TOWN OF ELIZABETH
Planning Commission Regular Meeting
Tuesday, October 04, 2022 at 6:30 PM
Town Hall, 151 S. Banner Street

CALL TO ORDER

ROLL CALL

AGENDA CHANGES

UNSCHEDULED PUBLIC COMMENT

CONSENT AGENDA

1. Minutes of the Regular Meeting of September 20, 2022

PUBLIC HEARING

2. Elizabeth West Rezone from Agriculture (A-1) to Planned Unit Development (PUD)

NEW BUSINESS

3. Discussion and possible action regarding the recommendation to the Board of Trustees approval of Elizabeth West Rezone application of approximately 425 acres from Agriculture (A-1) to Planned Unit Development (PUD)

REPORTS

4. Staff Report
5. Commissioner Reports

ADJOURNMENT

PLANNING COMMISSION – RECORD OF PROCEEDINGS
SEPTEMBER 20, 2022

CALL TO ORDER
The Regular Meeting of the Elizabeth Planning Commission was called to order on Tuesday, September 20, 2022, at 6:32 PM by Chair Jenny Case.

ROLL CALL
Present were Chair Jenny Case, Vice Chair Barbara McGinn, Commissioners, Greg Lindbloom, Rob Porter, and Ed Beard. There was a quorum to conduct business.

Also present were Town Administrator Patrick Davidson, Community Development Director Pam Cherry, Planner/Project Manager Zach Higgins, Deputy Town Clerk Harmony Malakowski, and Administrative Assistant to Community Development Dianna Hiatt.

AGENDA CHANGES
Ms. Cherry requested that Discussion regarding tablets be added under New Business as well as a new item under Amendments/Additions to the Municipal Code regarding Light Custom Manufacturing.

No agenda changes by the Commissioners.

Motion by Vice Chair McGinn, seconded by Mr. Lindbloom, to approve the recommended agenda changes.
The vote of those Commissioners present was unanimously in favor. Motion carried.

UNSCHEDULED PUBLIC COMMENT
No Unscheduled Public Comment.

CONSENT AGENDA
Minutes of the Regular Meeting of August 2, 2022

Motion by Vice Chair McGinn, seconded by Mr. Lindbloom, to approve the minutes from the regular meeting of August 2, 2022.
The vote of those Commissioners present was unanimously in favor. Motion carried.

Commissioner Julie Uhernik joined the meeting at 6:39 PM.

NEW BUSINESS

Discussion regarding meeting and motion protocol

Mr. Davidson provided information to the Commissioners regarding training opportunities and meeting protocol.

Discussion regarding Amendments/Additions to the Elizabeth Municipal Code

a. Beverage Processing
   The Planning Commission recommended Use by Special Review in Regional Commercial (RC), Commercial Mixed Use (CMU), and the Downtown District (DT).

b. Lot Line Adjustments
   This item was already discussed, and recommendations provided to staff at a previous meeting.

c. CMU – Commercial Mixed Use
   The Commissioners would like to keep all residential options as Use by Special Review. They also recommended that Townhomes be added as Use by Special Review.

d. Public Institution – Private School
   The Commissioners agreed to the recommendation of allowing Private Schools as an allowed use of Public Institution.

e. Downtown District – Allowed Uses – Schools
   The Commissioners recommended that Schools be allowed as a Use by Special Review in the Downtown District.

f. Define Educational Institutions
   Staff will provide examples of this definition from other municipalities to consider at the next Planning Commission meeting.

g. Light Custom Manufacturing
   The Commissioners recommend that this get its own line in the chart and it be allowed as a Use by Special Review in RC, CMU and the DT districts. They also recommend that it be an allowed

use in the Light Industrial (LI) District.

Discussion regarding new tablets for use by the Planning Commissioners

Ms. Cherry presented options for the Commissioner regarding tablets or laptop for use by the Commissioners.

REPORTS

- Ms. Cherry introduced Dianna Hiatt.
- Ms. Cherry reminded the Commissioners that the Elizabeth West Rezone Public Hearing will happen at the October 4th meeting.
- Mr. Higgins provided an update to the Commissioners regarding the Main Street Streetscape project.
- Ms. Cherry informed the Commissioners that a joint workshop will be scheduled with the Board of Trustees regarding regulation changes. She will update the Commissioners once a date has been established.
- The Historic Preservation code update will be heard by the Board of Trustees at the next meeting.
- A traffic study of Main Street and surrounding area was approved at the last BOT meeting.

ADJOURNMENT

Motion by Commissioner Uhernik, seconded by Vice Chair McGinn, to adjourn meeting at 8:58 PM. The vote of those Commissioners present was unanimously in favor. Motion carried.

_____ _____

Chair Jenny Case Deputy Town Clerk Harmony Malakowski

Planning Commission
Public Hearing
October 4, 2022

1. **Agenda**

2. **Minutes**

3. **PUD Zoning Elizabeth West**
   - **Section 1 – Staff Report**
   - **Section 2 – Application with Referral Comments Addressed**
   - **Section 3 – Studies submitted**
     - **Fiscal Impact Analysis**
     - **Final Water Adequacy Report**
     - **Traffic Study**
   - **Section 4 - Referrals and Responses**
   - **Section 5 – Legal Notices**
   - **Section 6 – Neighborhood Meeting**
   - **Section 7 – Annexation Agreement**

ELIZABETH
WEST

Staff Report

TOWN OF ELIZABETH

PAM CHERRY, COMMUNITY DEVELOPMENT DIRECTOR
CARRIE MCCOOL, PLANNING CONSULTANT

STAFF REPORT
Planning Commission
PUD Zoning Elizabeth West

Date:	October 4, 2022
Applicant:	MF Investments, Jim Marshall
Owners:	Parcel 1 – MF Investment Partners, LLC Parcel 2 - BK2, LLC
Applicant's Consultant:	John Prestwich, PLA – PCS Group
Location:	Generally located on the south side of Highway 86, between Legacy Ridge Street on the west and Wild Pointe Subdivision on the east.
Subject:	Elizabeth West Zoning Map Amendment (rezoning) from A-1, Agriculture to Planned Unit Development (PUD).

REQUEST:

The Applicant, Jim Marshall, on behalf of the owners: BK2, LLC and MF Investment Partners, LLC requests approval to rezone 425.9 acres located south of Highway 86 and immediately east of Legacy Ridge Street (CR 3) from A-1, Agriculture to Planned Unit Development (PUD) to accommodate residential, regional commercial, mixed use commercial, public and semi-public land uses.

BACKGROUND:

The subject property consists of two parcels that were annexed into the Town in January 2019. Notable site features include the large stands of existing trees centrally located on the property and along the Gold Creek left tributary. The property is bounded by Highway 86 on the north and Legacy Ridge Street (CR 3) on the west. Highway 86 is under the jurisdiction of the Colorado Department of Transportation (CDOT).

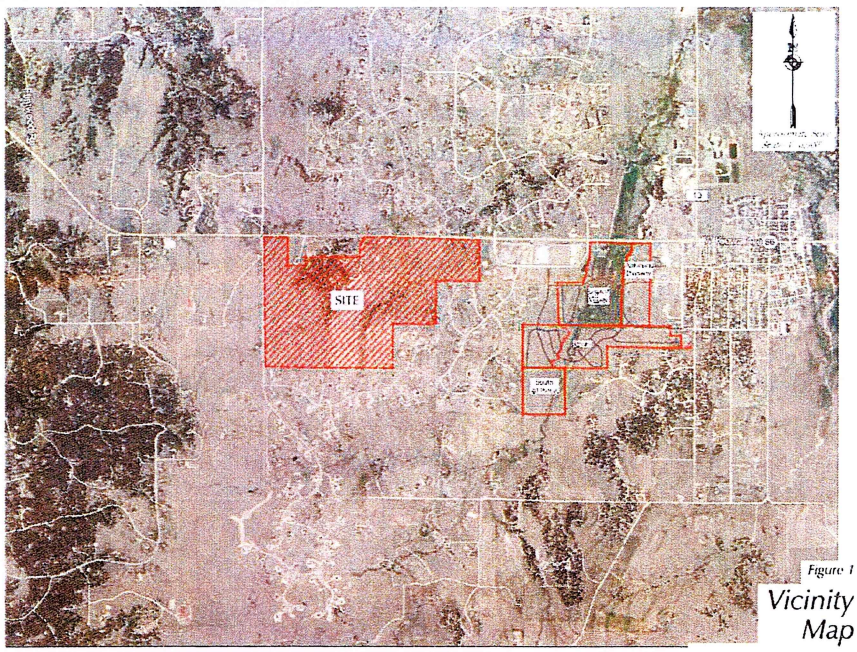


Figure 1
Vicinity Map

Through the development review process, town staff identified the following key issues that have been adequately addressed within the PUD Guide and Development Plan submittal:

1. Water supply and availability (quantity, quality, and dependability)
2. Comprehensive Plan conformance
3. Transportation
4. Fiscal Impacts

PROJECT SUMMARY:

The applicant is proposing to rezone the subject property from A-1 to PUD for future development. There will be a maximum of 623 dwelling units within the PUD. Residential densities range from 2 dwelling units per acre (SFe, 18%) with these lower densities around the perimeter of the property which are all buffered by open space. The higher densities of 4.5 dwelling units per acre (SFd, 37%) are in the interior areas of the property as indicated on the Elizabeth West - PUD Development Plan. A total of 55% will be residential uses.

Regional Commercial uses are proposed in the northwest corner of the property which encompasses 2.8% of the site. The proposed uses will be in compliance with the Town of Elizabeth Municipal Code and may include large scale commercial enterprises including retail, restaurants, entertainment, convenience retail and professional offices and services including those which are permitted by special review.

Commercial Mixed uses are proposed south of Highway 86 about the midpoint of the north property line and at the west property line, south of the Regional Commercial area. CMU accounts for 5.2% of the property and uses allowed will be in compliance with the Town of Elizabeth Municipal Code. Uses may include small scale retail, professional offices and services, town facilities, live/work developments, higher density residential and commercial accommodations that promote pedestrian activity. The location of the CMU provides a transition between a limited group of uses of a commercial nature and lower density residential areas.

Open Space and Trail Corridors (OS) account for 25% of the property. Trails will include waysides that will incorporate picnic areas, static outdoor exercise equipment and single-track bike areas. Park and Recreation areas are another 3.6% of the property. These areas will provide passive and active open space uses that will separate, define and protect the development planning areas within Elizabeth West. The primary park within Elizabeth West is 10 acres and located central to the development and provides access to the open space system.

There is another 2.8% of the site for Public Lands and Institution (PLI) dedications and 3.1% for rights-of-way, internal and adjacent. Dedication of area for a minor collector street enters from Legacy Ridge Street on the west side of the development that meanders through the property to connect with Highway 86.

SURROUNDING LAND USES:

North: State Highway 86 and Stage Run (low density residential), large undeveloped parcels, farmhouse, outbuildings
South: Wild Pointe Ranch (Large lot residential)
East: Wild Pointe Ranch (Large lot residential)

West: Large Parcel Agriculture

COMMUNITY INPUT:

The proposed rezoning application was publicly noticed in accordance with the public notice procedures outlined in Chapter 16 Land Use and Development, Sec. 16-4-30 of the Elizabeth Municipal Code.

Staff has not received any letters of public comment as of September 27, 2022. Letters received after this time will be gathered and entered into the public record at the hearing.

A neighborhood meeting was held on September 22, 2022, at the Legacy School gymnasium. The applicant provided approximately 200 invitations to this event for members of the Wild Pointe Community. Approximately 25 residents were in attendance. The concerns expressed by the attendees were largely centered upon access into and out of the subdivision associated with Highway 86, area wildlife, and the water and sewer implications for the Town of Elizabeth. Additionally, some expressed concerns as to the density of the proposed housing in the project area, considering the larger tract density in the Wild Pointe Community. None of those speaking at the meeting identified themselves as residents of the Town of Elizabeth.

REFERRAL AGENCY REVIEW:

The Elizabeth West PUD rezoning application was sent on two rounds of referral to the following external referral agencies:

Elizabeth Fire Projection District
Elizabeth School District
Elizabeth Library District
Elizabeth Parks and Recreation
Elbert County
Elizabeth Post Office
Elbert County Assessor
Colorado Department of Transportation
Black Hills Energy
Core Electric
Fish and Wildlife
Colorado Water Conservation Board
CenturyLink
Elbert County Transportation

All Town Department and external agency comments have been adequately addressed within the PUD Guide and Development Plan as noted in the case analysis below.

CASE ANALYSIS:

Rezone Approval Considerations:

The procedure for creating a PUD District is considered a rezoning and shall follow the procedures outlined in Chapter 16 Land Use and Development, Section 16-1-240 of the Elizabeth Municipal Code (EMC). The Planning Commission and Board of Trustees, in review of rezoning requests, shall consider the following factors as outlined in Section 16-1-240(f) of the EMC:

1. A need exists for the proposal.

   Staff Comments: According to the market assessment provided in the Fiscal Impact Analysis prepared by PGAV Planners, there is sufficient demand in the Elizabeth area for the homes and retail/commercial uses planned as part of the Elizabeth West project. Staff finds a need exists for the proposal in that Elizabeth is growing with increased demand for additional residential units, commercial parcels and parks and open space for residents of the Town.

2. The particular parcel of ground is indeed the correct site for the proposed development.

   Staff Comments: The applicant is requesting the rezoning to facilitate the build-out of a master planned community over a seven-to-ten-year timeframe. Staff finds the subject property is the correct site for the proposed development upon guidance from the 2019 Town of Elizabeth Future Land Use Plan that envisions commercial development adjacent to Highway 86 and Legacy Ridge Street, a mix of residential densities internal to the property and open space along the east and southern boundaries of the property.

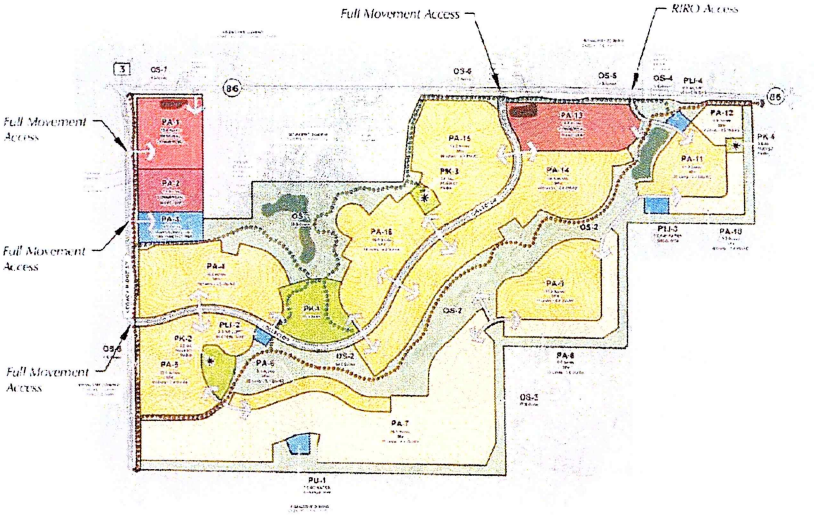
3. There has been an error in the original zoning or there have been significant changes in the area to warrant a zone change.

   Staff Comments: At the time of annexation, the Property Owner consented to zoning the property Agriculture (A-1) to allow the Town to complete an update to the Comprehensive Plan. The Comprehensive Plan was adopted in December of 2019 and includes a Future Land Use Plan that provides the framework for the use of land in Elizabeth and planned areas of growth for the Town. The Future Land Use Plan envisions a mix of land uses on the Elizabeth West property including Estate and Low Density Residential with open space located along the southern boundary and Retail/Commercial land uses along the Highway 86 and Legacy Ridge Street frontages.

   Staff finds that while the property was not zoned in error at the time of annexation, the 2019 Comprehensive Plan anticipated significant changes in the area to warrant a zone change to Planned Unit Development.

4. Adequate circulation exists and traffic movement would not be impeded by development.

   Staff Comments: The subject property is bounded by State Highway 86 on the north and Legacy Ridge Street on the west and proposes an internal collector connection to a full movement access on State Highway 86 and Legacy Ridge Street.



   At the time of annexation, the owners were required to dedicate the necessary right-of-way to permit the future expansion of State Highway 86 to four travel lanes, with a median and auxiliary lane and a total width of 175 feet. The applicant has dedicated said right-of-way; however, the Town Engineer discovered a 30 ft +/- length of Highway 86 right-of-way dedication located at the far northeast corner of the property that was overlooked prior to recordation. This 30'+/- of Hwy 86 right of-way is required to be dedicated. As such, staff has included a condition of approval accordingly.

CR 3 from State Highway 86 south (Legacy Ridge Street) will be improved by the Applicant to Major Collector standards at the time of final plat. Additionally, the Applicant will be responsible for all transportation improvements, including signalization required to support access to the site.

One full movement access and right-in/right-out access is proposed from State Highway 86, while three (3) full movement accesses are proposed along Legacy Ridge Street (See Figure 2 of the updated Traffic Study).

The applicant submitted an updated Traffic Study that indicates the proposed access planned to/from State Highway 86 will likely require an access control plan amendment supported by the Town and processed through CDOT. The Town's Traffic Engineer noted that the Traffic Study assumes that an Access Control Plan (ACP) amendment will be successful and also assumes the following:

- More than one CO-86 access per ownership and a full movement intersection (Elizabeth West's proposed North access) that is not in alignment with the current ACP; and
- The relocation of the signalized intersection shown in the ACP for Cherokee Trail to Elizabeth West's proposed North Access and recommends that a new connection from Cherokee Trail to the North access be provided by others.

The Town's Traffic Engineer did not raise objection to these assumptions but did notify the applicant that they will be responsible for preparing an amendment to the ACP on behalf of the Town of Elizabeth. In addition to the Access Control Plan amendment, the Applicant will be responsible for obtaining state highway access permits at CR 3 and the other two proposed access points to State Highway 86. An updated traffic study will be required if the access scheme changes from what is assumed in the traffic study. CDOT was sent two referral review requests and to date, the Town has no record of comments received. The Applicant acknowledged they will be responsible for any access-related improvements necessary to obtain CDOT approval at time of final plat.

The impact of the proposed Elizabeth West development can be accommodated by the existing roadway network with the required improvements outlined in the Annexation Agreement and referenced in the updated Traffic Study.

Through the referral process, comments from the Elbert County Assessor's Office and Transportation Department were received. The Applicant's resubmittal adequately addressed said concerns as no comments were received from the June 4, 2022 referral.

Staff finds the overall vehicular access and circulation concepts are adequate to serve the proposed densities within Elizabeth West. Additionally, traffic movement would not be impeded by the project build-out as the above-referenced improvements are required at the time of final plat.

5. Additional municipal service costs will not be incurred which the Town is not prepared to meet.

Staff Comments: The Applicant prepared a Fiscal Impact Analysis to evaluate the expenditures and revenues attributable to the proposed development. The Town's Finance Director reviewed the analysis and concurs that at full build-out, Elizabeth West is estimated to generate approximately $16,992 in revenue per acre, which compares favorably to an estimated approximately $14,902 in public service expense per acre in the same timeframe. Said estimates indicate a positive fiscal impact to the Town. As such, staff finds additional municipal service costs will not be incurred, which the Town is not prepared to meet.

6. There are minimal environmental impacts or impacts can be mitigated.

   Staff Comments: The US Fish and Wildlife Service noted that Preble's meadow jumping mouse is a federally threatened species that may be impacted by project activities. The agency provided information containing recommended conservation measures for the Preble's meadow jumping mouse to consider when planning the development as well as migratory bird guidance on best practices and conservation measures.

   Elbert County Public Health Department was had no comments.

   Staff finds there are minimal environmental impacts of the rezoning and any impacts can be mitigated at time of subdivision.

7. The proposal is consistent with the Town Master Plan maps, goals and policies.

   Staff Comments: The 2019 Comprehensive Plan envisions approximately 224 acres for commercial/retail development, 132 estate residential units at two dwelling units per acre and 668 low density residential dwelling units at four dwelling units per acre for a total of 800 dwelling units on the Elizabeth West property. Additionally, the Comprehensive Plan seems to depict about 105 acres of open space. Through the development review process, staff raised concerns about the initial PUD Development Plan submittal deviations from the future land use designations as depicted on the Elizabeth Future Land Use plan as follows:

   - Reduction in Retail/Commercial uses along Highway 86 along Legacy Ridge Street.
   - Limited park/open space uses designated along the site's southern boundary and extend/connect to the southeastern boundary of the property.
   - Residential densities would need to be limited to low density and estate residential land use designations internal to the property.
   - Preservation of existing stand of trees on the property.

   The second resubmittal included a Fiscal Impact Analysis that found that the land use designations depicted on the 2019 Future Land Use Plan ignored the generally accepted site selection criteria associated with commercial/retail uses and creates a future land use scenario in which the land may (a) never develop according to the intended use or (b) should it ever develop fully, would create a sprawling and unsustainable mix of land uses.

Based on the findings of the Fiscal Impact Analysis, the Applicant revised the PUD Development Plan that converted retail commercial land uses to residential mainly along the Highway 86 frontage. Additionally, the Applicant reduced the maximum number of dwelling units to 623 (previously 950 units), which is far less than the Comprehensive Plan envisioned on the property.

The revised PUD Development Plan provides open spaces and trail corridors that are integrated throughout the property and provide safe and direct pedestrian access to parks and other parts of the future Elizabeth West community. The proposed primary trail corridor (located in OS-2 and OS-8) matches the alignment shown in the Comprehensive Plan and also coincides with existing drainage on the property. Additionally, the planning areas are defined to nurture a healthy natural resource environment by preserving existing stands of trees and maintain existing drainage patterns. Lastly, the PUD Development Plan incorporates a 100-foot-wide open space tract (OS-3) along the southern boundary of the property line with anticipated berming and vegetation to provide a physical buffer from the existing adjacent homes in substantial conformance with the open space designation set forth in the Comprehensive Plan.

Staff finds the proposed rezoning advances several Comprehensive Plan goals and policies, including:

- **Future Land Use and Development CHAPTER 4, GOAL 1:** *Maintain a sustainable balance in land uses between residential, commercial, office / business park, industrial, and park / open space land uses*
    - *The project is an enhancement to an undeveloped area helping to promote further development and balance of land uses in Town and contributing to growth of the Town.*
- **Future Land Use and Development CHAPTER 4, GOAL 3:** *Future development in Elizabeth incorporates appropriate levels of density and design to support increased housing options, the viability of neighborhood commercial and overall long-term neighborhood sustainability*
    - *The project proposes a variety of housing options that will contribute to the viability of the neighborhood and also includes areas for commercial development to serve the neighborhood.*
- **Future Land Use and Development CHAPTER 4, GOAL 5:** *New development and redevelopment project incorporate creative site design. Preserve and incorporate high-quality natural, cultural and historical features as part of the development projects.*
    - *The project proposes large areas to be not only preserved but enhanced by incorporating high-quality natural features.*
- **Economic Development and Tourism – CHAPTER 5, GOAL 2**: *Actively promote Elizabeth as a great place for investment and employment*

- *This project positively supports reinvestment into the Town of Elizabeth's existing businesses perpetuating owner pride and upkeep of the community presence.*

- **Parks, Recreation and Open Space – CHAPTER 6, GOAL 3**:

  - *The PUD Development Plan provides a high-quality system of parks, open space, and recreational facilities by committing to develop a 10.1-acre neighborhood park and recreation facility and creating an open space network of over 100 acres.*
  - *The proposed open space framework and tree protection and preservation standards included PUD Guide will ensure preservation of existing stands of trees and maintenance of existing drainage patterns.*

8. There is adequate waste and sewage disposal, water, schools, parks and recreation, and other services to the proportional degree necessary due to the impacts created by the proposed land use.

   Staff Comments: The Town will provide water and sewer service to the property wherein the Property Owner is required to construct the necessary infrastructure and connect all existing and new construction on the property at the Town's current water and sewer tap fee rates per the Annexation Agreement. Additionally, the Property Owner is required to dedicate to the Town water and sewer line easements for any water and sewer mains constructed on the property at the time of final plat.

   Water supply and availability was a key issue addressed through the development review process. Portions of the property are currently served by existing well and septic systems that will be abandoned as a condition of approval of the first final plat for any portion of the property. Per the Annexation Agreement, the Property Owner shall convey all property water rights to the Town within thirty (30) days of final rezoning approval. The applicant submitted a revised Adequacy of Water Supply Study dated June 2, 2022 (attached). The Town's Water Attorney and water consultants concurred the Study provides the evidence required as proof that an adequate water supply in regard to quantity, quality, and dependability is available to meet the demands at Elizabeth West for the next 300 years.

   The Town's Water Attorney noted the Study indicated that the portion of the groundwater underlying the New Point Properties (about 51.1 af based on a 300-year supply) has not been adjudicated. Section 13-4-50(a) of the Town Code requires groundwater to be adjudicated prior to dedication, although the Board of Trustees may accept unadjudicated groundwater provided the cost of adjudication and yield are addressed in the development contract or water dedication agreement. As such, any approval should address responsibility for adjudication, whether the Town will be a co-applicant in any adjudication pursuant to 13-4-50(c), and any required adjustments to the development plan if the adjudication results in a material reduction in the amount of water available for the project.

   Staff recommends any approval require that the Property Owner adjudicate the New Points Properties groundwater prior to conveyance of the groundwater to the Town under the Annexation Agreement. Pursuant to section 13-4-50(c) of the Town Code, the Town shall be

named as a co-applicant in the application for adjudication of the groundwater. Staff has provided a suggested condition of approval for the Commission's consideration.

The Annexation Agreement also sets forth requirements for site dedications to ensure adequate water and sewer service upon approval of final plat. As such, the applicant is proposing a Public Lands & Institutions (PLI) planning area that provides for land uses that are publicly owned or are public in nature to accommodate the water and sewer infrastructure. The PUD Guide requires compliance with the Town's Public, Semi-Public and Institutional (P-I) zone district as set forth in the Elizabeth Municipal Code, Chapter 16 – Article I – Zoning and additional buffer landscape standards to screen said above ground equipment facing public streets, transportation corridors, public open space, and residential neighborhoods. Staff finds the proposed PLI planning areas are adequate to ensure land is set aside for the required public infrastructure and the proposed additional buffer landscape standards will mitigate visual impacts of said facilities.

At the time of final plat, the Property Owner is required to dedicate two 1-acre sites for a water well and ancillary facilities to be located and drilled as part of the Town's water system. The applicant has included the required water well sites within Public Land & Institutions planning areas (PLI-1 and PLI-3). Additionally, the Property Owner is required to dedicate two (2) one-half (½) acre sites for the construction of lift stations for the Town's sewer system. The two sites are included in Public Land & Institutions planning areas (PLI-2 and PLI-4). The Public Works Department has reviewed and supports the locations of the above-referenced site dedications. Staff finds that including the required site dedications within planning areas is appropriate and adequate to provide adequate waste and sewage disposal.

Schools. The subject property is located within the Elizabeth School District. The District raised safety concerns regarding pupil transportation related to accesses and increase traffic generated from the development along Highway 86. The Applicant acknowledged the District's concerns and will perform a detailed traffic study with more detailed design specific improvements at the time of preliminary and final plat. Similarly, the Property Owner will be required to pay the District's fees attributable to the development at a rate of $2,822 per housing unit at time of final plat.

Parks and Recreation. The subject property is within the Elizabeth Parks and Recreation District. No comments were received from the District during the referral process.

Public Safety. The Elizabeth Police Department serves the property and noted that the department will need to increase the number of officers to serve this new development.

The subject property is located within the Elizabeth Fire Protection District. The District's comments were limited to notification regarding impact fees, water storage capacity and fire flow requirements as well as parks and trail name/designation needs for emergency response. The Applicant acknowledged the comments and noted they will be addressed at time of subdivision and site plan review. The Division Chief of Prevention and Administration stated the Elizabeth West PUD addressed all fire concerns at this point and there will be more comments at the preliminary and final plat stages.

Town Facilities. The need for town facilities on the Elizabeth property was identified at the time of annexation. The PUD Development Plan includes a 5-acre planning area (PA-3) that will be dedicated to the Town upon approval of the final plat for the property. With access provided off of Legacy Ridge Street, the Public Works Department has agreed to the location of the planning area. The nature of such facilities is to be determined at the sole discretion of the Town. As such, the planning area is designated Public Lands & Institutions (PLI), which provides for the development of land uses that are publicly owned.

PLANNED UNIT DEVELOPMENT ANALYSIS:

Section 16-1-190 Planned Unit Development (PUD). Planned unit developments are encouraged to bring about innovative approaches to development, creative designs of land uses, preservation of significant natural features within the Town, retention of historic structures and sites, retention of open space, compatibility with overall community objectives and consideration of environmental concerns. As such, a PUD Development Guide and Plan that reflects any proposed variation in lot size, bulk, type, type of use or activity, density, lot coverage, open space or other regulations proposed to be modified is required when PUD zoning is proposed. The analysis below focused on how the proposed variations from the standards in Chapter 16-Land Use and Development of the EMC would result in a higher quality development pursuant to the applicable PUD general requirements, amenities, and open space requirements of the Town's PUD zone District.

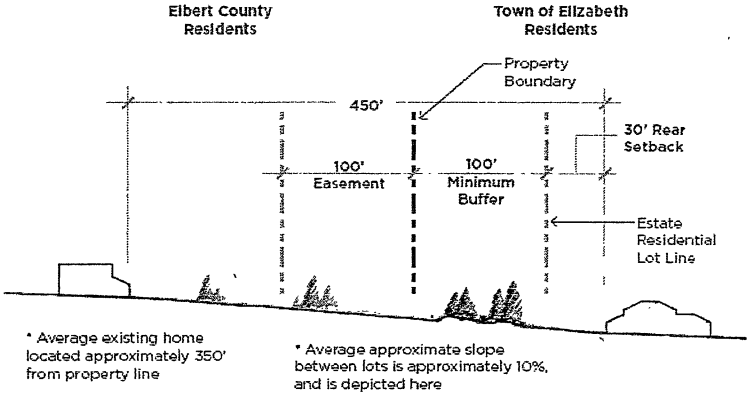
Residential. The Elizabeth West PUD Development Guide and Plan proposes two single family residential planning areas: SFe and SFd. These planning areas would be limited to a maximum of 623 dwelling units with an overall density of 1.46 dwelling units per acre. The PUD Guide requires all development to comply with the Town of Elizabeth Design Review Standards and Guidelines. Additionally, the PUD Guide incorporates the general provisions and additional dimensional requirements set forth in the Residential Use Matrix (Table 16-1) and Residential Dimensional Standards (Table 16-1) of the EMC, Chapter 16, Article I – Zoning to ensure block diversity and variation in lot sizes is implemented throughout the project.

Planning Areas SFe provides for estate residential development at no more than two dwelling units per acre (maximum 102 dwelling units) and are generally located on the southern boundary of the property. The closest equivalent zone district of the Town's adopted zone district is the R-1-20 zone district. Planning Areas SFd provides for a variety of single family detached dwelling units at no more than 4.5 dwelling units per acre with a maximum of 521 dwelling units. The closest equivalent zone district of the Town's adopted zone district is the R-1 zone district. The chart below provides a comparison of the proposed residential planning areas standards with comparable standards of the Town adopted R-1-20 and R-1 zone districts. Standards highlighted indicate the most substantial proposed variations from their equivalent town zone districts.

(See chart, following page)

STANDARD	PUD PROPOSED DISTRICT SFe	EQUIVALENT DISTRICT R-1-20	PUD PROPOSED DISTRICT SFd	EQUIVALENT DISTRICT R-1
Density	2 du/ac	2 du/ac	4.5 du/ac	4 du/ac
Minimum Lot Size	21,780 sf or ½ acre	20,000 sf	4,500 sf	9,000 sf
Max. Lot Coverage	40% not including accessory bldg.; 50% max lot coverage for all structures	50%	60% not including accessory bldgs.; 70% max lot coverage for all structures	60%
Vegetation Minimum	30%	30%	20%	20%
Minimum Lot Width	125' Measured at the front setback	100' Measured in feet 25 feet from front property line	45' Measured at the front setback	66' Measured in feet 25 feet from front property line
Setbacks:				
Front	25' Principal Bldg 25' Side-loaded Garage 30' Garage opening facing the street	25'	20' Principal Bldg 15' Side-loaded Garage 20' Garage opening facing the street	25'
Front (Accessory Bldgs)	10' behind the forward most plane of the Principal Bldg	N/A	Must be behind the Principal Bldg	N/A
Rear	30' Principal Bldg 30' Accessory Bldg	25' Principal Bldg* 10' Accessory Bldg	15' Principal Bldg 10' Accessory Bldg	25' Principal Bldg 10' Accessory Bldg
Interior Side	15'	10'	5' from internal property line 20' Side-Loaded Garage	7'
Street Side	20'	10'	10' from local street	10'
Side – Accessory Building	20' from local street 15' from internal property line	10'	20' from local street 5' from internal property line	2'
Highway 86 & Major Collectors	100' from the centerline of the streets	100' from Major Highways measured from the highway centerline	100' from Major Highways measured from the highway centerline	100' from Major Highways measured from the highway centerline
Building Separation	Building separation shall be the greater of: 30' for dwelling units and 20' for other bldgs located within SFe Plng Areas on a separate lot or tract not utilized for residential use such as a pocket park or similar or applicable Building Code	10' per the Building code	Building separation shall be the greater of: 10' or Applicable Building Code	10' per the Building Code
Building Height: Principal Bldg	35' or 2-stories	25'	35' or 2-stories	25'
Accessory Uses	20'	20'	20'	20'

The proposed variations from the R-1-20 zone district requirements in the residential estate planning areas (SFe) include an increase in the minimum lot width, rear and side setbacks, and building height. The proposed minimum lot width, rear and side setback are more stringent than the R-1-20 zone district requirements. The 30-foot rear setbacks for principal and accessory structures in combination with the buffer area OS-3 landscape standards and ten percent (10%) slope from the Wild Pointe lots to the south and east, will ensure a 450-foot separation is maintained between the neighboring Elbert County residents to the south to promote compatibility with overall community objectives.



The SFd planning areas propose a slight increase in maximum density (.5 dwelling units per acre) and significant variations in minimum lot size, lot width, rear and interior side setbacks, maximum lot coverage and building height of the R-1 zone district requirements. Staff finds the proposed parks, amenities, trails and open space framework exceed the minimum PUD amenities and open space requirements and thus justify the proposed modifications to R-1 zone district standards.

The initial PUD Guide limited building heights in the residential planning areas to 35-feet except by special review. The applicant maintained that a 10-foot increase in maximum building height is necessary as the 25-foot height limit set forth in the R-1-20 and R-1 zone districts would not support two story homes, in particular with a minimum 6:12 roof pitch as required by Town's Design Review Standards and guidelines. Staff raised concerns about possibly constructing three-story homes throughout the development with the allowance of 35-foot building heights. The Applicant confirmed the intention is to build two-story homes and has revised the PUD Guide to include a building height limitation to 35 feet or two stories. Staff finds the additional height limitation to two stories would ensure homes have innovative architectural and aesthetic qualities consistent with Elizabeth's small town character and compliance with the Elizabeth Design Standards and Guidelines.

Commercial. The Elizabeth West PUD Development Guide and Plan proposes two commercial planning areas: Regional Commercial (RC) and Commercial Mixed Use (CMU). The commercial planning areas would accommodate up to 230,000 square feet of non-residential land uses. The PUD Guide requires compliance with the permitted uses by right and special review, dimensional standards, and general provisions of the Town's Regional Commercial (RC) and Commercial Mixed Use (CMU) zone districts as well as the Elizabeth Design Review Standards and Guidelines in the respective planning areas. Additionally, all development within the commercial planning areas

will maintain a minimum 100-foot setback from the centerline of Highway 86 and Major Collectors.

PA-1 contains 12 acres and would allow up to 115,000 square feet of regional commercial land uses located at the intersection of Highway 86 and Legacy Ridge Street. The intent of the RC planning area is to provide for general and large-scale enterprises such as retail, eating, entertainment, convenience retail, professional offices and services.

Two commercial mixed use planning areas are proposed: PA-2 and PA-13. The intent of the CMU planning areas is to provide for the integration, horizontally and vertically, of a broad range of small-scale retail, professional offices and services, town facilities, live/work developments, higher density residential and commercial accommodations that promote pedestrian activity. PA-2 contains 7.3 acres and would accommodate 40,000 square feet of non-residential land uses to be located to the east of Legacy Ridge Street. PA-13 contains 14.8 acres to accommodate 74,000 square feet of non-residential land uses located to the south of Highway 86. Although no dwelling units are allocated in the CMU planning areas, the provision for density transfers (maximum transfer is 10% beyond the recipient cap) could facilitate build-out of live/work, or higher density residential land uses within the CMU planning areas.

Staff finds the proposed location of the commercial planning areas along key transportation corridors and the PUD Guide required compliance with Town's Regional Commercial and Commercial Mixed Use zone district regulations, and the design standards and guidelines will facilitate the successful build out of up to 230,000 square feet of commercial development to serve the needs of the Town for the next 30 to 50 years.

Public Lands & Institutions. The PUD Development Plan includes five planning areas to accommodate land uses that are publicly owned or are public in nature as follows:

- PLI-1 contains 1 acre for a town water tank to be located along the southern boundary of the property.
- PLI-2 and PLI-4 are a half-acre in size to accommodate town lift stations
- PLI-3 contains 1 acre for town water well and ancillary facilities located in the southeast corner of the property.
- PA-3 contains 5 acres located off of Legacy Ridge Street and will be dedicated to the Town for future town facilities.

The PUD Guide requires compliance with the permitted uses by right and special review, dimensional standards, and general provisions of the Town's Public, Semi-Public and Institutional (P-I) zone district. Additionally, buffer landscape standards are included in the PUD Guide to mitigate potential visual impacts of above-ground equipment facing public streets, transportation corridors, public open space and residential neighborhoods.

Staff finds the lands designated as Public Lands and Institutions will not only fulfill the obligations of the Annexation Agreement with the land dedication for future town facilities but also provides the land needed to accommodate the water and sewer needs of the development that will be adequately screened from public view.

Parks & Open Space. The proposed open space framework sets aside over twenty-five percent (25%) of the development's gross land area for open space purposes, thereby exceeding the minimum open space requirements by five percent (5%). The PUD Development Plan includes eight (8) open space planning areas and four (4) park and recreation areas for a total of 135 acres of open space distributed throughout the development and made accessible by a trail system. Planning Area OS-3 contains 27.6 acres and is not credited towards the fulfillment of the open space requirements as it is the 100-foot residential buffer from the residential land uses to the south and east boundaries of the property.

A total of 44.1 acres (over ten percent of the property) are active open space areas consisting of trail corridors, neighborhood and pocket parks in conformance with the minimum active open space requirements for planned unit developments. Planning areas OS-1 and OS-2 provide approximately 80 acres of active and passive open space that preserve the existing trees and site drainage patterns. OS-4 through OS-8 contain approximately 7.72 acres of active open space with 30-foot wide local and community trail corridors that provide convenient community access and connectivity to future pedestrian or bicycle routes outside the PUD. The community trail alignments within OS-2, OS-4 and OS-8 are consistent with the trail corridors as identified in the Comprehensive Plan. The PUD Guide sets forth development criteria for community and local trails and includes wayside areas to be located every ¼ mile that provide picnic areas, static outdoor exercise equipment, and single-track bike areas.

Parks and recreation areas to serve the Elizabeth West are provided in planning areas PK-1 through PK-4 consisting of 15.2 acres. The 10.1-acre primary park (PK-1) is located central to the development and provides access to the open space system. The PUD Guide sets forth development criteria for neighborhood and pockets that will ensure parks and open spaces are designed within each planning area to extend recreational opportunities with walking distance of most residents.

All parks and open space improvements will be owned and maintained by a Special District of the HOA and phased to coincide with the development of adjacent residential planning areas. The project phasing is included on sheet 4 of the PUD Development Plan and estimates project build out in 2030-2031. Staff raised initial concern that the amenity contributions were not evenly spread out through the PUD in a prorated fashion. The Applicant revised the phasing plan that now shows the development of the primary park (PK-1) in phase 2 with construction slated in 2027-2028.

Staff finds the parks, open space and recreational amenities outlined in the PUD Guide and Development Plan are commensurate with the projects scope and demonstrate compliance with the open space and amenity requirements of Section 16-1-190 - Planned Unit Development of the EMC.

STAFF FINDINGS:

Staff finds that **APPROVAL WITH CONDITIONS** is appropriate of the Elizabeth West rezoning based on the rezone approval considerations in Section 16-1-240 and Section 16-1-190 of the Elizabeth Municipal Code.

PLANNING COMMISSION POTENTIAL MOTIONS:

The Planning Commission shall conduct a public hearing for the purpose of providing a recommendation to the Board of Trustees on the Zoning Map Amendment (rezoning). Below are the Planning Commission recommendation options related to the Elizabeth West rezoning request:

1. Approval of the request, with or without modifications.
2. Denial of the request, indicating for the record the reasons for the recommendation of denial. (*Cite all Code sections and/or Plan policies that resulted in motion for denial).*
3. With the consent of the applicant, continue the request until the next available meeting in order to obtain more information to help clarify or support the request before it. (*Provide staff and the application detail regarding information needed for a decision).*

SUGGESTED MOTION:

I move to recommend **APPROVAL** the Elizabeth West rezoning based on compliance with Sections 16-1-240 and 16-1-190 of the Elizabeth Municipal Code with the following findings and fact and conditions:

FINDINGS OF FACT:

1. The proposed rezoning is in compliance with Chapter 16, Article I – Zoning of the Elizabeth Municipal Code.
2. The proposed PUD Guide and Development Plan is in conformance with Section 16-1-190 of the Elizabeth Municipal Code.
3. The proposed rezoning is in substantial conformance with the Elizabeth Comprehensive Plan.
4. The proposed PUD Guide and Development Plan is in compliance with the Elizabeth Design Review Standards and Guidelines.

SUGGESTED CONDITIONS OF APPROVAL:

1. Within thirty (30) days of final rezoning approval, the Property Owner shall adjudicate the New Points Properties groundwater prior to conveyance of the groundwater to the Town pursuant to the Annexation Agreement.
2. The Property Owner shall dedicate a 30 ft +/- length of Highway 86 right-of-way located at the far northeast corner of the property.

ELIZABETH
WEST

Application
with
Referral Comments
Addressed

TOWN OF ELIZABETH

COMMUNITY DEVELOPMENT DEPARTMENT

2018 LAND USE APPLICATION

DATE: 7/20/2022

NAME OF PROJECT: Elizabeth West

NAME OF APPLICANT: MF Investments

ADDRESS AND LEGAL DESCRIPTION OF PROJECT: 1574 ST HWY 86; 988 ST HWY 86

Please check the appropriate item(s):

X REZONE	____PLAT	____USE BY SPECIAL REVIEW
X PUD (planned unit development)	____MINOR PLAT/REPLAT	____ANNEXATION
____VARIANCE	____SUBDIVISON	____MINOR SUBDIVISION
____SITE PLAN	____OTHER _____	

PRESENT ZONING: A-1

AREA IN ACRES: 425.9

PROPOSED ZONING: PUD

PRESENT USE: _____

PROPOSED # OF LOTS (if applicable): 623

PROPOSED GROSS FLOOR AREA (if applicable): 250,000 sq.ft.

***PROPERTY OWNER**

NAME: BK2, LLC; NEW POINT PROPERTIES, LLC

ADDRESS: 988 ST HWY 86, ELIZABETH, CO 80107; 1574 ST HWY 86, ELIZABETH, CO 80107

TELEPHONE #: _____

EMAIL: _____

APPLICANT REPRESENTATIVE

NAME: JIM MARSHALL - MF INVESTMENTS

ADDRESS: PO BOX 4701 ENGLEWOOD, CO 80155

TELEPHONE #: 303 507 6651

EMAIL: JIMMARSHALL@BCXDEVELOPMENT.COM

_____
SIGNATURE OF OWNER

_____
SIGNATURE OF OWNER

_____
SIGNATURE OF APPLICANT

_____
SIGNATURE OF APPLICANT

***(OWNERS SIGNATURE NEEDS TO BE NOTARIZED)**

Subscribed and sworn to be before me this _____ day of _____ , 20 _____ .
My commission expires

_____
Notary

_____



PUD NARRATIVE

JULY 2022

ELIZABETH WEST

Town of Elizabeth, Colorado

PUD DEVELOPMENT NARRATIVE

Owner:
BK2, LLC
988 State Hwy 86
Elizabeth, CO 80107
PO Box 3229
Parker, CO 80134

New Point Properties, LLC
1574 State Hwy 86
Elizabeth, CO 80107
5786 Logan Ct.
Denver, CO 80216

Applicant/ Developer:
MF Investments, LLC
PO Box 4701
Englewood, CO 80155
303.507.6651
Contact: Jim Marshall
Email: jim@mglinvestments.com

Planning Consultants:
PCS Group, Inc.
200 Kalamath Street
Denver, Colorado 80223
720.259.8246
Contact: John Prestwich
Jeff Norberg
Email: john@pcsgroupco.com
jeff@pcsgroupco.com

Engineering Consultants:
2N Civil, LLC
6 Inverness Ct. E Suite 125
Englewood, CO 80112
303.925.0544
Contact: Eric Tuin
Email: eric@2ncivil.com

Traffic Consulting:
LSC Transportation Consultants, Inc.
1889 York Street
Denver, Colorado 80206
303.333.1105
Contact: Christopher McGranahan

Elizabeth West Development

Town of Elizabeth, Colorado

PROJECT INTRODUCTION

The Elizabeth West planned development seeks to establish a community consistent with the Town of Elizabeth's Master Plan policies. The plan provides a mix of land uses, generally decreasing in intensity away from Highway 86, interspersed with open space and pedestrian corridors. In line with the Town of Elizabeth Comprehensive Plan, the parks and open space system connects the community with the Town of Elizabeth and preserves natural features, such as ephemeral drainage and existing ponds. Complementary uses such as commercial/ retail/office/mixed-use are provided along State Highway 86.

PROJECT SITE BACKGROUND

The Elizabeth West Development Plan and Guide provides land use regulations and standards for the design and development of a community comprising approximately 425 acres. The community is generally situated south of Highway 86 and immediately east of Legacy Ridge St.

ZONING

The Elizabeth West site is currently zoned Agriculture (A-1) in the Town of Elizabeth.

PUD zoning shall be used to define parcels and their associated uses. Allowable densities are defined for each parcel within the land use chart provided in the PUD Guide. There are no minimum unit requirements for any given parcel. In no event shall the maximum unit count of 623 units be exceeded at Elizabeth West without an amendment of the PUD and supporting documentation.



DEVELOPMENT SCHEDULE AND PHASING PLAN

Development is generally expected to occur in three phases beginning with the northeastern-most portion of the site and proceeding towards the southwest. Build out of the Elizabeth West community is projected to take between 7 and 10 years.

Please see preliminary phasing schedule below.

TOWN OF ELIZABETH MASTER PLAN

Proposed land uses are consistent with the intent of the Town of Elizabeth's Master Plan. Composed of mostly residential uses interspersed with open space and park uses, the development plan generally depicts a decrease in the intensity of development as the distance from Highway 86 increases, a more detailed analysis is included in this narrative.








ELIZABETH
WEST

PROPOSED WATER AND SEWER SERVICE

Elizabeth West PUD is proposing to connect into and extend the existing Town of Elizabeth water and sewer infrastructure to serve the site.

At this time, we anticipate main lines to be extended west along Highway 86 into the site. We have computed preliminary main line sizes to get an understanding of the scope that will be required. Further modeling is necessary to determine line sizes and exact locations to serve the development. At this time we anticipate a 15" main sewer will be necessary to serve the development at the downstream end, with a minimum of 8" mains at the lots.

Water mains will be primarily 8" with loops of 12" and 15" serving the 8". It may be necessary for the Town to provide additional storage for domestic water on this site. Once the models are produced and further design is considered the required infrastructure can be determined.

See below for preliminary calculations.

ELIZABETH WEST - Preliminary Sanitary Sewer Main Calculations
Date: May 16, 2022

Sanitary Sewer Flow Calculations

Input Summary:	Persons:	**2.7**	
	GPCD:	**90**	Section 500, Elbert County Construction Standards
	Peak Factor Method:	**2.5 - 5**	PF = 3.8/(ADF) ^0.17

Full Buildout Peak Day Flow Calculation

Use	Units	Persons	GPCD	Average Flow (GPD)	Average Flow (MGD)	Average Flow (CFS)	Peak Factor	Peak Flow (GPD)	Peak Flow (CFS)
Residential	623	2.7	90	151,389	0.15	0.234	4.47	676,709	1.047
Commercial	39	acres	1,000	39,200	0.039	0.061	4.47	175,224	0.271
Total				190,589	0.191	0.295	4.47	851,933	1.318

Pipe Sizing Input Values

Pipe Diameter (in)	Roughness Coefficient	Slope (ft/ft)
12	0.012	0.0025

Civil 3D Express Results

Depth of Flow in Pipe:	0.61	feet
	7.32	inches

Partially Full Pipe Flow Calculation

Pipe % full:	61.0	%

Manning's for Full or Half Full Flow, Calculate Required Diameter

d = 1.33 (n * Q / s^.5)^3/8 28-4 CERM

d=	0.864	feet
	10.4	inches

Summary : At peak flow a 12" pipe at minimum slope can cary the sewer from the site. Suggest 12" pipe or larger to allow for further development.

ELIZABETH WEST - Preliminary Domestic Water Main Calculations

Date: May 16, 2022

Water Demand Flow Calculations

Input Summary:	Persons:	**2.7**	
	GPCD:	**145**	Section 400, Elbert County Construction Standards
	Peak Factor Method:	**6**	

Full Buildout Peak Day Flow Calculation

Use	Units	Persons	GPCD	Average Flow (GPD)	Average Flow (MGD)	Average Flow (CFS)	Average Flow (GPM)	Peak Factor	Peak Flow (GPD)	Peak Flow (CFS)	Peak Flow (GPM)
Residential	623	2.7	145	243,905	0.24	0.377	169	6.00	1,463,427	2.264	1,016
Commercial	39	acres	1,651	64,389	0.064	0.100	45	6.00	386,334	0.598	268
Total				308,294	0.308	0.377	214	6.00	1,849,761	2.862	1,285

FIRE FLOW (PROJECTED)

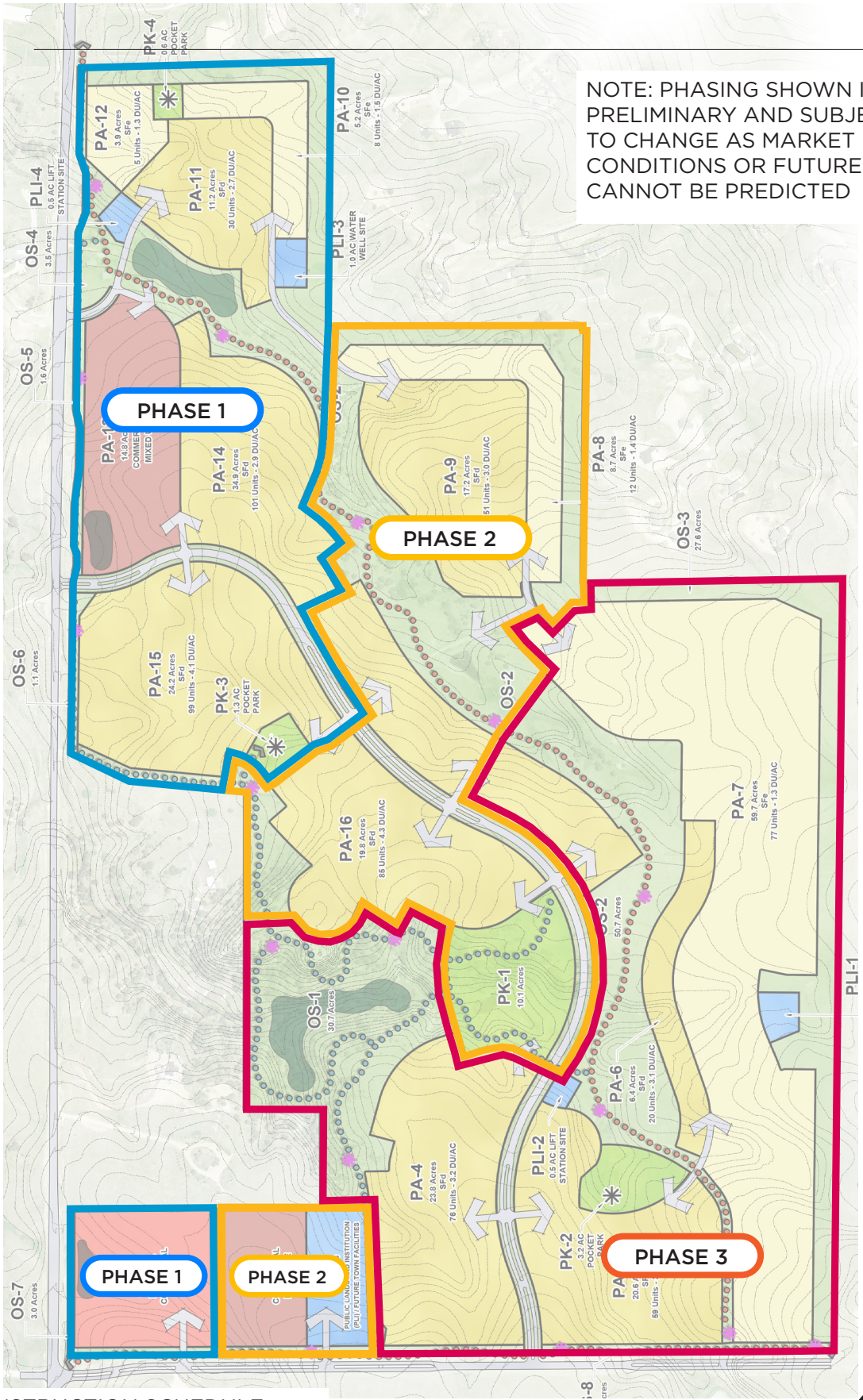
Use	Construction Type	Sprinklers	Req. Flow (gpm)	Duration (hr)	Max Area (sf)
Residential	V	No	1,500	2	3,600
Commercial	V	Yes	2,150	4	25,000

* 50% reduction in fire flow allowed with sprinklers

Summary:

The system will need to be capable of a minimum of 1,285 gpm peak flow plus a 2,150 gpm fire flow. These flows will need to be modeled to determine pipe size within the system. At this time it is estimated that 8" mains will serve a majority of the residential areas within the site with 12" and 15" looped waterlines providing the majority of the supply.

NOTE: PHASING SHOWN IS PRELIMINARY AND SUBJECT TO CHANGE AS MARKET CONDITIONS OR FUTURE SALES CANNOT BE PREDICTED



ESTIMATED CONSTRUCTION SCHEDULE:
PHASE 1: 2023-24
PHASE 2: 2027-28
PHASE 3: 2030-31

COMPREHENSIVE PLAN COMPLIANCE

The Town of Elizabeth Comprehensive Plan generally depicts the Elizabeth West property as a combination of Open Space along the southern boundary, moving north is a band of Estate Residential, continuing north the majority of the property is identified as Low Density Residential, and generally along the Highway 86 frontage is depicted as Retail/Commercial.

The proposed plan for Elizabeth West generally follows this land use pattern, as more detailed plans have been prepared additional areas of Open Space have been identified, generally following the natural topography of the site, and an area of the property that includes some significant tree cover. Additionally, the eastern portion of the Retail/Commercial depicted in the Comprehensive Plan has been analyzed for marketability and has been sized to best fit the market potential.

Low Density Residential

"Low Density Residential" identifies locations where lower density residential development, typical of post-war suburban communities around Colorado, would logically locate. As depicted on the future land use plan, these areas are focused in particular along Highway 86 to the west of Elizabeth and near Highway 86 and County Road 21, to the east of Town. This land use category assumes a general range for residential densities of 2 to 4 dwelling units per acre (on a gross basis). Within Low Density Residential, the Town also encourages the use of "clustered development" techniques that would preserve larger areas of trees or other key open space and environmental assets as open space, and cluster homes in other areas of a development.





Estate Residential

The future land use plan assumes that some areas within the Town limits of Elizabeth would develop in a much lower residential orientation, ranging from one home on a half acre parcel to one home on a two acre parcel. This general density range would be similar to many of the existing residential subdivisions that have been developed on the edges of Elizabeth, within Elbert County, over the last few decades.





COMPREHENSIVE PLAN COMPLIANCE

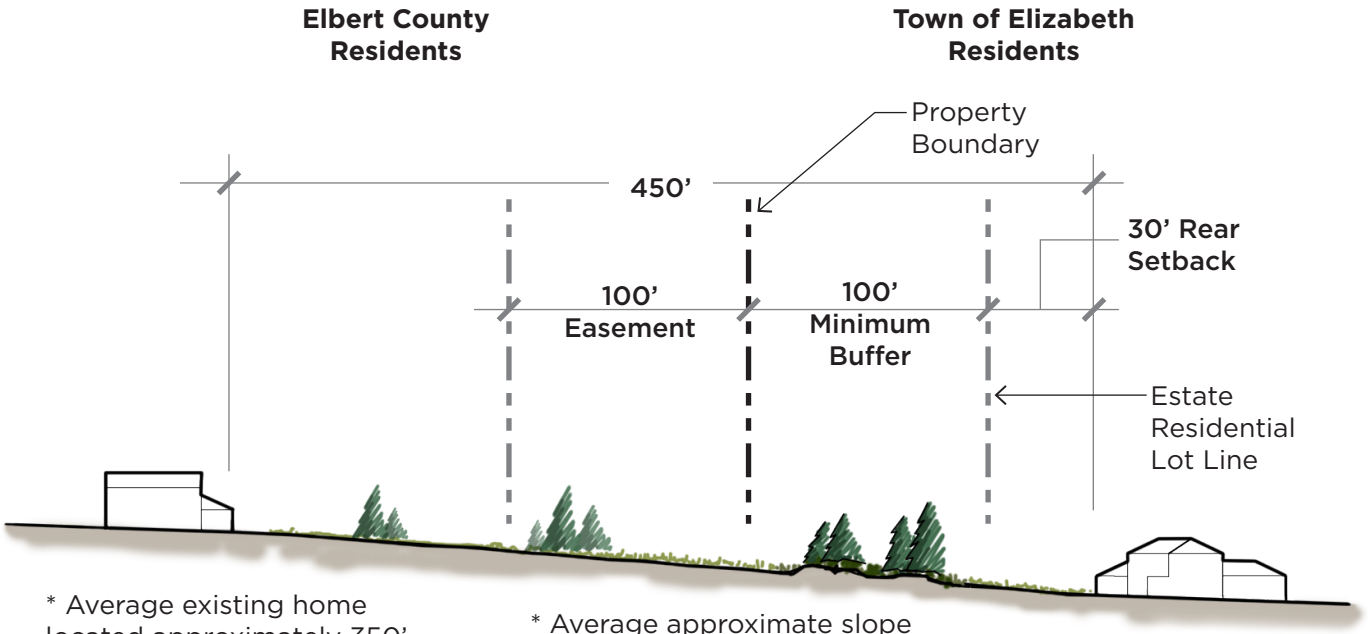
Parks & Open Space

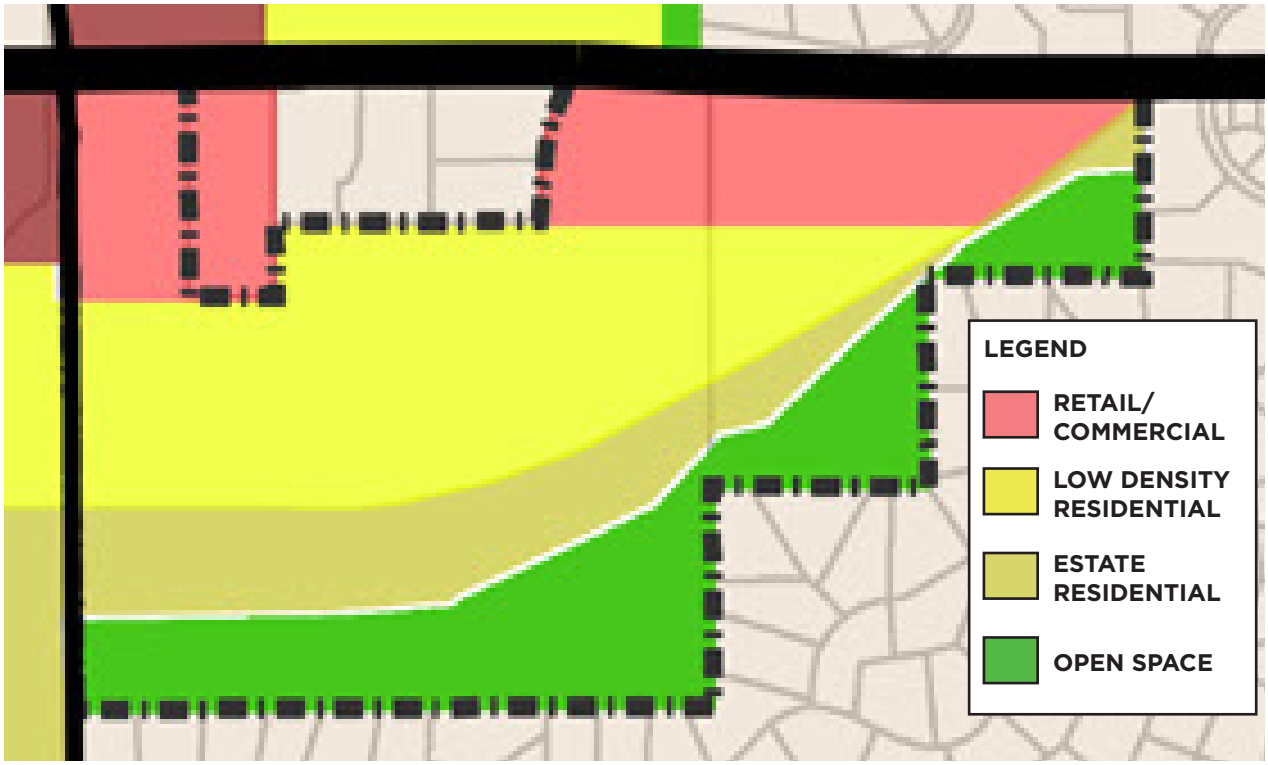
The Comprehensive Plan served as a framework for developing the parks and open spaces at Elizabeth West. Open spaces and trail corridors are integrated throughout the community and provide safe and direct pedestrian access to parks and other parts of the community. The proposed primary Trail Corridor matches the alignment shown in the Comprehensive Plan and also coincides with the existing drainage on the site.

Much of the open space planning considered the preservation of natural resources to be a high priority. As outlined in the Comprehensive Plan (Section 6, Policy 3.3), care was taken to preserve as much of the existing site trees and natural drainage patterns as possible. While the Comprehensive Plan identifies a large swath of open space along the southern property line, this designation ignores the natural drainage and existing stands of evergreens. The proposed development plan is completely in line with the stated goals and principles of the Comprehensive plan:

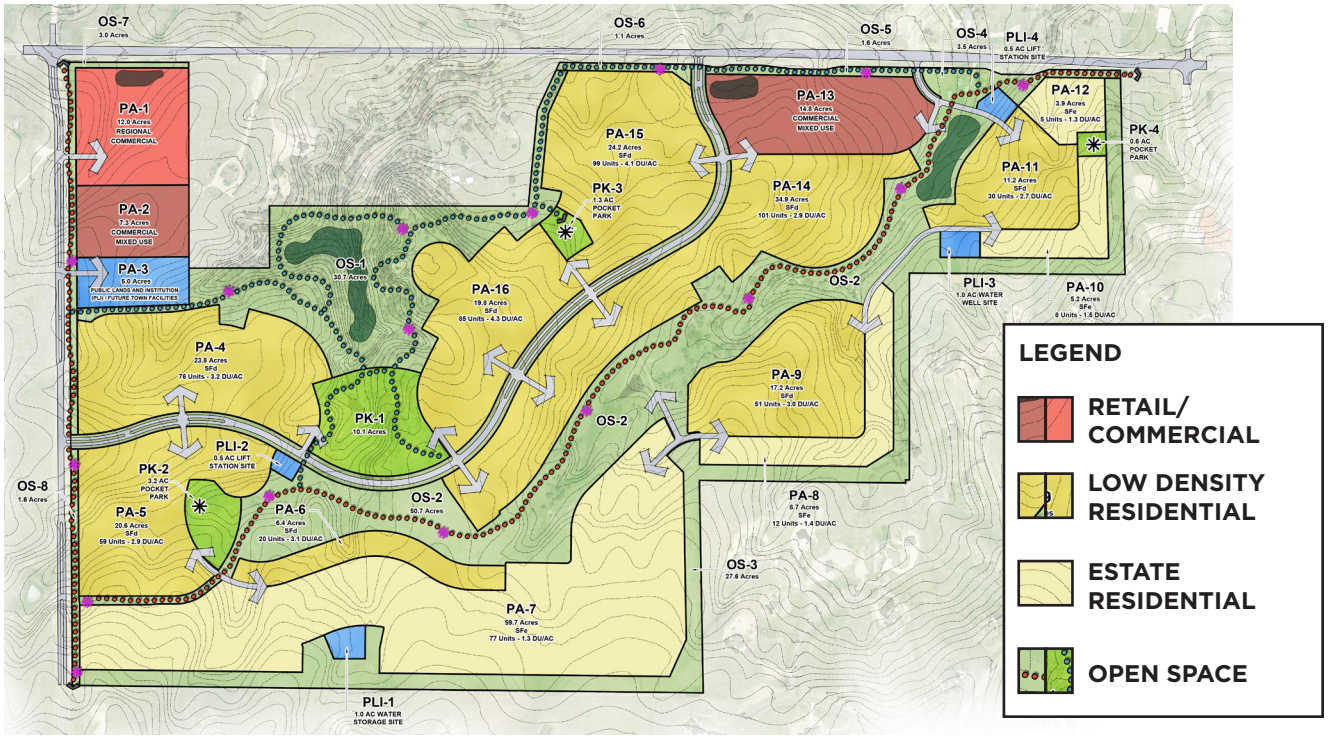
1. Creates a well-connected community by providing safe and direct pedestrian access to parks and other parts of the community.
2. Provides a High-Quality System of Parks, Open Space, Trails and Recreation Facilities by committing to develop a 5+ Acre Neighborhood Park and Recreation Facility and creating an open space network of over 100 acres, more than 25% of the site.
3. Nurture a Healthy Natural Resource Environment by preserving existing stands of trees and maintaining existing drainage patterns.
4. Leverage parks, recreation, and open space to make Elizabeth a desirable place by integrating an abundance of parks and open space into the Elizabeth West community

The proposed plan also incorporates a 100’ wide tract along the southern property line with anticipated berming and vegetation to provide a physical buffer from the existing adjacent homes. Estate Residential planning areas, with minimum half-acre lots, are proposed along the full length of this buffer which is in line with what is shown on the Future Land Use Map.

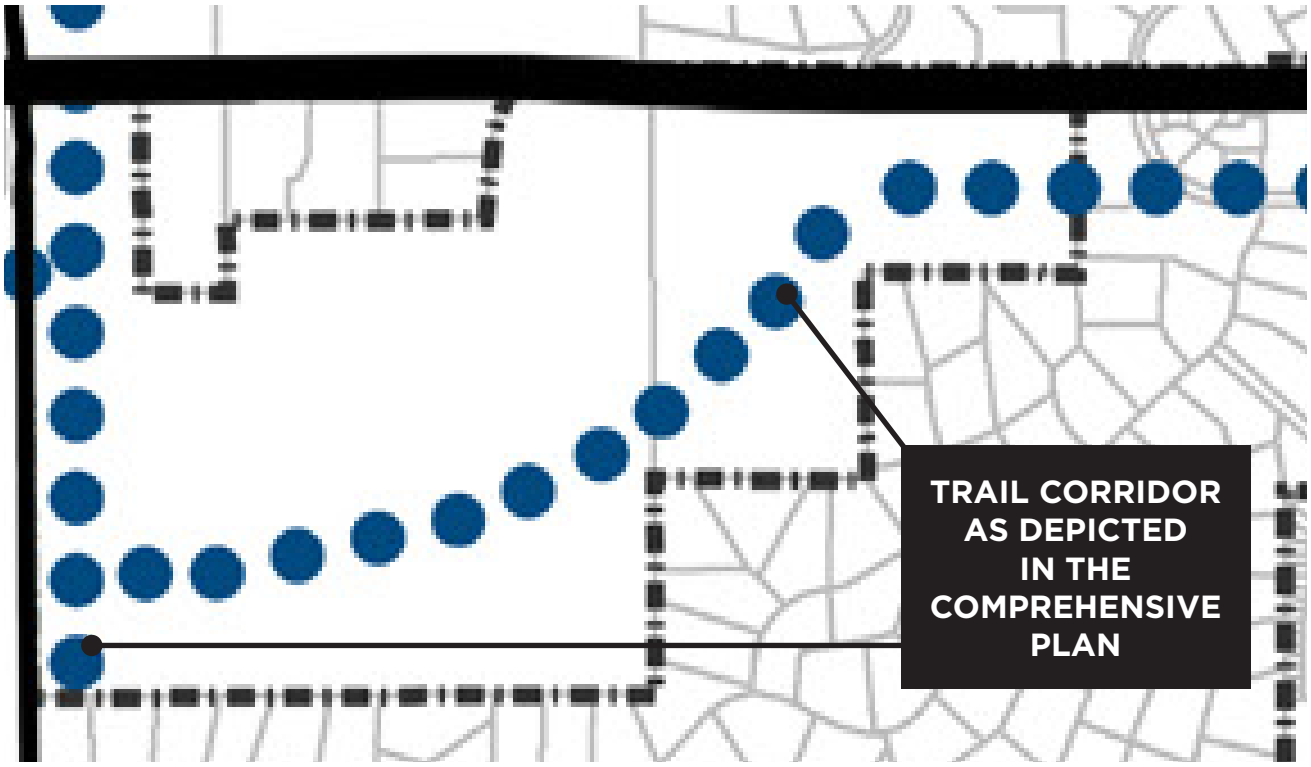


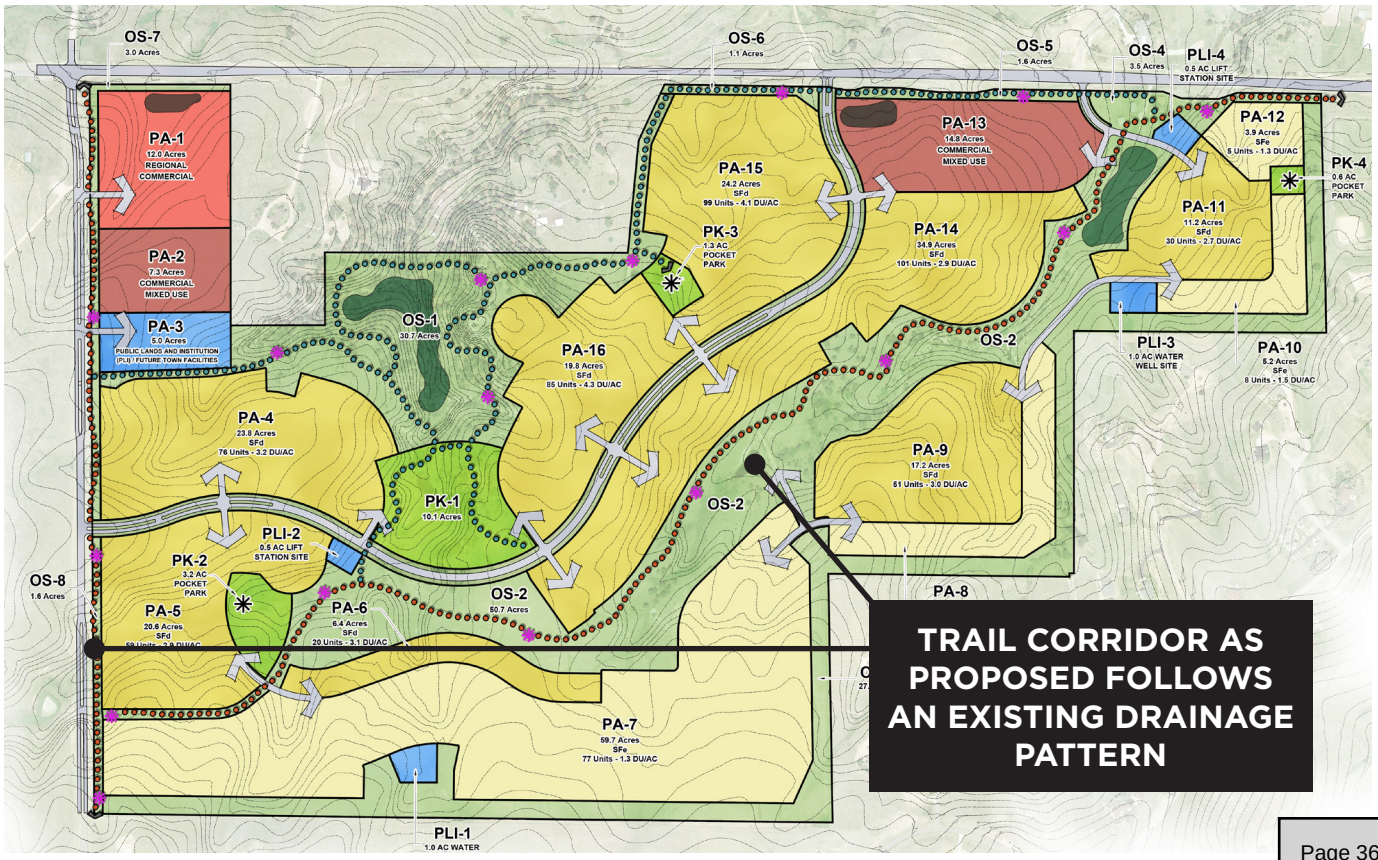


The comprehensive plan supports approximately 132 ER dwelling units at 2 DU/AC and 668 LR dwelling units at 4 DU/AC, for a total of 800 units. The comprehensive plan seems to depict about 105 acres of Open Space.



The proposed PUD has converted Retail Commercial zoning to Residential - in line with the Fiscal Impact Study submitted with this PUD. The maximum number of units proposed in the PUD is 623, far less than what the comprehensive plan would support. Additionally, the PUD proposes 134.8 acres of active and passive Open Space.


TRAIL CORRIDOR AS DEPICTED IN THE COMPREHENSIVE PLAN


OS-7
3.0 Acres
OS-6
1.1 Acres
OS-5
1.6 Acres
OS-4
3.5 Acres
PLI-4
0.5 AC LIFT STATION SITE
PA-1
12.0 Acres
REGIONAL COMMERCIAL
PA-2
7.3 Acres
COMMERCIAL MIXED USE
PA-3
5.0 Acres
PUBLIC LANDS AND INSTITUTION (PLI) / FUTURE TOWN FACILITIES
PA-13
14.8 Acres
COMMERCIAL MIXED USE
PA-12
3.9 Acres
SFe
5 Units - 1.3 DU/AC
PK-4
0.6 AC
POCKET PARK
PA-15
24.2 Acres
SFd
99 Units - 4.1 DU/AC
PK-3
1.3 AC
POCKET PARK
PA-14
34.9 Acres
SFd
101 Units - 2.9 DU/AC
PA-11
11.2 Acres
SFd
30 Units - 2.7 DU/AC
OS-1
30.7 Acres
PA-16
19.8 Acres
SFd
85 Units - 4.3 DU/AC
OS-2
PLI-3
1.0 AC WATER WELL SITE
PA-10
5.2 Acres
SFe
8 Units - 1.5 DU/AC
PA-4
23.8 Acres
SFd
76 Units - 3.2 DU/AC
PA-9
17.2 Acres
SFd
51 Units - 3.0 DU/AC
PK-1
10.1 Acres
OS-2
PLI-2
0.5 AC LIFT STATION SITE
PK-2
3.2 AC
POCKET PARK
OS-8
1.6 Acres
PA-5
20.6 Acres
SFd
PA-6
6.4 Acres
SFd
20 Units - 3.1 DU/AC
OS-2
50.7 Acres
PA-8
PA-7
59.7 Acres
SFe
77 Units - 1.3 DU/AC
PLI-1
1.0 AC WATER
TRAIL CORRIDOR AS PROPOSED FOLLOWS AN EXISTING DRAINAGE PATTERN

TOWN OF ELIZABETH 2040 TRANSPORTATION PLAN

Included in the submittal is a Traffic Study prepared by LSC Consultants, our team has reviewed the Town of Elizabeth 2040 Transportation Plan and we believe we are in compliance with the plan. We look forward to working with the Town as we move through the review process to confirm that our plan is in compliance with the 2040 Transportation Plan.

TOWN OF ELIZABETH WATER AND SEWER SYSTEM MASTER PLAN

Included in the submittal is the required Water Adequacy Study. We will work with the Town through the review process to ensure compliance with the Water and Sewer Master Plan. Additionally, as required in the Annexation agreement, all areas for Water Storage, Future Well Sites, and Future Lift Stations are identified in the PUD Plan.

ELIZABETH WEST

Town of Elizabeth, Colorado

PUD GUIDE

September, 2022

Owner:
BK2, LLC
988 State Hwy 86
Elizabeth, CO 80107
PO Box 3229
Parker, CO 80134

New Point Properties, LLC
1574 State Hwy 86
Elizabeth, CO 80107
5786 Logan Ct.
Denver, CO 80216

Applicant/ Developer:
MF Investments, LLC
PO Box 4701
Englewood, CO 80155
303.507.6651
Contact: Jim Marshall
Email: jim@mglinvestments.com

Planning Consultants:
PCS Group, Inc.
200 Kalamath Street
Denver, Colorado 80223
720.259.8246
Contact: John Prestwich
Jeff Norberg
Email: john@pcsgroupco.com
jeff@pcsgroupco.com

Engineering Consultants:
2N Civil, LLC
6 Inverness Ct. E Suite 125
Englewood, CO 80112
303.925.0544
Contact: Eric Tuin
Email: eric@2ncivil.com

Traffic Consulting:
LSC Transportation Consultants, Inc.
1889 York Street
Denver, Colorado 80206
303.333.1105
Contact: Christopher McGranahan

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I. GENERAL PROVISIONS

A. Application

The provisions of this PUD shall prevail and govern the development of Elizabeth West provided; however, where the provisions of the PUD do not address a specific subject, the provisions of the Town of Elizabeth Zoning Ordinance or any other applicable ordinances, resolutions or regulations of the Town of Elizabeth shall prevail. In case of dispute or ambiguity, the Community Development Director shall interpret the PUD Guide and render a decision.

The standards outlined in the Development Guide shall apply to all property contained within the "ELIZABETH WEST PLAN AND GUIDE" (the "Development Plan"). The terms "DEVELOPMENT PLAN" and "MASTER PLAN" may be used interchangeably.

This Development Guide is only one of several documents that will help guide the Elizabeth West Planned Development. The Development Guide and the Development Plan are the planning documents for this development.

B. Density Standards

The Dwelling Unit Density permitted in any residential Planning Area is an Average Density that shall apply to the entire residential Planning Area and shall not be specifically applicable to any portion thereof. The Average Density of any residential Planning Area shall be computed by dividing the total number of Dwelling Units in the residential Planning Area by the gross acres in the residential Planning Area. Please refer to Land Use Chart in Section III - Development Standards for individual Planning Area densities.

C. Administrative Amendments

Any increase of dwelling units within a Planning Area by more than 10% must be processed as a PUD Amendment under Section 16-1-240 of the Elizabeth Municipal Code.

D. Planning Area Boundaries

Wherever a Planning Area abuts a street as shown on the "ELIZABETH WEST DEVELOPMENT PLAN", the Planning Area boundary is the edge of the abutting right-of-way of such. Wherever a Planning Area does not so abut a street, the Planning Area boundary shall be as shown on the "ELIZABETH WEST DEVELOPMENT PLAN". Modifications in Planning Area boundaries and streets may be accomplished by final road alignments or engineering refinements shown on a Site Plan or Plat, without any amendment to the "ELIZABETH WEST DEVELOPMENT PLAN" provided the Planning Area does not increase or decrease by more than ten percent (10%) in size.

E. Design Review Standards & Guidelines

All development shall comply with the Town of Elizabeth Design Review Standards and Guidelines, dated January 2011.

F. Homeowner Associations

Homeowner Associations composed of property owners in residential areas may be created for the following purposes: a) to provide for the continued development, improvement and maintenance of properties and facilities which it owns or administers, and b) to protect the investment, enhance the value, and control the use of property owned by its members.

Homeowner's Associations or special districts may be created in residential areas where common lands or facilities are to be owned and maintained by the Homeowner's Association or special district.

G. Utilities

All utilities shall be placed underground. Utility meters not sited underground shall be enclosed in a meter housing affixed to the exterior or side of structures. Above ground utility connections are not permitted on the front facade of homes. These standards may be superseded by the Utility provider.

II. DEFINITIONS

A. Purposes: It is the purpose of this Article to define words, terms and phrases contained within this PUD Development Guide. See the Town of Elizabeth Land Development Code for other definitions not provided herein.

B. Word Usage: In the interpretation of this Guide, the provisions and rules of this section shall be observed and applied, except when the context requires otherwise.

1. The particular controls the general.
2. In the case of any difference of meaning or implication between the text of this Guide and any caption or table, the text shall control.
3. Words used or defined in one tense or form shall include other tenses and derivative forms.
4. Words in the singular number shall include the plural number and words in the plural number shall include the singular number.
5. The masculine gender shall include the feminine and the feminine gender shall include the masculine.
6. The word "shall" is mandatory.
7. The word "may" is permissive.

C. Definitions:

1. **Accessory Buildings.** Detached subordinate building(s) or Structure(s), the use of which is customarily incidental to that of the Principal Building or to the main use of the land and which is located on the same lot with the Main Building or use.
2. **Board of Trustees.** The Board of Trustees of the Town of Elizabeth.
3. **Building, Principal or Main.** A building or buildings which may contain one or more Dwelling Unit(s) or in which is conducted one or more of the permitted Principal Uses of the Lot or project in which it is situated and including areas such as garages which are attached to or architecturally integrated with the principal building.
4. **Building Front.** That exterior wall of a Building which faces a Front Lot Line of a Lot.
5. **Building Side.** That exterior wall of a Building which faces a Side Lot Line of a Lot.

6. **Building Rear.** That exterior wall of a Building which faces a Rear Lot Line of a Lot.
7. **Community Information Center and Kiosks.** Structures related to community informational signage and wayfinding; may include mailbox clusters.
8. **Density, Gross or Average.** A ratio of number of Dwelling Units per acre calculated by dividing the total number of Dwelling Units in the residential Planning Area by the gross acres in the residential Planning Area.
9. **Dwelling Unit. Single-Family Detached.** A type of Dwelling Unit having no roof, wall or floor in common with any other Dwelling Unit.
10. **Garage, Parallel.** A garage, attached or detached, which is oriented so that the axis which corresponds with the garage opening is substantially parallel to the adjacent street from which the Lot derives access.
11. **Garage, Side-Load.** A garage, attached or detached, which is oriented so that the axis which corresponds with the garage opening is substantially perpendicular to the adjacent street from which the Lot derives access.
12. **Land Use Category.** A set of permitted land use types which are aggregated to form a land use classification similar in nature to zoning districts. Each Land Use Category is identified on the Land Use Chart in this PUD Development Guide.
13. **Planning Areas.** Areas of land delineated on the PUD Zoning Document identified with a phrase or symbol which designates a specific set of permitted land use types according to the Land Use Categories provided in this PUD Development Guide. Planning Area boundaries are as depicted on the PUD Zoning Document.
14. **Setback.** The distance between the building to property line.
15. **Structure.** Anything constructed or erected, which requires permanent location on the ground or is attached to something having a permanent location on the ground, but not including fences or walls less than six (6) feet, poles, lines, cables, or other transmission or distribution facilities or public utilities.

III. DEVELOPMENT STANDARDS

A. Residential (SFe)

1. Intent

Provide for Estate Residential Development allowing for a variety of Single-Family Detached Dwelling Units and Accessory Uses at no more than 2 Dwelling Units per acre.

2. Uses Permitted by Right

a. Single-Family Detached Dwelling Units.
b. A temporary sales and marketing center function developed to showcase a variety of builders and housing types within a limited area.
c. Temporary model home and construction trailer sales office.
d. Community information center and kiosks.
e. Accessory Uses.
f. Open Space.
g. Public or Private recreational and park uses, recreational facilities, including but not limited to: tennis courts, swimming pools and jogging, riding, hiking and biking trails.
h. Any other uses consistent with the purposes of this Section and compatible with the uses set forth herein, as permitted by the Town of Elizabeth's code.

3. Uses Permitted by Special Review

a. Buildings, garages and utility stations related to emergency services, such as ambulance, fire, police and rescue.
b. Neighborhood public service, health and education facilities, such as community centers.

4. Development Standards

a. **Average Density.** The Maximum Density shall be up to two (2) Dwelling Units per acre for each SFe Planning Area, specific densities are specified in the Land Use Chart in Section III - Land Use Regulations of this Development Guide and shown on the Development Plan.

b. **Maximum Number of Dwelling Units.** The maximum number of Dwelling Units permitted within each SFe residential Planning Area are specified in Land Use Chart in Section III - Land Use Regulations of this Development Guide and shown on the Development Plan.

c. **Building Setback and Minimum Lot Width:**

Single-Family Detached Unit

Minimum Lot Width	125 feet, measured at the front setback
Building Front	25 feet (Principal Building) 25 feet (Side-load garage) 30 feet (Garage opening facing the street)
Building Sides	20 feet from local street 15 feet from internal property line
Building Rear	30 feet from rear property line

Accessory Buildings

Front	Must be a minimum of 10' behind the forward most plane of the Principal Building
Sides	20 feet from local street 15 feet from internal property line
Rear	30 feet from rear property line

d. **Setback from Highway 86 and Major Collectors:** Lots shall be setback a minimum of one hundred (100) feet from the centerline of the above streets.

e. **Driveway Access:** Driveways, unless shared, should not be closer than five (5) feet to an adjoining lot.

f. **Building Separation.** The minimum building separation shall be the greater of:
   i. Thirty (30) feet for Single-Family Detached Dwelling Units and twenty (20) feet for other buildings located within SFe Land Use Planning Areas on a separate lot or tract not utilized for residential use such as a pocket park or similar, or
   ii. Shall be governed by the applicable building code.

g. **Building Height.** No residential Buildings within SFe Planning Areas shall exceed thirty-five (35) feet in height, or two (2) stories, except by special review, accessory uses have a maximum height of twenty (20) feet.

h. **Minimum Lot Sizes.** The minimum lot sizes in SFe residential Planning Areas shall be twenty-one thousand seven hundred eighty (21,780) square feet, or 1/2 acre.

i. **Encroachments**
   i. Side and rear setbacks shall allow for encroachments up to 3 feet beyond the building foundation for below grade window wells.
   ii. Refer to Town of Elizabeth Land Use Code for all other encroachment allowances.

j. **Lot Coverage** For SFe units, the maximum lot coverage of the primary unit shall be 40 percent, not including accessory buildings. The maximum lot coverage of all structures shall be 50 percent.

k. **Minimum vegetative area** For SFe units, 30% minimum vegetative area.

l. **Compliance with Land Use and Development Code** Elizabeth West will comply with Sec. 16-1-40 (f, 2,4,11,13,14), and (g, 12,14,15,17) of the Town of Elizabeth Land Use and Development Code, the provisions are listed below for simplicity.

(f) The following general provisions shall apply:

(2) Total lot coverage of accessory buildings shall not exceed twenty-five percent (25%) of the total square footage of the lot, and the total square footage of any single accessory building may not exceed the total square footage of the dwelling unit's footprint.

(4) Fences, hedges and walls. Fences, hedges and walls shall be permitted in all districts and do not have to comply with the minimum setbacks of the zoning district in which they are located if the following regulations are complied with:

a. Fences, hedges and walls shall not exceed thirty (30) inches in height in corner lots consistent with Section 16-1-200 of this Article.

b. Fences, hedges and walls in residential areas shall not exceed six (6) feet in height and shall not exceed four (4) feet in height when located in required front yards.

(11) The front building facade and main entrance to all residential buildings shall be oriented toward a public street.

(13) Roofs shall have a minimum pitch of 6:12 (six [6] units rise to twelve [12] units run), and gable style roofing shall be utilized.

a. Shallow-pitch gable roofs, mansard, flat, A-frame and other irregular roof forms are prohibited unless integral to a generally recognized architectural style.

(14) Variation:

a. Single-family dwellings shall vary by providing a range of compatible styles within neighborhoods and among neighborhoods throughout the community by utilizing differing elevations; sizes and footprints; number of stories; entry treatments; roof configurations; window design; use of color; and other features to achieve variety.

b. Single-family homes using identical or near-identical elevation separated by a minimum of three (3) single-family homes with different elevations and details. Identical or near-identical elevations shall not be located directly or diagonally across the street from one another.

(g) The following additional dimensional requirements are applicable:

(12) All dwellings and structures shall be constructed in accordance with all applicable Town regulations and the International Building Code, as adopted by the Town.

(14) For all single-family detached dwellings, the following lot variations apply:

a. Not more than three (3) adjacent newly platted lots shall have the same width.

b. Required variations in lot width shall be not less than five (5) feet.

c. Required variations in front yard setbacks shall be in distances of not less than five (5) feet.

d. Not more than sixty percent (60%) of front yard setbacks on the same side of a street within a block shall be the same. A minimum difference of eighteen (18) inches is required.

(15) Front-loaded garages:

a. Must be recessed a minimum of five (5) feet back from the main front building facade.

b. Are limited to not more than one (1) double-wide door and one (1) single-wide door or three (3) single-wide doors.

(17) Building location on a lot, including subtle variations in front yard and side yard setbacks, shall be utilized to reduce the building mass and bulk for single-family

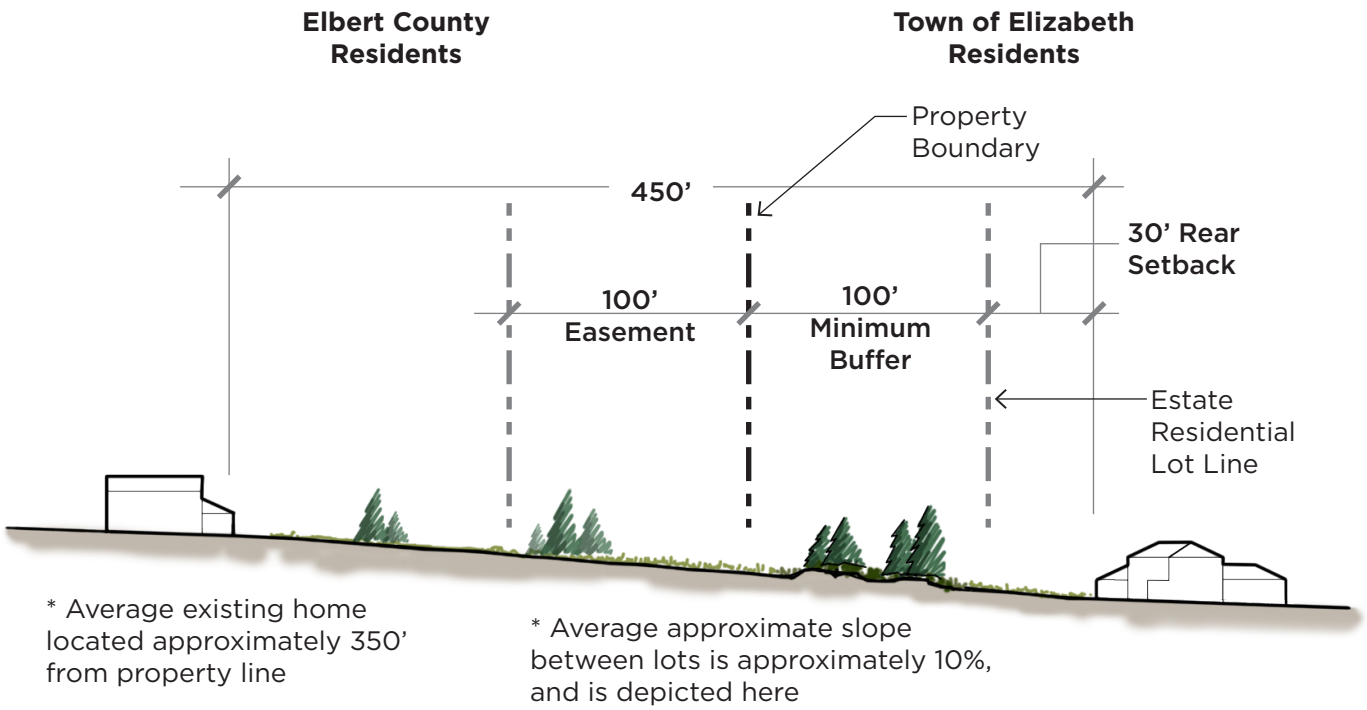
buildings, especially in larger development projects.

m. **Buffer Area OS-3 Landscape Standards**

Buffer Landscaping: At the preliminary plat stage a preliminary grading plan will be developed to determine the best location for berming during the construction stage of the project. Landscaping will be provided in the amounts listed below.

i. Amount: Buffer plantings located within the 100' buffer shall contain a minimum of one tree and five shrubs for every 25 linear feet of the width of the proposed house and any accessory building (75% of the trees provided shall be evergreen).

ii. Location: Plantings shall be arranged in a natural/meandering pattern and not in a rigid straight line.



n. **Lot Typical**



B. Residential (SFd)

1. Intent

Provide for Residential Development allowing for a variety of Single-Family Detached Dwelling Units and Accessory Uses at no more than 4.5 Dwelling Units per acre.

2. Uses Permitted by Right

a. Single-Family Detached Dwelling Units.
b. A temporary sales and marketing center function developed to showcase a variety of builders and housing types within a limited area.
c. Temporary model home and construction trailer sales office.
d. Community information center and kiosks.
e. Accessory Uses.
f. Open Space.
g. Public or Private recreational and park uses, recreational facilities, including but not limited to: tennis courts, swimming pools and jogging, riding, hiking and biking trails.
h. Any other uses consistent with the purposes of this Section and compatible with the uses set forth herein, as permitted by the Town of Elizabeth's code.

3. Uses Permitted by Special Review

a. Buildings, garages and utility stations related to emergency services, such as ambulance, fire, police and rescue.
b. Neighborhood public service, health and education facilities, such as community centers.
c. Child Care Centers.

4. Development Standards

a. **Average Density.** The Maximum Density shall be up to four and five-tenths (4.5) Dwelling Units per acre for each SFd Planning Area, specific densities are specified in the Land Use Chart in Section III - Land Use Regulations of this Development Guide and shown on the Development Plan.

b. **Maximum Number of Dwelling Units.** The maximum number of Dwelling Units permitted within each SFd residential Planning Area are specified in Land Use Chart in Section III - Land Use Regulations of this Development Guide and shown on the Development Plan.

c. **Building Setback:**

Single-Family Detached Unit

Minimum Lot Width	45 feet, measured at the front setback
Building Front	20 feet (Principal Building)
	15 feet (Side-load garage)
	20 feet (Garage opening facing the street)
Building Sides	10 feet from local street
	5 feet from internal property line
	20 feet (Side-load garage)
Building Rear	15 feet from rear property line

Accessory Buildings

Front	Must be behind the Principal Building
Sides	20 feet from local street
	5 feet from internal property line
Rear	10 feet from rear property line

d. **Setback from Highway 86 and Major Collectors:** Lots shall be setback a minimum of one hundred (100) feet from the centerline of the above streets.

e. **Driveway Access:** Driveways, unless shared, should not be closer than five (5) feet to an adjoining lot

f. **Building Separation.** The minimum building separation shall be the greater of:
   i. Ten (10) feet for Single-Family Detached Dwelling Units, or
   ii. Shall be governed by the applicable building code.

g. **Building Height.** No residential Buildings within SFd Planning Areas shall exceed thirty-five (35) feet in height, or two (2) stories, except by special review, accessory uses have a maximum height of twenty (20) feet.

h. **Minimum Lot Sizes.** The minimum lot sizes in SFd residential Planning Areas shall be forty-five hundred (4,500) square feet.

i. **Encroachments**
   i. Side and rear setbacks shall allow for encroachments up to 3 feet beyond the building foundation for below grade window wells.

ii. Refer to Town of Elizabeth Land Use Code for all other encroachment allowances

j. **Lot Coverage** For SFd units, the maximum lot coverage of the primary unit shall be 60 percent, not including not including accessory buildings. The maximum lot coverage of all structures shall be 70 percent.

k. **Minimum vegetative area** For SFd units, 20% minimum vegetative area.

l. **Compliance with Land Use and Development Code** Elizabeth West will comply with Sec. 16-1-40 (f, 2,4,11,13,14), and (g, 12,14,15,17) of the Town of Elizabeth Land Use and Development Code, the provisions are listed below for simplicity.

(f) The following general provisions shall apply:

(2) Total lot coverage of accessory buildings shall not exceed twenty-five percent (25%) of the total square footage of the lot, and the total square footage of any single accessory building may not exceed the total square footage of the dwelling unit's footprint.

(4) Fences, hedges and walls. Fences, hedges and walls shall be permitted in all districts and do not have to comply with the minimum setbacks of the zoning district in which they are located if the following regulations are complied with:

a. Fences, hedges and walls shall not exceed thirty (30) inches in height in corner lots consistent with Section 16-1-200 of this Article.

b. Fences, hedges and walls in residential areas shall not exceed six (6) feet in height and shall not exceed four (4) feet in height when located in required front yards.

(11) The front building facade and main entrance to all residential buildings shall be oriented toward a public street.

(13) Roofs shall have a minimum pitch of 6:12 (six [6] units rise to twelve [12] units run), and gable style roofing shall be utilized.

a. Shallow-pitch gable roofs, mansard, flat, A-frame and other irregular roof forms are prohibited unless integral to a generally recognized architectural style.

(14) Variation:

a. Single-family dwellings shall vary by providing a range of compatible styles within neighborhoods and among neighborhoods throughout the community by utilizing differing elevations; sizes and footprints; number of stories; entry treatments; roof configurations; window design; use of color; and other features to achieve variety.

b. Single-family homes using identical or near-identical elevation separated by a minimum of three (3) single-family homes with different elevations and details. Identical or near-identical elevations shall not be located directly or diagonally across the street from one another.

(g) The following additional dimensional requirements are applicable:

(12) All dwellings and structures shall be constructed in accordance with all applicable Town regulations and the International Building Code, as adopted by the Town.

(14) For all single-family detached dwellings, the following lot variations apply:

a. Not more than three (3) adjacent newly platted lots shall have the same width.

b. Required variations in lot width shall be not less than five (5) feet.

c. Required variations in front yard setbacks shall be in distances of not less than five (5) feet.

d. Not more than sixty percent (60%) of front yard setbacks on the same side of a street within a block shall be the same. A minimum difference of eighteen (18) inches is required.

(15) Front-loaded garages:

a. Must be recessed a minimum of five (5) feet back from the main front building facade.

b. Are limited to not more than one (1) double-wide door and one (1) single-wide door or three (3) single-wide doors.

(17) Building location on a lot, including subtle variations in front yard and side yard setbacks, shall be utilized to reduce the building mass and bulk for single-family buildings, especially in larger development projects.

m. **Lot Typical**



C. Regional Commercial (RC)

1. Intent

To provide for general and large-scale commercial enterprises, such as retail, eating, entertainment, convenience retail and professional offices and services.

2. Uses Permitted by Right

All uses permitted by right in the Regional Commercial (RC) District as set forth in the Elizabeth Municipal Code Chapter 16- Article I - Zoning.

3. **Uses Permitted by Special Review**
   All uses permitted by special review in the Regional Commercial (RC) District as set forth in Elizabeth Municipal Code Chapter 16- Article I - Zoning.

4. **Development Standards**
   Comply with the dimensional standards and general provisions in the Regional Commercial (RC) District as set forth in the Elizabeth Municipal Code Chapter 16- Article I - Zoning.

5. **Setback from Highway 86 and Major Collectors:** Lots shall be setback a minimum of one hundred (100) feet from the centerline of the above streets.

D. Commercial Mixed Use (CMU)

1. **Intent**
   To provide for the integration, horizontally and vertically, of a broad range of small scale retail, professional offices and services, town facilities, live/work developments, higher density residential and commercial accommodations that promote pedestrian activity.

2. **Uses Permitted by Right**
   All uses permitted by right in the Commercial Mixed Use (CMU) District as set forth in the Elizabeth Municipal Code Chapter 16- Article I - Zoning.

3. **Uses Permitted by Special Review**
   All uses permitted by special review in the Commercial Mixed Use (CMU) District as set forth in the Elizabeth Municipal Code Chapter 16- Article I - Zoning.

4. **Development Standards**
   Comply with the dimensional standards and general provisions in the Commercial Mixed Use (CMU) District as set forth in the Elizabeth Municipal Code Chapter 16- Article I - Zoning.

5. **Setback from Highway 86 and Major Collectors:** Lots shall be setback a minimum of one hundred (100) feet from the centerline of the above streets.

E. Parks & Open Space (OS)

1. **Intent**
   To provide passive and active open space uses which will separate, define and protect the development planning areas contained within this Planned Development. At a minimum 20% of the site shall be open space. A minimum 10% of the site shall be active open space, in accordance with the Town of Elizabeth's landscape requirements.

   Elizabeth West will incorporate a connective system of trails and open space to provide for convenient community access and to serve as an identifiable feature of the community. Open Space is to be distributed throughout the development and made accessible by a trail system. These will accommodate a variety of recreational activities including community and regional non-motorized (i.e. pedestrian and bicycle) access. The PUD Plan indicates trail connections, but the exact locations will be determined in latter phases of the entitlement process. Smaller

pocket parks and open spaces are to be designed within each planning area to extend recreational opportunities within walking distance of most residents.

The primary park within the Elizabeth West development is identified as PK-1 and has been located to serve as a central amenity space and access point for the broader open space system. Parks shall provide uses which complement residential neighborhoods and includes both pocket parks and neighborhood parks.

Parks and Open Space improvements shall be phased to coincide with the development of adjacent residential planning areas. All parks and open space areas within Elizabeth West shall be owned and maintained by a Special District of the HOA.

2. Uses Permitted by Right

a. Passive recreation uses and open space.
b. Jogging, hiking and/or bicycle trails.
c. Dog Parks
d. Community Gardens
e. Drainage Facilities
f. Picnic shelters.
g. Park recreation uses, including but not limited to the following facilities: baseball diamonds, softball diamonds, soccer fields, tennis courts, volleyball courts, basketball courts, swimming pools, play apparatus, picnic areas, recreation center, and jogging, hiking and/or bicycling trails. Lighting shall be prohibited on sports fields.

3. Development Standards

a. **Building Setback: Street.** The minimum building setback from any public street right-of-way line shall be:

Building front	25 feet
Building side	15 feet
Building rear	25 feet

b. **Building Separation.** The minimum building or structure separation shall be the greater of:
   i. Twenty (20) feet or
   ii. Shall be governed by the applicable building code.

c. **Building Height.** No buildings or structures shall exceed thirty-five (35) feet in height

4. Development Criteria for Parks

a. **Pocket Park**
   i. Refer to the Town of Elizabeth Land Development Code for parks, trails and open space.
   ii. Size: Generally ¼ to 3 acres in size
   iii. Location/Orientation: Centrally located within the residential development and/or easily accessible by residents without the use of vehicles. A 5-10 minute walking distance
   iv. Frontage: Required on one, preferred two or more local streets.
   v. Pocket Parks are required to include all of the following infrastructure:
      a. Benches (two minimum)
      b. Bicycle Racks (min. to serve four bikes)
      c. Pet Waste Station

d. Shade Structure
e. ADA Accessible Walkways
f. Trash Receptacle
g. Turf and landscape plantings to provide shade over at least 25% of the area.
h. Irrigation

ix. Pocket Parks are required to include at least one of the following components:
a. Display Garden
b. Group Picnic Shelter (min. 500 sf and two picnic tables)
c. Loop Walk (min. length 1,000 lf)
d. Natural Area (min. 10,000 sf and soft surface trail providing access)
e. Multi-level Play Structure
f. Basketball (one half court)
g. Bocce Ball, Horseshoe Pits, Shuffleboard, or similar
h. Boulder Play Area
i. Community Garden
j. Fitness Course
k. Handball or Tennis Courts
l. Turf play berm (min. 3 feet hieght)
m. Playground with at least 3 pieces of play equipment
n. Public Art

b. **Neighborhood Park**

i. Refer to Town of Elizabeth Land Development Code for parks, trails and open space.
ii. Size: A minimum of 10.1 acres in size.
iii. Location/Orientation: Within an immediate neighborhood with a ¼ to ½ mile service radius. Neighborhood parks shall serve as an extension of the neighborhood around them. They shall be a social and recreation focal point. Interconnected to trails/ sidewalks low-volume streets within walking/biking distance of most users.
iv. Frontage: High visibility to surrounding local streets. On street parking
v. Neighborhood Parks are required to include all of the following infrastructure:
a. Benches (ten minimum)
b. Bicycle Racks (min. to serve ten bikes)
c. Pet Waste Station (two minimum)
d. Group Shelter (minimum 900 sf)
e. Picnic Tables (four minimum)
f. ADA Accessible Walkways
g. Trash Receptacles (four minimum)
h. Multi-Use Play Field (roughly 200’ x 200’)
i. All Ages Playground (minimum 5 pieces of play equipment)
j. Internal Trails
k. Signage
l. Irrigation

vi. Neighborhood Parks are required to include at least two of the following components:
a. Display Garden
b. Multi-level Play Structure
c. Basketball (one half court)
d. Bocce Ball, Horseshoe Pits, Shuffleboard, or other ground play surface
e. Boulder Play Area
f. Community Garden
g. Fitness Course
h. Handball or Tennis Courts

i. Turf play berm (min. 3 feet hieght)
j. Public Art

4. Development Criteria for Open Space

a. <u>Open Space</u>
   i. Refer to the Town of Elizabeth Land Development Code for parks, trails and open space.
   ii. A minimum 100' Open Space buffer shall be provided along the south and east boundaries of the property.

b. <u>Community Trails</u>
   i. Connects to the broader community of Elizabeth, Community Trails will generally follow an alignment from the northeast portion of the site to the southeast, as well as along the western edge of the site running north and south.
   ii. Community Trails are to be a minimum 10' wide and composed of concrete.
   iii. Slopes adjacent to trails shall not exceed 6% for a distance of 10' from edge of concrete.
   iv. Trails shall comply with Town of Elizabeth's construction specifications.

c. <u>Local Trails</u>
   i. Connects community residents through open space to pocket parks, neighborhood parks, and other planning areas.
   ii. Local Trails are to be a minimum 6' wide and may be composed of either a soft surface material or concrete, or both.
   iii. Slopes adjacent to trails shall not exceed 6% for a distance of 10' from edge of trail
   iv. Trails shall comply with Town of Elizabeth's construction specifications.

d. <u>Waysides</u>
   i. Located approximately every 1/4 mile along community and local trails, acting as respites, picnic areas, active single track bike areas, static outdoor exercise equipment areas, etc.
   ii. Will include 6' benches or tables which shall be surface mounted on a concrete pad.
   iii. Static outdoor exercise equipment will be located at one or more waysides along the community trail.

F. Public Lands & Institutions (PLI)

1. Intent

To provide for the development of land uses that are publicly owned or are public in nature.

2. Uses Permitted by Right

All uses permitted by right in the Public, Semi-Public and Institutional (P-I) District as set forth in the Elizabeth Municipal Code Chapter 16- Article I - Zoning.

3. Uses Permitted by Special Review

All uses permitted by special review in the Public, Semi-Public and Institutional (P-I) District as set forth in the Elizabeth Municipal Code Chapter 16- Article I - Zoning.

4. **Development Standards**
   Comply with the dimensional standards and general provisions in the Public, Semi-Public and Institutional (P-I) District as set forth in the Elizabeth Municipal Code Chapter 16- Article I - Zoning.

5. **Buffer Landscape Standards**
   Perimeter Landscaping: When any above ground equipment is located facing public streets, transportation corridors, public open space, residential neighborhoods, this area shall be landscaped with a variety of plant materials to ensure seasonal interest.

   i. Amount: Perimeter plantings located adjacent to all other uses shall have a 20' buffer and contain a minimum of one tree and five shrubs for every 25 linear feet (50% of the trees provided shall be evergreen) of the length of the exposed above ground equipment.
   ii. Location: Plantings shall be arranged to screen utility hardware and mechanical equipment, define entrances if applicable, and soften featureless walls if applicable.

G. Tree Protection and Preservation

1. **Protection of Existing Vegetation**
   Prior to commencement of any site work, the Contractor, shall identify all designated vegetation suitable for preservation. The Contractor shall employee a certified arborist to perform a tree inventory of the existing trees with a diameter of 6" and over, identifying the species, measuring the trunk diameter at breast height (dbh) (at approximately 54 inches above the ground), measuring the drip line measured as a radius from the trunk to the end of the outermost branch on the tree crown, and evaluating the general condition of each tree. All trees inventoried will be categorized into one of five groups: excellent, good, fair, poor or very poor. Vegetation that is to be preserved on the site shall be protected by creating adequate Vegetation and Tree Protection Zones. Protective fencing and signage shall be placed along the perimeter of designated Vegetation and Tree Protection Zones.

2. **Existing Vegetation Representation**
   All significant existing vegetation shall be depicted on the construction design plans prior to adopting any "approved" plans.

3. **Protective Fencing**
   Vegetation and Tree Protection Zones shall be protected by orange vinyl construction fencing, chain link fencing, or snow fencing at least (4) feet high and supported at (10) foot intervals by metal T-posts. Wooden stakes and rebar posts shall not be used as supports. Fencing shall be maintained upright and in place. All fencing shall be in place prior to commencement of any site work and remain in place until all work has been completed.

4. **Signage**
   All protective fencing shall have a waterproof vegetation protection sign affixed to the fence every (20) feet in such a manner to be clearly visible to workers on the site. Signage shall be maintained visible and legible. Signage shall be written in both Spanish and English and read as follows: "Protected Vegetation: NO traffic, vehicles, or material storage in this area."

5. **Prohibited Practices in Tree Protection Zones**
   Prohibited practices within Tree Protection Zone(s) shall include, but not limited to the following: removal, relocation, or trimming of vegetation; breaking of branches or scraping of the bark; changes to existing grade by excavating, filling, trenching, or use of augers; nailing, bolting, or using vegetation as a temporary support in any way; parking or storing equipment or building materials; dumping of construction waste or materials, disposing of liquids or contaminants; driving equipment through; or removal of protective fencing until all work has been completed.

6. **Tree Protection Zones**
   The Contractor, in conjunction with the certified arborist, shall identify the critical root zone area for all of the trees that are to be preserved on the site and create adequate Tree Protection Zone(s). The critical root zone shall be determined by whichever encompasses the greatest area: (1) the irregular shape formed around a tree by a series or vertical lines that run through the outermost portion of the canopy of the tree and extend to the ground, often referred to as the drip line; or (2) one and a half (1 1/2) feet of space from the trunk for each inch of trunk diameter in every direction. The critical root zone dimensions will serve as the required dimensions of the Tree Protection Zone.

7. **Tunneling and Boring**
   There shall be no trenching permitted within a Vegetation or Tree Protection Zone. Utilities shall be bored under the Vegetation or Tree Protection Zone in circumstances where it is not possible to trench around the protected area(s). When required, the length of the bore shall be the width of the critical root zone at a minimum depth of forty-eight (48) inches.

8. **Soil Protection**
   Under special circumstances, where vehicle and equipment access is needed through a Vegetation or Tree Protection Zone, permission must be obtained from the Town of Elizabeth or an assigned designee. Any access roads through a Vegetation or Tree Protection Zone shall be created using six (6) inches of wood mulch to reduce soil compaction in areas subject to repeated construction traffic. The mulch shall be replenished as necessary to maintain a six (6) inch depth. Upon completion of all site work, the mulch shall be removed with care taken not to change existing grade.

9. **Penalties**
   Contractor shall be held responsible for any damage to vegetation that was designated to be preserved within designated Vegetation and Tree Protection Zones.
   Failure to comply with Protection of Existing Vegetation specifications may result in penalties. If the violation results in damage to a tree or other woody plant, there shall be, in addition to any other applicable penalty, a penalty of three (3) times the damage caused to the tree or other woody plant, or $500, whichever is greater. In the event a tree or other woody plant is removed in violation of any of the provisions of this section, the additional penalty shall be three (3) times the value of the tree. For purposes of calculating the damage to the tree, the most recent edition of the “Guide for Establishing Values of Trees and Other Plants” by the Council of Tree and Landscape Appraisers shall be presumed to provide the appropriate basis for determining damages.

10. **Tree Removal Mitigation**
    It is understood that not every tree on site will be maintained. When a tree that is identified as excellent, or good, in the tree inventory needs to be removed it will be replaced based on the tree inventory. For example, if a tree identified with an 18” dbh needs to be replaced, it will be replaced with a combination of coniferous trees mitigating the 18” with 18 feet of trees, ie: one 10 foot tall and one 8 foot tall coniferous trees (minimum height of 8 feet for mitigation trees). The 18” dbh could also be replaced with deciduous trees that when combined equal 18”, for example six 3” caliper trees would qualify as mitigation for the 18” dbh tree that was removed.

H. Lighting and Dark Skies

All lighting shall conform with Article VIII – Lighting Requirements as set forth in the Town of Elizabeth Land Use and Development Code and the Town of Elizabeth Design Review Standards & Guidelines, dated January 2011.

I. Land Use Chart

Land Use Map Matrix

Date: 07/20/2022

A. Land Use Item	B. Planning Area Map Number	C. Map Area Code	D. Gross Land Area in Acres	E. Percentage of Total Land Area	F. Land Use Formula (DU/AC)	G. Proposed Maximum Density (In DUs)	H. Proposed Non-Residential Square Footage (In Sq.Ft.)	I. Details and Comments
1. OPEN SPACE AND TRAIL CORRIDORS	OS-1	OS	30.5	7.2%				Dedicated Open Space - includes detention areas
	OS-2	OS	50.7	11.9%				Dedicated Open Space - includes detention areas
	OS-3	OS	27.6	6.5%				Dedicated Open Space - buffer area
	OS-4	OS	3.5	0.8%				Dedicated Open Space - buffer area
	OS-5	OS	1.6	0.4%				Dedicated Open Space - buffer area
	OS-6	OS	1.1	0.3%				Dedicated Open Space - buffer area
	OS-7	OS	3.0	0.7%				Dedicated Open Space - buffer area
	OS-8	OS	1.6	0.4%				Dedicated Open Space - buffer area
2. PARK & RECREATION AREAS	PK-1	PK	10.1	2.4%				Neighborhood Park
	PK-2	PK	3.2	0.8%				Pocket Park
	PK-3	PK	1.3	0.3%				Pocket Park
	PK-4	PK	0.6	0.1%				Pocket Park
3. DEVELOPMENT AREAS	PA-1	RC	12.0	2.8%			115,000	Neighborhood Commercial
	PA-2	CMU	7.3	1.7%			40,000	Commercial Mixed Use
	PA-13	CMU	14.8	3.5%			75,000	Commercial Mixed Use
	PA-4	SFd	23.8	5.6%	3.2 DU/AC	76		Single Family Residential
	PA-5	SFd	20.6	4.8%	2.9 DU/AC	59		Single Family Residential
	PA-6	SFd	6.4	1.5%	3.1 DU/AC	20		Single Family Residential
	PA-7	SFe	59.7	14.0%	1.3 DU/AC	77		Estate Residential
	PA-8	SFe	8.7	2.0%	1.4 DU/AC	12		Estate Residential
	PA-9	SFd	17.2	4.0%	3.0 DU/AC	51		Single Family Residential
	PA-10	SFe	5.2	1.2%	1.5 DU/AC	8		Estate Residential
	PA-11	SFd	11.2	2.6%	2.7 DU/AC	30		Single Family Residential
	PA-12	SFe	3.9	0.9%	1.3 DU/AC	5		Estate Residential
	PA-14	SFd	34.9	8.2%	2.9 DU/AC	101		Single Family Residential
	PA-15	SFd	24.2	5.7%	4.1 DU/AC	99		Single Family Residential
	PA-16	SFd	19.8	4.6%	4.3 DU/AC	85		Single Family Residential
4. TOTAL SITE DEDICATIONS	PLI-1	PLI	1.0	0.2%				Town water storage tank
	PLI-2	PLI	0.5	0.1%				Town lift station
	PLI-3	PLI	1.0	0.2%				Town water well and ancillary facilities
	PLI-4	PLI	0.5	0.1%				Town lift station
	PA-3	PLI	5.0	1.2%			20,000	Future Town Facilities, to be dedicated to the Town upon approval of the final plat for the property.
5. ADJACENT & INTERIOR ROW			13.4	3.1%				
7. Total Map Acreage (Total figures above)			425.9	100.0%	1.5 DU/AC	623	230,000	
8. Applicant's Acreage Listed in Application			425.9					

PASSIVE VS. ACTIVE OPEN SPACE AREA				Percentage	Active Area	Passive Area		
9. OPEN SPACE AND TRAIL CORRIDORS	OS-1	OS	30.7	7.2%	11.1	16.3		Minimum 1.4 miles of trails - trail within a 30' wide corridor equates to 5.09 acres, 6 acres of wayside areas, detention pond area excluded from passive area
	OS-2	OS	50.7	11.9%	13.1	35.4		Minimum 1.4 miles of trails - trail within a 30' wide corridor equates to 5.09 acres, 8 acres of wayside areas, detention pond area excluded from passive area
	OS-3	OS	27.6	6.5%				Buffer area, no credit received
	OS-4	OS	3.5	0.8%	1.09			Minimum 0.3 miles of trails - trail within a 30' wide corridor equates to 1.09 acres
	OS-5	OS	1.6	0.4%	0.73			Minimum 0.2 miles of trails - trail within a 30' wide corridor equates to 0.73 acres
	OS-6	OS	1.1	0.3%	0.36			Minimum 0.1 miles of trails - trail within a 30' wide corridor equates to 0.36 acres
	OS-7	OS	3.0	0.7%	1.45			Minimum 0.4 miles of trails - trail within a 30' wide corridor equates to 1.45 acres
	OS-8	OS	1.6	0.4%	1.09			Minimum 0.3 miles of trails - trail within a 30' wide corridor equates to 1.09 acres
10. PARK & RECREATION AREAS	PK-1	PK	10.1	2.4%	10.1			Neighborhood Park
	PK-2	PK	3.2	0.8%	3.2			Pocket Park
	PK-3	PK	1.3	0.3%	1.3			Pocket Park
	PK-4	PK	0.6	0.1%	0.6			Pocket Park
11. Total Open Space & Park Acreage (Total figures above)			135.0	31.7%				
12. Total Active Area (10% of property required - 42.6 acres)				10.4%	44.1			
13. Total Passive Area (10% of property required - 42.6 acres)				12.2%		51.8		

ELIZABETH WEST - PUD DEVELOPMENT PLAN

LOCATED IN SECTIONS 14 AND 15, TOWNSHIP 8 SOUTH,
RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
COUNTY OF ELBERT, STATE OF COLORADO

DESCRIPTION OF PROPERTY:

A PARCEL OF PROPERTY LOCATED IN SECTIONS15 AND 14, TOWNSHIP 8 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF ELBERT, STATE OF COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTH 1/4 CORNER OF SAID SECTION 15 AND CONSIDERING THE WEST LINE OF THE NORTHEAST 1/4 OF SAID SECTION 15 TO BEAR S00°22'36"E WITH ALL BEARINGS CONTAINED HEREIN RELATIVE THERETO;
THENCE S00°22'36"E ALONG SAID WEST LINE A DISTANCE OF 40.09 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF STATE HIGHWAY 86; THENCE CONTINUING ALONG SAID SOUTH RIGHT-OF-WAY LINE THE FOLLOWING TWO (2) COURSES;

1. S89°54'23"E A DISTANCE OF 0.37 FEET;
2. S83°31'18"E A DISTANCE OF 70.12 FEET TO THE POINT OF BEGINNING;

THENCE CONTINUING ALONG SAID SOUTH RIGHT-OF-WAY LINE THE FOLLOWING TWO (2) COURSES;

1. S83°31'18"E A DISTANCE OF 16.55 FEET;
2. S89°55'08"E A DISTANCE OF 740.68 FEET TO THE NORTHWEST CORNER OF A PARCEL OF PROPERTY RECORDED AT BOOK 282, PAGE 326 OF THE ELBERT COUNTY RECORDS; THENCE S00°05'50"E ALONG THE WEST LINE OF SAID BOOK 282, PAGE 326, A DISTANCE OF 1292.59 FEET TO THE SOUTHWEST CORNER OF A PARCEL OF PROPERTY AS DESCRIBED IN RECEPTION NO. 476359 OF THE ELBERT COUNTY RECORDS; THENCE N89°51'53"E ALONG THE SOUTH LINE OF SAID RECEPTION NO. 476359 A DISTANCE OF 505.82 FEET; THENCE N00°07'31"W ALONG THE SOUTH LINE OF SAID RECEPTION NO. 476359 A DISTANCE OF 390.28 FEET TO THE SOUTHWEST CORNER OF A PARCEL OF PROPERTY AS DESCRIBED IN BOOK 458, PAGE 364 OF THE ELBERT COUNTY RECORDS; THENCE ALONG THE SOUTH AND EAST BOUNDARY OF THE PARCEL OF PROPERTY AS DESCRIBED IN SAID BOOK 458, PAGE 364 THE FOLLOWING THREE (3) COURSES;

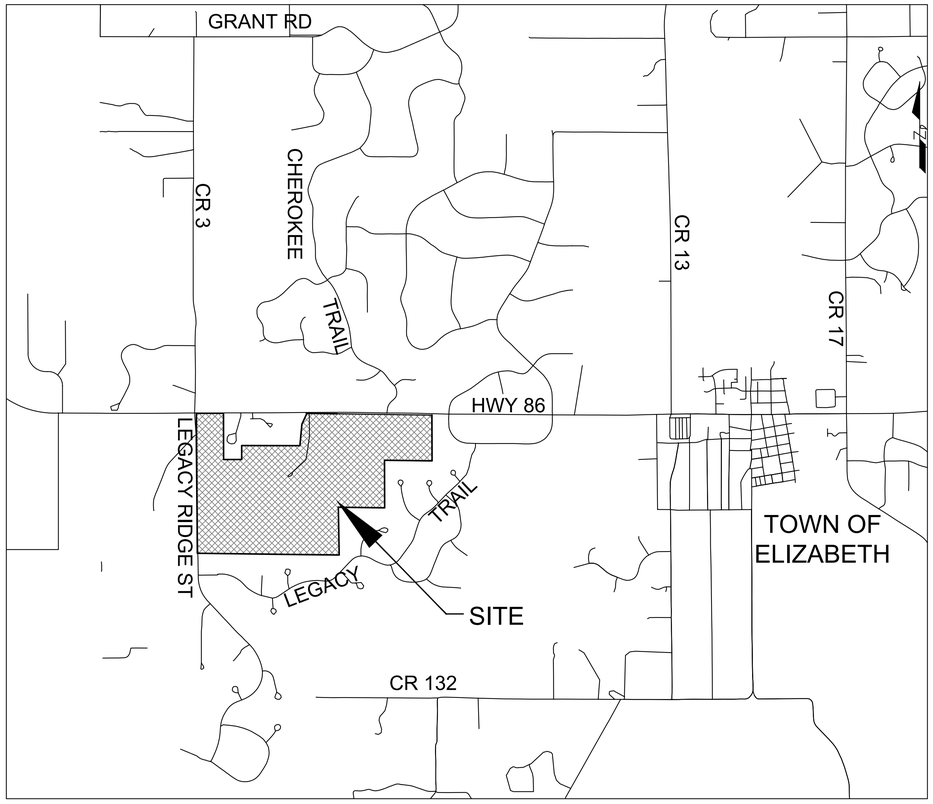
1. S89°55'24"E A DISTANCE OF 1626.53 FEET;
2. N05°27'16"E A DISTANCE OF 603.81 FEET;
3. N24°47'53"E A DISTANCE OF 332.60 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF STATE HIGHWAY 86; THENCE ALONG SAID SOUTH RIGHT-OF-WAY LINE THE FOLLOWING FIFTEEN (15) COURSES;

1. S89°10'48"E A DISTANCE OF 835.99 FET;
2. S89°10'48"E A DISTANCE OF 37.91 FEET;
3. S80°15'18"E A DISTANCE OF 96.70 FEET;
4. S89°10'48"E A DISTANCE OF 50.00 FEET;
5. N74°07'12"E A DISTANCE OF 52.21 FEET;
6. S89°10'48"E A DISTANCE OF 200.00 FEET;
7. S83°28'03"E A DISTANCE OF 200.93 FEET;
8. S89°10'48"E A DISTANCE OF 200.10 FEET;
9. N79°30'42"E A DISTANCE OF 101.99 FEET;
10. S89°10'48"E A DISTANCE OF 396.03 FEET;
11. S89°10'44"E A DISTANCE OF 510.79 FEET;
12. S69°52'50"E A DISTANCE OF 105.90 FEET;
13. S89°10'44"E A DISTANCE OF 200.00 FEET;
14. N71°31'22"E A DISTANCE OF 105.90 FEET;
15. S89°10'44"E A DISTANCE OF 448.06 FEET TO A POINT ON THE OUTER BOUNDARY OF WILD POINT SUBDIVISION AS RECORDED AT RECEPTION NO. 436639 OF THE ELBERT COUNTY RECORDS;

THENCE ALONG THE OUTER BOUNDARY OF SAID WILD POINTE SUBDIVISION THE FOLLOWING NINE (9) COURSES:

1. S01°18'35"E A DISTANCE OF 1282.42 FEET
2. N89°34'47"W A DISTANCE OF 1355.08 FEET
3. S00°00'26"W A DISTANCE OF 1299.89 FEET
4. N89°47'18"W A DISTANCE OF 24.33 FEET TO A POINT ON THE WEST LINE OF THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4 OF SAID SECTION 14;
5. S00°12'40"E A DISTANCE OF 19.61 FEET TO THE SOUTHEAST CORNER OF THE EAST 1/2 OF THE NORTHWEST 1/4 OF SAID SECTION 14;
6. N89°15'50"W A DISTANCE OF 1295.00 FEET;
7. S01°01'07"E A DISTANCE OF 1334.66 FEET;
8. N89°24'56"W A DISTANCE OF 1394.60 FEET;
9. N89°16'39"W A DISTANCE OF 2570.21 FEET TO A POINT 70.00 FEET EAST OF THE WEST LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 15;

THENCE N00°22'36"W, PARALLEL WITH THE WEST LINE OF THE SOUTHEAST 1/4 AND NORTHEAST 1/4 OF SAID SECTION 15, A DISTANCE OF 3916.48 FEET TO THE POINT OF BEGINNING.
CONTAINING 425.90 ACRES +/-



VICINITY MAP
SCALE: 1" = 2,000 '

0 2000' 4000'
SCALE: 1" = 2000'

ZONING

EXISTING: TOWN OF ELIZABETH, AGRICULTURE (A-1)
PROPOSED: TOWN OF ELIZABETH, PUD

SHEET INDEX

SHEET 1: COVER SHEET
SHEET 2: ZONING NARRATIVE
SHEET 3: LAND USE MAP
SHEET 4: PHASING MAP

OWNER:
BK2, LLC
988 STATE HWY 86
ELIZABETH, CO 80107
PO BOX 3229
PARKER, CO 80134

NEW POINT PROPERTIES, LLC
1574 STATE HWY 86
ELIZABETH, CO 80107
5786 LOGAN CT.
DENVER, CO 80216

APPLICANT/ DEVELOPER:
MF INVESTMENTS, LLC
PO BOX 4701
ENGLEWOOD, CO 80155
303.507.6651
CONTACT: JIM MARSHALL
EMAIL: JIM@MGLINVESTMENTS.COM

PLANNING CONSULTANTS:
PCS GROUP, INC.
200 KALAMATH STREET,
DENVER, COLORADO 80223
720.259.8246
CONTACT: JOHN PRESTWICH
JEFF NORBERG
EMAIL: JOHN@PCSGROUPCO.COM
JEFF@PCSGROUPCO.COM

ENGINEERING CONSULTANTS:
2N CIVIL, LLC
6 INVERNESS CT. E SUITE 125
ENGLEWOOD, CO 80112
303.925.0544
CONTACT: ERIC TUIN
EMAIL: ERIC@2NCIVIL.COM

TRAFFIC CONSULTANTS:
LSC TRANSPORTATION CONSULTANTS, INC.
1889 YORK STREET
DENVER, CO 80206
303.333.1105
CONTACT: CHRISTOPHER MCGRANAHAN
EMAIL: CSMCGRANAHAN@LSCTRANS.COM

PREPARED FOR:

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ENGLEWOOD, CO 80155

ENGINEERING:

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Englewood, CO 80120
303.925.0544

LAND PLANNING:

www.pcsgroupco.com
PCS Group, Inc.
200 Kalamath Street,
Denver, CO - 80233
720.259.8246

REVISIONS:

NO.	REVISION DESCRIPTION	DATE	BY
1	REVISION 1	03-30-21	JN
2	REVISION 2	08-31-21	JN
3	REVISION 3	05-5-22	JP
4	REVISION 4	07-20-22	JP
5			

SHEET INFO:

COVER SHEET

DRAWN BY: JN
DESIGNED BY: JP
SUBMITTED ON: 2020-10-8

1 OF 4

ELIZABETH WEST - PUD DEVELOPMENT PLAN

LOCATED IN SECTIONS 14 AND 15, TOWNSHIP 8 SOUTH,
RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
COUNTY OF ELBERT, STATE OF COLORADO

1.1 Introduction & Project Narrative

The purpose of this section is to establish general provisions and clarify standards and requirements for development within the Elizabeth West Planned Unit Development (PUD) District. Due to the size of land area contained within this PUD (approximately 425 acres), the Town of Elizabeth's desire for a mixture of land use and housing types, and the corresponding long term build-out that is anticipated, a range of uses have been proposed for the overall project. This will allow for a variety of housing products, lot sizes, and uses. In addition to promoting land use and density flexibility, this approach will accommodate housing product, land planning, market and technological changes well into the future. Refer to the Land Use Matrix (Sheet 3) and Overall Planned Unit Development Plan Exhibit (Sheet 3) for specific planning area uses and densities.

The information presented in the accompanying package will demonstrate that the Elizabeth-West Community will:

- Provide a mix of land uses and connectivity consistent with the Town of Elizabeth Master Plan policies;
- Provide a substantial community amenity in the form abundant open space and parks, future commercial opportunities, and land for future Town facilities;
- Promote the implementation of the Town of Elizabeth Master Plan and Street Master Plan;
- Preserve substantial open space of regional value including the majority of the existing stands of trees, as well as the drainage way that runs approximately east west through the site; and
- Provide commercial/retail/and town facility uses. These uses will provide a significant tax base for the Town of Elizabeth.

The Elizabeth West Community will contain a mix of uses and tax base generation through the incorporation of a mix of commercial, retail, and office uses adjacent to Hwy-86. It is anticipated that this commercial zoning will provide much needed neighborhood commercial type uses for both the Town of Elizabeth, and surrounding neighborhoods.

Further, the Elizabeth West Community will ultimately provide a uniquely themed master planned community and, as proposed will provide a logical transition to the surrounding land uses. We believe that this plan will provide a mix of housing types not currently in abundance in the Town of Elizabeth. Open areas in the form of passive and active open space, pond areas, trail corridors, comprise over 134 acres of the property, or 32% of the project.

1.2 Individual Planning Area Caps

Each Planning Area has a permitted maximum number of residential dwelling units and for Planning Areas 1, 2, 3, and 13, a maximum non-residential square footage. These units may be platted within each Planning Area and final unit counts shall be determined during the Preliminary Plat process. Final platted densities are determined based on the Zone District designation within each of the Planning Areas. Transfer(s) of units between Planning Areas on the Administrative Site Plan are permitted with a maximum 10% increase beyond the cap for the recipient Planning Area. Refer to the Land Use Summary on Sheet 6 of this PUD for the maximum number of residential dwelling units and non-residential square footage permitted per Planning Area.

1.3 Residential Units Transfers

Transfer(s) of residential units from Planning Area to Planning Area (maximum transfer of units is 10% beyond the recipient cap) is permitted by the Developer with approval of the Community Development Director. Unit transfers shall be tracked by the Developer and provided to the Community Development Director with each such transfer at the Preliminary Plat stage.

Once a Planning Area has been fully platted through the Platting process, any remaining/unplatted residential units designated on the ELIZABETH WEST DEVELOPMENT PLAN shall remain available for transfer to other remaining recipient Planning Areas as long as the increase does not exceed the maximum density for that planning area. At no time shall this overall ELIZABETH WEST DEVELOPMENT PLAN residential unit cap exceed 623 units without a major amendment to the PUD, and must be processed as a PUD Amendment under Section 16-1-240 of the Elizabeth Municipal Code.

1.4 Parcel Boundaries

Parcel acreages and boundaries of the Planning Areas shown on the ELIZABETH WEST DEVELOPMENT PLAN are preliminary and subject to change with detailed planning. Wherever a Planning Area abuts a street as shown on the ELIZABETH WEST DEVELOPMENT PLAN, the Planning Area boundary is the edge of the abutting right-of-way of such. Wherever a Planning Area does not so abut a street, the Planning Area boundary shall be as shown on the ELIZABETH WEST DEVELOPMENT PLAN. Modifications in Planning Area boundaries and streets may be accomplished by final road alignments or engineering refinements shown on a Site Plan or Plat, without any amendment to the ELIZABETH WEST DEVELOPMENT PLAN provided the Planning Area does not increase or decrease by more than ten percent (10%) in size.

1.5 Development Phasing

Phasing will occur in a logical and cost effective manner based on infrastructure extension, availability of utility service and market conditions. The project will be built in several phases, as conditions dictate. It is anticipated that development will begin in the northeast and along Hwy 86, and progress to the south and southwest. However, the ELIZABETH WEST DEVELOPMENT PLAN shall permit development of Planning Areas to commence in other Phases regardless of the build-out status of parcels located in current or preceding Phases (e.g. Development of Planning Areas in Phase 3 may commence prior to commencement or completion of Planning Areas in Phase 1). Please refer to Page 4 for the anticipated phasing plan. Elizabeth West is committed to commercial development and acknowledges the importance of commercial uses within the overall community.

1.6 Lighting and Dark Skies

Development within Elizabeth West will conform with Lighting and Dark Sky Standards, which will be incorporated into Design Guidelines for Elizabeth West.

1.7 Effect of the Town of Elizabeth Zoning Ordinance

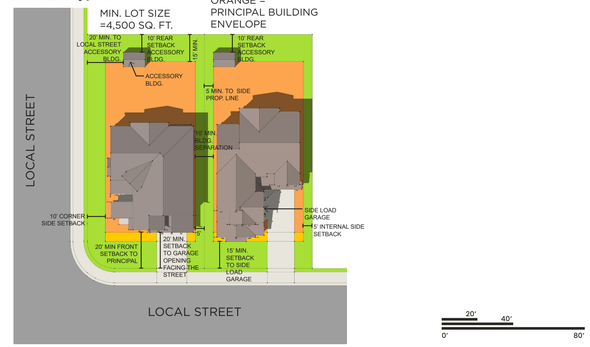
The provisions of this PUD shall prevail and govern the development of Elizabeth West provided; however, where the provisions of the PUD do not address a specific subject, the provisions of the Town of Elizabeth Zoning Ordinance or any other applicable ordinances, resolutions or regulations of the Town of Elizabeth shall prevail.



Lot Width in SFd Planning Areas ranges from 45' to more than 70' wide

1.8 Lot & Block Typicals

SFd Lot typical



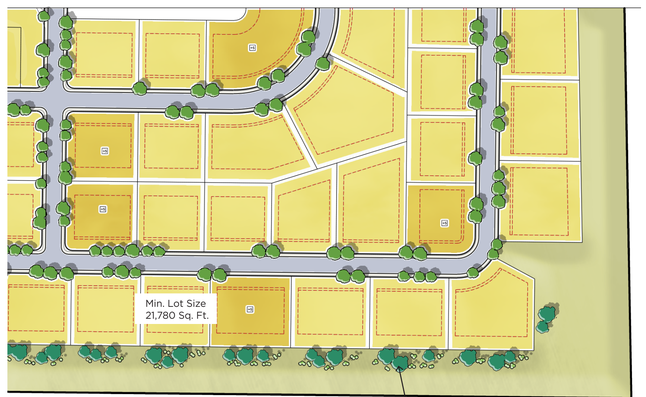
SFe Lot typical



Lot width 5' wider than adjacent lot.

a. Not more than three (3) adjacent newly platted lots shall have the same width.
b. Required variations in lot width shall be not less than five (5) feet.
c. Required variations in front yard setbacks shall be in distances of not less than five (5) feet.
d. Not more than sixty percent (60%) of front yard setbacks on the same side of a street within a block shall be the same. A minimum difference of eighteen (18) inches is required.

Building Setback



Minimum lot width in SFe Planning Areas is 125' wide

Buffer Planting=1 tree & 5 shrubs per 25 linear feet of building facade.

ELIZABETH WEST

PREPARED FOR:

MF INVESTMENTS, LLC
PO BOX 4701
ENGLEWOOD, CO 80155

ENGINEERING:

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LAND PLANNING:

www.pcsgroupco.com
PCS Group, Inc.
200 Kalamath Street,
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720.259.8246

REVISIONS:

NO.	REVISION DESCRIPTION	DATE	BY
2	REVISION 1	03-30-21	JN
3	REVISION 2	08-31-21	JN
4	REVISION 3	05-5-22	JP
5	REVISION 4	07-20-22	JP

SHEET INFO:

ZONING NARRATIVE

DRAWN BY: JN

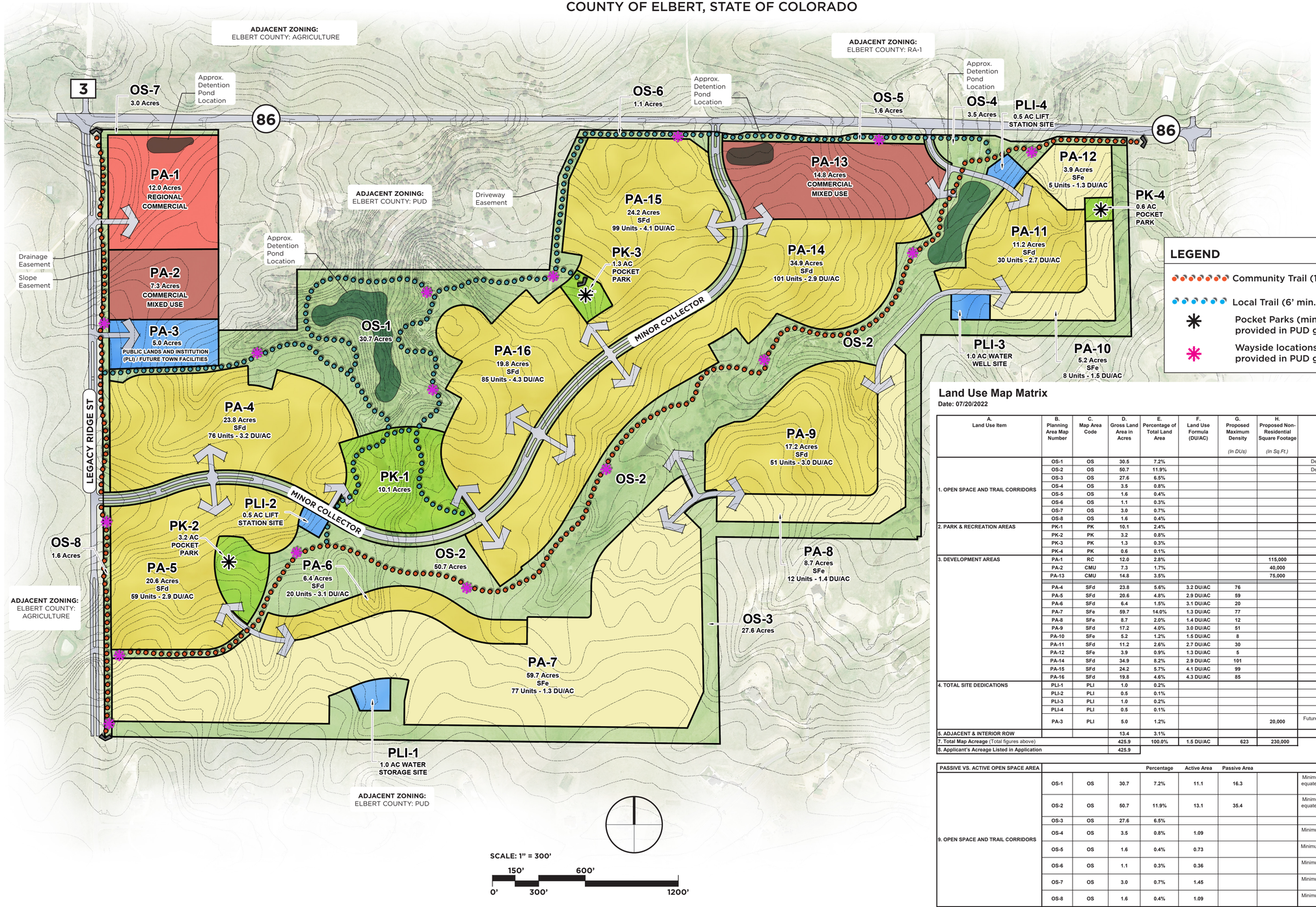
DESIGNED BY: JP

SUBMITTED ON: 2020-10-8

2 OF 4

ELIZABETH WEST - PUD DEVELOPMENT PLAN

LOCATED IN SECTIONS 14 AND 15, TOWNSHIP 8 SOUTH,
RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
COUNTY OF ELBERT, STATE OF COLORADO



LEGEND

- Community Trail (10' min. multi-use trail)
- Local Trail (6' min. concrete or soft surface trail)
- Pocket Parks (minimum standards provided in PUD guide)
- Wayside locations (standards provided in PUD guide)

Land Use Map Matrix

Date: 07/20/2022

A. Land Use Item	B. Planning Area Map Number	C. Map Area Code	D. Gross Land Area in Acres	E. Percentage of Total Land Area	F. Land Use Formula (DU/AC)	G. Proposed Maximum Density (In DUs)	H. Proposed Non-Residential Square Footage (In Sq.Ft.)	I. Details and Comments
1. OPEN SPACE AND TRAIL CORRIDORS	OS-1	OS	30.5	7.2%				Dedicated Open Space - includes detention areas
	OS-2	OS	50.7	11.9%				Dedicated Open Space - includes detention areas
	OS-3	OS	27.6	6.5%				Dedicated Open Space - buffer area
	OS-4	OS	3.5	0.8%				Dedicated Open Space - buffer area
	OS-5	OS	1.6	0.4%				Dedicated Open Space - buffer area
	OS-6	OS	1.1	0.3%				Dedicated Open Space - buffer area
	OS-7	OS	3.0	0.7%				Dedicated Open Space - buffer area
	OS-8	OS	1.6	0.4%				Dedicated Open Space - buffer area
2. PARK & RECREATION AREAS	PK-1	PK	10.1	2.4%				Neighborhood Park
	PK-2	PK	3.2	0.8%				Pocket Park
	PK-3	PK	1.3	0.3%				Pocket Park
	PK-4	PK	0.6	0.1%				Pocket Park
3. DEVELOPMENT AREAS	PA-1	RC	12.0	2.8%			115,000	Neighborhood Commercial
	PA-2	CMU	7.3	1.7%			40,000	Commercial Mixed Use
	PA-13	CMU	14.8	3.5%			75,000	Commercial Mixed Use
	PA-4	SFd	23.8	5.6%	3.2 DU/AC	76		Single Family Residential
	PA-5	SFd	20.6	4.8%	2.9 DU/AC	59		Single Family Residential
	PA-6	SFd	6.4	1.5%	3.1 DU/AC	20		Single Family Residential
	PA-7	SFe	59.7	14.0%	1.3 DU/AC	77		Estate Residential
	PA-8	SFe	8.7	2.0%	1.4 DU/AC	12		Estate Residential
	PA-9	SFd	17.2	4.0%	3.0 DU/AC	51		Single Family Residential
	PA-10	SFe	5.2	1.2%	1.5 DU/AC	8		Estate Residential
	PA-11	SFd	11.2	2.6%	2.7 DU/AC	30		Single Family Residential
	PA-12	SFe	3.9	0.9%	1.3 DU/AC	5		Estate Residential
	PA-14	SFd	34.9	8.2%	2.9 DU/AC	101		Single Family Residential
	PA-15	SFd	24.2	5.7%	4.1 DU/AC	99		Single Family Residential
	PA-16	SFd	19.8	4.6%	4.3 DU/AC	85		Single Family Residential
4. TOTAL SITE DEDICATIONS	PLI-1	PLI	1.0	0.2%				Town water storage tank
	PLI-2	PLI	0.5	0.1%				Town lift station
	PLI-3	PLI	1.0	0.2%				Town water well and ancillary facilities
	PLI-4	PLI	0.5	0.1%				Town lift station
	PA-3	PLI	5.0	1.2%			20,000	Future Town Facilities, to be dedicated to the Town upon approval of the final plat for the property.
5. ADJACENT & INTERIOR ROW			13.4	3.1%				
7. Total Map Acreage (Total figures above)			425.9	100.0%	1.5 DU/AC	623	230,000	
8. Applicant's Acreage Listed in Application			425.9					

PASSIVE VS. ACTIVE OPEN SPACE AREA				Percentage	Active Area	Passive Area		
9. OPEN SPACE AND TRAIL CORRIDORS	OS-1	OS	30.7	7.2%	11.1	16.3		Minimum 1.4 miles of trails - trail within a 30' wide corridor equates to 5.09 acres, 6 acres of wayside areas, detention pond area excluded from passive area
	OS-2	OS	50.7	11.9%	13.1	35.4		Minimum 1.4 miles of trails - trail within a 30' wide corridor equates to 5.09 acres, 8 acres of wayside areas, detention pond area excluded from passive area
	OS-3	OS	27.6	6.5%				Buffer area, no credit received
	OS-4	OS	3.5	0.8%	1.09			Minimum 0.3 miles of trails - trail within a 30' wide corridor equates to 1.09 acres
	OS-5	OS	1.6	0.4%	0.73			Minimum 0.2 miles of trails - trail within a 30' wide corridor equates to 0.73 acres
	OS-6	OS	1.1	0.3%	0.36			Minimum 0.1 miles of trails - trail within a 30' wide corridor equates to 0.36 acres
	OS-7	OS	3.0	0.7%	1.45			Minimum 0.4 miles of trails - trail within a 30' wide corridor equates to 1.45 acres
	OS-8	OS	1.6	0.4%	1.09			Minimum 0.3 miles of trails - trail within a 30' wide corridor equates to 1.09 acres
10. PARK & RECREATION AREAS	PK-1	PK	10.1	2.4%	10.1			Neighborhood Park
	PK-2	PK	3.2	0.8%	3.2			Pocket Park
	PK-3	PK	1.3	0.3%	1.3			Pocket Park
	PK-4	PK	0.6	0.1%	0.6			Pocket Park
11. Total Open Space & Park Acreage (Total figures above)			135.0	31.7%				
12. Total Active Area (10% of property required - 42.6 acres)				10.4%	44.1			
13. Total Passive Area (10% of property required - 42.6 acres)				12.2%		51.8		

PREPARED FOR:

MF INVESTMENTS, LLC
PO BOX 4701
ENGLEWOOD, CO 80155

ENGINEERING:

2N CIVIL
6 Inverness Ct. E., Ste 125,
Englewood, CO 80120
303.925.0544

LAND PLANNING:

www.pcsgroupco.com
PCS Group, Inc.
200 Kalamath Street,
Denver, CO - 80233
720.259.8246

REVISIONS:

NO.	REVISION DESCRIPTION	DATE	BY
2	REVISION 1	03-30-21	JN
3	REVISION 2	08-31-21	JN
4	REVISION 3	05-5-22	JP
5	REVISION 4	07-20-22	JP

SHEET INFO:

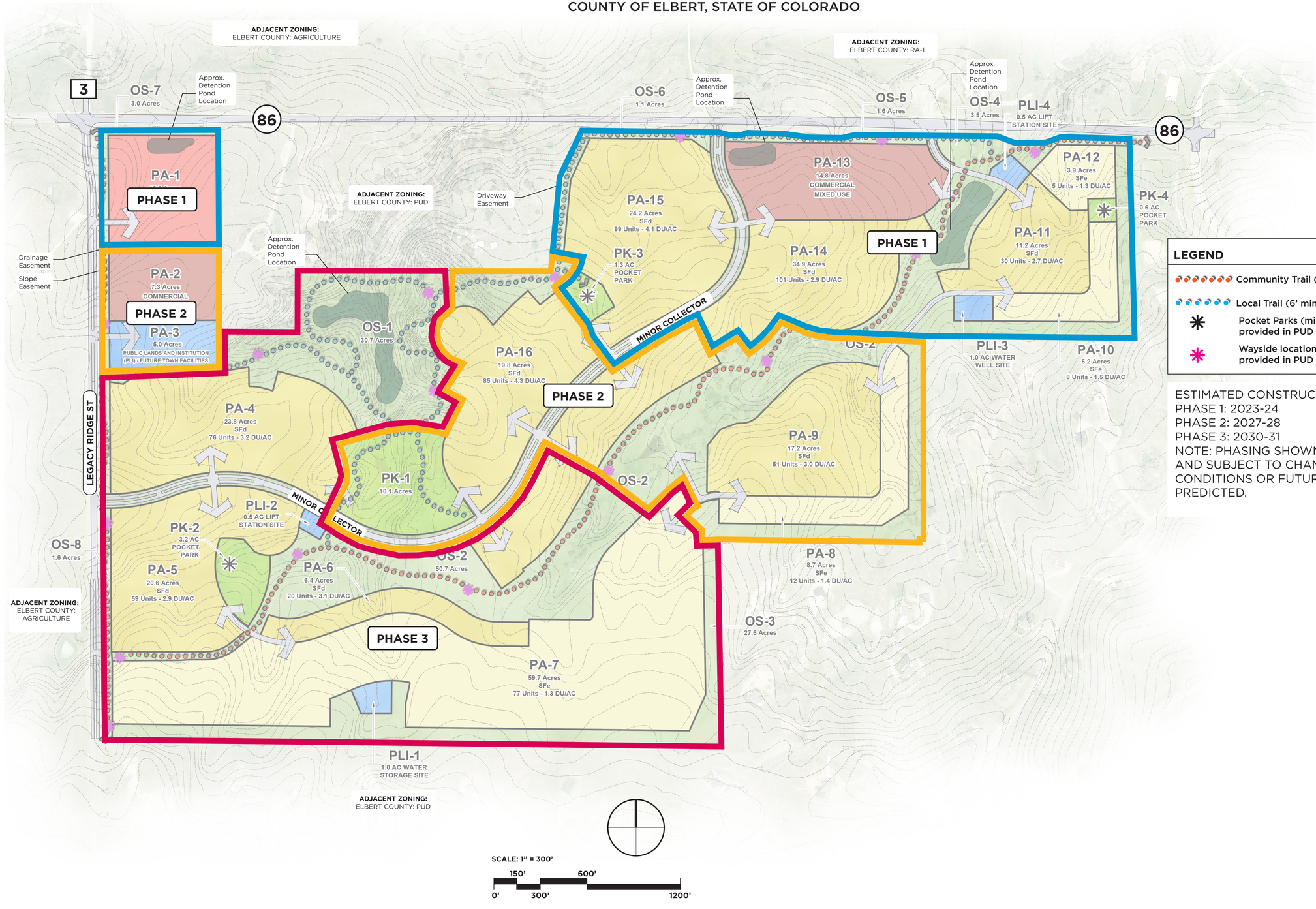
LAND USE PLAN

DRAWN BY: JN
DESIGNED BY: JP
SUBMITTED ON: 2020-10-8

3 OF 4

ELIZABETH WEST - PUD DEVELOPMENT PLAN

LOCATED IN SECTIONS 14 AND 15, TOWNSHIP 8 SOUTH,
RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
COUNTY OF ELBERT, STATE OF COLORADO



LEGEND

- Community Trail (10' min. multi-use trail)
- Local Trail (6' min. concrete or soft surface trail)
- Pocket Parks (minimum standards provided in PUD guide)
- Wayside locations (standards provided in PUD guide)

ESTIMATED CONSTRUCTION SCHEDULE:
PHASE 1: 2023-24
PHASE 2: 2027-28
PHASE 3: 2030-31
NOTE: PHASING SHOWN IS PRELIMINARY AND SUBJECT TO CHANGE AS MARKET CONDITIONS OR FUTURE SALES CANNOT BE PREDICTED.

PREPARED FOR:

MF INVESTMENTS, LLC
PO BOX 4701
ENGLEWOOD, CO 80155

ENGINEERING:

2N CIVIL
6 Inverness Ct. E., Ste 125,
Englewood, CO 80120
303.925.0544

LAND PLANNING:

www.pcsgroupco.com
PCS Group, Inc.
200 Kalamath Street,
Denver, CO - 80233
720.259.8246

REVISIONS:

NO.	REVISION DESCRIPTION	DATE	BY
2	REVISION 1	03-30-21	JN
3	REVISION 2	08-31-21	JN
4	REVISION 3	05-5-22	JP
5	REVISION 4	07-20-22	JP

SHEET INFO:

CONCEPTUAL PHASING

DRAWN BY: JN
DESIGNED BY: JP
SUBMITTED ON: 2020-10-8

4 OF 4

ELIZABETH WEST

REZONE MAP

LOCATED IN SECTIONS 14 AND 15, TOWNSHIP 8 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPLE MERIDIAN, COUNTY OF ELBERT, STATE OF COLORADO

DESCRIPTION OF PROPERTY:

A PARCEL OF PROPERTY LOCATED IN SECTIONS15 AND 14, TOWNSHIP 8 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF ELBERT, STATE OF COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTH 1/4 CORNER OF SAID SECTION 15 AND CONSIDERING THE WEST LINE OF THE NORTHEAST 1/4 OF SAID SECTION 15 TO BEAR S00°22'36"E WITH ALL BEARINGS CONTAINED HEREIN RELATIVE THERETO;
THENCE S00°22'36"E ALONG SAID WEST LINE A DISTANCE OF 40.09 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF STATE HIGHWAY 86; THENCE CONTINUING ALONG SAID SOUTH RIGHT-OF-WAY LINE THE FOLLOWING TWO (2) COURSES;

1. S89°54'23"E A DISTANCE OF 0.37 FEET;
2. S83°31'18"E A DISTANCE OF 70.12 FEET TO THE POINT OF BEGINNING;

THENCE CONTINUING ALONG SAID SOUTH RIGHT-OF-WAY LINE THE FOLLOWING TWO (2) COURSES;

1. S83°31'18"E A DISTANCE OF 16.55 FEET;
2. S89°55'08"E A DISTANCE OF 740.68 FEET TO THE NORTHWEST CORNER OF A PARCEL OF PROPERTY RECORDED AT BOOK 282, PAGE 326 OF THE ELBERT COUNTY RECORDS; THENCE S00°05'50"E ALONG THE WEST LINE OF SAID BOOK 282, PAGE 326, A DISTANCE OF 1292.59 FEET TO THE SOUTHWEST CORNER OF A PARCEL OF PROPERTY AS DESCRIBED IN RECEPTION NO. 476359 OF THE ELBERT COUNTY RECORDS; THENCE N89°51'53"E ALONG THE SOUTH LINE OF SAID RECEPTION NO. 476359 A DISTANCE OF 505.82 FEET; THENCE N00°07'31"W ALONG THE SOUTH LINE OF SAID RECEPTION NO. 476359 A DISTANCE OF 390.28 FEET TO THE SOUTHWEST CORNER OF A PARCEL OF PROPERTY AS DESCRIBED IN BOOK 458, PAGE 364 OF THE ELBERT COUNTY RECORDS; THENCE ALONG THE SOUTH AND EAST BOUNDARY OF THE PARCEL OF PROPERTY AS DESCRIBED IN SAID BOOK 458, PAGE 364 THE FOLLOWING THREE (3) COURSES;

1. S89°55'24"E A DISTANCE OF 1626.53 FEET;
2. N05°27'16"E A DISTANCE OF 603.81 FEET;
3. N24°47'53"E A DISTANCE OF 332.60 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF STATE HIGHWAY 86; THENCE ALONG SAID SOUTH RIGHT-OF-WAY LINE THE FOLLOWING FIFTEEN (15) COURSES;

1. S89°10'48"E A DISTANCE OF 835.99 FET;
2. S89°10'48"E A DISTANCE OF 37.91 FEET;
3. S80°15'18"E A DISTANCE OF 96.70 FEET;
4. S89°10'48"E A DISTANCE OF 50.00 FEET;
5. N74°07'12"E A DISTANCE OF 52.21 FEET;
6. S89°10'48"E A DISTANCE OF 200.00 FEET;
7. S83°28'03"E A DISTANCE OF 200.93 FEET;
8. S89°10'48"E A DISTANCE OF 200.10 FEET;
9. N79°30'42"E A DISTANCE OF 101.99 FEET;
10. S89°10'48"E A DISTANCE OF 396.03 FEET;
11. S89°10'44"E A DISTANCE OF 510.79 FEET;
12. S69°52'50"E A DISTANCE OF 105.90 FEET;
13. S89°10'44"E A DISTANCE OF 200.00 FEET;
14. N71°31'22"E A DISTANCE OF 105.90 FEET;
15. S89°10'44"E A DISTANCE OF 448.06 FEET TO A POINT ON THE OUTER BOUNDARY OF WILD POINT SUBDIVISION AS RECORDED AT RECEPTION NO. 436639 OF THE ELBERT COUNTY RECORDS;

THENCE ALONG THE OUTER BOUNDARY OF SAID WILD POINTE SUBDIVISION THE FOLLOWING NINE (9) COURSES:

1. S01°18'35"E A DISTANCE OF 1282.42 FEET
2. N89°34'47"W A DISTANCE OF 1355.08 FEET
3. S00°00'26"W A DISTANCE OF 1299.89 FEET
4. N89°47'18"W A DISTANCE OF 24.33 FEET TO A POINT ON THE WEST LINE OF THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4 OF SAID SECTION 14;
5. S00°12'40"E A DISTANCE OF 19.81 FEET TO THE SOUTHEAST CORNER OF THE EAST 1/2 OF THE NORTHWEST 1/4 OF SAID SECTION 14;
6. N89°15'50"W A DISTANCE OF 1295.00 FEET;
7. S01°01'07"E A DISTANCE OF 1334.66 FEET;
8. N89°24'56"W A DISTANCE OF 1394.60 FEET;
9. N89°16'39"W A DISTANCE OF 2570.21 FEET TO A POINT 70.00 FEET EAST OF THE WEST LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 15;

THENCE N00°22'36"W, PARALLEL WITH THE WEST LINE OF THE SOUTHEAST 1/4 AND NORTHEAST 1/4 OF SAID SECTION 15, A DISTANCE OF 3916.48 FEET TO THE POINT OF BEGINNING.
CONTAINING 425.90 ACRES +/-

ZONING:

EXISTING:TOWN OF ELIZABETH, AGRICULTURE (A-1)

CURRENT USE: AGRICULTURE, PASTURE, 1 EXISTING ABANDONED HOMESTEAD.

PROPOSED: PUD

DENSITY: 623 DWELLING UNITS ON 425 ACRES = 1.46 DU/AC
PLEASE REFER TO DEVELOPMENT PLAN FOR SPECIFIC AREAS AND ASSOCIATED DENSITIES.

UTILITIES:

WATER: THE PROJECT WILL BE SERVED VIA EXTENDING TOWN OF ELIZABETH MAIN LINES TO THE SITE.

SEWER: THE PROJECT WILL BE SERVED VIA EXTENDING TOWN OF ELIZABETH SEWER EAST ON HWY 86 TO THE SITE.

FLOODPLAIN:

PER THE FLOOD INSURANCE RATE MAP FOR ELBERT COUNTY AND INCORPORATED AREAS, PANEL 0475 OF 1200, MAP NUMBER 08039C0475C WITH EFFECTIVE DATE OF MARCH 17, 2011. NO PART OF THE PROPERTY IS WITHIN A MAPPED 100 YEAR FLOODPLAIN.

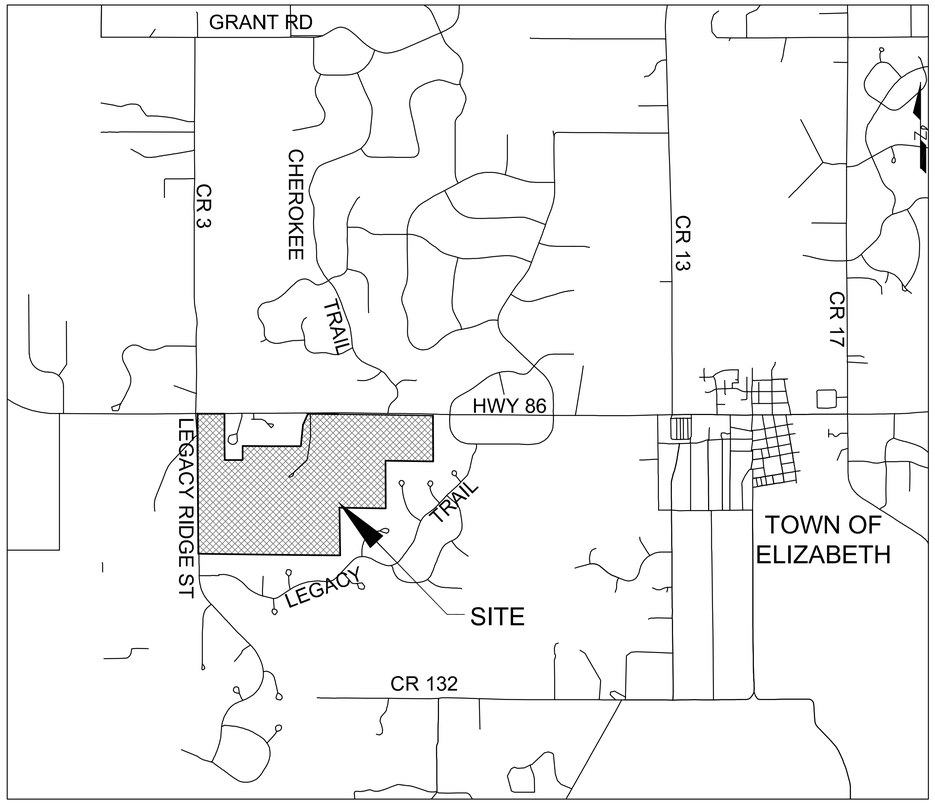
TOWN DEDICATIONS:

THE PLAN INCLUDES 3 ACRES OF LAND DEDICATION TO THE TOWN OF ELIZABETH FOR THE PURPOSES OF A WELL FIELD AND SANITARY SEWER FACILITIES, AND 5 ACRES FOR FUTURE TOWN FACILITIES.

IT ALSO INCLUDES APPROXIMATELY 119.8 ACRES OF DEDICATED OPEN SPACE.

RESIDENTIAL LOT SIZE:

RESIDENTIAL PLANNING AREAS .....235.6 ACRES
TOTAL NUMBER OF UNITS .....623 UNITS
AVERAGE GROSS PLANNING AREA DENSITY .....2.64 DU/AC
AVERAGE GROSS LOT SIZE ..... 16,473 SQ.FT



VICINITY MAP
SCALE: 1" = 2,000 '

0 2000' 4000'
SCALE: 1" = 2000'

SHEET INDEX

COVER PAGE	1
REZONE MAP	2

CONTACT INFORMATION:

PROPERTY OWNERS:

BK2, LLC
988 ST HWY 86
ELIZABETH, CO 80107

PO BOX 3229
PARKER, CO 80134

NEW POINT PROPERTIES, LLC
1574 ST HWY 86
ELIZABETH, CO 80107

5786 LOGAN CT
DENVER, CO 80216

APPLICANT/DEVELOPER:

MF INVESTMENTS, LLC
PO BOX 4701
ENGLEWOOD, CO 80155
PH: 303-507-6651

CONTACT: JIM MARSHALL
EMAIL: JIMMARSHALL@BCXDEVELOPMENT.COM

ENGINEER:

2N CIVIL, LLC
6 INVERNESS CT E SUITE 125
ENGLEWOOD, CO 80112
PH: (303) 925-0544

CONTACT: ERIC TUIN, P.E.
OWNER
EMAIL: ERIC@2NCIVIL.COM

SURVEYOR:
FRANE SURVEYING, INC.
PO BOX 2372
ELIZABETH, CO 80107

ELIJAH FRANE - 303-243-0037
FRANESURVEYING@GMAIL.COM

2N CIVIL
303.925.0544
www.2ncivil.com

PREPARED FOR:
MF INVESTMENTS, LLC
PO BOX 4701
ENGLEWOOD, CO 80155

COVER PAGE
REZONE MAP
ELIZABETH WEST

DATE: 7/28/22
BY: EPT

REVISIONS:
1. Town Comments
2.
3.
4.

PROJECT NUMBER: 18008
ISSUED DATE: 7-26-22
DESIGNED BY: EPT
REVIEWED BY: SOE

COVER PAGE

1

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ELIZABETH WEST

REZONE MAP

LOCATED IN SECTIONS 14 AND 15, TOWNSHIP 8 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPLE MERIDIAN, COUNTY OF ELBERT, STATE OF COLORADO

SCALE: 1" = 300'

ELIZABETH WEST
REZONE

425.9 ACRES +/-

LINE TABLE		
LINE #	BEARING	DISTANCE
L1	S89°10'48"E	37.91
L2	S80°15'18"E	96.70
L3	S89°10'48"E	50.00
L4	N74°07'12"E	52.21
L5	S89°10'48"E	200.00
L6	S83°28'03"E	200.93
L7	S89°10'48"E	200.10
L8	N79°30'42"E	101.99
L9	S89°10'48"E	396.03
L10	S89°10'44"E	510.79
L11	S69°52'50"E	105.90
L12	S89°10'44"E	200.00
L13	N71°31'22"E	105.90
L14	S89°10'44"E	448.06

2N CIVIL
303.925.0544
www.2ncivil.com

PREPARED FOR:
MF INVESTMENTS, LLC
PO BOX 4701
ENGLEWOOD, CO 80155

REZONING MAP
ELIZABETH WEST
ELBERT COUNTY

BY: EPT
DATE: 7/26/22

REVISIONS:
1. Town Comments
2.
3.
4.

PROJECT NUMBER: 18008
ISSUED DATE: 7-26-22
DESIGNED BY: EPT
REVIEWED BY: SOE

REZONING MAP

2

J:\Projects\18\18008\dwg\ANEXATION\REZONING MAP.dwg 7/26/2022

Stewart Title Company
10851 S. Crossroads Dr., Suite B
Parker, CO 80134

Fax:

Date: August 30, 2022
File Number: 1812446
Property Address: 1574q State Highway 86 Drive, Elizabeth, CO 80107
Buyer/Borrower: TBD TBD

Please direct all Title inquiries to:

Emily Rank
Phone: (303) 696-4980
Fax:
Email Address: coloradotitleofficers@stewart.com

Please direct all Closing inquiries to:

Rikki Peterson
Phone:
Fax:
Email Address: Rikki.Peterson@stewart.com

Revision Number: 1 Add Parcel II

TBD TBD
Delivery Method: Emailed

MF Investment Partners LLC
Delivery Method: Emailed

WIRED FUNDS ARE REQUIRED ON ALL CASH PURCHASE TRANSACTIONS. PLEASE FEEL FREE TO CONTACT THE ESCROW OFFICE AS NOTED ABOVE.

We Appreciate Your Business and Look Forward to Serving You in the Future.

stewart

ALTA COMMITMENT FOR TITLE INSURANCE

ISSUED BY
STEWART TITLE GUARANTY COMPANY

NOTICE

IMPORTANT - READ CAREFULLY: THIS COMMITMENT IS AN OFFER TO ISSUE ONE OR MORE TITLE INSURANCE POLICIES. ALL CLAIMS OR REMEDIES SOUGHT AGAINST THE COMPANY INVOLVING THE CONTENT OF THIS COMMITMENT OR THE POLICY MUST BE BASED SOLELY IN CONTRACT.

THIS COMMITMENT IS NOT AN ABSTRACT OF TITLE, REPORT OF THE CONDITION OF TITLE, LEGAL OPINION, OPINION OF TITLE, OR OTHER REPRESENTATION OF THE STATUS OF TITLE. THE PROCEDURES USED BY THE COMPANY TO DETERMINE INSURABILITY OF THE TITLE, INCLUDING ANY SEARCH AND EXAMINATION, ARE PROPRIETARY TO THE COMPANY, WERE PERFORMED SOLELY FOR THE BENEFIT OF THE COMPANY, AND CREATE NO EXTRACONTRACTUAL LIABILITY TO ANY PERSON, INCLUDING A PROPOSED INSURED.

THE COMPANY'S OBLIGATION UNDER THIS COMMITMENT IS TO ISSUE A POLICY TO A PROPOSED INSURED IDENTIFIED IN SCHEDULE A IN ACCORDANCE WITH THE TERMS AND PROVISIONS OF THIS COMMITMENT. THE COMPANY HAS NO LIABILITY OR OBLIGATION INVOLVING THE CONTENT OF THIS COMMITMENT TO ANY OTHER PERSON.

COMMITMENT TO ISSUE POLICY

Subject to the Notice; Schedule B, Part I - Requirements; Schedule B, Part II - Exceptions; and the Commitment Conditions, STEWART TITLE GUARANTY COMPANY, a Texas corporation (the "Company"), commits to issue the Policy according to the terms and provisions of this Commitment. This Commitment is effective as of the Commitment Date shown in Schedule A for each Policy described in Schedule A, only when the Company has entered in Schedule A both the specified dollar amount as the Proposed Policy Amount and the name of the Proposed Insured.

If all of the Schedule B, Part I - Requirements have not been met within six months after the Commitment Date, this Commitment terminates and the Company's liability and obligation end.

Authorized Countersignature
Stewart Title Company
10851 S. Crossroads Dr., Suite B
Parker, CO 80134

STEWART TITLE GUARANTY COMPANY INCORPORATED 1908 TEXAS

Frederick H. Eppinger
President and CEO

David Hisey
Secretary

This page is only a part of a 2016 ALTA® Commitment for Title Insurance. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I - Requirements; and Schedule B, Part II - Exceptions; and a countersignature by the Company or its issuing agent that may be in electronic form.

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COMMITMENT CONDITIONS

1. DEFINITIONS

(a) "Knowledge" or "Known": Actual or imputed knowledge, but not constructive notice imparted by the Public Records.
(b) "Land": The land described in Schedule A and affixed improvements that by law constitute real property. The term "Land" does not include any property beyond the lines of the area described in Schedule A, nor any right, title, interest, estate, or easement in abutting streets, roads, avenues, alleys, lanes, ways, or waterways, but this does not modify or limit the extent that a right of access to and from the Land is to be insured by the Policy.
(c) "Mortgage": A mortgage, deed of trust, or other security instrument, including one evidenced by electronic means authorized by law.
(d) "Policy": Each contract of title insurance, in a form adopted by the American Land Title Association, issued or to be issued by the Company pursuant to this Commitment.
(e) "Proposed Insured": Each person identified in Schedule A as the Proposed Insured of each Policy to be issued pursuant to this Commitment.
(f) "Proposed Policy Amount": Each dollar amount specified in Schedule A as the Proposed Policy Amount of each Policy to be issued pursuant to this Commitment.
(g) "Public Records": Records established under state statutes at the Commitment Date for the purpose of imparting constructive notice of matters relating to real property to purchasers for value and without Knowledge.
(h) "Title": The estate or interest described in Schedule A.

2. If all of the Schedule B, Part I - Requirements have not been met within the time period specified in the Commitment to Issue Policy, this Commitment terminates and the Company's liability and obligation end.

3. The Company's liability and obligation is limited by and this Commitment is not valid without:
(a) the Notice;
(b) the Commitment to Issue Policy;
(c) the Commitment Conditions;
(d) Schedule A;
(e) Schedule B, Part I - Requirements;
(f) Schedule B, Part II - Exceptions; and
(g) a countersignature by the Company or its issuing agent that may be in electronic form.

4. COMPANY'S RIGHT TO AMEND

The Company may amend this Commitment at any time. If the Company amends this Commitment to add a defect, lien, encumbrance, adverse claim, or other matter recorded in the Public Records prior to the Commitment Date, any liability of the Company is limited by Commitment Condition 5. The Company shall not be liable for any other amendment to this Commitment.

5. LIMITATIONS OF LIABILITY

(a) The Company's liability under Commitment Condition 4 is limited to the Proposed Insured's actual expense incurred in the interval between the Company's delivery to the Proposed Insured of the Commitment and the delivery of the amended Commitment, resulting from the Proposed Insured's good faith reliance to:
  (i) comply with the Schedule B, Part I - Requirements;
  (ii) eliminate, with the Company's written consent, any Schedule B, Part II - Exceptions; or
  (iii) acquire the Title or create the Mortgage covered by this Commitment.
(b) The Company shall not be liable under Commitment Condition 5(a) if the Proposed Insured requested the amendment or had Knowledge of the matter and did not notify the Company about it in writing.
(c) The Company will only have liability under Commitment Condition 4 if the Proposed Insured would not have incurred the expense had the Commitment included the added matter when the Commitment was first delivered to the Proposed Insured.

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(d) The Company's liability shall not exceed the lesser of the Proposed Insured's actual expense incurred in good faith and described in Commitment Conditions 5(a)(i) through 5(a)(iii) or the Proposed Policy Amount.
(e) The Company shall not be liable for the content of the Transaction Identification Data, if any.
(f) In no event shall the Company be obligated to issue the Policy referred to in this Commitment unless all of the Schedule B, Part I - Requirements have been met to the satisfaction of the Company.
(g) In any event, the Company's liability is limited by the terms and provisions of the Policy.

6. LIABILITY OF THE COMPANY MUST BE BASED ON THIS COMMITMENT

(a) Only a Proposed Insured identified in Schedule A, and no other person, may make a claim under this Commitment.
(b) Any claim must be based in contract and must be restricted solely to the terms and provisions of this Commitment.
(c) Until the Policy is issued, this Commitment, as last revised, is the exclusive and entire agreement between the parties with respect to the subject matter of this Commitment and supersedes all prior commitment negotiations, representations, and proposals of any kind, whether written or oral, express or implied, relating to the subject matter of this Commitment.
(d) The deletion or modification of any Schedule B, Part II - Exception does not constitute an agreement or obligation to provide coverage beyond the terms and provisions of this Commitment or the Policy.
(e) Any amendment or endorsement to this Commitment must be in writing and authenticated by a person authorized by the Company.
(f) When the Policy is issued, all liability and obligation under this Commitment will end and the Company's only liability will be under the Policy.

7. IF THIS COMMITMENT HAS BEEN ISSUED BY AN ISSUING AGENT

The issuing agent is the Company's agent only for the limited purpose of issuing title insurance commitments and policies. The issuing agent is not the Company's agent for the purpose of providing closing or settlement services.

8. PRO-FORMA POLICY

The Company may provide, at the request of a Proposed Insured, a pro-forma policy illustrating the coverage that the Company may provide. A pro-forma policy neither reflects the status of Title at the time that the pro-forma policy is delivered to a Proposed Insured, nor is it a commitment to insure.

9. ARBITRATION

The Policy contains an arbitration clause. All arbitrable matters when the Proposed Policy Amount is $2,000,000 or less shall be arbitrated at the option of either the Company or the Proposed Insured as the exclusive remedy of the parties. A Proposed Insured may review a copy of the arbitration rules at <http://www.alta.org/arbitration>.

STEWART TITLE GUARANTY COMPANY

All notices required to be given the Company and any statement in writing required to be furnished the Company shall be addressed to it at P.O. Box 2029, Houston, Texas 77252-2029.

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ALTA COMMITMENT FOR TITLE INSURANCE
SCHEDULE A

ISSUED BY
STEWART TITLE GUARANTY COMPANY

Transaction Identification Data for reference only:

Issuing Agent:	Stewart Title Company
Issuing Office:	10851 S. Crossroads Dr., Suite B, Parker, CO 80134
Issuing Office's ALTA® Registry ID:	
Loan ID Number:	
Commitment Number:	1812446
Issuing Office File Number:	1812446
Property Address:	1574q State Highway 86 Drive, Elizabeth, CO 80107
Revision Number:	1 Add Parcel II

1. **Commitment Date:** August 22, 2022 at 8:00AM

2. **Policy to be issued:** **Proposed Policy Amount**

   (a) ALTA Owner's Standard
   Proposed Insured: TBD TBD

   (b) ALTA Loan Standard
   Proposed Insured:

3. **The estate or interest in the Land described or referred to in this Commitment is:**

   FEE SIMPLE

4. **The Title is, at the Commitment Date, vested in:**

   Parcel I:
   MF Investment Partners, LLC, a Colorado limited liability company

   Parcel II:
   BK2, LLC, a Colorado limited liability company

5. **The Land is described as follows:**

   See Exhibit "A" Attached Hereto

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ALTA COMMITMENT FOR TITLE INSURANCE
EXHIBIT "A"
LEGAL DESCRIPTION

ISSUED BY
STEWART TITLE GUARANTY COMPANY

File No.: 1812446

Parcel I:

E1/2 NW1/4, NW1/4 NE1/4 of Section 14, Township 8 South, Range 65 West of the 6th P.M., County of Elbert, State of Colorado,

EXCEPT the parcels deeded to the Elbert County Board of County Commissioners in Book 182 at Page 159 and Book 209 at Page 140 and that parcel deeded to the State Highway Department in Book 320 at Page 291, County of Elbert, State of Colorado.

EXCEPT that portion conveyed to The Town of Elizabeth in Special Warranty Deed recorded May 12, 2021 at Reception No. 608125.

Parcel II:

A parcel of land located in the Northeast and Southeast Quarter of Section 15, and the Southwest and Northwest Quarter of Section 14, Township 8 South, Range 65 West of the Sixth Principal Meridian, County of Elbert, State of Colorado, more particularly described as follows:
The basis of bearing of this description is an assumed bearing of North 00° 14' 48" West a distance of 2664.96 feet from a 2" aluminum cap on a number 6 rebar stamped " 1999-LS 30830" at the East Quarter corner of said Section 15 to a 2" aluminum cap on a number 6 rebar stamped "1999-LS 30830" at the Northeast corner of said Section 15.
Commencing at the North Quarter corner of said Section 15; thence South 00° 24' 05" East along the West line of the Northeast Quarter of said Section 15 a distance of 40.09 feet to a point on the South right of way of Colorado State Highway No. 86; thence along the South right of way of Colorado State Highway No. 86 the following two (2) courses;
1) thence South 89° 56' 30" East a distance of 0.38 feet;
2) thence South 83° 32' 47" East a distance of 70.12 feet to the point of beginning;
thence continuing along the South right of way of Colorado State Highway No. 86 the following two (2) courses;
1) thence South 83° 32' 47" East a distance of 16.52 feet;
2) thence South 89° 56' 50" East a distance of 739.98 feet to the Northwest corner of a parcel of land described at Book 282, Page 326 filed in the Elbert County Clerk and Recorder's Office;
thence South 00° 09' 34" East along the West boundary of the lands described at said Book 282, Page 326 a distance of 861.70 feet to the Southwest corner of the lands described at said Book 282, Page 326; said corner also being the Northwest corner of a parcel of land described at Reception No. 476359 filed in the Elbert County Clerk and Recorder's Office; thence along the West, South and East boundary lines of the lands described at said Reception No. 476359 the following three (3) courses;
1) thence South 00° 09' 34" East a distance of 430.50 feet;
2) thence North 89° 50' 26" East a distance of 505.93 feet;
3) thence North 00° 09' 38" West 390.28 feet to the Southwest corner of the lands described at Book 458 Page 364 as filed in the Elbert county Clerk and Recorder's office;
thence along the South, and East boundary of the lands described at said Book 458 Page 364 the following three (3) courses;
1) thence South 89° 56' 50" East a distance of 1626.51 feet;
2) thence North 05° 25' 23" East a distance of 603.03 feet;
3) thence North 24° 48' 41' East a distance of 333.29 feet to a point on the South right of way of Colorado State Highway No. 86;

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ALTA COMMITMENT FOR TITLE INSURANCE
EXHIBIT "A"
LEGAL DESCRIPTION

ISSUED BY
STEWART TITLE GUARANTY COMPANY

thence South 89° 12' 30" East along the South right of way line of Colorado State Highway No. 86 a distance of 834.80 feet to a point on the West Boundary of the lands described at Book 377 Page 350 filed in the Elbert County Clerk and Recorder's Office; thence South 00° 58' 55" East along the West boundary of the lands described at said Book 377, Page 350 a distance of 2613.60 feet to the Northwest corner of Lot 18, Wild Pointe, a Subdivision filed in the Elbert County Clerk and Recorder's Office at Plat Book 12, Page 54, thence along the boundary of said Wild Pointe the following three (3) courses;
1) thence South 01° 02' 37" East a distance of 1334.48 feet;
2) thence North 89° 26' 35" West a distance of 1394.52 feet;
3) thence North 89° 18' 17" West a distance of 2570.30 feet; said point being 70.00 feet East of the Westerly line of the Southeast Quarter of said Section 15; thence North 00° 24' 05" West along a line parallel with and 70.00 feet Easterly of the West line of the Southwest Quarter and the Northwest Quarter of said Section 15 a distance of 3916.04 feet to the point of beginning.

Less and Except that portion Deeded to the Town of Elizabeth as described in Deed recorded May 12, 2021 at Reception No. 608123, more particularly described as follows:

A parcel of property located in Section 15, Township 8 South, Range 65 West of the 6th P.M. County of Elbert, State of Colorado being more particularly described as follows: Commencing at the North Quarter corner of said Section 15 and considering the West line of the Northwest Quarter of said Section 15 to bear South 00° 22' 36" East with all bearing contained herein relative thereto; thence South 00° 22' 36" East along said West line, a distance of 40.09 feet to a point on the South right of way line of State Highway 86; thence South 89° 54' 23" East along said South right of way line, a distance of 0.37 feet; thence South 83° 31' 18" East, along said South right of way line, a distance of 70.12 feet to the point of beginning; thence along said South right of way line the following (2) two courses;
1) South 83° 31' 18" East, a distance of 16.55 feet;
2) South 89° 55' 08" East, a distance of 740.68 feet;
thence South 00° 04' 52" West, a distance of 35.00 feet; thence North 89° 53' 29" West, a distance of 756.81 feet; thence North 00° 22' 36" West, a distance of 39.35 feet to point on the South ight of way line of said State Highway 86 and the point of beginning, County of Elbert, State of Colorado.

Also Less and Except that portion Deeded to the Town of Elizabeth as described in Deed recorded May 12, 2021 at Reception No. 608124, more particularly described as follows:

A parcel of property located in Section 14, Township 8 South, Range 65 West of the 6th P.M., County of Elbert, State of Colorado being more particularly described as follows: Commencing at the Northwest corner of said Section 14 and considering the North line of the Northwest Quarter of said Section 14 to bear South 89° 10' 20" East with all bearing contained herein relative thereto; thence South 89° 10' 20" East along said North line, a distance of 493.71 feet; thence South 00° 49' 38" West, a distance of 49.72 feet to a point on the South right-of-way line of State Highway 86 and the point of beginning; thence North 89° 10' 49" East, along said South right-of-way line, a distance of 836.00 feet; thence South 00° 12' 35" East, a distance of 37.90 feet; thence South 89° 10' 20" East, a distance of 853.48 feet; thence North 24° 47' 53" East, a distance of 41.34 feet to the point of beginning, County of Elbert, State of Colorado.

For Informational Purposes Only: 1574q State Highway 86 Drive, Elizabeth, CO 80107

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ALTA COMMITMENT FOR TITLE INSURANCE
EXHIBIT "A"
LEGAL DESCRIPTION

ISSUED BY
STEWART TITLE GUARANTY COMPANY

APN: R109454, 8514100001

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ALTA COMMITMENT FOR TITLE INSURANCE
SCHEDULE B PART I

ISSUED BY
STEWART TITLE GUARANTY COMPANY

File No.: 1812446

Requirements

All of the following Requirements must be met:

1. The Proposed Insured must notify the Company in writing of the name of any party not referred to in this Commitment who will obtain an interest in the Land or who will make a loan on the Land. The Company may then make additional Requirements or Exceptions.

2. Pay the agreed amount for the estate or interest to be insured.

3. Pay the premiums, fees, and charges for the Policy to the Company.

4. Documents satisfactory to the Company that convey the Title or create the Mortgage to be insured, or both, must be properly authorized, executed, delivered, and recorded in the Public Records.

5. Evidence satisfactory to Stewart Title Guaranty Company of payment of all outstanding taxes and assessments as certified by the County Treasurer.

6. Execution of Affidavit as to Debts and Liens and its return to Stewart Title Guaranty Company.

   NOTE: If work has been performed on, or in connection with, the subject property (architectural drawings, soils testing, foundation work, installation of materials), please notify the Company's escrow officer within 10 days of receipt of this title commitment.

7. Payment of any and all Homeowners assessments and expenses which may be assessed to the property.

   NOTE: If improvements have been made on, or in connection with, the subject property, please notify the Company's escrow officer within 10 days of receipt of this title commitment.

   NOTE: This product is for informational purposes only. It is not a title insurance product and does not provide any form of coverage. This product is not a guarantee or assurance and does not warrant, or otherwise insure any condition, fact or circumstance. This product does not obligate this Company to issue any policies of title insurance for any subsequent transaction based on the information provided or involving the property described herein. This Company's sole liability for any error(s) relating to this product is limited to the amount that was paid for this product.

8. FOR INFORMATIONAL PURPOSES ONLY:

   24-month Chain of Title: The only conveyance(s) affecting said land recorded within the 24 months preceding the date of this commitment is (are) as follows:

   Parcel I: Warranty Deed recorded August 4, 2022, in Book 830 at Page 12 as Reception No. 621661. Warranty Deed recorded May 12, 2021, in Book 816 at Page 679 as Reception No. 608125. Warranty Deed recorded January 9, 2018, in Book 783 at Page 571 as Reception No. 574868. Parcel II: Warranty Deed recorded June 18, 2009 in Book 712 at Page 191.

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ALTA COMMITMENT FOR TITLE INSURANCE
SCHEDULE B PART I

ISSUED BY
STEWART TITLE GUARANTY COMPANY

NOTE: If no conveyances were found in that 24 month period, the last recorded conveyance is reported. If the subject land is a lot in a subdivision plat less than 24 months old, only the conveyances subsequent to the plat are reported.

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ALTA COMMITMENT FOR TITLE INSURANCE
SCHEDULE B PART II

ISSUED BY
STEWART TITLE GUARANTY COMPANY

Exceptions

File No.: 1812446

THIS COMMITMENT DOES NOT REPUBLISH ANY COVENANT, CONDITION, RESTRICTION, OR LIMITATION CONTAINED IN ANY DOCUMENT REFERRED TO IN THIS COMMITMENT TO THE EXTENT THAT THE SPECIFIC COVENANT, CONDITION, RESTRICTION, OR LIMITATION VIOLATES STATE OR FEDERAL LAW BASED ON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, GENDER IDENTITY, HANDICAP, FAMILIAL STATUS, OR NATIONAL ORIGIN.

The Policy will not insure against loss or damage resulting from the terms and provisions of any lease or easement identified in Schedule A, and will include the following Exceptions unless cleared to the satisfaction of the Company:

1. Any defect, lien, encumbrance, adverse claim, or other matter that appears for the first time in the Public Records or is created, attaches, or is disclosed between the Commitment Date and the date on which all of the Schedule B, Part I - Requirements are met.

2. Rights or claims of parties in possession, not shown by the public records.

3. Easements, or claims of easements, not shown by the public records.

4. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the title that would be disclosed by an accurate and complete land survey of the Land and not shown by the public records.

5. Any lien, or right to a lien, for services, labor or material heretofore or hereafter furnished, imposed by law and not shown by the public records.

6. (a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) Minerals of whatsoever kind, subsurface and surface substances, in, on, under and that may be produced from the Land, together with all rights, privileges, and immunities relating thereto, whether or not the matters excepted under (a), (b) or (c) are shown by the Public Records or listed in Schedule B.

7. Water rights, claims or title to water.

8. Any and all unpaid taxes and assessments and any unredeemed tax sales.

9. Reservations or exceptions contained in U.S. Patents, or in Acts authorizing the issuance thereof, recorded November 18, 1874 in Book 1 at Page 285; August 27, 1891in Book 14 at Page 97 as Reception No. 140097; December 21, 1891 in Book 14 at Page 125; December 23, 1891 in Book 14 at Page 126; January 17, 1903 in Book 23 at Page 456; March 4, 1907 in Book 14 at Page 530; and, July 20, 1910 in Book 14 at Page 607 and 608 reserving 1) Rights of the proprietor of a vein or lode to extract and remove his ore therefrom and 2) rights of way for ditches and canals constructed under the authority of the United States.

10. Conveyance of Easements and Rights-of-Way recorded January 19, 1970 in Book 271 at Page 451 as Reception No. 187901.

11. Slope Easement recorded November 18, 1994 in Book 507 at Page 89 as Reception No. 326006.

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ALTA COMMITMENT FOR TITLE INSURANCE
SCHEDULE B PART II

ISSUED BY
STEWART TITLE GUARANTY COMPANY

12. Annexation Impact Report recorded October 24, 2018 at Reception No. 581369.

13. Annexation Agreement recorded March 11, 2019 in Book 792 at Page 994 as Reception No. 584214.

14. Resolution 19R09 recorded April 8, 2019 in Book 792 at Page 610 as Reception No. 584837.

15. All matters shown on the Annexation Map recorded April 18, 2019 in Book 793 at Page 30 as Reception No. 585078.

16. All matters shown on the Annexation Map recorded April 18, 2019 in Book 793 at Page 31 as Reception No. 585079.

17. All matters shown on the Annexation Map recorded April 18, 2019 in Book 793 at Page 32 as Reception No. 585080.

18. Reservations contained in United States Patent recorded January 23, 1874 in Book 23 at Page 62.

19. Reservations contained in Patent recorded February 2, 1904 in Book 14 at Page 493.

20. Reservations contained in United States Patent recorded February 2, 1904 in Book 14 at Page 494.

21. Reservations contained in United States Patent recorded February 2, 1904 in Book 14 at Page 495.

22. Right of Way Agreement to Plateau Natural Gas Company recorded March 6, 1963 in Book 251 at Page 191.

23. Assignment of Right of Way to Northern Natural Gas Company recorded January 19, 1970 in Book 271 at Page 451.

24. Terms, agreements, provisions, conditions and obligations contained in Deed recorded December 27, 1995 in Book 533 at Page 693.

25. Notice recorded January 3, 2000 in Book 598 at Page 116.

26. Terms, agreements, provisions, conditions and obligations contained in Drainage Easement Agreement recorded March 25, 2005 in Book 670 at Page 115.

27. Terms, agreements, provisions, conditions and obligations contained in Slope Easement Agreement recorded March 25, 2005 in Book 670 at Page 116.

28. Terms, agreements, provisions, conditions and as contained in Gas Pipeline Easement recorded July 13, 2006 in Book 685 at Page 762.

29. Terms, agreements, provisions, conditions and obligations contained in Access Easement recorded July 13, 2006 in Book 685 at Page 763.

30. Terms, agreements, provisions, conditions and obligations contained in Judgment and Decree recorded June 17, 2009 in Book 712 at Page 175.

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ALTA COMMITMENT FOR TITLE INSURANCE
SCHEDULE B PART II

ISSUED BY
STEWART TITLE GUARANTY COMPANY

31. Terms, agreements, provisions, conditions and obligations contained in Ground Water Rights Distribution Agreement recorded June 17, 2009 in Book 712 at Page 176.

32. Terms, agreements, provisions, conditions and obligations contained in Water Right Bargain and Sale Deed recorded June 17, 2009 in Book 712 at Page 178.

33. Terms, agreements, provisions, conditions and obligations contained in Water Right Bargain and Sale Deed recorded June 18, 2009 in Book 712 at Page 189.

34. Mineral Deed recorded June 18, 2009 in Book 712 at Page 192.

35. Terms, agreements, provisions, conditions and obligations contained in Water Right and Sale Deed recorded Jul 13, 2011 in Book 728 at Page 985.

36. Terms, agreements, provisions, conditions and obligations contained in Annexation Impact Report recorded October 24, 2018 in Book Book 790 at Page 168.

37. Terms, agreements, provisions, conditions and obligations contained in Annexation Agreement recorded March 11, 2019 in Book 792 at Page 994.

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DISCLOSURES

File No.: 1812446

Pursuant to C.R.S. 10-11-122, notice is hereby given that:

A. THE SUBJECT REAL PROPERTY MAY BE LOCATED IN A SPECIAL TAXING DISTRICT;
B. A CERTIFICATE OF TAXES DUE LISTING EACH TAXING JURISDICTION SHALL BE OBTAINED FROM THE COUNTY TREASURER OR THE COUNTY TREASURER'S AUTHORIZED AGENT;
C. INFORMATION REGARDING SPECIAL DISTRICTS AND THE BOUNDARIES OF SUCH DISTRICTS MAY BE OBTAINED FROM THE BOARD OF COUNTY COMMISSIONERS, THE COUNTY CLERK AND RECORDER, OR THE COUNTY ASSESSOR

Note: Colorado Division of Insurance Regulations 8-1-2, Section 5, Paragraph G requires that "Every title entity shall be responsible for all matters which appear of record prior to the time of recording whenever the title entity conducts the closing and is responsible for recording or filing of legal documents resulting from the transaction which was closed." Provided that Stewart Title Company conducts the closing of the insured transaction and is responsible for recording the legal documents from the transaction, exception number 1 will not appear on the Owner's Title Policy and the Lender's Title Policy when issued.

Note: Colorado Division of Insurance Regulations 8-1-2, Section 5, Paragraph M requires that every title entity shall notify in writing that

Affirmative Mechanic's Lien Protection for the Owner may be available (typically by deletion of Exception No. 5 of Schedule B, Section 2 of the Commitment from the Owner's Policy to be issued) upon compliance with the following conditions:

A. The land described in Schedule A of this commitment must be a single-family residence, which includes a condominium or townhouse unit.
B. No labor or materials have been furnished by mechanics or materialmen for purposes of construction on the land described in Schedule A of this Commitment within the past 6 months.
C. The Company must receive an appropriate affidavit indemnifying the Company against unfiled Mechanic's and Materialmen's Liens.
D. The Company must receive payment of the appropriate premium.
E. If there has been construction, improvements or major repairs undertaken on the property to be purchased, within six months prior to the Date of the Commitment, the requirements to obtain coverage for unrecorded liens will include: disclosure of certain construction information; financial information as to the seller, the builder and/or the contractor; payment of the appropriate premium; fully executed Indemnity agreements satisfactory to the company; and, any additional requirements as may be necessary after an examination of the aforesaid information by the Company.

No coverage will be given under any circumstances for labor or material for which the insured has contracted for or agreed to pay.

To comply with the provisions of C.R.S. 10-11-123, the Company makes the following disclosure:

a. That there is recorded evidence that a mineral estate has been severed, leased or otherwise conveyed from the surface estate and that there is a substantial likelihood that a third party holds some or all interest in oil, gas, other minerals, or geothermal energy in the property; and
b. That such mineral estate may include the right to enter and use the property without the surface owner's permission.

NOTE: THIS DISCLOSURE APPLIES ONLY IF SCHEDULE B, SECTION 2 OF THE TITLE COMMITMENT HEREIN INCLUDES AN EXCEPTION FOR SEVERED MINERALS.

Notice of Availability of a Closing Protection Letter: Pursuant to Colorado Division of Insurance Regulation 8-1-3, Section 5, Paragraph C (11)(f), a closing protection letter is available to the consumer.

NOTHING HEREIN CONTAINED WILL BE DEEMED TO OBLIGATE THE COMPANY TO PROVIDE ANY OF THE COVERAGES REFERRED TO HEREIN, UNLESS THE ABOVE CONDITIONS ARE FULLY SATISFIED.

EXHIBIT A

Parcel I:
E1/2 NW1/4, NW1/4 NE1/4 of Section 14, Township 8 South, Range 65 West of the 6th P.M., County of Elbert, State of Colorado, EXCEPT the parcels deeded to the Elbert County Board of County Commissioners in Book 182 at Page 159 and Book 209 at Page 140 and that parcel deeded to the State Highway Department in Book 320 at Page 291, County of Elbert, State of Colorado. EXCEPT that portion conveyed to The Town of Elizabeth in Special Warranty Deed recorded May 12, 2021 at Reception No. 608125.

Parcel II:
A parcel of land located in the Northeast and Southeast Quarter of Section 15, and the Southwest and Northwest Quarter of Section 14, Township 8 South, Range 65 West of the Sixth Principal Meridian, County of Elbert, State of Colorado, more particularly described as follows: The basis of bearing of this description is an assumed bearing of North 00° 14' 48" West a distance of 2664.96 feet from a 2" aluminum cap on a number 6 rebar stamped " 1999-LS 30830" at the East Quarter corner of said Section 15 to a 2" aluminum cap on a number 6 rebar stamped "1999-LS 30830" at the Northeast corner of said Section 15. Commencing at the North Quarter corner of said Section 15; thence South 00° 24' 05" East along the West line of the Northeast Quarter of said Section 15 a distance of 40.09 feet to a point on the South right of way of Colorado State Highway No. 86; thence along the South right of way of Colorado State Highway No. 86 the following two (2) courses;
1) thence South 89° 56' 30" East a distance of 0.38 feet;
2) thence South 83° 32' 47" East a distance of 70.12 feet to the point of beginning; thence continuing along the South right of way of Colorado State Highway No. 86 the following two (2) courses;

1) thence South 83° 32' 47" East a distance of 16.52 feet;
2) thence South 89° 56' 50" East a distance of 739.98 feet to the Northwest corner of a parcel of land described at Book 282, Page 326 filed in the Elbert County Clerk and Recorder's Office;
thence South 00° 09' 34" East along the West boundary of the lands described at said Book 282, Page 326 a distance of 861.70 feet to the Southwest corner of the lands described at said Book 282, Page 326; said corner also being the Northwest corner of a parcel of land described at Reception No. 476359 filed in the Elbert County Clerk and Recorder's Office; thence along the West, South and East boundary lines of the lands described at said Reception No. 476359 the following three (3) courses;
1) thence South 00° 09' 34" East a distance of 430.50 feet;
2) thence North 89° 50' 26" East a distance of 505.93 feet;
3) thence North 00° 09' 38" West 390.28 feet to the Southwest corner of the lands described at Book 458 Page 364 as filed in the Elbert county Clerk and Recorder's office; thence along the South, and East boundary of the lands described at said Book 458 Page 364 the following three (3) courses;
1) thence South 89° 56' 50" East a distance of 1626.51 feet;
2) thence North 05° 25' 23" East a distance of 603.03 feet;
3) thence North 24° 48' 41' East a distance of 333.29 feet to a point on the South right of way of Colorado State Highway No. 86; thence South 89° 12' 30" East along the South right of way line of Colorado State Highway No. 86 a distance of 834.80 feet to a point on the West Boundary of the lands described at Book 377 Page 350 filed in the Elbert County Clerk and Recorder's Office; thence South 00° 58' 55" East along the West boundary of the lands described at said Book 377, Page 350 a distance of 2613.60 feet to the Northwest corner of Lot 18, Wild Pointe, a Subdivision filed in the Elbert County Clerk and Recorder's Office at Plat Book 12, Page 54, thence along the boundary of said Wild Pointe the following three (3) courses;
1) thence South 01° 02' 37" East a distance of 1334.48 feet;
2) thence North 89° 26' 35" West a distance of 1394.52 feet;
3) thence North 89° 18' 17" West a distance of 2570.30 feet; said point being 70.00 feet East of the Westerly line of the Southeast Quarter of said Section 15; thence North 00° 24' 05" West along a line parallel with and 70.00 feet Easterly of the West line of the Southwest Quarter and the Northwest Quarter of said Section 15 a distance of 3916.04 feet to the point of beginning. Less and Except that portion Deeded to the Town of Elizabeth as described in Deed recorded May 12, 2021 at Reception No. 608123, more particularly described as follows: A parcel of property located in Section 15, Township 8 South,

Range 65 West of the 6th P.M. County of Elbert, State of Colorado being more particularly described as follows: Commencing at the North Quarter corner of said Section 15 and considering the West line of the Northwest Quarter of said Section 15 to bear South 00° 22' 36"
East with all bearing contained herein relative thereto; thence South 00° 22' 36" East along said West line, a distance of 40.09 feet to a point on the South right of way line of State Highway 86; thence South 89° 54' 23" East along said South right of way line, a distance of 0.37 feet; thence South 83° 31' 18" East, along said South right of way line, a distance of 70.12 feet to the point of beginning; thence along said South right of way line the following (2) two courses;
1) South 83° 31' 18" East, a distance of 16.55 feet;
2) South 89° 55' 08" East, a distance of 740.68 feet;
thence South 00° 04' 52" West, a distance of 35.00 feet; thence North 89° 53' 29" West, a distance of 756.81 feet; thence North 00° 22' 36" West, a distance of 39.35 feet to point on the South ight of way line of said State Highway 86 and the point of beginning, County of Elbert, State of Colorado. Also Less and Except that portion Deeded to the Town of Elizabeth as described in Deed recorded May 12, 2021 at Reception No. 608124, more particularly described as follows: A parcel of property located in Section 14, Township 8 South, Range 65 West of the 6th P.M., County of Elbert, State of Colorado being more particularly described as follows: Commencing at the Northwest corner of said Section 14 and considering the North line of the Northwest Quarter of said Section 14 to bear South 89° 10' 20"
East with all bearing contained herein relative thereto; thence South 89° 10' 20" East along said North line, a distance of 493.71 feet; thence South 00° 49' 38" West, a distance of 49.72 feet to a point on the South right-of-way line of State Highway 86 and the point of beginning; thence North 89° 10' 49" East, along said South right-of-way line, a distance of 836.00 feet; thence South 00° 12' 35" East, a distance of 37.90 feet; thence South 89° 10' 20" East, a distance of 853.48 feet; thence North 24° 47' 53" East, a distance of 41.34 feet to the point of beginning, County of Elbert, State of Colorado.

574868 B: 783 P: 571 SWD
01/09/2018 02:54:07 PM Page 1 of 1 R: $13.00 D: $0.00
Dallas Schroeder Clerk/Recorder, Elbert County, CO

After recording, return to:
Brown & Taylor, P.C.
19590 E. Mainstreet, Suite 107
Parker, CO 80138

SPECIAL WARRANTY DEED

THIS DEED is dated January 8, 2018 and is made between **NAGEEB ABDALLA SULEIMAN**, the "Grantor", of the County of Arapahoe and State of Colorado, and **NEW POINT PROPERTIES, LLC**, a Colorado limited liability company, the "Grantee," whose legal address is 5786 Logan Ct., Denver, Colorado 80216, of the County of Adams and State of Colorado.

WITNESS, that the Grantor, for and in consideration of the sum of TEN DOLLARS, ($10.00), the receipt and sufficiency of which is hereby acknowledged, hereby grants, bargains, sells, conveys and confirms unto the Grantee and the Grantee's assigns forever, all the real property, together with any improvements thereon, located in the County of Elbert and State of Colorado, described as follows:

E½ NW¼, NW¼ NE¼, Section 14, Township 8 South, Range 65 West of the 6th P.M., County of Elbert, State of Colorado, Except the parcels deeded to the Elbert County Board of County Commissioners in Book 182 at Page 159 and Book 209 at Page 140, and that parcel deeded to the State Highway Department in Book 320 at Page 291, County of Elbert, State of Colorado.

No Documentary fee as transfer from Grantor to Grantor's LLC, and the consideration is under $500.

TOGETHER with all and singular the hereditaments and appurtenances thereunto belonging, or in anywise appertaining, the reversions, remainders, rents, issues and profits thereof, and all the estate, right, title, interest, claim and demand whatsoever of the Grantor, either in law or equity, of, in and to the above bargained premises, with the hereditaments and appurtenances;

TO HAVE AND TO HOLD the said premises above bargained and described, with the appurtenances, unto the Grantee and the Grantee's assigns forever. The Grantor, for the Grantor and the Grantor's heirs and assigns, does covenant and agree that the Grantor shall and will WARRANT AND FOREVER DEFEND the above described premises, *but not any adjoining vacated street or alley*, if any, in the quiet and peaceable possession of the Grantee and the assigns of the Grantee, against all and every person or persons claiming the whole or any part thereof, by, through or under the Grantor except and subject to those matters of record.

IN WITNESS WHEREOF, the Grantor has executed this deed on the date set forth above.

Nageeb Abdalla Suleiman

STATE OF COLORADO)
) ss.
County of Douglas)

The foregoing instrument was acknowledged before me this 8th day of January, 2018, by Nageeb Abdalla Suleiman.

Witness my hand and official seal.
My commission expires: 5-22-18

Notary Public

STEPHEN L. BROWN
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 19944014683
MY COMMISSION EXPIRES SEPTEMBER 22, 2018

ELIZABETH
WEST

Fiscal Impact Analysis

ELIZABETH WEST
FISCAL IMPACT ANALYSIS

Prepared For:
MF Investment Partners, LLC
Greenwood Village, Colorado

May 18, 2022

PGAV PLANNERS
ST. LOUIS, MISSOURI

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EXECUTIVE SUMMARY

The purpose of this analysis is to describe the fiscal impact to the Town of Elizabeth, Colorado (the "Town") associated with the development of Elizabeth West (the "Project"), a master-planned, multi-use community. Anticipated uses within the community include: single-family residential, commercial retail uses, professional office, and community recreational amenities such as a park, playground, and open space tracts.

This analysis reviews the Project with respect to the market, the community's Comprehensive Plan and with respect to fiscal impacts.

1. **The Market**

   The Elizabeth area is growing. According to our review of the area's demographics, there is sufficient demand for the homes and retail/commercial uses planned as part of the Project.

2. **The Comprehensive Plan**

   The Comprehensive Plan is an advisory document; a framework for decision-making; presenting a forward-looking vision to give guidance to Town leadership. The Comprehensive Plan may be changed from time-to-time as needed to address changing conditions.

   The Project conforms with the spirit of the Town's Comprehensive Plan by preserving open spaces and facilitating land use in an orderly, sustainable, and integrated fashion. However, the amount of space allocated for retail development in the Town's Future Land Use Plan is more than is reasonable for the area. The proposed retail development contained in the PUD submittal for the Project is more than adequate to serve the needs of the Town for the next 30 to 50 years and is excessive considering the magnitude of the Project.

3. **Fiscal Impact**

   At full build-out, the Project is estimated to generate approximately $16,992 in revenue per acre, which compares favorably to an estimated approximately $14,902 in public service expense per acre in the same timeframe, which indicates a positive fiscal impact to the Town.

SECTION 1
INTRODUCTION

INTRODUCTION

The purpose of this analysis is to describe the fiscal impact to the Town of Elizabeth, Colorado (the "Town") associated with the development of Elizabeth West (the "Project"), a master-planned, multi-use community. Anticipated uses within the community include: single-family residential, commercial retail uses, professional office, and community recreational amenities such as a park, playground, and open space tracts.

The Project addresses approximately 426 contiguous acres, which has been annexed by the Town. MF Investment Partners, LLC, (hereinafter referred to as the "Applicant") has agreed to provide water rights, well sites, extend current Town water and sewer service and pay for certain improvements to State Highway 86 as necessary to serve the community. These improvements represent significant infrastructure investments. Into the future, the Town and other service providers such as the Elizabeth Fire District and the Elizabeth School District will receive revenues (various fees and taxes) generated by the Project, which will be used to pay for services for its residents and for ongoing infrastructure maintenance needs. The goal of this analysis is to help the Town understand the implications of the potential revenues generated by the Project.

PGAV has been retained to develop an independent analysis of the taxable transaction and tax revenue generation potential of the proposed future commercial and residential assets within the Project.

PGAV, headquartered in St. Louis, Missouri, is a nationally recognized firm with expertise in the preparation of bond feasibility studies. PGAV has performed analyses of historic trends and projections of real property taxes, sales taxes and taxes associated with various types of tax increment financing districts and other special taxing districts in support of bond financings. Recent locations where PGAV has been involved with financial feasibility analyses include St. Louis, Missouri; Columbus, Ohio; Denver, Colorado; Kansas City, Missouri; Kansas City, Kansas; Memphis, Tennessee; Cleveland, Ohio; Wharton, Texas; and Elizabeth, Colorado. PGAV has personnel who are members of the National Federation of Municipal Analysts ("NFMA"). Andy Struckhoff, DFCP, AICP, Vice President of PGAV in charge of the Planners group, is a member of the Council of Development Finance Agencies ("CDFA").

Exhibit A – Project Site Plan, on the following page, shows the land use of the Project. The Project, Elizabeth West, is a 426-acre development that is anticipated to contain dedicated open space with detention areas, a park, single-family residential, neighborhood commercial, and commercial mixed use. The **Development Summary**, below, and the land use plan on the following page describes and illustrates the Project components.

Development Project Summary Component	Map Number	Units	Gross Land Area (Acres)
Open Space and Trail Corridors	OS-1		25.5
Open Space and Trail Corridors	OS-2		57.4
Park & Recreation Areas	PK1		6.7
Commercial Mixed Use			
Neighborhood Commercial	PA-1	115,000 SF	11.5
Commercial Mixed Use	PA-2	40,000 SF	8.9
Commercial Mixed Use	PA-3	25,000 SF	3.3
Commercial Mixed Use	PA-13	70,000 SF	14.1
Residential			
Single Family Residential	PA-4	166	26.1
Single Family Residential	PA-5	133	49.0
Single Family Residential	PA-7	135	49.6
Single Family Residential	PA-8	132	45.3
Single Family Residential	PA-9	53	20.4
Single Family Residential	PA-10	126	18.0
Single Family Residential	PA-11	135	36.5
Single Family Residential	PA-12	70	11.2


ELIZABETH WEST - PUD DEVELOPMENT PLAN
LOCATED IN SECTIONS 14 AND 15, TOWNSHIP 8 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF ELBERT, STATE OF COLORADO
LAND USE PLAN
PREPARED FOR:
MF INVESTMENTS LLC
ENGINEERING:
LAND PLANNING:
PCS Group, Inc.
REVISIONS:
SHEET INFO:
DRAWN BY: JN
DESIGNED BY: JP
SUBMITTED ON: 2020-10-
SHEET 3 OF 3
LEGEND
Community Trail (10' min. multi-use trail)
Local Trail (6' min. concrete or soft surface trail)
Pocket Parks (minimum standards provided in PUD guide)
Land Use Map Matrix
LEGACY RIDGE ST
COLLECTOR
SCALE: 1" = 300'
0'
150'
300'
600'
1200'

SECTION 2
COMPREHENSIVE PLAN REVIEW

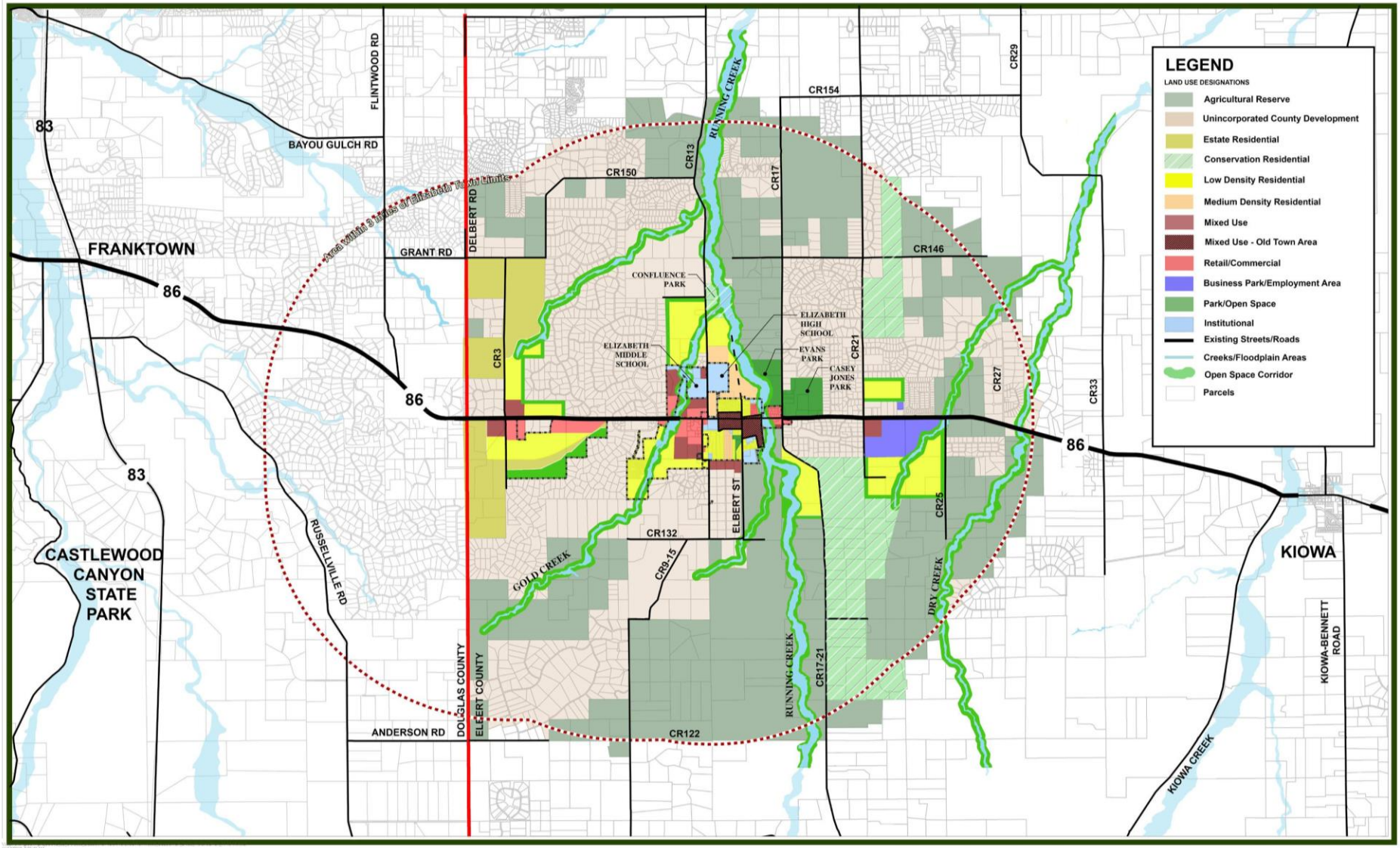
In December 2019, the Town completed and adopted the Town of Elizabeth Comprehensive Plan (the "Comprehensive Plan"). The Comprehensive Plan lays out the community's vision and goals for future land use and development. The area that would be subject to the Project is addressed in the Comprehensive Plan and denoted in the Future Land Use map for the following uses:[1]

> ***Estate Residential:*** *The future land use plan assumes that some areas within the Town limits of Elizabeth would develop in a much lower residential orientation, ranging from one home on a half-acre parcel to one home on a two-acre parcel. This general density range would be similar to many of the existing residential subdivisions that have been developed on the edges of Elizabeth, within Elbert County, over the last few decades.*
>
> ***Low Density Residential:***[2] *"Low Density Residential" identifies locations where lower density residential development, typical of post-war suburban communities around Colorado, would logically locate. As depicted on the future land use plan, these areas are focused in particular along Highway 86 to the west of Elizabeth and near Highway 86 and County Road 21, to the east of Town. This land use category assumes a general range for residential densities of 2 to 4 dwelling units per acre (on a gross basis). Within Low Density Residential, the Town also encourages the use of "clustered development" techniques that would preserve larger areas of trees or other key open space and environmental assets as open space, and cluster homes in other areas of a development. The Elizabeth West PUD submittal complies with the low-density residential guidelines.*
>
> ***Retail/Commercial:*** *"Retail/Commercial" areas depict locations where neighborhood or regional-level commercial centers could be located in the Elizabeth area over the next two decades. These areas include key intersections along Highway 86, to the east and west of the current Town.*

A copy of the Future Land Use Map from the Comprehensive Plan is shown on the following page.

[1] Source: Comprehensive Plan

[2] The Project is shown as predominantly Low Density Residential in the Comprehensive Plan.



Elizabeth Comprehensive Plan
Future Land Use Plan
J-18508

The residential uses planned as part of the Project conform with the residential land uses described in the Future Land Use Map and the Comprehensive Plan. The Future Land Use Map designates approximately 224 acres for Commercial/Retail, which is much more than the approximately 36 acres the Project proposes for Commercial/Retail development.[3] The Future Land Use Map also designates considerably more land than is either necessary or appropriate for Commercial/Retail development.

When considering an appropriate amount of land to set aside for Commercial/Retail development, the Town should consider the following:

1. Market support for the type and scale of Commercial/Residential development contemplated in the Comprehensive Plan.
2. The ability of the Town's residents and the regional population to support this scale of retail development at this location.
3. The overall goals and objectives of the Town as expressed in the Comprehensive Plan.

1. Market Support

The Future Land Use Map designates approximately 224 acres for commercial/retail development. Assuming a floor-area ratio of 0.375, this area of land could hold approximately 3.65 million square feet of retail building area.[4] As indicated earlier in this report, available demand within a 20-minute drive of the Town indicates support for up-to approximately 1.5 million square feet of retail space, which is far less than the 3.65 million square feet envisioned in the Comprehensive Plan.

Even as the Town may build out its residential areas in line with the Comprehensive Plan, support may not come from commercial retail tenants as many have site selection criteria that eliminate the Town from consideration as the overall population would likely not yet be enough to support them. A list of retailers and their site selection criteria, with indications whether the Town meets site selection criteria, is included in the Appendix to this Report.

2. Ability of the Town's Residents and Regional Population to Support this Scale of Retail

A commonly used metric one may use to measure the ability of a given area to support a proposed amount of retail development is to consider the amount of retail square footage per household the overall market currently supports and may support in the future. A review of retail inventory and households in the Denver MSA indicates a retail inventory of approximately 48.3 million square feet to serve approximately 1.2 million households, which equates to approximately 40 square feet of retail building space per household in the Denver MSA.

[3] PGAV calculation of the areas shown on the Future Land Use Map.

[4] Floor-Area Ratio is the ratio of building area to land area. A floor-area ratio of 0.375 in this case is indicative of a blend of "neighborhood" and "regional" commercial centers as described in the Comprehensive Plan.

The Town's Future Land Use Map designates approximately 224 acres for commercial/retail development. Assuming a floor-area ratio of 0.375, this area of land could accommodate approximately 3.65 million square feet of retail building area.[5] This amount of retail building area translates to approximately 1,228 square feet of retail building per household in the Town; approximately 129 square feet of retail building area per household in the County, and approximately 155 square feet of retail building area per household in the Trade Area (20-minute drive time described earlier in this Report).

This amount of retail development is much more than the Town, the County, and the Trade Area could reasonably expect to support. In order to support this amount of retail area on the same level as the rest of the Denver MSA (i.e., approximately 40 square feet of retail space per household) would require more than 91,000 households in the Town and the County, which is orders of magnitude more than currently contemplated in the adopted Comprehensive Plan.

Currently, the Market may support some additional retail, as described in this Report, such that the amount of commercial and retail space contemplated in the Project may be readily absorbed on the heels of residential development. As commercial/retail development is contemplated, it is important to also consider the site requirements of major retailers.

3. *Overall Goals and Objectives of the Comprehensive Plan*

The community's goals as expressed in the Comprehensive Plan favor economy in land use and development to support the physical character of the community, its fiscal well-being, to avoid urban sprawl, and to maintain a sustainable balance in land uses between residential, commercial, office/business park, industrial, and park/open space land uses. Setting aside approximately 224 acres for commercial/retail development contradicts this stated goal and challenges the ability of the Town to facilitate land use in an orderly, sustainable, and integrated fashion. The land set aside for commercial/retail development is more than the Town, the County, and the Trade Area could reasonably be expected to support. This order of magnitude of commercial/retail land use designation ignores the generally accepted site selection criteria associated with commercial/retail uses and creates a future land use scenario in which the land may (a) never develop according to this intended use or (b), should it ever develop fully, would create a sprawling and unsustainable mix of land uses.

The Comprehensive Plan ignored land currently set aside for commercial/retail development, such as the 19 acres at the south side of State Highway 86, in unincorporated Elbert County which land continues to await development and should have been considered and included in the Future Land Use Map.

[5] Floor-Area Ratio is the ratio of building area to land area. A floor-area ratio of 0.375 in this case is indicative of a blend of "neighborhood" and "regional" commercial centers as described in the Comprehensive Plan.

SECTION 3
ECONOMIC CHARACTERISTICS

NATIONAL ECONOMIC OUTLOOK

The Bureau of Economic Analysis' estimate of Gross Domestic Product ("GDP") from 2012 to present shows that the US has reached a place of stability and slow growth. Following the recession in 2008, the US economy had strong spikes in growth in 2012 and again in 2014, but also experienced periods of decline.

Figure 1 – Gross Domestic Product, below, shows this fluctuation in the US economy over the past 7 years.

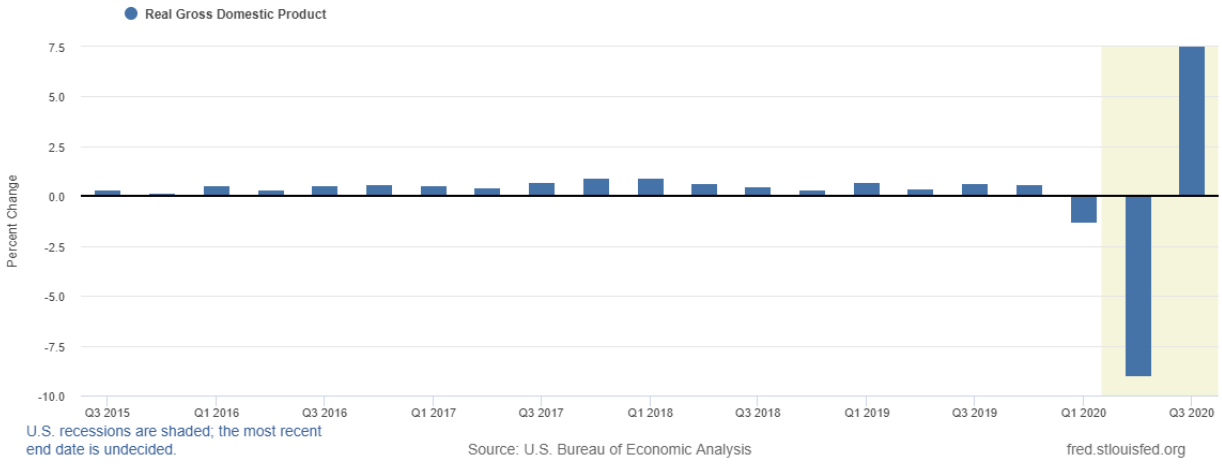


Figure 2 – Retail Sales & Food Services, on the following page, shows monthly nationwide retail sales (seasonally adjusted and excluding vehicles and parts dealers' sales). The source information for this figure is the U.S. Department of Commerce and the Census Bureau's monthly "Advance Monthly Sales for Retail and Food Services" release.

Figure 2 – Retail Sales & Food Services Excluding Motor Vehicles & Parts Dealers (2016-2020)

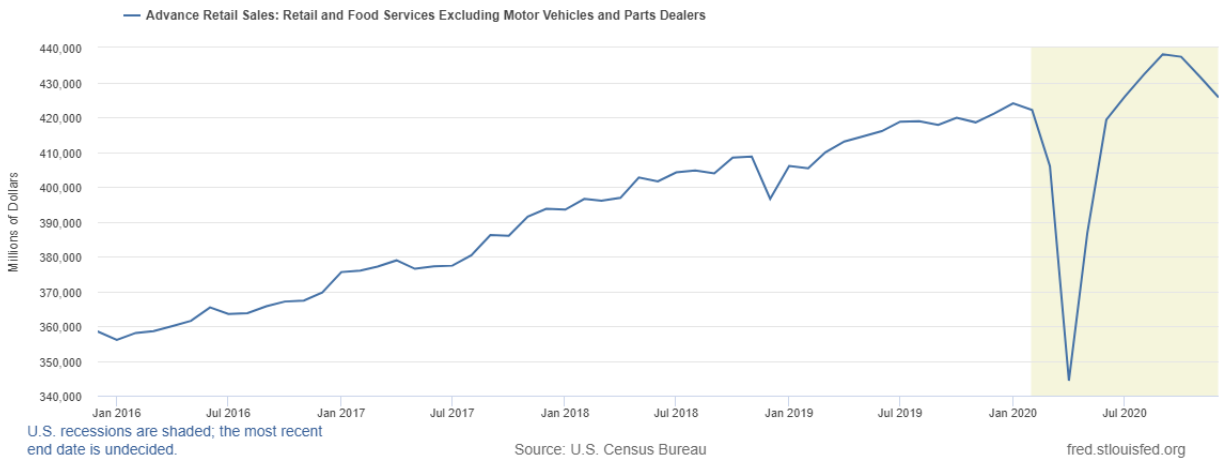


Figure 3 – E-Commerce Retail Sales as a Percent of Total Sales (2015-2020)

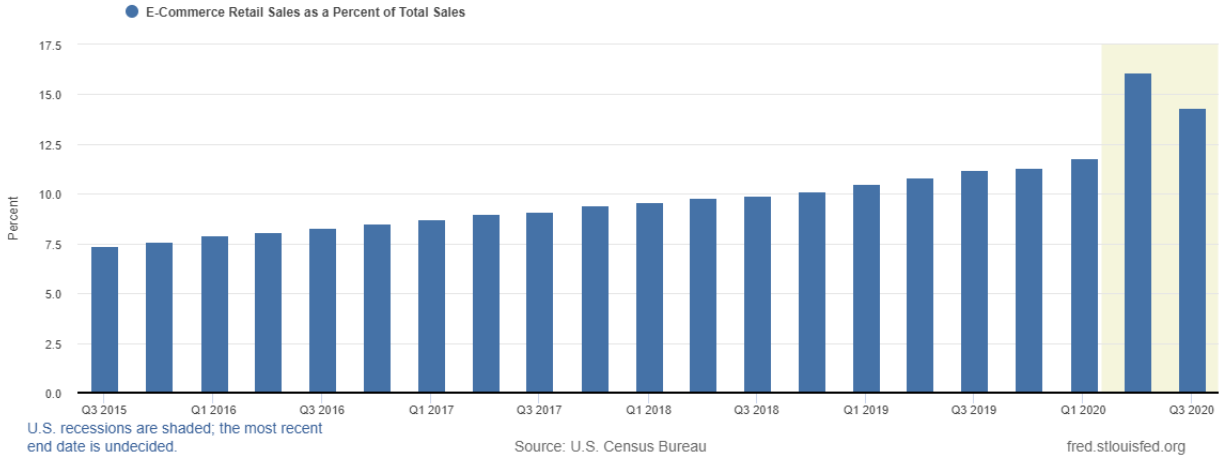


Figure 3 – E-Commerce Retail Sales as a Percent of Total Sales (2015-2020), above, indicates that E-Commerce sales increased significantly during the pandemic and associated recession – as one might expect as many Americans restricted personal trips and shopping excursions as much as comfortable. Notable is the decline in E-Commerce percentage later in 2020 percentage, indicating consumer return to normal patterns of behavior and that gain in E-Commerce sales seen during the height of the pandemic may not be immutable.

METROPOLITAN AREA OVERVIEW

The Project is located on the western boundary of the Town of Elizabeth, Colorado, north and east of the intersection of CO-86 and County Road 3. The Town is a bedroom community to both Denver and Colorado Springs, Colorado, located about halfway between the two cities east of Interstate 25 and State Highway 86. Elizabeth is located in the northwest quadrant of Elbert County. Elbert County is included in the Denver-Aurora-Lakewood, Colorado Metropolitan Statistical Area.

Elizabeth has experienced significant residential growth in recent years as suburban Denver growth pressures encourage homebuyers to look to Elizabeth for new homes.

Table 1 – Forecasted Population Growth 2020-2025, below, shows forecasted growth in the area in terms of population and households. Demographic trends in the area surrounding the Project are highlighted in the following tables via the inclusion of demographics for a later-defined "Trade Area," the County and the State of Colorado.

Table 1
Forecasted Annual Population Growth 2020-2025

	Population			Households		
	2020	2025	%Change	2020	2025	%Change
Trade Area	62,252	69,195	2.1%	21,369	23,718	2.1%
Elizabeth	1,461	1,600	1.8%	533	589	2.0%
Elbert County	26,772	30,480	2.6%	9,775	11,151	2.7%
Colorado	5,857,922	6,283,296	1.4%	2,285,136	2,448,665	1.4%

Source: Esri

The Trade Area is currently a bedroom community that is beginning to experience growth and development. The projected growth in population and households over the next five years is driven by homebuyers seeking a small-town lifestyle within reasonable drive-times of Denver and Colorado Springs. The development in close proximity to the Project, and the potential for additional residential development in the surrounding area is expected to satisfy a significant portion of projected growth in the Trade Area.

The Trade Area is projected to add approximately 2,350 households through 2030. The Project's estimated 950 additional housing units would satisfy only approximately 40% of the demand for housing encouraged by the area's population growth.

Table 2 – Forecasted Income Growth, below, suggests that incomes in the Trade Area, County, and State will continue to grow on an average annual basis through 2025. The table also drives home how much wealth there is in the Trade Area, especially as compared to Colorado as a whole.

Table 2
Forecasted Income Growth

	Median Household Income		
	2020	2025	%Change
Trade Area	$ 107,077	$ 114,145	1.3%
Elizabeth	$ 85,626	$ 91,303	1.3%
Elbert County	$ 89,573	$ 97,034	1.6%
Colorado	$ 73,219	$ 73,420	0.1%

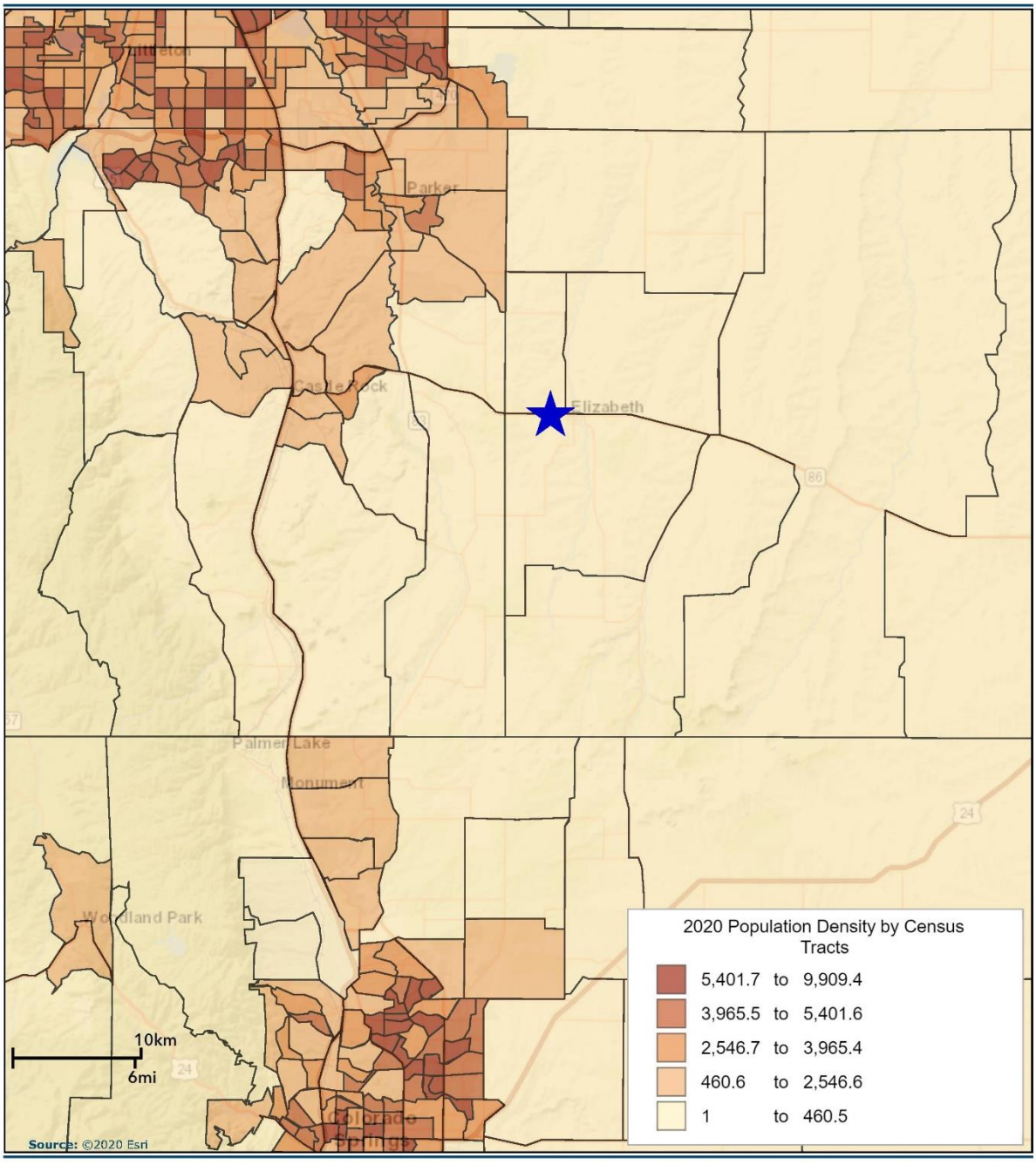
Source: Esri

Exhibit B – Population Density, below, shows the Project's location indicated with a blue star, and 2020 population density (per square mile) by census tract[6]. As seen below, the project site falls between the population centers of both Denver to the north and Colorado Springs to the south. The Town of Elizabeth and the immediate surrounding areas are, by comparison, sparsely populated.

PCAV PLANNERS

Exhibit B - Population Density

2020 Population Density by Census Tracts (estimated)



PGAV PLANNERS

Exhibit C - Household Growth

2010-2020 Growth Rate: Households by Census Tracts

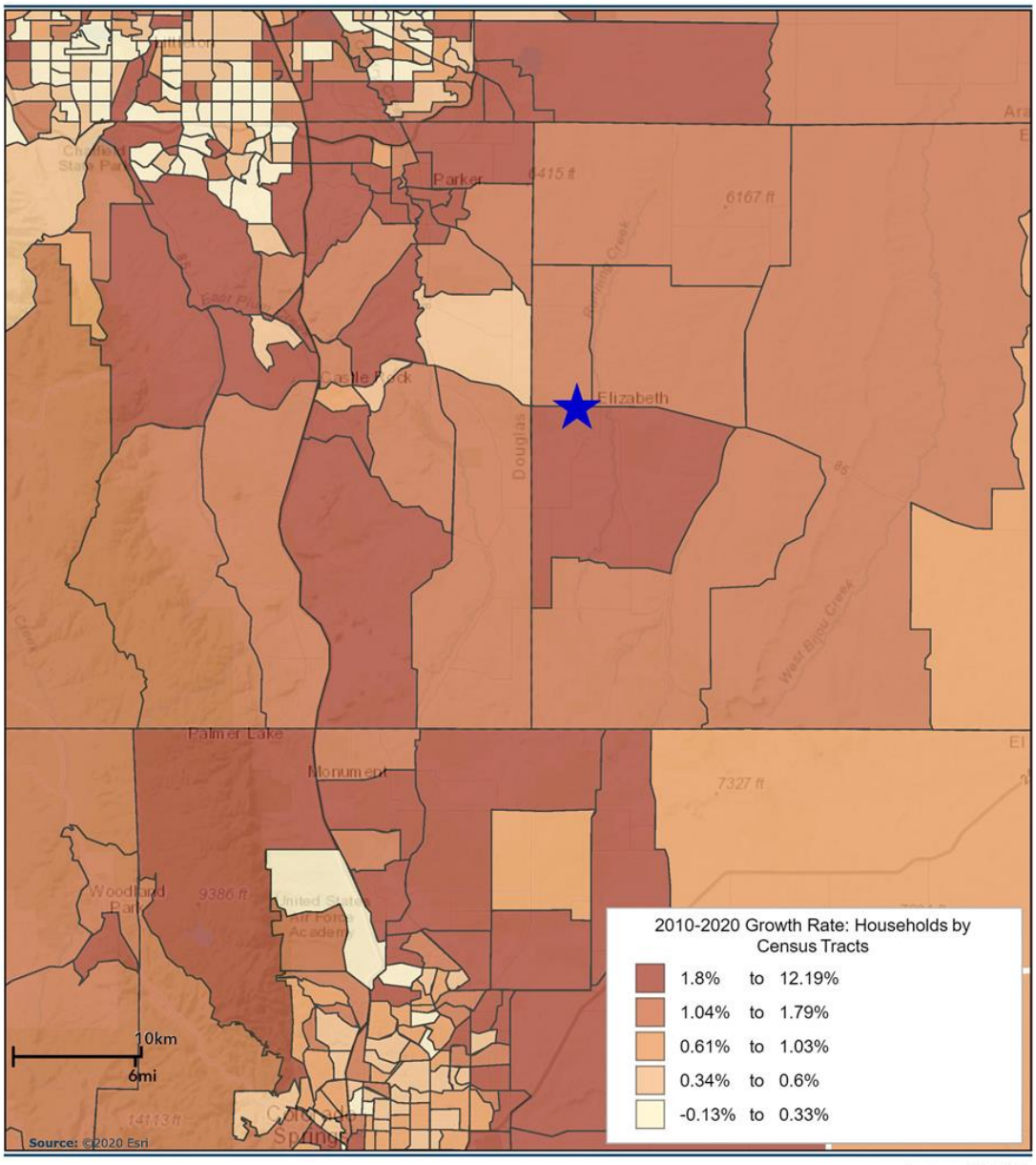


Exhibit C – Household Growth, below, shows household growth by census tract. As shown, census tracts immediately surrounding the project site (indicated with a blue star) have seen strong growth since 2010. Unlike parts of the metropolitan areas, the growth in the outlying areas of Denver and Colorado Springs have experienced consistently strong growth in recent years.

Exhibit D – Median Household Income, below, shows median household income by census tract in the area surrounding the project site (indicated with a blue star). As shown, the median household income levels are much higher than the Colorado average of $73,219. In some areas, the median household income is more than double the state-wide average.

PCAV PLANNERS

Exhibit D - Median Household Income

2020 Median Household Income by Census Tracts

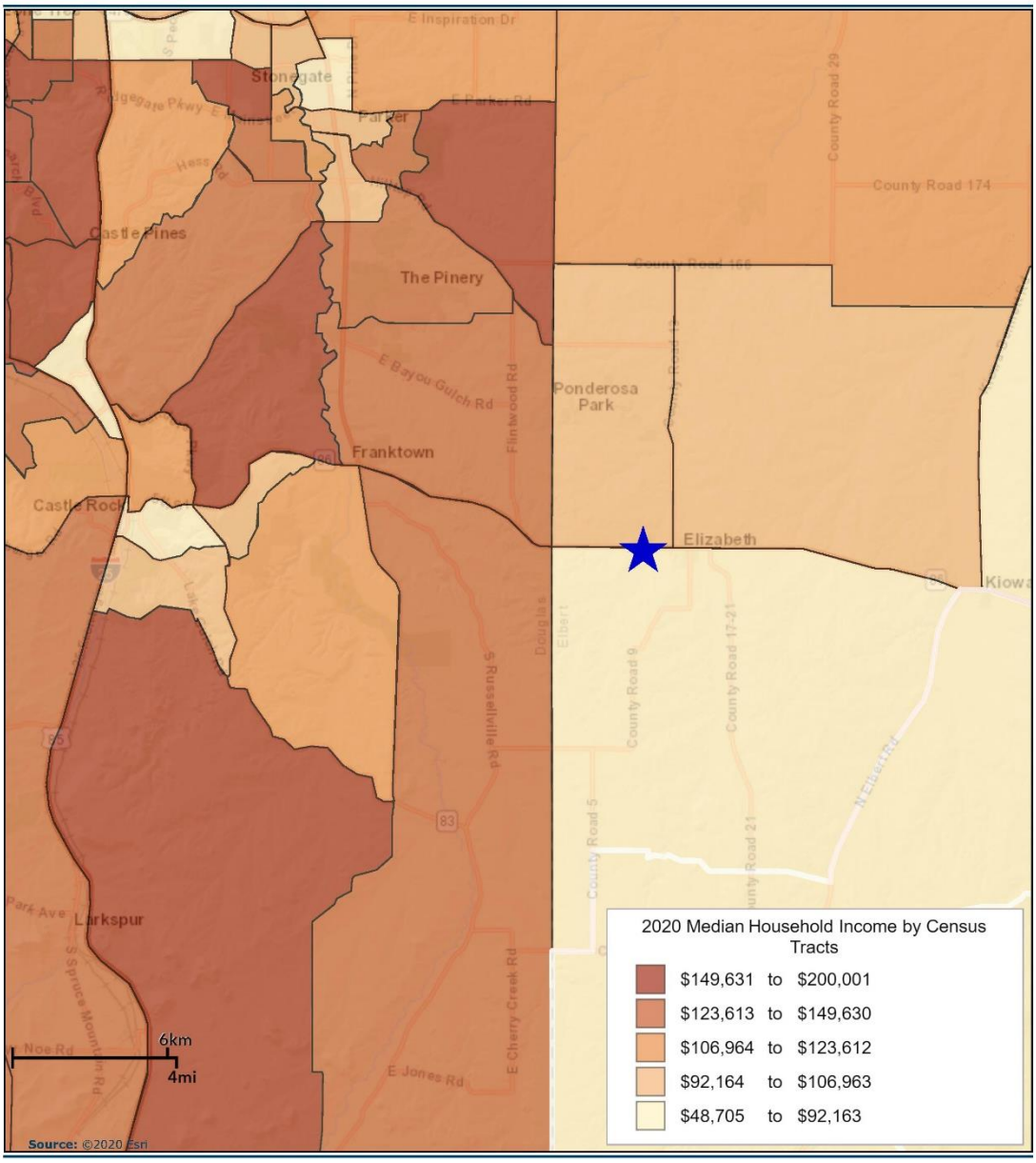
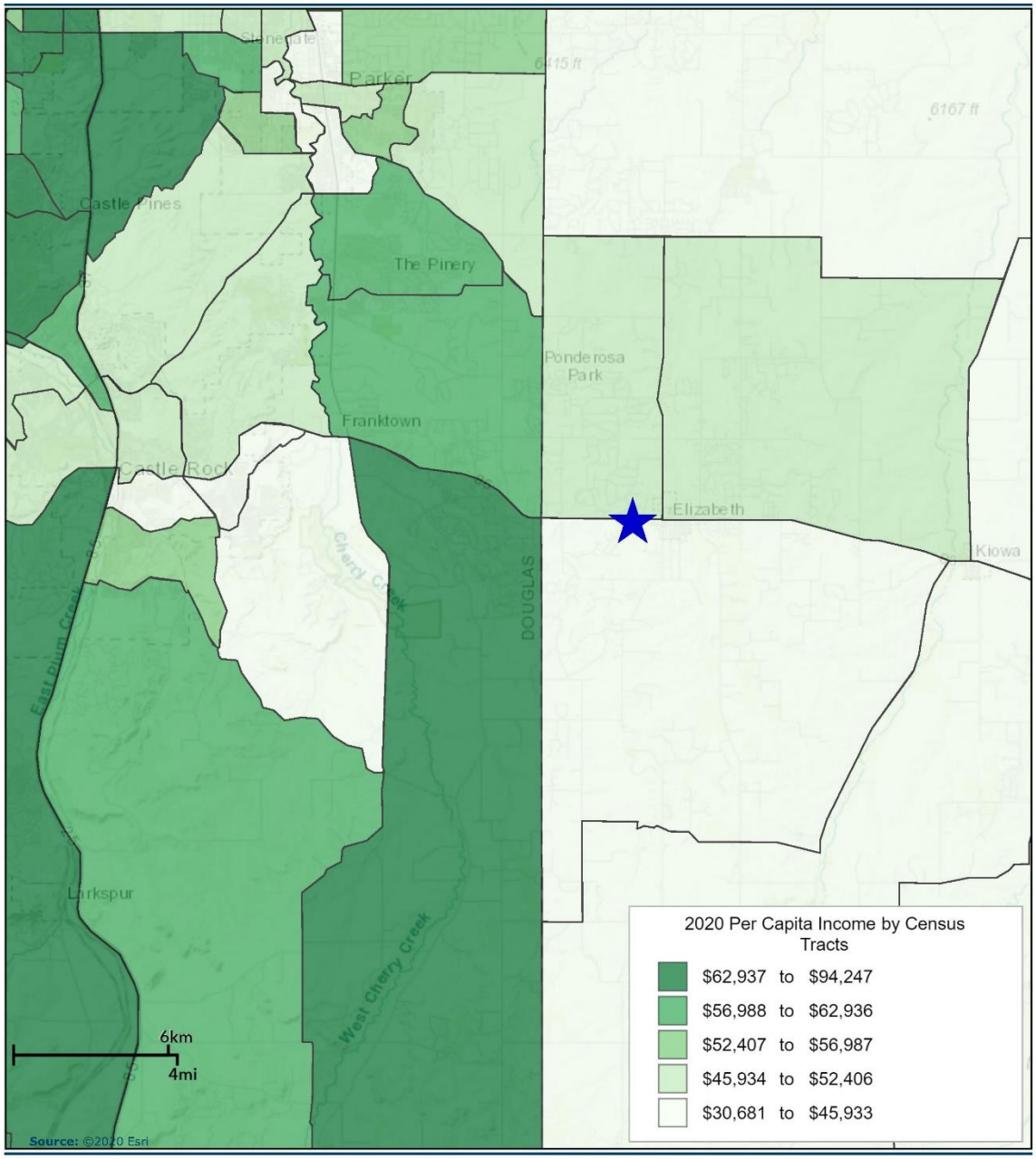


Exhibit E – Per Capita Income, below, shows per capita income by census tract.

PCAV PLANNERS

Exhibit E - Per Capita Income

2020 Per Capita Income by Census Tracts



SECTION 4
MARKET ASSESSMENT

ESTIMATE OF COMMERCIAL MARKET VALUES

Commercial development planned for the Project includes 12 acres of regional commercial (PA-1), 23.9 acres of commercial mixed use (PA-2 and PA-13). Statutory market value for the Project's planned retail development was estimated using retail buildings within the Project's vicinity. Selected properties include multi-tenant neighborhood retail buildings, single-tenant retail buildings, and restaurants. The table on the following page presents estimates of statutory actual values associated with the type and scale of future development planned for the Project.

Planned Commercial Development							
Building Type	Location	Estimated Year of Completion	Square Feet	Appraised Value - Improvements	Appraised Value - Land	Estimated Statutory Market Value	Estimated Statutory Market Value per Square Foot
Neighborhood Commercial	PA-1	2026	152,000			$ 38,000,000	$ 250
Commercial Mixed Use	PA-2	2026	151,800			$ 37,950,000	$ 250
Commercial Mixed Use	PA-13	2026	85,800			$ 21,450,000	$ 250

Comparable Properties							
Property	Parcel	Year Built	Square Feet	Appraised Value - Improvements	Appraised Value - Land	Total Appraised Value	Statutory Market Value per Square Foot
Neighborhood Shopping Center 6583 Parker Rd	34932542	2016	7,737	$ 2,452,412	$ 965,588	$ 3,418,000	$ 442
Neighborhood Shopping Center	0.5 Miles E 8513124002	2012	14,997	$ 1,315,805	$ 377,130	$ 1,692,935	$ 113
Neighborhood Shopping Center	0.5 Miles E 8513123001	2012	12,100	$ 1,306,456	$ 456,754	$ 1,763,210	$ 146
Taco Bell	8513202003	2014	2,800	$ 638,637	$ 185,200	$ 823,837	$ 294
Sonic	0.5 Miles E 8513122001	1999	1,376	$ 315,181	$ 240,941	$ 556,122	$ 404
AutoZone	8513203001	2017	6,804	$ 825,972	$ 193,656	$ 1,019,628	$ 150

Note: The values shown above for "Comparable Properties" are used to generate Estimated Statutory Market Values for Project components planned for development. Estimated Statutory Market Values are shown in current-year dollars.

ESTIMATE OF RESIDENTIAL MARKET VALUES

Residential development planned for the Project includes approximately 623 single-family units. The table on the following page presents estimates of statutory actual values associated with the type and scale of residential development planned for the Project. The selected comparable properties are located in the Town of Elizabeth, Elbert County, Douglas County, and El Paso County.

Planned Residential Development					
	Square Feet	Units	Average Unit Size (Square Feet)	Total Appraised Value	Statutory Market Value per SF
Single-Family Residential	1,246,000	623	2,000	$ 224,280,000	$ 180
Comparable Single-Family Residential Detached					
Property	Square Feet	Appraised Value - Improvements	Appraised Value - Land	Total Appraised Value	Statutory Market Value per SF
Gold Creek Valley - Evans - 1377 Curlleaf St	2,138	$ 347,800	$ 70,000	$ 417,800	$ 195
Gold Creek Valley - Tabor - 1387 Curlleaf St	1,813	$ 254,700	$ 70,000	$ 324,700	$ 179
Gold Creek Valley - 1339 Curlleaf St	2,508	$ 300,700	$ 70,000	$ 370,700	$ 148
2550 Gold Creek Drive	2,670	$ 436,000	$ 145,000	$ 581,000	$ 218
42028 Oakwood St	3,272	$ 423,900	$ 125,000	$ 548,900	$ 168
Comparable Single-Family Residential Attached					
Property	Square Feet	Appraised Value - Improvements	Appraised Value - Land	Total Appraised Value	Statutory Market Value per SF
12260 Red Monterey Ct. Parker, CO	1,536	$ 343,200	$ 24,540	$ 367,740	$ 239
12278 Stone Timber Ct. Parker, CO	1,536	$ 352,661	$ 21,000	$ 373,661	$ 243
3494 N Meadows Dr Castle Rock, CO	1,815	$ 292,075	$ 98,719	$ 390,794	$ 215
3428 N Meadows Dr. Castle Rock, CO	1,718	$ 164,559	$ 77,772	$ 242,331	$ 141
3508 N Meadows Dr.	2,053	$ 332,545	$ 89,039	$ 421,584	$ 205
1536 York Rd Colorado Springs, CO	1,360	$ 283,888	$ 50,000	$ 333,888	$ 246

SECTION 5
FISCAL IMPACT ANALYSIS

OVERVIEW OF ESTIMATED TAX REVENUE SOURCES

This analysis estimates revenues generated by sales taxes, annexation impact fees, tap fees, use tax, and property taxes.

SALES TAX REVENUE ESTIMATES

Taxable Sales

The basis of revenue generation is the taxable transactions that will take place within the Project. Taxable sales do not include products sold to nonprofit organizations and products sold at wholesale to other retailers. Also excluded from taxable sales are sales of food for home consumption and certain medical items such as drugs dispensed with a prescription and corrective eyeglasses.

Estimated Taxable Retail Sales, on the following page, shows estimated taxable sales for the potential retail commercial uses assuming full absorption by the year 2029. This analysis estimates average taxable sales volume of $250 across all retail uses. This is a conservative amount meant to reflect that retail commercial uses of various types may ultimately occupy the planned commercial retail space, including but not limited to: grocery, restaurant, clothing stores, brokerage offices, dry cleaners, salons, and other retail, dining or service-oriented establishments. PGAV has analyzed many shopping centers of this size and type, reviewed taxable sales generated by these types of shopping centers, and projected taxable sales. In light of our experience, sales volume per square foot of $250 is a reasonable estimate.

Speculative Retail Development is anticipated to be completed by the year 2029. **Estimated Sales Tax Revenues**, on the following page, shows revenue projections pursuant to these assumptions. Taxable sales estimates associated with speculative retail developmentare projected to grow at an average annual rate of 1%.

Estimated Taxable Retail Sales

Elizabeth West

Lot	Potential Tenants	Estimated Opening Year	Size (Sq.Ft.)	Sales Per Sq.Ft.	2024	2025	2026	2027	2028	2029
PA-1	Neighborhood Commercial	2024-2029	152,000	$ 250	$ 9,500,000	$19,000,000	$19,190,000	$19,381,900	$ 28,881,900	$ 38,381,900
PA-2	Commercial Mixed Use	2024-2029	151,800	$ 250	$ 9,487,500	$18,975,000	$19,164,750	$19,356,398	$ 28,843,898	$ 38,331,398
PA-13	Commercial Mixed Use	2024-2029	85,800	$ 250	$ 5,362,500	$10,725,000	$10,832,250	$10,940,573	$ 16,303,073	$ 21,665,573
Total Taxable Sales			**389,600**	**$ 250**	**$24,350,000**	**$48,700,000**	**$49,187,000**	**$49,678,870**	**$ 74,028,870**	**$ 98,378,870**

Assumptions:

Commercial Development is anticipated to be absorbed by the year 2029.

This analysis estimates that two-thirds (66%) of Commercial Mixed-Use space may be occupied by retail businesses.

Estimated Sales Tax Revenues

Elizabeth West

Calendar Year	Estimated Retail Sales	Estimated Elbert County Sales Tax (1%)	Estimated Town of Elizabeth Sales Tax (4%)
2024	$ 24,350,000	$ 243,500	$ 974,000
2025	$ 48,700,000	$ 487,000	$ 1,948,000
2026	$ 49,187,000	$ 491,870	$ 1,967,480
2027	$ 49,678,870	$ 496,789	$ 1,987,155
2028	$ 74,028,870	$ 740,289	$ 2,961,155
2029	$ 98,378,870	$ 983,789	$ 3,935,155
2030	$ 99,362,659	$ 993,627	$ 3,974,506
2031	$ 100,356,285	$ 1,003,563	$ 4,014,251
2032	$ 101,359,848	$ 1,013,598	$ 4,054,394
2033	$ 102,373,447	$ 1,023,734	$ 4,094,938
2034	$ 103,397,181	$ 1,033,972	$ 4,135,887
2035	$ 104,431,153	$ 1,044,312	$ 4,177,246
2036	$ 105,475,464	$ 1,054,755	$ 4,219,019
2037	$ 106,530,219	$ 1,065,302	$ 4,261,209
2038	$ 107,595,521	$ 1,075,955	$ 4,303,821
2039	$ 108,671,476	$ 1,086,715	$ 4,346,859
2040	$ 109,758,191	$ 1,097,582	$ 4,390,328
2041	$ 110,855,773	$ 1,108,558	$ 4,434,231
2042	$ 111,964,331	$ 1,119,643	$ 4,478,573
2043	$ 113,083,974	$ 1,130,840	$ 4,523,359
2044	$ 114,214,814	$ 1,142,148	$ 4,568,593

IMPACT FEES

The property owners shall, as a condition of obtaining any building permit for new construction on the Property, pay an impact fee in the amount of fifty cents ($.50) per square foot of floor area in accordance with Section 15-2-30 of the Elizabeth Municipal Code. **Estimated Impact Fees**, on the following page, shows the estimated impact fees assuming a full buildout by 2031.

Elizabeth West Fiscal Impact Analysis

Estimated Impact Fees
Elizabeth West

Development Type	Size		Impact Fees		2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Regional Commercial (PA-1)	152,000	SF	$ 0.50	per SF of floor area			$ 19,380	$ 19,380			$ 19,380	$ 19,380		
Commercial Mixed Use (PA-2)	151,800	SF	$ 0.50	per SF of floor area			$ 19,355	$ 19,355			$ 19,355	$ 19,355		
Commercial Mxed Use (PA-13)	85,800	SF	$ 0.50	per SF of floor area			$ 10,940	$ 10,940			$ 10,940	$ 10,940		
Single Family	1,246,000	SF	$ 0.50	per SF of floor area	$ 31,150	$ 63,546	$ 64,817	$ 82,642	$ 84,294	$ 68,784	$ 70,160	$ 71,563	$ 72,994	$ 74,454
TOTAL	**1,635,600**				**$ 31,150**	**$ 63,546**	**$ 114,491**	**$ 132,316**	**$ 84,294**	**$ 68,784**	**$ 119,834**	**$ 121,237**	**$ 72,994**	**$ 74,454**

Assumptions:
Full buildout is anticipated to be completed by 2032.
Impact fees estimated to grow at an average annual rate of 2%.

WATER RESOURCE FEES

The Town imposes fees on new construction to defray the costs incurred by the Town in the acquisition and development of renewable water sources. These fees vary according to land use. Water Tap Fees, on the following page, shows estimates of water resource fees generated by the Project.

SEWER TAP FEES

The Town imposes fees on new construction to defray the costs incurred by the Town in the development and maintenance of wastewater systems. These fees vary according to land use. The Sewer Tap Fees table, on the following page, shows estimates of sewer tap fees generated by the Project.

Elizabeth West Fiscal Impact Analysis

Water Tap Fees

Elizabeth West

Development Type	Units		Tap Fees		2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Regional Commercial (PA-1)	152,000	SF	$ 0.50	per SF of floor area			$ 19,380	$ 19,380			$ 19,380	$ 19,380		
Commercial Mixed Use (PA-2)	151,800	SF	$ 0.50	per SF of floor area			$ 19,355	$ 19,355			$ 19,355	$ 19,355		
Commercial Mxed Use (PA-13)	85,800	SF	$ 0.50	per SF of floor area			$ 10,940	$ 10,940			$ 10,940	$ 10,940		
Single Family	623	Units	$ 8,000	per Unit	$ 249,200	$ 508,368	$ 518,535	$ 661,133	$ 674,355	$ 550,274	$ 561,279	$ 572,505	$ 583,955	$ 595,634
TOTAL					**$ 249,200**	**$ 508,368**	**$ 568,209**	**$ 710,807**	**$ 674,355**	**$ 550,274**	**$ 610,953**	**$ 622,179**	**$ 583,955**	**$ 595,634**

Assumptions:

Full buildout is anticipated to be completed by 2032 with an average of 10% of residential constructed in each year and commercial construction taking place in 2025-26 and 2029-30.

Tap Fees are imposed by the Town pursuant to Resolution 19R06 to help defray the cost incurred by the Town in the acquisition and development of renewable water resources.

Tap fees estimated to grow at an average annual rate of 2%.

Sewer Tap Fees

Elizabeth West

Development Type	Units		Tap Fees		2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Regional Commercial (PA-1)	152,000	SF	$ 2,400	per 1,000 SF of floor area			$ 91,200	$ 91,200			$ 91,200	$ 91,200		
Commercial Mixed Use (PA-2)	151,800	SF	$ 2,400	per 1,000 SF of floor area			$ 91,200	$ 91,200			$ 91,200	$ 91,200		
Commercial Mxed Use (PA-13)	85,800	SF	$ 2,400	per 1,000 SF of floor area			$ 51,000	$ 51,000			$ 51,000	$ 51,000		
Single Family Detached (PA-5, -7, -8, -9, -11)	623	Units	$ 8,000	per Unit	$ 249,200	$ 508,368	$ 518,535	$ 661,133	$ 674,355	$ 550,274	$ 561,279	$ 572,505	$ 583,955	$ 595,634
Multi-Family				per Unit										
TOTAL					**$ 249,200**	**$ 508,368**	**$ 751,935**	**$ 894,533**	**$ 674,355**	**$ 550,274**	**$ 794,679**	**$ 805,905**	**$ 583,955**	**$ 595,634**

Assumptions:

Full buildout is anticipated to be completed by 2032 with an average of 10% of residential constructed in each year and commercial construction taking place place in 2025-26 and 2029-30.

Tap Fees are imposed by the Town pursuant to Resolution 19R06 to help defray the wastewater management costs incurred by the Town.

Tap fees estimated to grow at an average annual rate of 2%.

PROPERTY TAXES

Commercial property taxes in Elbert County are calculated by multiplying the Actual Value by 29% assessment percentage to determine the Assessed Value. Residential property taxes in Elbert County are calculated by multiplying the Actual Value by 7.15% assessment percentage to determine the Assessed Value. The Assessed Value is rounded to the nearest 10 and then multiplied by the decimal equivalent of the total mill levy to generate an estimated property tax amount. This analysis anticipates that taxes are collected on new construction two years after the year in which construction is completed.

The Project is estimated to generate approximately $8.7 million in tax revenue at full build-out.

Estimated Property Tax Revenues, on the following page, shows the estimated property tax revenues from the Project's anticipated commercial and residential development.

Elizabeth West Fiscal Impact Analysis

Estimated Property Taxes from Development
Elizabeth West

Revenue Sources		Projected Revenues by Year in Dollars									
	Construction Year	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
	Tax Collection Year	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Estimated Real Property Values and Tax Revenues											
Total Market Value		$ 12,252,790	$ 37,248,483	$ 82,283,258	$134,329,325	$167,486,361	$194,542,502	$241,678,935	$289,367,314	$318,079,507	$347,365,945
Total Assessed Value		$ 1,686,702	$ 5,127,574	$ 11,326,999	$ 18,491,587	$ 23,055,939	$ 26,780,449	$ 33,269,185	$ 39,833,901	$ 43,786,381	$ 47,817,911
Property Tax Districts	**Tax Levy**										
Elberty County General	16.3140	$ 28,000	$ 84,000	$ 185,000	$ 302,000	$ 376,000	$ 437,000	$ 543,000	$ 650,000	$ 714,000	$ 780,000
Elbert County Road and Bridge	9.5000	$ 16,000	$ 49,000	$ 108,000	$ 176,000	$ 219,000	$ 254,000	$ 316,000	$ 378,000	$ 416,000	$ 454,000
Elberty County Social Services	1.5000	$ 3,000	$ 8,000	$ 17,000	$ 28,000	$ 35,000	$ 40,000	$ 50,000	$ 60,000	$ 66,000	$ 72,000
Elbert County Retirement	0.7820	$ 1,000	$ 4,000	$ 9,000	$ 14,000	$ 18,000	$ 21,000	$ 26,000	$ 31,000	$ 34,000	$ 37,000
Elizabeth School General	26.8140	$ 45,000	$ 137,000	$ 304,000	$ 496,000	$ 618,000	$ 718,000	$ 892,000	$ 1,068,000	$ 1,174,000	$ 1,282,000
Elizabeth School 2018 MLO	6.3420	$ 11,000	$ 33,000	$ 72,000	$ 117,000	$ 146,000	$ 170,000	$ 211,000	$ 253,000	$ 278,000	$ 303,000
Town of Elizabeth	20.7290	$ 35,000	$ 106,000	$ 235,000	$ 383,000	$ 478,000	$ 555,000	$ 690,000	$ 826,000	$ 908,000	$ 991,000
Elizabeth Fire Protection	13.8330	$ 23,000	$ 71,000	$ 157,000	$ 256,000	$ 319,000	$ 370,000	$ 460,000	$ 551,000	$ 606,000	$ 661,000
Elizabeth Parks and Rec	2.4660	$ 4,000	$ 13,000	$ 28,000	$ 46,000	$ 57,000	$ 66,000	$ 82,000	$ 98,000	$ 108,000	$ 118,000
Elbert County Library	2.5160	$ 4,000	$ 13,000	$ 28,000	$ 47,000	$ 58,000	$ 67,000	$ 84,000	$ 100,000	$ 110,000	$ 120,000
Estimated Total Taxes Paid	**100.7960**	**$ 170,000**	**$ 518,000**	**$ 1,143,000**	**$ 1,865,000**	**$ 2,324,000**	**$ 2,698,000**	**$ 3,354,000**	**$ 4,015,000**	**$ 4,414,000**	**$ 4,818,000**

FISCAL IMPACT

Currently, the Town spends approximately $4.9 million on services and achieves approximately $7.6 million in revenues. The two tables below show Town expenses and revenues as reported in the Town's December 31, 2020 audited financial statement.

Estimated Town Expenses per Acre
Elizabeth West

Town Function/Program	Expenses	Estimated Expense per Acre
General Government	$ 1,349,562	$ 2,853
Public Safety	$ 1,211,990	$ 2,562
Public Works	$ 964,451	$ 2,039
Interest and fiscal charges	$ 109,180	$ 231
Water and Wastewater	$ 1,305,396	$ 2,760
Estimated Total Taxes Paid	**$ 4,940,579**	**$ 10,445**

Source: Town Financial Statement dated December 31, 2020 and the Comprehensive Plan.

Estimated Town Revenue per Acre
Elizabeth West

Sources of Revenue	Revenue	Estimated Revenue per Acre
Sales and Use Taxes	$ 3,798,803	$ 8,031
Property Taxes	$ 564,302	$ 1,193
Specific Ownership Taxes	$ 101,450	$ 214
Other Taxes	$ 72,948	$ 154
Public Improvement Fees	$ 740,712	$ 1,566
Investment Income	$ 102,988	$ 218
Miscellaneous	$ 501,287	$ 1,060
Charges for Services	$ 576,232	$ 1,218
Operating Grants & Contributions	$ 103,691	$ 219
Water and Wastewater	$ 1,308,238	$ 2,766
Estimated Total Taxes Paid	**$ 7,870,651**	**$ 16,640**

Source: Town Financial Statement dated December 31, 2020 and the Comprehensive Plan.

To help compare existing revenues and expenses against estimated revenues and expenses associated with the Project, this analysis summarizes revenues and expenses on a per-acre basis. Per acre of the Town's jurisdiction, the Town spends approximately $10,445 on services and generates approximately $16,640 in revenue.

The Project will generate revenue for the Town and will also generate expenses in additional services and maintenance needs. This analysis assumes that the Town will maintain an equivalent level of service into the future. The table on the following page shows how projected revenues compare with projected expenses.

Estimated Project Fiscal Impact
Elizabeth West

Revenue Sources	Tax Collection Year	Projected Revenues by Year in Dollars									
		2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Estimated Real Property Values and Tax Revenues											
Total Market Value		$ 12,116,759	$36,834,947	$ 81,862,739	$ 133,823,982	$ 166,612,906	$ 193,368,668	$ 240,474,784	$ 288,126,718	$ 316,520,147	$ 345,481,444
Total Assessed Value		$ 1,672,079	$ 5,083,120	$ 11,296,830	$ 18,467,336	$ 22,992,116	$ 26,684,337	$ 33,184,849	$ 39,760,683	$ 43,678,897	$ 47,675,475
Property Tax Districts	**Tax Levy**										
Town of Elizabeth	20.7290	$ 35,000	$ 105,000	$ 234,000	$ 383,000	$ 477,000	$ 553,000	$ 688,000	$ 824,000	$ 905,000	$ 988,000
Elizabeth Parks and Rec	2.4660	$ 4,000	$ 13,000	$ 28,000	$ 46,000	$ 57,000	$ 66,000	$ 82,000	$ 98,000	$ 108,000	$ 118,000
Estimated Town Property Taxes	**23.1950**	**$ 39,000**	**$ 118,000**	**$ 262,000**	**$ 429,000**	**$ 534,000**	**$ 619,000**	**$ 770,000**	**$ 922,000**	**$ 1,013,000**	**$ 1,106,000**
Other Estimated Taxes and Impact Fees											
Sales Taxes		$ 974,000	$ 1,948,000	$ 1,967,480	$ 1,987,155	$ 2,961,155	$ 3,935,155	$ 3,974,506	$ 4,014,251	$ 4,054,394	$ 4,094,938
Impact Fees		$ 30,375	$ 61,965	$ 112,878	$ 130,259	$ 82,197	$ 67,073	$ 118,088	$ 119,457	$ 71,178	$ 72,602
Water Tap Fees		$ 236,731	$ 480,462	$ 539,697	$ 673,801	$ 636,562	$ 519,871	$ 579,895	$ 590,452	$ 551,546	$ 562,530
Sewer Tap Fees		$ 236,731	$ 480,462	$ 723,423	$ 857,527	$ 636,562	$ 519,871	$ 763,621	$ 774,178	$ 551,546	$ 562,530
Estimated Town Revenues		**$ 1,516,838**	**$ 3,088,889**	**$ 3,605,479**	**$ 4,077,742**	**$ 4,850,476**	**$ 5,660,971**	**$ 6,206,112**	**$ 6,420,339**	**$ 6,241,665**	**$ 6,398,599**
Acres Improved		**18**	**53**	**106**	**169**	**213**	**248**	**302**	**356**	**391**	**426**
Estimated Town Revenues per Improved Acre		**$ 86,577**	**$ 58,281**	**$ 34,014**	**$ 24,129**	**$ 22,772**	**$ 22,826**	**$ 20,550**	**$ 18,035**	**$ 15,963**	**$ 15,020**
Existing Level of Service per Acre		*$ 11,421*	*$ 11,764*	*$ 12,117*	*$ 12,480*	*$ 12,855*	*$ 13,240*	*$ 13,637*	*$ 14,047*	*$ 14,468*	*$ 14,902*
Difference		*$ 75,156*	*$ 46,517*	*$ 21,897*	*$ 11,648*	*$ 9,918*	*$ 9,586*	*$ 6,913*	*$ 3,988*	*$ 1,495*	*$ 118*

Notes:
1. Existing Level of Service per Acre is estimated to increase at an average annual rate of 3%. The figure shown for 2024 is based on the 2019 expense amount, from the Town's financial statement, to which 3% average annual growth has been applied.

As the table above indicates, estimated property tax revenue, sales tax revenue, and impact fees indicate that the Project may generate more-than sufficient revenues to pay for the Town's public services in this area.

Commercial development is anticipated to occur in the years 2024-2025 and 2028-2029, which leads to jumps in estimated tax revenues (property taxes and sales taxes) as well as impact fees, water resource fees and sewer tap fees.

APPENDIX

SITE CRITERIA

Name	Population	Income	Traffic	Does Elizabeth Qualify?	Other Factors
Wendy's	12,000-25,000 1 - 2 Mile	$40,000-$75,000	20,000	N	Drive Thru stack of 10+ cars, 2+ Miles from existing Wendy's
Starbucks	Currently in Safeway Center	$60,000	25,000	N	Signalized corners w/ mulitple access points
Dutch Brothers	50,000 5+ Mile Radius	$50,000	N/A	N	Free Standing, Single/Double Drive Thru, Close to shopping center environments
Burger King	25,000 2 Mile Radius	$65,000	N/A	N	N/A
Dunkin Donuts	9,000 5 Minute Drive	$60,000	15,000-20,000	N	Single/Double Drive Thru, High Visibility Corner Access
Pizza Hut	10,000 in Trade Area	N/A	N/A	Y	Corner of lighted intersections, High visibility, Pick Up Window
Qdoba	High Residential	N/A	N/A	N	Free Standing, Patio, High Residential, Large metro/urban areas, daytime working
Chipotle	N/A	N/A	N/A	Y	Free Standing, 25ft Frontage, Patio, Strong residential and daytime activity,
Panda Express	65,000 in Trade Area	N/A	45,000+	N	Free Standing, Heavy retail/shopping center
Sprouts	100,000	$125,000	N/A	N	Free Standing, 164 ft Frontage
Petsmart	N/A	N/A	N/A		N/A
Petco	N/A	N/A	N/A		100ft Frontage, 125 ft depth, national retail co-tenancy
Costco	200,000+ 5 Mile Radius	$75,000+	N/A	N	Location to accommodate 160,000sf builidng w/ 30ft main drive isle
Home Depot	50,000 in Trade Area	N/A	N/A	Y	Free Standing
Kohl's	87K sf store - 200,000-250,000 64K sf store - 125,000-175,000, 55K sf store - 100,000, 35K sf store - <100,000	N/A	N/A	N	87K- 320 Front Feet, 64K- 293 Front Feet, 55K- 267 Front Feet, 35K- 192 Front Feet
Dick's Sporting Goods	N/A	N/A	N/A	Y	Community/neighborhood preferred
Hobby Lobby	N/A	N/A	N/A	Y	30 ft frontage, multi-tenant outparcel preferred
Matress Firm	100,000 5 Mile Radius	$65,000+	N/A	N	In Line, End Cap, Free Standing
Jimmy Johns	25,000 in Trade Area	$40,000+	N/A	Y	End Cap, Free Standing
JCPenney	150,00+ in Trade Area	$35,000-$100,000	N/A	N	In Line, End Cap, Free Standing
Five Below	100,000+ in Trade Area	$55,000+	N/A	N	End Cap, In Line
Firestone	30,000 in 3 Mile Radius	$50,000	N/A	N	N/A
Family Dollar	10,000 in 2 Mile Radius	$60,000	N/A	N	In Line, End Cap, Free Standing
DSW	200,000 in Trade Area	$70,000	N/A	N	In Line
Dickey's BBQ	30,000	$60,000	N/A	Y	In Line, End Cap
Del Taco	35,000 in 4 Minute Drive	$45,000-$85,000	N/A	N	End Cap, Free Standing
Party City	150,000 in 5 Miles	N/A	N/A	N	N/A
Rent A Center	3,000 households in Trade Area	Under $50,000	N/A	Y	In Line
Verizon	150,000 in 5 Miles	$50,000	N/A	N	Free Standing, In Line
Golden Corral	150,000 in 5 Miles	$40,000	N/A	N	Free Standing
Pei Wei	250,000 in 5 Miles	$75,000	N/A	N	Free Standing
Hooters	175,000 in 5 Miles	$60,000	N/A	N	Free Standing, In Line
Wing Stop	150,000 in 5 Miles	$45,000	N/A	N	Free Standing, In Line
Sprint	50,000 households in 5 miles	$35,000	N/A	N	In Line
Tilted Kilt	55,000-150,000 in 3 Miles	$50,000	N/A	N	Free Standing, In Line
Tires Plus	30,000 in 3 Mile Radius	$50,000	N/A	N	Free Standing
Tmobile	50,000-100,000 in 3 Mile Radius	$40,000- $75,000	N/A	N	In Line, End Cap, Free Standing
Dollar Tree	20,000 in 5 Mile Radius	$20,000-$60,000	N/A	N	End Cap, Free Standing, In Line
Great Clips	30,000 in 3 Mile Radius	Low to Middle	N/A	N	In Line, End Cap
Krispy Kreme	90,000 in 10 Minute Drive	$60,000	N/A	N	Free Standing
Little Ceasers	30,000 in 3 Mile Radius	Low to Middle	N/A	N	In Line, End Cap
Planet Fitness	75,000 in Trade Area	$35,000-$75,000	N/A	N	In Line, Free Standing
Texas Roadhouse	60,000 in 5 Mile Radius	$65,000	N/A	N	Free Standing

ELIZABETH
WEST

Final Water Adequacy Report

Jehn Water Consultants, Inc.
Water Resources Consulting
Celebrating Over 25 Years of Excellence

88 Inverness Circle East
Suite K-102
Englewood, Colorado 80112
(303) 321-8335

June 2, 2022

Mr. Jim Marshall
BCX Development
7400 East Crestline Circle, Suite 250
Greenwood Village, CO 80111

Re: Adequacy of Water Supply Study for the Proposed Elizabeth West Development
Job No. 1003.1

Dear Mr. Marshall:

This Letter is Elizabeth West's Adequacy of Water Supply Study that is to be provided to the Town of Elizabeth as required as part of the Town's development review process. The proposed Elizabeth West project is located in portions of Sections 14 and 15, Township 8 S, Range 65 West, of the 6th P.M., Elbert County Colorado, as shown on Figure 1. Elizabeth West is anticipated to include 623 homes and approximately 250,000 square-feet of commercial space. This Letter presents the studies and analyses to provide the Town of Elizabeth with the necessary information regarding the quantity, quality, and dependability of the water supply for the proposed Elizabeth West development in support of their zoning application. Projected demands for Elizabeth West are estimated and the source of the water supply to meet the proposed demands is presented within this Adequacy of Water Supply Study.

Water Supply Requirements

The Elizabeth West development plans include a maximum residential unit count of 623 units and approximately 250,000 square-feet of commercial use. Outside of the residential lots and parks, the landscaping is planned to be mainly naturalistic consisting of drought-tolerant sod, native grasses, and vegetation, so that the rural open character of the area will be preserved (*Water Conservation & Demand Management Measures*). Irrigated lands will consist of both turf and drip irrigated landscapes. The applicant is also considering synthetic surfaces in areas to reduce overall water demand. Pocket parks and a large, central park are planned. Other irrigated land will include frontage road, median and other right-of-way irrigation. No open water features are planned.

The water demands for the residences, commercial and irrigation are provided in Table 1, attached. The overall water demands for the Elizabeth West development, as outlined in Table 1, are estimated to be 262.13 acre-feet per year (af/yr).

Water Availability

Elizabeth West, as shown on Figure 1, is underlain by all five of the Denver Basin aquifers: Upper Dawson, Lower Dawson, Denver, Arapahoe, and Laramie-Fox Hills aquifers. A portion of the water rights, underlying the property, were quantified and adjudicated in Case No. 2006CW260, Division 1 Water Court. Table 2 provides a summary of the decreed water rights by aquifer, totaling 488.5 af/yr. The remaining property within Elizabeth West has yet to be adjudicated (Figure 2). Also included in Table 2, the New Point Properties parcel ground water rights were estimated by utilizing the Division of Water Resources SB5 model to estimate the saturated thicknesses for each aquifer. Based on decree and estimated calculations, Elizabeth west has approximately 683 af/yr underlying the property within the five Denver Basin aquifers.

Per the Town of Elizabeth's Water and Sewer System Master Plan, dated February 2020, the Town has voluntarily opted to follow a 300-year aquifer life standard in recognition of the valuable nature of their ground water resources. Table 2 shows the adjustment of the decreed and estimated 100-year aquifer life amounts to the 300-year Town requirement. A total of 227.6 af/yr (33% of the total water underlying the property) would then be available underlying the property. Removing the not-nontributary Upper Dawson aquifer water rights from the water available to the project, a total of 181.7 af/yr of nontributary Denver Basin aquifer ground water may be available to meet demands within the Elizabeth West development and meets the Town's 300-year aquifer life requirement. The applicant has elected to work with the Town of Elizabeth on their reuse program. Per the Town's Water and Sewer System Master Plan, a 50% credit is available for reuse which would increase the amount of water available to serve Elizabeth West to 272.6 af/yr.

As discussed above, at this time the total demands estimated for the proposed development is 262.13 af/yr. Based on the available ground water rights underlying the Elizabeth West property, including participation in the reuse program, the proposed development has more than an adequate water supply available.

As the Denver Basin aquifers, in the vicinity of Elizabeth West and within the Town of Elizabeth, are currently utilized to meet demands within the Town, the quality of the water contained in the Denver Basin aquifers are not of issue to meet the demands within Elizabeth West.

On-Site Well Communication

As shown on the attached Figure 3, the applicant is proposing to reserve three well locations that will be large enough to contain one well from each of the four aquifers being proposed as supply for Elizabeth West, the Lower Dawson, Denver, Arapahoe, and Laramie-Fox Hills. The Town's water consultant asked that the applicant address on-site well field communications as there was concern of negative impacts to the on-site wells from pumping at each location. In order to determine the potential well to well impact, we created models for each aquifer where we could model different pumping scenarios. Utilizing aquifer parameters summarized in the attached Table 3 from the Elbert County Rural Water Supply Study, those provided by HRS for the Town's dually completed Dawson well, the Division of Water Resources and in-house files from wells our office has completed in the vicinity of Elizabeth West, we were able to simulate pumping the total water available to the proposed development of 272.6 af/yr from the three proposed well locations. Please note that Table 3 provides what we consider a low, medium and high hydraulic conductivity value for the Lower Dawson aquifer. The low hydraulic conductivity value was from the Elbert County Study, which we believe represents a value that is too low for the aquifer in the vicinity of the Town of Elizabeth. The high hydraulic conductivity value is from the data provided by HRS. As stated above, this value is from a dually completed well which is completed 50/50 into the Upper and Lower Dawson aquifers. We also elected to utilize what is designated as a medium hydraulic conductivity which equates to the average of the high and low values.

Summarized in the attached Table 4 are the modeling results for each aquifer. We elected to run all three hydraulic conductivity scenarios for the Lower Dawson aquifer to show that the low value is definitely too low for an aquifer that is known to be a producing aquifer in the area. As shown, three wells pumping from the same aquifer will be able to meet the total demands for Elizabeth West for the next 300 years.

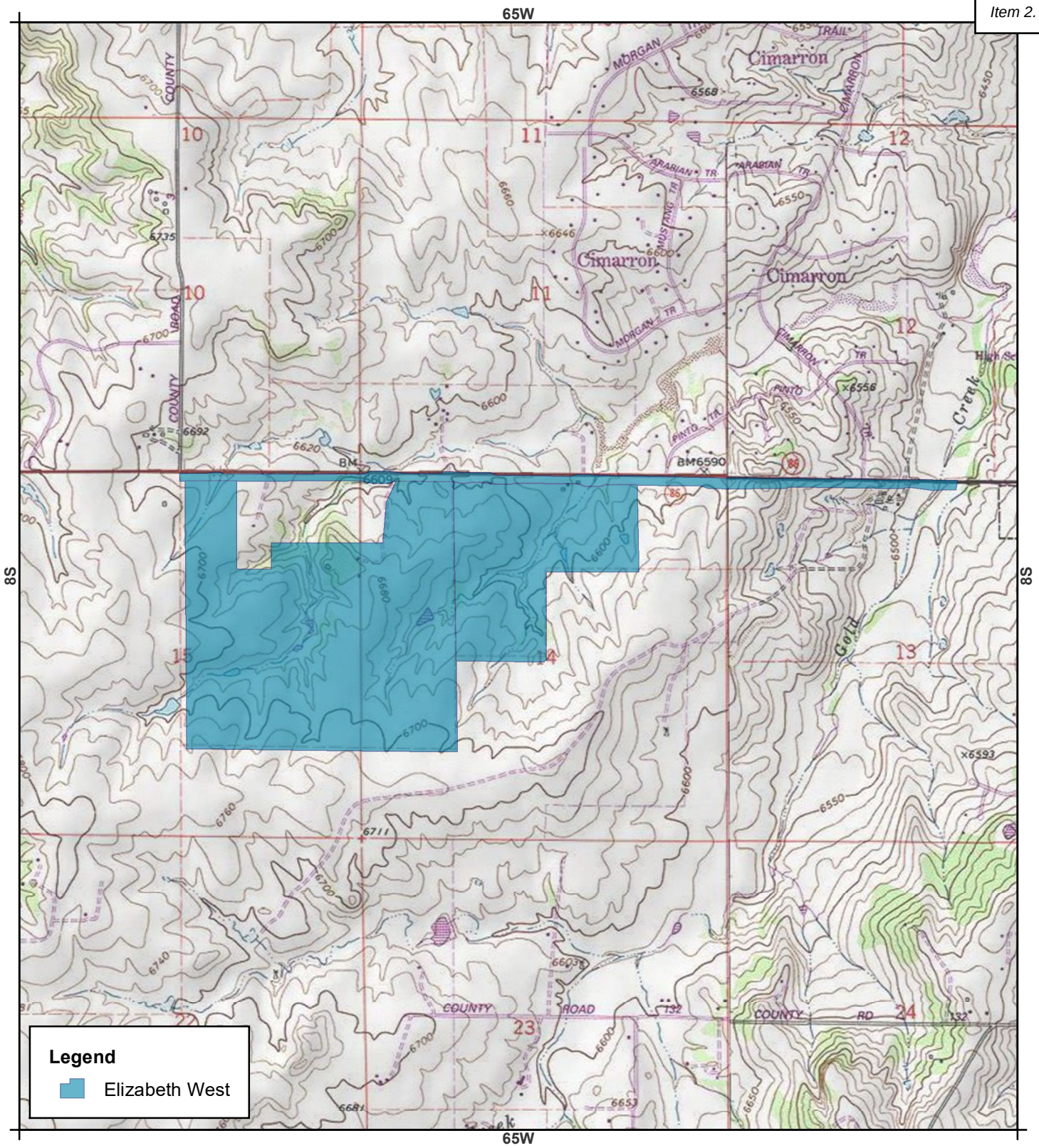
The Elizabeth West Adequacy of Water Supply Study discussed herein provides proof of an adequate and dependable water supply. It is our professional opinion that this Adequacy of Water Supply Study provides the evidence required by the Town of Elizabeth as proof that an adequate water supply in regard to quantity, quality and dependability is available to meet the demands at Elizabeth West for the next 300 years.

Please do not hesitate to contact our office if you are in need of additional information or have any questions.

Sincerely,
JEHN WATER CONSULTANTS, INC.



Gina L. Burke
President



Jehn Water Consultants, Inc.
88 Inverness Circle East,
Suite K-102
Englewood, CO 80112
(303) 321-8335
www.jehnwater.com

FIGURE 1

ELIZABETH WEST
General Location

N

1 inch = 2,000 feet

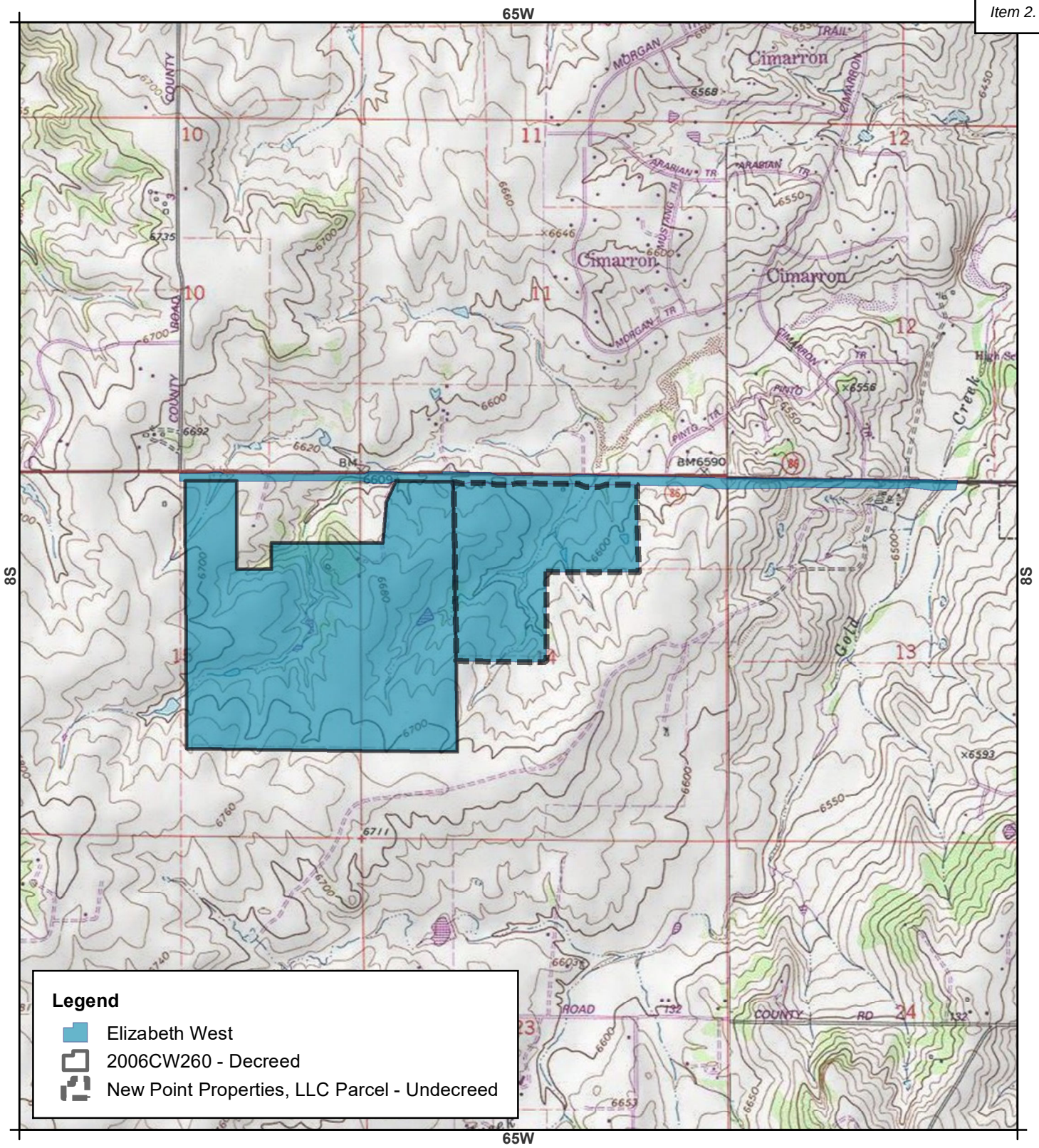
0 2,000 Feet

Job No. 1003.1
Projection: UTM NAD83
Prepared By: HLB 09/24/2020
Checked By: GLB 09/24/2020

Sources: Esri USA Topo Map Basemap
Annexation Property Description

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Every effort has been made to ensure the accuracy of the data provided. It
be used for mapping purposes only and should not be considered a survey



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FIGURE 2

ELIZABETH WEST
Decree Status

N

1 inch = 2,000 feet

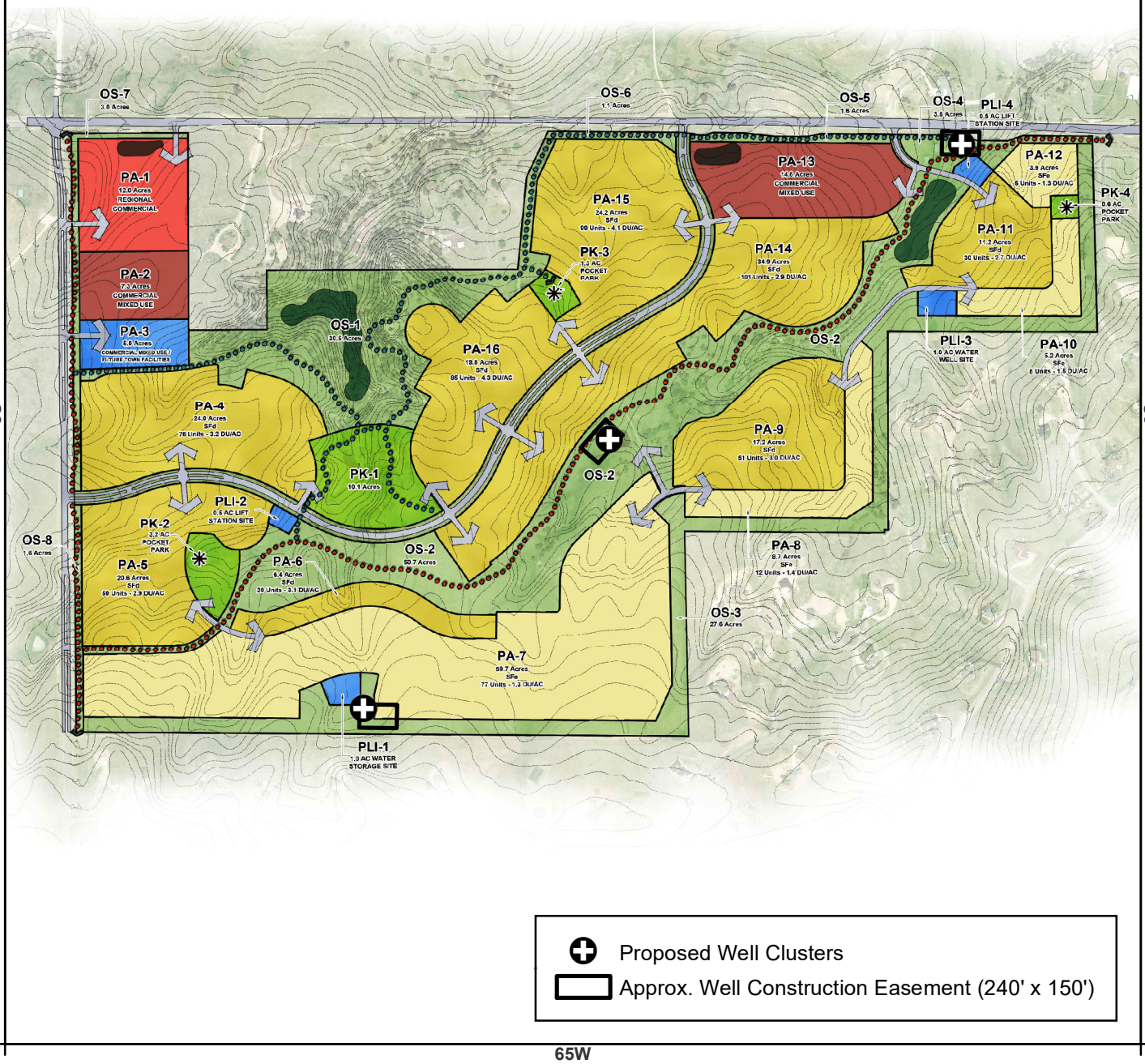
0 2,000 Feet

Job No. 1003.1
Projection: UTM NAD83
Prepared By: HLB 09/24/2020
Checked By: GLB 09/24/2020

Sources: Esri USA Topo Map Basemap
Annexation Property Description, DWR

P:\Elizabeth West\GIS\HLB_mxd\ElizabethWest_DecreeStatus.mxd

Every effort has been made to ensure the accuracy of the data provided.
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FIGURE 3

ELIZABETH WEST
Proposed Well Locations

N

1 inch = 1,000 feet

0 500 1,000 feet

Job No. 1003.1
Projection: UTM NAD83
Prepared By: ICM 06/02/2022
Checked By: GLB 06/02/2022
Sources:
Elizabeth West PUD
Sheet 3, 5/5/2022

P:\Elizabeth West\GIS\ICM_MXD\ElizabethWest_WellLocations_Fig3_ICM_REV.mxd

Every effort has been made to ensure the accuracy of the data provided. It should not be used for mapping purposes only and should not be considered a survey.

TABLE 1
ELIZABETH WEST
ESTIMATED WATER SUPPLY PLAN DEMANDS

Residential	af/yr/unit	No. Units	Total Demand af/yr
	0.35	623	218

Irrigation-Parks/Median/ROW	acres	ft/yr	Total Demand af/yr
Turf	6.00	2.14	12.83
Drip	15	0.80	12.03
Turf-Commerical Areas	1.12	2.14	2.40

Commercial Use	Sqft	gpd/1,000 sqft	gpd	Total Demand af/yr
	250,000	60	15,000	16.81

Total Demand: 262.13 af/yr

TABLE 2
ELIZABETH WEST
ESTIMATED WATER AVAILABLE

Aquifer	Acreage	Average Sat Thick ft	Sy	Appropriation - 100 yr af/yr	Appropriation - 300 yr af/yr	SEO Status	Notes
Upper Dawson	306.4	175	20%	96.8	32.3	NNT	Decreed in 2006CW260- see notes below
	119.5	171	20%	40.8	13.6	NNT	New Point Properties, LLC Parcel - Saturated Thickness Estimated
Lower Dawson	306.4	110	20%	67.3	22.4	NT	Decreed in 2006CW260- see notes below
	119.5	108	20%	25.9	8.6	NT	New Point Properties, LLC Parcel - Saturated Thickness Estimated
Denver	306.4	185	17%	96.3	32.1	NT	Decreed in 2006CW260- see notes below
	119.5	190	17%	38.5	12.8	NT	New Point Properties, LLC Parcel - Saturated Thickness Estimated
Arapahoe	306.4	240	17%	124.8	41.6	NT	Decreed in 2006CW260- see notes below
	119.5	239	17%	48.5	16.2	NT	New Point Properties, LLC Parcel - Saturated Thickness Estimated
Laramie-Fox Hills	306.4	225	15%	103.3	34.4	NT	Decreed in 2006CW260- see notes below
	119.5	226	15%	40.6	13.5	NT	New Point Properties, LLC Parcel - Saturated Thickness Estimated
	Elizabeth West Subtotals		Decreed	488.5	162.8		
			Estimated	194.3	64.8		
			Total	682.8	227.6		

TOTAL NNT	**137.5**	**45.8**	**W/Reuse**
TOTAL NT	**545.2**	**181.7**	**272.6**

Notes:

NT = Nontributary, NNT = Not-Nontributary

New Point Properties LLC parcel ground water is currently not included in a Water Court Decree, and therefore, the saturated thickness values were estimated utilizing SB5.
Upper Dawson aquifer would require a Court approved augmentation plan prior to being put to beneficial use (excluding exempt wells as noted above)

2006CW260 - portion of the water rights conveyed to applicant for 306.4 acres in Bargain and Sale Deed dated July 13, 2011.

Reuse per Town's Water and Sewer System Master Plan (50% reclaimed for reuse)

TABLE 3
ELIZABETH WEST
WELL SIMULATION INPUT PARAMETERS

Aquifer	Saturated Thickness (feet)	Hydraulic Conductivity (gpd/ft2)	Storage Coefficient	Transmissivity (gpd/ft)	Estimated Static Water Level (feet)	Base of aquifer (feet)	Max Available Drawdown (feet)
Lower Dawson, Lower Hydraulic Conductivity	108	2.2	0.0001	243	240	682	442
Lower Dawson, Mid Hydraulic Conductivity	108	9.6	0.0001	1035	240	682	442
Lower Dawson,Higher Hydraulic Conductivity	108	16.9	0.0001	1828	240	682	442
Denver, Higher Hydraulic Conductivity	190	7.5	0.0004	1418	541	1,643	1,102
Denver, Lower Hydraulic Conductivity	190	2.7	0.0004	513	541	1,643	1,102
Arapahoe	239	9.0	0.0002	2142	1,467	2,151	684
Laramie-Fox Hills	226	7.5	0.0002	1694	1,022	2,793	1,771

Well Simulation Notes:
Saturated sand thickness estimated from CO Division of Water Resources (DWR) Aquifer Determination Tool.
Storage Coefficient and Hydraulic Conductivity from Elbert County Rural Water Supply Study, Forsgren and Associates Inc., June 2018.
Lower Dawson Lower Hydraulic Conductivity from Elbert County Study, High from Town of Elizabeth Dawson Well, Mid is an average.
Denver Lower Hydraulic Conductivity from nearby well drilled and tested by JWC, 2020.
Available Drawdown calculated as the difference between the base of the aquifer and the estimated static water level.
Estimated Static Water Levels are from nearby wells reporting water levels to the DWR.
Lower Dawson: Permit No. 319845, measured 4/6/2021
Denver: Town of Elizabeth Well 16210-F-R, measured 4/30/2019
Arapahoe: Town of Elizabeth Well Ka-1, measured 4/30/2019
Laramie-Fox Hills: no nearby wells were found, SWL is an estimate using Permit No. 24625-F, measured 6/12/2019.

TABLE 4
ELIZABETH WEST
WELL SIMULATIONS AT PROPOSED WELL LOCATIONS
Conservative 3-Well Pumping Scenario

Aquifer	Proposed Well 1 (South West)	Proposed Well 2 (Central)	Proposed Well 3 (North East)	Pumping Rate (gpm)	Time (years)	Total Appropriation (100 years) (acre-feet)	Estimated Static Water Level (feet)	Available Drawdown (feet)
	Drawdown (feet)							
Lower Dawson, Lower Hydraulic Conductivity	995	1027	983	56.3 gpm each, 169 gpm Total	34.2	28,552	240	442
Lower Dawson, Mid Hydraulic Conductivity	256	263	253	56.3 gpm each, 169 gpm Total	34.2	28,552	240	442
Lower Dawson,Higher Hydraulic Conductivity	151	156	150	56.3 gpm each, 169 gpm Total	34.2	28,552	240	442
Denver, Higher Hydraulic Conductivity	176	182	174	56.3 gpm each, 169 gpm Total	49.4	26,580	541	1,102
Denver, Lower Hydraulic Conductivity	452	466	446	56.3 gpm each, 169 gpm Total	49.4	26,580	541	1,102
Arapahoe	129	133	128	56.3 gpm each, 169 gpm Total	63.6	18,819	1,467	684
Laramie-Fox Hills	126	163	157	56.3 gpm each, 169 gpm Total	52.8	43,391	1,022	1,771

Well Simulation Notes:
Pumping rate calculated from rate required to meet annual demands of 382.75 af/yr

ELIZABETH
WEST

Traffic Study

LSC TRANSPORTATION CONSULTANTS

1889 York Street
Denver, CO 80206
(303) 333-1105
FAX (303) 333-1107
E-mail: lsc@lscdenver.com

May 27, 2022

Mr. Jim Marshall
MF Investment Partners
jimmarshall@bcxdevelopment.com

Re: Elizabeth West - 2022 Update
Elizabeth, CO
LSC #190272

Dear Mr. Marshall:

Per your request, LSC Transportation Consultants, Inc. has prepared this updated traffic impact analysis for the Elizabeth West development in Elizabeth, Colorado, to account for a reduction in overall density. As shown in Figure 1, the site is located south of SH 86 and east of County Road 3.

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; the typical weekday site-generated traffic volume projections for the site; the assignment of the projected traffic volumes to the area roadways; the 2042 background and resulting total traffic volumes and capacity analyses on the area roadways; and recommendations for improvements to mitigate the growth in background traffic or from the impacts of the site.

LAND USE AND ACCESS

The site is proposed to include a maximum of 623 single-family detached dwelling units, a Town Office use with about 20,000 square feet, and about 230,000 square feet of retail space. Access is proposed from several locations as shown in the conceptual site plan in Figure 2. The proposed access planned to/from SH 86 will likely require an access control plan amendment supported by the Town and processed through CDOT.

ROADWAY AND TRAFFIC CONDITIONS

Area Roadways

The major roadways in the site's vicinity are shown on Figure 1 and are described below.

- **SH 86** is an east-west, two-lane state highway north of the site. It is classified as R-A (Regional Highway) per the attached CDOT Straight Line Diagram. The intersection with

Legacy Circle/Pinto Trail is planned to be signalized in the near future and the intersections with Deerfield Road, Flintwood Road, and County Road 3 are stop-sign controlled. The posted speed limit in the vicinity of the site is 55 mph. It is assumed to be a four-lane section with all applicable auxiliary lanes by 2042.

- **Legacy Circle** is a two-lane loop County roadway that aligns with Pinto Trail on the west and Cimarron Trail on the east. The intersections with SH 86 are stop-sign controlled. The posted speed limit in the vicinity of the site is 35 mph. The western location aligning with Pinto Trail is planned to be signalized in the near future.

- **County Road 3** is a north-south, two-lane County roadway west of the site. The intersections with SH 86 and Legacy Trail are stop-sign controlled. The intersection with SH 86 will likely be signalized in the future which is supported by the existing *SH 86 Access Control Plan*.

Existing Traffic Conditions

Figure 3 shows the existing daily traffic volumes, lane geometry, traffic control, and posted speed limits in the vicinity of the sites on a typical weekday. Intersections #1, #2, and #3 were recounted in May, 2022 and balanced with the other intersections. The ADT on SH 86 is based on CDOT data.

2042 Background Traffic

Figure 4 shows the estimated 2042 background traffic. The projected traffic volumes at Intersection No. 6 match the 2040 total traffic volumes from the *SH 86 East Access Control Plan Amendment Study* by LSC grown for two years at an annual rate of one percent. Side street volumes are expected to grow at an annual growth rate of about two percent, except Deerfield Road which is expected to grow at only one percent. It also assumes mixed-use development occurs on the north side of the highway between Intersections #3 and #4.

Existing and 2042 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 the study area were analyzed to determine the existing and 2042 background levels of service using Synchro. Table 1 shows the level of service analysis results. The level of service reports are attached.

1. **SH 86/Deerfield Road:** All movements at this stop-controlled intersection currently operate at LOS "C" or better during both morning and afternoon peak-hours and are expected to do so through 2042 with the following exception: The northbound approach is expected to operate at LOS "E" in the 2042 afternoon peak-hour.

2. **SH 86/Flintwood Road:** All movements at this stop-controlled intersection currently operate at LOS "B" or better during both morning and afternoon peak-hours with the following

exception: The southbound approach operates at LOS "E" during the morning peak-hour and LOS "F" during the afternoon peak-hour. By 2042, the intersection is expected to be signalized and operate at LOS "A" in both peak-hours.

3. **SH 86/County Road 3:** All movements at this stop-controlled intersection currently operate at LOS "D" or better during both morning and afternoon peak-hours. By 2042, the intersection is expected to be signalized and operate at LOS "B" during both peak-hours.

4. **SH 86/North Site Access:** All movements at this stop-controlled intersection currently operate at LOS "C" or better during both morning and afternoon peak-hours. By 2042, this intersection is expected to be signalized and is expected to operate at an overall LOS "A" during both peak-hours.

5. **SH 86/Cherokee Trail/Northeast Site Access:** All movements at this stop-controlled intersection currently operate at LOS "D" or better during both morning and afternoon peak-hours and are expected to do so through 2042 if converted to three-quarter to the north and right-in/right-out to the south.

6. **SH 86/Legacy Circle/Pinto Trail:** All movements at this stop-controlled intersection currently operate at LOS "D" or better during both morning and afternoon peak-hours with the following exception: The northbound left/through movement operates at LOS "F" in the morning peak-hour. By 2042, this intersection is expected to be signalized and operate at an overall LOS "B" during both peak-hours.

7. **County Road 3/Pine Hills Place/Northwest Site Access:** All movements at this stop-controlled intersection currently operate at LOS "A" during both morning and afternoon peak-hours and are expected to do so through 2042.

8. **County Road 3/Middle West Site Access:** This intersection was only analyzed in the 2042 total scenario.

9. **County Road 3/Internal Collector:** This intersection was only analyzed in the 2042 total scenario.

10. **County Road 3/Legacy Trail:** All movements at this stop-controlled intersection currently operate at LOS "A" during both morning and afternoon peak-hours and are expected to do so through 2042.

11. **Collector Road/West Internal Access:** This intersection was only analyzed in the 2042 total scenario.

12. **Collector Road/East Internal Access:** This intersection was only analyzed in the 2042 total scenario.

TRIP GENERATION

Table 2 shows the estimated average weekday, morning peak-hour, and afternoon peak-hour trip generation for the proposed sites based on the rates from *Trip Generation, 11th Edition, 2021* by the Institute of Transportation Engineers (ITE) for the proposed land use.

The site is projected to generate about 12,600 external 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 317 vehicles would enter and about 428 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 757 vehicles would enter and about 659 vehicles would exit. These estimates assume an internal trip reduction of five percent and 34 percent passby trips for the commercial use based on the *Trip Generation Handbook*, 3rd Edition, 2017.

TRIP DISTRIBUTION

Figure 5 shows the estimated 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.

TRIP ASSIGNMENT

Figure 6a shows the assignment of the residential site-generated traffic volumes based on the directional distribution percentages (from Figure 5) and the residential trip generation estimate (from Table 2).

Figure 6b shows the assignment of the primary commercial site-generated traffic volumes based on the directional distribution percentages (from Figure 5) and the primary commercial trip generation estimate (from Table 2).

Figure 6c shows the assignment of the passby commercial site-generated traffic based on the passby commercial trip generation estimate from Table 2.

2042 TOTAL TRAFFIC

Figure 7 shows the 2042 total traffic which is the sum of the 2042 background traffic volumes (from Figure 4) and the site-generated traffic volumes (from Figures 6a, 6b, and 6c). Figure 7 also shows the recommended 2042 lane geometry and traffic control. Table 3 provides additional details on the recommended improvements.

PROJECTED LEVELS OF SERVICE

The intersections in Figure 7 were analyzed to determine the 2042 total levels of service. Table 2 shows the level of service analysis results. The level of service reports are attached.

1. **SH 86/Deerfield Road:** All movements at this stop-controlled intersection are expected to operate at LOS "C or better during both morning and afternoon peak-hours through 2042 with the exception of the northbound approach which is expected to operate at LOS "F in the afternoon peak-hour. The left-turn movement onto SH 86 may need to be restricted over time.

2. **SH 86/Flintwood Road:** This signalized intersection is expected to operate at an overall LOS "A" during the morning peak-hour and LOS "B" during the afternoon peak-hour through 2042.

3. **SH 86/County Road 3:** This signalized intersection is expected to operate at an overall LOS "C" during the morning peak-hour and LOS "B" during the afternoon peak-hour through 2042.

4. **SH 86/North Site Access:** This signalized intersection is expected to operate at an overall LOS "B" or better during both morning and afternoon peak-hours through 2042.

5. **SH 86/Cherokee Trail/Northeast Site Access:** All movements at this limited access stop-controlled intersection are expected to operate at LOS "A" during both morning and afternoon peak-hours through 2042.

6. **SH 86/Legacy Circle/Pinto Trail:** This signalized intersection is expected to operate at an overall LOS "B" during the morning peak-hour and LOS "C" during the afternoon peak-hour through 2042.

7. **County Road 3/Pine Hills Place/Northwest Site Access:** All movements at this stop-controlled intersection are expected to operate at LOS "D" or better during both morning and afternoon peak-hours through 2042.

8. **County Road 3/Middle West Site Access:** All movements at this stop-controlled intersection are expected to operate at LOS "B" or better during both morning and afternoon peak-hours through 2042.

9. **County Road 3/Internal Collector:** All movements at this stop-controlled intersection are expected to operate at LOS "A" during both morning and afternoon peak-hours through 2042.

10. **County Road 3/Legacy Trail:** All movements at this stop-controlled intersection are expected to operate at LOS "A" during both morning and afternoon peak-hours through 2042.

11. **Collector Road/West Internal Access:** All movements at this stop-controlled intersection are expected to operate at LOS "B" or better during both morning and afternoon peak-hours through 2042.

12. **Collector Road/East Internal Access:** All movements at this stop-controlled intersection are expected to operate at LOS "C" or better during both morning and afternoon peak-hours through 2042.

CONCLUSIONS AND RECOMMENDATIONS

Trip Generation

1. The site is projected to generate about 12,600 external vehicle-trips on the average weekday, with about half entering and half exiting during a 24-hour period. During the morning peak-hour, about 317 vehicles would enter and about 428 vehicles would exit the site. During the afternoon peak-hour, about 757 vehicles would enter and about 659 vehicles would exit. These estimates assume an internal trip reduction of five percent and

34 percent passby trips for the commercial use based on the *Trip Generation Handbook*, 3rd Edition, 2017.

Projected Levels of Service

2. All movements at the intersections analyzed are expected to operate at acceptable levels of service during both morning and afternoon peak-hours through 2042 with the recommended improvements with the exception of the northbound approach of Deerfield Road to SH 86 which could operate at LOS "E" in the afternoon peak-hour by 2042. The intersection may need to be converted to three-quarter movement by 2042.

Conclusions

3. The impact of the proposed Elizabeth West development can be accommodated by the existing roadway network with the recommended improvements below.

Recommendations

4. The recommended improvements are shown in Figure 7 and detailed in Table 3.

* * *

We trust our findings will assist you in planning for the proposed Elizabeth West development. Please contact me if you have any questions or need further assistance.

Respectfully submitted,

LSC Transportation Consultants, Inc.

By:_____
Christopher S. McGranahan, P.E., PTOE

CSM/wc

Enclosure: Tables 1 - 3
Figures 1 - 7
SH 86 CDOT Straight Line Diagram
Traffic Counts (2019 and 2022)
Level of Service Definitions
Level of Service Analysis

W:\LSC\Projects\2019\190272-ElizabethWest-2022Update\Report\ElizabethWest-052722.wpd

Table 1 (Page 1 of 3)
Intersection Levels of Service Analysis
Elizabeth West
Elizabeth, CO
LSC #190272; May, 2022

Intersection No. & Location	Traffic Control	Existing Traffic Level of Service AM	Existing Traffic Level of Service PM	2042 Background Traffic Level of Service AM	2042 Background Traffic Level of Service PM	2042 Total Traffic Level of Service AM	2042 Total Traffic Level of Service PM
1) SH 86/Deerfield Road	TWSC						
NB Approach		B	C	C	E	C	F
WB Left		A	A	B	C	B	C
Critical Movement Delay		12.2	15.5	19.9	36.3	23.8	55.7
2) SH 86/Flintwood Road	TWSC						
EB Left		B	A	--	--	--	--
SB Approach		E	F	--	--	--	--
Critical Movement Delay		38.3	62.6	--	--	--	--
	Signalized						
EB Left		--	--	A	A	B	B
EB Through		--	--	A	A	A	B
WB Through		--	--	A	A	A	A
WB Right		--	--	A	A	A	A
SB Left		--	--	E	E	E	E
SB Right		--	--	B	A	B	A
Entire Intersection Delay (sec /veh)		--	--	5.1	9.3	6.3	12.3
Entire Intersection LOS		--	--	A	A	A	B
3) SH 86/County Road 3	TWSC						
NB Left/Through		D	D	--	--	--	--
NB Right		A	A	--	--	--	--
EB Left		A	A	--	--	--	--
WB Left		A	A	--	--	--	--
SB Approach		C	C	--	--	--	--
Critical Movement Delay		29.2	32.7	--	--	--	--
	Signalized						
EB Left		---	---	B	A	C	B
EB Through		---	---	B	A	B	B
EB Right		--	--	A	A	A	A
WB Left		--	--	A	A	A	C
WB Through		---	---	B	B	C	B
WB Right		---	---	A	A	A	A
NB Left		--	--	C	D	D	D
NB Through		--	--	D	D	D	D
NB Right		--	--	A	A	A	A
SB Left		--	--	D	E	D	D
SB Through		--	--	D	D	D	E
SB Right		--	--	A	A	A	A
Entire Intersection Delay (sec /veh)		--	--	13.5	10.7	21.1	18.7
Entire Intersection LOS		--	--	B	B	C	B

Table 1 (Page 2 of 3)
Intersection Levels of Service Analysis
Elizabeth West
Elizabeth, CO
LSC #190272; May, 2022

Intersection No. & Location	Traffic Control	Existing Traffic Level of Service AM	Existing Traffic Level of Service PM	2042 Background Traffic Level of Service AM	2042 Background Traffic Level of Service PM	2042 Total Traffic Level of Service AM	2042 Total Traffic Level of Service PM
4) SH 86/North Site Access	TWSC						
EB Approach		A	A	--	--	--	--
SB Approach		C	C	--	--	--	--
Critical Movement Delay		17.4	17.7	--	--	--	--
	Signalized						
EB Left		---	---	A	A	A	A
EB Through		---	---	A	A	A	B
EB Right		--	--	--	--	A	A
WB Left		--	--	--	--	A	C
WB Through		---	---	A	A	A	A
WB Right		---	---	A	A	A	A
NB Left		--	--	--	--	D	E
NB Through		--	--	--	--	D	D
NB Right		--	--	--	--	A	A
SB Left		--	--	E	E	D	E
SB Through		--	--	--	--	D	D
SB Right		--	--	B	A	A	A
Entire Intersection Delay (sec /veh)		--	--	7.0	9.9	9.7	14.4
Entire Intersection LOS		--	--	A	A	A	B
5) SH 86/Cherokee Trail/Northeast Site Access	TWSC						
NB Right	Three-Quarter	--	--	--	--	A	A
EB Left	to North	A	A	A	A	A	A
SB Right or Approach	RIRO	C	D	A	A	A	A
Critical Movement Delay	to South	21.4	26.0	9.0	8.7	9.2	9.3
6) SH 86/Legacy Circle/Pinto Trail	TWSC						
NB Left/Through		F	D	--	--	--	--
NB Right		A	A	--	--	--	--
EB Left		A	A	--	--	--	--
WB Left		A	A	--	--	--	--
SB Approach		C	B	--	--	--	--
Critical Movement Delay		52.1	33.0	--	--	--	--
	Signalized						
EB Left		--	--	A	B	B	B
EB Through		--	--	A	B	B	C
EB Right		--	--	A	A	A	A
WB Left		--	--	B	D	B	D
WB Through		--	--	B	B	B	B
WB Right		--	--	A	A	A	A
NB Left/Through		--	--	E	E	E	E
NB Right		--	--	A	A	A	A
SB Approach		--	--	D	D	C	D
Entire Intersection Delay (sec /veh)		--	--	17.1	19.6	18.0	23.2
Entire Intersection LOS		--	--	B	B	B	C

Table 1 (Page 3 of 3)
Intersection Levels of Service Analysis
Elizabeth West
Elizabeth, CO
LSC #190272; May, 2022

Intersection No. & Location	Traffic Control	Existing Traffic Level of Service AM	Existing Traffic Level of Service PM	2042 Background Traffic Level of Service AM	2042 Background Traffic Level of Service PM	2042 Total Traffic Level of Service AM	2042 Total Traffic Level of Service PM
7) County Road 3/Pine Hills Place/Northwest Site Access	TWSC						
NB Approach or Left		A	A	A	A	A	A
EB Approach		A	A	A	A	B	D
WB Left/Through		--	--	--	--	B	C
WB Right		--	--	--	--	A	B
SB Left		--	--	--	--	A	A
Critical Movement Delay		8.8	8.8	8.9	8.9	14.2	31.5
8) County Road 3/Middle West Site Access	TWSC						
WB Left		--	--	--	--	B	B
WB Right		--	--	--	--	A	A
SB Left		--	--	--	--	A	A
Critical Movement Delay		--	--	--	--	10.9	12.2
9) County Road 3/Internal Collector	TWSC	--	--	--	--		
WB Approach		--	--	--	--	A	A
SB Left		--	--	--	--	A	A
Critical Movement Delay		--	--	--	--	9.3	9.0
10) County Road 3/Legacy Trail	TWSC						
WB Approach		A	A	A	A	A	A
SB Approach		A	A	A	A	A	A
Critical Movement Delay		8.5	8.5	8.6	8.6	8.6	8.6
11) Collector Road/West Internal Access	TWSC						
NB Approach		--	--	--	--	A	B
EB Left		--	--	--	--	A	A
WB Left		--	--	--	--	A	A
SB Approach		--	--	--	--	A	A
Critical Movement Delay		--	--	--	--	9.6	10.2
12) Collector Road/East Internal Access	TWSC						
NB Left		--	--	--	--	A	A
EB Left		--	--	--	--	B	C
EB Through/Right		--	--	--	--	A	A
WB Left		--	--	--	--	B	C
WB Right		--	--	--	--	A	A
SB Left		--	--	--	--	A	A
Critical Movement Delay		--	--	--	--	12.5	22.3

Table 2
ESTIMATED TRAFFIC GENERATION
Elizabeth West - 2022 Update
Elizabeth, CO
LSC #190272; May, 2022

Trip Generating Category		Quantity	Trip Generation Rates [1] Average Weekday	AM Peak-Hour In	AM Peak-Hour Out	PM Peak-Hour In	PM Peak-Hour Out	Vehicle-Trips Generated Average Weekday	AM Peak-Hour In	AM Peak-Hour Out	PM Peak-Hour In	PM Peak-Hour Out
CURRENTLY PROPOSED LAND USE												
PA-1&2	Commercial [2]	155 KSF [3]	37.01	0.521	0.319	1.632	1.768	5,737	81	49	253	274
PA-3	Town Hall [4]	20 KSF [3]	22.59	2.505	0.835	0.428	1.283	452	50	17	9	26
PA-4	Single-Family Housing [5]	76 DU [6]	9.43	0.182	0.518	0.592	0.348	717	14	39	45	26
PA-5	Single-Family Housing	59 DU	9.43	0.182	0.518	0.592	0.348	556	11	31	35	21
PA-6	Single-Family Housing	20 DU	9.43	0.182	0.518	0.592	0.348	189	4	10	12	7
PA-7	Single-Family Housing	77 DU	9.43	0.182	0.518	0.592	0.348	726	14	40	46	27
PA-8	Single-Family Housing	12 DU	9.43	0.182	0.518	0.592	0.348	113	2	6	7	4
PA-9	Single-Family Housing	51 DU	9.43	0.182	0.518	0.592	0.348	481	9	26	30	18
PA-10	Single-Family Housing	8 DU	9.43	0.182	0.518	0.592	0.348	75	1	4	5	3
PA-11	Single-Family Housing	30 DU	9.43	0.182	0.518	0.592	0.348	283	5	16	18	10
PA-12	Single-Family Housing	5 DU	9.43	0.182	0.518	0.592	0.348	47	1	3	3	2
PA-13	Commercial [7]	75 KSF	67.52	1.073	0.657	2.543	2.647	5,064	80	49	191	199
PA-14	Single-Family Housing	101 DU	9.43	0.182	0.518	0.592	0.348	952	18	52	60	35
PA-15	Single-Family Housing	99 DU	9.43	0.182	0.518	0.592	0.348	934	18	51	59	34
PA-16	Single-Family Housing	85 DU	9.43	0.182	0.518	0.592	0.348	802	15	44	50	30
	Total Town Use	20 KSF					Subtotal =	17,128	323	437	823	716
	Total Residential Lots =	623 DU										
	Total Commercial Area =	230 KSF					*Internal Trip Reduction* [8] =	856	6	9	66	57
							Passby Trips [9] =	3,672	44	44	156	156
							Net External Trips =	**12,600**	**273**	**384**	**601**	**503**

Notes:
(1) Source: *Trip Generation*, Institute of Transportation Engineers, 11th Edition, 2021
(2) ITE Land Use No. 820 - Shopping Center (>150k)
(3) KSF = 1,000 square feet
(4) ITE Land Use No. 730 - Government Office Building
(5) ITE Land Use No. 210 - Single-Family Detached Housing
(6) DU = Dwelling Units
(7) ITE Land Use No. 821 - Shopping Plaza (40-150k) (no Supermarket)
(8) Assumes 5% for Weekday, 2% for AM Peak and 8% for PM Peak as allowed per the *State Highway Access Code*
(9) Assumes 34% passby trips for the commercial use are based on the *Trip Generation Handbook*, 3rd Edition, 2017

Table 3 (Page 1 of 2)
Recommended Improvements to Public Street Network
Elizabeth West - 2022 Update
Elizabeth, CO
LSC #190272; May, 2022

Inter-section No.	Intersection Location	Recommended Improvements by 2042	Responsibility
1	SH 86/Deerfield Road	NB to EB RT Accel = 738' + 222-foot transition taper (18.5:1)	Others
		Potential mitigation is to convert to three-quarter movement	Others
2	SH 86/Flintwood Road	WB RT = 378' + 222-foot transition taoer (18.5:1)	Others
		SB LT = 380' (190' decel + 190' storage) + 120-foot transition taper (10:1)	Others
		Traffic signal control	Others
3	SH 86/County Road 3	WB RT = 378' + 222-foot transition taper (18.5:1)	Others
		NB LT = 375' (190' decel + 185' storage) + 120-foot transition taper	Applicant
		NB RT = 190'+ 120-foot transition taper (10:1)	Applicant
		SB to WB RT Accel = 738' + 222-foot transition taper (18.5:1)	Others
		SB LT = 365' (190' decel + 175' storage) + 120-foot transition taper	Others
		SB RT = 190' + 120-foot transition taper (10:1)	Others
		Traffic signal control	Applicant/Others
4	SH 86/North Site Access	EB LT = 528' (378' decel + 150' storage) + 222-foot transition taper (18.5:1)	Others
		EB RT = 378' + 222-foot transition taper (18.5:1)	Applicant
		WB LT = 550' (378 decel + 172' storage) + 222-foot transition taper (18.5:1)	Applicant
		WB RT = 378' + 222-foot transition taper (18.5:1)	Others
		NB LT = 200' + 120-foot transition taper (10:1)	Applicant
		NB RT = 190' + 120-foot transition taper (10:1)	Applicant
		NB to EB RT Accel = 738' + 222-foot transition taper (18.5:1)	Applicant
		SB LT = 200' + 120-foot transition taper (10:1)	Others
		SB RT = 190' + 120-foot transition taper (10:1)	Others
		SB to WB Accel = 738' + 272-foot transition taper (18.5:1)	Others
		Traffic signal control	Applicant/Others
5	SH 86/Northeast Site Access	EB LT = Lengthen to 403' (378' decel + 25' storage) + 222-foot transition taper (18.5:1)	Others
		EB RT = 378' + 222-foot transition taper (18.5:1)	Applicant
		SB to WB RT Accel = Lengthen to 738' + 222-foot transition taper (18.5:1)	Others
		NB to EB RT Accel = 738' + 222-foot transition taper (18.5:1)	Applican

Table 3 (Page 2 of 2)
Recommended Improvements to Public Street Network
Elizabeth West - 2022 Update
Elizabeth, CO
LSC #190272; May, 2022

Inter-section No.	Intersection Location	Recommended Improvements by 2042	Responsibility
6	SH 86/Legacy Circle/Pinto Trail	Traffic signal control	Others
7	County Road 3/Northwest Site Access	NB LT = 100' + 120-foot transition taper (10:1)	Applicant
		NB RT = 190' + 120-foot transition taper (10:1)	Applicant
		SB LT = 200' + 120-foot transition taper (10:1)	Applicant
		WB RT = 100'	Applicant
8	County Road 3/Middle West Site Access	SB LT = 305' (190' decel + 115' storage) + 120-foot transition taper (10:1)	Applicant
		WB RT = 100'	Applicant
9	County Road 3/Internal Collector	SB LT = 320' (190' decel + 130' storage) + 120-foot transition taper (10:1)	Applicant
10	County Road 3/Legacy Trail	None	
11	Collector Road/West Internal Access	EB LT = 150' + 120-foot transition taper (10:1)	Applicant
		EB LT = 150' + 120-foot transition taper (10:1)	Applicant
12	Collector Road/East Internal Access	EB LT = 100'	Applicant
		NB RT = 190' + 120-foot transition taper (10:1)	Applicant
		SB LT = 200' + 120-foot transition taper (10:1)	Applicant
		WB LT = 100'	Applicant
		NB LT = 190' + 120-foot transition taper (10:1)	Applicant
		SB RT = 190' + 120-foot transition taper (10:1)	Applicant
State Highway 86 Corridor		Widen from a two-lane to a four-lane section for the entire corridor	Others
Local/Collector Connection between Intersections No. 4 and No. 5 on the north side of SH 86			Others

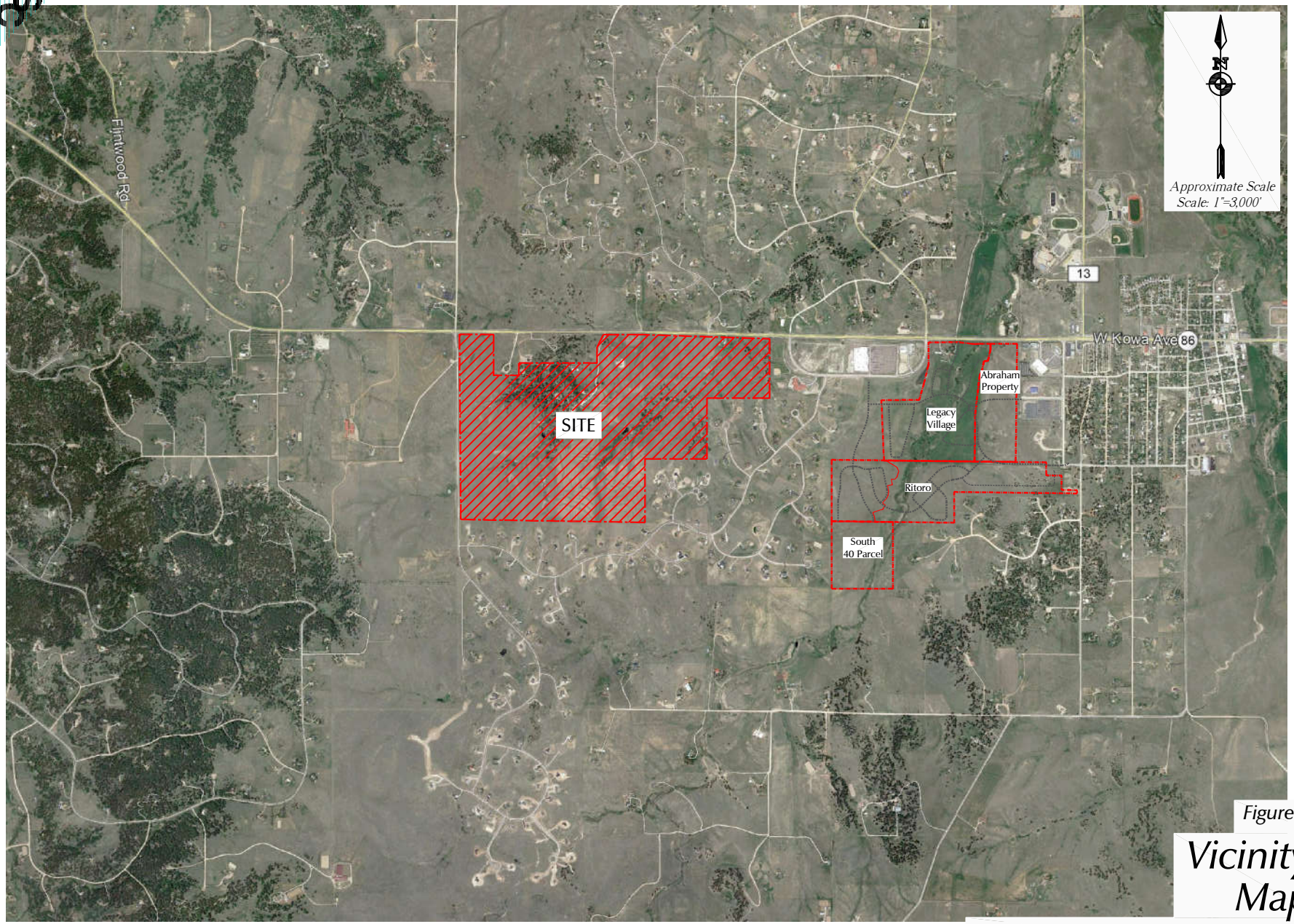


Figure 1

Vicinity Map

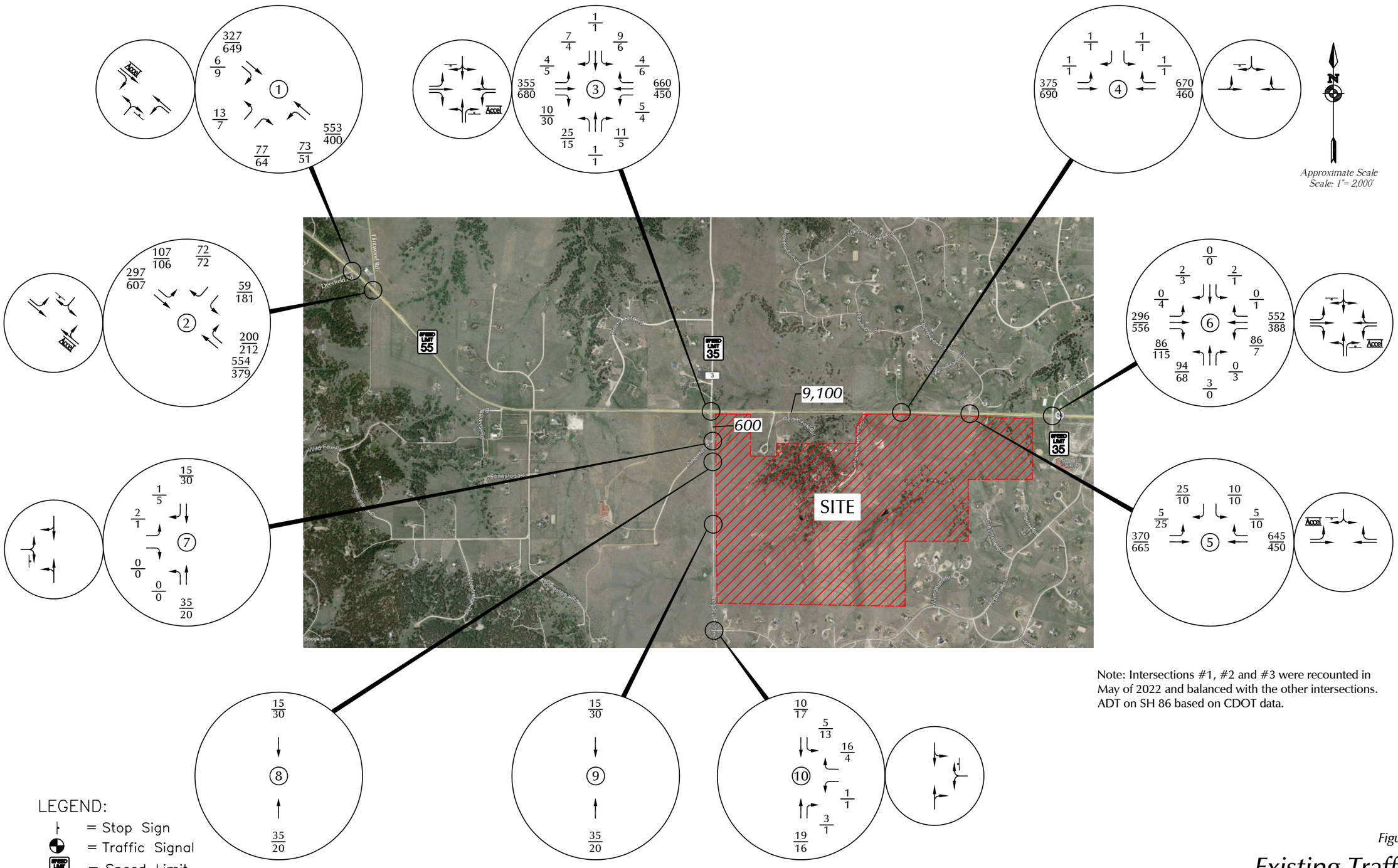
Elizabeth West - 2022 Update (LSC #190272)



Figure 2

Site Plan

Elizabeth West - 2022 Update (LSC #190272)

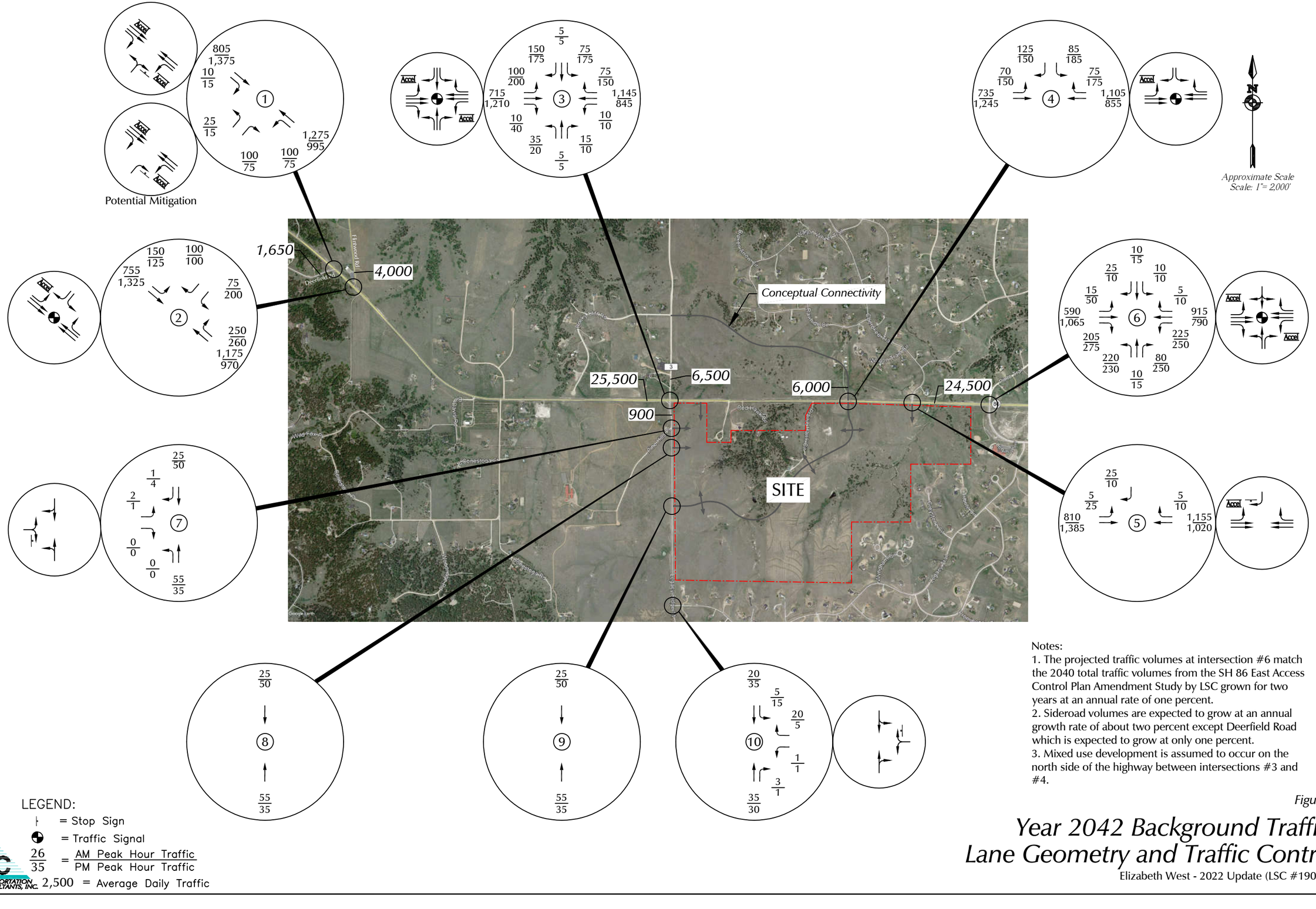


Note: Intersections #1, #2 and #3 were recounted in May of 2022 and balanced with the other intersections. ADT on SH 86 based on CDOT data.

Figure 3

Existing Traffic, Lane Geometry and Traffic Control

Elizabeth West - 2022 Update (LSC #190270)



Notes:
1. The projected traffic volumes at intersection #6 match the 2040 total traffic volumes from the SH 86 East Access Control Plan Amendment Study by LSC grown for two years at an annual rate of one percent.
2. Sideroad volumes are expected to grow at an annual growth rate of about two percent except Deerfield Road which is expected to grow at only one percent.
3. Mixed use development is assumed to occur on the north side of the highway between intersections #3 and #4.

LEGEND:
= Stop Sign
= Traffic Signal
26/35 = AM Peak Hour Traffic / PM Peak Hour Traffic
2,500 = Average Daily Traffic

LSC TRANSPORTATION CONSULTANTS, INC.

Figure 4

Year 2042 Background Traffic, Lane Geometry and Traffic Control

Elizabeth West - 2022 Update (LSC #190210)

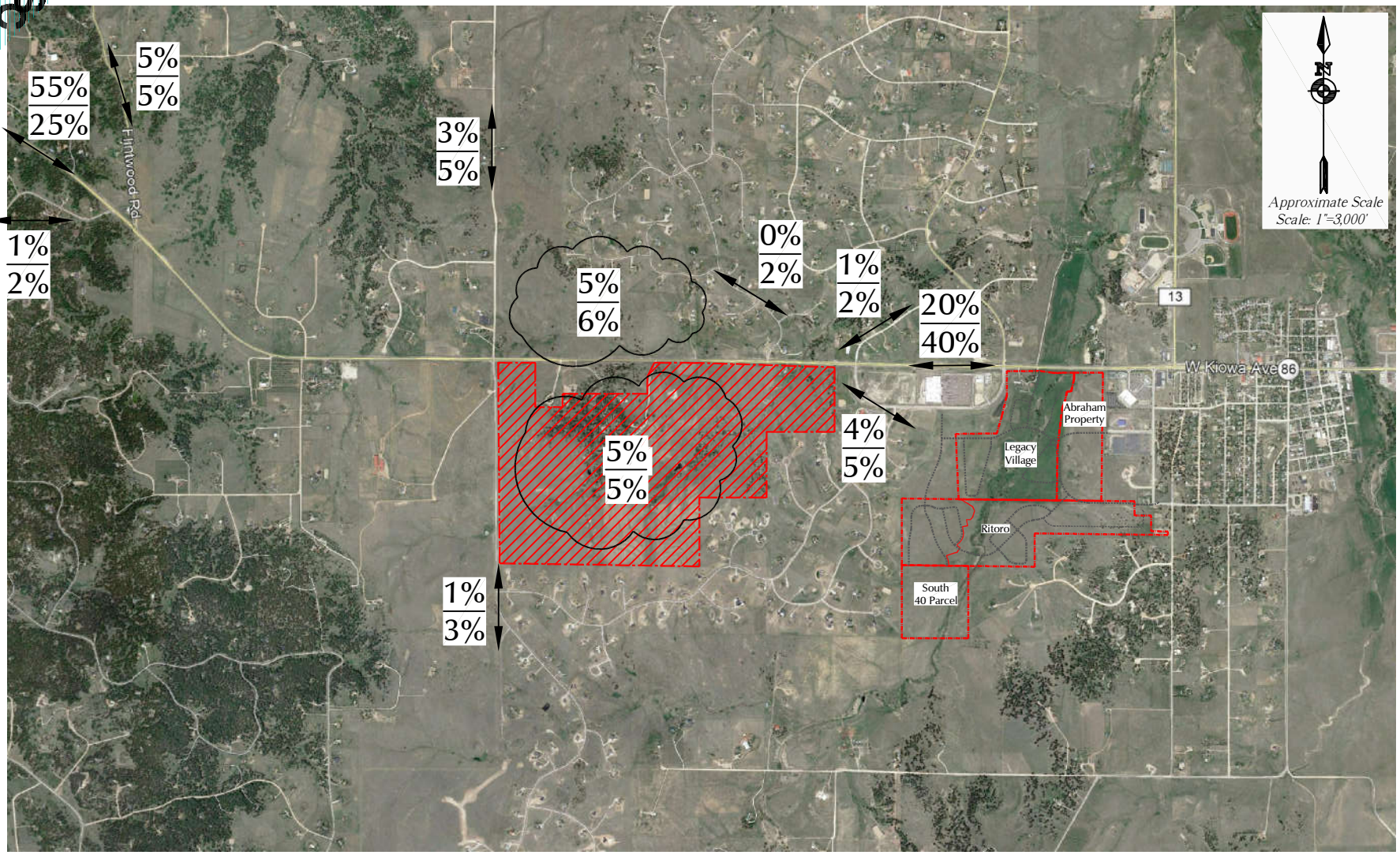


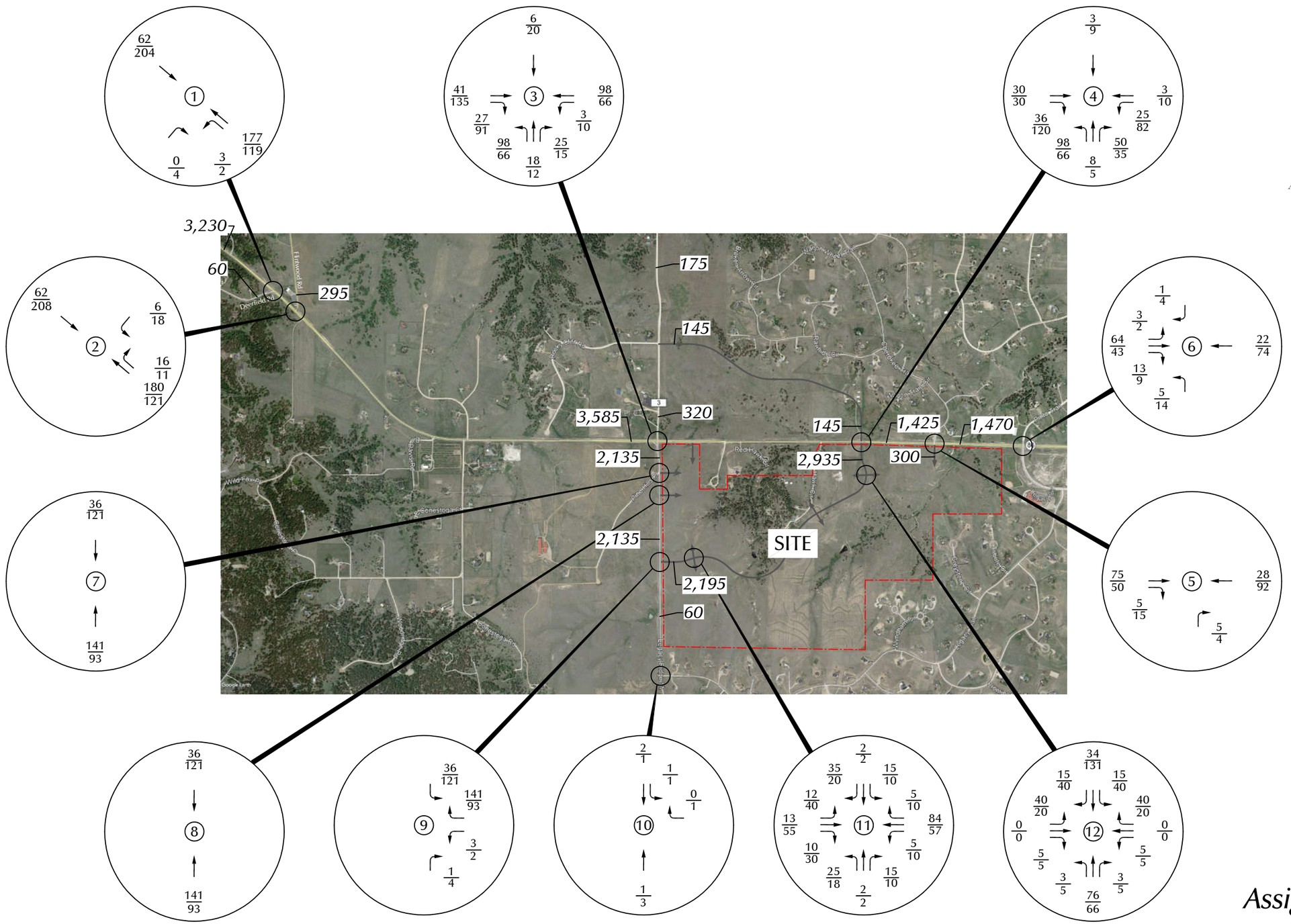
Figure 5

LEGEND:

$\frac{5\%}{5\%}$ = $\frac{\text{Residential Percent Directional Distribution}}{\text{Non-Residential Percent Directional Distribution}}$

Directional Distribution of Site-Generated Traffic

Elizabeth West - 2022 Update (LSC #190272)



LEGEND:

$\frac{26}{35}$ = $\frac{\text{AM Peak Hour Traffic}}{\text{PM Peak Hour Traffic}}$

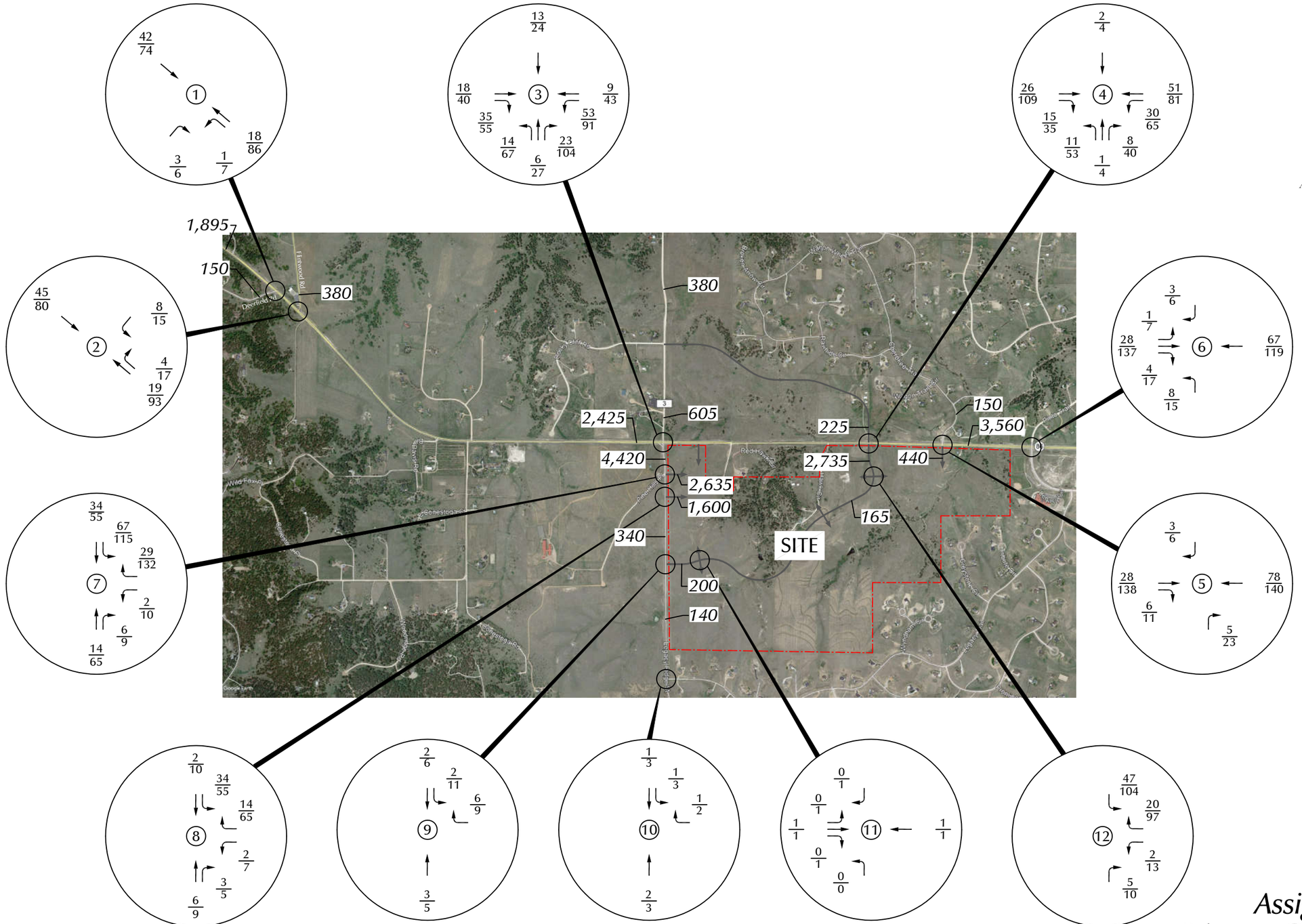
2,500 = Average Daily Traffic

TRANSPORTATION CONSULTANTS, INC.

Figure 6a

Assignment of Residential Site-Generated Traffic

Elizabeth West - 2022 Update (LSC #190215)



LEGEND:

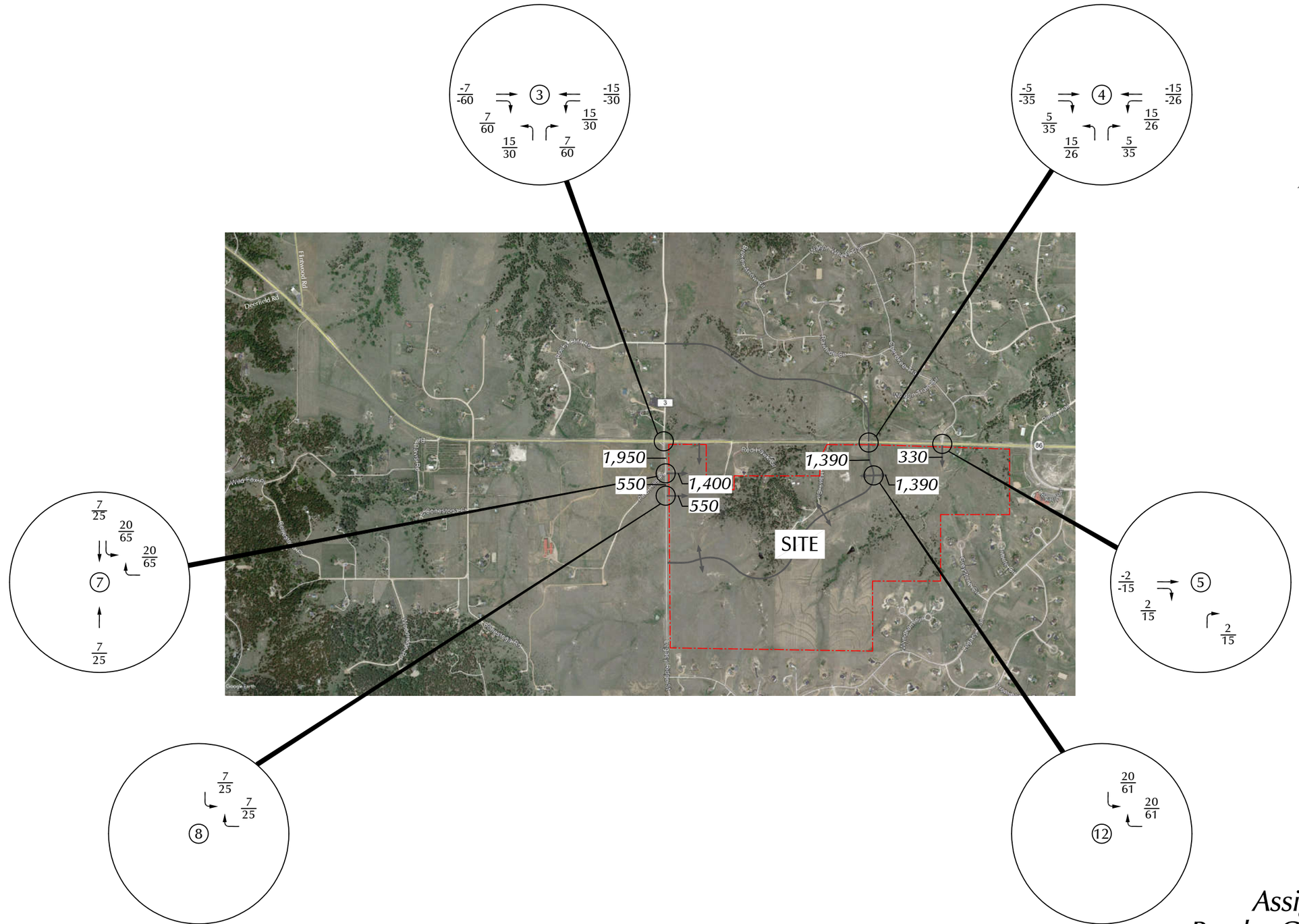
$\frac{26}{35}$ = $\frac{\text{AM Peak Hour Traffic}}{\text{PM Peak Hour Traffic}}$

2,500 = Average Daily Traffic

Figure 6b

Assignment of Primary Commercial Site-Generated Traffic

Elizabeth West - 2022 Update (LSC #190215)



Approximate Scale
Scale: 1"= 2,000'

LEGEND:

$\frac{26}{35}$ = $\frac{\text{AM Peak Hour Traffic}}{\text{PM Peak Hour Traffic}}$

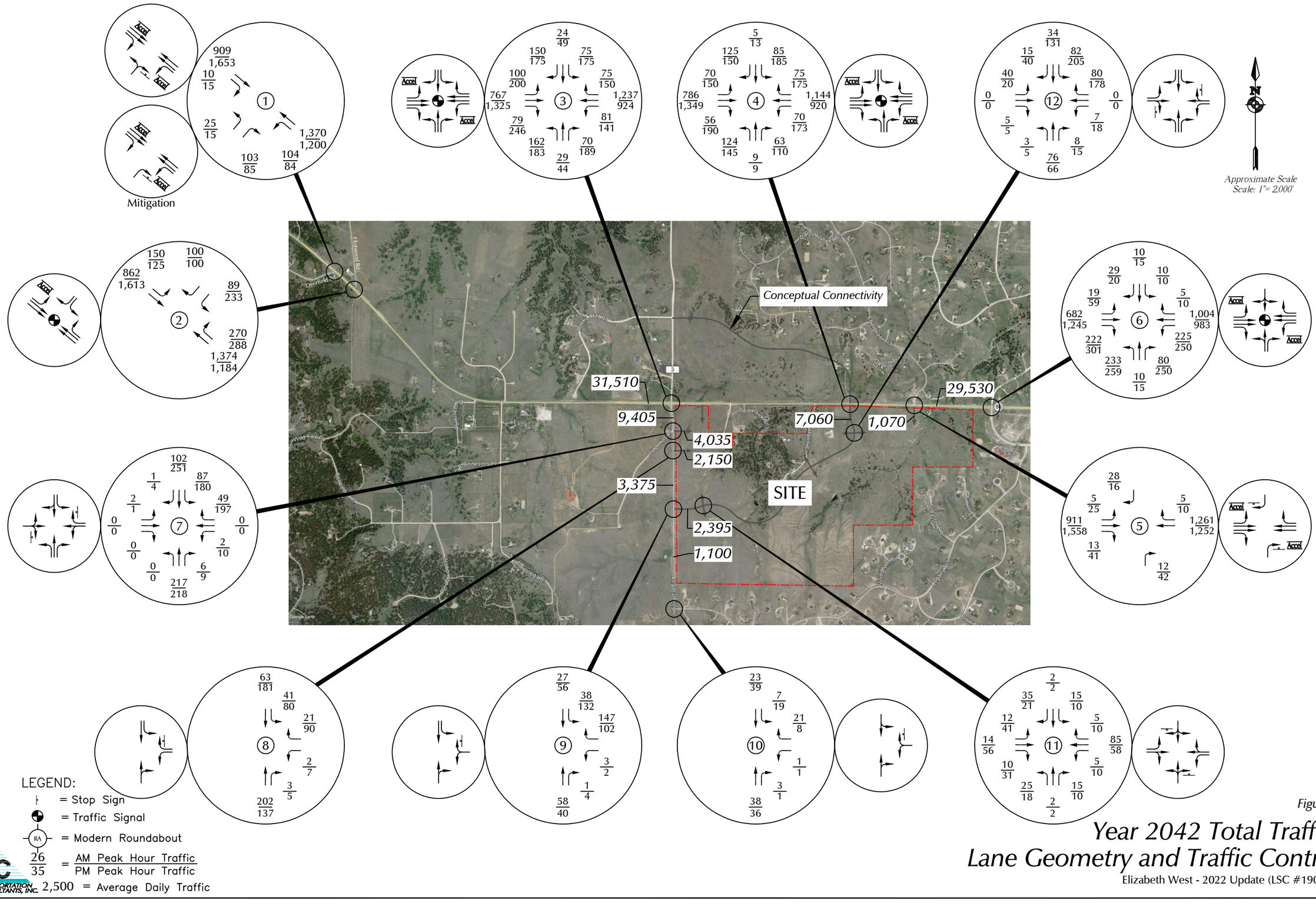
2,500 = Average Daily Traffic

TRANSPORTATION CONSULTANTS, INC.

Figure 6c

Assignment of Passby Commercial Site-Generated Traffic

Elizabeth West - 2022 Update (LSC #190210)



LEGEND:

- = Stop Sign
- = Traffic Signal
- = Modern Roundabout
- 26/35 = AM Peak Hour Traffic / PM Peak Hour Traffic
- 2,500 = Average Daily Traffic

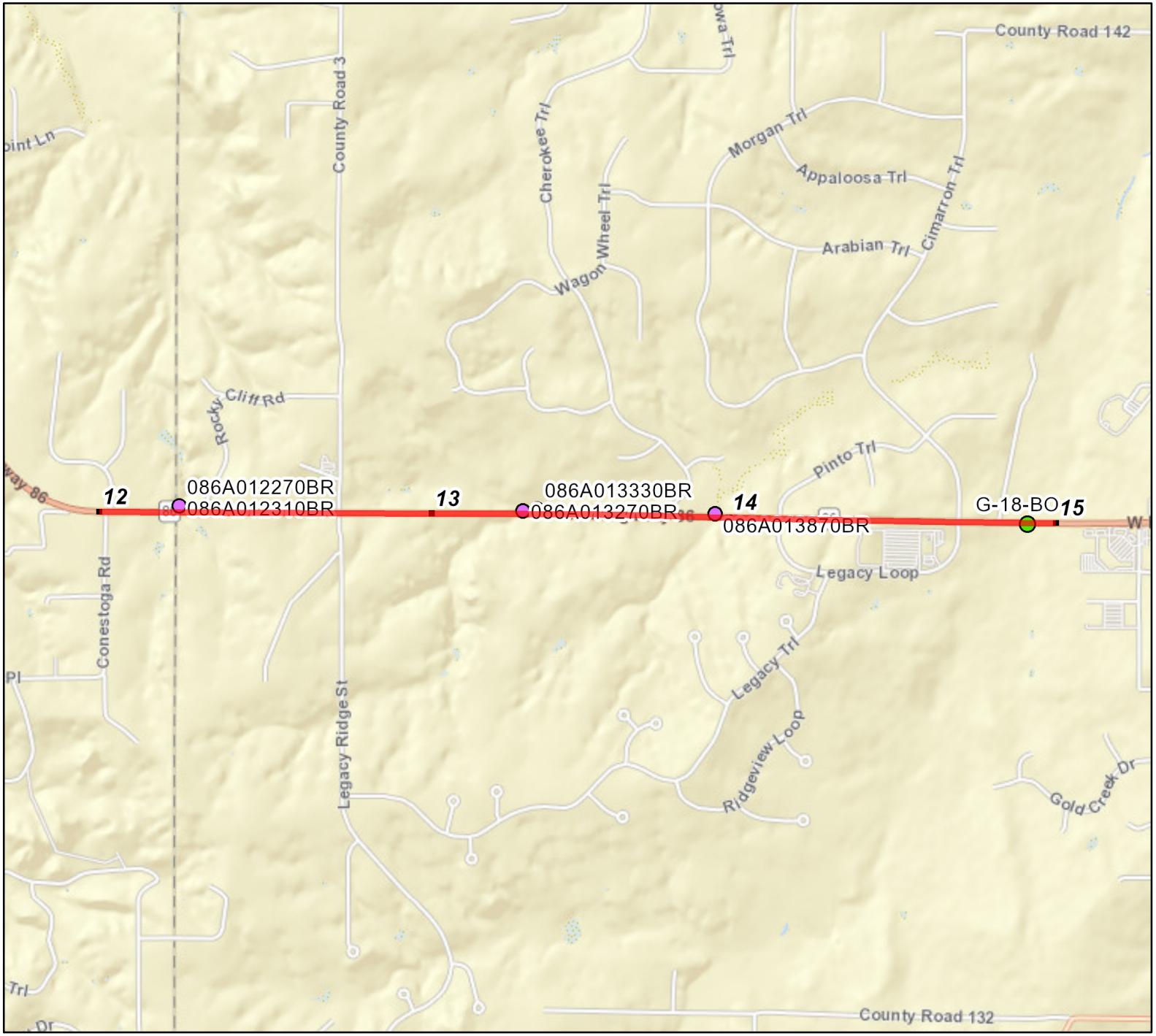
LSC TRANSPORTATION CONSULTANTS, INC.

Figure 7

Year 2042 Total Traffic, Lane Geometry and Traffic Control

Elizabeth West - 2022 Update (LSC #190215)

Route 086A From 12 to 15



Legend

- Route
- Milepoint

Structures

- Major Structure
- Minor Structure

Created:

Date: 5/26/2022

Time: 2:55:48 PM

0 0.2 0.4 0.6 0.8

Miles

N W E S

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 re for determining "fitness

Route 086A
From 12 To 17

Ramps
Overpass
Underpass
Structures



CLASSIFICATION

Access Control	R-A: Regional Highway	NR-B: Non-Rural Arterial			R-A: Regional Highway	
Highway Designation	SH					

SAFETY

Primary Speed Limit	55	45	35	30	35	45	55

TRAFFIC

AADT	9100	11000	12000	11000	8600	
V/C Ratio	0.44	0.63	0.76	0.65	0.49	
Year 20 Factor	1.18	1.17		1.11	1.13	

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.

COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: PINTO TRAIL
E/W STREET: SH-86
CITY: ELIZABETH
COUNTY: ELBERT

File Name : PINTOSH86
Site Code : 00000022
Start Date : 3/28/2019
Page No : 1

Groups Printed- VEHICLES

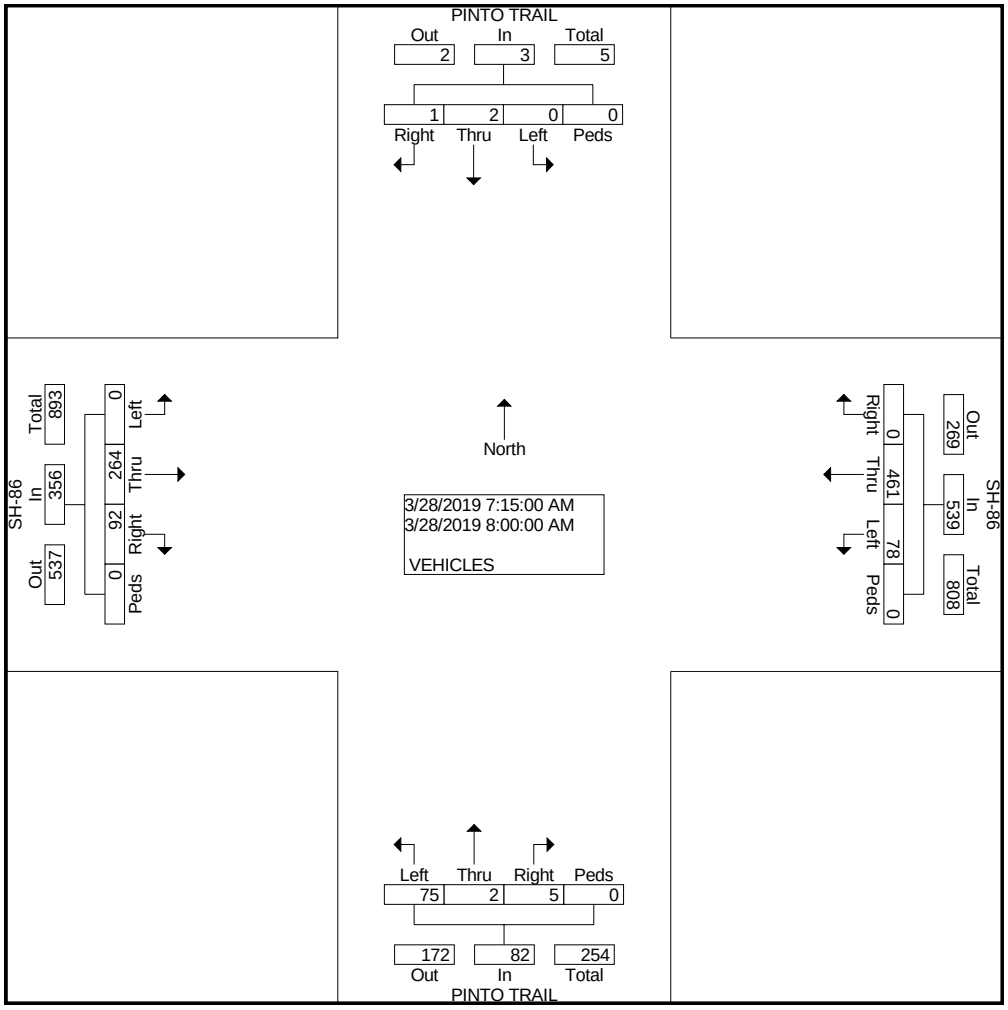
	PINTO TRAIL Southbound				SH-86 Westbound				PINTO TRAIL Northbound				SH-86 Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	0	0	1	0	0	106	0	0	5	0	0	0	0	19	1	0	132
06:45 AM	0	0	1	0	1	119	0	0	4	0	0	0	1	39	3	0	168
Total	0	0	2	0	1	225	0	0	9	0	0	0	1	58	4	0	300
07:00 AM	0	1	1	0	0	108	0	0	4	0	0	0	0	43	10	0	167
07:15 AM	0	0	1	0	8	125	0	0	11	1	1	0	0	67	17	0	231
07:30 AM	0	1	0	0	28	107	0	0	16	0	2	0	0	55	19	0	228
07:45 AM	0	1	0	0	40	108	0	0	33	1	1	0	0	85	47	0	316
Total	0	3	2	0	76	448	0	0	64	2	4	0	0	250	93	0	942
08:00 AM	0	0	0	0	2	121	0	0	15	0	1	0	0	57	9	0	205
08:15 AM	2	0	2	0	0	104	0	0	12	0	0	0	3	78	2	0	203
Total	2	0	2	0	2	225	0	0	27	0	1	0	3	135	11	0	408
04:00 PM	1	0	2	0	1	76	0	0	17	1	1	0	2	115	16	0	232
04:15 PM	1	0	0	0	4	70	0	0	14	0	1	0	2	122	26	0	240
04:30 PM	0	0	0	0	1	80	0	0	17	1	1	0	1	123	9	0	233
04:45 PM	0	1	0	0	4	96	0	0	18	1	0	0	0	128	20	0	268
Total	2	1	2	0	10	322	0	0	66	3	3	0	5	488	71	0	973
05:00 PM	0	0	1	0	6	100	0	0	14	1	5	0	4	117	19	0	267
05:15 PM	0	0	1	0	0	83	0	0	11	0	2	0	0	145	17	0	259
05:30 PM	1	0	0	0	2	66	0	0	9	1	2	0	1	133	23	0	238
05:45 PM	0	0	1	0	1	61	0	0	8	0	3	0	0	120	13	0	207
Total	1	0	3	0	9	310	0	0	42	2	12	0	5	515	72	0	971
Grand Total	5	4	11	0	98	1530	0	0	208	7	20	0	14	1446	251	0	3594
Apprch %	25.0	20.0	55.0	0.0	6.0	94.0	0.0	0.0	88.5	3.0	8.5	0.0	0.8	84.5	14.7	0.0	
Total %	0.1	0.1	0.3	0.0	2.7	42.6	0.0	0.0	5.8	0.2	0.6	0.0	0.4	40.2	7.0	0.0	

COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: PINTO TRAIL
E/W STREET: SH-86
CITY: ELIZABETH
COUNTY: ELBERT

File Name : PINTOSH86
Site Code : 00000022
Start Date : 3/28/2019
Page No : 2

	PINTO TRAIL Southbound					SH-86 Westbound					PINTO TRAIL Northbound					SH-86 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 07:15 AM to 08:00 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	0	2	1	0	3	78	461	0	0	539	75	2	5	0	82	0	264	92	0	356	980
Percent	0.0	66.7	33.3	0.0		14.5	85.5	0.0	0.0		91.5	2.4	6.1	0.0		0.0	74.2	25.8	0.0		
07:45 Volume	0	1	0	0	1	40	108	0	0	148	33	1	1	0	35	0	85	47	0	132	316
Peak Factor																					0.775
High Int.	07:15 AM					07:45 AM					07:45 AM					07:45 AM					
Volume	0	0	1	0	1	40	108	0	0	148	33	1	1	0	35	0	85	47	0	132	
Peak Factor					0.750					0.910					0.586					0.674	

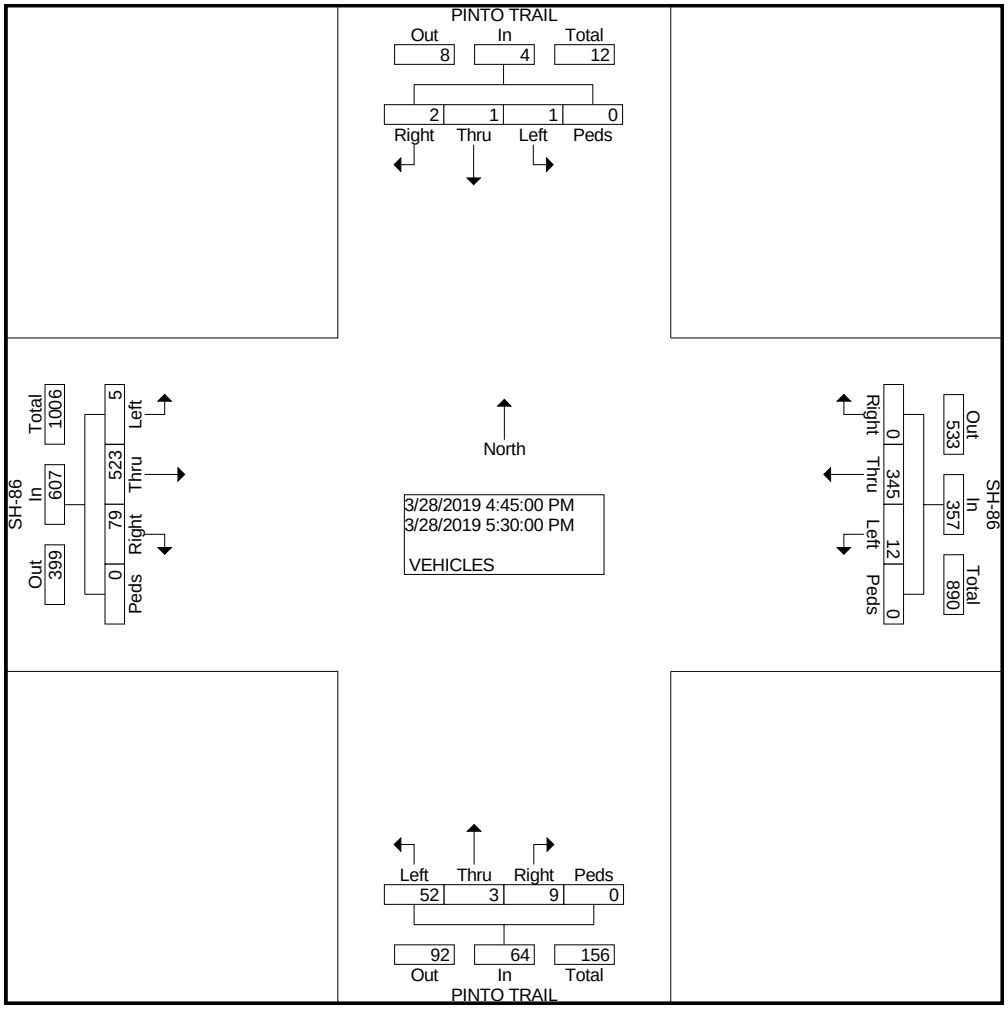


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Page No : 2

	PINTO TRAIL Southbound					SH-86 Westbound					PINTO TRAIL Northbound					SH-86 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 04:45 PM																					
Volume	1	1	2	0	4	12	345	0	0	357	52	3	9	0	64	5	523	79	0	607	1032
Percent	25.0	25.0	50.0	0.0		3.4	96.6	0.0	0.0		81.3	4.7	14.1	0.0		0.8	86.2	13.0	0.0		
04:45 Volume	0	1	0	0	1	4	96	0	0	100	18	1	0	0	19	0	128	20	0	148	268
Peak Factor																					0.963
High Int.	04:45 PM					05:00 PM					05:00 PM					05:15 PM					
Volume	0	1	0	0	1	6	100	0	0	106	14	1	5	0	20	0	145	17	0	162	
Peak Factor					1.000					0.842					0.800					0.937	



COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: DEERFIELD RD
E/W STREET: SH-86
CITY: ELIZABETH
COUNTY: ELBERT

File Name : DEERSH86
Site Code : 00000025
Start Date : 3/28/2019
Page No : 1

Groups Printed- VEHICLES

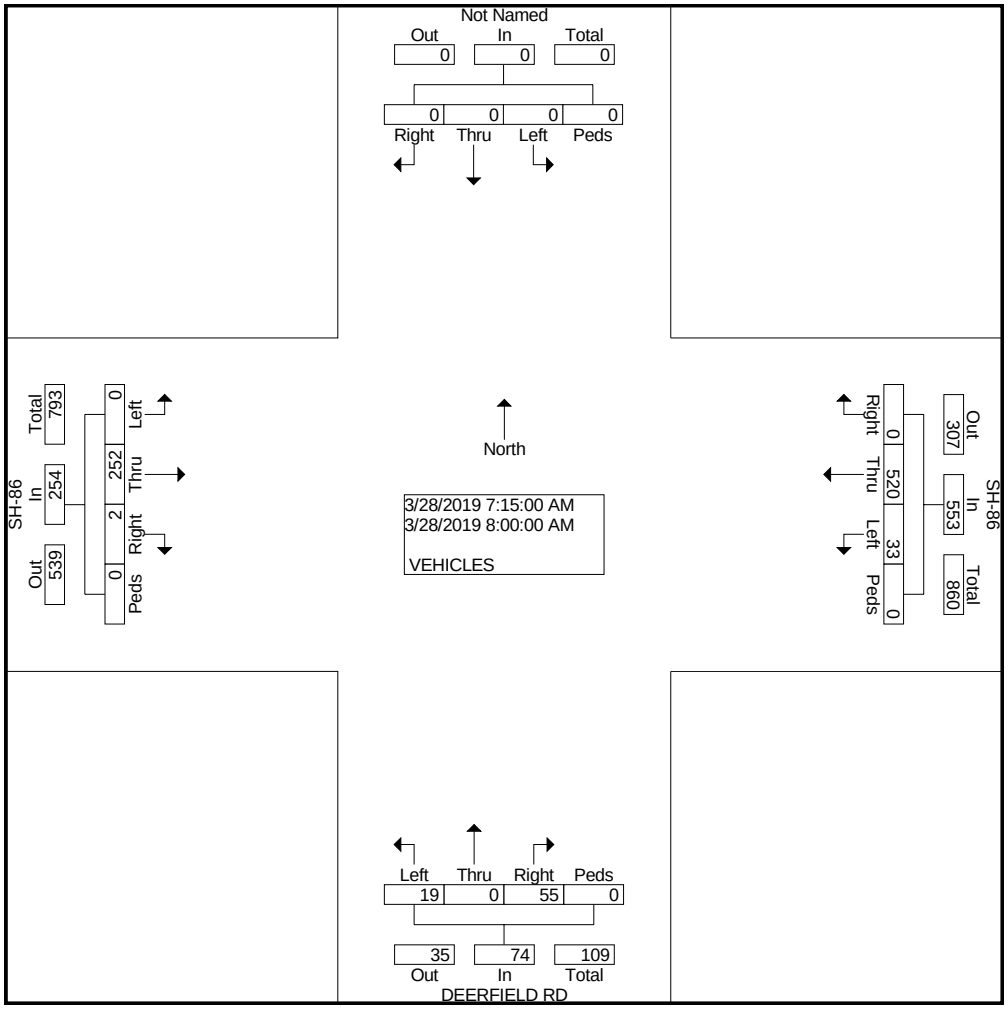
	Southbound				SH-86 Westbound				DEERFIELD RD Northbound				SH-86 Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	0	0	0	0	6	113	0	0	0	0	5	0	0	18	0	0	142
06:45 AM	0	0	0	0	5	133	0	0	2	0	7	0	0	44	1	0	192
Total	0	0	0	0	11	246	0	0	2	0	12	0	0	62	1	0	334
07:00 AM	0	0	0	0	5	93	0	0	10	0	18	0	0	56	0	0	182
07:15 AM	0	0	0	0	6	126	0	0	5	0	18	0	0	68	0	0	223
07:30 AM	0	0	0	0	6	117	0	0	6	0	17	0	0	54	1	0	201
07:45 AM	0	0	0	0	8	129	0	0	4	0	14	0	0	77	0	0	232
Total	0	0	0	0	25	465	0	0	25	0	67	0	0	255	1	0	838
08:00 AM	0	0	0	0	13	148	0	0	4	0	6	0	0	53	1	0	225
08:15 AM	0	0	0	0	15	95	0	0	4	0	15	0	0	70	0	0	199
Total	0	0	0	0	28	243	0	0	8	0	21	0	0	123	1	0	424
04:00 PM	0	0	0	0	2	45	0	0	10	0	15	0	0	53	0	0	125
04:15 PM	0	0	0	0	17	69	0	0	3	0	12	0	0	130	1	1	233
04:30 PM	0	0	0	0	19	78	0	0	3	0	6	0	0	124	5	0	235
04:45 PM	0	0	0	0	29	91	0	0	3	0	10	0	0	114	2	0	249
Total	0	0	0	0	67	283	0	0	19	0	43	0	0	421	8	1	842
05:00 PM	0	0	0	0	23	78	0	0	5	0	11	0	0	145	2	0	264
05:15 PM	0	0	0	0	21	73	0	0	2	0	9	0	0	144	3	0	252
05:30 PM	0	0	0	0	14	77	0	0	1	0	14	0	0	145	1	0	252
05:45 PM	0	0	0	0	15	53	0	0	0	0	11	0	0	112	0	0	191
Total	0	0	0	0	73	281	0	0	8	0	45	0	0	546	6	0	959
Grand Total	0	0	0	0	204	1518	0	0	62	0	188	0	0	1407	17	1	3397
Apprch %	0.0	0.0	0.0	0.0	11.8	88.2	0.0	0.0	24.8	0.0	75.2	0.0	0.0	98.7	1.2	0.1	
Total %	0.0	0.0	0.0	0.0	6.0	44.7	0.0	0.0	1.8	0.0	5.5	0.0	0.0	41.4	0.5	0.0	

COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: DEERFIELD RD
E/W STREET: SH-86
CITY: ELIZABETH
COUNTY: ELBERT

File Name : DEERSH86
Site Code : 00000025
Start Date : 3/28/2019
Page No : 2

	Southbound					SH-86 Westbound					DEERFIELD RD Northbound					SH-86 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 07:15 AM to 08:00 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	0	0	0	0	0	33	520	0	0	553	19	0	55	0	74	0	252	2	0	254	881
Percent	0.0	0.0	0.0	0.0		6.0	94.0	0.0	0.0		25.7	0.0	74.3	0.0		0.0	99.2	0.8	0.0		
07:45 Volume	0	0	0	0	0	8	129	0	0	137	4	0	14	0	18	0	77	0	0	77	232
Peak Factor																					0.949
High Int.						08:00 AM					07:15 AM					07:45 AM					
Volume	0	0	0	0	0	13	148	0	0	161	5	0	18	0	23	0	77	0	0	77	
Peak Factor										0.859					0.804					0.825	

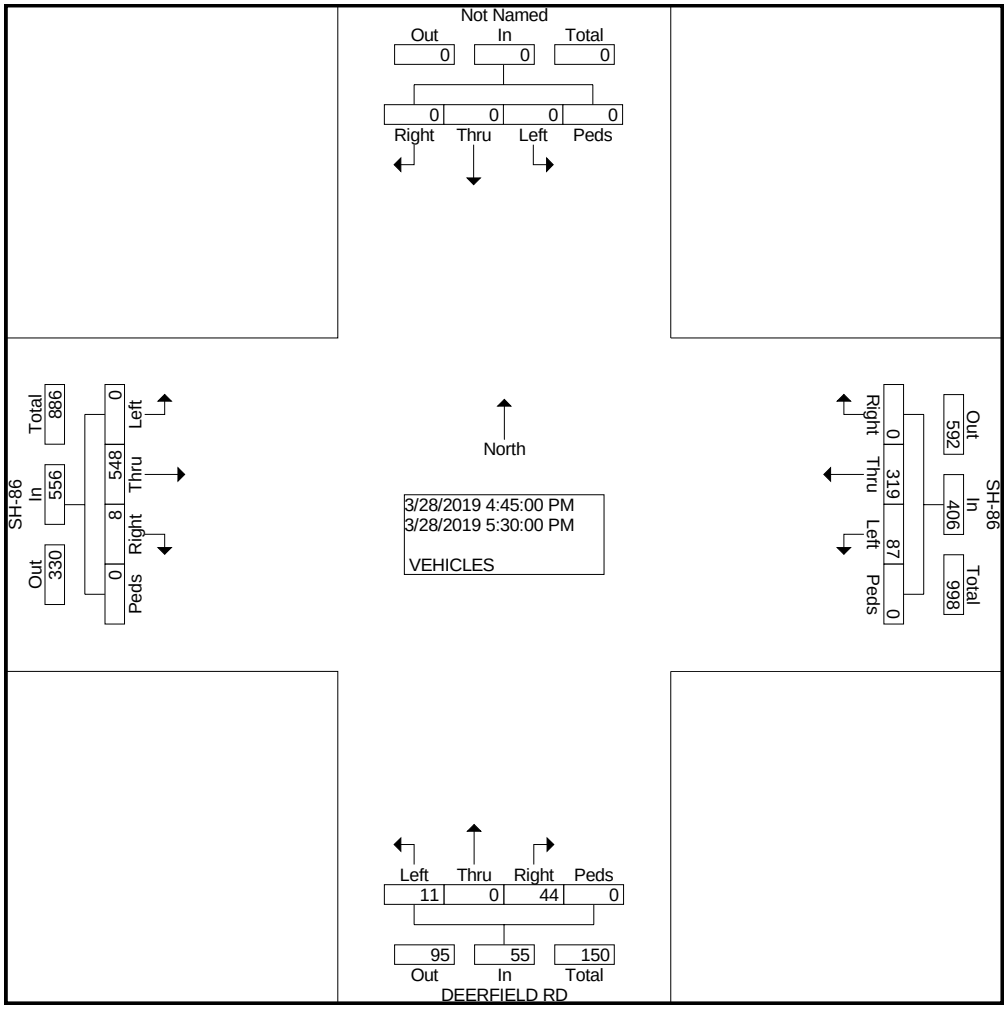


COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: DEERFIELD RD
E/W STREET: SH-86
CITY: ELIZABETH
COUNTY: ELBERT

File Name : DEERSH86
Site Code : 00000025
Start Date : 3/28/2019
Page No : 2

	Southbound					SH-86 Westbound					DEERFIELD RD Northbound					SH-86 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 04:45 PM to 05:30 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	0	0	0	0	0	87	319	0	0	406	11	0	44	0	55	0	548	8	0	556	1017
Percent	0.0	0.0	0.0	0.0		21.4	78.6	0.0	0.0		20.0	0.0	80.0	0.0		0.0	98.6	1.4	0.0		
05:00 Volume	0	0	0	0	0	23	78	0	0	101	5	0	11	0	16	0	145	2	0	147	264
Peak Factor																					0.963
High Int.						04:45 PM					05:00 PM					05:00 PM					
Volume	0	0	0	0	0	29	91	0	0	120	5	0	11	0	16	0	145	2	0	147	
Peak Factor										0.846					0.859					0.946	



COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: FLINTWOOD RD
E/W STREET: SH-86
CITY: ELIZABETH
COUNTY: ELBERT

File Name : flintsh86
Site Code : 00000014
Start Date : 3/28/2019
Page No : 1

Groups Printed- VEHICLES

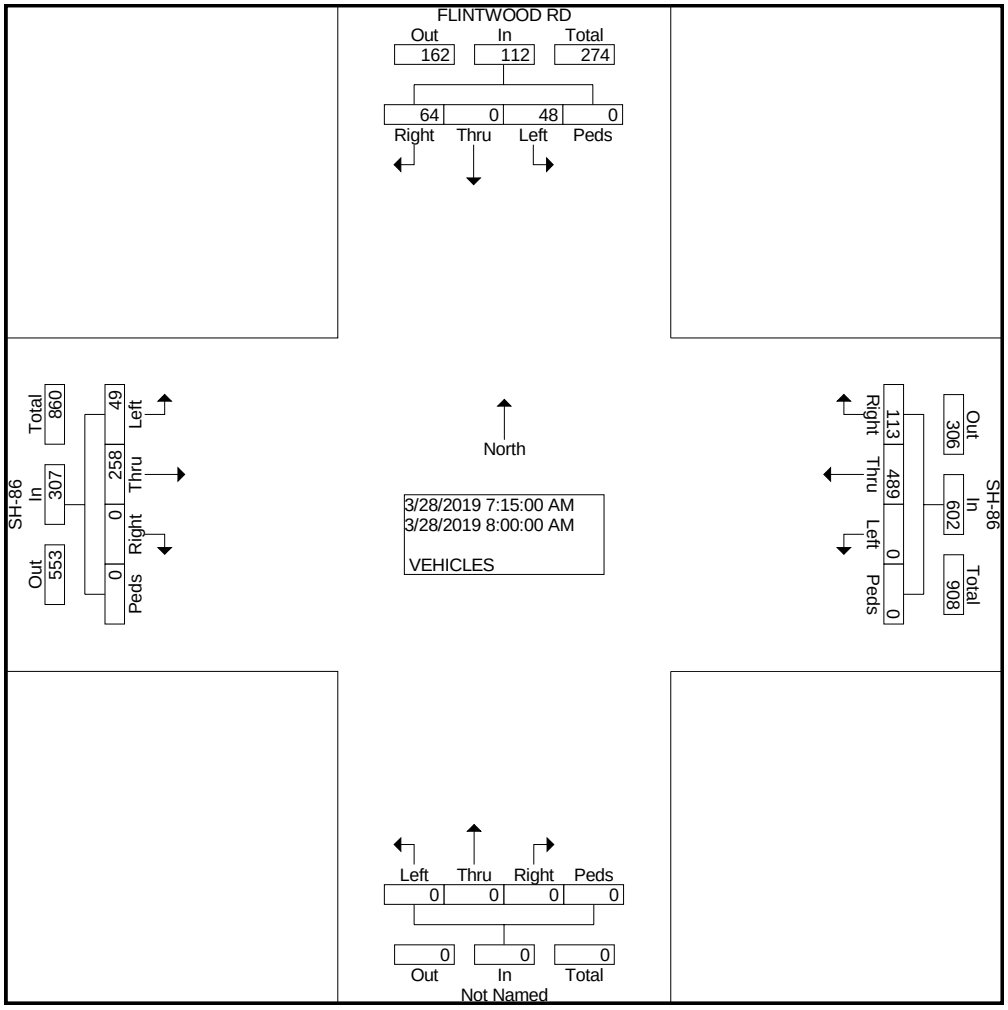
	FLINTWOOD RD Southbound				SH-86 Westbound				Northbound				SH-86 Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	4	0	15	0	0	104	14	0	0	0	0	0	6	17	0	0	160
06:45 AM	5	0	10	0	0	128	26	0	0	0	0	0	10	41	0	0	220
Total	9	0	25	0	0	232	40	0	0	0	0	0	16	58	0	0	380
07:00 AM	3	0	11	0	0	87	26	0	0	0	0	0	18	56	0	0	201
07:15 AM	11	0	18	0	0	114	26	0	0	0	0	0	15	71	0	0	255
07:30 AM	18	0	18	0	0	105	38	0	0	0	0	0	14	57	0	0	250
07:45 AM	12	0	15	0	0	122	27	0	0	0	0	0	11	80	0	0	267
Total	44	0	62	0	0	428	117	0	0	0	0	0	58	264	0	0	973
08:00 AM	7	0	13	0	0	148	22	0	0	0	0	0	9	50	0	0	249
08:15 AM	9	0	12	0	0	98	16	0	0	0	0	0	11	74	0	0	220
Total	16	0	25	0	0	246	38	0	0	0	0	0	20	124	0	0	469
04:00 PM	14	0	10	0	0	37	7	1	0	0	0	0	9	59	0	0	137
04:15 PM	21	0	18	0	0	68	10	0	0	0	0	0	28	114	0	0	259
04:30 PM	30	0	16	0	0	81	12	0	0	0	0	0	15	115	0	0	269
04:45 PM	19	0	18	0	0	102	12	0	0	0	0	0	12	112	0	0	275
Total	84	0	62	0	0	288	41	1	0	0	0	0	64	400	0	0	940
05:00 PM	30	0	13	0	0	88	19	0	0	0	0	0	26	130	0	0	306
05:15 PM	17	0	7	0	0	87	12	0	0	0	0	0	15	138	0	0	276
05:30 PM	25	0	11	0	0	80	9	0	0	0	0	0	16	143	0	0	284
05:45 PM	19	0	11	0	0	57	11	0	0	0	0	0	10	113	0	0	221
Total	91	0	42	0	0	312	51	0	0	0	0	0	67	524	0	0	1087
Grand Total	244	0	216	0	0	1506	287	1	0	0	0	0	225	1370	0	0	3849
Apprch %	53.0	0.0	47.0	0.0	0.0	83.9	16.0	0.1	0.0	0.0	0.0	0.0	14.1	85.9	0.0	0.0	
Total %	6.3	0.0	5.6	0.0	0.0	39.1	7.5	0.0	0.0	0.0	0.0	0.0	5.8	35.6	0.0	0.0	

COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: FLINTWOOD RD
E/W STREET: SH-86
CITY: ELIZABETH
COUNTY: ELBERT

File Name : flintsh86
Site Code : 00000014
Start Date : 3/28/2019
Page No : 2

	FLINTWOOD RD Southbound					SH-86 Westbound					Northbound					SH-86 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 07:15 AM to 08:00 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	48	0	64	0	112	0	489	113	0	602	0	0	0	0	0	49	258	0	0	307	1021
Percent	42.9	0.0	57.1	0.0		0.0	81.2	18.8	0.0		0.0	0.0	0.0	0.0		16.0	84.0	0.0	0.0		
07:45 Volume	12	0	15	0	27	0	122	27	0	149	0	0	0	0	0	11	80	0	0	91	267
Peak Factor																					0.956
High Int.	07:30 AM					08:00 AM										07:45 AM					
Volume	18	0	18	0	36	0	148	22	0	170	0	0	0	0	0	11	80	0	0	91	
Peak Factor					0.778					0.885										0.843	

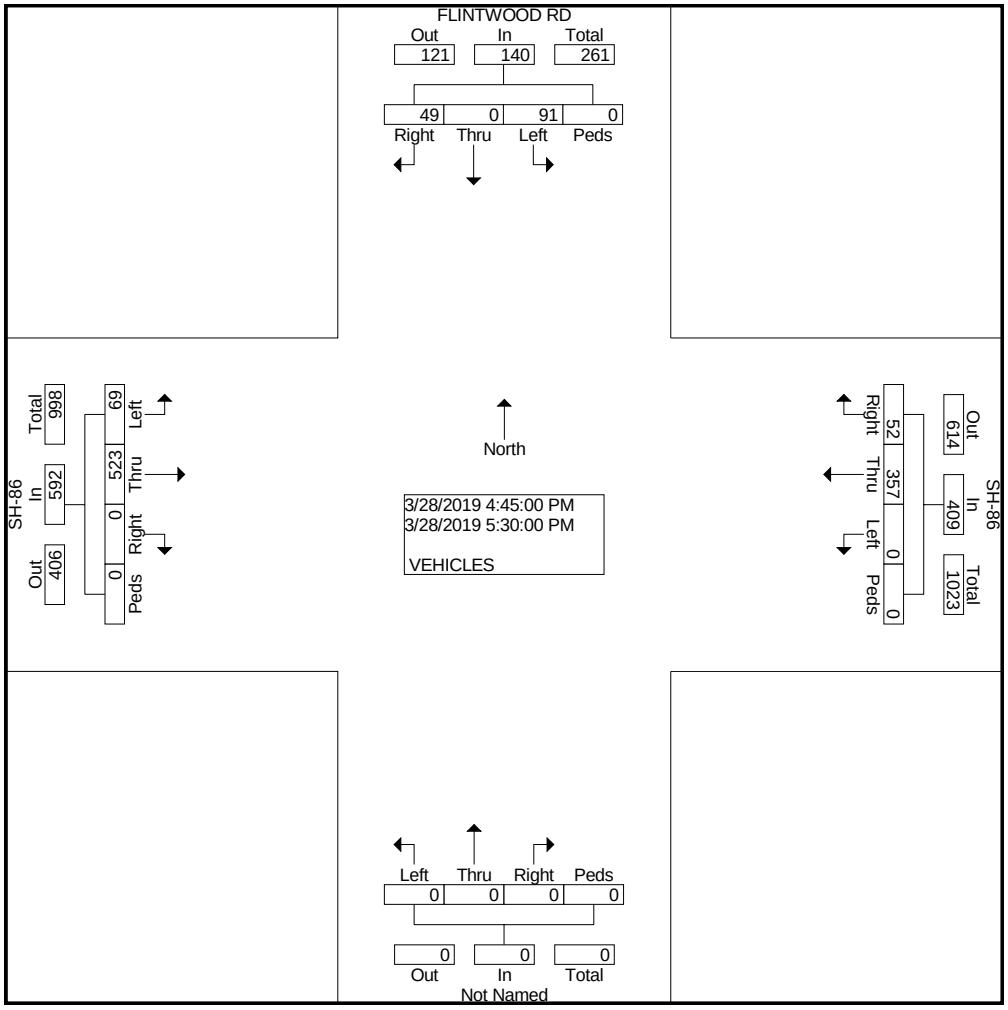


COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: FLINTWOOD RD
E/W STREET: SH-86
CITY: ELIZABETH
COUNTY: ELBERT

File Name : flintsh86
Site Code : 00000014
Start Date : 3/28/2019
Page No : 2

	FLINTWOOD RD Southbound					SH-86 Westbound					Northbound					SH-86 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 04:45 PM to 05:30 PM - Peak 1 of 1																					
Intersection 04:45 PM																					
Volume	91	0	49	0	140	0	357	52	0	409	0	0	0	0	0	69	523	0	0	592	1141
Percent	65.0	0.0	35.0	0.0		0.0	87.3	12.7	0.0		0.0	0.0	0.0	0.0		11.7	88.3	0.0	0.0		
05:00 Volume	30	0	13	0	43	0	88	19	0	107	0	0	0	0	0	26	130	0	0	156	306
Peak Factor																					0.932
High Int.	05:00 PM					04:45 PM										05:30 PM					
Volume	30	0	13	0	43	0	102	12	0	114	0	0	0	0	0	16	143	0	0	159	
Peak Factor					0.814					0.897										0.931	



COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: LEGACY RIDGE ST
E/W STREET: SH-86
CITY: ELIZABETH
COUNTY: ELBERT

File Name : LEGASH86
Site Code : 00000011
Start Date : 3/28/2019
Page No : 1

Groups Printed- VEHICLES

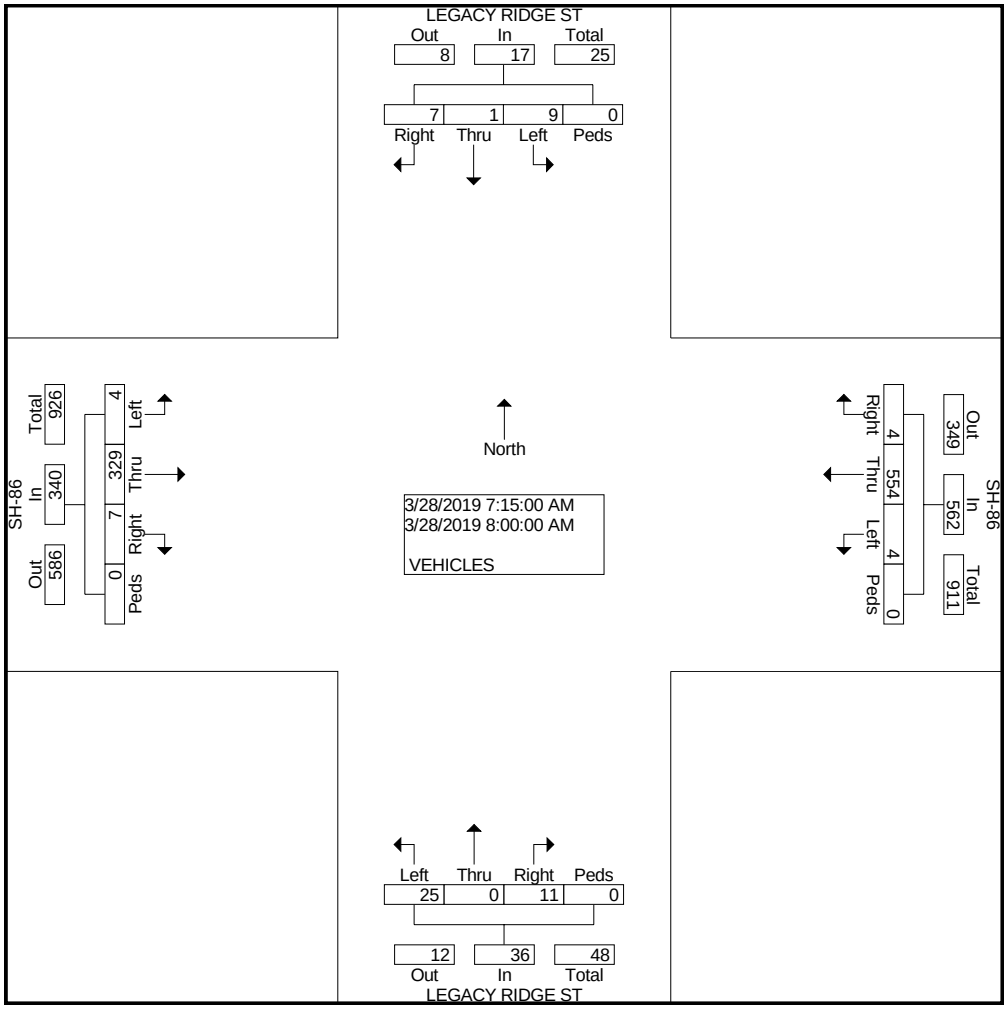
	LEGACY RIDGE ST Southbound				SH-86 Westbound				LEGACY RIDGE ST Northbound				SH-86 Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	2	0	0	0	0	119	0	0	11	0	0	0	2	26	5	0	165
06:45 AM	1	0	0	0	0	135	0	0	5	0	0	0	0	42	4	0	187
Total	3	0	0	0	0	254	0	0	16	0	0	0	2	68	9	0	352
07:00 AM	1	0	0	0	0	109	2	0	6	0	3	0	0	57	4	0	182
07:15 AM	1	0	2	0	1	143	0	0	5	0	2	0	0	82	1	0	237
07:30 AM	1	0	2	0	2	134	0	0	11	0	3	0	2	93	2	0	250
07:45 AM	7	1	2	0	0	134	3	0	6	0	4	0	1	94	2	0	254
Total	10	1	6	0	3	520	5	0	28	0	12	0	3	326	9	0	923
08:00 AM	0	0	1	0	1	143	1	0	3	0	2	0	1	60	2	0	214
08:15 AM	2	0	1	0	3	113	0	0	6	0	1	0	0	84	4	0	214
Total	2	0	2	0	4	256	1	0	9	0	3	0	1	144	6	0	428
04:00 PM	5	0	1	0	1	86	5	0	2	0	1	0	2	146	8	0	257
04:15 PM	2	0	0	0	1	80	1	0	3	0	1	0	0	131	4	0	223
04:30 PM	3	0	0	0	2	82	5	0	6	0	1	0	0	128	9	0	236
04:45 PM	4	0	0	0	1	105	1	0	2	0	2	0	1	137	9	0	262
Total	14	0	1	0	5	353	12	0	13	0	5	0	3	542	30	0	978
05:00 PM	0	0	0	0	2	108	3	0	5	0	0	0	0	155	6	0	279
05:15 PM	2	0	1	0	1	91	2	0	4	0	2	0	2	148	5	0	258
05:30 PM	0	0	3	0	0	81	0	0	2	0	1	0	2	168	9	0	266
05:45 PM	3	0	0	0	2	66	1	0	0	0	4	0	1	131	6	0	214
Total	5	0	4	0	5	346	6	0	11	0	7	0	5	602	26	0	1017
Grand Total	34	1	13	0	17	1729	24	0	77	0	27	0	14	1682	80	0	3698
Apprch %	70.8	2.1	27.1	0.0	1.0	97.7	1.4	0.0	74.0	0.0	26.0	0.0	0.8	94.7	4.5	0.0	
Total %	0.9	0.0	0.4	0.0	0.5	46.8	0.6	0.0	2.1	0.0	0.7	0.0	0.4	45.5	2.2	0.0	

COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: LEGACY RIDGE ST
E/W STREET: SH-86
CITY: ELIZABETH
COUNTY: ELBERT

File Name : LEGASH86
Site Code : 00000011
Start Date : 3/28/2019

	LEGACY RIDGE ST Southbound					SH-86 Westbound					LEGACY RIDGE ST Northbound					SH-86 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 07:15 AM to 08:00 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	9	1	7	0	17	4	554	4	0	562	25	0	11	0	36	4	329	7	0	340	955
Percent	52.9	5.9	41.2	0.0		0.7	98.6	0.7	0.0		69.4	0.0	30.6	0.0		1.2	96.8	2.1	0.0		
07:45 Volume	7	1	2	0	10	0	134	3	0	137	6	0	4	0	10	1	94	2	0	97	254
Peak Factor																					0.940
High Int.	07:45 AM					08:00 AM					07:30 AM					07:30 AM					
Volume	7	1	2	0	10	1	143	1	0	145	11	0	3	0	14	2	93	2	0	97	
Peak Factor					0.425					0.969					0.643					0.876	

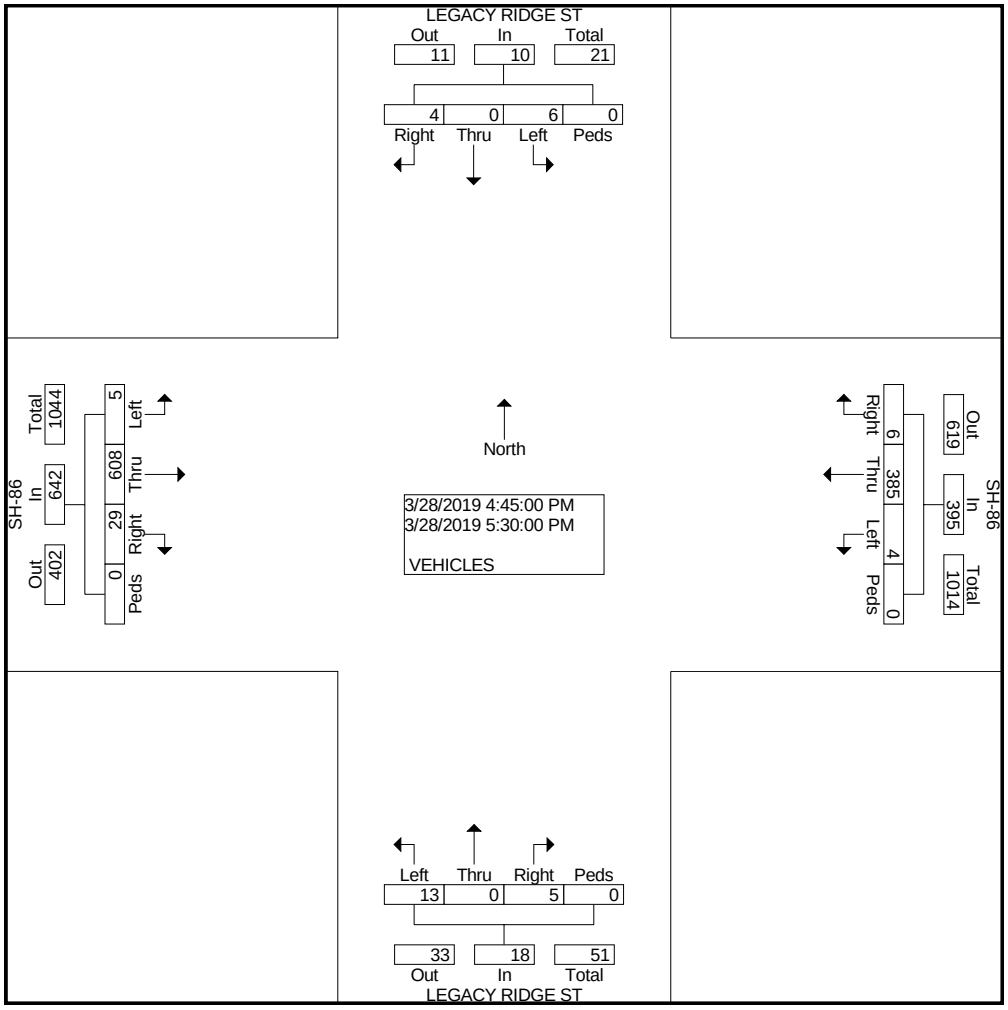


COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: LEGACY RIDGE ST
E/W STREET: SH-86
CITY: ELIZABETH
COUNTY: ELBERT

File Name : LEGASH86
Site Code : 00000011
Start Date : 3/28/2019
Page No : 2

	LEGACY RIDGE ST Southbound					SH-86 Westbound					LEGACY RIDGE ST Northbound					SH-86 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 04:45 PM to 05:30 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	6	0	4	0	10	4	385	6	0	395	13	0	5	0	18	5	608	29	0	642	1065
Percent	60.0	0.0	40.0	0.0		1.0	97.5	1.5	0.0		72.2	0.0	27.8	0.0		0.8	94.7	4.5	0.0		
05:00 Volume	0	0	0	0	0	2	108	3	0	113	5	0	0	0	5	0	155	6	0	161	279
Peak Factor																					0.954
High Int.	04:45 PM					05:00 PM					05:15 PM					05:30 PM					
Volume	4	0	0	0	4	2	108	3	0	113	4	0	2	0	6	2	168	9	0	179	
Peak Factor					0.625					0.874					0.750					0.897	



COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: LEGACY RIDGE ST
E/W STREET: LEGACY RIDGE TRAIL
CITY: ELIZABETH
COUNTY: ELBERT

File Name : LEGASTLEGATR
Site Code : 00000015
Start Date : 3/28/2019
Page No : 1

Groups Printed- VEHICLES

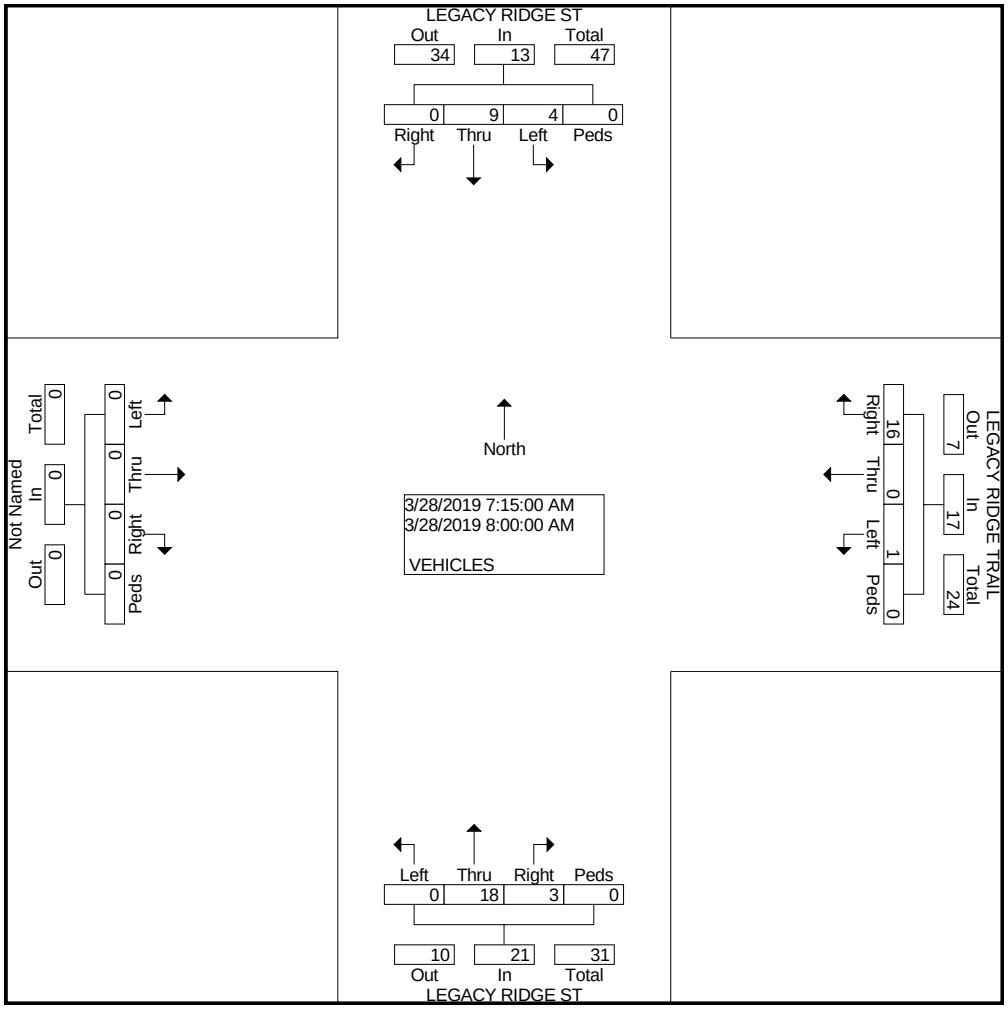
	LEGACY RIDGE ST Southbound				LEGACY RIDGE TRAIL Westbound				LEGACY RIDGE ST Northbound				Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	0	3	0	0	0	0	4	0	0	8	0	0	0	0	0	0	15
06:45 AM	0	3	0	0	0	0	3	0	0	2	0	0	0	0	0	0	8
Total	0	6	0	0	0	0	7	0	0	10	0	0	0	0	0	0	23
07:00 AM	1	2	0	0	0	0	1	0	0	5	0	0	0	0	0	0	9
07:15 AM	0	3	0	0	0	0	4	0	0	1	1	0	0	0	0	0	9
07:30 AM	2	1	0	0	0	0	5	0	0	8	1	0	0	0	0	0	17
07:45 AM	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	0	12
Total	3	7	0	0	1	0	15	0	0	19	2	0	0	0	0	0	47
08:00 AM	2	4	0	0	0	0	2	0	0	4	1	0	0	0	0	0	13
08:15 AM	1	1	0	0	2	0	2	0	0	4	0	0	0	0	0	0	10
Total	3	5	0	0	2	0	4	0	0	8	1	0	0	0	0	0	23
04:00 PM	4	7	0	0	0	0	0	0	0	1	2	0	0	0	0	0	14
04:15 PM	1	5	0	0	1	0	2	0	0	1	0	0	0	0	0	0	10
04:30 PM	2	5	0	0	1	0	2	0	0	5	0	0	0	0	0	0	15
04:45 PM	4	6	0	0	0	0	1	0	0	3	0	0	0	0	0	0	14
Total	11	23	0	0	2	0	5	0	0	10	2	0	0	0	0	0	53
05:00 PM	3	2	0	0	0	0	1	0	0	3	0	0	0	0	0	0	9
05:15 PM	3	3	0	0	0	0	1	0	0	7	0	0	0	0	0	0	14
05:30 PM	3	5	0	0	1	0	0	0	0	3	0	0	0	0	0	0	12
05:45 PM	0	5	0	0	0	0	0	0	0	3	1	0	0	0	0	0	9
Total	9	15	0	0	1	0	2	0	0	16	1	0	0	0	0	0	44
Grand Total	26	56	0	0	6	0	33	0	0	63	6	0	0	0	0	0	190
Apprch %	31.7	68.3	0.0	0.0	15.4	0.0	84.6	0.0	0.0	91.3	8.7	0.0	0.0	0.0	0.0	0.0	
Total %	13.7	29.5	0.0	0.0	3.2	0.0	17.4	0.0	0.0	33.2	3.2	0.0	0.0	0.0	0.0	0.0	

COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: LEGACY RIDGE ST
E/W STREET: LEGACY RIDGE TRAIL
CITY: ELIZABETH
COUNTY: ELBERT

File Name : LEGASTLEGATR
Site Code : 00000015
Start Date : 3/28/2019
Page No : 2

	LEGACY RIDGE ST Southbound					LEGACY RIDGE TRAIL Westbound					LEGACY RIDGE ST Northbound					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 07:15 AM to 08:00 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	4	9	0	0	13	1	0	16	0	17	0	18	3	0	21	0	0	0	0	0	51
Percent	30.8	69.2	0.0	0.0		5.9	0.0	94.1	0.0		0.0	85.7	14.3	0.0		0.0	0.0	0.0	0.0		
07:30 Volume	2	1	0	0	3	0	0	5	0	5	0	8	1	0	9	0	0	0	0	0	17
Peak Factor																					0.750
High Int.	08:00 AM					07:45 AM					07:30 AM										
Volume	2	4	0	0	6	1	0	5	0	6	0	8	1	0	9						
Peak Factor					0.542					0.708					0.583						

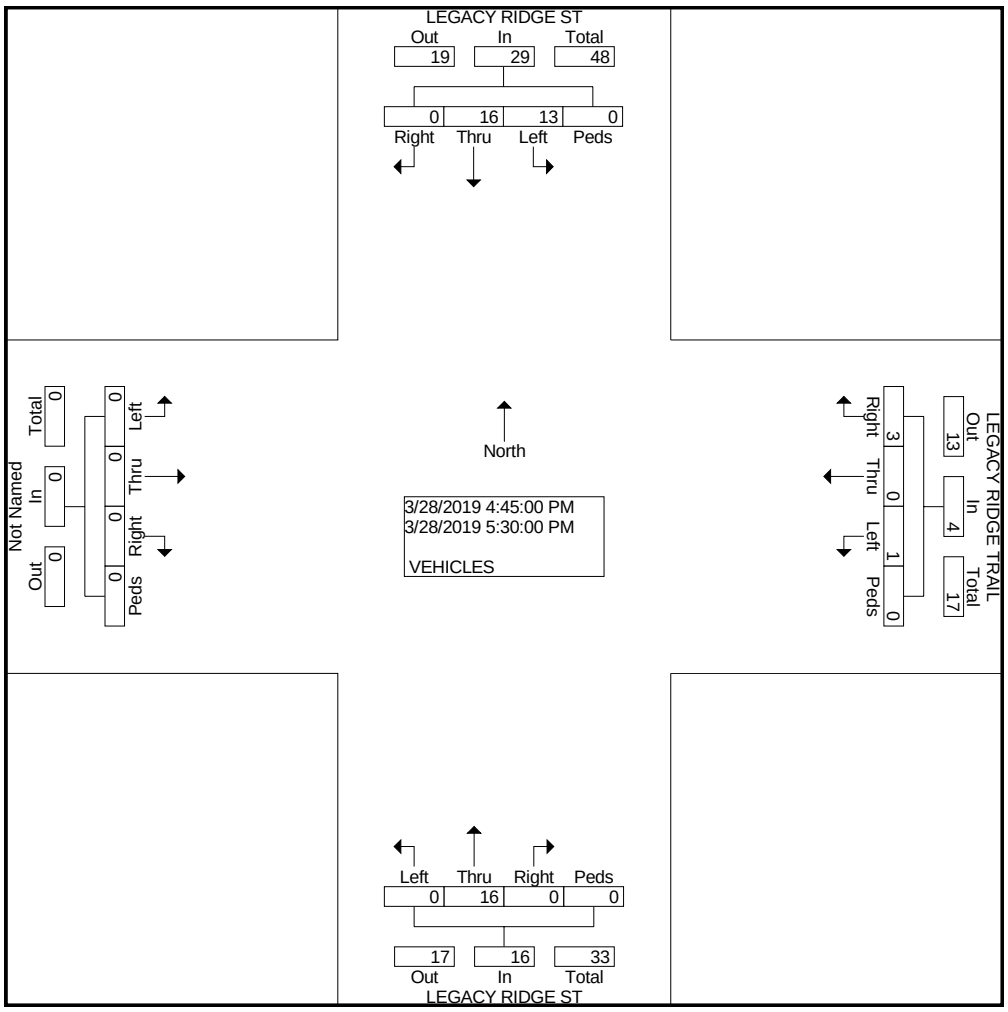


COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: LEGACY RIDGE ST
E/W STREET: LEGACY RIDGE TRAIL
CITY: ELIZABETH
COUNTY: ELBERT

File Name : LEGASTLEGATR
Site Code : 00000015
Start Date : 3/28/2019
Page No : 2

	LEGACY RIDGE ST Southbound					LEGACY RIDGE TRAIL Westbound					LEGACY RIDGE ST Northbound					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 04:45 PM to 05:30 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	13	16	0	0	29	1	0	3	0	4	0	16	0	0	16	0	0	0	0	0	49
Percent	44.8	55.2	0.0	0.0		25.0	0.0	75.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
05:15 Volume	3	3	0	0	6	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	14
Peak Factor																					0.875
High Int.	04:45 PM					04:45 PM					05:15 PM										
Volume	4	6	0	0	10	0	0	1	0	1	0	7	0	0	7						
Peak Factor					0.725					1.000					0.571						



COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: DEERFIELD RD
E/W STREET: HWY 86
CITY: ELIZABETH
COUNTY: ELBERT

File Name : DEERHWY86
Site Code : 00000005
Start Date : 5/11/2022
Page No : 1

Groups Printed- VEHICLES

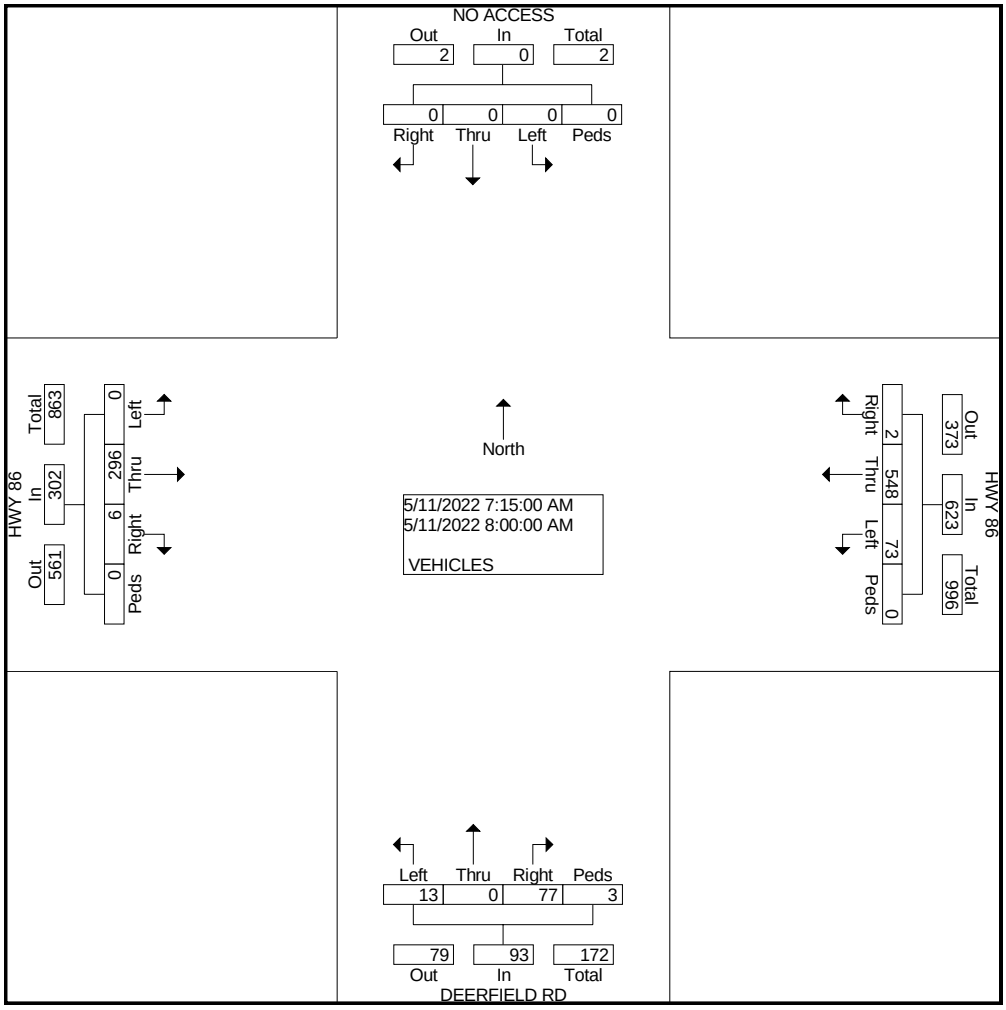
	NO ACCESS Southbound				HWY 86 Westbound				DEERFIELD RD Northbound				HWY 86 Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	0	0	0	0	4	149	0	0	0	0	5	0	0	46	1	0	205
06:45 AM	0	0	0	0	8	131	1	0	1	0	11	0	0	52	1	0	205
Total	0	0	0	0	12	280	1	0	1	0	16	0	0	98	2	0	410
07:00 AM	0	0	0	0	8	128	0	0	2	0	18	0	0	63	1	0	220
07:15 AM	0	0	0	0	32	83	2	0	2	0	22	1	0	87	1	0	230
07:30 AM	0	0	0	0	14	154	0	0	4	0	27	2	0	79	1	0	281
07:45 AM	0	0	0	0	12	155	0	0	4	0	17	0	0	66	1	0	255
Total	0	0	0	0	66	520	2	0	12	0	84	3	0	295	4	0	986
08:00 AM	0	0	0	0	15	156	0	0	3	0	11	0	0	64	3	0	252
08:15 AM	0	0	0	0	14	117	0	0	3	0	9	0	0	45	5	0	193
Total	0	0	0	0	29	273	0	0	6	0	20	0	0	109	8	0	445
04:00 PM	0	0	0	0	15	80	3	0	2	0	12	0	0	116	3	0	231
04:15 PM	0	0	0	0	15	93	0	0	1	0	16	0	0	122	4	0	251
04:30 PM	0	0	0	0	16	88	0	0	3	0	14	0	0	177	1	0	299
04:45 PM	0	0	0	0	10	102	0	0	2	0	18	0	0	149	4	0	285
Total	0	0	0	0	56	363	3	0	8	0	60	0	0	564	12	0	1066
05:00 PM	0	0	0	0	14	102	0	0	2	0	13	0	0	143	2	0	276
05:15 PM	0	0	0	0	11	89	0	0	0	0	19	0	0	140	2	0	261
05:30 PM	0	0	0	0	9	89	0	0	0	0	5	0	0	126	1	0	230
05:45 PM	0	0	0	0	13	63	0	0	1	0	13	0	0	143	3	0	236
Total	0	0	0	0	47	343	0	0	3	0	50	0	0	552	8	0	1003
Grand Total	0	0	0	0	210	1779	6	0	30	0	230	3	0	1618	34	0	3910
Apprch %	0.0	0.0	0.0	0.0	10.5	89.2	0.3	0.0	11.4	0.0	87.5	1.1	0.0	97.9	2.1	0.0	
Total %	0.0	0.0	0.0	0.0	5.4	45.5	0.2	0.0	0.8	0.0	5.9	0.1	0.0	41.4	0.9	0.0	

COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: DEERFIELD RD
E/W STREET: HWY 86
CITY: ELIZABETH
COUNTY: ELBERT

File Name : DEERHWY86
Site Code : 00000005
Start Date : 5/11/2022
Page No : 2

	NO ACCESS Southbound					HWY 86 Westbound					DEERFIELD RD Northbound					HWY 86 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																					
Intersection	07:15 AM																				
Volume	0	0	0	0	0	73	548	2	0	623	13	0	77	3	93	0	296	6	0	302	1018
Percent	0.0	0.0	0.0	0.0		11.7	88.0	0.3	0.0		14.0	0.0	82.8	3.2		0.0	98.0	2.0	0.0		
07:30 Volume	0	0	0	0	0	14	154	0	0	168	4	0	27	2	33	0	79	1	0	80	281
Peak Factor																					0.906
High Int.	6:15:00 AM					08:00 AM					07:30 AM					07:15 AM					
Volume	0	0	0	0	0	15	156	0	0	171	4	0	27	2	33	0	87	1	0	88	
Peak Factor										0.911					0.705					0.858	

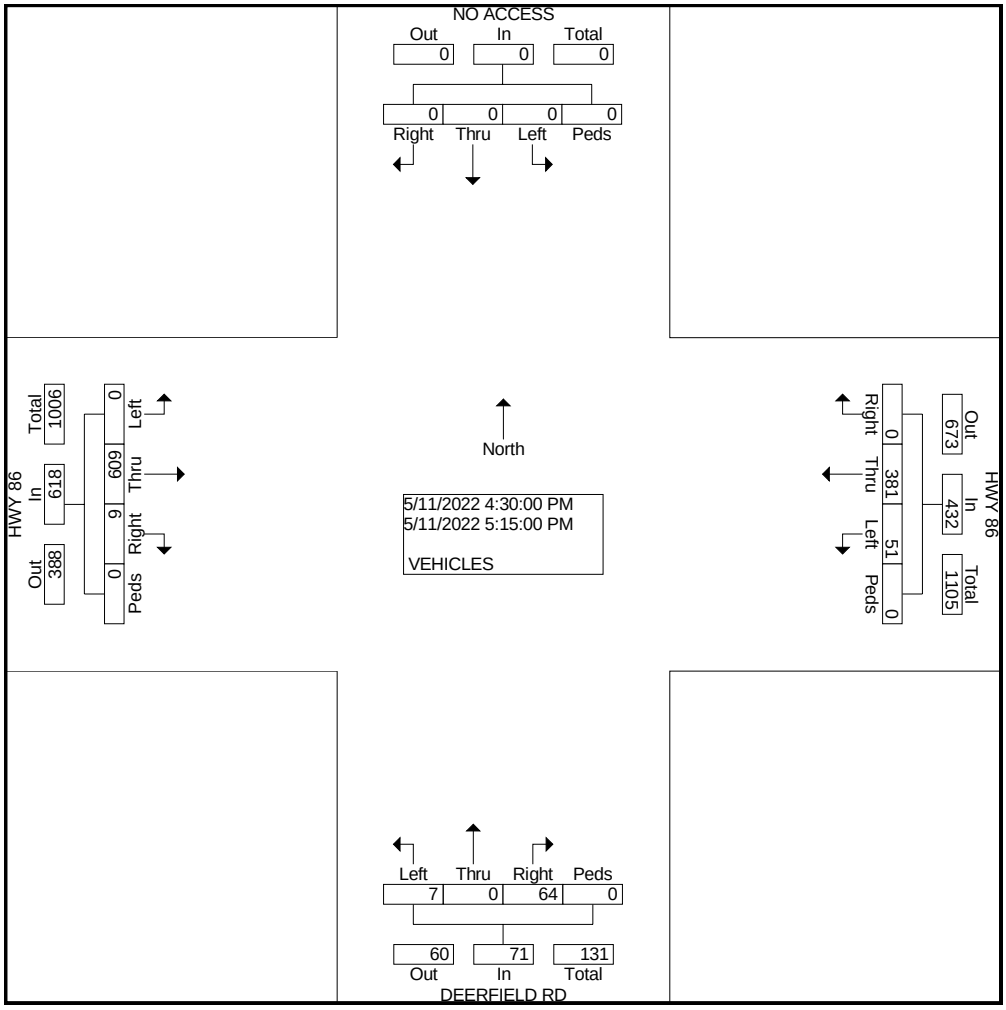


COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: DEERFIELD RD
E/W STREET: HWY 86
CITY: ELIZABETH
COUNTY: ELBERT

File Name : DEERHWY86
Site Code : 00000005
Start Date : 5/11/2022
Page No : 3

	NO ACCESS Southbound					HWY 86 Westbound					DEERFIELD RD Northbound					HWY 86 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	51	381	0	0	432	7	0	64	0	71	0	609	9	0	618	1121
Percent	0.0	0.0	0.0	0.0		11.8	88.2	0.0	0.0		9.9	0.0	90.1	0.0		0.0	98.5	1.5	0.0		
04:30 Volume	0	0	0	0	0	16	88	0	0	104	3	0	14	0	17	0	177	1	0	178	299
Peak Factor																					0.937
High Int.						05:00 PM					04:45 PM					04:30 PM					
Volume	0	0	0	0	0	14	102	0	0	116	2	0	18	0	20	0	177	1	0	178	
Peak Factor										0.931					0.888					0.868	



COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: FLINTWOOD RD
E/W STREET: HWY 86
CITY: ELIZABETH
COUNTY: ELBERT

File Name : FLINHWY86
Site Code : 00000022
Start Date : 5/11/2022
Page No : 1

Groups Printed- VEHICLES

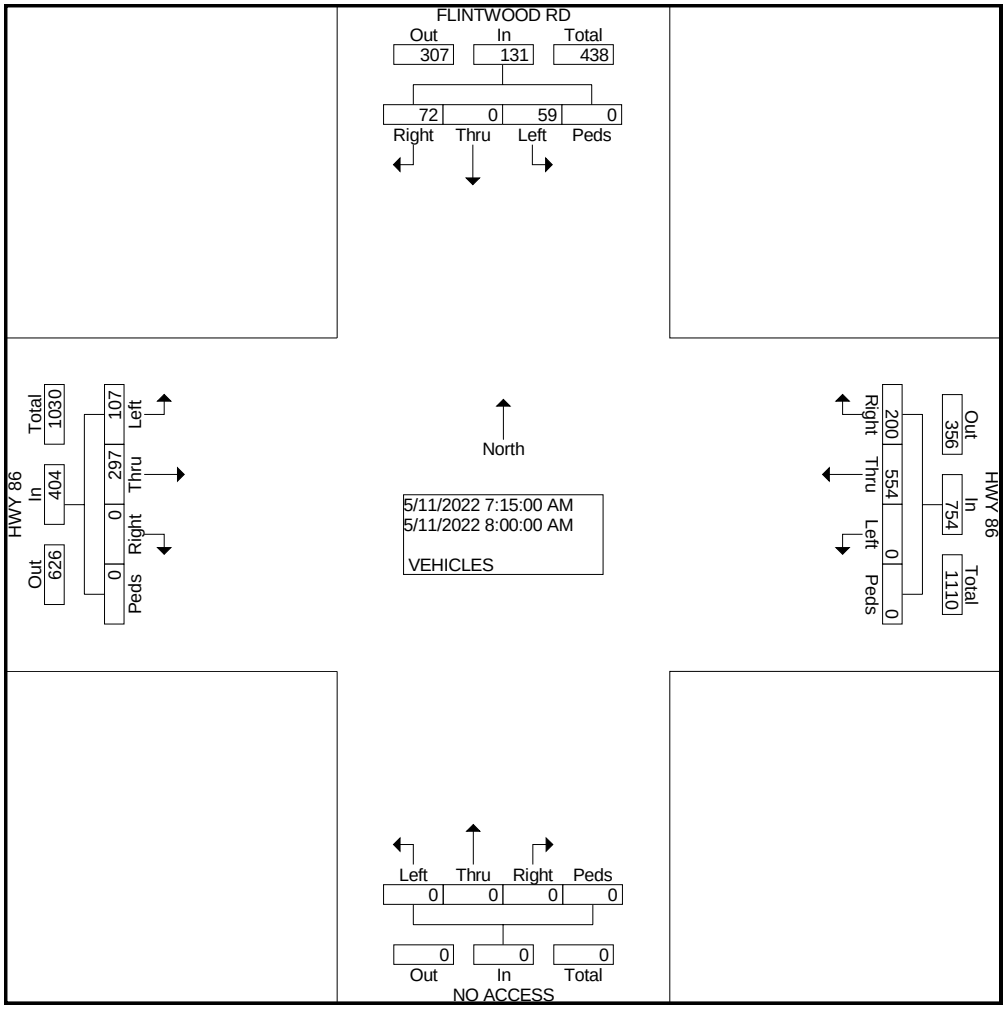
	FLINTWOOD RD Southbound				HWY 86 Westbound				NO ACCESS Northbound				HWY 86 Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	6	0	15	0	0	140	19	1	0	0	0	0	6	45	0	0	232
06:45 AM	4	0	9	0	0	134	41	0	0	0	0	0	13	51	0	0	252
Total	10	0	24	0	0	274	60	1	0	0	0	0	19	96	0	0	484
07:00 AM	11	0	19	0	0	128	37	0	0	0	0	0	13	63	0	0	271
07:15 AM	13	0	13	0	0	84	52	0	0	0	0	0	34	88	0	0	284
07:30 AM	16	0	16	0	0	154	42	0	0	0	0	0	21	78	0	0	327
07:45 AM	20	0	24	0	0	156	53	0	0	0	0	0	25	67	0	0	345
Total	60	0	72	0	0	522	184	0	0	0	0	0	93	296	0	0	1227
08:00 AM	10	0	19	0	0	160	53	0	0	0	0	0	27	64	0	0	333
08:15 AM	23	0	17	0	0	119	40	0	0	0	0	0	10	46	0	0	255
Total	33	0	36	0	0	279	93	0	0	0	0	0	37	110	0	0	588
04:00 PM	39	0	20	0	0	81	33	0	0	0	0	0	23	117	0	0	313
04:15 PM	32	0	21	0	0	94	26	0	0	0	0	0	16	121	0	0	310
04:30 PM	46	0	19	0	0	89	50	2	0	0	0	0	34	173	0	0	413
04:45 PM	42	0	15	0	0	101	35	0	0	0	0	0	20	150	0	0	363
Total	159	0	75	0	0	365	144	2	0	0	0	0	93	561	0	0	1399
05:00 PM	43	0	23	0	0	100	62	3	0	0	0	0	26	143	0	0	400
05:15 PM	50	0	15	0	0	89	65	0	0	0	0	0	26	141	0	0	386
05:30 PM	45	0	21	0	0	90	49	0	0	0	0	0	13	126	0	0	344
05:45 PM	49	0	16	0	0	64	48	0	0	0	0	0	18	144	0	0	339
Total	187	0	75	0	0	343	224	3	0	0	0	0	83	554	0	0	1469
Grand Total	449	0	282	0	0	1783	705	6	0	0	0	0	325	1617	0	0	5167
Apprch %	61.4	0.0	38.6	0.0	0.0	71.5	28.3	0.2	0.0	0.0	0.0	0.0	16.7	83.3	0.0	0.0	
Total %	8.7	0.0	5.5	0.0	0.0	34.5	13.6	0.1	0.0	0.0	0.0	0.0	6.3	31.3	0.0	0.0	

COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: FLINTWOOD RD
E/W STREET: HWY 86
CITY: ELIZABETH
COUNTY: ELBERT

File Name : FLINHWY86
Site Code : 00000022
Start Date : 5/11/2022
Page No : 2

	FLINTWOOD RD Southbound					HWY 86 Westbound					NO ACCESS Northbound					HWY 86 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																					
Intersection	07:15 AM																				
Volume	59	0	72	0	131	0	554	200	0	754	0	0	0	0	0	107	297	0	0	404	1289
Percent	45.0	0.0	55.0	0.0		0.0	73.5	26.5	0.0		0.0	0.0	0.0	0.0		26.5	73.5	0.0	0.0		
07:45 Volume	20	0	24	0	44	0	156	53	0	209	0	0	0	0	0	25	67	0	0	92	345
Peak Factor																					0.934
High Int.	07:45 AM					08:00 AM					6:15:00 AM					07:15 AM					
Volume	20	0	24	0	44	0	160	53	0	213	0	0	0	0	0	34	88	0	0	122	
Peak Factor					0.744					0.885										0.828	

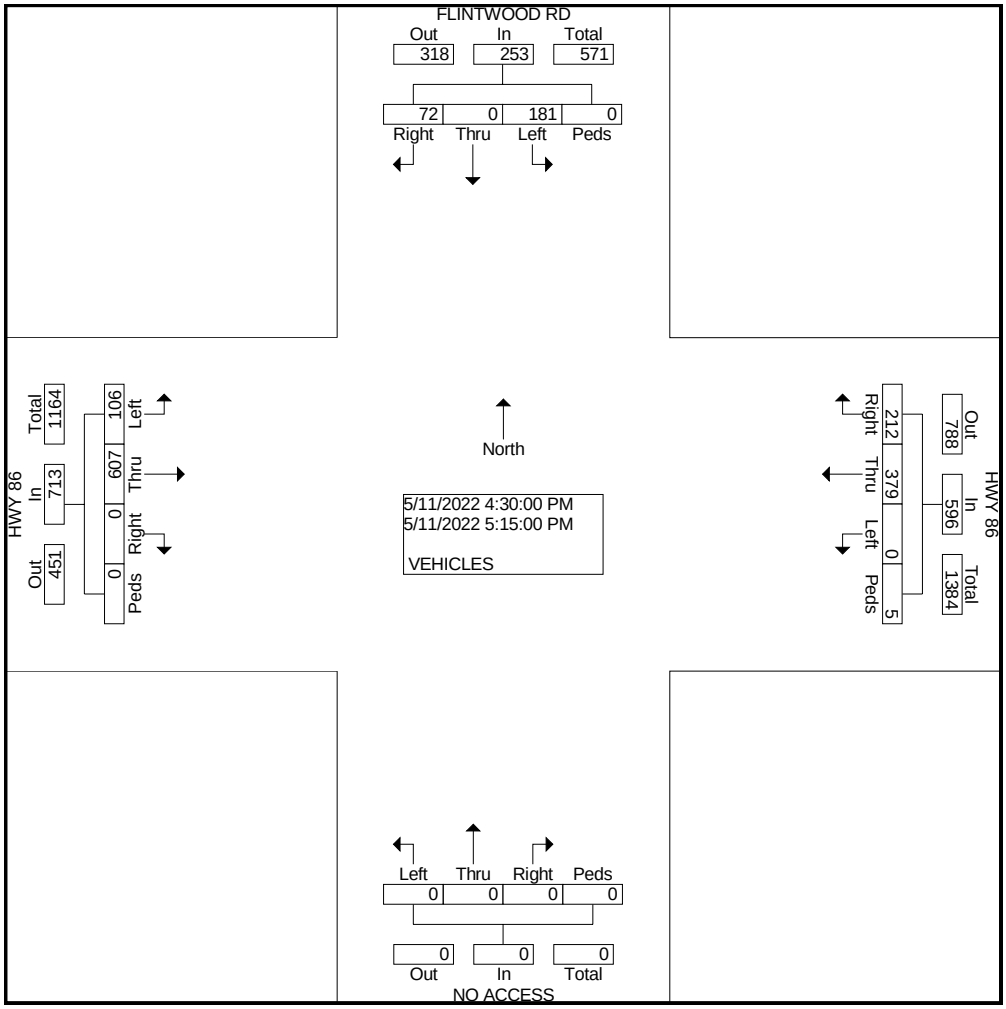


COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: FLINTWOOD RD
E/W STREET: HWY 86
CITY: ELIZABETH
COUNTY: ELBERT

File Name : FLINHWY86
Site Code : 00000022
Start Date : 5/11/2022
Page No : 3

	FLINTWOOD RD Southbound					HWY 86 Westbound					NO ACCESS Northbound					HWY 86 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	181	0	72	0	253	0	379	212	5	596	0	0	0	0	0	106	607	0	0	713	1562
Percent	71.5	0.0	28.5	0.0		0.0	63.6	35.6	0.8		0.0	0.0	0.0	0.0		14.9	85.1	0.0	0.0		
04:30 Volume	46	0	19	0	65	0	89	50	2	141	0	0	0	0	0	34	173	0	0	207	413
Peak Factor																					0.946
High Int.	05:00 PM					05:00 PM										04:30 PM					
Volume	43	0	23	0	66	0	100	62	3	165	0	0	0	0	0	34	173	0	0	207	
Peak Factor					0.958					0.903										0.861	



COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: LEGACY CIR
E/W STREET: HWY 86
CITY: ELIZABETH
COUNTY: ELBERT

File Name : LEGAHWY8622
Site Code : 00000020
Start Date : 5/11/2022
Page No : 1

Groups Printed- VEHICLES

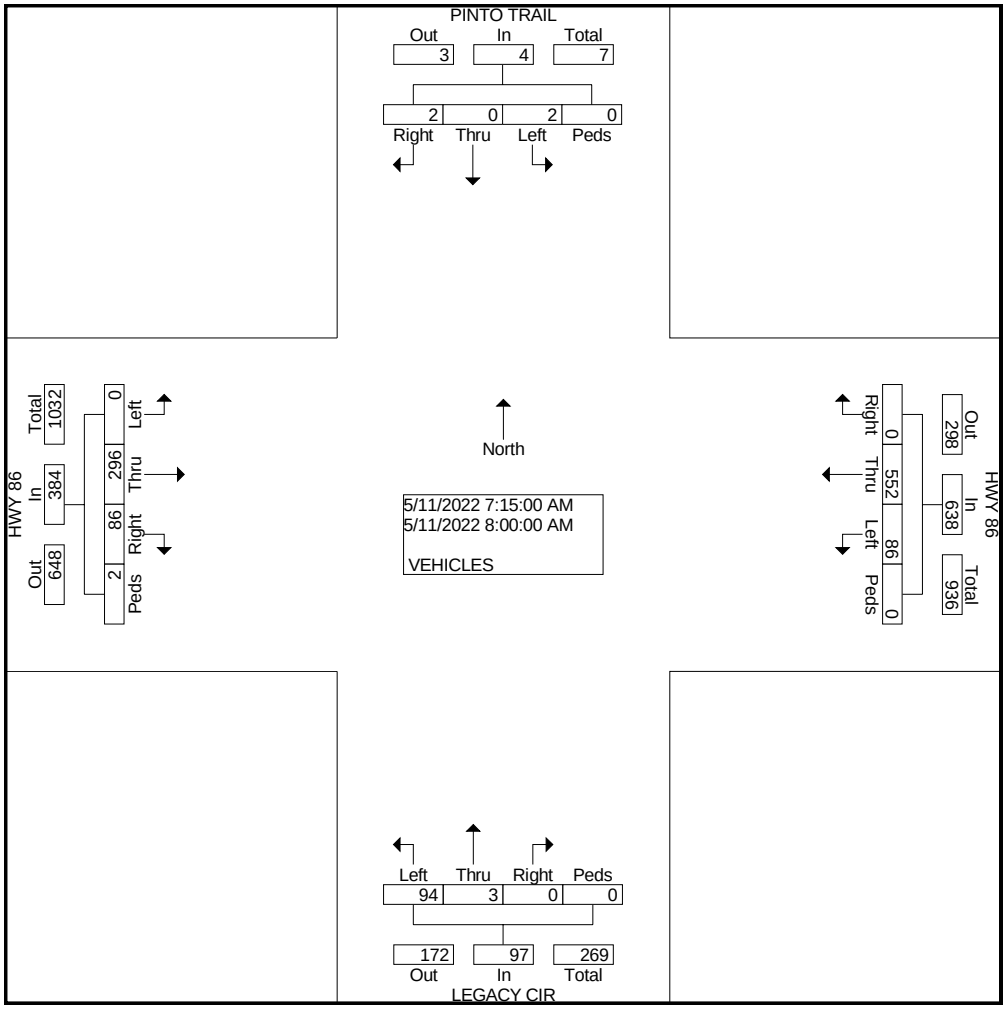
	PINTO TRAIL Southbound				HWY 86 Westbound				LEGACY CIR Northbound				HWY 86 Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	0	0	0	0	0	134	0	0	18	0	0	0	0	40	5	0	197
06:45 AM	0	0	0	0	0	107	0	0	25	0	0	0	0	61	14	0	207
Total	0	0	0	0	0	241	0	0	43	0	0	0	0	101	19	0	404
07:00 AM	0	0	0	0	1	110	0	0	19	0	0	0	2	57	8	0	197
07:15 AM	1	0	0	0	7	125	0	0	17	0	0	0	0	81	17	0	248
07:30 AM	1	0	1	0	31	148	0	0	31	2	0	0	0	83	29	0	326
07:45 AM	0	0	0	0	45	143	0	0	22	0	0	0	0	75	29	1	315
Total	2	0	1	0	84	526	0	0	89	2	0	0	2	296	83	1	1086
08:00 AM	0	0	1	0	3	136	0	0	24	1	0	0	0	57	11	1	234
08:15 AM	1	0	0	0	1	128	0	0	14	0	0	0	0	50	10	0	204
Total	1	0	1	0	4	264	0	0	38	1	0	0	0	107	21	1	438
04:00 PM	0	0	0	0	1	86	0	0	25	0	5	0	2	126	22	0	267
04:15 PM	0	0	0	0	4	87	0	0	11	0	2	0	0	118	15	0	237
04:30 PM	0	0	0	0	2	96	1	0	17	0	2	0	1	160	37	0	316
04:45 PM	0	0	1	0	4	97	0	0	17	0	1	0	1	118	25	0	264
Total	0	0	1	0	11	366	1	0	70	0	10	0	4	522	99	0	1084
05:00 PM	1	0	1	0	1	104	0	0	25	0	0	0	1	143	31	0	307
05:15 PM	0	0	1	0	0	91	0	0	9	0	0	0	1	135	22	0	259
05:30 PM	0	0	1	0	0	87	0	0	15	0	0	0	0	111	27	0	241
05:45 PM	0	0	0	0	0	71	0	0	10	0	1	0	1	150	24	0	257
Total	1	0	3	0	1	353	0	0	59	0	1	0	3	539	104	0	1064
Grand Total	4	0	6	0	100	1750	1	0	299	3	11	0	9	1565	326	2	4076
Apprch %	40.0	0.0	60.0	0.0	5.4	94.5	0.1	0.0	95.5	1.0	3.5	0.0	0.5	82.3	17.1	0.1	
Total %	0.1	0.0	0.1	0.0	2.5	42.9	0.0	0.0	7.3	0.1	0.3	0.0	0.2	38.4	8.0	0.0	

COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: LEGACY CIR
E/W STREET: HWY 86
CITY: ELIZABETH
COUNTY: ELBERT

File Name : LEGAHWY8622
Site Code : 00000020
Start Date : 5/11/2022
Page No : 2

	PINTO TRAIL Southbound					HWY 86 Westbound					LEGACY CIR Northbound					HWY 86 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																					
Intersection	07:15 AM																				
Volume	2	0	2	0	4	86	552	0	0	638	94	3	0	0	97	0	296	86	2	384	1123
Percent	50.0	0.0	50.0	0.0		13.5	86.5	0.0	0.0		96.9	3.1	0.0	0.0		0.0	77.1	22.4	0.5		
07:30 Volume	1	0	1	0	2	31	148	0	0	179	31	2	0	0	33	0	83	29	0	112	326
Peak Factor																					0.861
High Int.	07:30 AM					07:45 AM					07:30 AM					07:30 AM					
Volume	1	0	1	0	2	45	143	0	0	188	31	2	0	0	33	0	83	29	0	112	
Peak Factor					0.500					0.848					0.735					0.857	

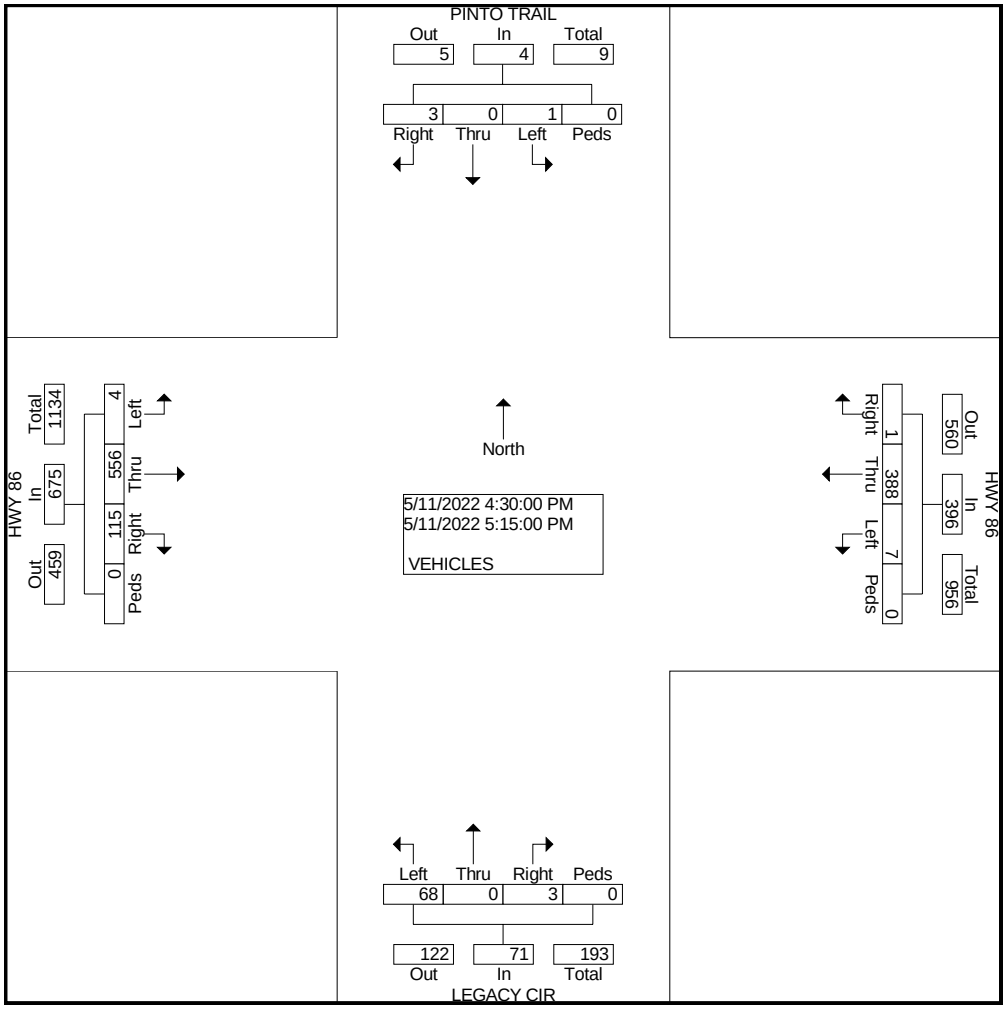


COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: LEGACY CIR
E/W STREET: HWY 86
CITY: ELIZABETH
COUNTY: ELBERT

File Name : LEGAHWY8622
Site Code : 00000020
Start Date : 5/11/2022
Page No : 3

	PINTO TRAIL Southbound					HWY 86 Westbound					LEGACY CIR Northbound					HWY 86 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	1	0	3	0	4	7	388	1	0	396	68	0	3	0	71	4	556	115	0	675	1146
Percent	25.0	0.0	75.0	0.0		1.8	98.0	0.3	0.0		95.8	0.0	4.2	0.0		0.6	82.4	17.0	0.0		
04:30 Volume	0	0	0	0	0	2	96	1	0	99	17	0	2	0	19	1	160	37	0	198	316
Peak Factor																					0.907
High Int.	05:00 PM					05:00 PM					05:00 PM					04:30 PM					
Volume	1	0	1	0	2	1	104	0	0	105	25	0	0	0	25	1	160	37	0	198	
Peak Factor					0.500					0.943					0.710					0.852	



COUNTER MEASURES INC.

1889 YORK STREET
DENVER,COLORADO 80206
303-333-7409

Location: SH-86 W/O CR-3 / LEGACY RIDGE ST
City: ELIZABETH
County: ELBERT
Direction: EASTBOUND-WESTBOUND

Site Code: 192508
Station ID: 192508

Start	25-Mar-19		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	27	13	33	8	41	14	0	0	25	9	*	*	*	*
01:00	*	*	11	11	11	3	14	7	0	0	9	5	*	*	*	*
02:00	*	*	9	13	7	10	10	9	0	0	6	8	*	*	*	*
03:00	*	*	6	17	5	18	10	21	0	0	5	14	*	*	*	*
04:00	*	*	17	52	15	59	12	57	0	0	11	42	*	*	*	*
05:00	*	*	29	228	33	224	28	208	0	0	22	165	*	*	*	*
06:00	*	*	95	477	95	487	94	453	0	0	71	354	*	*	*	*
07:00	*	*	283	**575**	266	551	258	**541**	0	0	202	**417**	*	*	*	*
08:00	*	*	260	551	265	**556**	**321**	535	0	0	212	410	*	*	*	*
09:00	*	*	243	383	240	401	287	438	0	0	192	306	*	*	*	*
10:00	*	*	261	325	262	372	277	332	0	0	200	257	*	*	*	*
11:00	*	*	**289**	342	**311**	333	307	341	0	0	**227**	254	*	*	*	*
12:00 PM	*	*	284	317	322	358	330	337	0	0	234	253	*	*	*	*
01:00	*	*	326	336	378	314	382	317	0	0	272	242	*	*	*	*
02:00	*	*	337	253	384	327	383	310	0	0	276	222	*	*	*	*
03:00	*	*	517	**364**	473	**388**	500	383	0	0	372	**284**	*	*	*	*
04:00	*	*	564	363	569	386	587	381	0	0	430	282	*	*	*	*
05:00	*	*	**660**	363	**668**	341	**626**	**395**	0	0	**488**	275	*	*	*	*
06:00	*	*	550	255	568	251	558	270	0	0	419	194	*	*	*	*
07:00	*	*	324	150	324	160	319	187	0	0	242	124	*	*	*	*
08:00	*	*	204	130	237	153	196	132	0	0	159	104	*	*	*	*
09:00	*	*	154	73	201	86	166	82	0	0	130	60	*	*	*	*
10:00	*	*	95	36	89	44	112	47	0	0	74	32	*	*	*	*
11:00	*	*	45	22	60	25	68	16	0	0	43	16	*	*	*	*
Total	0	0	5590	5649	5816	5855	5886	5813	0	0	4321	4329	0	0	0	0
Day	0		11239		11671		11699		0		8650		0		0	
AM Peak	-	-	11:00	07:00	11:00	08:00	08:00	07:00	-	-	11:00	07:00	-	-	-	-
Vol.	-	-	289	575	311	556	321	541	-	-	227	417	-	-	-	-
PM Peak	-	-	17:00	15:00	17:00	15:00	17:00	17:00	-	-	17:00	15:00	-	-	-	-
Vol.	-	-	660	364	668	388	626	395	-	-	488	284	-	-	-	-

Comb. Total	0	11239	11671	11699	0	8650	0	0

ADT ADT 8,652 AADT 8,652

COUNTER MEASURES INC.
1889 YORK STREET
DENVER,COLORADO 80206
303-333-7409

Location: DEERFIELD RD S/O SH-86
City: ELIZABETH
County: ELBERT
Direction: NORTHBOUND-SOUTHBOUND

Site Code: 192516
Station ID: 192516

Start	25-Mar-19		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	7	1	1	0	0	2	0	0	2	1	*	*	*	*
01:00	*	*	1	0	1	0	1	0	0	0	1	0	*	*	*	*
02:00	*	*	1	0	0	0	0	0	0	0	0	0	*	*	*	*
03:00	*	*	0	0	2	0	0	0	0	0	0	0	*	*	*	*
04:00	*	*	1	2	4	1	3	3	0	0	2	2	*	*	*	*
05:00	*	*	6	1	4	2	5	1	0	0	4	1	*	*	*	*
06:00	*	*	30	8	24	14	33	12	0	0	22	8	*	*	*	*
07:00	*	*	**70**	10	**78**	9	**81**	10	0	0	**57**	7	*	*	*	*
08:00	*	*	68	20	56	**29**	77	15	0	0	50	16	*	*	*	*
09:00	*	*	44	21	56	22	55	29	0	0	39	**18**	*	*	*	*
10:00	*	*	52	18	59	13	38	**33**	0	0	37	16	*	*	*	*
11:00	*	*	58	**25**	66	23	36	23	0	0	40	18	*	*	*	*
12:00 PM	*	*	50	22	53	22	55	22	0	0	40	16	*	*	*	*
01:00	*	*	63	23	75	25	64	21	0	0	50	17	*	*	*	*
02:00	*	*	54	12	65	23	61	26	0	0	45	15	*	*	*	*
03:00	*	*	71	24	75	23	77	34	0	0	56	20	*	*	*	*
04:00	*	*	**87**	26	89	23	**91**	45	0	0	**67**	24	*	*	*	*
05:00	*	*	80	**40**	**97**	25	86	**56**	0	0	66	**30**	*	*	*	*
06:00	*	*	82	33	75	**34**	79	41	0	0	59	27	*	*	*	*
07:00	*	*	43	19	44	22	45	24	0	0	33	16	*	*	*	*
08:00	*	*	25	24	27	26	33	16	0	0	21	16	*	*	*	*
09:00	*	*	21	7	24	13	18	9	0	0	16	7	*	*	*	*
10:00	*	*	4	4	11	8	6	4	0	0	5	4	*	*	*	*
11:00	*	*	5	2	6	3	9	3	0	0	5	2	*	*	*	*
Total	0	0	923	342	992	360	953	429	0	0	717	281	0	0	0	0
Day	0		1265		1352		1382		0		998		0		0	
AM Peak	-	-	07:00	11:00	07:00	08:00	07:00	10:00	-	-	07:00	09:00	-	-	-	-
Vol.	-	-	70	25	78	29	81	33	-	-	57	18	-	-	-	-
PM Peak	-	-	16:00	17:00	17:00	18:00	16:00	17:00	-	-	16:00	17:00	-	-	-	-
Vol.	-	-	87	40	97	34	91	56	-	-	67	30	-	-	-	-

Comb. Total	0	1265	1352	1382	0	998	0	0

ADT ADT 1,000 AADT 1,000

COUNTER MEASURES INC.
1889 YORK STREET
DENVER,COLORADO 80206
303-333-7409

Location: FLINTWOOD RD N/O SH-86
City: ELIZABETH
County: ELBERT
Direction: NORTHBOUND-SOUTHBOUND

Site Code: 192518
Station ID: 192518

Start	25-Mar-19		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	0	0	0	0	3	5	3	4	0	0	1	2	*	*	*	*
01:00	0	0	0	4	1	3	3	4	0	0	1	2	*	*	*	*
02:00	0	0	1	1	0	1	0	0	0	0	0	0	*	*	*	*
03:00	0	0	1	0	1	0	2	0	0	0	1	0	*	*	*	*
04:00	0	0	7	6	7	7	8	9	0	0	4	4	*	*	*	*
05:00	0	0	10	13	18	18	20	16	0	0	10	9	*	*	*	*
06:00	0	0	38	65	37	60	35	59	0	0	22	37	*	*	*	*
07:00	0	0	**86**	**160**	**86**	**142**	86	**157**	0	0	**52**	**92**	*	*	*	*
08:00	0	0	75	107	67	133	**98**	109	0	0	48	70	*	*	*	*
09:00	0	0	64	80	58	92	74	94	0	0	39	53	*	*	*	*
10:00	0	0	63	65	65	57	67	69	0	0	39	38	*	*	*	*
11:00	0	0	66	55	83	80	85	81	0	0	47	43	*	*	*	*
12:00 PM	0	0	67	67	71	66	93	81	0	0	46	43	*	*	*	*
01:00	0	0	68	84	84	68	97	66	0	0	50	44	*	*	*	*
02:00	0	0	83	78	99	79	128	60	0	0	62	43	*	*	*	*
03:00	0	0	111	89	115	98	136	103	0	0	72	58	*	*	*	*
04:00	0	0	137	97	127	**118**	**176**	103	0	0	88	64	*	*	*	*
05:00	0	0	**151**	**116**	**160**	107	143	**111**	0	0	**91**	**67**	*	*	*	*
06:00	0	0	100	93	113	87	124	92	0	0	67	54	*	*	*	*
07:00	0	0	65	56	75	56	75	56	0	0	43	34	*	*	*	*
08:00	0	0	36	44	41	50	30	48	0	0	21	28	*	*	*	*
09:00	0	0	16	31	26	22	24	27	0	0	13	16	*	*	*	*
10:00	0	0	13	10	12	11	12	8	0	0	7	6	*	*	*	*
11:00	0	0	8	7	10	7	14	11	0	0	6	5	*	*	*	*
Total	0	0	1266	1328	1359	1367	1533	1368	0	0	830	812	0	0	0	0
Day	0		2594		2726		2901		0		1642		0		0	
AM Peak	-	-	07:00	07:00	07:00	07:00	08:00	07:00	-	-	07:00	07:00	-	-	-	-
Vol.	-	-	86	160	86	142	98	157	-	-	52	92	-	-	-	-
PM Peak	-	-	17:00	17:00	17:00	16:00	16:00	17:00	-	-	17:00	17:00	-	-	-	-
Vol.	-	-	151	116	160	118	176	111	-	-	91	67	-	-	-	-

Comb. Total	0	2594	2726	2901	0	1642	0	0

ADT ADT 1,644 AADT 1,644

COUNTER MEASURES INC.

1889 YORK STREET
DENVER,COLORADO 80206
303-333-7409

Location: LEGACY RIDGE ST S/O SH-86
City: ELIZABETH
County: ELBERT
Direction: NORTHBOUND-SOUTHBOUND

Site Code: 192507
Station ID: 192507

Start	25-Mar-19		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	0	0	1	0	0	2	1	0	0	0	0	0	*	*	*	*
01:00	0	0	0	1	0	0	0	3	0	0	0	1	*	*	*	*
02:00	0	0	0	0	0	0	1	0	0	0	0	0	*	*	*	*
03:00	0	0	0	0	1	0	0	0	0	0	0	0	*	*	*	*
04:00	0	0	2	0	4	1	5	0	0	0	2	0	*	*	*	*
05:00	0	0	12	0	16	1	11	1	0	0	8	0	*	*	*	*
06:00	0	0	25	4	19	4	21	6	0	0	13	3	*	*	*	*
07:00	0	0	**31**	15	**29**	9	29	13	0	0	**18**	7	*	*	*	*
08:00	0	0	21	12	28	**18**	**32**	14	0	0	16	9	*	*	*	*
09:00	0	0	19	12	17	10	17	14	0	0	11	7	*	*	*	*
10:00	0	0	9	8	12	15	14	5	0	0	7	6	*	*	*	*
11:00	0	0	14	**28**	17	12	21	**19**	0	0	10	**12**	*	*	*	*
12:00 PM	0	0	18	8	**23**	9	16	20	0	0	11	7	*	*	*	*
01:00	0	0	17	8	16	14	12	22	0	0	9	9	*	*	*	*
02:00	0	0	16	14	21	18	**25**	15	0	0	12	9	*	*	*	*
03:00	0	0	22	17	15	17	15	18	0	0	10	10	*	*	*	*
04:00	0	0	14	23	23	26	16	**31**	0	0	11	16	*	*	*	*
05:00	0	0	**24**	**29**	23	**29**	18	30	0	0	**13**	**18**	*	*	*	*
06:00	0	0	12	25	13	28	17	25	0	0	8	16	*	*	*	*
07:00	0	0	6	24	12	19	8	16	0	0	5	12	*	*	*	*
08:00	0	0	6	10	7	18	10	6	0	0	5	7	*	*	*	*
09:00	0	0	1	6	1	10	2	8	0	0	1	5	*	*	*	*
10:00	0	0	3	6	0	1	1	4	0	0	1	2	*	*	*	*
11:00	0	0	0	0	0	3	0	1	0	0	0	1	*	*	*	*
Total	0	0	273	250	297	264	292	271	0	0	171	157	0	0	0	0
Day	0		523		561		563		0		328		0		0	
AM Peak	-	-	07:00	11:00	07:00	08:00	08:00	11:00	-	-	07:00	11:00	-	-	-	-
Vol.	-	-	31	28	29	18	32	19	-	-	18	12	-	-	-	-
PM Peak	-	-	17:00	17:00	12:00	17:00	14:00	16:00	-	-	17:00	17:00	-	-	-	-
Vol.	-	-	24	29	23	29	25	31	-	-	13	18	-	-	-	-

Comb. Total	0	523	561	563	0	328	0	0

ADT ADT 333 AADT 333

COUNTER MEASURES INC.
1889 YORK STREET
DENVER,COLORADO 80206
303-333-7409

Location: SH-86 W/O LEGACY CIR PINTO TRAIL
City: ELIZABETH
County: ELBERT
Direction: EASTBOUND-WESTBOUND

Site Code: 192512
Station ID: 192512

Start	25-Mar-19		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	0	0	30	19	36	12	35	16	0	0	20	9	*	*	*	*
01:00	0	0	20	15	23	7	29	11	0	0	14	7	*	*	*	*
02:00	0	0	9	8	5	8	12	8	0	0	5	5	*	*	*	*
03:00	0	0	5	15	4	10	8	16	0	0	3	8	*	*	*	*
04:00	0	0	11	34	8	35	5	38	0	0	5	21	*	*	*	*
05:00	0	0	24	133	27	122	26	115	0	0	15	74	*	*	*	*
06:00	0	0	65	339	69	359	64	343	0	0	40	208	*	*	*	*
07:00	0	0	182	511	198	496	160	470	0	0	108	295	*	*	*	*
08:00	0	0	**350**	**580**	**317**	**580**	**366**	**547**	0	0	**207**	**341**	*	*	*	*
09:00	0	0	241	389	247	420	309	461	0	0	159	254	*	*	*	*
10:00	0	0	278	367	251	362	278	335	0	0	161	213	*	*	*	*
11:00	0	0	262	312	277	360	289	350	0	0	166	204	*	*	*	*
12:00 PM	0	0	273	338	324	333	338	331	0	0	187	200	*	*	*	*
01:00	0	0	336	316	365	336	359	344	0	0	212	199	*	*	*	*
02:00	0	0	336	313	360	323	362	290	0	0	212	185	*	*	*	*
03:00	0	0	460	286	458	335	468	340	0	0	277	192	*	*	*	*
04:00	0	0	515	**435**	515	**455**	558	**445**	0	0	318	**267**	*	*	*	*
05:00	0	0	**634**	371	**630**	379	566	405	0	0	**366**	231	*	*	*	*
06:00	0	0	587	312	620	308	**604**	317	0	0	362	187	*	*	*	*
07:00	0	0	418	205	398	207	410	240	0	0	245	130	*	*	*	*
08:00	0	0	203	155	250	187	231	151	0	0	137	99	*	*	*	*
09:00	0	0	176	97	213	104	186	115	0	0	115	63	*	*	*	*
10:00	0	0	114	46	113	61	114	62	0	0	68	34	*	*	*	*
11:00	0	0	53	31	81	34	80	27	0	0	43	18	*	*	*	*
Total	0	0	5582	5627	5789	5833	5857	5777	0	0	3445	3444	0	0	0	0
Day	0		11209		11622		11634		0		6889		0		0	
AM Peak	-	-	08:00	08:00	08:00	08:00	08:00	08:00	-	-	08:00	08:00	-	-	-	-
Vol.	-	-	350	580	317	580	366	547	-	-	207	341	-	-	-	-
PM Peak	-	-	17:00	16:00	17:00	16:00	18:00	16:00	-	-	17:00	16:00	-	-	-	-
Vol.	-	-	634	435	630	455	604	445	-	-	366	267	-	-	-	-

Comb. Total	0	11209	11622	11634	0	6889	0	0

ADT ADT 6,893 AADT 6,893

LEVEL OF SERVICE DEFINITIONS

From *Highway Capacity Manual*, Transportation Research Board, 2016, 6th Edition

SIGNALIZED INTERSECTION LEVEL OF SERVICE (LOS)

LOS	Average Vehicle Delay sec/vehicle	Operational Characteristics
A	<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	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.
C	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.
D	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.
E	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.
F	>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. The delay could be up to 15 seconds. 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. 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.
D	25 to 35 seconds	This is the point at which a traffic signal may be warranted for this intersection. 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. There is a high probability that this intersection will meet traffic signal warrants. 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. The only remedy for these long delays is installing a traffic signal or restricting the accesses. 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.

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	327	6	73	553	13	77
Future Vol, veh/h	327	6	73	553	13	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	210	-	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	355	7	79	601	14	84

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	362	0	1114	355
Stage 1	-	-	-	-	355	-
Stage 2	-	-	-	-	759	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1197	-	230	689
Stage 1	-	-	-	-	710	-
Stage 2	-	-	-	-	462	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1197	-	215	689
Mov Cap-2 Maneuver	-	-	-	-	334	-
Stage 1	-	-	-	-	710	-
Stage 2	-	-	-	-	432	-

Approach	EB	WB	NE
HCM Control Delay, s	0	1	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	597	-	-	1197	-
HCM Lane V/C Ratio	0.164	-	-	0.066	-
HCM Control Delay (s)	12.2	-	-	8.2	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.6	-	-	0.2	-

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	107	297	554	200	59	72
Future Vol, veh/h	107	297	554	200	59	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	180	-	-	-	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	116	323	602	217	64	78

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	819	0	-	0	1266	711
Stage 1	-	-	-	-	711	-
Stage 2	-	-	-	-	555	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	810	-	-	-	187	433
Stage 1	-	-	-	-	487	-
Stage 2	-	-	-	-	575	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	810	-	-	-	160	433
Mov Cap-2 Maneuver	-	-	-	-	160	-
Stage 1	-	-	-	-	417	-
Stage 2	-	-	-	-	575	-

Approach	EB	WB	SB
HCM Control Delay, s	2.7	0	38.3
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	810	-	-	-	245
HCM Lane V/C Ratio	0.144	-	-	-	0.581
HCM Control Delay (s)	10.2	-	-	-	38.3
HCM Lane LOS	B	-	-	-	E
HCM 95th %tile Q(veh)	0.5	-	-	-	3.3

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	355	10	5	660	4	25	1	11	9	1	7
Future Vol, veh/h	4	355	10	5	660	4	25	1	11	9	1	7
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	-	-	Free	-	-	None
Storage Length	600	-	600	575	-	-	-	-	155	-	-	-
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	4	386	11	5	717	4	27	1	12	10	1	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	721	0	0	397	0	0	1128	1125	-	1129	1134	719
Stage 1	-	-	-	-	-	-	394	394	-	729	729	-
Stage 2	-	-	-	-	-	-	734	731	-	400	405	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	-	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	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	881	-	-	1162	-	-	181	205	0	181	203	428
Stage 1	-	-	-	-	-	-	631	605	0	414	428	-
Stage 2	-	-	-	-	-	-	412	427	0	626	598	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	881	-	-	1162	-	-	176	203	-	179	201	428
Mov Cap-2 Maneuver	-	-	-	-	-	-	176	203	-	179	201	-
Stage 1	-	-	-	-	-	-	628	602	-	412	426	-
Stage 2	-	-	-	-	-	-	402	425	-	622	595	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	29.2	21.5
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	177	-	881	-	-	1162	-	-	237
HCM Lane V/C Ratio	0.16	-	0.005	-	-	0.005	-	-	0.078
HCM Control Delay (s)	29.2	0	9.1	-	-	8.1	-	-	21.5
HCM Lane LOS	D	A	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.6	-	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	375	670	1	1	1
Future Vol, veh/h	1	375	670	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	408	728	1	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	729	0	-	0	1139	729
Stage 1	-	-	-	-	729	-
Stage 2	-	-	-	-	410	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	875	-	-	-	223	423
Stage 1	-	-	-	-	477	-
Stage 2	-	-	-	-	670	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	875	-	-	-	223	423
Mov Cap-2 Maneuver	-	-	-	-	223	-
Stage 1	-	-	-	-	477	-
Stage 2	-	-	-	-	670	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	17.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	875	-	-	-	292
HCM Lane V/C Ratio	0.001	-	-	-	0.007
HCM Control Delay (s)	9.1	0	-	-	17.4
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	370	645	5	10	25
Future Vol, veh/h	5	370	645	5	10	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	200	-	-	200	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	5	402	701	5	11	27

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	706	0	-	0	1113	-			
Stage 1	-	-	-	-	701	-			
Stage 2	-	-	-	-	412	-			
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	892	-	-	-	231	0			
Stage 1	-	-	-	-	492	0			
Stage 2	-	-	-	-	669	0			
Platoon blocked, %		-	-	-					
Mov Cap-1 Maneuver	892	-	-	-	230	-			
Mov Cap-2 Maneuver	-	-	-	-	230	-			
Stage 1	-	-	-	-	489	-			
Stage 2	-	-	-	-	669	-			

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	21.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	892	-	-	-	230
HCM Lane V/C Ratio	0.006	-	-	-	0.047
HCM Control Delay (s)	9.1	-	-	-	21.4
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	296	86	86	552	0	94	3	0	2	0	2
Future Vol, veh/h	0	296	86	86	552	0	94	3	0	2	0	2
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	470	-	375	435	-	-	-	-	80	-	-	-
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	0	322	93	93	600	0	102	3	0	2	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	600	0	0	415	0	0	1109	1108	322	1156	1201	600
Stage 1	-	-	-	-	-	-	322	322	-	786	786	-
Stage 2	-	-	-	-	-	-	787	786	-	370	415	-
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	977	-	-	1144	-	-	187	210	719	174	185	501
Stage 1	-	-	-	-	-	-	690	651	-	385	403	-
Stage 2	-	-	-	-	-	-	385	403	-	650	592	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	977	-	-	1144	-	-	175	193	719	161	170	501
Mov Cap-2 Maneuver	-	-	-	-	-	-	175	193	-	161	170	-
Stage 1	-	-	-	-	-	-	690	651	-	385	370	-
Stage 2	-	-	-	-	-	-	352	370	-	647	592	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.1	52.1	20
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	176	-	977	-	-	1144	-	-	244
HCM Lane V/C Ratio	0.599	-	-	-	-	0.082	-	-	0.018
HCM Control Delay (s)	52.1	0	0	-	-	8.4	-	-	20
HCM Lane LOS	F	A	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	3.3	-	0	-	-	0.3	-	-	0.1

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	0	0	35	15	1
Future Vol, veh/h	2	0	0	35	15	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	0	0	38	16	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	55	17	17	0	-	0
Stage 1	17	-	-	-	-	-
Stage 2	38	-	-	-	-	-
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	953	1062	1600	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	984	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	953	1062	1600	-	-	-
Mov Cap-2 Maneuver	953	-	-	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	984	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1600	-	953	-	-
HCM Lane V/C Ratio	-	-	0.002	-	-
HCM Control Delay (s)	0	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	3.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	16	19	3	5	10
Future Vol, veh/h	1	16	19	3	5	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	17	21	3	5	11

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	44	23	0	0	24	0
Stage 1	23	-	-	-	-	-
Stage 2	21	-	-	-	-	-
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	967	1054	-	-	1591	-
Stage 1	1000	-	-	-	-	-
Stage 2	1002	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	964	1054	-	-	1591	-
Mov Cap-2 Maneuver	964	-	-	-	-	-
Stage 1	1000	-	-	-	-	-
Stage 2	999	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	2.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1048	1591	-
HCM Lane V/C Ratio	-	-	0.018	0.003	-
HCM Control Delay (s)	-	-	8.5	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	649	9	51	400	7	64
Future Vol, veh/h	649	9	51	400	7	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	210	-	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	705	10	55	435	8	70

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	715	0	1250	705
Stage 1	-	-	-	-	705	-
Stage 2	-	-	-	-	545	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	885	-	191	436
Stage 1	-	-	-	-	490	-
Stage 2	-	-	-	-	581	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	885	-	179	436
Mov Cap-2 Maneuver	-	-	-	-	317	-
Stage 1	-	-	-	-	490	-
Stage 2	-	-	-	-	545	-

Approach	EB	WB	NE
HCM Control Delay, s	0	1.1	15.5
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	420	-	-	885	-
HCM Lane V/C Ratio	0.184	-	-	0.063	-
HCM Control Delay (s)	15.5	-	-	9.3	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.7	-	-	0.2	-

Intersection	
Int Delay, s/veh	10.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	106	607	379	212	181	72
Future Vol, veh/h	106	607	379	212	181	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	180	-	-	-	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	115	660	412	230	197	78

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	642	0	-	0	1417	527
Stage 1	-	-	-	-	527	-
Stage 2	-	-	-	-	890	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	943	-	-	-	~ 151	551
Stage 1	-	-	-	-	592	-
Stage 2	-	-	-	-	401	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	943	-	-	-	~ 133	551
Mov Cap-2 Maneuver	-	-	-	-	266	-
Stage 1	-	-	-	-	520	-
Stage 2	-	-	-	-	401	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	62.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	943	-	-	-	312
HCM Lane V/C Ratio	0.122	-	-	-	0.881
HCM Control Delay (s)	9.3	-	-	-	62.6
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0.4	-	-	-	8.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	680	30	4	450	6	15	1	5	6	1	4
Future Vol, veh/h	5	680	30	4	450	6	15	1	5	6	1	4
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	-	-	Free	-	-	None
Storage Length	600	-	600	575	-	-	-	-	155	-	-	-
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	5	739	33	4	489	7	16	1	5	7	1	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	496	0	0	772	0	0	1252	1253	-	1267	1283	493
Stage 1	-	-	-	-	-	-	749	749	-	501	501	-
Stage 2	-	-	-	-	-	-	503	504	-	766	782	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	-	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	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1068	-	-	843	-	-	149	172	0	146	165	576
Stage 1	-	-	-	-	-	-	404	419	0	552	543	-
Stage 2	-	-	-	-	-	-	551	541	0	395	405	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1068	-	-	843	-	-	146	170	-	144	163	576
Mov Cap-2 Maneuver	-	-	-	-	-	-	146	170	-	144	163	-
Stage 1	-	-	-	-	-	-	402	417	-	549	540	-
Stage 2	-	-	-	-	-	-	543	538	-	392	403	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	32.7	24
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	147	-	1068	-	-	843	-	-	201
HCM Lane V/C Ratio	0.118	-	0.005	-	-	0.005	-	-	0.059
HCM Control Delay (s)	32.7	0	8.4	-	-	9.3	-	-	24
HCM Lane LOS	D	A	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.4	-	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	690	460	1	1	1
Future Vol, veh/h	1	690	460	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	750	500	1	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	501	0	-	0	1253	501
Stage 1	-	-	-	-	501	-
Stage 2	-	-	-	-	752	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1063	-	-	-	190	570
Stage 1	-	-	-	-	609	-
Stage 2	-	-	-	-	466	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1063	-	-	-	190	570
Mov Cap-2 Maneuver	-	-	-	-	190	-
Stage 1	-	-	-	-	608	-
Stage 2	-	-	-	-	466	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	17.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1063	-	-	-	285
HCM Lane V/C Ratio	0.001	-	-	-	0.008
HCM Control Delay (s)	8.4	0	-	-	17.7
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	665	450	10	10	10
Future Vol, veh/h	25	665	450	10	10	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	200	-	-	200	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	27	723	489	11	11	11

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	500	0	-	0	1266	-			
Stage 1	-	-	-	-	489	-			
Stage 2	-	-	-	-	777	-			
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	1064	-	-	-	187	0			
Stage 1	-	-	-	-	616	0			
Stage 2	-	-	-	-	453	0			
Platoon blocked, %		-	-	-					
Mov Cap-1 Maneuver	1064	-	-	-	182	-			
Mov Cap-2 Maneuver	-	-	-	-	182	-			
Stage 1	-	-	-	-	601	-			
Stage 2	-	-	-	-	453	-			

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	26
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1064	-	-	-	182
HCM Lane V/C Ratio	0.026	-	-	-	0.06
HCM Control Delay (s)	8.5	-	-	-	26
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	556	115	7	388	1	68	0	3	1	0	3
Future Vol, veh/h	4	556	115	7	388	1	68	0	3	1	0	3
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	-	-	Free	-	-	None
Storage Length	470	-	375	435	-	-	-	-	80	-	-	-
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	4	604	125	8	422	1	74	0	3	1	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	423	0	0	729	0	0	1052	1051	-	1114	1176	423
Stage 1	-	-	-	-	-	-	612	612	-	439	439	-
Stage 2	-	-	-	-	-	-	440	439	-	675	737	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	-	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	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1136	-	-	875	-	-	204	227	0	185	191	631
Stage 1	-	-	-	-	-	-	480	484	0	597	578	-
Stage 2	-	-	-	-	-	-	596	578	0	444	425	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1136	-	-	875	-	-	201	224	-	183	189	631
Mov Cap-2 Maneuver	-	-	-	-	-	-	201	224	-	183	189	-
Stage 1	-	-	-	-	-	-	478	482	-	595	573	-
Stage 2	-	-	-	-	-	-	587	573	-	442	423	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	33	14.3
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	201	-	1136	-	-	875	-	-	391
HCM Lane V/C Ratio	0.368	-	0.004	-	-	0.009	-	-	0.011
HCM Control Delay (s)	33	0	8.2	-	-	9.2	-	-	14.3
HCM Lane LOS	D	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.6	-	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	0	20	30	5
Future Vol, veh/h	1	0	0	20	30	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	0	22	33	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	58	36	38	0	-	0
Stage 1	36	-	-	-	-	-
Stage 2	22	-	-	-	-	-
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	949	1037	1572	-	-	-
Stage 1	986	-	-	-	-	-
Stage 2	1001	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	949	1037	1572	-	-	-
Mov Cap-2 Maneuver	949	-	-	-	-	-
Stage 1	986	-	-	-	-	-
Stage 2	1001	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1572	-	949	-	-
HCM Lane V/C Ratio	-	-	0.001	-	-
HCM Control Delay (s)	0	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	4	16	1	13	17
Future Vol, veh/h	1	4	16	1	13	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	4	17	1	14	18

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	64	18	0	0	18	0
Stage 1	18	-	-	-	-	-
Stage 2	46	-	-	-	-	-
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	942	1061	-	-	1599	-
Stage 1	1005	-	-	-	-	-
Stage 2	976	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	934	1061	-	-	1599	-
Mov Cap-2 Maneuver	934	-	-	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	967	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	3.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1033	1599	-
HCM Lane V/C Ratio	-	-	0.005	0.009	-
HCM Control Delay (s)	-	-	8.5	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.7

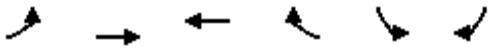
Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	805	10	100	1175	25	100
Future Vol, veh/h	805	10	100	1175	25	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	150	210	-	0	-
Veh in Median 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	875	11	109	1277	27	109

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	886	0	1732	-
Stage 1	-	-	-	-	875	-
Stage 2	-	-	-	-	857	-
Critical Hdwy	-	-	4.14	-	6.84	-
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	-
Pot Cap-1 Maneuver	-	-	760	-	*204	0
Stage 1	-	-	-	-	*368	0
Stage 2	-	-	-	-	*565	0
Platoon blocked, %	-	-		-	1	
Mov Cap-1 Maneuver	-	-	760	-	*175	-
Mov Cap-2 Maneuver	-	-	-	-	*268	-
Stage 1	-	-	-	-	*368	-
Stage 2	-	-	-	-	*484	-

Approach	EB	WB	NE
HCM Control Delay, s	0	0.8	19.9
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	268	-	-	760	-
HCM Lane V/C Ratio	0.101	-	-	0.143	-
HCM Control Delay (s)	19.9	-	-	10.5	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0.5	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	150	785	1175	250	75	100
Future Volume (vph)	150	785	1175	250	75	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180			200	200	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	3539	3539	1583	1770	1583
Flt Permitted	0.170				0.950	
Satd. Flow (perm)	317	3539	3539	1583	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				272		109
Link Speed (mph)		55	55		35	
Link Distance (ft)		712	6040		576	
Travel Time (s)		8.8	74.9		11.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	163	853	1277	272	82	109
Shared Lane Traffic (%)						
Lane Group Flow (vph)	163	853	1277	272	82	109
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
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	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
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	pm+pt	NA	NA	Perm	Perm	Perm
Protected Phases	7	4	8			
Permitted Phases	4			8	6	6

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	12.0	90.0	78.0	78.0	30.0	30.0
Total Split (%)	10.0%	75.0%	65.0%	65.0%	25.0%	25.0%
Maximum Green (s)	7.0	85.0	73.0	73.0	25.0	25.0
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	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	None	None
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 Effct Green (s)	99.1	99.1	86.4	86.4	10.9	10.9
Actuated g/C Ratio	0.83	0.83	0.72	0.72	0.09	0.09
v/c Ratio	0.46	0.29	0.50	0.22	0.51	0.45
Control Delay	6.5	2.9	2.8	0.4	62.4	15.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.5	2.9	2.8	0.4	62.4	15.1
LOS	A	A	A	A	E	B
Approach Delay		3.5	2.4		35.4	
Approach LOS		A	A		D	

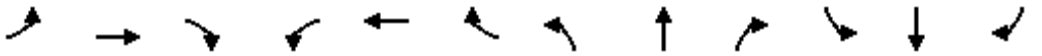
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 9 (8%), Referenced to phase 4:EBTL and 8:WBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay: 5.1		Intersection LOS: A	
Intersection Capacity Utilization 57.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: State Highway 86 & Flintwood Road



Lanes, Volumes, Timings
3: County Road 3 & State Highway 86

2042 Backgrou
AM Peak

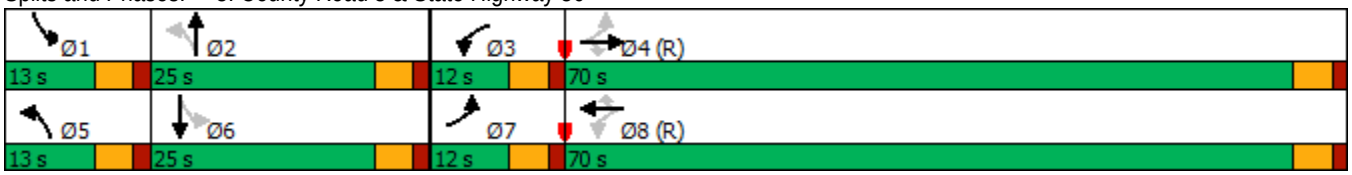


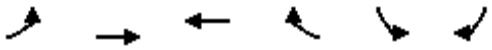
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	715	10	10	1145	75	35	5	15	75	5	150
Future Volume (vph)	100	715	10	10	1145	75	35	5	15	75	5	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		500	500		500	400		300	200		200
Storage Lanes	1		1	1		1	1		1	1		1
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			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.117			0.332			0.754			0.704		
Satd. Flow (perm)	218	3539	1583	618	3539	1583	1405	1863	1583	1311	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			109			155			163
Link Speed (mph)		55			55			35			35	
Link Distance (ft)		6040			3212			711			951	
Travel Time (s)		74.9			39.8			13.9			18.5	
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)	109	777	11	11	1245	82	38	5	16	82	5	163
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	777	11	11	1245	82	38	5	16	82	5	163
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	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	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	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	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	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	Free	pm+pt	NA	Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		Free	6		Free

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	20.0	
Total Split (s)	12.0	70.0	70.0	12.0	70.0	70.0	13.0	25.0		13.0	25.0	
Total Split (%)	10.0%	58.3%	58.3%	10.0%	58.3%	58.3%	10.8%	20.8%		10.8%	20.8%	
Maximum Green (s)	7.0	65.0	65.0	7.0	65.0	65.0	8.0	20.0		8.0	20.0	
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	Max		None	Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			4.0	
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 Effct Green (s)	76.1	74.7	74.7	70.9	65.1	65.1	28.6	22.6	120.0	30.1	25.3	120.0
Actuated g/C Ratio	0.63	0.62	0.62	0.59	0.54	0.54	0.24	0.19	1.00	0.25	0.21	1.00
v/c Ratio	0.48	0.35	0.01	0.03	0.65	0.09	0.11	0.01	0.01	0.23	0.01	0.10
Control Delay	14.8	11.2	0.0	3.5	15.5	2.9	33.3	42.2	0.0	35.1	42.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.8	11.2	0.0	3.5	15.5	2.9	33.3	42.2	0.0	35.1	42.0	0.1
LOS	B	B	A	A	B	A	C	D	A	D	D	A
Approach Delay		11.5			14.6			25.1			12.4	
Approach LOS		B			B			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 73 (61%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 13.5		Intersection LOS: B	
Intersection Capacity Utilization 60.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: County Road 3 & State Highway 86





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	70	735	1105	75	85	125
Future Volume (vph)	70	735	1105	75	85	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			200	200	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	3539	3539	1583	1770	1583
Flt Permitted	0.191				0.950	
Satd. Flow (perm)	356	3539	3539	1583	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				82		136
Link Speed (mph)		55	55		35	
Link Distance (ft)		3212	1313		815	
Travel Time (s)		39.8	16.3		15.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	76	799	1201	82	92	136
Shared Lane Traffic (%)						
Lane Group Flow (vph)	76	799	1201	82	92	136
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
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	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
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	pm+pt	NA	NA	Perm	Perm	Perm
Protected Phases	7	4	8			
Permitted Phases	4			8	6	1

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Detector Phase	7	4	8	8	6	1
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	23.0	23.0	20.0	10.0
Total Split (s)	12.0	95.0	83.0	83.0	25.0	25.0
Total Split (%)	10.0%	79.2%	69.2%	69.2%	20.8%	20.8%
Maximum Green (s)	7.0	90.0	78.0	78.0	20.0	20.0
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	-1.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	4.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Walk Time (s)		4.0	4.0	4.0	4.0	
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)		0	0	0	0	
Act Effct Green (s)	98.4	98.4	89.1	89.1	12.6	11.6
Actuated g/C Ratio	0.82	0.82	0.74	0.74	0.10	0.10
v/c Ratio	0.21	0.28	0.46	0.07	0.50	0.49
Control Delay	3.2	4.4	4.6	0.4	59.3	14.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.2	4.4	4.6	0.4	59.3	14.4
LOS	A	A	A	A	E	B
Approach Delay		4.3	4.3		32.5	
Approach LOS		A	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 12 (10%), Referenced to phase 4:EBTL and 8:WBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay: 7.0		Intersection LOS: A	
Intersection Capacity Utilization 51.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: State Highway 86 & North Site Access



Intersection	
Int Delay, s/veh	0

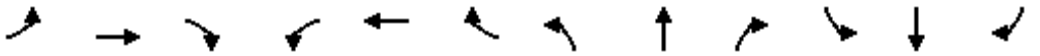
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	810	1155	5	0	25
Future Vol, veh/h	5	810	1155	5	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	200	-	-	200	-	0
Veh in Median Storage, #	-	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	5	880	1255	5	0	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1260	0	-	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	-
Pot Cap-1 Maneuver	*907	-	-	-	0	0
Stage 1	-	-	-	-	0	0
Stage 2	-	-	-	-	0	0
Platoon blocked, %	1	-	-	-		
Mov Cap-1 Maneuver	*907	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	* 907	-	-	-	-
HCM Lane V/C Ratio	0.006	-	-	-	-
HCM Control Delay (s)	9	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

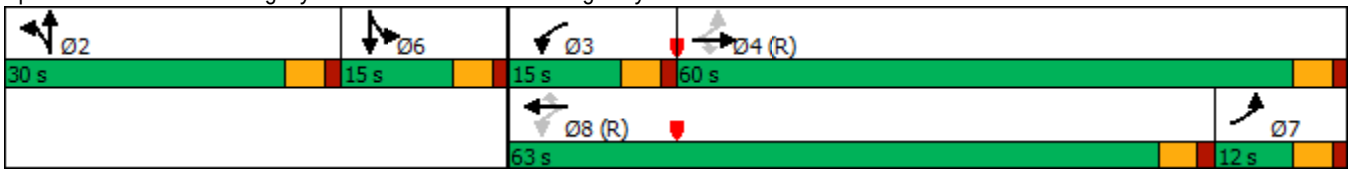


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	590	205	225	915	5	220	10	80	10	10	25
Future Volume (vph)	15	590	205	225	915	5	220	10	80	10	10	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	470		375	435		300	0		80	0		0
Storage Lanes	1		1	1		1	0		1	0		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			0.850		0.926	
Flt Protected	0.950			0.950				0.954			0.989	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	0	1777	1583	0	1706	0
Flt Permitted	0.284			0.319				0.954			0.989	
Satd. Flow (perm)	529	3539	1583	594	3539	1583	0	1777	1583	0	1706	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			223			109			200		27	
Link Speed (mph)		55			55			35			35	
Link Distance (ft)		1102			446			1310			348	
Travel Time (s)		13.7			5.5			25.5			6.8	
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)	16	641	223	245	995	5	239	11	87	11	11	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	641	223	245	995	5	0	250	87	0	49	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			0			0	
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	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	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	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	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	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	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	Split	NA	Free	Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases	4		4	8		8			Free			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	23.0	23.0	10.0	23.0	23.0	23.0	23.0		12.0	12.0	
Total Split (s)	12.0	60.0	60.0	15.0	63.0	63.0	30.0	30.0		15.0	15.0	
Total Split (%)	10.0%	50.0%	50.0%	12.5%	52.5%	52.5%	25.0%	25.0%		12.5%	12.5%	
Maximum Green (s)	7.0	55.0	55.0	10.0	58.0	58.0	25.0	25.0		10.0	10.0	
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)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0		-1.0			-1.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0			4.0	
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead						
Lead-Lag Optimize?	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 Effct Green (s)	64.3	64.3	64.3	74.9	74.9	74.9		22.1	120.0		8.3	
Actuated g/C Ratio	0.54	0.54	0.54	0.62	0.62	0.62		0.18	1.00		0.07	
v/c Ratio	0.04	0.34	0.23	0.51	0.45	0.00		0.76	0.05		0.35	
Control Delay	10.0	9.5	0.8	17.2	15.2	0.0		61.6	0.1		35.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay	10.0	9.5	0.8	17.2	15.2	0.0		61.6	0.1		35.6	
LOS	A	A	A	B	B	A		E	A		D	
Approach Delay		7.3			15.5			45.7			35.6	
Approach LOS		A			B			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 27 (23%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 17.1		Intersection LOS: B	
Intersection Capacity Utilization 58.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 6: Legacy Circle/Pinto Trail & State Highway 86



Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	0	0	55	25	1
Future Vol, veh/h	2	0	0	55	25	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	0	0	60	27	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	88	28	28	0	-	0
Stage 1	28	-	-	-	-	-
Stage 2	60	-	-	-	-	-
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	919	1054	1588	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	963	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	919	1054	1588	-	-	-
Mov Cap-2 Maneuver	919	-	-	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	963	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1588	-	919	-	-
HCM Lane V/C Ratio	-	-	0.002	-	-
HCM Control Delay (s)	0	-	8.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	20	35	3	5	20
Future Vol, veh/h	1	20	35	3	5	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	22	38	3	5	22

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	72	40	0	0	41	0
Stage 1	40	-	-	-	-	-
Stage 2	32	-	-	-	-	-
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	932	1031	-	-	1568	-
Stage 1	982	-	-	-	-	-
Stage 2	991	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	929	1031	-	-	1568	-
Mov Cap-2 Maneuver	929	-	-	-	-	-
Stage 1	982	-	-	-	-	-
Stage 2	988	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	1.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1026	1568	-
HCM Lane V/C Ratio	-	-	0.022	0.003	-
HCM Control Delay (s)	-	-	8.6	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.7

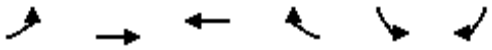
Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	1375	15	75	995	15	75
Future Vol, veh/h	1375	15	75	995	15	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	150	210	-	0	-
Veh in Median Storage, #	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	1495	16	82	1082	16	82

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1511	0	2200	-
Stage 1	-	-	-	-	1495	-
Stage 2	-	-	-	-	705	-
Critical Hdwy	-	-	4.14	-	6.84	-
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	-
Pot Cap-1 Maneuver	-	-	439	-	*50	0
Stage 1	-	-	-	-	*172	0
Stage 2	-	-	-	-	*636	0
Platoon blocked, %	-	-		-	1	
Mov Cap-1 Maneuver	-	-	439	-	*41	-
Mov Cap-2 Maneuver	-	-	-	-	*131	-
Stage 1	-	-	-	-	*172	-
Stage 2	-	-	-	-	*517	-

Approach	EB	WB	NE
HCM Control Delay, s	0	1.1	36.3
HCM LOS			E

Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	131	-	-	439	-
HCM Lane V/C Ratio	0.124	-	-	0.186	-
HCM Control Delay (s)	36.3	-	-	15.1	-
HCM Lane LOS	E	-	-	C	-
HCM 95th %tile Q(veh)	0.4	-	-	0.7	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

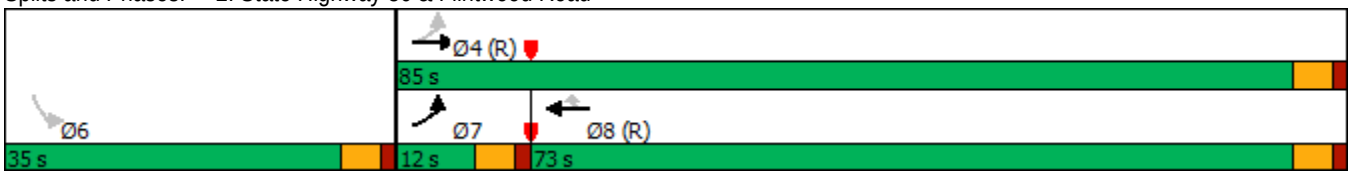


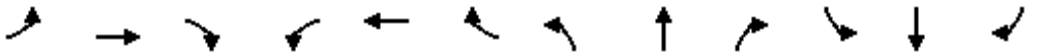
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	125	1325	970	260	200	100
Future Volume (vph)	125	1325	970	260	200	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180			200	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	3539	3539	1583	1770	1583
Flt Permitted	0.208				0.950	
Satd. Flow (perm)	387	3539	3539	1583	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				283		109
Link Speed (mph)		55	55		35	
Link Distance (ft)		712	6040		576	
Travel Time (s)		8.8	74.9		11.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	136	1440	1054	283	217	109
Shared Lane Traffic (%)						
Lane Group Flow (vph)	136	1440	1054	283	217	109
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
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	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
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	pm+pt	NA	NA	Perm	Perm	Free
Protected Phases	7	4	8			
Permitted Phases	4			8	6	Free

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Detector Phase	7	4	8	8	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	23.0	23.0	23.0	23.0	
Total Split (s)	12.0	85.0	73.0	73.0	35.0	
Total Split (%)	10.0%	70.8%	60.8%	60.8%	29.2%	
Maximum Green (s)	7.0	80.0	68.0	68.0	30.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	-1.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	4.0	
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max	C-Max	C-Max	None	
Walk Time (s)		7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)		0	0	0	0	
Act Effct Green (s)	90.0	90.0	77.0	77.0	21.0	120.0
Actuated g/C Ratio	0.75	0.75	0.64	0.64	0.18	1.00
v/c Ratio	0.36	0.54	0.46	0.25	0.70	0.07
Control Delay	7.4	7.8	4.9	0.5	58.4	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.4	7.8	4.9	0.5	58.4	0.1
LOS	A	A	A	A	E	A
Approach Delay		7.8	4.0		38.9	
Approach LOS		A	A		D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 9 (8%), Referenced to phase 4:EBTL and 8:WBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 9.3		Intersection LOS: A	
Intersection Capacity Utilization 56.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: State Highway 86 & Flintwood Road



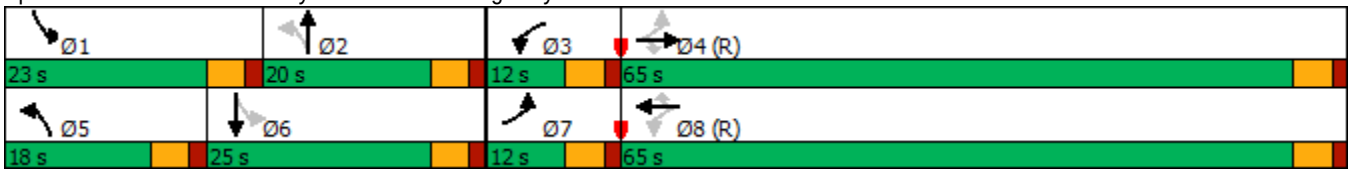


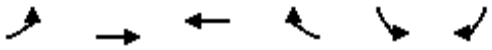
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	1210	40	10	845	150	20	5	10	175	5	175
Future Volume (vph)	200	1210	40	10	845	150	20	5	10	175	5	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		500	500		500	400		300	200		200
Storage Lanes	1		1	1		1	1		1	1		1
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			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.243			0.178						0.625		
Satd. Flow (perm)	453	3539	1583	332	3539	1583	1863	1863	1583	1164	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			163			155			190
Link Speed (mph)		55			55			35			35	
Link Distance (ft)		6040			3212			711			951	
Travel Time (s)		74.9			39.8			13.9			18.5	
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)	217	1315	43	11	918	163	22	5	11	190	5	190
Shared Lane Traffic (%)												
Lane Group Flow (vph)	217	1315	43	11	918	163	22	5	11	190	5	190
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	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	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	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	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	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	Free	pm+pt	NA	Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		Free	6		Free

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	20.0	
Total Split (s)	12.0	65.0	65.0	12.0	65.0	65.0	18.0	20.0		23.0	25.0	
Total Split (%)	10.0%	54.2%	54.2%	10.0%	54.2%	54.2%	15.0%	16.7%		19.2%	20.8%	
Maximum Green (s)	7.0	60.0	60.0	7.0	60.0	60.0	13.0	15.0		18.0	20.0	
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)	-1.0	-1.0	-1.0	-1.0	-1.0	1.0	-1.0	-1.0		-1.0	-1.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	6.0	4.0	4.0		4.0	4.0	
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			4.0	
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 Effct Green (s)	92.5	90.3	90.3	84.6	77.8	75.8	13.7	6.9	120.0	19.5	12.0	120.0
Actuated g/C Ratio	0.77	0.75	0.75	0.70	0.65	0.63	0.11	0.06	1.00	0.16	0.10	1.00
v/c Ratio	0.47	0.49	0.04	0.04	0.40	0.15	0.11	0.05	0.01	0.69	0.03	0.12
Control Delay	6.2	5.8	0.1	2.5	11.6	4.1	41.4	54.0	0.0	59.3	48.4	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.2	5.8	0.1	2.5	11.6	4.1	41.4	54.0	0.0	59.3	48.4	0.2
LOS	A	A	A	A	B	A	D	D	A	E	D	A
Approach Delay		5.7			10.3			31.0			30.0	
Approach LOS		A			B			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 85 (71%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 10.7		Intersection LOS: B	
Intersection Capacity Utilization 64.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: County Road 3 & State Highway 86





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø6
Lane Configurations							
Traffic Volume (vph)	150	1245	855	175	185	150	
Future Volume (vph)	150	1245	855	175	185	150	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	200			200	200	0	
Storage Lanes	1			1	1	1	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	
Frt				0.850		0.850	
Flt Protected	0.950				0.950		
Satd. Flow (prot)	1770	3539	3539	1583	1770	1583	
Flt Permitted	0.251				0.950		
Satd. Flow (perm)	468	3539	3539	1583	1770	1583	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)				190		163	
Link Speed (mph)		55	55		35		
Link Distance (ft)		3212	1313		815		
Travel Time (s)		39.8	16.3		15.9		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	163	1353	929	190	201	163	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	163	1353	929	190	201	163	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
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	15	9	
Number of Detectors	1	2	2	1	1	1	
Detector Template	Left	Thru	Thru	Right	Left	Right	
Leading Detector (ft)	20	100	100	20	20	20	
Trailing Detector (ft)	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	6	20	20	20	
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	pm+pt	NA	NA	Perm	pm+pt	Free	
Protected Phases	7	4	8		1		6
Permitted Phases	4			8	6	Free	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø6
Detector Phase	7	4	8	8	1		
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0
Minimum Split (s)	10.0	23.0	23.0	23.0	10.0		20.0
Total Split (s)	12.0	90.0	78.0	78.0	30.0		30.0
Total Split (%)	10.0%	75.0%	65.0%	65.0%	25.0%		25%
Maximum Green (s)	7.0	85.0	73.0	73.0	25.0		25.0
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	-1.0		
Total Lost Time (s)	5.0	5.0	5.0	5.0	4.0		
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0
Recall Mode	None	C-Max	C-Max	C-Max	None		None
Walk Time (s)		4.0	4.0	4.0			4.0
Flash Dont Walk (s)		11.0	11.0	11.0			11.0
Pedestrian Calls (#/hr)		0	0	0			0
Act Effct Green (s)	91.6	91.6	78.8	78.8	19.4	120.0	
Actuated g/C Ratio	0.76	0.76	0.66	0.66	0.16	1.00	
v/c Ratio	0.37	0.50	0.40	0.17	0.70	0.10	
Control Delay	5.8	8.0	6.2	0.7	60.3	0.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	5.8	8.0	6.2	0.7	60.3	0.1	
LOS	A	A	A	A	E	A	
Approach Delay		7.8	5.2		33.4		
Approach LOS		A	A		C		

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 12 (10%), Referenced to phase 4:EBTL and 8:WBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 9.9		Intersection LOS: A	
Intersection Capacity Utilization 53.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: State Highway 86 & North Site Access



Intersection	
Int Delay, s/veh	0.1

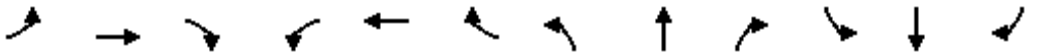
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	1385	1020	10	0	10
Future Vol, veh/h	25	1385	1020	10	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Free
Storage Length	200	-	-	200	-	0
Veh in Median Storage, #	-	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	27	1505	1109	11	0	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1109	0	-	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	-
Pot Cap-1 Maneuver	*1009	-	-	0	0	0
Stage 1	-	-	-	0	0	0
Stage 2	-	-	-	0	0	0
Platoon blocked, %	1	-	-			
Mov Cap-1 Maneuver	*1009	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	* 1009	-	-	-
HCM Lane V/C Ratio	0.027	-	-	-
HCM Control Delay (s)	8.7	-	-	0
HCM Lane LOS	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

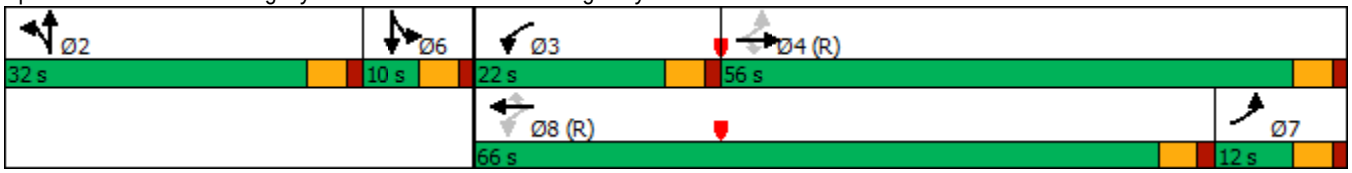


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	1065	275	250	790	10	230	15	250	10	15	10
Future Volume (vph)	50	1065	275	250	790	10	230	15	250	10	15	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	470		375	435		300	0		80	0		0
Storage Lanes	1		1	1		1	0		1	0		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			0.850		0.961	
Flt Protected	0.950			0.950				0.955			0.986	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	0	1779	1583	0	1765	0
Flt Permitted	0.330			0.105				0.955			0.986	
Satd. Flow (perm)	615	3539	1583	196	3539	1583	0	1779	1583	0	1765	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			299			109			200		11	
Link Speed (mph)		55			55			35			35	
Link Distance (ft)		1102			446			1310			348	
Travel Time (s)		13.7			5.5			25.5			6.8	
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	1158	299	272	859	11	250	16	272	11	16	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	1158	299	272	859	11	0	266	272	0	38	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			0			0	
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	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	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	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	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	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	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	Split	NA	Free	Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases	4		4	8		8			Free			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	23.0	23.0	10.0	23.0	23.0	23.0	23.0		12.0	12.0	
Total Split (s)	12.0	56.0	56.0	22.0	66.0	66.0	32.0	32.0		10.0	10.0	
Total Split (%)	10.0%	46.7%	46.7%	18.3%	55.0%	55.0%	26.7%	26.7%		8.3%	8.3%	
Maximum Green (s)	7.0	51.0	51.0	17.0	61.0	61.0	27.0	27.0		5.0	5.0	
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)	-1.0	-2.0	0.0	-2.0	-1.0	-1.0		-1.0			-1.0	
Total Lost Time (s)	4.0	3.0	5.0	3.0	4.0	4.0		4.0			4.0	
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead						
Lead-Lag Optimize?	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 Effct Green (s)	61.6	62.6	60.6	73.4	72.4	72.4		23.3	120.0		7.0	
Actuated g/C Ratio	0.51	0.52	0.50	0.61	0.60	0.60		0.19	1.00		0.06	
v/c Ratio	0.14	0.63	0.32	0.78	0.40	0.01		0.77	0.17		0.34	
Control Delay	13.2	17.2	1.0	40.2	15.3	0.0		60.5	0.2		50.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay	13.2	17.2	1.0	40.2	15.3	0.0		60.5	0.2		50.6	
LOS	B	B	A	D	B	A		E	A		D	
Approach Delay		13.9			21.1			30.0			50.6	
Approach LOS		B			C			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 30 (25%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 19.6		Intersection LOS: B	
Intersection Capacity Utilization 73.5%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 6: Legacy Circle/Pinto Trail & State Highway 86



Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	0	35	50	4
Future Vol, veh/h	1	0	0	35	50	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	0	38	54	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	94	56	58	0	-	0
Stage 1	56	-	-	-	-	-
Stage 2	38	-	-	-	-	-
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	930	1037	1556	-	-	-
Stage 1	981	-	-	-	-	-
Stage 2	984	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	930	1037	1556	-	-	-
Mov Cap-2 Maneuver	930	-	-	-	-	-
Stage 1	981	-	-	-	-	-
Stage 2	984	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1556	-	930	-	-
HCM Lane V/C Ratio	-	-	0.001	-	-
HCM Control Delay (s)	0	-	8.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	5	30	1	15	35
Future Vol, veh/h	1	5	30	1	15	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	5	33	1	16	38

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	104	34	0	0	34	0
Stage 1	34	-	-	-	-	-
Stage 2	70	-	-	-	-	-
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	894	1039	-	-	1578	-
Stage 1	988	-	-	-	-	-
Stage 2	953	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	885	1039	-	-	1578	-
Mov Cap-2 Maneuver	885	-	-	-	-	-
Stage 1	988	-	-	-	-	-
Stage 2	943	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	2.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1010	1578	-
HCM Lane V/C Ratio	-	-	0.006	0.01	-
HCM Control Delay (s)	-	-	8.6	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.7

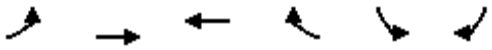
Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	909	10	104	1370	25	103
Future Vol, veh/h	909	10	104	1370	25	103
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	150	210	-	0	-
Veh in Median 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	988	11	113	1489	27	112

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	999	0	1959	-
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	971	-
Critical Hdwy	-	-	4.14	-	6.84	-
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	-
Pot Cap-1 Maneuver	-	-	689	-	*146	0
Stage 1	-	-	-	-	*321	0
Stage 2	-	-	-	-	*493	0
Platoon blocked, %	-	-		-	1	
Mov Cap-1 Maneuver	-	-	689	-	*122	-
Mov Cap-2 Maneuver	-	-	-	-	*219	-
Stage 1	-	-	-	-	*321	-
Stage 2	-	-	-	-	*412	-

Approach	EB	WB	NE
HCM Control Delay, s	0	0.8	23.8
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	219	-	-	689	-
HCM Lane V/C Ratio	0.124	-	-	0.164	-
HCM Control Delay (s)	23.8	-	-	11.2	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.4	-	-	0.6	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



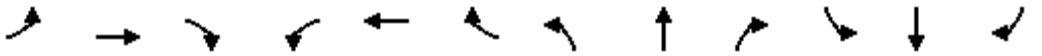
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	150	862	1374	270	89	100
Future Volume (vph)	150	862	1374	270	89	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180			200	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	3539	3539	1583	1770	1583
Flt Permitted	0.119				0.950	
Satd. Flow (perm)	222	3539	3539	1583	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				257		109
Link Speed (mph)		55	55		35	
Link Distance (ft)		712	6040		576	
Travel Time (s)		8.8	74.9		11.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	163	937	1493	293	97	109
Shared Lane Traffic (%)						
Lane Group Flow (vph)	163	937	1493	293	97	109
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
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	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
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	pm+pt	NA	NA	Perm	Perm	Perm
Protected Phases	7	4	8			
Permitted Phases	4			8	6	6

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	12.0	90.0	78.0	78.0	30.0	30.0
Total Split (%)	10.0%	75.0%	65.0%	65.0%	25.0%	25.0%
Maximum Green (s)	7.0	85.0	73.0	73.0	25.0	25.0
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	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	None	None
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 Effct Green (s)	98.1	98.1	83.5	83.5	11.9	11.9
Actuated g/C Ratio	0.82	0.82	0.70	0.70	0.10	0.10
v/c Ratio	0.54	0.32	0.61	0.25	0.55	0.43
Control Delay	10.9	3.3	4.6	0.5	62.8	14.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.9	3.3	4.6	0.5	62.8	14.1
LOS	B	A	A	A	E	B
Approach Delay		4.4	3.9		37.0	
Approach LOS		A	A		D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 9 (8%), Referenced to phase 4:EBTL and 8:WBT, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 6.3		Intersection LOS: A	
Intersection Capacity Utilization 63.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: State Highway 86 & Flintwood Road



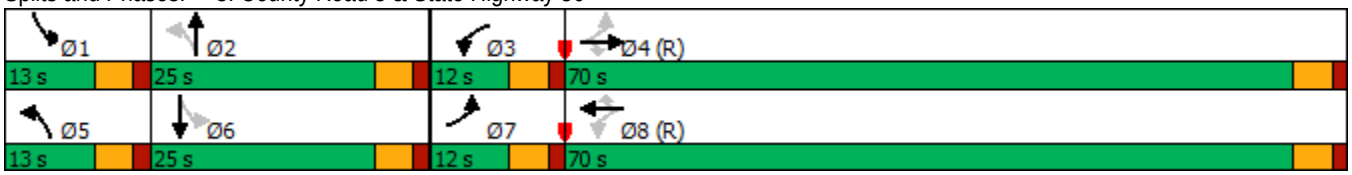


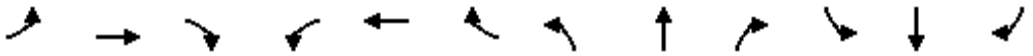
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	767	79	81	1237	75	162	29	70	75	24	150
Future Volume (vph)	100	767	79	81	1237	75	162	29	70	75	24	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		500	500		500	400		300	200		200
Storage Lanes	1		1	1		1	1		1	1		1
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			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.104			0.270			0.688			0.736		
Satd. Flow (perm)	194	3539	1583	503	3539	1583	1282	1863	1583	1371	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			109			155			163
Link Speed (mph)		55			55			35			35	
Link Distance (ft)		6040			3212			711			951	
Travel Time (s)		74.9			39.8			13.9			18.5	
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)	109	834	86	88	1345	82	176	32	76	82	26	163
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	834	86	88	1345	82	176	32	76	82	26	163
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	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	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	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	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	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	Free	pm+pt	NA	Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		Free	6		Free

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	20.0	
Total Split (s)	12.0	70.0	70.0	12.0	70.0	70.0	13.0	25.0		13.0	25.0	
Total Split (%)	10.0%	58.3%	58.3%	10.0%	58.3%	58.3%	10.8%	20.8%		10.8%	20.8%	
Maximum Green (s)	7.0	65.0	65.0	7.0	65.0	65.0	8.0	20.0		8.0	20.0	
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	Max		None	Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			4.0	
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 Effct Green (s)	72.1	65.2	65.2	71.9	65.1	65.1	29.0	22.6	120.0	27.7	20.0	120.0
Actuated g/C Ratio	0.60	0.54	0.54	0.60	0.54	0.54	0.24	0.19	1.00	0.23	0.17	1.00
v/c Ratio	0.53	0.43	0.09	0.24	0.70	0.09	0.51	0.09	0.05	0.24	0.08	0.10
Control Delay	20.0	16.8	1.6	10.0	26.0	4.1	42.6	43.4	0.1	35.3	43.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.0	16.8	1.6	10.0	26.0	4.1	42.6	43.4	0.1	35.3	43.2	0.1
LOS	C	B	A	A	C	A	D	D	A	D	D	A
Approach Delay		15.8			23.9			31.3			14.9	
Approach LOS		B			C			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 73 (61%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 21.1		Intersection LOS: C	
Intersection Capacity Utilization 67.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: County Road 3 & State Highway 86



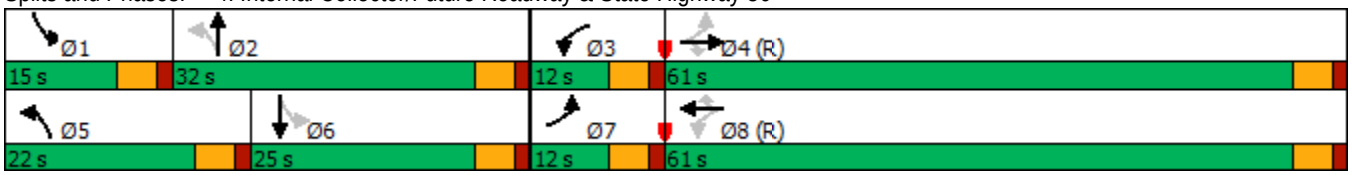


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	786	56	70	1144	75	124	9	63	85	5	125
Future Volume (vph)	70	786	56	70	1144	75	124	9	63	85	5	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	300		300	300		200	200		200
Storage Lanes	1		1	1		1	1		1	1		1
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			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.172			0.295								
Satd. Flow (perm)	320	3539	1583	550	3539	1583	1863	1863	1583	1863	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			155			155			200			200
Link Speed (mph)		55			55			35			35	
Link Distance (ft)		3212			1313			853			815	
Travel Time (s)		39.8			16.3			16.6			15.9	
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)	76	854	61	76	1243	82	135	10	68	92	5	136
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	854	61	76	1243	82	135	10	68	92	5	136
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	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	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	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	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	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	Free	pm+pt	NA	Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		Free	6		Free

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	20.0	23.0		10.0	20.0	
Total Split (s)	12.0	61.0	61.0	12.0	61.0	61.0	22.0	32.0		15.0	25.0	
Total Split (%)	10.0%	50.8%	50.8%	10.0%	50.8%	50.8%	18.3%	26.7%		12.5%	20.8%	
Maximum Green (s)	7.0	56.0	56.0	7.0	56.0	56.0	17.0	27.0		10.0	20.0	
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	-1.0	0.0		-1.0	-1.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	4.0	5.0		4.0	4.0	
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)		4.0	4.0		4.0	4.0	4.0	4.0			4.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0	0	0			0	
Act Effct Green (s)	89.7	84.0	84.0	89.7	84.0	84.0	17.3	7.5	120.0	15.1	6.9	120.0
Actuated g/C Ratio	0.75	0.70	0.70	0.75	0.70	0.70	0.14	0.06	1.00	0.13	0.06	1.00
v/c Ratio	0.24	0.34	0.05	0.16	0.50	0.07	0.52	0.09	0.04	0.41	0.05	0.09
Control Delay	4.3	3.0	0.2	5.6	9.2	0.9	53.3	52.3	0.0	49.9	54.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.3	3.0	0.2	5.6	9.2	0.9	53.3	52.3	0.0	49.9	54.0	0.1
LOS	A	A	A	A	A	A	D	D	A	D	D	A
Approach Delay		2.9			8.5			36.3			20.9	
Approach LOS		A			A			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 12 (10%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.52			
Intersection Signal Delay: 9.7		Intersection LOS: A	
Intersection Capacity Utilization 61.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 4: Internal Collector/Future Roadway & State Highway 86



Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	911	13	0	1261	5	0	0	12	0	0	28
Future Vol, veh/h	5	911	13	0	1261	5	0	0	12	0	0	28
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	-	-	Free	-	-	Free
Storage Length	300	-	300	-	-	300	-	-	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	5	990	14	0	1371	5	0	0	13	0	0	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1376	0	0	-	-	0	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	*858	-	-	0	-	-	0	0	0	0	0	0
Stage 1	-	-	-	0	-	-	0	0	0	0	0	0
Stage 2	-	-	-	0	-	-	0	0	0	0	0	0
Platoon blocked, %	1	-	-		-	-						
Mov Cap-1 Maneuver	*858	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	-	* 858	-	-	-	-	-
HCM Lane V/C Ratio	-	0.006	-	-	-	-	-
HCM Control Delay (s)	0	9.2	-	-	-	-	0
HCM Lane LOS	A	A	-	-	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lanes, Volumes, Timings
6: Legacy Circle/Pinto Trail & State Highway 86

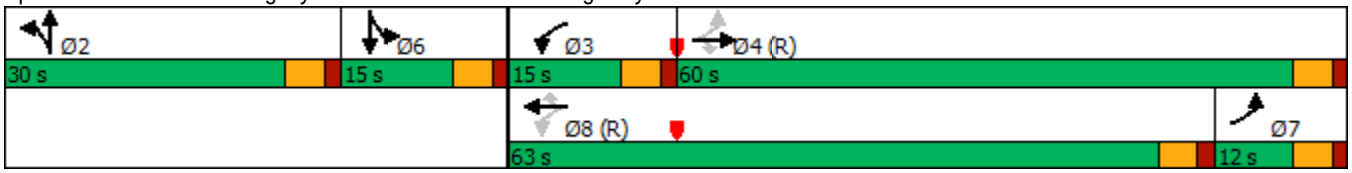
2042 To
AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	682	222	225	1004	5	233	10	80	10	10	29
Future Volume (vph)	19	682	222	225	1004	5	233	10	80	10	10	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	470		375	435		300	0		80	0		0
Storage Lanes	1		1	1		1	0		1	0		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			0.850		0.920	
Flt Protected	0.950			0.950				0.954			0.990	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	0	1777	1583	0	1697	0
Flt Permitted	0.246			0.270				0.954			0.990	
Satd. Flow (perm)	458	3539	1583	503	3539	1583	0	1777	1583	0	1697	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			241			109			200		32	
Link Speed (mph)		55			55			35			35	
Link Distance (ft)		1102			446			1310			348	
Travel Time (s)		13.7			5.5			25.5			6.8	
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)	21	741	241	245	1091	5	253	11	87	11	11	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	741	241	245	1091	5	0	264	87	0	54	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			0			0	
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	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	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	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	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	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	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	Split	NA	Free	Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases	4		4	8		8			Free			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	23.0	23.0	10.0	23.0	23.0	23.0	23.0		12.0	12.0	
Total Split (s)	12.0	60.0	60.0	15.0	63.0	63.0	30.0	30.0		15.0	15.0	
Total Split (%)	10.0%	50.0%	50.0%	12.5%	52.5%	52.5%	25.0%	25.0%		12.5%	12.5%	
Maximum Green (s)	7.0	55.0	55.0	10.0	58.0	58.0	25.0	25.0		10.0	10.0	
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)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0		-1.0			-1.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0			4.0	
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead						
Lead-Lag Optimize?	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 Effct Green (s)	63.6	63.6	63.6	74.4	74.4	74.4		22.6	120.0		8.3	
Actuated g/C Ratio	0.53	0.53	0.53	0.62	0.62	0.62		0.19	1.00		0.07	
v/c Ratio	0.07	0.40	0.25	0.56	0.50	0.00		0.79	0.05		0.37	
Control Delay	10.1	11.2	1.0	19.2	16.1	0.0		63.2	0.1		34.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay	10.1	11.2	1.0	19.2	16.1	0.0		63.2	0.1		34.0	
LOS	B	B	A	B	B	A		E	A		C	
Approach Delay		8.7			16.6			47.5			34.0	
Approach LOS		A			B			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 27 (23%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 18.0		Intersection LOS: B	
Intersection Capacity Utilization 62.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 6: Legacy Circle/Pinto Trail & State Highway 86



Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	0	0	2	0	49	0	217	6	87	102	1
Future Vol, veh/h	2	0	0	2	0	49	0	217	6	87	102	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	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	2	0	0	2	0	53	0	236	7	95	111	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	567	544	111	538	538	236	112	0	0	243	0	0
Stage 1	301	301	-	236	236	-	-	-	-	-	-	-
Stage 2	266	243	-	302	302	-	-	-	-	-	-	-
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	446	453	986	467	457	803	1494	-	-	1323	-	-
Stage 1	729	673	-	767	710	-	-	-	-	-	-	-
Stage 2	739	705	-	728	673	-	-	-	-	-	-	-
Platoon blocked, %	1	1	1	1	1		1	-	-		-	-
Mov Cap-1 Maneuver	393	421	986	441	424	803	1494	-	-	1323	-	-
Mov Cap-2 Maneuver	393	421	-	441	424	-	-	-	-	-	-	-
Stage 1	729	625	-	767	710	-	-	-	-	-	-	-
Stage 2	690	705	-	676	625	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.2	9.9	0	3.6
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1494	-	-	393	441	803	1323	-	-
HCM Lane V/C Ratio	-	-	-	0.006	0.005	0.066	0.071	-	-
HCM Control Delay (s)	0	-	-	14.2	13.2	9.8	7.9	-	-
HCM Lane LOS	A	-	-	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0.2	0.2	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	21	202	3	41	63
Future Vol, veh/h	2	21	202	3	41	63
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	200	-	-	200	-
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	2	23	220	3	45	68

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	380	222	0	0	223	0
Stage 1	222	-	-	-	-	-
Stage 2	158	-	-	-	-	-
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	632	818	-	-	1346	-
Stage 1	815	-	-	-	-	-
Stage 2	881	-	-	-	-	-
Platoon blocked, %	1		-	-		-
Mov Cap-1 Maneuver	611	818	-	-	1346	-
Mov Cap-2 Maneuver	611	-	-	-	-	-
Stage 1	815	-	-	-	-	-
Stage 2	852	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	3.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	611	818	1346	-
HCM Lane V/C Ratio	-	-	0.004	0.028	0.033	-
HCM Control Delay (s)	-	-	10.9	9.5	7.8	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0.1	0.1	-

Intersection	
Int Delay, s/veh	6.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	147	58	1	38	27
Future Vol, veh/h	3	147	58	1	38	27
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	-	-	-	300	-
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	3	160	63	1	41	29

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	175	64	0	0	64	0
Stage 1	64	-	-	-	-	-
Stage 2	111	-	-	-	-	-
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	819	1000	-	-	1538	-
Stage 1	959	-	-	-	-	-
Stage 2	917	-	-	-	-	-
Platoon blocked, %	1		-	-		-
Mov Cap-1 Maneuver	797	1000	-	-	1538	-
Mov Cap-2 Maneuver	797	-	-	-	-	-
Stage 1	959	-	-	-	-	-
Stage 2	892	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	4.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	995	1538	-
HCM Lane V/C Ratio	-	-	0.164	0.027	-
HCM Control Delay (s)	-	-	9.3	7.4	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	21	38	3	7	23
Future Vol, veh/h	1	21	38	3	7	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	23	41	3	8	25

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	84	43	0	0	44	0
Stage 1	43	-	-	-	-	-
Stage 2	41	-	-	-	-	-
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	918	1027	-	-	1564	-
Stage 1	979	-	-	-	-	-
Stage 2	981	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	913	1027	-	-	1564	-
Mov Cap-2 Maneuver	913	-	-	-	-	-
Stage 1	979	-	-	-	-	-
Stage 2	976	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	1.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1021	1564	-
HCM Lane V/C Ratio	-	-	0.023	0.005	-
HCM Control Delay (s)	-	-	8.6	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	14	10	5	85	5	25	2	15	15	2	35
Future Vol, veh/h	12	14	10	5	85	5	25	2	15	15	2	35
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	-	-	-	-	-	-	-	-
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	13	15	11	5	92	5	27	2	16	16	2	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	97	0	0	26	0	0	172	154	21	161	157	95
Stage 1	-	-	-	-	-	-	47	47	-	105	105	-
Stage 2	-	-	-	-	-	-	125	107	-	56	52	-
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	1496	-	-	1588	-	-	791	738	1056	804	735	962
Stage 1	-	-	-	-	-	-	967	856	-	901	808	-
Stage 2	-	-	-	-	-	-	879	807	-	956	852	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1496	-	-	1588	-	-	751	729	1056	782	726	962
Mov Cap-2 Maneuver	-	-	-	-	-	-	751	729	-	782	726	-
Stage 1	-	-	-	-	-	-	958	848	-	893	806	-
Stage 2	-	-	-	-	-	-	839	805	-	931	844	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.5	0.4	9.6	9.3
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	836	1496	-	-	1588	-	-	892
HCM Lane V/C Ratio	0.055	0.009	-	-	0.003	-	-	0.063
HCM Control Delay (s)	9.6	7.4	-	-	7.3	-	-	9.3
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	0	5	7	0	80	3	76	8	82	34	15
Future Vol, veh/h	40	0	5	7	0	80	3	76	8	82	34	15
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	-	200	200	-	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	43	0	5	8	0	87	3	83	9	89	37	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	352	313	37	315	320	83	53	0	0	92	0	0
Stage 1	215	215	-	89	89	-	-	-	-	-	-	-
Stage 2	137	98	-	226	231	-	-	-	-	-	-	-
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	605	604	1041	641	598	976	1555	-	-	1503	-	-
Stage 1	790	726	-	918	821	-	-	-	-	-	-	-
Stage 2	866	814	-	779	715	-	-	-	-	-	-	-
Platoon blocked, %	1	1	1	1	1		1	-	-		-	-
Mov Cap-1 Maneuver	525	568	1041	608	562	976	1555	-	-	1503	-	-
Mov Cap-2 Maneuver	525	568	-	608	562	-	-	-	-	-	-	-
Stage 1	789	683	-	916	819	-	-	-	-	-	-	-
Stage 2	787	812	-	729	673	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.1	9.2	0.3	4.7
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1555	-	-	525	1041	608	976	1503	-	-
HCM Lane V/C Ratio	0.002	-	-	0.083	0.005	0.013	0.089	0.059	-	-
HCM Control Delay (s)	7.3	-	-	12.5	8.5	11	9	7.5	-	-
HCM Lane LOS	A	-	-	B	A	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0	0	0.3	0.2	-	-

Intersection	
Int Delay, s/veh	0.8

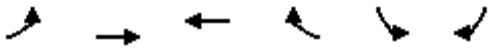
Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	1653	15	84	1200	15	85
Future Vol, veh/h	1653	15	84	1200	15	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	150	210	-	0	-
Veh in Median Storage, #	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	1797	16	91	1304	16	92

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1813	0	2631	-
Stage 1	-	-	-	-	1797	-
Stage 2	-	-	-	-	834	-
Critical Hdwy	-	-	4.14	-	6.84	-
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	-
Pot Cap-1 Maneuver	-	-	335	-	*17	0
Stage 1	-	-	-	-	*118	0
Stage 2	-	-	-	-	*565	0
Platoon blocked, %	-	-		-	1	
Mov Cap-1 Maneuver	-	-	335	-	*~ 12	-
Mov Cap-2 Maneuver	-	-	-	-	*87	-
Stage 1	-	-	-	-	*118	-
Stage 2	-	-	-	-	*411	-

Approach	EB	WB	NE
HCM Control Delay, s	0	1.3	55.7
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	87	-	-	335	-
HCM Lane V/C Ratio	0.187	-	-	0.273	-
HCM Control Delay (s)	55.7	-	-	19.7	-
HCM Lane LOS	F	-	-	C	-
HCM 95th %tile Q(veh)	0.6	-	-	1.1	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

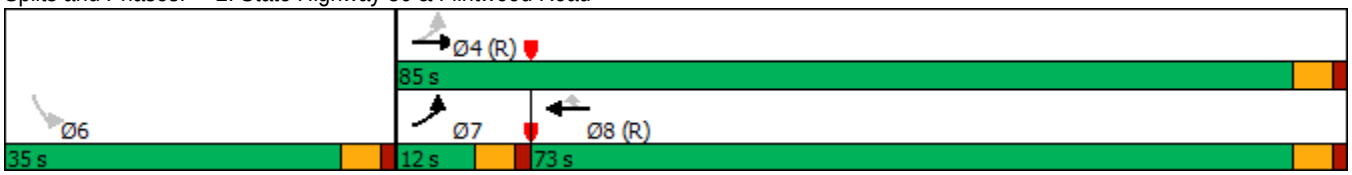


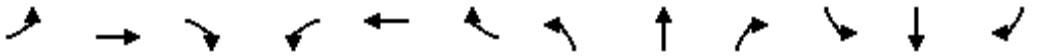
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	125	1613	1184	288	233	100
Future Volume (vph)	125	1613	1184	288	233	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180			200	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	3539	3539	1583	1770	1583
Flt Permitted	0.142				0.950	
Satd. Flow (perm)	265	3539	3539	1583	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				288		109
Link Speed (mph)		55	55		35	
Link Distance (ft)		712	6040		576	
Travel Time (s)		8.8	74.9		11.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	136	1753	1287	313	253	109
Shared Lane Traffic (%)						
Lane Group Flow (vph)	136	1753	1287	313	253	109
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
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	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
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	pm+pt	NA	NA	Perm	Perm	Free
Protected Phases	7	4	8			
Permitted Phases	4			8	6	Free

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Detector Phase	7	4	8	8	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	23.0	23.0	23.0	23.0	
Total Split (s)	12.0	85.0	73.0	73.0	35.0	
Total Split (%)	10.0%	70.8%	60.8%	60.8%	29.2%	
Maximum Green (s)	7.0	80.0	68.0	68.0	30.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	-1.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	4.0	
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max	C-Max	C-Max	None	
Walk Time (s)		7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)		0	0	0	0	
Act Effct Green (s)	87.7	87.7	75.1	75.1	23.3	120.0
Actuated g/C Ratio	0.73	0.73	0.63	0.63	0.19	1.00
v/c Ratio	0.47	0.68	0.58	0.29	0.74	0.07
Control Delay	11.0	11.1	8.7	1.2	57.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.0	11.1	8.7	1.2	57.9	0.1
LOS	B	B	A	A	E	A
Approach Delay		11.1	7.2		40.5	
Approach LOS		B	A		D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 9 (8%), Referenced to phase 4:EBTL and 8:WBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 12.3		Intersection LOS: B	
Intersection Capacity Utilization 65.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 2: State Highway 86 & Flintwood Road



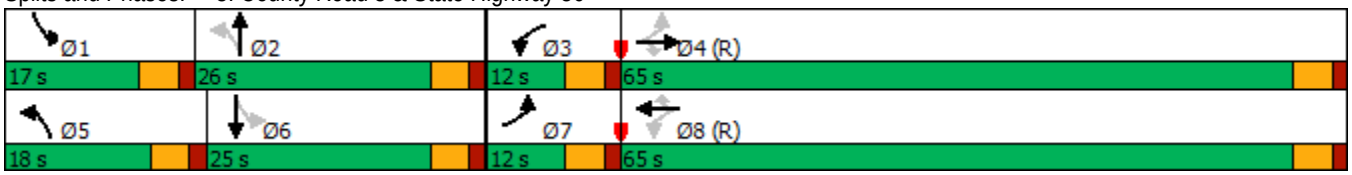


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	1325	246	141	924	150	183	44	189	175	49	175
Future Volume (vph)	200	1325	246	141	924	150	183	44	189	175	49	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		500	500		500	400		300	200		200
Storage Lanes	1		1	1		1	1		1	1		1
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			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.220			0.092			0.662			0.726		
Satd. Flow (perm)	410	3539	1583	171	3539	1583	1233	1863	1583	1352	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			267			163			205			190
Link Speed (mph)		55			55			35			35	
Link Distance (ft)		6040			3212			711			951	
Travel Time (s)		74.9			39.8			13.9			18.5	
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)	217	1440	267	153	1004	163	199	48	205	190	53	190
Shared Lane Traffic (%)												
Lane Group Flow (vph)	217	1440	267	153	1004	163	199	48	205	190	53	190
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	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	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	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	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	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	Free	pm+pt	NA	Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		Free	6		Free

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	20.0	
Total Split (s)	12.0	65.0	65.0	12.0	65.0	65.0	18.0	26.0		17.0	25.0	
Total Split (%)	10.0%	54.2%	54.2%	10.0%	54.2%	54.2%	15.0%	21.7%		14.2%	20.8%	
Maximum Green (s)	7.0	60.0	60.0	7.0	60.0	60.0	13.0	21.0		12.0	20.0	
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)	-1.0	-1.0	-1.0	-1.0	-1.0	1.0	-1.0	-1.0		-1.0	-1.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	6.0	4.0	4.0		4.0	4.0	
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			4.0	
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 Effct Green (s)	81.3	69.4	69.4	83.7	70.6	68.6	23.1	10.6	120.0	21.5	9.8	120.0
Actuated g/C Ratio	0.68	0.58	0.58	0.70	0.59	0.57	0.19	0.09	1.00	0.18	0.08	1.00
v/c Ratio	0.53	0.70	0.26	0.52	0.48	0.17	0.67	0.29	0.13	0.66	0.35	0.12
Control Delay	11.1	17.5	1.2	27.0	18.2	4.4	52.3	54.7	0.2	52.5	57.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.1	17.5	1.2	27.0	18.2	4.4	52.3	54.7	0.2	52.5	57.6	0.2
LOS	B	B	A	C	B	A	D	D	A	D	E	A
Approach Delay		14.5			17.5			28.9			30.2	
Approach LOS		B			B			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 85 (71%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 18.7		Intersection LOS: B	
Intersection Capacity Utilization 71.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: County Road 3 & State Highway 86

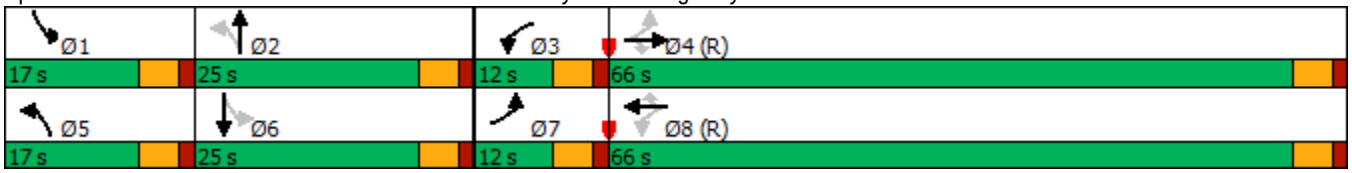


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	1349	190	173	920	175	145	9	110	185	13	150
Future Volume (vph)	150	1349	190	173	920	175	145	9	110	185	13	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	300		300	300		200	200		200
Storage Lanes	1		1	1		1	1		1	1		1
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			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.265			0.082						0.800		
Satd. Flow (perm)	494	3539	1583	153	3539	1583	1863	1863	1583	1490	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			207			190			155			163
Link Speed (mph)		55			55			35			35	
Link Distance (ft)		3212			1313			811			815	
Travel Time (s)		39.8			16.3			15.8			15.9	
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)	163	1466	207	188	1000	190	158	10	120	201	14	163
Shared Lane Traffic (%)												
Lane Group Flow (vph)	163	1466	207	188	1000	190	158	10	120	201	14	163
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	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	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	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	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	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	Free	pm+pt	NA	Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		Free	6		Free

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	20.0	23.0		10.0	20.0	
Total Split (s)	12.0	66.0	66.0	12.0	66.0	66.0	17.0	25.0		17.0	25.0	
Total Split (%)	10.0%	55.0%	55.0%	10.0%	55.0%	55.0%	14.2%	20.8%		14.2%	20.8%	
Maximum Green (s)	7.0	61.0	61.0	7.0	61.0	61.0	12.0	20.0		12.0	20.0	
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)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0		-1.0	-1.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
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)		4.0	4.0		4.0	4.0	4.0	4.0			4.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0	0	0			0	
Act Effct Green (s)	81.2	71.8	71.8	94.0	80.6	80.6	14.8	7.3	120.0	17.2	7.5	120.0
Actuated g/C Ratio	0.68	0.60	0.60	0.78	0.67	0.67	0.12	0.06	1.00	0.14	0.06	1.00
v/c Ratio	0.38	0.69	0.20	0.52	0.42	0.17	0.72	0.09	0.08	0.81	0.12	0.10
Control Delay	5.8	11.3	0.6	28.0	6.3	0.4	68.0	54.2	0.1	72.3	54.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.8	11.3	0.6	28.0	6.3	0.4	68.0	54.2	0.1	72.3	54.9	0.1
LOS	A	B	A	C	A	A	E	D	A	E	D	A
Approach Delay		9.6			8.4			39.2			40.5	
Approach LOS		A			A			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 12 (10%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 14.4		Intersection LOS: B	
Intersection Capacity Utilization 73.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 4: Internal Collector/Future Roadway & State Highway 86



Intersection	
Int Delay, s/veh	0.1

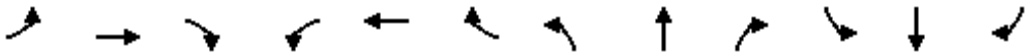
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	1558	41	0	1252	10	0	0	42	0	0	16
Future Vol, veh/h	25	1558	41	0	1252	10	0	0	42	0	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	Free
Storage Length	300	-	300	-	-	300	-	-	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	27	1693	45	0	1361	11	0	0	46	0	0	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1372	0	0	-	-	0	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	*858	-	-	0	-	-	0	0	0	0	0	0
Stage 1	-	-	-	0	-	-	0	0	0	0	0	0
Stage 2	-	-	-	0	-	-	0	0	0	0	0	0
Platoon blocked, %	1	-	-		-	-						
Mov Cap-1 Maneuver	*858	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	0	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	-	* 858	-	-	-	-	-
HCM Lane V/C Ratio	-	0.032	-	-	-	-	-
HCM Control Delay (s)	0	9.3	-	-	-	-	0
HCM Lane LOS	A	A	-	-	-	-	A
HCM 95th %tile Q(veh)	-	0.1	-	-	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

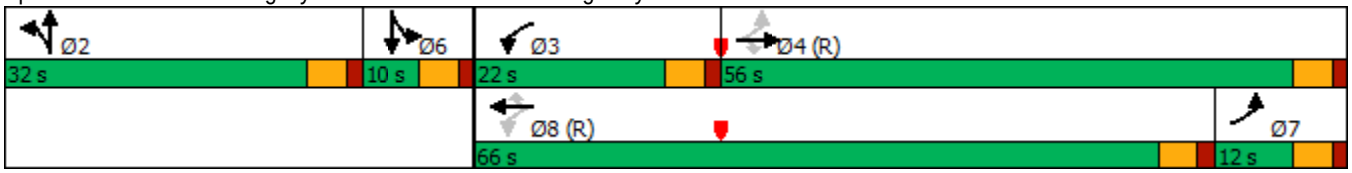


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	1245	301	250	983	10	259	15	250	10	15	20
Future Volume (vph)	59	1245	301	250	983	10	259	15	250	10	15	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	470		375	435		300	0		80	0		0
Storage Lanes	1		1	1		1	0		1	0		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			0.850		0.939	
Flt Protected	0.950			0.950				0.955			0.989	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	0	1779	1583	0	1730	0
Flt Permitted	0.268			0.079				0.955			0.989	
Satd. Flow (perm)	499	3539	1583	147	3539	1583	0	1779	1583	0	1730	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			327			109			200		22	
Link Speed (mph)		55			55			35			35	
Link Distance (ft)		1102			446			1310			348	
Travel Time (s)		13.7			5.5			25.5			6.8	
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)	64	1353	327	272	1068	11	282	16	272	11	16	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	1353	327	272	1068	11	0	298	272	0	49	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			0			0	
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	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	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	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	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	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	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	Split	NA	Free	Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases	4		4	8		8			Free			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	23.0	23.0	10.0	23.0	23.0	23.0	23.0		12.0	12.0	
Total Split (s)	12.0	56.0	56.0	22.0	66.0	66.0	32.0	32.0		10.0	10.0	
Total Split (%)	10.0%	46.7%	46.7%	18.3%	55.0%	55.0%	26.7%	26.7%		8.3%	8.3%	
Maximum Green (s)	7.0	51.0	51.0	17.0	61.0	61.0	27.0	27.0		5.0	5.0	
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)	-1.0	-2.0	0.0	-2.0	-1.0	-1.0		-1.0			-1.0	
Total Lost Time (s)	4.0	3.0	5.0	3.0	4.0	4.0		4.0			4.0	
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead						
Lead-Lag Optimize?	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 Effct Green (s)	58.5	59.5	57.5	70.2	69.2	69.2		24.7	120.0		6.6	
Actuated g/C Ratio	0.49	0.50	0.48	0.58	0.58	0.58		0.21	1.00		0.06	
v/c Ratio	0.20	0.77	0.35	0.85	0.52	0.01		0.81	0.17		0.42	
Control Delay	18.3	20.9	3.0	54.6	18.5	0.0		63.1	0.2		46.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay	18.3	20.9	3.0	54.6	18.5	0.0		63.1	0.2		46.5	
LOS	B	C	A	D	B	A		E	A		D	
Approach Delay		17.5			25.6			33.1			46.5	
Approach LOS		B			C			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 30 (25%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 23.2		Intersection LOS: C	
Intersection Capacity Utilization 80.1%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 6: Legacy Circle/Pinto Trail & State Highway 86



Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	0	10	0	197	0	218	9	180	251	4
Future Vol, veh/h	1	0	0	10	0	197	0	218	9	180	251	4
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
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	1	0	0	11	0	214	0	237	10	196	273	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1014	912	273	904	906	237	277	0	0	247	0	0
Stage 1	665	665	-	237	237	-	-	-	-	-	-	-
Stage 2	349	247	-	667	669	-	-	-	-	-	-	-
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	210	267	878	258	269	802	1318	-	-	1319	-	-
Stage 1	462	454	-	766	709	-	-	-	-	-	-	-
Stage 2	667	702	-	461	451	-	-	-	-	-	-	-
Platoon blocked, %	1	1	1	1	1		1	-	-		-	-
Mov Cap-1 Maneuver	137	227	878	229	229	802	1318	-	-	1319	-	-
Mov Cap-2 Maneuver	137	227	-	229	229	-	-	-	-	-	-	-
Stage 1	462	386	-	766	709	-	-	-	-	-	-	-
Stage 2	489	702	-	393	384	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	31.5	11.6	0	3.4
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1318	-	-	137	229	802	1319	-	-
HCM Lane V/C Ratio	-	-	-	0.008	0.047	0.267	0.148	-	-
HCM Control Delay (s)	0	-	-	31.5	21.5	11.1	8.2	-	-
HCM Lane LOS	A	-	-	D	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	1.1	0.5	-	-

Intersection	
Int Delay, s/veh	3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	90	137	5	80	181
Future Vol, veh/h	7	90	137	5	80	181
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	200	-	-	200	-
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	8	98	149	5	87	197

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	523	152	0	0	154	0
Stage 1	152	-	-	-	-	-
Stage 2	371	-	-	-	-	-
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	542	894	-	-	1426	-
Stage 1	876	-	-	-	-	-
Stage 2	722	-	-	-	-	-
Platoon blocked, %	1		-	-		-
Mov Cap-1 Maneuver	509	894	-	-	1426	-
Mov Cap-2 Maneuver	509	-	-	-	-	-
Stage 1	876	-	-	-	-	-
Stage 2	678	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	2.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	509	894	1426	-
HCM Lane V/C Ratio	-	-	0.015	0.109	0.061	-
HCM Control Delay (s)	-	-	12.2	9.5	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0.4	0.2	-

Intersection	
Int Delay, s/veh	5.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	102	40	4	132	56
Future Vol, veh/h	2	102	40	4	132	56
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	-	-	-	300	-
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	2	111	43	4	143	61

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	392	45	0	0	47	0
Stage 1	45	-	-	-	-	-
Stage 2	347	-	-	-	-	-
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	622	1025	-	-	1560	-
Stage 1	977	-	-	-	-	-
Stage 2	721	-	-	-	-	-
Platoon blocked, %	1		-	-		-
Mov Cap-1 Maneuver	565	1025	-	-	1560	-
Mov Cap-2 Maneuver	565	-	-	-	-	-
Stage 1	977	-	-	-	-	-
Stage 2	655	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	5.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1009	1560	-
HCM Lane V/C Ratio	-	-	0.112	0.092	-
HCM Control Delay (s)	-	-	9	7.5	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.3	-

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	8	36	1	19	39
Future Vol, veh/h	1	8	36	1	19	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	9	39	1	21	42

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	124	40	0	0	40	0
Stage 1	40	-	-	-	-	-
Stage 2	84	-	-	-	-	-
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	871	1031	-	-	1570	-
Stage 1	982	-	-	-	-	-
Stage 2	939	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	859	1031	-	-	1570	-
Mov Cap-2 Maneuver	859	-	-	-	-	-
Stage 1	982	-	-	-	-	-
Stage 2	926	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	2.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1009	1570	-
HCM Lane V/C Ratio	-	-	0.01	0.013	-
HCM Control Delay (s)	-	-	8.6	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	41	56	31	10	58	10	18	2	10	10	2	21
Future Vol, veh/h	41	56	31	10	58	10	18	2	10	10	2	21
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	-	-	-	-	-	-	-	-
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	45	61	34	11	63	11	20	2	11	11	2	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	74	0	0	95	0	0	271	264	78	266	276	69
Stage 1	-	-	-	-	-	-	168	168	-	91	91	-
Stage 2	-	-	-	-	-	-	103	96	-	175	185	-
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	1526	-	-	1499	-	-	682	641	983	687	632	994
Stage 1	-	-	-	-	-	-	834	759	-	916	820	-
Stage 2	-	-	-	-	-	-	903	815	-	827	747	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1526	-	-	1499	-	-	646	618	983	659	609	994
Mov Cap-2 Maneuver	-	-	-	-	-	-	646	618	-	659	609	-
Stage 1	-	-	-	-	-	-	810	737	-	889	814	-
Stage 2	-	-	-	-	-	-	873	809	-	791	725	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.4	1	10.2	9.5
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	727	1526	-	-	1499	-	-	834
HCM Lane V/C Ratio	0.045	0.029	-	-	0.007	-	-	0.043
HCM Control Delay (s)	10.2	7.4	-	-	7.4	-	-	9.5
HCM Lane LOS	B	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	0	5	18	0	178	5	60	15	205	131	40
Future Vol, veh/h	20	0	5	18	0	178	5	60	15	205	131	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	-	200	200	-	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	22	0	5	20	0	193	5	65	16	223	142	43

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	768	679	142	687	706	65	185	0	0	81	0	0
Stage 1	588	588	-	75	75	-	-	-	-	-	-	-
Stage 2	180	91	-	612	631	-	-	-	-	-	-	-
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	323	378	965	370	363	999	1407	-	-	1517	-	-
Stage 1	503	495	-	934	833	-	-	-	-	-	-	-
Stage 2	822	820	-	486	472	-	-	-	-	-	-	-
Platoon blocked, %	1	1	1	1	1		1	-	-		-	-
Mov Cap-1 Maneuver	230	321	965	326	308	999	1407	-	-	1517	-	-
Mov Cap-2 Maneuver	230	321	-	326	308	-	-	-	-	-	-	-
Stage 1	501	422	-	930	830	-	-	-	-	-	-	-
Stage 2	660	817	-	413	402	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.6	10.2	0.5	4.2
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1407	-	-	230	965	326	999	1517	-	-
HCM Lane V/C Ratio	0.004	-	-	0.095	0.006	0.06	0.194	0.147	-	-
HCM Control Delay (s)	7.6	-	-	22.3	8.8	16.7	9.5	7.8	-	-
HCM Lane LOS	A	-	-	C	A	C	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0	0.2	0.7	0.5	-	-

ELIZABETH
WEST

Referrals and Responses

Elizabeth West PUD Referral List

Name	Title	Affilliation	Address	Town/City	Stat	Zip	Email
TOWN OF ELIZABETH							
Patrick Davidson	Town Administrator	Town of Elizabeth	P.O. Box 1527	Elizabeth	CO	80107	pdavidson@townofelizabeth.org
Melvin Berghahn	Chief of Pollice	Town of Elizabeth	P.O. Box 1527	Elizabeth	CO	80107	mberghahn@townofelizabeth.org
Michelle Oeser	Town Clerk	Town of Elizabeth	P.O. Box 1527	Elizabeth	CO	80107	moeser@townofelizabeth.org
Mike DeVol	Public Works Director	Town of Elizabeth	P.O. Box 1527	Elizabeth	CO	80107	mdevol@townofelizabeth.org
Pam Cherry	Community Development Director	Town of Elizabeth	P.O. Box 1527	Elizabeth	CO	80107	**pcherry@townofelizabeth.org**
Zach	Planner/Project Manager	Town of Elizabeth	P.O. Box 1527	Elizabeth	CO	80107	**zhiggins@townofelizabeth.org**
Brian Murray	Finance Officer	Town of Elizabeth	P.O. Box 1527	Elizabeth	CO	**80107**	**bmurray@townofelizabeth.org**
David L. Kueter	Town Water Attorney	Town of Elizabeth	P.O. Box 1527	Elizabeth	CO	80107	dkueter@holsingerlaw.com
Corey Hoffmann, Esq.	Town Attorney	Hoffmann, Parker,Wilson & Carberry P.C.	1530 Sixteenth St, # 200	Denver	CO	80202	CYH@hphclaw.com
ELIZABETH FIRE							
T.J. Steck	Fire Chief	Elizabeth Fire Protection District	P.O. Box 441	Elizabeth	CO	80107	tjs@elizabethfire.org
Kara Gerczynski	Division Chef Fire Prevention	Elizabeth Fire Protection District	P.O. Box 441	Elizabeth	CO	80107	kara@elizabethfire.com
ELIZABETH SCHOOL DIST							
Douglas Bissonette	Superintendent	Elizabeth C-1 School District	P.O. Box 610	Elizabeth	CO	80107	dbissonette@esdk12.org
Terry Wilson	Director of Transportation	Elizabeth C-1 School District	P.O. Box 610	Elizabeth	CO	80107	twilson@esdk12.org
Ron Patera	Director of Finance	Elizabeth C-1 School District	P.O. Box 610	Elizabeth	CO	80107	rpatera@esdk12.org
Bret McClendon	Principal	Elizabeth High School	P.O. Box 610	Elizabeth	CO	80107	bmcclendon@esdk12.org
ELIZABETH LIBRARY							
Tim Miller	Director	Pines & Plains Library District	651 W Beverly St	Elizabeth	CO	80107	director@pplibraries.org
ELIZABETH PARKS & RECREATION							
Mike Barney	Executive Director	Elizabeth Parks and Recreation District	P.O Box 434	Elizabeth	CO	80107	mike@elizabethpr.com
ELIZABETH POST OFFICE							
Mary Hock	Postmaster		795 E Kiowa Ave	Elizabeth	CO		Mary.C.Hock@usps.gov
ELBERT COUNTY							
Susan Murphy	County Assessor	Elbert County	P.O. Box 26	Kiowa	CO	80117	assessor@elbertcounty-co.gov
Christina Stanton	Director of Community Development	Elbert County	P.O. Box 7	Kiowa	CO	80117	christina.stanton@elbertcounty-co.gov
Greg Toles	GIS Specialist	Elbert County	P.O. Box 26	Kiowa	CO	80117	Greg.toles@elbertcounty-co.gov
Rory Hale	Director of Public Works	Elbert County					rory.hale@elbertcounty-co.gov
Dwayne Smith	Public Health Director	Elbert County Health & Human Services	P.O. Box 924	Kiowa	CO	80117	dwayne.smith@elbertcounty-co.gov
Stacey Rinehart	Environmental Health Specialist	Elbert County Health & Human Services	P.O. Box 924	Kiowa	CO	80117	stacey.rinehart@elbertcounty-co.gov
Marissa Ginger	Administrative Assistant	Elbert County Health & Human Services	P.O. Box 924	Kiowa	CO	80117	Marissa.Ginger@elbertcounty-co.gov
Tim Norton	Sheriff	Elbert County	P.O. Box 486	Kiowa	CO	80117	Tim.Norton@elbertcounty-co.gov
BLACK HILLS							
Jason McKune	Construction Coordinator	Black Hills Energy	1769 Park Street	Castle Rock	CO	80109	Jason.McKune@blackhillscorp.com
CDOT							
Brenda Valasek	CDOT Assistant Access Mgr		10601 W 10th Street	Greeley	CO	80634	brenda.valasek@state.co.us
Tim Bilobran	Permits Manager	CDOT Region 4 Permit Unit	1420 2nd Street	Greeley	CO	80601	timothy.bilobran@state.co.us
IREA							
Kaufman Brooks	Director of Lands & ROW	ctric (Formally Intermountain Rural Electric Ass	PO Drawer A	Sedalia	CO	80135	BKaufman@core.coop
CORE/ENGINEER							
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Manny Nunos	Project Engineer	Core Consultants, Inc.	1950 W Littleton Blvd #109	Littleton	CO	80120	mnuno@liveyourcore.com
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JVA ENGINEERS							
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Matt Post	Planner	SAFEbuilt Planning					mkpost@safebuilt.com
STOLFUS							
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ARMY CORP OF ENGINEERS							
Kiel Downing		Denver Regulatory Office	Greeley, CO 80631	Littleton	CO	80128	kiel.g.downing@usace.army.mil
CO WATER CONSERVATION BOARD							
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Brian Hyde	DNR	Colorado Water Conservation Board	1420 2nd Street,	Denver	CO	80203	brian.hyde@state.co.us
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Jennifer Williams	CO Eco Services Field Office		PO Box 25486, DFC	Denver	CO	80225	jen_williams@fws.gov

Carrie McCool <carrie@mccooldevelopment.com>

Town of Elizabeth Electronic Referral Request_Elizabeth West Rezoning (PUD)

Carrie McCool <carrie@mccooldevelopment.com> Sat, Jun 4, 2022 at 6:24 PM
Bcc: Pam Cherry <pcherry@townofelizabeth.org>, Melvin Berghahn <mberghahn@townofelizabeth.org>, Michael DeVol <mdevol@townofelizabeth.org>, David Kueter <dkueter@holsingerlaw.com>, Hoffmann Corey <CYH@hphclaw.com>, kara@elizabethfire.com, rpatera@esdk12.org, dbissonette@esdk12.org, twilson@esdk12.org, bmcclendon@esdk12.org, director@pplibraries.org, mike@elizabethpr.com, Mary.C.Hock@usps.gov, assessor@elbertcounty-co.gov, christina.stanton@elbertcounty-co.gov, mressel@esdk12.org, Greg Toles <Greg.toles@elbertcounty-co.gov>, rory.hale@elbertcounty-co.gov, dwayne.smith@elbertcounty-co.gov, stacey.rinehart@elbertcounty-co.gov, Marissa.Ginger@elbertcounty-co.gov, Tim.Norton@elbertcounty-co.gov, "McKune, Jason" <Jason.McKune@blackhillscorp.com>, "Bilobran - CDOT, Timothy" <timothy.bilobran@state.co.us>, Brooks Kaufman <BKaufman@core.coop>, pease@corecivil.com, Manny Nuno <mnuno@liveyourcore.com>, Matt Seitz <mseitz@hrswater.com>, Mark Palumbo <mpalumbo@hrswater.com>, Robert Elizabeth W/S Consultant Anderson <randerson@jvajva.com>, Matt Brown <matt@stolfusandassociates.com>, Brian Murray <bmurray@townofelizabeth.org>, kevin.houck@state.co.us, Brian Hyde - DNR <brian.hyde@state.co.us>, Patrick Davidson <pdavidson@townofelizabeth.org>, Zach Higgins <zhiggins@townofelizabeth.org>, butch_buster@cable.comcast.com, william.benson2@centurylink.com, jamesr.black@zayo.com

TOWN OF ELIZABETH ELECTRONIC REFERRAL REQUEST

TODAY'S DATE: June 4, 2022

SUBJECT: Rezone approximately 425 acres from Agriculture (A-1) to Planned Unit Development (PUD)

PROJECT NAME: Elizabeth West

PROJECT LOCATION: 1574 SH 86, Elizabeth, Colorado

APPLICATION TYPE: Rezoning

APPLICANT: MF Investment Partners, LLC

APPLICANT REPRESENTATIVE: Jim Marshall: jim@mglinvestments.com, Phone: 303.507.6651

CASE MANAGER: Carrie McCool, Elizabeth Contract Planner: carrie@mccooldevelopment.com, 303.378.4540

COMMENTS DUE: Friday, July 8, 2022

The Town of Elizabeth Community Development Department has received a resubmittal of the Elizabeth West Rezoning application. All documents can be viewed **HERE**. Don't hesitate to contact me if you have any questions or need assistance accessing the files.

Please review the resubmittal documents and **provide comments by replying to this email by the due date above**, **or we will assume you have no comments and/or objections.** Thank you for your time and effort in reviewing this rezoning request.

Carrie McCool, Elizabeth Contract Planner
McCool Development Solutions
4383 Tennyson Street, Unit 1-D
Denver, CO 80212
Direct: 303.378.4540
www.mccooldevelopment.com

TOWN OF ELIZABETH

COMMUNITY DEVELOPMENT DEPARTMENT

COMMENTS SUMMARY REPORT

Date: August 23, 2022

Owner: BK2, LLC
New Point Properties, LLC

Applicant: Jim Marshall

Planning Consultant: John Prestwich, PCS Group

From: Pam Cherry, Community Development Director
Carrie McCool, Community Development consultant to the Town of Elizabeth

Subject: Elizabeth West Rezone from Agricultural to Planned Unit Development – 4th Review

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Please see the following summary of review comments from Town staff/consultants and external reviewing agencies for your zone change submittal from Ag to PUD. For your convenience, this Comment Summary Report is formatted to serve as the cover letter for the resubmittal. Please complete this form by selecting whether or not each comment/change was made and note where to find the change made in the resubmittal documents; please use revision balloons for the changes to the drawings. If you have questions about any comment, please do not hesitate to reach out to the reviewer who made the comment. You may also contact me at 720-351-4502 or via email at pcherry@townofelizabeth.org, if you have any questions.

Comment received from Greg Thompson - Elbert County Community Development:
Really, the only question/issue that Elbert County has is in relation to County Road 3 on the west side of the site. If this stretch of county road is not yet annexed into the Town, it probably should be. It would also make sense for the Town to be maintaining this stretch of road and identifying the best place for access to occur for this development.

I copied Jim on this since he and I talked about the annexation issue earlier today. Please let me know if you have any questions.

TOWN REVIEW COMMENTS
Community Development Department

Pam Cherry pcherry@townofelizabeth.org

The revised PUD Development Plan and PUD Guide represent a significant reduction in overall project density to 623 single-family units on 425 acres with approximately 134 acres of parks and open space. Community Development Department staff has conducted the following review in the context of the Town of Elizabeth Land Use and Development Code, the Town of Elizabeth Design Review Standards and Guidelines, and the 2019 Comprehensive Plan.

REZONE MAP
It appears the following comments from the June 14, 2021, comment letter have not been addressed on the Rezone Map. Additionally, the map has a density of 950 units.

1. Add the current use of the property under Zoning on the cover page.
2. Indicate any land to be dedicated to the Town.
3. Delineate any known one-hundred-year floodplain affecting the property. If one does not exist, please add a note stating such.
4. Delineate (dimension) existing easements on the site, their uses, and who holds or owns the right to that easement.
5. Please depict the recent State Highway 86 right-of-way dedication and recordation numbers on the rezoning map.
6. Include the average lot size on the rezone map.
7. Provide Section line/corner locations.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

1. Zoning is stated on the cover page. 2. Land dedications are indicated on the cover page under "Town Dedications". 3. See the floodplain note on the cover page, no floodplain exists. 4. Easements are shown on the map that exist. 5. Right of way dedications are shown with reception numbers. 6. Overall density of 1.46 du/ac is shown on the cover page, average lot size will not be determined until platting. 7. Section lines and corners are shown on the map.

Changes made to 1-5 and 7 - Thank you
6. Correct the Density Units on the Rezone map, it reads 2.64 DU/AC instead of 1.46.

PUD GUIDE

General Provisions

8. The revised PUD Guide defers to standards and regulations contained in Chapter 16 – Article 1 – Zoning. As such, please update the Application section to clearly state that where the PUD Guide is silent to any provision, the Elizabeth Municipal Code including Chapter 16 – Article 1 – Zoning shall supersede so that it is aligned with Section 1.7 of the PUD Development Plan (Sheet 2 of 3). An additional conflict statement needs to be included that states "in case of dispute or ambiguity, the Community Development Director shall interpret the PUD Guide and render a decision."

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

We updated the language to be the same as sheet 2 of the Development Plan and added the requested conflict statement.

Revisions made – Thank you

9. Please include general road setbacks & buffer requirements for Highway 86 and Major Collectors.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

This has been added to the PUD Guide to the Development Standards.

Revisions made – Thank you

Architectural Standards

10. Please revise the first sentence to state compliance (not deferral) with the Town of Elizabeth Design Review Standards and Guidelines is required. Since there is commercial proposed in the PUD, staff recommends compliance with all the design review standards and not limit it to Chapters 4 and 5.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

We have made the requested change.

The term defer is used three times on page 11 of the PUD Guide - Please revise to compliance for clarity and consistency. Thank you

11. The Design Review Standards and Guidelines work in tandem with Sec. 16-1-40 (f) and (g) of the Land Use and Development Code. Please include the standards (e.g., (f) 2,4,11,13, 14 and relevant residential dimensional of g) in the PUD Guide or provide justification for excluding them. It might be simplest to require compliance within the Architectural Standards section or within the Development Standards for SFe and SFd.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

This has been added to the Development Standards for SFe and SFd.

Revisions made, Thank you

12. Adequate justification to not have lot width variation by a minimum of five feet for every third lot has not been provided. The minimum lot size in the SFd is 4,500 square feet and ½ acre in SFe planning areas with no minimum lot width requirements delineated. Although the narrative states that there are a wide range of lot sizes generally in range of width from 4,500 feet to ½ acre, there is nothing in the PUD Guide that would ensure a variation of lot sizes or lot widths would occur.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

We have added the requirement and are no longer requesting the variance from the requirement.

Revisions made, Thank you

13. Please include language that requires lot size variation and limits the number of lots with the same lot width to no more than three in a row per the Land use and Development Code requirements.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

This has been added to the Development Standards for SFe and SFd.

Revisions made, Thank you

Utilities

14. Please include standards that address utility meters not sited underground as they shall be enclosed in a meter housing affixed to the exterior or side of structures. Additionally, above ground utility connections are not permitted on the front façade of homes needs to be included.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

Definitions

This has been added to the PUD Guide in the utilities section.

Revisions made, Thank you

15. Building, Principal or Main definition may be problematic to interpret considering the uses are predominantly single-family residential. Are carports allowed in the PUD? Storage sheds are accessory uses that are not typically attached to principal buildings. Please clarify.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

Removed the reference to carports and storage sheds.

Revisions made, Thank you

16. Shouldn't the definition of cluster development be deleted since cluster development is not proposed in the PUD?

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

Yes, this has been removed.

Revisions made, Thank you

Residential SFe (Single Family Residential R-1-20)
Development Standards

17. How does the definition of “garage parallel” correlate to “garage face” identified in the front building setback requirement? It's always best to utilize the same terminology of the Land Use and Development Code, which is front loaded garages. Regulations to ensure front loaded garages are recessed a minimum of 5 feet back from the main front building façade and are limited to not more than one double-wide door and 1 single wide door or 3 single wide doors shall be included the PUD Guide or provide justification for excluding them. Please address in SFd as well.

Applicant Comment:
Applicant Response: ☐ Change Made ☐ Change Not Made

Added the requested regulations for front load garages, changed garage face to garage opening in the lot typical.

Revisions made, Thank you

18. Please provide setbacks for accessory buildings.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

Setbacks added.

Revisions made, Thank you

19. PA-12 abuts a major highway and PA-7 abuts a major collector. Please include a minimum front yard setback of 100 feet from the highway centerline and set forth setbacks from major collectors.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

Setbacks to Hwy 86 and Major Collector added to standards.

Revisions made, Thank you

20. Please provide justification for deviation in accessory building requirements (e.g., accessory buildings may exceed the total square footage of the dwelling unit's footprint) per the general provisions that are applicable to Table 16-1 (Sec. 16-1-40 (f) 2).

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

The previous restriction has been removed and defers to Land Use and development Code. For clarification, the previous restriction stated the accessory unit could not be larger than the first floor of the principal building.

Revisions made, Thank you

21. Building Separation. Provide clarification on “other buildings” 20-foot separation. Does it include principal buildings and accessory structures?

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

Added clarification that the separation is for a building on a separate lot or tract not utilized for residential use such as a pocket park or similar

Revisions made, Thank you

22. Lot coverage. Please provide justification/clarification on the reference to “outbuildings or accessory units.” Outbuildings are not defined in the PUD or the Elizabeth Land Development Code. Weren't accessory units eliminated from the PUD? Additionally, lot coverage for accessory buildings is addressed in the development standards A(4) e of the PUD Guide. Please follow the lot coverage terminology of the Code for standards (e.g., under roof).

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

Changed to Accessory Buildings, yes accessory units were removed, the text was supposed to say accessory uses not units.

Revisions made, Thank you

23. Please include a required Minimum vegetative area. The comparable standard (R-1-20), is 30%.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

Added as requested.

Revisions made, Thank you

24. Please set forth minimum lot widths and standards to ensure the variation in lot sizes and widths would be accomplished.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

Minimum lot width has been added, the Land Use Code variations requirements have been added to the standards.

Revisions made, Thank you

25. The lot typical is helpful addition to the PUD Guide; however they need to include all lot configurations, garage configurations (front loaded and side loaded), accessory structures, depict the lot size, lot coverage, and dimension all design standards.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

Additional Lot Typical information has been added.

Revisions made, Thank you

Residential SFd (Single Family R-1)

Development Standards

26. Please delete attached or detached private garages (3 cars maximum) from the list of permitted uses by right. These were previously relocated to Accessory Buildings.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

Removed as requested.

Revisions made, Thank you

27. Building Setbacks. Under building sides, 5 feet is listed, but no indication from what. Maybe it's from other property lines? Please clarify.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

Has been clarified to state 5 feet from internal property line.

Revisions made, Thank you

28. See address comment 18 of the SFe above within the SFd building setbacks.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

Setbacks added.

Revisions made, Thank you

29. PA-15 abuts a major highway and PA-4 and PA-5 abuts a major collector. Please include a minimum front yard setback of 100 feet from the highway centerline and set forth setbacks from major collectors.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

Setbacks to Hwy 86 and Major Collector added to standards.

Revisions made, Thank you

30. Please set forth minimum lot widths and standards to ensure the variation in lot sizes and widths would be accomplished.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

Minimum lot width has been added, the Land Use Code variations requirements have been added to the standards.

Revisions made, Thank you

31. Lot coverage. See comment **Residential SFe** 22 above.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

Changed to Accessory Buildings, yes accessory units were removed, the text was supposed to say accessory uses not units.

Revisions made, Thank you

32. Please include a required Minimum vegetative area. The comparable standard (R-1), is 20%.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

Added as requested.

Revisions made, Thank you

33. Lot typical. See comment **Residential SFe** 25 above.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

Additional Lot Typical information has been added.

Revisions made, Thank you

General Residential Comments

34. It appears the suitability analysis for the requested increase in building heights was not included in the resubmittal. Specially, staff requested the analysis include variation of viewshed and height analysis for appropriate suitability to the site's topography.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

A 25 foot height limit would not support two story homes, in particular with a minimum 6:12 roof pitch.

A Suitability Analysis has previously been requested. Rationale seems to be able to justify the increase in bldg heights. There might be areas on the site where their proposed increase would be fine. Others, might not. Please give this considerable thought through platting.

35. Please incorporate standards that would create buffers between the transition of various land uses (particularly areas adjacent to PA-13, PA-3, PLI-1, PLI-2, PLI-3 and PLI-4).

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

We have added buffer landscape standards to the PLI design standards.

Revisions made, Thank you

36. Fencing, hedges and wall regulations needs to be addressed in the PUD Guide or simply require compliance with the Land Use and Development Code.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

Compliance with the Land Use and Development Code has been added.

Revisions made, Thank you

37. Please provide a block typicals to demonstrate conformance with the Design Review Standards and Guidelines and the Town of Elizabeth Land Use and Development Code.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

We have created block typicals as requested and have added them to the PUD Land Use Document.

Revisions made, Thank you

Commercial Mixed Use (CMU)

38. The intent of the underlying zoning is to provide a mix of higher density residential and commercial accommodations; however, no dwelling units are allocated for the planning areas. Please clarify.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

Understood, we acknowledge that any potential future units in the CMU areas would need to bring water for their use.

Note: All residential uses in the CMU are by Special Review.
Response noted.

Lighting and Dark Skies

39. Replace "Development within Elizabeth West will conform…." with a statement that all lighting shall conform with Article VIII – Lighting Requirements as set forth in the Town of Elizabeth Land Use and Development Code and the Town of Elizabeth Design Review Standards & Guidelines, dated January 2011."

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

The note has been updated as requested.

Revisions made, Thank you

Parks & Open Space (OS)

40. The percentage of active open space is right at the minimum required for PUDs. Please provide the acreage of the trails and detention areas in the Land Use Chart's passive vs. active open space portion. Staff is having difficulty confirming acreages for the trail square footage (trails are delineated in miles), detention areas in OS-1 and OS-2, and wayside areas. Please provide the square footages/acres for each with clear delineation of what is proposed to be counted as active. The total should add up to the total active area acreage in the chart. Please provide a definition of wayside areas.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

We have clarified how the calculations have been made, in addition we have added standards for wayside areas to be used in the more detailed design stage.

Thank you for the clarification. Response acceptable.

41. Staff recommends including exercise components along the community trail.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

A commitment to the addition of outdoor exercise equipment is memorialized in the waysides section of Development Criteria for Open Space.

Revisions made, Thank you

42. Please delineate the residential buffer square footages per planning area.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

The Land Use and Development Code, as well as the Town of Elizabeth Design Standards reference buffers as part of the landscape plans/site plans, for example a 25' buffer is required when a parking lot adjoins property zoned for any residential use. At the more detailed design stage buffers will be incorporated where required. OS-3 – 27.6 acres, has been excluded from the passive open space calculation.

Thank you for the clarification. Response acceptable.

43. OS-2 may need to extend further west (within PA-5) to that point at which the drainage basin exceeds 130 acres.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

Additional open space within PA-5 may be required during platting to convey the offsite drainage basin; however, at this time we anticipate the drainage could be accommodated in a storm pipe or channel improvement.

Thank you for the clarification. Response acceptable.

44. Allowing school facilities as a use permitted by right does not appear to be consistent with the intent of parks and open space in Elizabeth West. Please clarify.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

Removed.

Revisions made, Thank you

45. Clearly delineate the active and passive amenities in the pocket parks and neighborhood parks. The acreages need to match the acreages in the Land Use Chart.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

The intent is that the park areas would be active, if an example could be provided showing how another Zoning application provided that level of information it would be extremely helpful. We referenced the recently approved Legacy Village Zoning documents, as well as the final CD's and have prepared this Zoning level document in the same way that Legacy Village was completed.

Thank you for the clarification. Response acceptable.

46. In pocket parks, staff recommends removing open turf area of 3,000 square feet and replace with turf and landscape plantings to provide shade over at least 15% of the area. This way, the turf and landscape area would correlate to the ultimate size of the pocket park that would be anywhere between ¼ acre to 3 acres.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

Good suggestion, this has been updated to read that turf and landscape plantings to provide shade over at least 25% of the area, again the intent of the park areas is to provide for active use.

Revisions made, Thank you

47. One neighborhood park is proposed (PK-1). Please revise the minimum park size to correspond with the PUD Development Plan (e.g., 10.1 acres).

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

Updated as requested.

Revisions made, Thank you

48. Due to the size of PK-1, minimum development features and/or amenities should be a 50%/50% split between active and passive recreation uses or only include active amenities for the neighborhood park. Please delineate all amenities that would be passive and those that would be active. Other considerations to update:
    a. A minimum of five benches might not be enough to serve a 10.1-acre neighborhood park.
    b. Not sure if 10,000 square feet of natural area is an adequate neighborhood park amenity considering the proximity to 80-acres of natural open space.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

We anticipate active uses and have removed the natural area, as well as increased the number of benches to a minimum of 10.

Revisions made, Thank you

49. Thank you for providing community and local trail standards. Please remove reference to the intention of connectivity as it needs to be required (e.g., shall connect to the broader community of Elizabeth community trails for community trails, etc.).

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

The reference has been changed as requested.

Revisions made, Thank you

50. Please include standards (e.g., berming, vegetation) for the 100-foot-wide tract along the southern property line that would buffer estate residential planning areas. The graphic provided on page 10 of the PUD narrative shall be included in the PUD Guide to illustrate the buffering standards.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

Standards have been added to the development standards for SFe.

Revisions made, Thank you

PUD DEVELOPMENT PLAN

51. Please add a table showing the dimensional standards for each land use proposed for the PUD on the PUD Development Plan.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

It was previously requested to remove this and only have these standards in the PUD Guide.

Thank you for the clarification. Response acceptable.

52. Section 1.1 Introduction & Project Narrative mentions a mix of housing types, variety of housing products, lot sizes and uses. Please be sure the development and dimensional standards implement the project narrative. Additionally, the narrative states open areas in the form of passive and active open space, pond areas, floodplain, etc. Previous submittals indicated there are no 100-year floodplains affecting the property. Please confirm.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

Standards have been updated per this comment letter, the reference to floodplain has been removed, there is no floodplain on the property.

Revisions made, Thank you

53. Please address the preservation of the existing trees and pond areas within the PUD Guide and Development Plan.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

We have added tree protection standards to the PUD Guide.

Revisions made, Thank you

54. In Section 1.3, please replace "Town of Elizabeth Planning Manager" with "Community Development Director."

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

Changed as requested.

Revisions made, Thank you

55. Please include the phasing plan and narrative from page 8 in the PUD Development Plan. Per the Phasing Plan, the critical parks and open space amenities (e.g., 10.1 acre neighborhood park, 3.2 acre pocket park, and OS-1) are not proposed to be constructed until 2030, but a significant amount of the project density is proposed in Phase 1 and 2. Amenity contributions should be evenly spread in a prorated fashion rather than on the back end of the development.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

We have modified the phasing plan to include PK-1 in Phase Two.

Revisions made, Thank you

Land Use Chart

56. Please include PA-3 in the Site Dedication section of the Land Use Chart as it will be dedicated to the Town upon approval of the final plat for the property.
57. For PLI-1, replace “public lands/institutions” with Town water storage tank.
58. For PLI-2 and PLI-4, replace “public lands/institutions” with Town lift stations.
59. For PLI-3, “public lands/institutions” with Town water well and ancillary facilities.
60. Delete the reference to “anticipated” neighborhood park in the Land Use Chart.
61. Delete “approximately” and replace with “minimum” for trail lengths.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

Updated as requested.

Revisions made, Thank you

COMPREHENSIVE PLAN CONFORMANCE

Staff substantially concurs with the Comprehensive Plan Compliance Overview provided in the resubmittal once all comments included in this Comment Summary Report are addressed.

Finance

Brian Murray, Elizabeth Finance Officer bmurray@townofelizabeth.org

I’m confused what they’ve done here; I was happy with the revisions that they had made when revision 3 was released, and this seems to have taken two steps back. Page 31 of the document is the most important, as it is encompassing all of the estimates leading up to that point. We had discussed that the Elizabeth Parks and Rec District is not part of the Town and their revenue should not be included in our revenue sources, and they have added that back in. This table also is demonstrating that long-term this development is not sustainable. I made them aware of that, and that they needed to include utility services as a revenue source in order to offset the increasing expenditures, which they had also corrected. Now that line item is gone. This is the link to revision 3 - https://www.dropbox.com/sh/fhor3r4hve1c2ox/AABmJxNxX8R3_C0ekVjm5g7Ea?dl=0&preview=Elizabeth+West+Fiscal+Impact+Analysis+v20210929.pdf

I was happy with the way that it looked at that point. It looks like their intent with this revision was to change beginning start date and thus lower expected home values based on rising interest rates, which I understand, but I don’t know why they changed some of the other items that had already been corrected.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

We have made the requested edits, which resulted from an unintentional oversight.

Revisions made, Thank you

Town Engineering

Manny Nuno, CORE, Project Engineer mnuno@liveyourcore.com

As noted, we have yet to see the section lines added to the applicant's zoning documents to be able to verify access. This is a repeated comment that has not been previously addressed.

This comment extends back to the 2nd submittal of this project and remains unresolved. We have previously requested that Section Corners and Section Lines be included on the Zoning Exhibit, which we note has not been done. The need for this Section information stems from our concern that this property may not have direct access to Legacy Village Road on the West side. Until Section information AND the designation of the full existing Right of Way of Legacy Village Road is identified on the Zoning map, we cannot presume that access is available.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

Our surveyor has confirmed the section lines and ROW, these have been added to the Zoning Exhibit.

Revisions made, Thank you

Public Works Department – Water and Sewer Review

Rob Anderson, JVA Senior Project Manager randerson@jvajva.com
Mike DeVol, Elizabeth Public Works Director mdevol@townofelizabeth.org

On behalf of the Town of Elizabeth, JVA has reviewed the following documents submitted in June 2022.

- PUD Development Plan
- PUD Development Narrative

The planned development totals approximately 425 acres with a proposed 623 residential lots and 250,000 sf of commercial and 15 acres of park and recreation areas.

1.) Water Supply – HRS is reviewing the Adequacy of Water Supply Study

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

Understood, many conversations have taken place over the last approximately year. The revised plan has been catered to the water supply as suggested by the town and town representatives.

Noted. Thank you. See HRS and JVA comments attached.

2.) Developer shall contribute funds for the construction of reuse facilities or related systems.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

Understood, these conversations are ongoing.

Noted. Thank you. See HRS and JVA comments attached.

3.) Water Infrastructure

a. An off-site water transmission main along HWY 86 will be required to interconnect with the Town infrastructure.

b. A pumped high zone is likely and may require property dedication.

c. Water storage tank(s) will be required. The proposed tank site may require adjustment due to grade elevations and hydraulics.

d. Suggest a larger two-to-three-acre tank site to accommodate wells, pump station, water treatment and future utility expansions.

e. Provide multiple well sites for current and future groundwater development.

f. Irrigation for parks and road medians should be minimized.

g. Minimize irrigation for residential and commercial properties and adopt a form of Xeriscaping.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

Thank you for this information, it will be helpful when we move into the detailed design.

Noted. Thank you. See HRS and JVA comments attached.

4.) Sewer Infrastructure

a. The Gold Creek WWTP will require expansion.

b. Multiple lift stations (more than two) may be required to serve the development

c. Replacement of the Gold Creek Lift Station maybe required.

d. Sewer main extensions in Town proper will be required

e. Forcemain and sewer interconnects with the Town, aligned along HWY 86 will be required.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

Thank you for this information, it will be helpful when we move into the detailed design.

Noted. Thank you. See HRS and JVA comments attached.

5.) Other

a. Given the size of the development, a water and sewer plan for the entire development should be submitted for review and comment.

b. Provide documentation on how infrastructure is to be constructed in relation to the development phasing.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

Per direction from the Patrick Davidson the Town Manager, a Utility Study/Water & Sewer Plan is not required at the zoning stage of the project.

Response acceptable, it is not possible to engineer until the site layout has been determined.

Matt Seitz, HRS Water Consultants, Inc 303-462-1111 ex 301, mseitz@hrswater.com

Reviews the quantities in the Jehn Report and they check out as others noted. No other comments beyond what has been commented on in our previous letters.

David L. Kueter, Of Counsel, Holsinger Law, LLC 303-722-2828, dkueter@holsingerlaw.com

The Water Availability analysis appears to be consistent with the discussions we have been having with the applicant (the discrepancy between their calculation of 272.6 af/yr vs. HRS' 272.4 af/yr appears not to be significant if their demand calculations are correct). I just have a couple comments:

1. As noted in the report, the portion of the groundwater underlying the New Point Properties (about 51.1 af based on a 300-year supply) has not been adjudicated. Section 13-4-50(a) of the Town Code requires groundwater to be adjudicated prior to dedication, although the Board of Trustees may accept unadjudicated groundwater provided the cost of adjudication and yield are addressed in the development contract or water dedication agreement. Gina Burke at Jehn Water Consultants has reached out to Matt Seitz to discuss adjudication of the groundwater. Any approval should address responsibility for adjudication, whether the Town will be a co-applicant in any adjudication pursuant to 13-4-50(c), and any required adjustments to the development plan if the adjudication results in a material reduction in the amount of water available for the project.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

Comment noted.

Noted.

2. Thank you for providing the July 13, 2011 Bargain and Sale Deed referenced in the notes to Table 2 of the report. These documents are consistent with the amounts claimed in the Jehn report and with my previously provided comments.

Transportation

Matt Brown, Stolfus & Associates, Inc. 303-221-2330, Matt@stolfusandassociates.com

1. The PUD exhibit shows a right-in, right-out access to CO-86 immediately east of CR 3. This isn't reflected in the traffic study and should be removed from the PUD exhibits.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

This has been removed from the PUD exhibit.

Revisions made, Thank you

2. The traffic study assumes that an Access Control Plan (ACP) amendment will be successful. It also assumes more than one CO-86 access per ownership and a full movement intersection (Elizabeth West's proposed North Access) that is not in alignment with the current ACP. The applicant will be responsible for preparing an amendment to the Access Control Plan on behalf of the Town of Elizabeth. An updated traffic study will be required if the access scheme changes from what is assumed in the traffic study.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

Comment noted.

Noted

3. The study assumes relocation of the signalized intersection shown in the ACP for Cherokee Trail to Elizabeth West's proposed North Access and recommends that a new connection from Cherokee Trail to the North Access be provided by others. A signal at the North Access would serve Elizabeth West as well as future development north of CO-86. The applicant will be responsible for preparing an amendment to the Access Control Plan on behalf of the Town of Elizabeth. An updated traffic study will be required if the access scheme changes from what is assumed in the traffic study.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

Comment noted.

Noted

4. In addition to the access control plan amendment, the Applicant will be responsible for obtaining state highway access permits at CR 3 and the other 2 proposed access points to CO-86. The applicant will be responsible for any access-related improvements necessary to obtain CDOT approval.

Applicant Response: ☐ Change Made ☐ Change Not Made

Applicant Comment:

Comment noted.

Noted

5. Referring to Table 3, some of the improvements required of the applicant will trigger the need for improvements at locations currently identified as the responsibility of "others". For example, construction of a northbound dual left at CO-86 and CR 3 will likely require that improvements be made to CR 3 north of the intersection to accommodate the widening and make sure that the north/south thru lanes align across the intersection. The applicant is responsible for the entirety of the improvement necessary to accommodate Elizabeth West traffic.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

Comment noted. The updated traffic study no longer recommends dual left-turn lanes because of a significant overall drop in density. The latest version of the traffic study was emailed to the review to make sure they have the latest version.

Noted

6. The applicant should not assume a cost share with others for the signal at CR 3. Similarly, the traffic signal at the north access will be an applicant cost, not "others" as shown in Table 3. There are no other developments currently planned so all required improvements to accommodate Elizabeth West are the responsibility of the applicant.

Applicant Response: ☐ Change Made ☐ Change Not Made

Comment noted.

Noted

Applicant Comment:

7. Improvements to CR 3 from CO-86 south to the property limit are not listed. The applicant is responsible for improving the roadway to Major Collector standards per the Annexation Agreement.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

Comment noted.

Noted

EXTERNAL REFERRAL AGENCY COMMENTS

Kara Gerczynski, Division Chief/Fire Marshall 303-646-3800 kara@elizabethfire.com

Note: Fire review and Impact Fee Form attached.

1. The fire code requires 1000 gpm at 20 psi for 60 minutes of fire flow for residential developments. The total water storage shall be $60,000 in excess of the daily maximum flows.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

Understood, as stated below this will be assessed at site plan/plat review.

Noted

2. The fire code bases fire flow on the type of building and size. Fire flow requirements will be assessed at site plan review. The lowest fire flow will be 1500 gpm at 20 psi for 2 hours. The total water storage shall be a minimum of 180,000 gallons in excess of the daily maximum flows.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

Understood, as stated above this will be assessed at site plan/plat review.

Noted

3. All parks shall have some type of name/designation for immediate emergency response.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

Understood, we will name the parks as part of the more detailed design process but not at the zoning stage of the project.

Noted

4. Trail that extends into open space shall have designators along the trail for immediate emergency response.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

Understood, the trails will be named for emergency response as part of the more detailed design process but not at the zoning stage of the project.

Noted

Elizabeth School District, Ron Patera rpatera@esdk12.org

1. Thank you for the opportunity to review the referenced project. Similar to a prior response, the district's first concern is a safety issue from our transportation department. Safety is of the utmost concern when it comes to pupil transportation. At all of the accesses to Highway 86 or other busy roads it would be important to have proper turn lanes and merge lanes to allow safe turns for slow-accelerating buses. That part of Highway 86 is notorious for high speeds and problems seeing slow-accelerating buses when the sun is rising or setting.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

We agree, and as part of the more detailed design specific improvements will be designed, but the zoning stage of the entitlement process is not where this level of design is completed.

Noted

2. One other thought is more of a broader transportation concern. Highway 86 has a near constant flow of traffic during rush hour, and that is during a time when many people are working from home. Adding this many more homes where workers will be using 86 to get to/from work may cause serious logjams every day. A plan to widen 86 to four lanes should be in the works as this, and other developments, are approved.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

We understand, this is a regional improvement. A detailed traffic study will be done with the more detailed design after zoning.

Noted

3. In reviewing the development documents, we noticed that in the land use application it states that there will be 950 units developed, while the narrative states there will be 623 units. For planning purposes, the school district would like to have this clarified.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

Understood, the application was not updated since it was originally submitted but 623 units is correct.

Noted

4. In a previous version of this proposal, there was a site that was dedicated for a future school. However, it is not obvious in this version there is not any land dedicated for a school. Again, for planning purposes, the school district would like to have this clarified.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

Our understanding is that a school site is no longer a part of this proposal, and we have removed school uses from the permitted uses in the open space areas.

Noted

5. The final concern of the District is the collection of fees attributable to the development. Currently, the district collects $2,822 per housing unit due to the impact attributable to growth. Therefore, the district requests that the applicant enter into an agreement for the timely payment of all applicable fees to the district.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

This agreement will be entered into with the platting stage of the project, the same as other projects in the Town of Elizabeth.

Noted

The following external referral agencies had no comments and will be forwarded if received:

Elizabeth Library District	Elizabeth Parks and Recreation
Elizabeth Police	CDOT
ECPH – No Concerns	Comcast
Elbert County Community Development	Elizabeth Post Office
Elbert County Sheriff	Elbert County Assessor
Elbert County GIS	Elbert County Public Works
Black Hills	Core Electric
Co Water Conservation Board	

NEXT STEPS:
Please address all the above-referenced comments and email the required resubmittal documents to Pam Cherry at pcherry@townofelizabeth.org and Zach Higgins at zhiggins@townofelizabeth.org. Please remember to complete this form by selecting whether each comment/change was made and note where to find the change made in the resubmittal documents. Then, date the form, save your changes, and return a PDF with your resubmittal. The Town acknowledges that project parameters could change based on these review comments. As such, the Town reserves the right to provide additional comments or requirements at the time when revised plans are submitted and reviewed.

ATTACHMENTS:
- Elizabeth Fire Protection District Form Comments
- Elizabeth Fire Protection District Emergency Services Impact Fee Schedule
- School District Comment letter Dated July 8, 2022

Cc: Patrick Davidson, Elizabeth Town Administrator
Zach Higgins Planner/Project Manager

TOWN OF ELIZABETH

COMMUNITY DEVELOPMENT DEPARTMENT

COMMENTS SUMMARY REPORT

Date: July 18, 2022

Owner: BK2, LLC
New Point Properties, LLC

Applicant: Jim Marshall

Planning Consultant: John Prestwich, PCS Group

From: Pam Cherry, Community Development Director
Carrie McCool, Community Development consultant to the Town of Elizabeth

Subject: Elizabeth West Rezone from Agricultural to Planned Unit Development – 4th Review

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Please see the following summary of review comments from Town staff/consultants and external reviewing agencies for your zone change submittal from Ag to PUD. For your convenience, this Comment Summary Report is formatted to serve as the cover letter for the resubmittal. Please complete this form by selecting whether or not each comment/change was made and note where to find the change made in the resubmittal documents; please use revision balloons for the changes to the drawings. If you have questions about any comment, please do not hesitate to reach out to the reviewer who made the comment. You may also contact me at 720-351-4502 or via email at pcherry@townofelizabeth.org, if you have any questions.

TOWN REVIEW COMMENTS

Community Development Department

Pam Cherry pcherry@townofelizabeth.org

The revised PUD Development Plan and PUD Guide represent a significant reduction in overall project density to 623 single-family units on 425 acres with approximately 134 acres of parks and open space. Community Development Department staff has conducted the following review in the context of the Town of Elizabeth Land Use and Development Code, the Town of Elizabeth Design Review Standards and Guidelines, and the 2019 Comprehensive Plan.

REZONE MAP

It appears the following comments from the June 14, 2021, comment letter have not been addressed on the Rezone Map. Additionally, the map has a density of 950 units.

1. Add the current use of the property under Zoning on the cover page.
2. Indicate any land to be dedicated to the Town.
3. Delineate any known one-hundred-year floodplain affecting the property. If one does not exist, please add a note stating such.

4. Delineate (dimension) existing easements on the site, their uses, and who holds or owns the right to that easement.
5. Please depict the recent State Highway 86 right-of-way dedication and recordation numbers on the rezoning map.
6. Include the average lot size on the rezone map.
7. Provide Section line/corner locations.

Applicant Response: ☒ Change Made ☐ Change Not Made
Applicant Comment:

1. Zoning is stated on the cover page. 2. Land dedications are indicated on the cover page under "Town Dedications". 3. See the floodplain note on the cover page, no floodplain exists. 4. Easements are shown on the map that exist. 5. Right of way dedications are shown with reception numbers. 6. Overall density of 1.46 du/ac is shown on the cover page, average lot size will not be determined until platting. 7. Section lines and corners are shown on the map.

PUD GUIDE

General Provisions

8. The revised PUD Guide defers to standards and regulations contained in Chapter 16 – Article 1 – Zoning. As such, please update the Application section to clearly state that where the PUD Guide is silent to any provision, the Elizabeth Municipal Code including Chapter 16 – Article 1 – Zoning shall supersede so that it is aligned with Section 1.7 of the PUD Development Plan (Sheet 2 of 3). An additional conflict statement needs to be included that states "in case of dispute or ambiguity, the Community Development Director shall interpret the PUD Guide and render a decision."

Applicant Response: ☒ Change Made ☐ Change Not Made
Applicant Comment:

We updated the language to be the same as sheet 2 of the Development Plan and added the requested conflict statement.

9. Please include general road setbacks & buffer requirements for Highway 86 and Major Collectors.

Applicant Response: ☒ Change Made ☐ Change Not Made
Applicant Comment:

This has been added to the PUD Guide in the standards for SFe and SFd.

Architectural Standards

10. Please revise the first sentence to state compliance (not deferral) with the Town of Elizabeth Design Review Standards and Guidelines is required. Since there is commercial proposed in the PUD, staff recommends compliance with all the design review standards and not limit it to Chapters 4 and 5.

Applicant Response: ☒ Change Made ☐ Change Not Made

Applicant Comment:

We have made the requested change.

11. The Design Review Standards and Guidelines work in tandem with Sec. 16-1-40 (f) and (g) of the Land Use and Development Code. Please include the standards (e.g., (f) 2,4,11,13, 14 and relevant residential dimensional of g) in the PUD Guide or provide justification for excluding them. It might be simplest to require compliance within the Architectural Standards section or within the Development Standards for SFe and SFd.

Applicant Response: ☒ Change Made ☐ Change Not Made
Applicant Comment:

This has been added to the Development Standards for SFe and SFd.

12. Adequate justification to not have lot width variation by a minimum of five feet for every third lot has not been provided. The minimum lot size in the SFd is 4,500 square feet and ½ acre in SFe planning areas with no minimum lot width requirements delineated. Although the narrative states that there are a wide range of lot sizes generally in range of width from 4,500 feet to ½ acre, there is nothing in the PUD Guide that would ensure a variation of lot sizes or lot widths would occur.

Applicant Response: ☒ Change Made ☐ Change Not Made
Applicant Comment:

We have added the requirement and are no longer requesting the variance from the requirement.

13. Please include language that requires lot size variation and limits the number of lots with the same lot width to no more than three in a row per the Land use and Development Code requirements.

Applicant Response: ☒ Change Made ☐ Change Not Made
Applicant Comment:

This has been added to the Development Standards for SFe and SFd.

Utilities

14. Please include standards that address utility meters not sited underground as they shall be enclosed in a meter housing affixed to the exterior or side of structures. Additionally, above ground utility connections are not permitted on the front façade of homes needs to be included.

Applicant Response: ☒ Change Made ☐ Change Not Made

Applicant Comment:

This has been added to the PUD Guide in the utilities section.

Definitions

15. Building, Principal or Main definition may be problematic to interpret considering the uses are predominantly single-family residential. Are carports allowed in the PUD? Storage sheds are accessory uses that are not typically attached to principal buildings. Please clarify.

Applicant Response: ☒ Change Made ☐ Change Not Made
Applicant Comment:

Removed the reference to carports and storage sheds.

16. Shouldn't the definition of cluster development be deleted since cluster development is not proposed in the PUD?

Applicant Response: ☒ Change Made ☐ Change Not Made
Applicant Comment:

Yes this has been removed.

Residential SFe (Single Family Residential R-1-20)

Development Standards

17. How does the definition of "garage parallel" correlate to "garage face" identified in the front building setback requirement? It's always best to utilize the same terminology of the Land Use and Development Code, which is front loaded garages. Regulations to ensure front loaded garages are recessed a minimum of 5 feet back from the main front building façade and are limited to not more than one double-wide door and 1 single wide door or 3 single wide doors shall be included the PUD Guide or provide justification for excluding them. Please address in SFd as well.

Applicant Response: ☒ Change Made ☐ Change Not Made
Applicant Comment:

Added the requested regulations for front load garages, changed garage face to garage opening in the lot typical.

18. Please provide setbacks for accessory buildings.

Applicant Response: ☒ Change Made ☐ Change Not Made
Applicant Comment:

Setbacks added.

19. PA-12 abuts a major highway and PA-7 abuts a major collector. Please include a minimum front yard setback of 100 feet from the highway centerline and set forth setbacks from major collectors.

Applicant Response: ☒ Change Made ☐ Change Not Made
Applicant Comment:

Setbacks to Hwy 86 and Major Collector added to standards.

20. Please provide justification for deviation in accessory building requirements (e.g., accessory buildings may exceed the total square footage of the dwelling unit's footprint) per the general provisions that are applicable to Table 16-1 (Sec. 16-1-40 (f) 2).

Applicant Response: ☒ Change Made ☐ Change Not Made
Applicant Comment:

The previous restriction has been removed and defers to Land Use and development Code. For clarification, the previous restriction stated the accessory unit could not be larger than the first floor of the principal building.

21. Building Separation. Provide clarification on "other buildings" 20-foot separation. Does it include principal buildings and accessory structures?

Applicant Response: ☒ Change Made ☐ Change Not Made
Applicant Comment:

Added clarification that the separation is for a building on a separate lot or tract not utilized for residential use such as a pocket park or similar

22. Lot coverage. Please provide justification/clarification on the reference to "outbuildings or accessory units." Outbuilding are not defined in the PUD or the Elizabeth Land Development Code. Weren't accessory units eliminated from the PUD? Additionally, lot coverage for accessory buildings is addressed in the development standards A(4) e of the PUD Guide. Please follow the lot coverage terminology of the Code for standards (e.g., under roof).

Applicant Response: ☒ Change Made ☐ Change Not Made
Applicant Comment:

Changed to Accessory Buildings, yes accessory units were removed, the text was supposed to say accessory uses not units.

23. Please include a required Minimum vegetative area. The comparable standard (R-1-20), is 30%.

Applicant Response: ☒ Change Made ☐ Change Not Made
Applicant Comment:

Added as requested.

24. Please set forth minimum lot widths and standards to ensure the variation in lot sizes and widths would be accomplished.

Applicant Response: ☒ Change Made ☐ Change Not Made
Applicant Comment:

Minimum lot width has been added, the Land Use Code variations requirements have been added to the standards.

25. The lot typical is helpful addition to the PUD Guide; however they need to include all lot configurations, garage configurations (front loaded and side loaded), accessory structures, depict the lot size, lot coverage, and dimension all design standards.

Applicant Response: ☒ Change Made ☐ Change Not Made
Applicant Comment:

Additional Lot Typical information has been added.

Residential SFd (Single Family R-1)

Development Standards

26. Please delete attached or detached private garages (3 cars maximum) from the list of permitted uses by right. These were previously relocated to Accessory Buildings.

Applicant Response: ☒ Change Made ☐ Change Not Made
Applicant Comment:

Removed as requested.

27. Building Setbacks. Under building sides, 5 feet is listed, but no indication from what. Maybe it's from other property lines? Please clarify.

Applicant Response: ☒ Change Made ☐ Change Not Made

Applicant Comment:

Has been clarified to state 5 feet from internal property line.

28. See address comment 18 of the SFe above within the SFd building setbacks.

Applicant Response: ☒ Change Made ☐ Change Not Made
Applicant Comment:

Setbacks added.

29. PA-15 abuts a major highway and PA-4 and PA-5 abuts a major collector. Please include a minimum front yard setback of 100 feet from the highway centerline and set forth setbacks from major collectors.

Applicant Response: ☒ Change Made ☐ Change Not Made
Applicant Comment:

Setbacks to Hwy 86 and Major Collector added to standards.

30. Please set forth minimum lot widths and standards to ensure the variation in lot sizes and widths would be accomplished.

Applicant Response: ☒ Change Made ☐ Change Not Made
Applicant Comment:

Minimum lot width has been added, the Land Use Code variations requirements have been added to the standards.

31. Lot coverage. See comment **Residential SFe** 22 above.

Applicant Response: ☒ Change Made ☐ Change Not Made
Applicant Comment:

Changed to Accessory Buildings, yes accessory units were removed, the text was supposed to say accessory uses not units.

32. Please include a required Minimum vegetative area. The comparable standard (R-1), is 20%.

Applicant Response: ☒ Change Made ☐ Change Not Made

Applicant Comment:

Added as requested.

33. Lot typical. See comment **Residential SFe** 25 above.

Applicant Response: ☒ Change Made ☐ Change Not Made
Applicant Comment:

Additional Lot Typical information has been added.

General Residential Comments

34. It appears the suitability analysis for the requested increase in building heights was not included in the resubmittal. Specially, staff requested the analysis include variation of viewshed and height analysis for appropriate suitability to the site's topography.

Applicant Response: ☐ Change Made ☒ Change Not Made
Applicant Comment:

A 25 foot height limit would not support two story homes, in particular with a minimum 6:12 roof pitch.

35. Please incorporate standards that would create buffers between the transition of various land uses (particularly areas adjacent to PA-13, PA-3, PLI-1, PLI-2, PLI-3 and PLI-4).

Applicant Response: ☒ Change Made ☐ Change Not Made
Applicant Comment:

We have added buffer landscape standards to the PLI design standards.

36. Fencing, hedges and wall regulations needs to be addressed in the PUD Guide or simply require compliance with the Land Use and Development Code.

Applicant Response: ☒ Change Made ☐ Change Not Made
Applicant Comment:

Compliance with the Land Use and Development Code has been added.

37. Please provide a block typicals to demonstrate conformance with the Design Review Standards and Guidelines and the Town of Elizabeth Land Use and Development Code.

Applicant Response: ☒ Change Made ☐ Change Not Made
Applicant Comment:

We have created block typicals as requested and have added them to the PUD Land Use Document.

Commercial Mixed Use (CMU)

38. The intent of the underlying zoning is to provide a mix of higher density residential and commercial accommodations; however, no dwelling units are allocated for the planning areas. Please clarify.

Applicant Response: ☒ Change Made ☐ Change Not Made
Applicant Comment:

Understood, we acknowledge that any potential future units in the CMU areas would need to bring water for their use.

39. PA-3 should have an underlying zone district designation of Public Lands and Institution (PLI).

Applicant Response: ☒ Change Made ☐ Change Not Made
Applicant Comment:

This has been added as a note to the PUD for PA-3.

Lighting and Dark Skies

40. Replace "Development within Elizabeth West will conform…." with a statement that all lighting shall conform with Article VIII – Lighting Requirements as set forth in the Town of Elizabeth Land Use and Development Code and the Town of Elizabeth Design Review Standards & Guidelines, dated January 2011."

Applicant Response: ☒ Change Made ☐ Change Not Made
Applicant Comment:

The note has been updated as requested.

Parks & Open Space (OS)

41. The percentage of active open space is right at the minimum required for PUDs. Please provide the acreage of the trails and detention areas in the Land Use Chart's passive vs. active open space portion. Staff is having difficulty confirming acreages for the trail square footage (trails are delineated in miles), detention areas in OS-1 and OS-2, and wayside areas. Please provide the square footages/acres for each with clear delineation of what is proposed to be counted as active. The total should add up to the total active area acreage in the chart. Please provide a definition of wayside areas.

Applicant Response: ☒ Change Made ☐ Change Not Made

Applicant Comment:

We have clarified how the calculations have been made, in addition we have added standards for wayside areas to be used in the more detailed design stage.

42. Staff recommends including exercise components along the community trail.

Applicant Response: ☒ Change Made ☐ Change Not Made
Applicant Comment:

A commitment to the addition of outdoor exercise equipment is memorialized in the waysides section of Development Criteria for Open Space.

43. Please delineate the residential buffer square footages per planning area.

Applicant Response: ☐ Change Made ☒ Change Not Made
Applicant Comment:

The Land Use and Development Code, as well as the Town of Elizabeth Design Standards reference buffers as part of the landscape plans/site plans, for example a 25' buffer is required when a parking lot adjoins property zoned for any residential use. At the more detailed design stage buffers will be incorporated where required. OS-3 – 27.6 acres, has been excluded from the passive open space calculation.

44. OS-2 may need to extend further west (within PA-5) to that point at which the drainage basin exceeds 130 acres.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

Additional open space within PA-5 may be required during platting to convey the offsite drainage basin; however, at this time we anticipate the drainage could be accommodated in a storm pipe or channel improvement.

45. Allowing school facilities as a use permitted by right does not appear to be consistent with the intent of parks and open space in Elizabeth West. Please clarify.

Applicant Response: ☒ Change Made ☐ Change Not Made
Applicant Comment:

Removed.

46. Clearly delineate the active and passive amenities in the pocket parks and neighborhood parks. The acreages need to match the acreages in the Land Use Chart.

Applicant Response: ☐ Change Made ☒ Change Not Made

The intent is that the park areas would be active, if an example could be provided showing how another Zoning application provided that level of information it would be extremely helpful. We referenced the recently approved Legacy Village Zoning documents, as well as the final CD's and have prepared this Zoning level document in the same way that Legacy Village was completed.

47. In pocket parks, staff recommends removing open turf area of 3,000 square feet and replace with turf and landscape plantings to provide shade over at least 15% of the area. This way, the turf and landscape area would correlate to the ultimate size of the pocket park that would be anywhere between ¼ acre to 3 acres.

Applicant Response: ☒ Change Made ☐ Change Not Made
Applicant Comment:

Good suggestion, this has been updated to read that turf and landscape plantings to provide shade over at least 25% of the area, again the intent of the park areas is to provide for active use.

48. One neighborhood park is proposed (PK-1). Please revise the minimum park size to correspond with the PUD Development Plan (e.g., 10.1 acres).

Applicant Response: ☒ Change Made ☐ Change Not Made
Applicant Comment:

Updated as requested.

49. Due to the size of PK-1, minimum development features and/or amenities should be a 50%/50% split between active and passive recreation uses or only include active amenities for the neighborhood park. Please delineate all amenities that would be passive and those that would be active. Other considerations to update:
    a. A minimum of five benches might not be enough to serve a 10.1-acre neighborhood park.
    b. Not sure if 10,000 square feet of natural area is an adequate neighborhood park amenity considering the proximity to 80-acres of natural open space.

Applicant Response: ☒ Change Made ☐ Change Not Made
Applicant Comment:

We anticipate active uses and have removed the natural area, as well as increased the number of benches to a minimum of 10.

50. Thank you for providing community and local trail standards. Please remove reference to the intention of connectivity as it needs to be required (e.g., shall connect to the broader community of Elizabeth community trails for community trails, etc.).

Applicant Response: ☒ Change Made ☐ Change Not Made
Applicant Comment:

The reference has been changed as requested.

51. Please include standards (e.g., berming, vegetation) for the 100-foot-wide tract along the southern property line that would buffer estate residential planning areas. The graphic provided on page 10 of the PUD narrative shall be included in the PUD Guide to illustrate the buffering standards.

Applicant Response: ☒ Change Made ☐ Change Not Made
Applicant Comment:

Standards have been added to the development standards for SFe.

PUD DEVELOPMENT PLAN

52. Please add a table showing the dimensional standards for each land use proposed for the PUD on the PUD Development Plan.

Applicant Response: ☐ Change Made ☒ Change Not Made
Applicant Comment:

It was previously requested to remove this and only have these standards in the PUD Guide.

53. Section 1.1 Introduction & Project Narrative mentions a mix of housing types, variety of housing products, lot sizes and uses. Please be sure the development and dimensional standards implement the project narrative. Additionally, the narrative states open areas in the form of passive and active open space, pond areas, floodplain, etc. Previous submittals indicated there are no 100-year floodplains affecting the property. Please confirm.

Applicant Response: ☒ Change Made ☐ Change Not Made
Applicant Comment:

Standards have been updated per this comment letter, the reference to floodplain has been removed, there is no floodplain on the property.

54. Please address the preservation of the existing trees and pond areas within the PUD Guide and Development Plan.

Applicant Response: ☒ Change Made ☐ Change Not Made

Applicant Comment:

We have added tree protection standards to the PUD Guide.

55. In Section 1.3, please replace "Town of Elizabeth Planning Manager" with "Community Development Director."

Applicant Response: ☒ Change Made ☐ Change Not Made
Applicant Comment:

Changed as requested.

56. Please include the phasing plan and narrative from page 8 in the PUD Development Plan. Per the Phasing Plan, the critical parks and open space amenities (e.g., 10.1 acre neighborhood park, 3.2 acre pocket park, and OS-1) are not proposed to be constructed until 2030, but a significant amount of the project density is proposed in Phase 1 and 2. Amenity contributions should be evenly spread in a prorated fashion rather than on the back end of the development.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

We have modified the phasing plan to include PK-1 in Phase Two.

Land Use Chart

57. Please include PA-3 in the Site Dedication section of the Land Use Chart as it will be dedicated to the Town upon approval of the final plat for the property.
58. For PLI-1, replace "public lands/institutions" with Town water storage tank.
59. For PLI-2 and PLI-4, replace "public lands/institutions" with Town lift stations.
60. For PLI-3, "public lands/institutions" with Town water well and ancillary facilities.
61. Delete the reference to "anticipated" neighborhood park in the Land Use Chart.
62. Delete "approximately" and replace with "minimum" for trail lengths.

Applicant Response: ☒ Change Made ☐ Change Not Made
Applicant Comment:

Updated as requested.

COMPREHENSIVE PLAN CONFORMANCE

Staff substantially concurs with the Comprehensive Plan Compliance Overview provided in the resubmittal once all comments included in this Comment Summary Report are addressed.

Finance

Brian Murray, Elizabeth Finance Officer bmurray@townofelizabeth.org

I'm confused what they've done here; I was happy with the revisions that they had made when revision 3 was released, and this seems to have taken two steps back. Page 31 of the document is the most important, as it is encompassing all of the estimates leading up to that point. We had discussed that the Elizabeth Parks and Rec District is not part of the Town and their revenue should not be included in our revenue sources, and they have added that back in. This table also is demonstrating that long-term this development is not sustainable. I made them aware of that, and that they needed to include utility services as a revenue source in order to offset the increasing expenditures, which they had also corrected. Now that line item is gone. This is the link to revision 3 - https://www.dropbox.com/sh/fhor3r4hve1c2ox/AABmJxNxX8R3_C0ekVjm5g7Ea?dl=0&preview=Elizabeth+West+Fiscal+Impact+Analysis+v20210929.pdf

I was happy with the way that it looked at that point. It looks like their intent with this revision was to change beginning start date and thus lower expected home values based on rising interest rates, which I understand, but I don't know why they changed some of the other items that had already been corrected.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

Town Engineering

Manny Nuno, CORE, Project Engineer mnuno@liveyourcore.com

As noted, we have yet to see the section lines added to the applicant's zoning documents to be able to verify access. This is a repeated comment that has not been previously addressed.

This comment extends back to the 2nd submittal of this project and remains unresolved. We have previously requested that Section Corners and Section Lines be included on the Zoning Exhibit, which we note has not been done. The need for this Section information stems from our concern that this property may not have direct access to Legacy Village Road on the West side. Until Section information AND the designation of the full existing Right of Way of Legacy Village Road is identified on the Zoning map, we cannot presume that access is available.

Applicant Response: ☒ Change Made ☐ Change Not Made
Applicant Comment:

Our surveyor has confirmed the section lines and ROW, these have been added to the Zoning Exhibit.

Public Works Department – Water and Sewer Review

Rob Anderson, JVA Senior Project Manager randerson@jvajva.com
Mike DeVol, Elizabeth Public Works Director mdevol@townofelizabeth.org

On behalf of the Town of Elizabeth, JVA has reviewed the following documents submitted in June 2022.

- PUD Development Plan
- PUD Development Narrative

The planned development totals approximately 425 acres with a proposed 623 residential lots and 250,000 sf of commercial and 15 acres of park and recreation areas.

1.) Water Supply – HRS is reviewing the Adequacy of Water Supply Study

Applicant Response: ☐ Change Made ☒ Change Not Made
Applicant Comment:

Understood, many conversations have taken place over the last approximately year. The revised plan has been catered to the water supply as suggested by the town and town representatives.

2.) Developer shall contribute funds for the construction of reuse facilities or related systems.

Applicant Response: ☐ Change Made ☒ Change Not Made
Applicant Comment:

Understood, these conversations are ongoing.

3.) Water Infrastructure

a. An off-site water transmission main along HWY 86 will be required to interconnect with the Town infrastructure.

b. A pumped high zone is likely and may require property dedication.

c. Water storage tank(s) will be required. The proposed tank site may require adjustment due to grade elevations and hydraulics.

d. Suggest a larger two-to-three-acre tank site to accommodate wells, pump station, water treatment and future utility expansions.

e. Provide multiple well sites for current and future groundwater development.

f. Irrigation for parks and road medians should be minimized.

g. Minimize irrigation for residential and commercial properties and adopt a form of Xeriscaping.

Applicant Response: ☐ Change Made ☒ Change Not Made
Applicant Comment:

Thank you for this information, it will be helpful when we move into the detailed design.

4.) Sewer Infrastructure

a. The Gold Creek WWTP will require expansion.

b. Multiple lift stations (more than two) may be required to serve the development

c. Replacement of the Gold Creek Lift Station maybe required.

d. Sewer main extensions in Town proper will be required

e. Forcemain and sewer interconnects with the Town, aligned along HWY 86 will be required.

Applicant Response: ☐ Change Made ☒ Change Not Made
Applicant Comment:

Thank you for this information, it will be helpful when we move into the detailed design.

5.) Other

a. Given the size of the development, a water and sewer plan for the entire development should be submitted for review and comment.

b. Provide documentation on how infrastructure is to be constructed in relation to the development phasing.

Applicant Response: ☐ Change Made ☒ Change Not Made
Applicant Comment:

Per direction from the Patrick Davidson the Town Manager, a Utility Study/Water & Sewer Plan is not required at the zoning stage of the project.

Matt Seitz, HRS Water Consultants, Inc 303-462-1111 ex 301, mseitz@hrswater.com

Reviews the quantities in the Jehn Report and they check out as others noted. No other comments beyond what has been commented on in our previous letters.

David L. Kueter, Of Counsel, Holsinger Law, LLC 303-722-2828, dkueter@holsingerlaw.com

The Water Availability analysis appears to be consistent with the discussions we have been having with the applicant (the discrepancy between their calculation of 272.6 af/yr vs. HRS' 272.4 af/yr appears not to be significant if their demand calculations are correct). I just have a couple comments:

1. As noted in the report, the portion of the groundwater underlying the New Point Properties (about 51.1 af based on a 300-year supply) has not been adjudicated. Section 13-4-50(a) of the Town Code requires groundwater to be adjudicated prior to dedication, although the Board of Trustees may accept unadjudicated groundwater provided the cost of adjudication and yield are addressed in the development contract or water dedication agreement. Gina Burke at

Jehn Water Consultants has reached out to Matt Seitz to discuss adjudication of the groundwater. Any approval should address responsibility for adjudication, whether the Town will be a co-applicant in any adjudication pursuant to 13-4-50(c), and any required adjustments to the development plan if the adjudication results in a material reduction in the amount of water available for the project.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

2. Thank you for providing the July 13, 2011 Bargain and Sale Deed referenced in the notes to Table 2 of the report. These documents are consistent with the amounts claimed in the Jehn report and with my previously provided comments.

Transportation

Matt Brown, Stolfus & Associates, Inc. 303-221-2330, Matt@stolfusandassociates.com

1. The PUD exhibit shows a right-in, right-out access to CO-86 immediately east of CR 3. This isn't reflected in the traffic study and should be removed from the PUD exhibits.

Applicant Response: ☒ Change Made ☐ Change Not Made
Applicant Comment:

This has been removed from the PUD exhibit.

2. The traffic study assumes that an Access Control Plan (ACP) amendment will be successful. It also assumes more than one CO-86 access per ownership and a full movement intersection (Elizabeth West's proposed North Access) that is not in alignment with the current ACP. The applicant will be responsible for preparing an amendment to the Access Control Plan on behalf of the Town of Elizabeth. An updated traffic study will be required if the access scheme changes from what is assumed in the traffic study.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

3. The study assumes relocation of the signalized intersection shown in the ACP for Cherokee Trail to Elizabeth West's proposed North Access and recommends that a new connection from Cherokee Trail to the North Access be provided by others. A signal at the North Access would serve Elizabeth West as well as future development north of CO-86. The applicant will be responsible for preparing an amendment to the Access Control Plan on behalf of the Town of

Elizabeth. An updated traffic study will be required if the access scheme changes from what is assumed in the traffic study.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

4. In addition to the access control plan amendment, the Applicant will be responsible for obtaining state highway access permits at CR 3 and the other 2 proposed access points to CO-86. The applicant will be responsible for any access-related improvements necessary to obtain CDOT approval.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

5. Referring to Table 3, some of the improvements required of the applicant will trigger the need for improvements at locations currently identified as the responsibility of "others". For example, construction of a northbound dual left at CO-86 and CR 3 will likely require that improvements be made to CR 3 north of the intersection to accommodate the widening and make sure that the north/south thru lanes align across the intersection. The applicant is responsible for the entirety of the improvement necessary to accommodate Elizabeth West traffic.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

6. The applicant should not assume a cost share with others for the signal at CR 3. Similarly, the traffic signal at the north access will be an applicant cost, not "others" as shown in Table 3. There are no other developments currently planned so all required improvements to accommodate Elizabeth West are the responsibility of the applicant.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

7. Improvements to CR 3 from CO-86 south to the property limit are not listed. The applicant is responsible for improving the roadway to Major Collector standards per the Annexation Agreement.

Applicant Response: ☐ Change Made ☐ Change Not Made
Applicant Comment:

EXTERNAL REFERRAL AGENCY COMMENTS

Kara Gerczynski, Division Chief/Fire Marshall 303-646-3800 kara@elizabethfire.com

Note: Fire review and Impact Fee Form attached.

1. The fire code requires 1000 gpm at 20 psi for 60 minutes of fire flow for residential developments. The total water storage shall be $60,000 in excess of the daily maximum flows.

Applicant Response: ☐ Change Made ☒ Change Not Made
Applicant Comment:

Understood, as stated below this will be assessed at site plan/plat review.

2. The fire code bases fire flow on the type of building and size. Fire flow requirements will be assessed at site plan review. The lowest fire flow will be 1500 gpm at 20 psi for 2 hours. The total water storage shall be a minimum of 180,000 gallons in excess of the daily maximum flows.

Applicant Response: ☐ Change Made ☒ Change Not Made
Applicant Comment:

Understood, as stated above this will be assessed at site plan/plat review.

3. All parks shall have some type of name/designation for immediate emergency response.

Applicant Response: ☐ Change Made ☒ Change Not Made
Applicant Comment:

Understood, we will name the parks as part of the more detailed design process but not at the zoning stage of the project.

4. Trail that extends into open space shall have designators along the trail for immediate emergency response.

Applicant Response: ☐ Change Made ☒ Change Not Made

Applicant Comment:

Understood, the trails will be named for emergency response as part of the more detailed design process but not at the zoning stage of the project.

Elizabeth School District, Ron Patera rpatera@esdk12.org

1. Thank you for the opportunity to review the referenced project. Similar to a prior response, the district's first concern is a safety issue from our transportation department. Safety is of the utmost concern when it comes to pupil transportation. At all of the accesses to Highway 86 or other busy roads it would be important to have proper turn lanes and merge lanes to allow safe turns for slow-accelerating buses. That part of Highway 86 is notorious for high speeds and problems seeing slow-accelerating buses when the sun is rising or setting.

Applicant Response: ☐ Change Made ☒ Change Not Made
Applicant Comment:

We agree, and as part of the more detailed design specific improvements will be designed, but the zoning stage of the entitlement process is not where this level of design is completed.

2. One other thought is more of a broader transportation concern. Highway 86 has a near constant flow of traffic during rush hour, and that is during a time when many people are working from home. Adding this many more homes where workers will be using 86 to get to/from work may cause serious logjams every day. A plan to widen 86 to four lanes should be in the works as this, and other developments, are approved.

Applicant Response: ☐ Change Made ☒ Change Not Made
Applicant Comment:

We understand, this is a regional improvement. A detailed traffic study will be done with the more detailed design after zoning.

3. In reviewing the development documents, we noticed that in the land use application it states that there will be 950 units developed, while the narrative states there will be 623 units. For planning purposes, the school district would like to have this clarified.

Applicant Response: ☐ Change Made ☒ Change Not Made
Applicant Comment:

Understood, the application was not updated since it was originally submitted but 623 units is correct.

4. In a previous version of this proposal, there was a site that was dedicated for a future school. However, it is not obvious in this version there is not any land dedicated for a school. Again, for planning purposes, the school district would like to have this clarified.

Applicant Response: ☒ Change Made ☐ Change Not Made

Applicant Comment:

Our understanding is that a school site is no longer a part of this proposal, and we have removed school uses from the permitted uses in the open space areas.

5. The final concern of the District is the collection of fees attributable to the development. Currently, the district collects $2,822 per housing unit due to the impact attributable to growth. Therefore, the district requests that the applicant enter into an agreement for the timely payment of all applicable fees to the district.

Applicant Response: ☐ Change Made ☒ Change Not Made
Applicant Comment:

This agreement will be entered into with the platting stage of the project, the same as other projects in the Town of Elizabeth.

The following external referral agencies had no comments and will be forwarded if received:

Elizabeth Library District	Elizabeth Parks and Recreation
Elizabeth Police	CDOT
ECPH – No Concerns	Comcast
Elbert County Community Development	Elizabeth Post Office
Elbert County Sheriff	Elbert County Assessor
Elbert County GIS	Elbert County Public Works
Black Hills	Core Electric
Co Water Conservation Board	

NEXT STEPS:
Please address all the above-referenced comments and email the required resubmittal documents to Pam Cherry at pcherry@townofelizabeth.org and Zach Higgins at zhiggins@townofelizabeth.org. Please remember to complete this form by selecting whether or not each comment/change was made and note where to find the change made in the resubmittal documents. Then, date the form, save your changes, and return a PDF with your resubmittal. The Town acknowledges that project parameters could change based on these review comments. As such, the Town reserves the right to provide additional comments or requirements at the time when revised plans are submitted and reviewed.

ATTACHMENTS:
- Elizabeth Fire Protection District Form Comments
- Elizabeth Fire Protection District Emergency Services Impact Fee Schedule
- School District Comment letter Dated July 8, 2022

Cc: Patrick Davidson, Elizabeth Town Administrator
Zach Higgins Planner/Project Manager

Pam Cherry

From: Carrie McCool <carrie@mccooldevelopment.com>
Sent: Tuesday, September 27, 2022 11:28 AM
To: Hannah Bruce
Cc: Pam Cherry
Subject: Re: Elizabeth West PC Staff Report Progress Check in and Input Needed

Thank you, Hannah. Your email response will work just fine. Again, many thanks!
Best,

Carrie McCool, Principal
McCool Development Solutions
4383 Tennyson Street, Unit 1-D
Denver, CO 80212
Direct: 303.378.4540
www.mccooldevelopment.com

On Tue, Sep 27, 2022 at 11:09 AM Hannah Bruce <hbruce@townofelizabeth.org> wrote:

> Hi Carrie,
>
> I have reviewed the document and the concerns Brian was addressing before he left. Everything is great now based on his initial analysis. Do you need me to add the verbiage to the document or will this email suffice?
>
> **Staff Comment:** The applicant prepared a Fiscal Impact Analysis to describe the fiscal impacts to the Town. The Town's Finance Director reviewed the analysis and concurs that at full build-out, Elizabeth West is estimated to generate approximately $16,992 in revenue per acre, which compares favorably to an estimated approximately $14,902 in public service expense per acre in the same timeframe. Said estimates indicate a positive fiscal impact to the Town. As such, staff finds additional municipal service costs will not be incurred, which the Town is not prepared to meet.
>
> Best regards,
>
> #
>
> **Hannah Bruce**
>
> Finance Officer

Town of Elizabeth

Office : 303.646.4166 Ext. 505

Email : hbruce@townofelizabeth.org

151 S Banner Street

Elizabeth, CO 80107

www.townofelizabeth.org

Pam Cherry

From: Matthew Brown <Matt@Stolfusandassociates.com>
Sent: Tuesday, September 13, 2022 1:38 PM
To: Pam Cherry
Subject: RE: Elizabeth West - follow up on traffic study
Attachments: Eliz West Rezone Memo Stolfus.pdf

Hi Pam,
For the purposes of rezone, I'm satisfied with the Applicant's response to my July comments.

I wanted to confirm with you that at this time we are reviewing zoning, and that site plan will be a subsequent review. Is that correct?

Town Municipal Code Chapter 16 Article II – Site Plan Standards and Procedures includes the following:

> (h) The Town may require public improvements to be constructed as a condition of site plan approval. Any such imp the proposed use and may include, but not be limited to, street widening, acceleration/deceleration lanes, access sewer lines, pedestrian/bicycle trails or other related improvements.

With this in mind, I've not reviewed the entirety of the traffic study recommendations to determine their suitability for Site Plan approval, only the overall vehicular access and circulation concept as it relates to rezoning of the parcel for the PUD use. Feel free to give me a call if you would like to discuss this further.

Regards,
Matt

Matthew J. Brown, PE, PTOE
Senior Transportation Engineer

Stolfus

Stolfus & Associates, Inc. | 5690 DTC Boulevard, Suite 330W | Greenwood Village, CO 80111
303-221-2330 | 720-979-5892 | matt@stolfusandassociates.com
www.stolfusandassociates.com

From: Pam Cherry <pcherry@townofelizabeth.org>
Sent: Tuesday, September 13, 2022 1:06 PM
To: Matthew Brown <Matt@Stolfusandassociates.com>
Cc: csmcgranahan@lsctrans.com
Subject: FW: Elizabeth West - follow up on traffic study

From: Matthew Brown <Matt@Stolfusandassociates.com>
Sent: Monday, August 1, 2022 3:33 PM
To: Pam Cherry <pcherry@townofelizabeth.org>; Zach Higgins <zhiggins@townofelizabeth.org>
Subject: FW: Elizabeth West - follow up on traffic study

Hi Chris!

Matt, are any remaining issues resolved?

Pam Cherry, MPA, CFM
Community Development Director
Town of Elizabeth
Office : 303.646.4166
Email : pcherry@townofelizabeth.org
151 S Banner Street
Elizabeth, CO 80107
www.townofelizabeth.org

From: Chris McGranahan <csmcgranahan@lsctrans.com>
Sent: Thursday, July 28, 2022 12:41 PM
To: Matthew Brown <Matt@Stolfusandassociates.com>
Cc: pdavidson@townofelizabeth.org; Jim Marshall <jim@mglinvestments.com>; Waltraud Carter <lsc@lscdenver.com>
Subject: Elizabeth West - follow up on traffic study

Matt,

I have reviewed your recent comments dated July 18, 2022 regarding the Elizabeth West traffic study.

The theme of the comments is we need to follow the State Highway Access Code requirements for access to SH 86 which will include needing an Access Control Plan amendment to allow the access currently being proposed. Jim Marshall's intent is to get through the high level approvals and then coordinate with CDOT on the access details once we get into the details of site planning. If the amendment is not approved we may need to modify the access plan to be consistent with the existing Access Control Plan.

One of the comments mentioned a dual left-turn lane. The 2020 traffic study originally submitted assumed up to 1,400 homes, an elementary school and 250,000 square feet of commercial space. Since that time the density was lowered and the traffic study updated. The updated traffic study from May, 2022 assumed only 623 homes, a 20,000 Town building and 230,000 square feet of commercial space. The updated study had considerably fewer trips so the dual left-turn lane recommendations were dropped. Not sure if this comment was a carry over from last time or if you did not receive the updated study.

I have attached the May, 2022 in case you didn't receive it.

We will coordinate with the CDOT when the time is right after high level approvals have been made to modify the existing Access Control Plan. If the amendment is not approved we may need to modify the access plan to be consistent with the existing Access Control Plan.

We don't feel any additional traffic study updates are needed at this time.

Thank you,

Christopher S. McGranahan, PE, PTOE
Principal

LSC Transportation Consultants, Inc.
1889 York Street
Denver, CO 80206
303-333-1105
csmcgranahan@lsctrans.com
lsctrans.com

Pam Cherry

From: Matthew Brown <Matt@Stolfusandassociates.com>
Sent: Monday, August 1, 2022 3:33 PM
To: Pam Cherry; Zach Higgins
Subject: FW: Elizabeth West - follow up on traffic study
Attachments: ElizabethWest-052722.pdf

From: Chris McGranahan <csmcgranahan@lsctrans.com>
Sent: Thursday, July 28, 2022 12:41 PM
To: Matthew Brown <Matt@Stolfusandassociates.com>
Cc: pdavidson@townofelizabeth.org; Jim Marshall <jim@mglinvestments.com>; Waltraud Carter <lsc@lscdenver.com>
Subject: Elizabeth West - follow up on traffic study

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We don't feel any additional traffic study updates are needed at this time.

Thank you,

Christopher S. McGranahan, PE, PTOE
Principal

LSC Transportation Consultants, Inc.
1889 York Street
Denver, CO 80206
303-333-1105
csmcgranahan@lsctrans.com

Stolfus

Memorandum

To: Carrie McCool, Town of Elizabeth Contract Planner
Pam Cherry, Town of Elizabeth Community Development Director

From: Matthew J. Brown, PE, PTOE

Date: July 18, 2022

Re: Elizabeth West Rezone

Stolfus & Associates, Inc. has reviewed the Elizabeth West Rezone application and has the following comments:

1. The PUD exhibit shows a right-in, right-out access to CO-86 immediately east of CR 3. This isn't reflected in the traffic study and should be removed from the PUD exhibits.
2. The traffic study assumes that an Access Control Plan (ACP) amendment will be successful. It also assumes more than one CO-86 access per ownership and a full movement intersection (Elizabeth West's proposed North Access) that is not in alignment with the current ACP. The applicant will be responsible for preparing an amendment to the Access Control Plan on behalf of the Town of Elizabeth. An updated traffic study will be required if the access scheme changes from what is assumed in the traffic study.
3. The study assumes relocation of the signalized intersection shown in the ACP for Cherokee Trail to Elizabeth West's proposed North Access and recommends that a new connection from Cherokee Trail to the North Access be provided by others. A signal at the North Access would serve Elizabeth West as well as future development north of CO-86. The applicant will be responsible for preparing an amendment to the Access Control Plan on behalf of the Town of Elizabeth. An updated traffic study will be required if the access scheme changes from what is assumed in the traffic study.
4. In addition to the access control plan amendment, the Applicant will be responsible for obtaining state highway access permits at CR 3 and the other 2 proposed access points to CO-86. The applicant will be responsible for any access-related improvements necessary to obtain CDOT approval.
5. Referring to Table 3, some of the improvements required of the applicant will trigger the need for improvements at locations currently identified as the responsibility of "others". For example, construction of a northbound dual left at CO-86 and CR 3 will likely require that improvements be made to CR 3 north of the intersection to accommodate the widening and make sure that the north/south thru lanes align across the intersection. The applicant is responsible for the entirety of the improvement necessary to accommodate Elizabeth West traffic.
6. The applicant should not assume a cost share with others for the signal at CR 3. Similarly, the traffic signal at the north access will be an applicant cost, not "others" as

shown in Table 3. There are no other developments currently planned so all required improvements to accommodate Elizabeth West are the responsibility of the applicant.

7. Improvements to CR 3 from CO-86 south to the property limit are not listed. The applicant is responsible for improving the roadway to Major Collector standards per the Annexation Agreement.

Thank you for the opportunity to complete this review. Please let me know if you would like to discuss any of these comments.

Pam Cherry

From: Robert J. Anderson <randerson@jvajva.com>
Sent: Monday, July 25, 2022 9:24 AM
To: Pam Cherry; Michael DeVol
Cc: Matt Seitz; mpalumbo@hrswater.com; Patrick Davidson; Zach Higgins; Carrie McCool
Subject: RE: Elizabeth West PUD Zoning request

Pam – I understand. I only made the comments to document what will eventually need to be done.

Rob

ROBERT J. ANDERSON, P.E. | Senior Project Manager

JVA, Incorporated
1319 Spruce Street, Boulder, CO 80302
Direct: 303.565.4916 | Mobile: 303.807.3730 | Office: 303.444.1951
www.jvajva.com | LinkedIn | Twitter

Boulder | Fort Collins | Winter Park | Glenwood Springs | Denver

From: Pam Cherry <pcherry@townofelizabeth.org>
Sent: Monday, July 25, 2022 9:20 AM
To: Robert J. Anderson <randerson@jvajva.com>; Michael A. LaDue <mladue@jvajva.com>
Cc: Matt Seitz <mseitz@hrswater.com>; mpalumbo@hrswater.com; Patrick Davidson <pdavidson@townofelizabeth.org>; Zach Higgins <zhiggins@townofelizabeth.org>; Carrie McCool <carrie@mccooldevelopment.com>
Subject: Elizabeth West PUD Zoning request

Rob and Michael,
The Town of Elizabeth is not going to require Elizabeth West to design water and sewer plans or provide information on how the infrastructure is to be constructed. The requests are premature. There is not sufficient information at this time to determine what will be needed or how to begin design of infrastructure. These requests are not appropriate until plat application.

Thank you

Pam Cherry, MPA, CFM
Community Development Director
Town of Elizabeth

Office : 303.646.4166
Email : pcherry@townofelizabeth.org

151 S Banner Street
Elizabeth, CO 80107

www.townofelizabeth.org

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1319 Sp
Boulder, CO 80302
303.444.1951
info@jvajva.com

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June 24, 2022

Mr. Mike DeVol
Public Works Director
Town of Elizabeth
151 South Banner Street
Elizabeth, CO 80107

RE: Referral – Water & Sewer Review
Rezone & PUD Application - Elizabeth West – Resubmittal
JVA Job No. 1052.e

Dear Mike:

On behalf of the Town of Elizabeth, JVA has reviewed the following documents submitted in June 2022.

- PUD Development Plan
- PUD Development Narrative

The planned development totals approximately 425 acres with a proposed 623 residential lots and 250,000 sf of commercial and 15 acres of park and recreation areas. We have the following comments.

1.) Water Supply – HRS is reviewing the Adequacy of Water Supply Study

2.) Developer shall contribute funds for the construction of reuse facilities or related systems.

3.) Water Infrastructure

   a. An off-site water transmission main along HWY 86 will be required to interconnect with the Town infrastructure.

   b. A pumped high zone is likely and may require property dedication

   c. Water storage tank(s) will be required. The proposed tank site may require adjustment due to grade elevations and hydraulics.

   d. Suggest a larger two-to-three-acre tank site to accommodate wells, pump station, water treatment and future utility expansions.

   e. Provide multiple well sites for current and future groundwater development.

   f. Irrigation for parks and road medians should be minimized.

   g. Minimize irrigation for residential and commercial properties and adopt a form of Xeriscaping.

4.) Sewer Infrastructure

a. The Gold Creek WWTP will require expansion.
b. Multiple lift stations (more than two) may be required to serve the development
c. Replacement of the Gold Creek Lift Station maybe required.
d. Sewer main extensions in Town proper will be required
e. Forcemain and sewer interconnects with the Town, aligned along HWY 86 will be required.

5.) Other

a. Given the size of the development, a water and sewer plan for the entire development should be submitted for review and comment.
b. Provide documentation on how infrastructure is to be constructed in relation to the development phasing.

Please contact me if you need any clarifications.

Sincerely,
JVA, INCORPORATED

By: _____
Robert J. Anderson, PE
Senior Project Manager

DISTRICT COURT, WATER DIVISION 1, COLORADO Court Address: 901-9th Street Greeley, CO 80632 Concerning the Application of: CAROL J. GRAEFF; FRANCIS E. AND BETTY M. RAILSBACK; STEVEN F. AND WENDI L. SETTLE; AND STEPHEN L. AND KATHLEEN M. HOWARD; Applicants, IN ELBERT COUNTY.	▲COURT USE ONLY▲ Case Number: 2006CW260
FINDINGS OF FACT, CONCLUSIONS OF LAW, RULING OF THE REFEREE, JUDGMENT AND DECREE	

This claim for nontributary and not nontributary ground water, having been filed in December, 2006, and all matters contained in the application having been reviewed, and testimony having been taken where such testimony is necessary, and such corrections made as are indicated by the evidence presented herein, the following is hereby the Ruling of the Referee:

FINDINGS OF FACT

1. **Name, Address, and Telephone Number of Applicants:**

Carol J. Graeff; Francis E. and Betty M. Railsback; Steven F. and Wendi L. Settle; and Stephen L. and Kathleen M. Howard
c/o G. Kirby Ross
19751 East Mainstreet, Suite 200
Parker, CO 80138 [Telephone: 303-805-1000, ext 14]

2. **Background:**

A. Applicants are the owners of a parcel of land consisting of 356 acres, more or less, in Elbert County, generally described as the W ½, NW ¼ and the NW ¼, SW ¼ of Section 14 and the NE ¼ and the N ½, SE ¼ of Section 15, Township 8 South, Range 65 West of the 6th P.M., as shown on the General Location Map, attached as **Exhibit A**, the Site Location Map, attached as **Exhibit B**, and as described in the Property Legal Description, attached as **Exhibit C**, hereto ("Applicants' Property").

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Amy L. Fordyce Clerk/Recorder, Elbert County, CO

B. Applicants certify that they own all such described parcel and that only one other person or entity has a financial interest in such land. Such party has been duly notified of the filing of this application in accordance with the notice requirements of § 37-92-302(2), C.R.S., and Applicants certify their compliance therewith.

3. **Objections:** No statements of opposition were filed in this matter and the time for filing such statements has expired.

4. **Subject Matter Jurisdiction:** Timely and adequate notice of the application was published as required by statute, and the Court has jurisdiction over the subject matter of this proceeding and over the parties affected hereby, whether they have appeared or not. The ground water adjudicated herein is not within the boundaries of a designated ground water basin.

APPROVAL OF GROUND WATER RIGHTS

5. **Wells and Well Permits:**

A. Well permit applications for wells to be constructed pursuant to this ruling and decree will be applied for at a later time pursuant to the terms herein. Applicants may construct such wells anywhere on the Applicants' property in order to recover the entire amount of ground water found to be available in each aquifer.

B. There are four (4) existing exempt domestic wells located on Applicants' Property, Well Permit Nos. 211219, 211204, 165872, and 60770, all completed into the Upper Dawson aquifer. These wells are not affected by this ruling and decree, and the annual amounts of Upper Dawson aquifer withdrawals allowed by the permits are excluded from this adjudication.

C. The groundwater may be withdrawn at rates of flow necessary to efficiently withdraw the amounts decreed herein. Applicants hereby waive any 600 foot spacing rule for wells located on the Subject Property, but must satisfy Section 37-90-137(4), C.R.S. for wells owned by others on adjacent properties.

6. **Aquifer Depths and Average Annual Amounts:**

A. Approximate depths to the base of each aquifer are estimated as follows:

Aquifer	Depths Below Land Surface
Upper Dawson	560 Feet
Lower Dawson	840 Feet
Denver	1170 Feet
Arapahoe	2300 Feet
Laramie-Fox Hills	2980 Feet

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B. The average annual amounts available from each aquifer are shown below. These values and amounts are consistent with the State Engineer's Determination of Facts dated May 10, 2007.

Aquifer	Land Area	Saturated Thickness	Specific Yield	Average Annual Amount
Upper Dawson	356 Ac.	175 feet	20 %	112.6 AF
Lower Dawson	356 Ac.	110 feet	20 %	78.3 AF
Denver	356 Ac.	185 feet	17 %	112.0 AF
Arapahoe	356 Ac.	240 feet	17 %	145.2 AF
Laramie-Fox Hills	356 Ac.	225 feet	15 %	120.2 AF

7. **Uses:** The groundwater decreed herein will be used and reused for domestic, industrial, commercial, irrigation, stock watering, recreational, fire protection, and augmentation purposes, both on and off the Subject Property. The ground water subject to this ruling and decree may also be used for municipal purposes if such ground water is conveyed to a municipality or a quasi-municipal entity.

8. **Final Average Annual Amounts of Withdrawal; Banking of Unused Amounts:**

A. Final determination of the applicable average saturated sand thicknesses and resulting average annual amounts available to Applicants will be made pursuant to the retained jurisdiction of this Court, as described in paragraph 20 below. The Court shall use the acre-foot amounts in paragraph 6 herein in the interim period, until a final determination of water rights is made.

B. The allowed annual amount of ground water which may be withdrawn through the wells specified above and any additional wells, pursuant to Section 37-90-137(10), C.R.S., may exceed the average annual amount of withdrawal, as long as the total volume of water withdrawn through such wells and any additional wells therefor subsequent to the date of this decree does not exceed the product of the number of years since the date of the issuance of any well permits or the date of this decree, whichever is earliest in time, multiplied by the average annual amount of withdrawal, as specified above or as determined pursuant to the retained jurisdiction of the Court. However, amounts set forth in well permits will not be exceeded.

9. **Sources of Ground Water and Limitations on Consumption:**

A. The ground water to be withdrawn from the Lower Dawson, Denver, Arapahoe, and Laramie-Fox Hills aquifers is "nontributary ground water" as defined in Section 37-90-103(10.5), C.R.S., and in the Denver Basin Rules, the withdrawal of which will not, within 100 years, deplete the flow of a natural stream, including a natural stream as defined in Section 37-82-101(2) and Section 37-92-102(1)(b), C.R.S., at an annual rate greater than 1/10 of 1% of the annual rate of withdrawal.

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B. Applicants may not consume more than 98% of the annual quantity of water withdrawn from the nontributary aquifers. The relinquishment of 2% of the annual amount of water withdrawn to the stream system, as required by the Denver Basin Rules effective January 1, 1986, may be satisfied by any method selected by the Applicants and satisfactory to the State Engineer, so long as Applicants can demonstrate that an amount equal to 2% of such withdrawals (by volume) has been relinquished to the stream system.

C. The ground water to be withdrawn from the Upper Dawson aquifer is "not nontributary" as defined in Sections 37-90-103(10.7) and 37-90-137(9)(c), C.R.S. Such not nontributary ground water decreed herein may be withdrawn only pursuant to an augmentation plan to be sought separate from this ruling and decree. No such plan was sought in this case.

D. There is unappropriated groundwater available for withdrawal from the subject aquifers beneath the Subject Property, and the vested water rights of others will not be materially injured by such withdrawals as described herein. Withdrawals hereunder are allowed on the basis of an aquifer life of 100 years, assuming no substantial artificial recharge within 100 years. Withdrawals of not nontributary ground water are not authorized under this decree.

10. Additional Wells and Well Fields:

A. Applicants may construct additional and replacement wells in order to maintain levels of production, to meet water supply demands or to recover the entire amount of ground water in the subject aquifers underlying the Subject Property. As additional wells are planned, applications shall be filed in accordance with Section 37-90-137(10), C.R.S.

B. Two or more wells constructed into a given aquifer shall be considered a well field. In effecting production of water from such well field, Applicants may produce the entire amount which may be produced from any given aquifer through any combination of wells within the well field.

C. In considering applications for permits for wells or additional wells to withdraw the ground water which is the subject of this decree, the State Engineer shall be bound by this decree and shall issue said permits in accordance with provisions of this decree and Section 37-90-137(10), C.R.S.

D. In the event that the allowed average annual amounts decreed herein are adjusted pursuant to the retained jurisdiction of the Court, Applicants shall obtain permits to reflect such adjusted average annual amounts. Subsequent permits for wells herein shall likewise reflect any such adjustment of the average annual amounts decreed herein.

E. The water in the Upper Dawson aquifer is not nontributary and may not be withdrawn unless and until an augmentation plan has been applied for and approved by this Court in a separate proceeding.

CONCLUSIONS OF LAW

11. The Water Court has jurisdiction over this proceeding pursuant to Section 37-90-137(6), C.R.S. This Court concludes as a matter of law that the application herein is one contemplated by law. Section 37-90-137(4), C.R.S.

12. The application for a decree confirming Applicants' right to withdraw and use all unappropriated ground water from the nontributary aquifers beneath the Subject Property as described herein pursuant to Section 37-90-137(4), C.R.S., should be granted, subject to the provisions of this decree. As a condition precedent to withdrawal of the Upper Dawson aquifer ground water adjudicated herein, Applicants must obtain this Court's approval of an augmentation plan for the replacement of modeled stream depletions in accordance with the provisions of Section 37-90-137(9)(c), C.R.S.

13. The rights to ground water determined herein shall not be administered in accordance with priority of appropriation. Such rights are not "conditional water rights" as defined by Section 37-92-103(6), C.R.S., and findings of reasonable diligence are not applicable to the ground water rights determined herein. The determination of ground water rights herein need not include a date of initiation of the withdrawal project. See Section 37-92-305(11), C.R.S.

JUDGMENT AND DECREE

14. The Findings of Fact and Conclusions of Law set forth above are hereby incorporated into the terms of this Ruling and Decree as if the same were fully set forth herein.

15. Full and adequate notice of the application was given, and the Court has jurisdiction over the subject matter and over the parties whether they have appeared or not.

16. The Applicants may withdraw the nontributary ground water herein through wells to be located anywhere on the Subject Property, in the average annual amounts and at the estimated average rates of flow specified herein, subject to the limitations herein and the retained jurisdiction by this Court. Applicants may not withdraw ground water from the not nontributary Upper Dawson aquifer until a plan for augmentation is decreed pursuant to Section 37-90-137(9)(c), C.R.S.

17. Applicants have complied with all requirements and met all standards and burdens of proof, including but not limited to Sections 37-92-103(9), 37-92-302, 37-92-304(6), 37-92-305(1), (2), (3), (4), (6), (8), (9), C.R.S., to adjudicate their underlying ground water and are therefore entitled to a decree confirming such ground water rights as described herein.

18. The ground water rights described in the Findings of Fact is hereby approved, confirmed, and adjudicated, including and subject to the terms and conditions specified herein.

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19. No owners of or person entitled to use water under a vested water right or decreed conditional water right will be injured or injuriously affected by the pumping of Applicants' ground water resources as decreed herein.

20. **Retained Jurisdiction:**

A. The Court retains jurisdiction as necessary to adjust the average annual amounts of ground water available under the property to conform to actual local aquifer characteristics as determined from adequate information obtained from wells, pursuant to Section 37-92-305(11), C.R.S. Within 60 days after completion of any well decreed herein or any test hole(s), Applicants or any successor in interest to these water rights shall serve copies of such log(s) upon the State Engineer and the parties herein.

B. At such time as adequate data are available, any person, including the State Engineer, may invoke the Court's retained jurisdiction to make a Final Determination of Water Right. Within four months of notice that the retained jurisdiction for such purpose has been invoked, the State Engineer shall use the information available to him to make a final determination of water rights findings. The State Engineer shall submit such finding to the Water Court, Applicants, and parties herein.

C. If no protest to such finding is made within 60 days, the Final Determination of Water Rights shall be incorporated into the decree by the Water Court. In the event of a protest, or in the event the State Engineer makes no determination within four months, such final determination shall be made by the Water Court after notice and hearing.

21. The ground water rights decreed herein are vested property rights decreed to the Applicants and shall be owned by the Applicants until such time as the Applicants expressly convey all the water underlying the Subject Property, or a portion of the water to another entity through a deed that identifies this case number, the specific aquifer, and the annual volume (based on a 100 year aquifer life) or a total volume of ground water being conveyed. If any deed for the Subject Property is silent to the conveyance of the water rights decreed herein, it is assumed that the water rights have been conveyed with the Subject Property, unless all or part of the water rights have been specifically reserved by the Grantor in that deed.

RULING ENTERED this 2nd day of May, 2007.

John S. Cowan
Water Referee
Water Division 1

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THE COURT DOTH FIND THAT NO PROTEST TO THE RULING OF THE REFEREE HAS BEEN FILED. THE FOREGOING RULING IS CONFIRMED AND APPROVED AND IS HEREBY MADE THE JUDGMENT AND DECREE OF THIS COURT.

Date: JUL 2 4 2007

Honorable Roger A. Klein
Water Judge
Water Division 1

Table of Exhibits

Exhibit A	General Location Map.
Exhibit B	Site Location Map.
Exhibit C	Property Legal Description.

APPROVED AS TO FORM AND CONTENT:

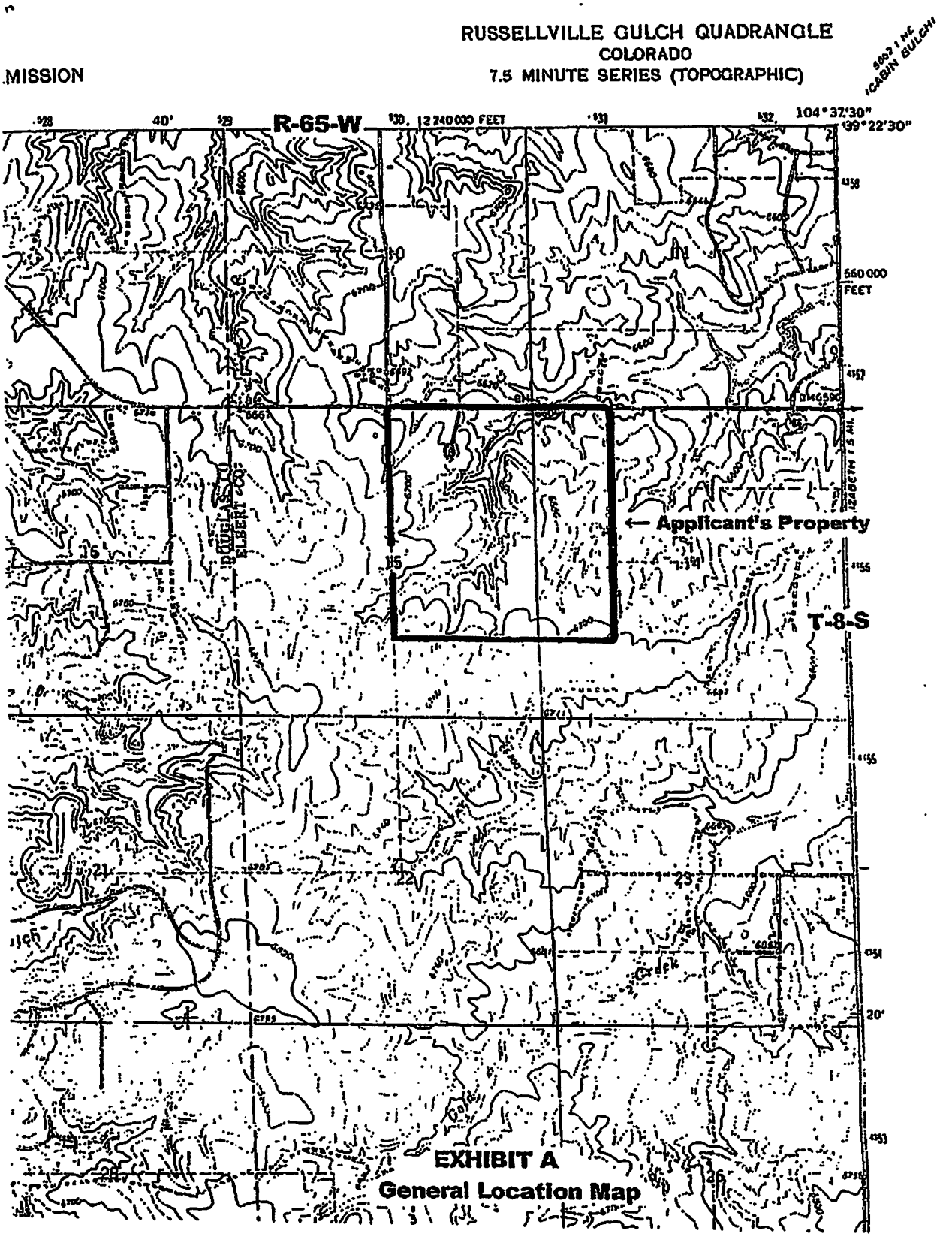
DUNCAN, OSTRANDER & DINGESS, P.C.

A physical copy of this document, duly signed by the attorney named below, is on file at the offices of Duncan, Ostrander & Dingess, P.C., in accordance with CRCP Rule 121, Section 1-26(9)

By: _____
Robert E. Schween, No. 12923

ATTORNEYS FOR APPLICANTS CAROL G. GRAEFF; FRANCIS E. AND BETTY M. RAILSBACK; STEVEN F. AND WENDI L. SETTLE, AND STEPHEN L. AND KATHLEEN M. HOWARD

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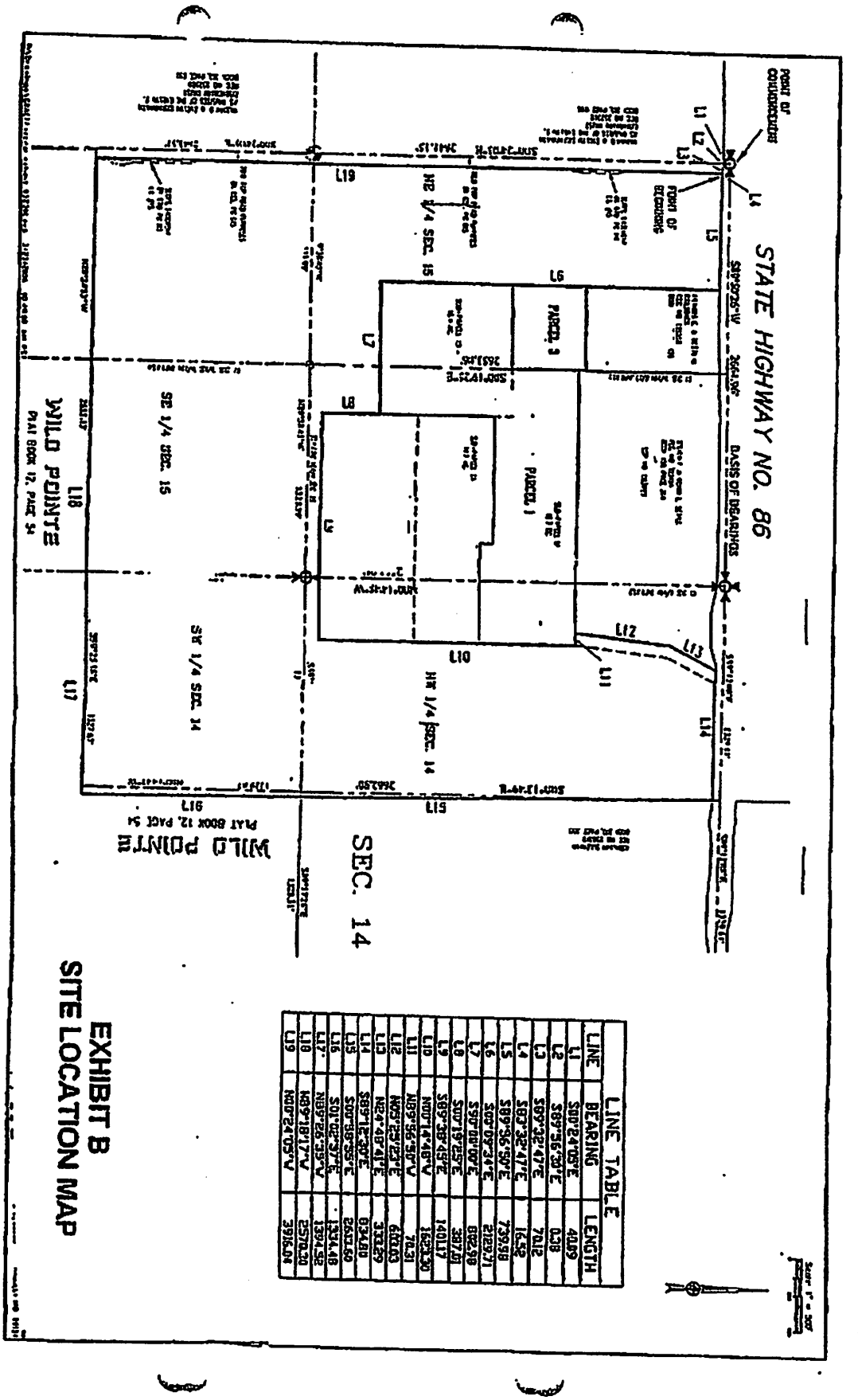


EXHIBIT B
SITE LOCATION MAP

EXHIBIT C

A PARCEL OF LAND LOCATED IN THE NORTHEAST AND SOUTHEAST QUARTER OF SECTION 15, AND THE SOUTHWEST AND NORTHWEST QUARTER OF SECTION 14, TOWNSHIP 8 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF ELBERT, STATE OF COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THE BASIS OF BEARING OF THIS DESCRIPTION IS AN ASSUMED BEARING OF N00°14'48"W A DISTANCE OF 2664.96 FEET FROM A 2" ALUMINUM CAP ON A NUMBER 6 REBAR STAMPED "1999 – LS 30830" AT THE EAST QUARTER CORNER OF SAID SECTION 15 TO A 2" ALUMINUM CAP ON A NUMBER 6 REBAR STAMPED "1999 – LS 30830" AT THE NORTHEAST CORNER OF SAID SECTION 15.

COMMENCING AT THE NORTH QUARTER CORNER OF SAID SECTION 15; THENCE S00°24'05"E ALONG THE WEST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 15 A DISTANCE OF 40.09 FEET TO A POINT ON THE SOUTH RIGHT OF WAY OF COLORADO STATE HIGHWAY NO. 86; THENCE ALONG THE SOUTH RIGHT OF WAY OF COLORADO STATE HIGHWAY NO. 86 THE FOLLOWING TWO (2) COURSES;

1) THENCE S89°56'30"E A DISTANCE OF 0.38 FEET;

2) THENCE S83°32'47"E A DISTANCE OF 70.12 FEET TO THE POINT OF BEGINNING;

THENCE CONTINUING ALONG THE SOUTH RIGHT OF WAY OF COLORADO STATE HIGHWAY NO. 86 THE FOLLOWING EIGHT (8) COURSES;

1) THENCE S83°32'47"E A DISTANCE OF 16.52 FEET;

2) THENCE S89°56'50"E A DISTANCE OF 1399.38 FEET ;

3) THENCE N84°37'44"E A DISTANCE OF 100.50 FEET;

4) THENCE S89°56'26"E A DISTANCE OF 1079.13 FEET;

5) THENCE S77°05'28"E A DISTANCE OF 166.77 FEET;

6) THENCE S89°12'30"E A DISTANCE OF 200.06 FEET;

7) THENCE N71°29'49"E A DISTANCE OF 105.92 FEET;

8) THENCE S89°12'30"E A DISTANCE OF 864.97 FEET TO A POINT ON THE WEST BOUNDARY OF THE LANDS DESCRIBED AT BOOK 377, PAGE 350 FILED IN THE ELBERT COUNTY CLERK AND RECORDER'S OFFICE;

THENCE S00°58'55"E ALONG THE WEST BOUNDARY OF THE LANDS DESCRIBED AT SAID BOOK 377, PAGE 350 A DISTANCE OF 2613.60 FEET TO THE NORTHWEST CORNER OF LOT 18, WILD POINTE, A SUBDIVISION FILED IN THE ELBERT COUNTY CLERK AND RECORDER'S OFFICE AT PLAT BOOK 12, PAGE 54; THENCE ALONG THE BOUNDARY OF SAID WILD POINTE THE FOLLOWING THREE (3) COURSES;

1) THENCE S01°02'37"E A DISTANCE OF 1334.48 FEET;

2) THENCE N89°26'35"W A DISTANCE OF 1394.52 FEET;

3) THENCE N89°18'17"W A DISTANCE OF 2570.30 FEET; SAID POINT BEING 70.00 FEET EAST OF THE WESTERLY LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 15;

THENCE N00°24'05"W ALONG A LINE PARALLEL WITH AND 70.00 FEET EASTERLY OF THE WEST LINE OF THE SOUTHWEST QUARTER AND THE NORTHWEST QUARTER OF SAID SECTION 15 A DISTANCE OF 3916.04 FEET TO THE POINT OF BEGINNING;

SAID PARCEL CONTAINS 15,518,416 SQUARE FEET, 356.25 ACRES, MORE OR LESS.

FRONTIER SURVEYING, INC.
352 Norfolk Street
Aurora, CO 80011
Ofc. 303-340-0113
Fax. 303-340-0114

P:\Drawings\GRAEFF\water exhibit 121206.dwg 12/14/2006 7:53:44 AM MST

DATE 12/14/08 PROJECT NO. 99124

PROPERTY LEGAL DESCRIPTION

502732 B: 712 P: 176 AGR
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Amy L. Fordyce Clerk/Recorder, Elbert County, CO

After recording, return to:
Security Title
19751 E. Mainstreet, Suite 215
Parker, CO 80138

GROUND WATER RIGHTS DISTRIBUTION AGREEMENT

DATE: **June 11TH, 2009**

PARTIES: **Carol J. Graeff, Francis E. Railsback, Betty M. Railsback, Steven F. Settle, Wendi L. Settle**

RECITALS

WHEREAS, the above named Parties are the owners of a certain undivided parcel of land in Elbert County, Colorado, generally described as a parcel of land consisting of 356 acres, more or less, in Elbert County, described as the W ½, NW ¼ and the NW ¼, SW ¼ of Section 14 and the NE ¼ and the N ½, SE ¼ of Section 15, Township 8 South, Range 65 West of the 6th P.M. ("Entire Parcel."); and

WHEREAS, the Parties sought and obtained an adjudication of the ground water underlying said parcel of land from the Water Court, Water Division 1, in a decree of such Court in Case No. 06-CW-260 entered on July 24, 2007; and

WHEREAS, the Parties now wish to distribute such ground water rights described and adjudicated in such Water Court decree into undivided portions according to the proportion of overlying land owned by each of the Parties;

COVENANTS

NOW, THEREFORE, in consideration of these mutual promises and covenants, the Parties agree as follows:

Section 1. Ground Water Distribution to Each Party. The Parties agree that all the ground water decreed in said Case No. 06-CW-260 , Water Division 1, should be conveyed to each of the Parties in the same ratio as the amount of land owned by such Party in relation to the Entire Parcel.

Section 2. Amounts of Ground Water in the Water Court Decree. The decree in Case No. 06-CW-260, Water Division 1, found that the following average annual amounts were available underlying the Entire Parcel in each aquifer:

Aquifer	Average Annual Amount
Upper Dawson	112.6 AF
Lower Dawson	78.3 AF
Denver	112.0 AF
Arapahoe	145.2 AF
Laramie-Fox Hills	120.2 AF

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Amy L. Fordyce Clerk/Recorder, Elbert County, CO

Section 3. Parties' Proportion of Land Ownership. Each of the named Parties owns the following acreage and resulting percentage of the Entire Parcel:

Party	Approx. Acreage	Percent Owned
Carol J. Graeff	306 Ac.	85.96%
Steven F. Settle & Wendi L. Settle	35 Ac.	9.83%
Francis E. Railsback and Betty M. Railsback	15 Ac.	4.21%

Section 4. Amount of Acre-Feet Per Year to Each Party. Based on the above stated decreed average annual amounts and the above stated percentages of overlying land ownership, each Party shall be conveyed an undivided interest in the following average annual amounts of ground water underlying the entire parcel:

Aquifer	Carol J. Graeff	Steve & Wendi Settle	Francis & Betty Railsback	Total
Upper Dawson	96.79 AF	11.07 AF	4.74 AF	112.6 AF
Lower Dawson	67.31 AF	7.70 AF	3.29 AF	78.3 AF
Denver	96.28 AF	11.01 AF	4.71 AF	112.0 AF
Arapahoe	124.81 AF	14.27 AF	6.11 AF	145.2 AF
Laramie-Fox Hills	103.32 AF	11.82 AF	5.06 AF	120.2 AF

Section 5. Conveyance by Bargain & Sale Deed. Undivided portions of the decreed ground water in the amounts shown above in Section 4 shall be conveyed to each of the Parties by Bargain and Sale Deed. The Parties understand that the amounts stated for each aquifer in the Water Court decree are subject to retained jurisdiction of the Court for adjustment based on site specific geological data. Accordingly, it is possible that such amounts may be adjusted either upward or downward in the future.

Section 6. Consideration. The parties agree that the consideration for the conveyance of ground water rights is the mutual promise or forbearance of each Party hereto between and amount the Parties.

Section 7. Term of Use. By statute the ground water subject to the decree in Case No. 06-CW-260, Water Division 1, is assumed to have a 100-year life, if the average annual amounts are withdrawn each year. Amounts not used in a given year may be "banked" and stored in the aquifer for use in future years.

Section 8. Uses. The ground water rights conveyed to each Party may be used for any beneficial use as described in the Water Court decree in Case No. 06-CW-260, Water Division 1.

Section 9. Title and Deed. The Parties warrant that title to such ground water rights is marketable and free and clear of all liens, charges, claims, actions, encumbrances, or exceptions of any kind whatsoever.

502732 B: 712 P: 176 AGR
06/17/2009 04:27:34 PM Page 3 of 4 R: $21.00 D:
Amy L. Fordyce Clerk/Recorder, Elbert County, CO

Section 10. Closing. The Closing for the conveyance of the ground water as described above shall be held no later than June 16, 2009, at a location agreed upon by the Parties.

Section 11. Notices. Notices, consents, approvals, or other communications provided for herein or given in connection herewith shall be deemed given, made, delivered, or served if made in writing and delivered personally or sent by registered or certified United States mail, return receipt requested and postage prepaid, to:

Parties:

G. Kirby Ross
P.O. Box 3229
Parker, CO 80134
Copy to:
Robert E. Schween, Esq.
Duncan, Ostrander & Dingess, P.C.
3600 South Yosemite St., Suite 500
Denver, CO 80237

Individual Grantees:

G. Kirby Ross
P.O. Box 3229
Parker, CO 80134
Copy to:
Robert E. Schween, Esq.
Duncan, Ostrander & Dingess, P.C.
3600 South Yosemite St., Suite 500
Denver, CO 80237

Section 12. Remedies. Time is of the essence, and if any condition hereof is not made, tendered, or performed by the individual Party as provided herein, the non-defaulting remaining Parties may have such remedies as provided by law.

Section 13. Successors and Assigns. There shall be no assignment of any interest under this Agreement without the prior written consent of the other Parties, which consent shall not be unreasonably withheld. Upon an authorized assignment, all of the provisions hereof shall inure to the benefit of and be binding upon the successors and assigns of the Parties hereto.

Section 14. Waiver. No delay in exercising any right or remedy shall constitute a waiver thereof, and no waiver by any Party of the breach of any covenant of this Agreement shall be construed as a waiver of any preceding or succeeding breach of the same, or any other covenant or condition of this Agreement.

Section 15. Captions. The captions of the paragraphs hereof are for convenience only and shall not govern or influence the interpretation hereof.

Section 16. Colorado Law. This Agreement shall be governed by the laws of the State of Colorado.

Section 17. Further Documents. The Parties shall execute and deliver all such documents and perform all such acts as reasonably requested by any individual Party from time to time at and after the Closing, to carry out the matters contemplated by this Agreement.

Section 18. Entire Agreement. This Agreement constitutes the entire agreement between the Parties pertaining to the subject matter hereof. All prior and contemporaneous agreements, representations and understandings of the Parties, oral or written, are hereby superseded and merged herein. No change or addition is to be made to this Agreement, except by a written agreement executed by the Parties.

502732 B: 712 P: 176 AGR
06/17/2009 04:27:34 PM Page 4 of 4 R: $21.00 D:
Amy L. Fordyce Clerk/Recorder, Elbert County, CO

Section 19. No Warranties. Notwithstanding the warranties to title set forth in Section 5 herein, and because ground water rights are somewhat dependent upon withdrawals of neighboring entities or users and varying aquifer responses, the Parties do not warrant any specific quantity or the quality of water that may transferable to each Party's use hereunder.

Section 20. Survival of Closing. All terms and conditions of this Agreement shall survive the closing and conveyance of the ground water specified herein.

Section 21. Counterparts. This Agreement may be executed in counterparts and all such executed counterparts shall together constitute this Agreement.

Carol J Graeff	
By: Carol J Graeff 557 York Street Martinsville, IL 62442	
Steve F Settle	Wendi L Settle
By: Steven F. Settle 1050 State Highway 86 Elizabeth, CO 80107	By: Wendi L. Settle 1050 State Highway 86 Elizabeth, CO 80107
Francis E Railsback	Betty M. Railsback
By: Francis E. Railsback 754 State Highway 86 Elizabeth, CO 80107	By: Betty M. Railsback 754 State Highway 86 Elizabeth, CO 80107

519681 B: 728 P: 985 BARGAIN
07/13/2011 09:23:20 AM Page 1 of 6 R: $36.00 D: $0.00
Diana Hartsough Clerk/Recorder, Elbert County, CO

After recording, return to:
Security Title
19751 E. Mainstreet, Suite 215
Parker, CO 80138

WATER RIGHT BARGAIN AND SALE DEED

THIS DEED, made this 16th day of June, 2009, between **Carol J. Graeff**, whose address is 557 York Street, Martinsville, IL 62442, hereinafter referred to as "Grantor," and **BK2, LLC**, a Colorado limited liability company, whose address is P.O. Box 3229, Parker, Colorado 80134, hereinafter referred to as "Grantee";

WITNESSETH that Grantor, for good and valuable consideration extended to it by Grantee, the receipt and adequacy whereof is hereby confessed and acknowledged, has bargained, sold, and conveyed, and by these presents does bargain, sell, convey, and confirm unto Grantee, its successors and assigns forever, all right, title, and interest in and to a undivided portion of certain decreed ground water rights including the right to pump, withdraw, and use the ground water in each Denver Basin aquifer, said rights being more fully described as follows:

An undivided 85.96% interest in the ground water rights decreed by the Water Court, Water Division 1, in Case No. 2006-CW-260, entered on July 24, 2007. Said ground water underlies the land area generally described as a parcel of land consisting of 306 acres, more or less, in the W ½, NW ¼ and the NW ¼, SW ¼ of Section 14 and the NE ¼ and the N ½, SE ¼ of Section 15, Township 8 South, Range 65 West of the 6th P.M ., situate in Elbert County, Colorado, as more particularly described in Exhibit A, attached hereto. Such ground water has been adjudicated in the average annual amounts shown on Exhibit B hereto.

Grantor warrants that she is the owner of the above described and decreed ground water rights, Grantor further warrants that same are free and clear from all liens, taxes, assessments, and restrictions of whatever kind or nature, and so warrants against all and every person or persons lawfully claiming through Grantor, a whole or any part thereof.

Together with all and singular the hereditaments and appurtenances thereunto belonging, or in anywise appertaining, and the reversion and reversions, remainder and remainders, rents, issues and profits thereof; and all the estate, right, title, interest, claim and demand whatsoever, of Grantor in such ground water rights, either in law or equity, of, in and to the above bargained water rights, with its hereditaments and appurtenances;

TO HAVE AND TO HOLD the water rights above bargained, assigned, and described, with the appurtenances, unto Grantee and its heirs and assigns forever; PROVIDED, however, Grantor does not hereby warrant the quantity or quality of the ground water available under or in exercise of the above bargained water rights.

IN WITNESS WHEREOF, Grantor has hereunto set her hand and seal the day and year first above written.

GRANTOR:

CAROL J. GRAEFF

Carol J. Graeff

519681 B: 728 P: 985 BARGAIN
07/13/2011 09:23:20 AM Page 2 of 6 R: $36.00 D: $0.00
Diana Hartsough Clerk/Recorder, Elbert County, CO

STATE OF COLORADO)
) ss.
COUNTY OF DOUGLAS)

The foregoing Water Right Deed was acknowledged before me this 16th day of June, 2009, by Carol J. Graeff.

Witness my hand and official seal.

Notary Public

[SEAL] My Commission Expires:

THOMAS MARONEY
NOTARY PUBLIC
STATE OF COLORADO
My Commission Expires Feb. 25, 2014

519681 B: 728 P: 985 BARGAIN
07/13/2011 09:23:20 AM Page 3 of 6 R: $36.00 D: $0.00
Diana Hartsough Clerk/Recorder, Elbert County, CO

EXHIBIT B

WATER RIGHTS BARGAIN AND SALE DEED

The average annual amounts adjudicated in Case No. 2006-CW-260, Water Division 1, are shown below, along with Grantee's proportional undivided interest therein:

Aquifer	Total Average Annual Amount	Grantee's Undivided Average Annual Amount
Upper Dawson	112.6 AF	96.79 AF
Lower Dawson	78.3 AF	67.31 AF
Denver	112.0 AF	96.28 AF
Arapahoe	145.2 AF	124.81 AF
Laramie-Fox Hills	120.2 AF	103.32 AF

519681 B: 728 P: 985 BARGAIN
07/13/2011 09:23:20 AM Page 4 of 6 R: $36.00 D: $0.00
Diana Hartsough Clerk/Recorder, Elbert County, CO

EXHIBIT A

306.31 Acres

A PARCEL OF LAND LOCATED IN THE NORTHEAST AND SOUTHEAST QUARTER OF SECTION 15, AND THE SOUTHWEST AND NORTHWEST QUARTER OF SECTION 14, TOWNSHIP 8 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF ELBERT, STATE OF COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THE BASIS OF BEARING OF THIS DESCRIPTION IS AN ASSUMED BEARING OF N00°14'48"W A DISTANCE OF 2664.96 FEET FROM A 2" ALUMINUM CAP ON A NUMBER 6 REBAR STAMPED "1999 – LS 38830" AT THE EAST QUARTER CORNER OF SAID SECTION 15 TO A 2" ALUMINUM CAP ON A NUMBER 6 REBAR STAMPED "1999 – LS 38830" AT THE NORTHEAST CORNER OF SAID SECTION 15.

COMMENCING AT THE NORTH QUARTER CORNER OF SAID SECTION 15; THENCE S89°24'05"E ALONG THE WEST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 15 A DISTANCE OF 40.09 FEET TO A POINT ON THE SOUTH RIGHT OF WAY OF COLORADO STATE HIGHWAY NO. 86; THENCE ALONG THE SOUTH RIGHT OF WAY OF COLORADO STATE HIGHWAY NO. 86 THE FOLLOWING TWO (2) COURSES;

1) THENCE S89°56'38"E A DISTANCE OF 0.38 FEET;

2) THENCE S83°32'47"E A DISTANCE OF 70.12 FEET TO THE POINT OF BEGINNING;

THENCE CONTINUING ALONG THE SOUTH RIGHT OF WAY OF COLORADO STATE HIGHWAY NO. 86 THE FOLLOWING TWO (2) COURSES;

1) THENCE S83°32'47"E A DISTANCE OF 16.52 FEET;

2) THENCE S89°56'58"E A DISTANCE OF 739.98 FEET TO THE NORTHWEST CORNER OF A PARCEL OF LAND DESCRIBED AT BOOK 282, PAGE 326 FILED IN THE ELBERT COUNTY CLERK AND RECORDER'S OFFICE;

THENCE S00°09'34"E ALONG THE WEST BOUNDARY OF THE LANDS DESCRIBED AT SAID BOOK 282, PAGE 326 A DISTANCE OF 661.70 FEET TO THE SOUTHWEST CORNER OF THE LANDS DESCRIBED AT SAID BOOK 282, PAGE 326; SAID CORNER ALSO BEING THE NORTHWEST CORNER OF A PARCEL OF LAND DESCRIBED AT RECEPTION NO. 476359 FILED IN THE ELBERT COUNTY CLERK AND RECORDER'S OFFICE; THENCE ALONG THE WEST, SOUTH AND EAST BOUNDARY LINES OF THE LANDS DESCRIBED AT SAID RECEPTION NO. 476359 THE FOLLOWING THREE (3) COURSES;

1) THENCE S00°09'34"E A DISTANCE OF 430.50 FEET;

2) THENCE N89°58'26"E A DISTANCE OF 595.93 FEET;

3) THENCE N00°09'38"W 398.28 FEET TO THE SOUTHWEST CORNER OF THE LANDS DESCRIBED AT BOOK 458, PAGE 364 AS FILED IN THE ELBERT COUNTY CLERK AND RECORDER'S OFFICE;

THENCE ALONG THE SOUTH, AND EAST BOUNDARY OF THE LANDS DESCRIBED AT SAID BOOK 458, PAGE 364 THE FOLLOWING THREE (3) COURSES;

FRONTIER SURVEYING, INC.
352 Norfolk Street
Aurora, CO 80011
Ofc. 303-340-0113
Fax. 303-340-0114

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DATE 06/03/09 PROJECT NO. 99124

519681 B: 728 P: 985 BARGAIN
07/13/2011 09:23:20 AM Page 5 of 6 R: $36.00 D: $0.00
Diana Hartsough Clerk/Recorder, Elbert County, CO

EXHIBIT A

306.31 Acres

1) THENCE S89°56'58"E A DISTANCE OF 1626.51 FEET;

2) THENCE N85°25'23"E A DISTANCE OF 603.03 FEET;

3) THENCE N24°48'41"E A DISTANCE OF 333.29 FEET TO A POINT ON THE SOUTH RIGHT OF WAY OF COLORADO STATE HIGHWAY NO. 86;

THENCE S89°12'38"E ALONG THE SOUTH RIGHT OF WAY LINE OF COLORADO STATE HIGHWAY NO. 86 A DISTANCE OF 834.80 FEET TO A POINT ON THE WEST BOUNDARY OF THE LANDS DESCRIBED AT BOOK 377, PAGE 350 FILED IN THE ELBERT COUNTY CLERK AND RECORDER'S OFFICE; THENCE S00°58'55"E ALONG THE WEST BOUNDARY OF THE LANDS DESCRIBED AT SAID BOOK 377, PAGE 350 A DISTANCE OF 2613.60 FEET TO THE NORTHWEST CORNER OF LOT 18, WILD POINTE, A SUBDIVISION FILED IN THE ELBERT COUNTY CLERK AND RECORDER'S OFFICE AT PLAT BOOK 12, PAGE 54; THENCE ALONG THE BOUNDARY OF SAID WILD POINTE THE FOLLOWING THREE (3) COURSES;

1) THENCE S01°02'37"E A DISTANCE OF 1334.48 FEET;

2) THENCE N89°26'35"W A DISTANCE OF 1394.52 FEET;

3) THENCE N89°18'17"W A DISTANCE OF 2578.30 FEET; SAID POINT BEING 70.00 FEET EAST OF THE WESTERLY LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 15;

THENCE N00°24'05"W ALONG A LINE PARALLEL WITH AND 70.00 FEET EASTERLY OF THE WEST LINE OF THE SOUTHWEST QUARTER AND THE NORTHWEST QUARTER OF SAID SECTION 15 A DISTANCE OF 3916.04 FEET TO THE POINT OF BEGINNING;

SAID PARCEL CONTAINS 13,343,068 SQUARE FEET, 306.31 ACRES, MORE OR LESS.

THE ABOVE LEGAL DECRIPTION WAS PREPARED BY DONALD L. LAMBERT, PLS 30830,
FOR AND ON BEHALF OF;

FRONTIER SURVEYING, INC.
352 NORFOLK STREET
AURORA, CO 80011

FRONTIER
SURVEYING, INC.
352 Norfolk Street
Aurora, CO 80011
Ofc. 303-340-0113
Fax. 303-340-0114

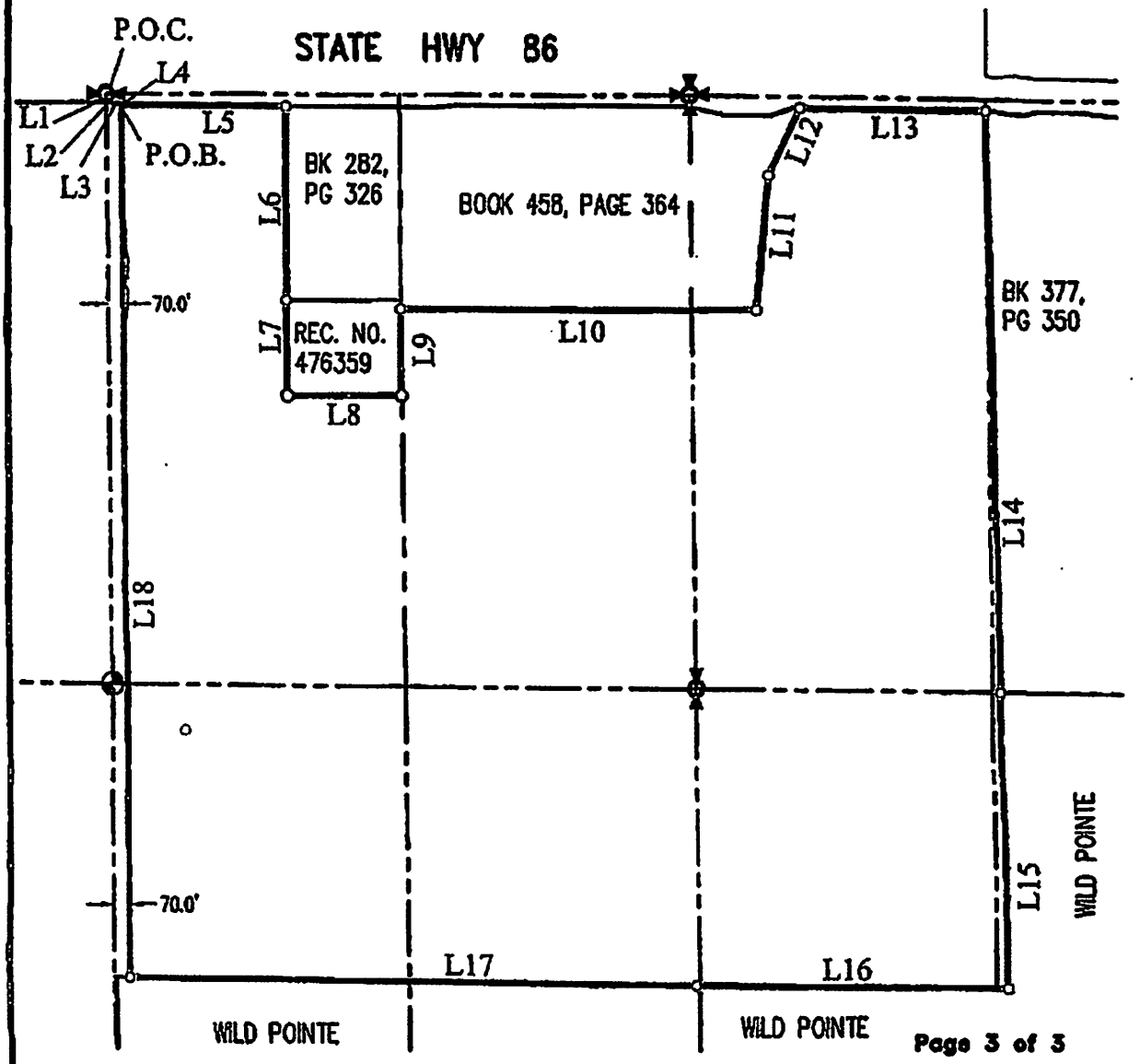
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DATE 06/03/09 PROJECT NO. 99124

519681 B: 728 P: 985 BARGAIN
07/13/2011 09:23:20 AM Page 6 of 6 R: $36.00 D: $0.00
Diana Hartsough Clerk/Recorder, Elbert County, CO

EXHIBIT A

306.31 Acres



Page 3 of 3

LINE TABLE		
LINE	BEARING	LENGTH
L1	S00°24'09"E	40.09
L2	S89°56'30"E	0.38
L3	S83°32'47"E	70.12
L4	S83°32'47"W	16.52
L5	S89°56'30"E	739.98
L6	S00°09'34"E	861.70
L7	S00°09'34"E	430.50
L8	N89°50'26"E	805.93
L9	N00°09'34"W	390.28
L10	S89°56'30"E	1626.91

LINE TABLE		
LINE	BEARING	LENGTH
L11	N05°25'23"W	603.03
L12	N24°48'41"E	333.29
L13	S89°12'30"E	834.80
L14	S00°58'55"E	2613.60
L15	S01°02'37"E	1334.48
L16	N89°26'35"W	1394.52
L17	N89°10'17"W	2570.30
L18	N00°24'05"W	3916.04

FRONTIER SURVEYING, INC.
352 Norfolk Street
Aurora, CO 80011
Ofc. 303-340-0113
Fax. 303-340-0114

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DATE 06/03/09 PROJECT NO. 99124

Pam Cherry

From: Manny Nuno <mnuno@Liveyourcore.com>
Sent: Monday, August 22, 2022 5:17 PM
To: Carrie McCool
Cc: Pam Cherry; Scott Pease
Subject: Elizabeth West PUD Rezone - Engineering Comments
Attachments: 2022-08-22 Engineering Comments on 5th Submittal PUD.pdf

Good afternoon Carrie,

Attached for your review and compilation are CORE's comments on the latest submittal of the Elizabeth West PUD submittal. In general, CORE has no remaining comments, though we wanted to give the applicant fair warning that master utility studies are likely to be required at the submittal of the first round of the plat. Please feel free to let me know if you have any questions. Have a great night!

CORE

MANNY NUNO, PE, CFM, LEED AP, CPESC
Project Manager

3473 S. Broadway, Englewood, CO 80113
Phone 303.730.5985 \ Mobile 720.464.7728
mnuno@Liveyourcore.com \ liveyourcore.com



LAND DEVELOPMENT \ ENERGY \ PUBLIC INFRASTRUCTURE

CORE

August 22, 2022

Ms. Carrie McCool
McCool Development Solutions
4383 Tennyson Street, Unit 1-D
Denver, Colorado 80212

RE: Elizabeth West PUD – Civil Review Comments

Dear Carrie

On behalf of the Town of Elizabeth, CORE Consultants has reviewed the latest submittal of the PUD/Rezone for the proposed Elizabeth West development. At this time, CORE has no remaining comments on the submittal, however, we wanted to outline some of the requirements that we will be requesting:

1. At the first submittal of the Plat, the Town will require a master drainage report encompassing the total project area. The drainage report will analyze historic drainage patterns across the site, including any major drainageways or water features. The report should also analyze the proposed conditions for the 100-year design storm. At a minimum, the report should include proposed regional drainage channels and detention ponds per the Town's Storm Drainage Criteria. This requirement is in addition to Final Drainage Reports required for each individual Filing or Site Plan.
2. At the first submittal of the Plat, the Town's Public Works Department may require a master utility report encompassing the total project area. The master utility study would include the proposed water and sanitary infrastructure to serve the project at full build-out. The master utility report should include demand calculations to verify proposed pipe sizes and infrastructure needs such as lift stations and fire flow capacities. The report should also address any necessary offsite improvements required to connect to the Town's existing infrastructure.

Should you have any questions, please feel free to contact me at (303) 730-5985 or by email at mnuno@liveyourcore.com

Sincerely,
CORE Consultants, Inc.

Manny Nuno, PE, CFM, LEED AP, CPESC
Project Manager

3473 South Broadway
Englewood, Colorado 80113
303.703.4444
LIVEYOURCORE.COM

CORE

July 5, 2022

Ms. Carrie McCool
McCool Development Solutions
4383 Tennyson Street, Unit 1-D
Denver, Colorado 80212

RE: Elizabeth West PUD – Civil Review Comments

Dear Carrie.

This comment extends back to the 2nd submittal of this project and remains unresolved. We have previously requested that Section Corners and Section Lines be included on the Zoning Exhibit, which we note has not been done.

The need for this Section information stems from our concern that this property may not have direct access to Legacy Village Road on the West side. Until Section information AND the designation of the full existing Right of Way of Legacy Village Road is identified on the Zoning map, we cannot presume that access is available.

Should you have any questions, please feel free to contact me at (303) 730-5985 or by email at mnuno@liveyourcore.com

Sincerely,
CORE Consultants, Inc.



Manny Nuno, PE, CFM, LEED AP, CPESC
Project Manager

3473 South Broadway
Englewood, Colorado 80113
303.703.4444
LIVEYOURCORE.CO

Pam Cherry

From: Kara Gerczysnki <kara@elizabethfire.org>
Sent: Monday, August 8, 2022 2:36 PM
To: Pam Cherry
Subject: Elizabeth West PUD

Hi Pam,

Elizabeth West PUD has addressed all of fire concerns at this point. There will be more comments as we move into the preliminary and final plat stages.

Thanks

Kara

Kara Gerczynski
Division Chief of Prevention and Administration

303-646-3800
kara@elizabethfire.org
146 N Elbert Street
Elizabeth, CO 80107
Elizabethfpd.colorado.co

From: Brooks Kaufman
To: Grace Erickson
Subject: RE: Land use application: 20-24-PUD Elizabeth West
Date: Tuesday, November 10, 2020 8:32:24 AM

Dear Mrs. Erickson;

The Association has reviewed the contents in the above-referenced referral response packet. We reviewed the project for maintaining our existing facilities, utility easements, electric loading, and service requirements. We are advising you of the following concerns and comments:

The Association has existing underground/overhead electric facilities on the subject property. The Association will maintain these existing utility easements and facilities unless otherwise requested by the applicant to modify them under the Association's current extension policies.

The Association will provide comments at site plan and plat review. The Association approves the PUD Elizabeth West.

Respectfully

Brooks Kaufman
Intermountain Rural Electric Association
Lands and Rights of Way Manager
5496 N. US Hwy 85
Sedalia, CO 80135
Direct : 720.733.5493
Cell : 303.912.0765
bkaufman@irea.coop

From: Grace Erickson <GErickson@townofelizabeth.org>
Sent: Tuesday, November 3, 2020 10:42 AM
To: Brooks Kaufman <BKaufman@Irea.Coop>
Subject: RE: Land use application: 20-24-PUD Elizabeth West

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.

Here you go.

https://www.dropbox.com/sh/amr77es0hjow687/AAB_5oFK_xeegSTnHyKUZYKra?dl=0

Grace K. Erickson, MPA
Assistant Town Administrator
Town of Elizabeth
(303) 646-4166
gerickson@townofelizabeth.org

From: Brooks Kaufman <BKaufman@Irea.Coop>
Sent: Monday, November 2, 2020 7:22 AM
To: Grace Erickson <GErickson@townofelizabeth.org>
Subject: RE: Land use application: 20-24-PUD Elizabeth West

Good morning Grace

I'm unable open the link below. Can you send it a different way please?

Thanks

Brooks Kaufman
Intermountain Rural Electric Association
Lands and Rights of Way Manager
5496 N. US Hwy 85
Sedalia, CO 80135
Direct : 720.733.5493
Cell : 303.912.0765
bkaufman@irea.coop

From: Grace Erickson <GErickson@townofelizabeth.org>
Sent: Thursday, October 29, 2020 2:30 PM
Subject: Land use application: 20-24-PUD Elizabeth West

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.

All,

Please find below the link to the rezoning/PUD submittal for the project known as Elizabeth West.

https://drive.google.com/drive/folders/11G74ls_SJNPHNCNvCuLewwB5FhKue7EO?usp=sharing

If your agency has comments on the rezoning application, please send me your comments no later than Monday, November 23rd. If no comments are received from an agency, it will be assumed the agency has no comments. Always feel free to reach out to me with any questions.

Thanks,

Grace

Grace K. Erickson, MPA
Assistant Town Administrator
Town of Elizabeth
(303) 646-4166
gerickson@townofelizabeth.org

Pam Cherry

From: Pam Cherry
Sent: Wednesday, June 15, 2022 11:34 AM
To: Carrie McCool; Zach Higgins
Subject: RE: [External] Town of Elizabeth Electronic Referral Request_Elizabeth West Rezoning (PUD)

Received, thank you.

Pam Cherry, MPA, CFM
Community Development Director
Town of Elizabeth

Office : 303.646.4166
Email : pcherry@townofelizabeth.org

151 S Banner Street
Elizabeth, CO 80107

www.townofelizabeth.org

From: Carrie McCool <carrie@mccooldevelopment.com>
Sent: Wednesday, June 15, 2022 10:05 AM
To: Pam Cherry <pcherry@townofelizabeth.org>; Zach Higgins <zhiggins@townofelizabeth.org>
Subject: Fwd: [External] Town of Elizabeth Electronic Referral Request_Elizabeth West Rezoning (PUD)

Hi Pam and Zach,
Please see the referral response below from ECPH.
Thanks,

Carrie McCool, Principal
McCool Development Solutions
4383 Tennyson Street, Unit 1-D
Denver, CO 80212
Direct: 303.378.4540
www.mccooldevelopment.com

---------- Forwarded message ---------
From: **Stacey Rinehart** <Stacey.Rinehart@elbertcounty-co.gov>
Date: Wed, Jun 15, 2022 at 8:31 AM
Subject: RE: [External] Town of Elizabeth Electronic Referral Request_Elizabeth West Rezoning (PUD)
To: Carrie McCool <carrie@mccooldevelopment.com>

ECPH has no concerns.

From: Carrie McCool <carrie@mccooldevelopment.com>
Sent: Saturday, June 4, 2022 6:25 PM
Subject: [External] Town of Elizabeth Electronic Referral Request_Elizabeth West Rezoning (PUD)

TOWN OF ELIZABETH ELECTRONIC REFERRAL REQUEST

TODAY'S DATE: June 4, 2022

SUBJECT: Rezone approximately 425 acres from Agriculture (A-1) to Planned Unit Development (PUD)

PROJECT NAME: Elizabeth West

PROJECT LOCATION: 1574 SH 86, Elizabeth, Colorado

APPLICATION TYPE: Rezoning

APPLICANT: MF Investment Partners, LLC

APPLICANT REPRESENTATIVE: Jim Marshall: jim@mglinvestments.com, Phone: 303.507.6651

CASE MANAGER: Carrie McCool, Elizabeth Contract Planner: carrie@mccooldevelopment.com, 303.378.4540

COMMENTS DUE: Friday, July 8, 2022

The Town of Elizabeth Community Development Department has received a resubmittal of the Elizabeth West Rezoning application. All documents can be viewed **HERE**. Don't hesitate to contact me if you have any questions or need assistance accessing the files.

Please review the resubmittal documents and **provide comments by replying to this email by the due date above**, **or we will assume you have no comments and/or objections.** Thank you for your time and effort in reviewing this rezoning request.

Carrie McCool, Elizabeth Contract Planner
McCool Development Solutions
4383 Tennyson Street, Unit 1-D
Denver, CO 80212
Direct: 303.378.4540
www.mccooldevelopment.com

From: Greg Toles
To: Grace Erickson
Subject: RE: Land use application: 20-24-PUD Elizabeth West
Date: Wednesday, November 25, 2020 8:45:40 AM

Grace,

With the traffic issues on Hwy 86, I would suggest limiting the direct access. PA-1 does not need direct access (It has access through Legacy Ridge St). Access to Hwy 86 between PA-13 and PA-9 is not needed (the access on the west side of PA-13 should be adequate).

Does PA-2 and PA-3 share access to Legacy Ridge St or will there be separate access points?

My big concern is Hwy 86. Other than that, I think it looks great.

Happy Thanksgiving

Greg Toles
GIS Analyst
Assessor's Office
303-621-3111
greg.toles@elbertcounty-co.gov

From: Grace Erickson <GErickson@townofelizabeth.org>
Sent: Thursday, October 29, 2020 2:30 PM
Subject: [External] Land use application: 20-24-PUD Elizabeth West

All,

Please find below the link to the rezoning/PUD submittal for the project known as Elizabeth West.

https://drive.google.com/drive/folders/11G74ls_SJNPHNCNvCuLewwB5FhKue7EO?usp=sharing

If your agency has comments on the rezoning application, please send me your comments no later than Monday, November 23rd. If no comments are received from an agency, it will be assumed the agency has no comments. Always feel free to reach out to me with any questions.

Thanks,

Grace

Grace K. Erickson, MPA
Assistant Town Administrator
Town of Elizabeth
(303) 646-4166

gerickson@townofelizabeth.org



Ron Patera
Director of Finance and Operations
634 S. Elbert St., P.O. Box 610
Elizabeth, Colorado 80107
rpatera@esdk12.org

July 8, 2022
RE: ELIZABETH WEST REZONE

Hi Carrie,

Thank you for the opportunity to review the referenced project. Similar to a prior response, the district's first concern is a safety issue from our transportation department. Safety is of the utmost concern when it comes to pupil transportation. At all of the accesses to Highway 86 or other busy roads it would be important to have proper turn lanes and merge lanes to allow safe turns for slow-accelerating buses. That part of Highway 86 is notorious for high speeds and problems seeing slow-accelerating buses when the sun is rising or setting.

One other thought is more of a broader transportation concern. Highway 86 has a near constant flow of traffic during rush hour, and that is during a time when many people are working from home. Adding this many more homes where workers will be using 86 to get to/from work may cause serious logjams every day. A plan to widen 86 to four lanes should be in the works as this, and other developments, are approved.

In reviewing the development documents, we noticed that in the land use application it states that there will be 950 units developed, while the narrative states there will be 623 units. For planning purposes, the school district would like to have this clarified.

In a previous version of this proposal, there was a site that was dedicated for a future school. However, it is not obvious in this version there is not any land dedicated for a school. Again, for planning purposes, the school district would like to have this clarified.

The final concern of the District is the collection of fees attributable to the development. Currently, the district collects $2,822 per housing unit due to the impact attributable to growth. Therefore, the district requests that the applicant enter into an agreement for the timely payment of all applicable fees to the district.
Sincerely,

Ron Patera
Director of Finance and Operations

From: Williams, Jennifer M on behalf of ColoradoES, FW6
To: Grace Erickson
Subject: Re: [EXTERNAL] Land use application: 20-24-PUD Elizabeth West
Date: Monday, November 23, 2020 10:48:25 AM
Attachments: Standard PMJM conservation measures March 2020.docx

Hello Grace Erickson -

The U.S. Fish and Wildlife Service (Service) has reviewed the documents associated with the Elizabeth West site in Elizabeth, Colorado in Elbert County. It is currently zoned as agriculture; planned use development zoning is proposed for the site of approximately 425 acres, located south of Highway 86 and east of Legacy Ridge Street. Proposed actions include community development over a period of 7 to 10 years.

The Preble's meadow jumping mouse (*Zapus hudsonius preblei*) is a federally threatened species that may be impacted by project activities. Please see the file attached to this email, which contains recommended conservation measures for this species that you may want to consider when planning the development.

The Town of Elizabeth Water Supply fact sheet states that the Town owns and maintains three Denver Basin wells. The Denver Basin aquifer system is part of the South Platte Alluvial Aquifer. In regard to water storage, future well sites, and other water-use planning: are federal funds being used for this project, or is a federal permit needed, such as from the Army Corps of Engineers? If so, please consult this site to learn about the *de minimis* threshold for Platte River species depletions consultations. Please also review the content at this site, which includes guidance for water-related projects in Colorado. Federally threatened or endangered species that may be affected by depletions in the South Platte include:

1. Least tern (*Sterna antillarum*) – federally endangered
2. Piping plover (*Charadrius melodus*) – federally threatened
3. Whooping crane (*Grus americana*) – federally endangered
4. Pallid sturgeon (*Scaphirhynchus albus*) – federally endangered
5. Western prairie fringed orchid (*Platanthera praeclara*) – federally threatened

If there is no federal nexus for water use, the project will need to comply with state water law.

We also recommend that you review our migratory bird guidance on best practices and conservation measures, available online here.

We appreciate your efforts to ensure the conservation of threatened and endangered species. Thank you for contacting us and please let me know if you have any further questions. I can reached at 303-236-4758 or at jen_williams@fws.gov.

Reference: Projects\ELBERT COUNTY\ELIZABETH WEST REZONING\2021-TA-0137

U.S. Fish and Wildlife Service
Colorado Ecological Services Field Office
P.O. Box 25486 - DFC
Lakewood, CO 80225

From: Grace Erickson <GErickson@townofelizabeth.org>

Sent: Tuesday, November 3, 2020 10:44 AM
To: ColoradoES, FW6 <ColoradoES@fws.gov>
Subject: RE: [EXTERNAL] Land use application: 20-24-PUD Elizabeth West

Hello,

So this review phase is all zoning (approvals on land uses, density, amenities, etc.). Actual land development/platting is a bit farther down the line. I've attached the narrative. Please let me know if you have any questions/comments/concerns.

Thanks,

Grace

Grace K. Erickson, MPA
Assistant Town Administrator
Town of Elizabeth
(303) 646-4166
gerickson@townofelizabeth.org

From: Busch, Katherine A <katherine_busch@fws.gov> **On Behalf Of** ColoradoES, FW6
Sent: Friday, October 30, 2020 3:29 PM
To: Grace Erickson <GErickson@townofelizabeth.org>
Subject: Re: [EXTERNAL] Land use application: 20-24-PUD Elizabeth West

Hi Grace,

Would you be able to identify the documents relevant for our review?

Thank you,
Colorado Ecological Services Field Office

U.S. Fish and Wildlife Service
Colorado Ecological Services Field Office
P.O. Box 25486 - DFC
Lakewood, CO 80225

From: Grace Erickson <GErickson@townofelizabeth.org>
Sent: Thursday, October 29, 2020 2:29 PM
Subject: [EXTERNAL] Land use application: 20-24-PUD Elizabeth West

This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.

All,

Please find below the link to the rezoning/PUD submittal for the project known as Elizabeth West.

https://drive.google.com/drive/folders/11G74ls_SJNPHNCNvCuLewwB5FhKue7EO?usp=sharing

If your agency has comments on the rezoning application, please send me your comments no later than Monday, November 23rd. If no comments are received from an agency, it will be assumed the agency has no comments. Always feel free to reach out to me with any questions.

Thanks,

Grace

Grace K. Erickson, MPA
Assistant Town Administrator
Town of Elizabeth
(303) 646-4166
gerickson@townofelizabeth.org

Recommended Conservation Measures
Preble's Meadow Jumping Mouse
USFWS March 2020

PRE-CONSTRUCTION DESIGN:

1. Design the project to avoid and minimize the permanent and temporary impacts to riparian and adjacent upland habitats.
    a. Before construction, identify and prioritize riparian and adjacent upland habitats within the project area. Design the project so that it avoids these habitats.
    b. Avoid or minimize the amount of concrete, riprap, bridge footings, and other "hard," impermeable engineering features intended to be constructed within the stream channel and riparian or adjacent upland habitats.
    c. Where feasible, use bioengineering techniques to stabilize stream banks (https://www.fema.gov/media-library/assets/documents/156338).
    d. If riprap is used, bury the riprap with soil, then plant with native riparian vegetation.
    e. Minimize the number and footprint of access routes, staging areas, and work areas.
    f. Locate access routes, staging areas, and work areas within previously disturbed or modified non-habitat areas.
    g. Maintain habitat connectivity under bridges or through culverts by installing ledges or dry culverts adjacent to the culverts with water flow. Design bridges that allow sunlight in to support vegetation cover, and allow shrubs to grow at either end of culverts.
    h. Avoid fragmenting linear riparian corridors.

2. Install limits of work fencing (e.g., orange barrier netting or silt fencing), signage, or other visible markers to delineate access routes and the project area from habitats. Use this fencing to enforce no-entry zones.

3. Hold a preconstruction briefing for onsite personnel to explain the limits of work and other conservation measures.

4. Follow regional stormwater management guidelines and design best management practices (BMPs) to control contamination, erosion, and sedimentation, such as silt fences, silt basins, gravel bags, biodegradable and wildlife friendly netting and blankets, and other controls needed to stabilize soils in denuded or graded areas, during and after construction.

5. Locate utilities along existing road corridors, and if possible, within the roadway or road shoulder.
    a. Bury overhead utilities whenever possible.
    b. Directionally bore utilities and pipes underneath habitats.

6. Develop and implement a habitat restoration plan that addresses site preparation, salvaging desirable shrubs and saplings, planting techniques, control of non-native weeds, native species seed mixtures, and post-construction monitoring.

PROJECT IMPLEMENTATION:

7. Contact the US Fish and Wildlife Service (Service) immediately by telephone at (303) 236–4773 if a Preble's mouse is found alive, dead, injured, or hibernating within the project area. Please also contact the Service if any other listed species are found within the project area.

8. To the maximum extent practicable, limit disturbing (e.g., crushing, trampling) or removing (e.g., cutting, clearing) all native vegetation, such as willows, trees, shrubs, and grasses within riparian and adjacent upland habitats.
    a. Restrict the temporary or permanent removal of vegetation to the footprint of the project area.
    b. If habitat must be affected, clip to ground level vegetation that will be permanently or temporarily affected one to two weeks prior to initiation of construction to discourage use of areas where the project intersects Preble's mouse habitat.
    c. Minimize the use of heavy machinery and use smaller equipment and hand tools when possible. Plan heavy equipment and vehicle access to the work site via previously disturbed areas, or use a route that avoids damaging live or dormant vegetation.
    d. Soil compaction: Temporarily line access routes with geotextiles or other materials, especially in wet, unstable soils to protect roots and the seed bank.

9. Locate, store, stage, operate, and refuel equipment outside of riparian or adjacent upland habitats.
    a. Operate equipment from previously disturbed or modified roadbeds or road shoulders above the riparian habitats.
    b. Limit the number of entrance and exit points leading into the project area.
    c. Stockpile topsoil, trash and debris outside the riparian corridor and protect from stream flows or runoff.

10. To minimize impacts to the Preble's mouse, plan project construction during the species' hibernation season (approximately November 1 – April 30). If construction needs to occur during the species' active season, trim potential hibernation habitat to ground level one to two weeks prior to initiation of construction to discourage the area's use by the species as described above.

11. If the project has to be implemented during the Preble's mouse active season (May 1 through October 31), work only during daylight hours to avoid disrupting Preble's mouse nocturnal activities.

12. Utilize wildlife-proof garbage containers on site and promptly remove waste to minimize site disturbance and avoid attracting predators.

13. Cover exposed holes or piles of loose dirt with boards, tarps, or other materials to prevent entrapment.

14. Weed Control
    a. Wash and inspect vehicles and equipment before entering or leaving the project area so that they are free of noxious weed seeds and plant parts.
    b. Use only weed free certified materials, including gravel, sand, top soil, seed, and mulch.
    c. Invasive aquatic invertebrates: Resource management work often facilitates the spread of invasive species to unique and critical habitats for already endangered species. Equipment and vehicles operating in streams should be cleaned in accordance with Hazard Analysis-Critical Control Point (HACCP) guidelines: https://nctc.fws.gov/courses/HACCP/

15. Complete construction before beginning restoration or enhancement activities.

16. Work site lighting would be restricted to the Preble's mouse hibernation season (November 1 to April 30). Any temporary lighting installed will use downcast LED full-cutoff fixtures that comply with the International Dark-Sky Association's recommendations for outdoor illumination. Shielding and directing of lighting will be used to minimize light spill off the site.

POST-CONSTRUCTION:

17. Upon project completion, revegetate all disturbed areas with native shrubs, trees, forbs, and grasses.
    a. Rip compacted access routes prior to replanting with native vegetation.
    b. Fill and reseed with weed free material and native seed mixtures.
    c. Consult the Service before finalizing a seed species and plant species list.

18. Bury riprap, then plant with native riparian vegetation.

19. Place educational signage along retained or newly established trails in Preble's mouse habitat to inform users about the species and measures in place to protect it. Use fencing to discourage public access into sensitive habitat. Require pedestrians to stay on established trails and pets to be kept on leash.

20. Monitor revegetated areas for success. The Service can help establish success criteria during the consultation process, such as species composition and herbaceous vegetation height.

WILD POINTE RANCH Elbert County, Colorado

December 31, 2020

Town of Elizabeth
151 S. Banner Street
Elizabeth, CO. 80107

RE: Elizabeth West Proposed Development

Ladies and Gentlemen:

With respect to the Elizabeth West Land Use Plan dated September 8, 2020, and with emphasis on page 7 of 9 thereof (the "Plan"), the Wild Pointe Ranch Homeowners Association (the "HOA") offer the following on a preliminary basis. Please note the HOA does not purport to speak for either individual homeowners nor any affected metropolitan district.

1. When the Plan is compared and contrasted with the Town of Elizabeth – Comprehensive Plan dated December 2019 (the "Comprehensive Plan"), there are substantial issues.
    a. First, the Comprehensive Plan calls for a substantial open space along the border of the Wild Pointe properties. Minimal open space is shown by the Plan. In addition to more space, an organic shaped open space area is preferred.
    b. Second, the Comprehensive Plan provides for multiple housing densities progressing from less dense at the Wild Point perimeter to more dense at the proposed commercial zones in the proposed development. The Plan, however, calls for a total of 292 units of medium density variety. Any allowance for Medium Density Residential in the proposed Elizabeth West development is in direct contravention of the Comprehensive Plan, and the fact that the developer proposes to make over 25% of the units in the proposed development Medium Density Residential in nature should result in the rejection of the Plan.
    c. Further, it appears that the levels of Low Density Residential and commercial related uses seem disproportionately high to that which is called for by the Comprehensive Plan. And correspondingly, the level of Estate Residential appears to be disproportionately low. Re-balancing of these proportions are required to comply with the intent of the Master Plan.

2. Once the developer re-submits a proposal conforming with the Comprehensive Plan, please keep in mind there is a 100- foot special use easement that basically borders the entire property line between Wild Pointe and the proposed development. The land is owned by the individual property owners but available to residents to use for horses and walkers. There is no defined path. There is a barbed wire fence on the common property line which needs to be

addressed. Wild Pointe doesn't allow screen fencing, and consistent with the requirement that open space be provided for along the border, the existing barbed wire fence should remain as the dividing point between the properties and any fencing proposed for the adjacent properties in the proposed development shall be open pole or board fencing.

3. We assume the individual land owners within 500 feet of the proposed development will receive notice from the Town and the opportunity to be heard; we do not believe this has been done to date. Please advise accordingly on this issue.

4. Traffic and congestion will be an issue for Wild Pointe Ranch residents. Improvements and signalization at the intersection of Legacy Trail Street and Hwy 86, widening of highway 86 and widening and improvements of Legacy Trail Street up to the proposed access road to the proposed residential area will need to be addressed, resolved and completed before construction of homes or businesses begin.

5. Appropriate signage and restrictions are needed at two locations to minimize the use by new residents and commercial traffic of the Legacy Trail road system as an alternate route to Highway 86.

6. Wild Pointe Ranch owns an easement at the intersection of Legacy Trail Street and Highway 86 for signage. This is not indicated on the plan. Water service to this area is required in the proposed development plan.

7. The residents of Wild Pointe Ranch and our associated improvement districts will not be burdened by any additional costs for the development of this property. Further, inconveniences to residents for access to our properties, control of fugitive dust and limits of construction activities to 7am to 7pm Monday thru Friday are required.

8. There are proposed land uses in the commercial development area for public facilities. We recommend that any public safety uses be limited to branch or substation activities only. Relocation of the town hall to this area is not acceptable. This facility is crucial as an anchor to the Main Street development program of for the Town of Elizabeth.

9. This development impacts not only the Town (minimally in some respects), but Elbert and Douglas counties as well as the state highway system. When the Town receives copies of referral responses from all of the various agencies impacted we would request that copies be provided to the HOA. No matter how you slice it, if any development of Elizabeth West is approved, it will impact travel to and from Elizabeth proper. Our initial reaction is that if road improvements are currently planned by CDOT et al. to accommodate growth in the area that construction of improvements at Elizabeth West be delayed until the completion of any planned road improvements.

10. Growth pays for growth, and we can only assume the Town will take this into account once the developer submits plans consistent with the Comprehensive Plan. The Town and Elbert County have one bite at the apple to make sure any development approved and all of its attendant costs will be paid for by the developer on the front end. No taxpayer should bear the risk or the direct or indirect burden of the growth proposed by the developer in this instance.

Thank you for your courtesies in this and other matters. We look forward to working with you, and we are always available to confer on either an informal or formal basis.

Very truly yours,

Signed

_____

T.R. Rice, President, For the HOA Board

Signed

_____

John Quest, Chair, For the ARC

ELIZABETH
WEST

Legal Notices

TOWN OF ELIZABETH
COMMUNITY DEVELOPMENT DEPARTMENT

NOTICE OF PUBLIC HEARINGS

Notice is hereby given that the Planning Commission and Board of Trustees shall hold public hearings concerning a rezone application for the project known as Elizabeth West generally located on the south side of Highway 86, between Legacy Ridge St on the west and Wild Pointe subdivision on the east. The property to be rezoned is addressed as 988, 1090 and 1574 State Hwy 86. The property is 425.9 acres and is zoned A-1, Agriculture, the proposed zone is Planned Unit Development (PUD).

The public hearings are to be held before the Planning Commission on October 4, 2022 at 6:30 p.m. and Board of Trustees on October 25, 2022 at 7:00 p.m., or as soon as possible thereafter. The public hearings shall be held in the Town Hall, 151 South Banner Street, Elizabeth, Colorado, or at such other time or place in the event this hearing is adjourned. Further information is available through the Town Community Development Department at (303) 646-4166.

ALL INTERESTED PERSONS MAY ATTEND.

EXHIBIT A (legal description)

EXHIBIT A

Parcel I:
E1/2 NW1/4, NW1/4 NE1/4 of Section 14, Township 8 South, Range 65 West of the 6th P.M., County of Elbert, State of Colorado, EXCEPT the parcels deeded to the Elbert County Board of County Commissioners in Book 182 at Page 159 and Book 209 at Page 140 and that parcel deeded to the State Highway Department in Book 320 at Page 291, County of Elbert, State of Colorado. EXCEPT that portion conveyed to The Town of Elizabeth in Special Warranty Deed recorded May 12, 2021 at Reception No. 608125.

Parcel II:
A parcel of land located in the Northeast and Southeast Quarter of Section 15, and the Southwest and Northwest Quarter of Section 14, Township 8 South, Range 65 West of the Sixth Principal Meridian, County of Elbert, State of Colorado, more particularly described as follows: The basis of bearing of this description is an assumed bearing of North 00° 14' 48" West a distance of 2664.96 feet from a 2" aluminum cap on a number 6 rebar stamped " 1999-LS 30830" at the East Quarter corner of said Section 15 to a 2" aluminum cap on a number 6 rebar stamped "1999-LS 30830" at the Northeast corner of said Section 15. Commencing at the North Quarter corner of said Section 15; thence South 00° 24' 05" East along the West line of the Northeast Quarter of said Section 15 a distance of 40.09 feet to a point on the South right of way of Colorado State Highway No. 86; thence along the South right of way of Colorado State Highway No. 86 the following two (2) courses;
1) thence South 89° 56' 30" East a distance of 0.38 feet;
2) thence South 83° 32' 47" East a distance of 70.12 feet to the point of beginning; thence continuing along the South right of way of Colorado State Highway No. 86 the following two (2) courses;

1) thence South 83° 32' 47" East a distance of 16.52 feet;
2) thence South 89° 56' 50" East a distance of 739.98 feet to the Northwest corner of a parcel of land described at Book 282, Page 326 filed in the Elbert County Clerk and Recorder's Office;
thence South 00° 09' 34" East along the West boundary of the lands described at said Book 282, Page 326 a distance of 861.70 feet to the Southwest corner of the lands described at said Book 282, Page 326; said corner also being the Northwest corner of a parcel of land described at Reception No. 476359 filed in the Elbert County Clerk and Recorder's Office; thence along the West, South and East boundary lines of the lands described at said Reception No. 476359 the following three (3) courses;

1) thence South 00° 09' 34" East a distance of 430.50 feet;
2) thence North 89° 50' 26" East a distance of 505.93 feet;
3) thence North 00° 09' 38" West 390.28 feet to the Southwest corner of the lands described at Book 458 Page 364 as filed in the Elbert county Clerk and Recorder's office; thence along the South, and East boundary of the lands described at said Book 458 Page 364 the following three (3) courses;
1) thence South 89° 56' 50" East a distance of 1626.51 feet;
2) thence North 05° 25' 23" East a distance of 603.03 feet;
3) thence North 24° 48' 41' East a distance of 333.29 feet to a point on the South right of way of Colorado State Highway No. 86; thence South 89° 12' 30" East along the South right of way line of Colorado State Highway No. 86 a distance of 834.80 feet to a point on the West Boundary of the lands described at Book 377 Page 350 filed in the Elbert County Clerk and Recorder's Office; thence South 00° 58' 55" East along the West boundary of the lands described at said Book 377, Page 350 a distance of 2613.60 feet to the Northwest corner of Lot 18, Wild Pointe, a Subdivision filed in the Elbert County Clerk and Recorder's Office at Plat Book 12, Page 54, thence along the boundary of said Wild Pointe the following three (3) courses;
1) thence South 01° 02' 37" East a distance of 1334.48 feet;
2) thence North 89° 26' 35" West a distance of 1394.52 feet;
3) thence North 89° 18' 17" West a distance of 2570.30 feet; said point being 70.00 feet East of the Westerly line of the Southeast Quarter of said Section 15; thence North 00° 24' 05" West along a line parallel with and 70.00 feet Easterly of the West line of the Southwest Quarter and the Northwest Quarter of said Section 15 a distance of 3916.04 feet to the point of beginning. Less and Except that portion Deeded to the Town of Elizabeth as described in Deed recorded May 12, 2021 at Reception No. 608123, more particularly described as follows: A parcel of property located in Section 15, Township 8 South, Range 65 West of the 6th P.M. County of Elbert, State of Colorado being more particularly described as follows: Commencing at the North Quarter corner of said Section 15 and considering the West line of the Northwest Quarter of said Section 15 to bear South 00° 22' 36"
East with all bearing contained herein relative thereto; thence South 00° 22' 36" East along said West line, a distance of 40.09 feet to a point on the South right of way line of State Highway 86; thence South 89° 54' 23" East along said South right of way line, a distance of 0.37 feet; thence South 83° 31' 18" East, along said South right of way line, a distance of 70.12 feet to the point of beginning; thence along said South right of way line the following (2) two courses;
1) South 83° 31' 18" East, a distance of 16.55 feet;
2) South 89° 55' 08" East, a distance of 740.68 feet;
thence South 00° 04' 52" West, a distance of 35.00 feet; thence North 89° 53' 29" West, a distance of 756.81 feet; thence North 00° 22' 36" West, a distance of 39.35 feet to point on the South ight of way line of said State Highway 86 and the point of beginning, County of Elbert, State of Colorado. Also Less and Except that portion Deeded to the Town of Elizabeth as described in Deed recorded May 12, 2021 at Reception No. 608124, more particularly described as follows: A parcel of property located in Section 14, Township 8 South, Range 65 West of the 6th P.M., County of Elbert, State of Colorado being more particularly described as follows: Commencing at the Northwest corner of said Section 14 and considering the North line of the Northwest Quarter of said Section 14 to bear South 89° 10' 20"
East with all bearing contained herein relative thereto; thence South 89° 10' 20" East along said North line, a distance of 493.71 feet; thence South 00° 49' 38" West, a distance of 49.72 feet to a point on the South right-of-way line of State Highway 86 and the point of beginning; thence North 89° 10' 49" East, along said South right-of-way line, a distance of 836.00 feet; thence South 00° 12' 35" East, a distance of 37.90 feet; thence South 89° 10' 20" East, a distance of 853.48 feet; thence North 24° 47' 53" East, a distance of 41.34 feet to the point of beginning, County of Elbert, State of Colorado.

PUBLISHER'S AFFIDAVIT

STATE OF COLORADO)
) ss.
COUNTY OF ELBERT)

I, Jenna Lister, do solemnly affirm that I am the Publisher of RANCHLAND NEWS; that the same is a weekly newspaper published at Simla, County of Elbert, State of Colorado, and has a general circulation therein; that said newspaper has been continuously and uninterruptedly published in said County of Elbert for a period of at least 52 consecutive weeks next prior to the first publication of the annexed notice, that said newspaper is entered in the post office at Calhan, Colorado as second class mail matter and that said newspaper is a newspaper within the meaning of the Act of the General Assembly of the State of Colorado, approved March 30, 1923, and entitled "Legal Notices and Advertisements," with other Acts relating to the printing and publishing of legal notices and advertisements. That the annexed notice was published in the regular and entire issue of said newspaper, once each week for one successive weeks; that the first publication of said notice was in the Issue of said newspaper dated;

September 8, 2022

and the last publication of said notice was in the issue of said newspaper dated;

September 8, 2022

and that copies of each number of said paper in which said notice and/or list was published were delivered by carriers or transmitted by mail to each of the subscribers of said newspaper, Ranchland News, according to the accustomed mode of business in this office.

Jenna Lister

Publisher

The above certificate of publication was subscribed and affirmed to before me, a Notary Public, to be the identical person described in the above certificate, on the

8 day of September, 2022

Nikki Lister

Notary Public

April 15, 2024

(My Notary Public Commission Expiration Date)

NICHOLE LISTER
NOTARY PUBLIC - STATE OF COLORADO
NOTARY ID 20204013793
MY COMMISSION EXPIRES APR 15, 2024

NOTICE OF PUBLIC HEARINGS

Notice is hereby given that the Planning Commission and Board of Trustees shall hold public hearings concerning a rezone application for the project known as Elizabeth West generally located on the south side of Highway 86, between Legacy Ridge St on the west and Wild Pointe subdivision on the east. The property to be rezoned is addressed as 988, 1090 and 1574 State Hwy 86. The property is 425.9 acres and is zoned A-1, Agriculture, the proposed zone is Planned Unit Development (PUD).

The public hearings are to be held before the Planning Commission on October 4, 2022 at 6:30 p.m. and Board of Trustees on October 25, 2022 at 7:00 p.m., or as soon as possible thereafter. The public hearings shall be held in the Town Hall, 151 South Banner Street, Elizabeth, Colorado, or at such other time or place in the event this hearing is adjourned. Further information is available through the Town Community Development Department at (303) 646-4166.

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Parcel II:

A parcel of land located in the Northeast and Southeast Quarter of Section 15, and the Southwest and Northwest Quarter of Section 14, Township 8 South, Range 65 West of the Sixth Principal Meridian, County of Elbert, State of Colorado, more particularly described as follows: The basis of bearing of this description is an assumed bearing of North 00° 14' 48" West a distance of 2664.96 feet from a 2" aluminum cap on a number 6 rebar stamped " 1999-LS 30830" at the East Quarter corner of said Section

15 to a 2" aluminum cap on a number 6 rebar stamped "1999-LS 30830" at the Northeast corner of said Section 15. Commencing at the North Quarter corner of said Section 15; thence South 00° 24' 05" East along the West line of the Northeast Quarter of said Section 15 a distance of 40.09 feet to a point on the South right of way of Colorado State Highway No. 86; thence along the South right of way of Colorado State Highway No. 86 the following two (2) courses;

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1) thence South 89° 56' 50" East a distance of 1626.51 feet;

2) thence North 05° 25' 23" East a distance of 603.03 feet;

3) thence North 24° 48' 41' East a distance of 333.29 feet to a point on the South right of way of Colorado State Highway No. 86; thence South 89° 12' 30" East along the South right of way line of Colorado State Highway No. 86 a distance of 834.80 feet to a point on the West Boundary of the lands described at Book 377 Page 350 filed in the Elbert County Clerk and Recorder's Office; thence South 00° 58' 55" East along the West boundary of the lands described at said Book 377, Page 350 a distance of 2613.60 feet to the Northwest corner of Lot 18, Wild Pointe, a Subdivision filed in the Elbert County Clerk and Recorder's Office at Plat Book 12, Page 54, thence along the boundary of said Wild Pointe the following three (3) courses;

1) thence South 01° 02' 37" East a distance of 1334.48 feet;

2) thence North 89° 26' 35" West a distance of 1394.52 feet;

3) thence North 89° 18' 17" West a distance of 2570.30 feet; said point being 70.00 feet East of the Westerly line of the Southeast Quarter of said Section 15; thence North 00° 24' 05" West along a line parallel with and 70.00 feet Easterly of the West line of the Southwest Quarter and the Northwest Quarter of said Section 15 a distance of 3916.04 feet to the point of beginning. Less and Except that portion Deeded to the Town of Elizabeth as described in Deed recorded May 12, 2021 at Reception No. 608123, more particularly described as follows: A parcel of property located in Section 15, Township 8 South, Range 65 West of the 6th P.M. County of Elbert, State of Colorado being more particularly described as follows: Commencing at the North Quarter corner of said Section 15 and considering the West line of the Northwest Quarter of said Section 15 to bear South 00° 22' 36"

East with all bearing contained herein relative thereto; thence South 00° 22' 36" East along said West line, a distance of 40.09 feet to a point on the South right of way line of State Highway 86; thence South 89° 54' 23" East along said South right of way line, a distance of 0.37 feet; thence South 83° 31' 18" East, along said South right of way line, a distance of 70.12 feet to the point of beginning; thence along said South right of way line the following (2) two courses;

1) South 83° 31' 18" East, a distance of 16.55 feet;

2) South 89° 55' 08" East, a distance of 740.68 feet;

thence South 00° 04' 52" West, a distance of 35.00 feet; thence North 89° 53' 29" West, a distance of 756.81 feet; thence North 00° 22' 36" West, a distance of 39.35 feet to point on the South right of way line of said State Highway 86 and the point of beginning, County of Elbert, State of Colorado. Also Less and Except that portion Deeded to the Town of Elizabeth as described in Deed recorded May 12, 2021 at

Reception No. 608124, more particularly described as follows: A parcel of property located in Section 14, Township 8 South, Range 65 West of the 6th P.M., County of Elbert, State of Colorado being more particularly described as follows: Commencing at the Northwest corner of said Section 14 and considering the North line of the Northwest Quarter of said Section 14 to bear South 89° 10' 20"

East with all bearing contained herein relative thereto; thence South 89° 10' 20" East along said North line, a distance of 493.71 feet; thence South 00° 49' 38" West, a distance of 49.72 feet to a point on the South ri

PUBLISHER'S AFFIDAVIT

STATE OF COLORADO)
) ss.
COUNTY OF ELBERT)

I, Jenna Lister, do solemnly affirm that I am the Publisher of RANCHLAND NEWS; that the same is a weekly newspaper published at Simla, County of Elbert, State of Colorado, and has a general circulation therein; that said newspaper has been continuously and uninterruptedly published in said County of Elbert for a period of at least 52 consecutive weeks next prior to the first publication of the annexed notice, that said newspaper is entered in the post office at Calhan, Colorado as second class mail matter and that said newspaper is a newspaper within the meaning of the Act of the General Assembly of the State of Colorado, approved March 30, 1923, and entitled "Legal Notices and Advertisements," with other Acts relating to the printing and publishing of legal notices and advertisements. That the annexed notice was published in the regular and entire issue of said newspaper, once each week for one successive weeks; that the first publication of said notice was in the Issue of said newspaper dated;

September 8, 2022

and the last publication of said notice was in the issue of said newspaper dated;

September 8, 2022

and that copies of each number of said paper in which said notice and/or list was published were delivered by carriers or transmitted by mail to each of the subscribers of said newspaper, Ranchland News, according to the accustomed mode of business in this office.

Jenna Lister

Publisher

The above certificate of publication was subscribed and affirmed to before me, a Notary Public, to be the identical person described in the above certificate, on the

8 day of September, 2022

Nikki Lister

Notary Public

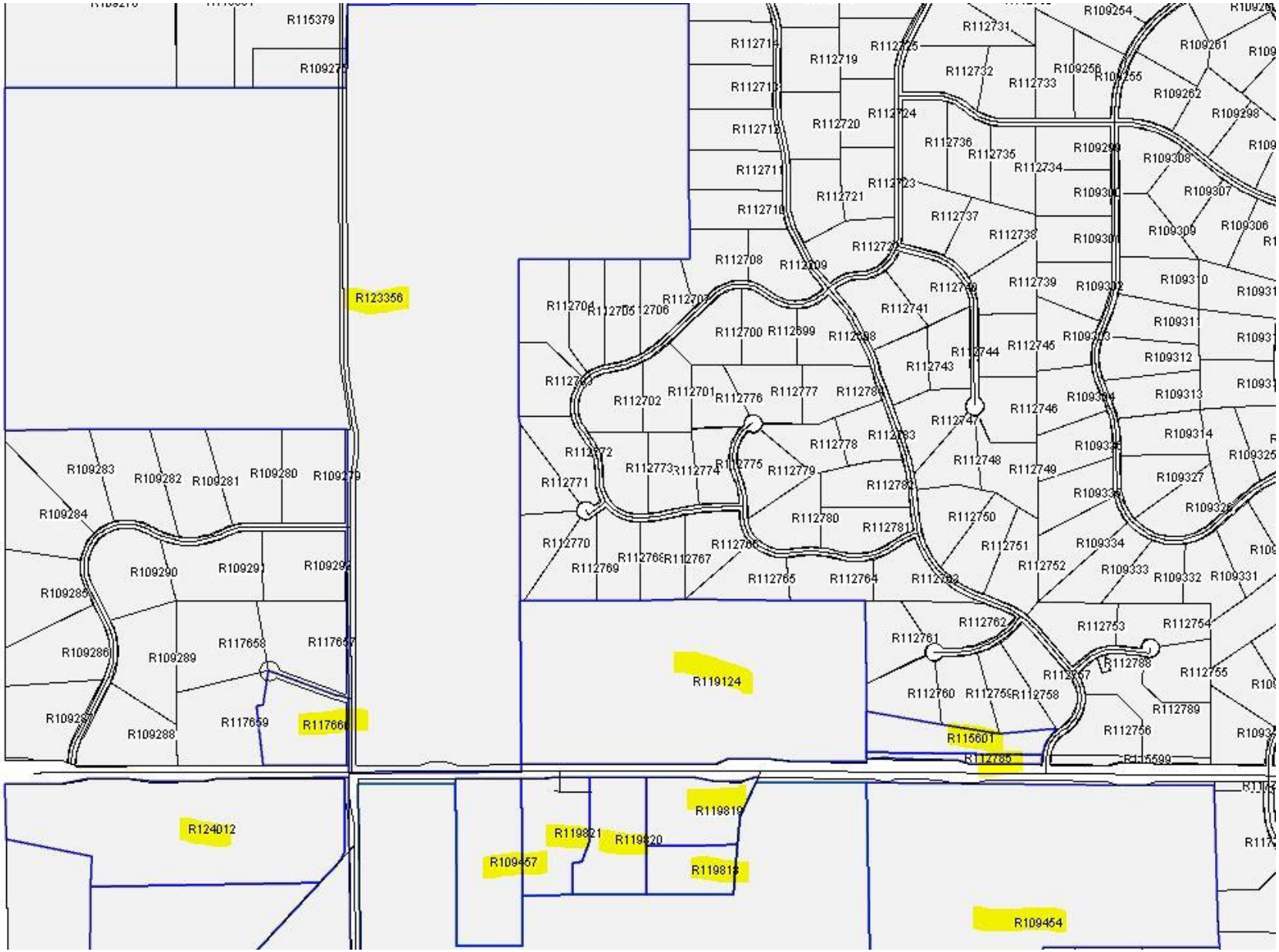
April 15, 2024

(My Notary Public Commission Expiration Date)

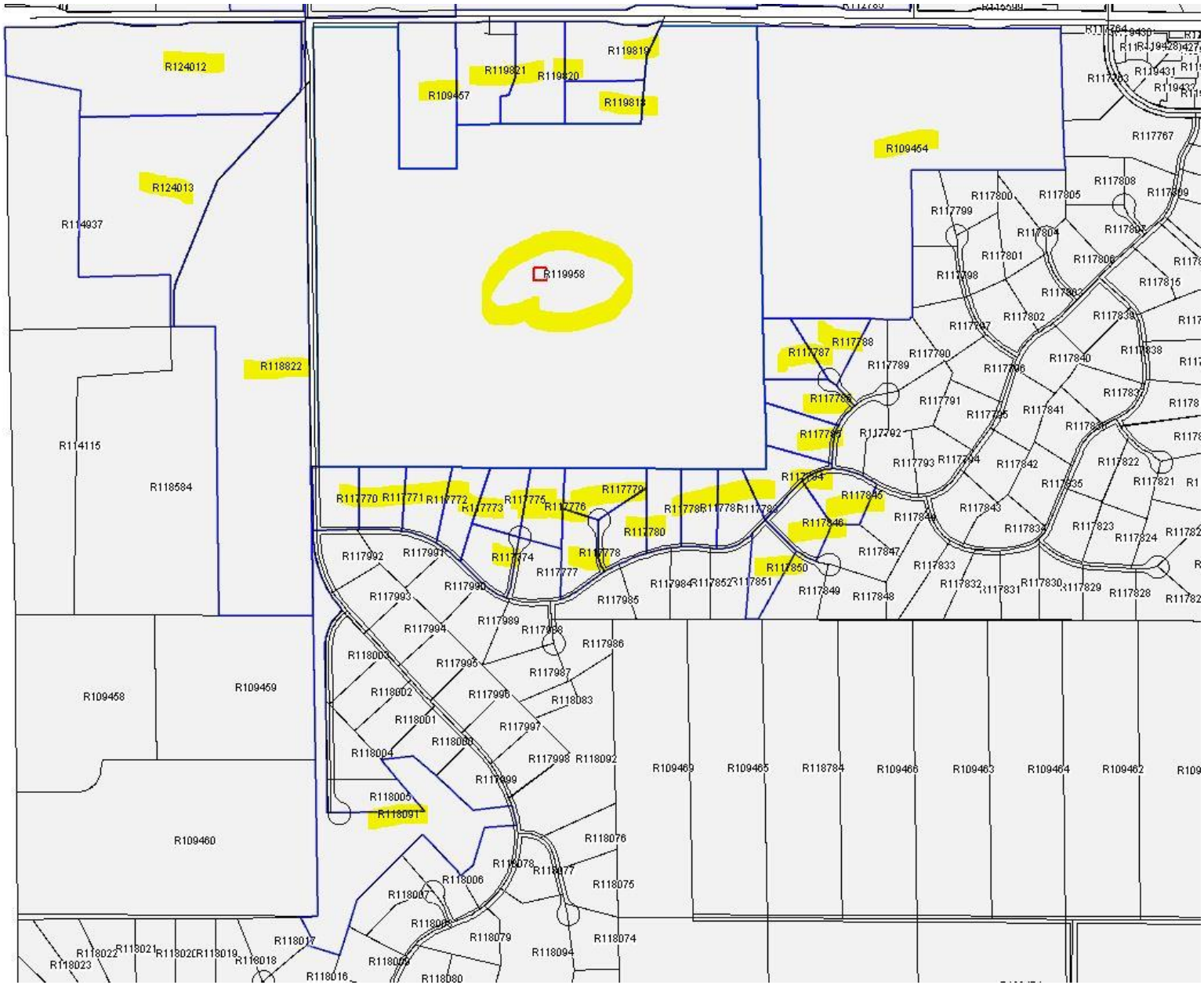
NICHOLE LISTER
NOTARY PUBLIC - STATE OF COLORADO
NOTARY ID 20204013793
MY COMMISSION EXPIRES APR 15, 2024

of-way line of State Highway 86 and the point of beginning; thence North 89° 10' 49" East, along said South right-of-way line, a distance of 836.00 feet; thence South 00° 12' 35" East, a distance of 37.90 feet; thence South 89° 10' 20" East, a distance of 853.48 feet; thence North 24° 47' 53" East, a distance of 41.34 feet to the point of beginning, County of Elbert, State of Colorado.
Published September 8, 2022
In Ranchland News
Legal No. 329

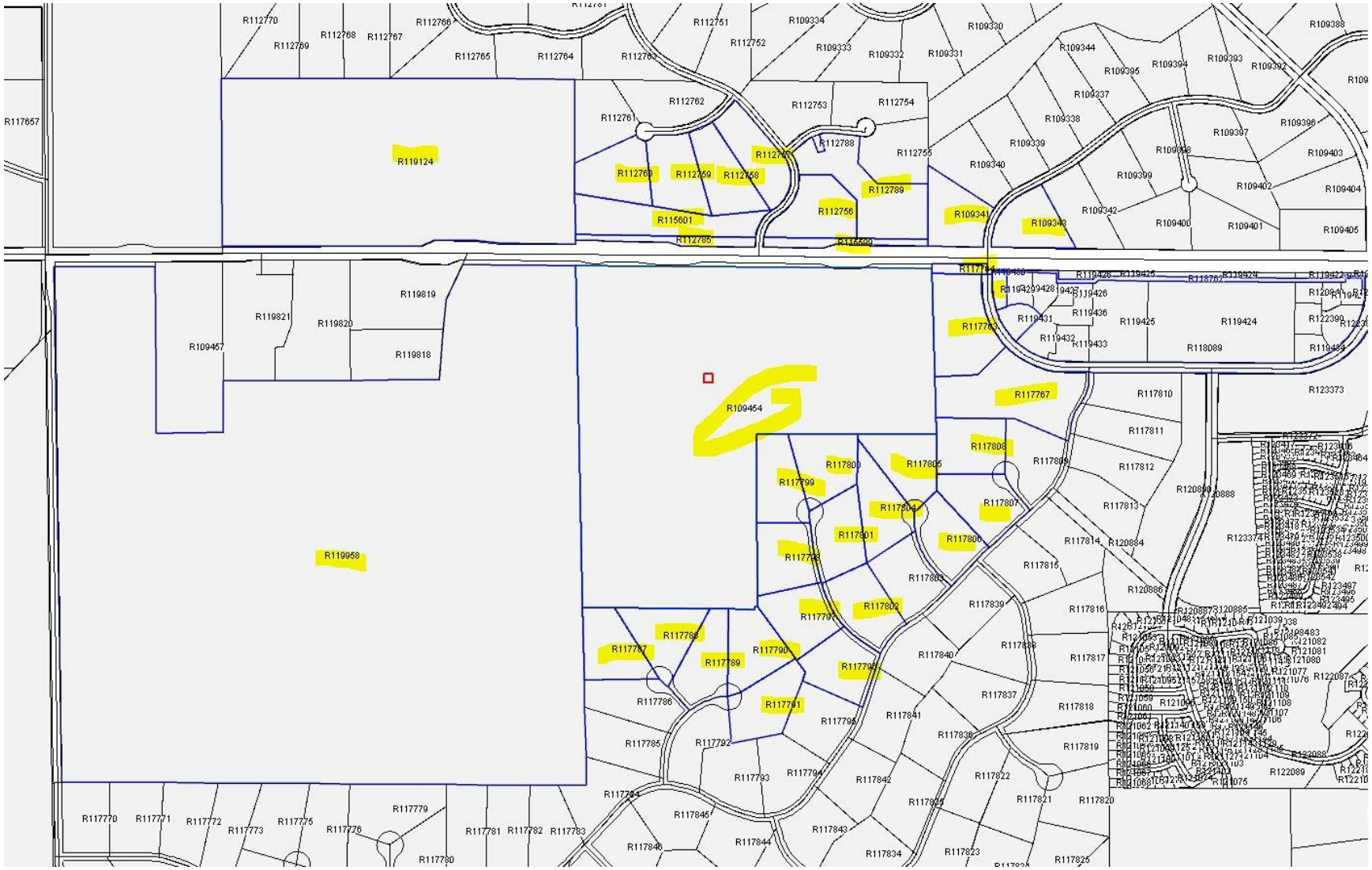
Notification map



Notification map



Notification map



Account Number	Owner 1	Owner 2	Owner 3	Address	City	State	ZipCode
R118822	ALFORD FAMILY TRUST (THE)			8711 ORANGEWOOD AVE	GARDEN GROVE	CA	92841
R112756	BERKLEY GREGORY A	BERKLEY RICHELLE		34250 CHEROKEE TRL	ELIZABETH	CO	80107
R119958	BK2 LLC			PO BOX 3229	PARKER	CO	80134
R117784	BOND CHARLES E	BOND SHARON M		32500 COUNTY RD 33	KIOWA	CO	80117
R112759	BRACKEN ANDREW J	ZELLER LISA		1290 WAGON TRAIN CIR	ELIZABETH	CO	80107
R117802	CABECEIRAS TIMOTHY J	CABECEIRAS MELISSA K SPERLING		33500 GREYSTONE CIRCLE	ELIZABETH	CO	80107
R117850	CACCIAVILLANI FAMILY TRUST			33070 VISTAVIEW CIRCLE	ELIZABETH	CO	80107
R117791	CEBATAH JULIA M	BEAZLEY JOHN E		33280 WYNDHAM CIR	ELIZABETH	CO	80107
R117808	CLARK TYREE	MURSCH MELISSA		33725 WILDFLOWER CIR	ELIZABETH	CO	80107
R117800	COX DAVID	HUGHES TIFFANY L		33540 GREYSTONE CIR	ELIZABETH	CO	80107
R117806	DACIEK MICHAEL E			33610 TRIBUTE CIRCLE	ELIZABETH	CO	80107
R117781	DOUGLAS CHRISTINA RENEE	DOUGLAS ADAM EDGAR		1205 LEGACY TRL	ELIZABETH	CO	80107
R117782	DRAKE GARY W	DRAKE JANET		1245 LEGACY TRL	ELIZABETH	CO	80107
R123356	EISENDRATH PHILLIP DAVID	EISENDRATH THOMAS WILLIAM		34725 COUNTY RD 3	ELIZABETH	CO	80107
R118089	ELBERT AND HIGHWAY 86 METROPOLITAN DISTRICT, C/O C/O WALKER SCHOOLER DISTRICT MANAGERS			614 N TEJON ST	COLORADO SPRINGS	CO	80903
R118091	ELBERT AND HIGHWAY 86 METROPOLITAN DISTRICT, C/O C/O WALKER SCHOOLER DISTRICT MANAGERS			614 N TEJON ST	COLORADO SPRINGS	CO	80903
R117763	ELBERT CNTY CHARTER SCHOOL BUILDING CORP			1975 LEGACY CIR	ELIZABETH	CO	80107
R117767	ELBERT COUNTY CHARTER SCHOOL BUILDING CO			633 DALE CT	ELIZABETH	CO	80107
R115599	ELIZABETH STAGE RUN HOMEOWNERS ASSOCIATI			35180 CHEROKEE TR	ELIZABETH	CO	80107
R115601	ELIZABETH STAGE RUN HOMEOWNERS ASSOCIATION			35180 CHEROKEE TR	ELIZABETH	CO	80107
R109343	FITZSIMMONS MARTIN J	FITZSIMMONS SANDRA O		1830 PINTO TRL	ELIZABETH	CO	80107
R124013	FREEDOM ONE HOLDINGS LLC			11825 PARTENIO CT	LAS VEGAS	NV	89183
R124012	FREEDOM ONE HOLDINGS LLC			11825 PARTENIO CT	LAS VEGAS	NV	89183
R109341	FRYKE MICHAEL	FRYKE WENDY		1861 PINTO TRL	ELIZABETH	CO	80107
R117799	FULTZ MICHAEL	GARNER CONNIE	FULTZ ALENE	33535 GREYSTONE CIR	ELIZABETH	CO	80107
R117785	GABLE LAWRENCE S	KRASINSKI LISA A		33265 WYNDHAM CIR	ELIZABETH	CO	80107
R117845	GALPIN FRANCESCA	GALPIN MICHAEL D		1450 LEGACY TRL	ELIZABETH	CO	80107
R117804	GATES BRENT D	GATES KIMBERLEE L		33625 TRIBUTE CIRCLE	ELIZABETH	CO	80107
R117783	GILMAN GRETA LYNN	GILMAN MICHAEL PATRICK		1315 LEGACY TRL	ELIZABETH	CO	80107-8323
R117789	GREEN KEITH			33305 VIEWPOINTE CIR	ELIZABETH	CO	80107
R117775	HENDRICKSON KENNES D	HENDRICKSON KAREN MAY R		33225 STARRIDGE CIR	ELIZABETH	CO	80107-7641
R117846	HINKHOUSE KADE L			33075 VISTA VIEW CIRCLE	ELIZABETH	CO	80107
R117787	HJELLUM JAY B & DEBORAH L			33335 VIEWPOINT CIR	ELIZABETH	CO	80107
R119818	HOERAUF REGAN	HOERAUF SHERRI		33925 PRAIRIE HAWK CIRCLE	ELIZABETH	CO	80107-8000
R119819	HOERAUF REGAN CHAD	HOERAUF SHERRI LYNN		33925 PRAIRIE HAWK CIRCLE	ELIZABETH	CO	80107
R117660	HOLM MATTHEW C & MOLLIE M			480 ROCKY CLIFF CIRCLE	ELIZABETH	CO	80107
R117773	INGRAHAM TERRY LEE	INGRAHAM CINDY RAE		621 LEGACY TRL	ELIZABETH	CO	80107
R117797	JEFFRESS BRANDON	JEFFRESS ALETA LYNN		33495 GREYSTONE CIRCLE	ELIZABETH	CO	80107
R117788	KINNEY DANIELLE M, KINNEY ROBERT P			33325 VIEWPOINT CIRCLE	ELIZABETH	CO	80107
R117786	KRAACK TAYLOR	KRAACK KRIS		33315 VIEWPOINTE CIR	ELIZABETH	CO	80107
R119821	LEFLER STEVEN S			33975 RED HAWK CIR	ELIZABETH	CO	80107-8001
R109454	MF INVESTMENT PARTNERS LLC			7108 M SOUTH ALTON WAY	ENGLEWOOD	CO	80112
R117774	MICHAEL MARSH JAYNES AND LYNNE SUSANNE JAYNES REVOCABLE TRUST			33145 STAR RIDGE CIRCLE	ELIZABETH	CO	80107
R117778	MICHAEL P EAGELSTON TRUST	MARY ANNE EAGELSTON TRUST		33335 VANTAGE CIR	ELIZABETH	CO	80107
R117770	MUNDAY CRYSTAL L			505 LEGACY TRAIL	ELIZABETH	CO	80107
R117771	NABITY DAVID	NABITY SHONA		541 LEGACY TRAIL	ELIZABETH	CO	80107
R119124	PARKER CENTER LLC			53 CHARLOU CIR	CHERRY HILLS VILLAGE	CO	80111
R112760	PATERA RONALD	MONTERA REGINA		1228 WAGON TRAIN CIR	ELIZABETH	CO	80107-4102
R117772	QUIAN CARLOS	QUIAN MARIA		599 LEGACY TRL	ELIZABETH	CO	80107
R109457	RAILSBACK FRANCIS E	RAILSBACK BETTY M		754 STATE HWY 86	ELIZABETH	CO	80107
R117801	RASMUSSEN FAMILY TRUST			33530 GREYSTONE CIR	ELIZABETH	CO	80107
R112758	RATCLIFF SUE ANN & TIMOTHY M			1352 WAGON TRAIN CIRCLE	ELIZABETH	CO	80107
R117776	REID JAMES R & MARCELLA M			33230 STAR RIDGE CIRCLE	ELIZABETH	CO	80107-7641
R117805	RENK RONALD E AND RACHEL J			33620 TRIBUTE CIRCLE	ELIZABETH	CO	80107
R117780	SCHAR BRIAN			33350 VANTAGE CIRCLE	ELIZABETH	CO	80107
R117796	SCHWARTZ FAMILY TRUST (THE)			33335 GREYSTONE CIRCLE	ELIZABETH	CO	80107
R119820	SETTLE STEVEN F			33988 RED HAWK CIR	ELIZABETH	CO	80107-8001
R117798	SIEVE TOLLEY DAWNE R	TOLLEY WILLIAM P		33515 GREYSTONE CIR	ELIZABETH	CO	80107
R112759	SISLEY JANIS LOUISE			1290 WAGON TRAIN CIR	ELIZABETH	CO	80107
R112789	STAGE RUN HOME OWNERS ASSOCATION			35180 CHEROKEE TR	ELIZABETH	CO	80107

R112785	STAGE RUN HOME OWNERS ASSOCIATION			35180 CHEROKEE TR	ELIZABETH	CO	80107
R117790	STARCEVICH LUKE E	STARCEVICH SARA A		33290 WYNDHAM CIRCLE	ELIZABETH	CO	80107
R117779	SWEDER SHAUN	SWEDER MEGHAN		33340 VANTAGE CIR	ELIZABETH	CO	80107
R112757	TILLMAN STEVEN C	TILLMAN REEKAE		1414 WAGON TRAIL CIR	ELIZABETH	CO	80107
R118762	TOWN OF ELIZABETH			PO BOX 159	ELIZABETH	CO	80107-0159
R117764	TOWN OF ELIZABETH			321 S BANNER ST	ELIZABETH	CO	80107
R117807	VAZQUEZ LUIS ANTONIO	VAZQUEZ LUCIA MARIBEL		33715 WILDFLOWER CIR	ELIZABETH	CO	80107
R119429	WILD POINTE INVESTMENT PROPERTIES LLC			PO BOX 4701	GREENWOOD VILLAGE	CO	80124
R119431	WILD POINTE INVESTMENT PROPERTIES LLC			PO BOX 4701	GREENWOOD VILLAGE	CO	80124
R119430	WILD POINTE INVESTMENT PROPERTIES LLC			PO BOX 4701	GREENWOOD VILLAGE	CO	80124

ALFORD FAMILY TRUST (THE) R118822
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GARDEN GROVE, CA 92841

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BERKLEY RICHELLE
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ELIZABETH, CO 80107

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PARKER, CO 80134

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BOND SHARON M
32500 COUNTY RD 33
KIOWA, CO 80117

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ELIZABETH, CO 80107

DOUGLAS CHRISTINA RENEE R117781
DOUGLAS ADAM EDGAR
1205 LEGACY TRL
ELIZABETH, CO 80107

DRAKE GARY W R117782
DRAKE JANET
1245 LEGACY TRL
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EISENDRATH THOMAS WILLIAM
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ELBERT AND HIGHWAY 86 METRO DISTRICT, C/O WALKER SCHOOLER DISTRICT MANAGERS R118089
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FITZSIMMONS SANDRA O
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FULTZ MICHAEL R117799
GARNER CONNIE
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GABLE LAWRENCE S R117785
KRASINSKI LISA A
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GALPIN FRANCESCA R117845
GALPIN MICHAEL D
1450 LEGACY TRL
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GATES BRENT D R117804
GATES KIMBERLEE L
33625 TRIBUTE CIRCLE
ELIZABETH, CO 80107

GILMAN GRETA LYNN R117783
GILMAN MICHAEL PATRICK
1315 LEGACY TRL
ELIZABETH, CO 0

GREEN KEITH R117789
33305 VIEWPOINTE CIR
ELIZABETH, CO 80107

HENDRICKSON KENNES D R117775
HENDRICKSON KAREN MAY R
33225 STARRIDGE CIR
ELIZABETH, CO 0

HINKHOUSE KADE L R117846
33075 VISTA VIEW CIRCLE
ELIZABETH, CO 80107

HJELLUM JAY B & DEBORAH L
33335 VIEWPOINT CIR
ELIZABETH, CO 80107

HOERAUF REGAN R119818
HOERAUF SHERRI
33925 PRAIRIE HAWK CIRCLE
ELIZABETH, CO 0

HOERAUF REGAN CHAD R119819
HOERAUF SHERRI LYNN
33925 PRAIRIE HAWK CIRCLE
ELIZABETH, CO 80107

HOLM MATTHEW C & MOLLIE M
R117660
480 ROCKY CLIFF CIRCLE
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INGRAHAM TERRY LEE R117773
INGRAHAM CINDY RAE
621 LEGACY TRL
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JEFFRESS BRANDON R117797
JEFFRESS ALETA LYNN
33495 GREYSTONE CIRCLE
ELIZABETH, CO 80107

KINNEY DANIELLE M, KINNEY ROBERT P
R117788
33325 VIEWPOINT CIRCLE
ELIZABETH, CO 80107

KRAACK TAYLOR R117786
KRAACK KRIS
33315 VIEWPOINTE CIR
ELIZABETH, CO 80107

LEFLER STEVEN S R119821
33975 RED HAWK CIR
ELIZABETH, CO 0

MF INVESTMENT PARTNERS LLC R109454
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MICHAEL MARSH JAYNES AND LYNNE
SUSANNE JAYNES REVOCABLE TRUST
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33145 STAR RIDGE CIRCLE
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MICHAEL P EAGELSTON TRUST R117778
MARY ANNE EAGELSTON TRUST
33335 VANTAGE CIR
ELIZABETH, CO 80107

MUNDAY CRYSTAL L R117770
505 LEGACY TRAIL
ELIZABETH, CO 80107

NABITY DAVID R117771
NABITY SHONA
541 LEGACY TRAIL
ELIZABETH, CO 80107

PARKER CENTER LLC R119124
53 CHARLOU CIR
CHERRY HILLS VILLAGE , CO 80111

PATERA RONALD R112760
MONTERA REGINA
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ELIZABETH, CO 0

QUIAN CARLOS R117772
QUIAN MARIA
599 LEGACY TRL
ELIZABETH, CO 80107

RAILSBACK FRANCIS E R109457
RAILSBACK BETTY M
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1352 WAGON TRAIN CIRCLE
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REID JAMES R & MARCELLA M R117776
33230 STAR RIDGE CIRCLE
ELIZABETH, CO 0

RENK RONALD E AND RACHEL J R117805
33620 TRIBUTE CIRCLE
ELIZABETH, CO 80107

SCHAR BRIAN R117780
33350 VANTAGE CIRCLE
ELIZABETH, CO 80107

SCHWARTZ FAMILY TRUST (THE) R117796
33335 GREYSTONE CIRCLE
ELIZABETH, CO 80107

SETTLE STEVEN F R119820
33988 RED HAWK CIR
ELIZABETH, CO 0

SIEVE TOLLEY DAWNE R R117798
TOLLEY WILLIAM P
33515 GREYSTONE CIR
ELIZABETH, CO 80107

SISLEY JANIS LOUISE R112759
1290 WAGON TRAIN CIR
ELIZABETH, CO 80107

STAGE RUN HOME OWNERS ASSOCATION
R112789
35180 CHEROKEE TR
ELIZABETH, CO 80107

STAGE RUN HOME OWNERS
ASSOCIATION R112785
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ELIZABETH, CO 80107

STARCEVICH LUKE E R117790
STARCEVICH SARA A
33290 WYNDHAM CIRCLE
ELIZABETH, CO 80107

SWEDER SHAUN R117779
SWEDER MEGHAN
33340 VANTAGE CIR
ELIZABETH, CO 80107

TILLMAN STEVEN C R112757
TILLMAN REEKAE
1414 WAGON TRAIL CIR
ELIZABETH, CO 80107

TOWN OF ELIZABETH R118762
PO BOX 159
ELIZABETH, CO 0

TOWN OF ELIZABETH R117764
PO BOX 159
321 S BANNER ST
ELIZABETH, CO 80107

VAZQUEZ LUIS ANTONIO R117807
VAZQUEZ LUCIA MARIBEL
33715 WILDFLOWER CIR
ELIZABETH, CO 80107

WILD POINTE INVESTMENT PROPERTIES
LLC R119429
PO BOX 4701
GREENWOOD VILLAGE, CO 80124

WILD POINTE INVESTMENT PROPERTIES
LLC R119431
PO BOX 4701
GREENWOOD VILLAGE, CO 80124

WILD POINTE INVESTMENT PROPERTIES
LLC R119430
PO BOX 4701
GREENWOOD VILLAGE, CO 80124

TOWN OF ELIZABETH

COMMUNITY DEVELOPMENT DEPARTMENT

September 8, 2022

Dear Property Owner,

The Town of Elizabeth has received a rezone application for the project known as Elizabeth West for property described in Exhibit A and generally located on the south side of Highway 86, between Legacy Ridge St on the west and Wild Point subdivision, 1st amendment on the east. The property to be rezoned is addressed as 988, 1090 and 1574 State Hwy 86. The property is 425.9 acres and is zoned A-1, Agriculture the proposed zone is Planned Unit Development (PUD).

Public hearings are scheduled regarding the proposed rezone. Please see the accompanying public notice for more details.

Community Development Department
Town of Elizabeth
(303) 646-4166

NOTICE OF PUBLIC HEARINGS

Notice is hereby given that the Planning Commission and Board of Trustees shall hold public hearings concerning a rezone application for the project known as Elizabeth West generally located on the south side of Highway 86, between Legacy Ridge St on the west and Wild Point subdivision, 1st amendment on the east. The property to be rezoned is addressed as 988, 1090 and 1574 State Hwy 86. The property is 425.9 acres and is zoned A-1, Agriculture the proposed zone is Planned Unit Development (PUD).

The public hearings are to be held before the Planning Commission on October 4, 2022 at 6:30 p.m. and Board of Trustees on October 25, 2022 at 7:00 p.m., or as soon as possible thereafter. The public hearings shall be held in the Town Hall, 151 South Banner Street, Elizabeth, Colorado, or at such other time or place in the event this hearing is adjourned. Further information is available through the Town Community Development Department at (303) 646-4166.

ALL INTERESTED PERSONS MAY ATTEND.

EXHIBIT A

Parcel I:
E1/2 NW1/4, NW1/4 NE1/4 of Section 14, Township 8 South, Range 65 West of the 6th P.M., County of Elbert, State of Colorado, EXCEPT the parcels deeded to the Elbert County Board of County Commissioners in Book 182 at Page 159 and Book 209 at Page 140 and that parcel deeded to the State Highway Department in Book 320 at Page 291, County of Elbert, State of Colorado. EXCEPT that portion conveyed to The Town of Elizabeth in Special Warranty Deed recorded May 12, 2021 at Reception No. 608125.

Parcel II:
A parcel of land located in the Northeast and Southeast Quarter of Section 15, and the Southwest and Northwest Quarter of Section 14, Township 8 South, Range 65 West of the Sixth Principal Meridian, County of Elbert, State of Colorado, more particularly described as follows: The basis of bearing of this description is an assumed bearing of North 00° 14' 48" West a distance of 2664.96 feet from a 2" aluminum cap on a number 6 rebar stamped " 1999-LS 30830" at the East Quarter corner of said Section 15 to a 2" aluminum cap on a number 6 rebar stamped "1999-LS 30830" at the Northeast corner of said Section 15. Commencing at the North Quarter corner of said Section 15; thence South 00° 24' 05" East along the West line of the Northeast Quarter of said Section 15 a distance of 40.09 feet to a point on the South right of way of Colorado State Highway No. 86; thence along the South right of way of Colorado State Highway No. 86 the following two (2) courses;
1) thence South 89° 56' 30" East a distance of 0.38 feet;
2) thence South 83° 32' 47" East a distance of 70.12 feet to the point of beginning; thence continuing along the South right of way of Colorado State Highway No. 86 the following two (2) courses;

1) thence South 83° 32' 47" East a distance of 16.52 feet;
2) thence South 89° 56' 50" East a distance of 739.98 feet to the Northwest corner of a parcel of land described at Book 282, Page 326 filed in the Elbert County Clerk and Recorder's Office;
thence South 00° 09' 34" East along the West boundary of the lands described at said Book 282, Page 326 a distance of 861.70 feet to the Southwest corner of the lands described at said Book 282, Page 326; said corner also being the Northwest corner of a parcel of land described at Reception No. 476359 filed in the Elbert County Clerk and Recorder's Office; thence along the West, South and East boundary lines of the lands described at said Reception No. 476359 the following three (3) courses;
1) thence South 00° 09' 34" East a distance of 430.50 feet;
2) thence North 89° 50' 26" East a distance of 505.93 feet;
3) thence North 00° 09' 38" West 390.28 feet to the Southwest corner of the lands described at Book 458 Page 364 as filed in the Elbert county Clerk and Recorder's office; thence along the South, and East boundary of the lands described at said Book 458 Page 364 the following three (3) courses;
1) thence South 89° 56' 50" East a distance of 1626.51 feet;
2) thence North 05° 25' 23" East a distance of 603.03 feet;
3) thence North 24° 48' 41' East a distance of 333.29 feet to a point on the South right of way of Colorado State Highway No. 86; thence South 89° 12' 30" East along the South right of way line of Colorado State Highway No. 86 a distance of 834.80 feet to a point on the West Boundary of the lands described at Book 377 Page 350 filed in the Elbert County Clerk and Recorder's Office; thence South 00° 58' 55" East along the West boundary of the lands described at said Book 377, Page 350 a distance of 2613.60 feet to the Northwest corner of Lot 18, Wild Pointe, a Subdivision filed in the Elbert County Clerk and Recorder's Office at Plat Book 12, Page 54, thence along the boundary of said Wild Pointe the following three (3) courses;
1) thence South 01° 02' 37" East a distance of 1334.48 feet;
2) thence North 89° 26' 35" West a distance of 1394.52 feet;
3) thence North 89° 18' 17" West a distance of 2570.30 feet; said point being 70.00 feet East of the Westerly line of the Southeast Quarter of said Section 15; thence North 00° 24' 05" West along a line parallel with and 70.00 feet Easterly of the West line of the Southwest Quarter and the Northwest Quarter of said Section 15 a distance of 3916.04 feet to the point of beginning. Less and Except that portion Deeded to the Town of Elizabeth as described in Deed recorded May 12, 2021 at Reception No. 608123, more particularly described as follows: A parcel of property located in Section 15, Township 8 South,

Range 65 West of the 6th P.M. County of Elbert, State of Colorado being more particularly described as follows: Commencing at the North Quarter corner of said Section 15 and considering the West line of the Northwest Quarter of said Section 15 to bear South 00° 22' 36"
East with all bearing contained herein relative thereto; thence South 00° 22' 36" East along said West line, a distance of 40.09 feet to a point on the South right of way line of State Highway 86; thence South 89° 54' 23" East along said South right of way line, a distance of 0.37 feet; thence South 83° 31' 18" East, along said South right of way line, a distance of 70.12 feet to the point of beginning; thence along said South right of way line the following (2) two courses;
1) South 83° 31' 18" East, a distance of 16.55 feet;
2) South 89° 55' 08" East, a distance of 740.68 feet;
thence South 00° 04' 52" West, a distance of 35.00 feet; thence North 89° 53' 29" West, a distance of 756.81 feet; thence North 00° 22' 36" West, a distance of 39.35 feet to point on the South ight of way line of said State Highway 86 and the point of beginning, County of Elbert, State of Colorado. Also Less and Except that portion Deeded to the Town of Elizabeth as described in Deed recorded May 12, 2021 at Reception No. 608124, more particularly described as follows: A parcel of property located in Section 14, Township 8 South, Range 65 West of the 6th P.M., County of Elbert, State of Colorado being more particularly described as follows: Commencing at the Northwest corner of said Section 14 and considering the North line of the Northwest Quarter of said Section 14 to bear South 89° 10' 20"
East with all bearing contained herein relative thereto; thence South 89° 10' 20" East along said North line, a distance of 493.71 feet; thence South 00° 49' 38" West, a distance of 49.72 feet to a point on the South right-of-way line of State Highway 86 and the point of beginning; thence North 89° 10' 49" East, along said South right-of-way line, a distance of 836.00 feet; thence South 00° 12' 35" East, a distance of 37.90 feet; thence South 89° 10' 20" East, a distance of 853.48 feet; thence North 24° 47' 53" East, a distance of 41.34 feet to the point of beginning, County of Elbert, State of Colorado.

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- ☐ Certified Mail Restricted Delivery $
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- ☐ Certified Mail Restricted Delivery $ ~~$0.00~~
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Postage $0.60
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Postage $0.60
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Sent To SCHWARTZ R11779[illegible]
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☐ Return Receipt (hardcopy)	$0.00
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☐ Certified Mail Restricted Delivery	$0.00
☐ Adult Signature Required	$0.00
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Postage	$0.60
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☐ Return Receipt (hardcopy)	$0.00
☐ Return Receipt (electronic)	$0.00
☐ Certified Mail Restricted Delivery	$0.00
☐ Adult Signature Required	$0.00
☐ Adult Signature Restricted Delivery	$
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Total Postage and Fees	$7.85

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Extra Services & Fees (check box, add fee as appropriate)	$3.25
☐ Return Receipt (hardcopy)	$0.00
☐ Return Receipt (electronic)	$0.00
☐ Certified Mail Restricted Delivery	$0.00
☐ Adult Signature Required	$0.00
☐ Adult Signature Restricted Delivery	$
Postage	$0.60
Total Postage and Fees	$7.85

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☐ Return Receipt (hardcopy)	$0.00
☐ Return Receipt (electronic)	$0.00
☐ Certified Mail Restricted Delivery	$0.00
☐ Adult Signature Required	$0.00
☐ Adult Signature Restricted Delivery	$
Postage	$0.60
Total Postage and Fees	$7.85

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Extra Services & Fees (check box, add fee as appropriate)	$3.25
☐ Return Receipt (hardcopy)	$0.00
☐ Return Receipt (electronic)	$0.00
☐ Certified Mail Restricted Delivery	$0.00
☐ Adult Signature Required	$0.00
☐ Adult Signature Restricted Delivery	$
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Total Postage and Fees	$7.85

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Certified Mail Fee	$4.00
Extra Services & Fees (check box, add fee as appropriate)	$3.25
☐ Return Receipt (hardcopy)	$0.00
☐ Return Receipt (electronic)	$0.00
☐ Certified Mail Restricted Delivery	$0.00
☐ Adult Signature Required	$0.00
☐ Adult Signature Restricted Delivery	$
Postage	$0.60
Total Postage and Fees	$7.85

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- Adult Signature Required $0.00
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- Certified Mail Restricted Delivery $
- Adult Signature Required $
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Sent To CACTAVILLANI R117

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City, State, ZIP+4®

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Extra Services & Fees *(check box, add fee as appropriate)*
- ☐ Return Receipt (hardcopy) $
- ☐ Return Receipt (electronic) $
- ☐ Certified Mail Restricted Delivery $
- ☐ Adult Signature Required $
- ☐ Adult Signature Restricted Delivery $

Postage
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Total Postage and Fees
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Sent To MF INVESTMENT R109454
Street and Apt. No., or PO Box No.
City, State, ZIP+4®

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

PLACE STICKER AT TOP OF ENVELOPE TO THE RIGHT OF THE RETURN ADDRESS, FOLD AT DOTTED LINE

SECTION

ss on the reverse
ard to you.
‹ of the mailpiece,
mits.

IERS LLC R109454
NAY

38 6414 09

COMPLETE THIS SECTION ON DELIVERY

A. Signature
X ☐ Agent ☐ Addressee

B. Received by *(Printed Name)* C. Date of Delivery

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

3. Service Type
- ☐ Adult Signature
- ☐ Adult Signature Restricted Delivery
- ☐ Certified Mail®
- ☐ Certified Mail Restricted Delivery
- ☐ Collect on Delivery
- ☐ Collect on Delivery Restricted Delivery
- ☐ Priority Mail Express®
- ☐ Registered Mail™
- ☐ Registered Mail Restricted Delivery
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- ☐ Signature Confirmation™
- ☐ Signature Confirmation Restricted Delivery

2. Article Number *(Transfer from service label)*
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PS Form 3811, July 2015 PSN 7530-02-000-9053 Domestic Return Receipt

7019 2280 0001 9674 6893

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For delivery information, visit our website at *www.usps.com®*.

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Extra Services & Fees *(check box, add fee as appropriate)*
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- ☐ Certified Mail Restricted Delivery $ _____
- ☐ Adult Signature Required $ _____
- ☐ Adult Signature Restricted Delivery $ _____

Postage
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Total Postage and Fees
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Sent To TOWN OF ELIZABETH
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City, State, ZIP+4®

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

PO Box 159
Elizabeth, CO 80107

ELIZABETH COLORADO

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OFFICIAL USE

Certified Mail Fee
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Extra Services & Fees *(check box, add fee as appropriate)*
- ☐ Return Receipt (hardcopy) $ _____
- ☐ Return Receipt (electronic) $ _____
- ☐ Certified Mail Restricted Delivery $ _____
- ☐ Adult Signature Required $ _____
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Sent To TOWN OF ELIZABETH
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City, State, ZIP+4®

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instruction

Town of Elizabeth
PO Box 159
Elizabeth, CO 80107

ELIZABETH COLORADO

AFFIDAVIT OF SIGN POSTING



I attest that the above signs were posted along each right-of-way of _Hwy 86 & Legacy Ridge_(Corner) on Tuesday (9/20/2022) pursuant to requirements of the Town of Elizabeth Municipal Code Section 16.4.30(d).

Applicant or Representative (circle one)

STATE OF COLORADO)
) ss.
COUNTY OF ELBERT)

Subscribed and sworn to before me this 20 day of SEPT, 2022 by NICHOLAS SCHMITT.

My Commission expires: 01·30·2024

(Seal)

(Notary Public)

NICHOLAS TODD SCHMITT
Notary Public
State of Colorado
Notary ID # 20204004372
My Commission Expires 01-30-2024

RJB LAWYER, LLC

1543 Champa St., Suite 400
Denver, CO 80202
(303) 573-5498

Robert J. Bruce, Esq.
bobbruce@rjblawyerllc.com

September 1, 2022

VIA CERTIFIED MAIL
RETURN RECEIPT REQUESTED

MF Investments Partners, LLC
James Marshall
P. O. Box 4701
Greenwood Village, CO 80155

Re: Notification of Proposed Surface Development

TO WHOM IT MAY CONCERN:

I represent MF Investment Partners, LLC. In connection with my client's plan to develop the property identified on Exhibit A, MF Investment Partners, LLC has submitted an Application for Approval of Surface Development to the Town of Elizabeth, Colorado.

We understand you may have an interest in the mineral estate associated with the property. The initial hearings on the proposed development will be held on October 4, 2022 at 6:30 p.m. (Planning Commission) and October 25, 2022 at 6:00 p.m. (Board of Trustees). The hearing will be held at the Town of Elizabeth Town Hall, located at 151 South Banner Street, Elizabeth, CO 80107.

If you would like further information about the proposed development, please contact Jim Marshall at 303.507.6651 or Jim@mginvestments.com.

Please let me know if you have any questions.

Sincerely,

RJB LAWYER, LLC

Robert J. Bruce

RJB:ll
cc: Jim Marshall (via email)
Town of Elizabeth

EXHIBIT A
(Legal Description)

Parcel I:

E1/2 NW1/4, NW1/4 NE1/4 of Section 14, Township 8 South, Range 65 West of the 6th P.M., County of Elbert, State of Colorado,

EXCEPT the parcels deeded to the Elbert County Board of County Commissioners in Book 182 at Page 159 and Book 209 at Page 140 and that parcel deeded to the State Highway Department in Book 320 at Page 291, County of Elbert, State of Colorado.

EXCEPT that portion conveyed to The Town of Elizabeth in Special Warranty Deed recorded May 12, 2021 at Reception No. 608125.

Parcel II:

A parcel of land located in the Northeast and Southeast Quarter of Section 15, and the Southwest and Northwest Quarter of Section 14, Township 8 South, Range 65 West of the Sixth Principal Meridian, County of Elbert, State of Colorado, more particularly described as follows:

The basis of bearing of this description is an assumed bearing of North 00° 14' 48" West a distance of 2664.96 feet from a 2" aluminum cap on a number 6 rebar stamped " 1999-LS 30830" at the East Quarter corner of said Section 15 to a 2" aluminum cap on a number 6 rebar stamped "1999-LS 30830" at the Northeast corner of said Section 15. Commencing at the North Quarter corner of said Section 15; thence South 00° 24' 05" East along the West line of the Northeast Quarter of said Section 15 a distance of 40.09 feet to a point on the South right of way of Colorado State Highway No. 86; thence along the South right of way of Colorado State Highway No. 86 the following two (2) courses;

1) thence South 89° 56' 30" East a distance of 0.38 feet;
2) thence South 83° 32' 47" East a distance of 70.12 feet to the point of beginning; thence continuing along the South right of way of Colorado State Highway No. 86 the following two (2) courses;

1) thence South 83° 32' 47" East a distance of 16.52 feet;
2) thence South 89° 56' 50" East a distance of 739.98 feet to the Northwest corner of a parcel of land described at Book 282, Page 326 filed in the Elbert County Clerk and Recorder's Office; thence South 00° 09' 34" East along the West boundary of the lands described at said Book 282, Page 326 a distance of 861.70 feet to the Southwest corner of the lands described at said Book 282, Page 326; said corner also being the Northwest corner of a parcel of land described at Reception No. 476359 filed in the Elbert County Clerk and Recorder's Office; thence along the West, South and East boundary lines of the lands described at said Reception No. 476359 the following three (3) courses;
1) thence South 00° 09' 34" East a distance of 430.50 feet;
2) thence North 89° 50' 26" East a distance of 505.93 feet;

3) thence North 00° 09' 38" West 390.28 feet to the Southwest corner of the lands described at Book 458 Page 364 as filed in the Elbert county Clerk and Recorder's office; thence along the South, and East boundary of the lands described at said Book 458 Page 364 the following three (3) courses;
1) thence South 89° 56' 50" East a distance of 1626.51 feet;
2) thence North 05° 25' 23" East a distance of 603.03 feet;
3) thence North 24° 48' 41' East a distance of 333.29 feet to a point on the South right of way of Colorado State Highway No. 86; thence South 89° 12' 30" East along the South right of way line of Colorado State Highway No. 86 a distance of 834.80 feet to a point on the West Boundary of the lands described at Book 377 Page 350 filed in the Elbert County Clerk and Recorder's Office; thence South 00° 58' 55" East along the West boundary of the lands described at said Book 377, Page 350 a distance of 2613.60 feet to the Northwest corner of Lot 18, Wild Pointe, a Subdivision filed in the Elbert County Clerk and Recorder's Office at Plat Book 12, Page 54, thence along the boundary of said Wild Pointe the following three (3) courses;
1) thence South 01° 02' 37" East a distance of 1334.48 feet;
2) thence North 89° 26' 35" West a distance of 1394.52 feet;
3) thence North 89° 18' 17" West a distance of 2570.30 feet; said point being 70.00 feet East of the Westerly line of the Southeast Quarter of said Section 15; thence North 00° 24' 05" West along a line parallel with and 70.00 feet Easterly of the West line of the Southwest Quarter and the Northwest Quarter of said Section 15 a distance of 3916.04 feet to the point of beginning. Less and

EXCEPT that portion Deeded to the Town of Elizabeth as described in Deed recorded May 12, 2021 at Reception No. 608123, more particularly described as follows:

A parcel of property located in Section 15, Township 8 South, Range 65 West of the 6th P.M. County of Elbert, State of Colorado being more particularly described as follows:

Commencing at the North Quarter corner of said Section 15 and considering the West line of the Northwest Quarter of said Section 15 to bear South 00° 22' 36" East with all bearing contained herein relative thereto; thence South 00° 22' 36" East along said West line, a distance of 40.09 feet to a point on the South right of way line of State Highway 86; thence South 89° 54' 23" East along said South right of way line, a distance of 0.37 feet; thence South 83° 31' 18" East, along said South right of way line, a distance of 70.12 feet to the point of beginning; thence along said South right of way line the following (2) two courses;
1) South 83° 31' 18" East, a distance of 16.55 feet;
2) South 89° 55' 08" East, a distance of 740.68 feet; thence South 00° 04' 52" West, a distance of 35.00 feet; thence North 89° 53' 29" West, a distance of 756.81 feet; thence North 00° 22' 36" West, a distance of 39.35 feet to point on the South right of way line of said State Highway 86 and the point of beginning, County of Elbert, State of Colorado. Also Less and

EXCEPT that portion Deeded to the Town of Elizabeth as described in Deed recorded May 12, 2021 at Reception No. 608124, more particularly described as follows:

A parcel of property located in Section 14, Township 8 South, Range 65 West of the 6th P.M., County of Elbert, State of Colorado being more particularly described as follows:

Commencing at the Northwest corner of said Section 14 and considering the North line of the Northwest Quarter of said Section 14 to bear South 89° 10' 20" East with all bearing contained herein relative thereto; thence South 89° 10' 20" East along said North line, a distance of 493.71 feet; thence South 00° 49' 38" West, a distance of 49.72 feet to a point on the South right-of-way line of State Highway 86 and the point of beginning; thence North 89° 10' 49" East, along said South right-of-way line, a distance of 836.00 feet; thence South 00° 12' 35" East, a distance of 37.90 feet; thence South 89° 10' 20" East, a distance of 853.48 feet; thence North 24° 47' 53" East, a distance of 41.34 feet to the point of beginning,
County of Elbert,
State of Colorado.

For Informational Purposes Only:

1574 State Highway 86 Drive, Elizabeth, CO 80107

RJB LAWYER, LLC

1543 Champa St., Suite 400
Denver, CO 80202
(303) 573-5498

Robert J. Bruce, Esq.
bobbruce@rjblawyerllc.com

September 1, 2022

VIA CERTIFIED MAIL
RETURN RECEIPT REQUESTED

BK2, LLC
c/o Kirby Smith
P. O. Box 3229
Parker, CO 80434

Re: Notification of Proposed Surface Development

TO WHOM IT MAY CONCERN:

I represent MF Investment Partners, LLC. In connection with my client's plan to develop the property identified on Exhibit A, MF Investment Partners, LLC has submitted an Application for Approval of Surface Development to the Town of Elizabeth, Colorado.

We understand you may have an interest in the mineral estate associated with the property. The initial hearings on the proposed development will be held on October 4, 2022 at 6:30 p.m. (Planning Commission) and October 25, 2022 at 6:00 p.m. (Board of Trustees). The hearing will be held at the Town of Elizabeth Town Hall, located at 151 South Banner Street, Elizabeth, CO 80107. If you would like further information about the proposed development, please contact Jim Marshall at 303.507.6651 or Jim@mginvestments.com.

Please let me know if you have any questions.

Sincerely,

RJB LAWYER, LLC

Robert J. Bruce

RJB:ll
cc: Jim Marshall (via email)
Town of Elizabeth

EXHIBIT A
(Legal Description)

Parcel I:

E1/2 NW1/4, NW1/4 NE1/4 of Section 14, Township 8 South, Range 65 West of the 6th P.M., County of Elbert, State of Colorado,

EXCEPT the parcels deeded to the Elbert County Board of County Commissioners in Book 182 at Page 159 and Book 209 at Page 140 and that parcel deeded to the State Highway Department in Book 320 at Page 291, County of Elbert, State of Colorado.

EXCEPT that portion conveyed to The Town of Elizabeth in Special Warranty Deed recorded May 12, 2021 at Reception No. 608125.

Parcel II:

A parcel of land located in the Northeast and Southeast Quarter of Section 15, and the Southwest and Northwest Quarter of Section 14, Township 8 South, Range 65 West of the Sixth Principal Meridian, County of Elbert, State of Colorado, more particularly described as follows:

The basis of bearing of this description is an assumed bearing of North 00° 14' 48" West a distance of 2664.96 feet from a 2" aluminum cap on a number 6 rebar stamped " 1999-LS 30830" at the East Quarter corner of said Section 15 to a 2" aluminum cap on a number 6 rebar stamped "1999-LS 30830" at the Northeast corner of said Section 15. Commencing at the North Quarter corner of said Section 15; thence South 00° 24' 05" East along the West line of the Northeast Quarter of said Section 15 a distance of 40.09 feet to a point on the South right of way of Colorado State Highway No. 86; thence along the South right of way of Colorado State Highway No. 86 the following two (2) courses;

1) thence South 89° 56' 30" East a distance of 0.38 feet;
2) thence South 83° 32' 47" East a distance of 70.12 feet to the point of beginning; thence continuing along the South right of way of Colorado State Highway No. 86 the following two (2) courses;

1) thence South 83° 32' 47" East a distance of 16.52 feet;
2) thence South 89° 56' 50" East a distance of 739.98 feet to the Northwest corner of a parcel of land described at Book 282, Page 326 filed in the Elbert County Clerk and Recorder's Office; thence South 00° 09' 34" East along the West boundary of the lands described at said Book 282, Page 326 a distance of 861.70 feet to the Southwest corner of the lands described at said Book 282, Page 326; said corner also being the Northwest corner of a parcel of land described at Reception No. 476359 filed in the Elbert County Clerk and Recorder's Office; thence along the West, South and East boundary lines of the lands described at said Reception No. 476359 the following three (3) courses;
1) thence South 00° 09' 34" East a distance of 430.50 feet;
2) thence North 89° 50' 26" East a distance of 505.93 feet;

3) thence North 00° 09' 38" West 390.28 feet to the Southwest corner of the lands described at Book 458 Page 364 as filed in the Elbert county Clerk and Recorder's office; thence along the South, and East boundary of the lands described at said Book 458 Page 364 the following three (3) courses;
1) thence South 89° 56' 50" East a distance of 1626.51 feet;
2) thence North 05° 25' 23" East a distance of 603.03 feet;
3) thence North 24° 48' 41' East a distance of 333.29 feet to a point on the South right of way of Colorado State Highway No. 86; thence South 89° 12' 30" East along the South right of way line of Colorado State Highway No. 86 a distance of 834.80 feet to a point on the West Boundary of the lands described at Book 377 Page 350 filed in the Elbert County Clerk and Recorder's Office; thence South 00° 58' 55" East along the West boundary of the lands described at said Book 377, Page 350 a distance of 2613.60 feet to the Northwest corner of Lot 18, Wild Pointe, a Subdivision filed in the Elbert County Clerk and Recorder's Office at Plat Book 12, Page 54, thence along the boundary of said Wild Pointe the following three (3) courses;
1) thence South 01° 02' 37" East a distance of 1334.48 feet;
2) thence North 89° 26' 35" West a distance of 1394.52 feet;
3) thence North 89° 18' 17" West a distance of 2570.30 feet; said point being 70.00 feet East of the Westerly line of the Southeast Quarter of said Section 15; thence North 00° 24' 05" West along a line parallel with and 70.00 feet Easterly of the West line of the Southwest Quarter and the Northwest Quarter of said Section 15 a distance of 3916.04 feet to the point of beginning. Less and

EXCEPT that portion Deeded to the Town of Elizabeth as described in Deed recorded May 12, 2021 at Reception No. 608123, more particularly described as follows:

A parcel of property located in Section 15, Township 8 South, Range 65 West of the 6th P.M. County of Elbert, State of Colorado being more particularly described as follows:

Commencing at the North Quarter corner of said Section 15 and considering the West line of the Northwest Quarter of said Section 15 to bear South 00° 22' 36" East with all bearing contained herein relative thereto; thence South 00° 22' 36" East along said West line, a distance of 40.09 feet to a point on the South right of way line of State Highway 86; thence South 89° 54' 23" East along said South right of way line, a distance of 0.37 feet; thence South 83° 31' 18" East, along said South right of way line, a distance of 70.12 feet to the point of beginning; thence along said South right of way line the following (2) two courses;
1) South 83° 31' 18" East, a distance of 16.55 feet;
2) South 89° 55' 08" East, a distance of 740.68 feet; thence South 00° 04' 52" West, a distance of 35.00 feet; thence North 89° 53' 29" West, a distance of 756.81 feet; thence North 00° 22' 36" West, a distance of 39.35 feet to point on the South right of way line of said State Highway 86 and the point of beginning, County of Elbert, State of Colorado. Also Less and

EXCEPT that portion Deeded to the Town of Elizabeth as described in Deed recorded May 12, 2021 at Reception No. 608124, more particularly described as follows:

A parcel of property located in Section 14, Township 8 South, Range 65 West of the 6th P.M., County of Elbert, State of Colorado being more particularly described as follows:

Commencing at the Northwest corner of said Section 14 and considering the North line of the Northwest Quarter of said Section 14 to bear South 89° 10' 20" East with all bearing contained herein relative thereto; thence South 89° 10' 20" East along said North line, a distance of 493.71 feet; thence South 00° 49' 38" West, a distance of 49.72 feet to a point on the South right-of-way line of State Highway 86 and the point of beginning; thence North 89° 10' 49" East, along said South right-of-way line, a distance of 836.00 feet; thence South 00° 12' 35" East, a distance of 37.90 feet; thence South 89° 10' 20" East, a distance of 853.48 feet; thence North 24° 47' 53" East, a distance of 41.34 feet to the point of beginning,
County of Elbert,
State of Colorado.

For Informational Purposes Only:

1574 State Highway 86 Drive, Elizabeth, CO 80107

RJB LAWYER, LLC

1543 Champa St., Suite 400
Denver, CO 80202
(303) 573-5498

Robert J. Bruce, Esq.
bobbruce@rjblawyerllc.com

September 1, 2022

VIA CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Bureau of Land Management
2850 Youngfield St.
Lakewood, CO 80215

Re: Notification of Proposed Surface Development

TO WHOM IT MAY CONCERN:

I represent MF Investment Partners, LLC. In connection with my client's plan to develop the property identified on Exhibit A, MF Investment Partners, LLC has submitted an Application for Approval of Surface Development to the Town of Elizabeth, Colorado.

We understand you may have an interest in the mineral estate associated with the property. The initial hearings on the proposed development will be held on October 4, 2022 at 6:30 p.m. (Planning Commission) and October 25, 2022 at 6:00 p.m. (Board of Trustees). The hearing will be held at the Town of Elizabeth Town Hall, located at 151 South Banner Street, Elizabeth, CO 80107.

If you would like further information about the proposed development, please contact Jim Marshall at 303.507.6651 or Jim@mginvestments.com.

Please let me know if you have any questions.

Sincerely,

RJB LAWYER, LLC

Robert J. Bruce

RJB:ll
cc: Jim Marshall (via email)
Town of Elizabeth

EXHIBIT A
(Legal Description)

Parcel I:

E1/2 NW1/4, NW1/4 NE1/4 of Section 14, Township 8 South, Range 65 West of the 6th P.M., County of Elbert, State of Colorado,

EXCEPT the parcels deeded to the Elbert County Board of County Commissioners in Book 182 at Page 159 and Book 209 at Page 140 and that parcel deeded to the State Highway Department in Book 320 at Page 291, County of Elbert, State of Colorado.

EXCEPT that portion conveyed to The Town of Elizabeth in Special Warranty Deed recorded May 12, 2021 at Reception No. 608125.

Parcel II:

A parcel of land located in the Northeast and Southeast Quarter of Section 15, and the Southwest and Northwest Quarter of Section 14, Township 8 South, Range 65 West of the Sixth Principal Meridian, County of Elbert, State of Colorado, more particularly described as follows:

The basis of bearing of this description is an assumed bearing of North 00° 14' 48" West a distance of 2664.96 feet from a 2" aluminum cap on a number 6 rebar stamped " 1999-LS 30830" at the East Quarter corner of said Section 15 to a 2" aluminum cap on a number 6 rebar stamped "1999-LS 30830" at the Northeast corner of said Section 15. Commencing at the North Quarter corner of said Section 15; thence South 00° 24' 05" East along the West line of the Northeast Quarter of said Section 15 a distance of 40.09 feet to a point on the South right of way of Colorado State Highway No. 86; thence along the South right of way of Colorado State Highway No. 86 the following two (2) courses;

1) thence South 89° 56' 30" East a distance of 0.38 feet;
2) thence South 83° 32' 47" East a distance of 70.12 feet to the point of beginning; thence continuing along the South right of way of Colorado State Highway No. 86 the following two (2) courses;

1) thence South 83° 32' 47" East a distance of 16.52 feet;
2) thence South 89° 56' 50" East a distance of 739.98 feet to the Northwest corner of a parcel of land described at Book 282, Page 326 filed in the Elbert County Clerk and Recorder's Office; thence South 00° 09' 34" East along the West boundary of the lands described at said Book 282, Page 326 a distance of 861.70 feet to the Southwest corner of the lands described at said Book 282, Page 326; said corner also being the Northwest corner of a parcel of land described at Reception No. 476359 filed in the Elbert County Clerk and Recorder's Office; thence along the West, South and East boundary lines of the lands described at said Reception No. 476359 the following three (3) courses;
1) thence South 00° 09' 34" East a distance of 430.50 feet;
2) thence North 89° 50' 26" East a distance of 505.93 feet;

3) thence North 00° 09' 38" West 390.28 feet to the Southwest corner of the lands described at Book 458 Page 364 as filed in the Elbert county Clerk and Recorder's office; thence along the South, and East boundary of the lands described at said Book 458 Page 364 the following three (3) courses;
1) thence South 89° 56' 50" East a distance of 1626.51 feet;
2) thence North 05° 25' 23" East a distance of 603.03 feet;
3) thence North 24° 48' 41' East a distance of 333.29 feet to a point on the South right of way of Colorado State Highway No. 86; thence South 89° 12' 30" East along the South right of way line of Colorado State Highway No. 86 a distance of 834.80 feet to a point on the West Boundary of the lands described at Book 377 Page 350 filed in the Elbert County Clerk and Recorder's Office; thence South 00° 58' 55" East along the West boundary of the lands described at said Book 377, Page 350 a distance of 2613.60 feet to the Northwest corner of Lot 18, Wild Pointe, a Subdivision filed in the Elbert County Clerk and Recorder's Office at Plat Book 12, Page 54, thence along the boundary of said Wild Pointe the following three (3) courses;
1) thence South 01° 02' 37" East a distance of 1334.48 feet;
2) thence North 89° 26' 35" West a distance of 1394.52 feet;
3) thence North 89° 18' 17" West a distance of 2570.30 feet; said point being 70.00 feet East of the Westerly line of the Southeast Quarter of said Section 15; thence North 00° 24' 05" West along a line parallel with and 70.00 feet Easterly of the West line of the Southwest Quarter and the Northwest Quarter of said Section 15 a distance of 3916.04 feet to the point of beginning. Less and

EXCEPT that portion Deeded to the Town of Elizabeth as described in Deed recorded May 12, 2021 at Reception No. 608123, more particularly described as follows:

A parcel of property located in Section 15, Township 8 South, Range 65 West of the 6th P.M. County of Elbert, State of Colorado being more particularly described as follows:

Commencing at the North Quarter corner of said Section 15 and considering the West line of the Northwest Quarter of said Section 15 to bear South 00° 22' 36" East with all bearing contained herein relative thereto; thence South 00° 22' 36" East along said West line, a distance of 40.09 feet to a point on the South right of way line of State Highway 86; thence South 89° 54' 23" East along said South right of way line, a distance of 0.37 feet; thence South 83° 31' 18" East, along said South right of way line, a distance of 70.12 feet to the point of beginning; thence along said South right of way line the following (2) two courses;
1) South 83° 31' 18" East, a distance of 16.55 feet;
2) South 89° 55' 08" East, a distance of 740.68 feet; thence South 00° 04' 52" West, a distance of 35.00 feet; thence North 89° 53' 29" West, a distance of 756.81 feet; thence North 00° 22' 36" West, a distance of 39.35 feet to point on the South right of way line of said State Highway 86 and the point of beginning, County of Elbert, State of Colorado. Also Less and

EXCEPT that portion Deeded to the Town of Elizabeth as described in Deed recorded May 12, 2021 at Reception No. 608124, more particularly described as follows:

A parcel of property located in Section 14, Township 8 South, Range 65 West of the 6th P.M., County of Elbert, State of Colorado being more particularly described as follows:

Commencing at the Northwest corner of said Section 14 and considering the North line of the Northwest Quarter of said Section 14 to bear South 89° 10' 20" East with all bearing contained herein relative thereto; thence South 89° 10' 20" East along said North line, a distance of 493.71 feet; thence South 00° 49' 38" West, a distance of 49.72 feet to a point on the South right-of-way line of State Highway 86 and the point of beginning; thence North 89° 10' 49" East, along said South right-of-way line, a distance of 836.00 feet; thence South 00° 12' 35" East, a distance of 37.90 feet; thence South 89° 10' 20" East, a distance of 853.48 feet; thence North 24° 47' 53" East, a distance of 41.34 feet to the point of beginning,
County of Elbert,
State of Colorado.

For Informational Purposes Only:

1574 State Highway 86 Drive, Elizabeth, CO 80107

ELIZABETH
WEST

Neighborhood Meeting

NEIGHBORHOOD MEETING NOTICE

RECEIVED
SEP 19 2022
Town of Elizabeth

DATE: September 22, 2022

TIME: 6:30 p.m. to 7:30 p.m.

PLACE: Legacy Academy – Charter School
1975 Legacy Circle
Elizabeth, CO - 80107

The Elizabeth West team will be conducting a neighborhood meeting regarding a land use application that is located near a property you own; and, currently under review with the Town of Elizabeth. The meeting is an opportunity for you to hear about the land use application; and, to have the opportunity to provide comments to the Elizabeth West team.

APPLICATION TYPE: PUD

PROJECT NAME: Elizabeth West

PROJECT LOCATION: South of Hwy 86, East of Legacy Ridge St.

PROJECT OVERVIEW
The Elizabeth West planned development seeks to establish a community consistent with the Town of Elizabeth's Master Plan policies. The plan provides a mix of land uses, generally decreasing in intensity away from Highway 86, interspersed with open space and pedestrian corridors. In line with the Town of Elizabeth Comprehensive Plan, the parks and open space system connects the community with the Town of Elizabeth and preserves natural features, such as ephemeral drainage and existing ponds. Complementary uses such as commercial/ retail/office/mixed-use are provided along State Highway 86.

The Town of Elizabeth will provide all water and sewer service to the project. The specified density for the Elizabeth West project is in compliance with the Town of Elizabeth's 300 year water rule and is subject to the dedication of all existing water rights from the Elizabeth West property owners to the Town of Elizabeth.

The proposed plan also incorporates a 100' wide tract along the southern property line with berming and vegetation to provide a physical buffer from the existing adjacent homes. Estate Residential planning areas, with minimum half-acre lots, are proposed along the full length of this buffer which is in line with what is shown on the Town of Elizabeth Future Land Use Map.

PROJECT SITE BACKGROUND
The Elizabeth West Development Plan and Guide provides land use regulations and standards for the design and development of a community comprising approximately 425 acres. The community is generally situated south of Highway 86 and immediately east of Legacy Ridge St.

ZONING
The Elizabeth West site is currently zoned Agriculture (A-1) in the Town of Elizabeth.

PUD zoning shall be used to define parcels and their associated uses. Allowable densities are defined for each parcel within the land use chart provided in the PUD Guide. There are no minimum unit requirements for any given parcel. In no event shall the maximum unit count of 623 units be exceeded at Elizabeth West without an amendment of the PUD and supporting documentation.

ELIZABETH
WEST

Annexation Agreement

584214 B: 792 P: 994 AGR
03/11/2019 11:25:28 AM Page: 1 of 22 R 118.00 D
Dallas Schroeder Recorder, Elbert County, Co

ANNEXATION AGREEMENT

THIS AGREEMENT is made and entered into this 22nd day of January, 2019, by and between BK2, LLC, a Colorado limited liability company, New Point Properties, LLC, a Colorado limited liability company (hereinafter Collectively referred to as the "Property Owners"), and MF Investment Partners, LLC, a Colorado limited liability company ("MFI") as to paragraphs 11 and 17, and the Town of Elizabeth, Colorado, (hereinafter referred to as the "Town").

WITNESSETH:

WHEREAS, a petition has been filed with the Town, pursuant to Section 31-12-107(1), C.R.S., for annexation of the unincorporated lands described in **Exhibit A** attached hereto and incorporated herein by reference (said lands being hereinafter referred to as the "Property");

WHEREAS, the Property Owners are the owners of one hundred percent (100%) of the Property;

WHEREAS, BK2, LLC is the owner of that portion of the Property more particularly described in **Exhibit A-1**, attached hereto and incorporated herein by this reference, and New Point Properties, LLC is the owner of that portion of the Property more particularly described in **Exhibit A-2**, attached hereto and incorporated herein by this reference.

WHEREAS, the Property Owners desire to have the Property annexed into the Town in order to obtain from the Town such municipal services as the Town may now or in the future extend, including, but not limited to, those described herein; and

WHEREAS, the Town has determined that it is in its best interest to annex the Property, to provide municipal services thereto, and to receive revenues from the development occurring thereon upon the terms and conditions contained herein.

NOW, THEREFORE, in consideration of the foregoing premises and the covenants, promises and agreements of each of the parties hereto to be kept and performed by each of them, the parties agree as follows:

1. Annexation. The annexation of the Property shall be in accordance with the Colorado Municipal Act of 1965, as amended.

2. Purpose. The purpose of this Agreement is to set forth the terms, conditions, and fees to be paid by the Property Owners upon annexation and development of the Property. Unless otherwise expressly provided to the contrary herein, all conditions contained herein are in addition to any and all requirements of the Town of Elizabeth Land Development Ordinance, as currently in effect, or as hereinafter amended, any and all applicable state statutes, and other ordinances of the Town of Elizabeth.

3. Zoning. The Property Owners hereby consent and the Town hereby agrees to zone the Property as Agriculture (A-1) District

4. Water and Sewer Service. The Town shall provide water and sewer service for the Property consistent with the development of the Property as approved by the Town. The Property Owners or the Property Owners' assignee shall be required at the Property Owners' sole cost and expense to construct necessary water and sewer infrastructure and connect all existing and new construction on the Property to the Town's water and sewer system. All such connections shall be at the Town's then current water and sewer tap fee rates, and the Property Owners further consent and agree to the following:

a. Water Conveyance. Within thirty (30) days of the final approval of the rezoning of the Property or any portion of the Property from Agriculture (A-1) to any other zoning designation, the Property Owners shall convey their respective interests to the Town by special warranty deed, free and clear of all liens and encumbrances, all water rights to the Property, including, but not limited to, well and water rights associated with any existing wells located on the Property. The water rights to be conveyed to the Town are described in **Exhibit B,** which is attached hereto and incorporated by this reference. To the extent water rights have not been adjudicated, the conveyance of such water rights may be achieved by bargain and sale deed Notwithstanding the foregoing it is understood that there is currently two (2) single family homes ("Units") on the Property using domestic wells. Upon conveyance of the water pursuant to this paragraph, the Town agrees to lease the water identified in the well permits back to the Owner for $1.00 per year. The lease shall continue annually until a first final plat is approved for any portion of the Property pursuant to paragraph 4.e. hereof.

b. Water and Sewer Line Easements. The Property Owners shall dedicate to the Town, free and clear of all liens and encumbrances, their respective portions of the property necessary for the water and sewer line easements for any water and sewer mains constructed on the Property at the time of the final plat for that portion of the Property for which such infrastructure is being constructed.

c. Site Dedications. The Property Owners shall dedicate to the Town their respective portion of the property described below, free and clear of all liens and encumbrances, upon approval of the final plat for that portion of the Property within which such site is included, or when such site is determined to be necessary to serve the property being platted , the following:

(i) A one (1) acre site at a location to be mutually determined by the Town and the Property Owners for a water storage tank to be located on the Property;

(ii) A one (1) acre site at a location to be mutually determined by the Town and the Property Owners for a water well and ancillary facilities, to be located and drilled as part of the Town's water system; and

(iii) Two (2) sites, one-half (½) acre in size each for the construction of lift stations for the Town's sewer system.

d. The Property Owners or MFI upon an assignment, further agree to oversize interconnecting water mains on the Property to be sixteen (16) inch water mains.

Provided however, the Town shall, subject to the Town's ability to exercise its police power, cause other property owners who connect to such interconnecting water lines to pay their proportionate share of such infrastructure at the time of such connection and the Town shall remit the amount collected to Owners for any over-sizing of lines serving others.

e. Existing Well and Septic. The Town and Property Owners acknowledge that portions of the Property are currently served by existing well and septic systems. Property Owners shall abandon all such well and septic systems as a condition of approval of the first final plat for any portion of the Property.

5. Town Ordinances, Regulations, Codes, Policies and Procedures. Except as expressly provided herein, all Town ordinances, regulations, codes, policies, and procedures shall be applicable to the use and development of the Property.

6. Existing Special Districts. There are currently special districts serving the Property which provide fire and recreation services. Unless otherwise agreed to by the Town, no general improvement district shall be formed to provide any financing for improvements to the Property. And special district to be created pursuant to Title 32 of the Colorado Revised Statutes shall be subject to approval by the Town.

7. Public Improvements Financed or Constructed by the Town. The Town has no obligation to construct or finance any public improvements under this Agreement for the benefit of the Property.

8. Road Dedications and Improvements. The Property Owners or their assignee shall be required to do the following:

a. The Property Owners shall dedicate their respective interests to the Town, free and clear of all liens and encumbrances, upon approval of the first final plat for the Property, the property necessary for the County Road 3/Legacy Ridge Street improvements south to the limits of the Property, which shall include right-of-way necessary for a ninety (90) foot in width necessary for a major collector, and the construction of the County Road 3/Legacy Ridge Street ultimate curb, gutter and roadway in accordance with Town standards from State Highway 86 to the southern limit of the Property, and shall further include construction of a detached walk (east side) from State Highway 86 to the southern limit of the Property;

b. The Property Owners shall dedicate their respective interests to the Town, free and clear of all liens and encumbrances, upon approval of the final plat for the Property including the proposed State Highway 86/County Road 3/Legacy Ridge Street intersection, that property necessary for the State Highway 86/County Road 3/Legacy Ridge Street intersection realignment and signalization. Provided however, said property may be required to be dedicated sooner as a condition of the traffic study contemplated by this subsection if such dedication is required to construct the intersection as a regional improvement. The Property Owners shall further be required to submit a CDOT Access Permit, including a traffic impact study at a time determined

by the Town and CDOT, but no later than as part of the final plat requiring dedication. The construction of the intersection improvements, including the cost of signalization shall then be required when determined to be warranted by CDOT, and the Town may further authorize cost-sharing and the reimbursement to the Property Owners of such costs of the signalization upon further development approval that impacts such intersection improvements;

c. The Property Owners shall dedicate their respective interests to the Town, free and clear of all liens and encumbrances, upon approval of the final plat for the Property including the proposed State Highway 86 and Prairie Hawk Circle "right-in/right-out" improvements, the property necessary for the State Highway 86 and Prairie Hawk Circle "right-in/right-out" improvements. Provided however, said property may be required to be dedicated sooner as a condition of the traffic study contemplated by this subsection if such dedication is required to construct the intersection as a regional improvement. The Property Owners shall further be required to submit a CDOT Access Permit, including a traffic impact study at a time determined by the Town and CDOT, but no later than as part of the final plat requiring dedication. The construction of such access improvements shall be the responsibility of the Property Owners;

d. The Property Owners shall dedicate their respective interests to the Town, free and clear of all liens and encumbrances, at the time of final plat, the property necessary to accomplish other access from the Property to State Highway 86 as required by the CDOT Access Permit Process, and the Property Owners will be responsible for all costs associated with an application to amend the existing State Highway 86 Access Control Plan as necessary. The construction of such additional access improvements shall be the responsibility of the Property Owners;

e. The Property Owners shall dedicate their respective interests to the Town, free and clear of all liens and encumbrances, within thirty (30) days of approval of this annexation one-half (½) of the ultimate right-of-way from the existing centerline of State Highway 86, as shown in **Exhibit C**, in order to accomplish the widening of State Highway 86 to four (4) travel lanes, with a median and auxiliary lanes and a total width of one hundred seventy-five (175) feet, consistent with the State Highway 83/86 Corridor Optimization Plan; and

f. The Property Owners will dedicate their respective interests of the property necessary to provide for the adequate infrastructure for any future development in accordance with the Town of Elizabeth Street Plan, Design Standards, and the Town of Elizabeth Municipal Code, or alternative standard subsequently approved by the Town. The Property Owners will be solely responsible for the design and construction and maintenance of any needed infrastructure improvements internal to the site.

9. Other Site Dedications. The Property Owners shall dedicate to the Town, free and clear of all liens and encumbrances, upon approval of the final plat for the Property within which such site is included, their respective interests in a five (5) acre site for future Town facilities, the nature of such facilities to be determined at the sole discretion of the Town, at a mutually agreed upon location with access from a major or minor collector.

10. Annexation Impact Fee. The Property Owners shall, as a condition of obtaining any building permit for new construction on the Property, pay an annexation impact fee in the amount of fifty cents ($.50) per square foot of floor area in accordance with Section 15-2-30 of the Elizabeth Municipal Code.

11. Main Street Streetscape Design Contribution. Within thirty (30) days of approval of the rezoning of the Property or any portion of the Property from Agriculture (A-1) to any other zoning designation, MFI shall contribute the amount of twenty-five thousand dollars ($25,000.00) to the Town as a contribution towards the Town's design of the streetscape for Main Street. In addition, MFI shall, upon approval of the first final plat for the Property, contribute the additional amount of seventy-five thousand dollars ($75,000.00) to the Town's capital improvement fund as contribution towards the Town's streetscape design and/or construction for Main Street, whether or not the construction of the project has already been completed. Provided however, if MFI is no longer a party to this Agreement or is no longer involved in the entitlement process set forth in this paragraph 11, none of the land use approvals referenced in this paragraph 11 shall be final until the amounts contemplated by this paragraph have been paid to the Town.

12. Recordation of Agreement. This Agreement shall be recorded with the Clerk and Recorder of Elbert County, Colorado, shall run with the land, shall be binding upon and shall inure to the benefit of the heirs, successors and permitted assigns of the parties hereto.

13. Assignment. Any and all of the rights, duties and obligations of the Property Owners hereunder may be assigned by the Property Owners to any person or entity that is financially responsible. The financial responsibility of such assignee shall be subject to the approval of the Town, which approval shall not be unreasonably withheld, conditioned, or delayed. Upon such approval, the Town shall provide the Property Owners with written acknowledgment of such approval. In such event, the assignee shall assume all of the rights, duties and obligations of the Property Owners hereunder as to the portion of the Property so assigned, and the Property Owners shall be relieved from all further liabilities, duties and obligations as to the portion of the Property so assigned. In addition, to the extent the rights, duties and obligations of the Property Owner are assigned to either MF Investment Partners, LLC, such approval is and shall be deemed to be approved by the Town without any further action.

14. Cure of Legal Defects. In the event the annexation or zoning of the Property, or any portion of this Agreement, is declared void or unenforceable by final court action, the Town and the Property Owners shall cooperate to cure any legal defects cited by the court, and immediately upon such cure, the Town shall reinstitute and complete proceedings to annex the Property subject to the terms of this Agreement.

15. Remedies. The Property Owners waive any constitutional claims it may have against the Town arising out of a breach of this Agreement. The remedies of the Property Owners against the Town under this Agreement are limited to breach of contract claims. The Town's remedies under this Agreement include, but are not limited to, the following:

a. The refusal to issue any building permit or certificate of occupancy;

b. The revocation of any building permit previously issued under which construction directly related to such building permit has not commenced, except a building permit previously issued to a third party;

c. A demand that the security given for the completion of the public improvements be paid or honored; or

d. Any other remedy available at law.

16. Effective Date. This Agreement shall be effective and binding upon the parties immediately upon the effective date of an ordinance annexing and zoning the Property, regardless of whether the Agreement is executed prior to the effective date of said ordinance annexing and zoning the Property.

17. Town Fees. MFI hereby agrees to pay the actual cost plus fifteen percent (15%) to defray the reasonable administrative and engineering expenses of the Town, to the Town for engineering, surveying, and legal services rendered in connection with the review of the annexation of the Property, which costs shall be determined by the Town Community Development Director. In addition, MFI shall reimburse the Town for the actual cost of making corrections or additions to the official Town map, with a fee for recording such map, if necessary, and accompanying documents with the Elbert County Clerk and Recorder. The Property Owners acknowledges that all impact fees as established by Town ordinance shall be paid at the time of development of the Property.

18. Authority of the Town. Nothing contained in this Agreement shall constitute or be interpreted as a repeal of existing codes or ordinances, or as a waiver or abrogation of the Town's legislative, governmental, or police powers to promote and protect the health, safety and general welfare of the Town or its inhabitants; nor shall this Agreement prohibit the enactment by the Town of any fee that is of uniform or general application.

19. Waiver of Prior Vested Rights. The Property Owners waive any prior vested property rights acquired in Elbert County so long as the Property remains annexed into the Town.

20. Indemnification. The Property Owners and MFI agree to indemnify and hold harmless the Town and the Town's officers, employees, agents and contractors from and against all liability, claims and demands, including attorneys' fees and court costs, which arise out of or are in any manner connected with the annexation of the Property, or other action by the Town in order to effectuate the annexation of the Property, or which are in any manner connected with the Town's enforcement of this Agreement, with the exception of enforcement of this Agreement against the Property Owners if the Property Owners substantially prevail. The Property Owners further agree to investigate, handle, respond to and to provide defense for and defend against or, at the Town's option, to pay the attorneys' fees for defense counsel of the Town's choice for any such liability, claims or demands.

21. Severability. It is understood and agreed by the parties hereto that if any part, term, or provision of this Agreement is held by the courts to be illegal or in conflict with any law of the State of Colorado, the validity of the remaining portions or provisions shall not be affected, and the rights and obligations of the parties shall be construed and enforced as if the Agreement did

not contain the particular part, term, or provision held to be invalid, and the parties shall cooperate to cure any such defect as provided in paragraph 12 of this Agreement.

22. Governing Law. The laws of the State of Colorado shall govern the validity, performance and enforcement of this Agreement. Should either party institute legal suit or action for enforcement of any obligation contained herein, it is agreed that venue of such suit or action shall be in Elbert County, Colorado.

23. Notice. All notices required under this Agreement shall be in writing and shall be hand-delivered or sent by registered or certified mail, return receipt requested, postage prepaid, to the addresses of the parties herein set forth. All notices so given shall be considered effective on the earlier of actual receipt or seventy-two (72) hours after deposit in the United States Mail with the proper address as set forth below. Either party by notice so given may change the address to which future notices shall be sent.

To the Town:	Town of Elizabeth P.O. Box 159 151 South Banner Street Elizabeth, Colorado 80107
Copy to:	Corey Y. Hoffmann, Esq. Hoffmann, Parker, Wilson & Carberry, P.C. 511 16th Street, Suite 610 Denver, Colorado 80202
To the Property Owner:	BK2, LLC Attn: Kirby Ross 19590 East Mainstreet, Suite 107 Parker, Colorado 80138
And	New Point Properties, LLC Attn: Nageeb Sulieman 5786 Logan Court Denver, Colorado 80216
Copy to:	MF Investment Partners, LLC P.O. Box 4701 Greenwood Village, Colorado 80155

24. Entire Agreement - Amendments. This Agreement embodies the whole agreement of the parties. There are no promises, terms, conditions, or obligations other than those contained herein, and this Agreement shall supersede all previous communications, representations or agreements, either verbal or written, between the parties hereto. This Agreement may be amended by written agreement between the Property Owners and the Town acting pursuant to authorization of the Board of Trustees.

584214 B: 792 P: 994 AGR
03/11/2019 11:25:28 AM Page: 8 of 22 R 118.00 D
Dallas Schroeder Recorder, Elbert County, Co

PROPERTY OWNER BK2:

By: G. KIRBY ROSS
Its: MANAGER

STATE OF COLORADO)
) ss.
COUNTY OF Douglas)

The foregoing instrument was subscribed, sworn to, and acknowledged before me this 16th day of January, 2018, by G. Kirby Ross, Manager as the Manager of BK2, LLC.

My commission expires: 9-22-22

(S E A L)

Notary Public

STEPHEN L. BROWN
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 19944014683
COMMISSION EXPIRES SEPTEMBER 22, 2022

PROPERTY OWNER NEW POINT PROPERTIES LLC, a Colorado limited liability company:

By: Nageeb A. Suleiman
Its: Manager

STATE OF COLORADO)
) ss.
COUNTY OF Douglas)

The foregoing instrument was subscribed, sworn to, and acknowledged before me this 19 day of December, 2018, by Nageeb A. Suleiman as the Manager of News Point Properties, LLC.

My commission expires: December 4, 2019

(S E A L)

Notary Public

JENNIFER ALICE SMITH
NOTARY PUBLIC - STATE OF COLORADO
My Identification # 20154046822
Expires December 4, 2019

MF INVESTMENT PARTNERS, LLC, a Colorado limited liability company

By: _____
Its:

STATE OF COLORADO)
) ss.
COUNTY OF _____)

The foregoing instrument was subscribed, sworn to, and acknowledged before me this __ day of _____, 2018, by _____ as the _____ of MF Investment Partners, LLC..

My commission expires: _____

(S E A L)

Notary Public

PROPERTY OWNER NEW POINT PROPERTIES LLC, a Colorado limited liability company:

By: Nageeb A. Suleiman
Its: Manager

STATE OF COLORADO)
) ss.
COUNTY OF _____)

The foregoing instrument was subscribed, sworn to, and acknowledged before me this _____ day of _____, 2018, by Nageeb A. Suleiman as the Manager of News Point Properties, LLC.

My commission expires: _____

(S E A L)

Notary Public

MF INVESTMENT PARTNERS, LLC, a Colorado limited liability company

By: JIM MARSHALL
Its: MANAGER

STATE OF COLORADO)
) ss.
COUNTY OF ELBERT)

The foregoing instrument was subscribed, sworn to, and acknowledged before me this 19TH day of DECEMBER, 2018, by JIM MARSHALL as the MANAGER of MF Investment Partners, LLC..

My commission expires: July 18, 2022

(S E A L)

Notary Public

HARMONY MALAKOWSKI
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20184029120
MY COMMISSION EXPIRES JULY 18, 2022

TOWN OF ELIZABETH, COLORADO

By: Angela Ternus
~~Megan Vasquez, Mayor~~
Angela Ternus, Mayor Pro Tem

ATTEST:

Michelle M. Oeser, Town Clerk

TOWN OF ELIZABETH CORPORATED SEAL SEPTEMBER 24, 1890 ELBERT COUNTY COLORADO

APPROVED AS TO FORM:

Corey Y. Hoffmann, Town Attorney

584214 B: 792 P: 994 AGR
03/11/2019 11:25:28 AM Page: 13 of 22 R 118.00 D
Dallas Schroeder Recorder, Elbert County, Co

ELIZABETH WEST ANNEXATION PROPERTY DESCRIPTION

STATE HIGHWAY 86 DESCRIPTION:

A PARCEL OF PROPERTY LOCATED IN SECTIONS 10, 11, 12, 13, 14, AND 15, TOWNSHIP 8 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF ELBERT, STATE OF COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTH 1/4 CORNER OF SAID SECTION 15 AND CONSIDERING THE WEST LINE OF THE NORTHEAST 1/4 OF SAID SECTION 15 TO BEAR S00°22'36"E WITH ALL BEARINGS CONTAINED HEREIN RELATIVE THERETO;

THENCE, S 00° 22' 36" E FOR A DISTANCE OF 40.09 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF STATE HIGHWAY 86; THENCE ALONG SAID SOUTH RIGHT-OF-WAY LINE THE FOLLOWING FORTYTHREE (41) COURSES:

1. THENCE, S 89° 54' 48" E FOR A DISTANCE OF 0.37 FEET;
2. THENCE, S 83° 31' 18" E FOR A DISTANCE OF 70.12 FEET;
3. THENCE, S 83° 31' 18" E FOR A DISTANCE OF 16.55 FEET;
4. THENCE, S 89° 55' 08" E FOR A DISTANCE OF 802.44 FEET;
5. THENCE, S 89° 55' 08" E FOR A DISTANCE OF 596.94 FEET;
6. THENCE, N 84° 39' 26" E FOR A DISTANCE OF 100.50 FEET;
7. THENCE, S 89° 54' 44" E FOR A DISTANCE OF 503.01 FEET;
8. THENCE, S 89° 54' 44" E FOR A DISTANCE OF 576.12 FEET;
9. THENCE, S 77° 03' 46" E FOR A DISTANCE OF 166.77 FEET;
10. THENCE, S 89° 10' 48" E FOR A DISTANCE OF 200.06 FEET;
11. THENCE, N 71° 31' 31" E FOR A DISTANCE OF 105.92 FEET;
12. THENCE, S 89° 10' 48" E FOR A DISTANCE OF 903.56 FEET;
13. THENCE, S 80° 15' 18" E FOR A DISTANCE OF 96.70 FEET;
14. THENCE, S 89° 10' 48" E FOR A DISTANCE OF 50.00 FEET;
15. THENCE, N 74° 07' 12" E FOR A DISTANCE OF 52.21 FEET;
16. THENCE, S 89° 10' 48" E FOR A DISTANCE OF 200.00 FEET;
17. THENCE, S 83° 28' 03" E FOR A DISTANCE OF 200.93 FEET;
18. THENCE, S 89° 10' 48" E FOR A DISTANCE OF 200.10 FEET;
19. THENCE, N 79° 30' 42" E FOR A DISTANCE OF 101.99 FEET;
20. THENCE, S 89° 10' 48" E FOR A DISTANCE OF 396.03 FEET;
21. THENCE, S 89° 10' 44" E FOR A DISTANCE OF 510.79 FEET;
22. THENCE, S 69° 52' 50" E FOR A DISTANCE OF 105.90 FEET;
23. THENCE, S 89° 10' 44" E FOR A DISTANCE OF 200.00 FEET;
24. THENCE, N 71° 31' 22" E FOR A DISTANCE OF 105.90 FEET;
25. THENCE, S 89° 10' 44" E FOR A DISTANCE OF 754.28 FEET;
26. THENCE, S 89° 10' 44" E FOR A DISTANCE OF 682.47 FEET;
27. THENCE, S 69° 53' 14" E FOR A DISTANCE OF 105.93 FEET;
28. THENCE, S 89° 10' 44" E FOR A DISTANCE OF 194.72 FEET;
29. THENCE, S 89° 10' 44" E FOR A DISTANCE OF 15.58 FEET;
30. THENCE, S 89° 16' 49" E FOR A DISTANCE OF 389.77 FEET;
31. THENCE, N 85° 00' 26" E FOR A DISTANCE OF 100.47 FEET;
32. THENCE, S 89° 16' 49" E FOR A DISTANCE OF 468.95 FEET;
33. THENCE, N 04° 11' 51" E FOR A DISTANCE OF 25.05 FEET;
34. THENCE, S 89° 16' 49" E FOR A DISTANCE OF 847.19 FEET;

35. THENCE, S 89° 16' 49" E FOR A DISTANCE OF 861.19 FEET;
36. THENCE, N 00° 04' 40" E FOR A DISTANCE OF 10.00 FEET;
37. THENCE, S 89° 16' 46" E FOR A DISTANCE OF 132.22 FEET;
38. THENCE, S 82° 37' 31" E FOR A DISTANCE OF 302.05 FEET;
39. THENCE, S 89° 16' 46" E FOR A DISTANCE OF 100.00 FEET;
40. THENCE, N 84° 03' 52" E FOR A DISTANCE OF 86.28 FEET;
41. THENCE, S 89° 16' 46" E FOR A DISTANCE OF 234.17 FEET;

THENCE LEAVING SAID SOUTH RIGHT-OF-WAY LINE N 10° 43' 58" E FOR A DISTANCE OF 146.99 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF STATE HIGHWAY 86; THENCE ALONG SAID NORTH RIGHT-OF-WAY LINE THE FOLLOWING THIRTYFOUR (34) COURSES;

1. THENCE, N 89° 16' 46" W FOR A DISTANCE OF 370.81 FEET;
2. THENCE, N 89° 16' 46" W FOR A DISTANCE OF 508.07 FEET;
3. THENCE, S 00° 10' 07" W FOR A DISTANCE OF 5.00 FEET;
4. THENCE, N 89° 16' 49" W FOR A DISTANCE OF 700.87 FEET;
5. THENCE, N 89° 16' 49" W FOR A DISTANCE OF 649.87 FEET;
6. THENCE, N 89° 16' 49" W FOR A DISTANCE OF 662.84 FEET;
7. THENCE, N 89° 16' 49" W FOR A DISTANCE OF 655.87 FEET;
8. THENCE, N 88° 44' 53" W FOR A DISTANCE OF 690.35 FEET;
9. THENCE, N 88° 44' 53" W FOR A DISTANCE OF 638.43 FEET;
10. THENCE, S 00° 07' 41" W FOR A DISTANCE OF 1.59 FEET;
11. THENCE, N 88° 50' 00" W FOR A DISTANCE OF 398.03 FEET;
12. THENCE, N 85° 58' 15" W FOR A DISTANCE OF 100.10 FEET;
13. THENCE, N 88° 50' 00" W FOR A DISTANCE OF 200.00 FEET;
14. THENCE, S 74° 28' 13" W FOR A DISTANCE OF 104.40 FEET;
15. THENCE, N 88° 35' 17" W FOR A DISTANCE OF 530.31 FEET;
16. THENCE, N 88° 56' 42" W FOR A DISTANCE OF 530.06 FEET;
17. THENCE, N 74° 56' 17" W FOR A DISTANCE OF 103.08 FEET;
18. THENCE, N 88° 56' 16" W FOR A DISTANCE OF 453.10 FEET;
19. THENCE, N 84° 10' 46" W FOR A DISTANCE OF 98.80 FEET;
20. THENCE, S 89° 54' 53" W FOR A DISTANCE OF 148.37 FEET;
21. THENCE, S 00° 05' 09" E FOR A DISTANCE OF 29.41 FEET;
22. THENCE, N 89° 10' 48" W FOR A DISTANCE OF 564.01 FEET;
23. THENCE, N 83° 24' 29" W FOR A DISTANCE OF 200.95 FEET;
24. THENCE, N 89° 11' 07" W FOR A DISTANCE OF 300.19 FEET;
25. THENCE, S 66° 39' 39" W FOR A DISTANCE OF 109.59 FEET;
26. THENCE, N 89° 12' 38" W FOR A DISTANCE OF 164.69 FEET;
27. THENCE, N 89° 53' 30" W FOR A DISTANCE OF 575.61 FEET;
28. THENCE, N 89° 53' 30" W FOR A DISTANCE OF 603.01 FEET;
29. THENCE, N 89° 54' 26" W FOR A DISTANCE OF 657.06 FEET;
30. THENCE, N 75° 52' 11" W FOR A DISTANCE OF 103.10 FEET;
31. THENCE, N 89° 54' 26" W FOR A DISTANCE OF 99.96 FEET;
32. THENCE, S 76° 03' 19" W FOR A DISTANCE OF 103.10 FEET;
33. THENCE, N 89° 54' 26" W FOR A DISTANCE OF 529.01 FEET TO A POINT ON THE WEST LINE OF THE SOUTHEAST 1/4 OF SAID SECTION 10; THENCE S 00° 16' 08" W ALONG SAID WEST LINE A DISTANCE OF 60.50 FEET TO THE POINT OF BEGINNING.

CONTAINING 34.48 ACRES +/-

TOGETHER WITH:

A PARCEL OF PROPERTY LOCATED IN SECTIONS 15 AND 14, TOWNSHIP 8 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF ELBERT, STATE OF COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTH 1/4 CORNER OF SAID SECTION 15 AND CONSIDERING THE WEST LINE OF THE NORTHEAST 1/4 OF SAID SECTION 15 TO BEAR S00°22'36"E WITH ALL BEARINGS CONTAINED HEREIN RELATIVE THERETO;
THENCE S00°22'36"E ALONG SAID WEST LINE A DISTANCE OF 40.09 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF STATE HIGHWAY 86; THENCE CONTINUING ALONG SAID SOUTH RIGHT-OF-WAY LINE THE FOLLOWING TWO (2) COURSES;

1. S89°54'23"E A DISTANCE OF 0.37 FEET;
2. S83°31'18"E A DISTANCE OF 70.12 FEET TO THE POINT OF BEGINNING;

THENCE CONTINUING ALONG SAID SOUTH RIGHT-OF-WAY LINE THE FOLLOWING TWO (2) COURSES;

1. S83°31'18"E A DISTANCE OF 16.55 FEET;
2. S89°55'08"E A DISTANCE OF 740.68 FEET TO THE NORTHWEST CORNER OF A PARCEL OF PROPERTY RECORDED AT BOOK 282, PAGE 326 OF THE ELBERT COUNTY RECORDS; THENCE S00°05'50"E ALONG THE WEST LINE OF SAID BOOK 282, PAGE 326, A DISTANCE OF 1292.59 FEET TO THE SOUTHWEST CORNER OF A PARCEL OF PROPERTY AS DESCRIBED IN RECEPTION NO. 476359 OF THE ELBERT COUNTY RECORDS; THENCE N89°51'53"E ALONG THE SOUTH LINE OF SAID RECEPTION NO. 476359 A DISTANCE OF 505.82 FEET; THENCE N00°07'31"W ALONG THE SOUTH LINE OF SAID RECEPTION NO. 476359 A DISTANCE OF 390.28 FEET TO THE SOUTHWEST CORNER OF A PARCEL OF PROPERTY AS DESCRIBED IN BOOK 458, PAGE 364 OF THE ELBERT COUNTY RECORDS; THENCE ALONG THE SOUTH AND EAST BOUNDARY OF THE PARCEL OF PROPERTY AS DESCRIBED IN SAID BOOK 458, PAGE 364 THE FOLLOWING THREE (3) COURSES;

1. S89°55'24"E A DISTANCE OF 1626.53 FEET;
2. N05°27'16"E A DISTANCE OF 603.81 FEET;
3. N24°47'53"E A DISTANCE OF 332.60 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF STATE HIGHWAY 86; THENCE ALONG SAID SOUTH RIGHT-OF-WAY LINE THE FOLLOWING FIFTEEN (15) COURSES;

1. S89°10'48"E A DISTANCE OF 835.99 FET;
2. S89°10'48"E A DISTANCE OF 37.91 FEET;
3. S80°15'18"E A DISTANCE OF 96.70 FEET;
4. S89°10'48"E A DISTANCE OF 50.00 FEET;
5. N74°07'12"E A DISTANCE OF 52.21 FEET;
6. S89°10'48"E A DISTANCE OF 200.00 FEET;
7. S83°28'03"E A DISTANCE OF 200.93 FEET;
8. S89°10'48"E A DISTANCE OF 200.10 FEET;
9. N79°30'42"E A DISTANCE OF 101.99 FEET;
10. S89°10'48"E A DISTANCE OF 396.03 FEET;
11. S89°10'44"E A DISTANCE OF 510.79 FEET;
12. S69°52'50"E A DISTANCE OF 105.90 FEET;
13. S89°10'44"E A DISTANCE OF 200.00 FEET;
14. N71°31'22"E A DISTANCE OF 105.90 FEET;
15. S89°10'44"E A DISTANCE OF 448.06 FEET TO A POINT ON THE OUTER

BOUNDARY OF WILD POINT SUBDIVISION AS RECORDED AT RECEPTION NO. 436639 OF THE ELBERT COUNTY RECORDS;
THENCE ALONG THE OUTER BOUNDARY OF SAID WILD POINTE SUBDIVISION THE FOLLOWING NINE (9) COURSES:

1. S01°18'35"E A DISTANCE OF 1282.42 FEET
2. N89°34'47"W A DISTANCE OF 1355.08 FEET
3. S00°00'26"W A DISTANCE OF 1299.89 FEET
4. N89°47'18"W A DISTANCE OF 24.33 FEET TO A POINT ON THE WEST LINE OF THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4 OF SAID SECTION 14;
5. S00°12'40"E A DISTANCE OF 19.61 FEET TO THE SOUTHEAST CORNER OF THE EAST 1/2 OF THE NORTHWEST 1/4 OF SAID SECTION 14;
6. N89°15'50"W A DISTANCE OF 1295.00 FEET;
7. S01°01'07"E A DISTANCE OF 1334.66 FEET;
8. N89°24'56"W A DISTANCE OF 1394.60 FEET;
9. N89°16'39"W A DISTANCE OF 2570.21 FEET TO A POINT 70.00 FEET EAST OF THE WEST LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 15;

THENCE N00°22'36"W, PARALLEL WITH THE WEST LINE OF THE SOUTHEAST 1/4 AND NORTHEAST 1/4 OF SAID SECTION 15, A DISTANCE OF 3916.48 FEET TO THE POINT OF BEGINNING.

CONTAINING 425.90 ACRES +/-

TOTAL ACREAGE OF 460.38 ACRES +/-

EXHIBIT A-1

306.31 Acres

A PARCEL OF LAND LOCATED IN THE NORTHEAST AND SOUTHEAST QUARTER OF SECTION 15, AND THE SOUTHWEST AND NORTHWEST QUARTER OF SECTION 14, TOWNSHIP 8 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF ELBERT, STATE OF COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THE BASIS OF BEARING OF THIS DESCRIPTION IS AN ASSUMED BEARING OF N00°14'45"W A DISTANCE OF 2664.96 FEET FROM A 2" ALUMINUM CAP ON A NUMBER 6 REBAR STAMPED "1999 - LS 30830" AT THE EAST QUARTER CORNER OF SAID SECTION 15 TO A 2" ALUMINUM CAP ON A NUMBER 6 REBAR STAMPED "1999 - LS 30830" AT THE NORTHEAST CORNER OF SAID SECTION 15.

COMMENCING AT THE NORTH QUARTER CORNER OF SAID SECTION 15; THENCE S00°24'05"E ALONG THE WEST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 15 A DISTANCE OF 40.09 FEET TO A POINT ON THE SOUTH RIGHT OF WAY OF COLORADO STATE HIGHWAY NO. 86; THENCE ALONG THE SOUTH RIGHT OF WAY OF COLORADO STATE HIGHWAY NO. 86 THE FOLLOWING TWO (2) COURSES;

1) THENCE S89°56'30"E A DISTANCE OF 0.38 FEET;

2) THENCE S83°32'47"E A DISTANCE OF 70.12 FEET TO THE POINT OF BEGINNING;

THENCE CONTINUING ALONG THE SOUTH RIGHT OF WAY OF COLORADO STATE HIGHWAY NO. 86 THE FOLLOWING TWO (2) COURSES;

1) THENCE S83°32'47"E A DISTANCE OF 16.52 FEET;

2) THENCE S89°56'50"E A DISTANCE OF 739.98 FEET TO THE NORTHWEST CORNER OF A PARCEL OF LAND DESCRIBED AT BOOK 282, PAGE 326 FILED IN THE ELBERT COUNTY CLERK AND RECORDER'S OFFICE;

THENCE S00°09'34"E ALONG THE WEST BOUNDARY OF THE LANDS DESCRIBED AT SAID BOOK 282, PAGE 326 A DISTANCE OF 861.70 FEET TO THE SOUTHWEST CORNER OF THE LANDS DESCRIBED AT SAID BOOK 282, PAGE 326; SAID CORNER ALSO BEING THE NORTHWEST CORNER OF A PARCEL OF LAND DESCRIBED AT RECEPTION NO. 476359 FILED IN THE ELBERT COUNTY CLERK AND RECORDER'S OFFICE; THENCE ALONG THE WEST, SOUTH AND EAST BOUNDARY LINES OF THE LANDS DESCRIBED AT SAID RECEPTION NO. 476359 THE FOLLOWING THREE (3) COURSES;

1) THENCE S00°09'34"E A DISTANCE OF 430.58 FEET;

2) THENCE N89°50'26"E A DISTANCE OF 505.93 FEET;

3) THENCE N00°09'38"W 390.28 FEET TO THE SOUTHWEST CORNER OF THE LANDS DESCRIBED AT BOOK 458, PAGE 364 AS FILED IN THE ELBERT COUNTY CLERK AND RECORDER'S OFFICE;

THENCE ALONG THE SOUTH, AND EAST BOUNDARY OF THE LANDS DESCRIBED AT SAID BOOK 458, PAGE 364 THE FOLLOWING THREE (3) COURSES;

FRONTIER SURVEYING, INC.
352 Norfolk Street
Aurora, CO 80011
Ofc. 303-340-0113
Fax. 303-340-0114

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DATE 06/03/09 PROJECT NO. 99124

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EXHIBIT A

306.31 Acres

1) THENCE S89°56'50"E A DISTANCE OF 1626.51 FEET;

2) THENCE N05°25'23"E A DISTANCE OF 603.03 FEET;

3) THENCE N24°48'41"E A DISTANCE OF 333.29 FEET TO A POINT ON THE SOUTH RIGHT OF WAY OF COLORADO STATE HIGHWAY NO. 86;

THENCE S89°12'30"E ALONG THE SOUTH RIGHT OF WAY LINE OF COLORADO STATE HIGHWAY NO. 86 A DISTANCE OF 834.80 FEET TO A POINT ON THE WEST BOUNDARY OF THE LANDS DESCRIBED AT BOOK 377, PAGE 350 FILED IN THE ELBERT COUNTY CLERK AND RECORDER'S OFFICE; THENCE S00°58'55"E ALONG THE WEST BOUNDARY OF THE LANDS DESCRIBED AT SAID BOOK 377, PAGE 350 A DISTANCE OF 2613.60 FEET TO THE NORTHWEST CORNER OF LOT 18, WILD POINTE, A SUBDIVISION FILED IN THE ELBERT COUNTY CLERK AND RECORDER'S OFFICE AT PLAT BOOK 12, PAGE 54; THENCE ALONG THE BOUNDARY OF SAID WILD POINTE THE FOLLOWING THREE (3) COURSES;

1) THENCE S01°02'37"E A DISTANCE OF 1334.48 FEET;

2) THENCE N89°26'35"W A DISTANCE OF 1394.52 FEET;

3) THENCE N89°18'17"W A DISTANCE OF 2570.30 FEET; SAID POINT BEING 70.00 FEET EAST OF THE WESTERLY LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 15;

THENCE N00°24'05"W ALONG A LINE PARALLEL WITH AND 70.00 FEET EASTERLY OF THE WEST LINE OF THE SOUTHWEST QUARTER AND THE NORTHWEST QUARTER OF SAID SECTION 15 A DISTANCE OF 3916.04 FEET TO THE POINT OF BEGINNING;

SAID PARCEL CONTAINS 13,343,068 SQUARE FEET, 306.31 ACRES, MORE OR LESS.

THE ABOVE LEGAL DESCRIPTION WAS PREPARED BY DONALD L. LAMBERT, PLS 30830, FOR AND ON BEHALF OF;

FRONTIER SURVEYING, INC.
352 NORFOLK STREET
AURORA, CO 80011

FRONTIER SURVEYING, INC.
352 Norfolk Street
Aurora, CO 80011
Ofc. 303-340-0113
Fax. 303-340-0114

DATE 06/03/09 PROJECT NO. 99124

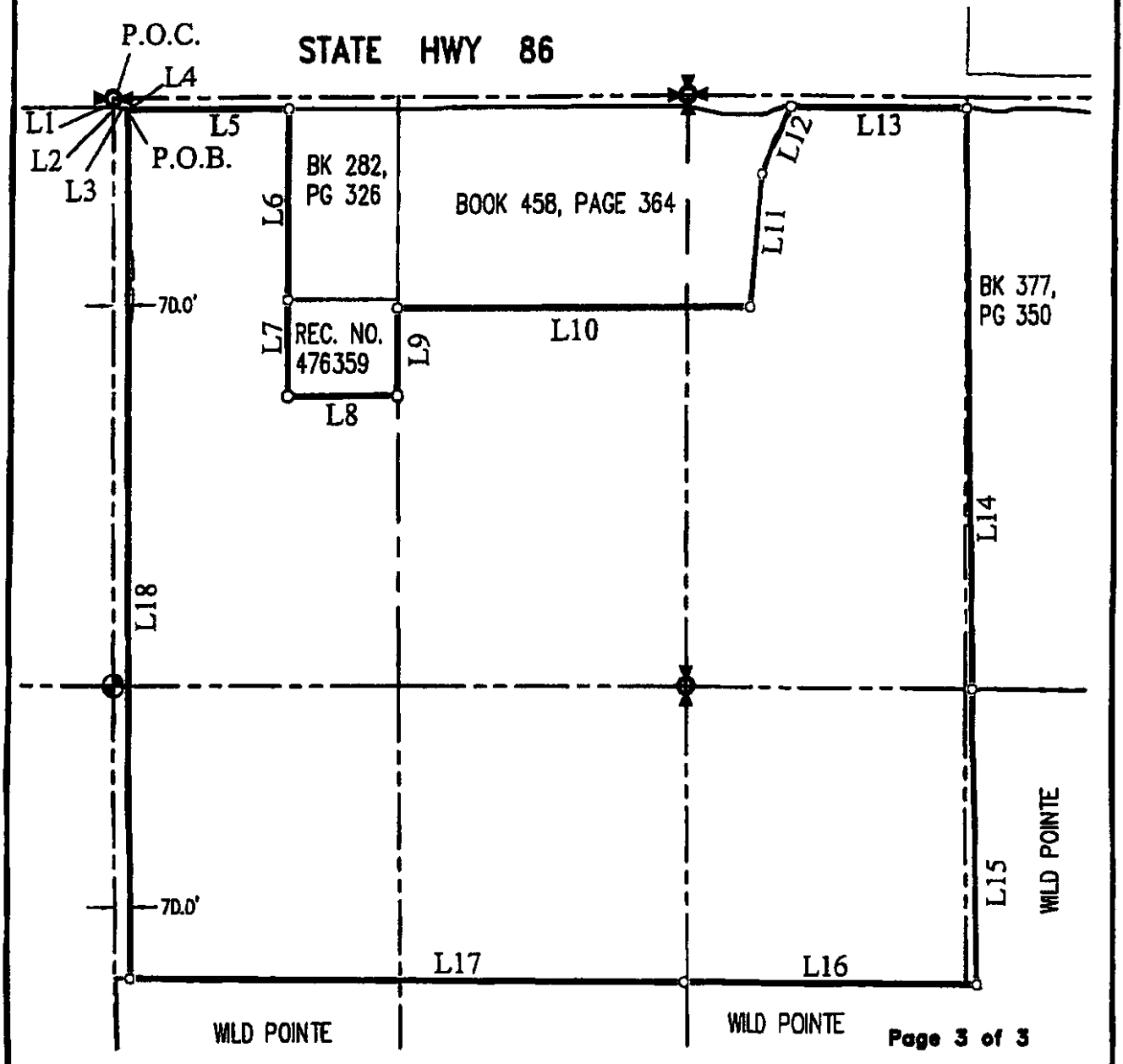
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Dallas Schroeder Recorder, Elbert County, Co

EXHIBIT A

306.31 Acres



Page 3 of 3

LINE TABLE		
LINE	BEARING	LENGTH
L1	S00°24'05"E	40.09
L2	S89°56'30"E	0.38
L3	S83°32'47"E	70.12
L4	S83°32'47"W	16.52
L5	S89°56'30"E	739.98
L6	S00°09'34"E	861.70
L7	S00°09'34"E	430.50
L8	N89°50'26"E	505.93
L9	N00°09'34"W	390.28
L10	S89°56'30"E	1626.51

LINE TABLE		
LINE	BEARING	LENGTH
L11	N05°25'23"W	603.03
L12	N24°48'41"E	333.29
L13	S89°12'30"E	934.80
L14	S00°58'55"E	2613.60
L15	S01°02'37"E	1334.48
L16	N89°26'35"W	1394.52
L17	N89°18'17"W	2570.30
L18	N00°24'05"W	3916.04

FRONTIER SURVEYING, INC.
352 Norfolk Street
Aurora, CO 80011
Ofc. 303-340-0113
Fax. 303-340-0114

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Dallas Schroeder Recorder, Elbert County, Co

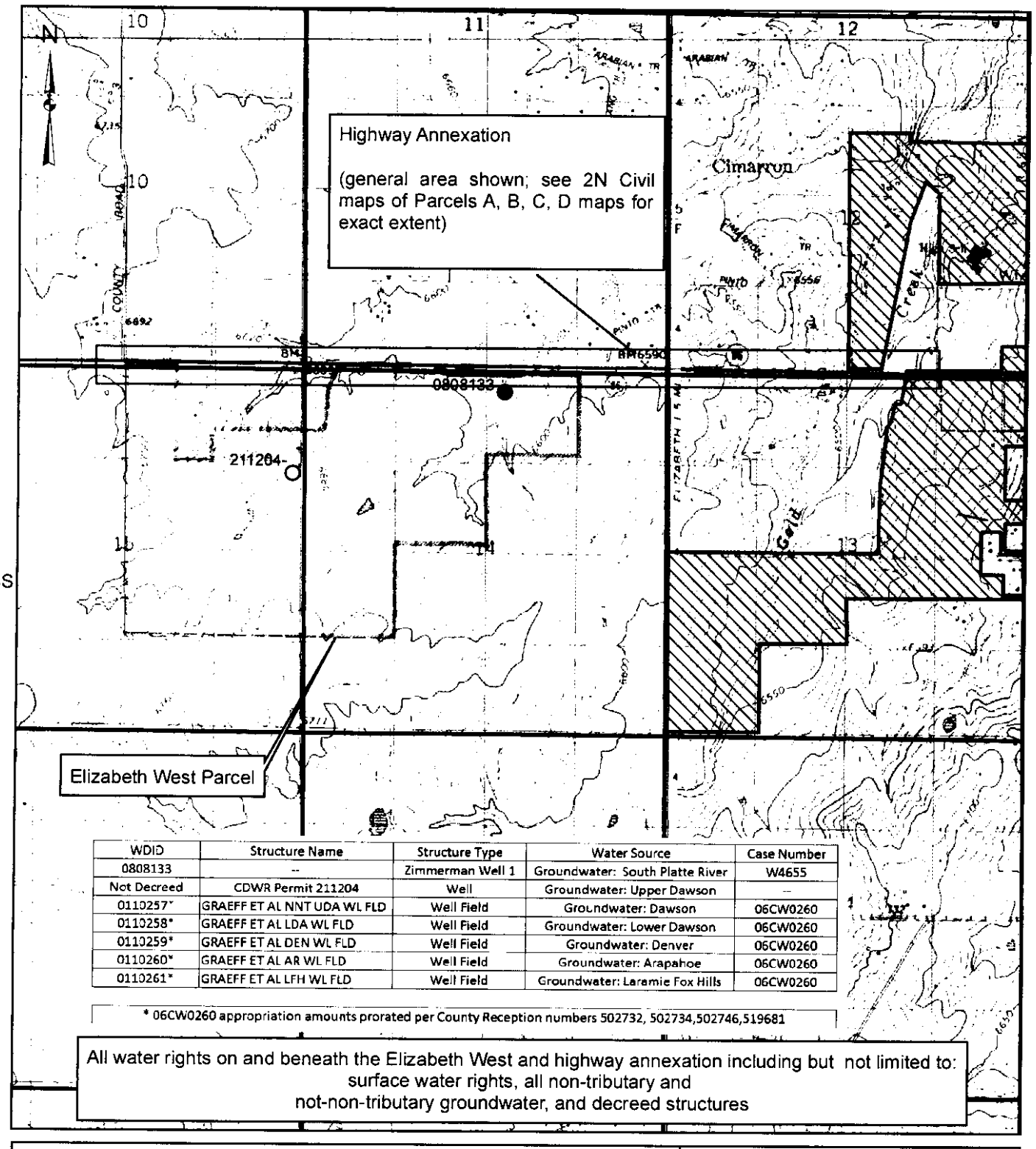
EXHIBIT A-2

New Point Properties, LLC Parcel:

E1/2 NW1/4, NW1/4 NE1/4 OF SECTION 14, TOWNSHIP 8 SOUTH, RANGE 65 WEST OF THE 6TH P.M., COUNTY OF ELBERT, STATE OF COLORADO, EXCEPT THE PARCELS DEED TO THE ELBERT COUNTY BOARD OF COUNTY COMMISSIONERS IN BOOK 182 AT PAGE 159 AND BOOK 209 AT PAGE 140 AND THAT PARCEL DEEDED TO THE STATE HIGHWAY DEPARTMENT IN BOOK 320 AT PAGE 291.

R65W

T8S



WDID	Structure Name	Structure Type	Water Source	Case Number
0808133	--	Zimmerman Well 1	Groundwater: South Platte River	W4655
Not Decreed	CDWR Permit 211204	Well	Groundwater: Upper Dawson	--
0110257*	GRAEFF ET AL NNT UDA WL FLD	Well Field	Groundwater: Dawson	06CW0260
0110258*	GRAEFF ET AL LDA WL FLD	Well Field	Groundwater: Lower Dawson	06CW0260
0110259*	GRAEFF ET AL DEN WL FLD	Well Field	Groundwater: Denver	06CW0260
0110260*	GRAEFF ET AL AR WL FLD	Well Field	Groundwater: Arapahoe	06CW0260
0110261*	GRAEFF ET AL LFH WL FLD	Well Field	Groundwater: Laramie Fox Hills	06CW0260

* 06CW0260 appropriation amounts prorated per County Reception numbers 502732, 502734,502746,519681

All water rights on and beneath the Elizabeth West and highway annexation including but not limited to: surface water rights, all non-tributary and not-non-tributary groundwater, and decreed structures

Constructed Wells
Decreed Wells
Elizabeth West
Town Water Service Area
Hwy Annexation

0 0.25 0.5 Miles

Exhibit B: Elizabeth West & Hwy Annexation Water Rights
Elizabeth, Elbert County, Colorado

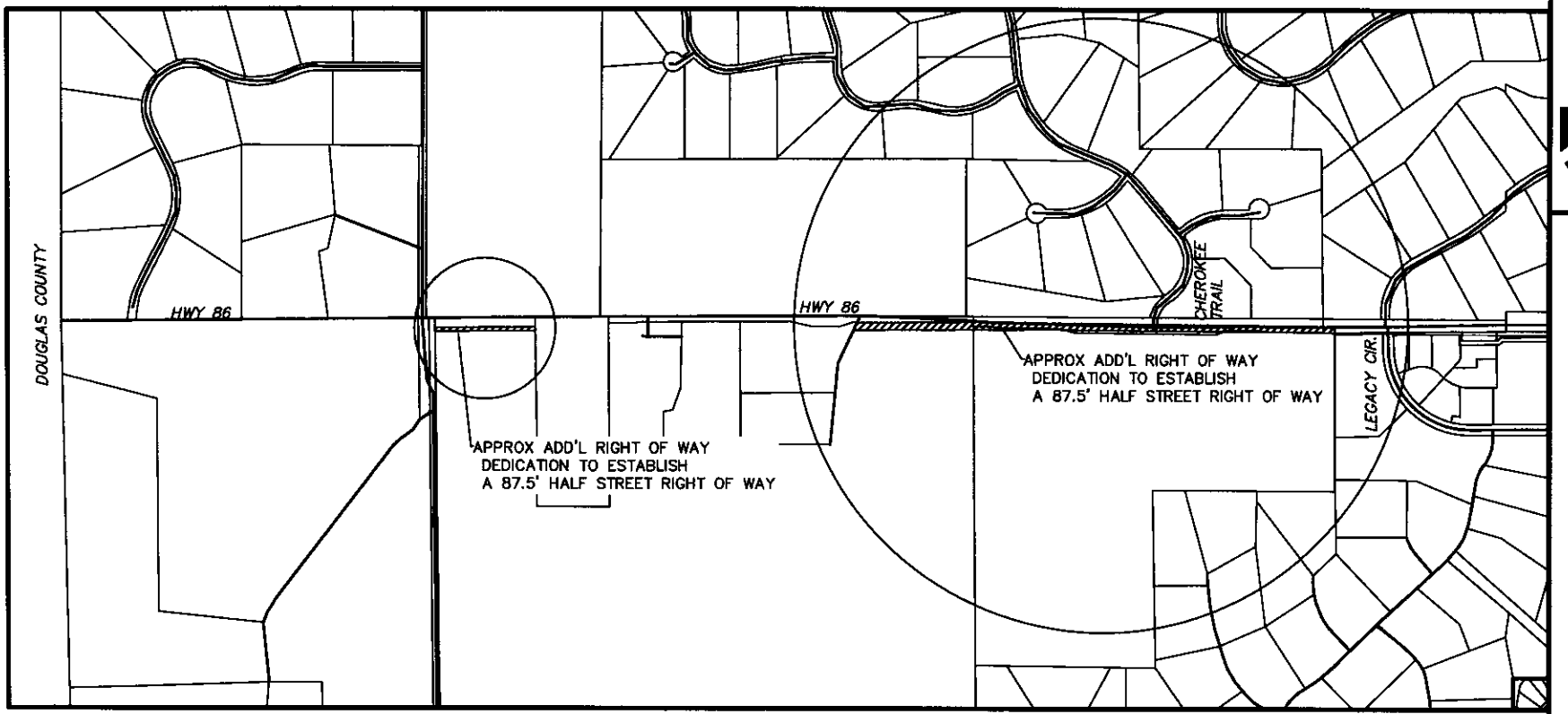
Job Number: 86007-13.2
Date: November 20, 2018
Projection: UTM NAD83
Elizabeth_West_AppendixB.mxd
Not a survey instrument

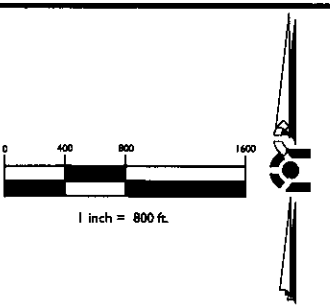
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Dallas Schroeder Recorder, Elbert County, Co

EXHIBIT C

APPROXIMATE HWY 86 RIGHT OF WAY DEDICATION





CORE CONSULTANTS
CIVIL ENGINEERING LAND SURVEYING
DEVELOPMENT CONSULTING NATURAL RESOURCES
303.703.4444
1950 W. Littleton Blvd., Ste. 109
Littleton, CO 80120

INITIAL PLAN RELEASE: _____
DESIGNED BY: _____
DRAWN BY: _____
CHECKED BY: _____

JOB NO.

SHEET _____ OF _____

November 13, 2018 M:\PIEL\ZABETH\ANNEXATION\EXHIBIT C.DWG, SPEASE