intersection in Tract M and any proposed barriers that might be required from CDOT due to noise? (CDOT comments stated they provided noise contours done by FHU.)
  3. Confirmation of crosswalks and internal traffic control needs to be provided.
  4. Confirm all roads and intersections support emergency vehicles or waste collector vehicles.
  5. **New Comment:** CDOT mentioned this as well, but does the ROW shown for Edwards meet CDOT requirements for ROW once this becomes a CDOT facility.
- 
- A revised TIS was not submitted with the 2<sup>nd</sup> submittal. Another review of the 7/20/21 document was done, and there are no additional comments to the ones submitted on 9/8/21.





# Bennett-Watkins Fire Rescue

District Office: 303-644-3572 Fax: 303-644-3401

355 4<sup>th</sup> Street, Bennett, CO 80102

Email: LifeSafety@BennettFireRescue.org

*"Striving to Preserve Life and Property"*

April 15<sup>th</sup>, 2021

Steve Hebert

Town Planner

Town of Bennett

Re: Bennett Crossing Fling 5 Final Plat – Case 21.24

Planner Hebert,

In regards to the submission for Bennett Crossing Fling 5 Final Plat – Case 21.24, Bennett-Watkins Fire Rescue (BWFR) has the following comments and considerations:

- The developer shall confer with Bennett Fire Protection District and ensure that the proposed development conforms to adopted (IFC) fire code standards.
- The developer shall ensure the proposed municipal water systems pertaining to hydrant distribution fire suppression is adequate to protect the proposed development as well as meet design expectations of both the Town of Bennett as well as Bennett-Watkins Fire Rescue. Considerations for design requirement shall include adopted codes and standards as well as ISO distribution and fire flow requirements.
- The applicant will be required to submit a separate site overview and fire hydrant model exhibit demonstrating the placement and distances of all fire hydrants throughout the development directly to the Fire District. This model will be reviewed for IFC Appendix C compliance. Separate fees and submission for this review are required directly with the Fire District.
- It is recommended that the developer work directly with Bennett-Watkins Fire Rescue, ISO, and Town of Bennett Staff to provide and review information pertaining to the needed fire flows for the proposed development. This information should be vetted against International Fire Code Requirements as well as ISO requirements. It is also likely that this information will also be required by the Town to include for hydraulic system modeling.
- Fire hydrant installation shall conforming to the painting and color coding system outlined in NFPA 291. The developer/install contractor is responsible for ensuring all hydrants are painted conforming to the TOB/BWFR standards.
- Areas of the development that include wildland-urban interface, greenbelts, or other open space areas are of particular concern for the Fire District. BWFR is interested in working with the developer to ensure that adequate access is provided to these areas should there be a need for vehicle access for wildfire suppression. As each development is unique, it is recommended that the developer work directly with BWFR to examine these interface areas and determine what access and service needs exist.
- Development access requirements are based on the adopted fire code applicable to the development. Two BWFR approved access points are required after the 30<sup>th</sup> dwelling unit is

constructed. These access points are required to follow the remoteness guidelines, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the lot or area to be served, measured in a straight line between accesses. The only exception to this requirement is if all dwelling units are constructed with approved automatic sprinkler systems and approved by BWFR.

- BWFR will incur unmet capital costs associated with new development. To address the needs of this unmet capital cost, BWFR has partnered with the Town to enact a development fee policy which establishes fees due for all new types of development. It is likely that fees will apply to the new proposed development. If the developer has additional questions or concerns regarding Fire District development fees or policies, they can contact the District Office at 303-644-3572.

Thank You

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

Caleb J. Connor  
Fire Marshal  
Life Safety Division  
Bennett-Watkins Fire Rescue  
303-644-3572 - Headquarters / 720-893-7672 - Direct  
[www.BennettFireRescue.org](http://www.BennettFireRescue.org)

T:\JOBS\1-20\_Survey\120-00343 (130-00138)\_Bennett Crossing Development-Lennar\dwg\120-00343-FP\_Adams\_County.DWG Date: 07/15/21 09:59a ECarson

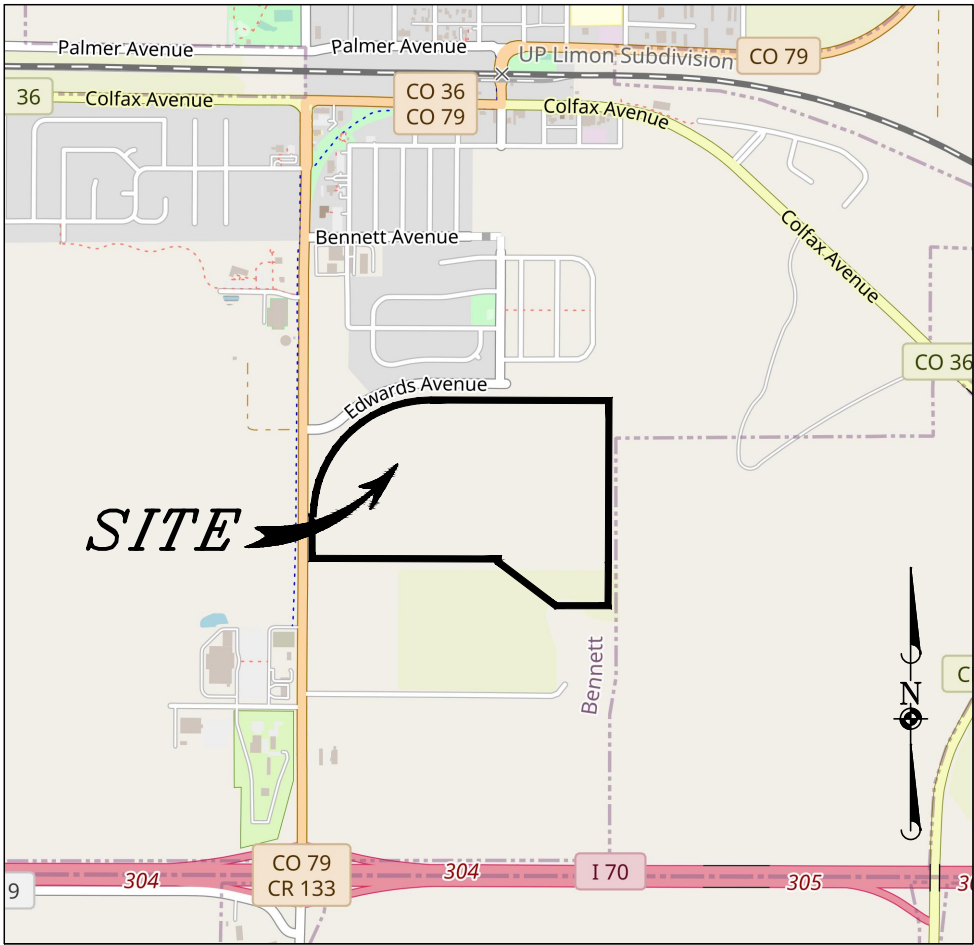
CASE NUMBER: XXXXXXXX

# BENNETT CROSSING FILING NO. 5

FINAL PLAT

BEING A PART OF THE WEST ONE-HALF OF SECTION 34, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH PRINCIPAL MERIDIAN,  
TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO

SHEET 1 OF 17



## LOCATION MAP

(NOT TO SCALE)

### OWNERSHIP AND DEDICATION (CONTINUED)

THENCE SOUTH 89°30'11" WEST ALONG THE NORTH LINE OF SAID BENNETT CROSSING FILING NO. 1, A DISTANCE OF 686.42 FEET TO THE EASTERLY RIGHT-OF-WAY LINE OF COLORADO STATE HIGHWAY 79 (SOUTH 1ST STREET);  
THENCE NORTH 00°24'47" WEST ALONG SAID EASTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 363.16 FEET TO THE SOUTHWEST CORNER OF SAID BENNETT CROSSING FILING NO. 2;  
THENCE ALONG THE SOUTH LINE OF SAID BENNETT CROSSING FILING NO. 2 THE FOLLOWING THREE (3) COURSES:

- 1) NORTH 89°35'13" EAST, A DISTANCE OF 9.00 FEET TO A POINT OF NON-TANGENT CURVE;
- 2) 1611.37 FEET ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A RADIUS OF 1026.00 FEET AND A CENTRAL ANGLE OF 89°59'07", SUBTENDED BY A CHORD WHICH BEARS NORTH 44°34'47" EAST, A DISTANCE OF 1450.80 FEET;
- 3) NORTH 89°34'20" EAST, A DISTANCE OF 1557.07 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS AN AREA OF 3,654,846 SQUARE FEET, OR 83.904 ACRES, MORE OR LESS. ALL LINEAL DISTANCE UNITS ARE REPRESENTED IN U.S. SURVEY FEET.

HAVE LAID OUT, SUBDIVIDED AND PLATTED SAID LAND AS PER THE DRAWING CONTAINED UNDER THE NAME AND STYLE OF BENNETT CROSSING FILING NO. 5, A SUBDIVISION OF A PART OF THE TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO, AND BY THESE PRESENTS TO HEREBY DEDICATE TO THE TOWN OF BENNETT THE STREETS AND AVENUES AS SHOWN ON THIS PLAT FOR THE PUBLIC USE THEREOF FOREVER AND DOES FURTHER DEDICATE TO THE USE OF THE TOWN OF BENNETT AND ALL SERVING PUBLIC UTILITIES (AND OTHER APPROPRIATE ENTITIES) THOSE PORTIONS OF SAID REAL PROPERTY WHICH ARE SO DESIGNATED AS UTILITY EASEMENTS AND TRANSPORTATION EASEMENTS AS SHOWN. ACCESS EASEMENTS ARE HEREBY DEDICATED TO THE TOWN OF BENNETT ACROSS ALL TRACTS SHOWN HERON. IT IS EXPRESSLY UNDERSTOOD AND AGREED BY THE UNDERSIGNED THAT ALL EXPENSES AND COSTS INVOLVED IN CONSTRUCTION AND INSTALLING SANITARY SEWER SYSTEM WORKS AND LINES, WATER SYSTEM WORKS AND LINES, GAS SERVICE LINES, ELECTRICAL SERVICE WORKS AND LINES, LANDSCAPING, CURBS, GUTTERS, STREET PAVEMENT, SIDEWALKS, AND OTHER SUCH UTILITIES AND SERVICES SHALL BE GUARANTEED AND PAID FOR BY THE SUBDIVIDER AND ARRANGEMENTS MADE BY THE SUBDIVIDER, THEREOF WHICH ARE APPROVED BY THE TOWN OF BENNETT, COLORADO, AND SUCH SUMS SHALL NOT BE PAID BY THE TOWN OF BENNETT, AND THAT ANY ITEM SO CONSTRUCTED OR INSTALLED WHEN ACCEPTED BY THE TOWN OF BENNETT SHALL BECOME THE SOLE PROPERTY OF SAID TOWN OF BENNETT, COLORADO, EXCEPT PRIVATE ROADWAY CURBS, GUTTER AND PAVEMENT AND ITEMS OWNED BY MUNICIPALITY FRANCHISED UTILITIES AND/OR OTHER SERVING PUBLIC ENTITIES, WHICH WHEN CONSTRUCTED OR INSTALLED SHALL REMAIN AND/OR BECOME THE PROPERTY OF SUCH MUNICIPALITY FRANCHISED UTILITIES AND/OR OTHER SERVING PUBLIC UTILITIES AND SHALL NOT BECOME THE PROPERTY OF THE TOWN OF BENNETT, COLORADO.

\*\*\*SEE SHEET 2 FOR NOTES, SURVEYOR'S NOTES AND TABLES.\*\*\*

#### SHEET INDEX:

FINAL PLAT COVER SHEET AND CERTIFICATES- SHEET 1  
FINAL PLAT NOTES, SURVEYOR'S NOTES AND TABLES- SHEET 2  
FINAL PLAT DETAIL SHEETS- SHEETS 3 THROUGH 18

### OWNERSHIP AND DEDICATION (CONTINUED)

EXECUTED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ A.D., 2021.  
BY: GAYESKI CAPITAL EQUITIES, LLC, A COLORADO LIMITED LIABILITY COMPANY

\_\_\_\_\_  
<NAME> AS REGISTERED AGENT

#### ACKNOWLEDGEMENT

THE FOREGOING OWNERSHIP AND DEDICATION WAS ACKNOWLEDGED BEFORE ME THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2021, BY <NAME> AS AUTHORIZED SIGNATORY FOR GAYESKI CAPITAL EQUITIES, LLC, A COLORADO LIMITED LIABILITY COMPANY.

WITNESS MY HAND AND SEAL:

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

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

MY ADDRESS: \_\_\_\_\_  
\_\_\_\_\_

### SURVEYOR'S CERTIFICATE

I, ERIC DAVID CARSON, A DULY LICENSED PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT THERE ARE NO ROADS, PIPELINES, IRRIGATION DITCHES OR OTHER EASEMENTS IN EVIDENCE OR KNOWN BY ME TO EXIST ON OR ACROSS THE HEREIN BEFORE DESCRIBED PROPERTY EXCEPT AS SHOWN ON THIS PLAT. I FURTHER CERTIFY THAT I HAVE PERFORMED THE SURVEY SHOWN HEREON, OR SUCH SURVEY WAS PREPARED UNDER MY DIRECT RESPONSIBILITY AND SUPERVISION, THAT THIS PLAT ACCURATELY REPRESENTS SAID SURVEY, AND THAT ALL MONUMENTS EXIST AS SHOWN HEREIN.

ERIC DAVID CARSON  
COLORADO PROFESSIONAL LAND SURVEYOR NO. 37890  
FOR AND ON BEHALF OF  
CWC CONSULTING GROUP, INC.  
EMAIL: ERICC@CWC-CONSULTING.COM

### TOWN APPROVAL

THIS IS TO CERTIFY THAT THE PLAT OF BENNETT CROSSING FILING NO. 5 WAS APPROVED

ON THE \_\_\_\_\_ DAY OF \_\_\_\_\_, 2021, BY RESOLUTION NO.

\_\_\_\_\_, AND THAT THE MAYOR OF THE TOWN OF BENNETT ON BEHALF OF THE TOWN OF BENNETT, HEREBY ACKNOWLEDGES SAID PLAT UPON WHICH THIS CERTIFICATE IS ENDORSED BY ALL PURPOSES INDICATED THEREON.

\_\_\_\_\_  
MAYOR ATTEST: TOWN CLERK

### CLERK AND RECORDER'S CERTIFICATE

THIS FINAL PLAT WAS FILED FOR RECORD IN THE OFFICE OF THE COUNTY CLERK AND

RECORDER OF ADAMS COUNTY, COLORADO, AT \_\_\_\_\_ O'CLOCK \_\_\_\_\_.M. THIS

\_\_\_\_\_  
DAY OF \_\_\_\_\_,

2021, AT RECEPTION NO. \_\_\_\_\_.

\_\_\_\_\_  
CLERK AND RECORDER

\_\_\_\_\_  
DEPUTY

### PURPOSE STATEMENT

THIS BENNETT CROSSING FILING NO. 5 PLAT IS INTENDED TO SUBDIVIDE 83.904 ACRES INTO 243 RESIDENTIAL LOTS AND 19 TRACTS (4 FOR FUTURE USE), DEDICATE RIGHT-OF-WAY AND GRANT EASEMENTS.

### OWNERSHIP AND DEDICATION

KNOW ALL PERSONS BY THESE PRESENTS, THAT THE UNDERSIGNED, GAYESKI CAPITAL EQUITIES, LLC, A COLORADO LIMITED LIABILITY COMPANY, BEING THE OWNER OF THE LAND SHOWN ON THIS FINAL PLAT AND DESCRIBED AS FOLLOWS:

PARCEL A OF SPECIAL WARRANTY DEED DESCRIBED IN THE DOCUMENT RECORDED UNDER RECEPTION NO. 2014000037662:

A PARCEL OF LAND LOCATED IN THE WEST HALF OF SECTION 34, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF

THE 6TH PRINCIPAL MERIDIAN, COUNTY OF ADAMS, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BASIS OF BEARINGS: THE NORTHERLY LINE OF THE NORTHWEST QUARTER OF SECTION 34, TOWNSHIP 3,

RANGE 63 WEST OF THE 6TH PRINCIPAL MERIDIAN BEARS NORTH 89°33'30"EAST;

COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 34;

THENCE NORTH 89°33'30" EAST, ALONG THE NORTHERLY LINE OF THE NORTHWEST QUARTER OF SAID SECTION

34, A DISTANCE OF 960.00 FEET TO THE POINT OF BEGINNING;

THENCE NORTH 89°33'30" EAST, CONTINUING ALONG SAID NORTHERLY LINE, A DISTANCE OF 1682.85 FEET TO

THE NORTH QUARTER CORNER OF SAID SECTION 34;

THENCE SOUTH 00°08'12" WEST, ALONG THE EASTERLY LINE OF THE NORTHWEST QUARTER OF SAID SECTION

34, A DISTANCE OF 2701.52 FEET TO THE CENTER QUARTER CORNER OF SAID SECTION 34;

THENCE SOUTH 00°09'06" WEST, ALONG THE EASTERLY LINE OF THE SOUTHWEST QUARTER OF SAID SECTION

34, A DISTANCE OF 772.96 FEET;

THENCE NORTH 89°43'33" WEST, A DISTANCE OF 2592.56 FEET;

THENCE NORTH 00°17'18" EAST, ALONG A LINE 50.00 FEET EASTERLY OF AND PARALLEL WITH THE WESTERLY

LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 34, A DISTANCE OF 761.66 FEET;

THENCE NORTH 00°05'40" EAST, ALONG A LINE 50.00 FEET EASTERLY OF AND PARALLEL WITH THE WESTERLY

LINE OF THE NORTHWEST QUARTER OF SAID SECTION 34, A DISTANCE OF 2380.43 FEET;

THENCE NORTH 89°33'30" EAST, A DISTANCE OF 612.80 FEET;

THENCE NORTH 00°26'30" WEST, A DISTANCE OF 81.99 FEET;

THENCE NORTH 89°33'30" EAST, A DISTANCE OF 300.00 FEET;

THENCE NORTH 00°26'30" WEST, A DISTANCE OF 218.00 FEET TO THE POINT OF BEGINNING;  
EXCEPT BENNETT CROSSING FILING NO. 1 RECORDED UNDER RECEPTION NO. 2019000008907;

EXCEPT BENNETT CROSSING FILING NO. 2 RECORDED UNDER RECEPTION NO. 2017000074180;

EXCEPT BENNETT CROSSING FILING NO. 3 RECORDED UNDER RECEPTION NO. 2019000012642;

MORE PARTICULARLY DESCRIBED AS FOLLOWS (SURVEYOR'S DESCRIPTION):

BEARINGS ARE BASED UPON THE SOUTH LINE OF THE NORTHWEST ONE-QUARTER OF SAID SECTION 34 FROM THE WEST ONE-QUARTER CORNER OF SAID SECTION 34

MONUMENTED BY A 3.25" ALUMINUM CAP, 0.4" DOWN IN A RANGE BOX WITH LID MARKED "SURVEY", STAMPED "T3S, 1/4, 33|34, R63W, PLS 26715, 2009" TO THE CENTER QUARTER

CORNER OF SAID SECTION 34 MONUMENTED BY A 2.5" ALUMINUM CAP, 0.1" ABOVE GROUND SURFACE, STAMPED "CHARLES H RUSSELL, T3S, C1/4, ", 34, R63W, 1994, LS 23519" BEARING

NORTH 89°30'11" EAST, A DISTANCE OF 2640.73 FEET (N89°30'11"E 2640.73' PER BENNETT CROSSING FILING NOS. 1 AND 3).

BEGINNING AT THE SOUTHEAST CORNER OF SAID BENNETT CROSSING FILING NO. 2;

THENCE SOUTH 00°22'07" EAST ALONG THE EAST LINE OF SAID NORTHWEST ONE-QUARTER OF SECTION 34, A DISTANCE OF 1414.27 FEET TO SAID CENTER QUARTER CORNER OF SECTION 34;

THENCE SOUTH 00°22'02" EAST ALONG THE EAST LINE OF THE SOUTHWEST ONE-QUARTER OF SAID SECTION 34, A DISTANCE OF 377.74 FEET TO THE NORTH LINE OF SAID BENNETT CROSSING FILING NO. 3;

THENCE THE FOLLOWING FOUR (4) COURSES ALONG THE NORTH LINE OF SAID BENNETT CROSSING FILING NO. 3:

- 1) SOUTH 89°29'22" WEST, A DISTANCE OF 456.23 FEET;
- 2) NORTH 53°33'51" WEST, A DISTANCE OF 631.33 FEET;
- 3) NORTH 00°30'40" WEST, A DISTANCE OF 27.00 FEET;
- 4) SOUTH 89°30'11" WEST, A DISTANCE OF 942.53 FEET TO THE NORTHEAST CORNER OF SAID BENNETT CROSSING FILING NO. 1;



T:\JOBS\1--20\_Survey\120--00343 (130--00138)\_Bennett Crossing Development--Lennar.dwg \120--00343--FP--Adams\_County.DWG Date: 07/21/21 06:11a ECarson

CASE NUMBER: XXXXXXXX

BENNETT CROSSING FILING NO. 5

FINAL PLAT

BEING A PART OF THE WEST ONE-HALF OF SECTION 34, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH PRINCIPAL MERIDIAN,  
TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO

SHEET 2 OF 18

NOTES

1. THE PROPERTY IS LOCATED WITHIN "OTHER AREAS - ZONE X" (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.) AS IDENTIFIED ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP - COMMUNITY PANEL NUMBERED 08001C0981H WITH AN EFFECTIVE DATE OF MARCH 5, 2007.
2. TRACTS A THROUGH N, INCLUSIVE, SHALL BE OWNED AND MAINTAINED BY THE HOA, ITS SUCCESSORS OR ASSIGNS. THE UNDERSIGNED GRANTS THE TOWN OF BENNETT A PERPETUAL RIGHT OF INGRESS AND EGRESS FROM AND TO SAID TRACTS. THE TOWN SHALL HAVE THE RIGHT, BUT NOT THE OBLIGATION, TO MAINTAIN, OPERATE, REPAIR AND RECONSTRUCT THE TRACT AND RELATED FACILITIES WHEN THE OWNER(S) FAIL TO ADEQUATELY MAINTAIN SUCH TRACTS AND RELATED FACILITIES, WHICH MAINTENANCE, OPERATION AND RECONSTRUCTION SHALL BE AT THE COST OF THE HOA.
3. THE POLICY OF THE TOWN REQUIRES THAT ALL MAINTENANCE ACCESS SHALL BE PROVIDED TO ALL STORM DRAINAGE FACILITIES TO ASSURE CONTINUOUS OPERATIONAL CAPABILITY OF THE SYSTEM. THE PROPERTY OWNERS SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF ALL DRAINAGE FACILITIES INCLUDING INLETS, PIPES, CULVERTS, CHANNELS, DITCHES, HYDRAULIC STRUCTURES, AND DETENTION BASINS LOCATED ON THEIR LAND UNLESS MODIFIED BY THE SUBDIVISION IMPROVEMENTS AGREEMENT. SHOULD THE OWNER FAIL TO MAINTAIN SAID FACILITIES, THE TOWN OF BENNETT SHALL HAVE THE RIGHT BUT NOT THE OBLIGATION TO ENTER SAID LAND FOR THE SOLE PURPOSE OF OPERATIONS AND MAINTENANCE. ALL SUCH MAINTENANCE COSTS WILL BE ASSESSED TO THE PROPERTY OWNERS.
4. SURFACED ACCESS ROADS CAPABLE OF WITHSTANDING THE IMPOSED LOADS OF FIRE APPARATUS AND ALL REQUIRED FIRE HYDRANTS SHALL BE INSTALLED AND MADE SERVICEABLE PRIOR TO AND DURING CONSTRUCTION.
5. ALL INTERNAL ROADS AND DRAINAGE FACILITY CONSTRUCTION SHALL BE IN ACCORDANCE WITH STREET CONSTRUCTION PLANS, PAVEMENT DESIGN, GRADING AND EROSION CONTROL PLAN, AND A FINAL DRAINAGE PLAN SUBMITTED TO AND APPROVED BY THE TOWN OF BENNETT AND ALL APPLICABLE TOWN ADOPTED STANDARDS AND SPECIFICATIONS.
6. THIS PLAN HAS BEEN APPROVED BY THE TOWN OF BENNETT AND CREATES A VESTED PROPERTY RIGHT PURSUANT TO C.R.S. 24-68-101, ET SEQ., AS AMENDED, AND THE TOWN OF BENNETT DEVELOPMENT STANDARDS AND REGULATIONS.
7. NOTICE IS GIVEN THAT THIS SUBDIVISION WILL BE SUBJECT TO RECORDED DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS. THE TOWN OF BENNETT IS NOT RESPONSIBLE FOR ENFORCEMENT OF THE RECORDED COVENANTS, CONDITIONS AND RESTRICTIONS THAT MAY BE FILED AGAINST THE SUBDIVISION PLAT.
8. FOR CORNER LOTS, THE SIDE SETBACK SHALL BE USED FOR THE CHAMFERED OR RADIUS LOT CORNER.
9. NON-EXCLUSIVE UTILITY EASEMENTS LOCATED AS SHOWN ARE HEREBY GRANTED FOR THE INSTALLATION, MAINTENANCE, AND OPERATION OF UTILITIES AND DRAINAGE FACILITIES, INCLUDING, BUT NOT LIMITED TO STREET LIGHTS, ELECTRIC LINES, GAS LINES, CABLE TELEVISION LINES, FIBER OPTIC LINES, AND TELEPHONE LINES, AS WELL AS PERPETUAL RIGHT FOR INGRESS AND EGRESS FOR INSTALLATION, MAINTENANCE, AND REPLACEMENT OF SUCH LINES. ~~WINDOW WELLS, PATIOS, DECKS, STAIRS, RETAINING WALLS, AND THEIR COMPONENTS MAY NOT ENCROACH INTO THE REQUIRED UTILITY EASEMENTS.~~
10. SIGHT DISTANCE EASEMENTS ARE HEREBY DEDICATED TO THE TOWN OF BENNETT FOR SIGHT DISTANCE PURPOSES TOGETHER WITH THE FOLLOWING RESTRICTIONS OVER SAID EASEMENTS: NO OBJECT WITHIN THE SIGHT DISTANCE EASEMENT SHALL BE MORE THAN THIRTY-SIX (36) INCHES ABOVE THE FLOWLINE OF THE ADJACENT STREET. SUCH OBJECTS SHALL INCLUDE BUT NOT BE LIMITED TO BUILDINGS, VEGETATION, AND UTILITY CABINETS. PARKING IS ALSO RESTRICTED WITHIN THE EASEMENT.

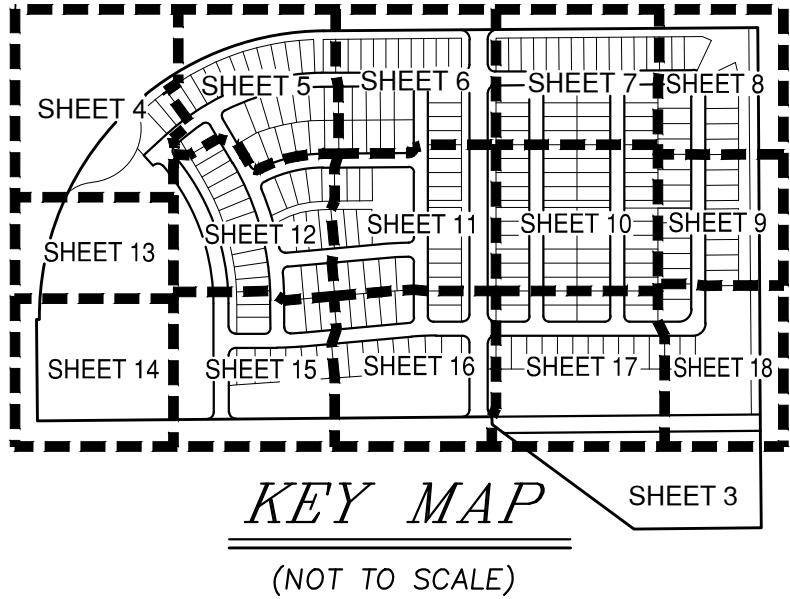
ADD NOTE AS A SEPARATE #. MONUMENTS, ORNAMENTAL COLUMNS, WINDOW WELLS, COUNTERFORTS, PATIOS, DECKS, RETAINING WALLS AND THEIR COMPONENTS ARE NOT PERMITTED TO ENCROACH INTO UTILITY EASEMENTS

LAND USE TABLE	
GROSS ACREAGE	83.904 ACRES
NET ACREAGE (DEDICATED R.O.W. EXCLUDED)	68.973 ACRES
GROSS DENSITY (DWELLING UNITS/ACREAGE OF ALL LOTS AND DEVELOPED TRACTS)	4.680 D.U./ACRE
NET DENSITY (DWELLING UNITS/RESIDENTIAL LOT AREA)	6.869 D.U./ACRE
NUMBER OF LOTS (RESIDENTIAL)	243
NUMBER OF TRACTS (FUTURE USE)	4
NUMBER OF TRACTS (DEVELOPED)	15
NUMBER OF TRACTS	19
SMALLEST LOT (RESIDENTIAL)	5,400 SQUARE FEET
LARGEST LOT (RESIDENTIAL)	10,907 SQUARE FEET
AVERAGE LOT SIZE (RESIDENTIAL)	6,342 SQUARE FEET
NUMBER OF BUILDABLE LOTS	243
NET ACREAGE FOR FUTURE USE	17.848 ACRES
NET ACREAGE FOR PUBLIC STREETS	14.931 ACRES
NET ACREAGE DEVELOPED FOR PRIVATE USES (PARKS, OPEN SPACES AND RECREATION CENTERS, PRIVATE DRIVES)	8.049 ACRES
NET ACREAGE DEVELOPED FOR PUBLIC USES (STORMWATER DRAINAGE - TOWN OF BENNETT)	7.698 ACRES

TRACT SUMMARY TABLE			
LABEL	PROPOSED USE	OWNERSHIP/ MAINTENANCE	AREA (ACRES)
TRACT A	DRAINAGE, OPEN SPACE & LANDSCAPED AREA	H.O.A.	1.238
TRACT B	OPEN SPACE & LANDSCAPED AREA	H.O.A.	0.653
TRACT C	OPEN SPACE & LANDSCAPED AREA	H.O.A.	0.087
TRACT D	OPEN SPACE & LANDSCAPED AREA	H.O.A.	0.634
TRACT E	OPEN SPACE & LANDSCAPED AREA	H.O.A.	0.082
TRACT F	DRAINAGE, OPEN SPACE & LANDSCAPED AREA	H.O.A.	0.635
TRACT G	OPEN SPACE & LANDSCAPED AREA	H.O.A.	0.078
TRACT H	DRAINAGE, OPEN SPACE & LANDSCAPED AREA	H.O.A.	0.136
TRACT I	DRAINAGE, OPEN SPACE & LANDSCAPED AREA	H.O.A.	0.142
TRACT J	DRAINAGE, OPEN SPACE & LANDSCAPED AREA	H.O.A.	1.949
TRACT K	PARK	H.O.A.	1.187
TRACT L	PARK	H.O.A.	1.227
TRACT M	FUTURE USE	GAYESKI CAPITAL EQUITIES, LLC	0.798
TRACT N	FUTURE USE	GAYESKI CAPITAL EQUITIES, LLC	1.036
TRACT O	OPEN SPACE & STORMWATER DRAINAGE	GAYESKI CAPITAL EQUITIES, LLC/ METRO DISTRICT NO. 2	3.607
TRACT P	OPEN SPACE & STORMWATER DRAINAGE	GAYESKI CAPITAL EQUITIES, LLC/ METRO DISTRICT NO. 2	2.887
TRACT Q	OPEN SPACE & STORMWATER DRAINAGE	GAYESKI CAPITAL EQUITIES, LLC/ METRO DISTRICT NO. 2	1.204
TRACT R	FUTURE USE	GAYESKI CAPITAL EQUITIES, LLC	5.504
TRACT S	FUTURE USE	GAYESKI CAPITAL EQUITIES, LLC	10.510
TOTAL:			33.594

SURVEYOR'S NOTES

1. DISTANCES ARE MARKED IN U.S. SURVEY FEET AND DECIMAL PLACES THEREOF. NO DIMENSION SHALL BE ASSUMED BY SCALE MEASUREMENT HEREON. DISTANCES AND/OR BEARINGS SHOWN IN PARENTHESIS (0.00') ARE RECORD OR DEED VALUES, NOT FIELD MEASURED.
2. THIS LAND SURVEY DOES NOT CONSTITUTE A TITLE SEARCH BY CWC CONSULTING GROUP, INC. TO DETERMINE OWNERSHIP OF THIS TRACT, VERIFY THE DESCRIPTION SHOWN, VERIFY THE COMPATIBILITY OF THIS DESCRIPTION WITH THAT OF ADJACENT TRACTS, OR VERIFY EASEMENTS OF RECORD. REFERENCE IS MADE TO FIDELITY NATIONAL TITLE ORDER NO. N0029846-030-TH-LP, WITH A COMMITMENT DATE OF OCTOBER 29, 2020 FROM WHICH THIS SURVEY IS BASED. THIS PROPERTY IS SUBJECT TO ALL COVENANTS AND RESTRICTIONS RELATING TO THE USE AND CHARACTER OF THE LAND AND ALL MATTERS APPEARING OF PUBLIC RECORD AND AS MAY BE DISCLOSED BY A MORE RECENT TITLE COMMITMENT OR REPORT.
3. BEARINGS ARE BASED UPON THE SOUTH LINE OF THE NORTHWEST ONE-QUARTER OF SAID SECTION 34 FROM THE WEST ONE-QUARTER CORNER OF SAID SECTION 34 MONUMENTED BY A 3.25" ALUMINUM CAP, 0.4' DOWN IN A RANGE BOX WITH LID MARKED "SURVEY", STAMPED "T3S, 1/4, 33|34, R63W, PLS 26715, 2009" TO THE CENTER QUARTER CORNER OF SAID SECTION 34 MONUMENTED BY A 2.5" ALUMINUM CAP, 0.1' ABOVE GROUND SURFACE, STAMPED "CHARLES H RUSSELL, T3S, C1/4, \*, 34, R63W, 1994, LS 23519" BEARING NORTH 89°30'11" EAST, A DISTANCE OF 2640.73 FEET (N89°30'11"E 2640.73' PER BENNETT CROSSING FILING NOS. 1 AND 3).
4. EASEMENTS AND PUBLIC DOCUMENTS SHOWN OR NOTED HEREON WERE EXAMINED AS TO LOCATION AND PURPOSE AND WERE NOT EXAMINED AS TO RESERVATIONS, RESTRICTIONS, CONDITIONS, OBLIGATIONS, TERMS, OR AS TO THE RIGHT TO GRANT THE SAME.
5. ALL REFERENCES HEREON TO BOOKS, PAGES, MAPS AND RECEPTION NUMBERS ARE PUBLIC DOCUMENTS FILED IN THE RECORDS OF THE ADAMS COUNTY CLERK AND RECORDER'S OFFICE.
6. ANY PERSON WHO KNOWINGLY REMOVES, ALTERS OR DEFACES ANY PUBLIC LAND SURVEY MONUMENT OR LAND MONUMENT OR ACCESSORY, COMMITS A CLASS TWO (2) MISDEMEANOR PURSUANT TO STATE STATUTE 18-4-508, C.R.S.
7. DEFINITION: CERTIFY, CERTIFICATION - A PROFESSIONAL'S OPINION BASED ON HIS OR HER OBSERVATION OF CONDITIONS, KNOWLEDGE, INFORMATION AND BELIEFS. IT IS EXPRESSLY UNDERSTOOD THAT THE PROFESSIONAL'S CERTIFICATION OF A CONDITION'S EXISTENCE RELIEVES NO OTHER PARTY OF ANY RESPONSIBILITY OR OBLIGATION HE OR SHE HAS ACCEPTED BY CONTRACT OR CUSTOM.
8. CWC CONSULTING GROUP, INC. DOES NOT WARRANT THAT THE PARCEL, AS DESCRIBED HEREON, COMPLIES WITH COLORADO SENATE BILL 35. (30-28-101).
9. ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.



BENNETT CROSSING FILING NO. 5

FINAL PLAT

A PORTION OF THE WEST ONE-HALF OF SECTION 19

SHEET 2 - SURVEYOR'S NOTES AND TABLES

CHECKED: E.D.C.

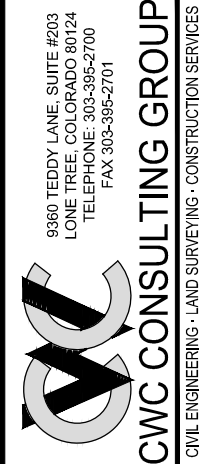
DRAFTED: S.L.G.3

DATE: 07/15/2021

SURVEY PREPARED FOR: LENNAR COLORADO, LLC

SHEET NO. 2

OF 18 SHEETS



DATE	REVISION	BY

# BENNETT CROSSING FILING NO. 5

FINAL PLAT

BEING A PART OF THE WEST ONE-HALF OF SECTION 34, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH PRINCIPAL MERIDIAN,  
TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO

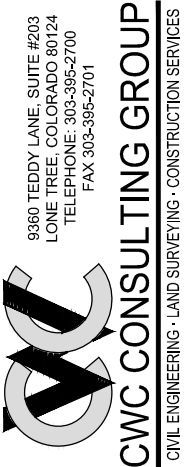
SHEET 3 OF 18

## LEGEND

- FOUND MONUMENT AS NOTED;  
NOTE: BEARING AND DISTANCE, IF LISTED, IS FROM THE BOUNDARY CORNER TO THE FOUND MONUMENT.
- ⊙ SET NO. 5 REBAR WITH PPC, STAMPED "CWC CG INC, PLS 37890" OR 1" BRASS TAG & ALUMINUM NAIL, STAMPED "CWC, LS 37890"
- ⊕ FOUND PLSS MONUMENT AS NOTED

- BOUNDARY LINE
- - - SECTION/ALLOTMENT LINE
- - - RIGHT-OF-WAY LINE
- - - CENTER LINE
- - - TRACT/LOT LINE
- - - EASEMENT LINE

YPC = YELLOW PLASTIC CAP  
RPC = RED PLASTIC CAP  
PPC = PINK PLASTIC CAP  
ESMT. = EASEMENT  
R.O.W. = RIGHT OF WAY  
BK., PG. = BOOK, PAGE  
RECP. NO. = RECEPTION NUMBER  
U.E. = UTILITY EASEMENT DEDICATED HEREON  
(R1) = RECORD PER BENNETT CROSSING FILING NO. 1  
(RECP. NO. 2019000008907)  
(R2) = RECORD PER BENNETT CROSSING FILING NO. 2  
(RECP. NO. 2017000074180)  
(R3) = RECORD PER BENNETT CROSSING FILING NO. 3  
(RECP. NO. 2019000012642)  
(R4) = RECORD PER SPECIAL WARRANTY DEED  
(RECP. NO. 2014000037662)



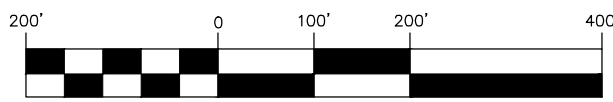
DATE	REVISION	BY

BENNETT CROSSING FILING NO. 5  
FINAL PLAT  
A PORTION OF THE WEST ONE-HALF OF SECTION 19  
SHEET 3 - BOUNDARY & EXISTING EASEMENTS

CHECKED:	DATE:	JOB NO.
SLG:J	07/15/2021	120-00343
DRAFTED:	SURVEY PREPARED FOR:	LENNAR
		COLORADO, LLC

SHEET NO.  
3 OF 18 SHEETS

GRAPHIC SCALE



( IN FEET )  
1 inch = 200 ft.

T:\JOBS\1-20 Survey\120-00343 (130-00138)\_Bennett Crossing Development-Lennar.dwg | 120-00343-FP\_Adams County.DWG Date: 07/15/21 09:59a ECarson



**CWC**

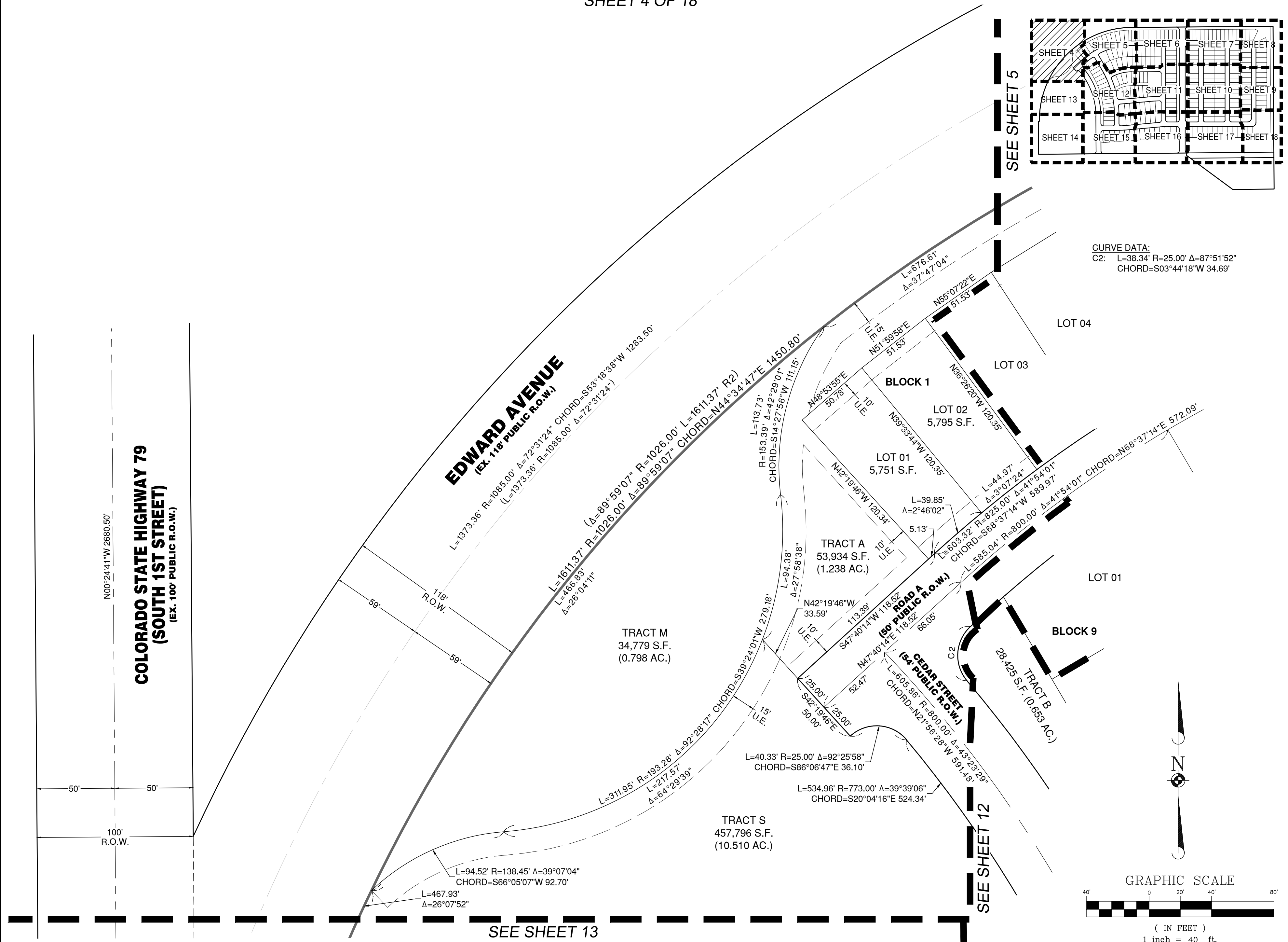
**CWC CONSULTING GROUP**  
CIVIL ENGINEERING • LAND SURVEYING • CONSTRUCTION SERVICES

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

DATE	REVISION	BY

UNCRATED:	UNCRATED:
S.L.G.3	S.L.G.3
E.D.C.	E.D.C.
JOB NO.	JOB NO.
120-00343	120-00343
SURVEY PREPARED FOR:	
LENNAR	
COLORADO, LLC	

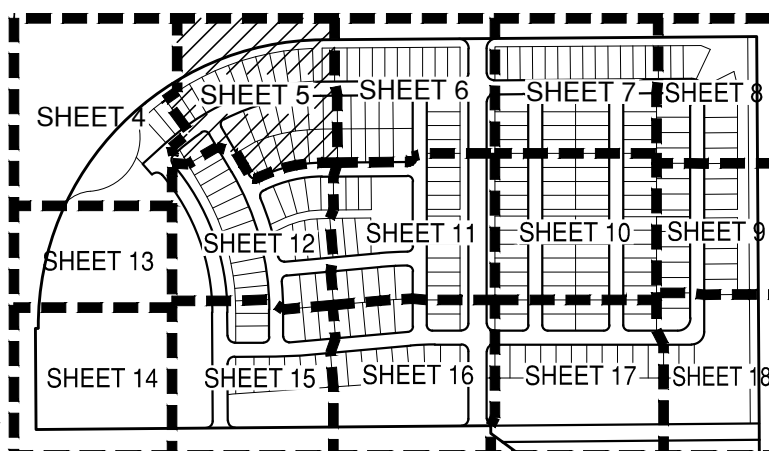
SHEET NO.  
4 OF 18 SHEETS



# BENNETT CROSSING FILING NO. 5

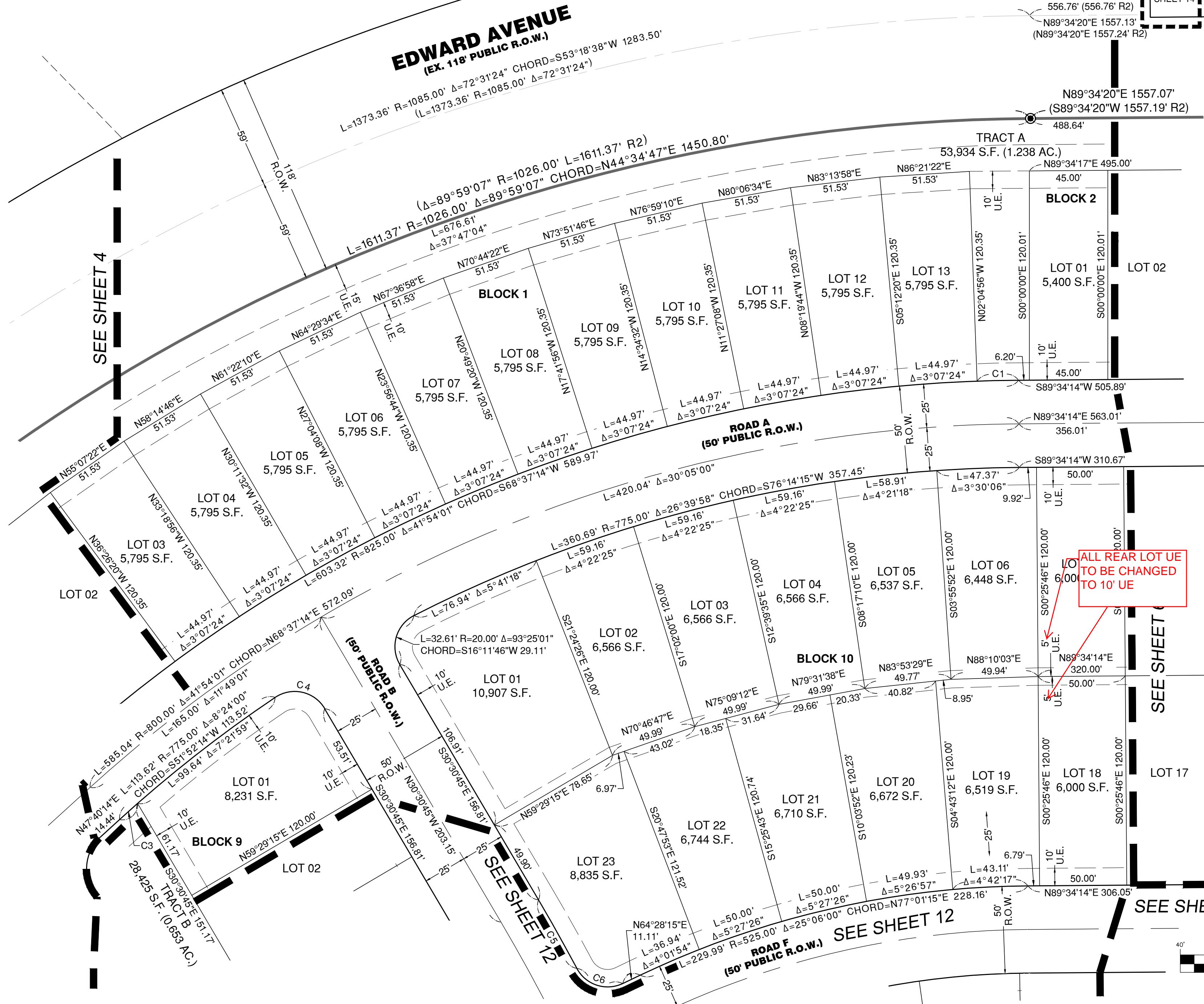
FINAL PLAT  
BEING A PART OF THE WEST ONE-HALF OF SECTION 34,  
TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH PRINCIPAL MERIDIAN,  
TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO  
SHEET 5 OF 18

\*\*SEE SHEET 3 FOR LEGEND.\*\*



DATE	REVISION	BY

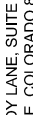
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C3: L=13.98' R=775.00' Δ=1°02'01"  
CHORD=S48°11'14"W 13.98'  
C4: L=32.61' R=20.00' Δ=93°25'01"  
CHORD=N77°13'16"W 29.11'  
C5: L=45.00' R=1025.00' Δ=2°30'55"  
CHORD=S29°15'18"E 44.99'  
C6: L=30.55' R=20.00' Δ=87°31'55"  
CHORD=S71°45'48"E 27.67'



BENNETT CROSSING FILING NO. 5  
FINAL PLAT  
A PORTION OF THE WEST ONE-HALF OF SECTION 19  
SHEET 5 - PLAT DETAIL

CHECKED:	E.D.C.
DRAFTED:	S.L.G.
DATE:	07/15/2021
SURVEY PREPARED FOR:	LENNAR
	COLORADO, LLC

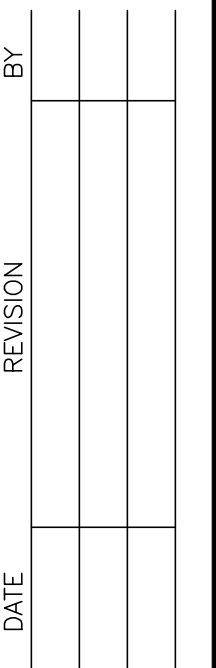




9360 TEDDY LANE, SUITE #203  
 LONE TREE, COLORADO 80124  
 TELEPHONE: 303-395-2700  
 FAX 303-395-2701

**CWC CONSULTING GROUP**

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DATE:	JOB NO.
7/7/2021	120-00343

SURVEY PREPARED FOR:  
**LENNAR**  
**COLORADO, LLC**

T:\JOBS\1-20 Survey\120-00343 (130-00138)\_Bennett Crossing Development-Lennar\dwg\120-00343-FP\_Adams\_County.DWG Date:07/15/21 09:59a ECarson

# BENNETT CROSSING FILING NO. 5

\*\*SEE SHEET 3 FOR LEGEND.\*\*

FINAL PLAT  
BEING A PART OF THE WEST ONE-HALF OF SECTION 34, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH PRINCIPAL MERIDIAN,  
TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO  
SHEET 7 OF 18

9300 TEDDY LANE SUITE #203  
LOUISVILLE, COLORADO 80124  
TEL: 303-985-2700  
FAX: 303-985-2701

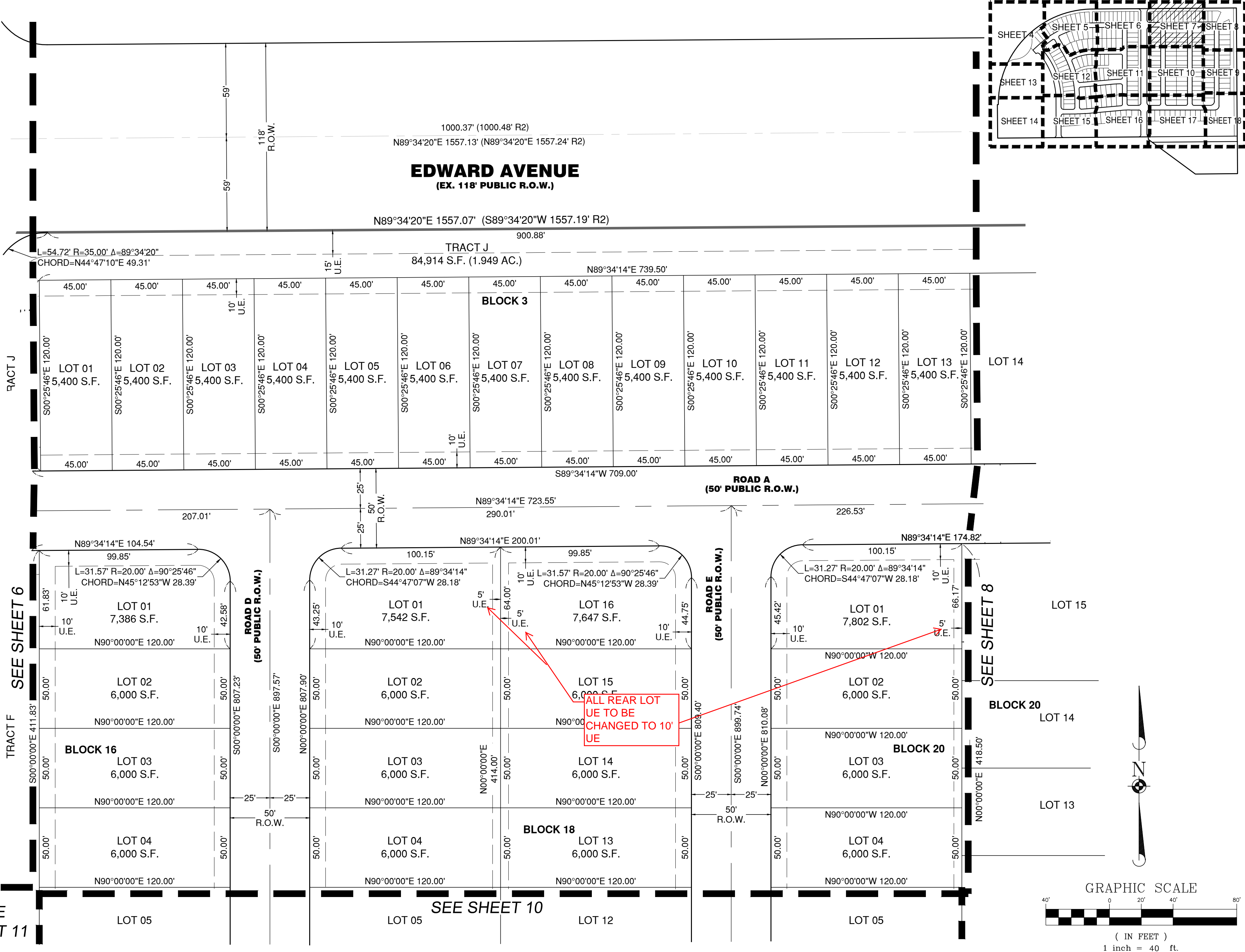


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CIVIL ENGINEERING - LAND SURVEYING - CONSTRUCTION SERVICES

BY

REVISION

DATE



**BENNETT CROSSING FILING NO. 5**  
FINAL PLAT  
A PORTION OF THE WEST ONE-HALF OF SECTION 19  
SHEET 7 - PLAT DETAIL

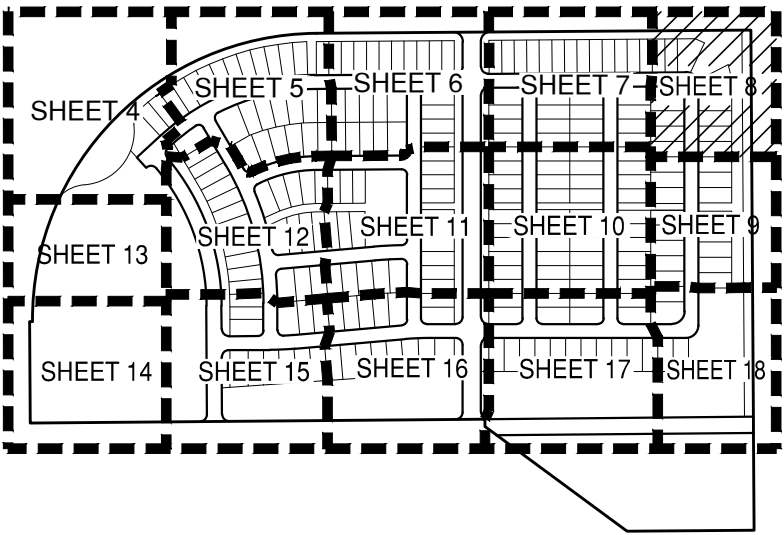
CHECKED:	EDC.
DRAFTED:	SLG.J.
DATE:	07/15/2021
JOB NO.	120-00343
SURVEY PREPARED FOR:	LENNAR
COLORADO, LLC	
SHEET NO.	7 OF 18 SHEETS



# BENNETT CROSSING FILING NO. 5

\*\*SEE SHEET 3 FOR LEGEND.\*\*

FINAL PLAT  
BEING A PART OF THE WEST ONE-HALF OF SECTION 34, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH PRINCIPAL MERIDIAN,  
TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO  
SHEET 8 OF 18



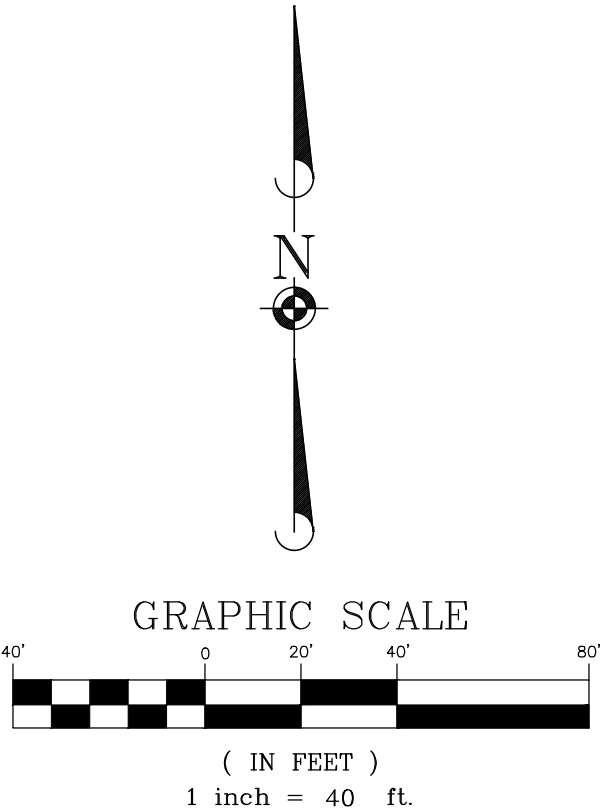
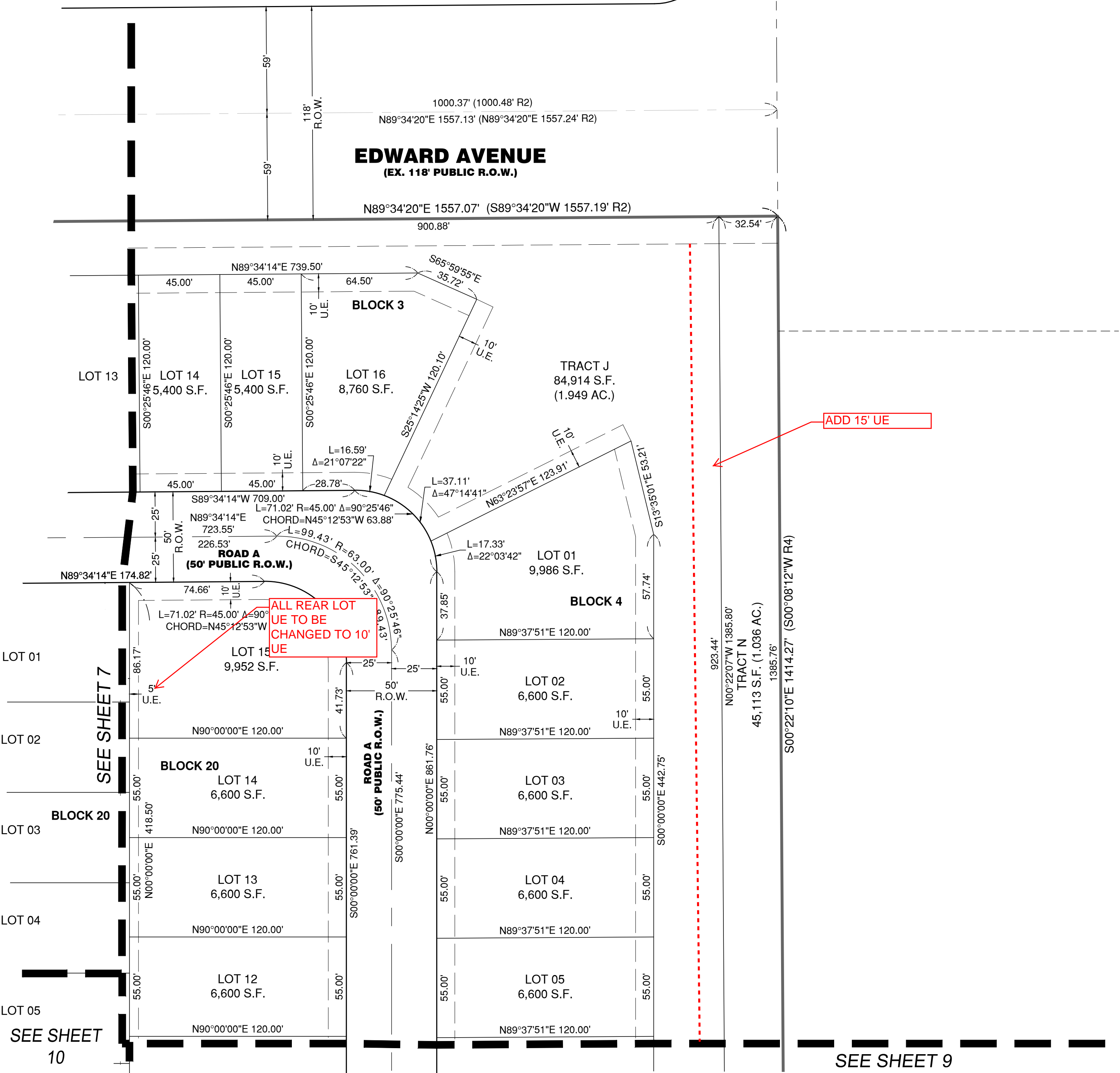
9300 TEDDY LANE SUITE #203  
LOUISVILLE, COLORADO 80124  
TEL: 303-395-2700  
FAX: 303-395-2701  
**CWC CONSULTING GROUP**  
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DATE	REVISION	BY

**BENNETT CROSSING FILING NO. 5**  
FINAL PLAT  
A PORTION OF THE WEST ONE-HALF OF SECTION 19  
SHEET 8 - PLAT DETAIL

CHECKED: E.D.C.  
DRAFTED: S.L.G.J.  
DATE: 07/15/2021  
JOB NO: 120-00343  
SURVEY PREPARED FOR: LENNAR COLORADO, LLC

SHEET NO. 8 OF 18 SHEETS



T:\JOBS\1-20 Survey\120-00343 (130-00138)\_Bennett Crossing Development-Lennar\dwg\120-00343-FP\_Adams\_County.DWG Date: 07/15/21 09:59a ECarson




# BENNETT CROSSING FILING NO. 5

\*\*SEE SHEET 3 FOR LEGEND.\*\*

FINAL PLAT  
BEING A PART OF THE WEST ONE-HALF OF SECTION 34, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH PRINCIPAL MERIDIAN,  
TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO  
SHEET 9 OF 18

9300 TEDDY LANE SUITE #203  
LOUISVILLE, COLORADO 80124  
TEL: 303-385-2700  
FAX: 303-385-2701



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DATE	BY	REVISION

**BENNETT CROSSING FILING NO. 5**  
FINAL PLAT  
A PORTION OF THE WEST ONE-HALF OF SECTION 19  
SHEET 9 - PLAT DETAIL

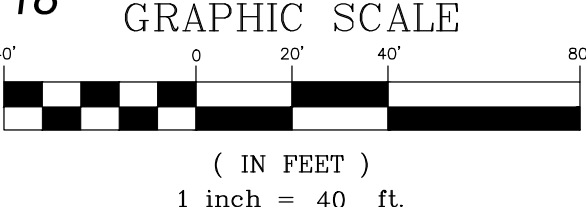
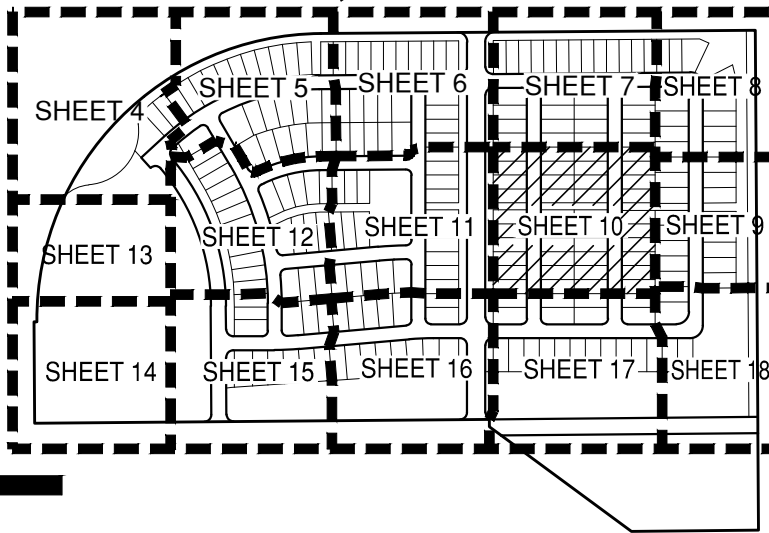
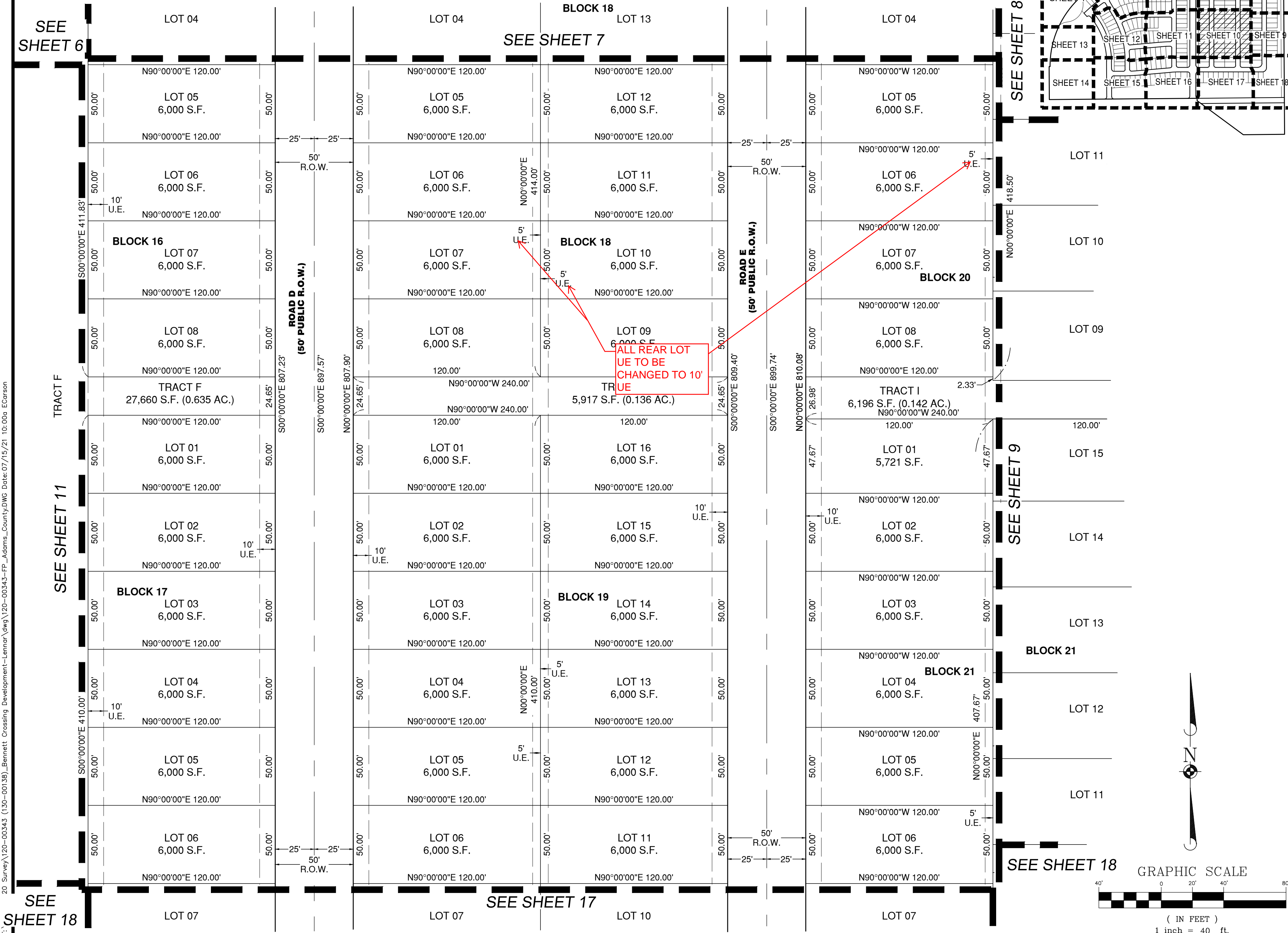
CHECKED:	E.D.C.
DRAFTED:	SLG:J
DATE:	07/15/2021
SURVEY PREPARED FOR:	LENNAR
	COLORADO, LLC
SHEET NO.	9
OF 18 SHEETS	

T:\JOBS\1-20 Survey\120-00343 (130-00138)\_Bennett Crossing Development-Lennar\dwg\120-00343-FP-Adams\_County.DWG Date: 07/15/21 09:59a ECarson

# BENNETT CROSSING FILING NO. 5

\*\*SEE SHEET 3 FOR LEGEND.\*\*

FINAL PLAT  
BEING A PART OF THE WEST ONE-HALF OF SECTION 34, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH PRINCIPAL MERIDIAN,  
TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO  
SHEET 10 OF 18



## BENNETT CROSSING FILING NO. 5

FINAL PLAT  
A PORTION OF THE WEST ONE-HALF OF SECTION 19  
SHEET 10 - PLAT DETAIL

CHECKED:	DATE:	JOB NO.	SHEET NO.
SLGJ	07/15/2021	120-00343	10 OF 18
DRAFTED:	SURVEY PREPARED FOR:	LENNAR	COLORADO, LLC

DATE	REVISION	BY

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LOUISVILLE, CO 80124  
TEL: 303-385-2700  
FAX: 303-385-2701

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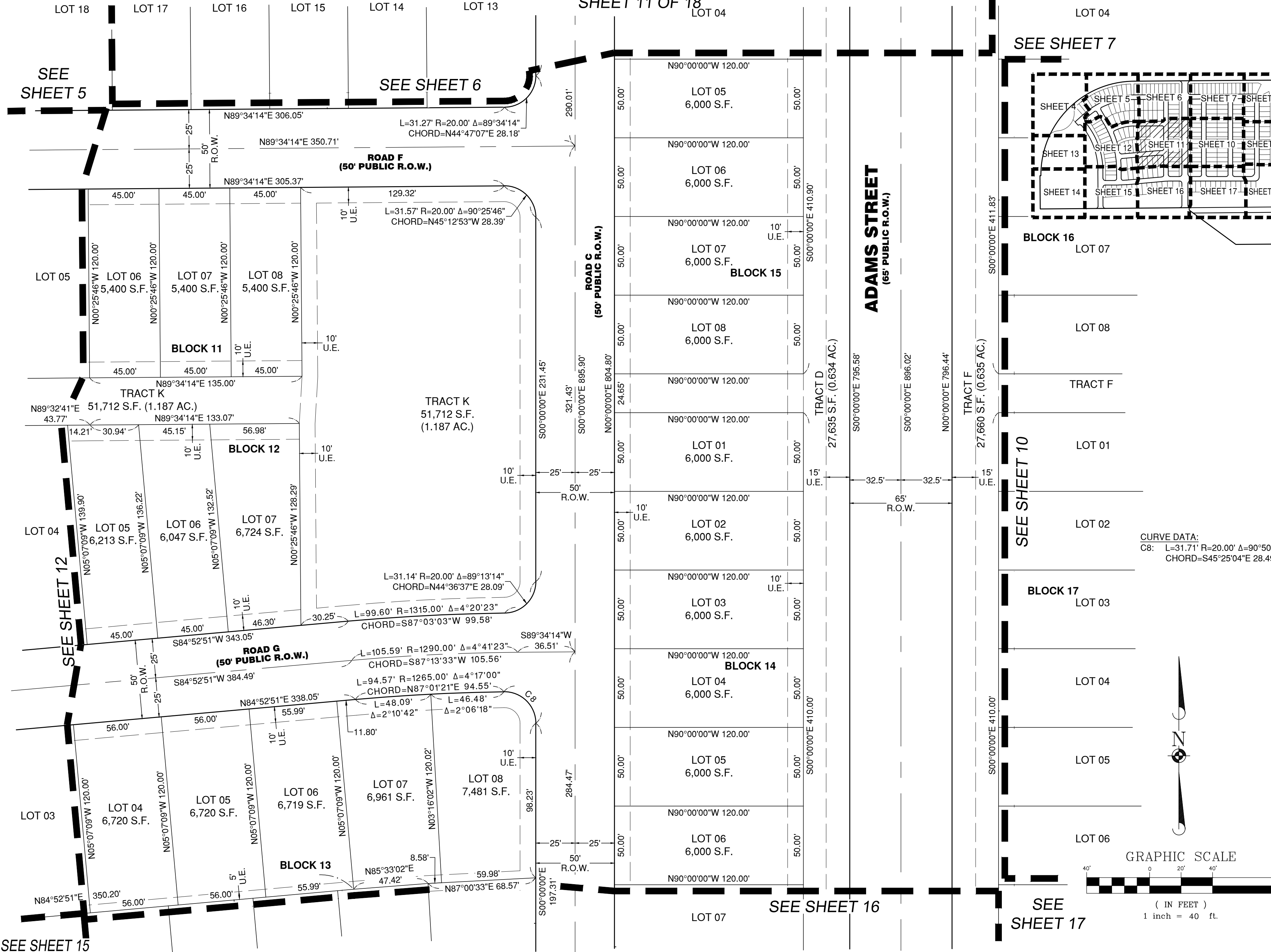
# BENNETT CROSSING FILING NO. 5

\*\*SEE SHEET 3 FOR LEGEND.\*\*

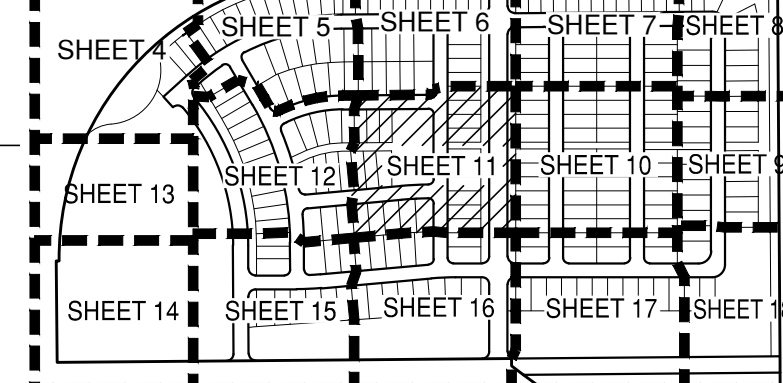
FINAL PLAT

BEING A PART OF THE WEST ONE-HALF OF SECTION 34, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH PRINCIPAL MERIDIAN,  
TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO

SHEET 11 OF 18



SEE SHEET 7



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FAX: 303-395-2701

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## BENNETT CROSSING FILING NO. 5

FINAL PLAT  
A PORTION OF THE WEST ONE-HALF OF SECTION 19  
SHEET 11 - PLAT DETAIL

CHECKED:	DATE:	JOB NO.
SLG:J	07/15/2021	120-00343
SURVEY PREPARED FOR:		
LENNAR		
COLORADO, LLC		



# BENNETT CROSSING FILING NO. 5

\*\*SEE SHEET 3 FOR LEGEND.\*\*

FINAL PLAT

BEING A PART OF THE WEST ONE-HALF OF SECTION 34, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH PRINCIPAL MERIDIAN,  
TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO  
SHEET 12 OF 18

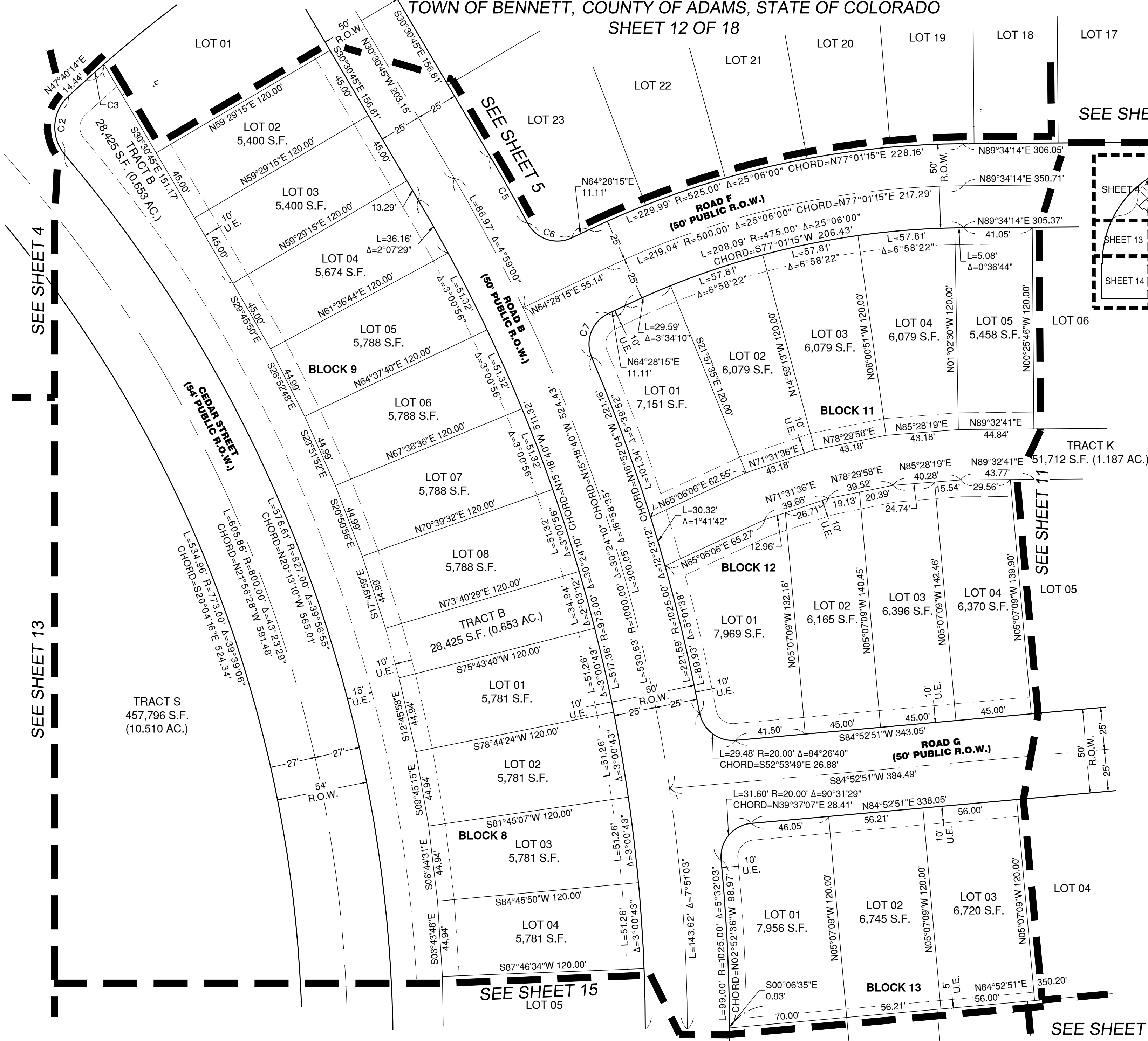
9380 TEDDY LANE SUITE #203  
LOUISVILLE, COLORADO 80124  
TEL: 303-385-2700  
FAX: 303-385-2701  
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DATE	REVISION	BY

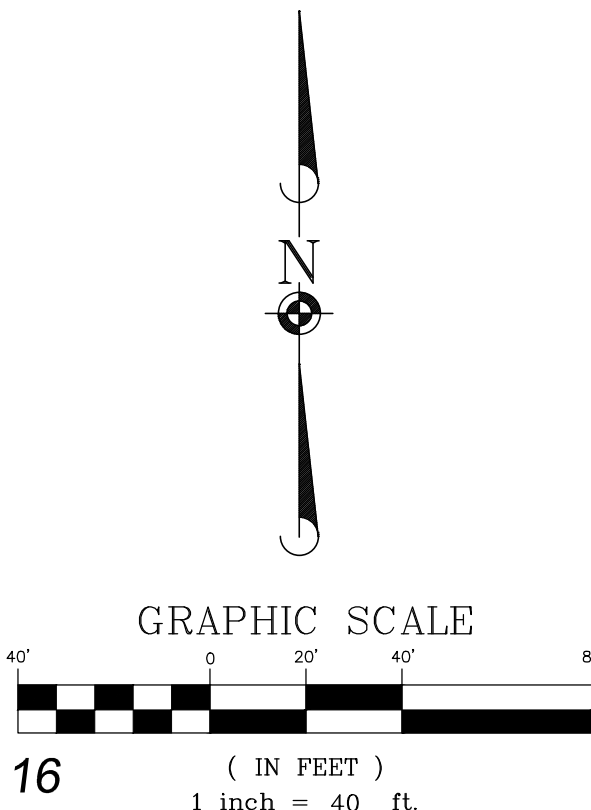
**BENNETT CROSSING FILING NO. 5**  
FINAL PLAT  
A PORTION OF THE WEST ONE-HALF OF SECTION 19  
SHEET 12 - PLAT DETAIL

CHECKED:	EDC.
DRAFTED:	SLG:J
DATE:	07/15/2021
JOB NO.:	120-00343
SURVEY PREPARED FOR:	LENNAR
COLORADO, LLC	

SHEET NO.  
**12** OF 18 SHEETS



CURVE DATA:  
C2: L=38.34' R=25.00' Δ=87°51'52"  
CHORD=S03°44'18"W 34.69'  
C3: L=13.98' R=775.00' Δ=1°02'01"  
CHORD=S48°11'14"W 13.98'  
C5: L=45.00' R=1025.00' Δ=2°30'55"  
CHORD=S29°15'18"E 44.99'  
C6: L=30.55' R=20.00' Δ=87°31'55"  
CHORD=S71°45'48"E 27.67'  
C7: L=30.55' R=20.00' Δ=87°31'55"  
CHORD=S20°42'17"W 27.67'



# BENNETT CROSSING FILING NO. 5

\*\*SEE SHEET 3 FOR LEGEND.\*\*

FINAL PLAT  
BEING A PART OF THE WEST ONE-HALF OF SECTION 34, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH PRINCIPAL MERIDIAN,  
TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO  
SHEET 13 OF 18

C

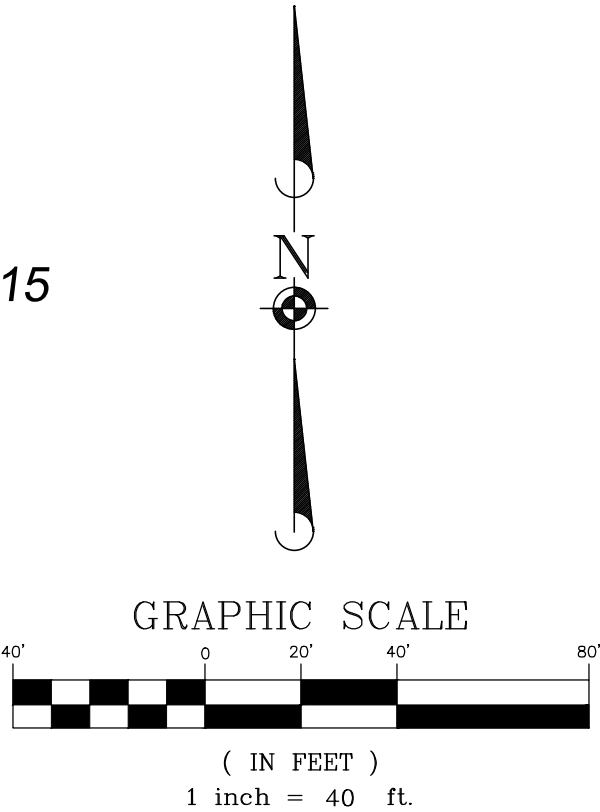
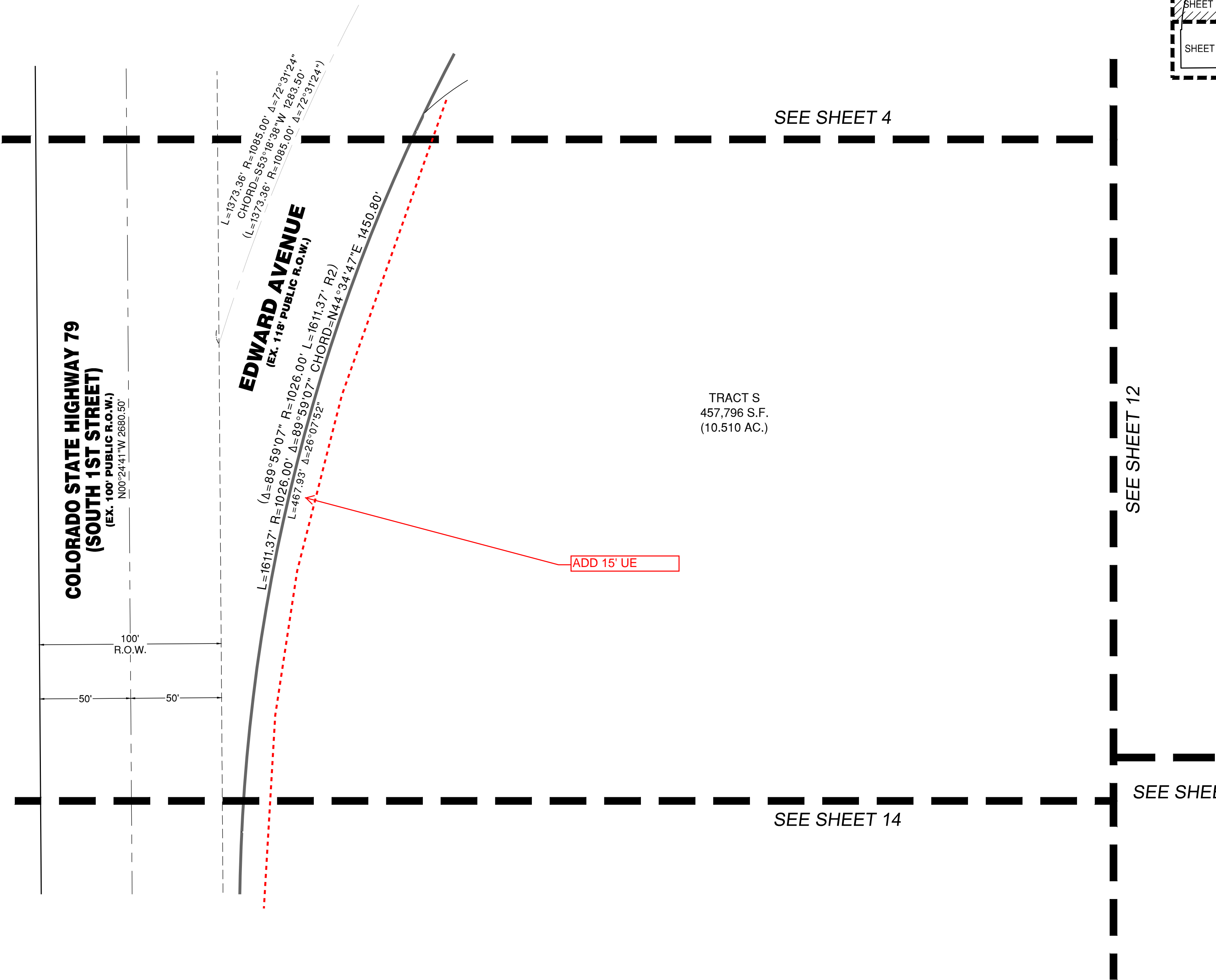
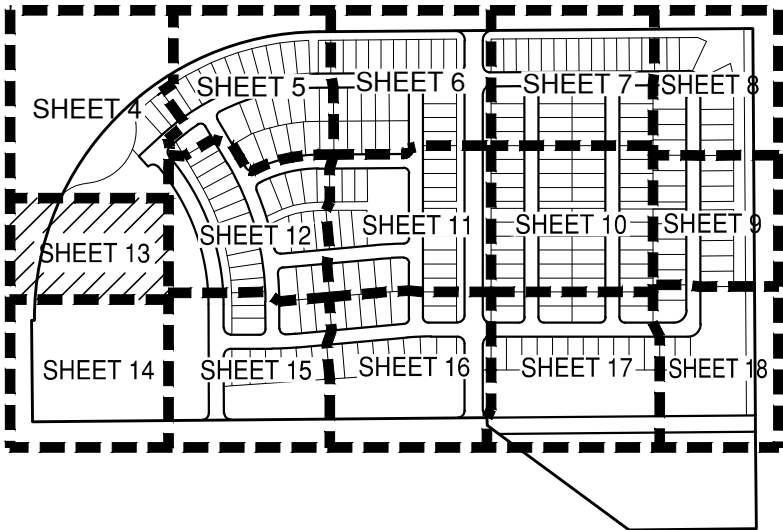
W

C

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9300 TEDDY LANE SUITE #203  
LOUISVILLE, COLORADO 80124  
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FAX: 303-395-2701

DATE	REVISION	BY



BENNETT CROSSING FILING NO. 5  
FINAL PLAT  
A PORTION OF THE WEST ONE-HALF OF SECTION 19  
SHEET 13 - PLAT DETAIL

CHECKED: S.L.G.3	DATE: 07/15/2021	JOB NO. 120-00343
SURVEY PREPARED FOR: LENNAR COLORADO, LLC		




# BENNETT CROSSING FILING NO. 5

\*\*SEE SHEET 3 FOR LEGEND.\*\*

FINAL PLAT  
BEING A PART OF THE WEST ONE-HALF OF SECTION 34, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH PRINCIPAL MERIDIAN,  
TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO  
SHEET 14 OF 18

9300 TEDDY LANE SUITE #203  
LOVELAND, COLORADO 80124  
TEL: 303-395-2700  
FAX: 303-395-2701



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BENNETT CROSSING FILING NO. 5  
FINAL PLAT  
A PORTION OF THE WEST ONE-HALF OF SECTION 19  
SHEET 14 - PLAT DETAIL

CHECKED: S.L.G.3	DATE: 07/15/2021	JOB NO. 120-00343
SURVEY PREPARED FOR: LENNAR COLORADO, LLC		

SHEET NO.  
14 OF 18 SHEETS

The diagram illustrates a portion of the West One-Half of Section 19, specifically focusing on Tract S and Tract Q. Tract S is a 457,796 S.F. (10.510 AC.) area, and Tract Q is a 52,437 S.F. (1.204 AC.) area. The diagram shows the intersection of Colorado State Highway 79 (South 1st Street) and Pearl Street (Ex. 58' Public R.O.W.). A red dashed line indicates a proposed 15-foot utility easement (UE) addition. The diagram includes bearings and distances for various boundary lines, such as N00°24'47"W 363.16' and S89°30'11"W 686.42'. A north arrow and a graphic scale (1 inch = 40 feet) are also present.

T:\JOBS\1-20\_Survey\120-00343 (130-00138)\_Bennett Crossing Development-Lennar\dwg\120-00343-FP\_Adams\_County.DWG Date: 07/15/21 10:00a ECarson

# BENNETT CROSSING FILING NO. 5

\*\*SEE SHEET 3 FOR LEGEND.\*\*

FINAL PLAT  
BEING A PART OF THE WEST ONE-HALF OF SECTION 34, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH PRINCIPAL MERIDIAN,  
TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO  
SHEET 15 OF 18

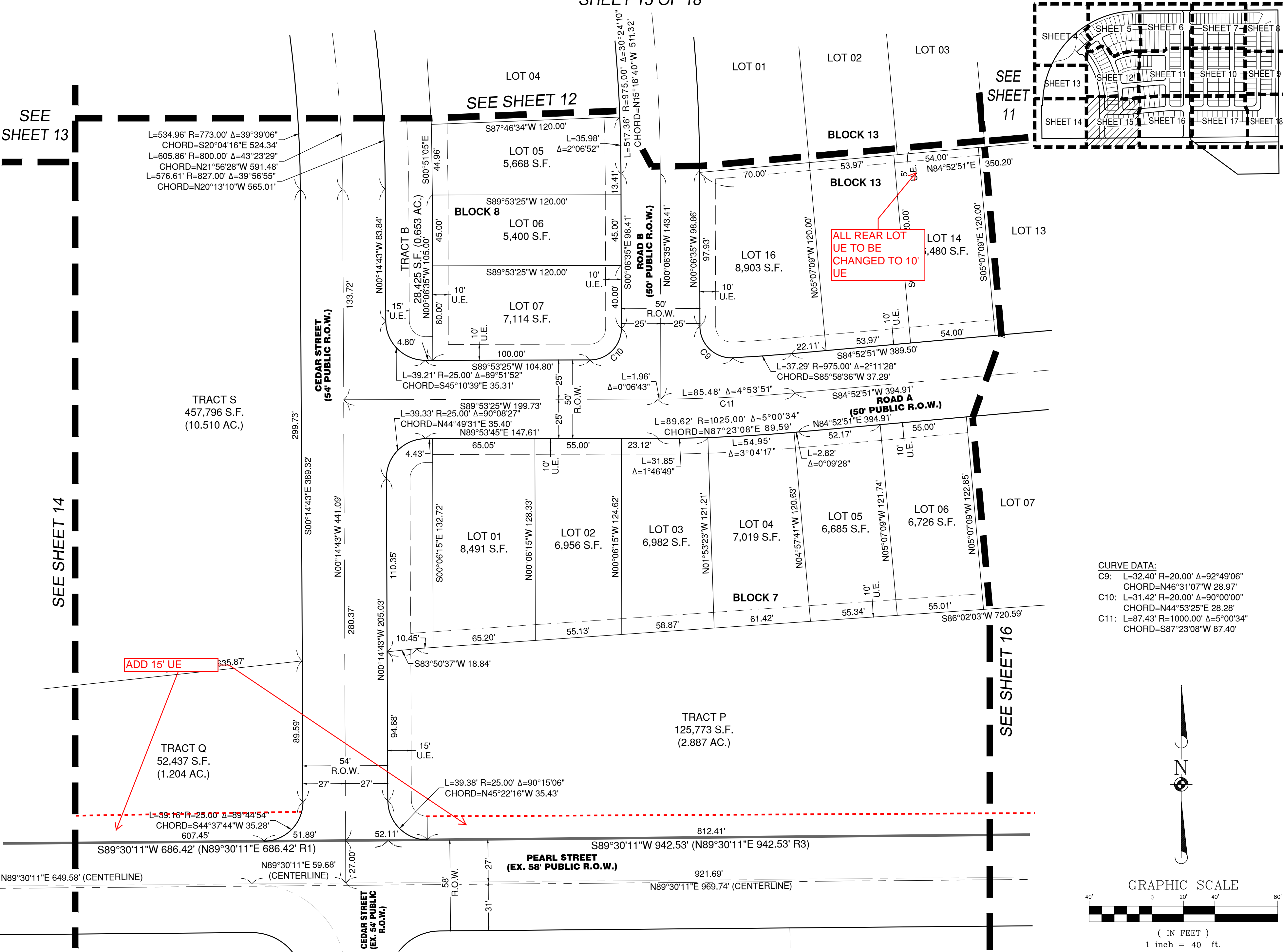
9380 TEDDY LANE SUITE #203  
LOUISVILLE, COLORADO 80124  
TEL: 303-385-2700  
FAX: 303-385-2701  
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**BENNETT CROSSING FILING NO. 5**  
FINAL PLAT  
A PORTION OF THE WEST ONE-HALF OF SECTION 19  
SHEET 15 - PLAT DETAIL

CHECKED:	E.D.C.
DRAFTED:	SLG.J
DATE:	07/15/2021
SURVEY PREPARED FOR:	LENNAR
	COLORADO, LLC

SHEET NO.  
**15 OF 18** SHEETS



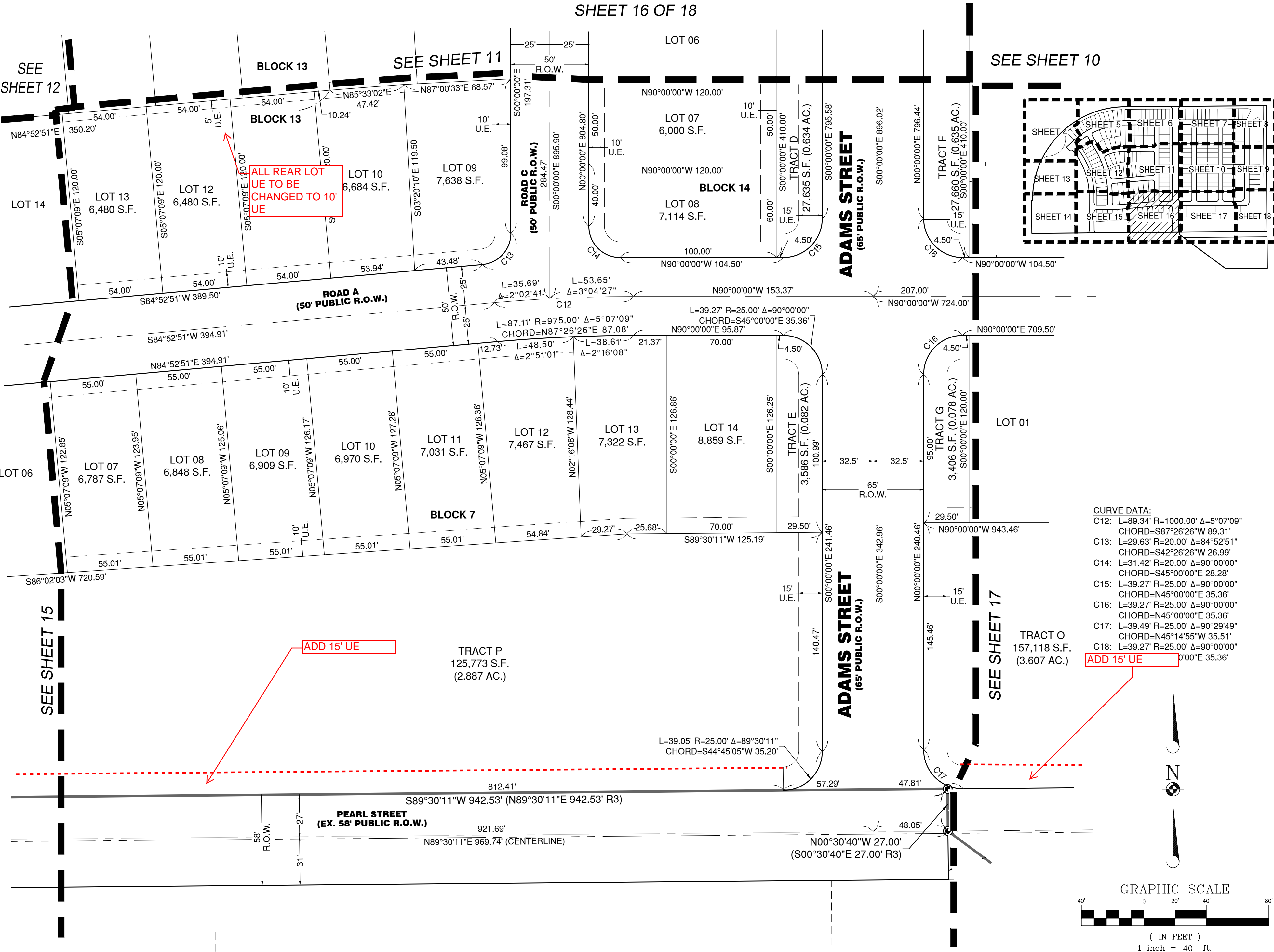
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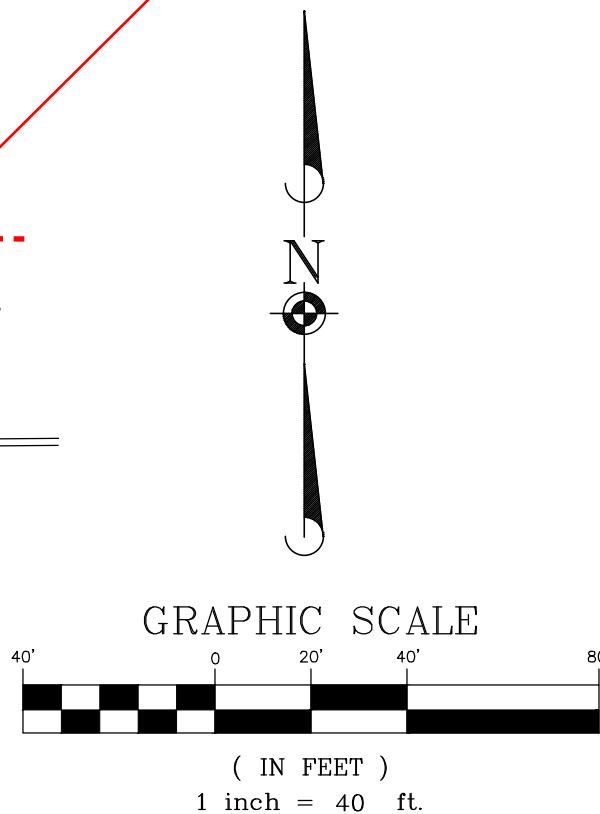
# BENNETT CROSSING FILING NO. 5

\*\*SEE SHEET 3 FOR LEGEND.\*\*

FINAL PLAT  
BEING A PART OF THE WEST ONE-HALF OF SECTION 34, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH PRINCIPAL MERIDIAN,  
TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO  
SHEET 16 OF 18



CURVE DATA:  
C12: L=89.34' R=1000.00' Δ=5°07'09"  
CHORD=S87°26'26"W 89.31'  
C13: L=29.63' R=20.00' Δ=84°52'51"  
CHORD=S42°26'26"W 26.99'  
C14: L=31.42' R=20.00' Δ=90°00'00"  
CHORD=S45°00'00"E 28.28'  
C15: L=39.27' R=25.00' Δ=90°00'00"  
CHORD=N45°00'00"E 35.36'  
C16: L=39.27' R=25.00' Δ=90°00'00"  
CHORD=N45°00'00"E 35.36'  
C17: L=39.49' R=25.00' Δ=90°29'49"  
CHORD=N45°14'55"W 35.51'  
C18: L=39.27' R=25.00' Δ=90°00'00"  
CHORD=N00°00'00"E 35.36'



BENNETT CROSSING FILING NO. 5  
FINAL PLAT  
A PORTION OF THE WEST ONE-HALF OF SECTION 19  
SHEET 16 - PLAT DETAIL

CHECKED:	DATE:	JOB NO.	SURVEY PREPARED FOR:	COLORADO, LLC
SLGJ	07/15/2021	120-00343	LENNAR	

SHEET NO. 16 OF 18 SHEETS

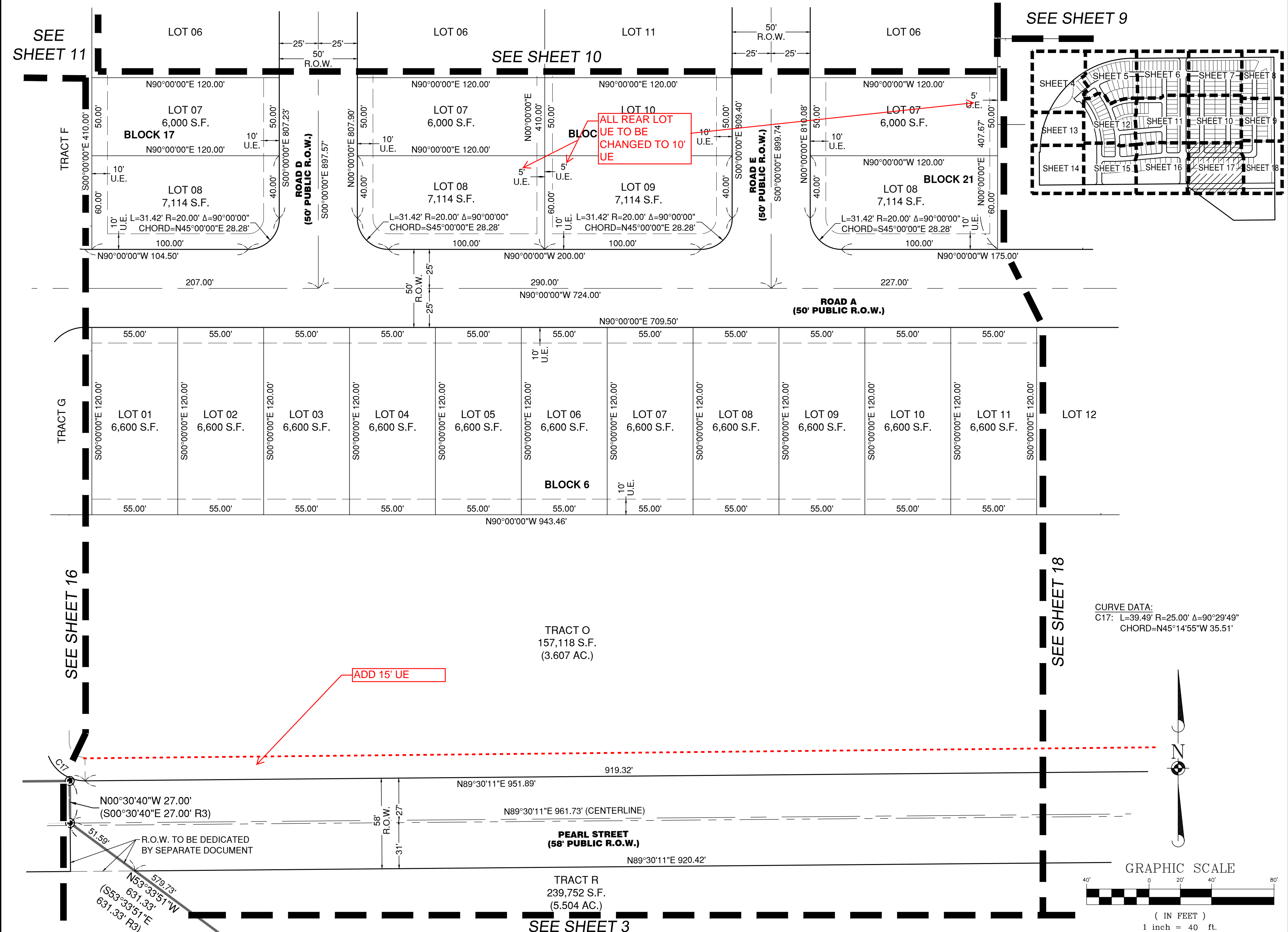
BY: \_\_\_\_\_  
REVISION: \_\_\_\_\_  
DATE: \_\_\_\_\_

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9380 TEDDY LANE SUITE #203  
LOUISVILLE, CO 80124  
TEL: 303-985-2700  
FAX: 303-985-2701

FINAL PLAT

BEING A PART OF THE WEST ONE-HALF OF SECTION 34, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH PRINCIPAL MERIDIAN,  
TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO  
SHEET 17 OF 18



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

DATE	REVISION	BY

**BENNETT CROSSING FILING NO. 5**  
**FINAL PLAT**  
**A PORTION OF THE WEST ONE-HALF OF SECTION 19**  
**SHEET 17 - PLAT DETAIL**

DRAFTED:	CHECKED:
S.L.G.3	E.D.C.
DATE:	JOB NO.
7/7/15/2021	120-00343
SURVEY PREPARED FOR:	
LENNAR	
COLORADO, LLC	

SHEET NO.  
17 OF 18 SHEETS



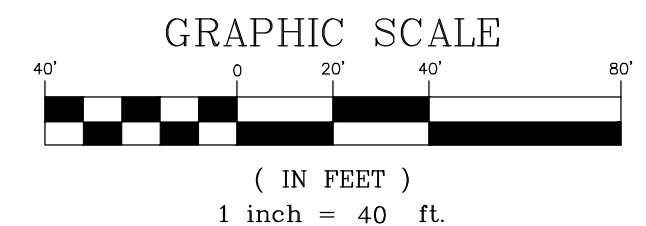
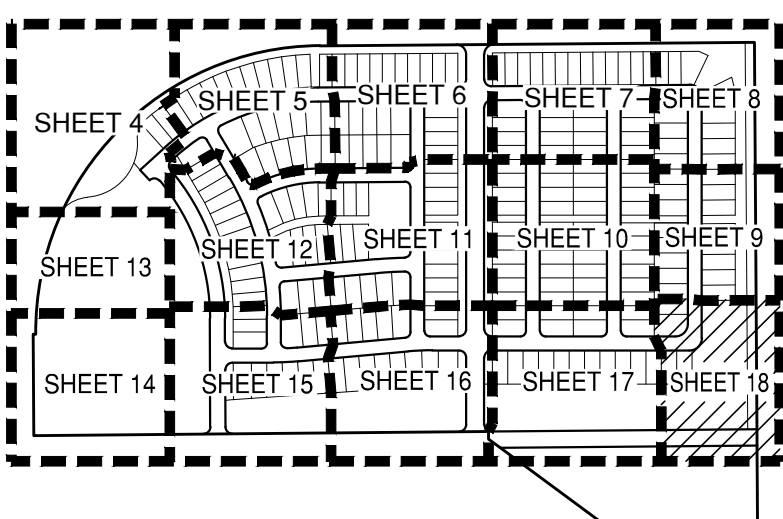
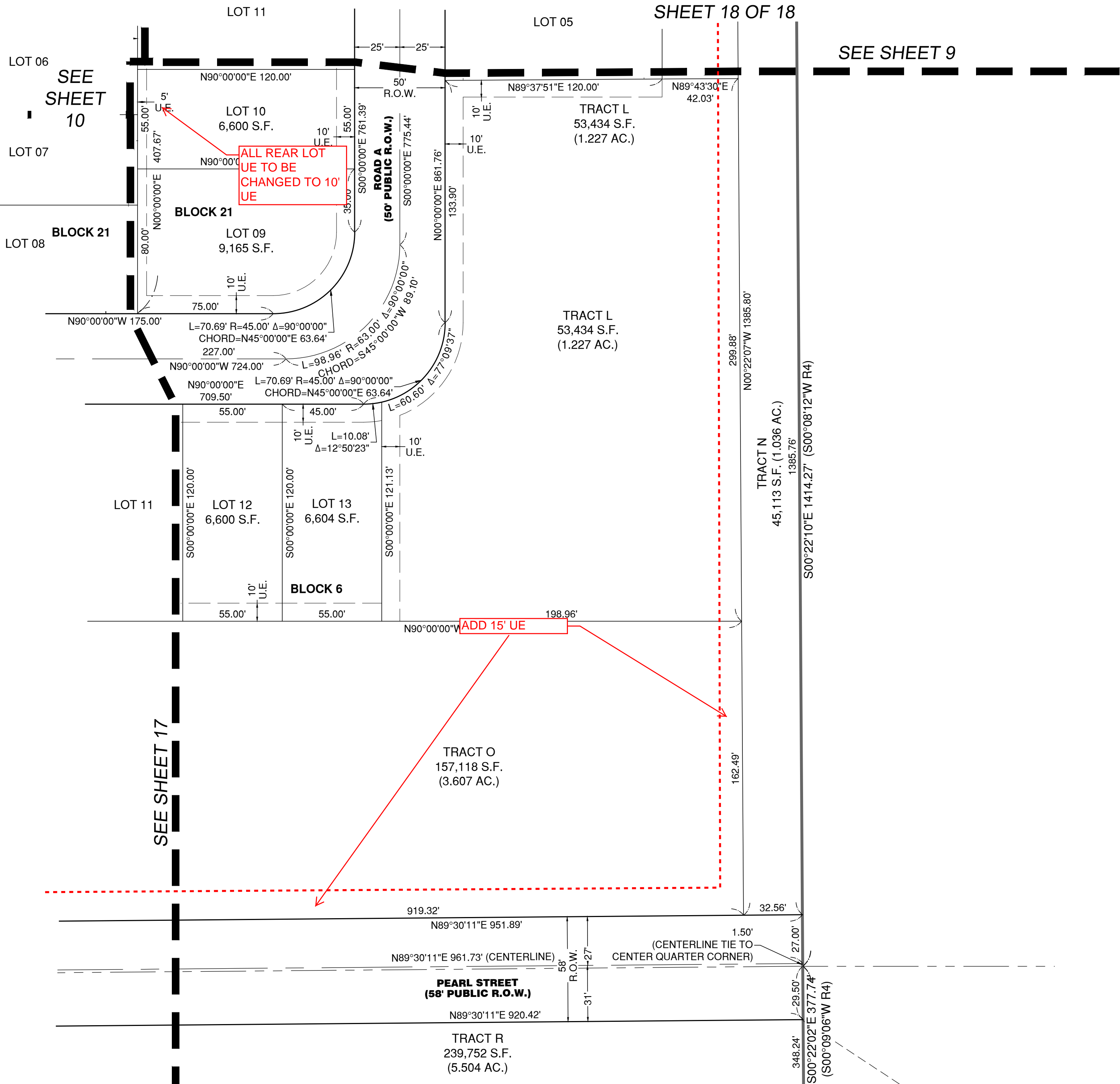
# BENNETT CROSSING FILING NO. 5

\*\*SEE SHEET 3 FOR LEGEND.\*\*

FINAL PLAT

BEING A PART OF THE WEST ONE-HALF OF SECTION 34, TOWNSHIP 3 SOUTH, RANGE 63 WEST OF THE 6TH PRINCIPAL MERIDIAN,  
TOWN OF BENNETT, COUNTY OF ADAMS, STATE OF COLORADO

SHEET 18 OF 18



9300 TEDDY LANE SUITE #203  
LOUISVILLE, COLORADO 80124  
TEL: 303-395-2700  
FAX: 303-395-2701

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**BENNETT CROSSING FILING NO. 5**  
FINAL PLAT  
A PORTION OF THE WEST ONE-HALF OF SECTION 19  
SHEET 18 - PLAT DETAIL

CHECKED: S.L.G.3	DATE: 07/15/2021	JOB NO. 120-00343
SURVEY PREPARED FOR: LENNAR COLORADO, LLC		



Steve Hebert <[shebert@bennett.co.us](mailto:shebert@bennett.co.us)>

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**RE: Bennett Crossing Filing 5 Final Plat**

1 message

**Brooks Kaufman** <[BKaufman@core.coop](mailto:BKaufman@core.coop)>

Mon, Aug 30, 2021 at 1:08 PM

To: Steve Hebert <[shebert@bennett.co.us](mailto:shebert@bennett.co.us)>Cc: Sara Aragon <[saragon@bennett.co.us](mailto:saragon@bennett.co.us)>, Daniel Giroux <[dangiroux@terramax.us](mailto:dangiroux@terramax.us)>

Dear Steve

The applicant will be required to provide additional utility easements to extend electrical feeders to the development and from the development, add the requested note on the sheet 2. In addition change the all the rear lot utility easements to 10 foot wide.

Respectfully

**Brooks Kaufman**

Lands and Rights of Way Manager

800.332.9540 MAIN

720.733.5493 DIRECT

303.912.0765 MOBILE

IREA is now **CORE Electric Cooperative**. Learn more at [www.core.coop](http://www.core.coop).

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**From:** Town of Bennett Planning <[planning@bennett.co.us](mailto:planning@bennett.co.us)>**Sent:** Wednesday, August 18, 2021 8:54 AM**To:** [LBajelan@adcogov.org](mailto:LBajelan@adcogov.org); [ksmalley@adcogov.org](mailto:ksmalley@adcogov.org); United States Postal Service <[sarah.e.zawatzki@usps.gov](mailto:sarah.e.zawatzki@usps.gov)>;

Bennett School District 29J <[robinp@bsd29j.com](mailto:robinp@bsd29j.com)>; [kendrickplanning@gmail.com](mailto:kendrickplanning@gmail.com); Robin Price <[rprice@bennett.co.us](mailto:rprice@bennett.co.us)>; Daymon Johnson <[djohnson@bennett.co.us](mailto:djohnson@bennett.co.us)>; Bennett Rec District <[Director@bennettrec.org](mailto:Director@bennettrec.org)>; Victoria Flaminio <[VictoriaFlaminio@bennettfirerescue.org](mailto:VictoriaFlaminio@bennettfirerescue.org)>; Caleb Connor <[calebconnor@bennettfirerescue.org](mailto:calebconnor@bennettfirerescue.org)>; Marilyn Cross - CDOT <[Marilyn.Cross@state.co.us](mailto:Marilyn.Cross@state.co.us)>; David Dixon - CDOT <[David.dixon@state.co.us](mailto:David.dixon@state.co.us)>; Adam Peake <[apeake@summitutilitiesinc.com](mailto:apeake@summitutilitiesinc.com)>; [JGutierrez@summitutilitiesinc.com](mailto:JGutierrez@summitutilitiesinc.com); [Patw@esrta.coop](mailto:Patw@esrta.coop); Regional Economic Advancement Partnership <[Julio.Iturreria@i-70reap.com](mailto:Julio.Iturreria@i-70reap.com)>; Brooks Kaufman <[BKaufman@Irea.Coop](mailto:BKaufman@Irea.Coop)>; Jehn Water Consultants Inc <[gburke@jehnwater.com](mailto:gburke@jehnwater.com)>; [melinda@kellypc.com](mailto:melinda@kellypc.com); Daniel Giroux <[dangiroux@terramax.us](mailto:dangiroux@terramax.us)>; Gabrielle Renner <[Gabrielle.Renner@wilsonco.com](mailto:Gabrielle.Renner@wilsonco.com)>; Steve Hebert <[shebert@bennett.co.us](mailto:shebert@bennett.co.us)>; Planning Town Of Bennett <[planning@bennett.co.us](mailto:planning@bennett.co.us)>

**Subject:** Re: Bennett Crossing Filing 5 Final Plat

**CAUTION:**

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning Team,

I apologize for the inconvenience, I am not sure what happened to the previous link. Below is a link to the referral package.

<https://www.dropbox.com/sh/qgkvhn7r60hyr0j/AACwyh9Sj6-TC1qCigyej1yTa?dl=0>

Thank you!

Sara



**Planning Department**  
207 Muegge Way | Bennett CO, 80102  
(303)644-3249 | [planning@bennett.co.us](mailto:planning@bennett.co.us)  
[townofbennett.colorado.gov](http://townofbennett.colorado.gov)

On Thu, Aug 12, 2021 at 9:09 AM Town of Bennett Planning <[planning@bennett.co.us](mailto:planning@bennett.co.us)> wrote:

Good Morning,

Below is a link for Bennett Crossing Filing 5 Final Plat Referral package. Comments are due on September 2, 2021 and can be sent to [planning@bennett.co.us](mailto:planning@bennett.co.us) or mailed to Town Hall. Please email Steve Hebert if you have any questions about this referral.

[Bennett Crossing Filing 5 Final Plat](#)

Thank you for your time and consideration in this matter.



**Planning Department**  
207 Muegge Way | Bennett CO, 80102  
(303)644-3249 | [planning@bennett.co.us](mailto:planning@bennett.co.us)  
[townofbennett.colorado.gov](http://townofbennett.colorado.gov)



**IREA COMMENTS BENNETT CROSSING F5 8-30-21.pdf**  
4849K

# BENNETT SCHOOL DISTRICT 29J

September 2, 2021

Town of Bennett  
207 Muegge Way  
Bennett, CO 80102

**RE: Case No. 21.24 - Bennett Crossings Filing No. 5**

Dear Steve;

Bennett School District 29J is pleased to review the Final Plat proposal for Bennett Crossings.

The proposed final plat application is for 83.9 acres being platted in 243 lots in two phases, the first is 123 lots and the second is 120 lots. The Application proposes residential development for property located within the School District's boundaries and, therefore, will have an impact on the School District's responsibility to provide adequate school facilities.

Housing Unit Type	Density	Number of Dwelling Units	Elementary		Middle		High		Total	
			Gen Rate	Students	Gen Rate	Students	Gen Rate	Students	Gen Rate	Students
SFD	0-7.49 du/ac	243	0.36	87.48	0.18	43.74	0.24	58.32	0.775	189.54
MF/Mid Density	7.5-14.99 du/ac		0.17		0.08		0.11		0.364	
MF/High Density	15 du/ac +		0.09		0.04		0.06		0.195	

Acres per Student	M									
	Elementary		Middle		High		Total			
	Number Students	Acres	Number Students	Acres	Number Students	Acres	Number Students	Acres	cash	
0.0597	87.48	5.22	43.74	2.61	58.32	3.48	189.54	11.32	\$509,199.21	

The School District respectfully requests 10 acres of building site ready land for a future district site. Town code is \$45,000.00 per acre at the time of this request. \$45,000.00 for 10 acres is equivalent to \$450,000.00. This would leave Bennett School District requesting the balance of \$59,199.21 in cash in lieu. Please reference the graph above to see how the \$509,199.21 was figured. This will assist in mitigating the impact the development will have on the schools.

We would like the opportunity to address the pedestrian crossing at the intersection of Adams and Edwards to ensure safe student travel.

The School District respectfully requests the opportunity to amend and supplement this letter, as appropriate, to update the Town Planning Department as to the School Districts' and the Developer's agreements concerning land dedication or cash in-lieu payment as a way to mitigate the impact the development will have on the schools.

615 7<sup>th</sup> Street Bennett, CO 80102  
[Keithy@bsd29j.com](mailto:Keithy@bsd29j.com)

303-644-3234 PHONE

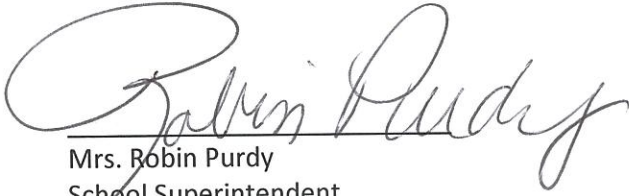
303-644-4121 FAX  
[www.bsd29j.com](http://www.bsd29j.com)



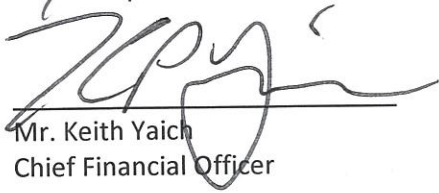
# BENNETT SCHOOL DISTRICT 29J

The District looks forward to working with the developer to address the school dedication as they move through the final plat process.

Sincerely,



Mrs. Robin Purdy  
School Superintendent



Mr. Keith Yaich  
Chief Financial Officer

# BENNETT SCHOOL DISTRICT 29J

February 17, 2022

Town of Bennett  
207 Muegge Way  
Bennett, CO 80102

**RE: Case No. 21.24 - Bennett Crossings Filing No. 5**

Dear Steve;

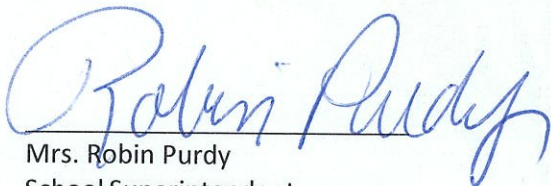
Bennett School District 29J is pleased to review the Final Plat proposal for Bennett Crossings Filing #5.

The proposed final plat application is for 83.9 acres being platted in 243 lots in two phases, the first is 123 lots and the second is 120 lots. The Application proposes residential development for property located within the School District's boundaries and, therefore, will have an impact on the School District's responsibility to provide adequate school facilities.

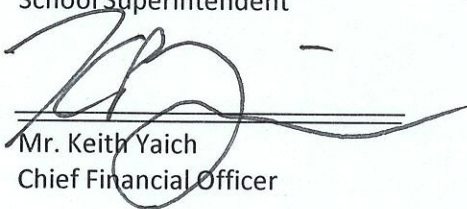
**The School District respectfully requests \$505,218.87 cash-in-lieu of land as a way to mitigate the impact the development will have on the schools. A lump sum payment is acceptable at the time of the first building permit. We will be attaching the calculations that were agreed upon in the IGA for your reference.**

The District looks forward to working with the Town and developer to address the school dedication as they move through the final plat process.

Sincerely,



Mrs. Robin Purdy  
School Superintendent



Mr. Keith Yaich  
Chief Financial Officer



# B29J - Student Yield, Land Dedication and Fee-In\_Lieu Calculators - Bennett Crossing #5

Student Yield Calculator			Elementary		Middle		High		Total	
Housing Unit Type	Density	Dwelling Units	Generation Rate	Students	Generation Rate	Students	Generation Rate	Students	Generation Rate	Students
Single Family Detached	1 - 7.99	243	0.29	70	0.15	36.45	0.16	39	0.6	145.8
Single Family Attached (Condo, Townhome, Plex)	8 - 14.99	0	0.14	0	0.06	0	0.08	0	0.28	0
Multifamily (Apartments)	15+	0	0.07	0	0.03	0	0.04	0	0.14	0
Totals		243								145.8

Acreage Calculator	Units	Acreage Multiplier	Acreage Owed		Fee Multiplier	Fee Owed
Single Family Detached Units (SFD)	243	0.0162	3.9366		\$2,079.09	\$ 505,218.87
Single Family Attached Units (SFA)	0	0.0075	0		\$964.84	\$ -
Multifamily Units (MF)	0	0.0038	0		\$482.42	\$ -
Totals			3.9366		Or	\$ 505,218.87



**Melinda A. Culley**

(303) 298-1601 tel

(303) 298-1627 fax

*melinda@kellypc.com*

## **MEMORANDUM**

TO: Steve Hebert, Planning & ED Manager  
Sara Aragon, Community Development Manager

FROM: Melinda Culley /s/

DATE: August 25, 2021

RE: Bennett Crossing Filing No. 5

---

I reviewed the Final Plat for Bennett Crossing Filing No. 5 and have the following comments:

### *General Comments*

1. Submit a current Adams County tax certificate for the property.
2. Add street names to the plat document.

### *Sheet 1*

3. In the last paragraph of the Ownership and Dedication block, insert “storm drainage works and lines” after “sanitary sewer system works and lines.”

### *Sheet 2*

4. In note 2, replace “Bennett Development Standards and Regulations” with the “Bennett Municipal Code.”
5. The notes indicate that the HOA will be responsible for maintaining all the tracts. Please provide a copy of the restrictions or covenants which will govern the use and maintenance of the parks and tracts.



6. The Land Use Table indicates that 7.698 acres are for stormwater drainage for the Town. Review that number because the two stormwater drainage easements appear to cover approximately 8.5 acres.



LSC TRANSPORTATION CONSULTANTS, INC.

1889 York Street  
Denver, CO 80206  
(303) 333-1105  
FAX (303) 333-1107  
E-mail: [lsc@lscdenver.com](mailto:lsc@lscdenver.com)

July 20, 2021

Mr. Joseph Huey  
Lennar  
9193 S. Jamaica Street, 4<sup>th</sup> Floor  
Englewood, CO 80112

Re: Bennett Crossing Filing 5  
Bennett, CO  
LSC #210580

Dear Mr. Huey:

In response to your request, LSC Transportation Consultants, Inc. has prepared this Traffic Impact Analysis for the proposed Bennett Crossing Filing 5 development. As shown on Figure 1, the site is located east of S. 1<sup>st</sup> Street (SH 79) and north of Pearl Avenue in Bennett, Colorado.

## REPORT CONTENTS

The report contains the following: the existing roadway and traffic conditions in the vicinity of the site including the lane geometries, traffic controls, posted speed limits, etc.; the existing weekday peak-hour traffic volumes; the existing daily traffic volumes in the area; an adjustment of the existing traffic for the ongoing pandemic; the typical weekday site-generated traffic volume projections for the site; the assignment of the projected traffic volumes to the area roadways; the projected short-term and long-term background and resulting total traffic volumes on the area roadways; the site's projected traffic impacts; and any recommended roadway improvements to mitigate the site's traffic impacts.

## LAND USE AND ACCESS

The site is proposed to include 243 single-family dwelling units. Full movement access is proposed to Pearl Avenue and Edwards Avenue as shown in the conceptual site plan in Figure 2.

## ROADWAY AND TRAFFIC CONDITIONS

### Area Roadways

The major roadways in the site's vicinity are shown on Figure 1 and are described below.

- **1<sup>st</sup> Street (SH 79)** is a north-south, two-lane state highway west of the site. It is classified by CDOT as NR-B (non-rural highway). The CDOT straight line diagram is attached. The intersections with E. Colfax Avenue (US 36), Edwards Avenue, and Pearl Avenue are stop-sign controlled. The posted speed limit in the vicinity of the site is 45 mph. The existing

SH 79 alignment is expected to be shifted to the east after 2030 per the preferred realignment from the *SH 79 and Kiowa-Bennett Corridor PEL Study* by CDOT.

- **E. Colfax Avenue (US 36)** is an east-west, two-lane federal highway north of the site that is classified as a rural highway (R-B) by CDOT. The CDOT straight line diagram is attached. The intersection with S. 1<sup>st</sup> Street (SH 79) is stop-sign controlled. The posted speed limit in the vicinity of the site is 35 mph.

### **Existing Traffic Conditions**

Figure 3a shows the existing lane geometries, traffic controls, posted speed limits, and traffic volumes in the site's vicinity on a typical weekday. The weekday peak-hour traffic volumes and daily traffic counts are from the attached traffic counts conducted by Counter Measures in June, 2021 and All Traffic Data in April, 2021.

Figure 3a also shows the existing turn lane lengths for the SH 79 intersections nearest to the site.

### **Adjustment for the Ongoing Pandemic**

Figure 3b shows the existing traffic volumes adjusted for the ongoing pandemic. The traffic volumes at the 1<sup>st</sup> Street (SH 79)/E. Colfax Avenue (US 36) intersection (#1) are based on Figure 3b of the 2021 *Dollar General TIA* by LSC. The traffic volumes at Intersections #2 and #3 were balanced with the volumes from Intersection #1. The daily volumes on SH 79 are from or based on Figure 3b of the 2020 *Dollar General TIA* by LSC.

### **2025, 2030, and 2041 Background Traffic**

Figure 4 shows the estimated 2025 background traffic which assumes four years of growth at an annual rate of 3.7 percent on SH 79 based on the CDOT 20-year factor of 2.07 plus site-generated trips from Dollar General. Side road volumes at Intersections #2 and #3 were prorated between the volumes in Figure 3b (Existing) and those in Figure 6 (2041 background).

Figure 5 shows the estimated 2030 background traffic which assumes five years of growth at an annual rate of 3.0 percent plus site-generated trips from Dollar General. Side road volumes at Intersections #2 and #3 were prorated between the volumes in Figure 3b (Existing) and those in Figure 6 (2041 background).

Figure 6 shows the estimated 2041 background traffic which are based on the 2040 total traffic volumes from Figure 10 of the 2019 *Muegge Farms TIA* by LSC. The daily volumes were estimated based on the afternoon peak-hour volumes multiplied by 9.44.

Figures 4, 5, and 6 also show the estimated 2025, 2030, and 2041 traffic control and lane geometry, respectively.

### **Existing, 2025, 2030, and 2041 Background Levels of Service**

Level of service (LOS) is a quantitative measure of the level of congestion or delay at an intersection. Level of service is indicated on a scale from "A" to "F." LOS A is indicative of little

congestion or delay and LOS F is indicative of a high level of congestion or delay. Attached are specific level of service definitions for signalized and unsignalized intersections.

The intersections in Figures 3b, 4, 5, and 6 were analyzed to determine the existing, 2025, 2030, and 2041 background levels of service using Synchro. Table 1 shows the level of service analysis results. The level of service reports are attached.

1. **1<sup>st</sup> Street (SH 79)/E. Colfax Avenue (US 36):** All movements at this unsignalized intersection currently operate at LOS “C” or better during both morning and afternoon peak-hours and are expected to do so through 2041. The northbound left-turn movement could operate at LOS “E” in the afternoon peak-hour in 2030 prior to the shift of the SH 79 alignment to the east.
2. **1<sup>st</sup> Street (SH 79)/Edwards Avenue:** All movements at this unsignalized intersection currently operate at LOS “C” or better during both morning and afternoon peak-hours. By 2025, all movements are expected to operate at LOS “C” or better with the following exception: The eastbound and westbound left-turn movements are expected to operate at LOS “E” and “F” in the afternoon peak-hour and are expected to do so during both peak-hours in 2030. By 2041 this intersection is expected to be converted to a modern roundabout and is expected to operate at an overall LOS “A” during the morning peak-hour and LOS “B” during the afternoon peak-hour.
3. **1<sup>st</sup> Street (SH 79)/Pearl Avenue:** All movements at this unsignalized intersection are expected to operate at LOS “D” or better during both morning and afternoon peak-hours in 2025. By 2030, the westbound left-turn movement is expected to operate at LOS “E” during the morning peak-hour and LOS “F” during the afternoon peak-hour. By 2041, this intersection is expected to be signalized and operate at an overall LOS “A” during both peak-hours.
4. **Edwards Avenue (SH 79)/Adams Street:** Several movements at this unsignalized intersection are expected to operate at LOS “E” or “F” during one or both peak-hours in 2041 without traffic signal control.
5. **Pearl Avenue/Adams Street:** All movements at this unsignalized intersection are expected to operate at LOS “B” or better during both morning and afternoon peak-hours through 2041.

## TRIP GENERATION

Table 1 shows the estimated average weekday, morning peak-hour, and afternoon peak-hour trip generation for the proposed site based on the rates from *Trip Generation, 10<sup>th</sup> Edition, 2017* by the Institute of Transportation Engineers (ITE).

The site is projected to generate about 2,294 vehicle-trips on the average weekday, with about half entering and half exiting during a 24-hour period. During the morning peak-hour, which generally occurs for one hour between 6:30 and 8:30 a.m., about 45 vehicles would enter and about 135 vehicles would exit the site. During the afternoon peak-hour, which generally occurs for one hour between 4:00 and 6:00 p.m., about 152 vehicles would enter and about 89 vehicles would exit.



## TRIP DISTRIBUTION

Figure 7a shows the estimated short-term directional distribution of the site-generated traffic volumes on the area roadways. Figure 7b shows the estimated long-term directional distribution of the site-generated traffic volumes on the area roadways. The estimates were based on the location of the site with respect to the regional population, employment, and activity centers; and the site's proposed land use. The long-term estimate assumes the SH 79 shift to the east has occurred.

## TRIP ASSIGNMENT

Figure 8a shows the estimated short-term site-generated traffic volumes based on the directional distribution percentages (from Figure 7a) and the trip generation estimate (from Table 2).

Figure 8b shows the estimated long-term site-generated traffic volumes based on the directional distribution percentages (from Figure 7b) and the trip generation estimate (from Table 2).

## 2025, 2030, AND 2041 TOTAL TRAFFIC

Figure 9 shows the estimated 2025 total traffic which is the sum of the 2025 background traffic volumes (from Figure 4) and the site-generated traffic volumes (from Figure 7a). Figure 9 also shows the recommended 2025 lane geometry and traffic control.

Figure 10 shows the estimated 2030 total traffic which is the sum of the 2030 background traffic volumes (from Figure 5) and the site-generated traffic volumes (from Figure 7a). Figure 10 also shows the recommended 2030 lane geometry and traffic control.

Figure 11a shows the estimated 2041 total traffic which is the sum of the 2030 background traffic volumes (from Figure 6) and the site-generated traffic volumes (from Figure 7b). Figure 11b shows the recommended 2041 lane geometry and traffic control.

## PROJECTED LEVELS OF SERVICE

Level of service (LOS) is a quantitative measure of the level of congestion or delay at an intersection. Level of service is indicated on a scale from "A" to "F." LOS A is indicative of little congestion or delay and LOS F is indicative of a high level of congestion or delay. Attached are specific level of service definitions for signalized and unsignalized intersections.

The intersections in Figures 9 through 11b were analyzed to determine the 2025, 2030, and 2041 total levels of service. Table 1 shows the level of service analysis results. The level of service reports are attached.

1. **1<sup>st</sup> Street (SH 79)/E. Colfax Avenue (US 36):** All movements at this unsignalized intersection are expected to operate at LOS "D" or better during both morning and afternoon peak-hours through 2041 with the recommended improvements. The northbound left-turn movement could operate at LOS "E" in the afternoon peak-hour in 2030 prior to the shift of the SH 79 alignment to the east.

2. **1<sup>st</sup> Street (SH 79)/Edwards Avenue:** All movements at this unsignalized intersection are expected to operate at LOS “C” or better during both morning and afternoon peak-hours through 2030 with the following exception: The eastbound and westbound left-turn movements are expected to operate at LOS “F”. By 2041 this intersection is expected to be converted to a modern roundabout and is expected to operate at an overall LOS “A” during the morning peak-hour and LOS “B” during the afternoon peak-hour.
3. **1<sup>st</sup> Street (SH 79)/Pearl Avenue:** All movements at this unsignalized intersection are expected to operate at LOS “D” or better during both morning and afternoon peak-hours through 2030 with the exception of the westbound left-turn movement which is expected to operate at LOS “F” in one or both peak-hours. By 2041, this intersection is expected to be signalized and operate at an overall LOS “A” during both peak-hours.
4. **Edwards Avenue (SH 79)/Adams Street:** Several movements at this unsignalized intersection are expected to operate at LOS “E” or “F” during one or both peak-hours in 2041. As a signalized intersection it is expected to operate at an overall LOS “B” during both peak-hours.
5. **Pearl Avenue/Adams Street:** All movements at this unsignalized intersection are expected to operate at LOS “B” or better during both morning and afternoon peak-hours through 2041.

## CONCLUSIONS AND RECOMMENDATIONS

### Trip Generation

1. The site is projected to generate about 2,294 vehicle-trips on the average weekday, with about half entering and half exiting during a 24-hour period. During the morning peak-hour, about 45 vehicles would enter and about 135 vehicles would exit the site. During the afternoon peak-hour, about 152 vehicles would enter and about 89 vehicles would exit.

### Projected Levels of Service

2. All movements at all of the intersections analyzed are expected to operate at LOS “D” or better during both morning and afternoon peak-hours through 2041 with the recommended improvements.

### Conclusions

3. The impact of the Bennett Crossing Filing 5 development can be accommodated by the existing and planned roadway network with the recommended improvements.
4. The intersections of SH 79/Pearl Avenue and SH 79/Adams Street will require traffic signal control over time to maintain acceptable levels of service. This will require coordination between the Town and CDOT.

**Recommendations**

5. The 2025, 2030, and 2041 recommended improvements are shown in Figures 9 through 11b, respectively.

\* \* \* \* \*

We trust our findings will assist you in gaining approval of the proposed Bennett Crossing Filing 5 development. Please contact me if you have any questions or need further assistance.

Sincerely,

LSC TRANSPORTATION CONSULTANTS, INC.

By   
Christopher S. McGranahan, PE, PTOE  
Principal



CSM/wc

7-20-21

Enclosures: Tables 1 and 2  
Figures 1 - 11b  
SH 79 Straight Line Diagram  
Colfax Avenue (US 36) Straight Line Diagram  
Traffic Count Reports  
Figure 3b from 2021 *Dollar General TIA* by LSC  
Figure 10 from 2019 *Muegge Farms TIA* by LSC  
Level of Service Definitions  
Level of Service Reports

Table 1  
Intersection Levels of Service Analysis  
Bennett Crossing, Filing No. 5  
Bennett, CO  
LSC #210580; July, 2021

Intersection No. & Location	Traffic Control	Existing Traffic		2025 Background Traffic		2025 Total Traffic		2030 Background Traffic		2030 Total Traffic		2041 Background Traffic		2041 Total Traffic		2041 Total Traffic Mitigated	
		Level of Service	Level of Service	Level of Service	Level of Service	Level of Service	Level of Service	Level of Service	Level of Service	Level of Service	Level of Service	Level of Service	Level of Service	Level of Service	Level of Service	Level of Service	Level of Service
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1) <u>S. 1 Street (SH 79)/Colfax Avenue (US 36)</u>	TWSC	C	C	C	C	C	D	D	E	D	E	C	C	C	D		
NB Left		A	A	A	A	A	A	A	A	A	A	A	A	A	A		
WB Left																	
Critical Movement Delay		16.1	17.5	19.6	23.6	20.4	25.6	25.3	37.2	27.1	42.4	16.9	23.4	17.5	25.6		
2) <u>S. 1 Street (SH 79)/Edwards Avenue</u>	TWSC	--	--	A	A	A	A	A	A	A	A	--	--	--	--		
NB Left		--	--	C	E	D	E	E	F	F	F	--	--	--	--		
EB Left		--	--	B	B	B	C	B	B	C	C	--	--	--	--		
EB Through/Right		--	--														
WB Left		C	C	D	F	E	F	F	F	F	F	--	--	--	--		
WB Right		A	B	B	B	B	C	B	C	B	C	--	--	--	--		
SB Left		A	A	A	A	A	A	A	A	A	A	--	--	--	--		
Critical Movement Delay		15.0	16.9	34.5	56.4	47.6	100.2	209.1	>240	>240	>240	--	--	--	--		
	Roundabout																
EB Approach		--	--	--	--	--	--	--	--	--	--	A	C	A	C		
WB Approach		--	--	--	--	--	--	--	--	--	--	A	A	A	A		
SB Approach		--	--	--	--	--	--	--	--	--	--	A	B	A	A		
Entire Intersection Delay (sec /veh)		--	--	--	--	--	--	--	--	--	--	6.4	10.8	9.4	11.7		
Entire Intersection LOS		--	--	--	--	--	--	--	--	--	--	A	B	A	B		
3) <u>S. 1 Street (SH 79)/Pearl Avenue</u>	TWSC	--	--	C	D	D	F	E	F	F	F	--	--	--	--		
WB Left		--	--	B	B	B	B	B	C	B	C	--	--	--	--		
WB Right		--	--														
SB Left		--	--	A	A	A	A	A	B	A	B	--	--	--	--		
Critical Movement Delay		--	--	21.7	32.4	32.3	55.7	39.8	109.4	96.3	>240	--	--	--	--		
	Signalized																
WB Left		--	--	--	--	--	--	--	--	--	--	D	D	D	D		
WB Right		--	--	--	--	--	--	--	--	--	--	B	B	B	B		
NB Through		--	--	--	--	--	--	--	--	--	--	A	A	A	B		
NB Right		--	--	--	--	--	--	--	--	--	--	A	A	A	A		
SB Left		--	--	--	--	--	--	--	--	--	--	A	A	A	A		
SB Through		--	--	--	--	--	--	--	--	--	--	A	A	A	A		
Entire Intersection Delay (sec /veh)		--	--	--	--	--	--	--	--	--	--	6.9	8.4	9.9	10.5		
Entire Intersection LOS		--	--	--	--	--	--	--	--	--	--	A	A	A	B		
4) <u>Edwards Avenue (SH 79)/Adams Street</u>	TWSC	--	--	--	--	--	--	--	--	--	--	D	F	F	F		
NB Left		--	--	--	--	--	--	--	--	--	--	D	E	D	F		
NB Through/Right		--	--	--	--	--	--	--	--	--	--	A	A	A	A		
EB Left		--	--	--	--	--	--	--	--	--	--	A	A	A	B		
WB Left		--	--	--	--	--	--	--	--	--	--	E	F	E	F		
SB Left		--	--	--	--	--	--	--	--	--	--	C	E	C	F		
SB Through/Right		--	--	--	--	--	--	--	--	--	--						
Critical Movement Delay		--	--	--	--	--	--	--	--	--	--	38.8	145.2	57.8	>240		
	Signalized																
EB Left		--	--	--	--	--	--	--	--	--	--	--	--	--	--	A	A
EB Through		--	--	--	--	--	--	--	--	--	--	--	--	--	--	A	B
EB Right		--	--	--	--	--	--	--	--	--	--	--	--	--	--	A	A
WB Left		--	--	--	--	--	--	--	--	--	--	--	--	--	--	A	A
WB Through		--	--	--	--	--	--	--	--	--	--	--	--	--	--	B	B
WB Right		--	--	--	--	--	--	--	--	--	--	--	--	--	--	A	A
NB Left		--	--	--	--	--	--	--	--	--	--	--	--	--	--	C	C
NB Through/Right		--	--	--	--	--	--	--	--	--	--	--	--	--	--	C	C
SB Left		--	--	--	--	--	--	--	--	--	--	--	--	--	--	C	C
SB Through/Right		--	--	--	--	--	--	--	--	--	--	--	--	--	--	C	C
Entire Intersection Delay (sec /veh)		--	--	--	--	--	--	--	--	--	--	--	--	--	--	13.2	13.0
Entire Intersection LOS		--	--	--	--	--	--	--	--	--	--	--	--	--	--	B	B
5) <u>Pearl Avenue/Adams Street</u>	TWSC	--	--	--	--	--	--	--	--	--	--	B	B	B	B		
NB Approach		--	--	--	--	--	--	--	--	--	--	A	A	A	A		
EB Approach		--	--	--	--	--	--	--	--	--	--	A	A	A	A		
WB Approach		--	--	--	--	--	--	--	--	--	--	A	B	B	B		
SB Approach		--	--	--	--	--	--	--	--	--	--						
Critical Movement Delay		--	--	--	--	--	--	--	--	--	--	10.7	11.6	12.2	14.8		



**Table 2**  
**ESTIMATED TRAFFIC GENERATION**  
**Bennett Crossing Filing 5**  
**Bennett, CO**  
**LSC #210580; July, 2021**

Trip Generating Category	Quantity	Trip Generation Rates <sup>(1)</sup>				Vehicle - Trips Generated				
		Average	AM Peak Hour		PM Peak Hour		Average	AM Peak Hour		PM Peak - Hour
		Weekday	In	Out	In	Out	Weekday	In	Out	In      Out
<b>Currently Proposed Land Use</b>										
Single-Family Detached Housing <sup>(2)</sup>	243 DU <sup>(3)</sup>	9.44	0.185	0.555	0.624	0.366	2,294	45	135	152      89

Notes:

- (1) Source: *Trip Generation*, Institute of Transportation Engineers, 10th Edition, 2017
- (2) ITE Land Use No. 210 - Single-Family Detached Housing
- (3) DU = Dwelling Units





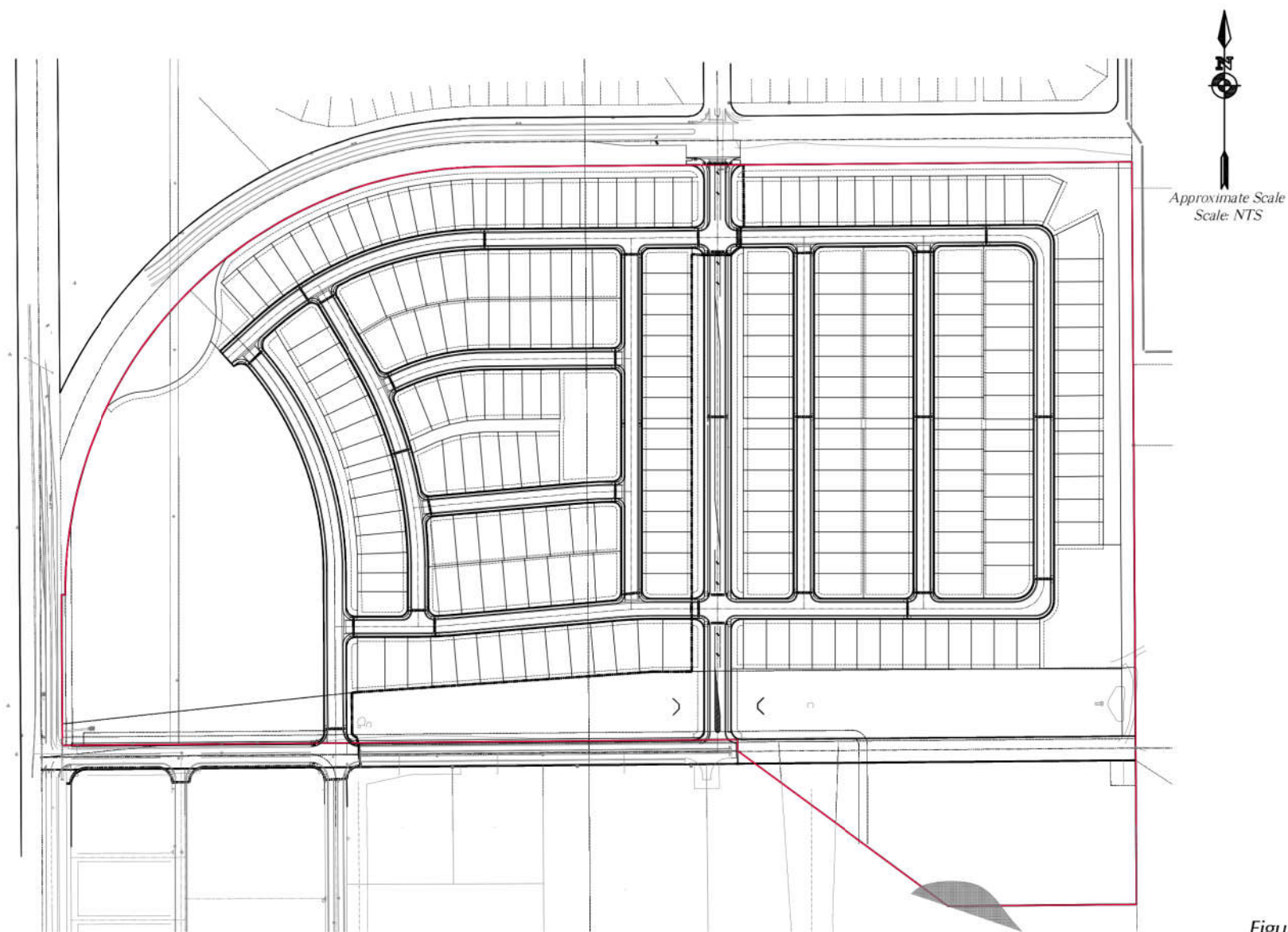
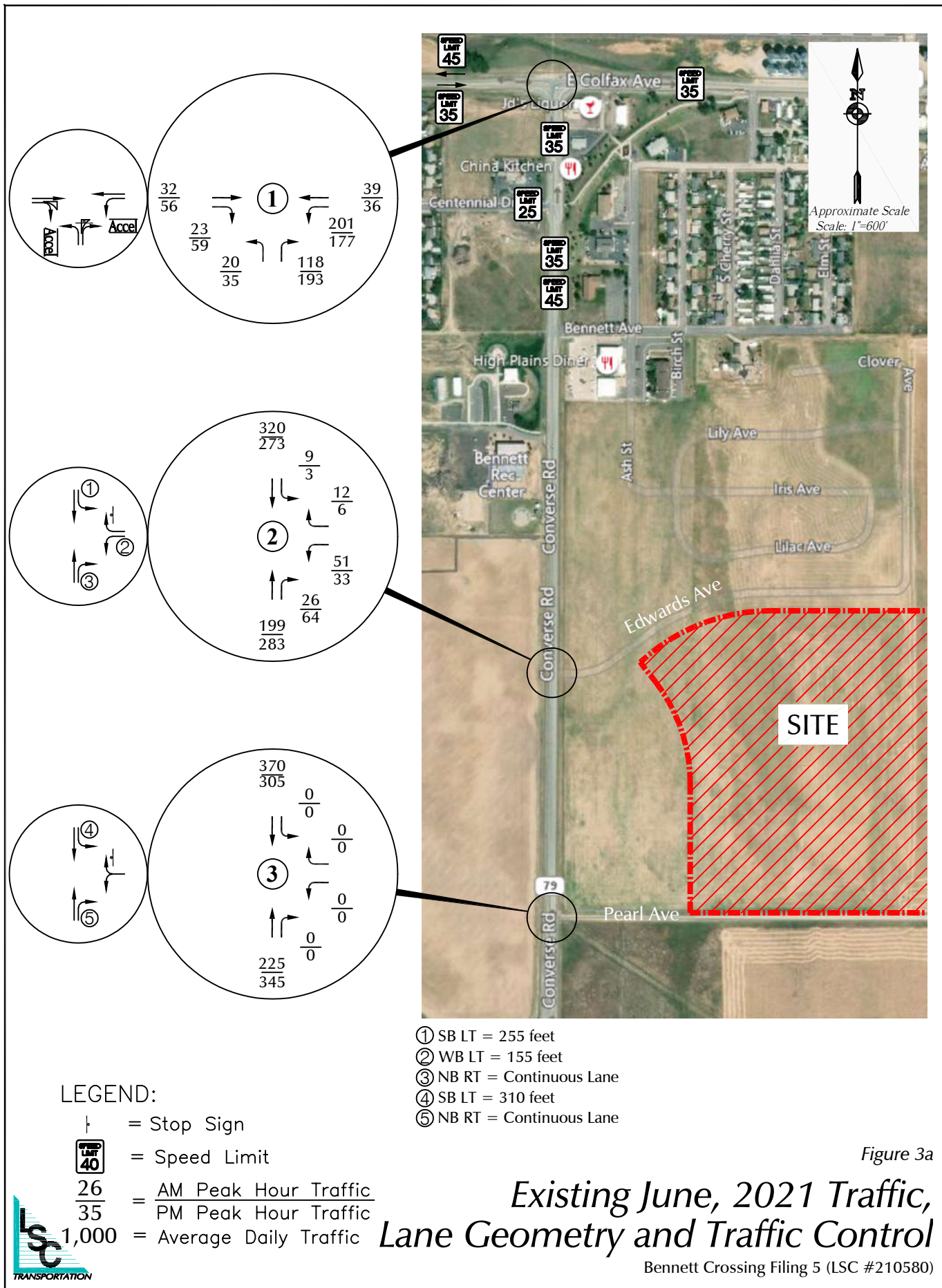
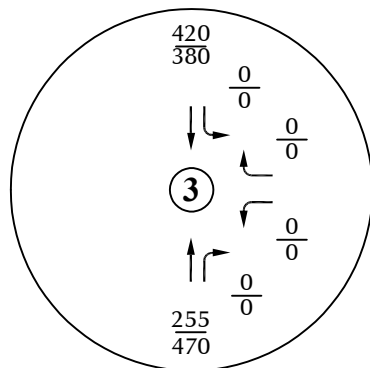
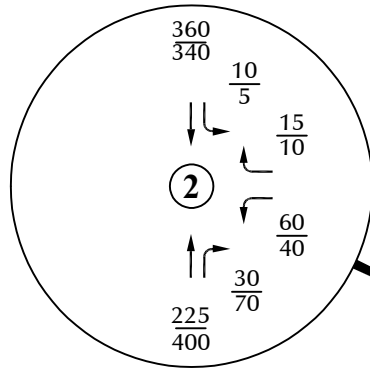
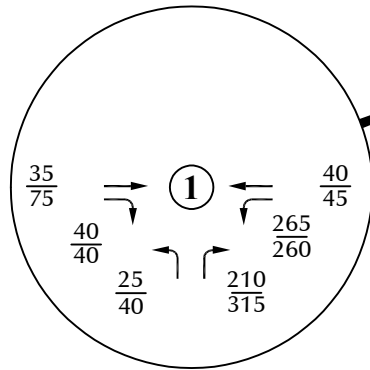


Figure 2

## Site Plan

Bennett Crossing Filing 5 (LSC #210580)





Notes:

1. #1 based on Figure 3b of the Dollar General TIA by LSC. #2 and #3 balanced with the volumes in #1.
2. Daily volumes on SH 79 are from or based on Figure 3b of the Dollar General TIA by LSC.

LEGEND:

$\frac{26}{35}$  = AM Peak Hour Traffic  
 = PM Peak Hour Traffic  
 1,000 = Average Daily Traffic



Figure 3b  
**Existing Traffic  
 Adjusted for Pandemic**  
 Bennett Crossing Filing 5 (LSC #210580)



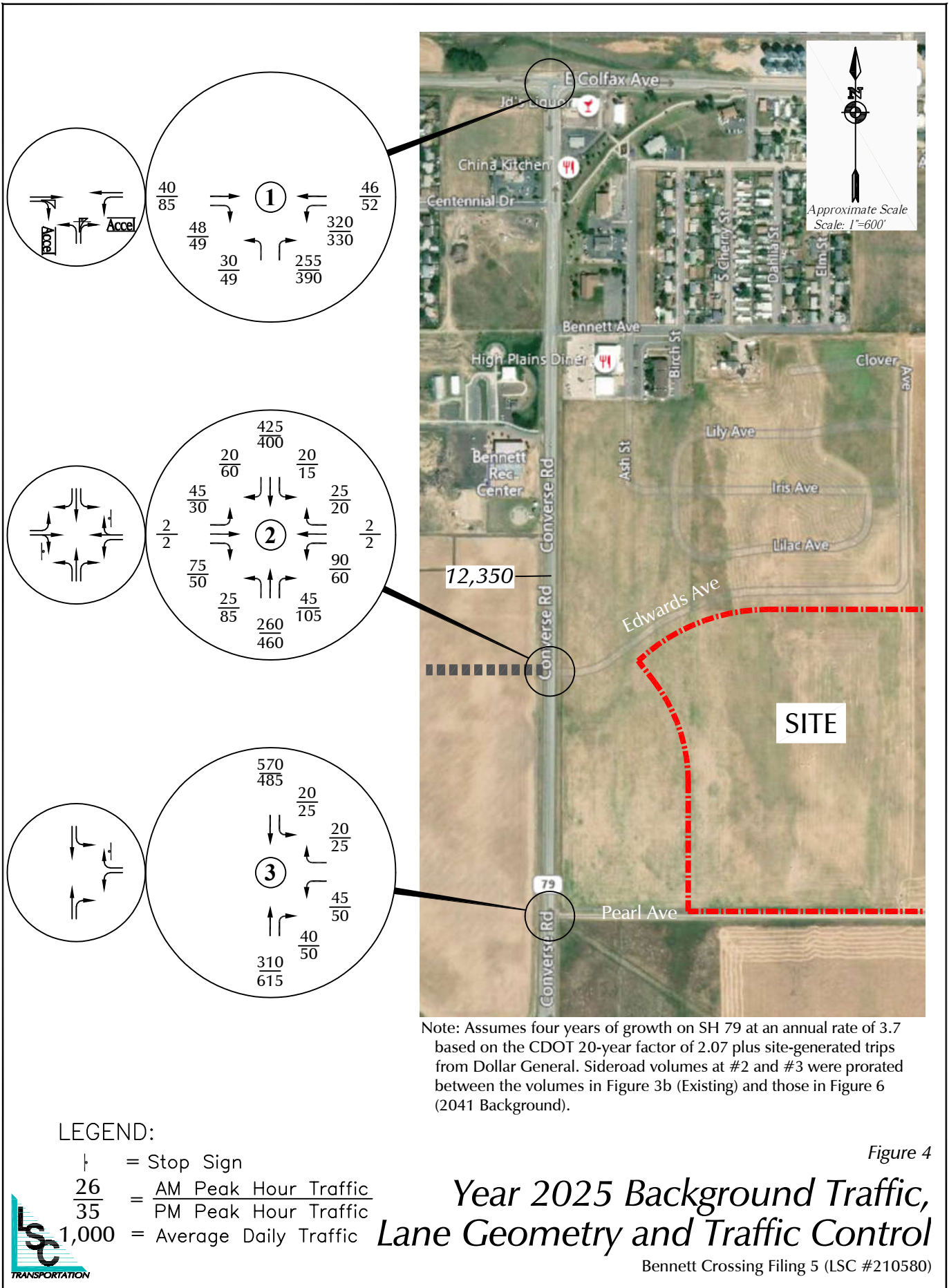
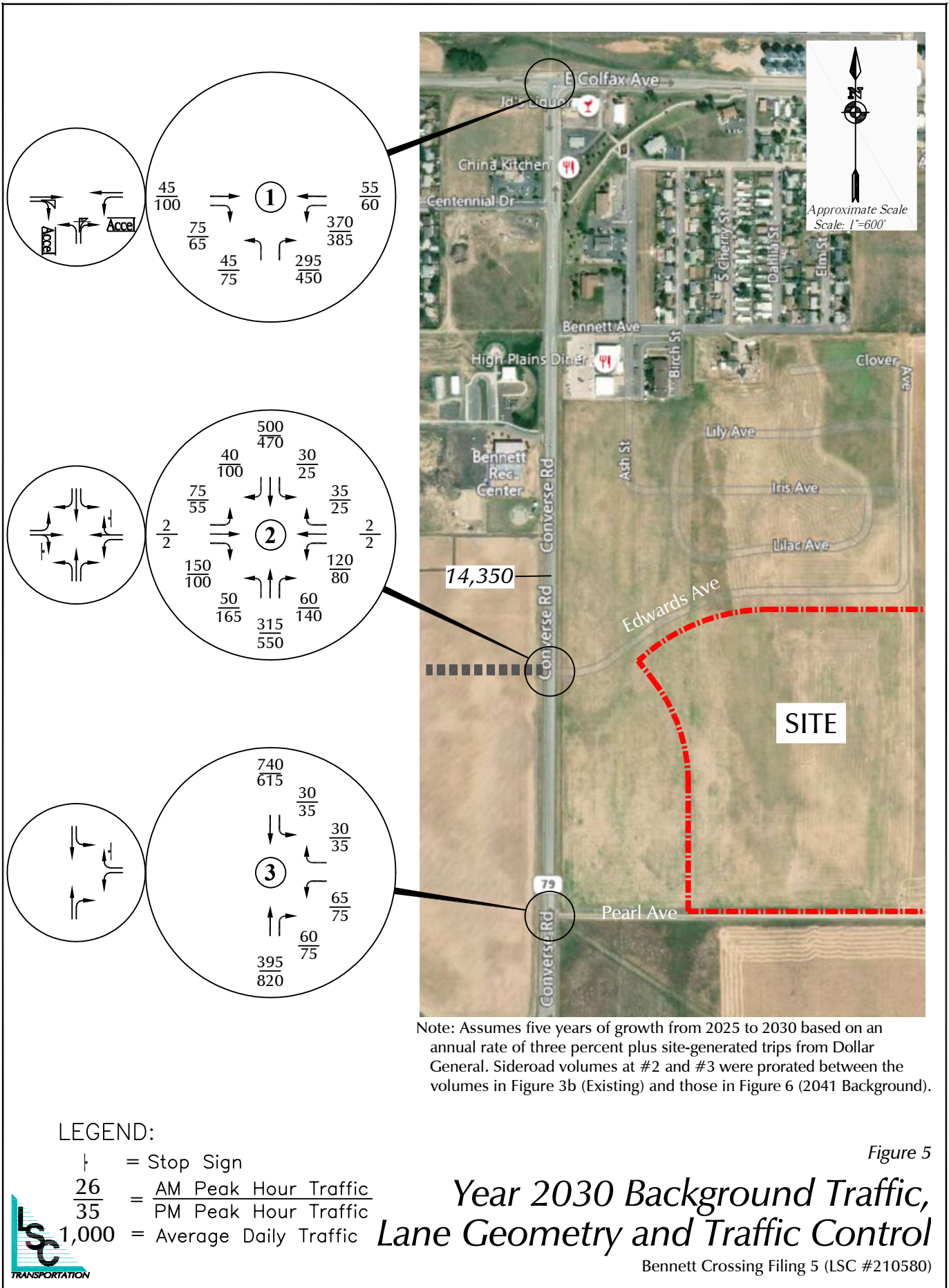


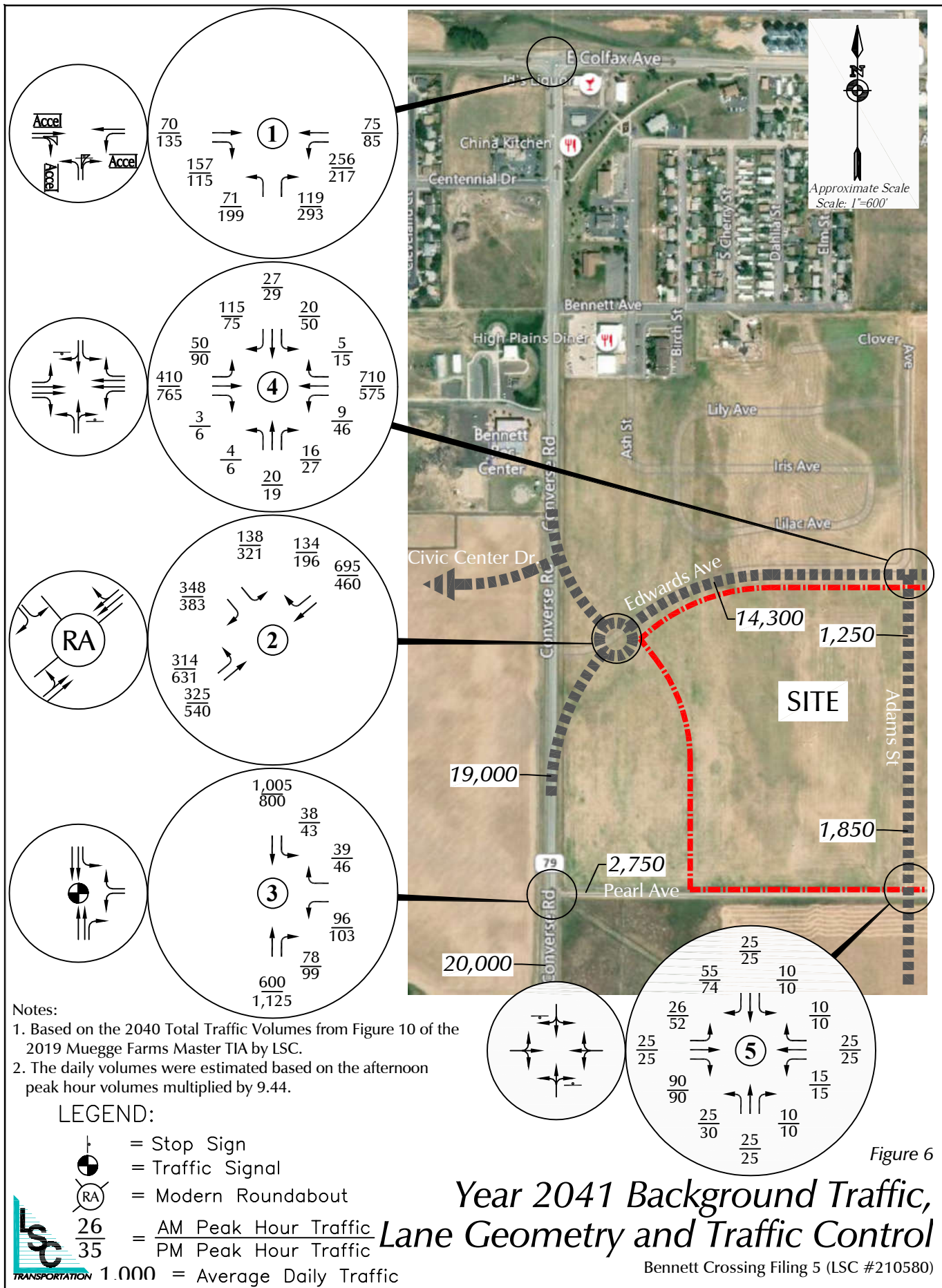
Figure 4

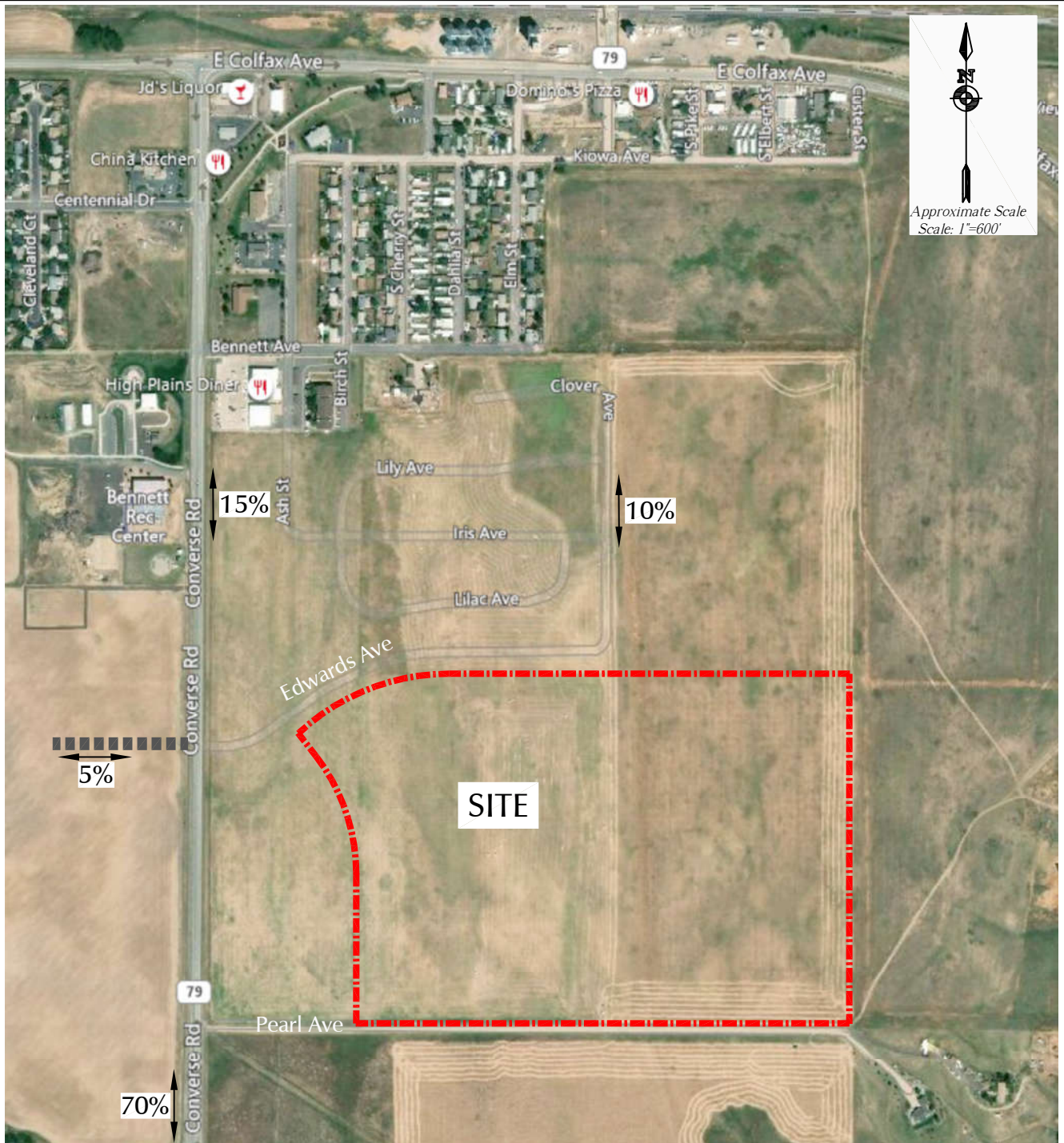
## Year 2025 Background Traffic, Lane Geometry and Traffic Control

Bennett Crossing Filing 5 (LSC #210580)










LEGEND:  
 = Percent Directional Distribution

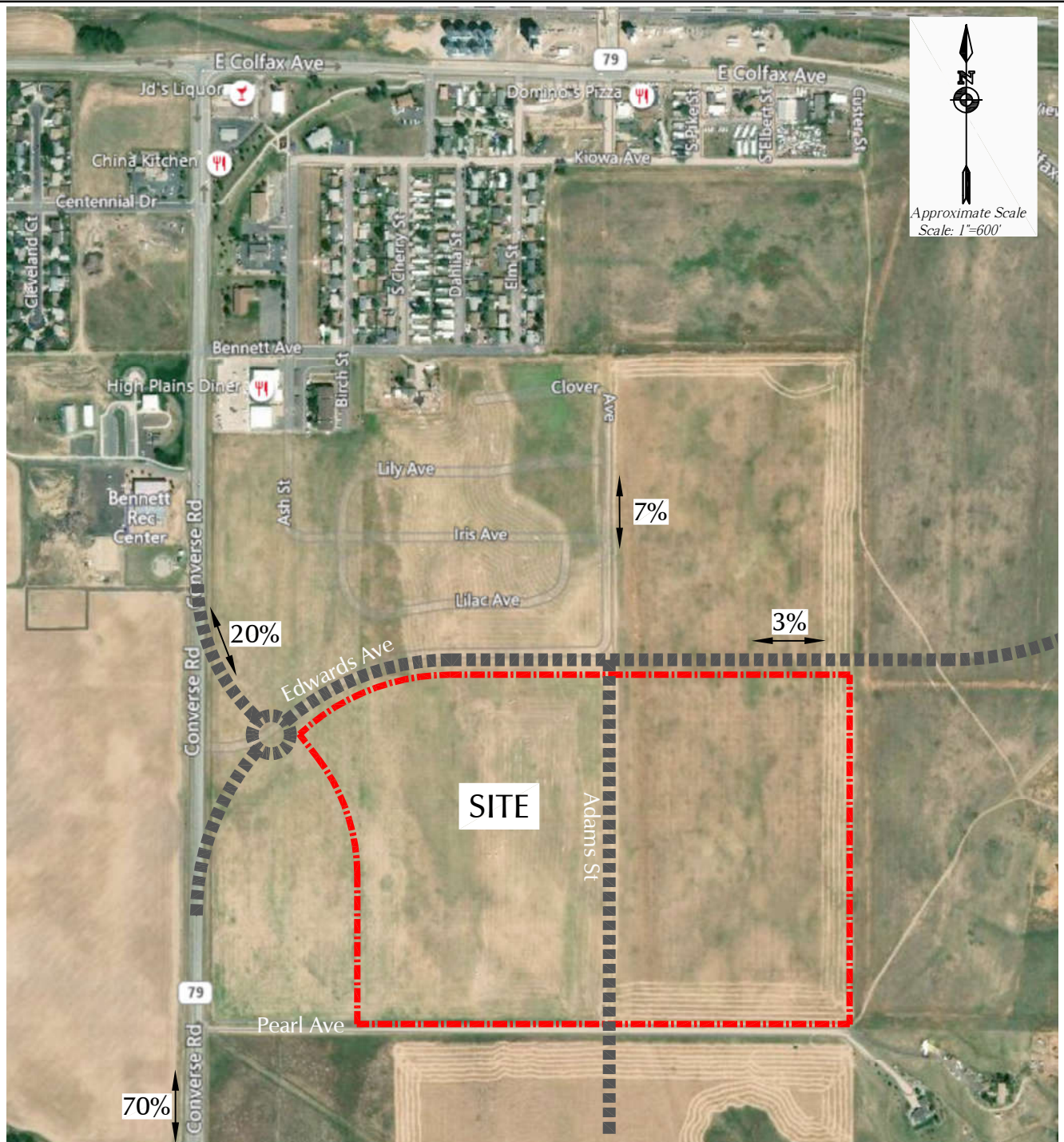
Figure 7a

## Short-Term Directional Distribution of Site-Generated Traffic

Bennett Crossing Filing 5 (LSC #210580)







LEGEND:  
 ← 65% → = Percent Directional Distribution

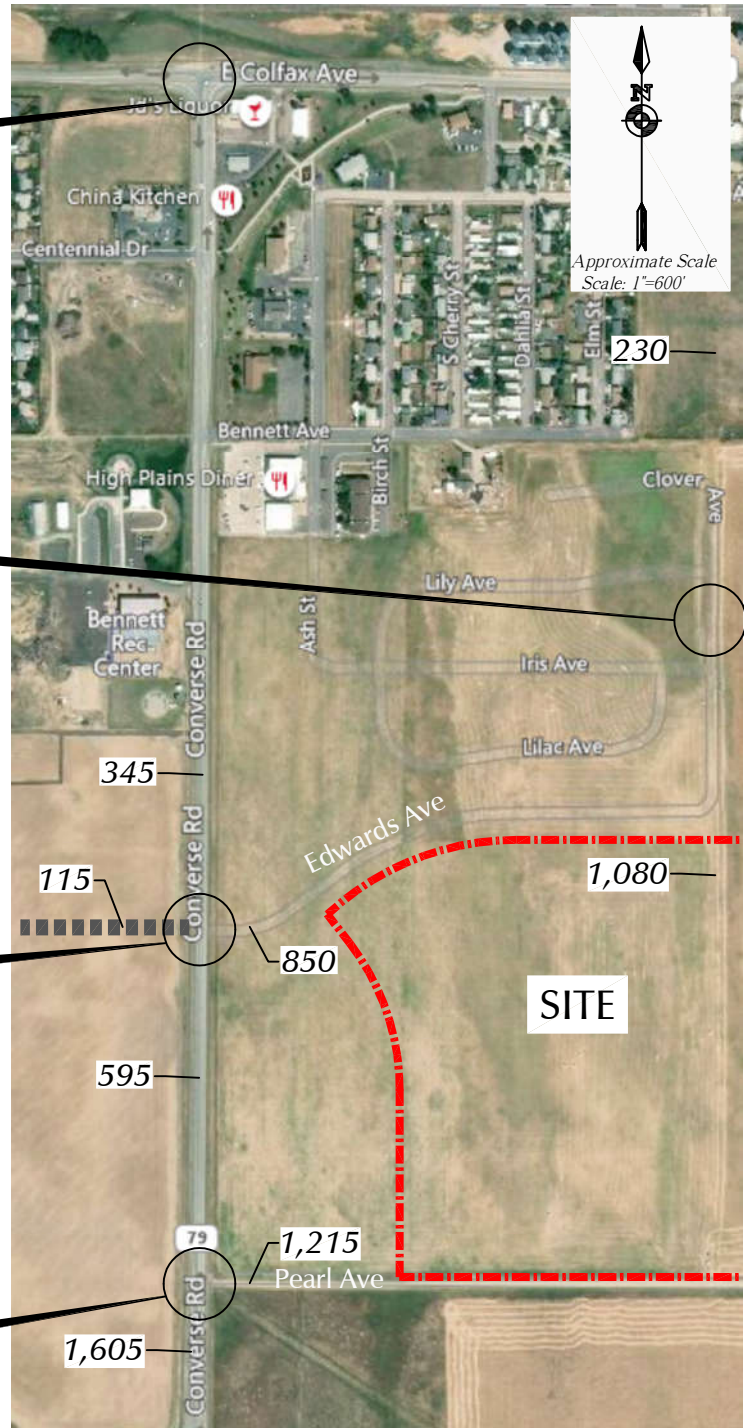
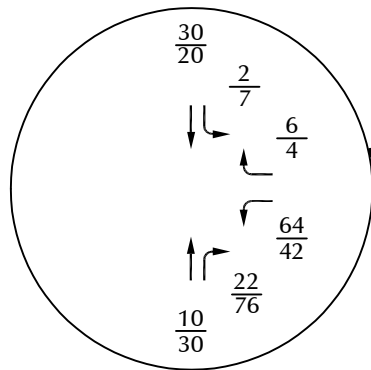
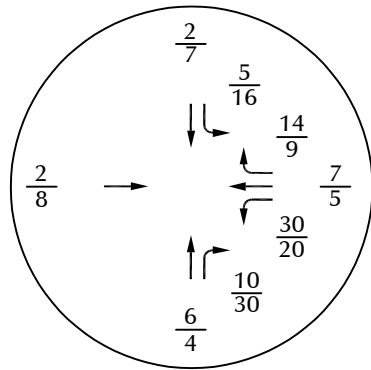
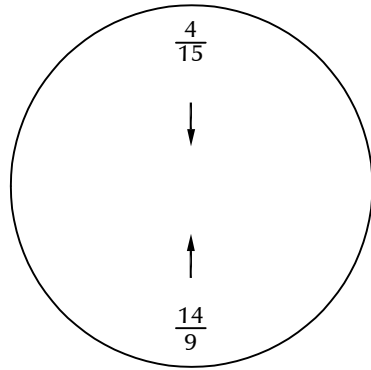
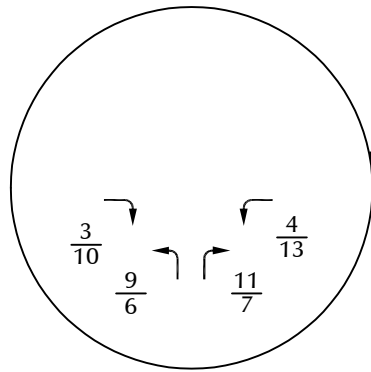
Figure 7b

# *Long-Term Directional Distribution of Site-Generated Traffic*

Bennett Crossing Filing 5 (LSC #210580)







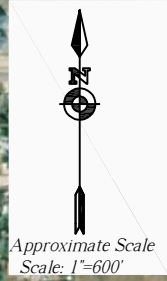
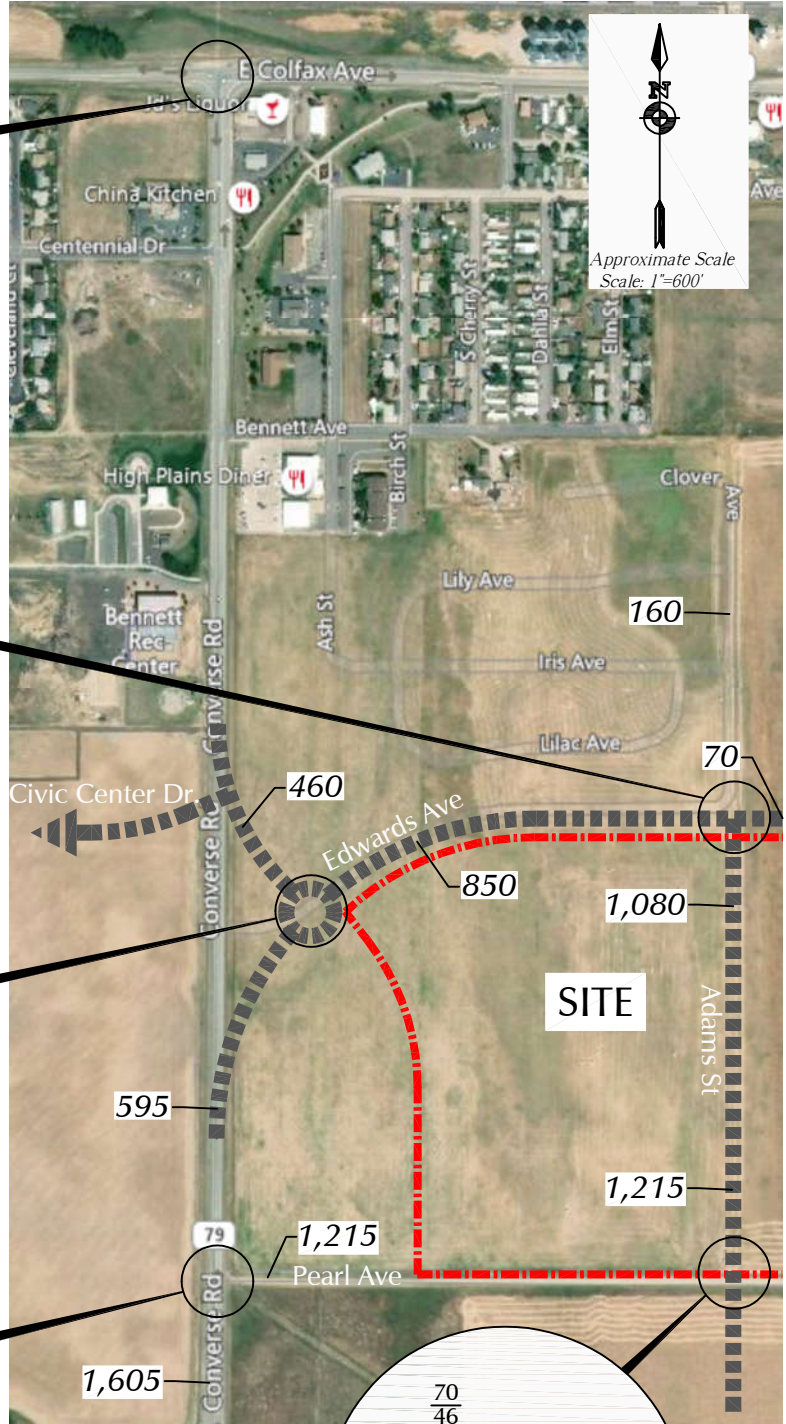
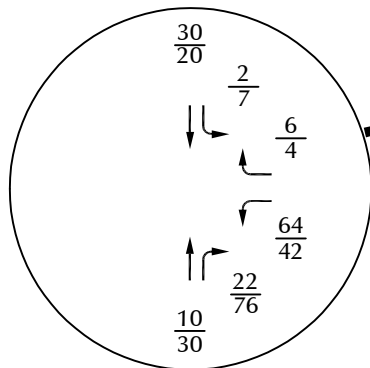
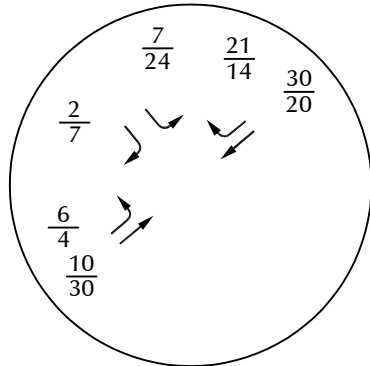
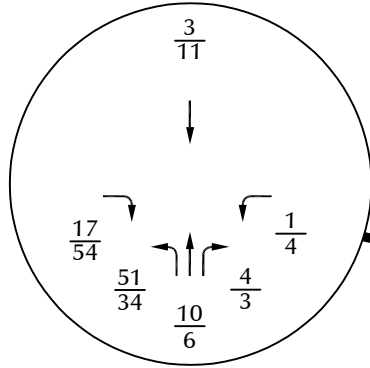
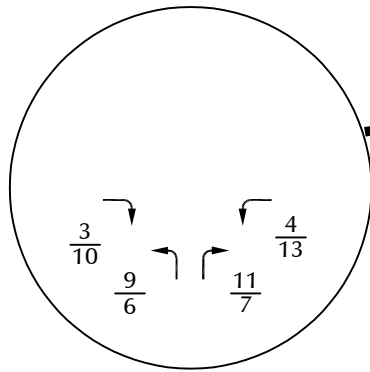
LEGEND:

$\frac{26}{35}$  = AM Peak Hour Traffic  
 $\frac{35}{26}$  = PM Peak Hour Traffic  
 1,000 = Average Daily Traffic

Figure 8a

# Short-Term Assignment of Site-Generated Traffic

Bennett Crossing Filing 5 (LSC #210580)



Note: This figure applies to 2041.

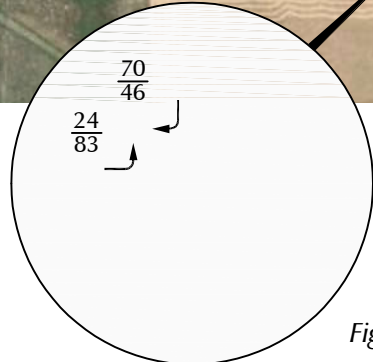


Figure 8b

#### LEGEND:

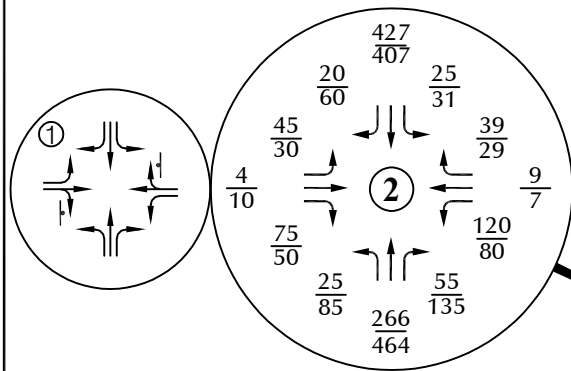
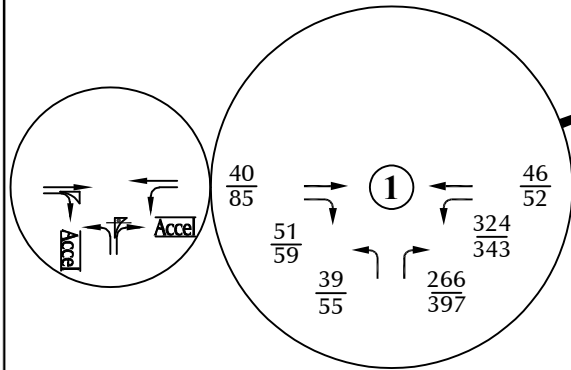
$\frac{26}{35}$  = AM Peak Hour Traffic  
 $\frac{35}{26}$  = PM Peak Hour Traffic  
 1,000 = Average Daily Traffic



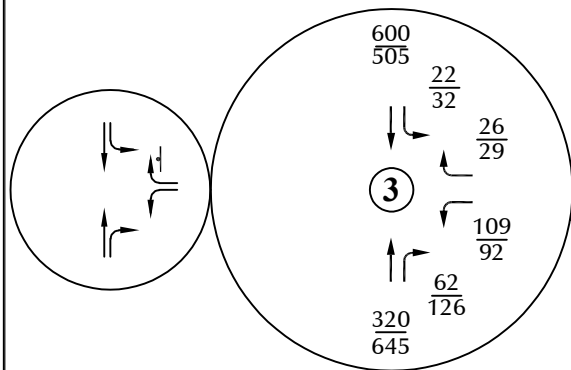
## Long-Term Assignment of Site-Generated Traffic

Bennett Crossing Filing 5 (LSC #210580)





① The west side of this intersection will be constructed by the Muegge Farms development.



Note: The volumes are the sum of the volumes in Figures 4 and 8a.

#### LEGEND:

⌋ = Stop Sign

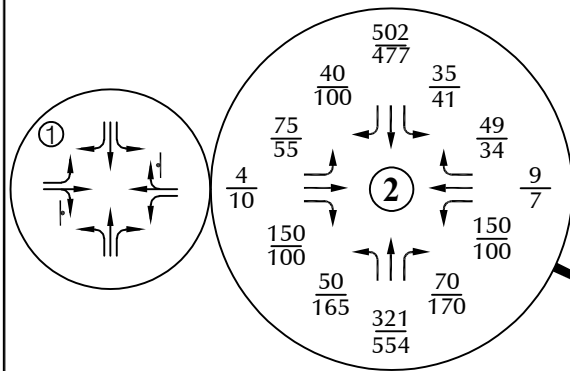
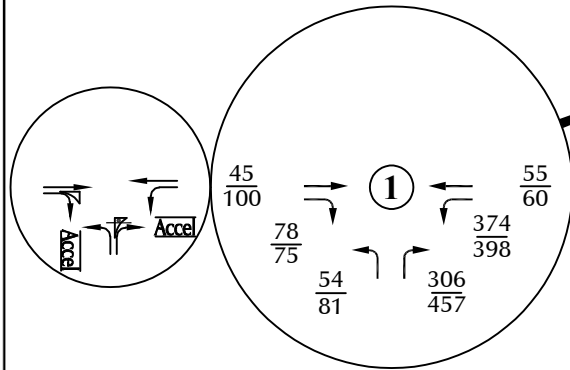
$\frac{26}{35}$  = AM Peak Hour Traffic  
PM Peak Hour Traffic

1,000 = Average Daily Traffic

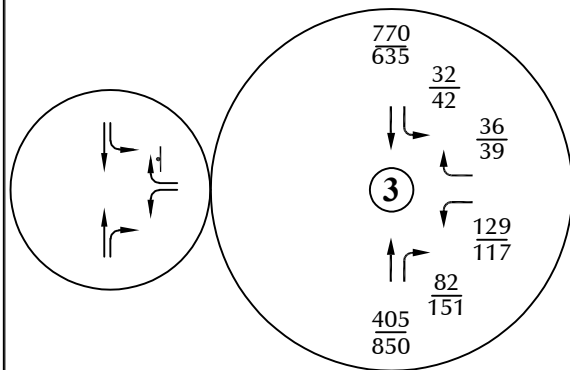
Figure 9

## Year 2025 Total Traffic, Lane Geometry and Traffic Control

Bennett Crossing Filing 5 (LSC #210580)



① The west side of this intersection will be constructed by the Muegge Farms development.



Note: The volumes are the sum of the volumes in Figures 5 and 8a.

#### LEGEND:

⊥ = Stop Sign

$\frac{26}{35}$  = AM Peak Hour Traffic  
PM Peak Hour Traffic

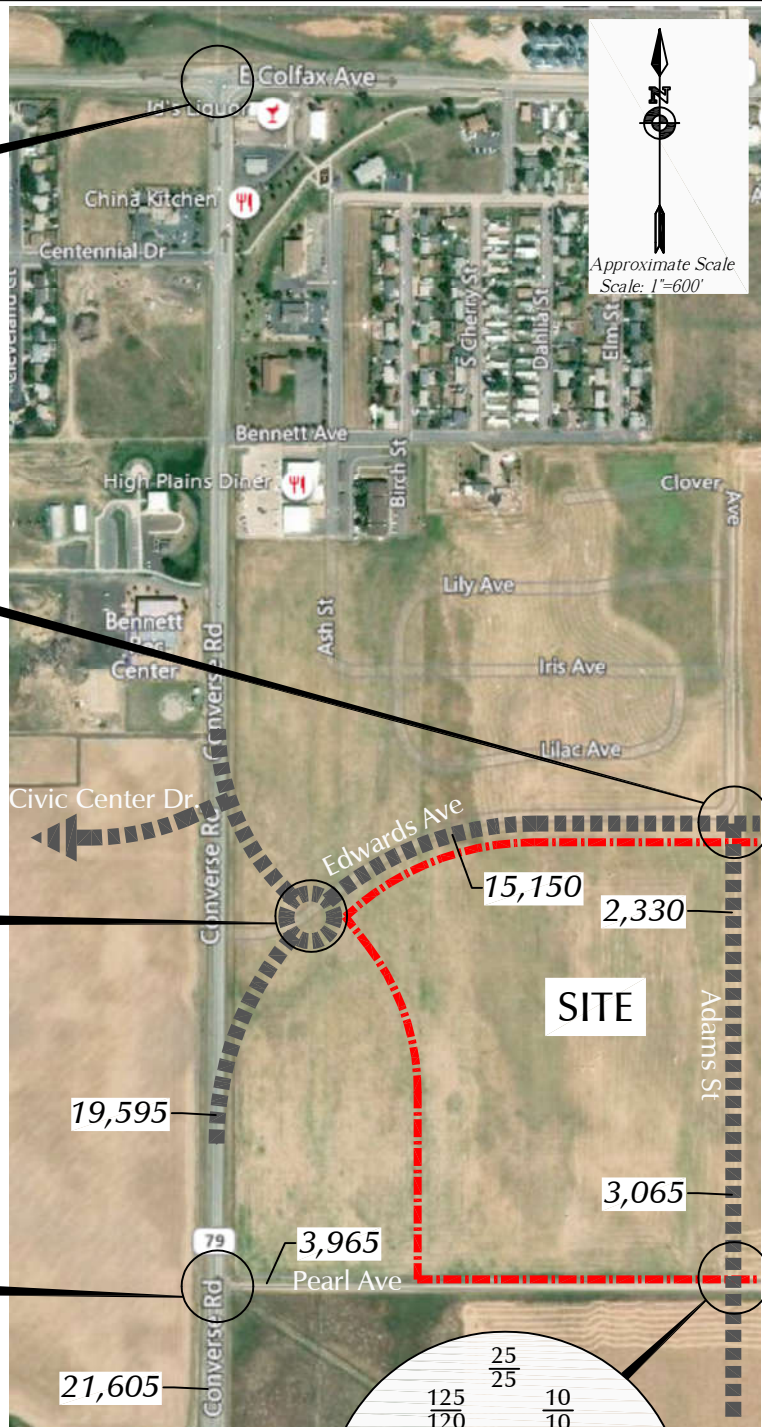
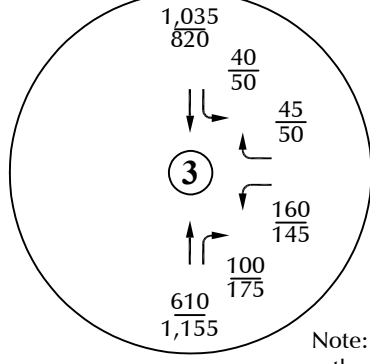
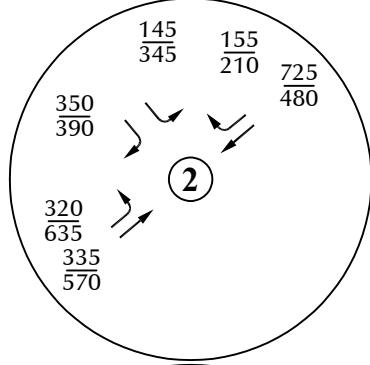
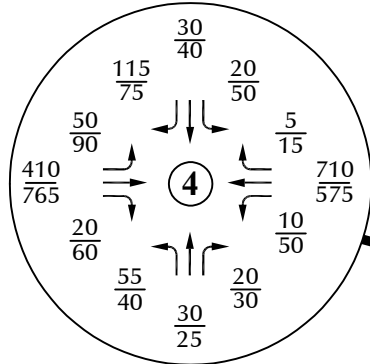
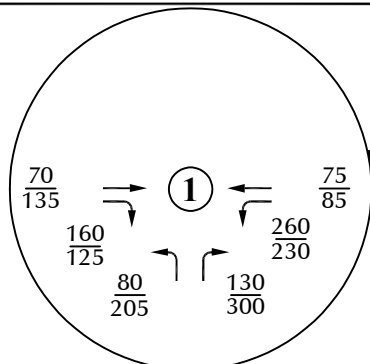
1,000 = Average Daily Traffic

Figure 10

## Year 2030 Total Traffic, Lane Geometry and Traffic Control

Bennett Crossing Filing 5 (LSC #210580)





Note: The volumes are the sum of the volumes in Figures 6 and 8b.

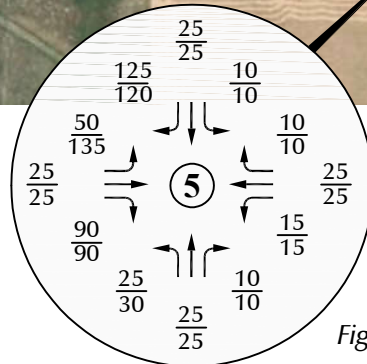


Figure 11a

# LEGEND:

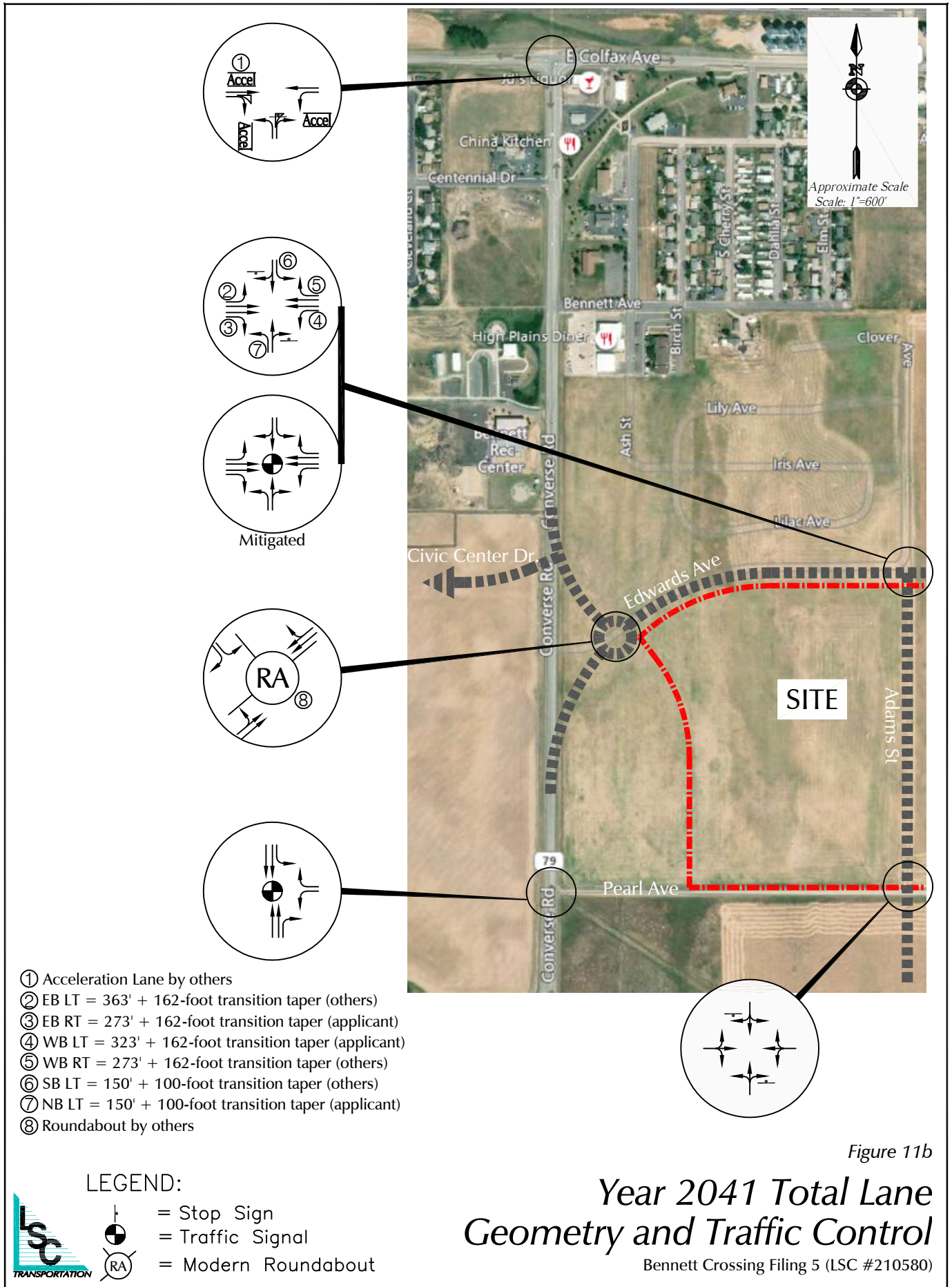


$\frac{26}{35}$  = AM Peak Hour Traffic  
 $\frac{35}{35}$  = PM Peak Hour Traffic  
 1.000 = Average Daily Traffic

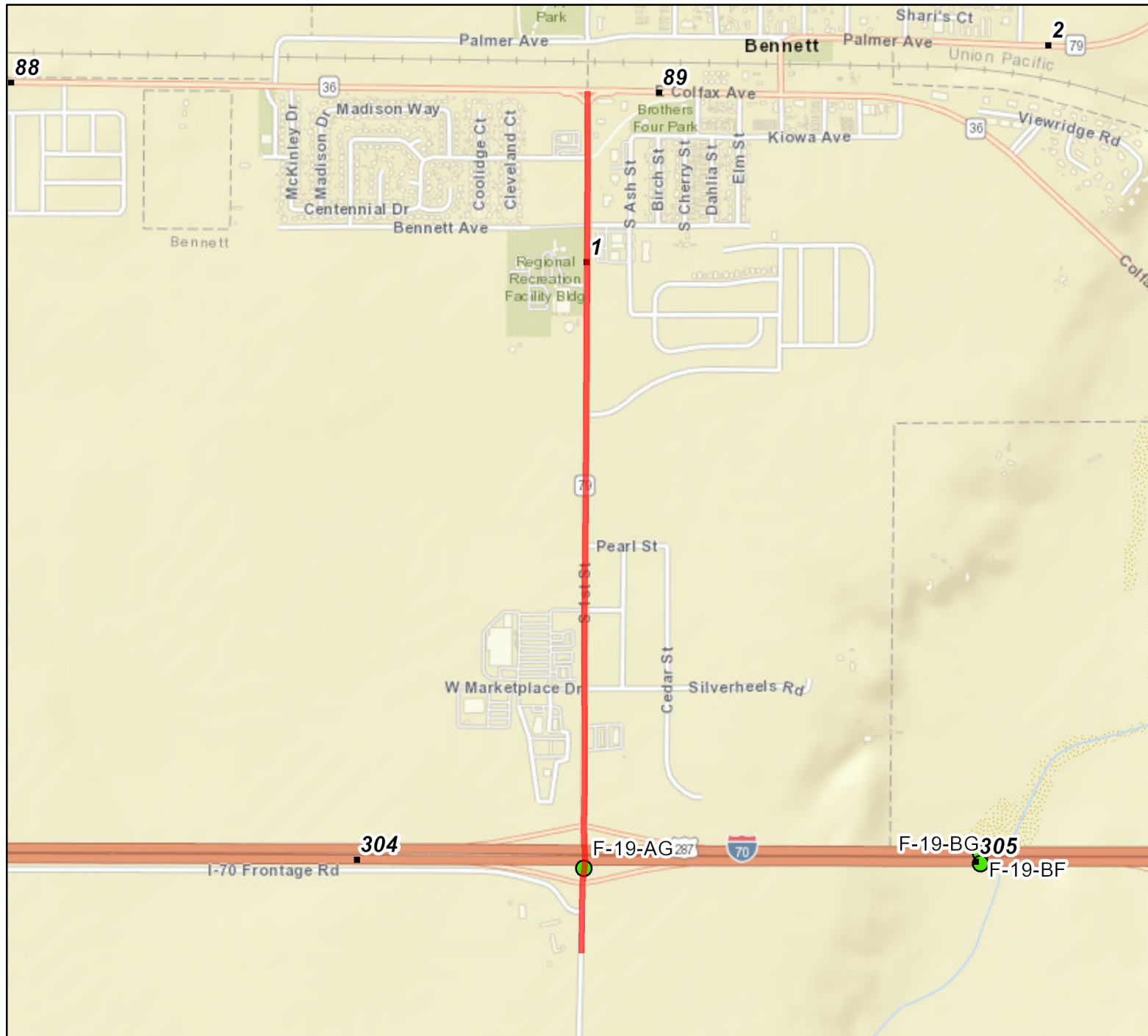
Year 2041  
 Total Traffic

Bennett Crossing Filing 5 (LSC #210580)





# Route 079A From 0 to 2



## Legend

Route

Milepoint

## Structures

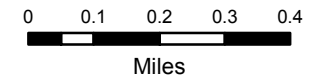
Major Structure

Minor Structure

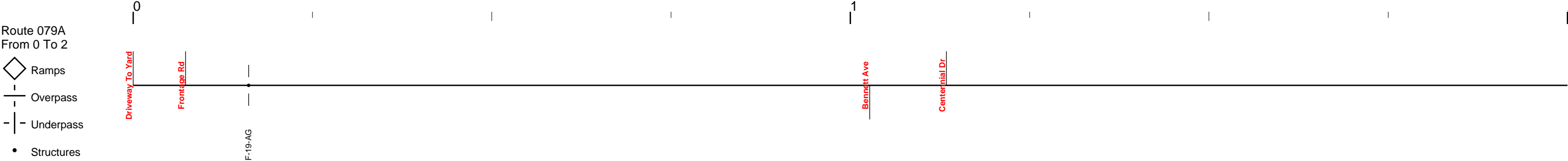
Created:

Date: 4/28/2021

Time: 2:26:00 PM



The information contained in this map is based on the most currently available data and has been checked for accuracy. CDOT does not guarantee the accuracy of any information presented, is not liable in any respect for any errors or omissions, and is not responsible for determining "fitness for use".



CLASSIFICATION

Access Control	NR-B: Non-Rural Arterial		
Functional Class	5 Major Collector		
Highway Designation	SH		

SAFETY

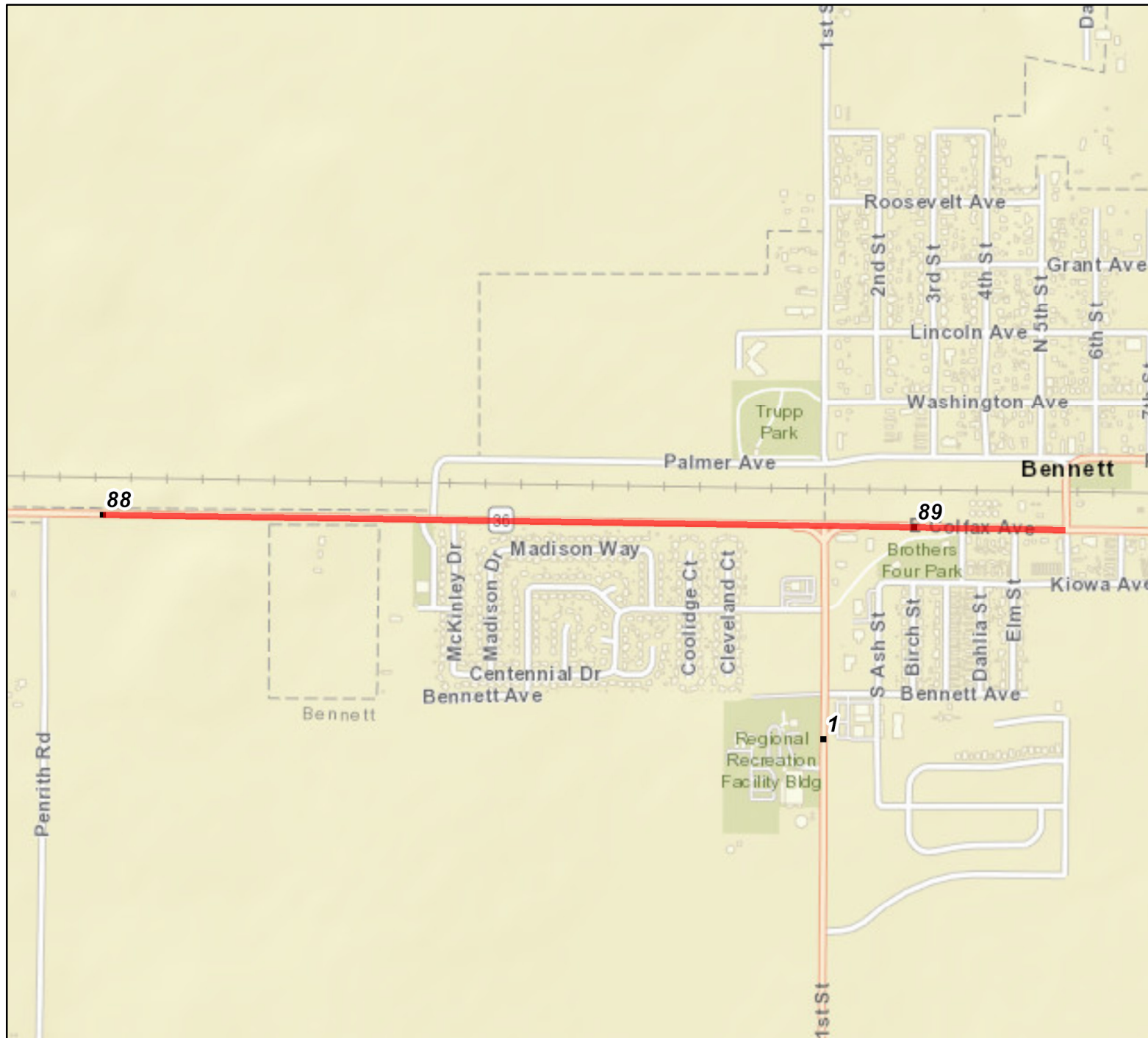
Primary Speed Limit	45		35
---------------------	----	--	----

TRAFFIC

AADT	6600	11000	5900
V/C Ratio 20	0.44	1.08	0.57
Year 20 Factor	1.71	2.07	1.68

It may appear that information is missing from the straight line diagram. If so, reduce the number of miles/page and re-submit the request.

# Route 036C From 88 to 90



## Legend

Route

Milepoint

## Structures

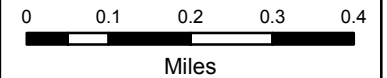
Major Structure

Minor Structure

Created:

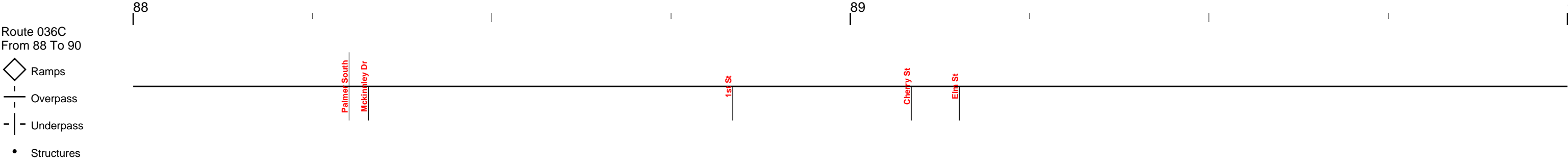
Date: 12/5/2020

Time: 9:13:39 AM



The information contained in this map is based on the most currently available data and has been checked for accuracy. CDOT does not guarantee the accuracy of any information presented, is not liable in any respect for any errors or omissions, and is not responsible for determining "fitness for use".





# COUNTER MEASURES INC.

1889 YORK STREET  
DENVER.COLORADO  
303-333-7409

N/S STREET: 1ST STREET  
E/W STREET: COLFAX AVENUE  
CITY: BENNETT  
COUNTY: ADAMS

File Name : 1STCOLFAX  
Site Code : 00000013  
Start Date : 6/16/2021  
Page No : 1

## Groups Printed- VEHICLES

	Southbound				COLFAX AVENUE Westbound				1ST STREET Northbound				COLFAX AVENUE Eastbound				Int. Total
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	0	0	0	0	26	7	0	0	7	0	12	0	0	8	0	0	60
06:45 AM	0	0	0	0	33	7	0	0	9	0	16	0	0	2	4	0	71
Total	0	0	0	0	59	14	0	0	16	0	28	0	0	10	4	0	131
07:00 AM	0	0	0	0	35	8	0	0	5	0	18	0	0	8	5	0	79
07:15 AM	0	0	0	0	31	13	0	0	5	0	21	0	0	0	5	0	75
07:30 AM	0	0	0	0	44	13	0	0	3	0	28	0	0	9	7	0	104
07:45 AM	0	0	0	0	47	11	0	0	4	0	32	0	0	11	7	0	112
Total	0	0	0	0	157	45	0	0	17	0	99	0	0	28	24	0	370
08:00 AM	0	0	0	0	59	7	0	0	8	0	31	0	0	6	3	0	114
08:15 AM	0	0	0	0	51	8	0	0	5	0	27	0	0	6	6	0	103
Total	0	0	0	0	110	15	0	0	13	0	58	0	0	12	9	0	217
04:00 PM	0	0	0	0	37	6	0	0	6	0	41	0	0	17	17	0	124
04:15 PM	0	0	0	0	41	9	0	0	9	0	39	0	0	14	18	0	130
04:30 PM	0	0	0	0	44	10	0	1	8	0	44	0	0	18	17	0	142
04:45 PM	0	0	0	0	41	6	0	0	13	0	49	1	0	13	12	0	135
Total	0	0	0	0	163	31	0	1	36	0	173	1	0	62	64	0	531
05:00 PM	0	0	0	0	44	10	0	0	6	0	51	1	0	7	19	0	138
05:15 PM	0	0	0	0	48	10	0	0	8	0	49	0	0	18	11	0	144
05:30 PM	0	0	0	0	52	4	0	0	9	0	46	1	0	18	10	0	140
05:45 PM	0	0	0	0	37	4	0	0	11	0	62	0	0	15	5	0	134
Total	0	0	0	0	181	28	0	0	34	0	208	2	0	58	45	0	556
Grand Total	0	0	0	0	670	133	0	1	116	0	566	3	0	170	146	0	1805
Apprch %	0.0	0.0	0.0	0.0	83.3	16.5	0.0	0.1	16.9	0.0	82.6	0.4	0.0	53.8	46.2	0.0	
Total %	0.0	0.0	0.0	0.0	37.1	7.4	0.0	0.1	6.4	0.0	31.4	0.2	0.0	9.4	8.1	0.0	

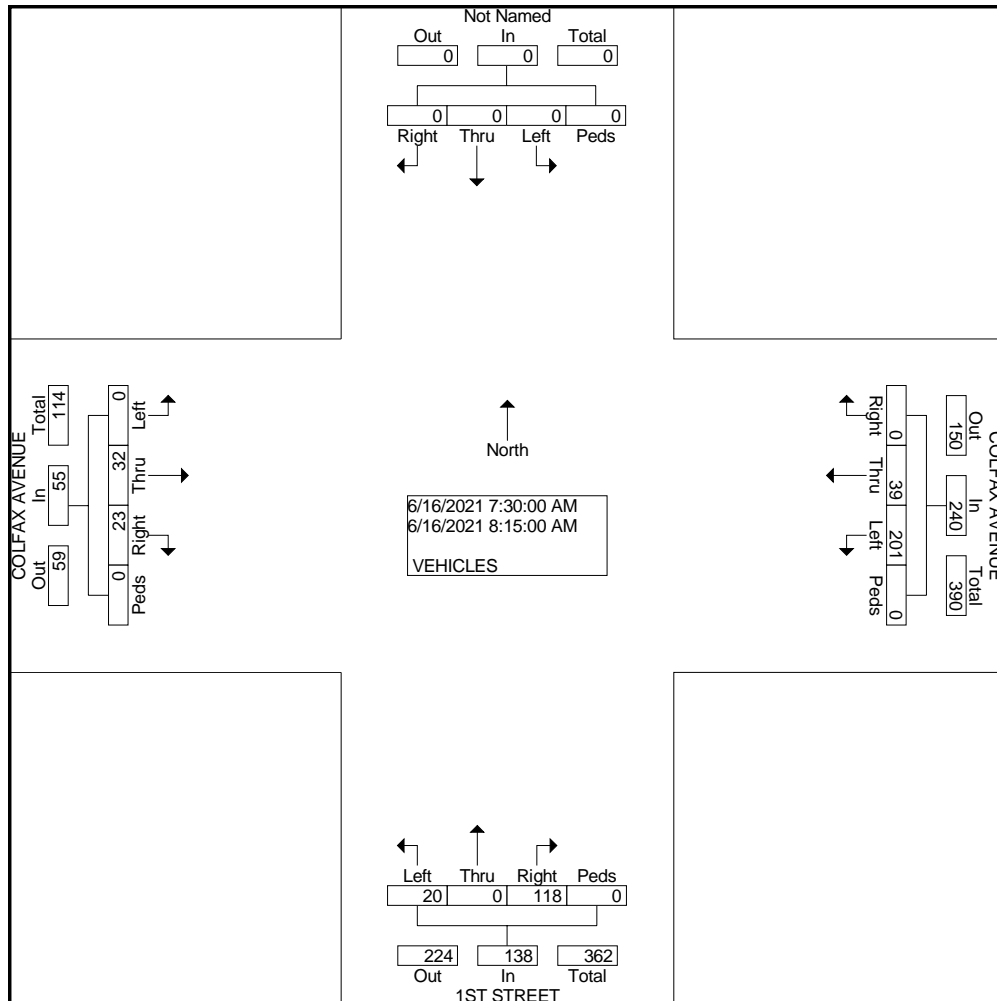
# COUNTER MEASURES INC.

1889 YORK STREET  
DENVER.COLORADO  
303-333-7409

N/S STREET: 1ST STREET  
E/W STREET: COLFAX AVENUE  
CITY: BENNETT  
COUNTY: ADAMS

File Name : 1STCOLFAX  
Site Code : 00000013  
Start Date : 6/16/2021  
Page No : 2

	Southbound					COLFAX AVENUE Westbound					1ST STREET Northbound					COLFAX AVENUE Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 06:30 AM to 08:15 AM - Peak 1 of 1	07:30 AM																				
Intersection	07:30 AM																				
Volume	0	0	0	0	0	201	39	0	0	240	20	0	118	0	138	0	32	23	0	55	433
Percent	0.0	0.0	0.0	0.0		83.8	16.3	0.0	0.0		14.5	0.0	85.5	0.0		0.0	58.2	41.8	0.0		
08:00																					
Volume	0	0	0	0	0	59	7	0	0	66	8	0	31	0	39	0	6	3	0	9	114
Peak Factor																					0.950
High Int.	6:15:00 AM					08:00 AM					08:00 AM					07:45 AM					
Volume	0	0	0	0	0	59	7	0	0	66	8	0	31	0	39	0	11	7	0	18	
Peak Factor						0.90					0.88					0.76					4



# COUNTER MEASURES INC.

1889 YORK STREET  
DENVER, COLORADO  
303-333-7409

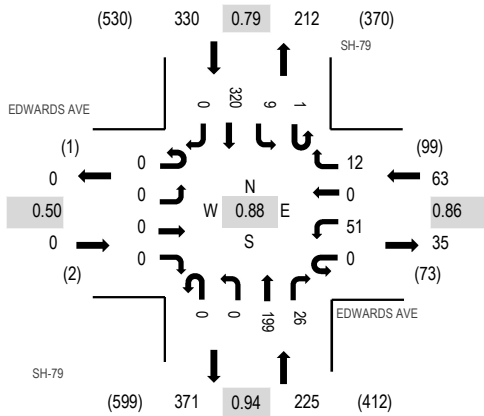
N/S STREET: 1ST STREET  
E/W STREET: COLFAX AVENUE  
CITY: BENNETT  
COUNTY: ADAMS

File Name : 1STCOLFAX  
Site Code : 00000013  
Start Date : 6/16/2021  
Page No : 2

	Southbound					COLFAX AVENUE Westbound					1ST STREET Northbound					COLFAX AVENUE Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	0	0	0	0	0	177	36	0	1	214	35	0	193	2	230	0	56	59	0	115	559
Percent	0.0	0.0	0.0	0.0		82.7	16.8	0.0	0.5		15.2	0.0	83.9	0.9		0.0	48.7	51.3	0.0		
05:15																					
Volume	0	0	0	0	0	48	10	0	0	58	8	0	49	0	57	0	18	11	0	29	144
Peak Factor																					0.970
High Int.						05:15 PM					04:45 PM					04:30 PM					
Volume	0	0	0	0	0	48	10	0	0	58	13	0	49	1	63	0	18	17	0	35	
Peak Factor																					
						</															

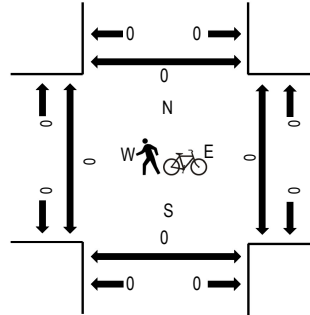


### Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

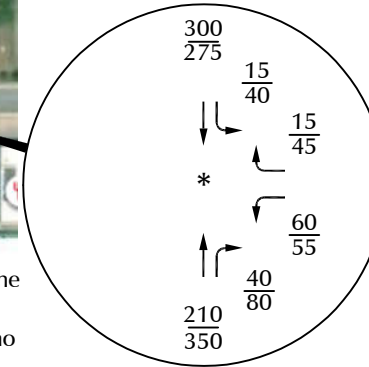
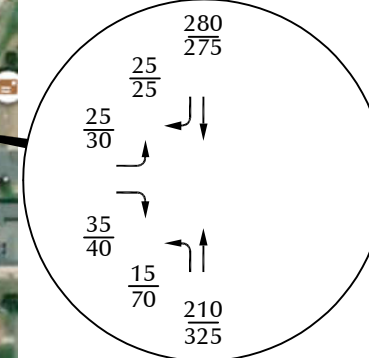
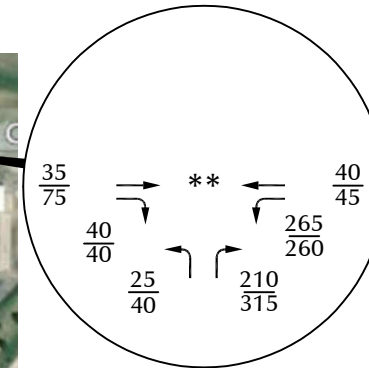
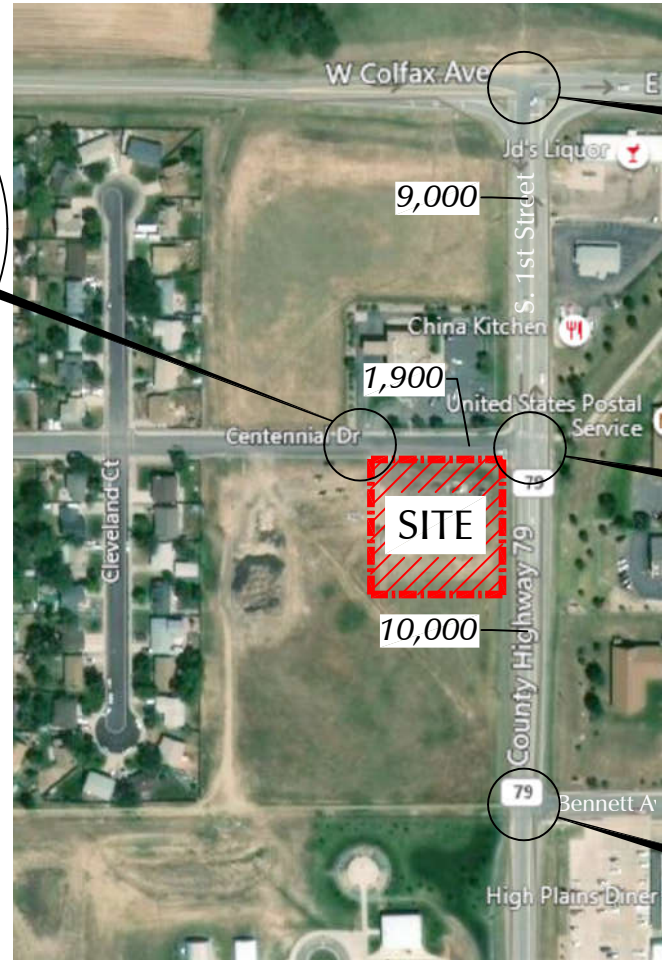
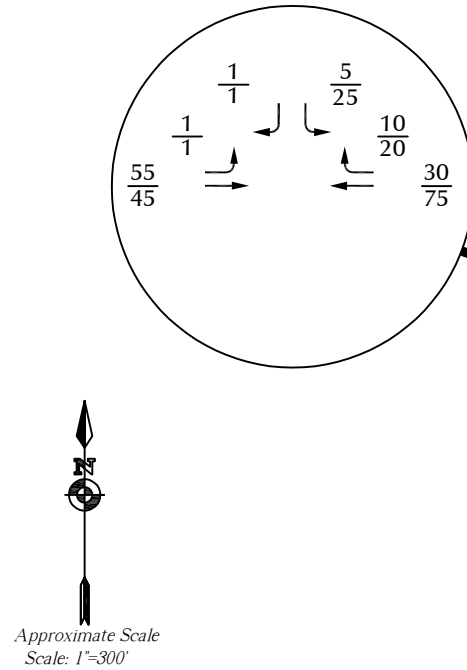
### Peak Hour - Pedestrians/Bicycles on Crosswalk



## Traffic Counts

Interval Start Time	EDWARDS AVE				EDWARDS AVE				SH-79				SH-79				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
7:00 AM	0	0	0	0	0	17	0	0	0	0	40	9	0	1	58	0	125	604	0	0	0	0
7:15 AM	0	0	0	0	0	19	0	1	0	0	49	10	0	0	78	0	157	618	0	0	0	0
7:30 AM	0	0	0	0	0	11	0	4	0	0	54	6	0	1	70	0	146	576	0	0	0	0
7:45 AM	0	0	0	0	0	10	0	7	0	0	48	6	0	4	101	0	176	518	0	0	0	0
8:00 AM	0	0	0	0	0	11	0	0	0	0	48	4	1	4	71	0	139	439	0	0	0	0
8:15 AM	0	0	0	1	0	4	0	2	0	0	50	7	0	3	47	1	115		0	0	0	0
8:30 AM	0	1	0	0	0	7	0	1	0	0	34	7	0	0	38	0	88		1	0	0	1
8:45 AM	0	0	0	0	0	5	0	0	0	0	30	10	0	1	51	0	97		0	0	0	0
Count Total	0	1	0	1	0	84	0	15	0	0	353	59	1	14	514	1	1,043		1	0	0	1
Peak Hour	0	0	0	0	0	51	0	12	0	0	199	26	1	9	320	0	618		0	0	0	0





\* Based on Figure 3b of the 2020 Worthman Acres TIA by LSC with the through traffic volumes grown for one year at 3.7 percent based on CDOT 20-year factor of 2.07. Side road volumes assumed little or no growth.

\*\* East/west volumes based on the higher of the counts in Figure 3a and the 2017 count from Figure 3 of the Muegge Farms TIA by LSC grown for four years at annual rate of three percent. Volumes to/from the south were balanced with the other two intersections.

#### LEGEND:

$\frac{26}{35}$  = AM Peak Hour Traffic  
PM Peak Hour Traffic  
1,000 = Average Daily Traffic

Figure 3b

*Existing Traffic,  
Adjusted for Pandemic*

Dollar General - Bennett (LSC #210660)

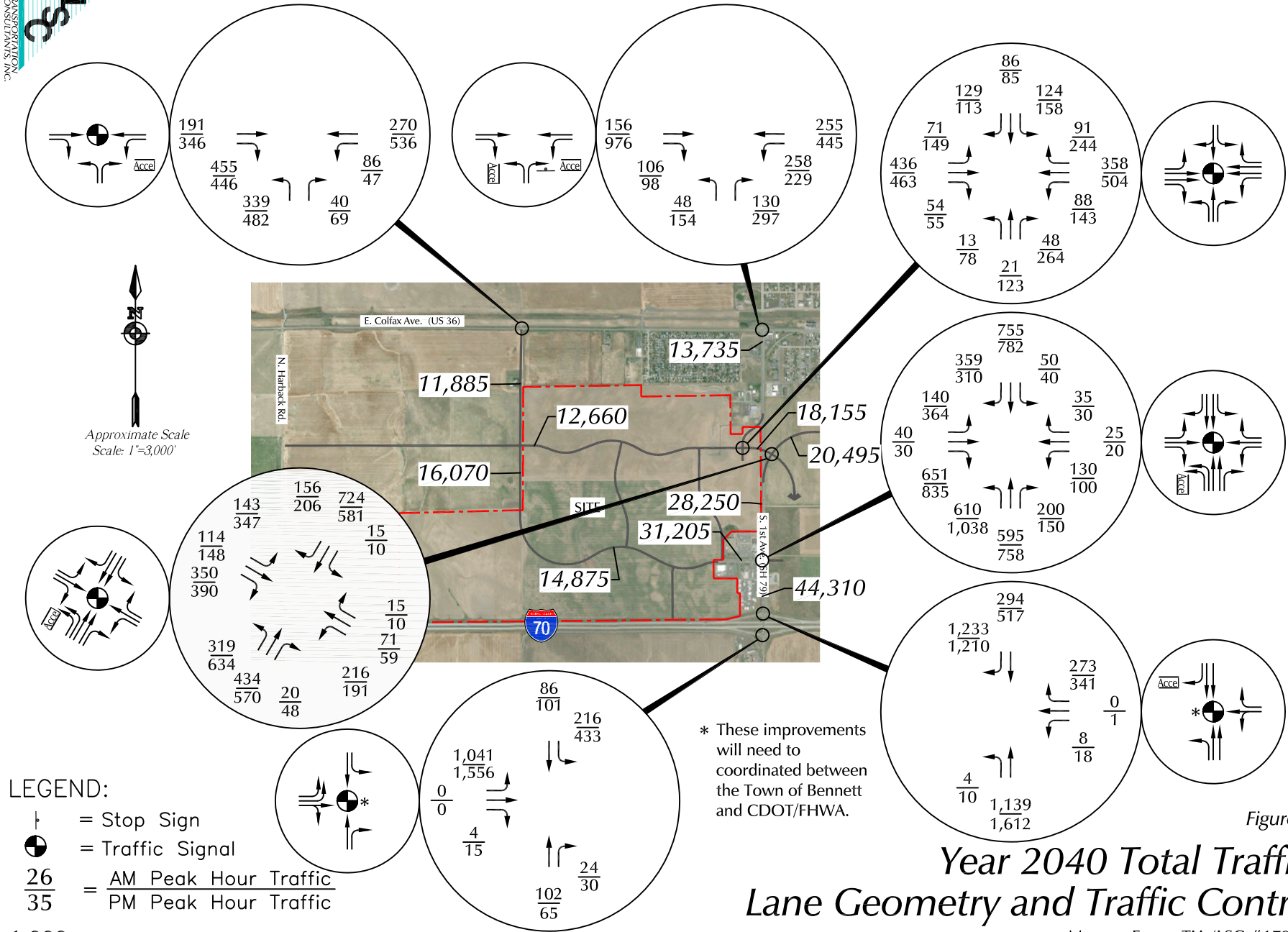


Figure 10

## Year 2040 Total Traffic, Lane Geometry and Traffic Control

Muegge Farms TIA (LSC #170931)



## LEVEL OF SERVICE DEFINITIONS

From *Highway Capacity Manual*, Transportation Research Board, 2016, 6th Edition

### SIGNALIZED INTERSECTION LEVEL OF SERVICE (LOS)

<b>LOS</b>	<b><u>Average Vehicle Delay</u> sec/vehicle</b>	<b><u>Operational Characteristics</u></b>
<b>A</b>	<10 seconds	Describes operations with low control delay, up to 10 sec/veh. This LOS occurs when progression is extremely favorable and most vehicles arrive during the green phase. Many vehicles do not stop at all. Short cycle lengths may tend to contribute to low delay values.
<b>B</b>	10 to 20 seconds	Describes operations with control delay greater than 10 seconds and up to 20 sec/veh. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.
<b>C</b>	20 to 35 seconds	Describes operations with control delay greater than 20 and up to 35 sec/veh. These higher delays may result from only fair progression, longer cycle length, or both. Individual cycle failures may begin to appear at this level. Cycle failure occurs when a given green phase does not serve queued vehicles, and overflows occur. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.
<b>D</b>	35 to 55 seconds	Describes operations with control delay greater than 35 and up to 55 sec/veh. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, and high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
<b>E</b>	55 to 80 seconds	Describes operations with control delay greater than 55 and up to 80 sec/veh. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent.
<b>F</b>	>80 seconds	Describes operations with control delay in excess of 80 sec/veh. This level, considered unacceptable to most drivers, often occurs with over-saturation, that is, when arrival flow rates exceed the capacity of lane groups. It may also occur at high v/c ratios with many individual cycle failures. Poor progression and long cycle lengths may also contribute significantly to high delay levels.

## LEVEL OF SERVICE DEFINITIONS

From *Highway Capacity Manual*, Transportation Research Board, 2016, 6th Edition

### UNSIGNALIZED INTERSECTION LEVEL OF SERVICE (LOS)

Applicable to Two-Way Stop Control, All-Way Stop Control, and Roundabouts

LOS	Average Vehicle Control Delay	Operational Characteristics
A	<10 seconds	Normally, vehicles on the stop-controlled approach only have to wait up to 10 seconds before being able to clear the intersection. Left-turning vehicles on the uncontrolled street do not have to wait to make their turn.
B	10 to 15 seconds	Vehicles on the stop-controlled approach will experience delays before being able to clear the intersection. <u>The delay could be up to 15 seconds.</u> Left-turning vehicles on the uncontrolled street may have to wait to make their turn.
C	15 to 25 seconds	Vehicles on the stop-controlled approach can expect delays in the range of 15 to 25 seconds before clearing the intersection. Motorists may begin to take chances due to the long delays, thereby posing a safety risk to through traffic. <u>Left-turning vehicles on the uncontrolled street will now be required to wait to make their turn causing a queue to be created in the turn lane.</u>
D	25 to 35 seconds	<u>This is the point at which a traffic signal may be warranted for this intersection.</u> The delays for the stop-controlled intersection are not considered to be excessive. The length of the queue may begin to block other public and private access points.
E	35 to 50 seconds	The delays for all critical traffic movements are considered to be unacceptable. The length of the queues for the stop-controlled approaches as well as the left-turn movements are extremely long. <u>There is a high probability that this intersection will meet traffic signal warrants.</u> The ability to install a traffic signal is affected by the location of other existing traffic signals. Consideration may be given to restricting the accesses by eliminating the left-turn movements from and to the stop-controlled approach.
F	>50 seconds	The delay for the critical traffic movements are probably in excess of 100 seconds. The length of the queues are extremely long. Motorists are selecting alternative routes due to the long delays. <u>The only remedy for these long delays is installing a traffic signal or restricting the accesses.</u> The potential for accidents at this intersection are extremely high due to motorist taking more risky chances. If the median permits, motorists begin making two-stage left-turns.







HCM 6th TWSC  
1: S. 1st Street & E. Colfax Avenue

Existing  
AM Peak

Intersection						
Int Delay, s/veh	6.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	35	40	265	40	25	210
Future Vol, veh/h	35	40	265	40	25	210
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Free
Storage Length	-	175	175	-	0	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	43	288	43	27	228
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	38	0	657	-
Stage 1	-	-	-	-	38	-
Stage 2	-	-	-	-	619	-
Critical Hdwy	-	-	4.12	-	6.42	-
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	-
Pot Cap-1 Maneuver	-	0	1572	-	430	0
Stage 1	-	0	-	-	984	0
Stage 2	-	0	-	-	537	0
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1572	-	351	-
Mov Cap-2 Maneuver	-	-	-	-	351	-
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	439	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		6.8		16.1	
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1		NBLn2	EBT	WBL	WBT
Capacity (veh/h)	351		-	-	1572	-
HCM Lane V/C Ratio	0.077		-	-	0.183	-
HCM Control Delay (s)	16.1		0	-	7.8	-
HCM Lane LOS	C		A	-	A	-
HCM 95th %tile Q(veh)	0.2		-	-	0.7	-

HCM 6th TWSC  
2: S. 1st Street & Edwards Avenue

Existing  
AM Peak

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	60	15	225	30	10	360
Future Vol, veh/h	60	15	225	30	10	360
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	0	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	65	16	245	33	11	391
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	658	245	0	0	278	0
Stage 1	245	-	-	-	-	-
Stage 2	413	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	429	794	-	-	1285	-
Stage 1	796	-	-	-	-	-
Stage 2	668	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	425	794	-	-	1285	-
Mov Cap-2 Maneuver	425	-	-	-	-	-
Stage 1	796	-	-	-	-	-
Stage 2	662	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	13.9	0		0.2		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	425	794	1285	-
HCM Lane V/C Ratio	-	-	0.153	0.021	0.008	-
HCM Control Delay (s)	-	-	15	9.6	7.8	-
HCM Lane LOS	-	-	C	A	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0.1	0	-









HCM 6th TWSC  
1: S. 1st Street & E. Colfax Avenue

Existing  
PM Peak

Intersection						
Int Delay, s/veh	6.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	75	40	260	45	40	315
Future Vol, veh/h	75	40	260	45	40	315
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Free
Storage Length	-	175	175	-	0	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	82	43	283	49	43	342
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	82	0	697	-
Stage 1	-	-	-	-	82	-
Stage 2	-	-	-	-	615	-
Critical Hdwy	-	-	4.12	-	6.42	-
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	-
Pot Cap-1 Maneuver	-	0	1515	-	407	0
Stage 1	-	0	-	-	941	0
Stage 2	-	0	-	-	539	0
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1515	-	331	-
Mov Cap-2 Maneuver	-	-	-	-	331	-
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	438	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		6.8		17.5	
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1		NBLn2	EBT	WBL	WBT
Capacity (veh/h)	331		-	-	1515	-
HCM Lane V/C Ratio	0.131		-	-	0.187	-
HCM Control Delay (s)	17.5		0	-	7.9	-
HCM Lane LOS	C		A	-	A	-
HCM 95th %tile Q(veh)	0.4		-	-	0.7	-

HCM 6th TWSC  
2: S. 1st Street & Edwards Avenue

Existing  
PM Peak

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	40	10	400	70	5	340
Future Vol, veh/h	40	10	400	70	5	340
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	0	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	11	435	76	5	370
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	815	435	0	0	511	0
Stage 1	435	-	-	-	-	-
Stage 2	380	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	347	621	-	-	1054	-
Stage 1	653	-	-	-	-	-
Stage 2	691	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	345	621	-	-	1054	-
Mov Cap-2 Maneuver	345	-	-	-	-	-
Stage 1	653	-	-	-	-	-
Stage 2	688	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	15.7	0	0.1			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 345 621 1054	-	-		
HCM Lane V/C Ratio	-	- 0.126 0.018 0.005	-	-		
HCM Control Delay (s)	-	- 16.9 10.9 8.4	-	-		
HCM Lane LOS	-	- C B A	-	-		
HCM 95th %tile Q(veh)	-	- 0.4 0.1 0	-	-		

HCM 6th TWSC  
1: S. 1st Street & E. Colfax Avenue

2025 Background  
AM Peak

Intersection

Int Delay, s/veh 7.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	40	48	320	46	30	255
Future Vol, veh/h	40	48	320	46	30	255
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Free
Storage Length	-	175	175	-	0	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	52	348	50	33	277











Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	- 43	0 789 -
Stage 1	-	-	- 43 -
Stage 2	-	-	- 746 -
Critical Hdwy	-	- 4.12	- 6.42 -
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	-	- 2.218	- 3.518 -
Pot Cap-1 Maneuver	-	0 1566	- 359 0
Stage 1	-	0	- 979 0
Stage 2	-	0	- 469 0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	- 1566	- 279 -
Mov Cap-2 Maneuver	-	-	- 279 -
Stage 1	-	-	- 979 -
Stage 2	-	-	- 365 -

Approach	EB	WB	NB
HCM Control Delay, s	0	7	19.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	279	-	-	1566	-
HCM Lane V/C Ratio	0.117	-	-	0.222	-
HCM Control Delay (s)	19.6	0	-	8	-
HCM Lane LOS	C	A	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.9	-

HCM 6th TWSC  
2: S. 1st Street & Edwards Avenue







2025 Background  
AM Peak

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	2	75	90	2	25	25	260	45	20	425	20
Future Vol, veh/h	45	2	75	90	2	25	25	260	45	20	425	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	2	82	98	2	27	27	283	49	22	462	22
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	882	892	462	896	865	283	484	0	0	332	0	0
Stage 1	506	506	-	337	337	-	-	-	-	-	-	-
Stage 2	376	386	-	559	528	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	267	281	600	261	292	756	1079	-	-	1227	-	-
Stage 1	549	540	-	677	641	-	-	-	-	-	-	-
Stage 2	645	610	-	513	528	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	248	269	600	217	279	756	1079	-	-	1227	-	-
Mov Cap-2 Maneuver	248	269	-	217	279	-	-	-	-	-	-	-
Stage 1	535	530	-	660	625	-	-	-	-	-	-	-
Stage 2	604	595	-	434	518	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	16.2			29			0.6			0.3		
HCM LOS	C			D								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR		
Capacity (veh/h)	1079	-	-	248	581	217	671	1227	-	-		
HCM Lane V/C Ratio	0.025	-	-	0.197	0.144	0.451	0.044	0.018	-	-		
HCM Control Delay (s)	8.4	-	-	23	12.2	34.5	10.6	8	-	-		
HCM Lane LOS	A	-	-	C	B	D	B	A	-	-		
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.5	2.2	0.1	0.1	-	-		



HCM 6th TWSC  
3: S. 1st Street & Pearl Avenue

2025 Background  
AM Peak

Intersection							
Int Delay, s/veh	1.4						
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations							
Traffic Vol, veh/h	45	20	310	40	20	570	
Future Vol, veh/h	45	20	310	40	20	570	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	None	-	None	-	None	
Storage Length	100	0	-	150	150	-	
Veh in Median Storage, #	0	-	0	-	-	0	
Grade, %	0	-	0	-	-	0	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	49	22	337	43	22	620	
Major/Minor	Minor1	Major1		Major2			
Conflicting Flow All	1001	337	0	0	380	0	
Stage 1	337	-	-	-	-	-	
Stage 2	664	-	-	-	-	-	
Critical Hdwy	6.42	6.22	-	-	4.12	-	
Critical Hdwy Stg 1	5.42	-	-	-	-	-	
Critical Hdwy Stg 2	5.42	-	-	-	-	-	
Follow-up Hdwy	3.518	3.318	-	-	2.218	-	
Pot Cap-1 Maneuver	269	705	-	-	1178	-	
Stage 1	723	-	-	-	-	-	
Stage 2	512	-	-	-	-	-	
Platoon blocked, %			-	-		-	
Mov Cap-1 Maneuver	264	705	-	-	1178	-	
Mov Cap-2 Maneuver	264	-	-	-	-	-	
Stage 1	723	-	-	-	-	-	
Stage 2	502	-	-	-	-	-	
Approach	WB	NB		SB			
HCM Control Delay, s	18.2	0		0.3			
HCM LOS	C						
Minor Lane/Major Mvmt		NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)		-	-	264	705	1178	-
HCM Lane V/C Ratio		-	-	0.185	0.031	0.018	-
HCM Control Delay (s)		-	-	21.7	10.3	8.1	-
HCM Lane LOS		-	-	C	B	A	-
HCM 95th %tile Q(veh)		-	-	0.7	0.1	0.1	-

HCM 6th TWSC  
1: S. 1st Street & E. Colfax Avenue

2025 Background  
PM Peak

Intersection

Int Delay, s/veh 7.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	85	49	330	52	49	390
Future Vol, veh/h	85	49	330	52	49	390
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Free
Storage Length	-	175	175	-	0	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	92	53	359	57	53	424











Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	- 92	0 867 -
Stage 1	-	-	- 92 -
Stage 2	-	-	- 775 -
Critical Hdwy	-	- 4.12	- 6.42 -
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	-	- 2.218	- 3.518 -
Pot Cap-1 Maneuver	-	0 1503	- 323 0
Stage 1	-	0	- 932 0
Stage 2	-	0	- 454 0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	- 1503	- 246 -
Mov Cap-2 Maneuver	-	-	- 246 -
Stage 1	-	-	- 932 -
Stage 2	-	-	- 345 -

Approach	EB	WB	NB
HCM Control Delay, s	0	7	23.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	246	-	- 1503	-	-
HCM Lane V/C Ratio	0.217	-	- 0.239	-	-
HCM Control Delay (s)	23.6	0	- 8.1	-	-
HCM Lane LOS	C	A	- A	-	-
HCM 95th %tile Q(veh)	0.8	-	- 0.9	-	-







HCM 6th TWSC  
2: S. 1st Street & Edwards Avenue

2025 Background  
PM Peak

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	2	50	60	2	20	85	460	105	15	400	60
Future Vol, veh/h	30	2	50	60	2	20	85	460	105	15	400	60
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	2	54	65	2	22	92	500	114	16	435	65
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1220	1265	435	1212	1216	500	500	0	0	614	0	0
Stage 1	467	467	-	684	684	-	-	-	-	-	-	-
Stage 2	753	798	-	528	532	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	157	169	621	159	181	571	1064	-	-	965	-	-
Stage 1	576	562	-	439	449	-	-	-	-	-	-	-
Stage 2	402	398	-	534	526	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	138	152	621	132	163	571	1064	-	-	965	-	-
Mov Cap-2 Maneuver	138	152	-	132	163	-	-	-	-	-	-	-
Stage 1	526	552	-	401	410	-	-	-	-	-	-	-
Stage 2	351	364	-	477	517	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	22			44.8			1.1			0.3		
HCM LOS	C			E								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR		
Capacity (veh/h)	1064	-	-	138	555	132	465	965	-	-		
HCM Lane V/C Ratio	0.087	-	-	0.236	0.102	0.494	0.051	0.017	-	-		
HCM Control Delay (s)	8.7	-	-	39	12.2	56.4	13.2	8.8	-	-		
HCM Lane LOS	A	-	-	E	B	F	B	A	-	-		
HCM 95th %tile Q(veh)	0.3	-	-	0.9	0.3	2.3	0.2	0.1	-	-		

HCM 6th TWSC  
3: S. 1st Street & Pearl Avenue







2025 Background  
PM Peak

Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	50	25	615	50	25	485
Future Vol, veh/h	50	25	615	50	25	485
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	150	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	27	668	54	27	527
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1249	668	0	0	722	0
Stage 1	668	-	-	-	-	-
Stage 2	581	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	191	458	-	-	880	-
Stage 1	510	-	-	-	-	-
Stage 2	559	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	185	458	-	-	880	-
Mov Cap-2 Maneuver	185	-	-	-	-	-
Stage 1	510	-	-	-	-	-
Stage 2	542	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	26.1	0	0.5			
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 185 458	880	-		
HCM Lane V/C Ratio	-	- 0.294 0.059	0.031	-		
HCM Control Delay (s)	-	- 32.4 13.4	9.2	-		
HCM Lane LOS	-	- D B	A	-		
HCM 95th %tile Q(veh)	-	- 1.2 0.2	0.1	-		













HCM 6th TWSC  
1: S. 1st Street & E. Colfax Avenue

2025 Total  
AM Peak

Intersection						
Int Delay, s/veh	7.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	40	51	324	46	39	266
Future Vol, veh/h	40	51	324	46	39	266
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Free
Storage Length	-	175	175	-	0	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	55	352	50	42	289
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	43	0	797	-
Stage 1	-	-	-	-	43	-
Stage 2	-	-	-	-	754	-
Critical Hdwy	-	-	4.12	-	6.42	-
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	-
Pot Cap-1 Maneuver	-	0	1566	-	356	0
Stage 1	-	0	-	-	979	0
Stage 2	-	0	-	-	465	0
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1566	-	276	-
Mov Cap-2 Maneuver	-	-	-	-	276	-
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	360	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		7		20.4	
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1		NBLn2	EBT	WBL	WBT
Capacity (veh/h)	276		-	-	1566	-
HCM Lane V/C Ratio	0.154		-	-	0.225	-
HCM Control Delay (s)	20.4		0	-	8	-
HCM Lane LOS	C		A	-	A	-
HCM 95th %tile Q(veh)	0.5		-	-	0.9	-

HCM 6th TWSC  
2: S. 1st Street & Edwards Avenue

2025 Total  
AM Peak

Intersection												
Int Delay, s/veh	8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	4	75	120	9	39	25	266	55	25	427	20
Future Vol, veh/h	45	4	75	120	9	39	25	266	55	25	427	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	4	82	130	10	42	27	289	60	27	464	22







Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	917	921	464	915	883	289	486	0	0	349	0	0
Stage 1	518	518	-	343	343	-	-	-	-	-	-	-
Stage 2	399	403	-	572	540	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	253	270	598	253	285	750	1077	-	-	1210	-	-
Stage 1	541	533	-	672	637	-	-	-	-	-	-	-
Stage 2	627	600	-	505	521	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	224	258	598	208	272	750	1077	-	-	1210	-	-
Mov Cap-2 Maneuver	224	258	-	208	272	-	-	-	-	-	-	-
Stage 1	527	521	-	655	621	-	-	-	-	-	-	-
Stage 2	568	585	-	423	510	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	17.3		37.4		0.6		0.4	
HCM LOS	C		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1077	-	-	224	561	208	564	1210	-	-
HCM Lane V/C Ratio	0.025	-	-	0.218	0.153	0.627	0.093	0.022	-	-
HCM Control Delay (s)	8.4	-	-	25.5	12.6	47.6	12	8	-	-
HCM Lane LOS	A	-	-	D	B	E	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8	0.5	3.7	0.3	0.1	-	-







HCM 6th TWSC  
3: S. 1st Street & Pearl Avenue

2025 Total  
AM Peak

Intersection						
Int Delay, s/veh	3.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	109	26	320	62	22	600
Future Vol, veh/h	109	26	320	62	22	600
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	150	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	118	28	348	67	24	652
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1048	348	0	0	415	0
Stage 1	348	-	-	-	-	-
Stage 2	700	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	252	695	-	-	1144	-
Stage 1	715	-	-	-	-	-
Stage 2	493	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	247	695	-	-	1144	-
Mov Cap-2 Maneuver	247	-	-	-	-	-
Stage 1	715	-	-	-	-	-
Stage 2	483	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	28.1	0		0.3		
HCM LOS	D					
Minor Lane/Major Mvmt		NBT	NBRWBLn1WBLn2	SBL	SBT	
Capacity (veh/h)		-	- 247 695 1144		-	
HCM Lane V/C Ratio		-	- 0.48 0.041 0.021		-	
HCM Control Delay (s)		-	- 32.3 10.4 8.2		-	
HCM Lane LOS		-	- D B A		-	
HCM 95th %tile Q(veh)		-	- 2.4 0.1 0.1		-	

HCM 6th TWSC  
1: S. 1st Street & E. Colfax Avenue











2025 Total  
PM Peak

Intersection						
Int Delay, s/veh	7.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	85	59	343	52	55	397
Future Vol, veh/h	85	59	343	52	55	397
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Free
Storage Length	-	175	175	-	0	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	92	64	373	57	60	432
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	92	0	895	-
Stage 1	-	-	-	-	92	-
Stage 2	-	-	-	-	803	-
Critical Hdwy	-	-	4.12	-	6.42	-
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	-
Pot Cap-1 Maneuver	-	0	1503	-	311	0
Stage 1	-	0	-	-	932	0
Stage 2	-	0	-	-	441	0
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1503	-	234	-
Mov Cap-2 Maneuver	-	-	-	-	234	-
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	332	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		7.1		25.6	
HCM LOS	D					
Minor Lane/Major Mvmt	NBLn1		NBLn2	EBT	WBL	WBT
Capacity (veh/h)	234		-	-	1503	-
HCM Lane V/C Ratio	0.255		-	-	0.248	-
HCM Control Delay (s)	25.6		0	-	8.2	-
HCM Lane LOS	D		A	-	A	-
HCM 95th %tile Q(veh)	1		-	-	1	-



HCM 6th TWSC  
2: S. 1st Street & Edwards Avenue

2025 Total  
PM Peak

Intersection												
Int Delay, s/veh	8.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	10	50	80	7	29	85	464	135	31	407	60
Future Vol, veh/h	30	10	50	80	7	29	85	464	135	31	407	60
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	11	54	87	8	32	92	504	147	34	442	65







Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1292	1345	442	1263	1263	504	507	0	0	651	0	0
Stage 1	510	510	-	688	688	-	-	-	-	-	-	-
Stage 2	782	835	-	575	575	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	140	151	615	147	170	568	1058	-	-	935	-	-
Stage 1	546	538	-	436	447	-	-	-	-	-	-	-
Stage 2	387	383	-	503	503	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	116	133	615	114	150	568	1058	-	-	935	-	-
Mov Cap-2 Maneuver	116	133	-	114	150	-	-	-	-	-	-	-
Stage 1	498	519	-	398	408	-	-	-	-	-	-	-
Stage 2	328	350	-	433	485	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	26.8		74		1.1		0.6	
HCM LOS	D		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1058	-	-	116	383	114	368	935	-	-
HCM Lane V/C Ratio	0.087	-	-	0.281	0.17	0.763	0.106	0.036	-	-
HCM Control Delay (s)	8.7	-	-	47.7	16.3	100.2	15.9	9	-	-
HCM Lane LOS	A	-	-	E	C	F	C	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	1.1	0.6	4.3	0.4	0.1	-	-

HCM 6th TWSC  
3: S. 1st Street & Pearl Avenue

2025 Total  
PM Peak

Intersection							
Int Delay, s/veh	4.1						
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations							
Traffic Vol, veh/h	92	29	645	126	32	505	
Future Vol, veh/h	92	29	645	126	32	505	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	None	-	None	-	None	
Storage Length	100	0	-	150	150	-	
Veh in Median Storage, #	0	-	0	-	-	0	
Grade, %	0	-	0	-	-	0	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	100	32	701	137	35	549	
Major/Minor	Minor1	Major1		Major2			
Conflicting Flow All	1320	701	0	0	838	0	
Stage 1	701	-	-	-	-	-	
Stage 2	619	-	-	-	-	-	
Critical Hdwy	6.42	6.22	-	-	4.12	-	
Critical Hdwy Stg 1	5.42	-	-	-	-	-	
Critical Hdwy Stg 2	5.42	-	-	-	-	-	
Follow-up Hdwy	3.518	3.318	-	-	2.218	-	
Pot Cap-1 Maneuver	173	439	-	-	796	-	
Stage 1	492	-	-	-	-	-	
Stage 2	537	-	-	-	-	-	
Platoon blocked, %			-	-		-	
Mov Cap-1 Maneuver	165	439	-	-	796	-	
Mov Cap-2 Maneuver	165	-	-	-	-	-	
Stage 1	492	-	-	-	-	-	
Stage 2	513	-	-	-	-	-	
Approach	WB	NB		SB			
HCM Control Delay, s	45.7	0		0.6			
HCM LOS	E						
Minor Lane/Major Mvmt		NBT	NBRWBLn1	WBLn2	SBL	SBT	
Capacity (veh/h)		-	-	165	439	796	-
HCM Lane V/C Ratio		-	-	0.606	0.072	0.044	-
HCM Control Delay (s)		-	-	55.7	13.8	9.7	-
HCM Lane LOS		-	-	F	B	A	-
HCM 95th %tile Q(veh)		-	-	3.3	0.2	0.1	-











HCM 6th TWSC  
1: S. 1st Street & E. Colfax Avenue

2030 Background  
AM Peak

Intersection						
Int Delay, s/veh	8.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	45	75	370	55	45	295
Future Vol, veh/h	45	75	370	55	45	295
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Free
Storage Length	-	175	175	-	0	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	82	402	60	49	321
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	49	0	913	-
Stage 1	-	-	-	-	49	-
Stage 2	-	-	-	-	864	-
Critical Hdwy	-	-	4.12	-	6.42	-
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	-
Pot Cap-1 Maneuver	-	0	1558	-	304	0
Stage 1	-	0	-	-	973	0
Stage 2	-	0	-	-	413	0
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1558	-	226	-
Mov Cap-2 Maneuver	-	-	-	-	226	-
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	306	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		7.1		25.3	
HCM LOS					D	
Minor Lane/Major Mvmt	NBLn1		NBLn2	EBT	WBL	WBT
Capacity (veh/h)	226		-	-	1558	-
HCM Lane V/C Ratio	0.216		-	-	0.258	-
HCM Control Delay (s)	25.3		0	-	8.1	-
HCM Lane LOS	D		A	-	A	-
HCM 95th %tile Q(veh)	0.8		-	-	1	-







HCM 6th TWSC  
2: S. 1st Street & Edwards Avenue

2030 Background  
AM Peak

Intersection												
Int Delay, s/veh	23.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	75	2	150	120	2	35	50	315	60	30	500	40
Future Vol, veh/h	75	2	150	120	2	35	50	315	60	30	500	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	82	2	163	130	2	38	54	342	65	33	543	43
Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1112	1124	543	1163	1102	342	586	0	0	407	0	0
Stage 1	609	609	-	450	450	-	-	-	-	-	-	-
Stage 2	503	515	-	713	652	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	186	205	540	172	212	701	989	-	-	1152	-	-
Stage 1	482	485	-	589	572	-	-	-	-	-	-	-
Stage 2	551	535	-	423	464	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	163	188	540	~ 112	195	701	989	-	-	1152	-	-
Mov Cap-2 Maneuver	163	188	-	~ 112	195	-	-	-	-	-	-	-
Stage 1	455	471	-	557	541	-	-	-	-	-	-	-
Stage 2	491	506	-	286	451	-	-	-	-	-	-	-
Approach	EB		WB		NB			SB				
HCM Control Delay, s	25.6		162.5		1			0.4				
HCM LOS	D		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR		
Capacity (veh/h)	989	-	-	163	527	112	615	1152	-	-		
HCM Lane V/C Ratio	0.055	-	-	0.5	0.314	1.165	0.065	0.028	-	-		
HCM Control Delay (s)	8.9	-	-	47.4	14.9	209.1	11.3	8.2	-	-		
HCM Lane LOS	A	-	-	E	B	F	B	A	-	-		
HCM 95th %tile Q(veh)	0.2	-	-	2.4	1.3	8.2	0.2	0.1	-	-		
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

HCM 6th TWSC  
3: S. 1st Street & Pearl Avenue

2030 Background  
AM Peak

Intersection						
Int Delay, s/veh	2.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	65	30	395	60	30	740
Future Vol, veh/h	65	30	395	60	30	740
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	150	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	71	33	429	65	33	804
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1299	429	0	0	494	0
Stage 1	429	-	-	-	-	-
Stage 2	870	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	178	626	-	-	1070	-
Stage 1	657	-	-	-	-	-
Stage 2	410	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	172	626	-	-	1070	-
Mov Cap-2 Maneuver	172	-	-	-	-	-
Stage 1	657	-	-	-	-	-
Stage 2	397	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	30.7	0	0.3			
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 172 626	1070	-		
HCM Lane V/C Ratio	-	- 0.411 0.052	0.03	-		
HCM Control Delay (s)	-	- 39.8 11.1	8.5	-		
HCM Lane LOS	-	- E B	A	-		
HCM 95th %tile Q(veh)	-	- 1.8 0.2	0.1	-		



HCM 6th TWSC  
1: S. 1st Street & E. Colfax Avenue

2030 Background  
PM Peak

Intersection

Int Delay, s/veh 9.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	100	65	385	60	75	450
Future Vol, veh/h	100	65	385	60	75	450
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Free
Storage Length	-	175	175	-	0	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	109	71	418	65	82	489











Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	- 109	0 1010
Stage 1	-	-	- 109
Stage 2	-	-	- 901
Critical Hdwy	-	- 4.12	- 6.42
Critical Hdwy Stg 1	-	-	- 5.42
Critical Hdwy Stg 2	-	-	- 5.42
Follow-up Hdwy	-	- 2.218	- 3.518
Pot Cap-1 Maneuver	-	0 1481	- 266 0
Stage 1	-	0	- 916 0
Stage 2	-	0	- 396 0
Platoon blocked, %	-		-
Mov Cap-1 Maneuver	-	- 1481	- 191
Mov Cap-2 Maneuver	-	-	- 191
Stage 1	-	-	- 916
Stage 2	-	-	- 284

Approach	EB	WB	NB
HCM Control Delay, s	0	7.3	37.2
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	191	-	-	1481	-
HCM Lane V/C Ratio	0.427	-	-	0.283	-
HCM Control Delay (s)	37.2	0	-	8.4	-
HCM Lane LOS	E	A	-	A	-
HCM 95th %tile Q(veh)	2	-	-	1.2	-







HCM 6th TWSC  
2: S. 1st Street & Edwards Avenue

2030 Background  
PM Peak

Intersection												
Int Delay, s/veh	30.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	55	2	100	80	2	25	165	550	140	25	470	100
Future Vol, veh/h	55	2	100	80	2	25	165	550	140	25	470	100
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	60	2	109	87	2	27	179	598	152	27	511	109
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1612	1673	511	1631	1630	598	620	0	0	750	0	0
Stage 1	565	565	-	956	956	-	-	-	-	-	-	-
Stage 2	1047	1108	-	675	674	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	84	96	563	~ 81	102	502	960	-	-	859	-	-
Stage 1	510	508	-	310	336	-	-	-	-	-	-	-
Stage 2	276	286	-	444	454	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	65	76	563	~ 54	80	502	960	-	-	859	-	-
Mov Cap-2 Maneuver	65	76	-	~ 54	80	-	-	-	-	-	-	-
Stage 1	415	492	-	252	274	-	-	-	-	-	-	-
Stage 2	211	233	-	345	440	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	77.5			\$ 354			1.9			0.4		
HCM LOS	F			F								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR		
Capacity (veh/h)	960	-	-	65	500	54	361	859	-	-		
HCM Lane V/C Ratio	0.187	-	-	0.92	0.222	1.61	0.081	0.032	-	-		
HCM Control Delay (s)	9.6	-	-	194.8	14.2	468.1	15.9	9.3	-	-		
HCM Lane LOS	A	-	-	F	B	F	C	A	-	-		
HCM 95th %tile Q(veh)	0.7	-	-	4.4	0.8	8.1	0.3	0.1	-	-		
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			







HCM 6th TWSC  
3: S. 1st Street & Pearl Avenue

2030 Background  
PM Peak

Intersection						
Int Delay, s/veh	5.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	75	35	820	75	35	615
Future Vol, veh/h	75	35	820	75	35	615
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	150	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	82	38	891	82	38	668
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1635	891	0	0	973	0
Stage 1	891	-	-	-	-	-
Stage 2	744	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	111	341	-	-	709	-
Stage 1	401	-	-	-	-	-
Stage 2	470	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	105	341	-	-	709	-
Mov Cap-2 Maneuver	105	-	-	-	-	-
Stage 1	401	-	-	-	-	-
Stage 2	445	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	80	0	0.6			
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 105 341	709	-		
HCM Lane V/C Ratio	-	- 0.776 0.112	0.054	-		
HCM Control Delay (s)	-	- 109.4 16.9	10.4	-		
HCM Lane LOS	-	- F C	B	-		
HCM 95th %tile Q(veh)	-	- 4.3 0.4	0.2	-		











HCM 6th TWSC  
1: S. 1st Street & E. Colfax Avenue

2030 Total  
AM Peak

Intersection						
Int Delay, s/veh	8.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	45	78	374	55	54	306
Future Vol, veh/h	45	78	374	55	54	306
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Free
Storage Length	-	175	175	-	0	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	85	407	60	59	333
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	49	0	923	-
Stage 1	-	-	-	-	49	-
Stage 2	-	-	-	-	874	-
Critical Hdwy	-	-	4.12	-	6.42	-
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	-
Pot Cap-1 Maneuver	-	0	1558	-	299	0
Stage 1	-	0	-	-	973	0
Stage 2	-	0	-	-	408	0
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1558	-	221	-
Mov Cap-2 Maneuver	-	-	-	-	221	-
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	302	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		7.1		27.1	
HCM LOS	D					
Minor Lane/Major Mvmt	NBLn1		NBLn2	EBT	WBL	WBT
Capacity (veh/h)	221		-	-	1558	-
HCM Lane V/C Ratio	0.266		-	-	0.261	-
HCM Control Delay (s)	27.1		0	-	8.1	-
HCM Lane LOS	D		A	-	A	-
HCM 95th %tile Q(veh)	1		-	-	1.1	-

HCM 6th TWSC  
2: S. 1st Street & Edwards Avenue

2030 Total  
AM Peak

Intersection												
Int Delay, s/veh	42.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	75	4	150	150	9	49	50	321	70	35	502	40
Future Vol, veh/h	75	4	150	150	9	49	50	321	70	35	502	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	82	4	163	163	10	53	54	349	76	38	546	43

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1149	1155	546	1184	1122	349	589	0	0	425	0	0
Stage 1	622	622	-	457	457	-	-	-	-	-	-	-
Stage 2	527	533	-	727	665	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	176	197	538	166	206	694	986	-	-	1134	-	-
Stage 1	474	479	-	583	568	-	-	-	-	-	-	-
Stage 2	535	525	-	415	458	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	146	180	538	~ 106	188	694	986	-	-	1134	-	-
Mov Cap-2 Maneuver	146	180	-	~ 106	188	-	-	-	-	-	-	-
Stage 1	448	463	-	551	537	-	-	-	-	-	-	-
Stage 2	458	496	-	277	442	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	29.1	260	1	0.5
HCM LOS	D	F		







Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	986	-	-	146	512	106	490	1134	-	-
HCM Lane V/C Ratio	0.055	-	-	0.558	0.327	1.538	0.129	0.034	-	-
HCM Control Delay (s)	8.9	-	-	57.1	15.4	355.4	13.4	8.3	-	-
HCM Lane LOS	A	-	-	F	C	F	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	2.8	1.4	12.2	0.4	0.1	-	-

Notes												
-: Volume exceeds capacity	\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon							









HCM 6th TWSC  
3: S. 1st Street & Pearl Avenue

2030 Total  
AM Peak

Intersection						
Int Delay, s/veh	9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	129	36	405	82	32	770
Future Vol, veh/h	129	36	405	82	32	770
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	150	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	140	39	440	89	35	837
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1347	440	0	0	529	0
Stage 1	440	-	-	-	-	-
Stage 2	907	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	167	617	-	-	1038	-
Stage 1	649	-	-	-	-	-
Stage 2	394	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	161	617	-	-	1038	-
Mov Cap-2 Maneuver	161	-	-	-	-	-
Stage 1	649	-	-	-	-	-
Stage 2	381	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	77.7	0	0.3			
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 161 617 1038	-	-		
HCM Lane V/C Ratio	-	- 0.871 0.063 0.034	-	-		
HCM Control Delay (s)	-	- 96.3 11.2 8.6	-	-		
HCM Lane LOS	-	- F B A	-	-		
HCM 95th %tile Q(veh)	-	- 6.1 0.2 0.1	-	-		











HCM 6th TWSC  
1: S. 1st Street & E. Colfax Avenue

2030 Total  
PM Peak

Intersection						
Int Delay, s/veh	10.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	100	75	398	60	81	457
Future Vol, veh/h	100	75	398	60	81	457
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Free
Storage Length	-	175	175	-	0	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	109	82	433	65	88	497
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	109	0	1040	-
Stage 1	-	-	-	-	109	-
Stage 2	-	-	-	-	931	-
Critical Hdwy	-	-	4.12	-	6.42	-
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	-
Pot Cap-1 Maneuver	-	0	1481	-	255	0
Stage 1	-	0	-	-	916	0
Stage 2	-	0	-	-	384	0
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1481	-	181	-
Mov Cap-2 Maneuver	-	-	-	-	181	-
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	272	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		7.3		42.4	
HCM LOS					E	
Minor Lane/Major Mvmt	NBLn1		NBLn2	EBT	WBL	WBT
Capacity (veh/h)	181		-	-	1481	-
HCM Lane V/C Ratio	0.486		-	-	0.292	-
HCM Control Delay (s)	42.4		0	-	8.4	-
HCM Lane LOS	E		A	-	A	-
HCM 95th %tile Q(veh)	2.4		-	-	1.2	-

HCM 6th TWSC  
2: S. 1st Street & Edwards Avenue

2030 Total  
PM Peak

Intersection												
Int Delay, s/veh	59.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	55	10	100	100	7	34	165	554	170	41	477	100
Future Vol, veh/h	55	10	100	100	7	34	165	554	170	41	477	100
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	60	11	109	109	8	37	179	602	185	45	518	109

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1683	1753	518	1683	1677	602	627	0	0	787	0	0
Stage 1	608	608	-	960	960	-	-	-	-	-	-	-
Stage 2	1075	1145	-	723	717	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	75	85	558	~ 75	95	500	955	-	-	832	-	-
Stage 1	483	486	-	308	335	-	-	-	-	-	-	-
Stage 2	266	274	-	417	434	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 53	65	558	~ 44	73	500	955	-	-	832	-	-
Mov Cap-2 Maneuver	~ 53	65	-	~ 44	73	-	-	-	-	-	-	-
Stage 1	393	460	-	250	272	-	-	-	-	-	-	-
Stage 2	195	223	-	310	411	-	-	-	-	-	-	-







Approach	EB	WB	NB	SB
HCM Control Delay, s	111.2	\$ 620.2	1.8	0.6
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	955	-	-	53	330	44	250	832	-	-
HCM Lane V/C Ratio	0.188	-	-	1.128	0.362	2.47	0.178	0.054	-	-
HCM Control Delay (s)	9.6	-	-	289.6	22\$	865.3	22.5	9.6	-	-
HCM Lane LOS	A	-	-	F	C	F	C	A	-	-
HCM 95th %tile Q(veh)	0.7	-	-	5.2	1.6	11.6	0.6	0.2	-	-

Notes												
-: Volume exceeds capacity	\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon					

HCM 6th TWSC  
3: S. 1st Street & Pearl Avenue

2030 Total  
PM Peak

Intersection						
Int Delay, s/veh	19.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	117	39	850	151	42	635
Future Vol, veh/h	117	39	850	151	42	635
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	150	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	127	42	924	164	46	690

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1706	924	0
Stage 1	924	-	-
Stage 2	782	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	~ 100	327	-
Stage 1	387	-	-
Stage 2	451	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	~ 93	327	-
Mov Cap-2 Maneuver	~ 93	-	-
Stage 1	387	-	-
Stage 2	419	-	-







Approach	WB	NB	SB
HCM Control Delay, s	230.5	0	0.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	- 93	327	641
HCM Lane V/C Ratio	-	- 1.367	0.13	0.071
HCM Control Delay (s)	-	- \$ 301.5	17.6	11
HCM Lane LOS	-	- F	C	B
HCM 95th %tile Q(veh)	-	- 9.4	0.4	0.2

Notes			
-: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

HCM 6th TWSC  
1: S. 1st Street & E. Colfax Avenue

2041 Background  
AM Peak

Intersection						
Int Delay, s/veh	6.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	70	157	256	75	71	119
Future Vol, veh/h	70	157	256	75	71	119
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Free
Storage Length	-	175	175	-	0	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	171	278	82	77	129
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	76	0	714	-
Stage 1	-	-	-	-	76	-
Stage 2	-	-	-	-	638	-
Critical Hdwy	-	-	4.12	-	6.42	-
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	-
Pot Cap-1 Maneuver	-	0	1523	-	398	0
Stage 1	-	0	-	-	947	0
Stage 2	-	0	-	-	526	0
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1523	-	325	-
Mov Cap-2 Maneuver	-	-	-	-	379	-
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	430	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		6.1		16.9	
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1		NBLn2	EBT	WBL	WBT
Capacity (veh/h)	379		-	-	1523	-
HCM Lane V/C Ratio	0.204		-	-	0.183	-
HCM Control Delay (s)	16.9		0	-	7.9	-
HCM Lane LOS	C		A	-	A	-
HCM 95th %tile Q(veh)	0.8		-	-	0.7	-



## Operational Data

### Main Geometry (ft)

#### Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle ?
1	North Leg (1st)	0	0	24.00	2	28.00	2	90.00	100.00	25.00
2	SH 79 East Leg	90	0	24.00	2	28.00	2	90.00	100.00	25.00
3	South Leg	180	0	16.00	1	16.00	1	90.00	100.00	25.00
4	SH 79 West Leg	270	0	24.00	2	28.00	2	90.00	100.00	25.00

#### Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	North Leg (1st)	200.00	28.00	2	28.00	1	16.00	1
2	SH 79 East Leg	200.00	28.00	2	28.00	2	24.00	2
3	South Leg	200.00	28.00	2	28.00	2	16.00	2
4	SH 79 West Leg	200.00	28.00	2	28.00	2	24.00	2

## Traffic Flow Data (veh/hr)

### 2041 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers		
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor	Peak Hour Factor
1	North Leg (1st)	0	138	0	348	0	5.0	1.00	0.9
2	SH 79 East Leg	0	0	695	134	0	5.0	1.00	0.9
3	South Leg	0	0	0	0	0	5.0	1.00	0.9
4	SH 79 West Leg	0	314	325	0	0	5.0	1.00	0.9

## Operational Results

### 2041 AM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	North Leg (1st)	None	486		639		0	1577		0.3131	
2	SH 79 East Leg	None	829		452		673	1701		0.4949	
3	South Leg	None	0		0		448	0		0.0000	
4	SH 79 West Leg	None	639		0		833	2001		0.3240	

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg (1st)	None	6.72		6.72	1.82		A		A
2	SH 79 East Leg	None	7.77		7.77	3.33		A		A
3	South Leg	None	0.00		0.00	0.00		A		A
4	SH 79 West Leg	None	7.31		7.31	2.56		A		A

## 2041 AM Peak - 15 minutes

### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	North Leg (1st)	None	540		710		0	1530		0.3561	
2	SH 79 East Leg	None	921		502		747	1668		0.5576	
3	South Leg	None	0		0		431	0		0.0000	
4	SH 79 West Leg	None	710		0		925	2001		0.3584	

### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg (1st)	None	5.39		5.39	1.82		A		A
2	SH 79 East Leg	None	5.73		5.73	3.33		A		A
3	South Leg	None	0.00		0.00	0.00		A		A
4	SH 79 West Leg	None	5.80		5.80	2.56		A		A

## Global Results

### Performance and Accidents













#### 2041 AM Peak Global Performance

Parameter	Units	Entries	Bypasses	Total
Arrive Flows	veh/hr	1954		1954
Capacity	veh/hr	5279		5279
Average Delay	sec/veh	6.36		6.36
L.O.S. (Signal)	A – F	A		A
L.O.S. (Unsig)	A – F	A		A
Total Delay	veh.hrs	3.45		3.45



Lanes, Volumes, Timings  
3: S. 1st Street & Pearl Avenue

2041 Background  
AM Peak

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	96	39	600	78	38	1005
Future Volume (vph)	96	39	600	78	38	1005
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0		150	150	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3539	1583	1770	3539
Flt Permitted	0.950				0.368	
Satd. Flow (perm)	1770	1583	3539	1583	685	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		42		85		
Link Speed (mph)	25		45			45
Link Distance (ft)	1481		398			1062
Travel Time (s)	40.4		6.0			16.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	104	42	652	85	41	1092
Shared Lane Traffic (%)						
Lane Group Flow (vph)	104	42	652	85	41	1092
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2	6	

# Lanes, Volumes, Timings

## 3: S. 1st Street & Pearl Avenue

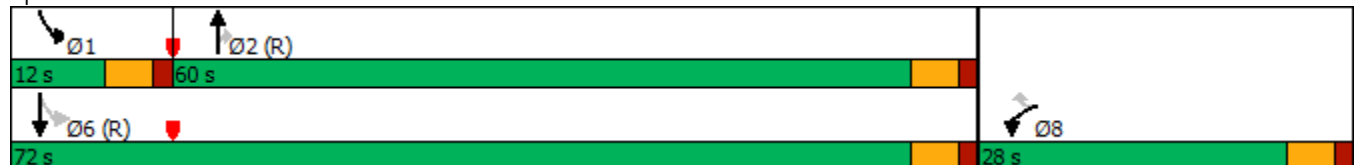
2041 Background  
AM Peak

	↖	↗	↑	↘	↙	↓
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	23.0	23.0	10.0	23.0
Total Split (s)	28.0	28.0	60.0	60.0	12.0	72.0
Total Split (%)	28.0%	28.0%	60.0%	60.0%	12.0%	72.0%
Maximum Green (s)	23.0	23.0	55.0	55.0	7.0	67.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0		7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effect Green (s)	11.2	11.2	75.4	75.4	81.2	82.2
Actuated g/C Ratio	0.11	0.11	0.75	0.75	0.81	0.82
v/c Ratio	0.53	0.20	0.24	0.07	0.07	0.38
Control Delay	50.8	14.0	5.9	1.7	3.1	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.8	14.0	5.9	1.7	3.1	3.7
LOS	D	B	A	A	A	A
Approach Delay	40.2		5.4			3.6
Approach LOS	D		A			A

### Intersection Summary













Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.53  
 Intersection Signal Delay: 6.9  
 Intersection LOS: A  
 Intersection Capacity Utilization 41.4%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 3: S. 1st Street & Pearl Avenue



HCM 6th TWSC  
4: Adams Street & Edwards Avenue

2041 Background  
AM Peak

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	410	3	9	710	5	4	20	16	20	27	115
Future Vol, veh/h	50	410	3	9	710	5	4	20	16	20	27	115
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	200	200	-	200	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	54	446	3	10	772	5	4	22	17	22	29	125
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	777	0	0	449	0	0	975	1351	223	1134	1349	386
Stage 1	-	-	-	-	-	-	554	554	-	792	792	-
Stage 2	-	-	-	-	-	-	421	797	-	342	557	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	835	-	-	1108	-	-	206	149	780	157	149	612
Stage 1	-	-	-	-	-	-	484	512	-	349	399	-
Stage 2	-	-	-	-	-	-	581	397	-	646	510	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	835	-	-	1108	-	-	130	138	780	128	138	612
Mov Cap-2 Maneuver	-	-	-	-	-	-	130	138	-	128	138	-
Stage 1	-	-	-	-	-	-	453	479	-	326	395	-
Stage 2	-	-	-	-	-	-	424	393	-	564	477	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1			0.1			26			23.6		
HCM LOS							D			C		
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)	130	218	835	-	-	1108	-	-	128	370		
HCM Lane V/C Ratio	0.033	0.179	0.065	-	-	0.009	-	-	0.17	0.417		
HCM Control Delay (s)	33.6	25.1	9.6	-	-	8.3	-	-	38.8	21.5		
HCM Lane LOS	D	D	A	-	-	A	-	-	E	C		
HCM 95th %tile Q(veh)	0.1	0.6	0.2	-	-	0	-	-	0.6	2		

HCM 6th TWSC  
5: Pearl Avenue & Adams Street

2041 Background  
AM Peak

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	26	25	90	15	25	10	25	25	10	10	25	55
Future Vol, veh/h	26	25	90	15	25	10	25	25	10	10	25	55
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	27	98	16	27	11	27	27	11	11	27	60
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	38	0	0	125	0	0	240	202	76	216	246	33
Stage 1	-	-	-	-	-	-	132	132	-	65	65	-
Stage 2	-	-	-	-	-	-	108	70	-	151	181	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1572	-	-	1462	-	-	714	694	985	740	656	1041
Stage 1	-	-	-	-	-	-	871	787	-	946	841	-
Stage 2	-	-	-	-	-	-	897	837	-	851	750	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1572	-	-	1462	-	-	636	673	985	693	636	1041
Mov Cap-2 Maneuver	-	-	-	-	-	-	636	673	-	693	636	-
Stage 1	-	-	-	-	-	-	854	772	-	928	832	-
Stage 2	-	-	-	-	-	-	809	828	-	797	736	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.4			2.2			10.7			9.8		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	693	1572	-	-	1462	-	-	844				
HCM Lane V/C Ratio	0.094	0.018	-	-	0.011	-	-	0.116				
HCM Control Delay (s)	10.7	7.3	0	-	7.5	0	-	9.8				
HCM Lane LOS	B	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	0.4				

HCM 6th TWSC  
1: S. 1st Street & E. Colfax Avenue

2041 Background  
PM Peak

Intersection

Int Delay, s/veh 10

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	135	115	217	85	199	293
Future Vol, veh/h	135	115	217	85	199	293
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Free
Storage Length	-	175	175	-	0	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	147	125	236	92	216	318

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	- 147	0 711 -
Stage 1	-	-	- 147 -
Stage 2	-	-	- 564 -
Critical Hdwy	-	- 4.12	- 6.42 -
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	-	- 2.218	- 3.518 -
Pot Cap-1 Maneuver	-	0 1435	- 400 0
Stage 1	-	0	- 880 0
Stage 2	-	0	- 569 0
Platoon blocked, %	-		-
Mov Cap-1 Maneuver	-	- 1435	- 334 -
Mov Cap-2 Maneuver	-	-	- 408 -
Stage 1	-	-	- 880 -
Stage 2	-	-	- 476 -

Approach	EB	WB	NB
HCM Control Delay, s	0	5.7	23.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	408	-	- 1435	-	-
HCM Lane V/C Ratio	0.53	-	- 0.164	-	-
HCM Control Delay (s)	23.4	0	- 8	-	-
HCM Lane LOS	C	A	- A	-	-
HCM 95th %tile Q(veh)	3	-	- 0.6	-	-



## Operational Data

### Main Geometry (ft)

#### Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle ?
1	North Leg (1st)	0	0	24.00	2	28.00	2	90.00	100.00	25.00
2	SH 79 East Leg	90	0	24.00	2	28.00	2	90.00	100.00	25.00
3	South Leg	180	0	16.00	1	16.00	1	90.00	100.00	25.00
4	SH 79 West Leg	270	0	24.00	2	28.00	2	90.00	100.00	25.00

#### Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	North Leg (1st)	200.00	28.00	2	28.00	1	16.00	1
2	SH 79 East Leg	200.00	28.00	2	28.00	2	24.00	2
3	South Leg	200.00	28.00	2	28.00	2	16.00	2
4	SH 79 West Leg	200.00	28.00	2	28.00	2	24.00	2

## Traffic Flow Data (veh/hr)

### 2041 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers		
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor	Peak Hour Factor
1	North Leg (1st)	0	321	0	383	0	5.0	1.00	0.9
2	SH 79 East Leg	0	0	460	196	0	5.0	1.00	0.9
3	South Leg	0	0	0	0	0	5.0	1.00	0.9
4	SH 79 West Leg	0	631	540	0	0	5.0	1.00	0.9

## Operational Results

### 2041 PM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg (1st)	None	704		1171		0		1225	0.5959
2	SH 79 East Leg	None	656		952		923		1370	0.4901
3	South Leg	None	0		0		827		0	0.0000
4	SH 79 West Leg	None	1171		0		781		2001	0.5967

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg (1st)	None	15.17		15.17	8.00		C		C
2	SH 79 East Leg	None	9.82		9.82	4.04		A		A
3	South Leg	None	0.00		0.00	0.00		A		A
4	SH 79 West Leg	None	10.87		10.87	7.18		B		B

## 2041 PM Peak - 15 minutes

### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	North Leg (1st)	None	782		1298		0	1140		0.7039	
2	SH 79 East Leg	None	729		1054		1021	1302		0.5679	
3	South Leg	None	0		0		796	0		0.0000	
4	SH 79 West Leg	None	1301		0		864	2001		0.6603	

### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg (1st)	None	14.32		14.32	8.00		B		B
2	SH 79 East Leg	None	8.17		8.17	4.04		A		A
3	South Leg	None	0.00		0.00	0.00		A		A
4	SH 79 West Leg	None	8.51		8.51	7.18		A		A

# Global Results

## Performance and Accidents













### 2041 PM Peak Global Performance

Parameter	Units	Entries	Bypasses	Total
Arrive Flows	veh/hr	2531		2531
Capacity	veh/hr	4595		4595
Average Delay	sec/veh	10.80		10.80
L.O.S. (Signal)	A – F	B		B
L.O.S. (Unsig)	A – F	B		B
Total Delay	veh.hrs	7.59		7.59



Lanes, Volumes, Timings  
3: S. 1st Street & Pearl Avenue

2041 Background  
PM Peak

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	103	46	1125	99	43	800
Future Volume (vph)	103	46	1125	99	43	800
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0		150	150	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3539	1583	1770	3539
Flt Permitted	0.950				0.177	
Satd. Flow (perm)	1770	1583	3539	1583	330	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		50		94		
Link Speed (mph)	25		45			45
Link Distance (ft)	1481		398			1062
Travel Time (s)	40.4		6.0			16.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	112	50	1223	108	47	870
Shared Lane Traffic (%)						
Lane Group Flow (vph)	112	50	1223	108	47	870
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2	6	

Lanes, Volumes, Timings  
3: S. 1st Street & Pearl Avenue

2041 Background  
PM Peak

	↖	↗	↑	↘	↙	↓
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	23.0	23.0	10.0	23.0
Total Split (s)	28.0	28.0	60.0	60.0	12.0	72.0
Total Split (%)	28.0%	28.0%	60.0%	60.0%	12.0%	72.0%
Maximum Green (s)	23.0	23.0	55.0	55.0	7.0	67.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0		7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effect Green (s)	11.6	11.6	71.5	71.5	78.4	78.4
Actuated g/C Ratio	0.12	0.12	0.72	0.72	0.78	0.78
v/c Ratio	0.55	0.22	0.48	0.09	0.14	0.31
Control Delay	50.9	13.2	8.3	2.2	3.8	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.9	13.2	8.3	2.2	3.8	3.7
LOS	D	B	A	A	A	A
Approach Delay	39.3		7.8			3.7
Approach LOS	D		A			A

Intersection Summary













Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.55  
 Intersection Signal Delay: 8.4  
 Intersection Capacity Utilization 49.8%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service A

Splits and Phases: 3: S. 1st Street & Pearl Avenue



HCM 6th TWSC  
4: Adams Street & Edwards Avenue

2041 Background  
PM Peak

Intersection												
Int Delay, s/veh	9.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	90	765	6	46	575	15	6	19	27	50	29	75
Future Vol, veh/h	90	765	6	46	575	15	6	19	27	50	29	75
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	200	200	-	200	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	98	832	7	50	625	16	7	21	29	54	32	82
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	641	0	0	839	0	0	1457	1769	416	1348	1760	313
Stage 1	-	-	-	-	-	-	1028	1028	-	725	725	-
Stage 2	-	-	-	-	-	-	429	741	-	623	1035	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	939	-	-	791	-	-	91	83	585	109	84	683
Stage 1	-	-	-	-	-	-	251	310	-	383	428	-
Stage 2	-	-	-	-	-	-	574	421	-	440	307	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	939	-	-	791	-	-	46	70	585	71	71	683
Mov Cap-2 Maneuver	-	-	-	-	-	-	46	70	-	71	71	-
Stage 1	-	-	-	-	-	-	225	278	-	343	401	-
Stage 2	-	-	-	-	-	-	436	394	-	347	275	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1			0.7			48.6			76.7		
HCM LOS							E			F		
Minor Lane/Major Mvmt	NBLn1 NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)	46	145	939	-	-	791	-	-	71	201		
HCM Lane V/C Ratio	0.142	0.345	0.104	-	-	0.063	-	-	0.765	0.562		
HCM Control Delay (s)	95.8	42.4	9.3	-	-	9.9	-	-	145.2	43.7		
HCM Lane LOS	F	E	A	-	-	A	-	-	F	E		
HCM 95th %tile Q(veh)	0.5	1.4	0.3	-	-	0.2	-	-	3.6	3		







HCM 6th TWSC  
5: Pearl Avenue & Adams Street

2041 Background  
PM Peak

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	52	25	90	15	25	10	30	25	10	10	25	74
Future Vol, veh/h	52	25	90	15	25	10	30	25	10	10	25	74
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	57	27	98	16	27	11	33	27	11	11	27	80
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	38	0	0	125	0	0	308	260	76	274	304	33
Stage 1	-	-	-	-	-	-	190	190	-	65	65	-
Stage 2	-	-	-	-	-	-	118	70	-	209	239	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1572	-	-	1462	-	-	644	645	985	678	609	1041
Stage 1	-	-	-	-	-	-	812	743	-	946	841	-
Stage 2	-	-	-	-	-	-	887	837	-	793	708	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1572	-	-	1462	-	-	551	613	985	624	579	1041
Mov Cap-2 Maneuver	-	-	-	-	-	-	551	613	-	624	579	-
Stage 1	-	-	-	-	-	-	780	714	-	909	832	-
Stage 2	-	-	-	-	-	-	783	828	-	725	680	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.3			2.2			11.6			10		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	617	1572	-	-	1462	-	-	837				
HCM Lane V/C Ratio	0.115	0.036	-	-	0.011	-	-	0.142				
HCM Control Delay (s)	11.6	7.4	0	-	7.5	0	-	10				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	0.5				

HCM 6th TWSC  
1: S. 1st Street & E. Colfax Avenue

2041 Total  
AM Peak

Intersection						
Int Delay, s/veh	7.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	70	160	260	75	80	130
Future Vol, veh/h	70	160	260	75	80	130
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Free
Storage Length	-	175	175	-	0	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	174	283	82	87	141
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	76	0	724	-
Stage 1	-	-	-	-	76	-
Stage 2	-	-	-	-	648	-
Critical Hdwy	-	-	4.12	-	6.42	-
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	-
Pot Cap-1 Maneuver	-	0	1523	-	393	0
Stage 1	-	0	-	-	947	0
Stage 2	-	0	-	-	521	0
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1523	-	320	-
Mov Cap-2 Maneuver	-	-	-	-	374	-
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	424	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		6.1		17.5	
HCM LOS					C	
Minor Lane/Major Mvmt	NBLn1		NBLn2	EBT	WBL	WBT
Capacity (veh/h)	374		-	-	1523	-
HCM Lane V/C Ratio	0.233		-	-	0.186	-
HCM Control Delay (s)	17.5		0	-	7.9	-
HCM Lane LOS	C		A	-	A	-
HCM 95th %tile Q(veh)	0.9		-	-	0.7	-



## Operational Data

### Main Geometry (ft)

#### Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle ?
1	North Leg (1st)	0	0	24.00	2	28.00	2	90.00	100.00	25.00
2	SH 79 East Leg	90	0	24.00	2	28.00	2	90.00	100.00	25.00
3	South Leg	180	0	16.00	1	16.00	1	90.00	100.00	25.00
4	SH 79 West Leg	270	0	24.00	2	28.00	2	90.00	100.00	25.00

#### Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	North Leg (1st)	200.00	28.00	2	28.00	1	16.00	1
2	SH 79 East Leg	200.00	28.00	2	28.00	2	24.00	2
3	South Leg	200.00	28.00	2	28.00	1	16.00	1
4	SH 79 West Leg	200.00	28.00	2	28.00	2	24.00	2

## Traffic Flow Data (veh/hr)

### 2041 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers		
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor	Peak Hour Factor
1	North Leg (1st)	0	145	0	350	0	5.0	1.00	0.9
2	SH 79 East Leg	0	0	480	210	0	5.0	1.00	0.9
3	South Leg	0	0	0	0	0	5.0	1.00	0.9
4	SH 79 West Leg	0	635	570	0	0	5.0	1.00	0.9

## Operational Results

### 2041 AM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	North Leg (1st)	None	495		1205		0		1202	0.4228
2	SH 79 East Leg	None	690		780		920		1484	0.4746
3	South Leg	None	0		0		845		0	0.0000
4	SH 79 West Leg	None	1205		0		625		2001	0.6146

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg (1st)	None	9.60		9.60	3.15		A		A
2	SH 79 East Leg	None	9.14		9.14	3.76		A		A
3	South Leg	None	0.00		0.00	0.00		A		A
4	SH 79 West Leg	None	11.39		11.39	7.85		B		B

## 2041 AM Peak - 15 minutes

### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	North Leg (1st)	None	550		1337		0	1114		0.5009	
2	SH 79 East Leg	None	767		865		1021	1427		0.5443	
3	South Leg	None	0		0		814	0		0.0000	
4	SH 79 West Leg	None	1339		0		694	2001		0.6801	

### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg (1st)	None	8.34		8.34	3.15		A		A
2	SH 79 East Leg	None	7.39		7.39	3.76		A		A
3	South Leg	None	0.00		0.00	0.00		A		A
4	SH 79 West Leg	None	9.01		9.01	7.85		A		A

## Global Results

### Performance and Accidents

#### 2041 AM Peak Global Performance













Parameter	Units	Entries	Bypasses	Total
Arrive Flows	veh/hr	2390		2390
Capacity	veh/hr	4687		4687
Average Delay	sec/veh	9.37		9.37
L.O.S. (Signal)	A – F	A		A
L.O.S. (Unsig)	A – F	A		A
Total Delay	veh.hrs	6.22		6.22



# Lanes, Volumes, Timings

## 3: S. 1st Street & Pearl Avenue

2041 Total  
AM Peak

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	160	45	610	100	40	1035
Future Volume (vph)	160	45	610	100	40	1035
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0		150	150	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3539	1583	1770	3539
Flt Permitted	0.950				0.354	
Satd. Flow (perm)	1770	1583	3539	1583	659	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		49		109		
Link Speed (mph)	25		45			45
Link Distance (ft)	1481		398			1062
Travel Time (s)	40.4		6.0			16.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	174	49	663	109	43	1125
Shared Lane Traffic (%)						
Lane Group Flow (vph)	174	49	663	109	43	1125
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Perm	Perm	NA	Perm	pm+pt	NA
Protected Phases			2		1	6
Permitted Phases	8	8		2	6	

Lanes, Volumes, Timings  
3: S. 1st Street & Pearl Avenue

2041 Total  
AM Peak

	↖	↗	↑	↘	↙	↓
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	23.0	23.0	10.0	23.0
Total Split (s)	28.0	28.0	60.0	60.0	12.0	72.0
Total Split (%)	28.0%	28.0%	60.0%	60.0%	12.0%	72.0%
Maximum Green (s)	23.0	23.0	55.0	55.0	7.0	67.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0		7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effect Green (s)	15.1	15.1	68.0	68.0	74.9	74.9
Actuated g/C Ratio	0.15	0.15	0.68	0.68	0.75	0.75
v/c Ratio	0.65	0.17	0.28	0.10	0.08	0.42
Control Delay	51.1	11.4	8.0	2.1	4.3	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.1	11.4	8.0	2.1	4.3	5.6
LOS	D	B	A	A	A	A
Approach Delay	42.4		7.2			5.6
Approach LOS	D		A			A

Intersection Summary













Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 9.9	Intersection LOS: A
Intersection Capacity Utilization 45.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: S. 1st Street & Pearl Avenue



HCM 6th TWSC  
4: Adams Street & Edwards Avenue

2041 Total  
AM Peak

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	410	20	10	710	5	55	30	20	20	30	115
Future Vol, veh/h	50	410	20	10	710	5	55	30	20	20	30	115
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	200	200	-	200	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	54	446	22	11	772	5	60	33	22	22	33	125
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	777	0	0	468	0	0	979	1353	223	1142	1370	386
Stage 1	-	-	-	-	-	-	554	554	-	794	794	-
Stage 2	-	-	-	-	-	-	425	799	-	348	576	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	835	-	-	1090	-	-	204	149	780	155	145	612
Stage 1	-	-	-	-	-	-	484	512	-	348	398	-
Stage 2	-	-	-	-	-	-	578	396	-	641	500	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	835	-	-	1090	-	-	125	138	780	117	134	612
Mov Cap-2 Maneuver	-	-	-	-	-	-	125	138	-	117	134	-
Stage 1	-	-	-	-	-	-	453	479	-	325	394	-
Stage 2	-	-	-	-	-	-	418	392	-	543	468	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1			0.1			43.9			25.7		
HCM LOS							E			D		
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)	125	206	835	-	-	1090	-	-	117	352		
HCM Lane V/C Ratio	0.478	0.264	0.065	-	-	0.01	-	-	0.186	0.448		
HCM Control Delay (s)	57.8	28.6	9.6	-	-	8.3	-	-	42.7	23.3		
HCM Lane LOS	F	D	A	-	-	A	-	-	E	C		
HCM 95th %tile Q(veh)	2.2	1	0.2	-	-	0	-	-	0.6	2.2		

HCM 6th TWSC  
5: Pearl Avenue & Adams Street

2041 Total  
AM Peak

Intersection												
Int Delay, s/veh	6.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	50	25	90	15	25	10	25	25	10	10	25	125
Future Vol, veh/h	50	25	90	15	25	10	25	25	10	10	25	125
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	59	29	106	18	29	12	29	29	12	12	29	147
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	41	0	0	135	0	0	359	277	82	292	324	35
Stage 1	-	-	-	-	-	-	200	200	-	71	71	-
Stage 2	-	-	-	-	-	-	159	77	-	221	253	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1568	-	-	1449	-	-	596	631	978	660	594	1038
Stage 1	-	-	-	-	-	-	802	736	-	939	836	-
Stage 2	-	-	-	-	-	-	843	831	-	781	698	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1568	-	-	1449	-	-	471	598	978	602	563	1038
Mov Cap-2 Maneuver	-	-	-	-	-	-	471	598	-	602	563	-
Stage 1	-	-	-	-	-	-	769	706	-	901	825	-
Stage 2	-	-	-	-	-	-	689	820	-	709	669	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.2			2.3			12.2			10.2		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	571	1568	-	-	1449	-	-	882				
HCM Lane V/C Ratio	0.124	0.038	-	-	0.012	-	-	0.213				
HCM Control Delay (s)	12.2	7.4	0	-	7.5	0	-	10.2				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	0.8				

HCM 6th TWSC  
1: S. 1st Street & E. Colfax Avenue

2041 Total  
PM Peak

Intersection						
Int Delay, s/veh	10.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	135	125	230	85	205	300
Future Vol, veh/h	135	125	230	85	205	300
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Free
Storage Length	-	175	175	-	0	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	147	136	250	92	223	326
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	147	0	739	-
Stage 1	-	-	-	-	147	-
Stage 2	-	-	-	-	592	-
Critical Hdwy	-	-	4.12	-	6.42	-
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	-
Pot Cap-1 Maneuver	-	0	1435	-	385	0
Stage 1	-	0	-	-	880	0
Stage 2	-	0	-	-	553	0
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1435	-	318	-
Mov Cap-2 Maneuver	-	-	-	-	392	-
Stage 1	-	-	-	-	880	-
Stage 2	-	-	-	-	457	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		5.9		25.6	
HCM LOS	D					
Minor Lane/Major Mvmt	NBLn1		NBLn2	EBT	WBL	WBT
Capacity (veh/h)	392		-	-	1435	-
HCM Lane V/C Ratio	0.568		-	-	0.174	-
HCM Control Delay (s)	25.6		0	-	8	-
HCM Lane LOS	D		A	-	A	-
HCM 95th %tile Q(veh)	3.4		-	-	0.6	-



## Operational Data

### Main Geometry (ft)

#### Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle ?
1	North Leg (1st)	0	0	24.00	2	28.00	2	90.00	100.00	25.00
2	SH 79 East Leg	90	0	24.00	2	28.00	2	90.00	100.00	25.00
3	South Leg	180	0	16.00	1	16.00	1	90.00	100.00	25.00
4	SH 79 West Leg	270	0	24.00	2	28.00	2	90.00	100.00	25.00

#### Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	North Leg (1st)	200.00	28.00	2	28.00	1	16.00	1
2	SH 79 East Leg	200.00	28.00	2	28.00	2	24.00	2
3	South Leg	200.00	28.00	2	28.00	1	16.00	1
4	SH 79 West Leg	200.00	28.00	2	28.00	2	24.00	2

## Traffic Flow Data (veh/hr)

### 2041 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows					Flow Modifiers		
		U-Turn	Exit-3	Exit-2	Exit-1	Bypass	Trucks %	Flow Factor	Peak Hour Factor
1	North Leg (1st)	0	345	0	390	0	5.0	1.00	0.9
2	SH 79 East Leg	0	0	480	210	0	5.0	1.00	0.9
3	South Leg	0	0	0	0	0	5.0	1.00	0.9
4	SH 79 West Leg	0	635	570	0	0	5.0	1.00	0.9

## Operational Results

### 2041 PM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	North Leg (1st)	None	735		1204		0	1202		0.6362	
2	SH 79 East Leg	None	690		979		959	1351		0.5232	
3	South Leg	None	0		0		845	0		0.0000	
4	SH 79 West Leg	None	1205		0		824	2001		0.6146	

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg (1st)	None	16.93		16.93	9.71		C		C
2	SH 79 East Leg	None	10.52		10.52	4.67		B		B
3	South Leg	None	0.00		0.00	0.00		A		A
4	SH 79 West Leg	None	11.39		11.39	7.85		B		B

## 2041 PM Peak - 15 minutes

### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow		Capacity	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Average VCR
1	North Leg (1st)	None	817		1335		0		1115	0.7541
2	SH 79 East Leg	None	767		1084		1061		1282	0.6074
3	South Leg	None	0		0		814		0	0.0000
4	SH 79 West Leg	None	1339		0		912		2001	0.6801

### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	North Leg (1st)	None	16.50		16.50	9.71		C		C
2	SH 79 East Leg	None	8.88		8.88	4.67		A		A
3	South Leg	None	0.00		0.00	0.00		A		A
4	SH 79 West Leg	None	9.01		9.01	7.85		A		A

## Global Results

### Performance and Accidents













#### 2041 PM Peak Global Performance

Parameter	Units	Entries	Bypasses	Total
Arrive Flows	veh/hr	2630		2630
Capacity	veh/hr	4555		4555
Average Delay	sec/veh	11.71		11.71
L.O.S. (Signal)	A – F	B		B
L.O.S. (Unsig)	A – F	B		B
Total Delay	veh.hrs	8.55		8.55



Lanes, Volumes, Timings  
3: S. 1st Street & Pearl Avenue

2041 Total  
PM Peak

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	145	50	1155	175	50	820
Future Volume (vph)	145	50	1155	175	50	820
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0		150	150	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3539	1583	1770	3539
Flt Permitted	0.950				0.159	
Satd. Flow (perm)	1770	1583	3539	1583	296	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		54		161		
Link Speed (mph)	25		45			45
Link Distance (ft)	1481		398			1062
Travel Time (s)	40.4		6.0			16.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	158	54	1255	190	54	891
Shared Lane Traffic (%)						
Lane Group Flow (vph)	158	54	1255	190	54	891
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2	6	

# Lanes, Volumes, Timings

## 3: S. 1st Street & Pearl Avenue

2041 Total  
PM Peak



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	23.0	23.0	10.0	23.0
Total Split (s)	28.0	28.0	60.0	60.0	12.0	72.0
Total Split (%)	28.0%	28.0%	60.0%	60.0%	12.0%	72.0%
Maximum Green (s)	23.0	23.0	55.0	55.0	7.0	67.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0		7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effect Green (s)	14.2	14.2	66.6	66.6	75.8	75.8
Actuated g/C Ratio	0.14	0.14	0.67	0.67	0.76	0.76
v/c Ratio	0.63	0.20	0.53	0.17	0.17	0.33
Control Delay	51.1	11.7	11.0	2.5	4.9	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.1	11.7	11.0	2.5	4.9	4.7
LOS	D	B	B	A	A	A
Approach Delay	41.1		9.8			4.7
Approach LOS	D		A			A

### Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.63

Intersection Signal Delay: 10.5

Intersection LOS: B

Intersection Capacity Utilization 56.6%

ICU Level of Service B











Analysis Period (min) 15

Splits and Phases: 3: S. 1st Street & Pearl Avenue



HCM 6th TWSC  
4: Adams Street & Edwards Avenue

2041 Total  
PM Peak

Intersection												
Int Delay, s/veh	24.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	90	765	60	50	575	15	40	25	30	50	40	75
Future Vol, veh/h	90	765	60	50	575	15	40	25	30	50	40	75
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	200	200	-	200	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	98	832	65	54	625	16	43	27	33	54	43	82

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	641	0	0	897	0	0	1470	1777	416	1359	1826	313
Stage 1	-	-	-	-	-	-	1028	1028	-	733	733	-
Stage 2	-	-	-	-	-	-	442	749	-	626	1093	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	939	-	-	753	-	-	89	82	585	107	76	683
Stage 1	-	-	-	-	-	-	251	310	-	378	424	-
Stage 2	-	-	-	-	-	-	564	417	-	439	288	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	939	-	-	753	-	-	~ 31	68	585	61	63	683
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 31	68	-	61	63	-
Stage 1	-	-	-	-	-	-	225	278	-	339	393	-
Stage 2	-	-	-	-	-	-	410	387	-	335	258	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.8	240.4	120.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	31	131	939	-	-	753	-	-	61	154
HCM Lane V/C Ratio	1.403	0.456	0.104	-	-	0.072	-	-	0.891	0.812
HCM Control Delay (s)	\$ 497.2	53.7	9.3	-	-	10.2	-	-	195.2	87.7
HCM Lane LOS	F	F	A	-	-	B	-	-	F	F
HCM 95th %tile Q(veh)	4.9	2	0.3	-	-	0.2	-	-	4.1	5.3

Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

HCM 6th TWSC  
5: Pearl Avenue & Adams Street























2041 Total  
PM Peak

Intersection												
Int Delay, s/veh	7.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	135	25	90	15	25	10	30	25	10	10	25	120
Future Vol, veh/h	135	25	90	15	25	10	30	25	10	10	25	120
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	147	27	98	16	27	11	33	27	11	11	27	130
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	38	0	0	125	0	0	513	440	76	454	484	33
Stage 1	-	-	-	-	-	-	370	370	-	65	65	-
Stage 2	-	-	-	-	-	-	143	70	-	389	419	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1572	-	-	1462	-	-	472	511	985	516	483	1041
Stage 1	-	-	-	-	-	-	650	620	-	946	841	-
Stage 2	-	-	-	-	-	-	860	837	-	635	590	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1572	-	-	1462	-	-	360	454	985	446	429	1041
Mov Cap-2 Maneuver	-	-	-	-	-	-	360	454	-	446	429	-
Stage 1	-	-	-	-	-	-	584	557	-	850	832	-
Stage 2	-	-	-	-	-	-	720	828	-	536	530	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	4.1			2.2			14.8			10.8		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	438	1572	-	-	1462	-	-	791				
HCM Lane V/C Ratio	0.161	0.093	-	-	0.011	-	-	0.213				
HCM Control Delay (s)	14.8	7.5	0	-	7.5	0	-	10.8				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.6	0.3	-	-	0	-	-	0.8				

Lanes, Volumes, Timings  
4: Adams Street & Edwards Avenue

2041 Total - mitigated

AM Peak













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	410	20	10	710	5	55	30	20	20	30	115
Future Volume (vph)	50	410	20	10	710	5	55	30	20	20	30	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	200		200	150		0	150		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.940			0.881	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1751	0	1770	1641	0
Flt Permitted	0.291			0.494			0.312			0.721		
Satd. Flow (perm)	542	3539	1583	920	3539	1583	581	1751	0	1343	1641	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			131			131		22			125	
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		1162			454			1294			780	
Travel Time (s)		17.6			6.9			35.3			21.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	446	22	11	772	5	60	33	22	22	33	125
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	446	22	11	772	5	60	55	0	22	158	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		

Synchro 10 Report



Lanes, Volumes, Timings  
4: Adams Street & Edwards Avenue

2041 Total - mitigated  
AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	23.0	23.0	10.0	23.0	23.0	10.0	23.0		10.0	23.0	
Total Split (s)	12.0	50.0	50.0	12.0	50.0	50.0	14.0	26.0		12.0	24.0	
Total Split (%)	12.0%	50.0%	50.0%	12.0%	50.0%	50.0%	14.0%	26.0%		12.0%	24.0%	
Maximum Green (s)	7.0	45.0	45.0	7.0	45.0	45.0	9.0	21.0		7.0	19.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effect Green (s)	70.0	68.4	68.4	65.9	61.2	61.2	18.1	14.5		13.8	8.5	
Actuated g/C Ratio	0.70	0.68	0.68	0.66	0.61	0.61	0.18	0.14		0.14	0.08	
v/c Ratio	0.12	0.18	0.02	0.02	0.36	0.00	0.30	0.20		0.10	0.62	
Control Delay	6.8	7.7	0.1	6.7	12.3	0.0	34.0	26.3		30.1	23.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	6.8	7.7	0.1	6.7	12.3	0.0	34.0	26.3		30.1	23.4	
LOS	A	A	A	A	B	A	C	C		C	C	
Approach Delay		7.3			12.2			30.3			24.2	
Approach LOS		A			B			C			C	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.62

Intersection Signal Delay: 13.2

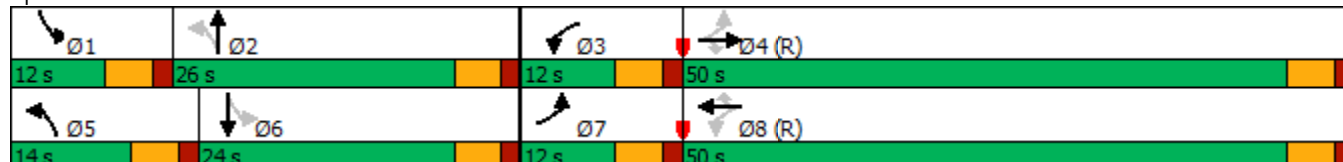
Intersection LOS: B

Intersection Capacity Utilization 53.3%

ICU Level of Service A

Analysis Period (min) 15























Splits and Phases: 4: Adams Street & Edwards Avenue



Lanes, Volumes, Timings  
4: Adams Street & Edwards Avenue

2041 Total - mitigated

PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	765	60	50	575	15	40	25	30	50	40	75
Future Volume (vph)	90	765	60	50	575	15	40	25	30	50	40	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	200		200	150		0	150		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.917			0.902	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1708	0	1770	1680	0
Flt Permitted	0.380			0.297			0.659			0.626		
Satd. Flow (perm)	708	3539	1583	553	3539	1583	1228	1708	0	1166	1680	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			131			131		33			82	
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		1162			454			1294			780	
Travel Time (s)		17.6			6.9			35.3			21.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	98	832	65	54	625	16	43	27	33	54	43	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	98	832	65	54	625	16	43	60	0	54	125	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		













Synchro 10 Report

# Lanes, Volumes, Timings

## 4: Adams Street & Edwards Avenue

2041 Total - mitigated

PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	23.0	23.0	10.0	23.0	23.0	10.0	23.0		10.0	23.0	
Total Split (s)	12.0	53.0	53.0	12.0	53.0	53.0	12.0	23.0		12.0	23.0	
Total Split (%)	12.0%	53.0%	53.0%	12.0%	53.0%	53.0%	12.0%	23.0%		12.0%	23.0%	
Maximum Green (s)	7.0	48.0	48.0	7.0	48.0	48.0	7.0	18.0		7.0	18.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effect Green (s)	68.7	62.5	62.5	67.1	61.7	61.7	14.0	8.5		15.1	10.9	
Actuated g/C Ratio	0.69	0.62	0.62	0.67	0.62	0.62	0.14	0.08		0.15	0.11	
v/c Ratio	0.17	0.38	0.06	0.12	0.29	0.02	0.21	0.34		0.25	0.49	
Control Delay	6.2	11.7	0.1	6.4	11.3	0.0	33.0	26.5		34.3	23.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	6.2	11.7	0.1	6.4	11.3	0.0	33.0	26.5		34.3	23.7	
LOS	A	B	A	A	B	A	C	C		C	C	
Approach Delay		10.4			10.7			29.2			26.9	
Approach LOS		B			B			C			C	

### Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.49

Intersection Signal Delay: 13.0

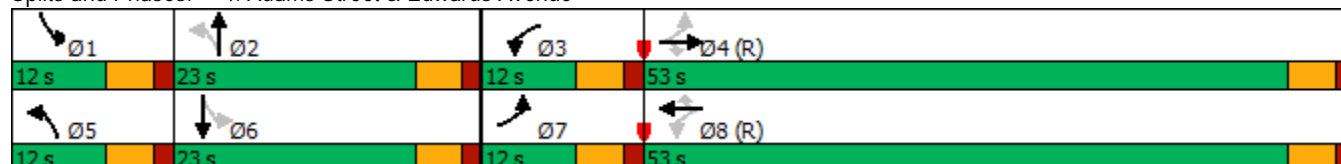
Intersection LOS: B

Intersection Capacity Utilization 47.3%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 4: Adams Street & Edwards Avenue



**BENNETT PLANNING AND ZONING COMMISSION**

**RESOLUTION NO. 2022-08**

**A RESOLUTION RECOMMENDING APPROVAL OF  
THE FINAL PLAT FOR THE BENNETT CROSSING FILING NO. 5 SUBDIVISION**

**WHEREAS**, there has been submitted to the Planning and Zoning Commission of the Town of Bennett a request for approval of a Final Plat for the Bennett Crossing Filing No. 5 Subdivision; and

**WHEREAS**, all materials related to the proposed Final Plat have been reviewed by Town Staff and found with conditions to be in compliance with Town of Bennett subdivision and zoning ordinances; and

**WHEREAS**, after a noticed public hearing, at which evidence and testimony were entered into the record, the Planning and Zoning Commission finds that the proposed Final Plat should be approved subject to certain conditions.

**NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING AND ZONING COMMISSION OF THE TOWN OF BENNETT, COLORADO:**

**Section 1.** The Planning and Zoning Commission hereby recommends approval of the proposed Final Plat for the Bennett Crossing Filing No. 5 Subdivision, subject to the conditions set forth in Exhibit A, attached hereto and incorporated herein by reference.

**PASSED AND ADOPTED THIS 21st DAY OF MARCH 2022.**

\_\_\_\_\_  
Chairperson

ATTEST:

\_\_\_\_\_  
Christina Hart, Town Clerk

**EXHIBIT A**  
**Bennett Crossing Filing No. 5 Final Plat**  
**Conditions of Approval**

1. Before recording the plat, the applicant shall update plat notes related to tracts, easements and maintenance in a manner directed by the Town Engineer and make other minor modifications as directed by Town Staff, Engineer and Attorney.



### **Suggested Motion**

I move to approve Resolution No. 2022-08 - A resolution recommending approval of the Final Plat, for the Bennett Crossing Filing No. 5 Subdivision with the following conditions before recording the final plat:

1. Before recording the plat, the applicant shall update plat notes related to tracts, easements and maintenance in a manner directed by the Town Engineer and make other minor modifications as directed by Town Staff, Engineer and Attorney.