

March 25, 2022

City of Aurora Attn:  
Mr. Dan Osoba  
15151 E Alameda Pkwy  
Aurora, CO 80012

**Re: Initial Submission Review – Landmark at Town Center – Site Plan and Final Plat**  
Application Number: **DA-1594-11**  
Case Number: **2001-7010-03**

Dear Mr. Osoba:

Thank you for taking the time along with City staff to review the Landmark at Town Center Initial Submission. Valuable feedback was received on February 17, 2022, and the following pages reference the detailed comment responses. Please feel free to reach out should you have any questions or concerns by phone at 303-892-1166 or by email at [eappelgate@norris-design.com](mailto:eappelgate@norris-design.com).

We look forward to working with the City of Aurora to make this project a success.

Sincerely,  
Norris Design



Elyse Appelgate  
Associate

### Initial Submission Review

NOTE: The Development Review fees in the amount of 23,476.50 must be paid prior to acceptance of the 2<sup>nd</sup> submission. Please provide payment ahead of your subsequent submission. If you have questions, please contact your Case Manager.

### PLANNING DEPARTMENT COMMENTS

#### Community Questions, Comments and Concerns

1A. Comments were received from neighbors during this review and a neighborhood meeting will be required. Please coordinate with me and your Neighborhood Liaison, Scott Campbell ([scampbel@auroragov.org](mailto:scampbel@auroragov.org)) on scheduling your neighborhood meeting. Please note that 10 calendar days are required for noticing neighborhood meetings and the meeting would be required prior to the second submission. Any resolutions or modifications to the development that result from this neighborhood meeting must be incorporated into the second submission.

Please see the listed comments below.

#### Evonne McCormick

203 N Biloxi Way, Aurora, CO 80018 [evonne@fallriverinv.com](mailto:evonne@fallriverinv.com) / 303.520.6105

Comment: Another terrible project! What are you guys doing?? You are ruining our neighborhoods! This is going to bring more traffic into an area that is already dangerous! I understand the area is been planned for development but why can't these projects in Cross Creek be less? It might be a little more tolerable if they were willing to do somethings to mitigate the impact ie traffic, etc. The only reason they ask for people opinion is legal protocol. They are going to do what they anyway, there is no concern for what people have to say. I am strongly against not only this project but the other projects at 6th and 1st and at Gun Club.

**Response: Neighbor comments were addressed during the neighborhood meeting held on March 16, 2022.**

#### Shawna Willcox

428 N Eaton Park Ct, Aurora, CO 80018 [shawnarwillcox@gmail.com](mailto:shawnarwillcox@gmail.com) / 307.259.3652

Comment: The roads in the area, especially 6th and Gun Club, cannot support the current traffic. An additional 180-unit apt complex will completely overwhelm the roads and make the traffic levels more unsafe than they already are. Please consider the current residents before approving this project. Thank you for your consideration.

**Response: Neighbor comments were addressed during the neighborhood meeting held on March 16, 2022.**

#### Name not provided [schatism@gmail.com](mailto:schatism@gmail.com)

Comment: My vote is Nay. The Cross Creek neighborhood recently had multi-family homes built in the immediate area and there's no need to build more. These homes typically come at much lower costs than surrounding areas which ultimately drive down our home values, increase traffic, crowd our schools and increase crime. These developers operate at low costs, building sub-par units with poor quality and limited lifespan. This new unit will be run down and full of low-income residents within 10-20 years. Enough!

**Response: Neighbor comments were addressed during the neighborhood meeting held on March 16, 2022.**

#### Craig McCann [Cramcc1@msn.com](mailto:Cramcc1@msn.com)

Comment: My concern with this project is the excessive noise associated with a large apartment complex. This includes the construction noise prior to occupancy and noise after the units are occupied. Traffic flow will increase significantly. The intersection of 6th Parkway and Catawba has already been the site of numerous accidents. A traffic light should be installed. 6th Parkway is a street where there is excessive speeding and drag racing. There is currently no traffic law enforcement taking place. Property values will decrease in the adjacent neighborhood of single-family dwellings. There will also be additional foot traffic in the adjacent neighborhood. The view that incentivized the purchase of many single-family homes will be obscured by the new construction.

Lacy Jno-Baptiste [dnvk04@hotmail.com](mailto:dnvk04@hotmail.com)

Comment: This building project will negatively impact traffic flow that is already severely diminished on 6th Avenue. Furthermore, additional 272 multi-family properties bring additional risks and damage to surrounding properties and their values of the neighboring subdivisions. Not to mention the parking lot flows right out into a main intersection from Cross Creek that will prevent traffic flow that is already backing up from Vista Peak elementary and middle school. Traffic calming is a serious issue that has already been proposed to the city of Aurora. Vista Peak schools are already over crowded. Is this business prepared to build the infrastructure and pay the additional/increased taxes to build another new school for that volume of multi-family homes there are bringing to an already overcrowded area.  
**Response: Neighbor comments were addressed during the neighborhood meeting held on March 16, 2022.**

Brittani Burke

510 N Flat Rock Cir, Aurora, CO 80018 [Britalee09@gmail.com](mailto:Britalee09@gmail.com)

Comment: I would like to vote against this. Our neighborhood needs retail development before adding additional housing.

**Response: Neighbor comments were addressed during the neighborhood meeting held on March 16, 2022.**

Kendra Walton

167 N Coolidge Way, Aurora, CO 80018 [Kendra0609@hotmail.com](mailto:Kendra0609@hotmail.com) / 816.200.4926

Comment: Please do not put a multi-family dwelling at this site. The traffic is already heavy, the schools are over full, there is no infrastructure for retail currently and it can't support even more people. Cross creek already has apartment dwellings (they can be called condos, but it's the same as an apartment). There is a trash/dump issue in that area of cross creek and multifamily dwellings will add to that problem. Cross Creek does not need more housing.

**Response: Neighbor comments were addressed during the neighborhood meeting held on March 16, 2022.**

Jerald Lane

445 N Flat Rock St, Aurora, CO 80018 [geraldlane@gmail.com](mailto:geraldlane@gmail.com) / 719.761.5819

Comment: The Neighbors of Aurora Cross Creek would like to know if there will be a public hearing on this project. My major concern is traffic, 6th and Catawba intersection is very dangerous and we need to make sure we have the appropriate control in place to increase safety.

**Response: Neighbor comments were addressed during the neighborhood meeting held on March 16, 2022.**

1B. Please see the referral comments made by Xcel Energy attached at the end of this letter.

**Response: Comment is responded to at the end of this letter.**

### Completeness and Clarity Comments

#### Sheet 1

Label the adjustment as "Administrative Adjustment". It is less than 10% of the standard being adjusted and does not require Planning Commission approval.

**Response: Text has been updated to reflect Administrative Adjustment.**

2B. Also provide square footage when using acres in the data block.

**Response: Square footage has been added to the acreage figures.**

2C. Provide percentages of the total site area for the coverage calculations. The total must add up to 100%. 2D. Add amendments block to this sheet.

**Response: Percentages have been updated on the data table. Amendments Block has been added to the Cover Sheet.**

#### Sheet 2

2E. For clarity, please add a hatch indicating the space being utilized to count towards the usable outdoorspace (20%).

**Response: An open space exhibit is provided on sheet 7.**

#### Zoning and Land Use Comments

##### *Sheet 1*

3A. 20% of 8.25-acres is 1.65-acres. Please correct the required area and ensure that the provided open space area is adequate.

**Response: Text has been updated to show 1.65 acres.**

#### Parking Comments

##### *Sheet 1*

4A. Provide the breakdown of parking spaces per the requirements of multifamily: 40% in carports or garages; 50% of that number attached to the building.

**Response: Parking spaces breakdown has been updated.**

4B. Include bicycle parking spaces provided and required (5% of the total required parking) in the data block.

**Response: Bicycle parking breakdown has been added.**

##### *Sheet 2*

4C. Include the distance between the sidewalk and the back of the carports.

**Response: Distance included on Sheets 2 and 3 – distance is 10.8' from sidewalk to back of carport.**

##### *Sheet 12*

4D. Bike racks need to indicate how many spaces are provided when called out. An “inverted-U” counts as 2-spaces.

**Response: All bike racks have been labeled and the number of spaces provided adjacent to the bike rack label.**

#### Connectivity Comments

##### *Sheet 2*

5A. Consider a ramp connection that continues to the sidewalk on E 6<sup>th</sup> Ave. Please see the redlines for details. 5B. Where does the ramp called out in the redlines go? There must be a crosswalk and receiving ramp adjacent to the building entrance to connect to the park.

**Response: Sidewalk shifted to create a more direct path, crosswalk added to cross the street, and additional sidewalks added to route around the building to E 6<sup>th</sup> Ave.**

5C. Crosswalk striping is expected between receiving ramps crossing drive aisles, typical on all instances. Please show or label the striping on sheet 3.

**Response: Crosswalk striping included at all crossing drive aisles on all sheets (typ).**

5D. The pedestrian connections shown on the redlines should cross the adjacent drive aisles. 5E. There should be a pedestrian crossing shown per the redlines.

**Response: Pedestrian connections added to cross to adjacent drive aisles, shown on Sheets 2 and 3.**

5F. It appears that the southern open space area will contain some amenities. Please provide additional pedestrian access per the redlines.

**Response: Pedestrian access added to connect to the building-side sidewalks to the open space area and additional sidewalk space added at the opposite end. The dog parks will be in this open space amenity area and sufficient access will be provided.**

## Urban Design Comments

### *Sheet 6*

6A. Details of the site furnishings need to be included in this Site Plan. They must comply with Cross Creek urban design standards. Please indicate the materials and color of the site furnishings on this detail sheet.

**Response: Site Furnishings have been included in the Amenity Schedule on the Landscape Schedules sheet (9 of 27). Materials, colors, and images have been listed in the amenity schedule.**

## Architectural Design Comments

### *Sheet 3*

7A. Provide building dimensions, typical for all buildings. The max building length is 200'.

**Response: Typical building dimensions added for both Type A and B buildings. The length of the L buildings is 210', because it is less than a 10% adaptation from the maximum an Administrative Adjustment will be required.**

### *Typical for all Architectural Elevations*

7B. The building "cap" must be a minimum of 24" from the top of the structure. Please provide the dimensions.

**Response: Dimensions added to all architectural elevations.**

7C. Provide horizontal dimensions on all elevations. These should indicate parapet height changes and building material changes along each façade.

**Response: Dimensions added to all architectural elevations.**

### *Sheet 20*

7D. Consider a change in building material and/or color along the north and east elevations to break up the façade and provide visual interest in those sides of the building. They are relatively monotonous compared to the other buildings on site.

**Response: Elevations have been updated.**

7E. Label the column material for the carports. This should include other materials utilized on the primary structures.

**Response: Keynote has been added to carport elevations.**

## REFERRAL COMMENTS FROM OTHER DEPARTMENTS AND AGENCIES

**Civil Engineering** ([Julie Bingham / jbingham@auroragov.org](mailto:jbingham@auroragov.org) / Comments in green)

### *Plat Comments*

8A. What is the second dark line?

**Response: Second line has been removed.**

### *Site Plan Comments Sheet 1*

8B. The Site Plan will not be approved by Public Works until the Preliminary Drainage Report is approved.

**Response: Comment noted, thank you.**

### *Sheet 2*

8C. Provide a directional ramp to the west.

**Response: Directional ramp added.**

8D. Please show the curb and sidewalk as to be removed or remove the linework from the plan.

**Response: Label added at intersection that reads "Existing sidewalk and curb to be removed".**

8E. Directional ramps are required at curb returns, typical.

**Response: Directional ramp added.**

8F. Show the proposed streetlights. Streetlights are required on 6<sup>th</sup> Parkway, 6<sup>th</sup> Ave, and Catawba Way. Please also add the note: "Proposed streetlight locations are conceptual. Final locations will be determined with photometric analysis submitted with the street lighting plans in the civil plan submittal."

**Response: Streetlights added to 6<sup>th</sup> Parkway, 6<sup>th</sup> Ave and Catawba Way. Note added to photometric plans.**

8G. Per the Pre-App Notes, the curb ramps at both sides of this intersection are required to be updated to current standards to create a complete ADA path per federal guidelines.

**Response: Curb ramps added at both sides.**

Sheet 3

8H. Either use the hatch or label or entirely new sheet to show which improvements are to be deferred.

**Response: Deferral exhibit and letter included with submittal.**

Please also submit a deferral letter with your next submittal. This letter should be addressed to the Director of Public Works and specifically state the improvements to be deferred. This deferral may be granted in accordance with UDO Section 146-5.3.19(b).

**Response: Submitted deferral letter with submittal.**

8I. Please label the curb return radius.

**Response: Curb return radius added at intersection of Catawba Way and E 6<sup>th</sup> Ave.**

8J. Please show the transitions to existing using appropriate tapers per the Roadway Manual. 8K. Please set the sidewalk easement 0.5' behind the back of sidewalk.

**Response: Since the road is only a half street one-way improvement, there is no existing street to taper back too. Sidewalk easement set 0.5' behind the back of sidewalk.**

8L. Please indicate pavement type.

**Response: Pavement type asphalt note added**

8M. This seems to be directly in conflict with the fire lane easement. 8N. Please see all the comments from the previous sheet.

**Response: Round about feature has been removed to provide additional space to satisfy the fire lane easement.**

8O. Label curb return radii, typical for all curb return.

**Response: Curb return radius added at intersection of Catawba Way and 6<sup>th</sup> PKWY.**

8P. Please indicate the parking space dimensions. It is unclear if they are all a standard size.

**Response: Parking space dimensions added to show 9' x 18' typical.**

8Q. Label the width of the existing sidewalk and curbside landscaping. Per the Pre-App Notes, a 6' detached walk with 8' curbside landscaping is required along Catawba Way.

**Response: The existing Catawba Way sidewalk along the frontage is 5 feet wide with an 8' curbside landscape strip. This was built to the approved metro district specs.**

Show the proposed streetlights per the Pre-App Notes.

8S. Dimension the existing sidewalks, typical.

**Response: Dimensions added, existing sidewalks are 5' along Catawba Way.**

Sheet 4

8T. Add a note indicating if the storm sewer system is public or private and who will maintain it.

**Response: Per legend, all proposed storm drain is private. And will be maintained by the metro district.**

Sheet 5

8U. 1% minimum on asphalt, typical.

**Response: Minimum of 1% slope for paved area.**

8V. Please show the connection to the existing including grading.

**Response: Grading updated to tie into existing.**

8W. The minimum slope away from the building is 5% for 10' for landscape areas, and a minimum of 2% for impervious areas.

**Response: Grading has been revised to be within minimum slopes.**

8X. 2% minimum in unpaved areas, typical.

**Response: Minimum of 2% in open spaces.**

8Y. Add a note indicating if the storm sewer system is public or private and who will maintain it. 8Z. Max 3:1 slopes. Please clarify how drainage is conveyed in the location shown.

**Response: Flow arrows have been added to demonstrate the direction of flow and its conveyance through the swale to the inlet.**

8AA. Please indicate the direction of emergency overflow for all sump inlets.

**Response: Emergency overflow arrows added for all sump inlets.**

8BB. Please provide a slope label or note indicating that the max slope in any direction is 2% for ADA parking spaces.

**Response: Label added "Max Slope of 2% for ADA Parking Spaces."**

8CC. The max is 3:1 slopes. If there is a wall proposed here, please show/label on all of the sheets. Indicate the maximum height or height range. Walls over 30" require railings, walls of 4' require structural calculations. Please also include a typical wall section.

**Response: 3:1 Slope max at this location,**

8DD. For the pond: if there is an existing easement for the pond, please show and label. If not, please dedicate one. A signed I&M plan is also required for the pond if there is not one existing. Please show/label the 100-year WSEL in the pond.

**Response: 100-year WSEL and emergency spillway information included.**

8EE. Revise the scale.

**Response: Scale revised.**

Sheet 6

8FF. Please show the street section with the updated 5.5' sidewalk widths. Please also show the half section that this development will be responsible for.

**Response: Typical local street cross section added.**

*Sheet 9*

8GG. Please ensure all trees are a minimum of 10' from storm sewer, typical for all trees.

**Response: All trees are a minimum of 10' from storm sewers.**

*Sheet 21*

8HH. Please show the required street lights. Indicate the pole height and light type per the draft lighting standards.

**Response: Pole height added to the lighting legend.**

**Traffic Engineering** (Steve Gomez / 303-739-7336/ segomez@auroragov.org / Comments in amber)

*Traffic Impact Study Comments*

9A. For future reference, the horizon year should be as documented in the Pre-App notes, which was 2040 and not 2045.

**Response: Sorry for the oversight on that as we have transitioned to a 2045 horizon on other traffic studies.**

9B. See other comments listed in the redlined report.

**Response: Acknowledged.**

*Site Plan Comments*

*Sheet 1*

9C. Add the note per the redlines.

**Response: Notes have been added per the redlines.**

*Sheet 3*

9D. Provide pedestrian connectivity from the parking to the buildings, including pedestrian ramps and striping.

**Response: Crosswalk ramps and striping added.**

9E. Show the stop sign.

**Response: Stop signs and call outs added at each intersection.**

9F. Add "typ."

**Response: "(TYP)" added**

9G. Adjust the sidewalk to provide a more direct crossing and add pedestrian ramps.

**Response: Additional sidewalks added or moved to create more direct crossing. Cross walks to the adjacent sidewalks added as well.**

9H. Provide pedestrian connectivity and ramps in the locations shown.

**Response: Pedestrian connectivity and ramps added.**

9I. Add a stop sign in the locations shown.

**Response: Stop signs added in all shown locations. Callouts included as "A"**

9J. Remove the parking stall due to backing conflict.

**Response: Parking spot removed and open space increased.**

9K. Provide a continuous pedestrian path and associated ramps.

**Response: Continuous pedestrian paths added.**

9L. Callout the stop sign.

**Response: Stop sign callouts added as "A".**

9M. Label the access as a full movement access.

**Response: Label added at entry that reads "Full Movement Access"**

9N. Label the access as a right in/right out.

**Response: Label added at entry that reads "Right In/ Right Out"**

Sheet 6

9O. Add all traffic control signs.

**Response: Signs added.**

9P. Add COA TE-11 sign post detail.

**Response: Detail added.**

Sheet 9

9Q. Trees need to back away from the stop sign a minimum of 50'.

**Response: Trees have been moved to be a minimum of 50' from stop signs.**

**Aurora Water** (Steve Dekoski / 303-739-7490 / sdekoski@auroragov.org / Comments in red)

*Site Plan Comments*

Sheet 4

10A. 12x8 wet tap.

**Response: Callout added.**

10B. 8" gate valve is needed after the hydrant. 10C. Use 2 -45° bends, not 90's.

**Response: An 8" gate valve was added and labeled after the fire hydrant on E 6<sup>th</sup> Ave. 45 degree bends replaced the 90 degree bends.**

10D. Fire hydrants and private fire liens must be tapped from a looped water supply.

**Response: Fire hydrant moved south, next to the clubhouse, to be in a looped water supply.**

10E. Water fixture unit tables will be required for each building on the civil plans to verify the capacity of the proposed water meters.

**Response: Water Fixture unit tables will be provided at the time of the civil plan submittal.**

10F. Water quality and detention are required for this site. Show the detention basin or add a note as to how WQ and detention are accommodated.

**Response: Existing Pond shown in the bottom righthand corner of plans with associated matchline. 100 yr WSEL added to plan.**

10G. The water meter shown on the plan must be located closer to the main.

**Response: Water lines and meters shifted closer to the water main.**

10H. 12" PVC.

**Response: Line type updated.**

10I. Extend the water main to make a connection to the water main in E 6<sup>th</sup> Pkwy, and you may keep the water meter and fire line location where shown.

**Response: Water and fire lines shifted.**

10J. Wet tap connection to the existing main. 30"x8" wet tap with tapping saddle and 8" gate valve.

**Response: Did not need to address since shifted the water service and fire suppression lines shifted out of the drive aisle closer to the water main.**

10K. 30" steel.

**Response: Line type updated.**

**Fire / Life Safety** (Will Polk / [wpolk@auroragov.org](mailto:wpolk@auroragov.org) / 303-739-7371 / Comments in blue)

*Plat Comments*

11A. Please revise the Fire Lane Easement turning radii. 23' wide fire lanes require an inside turning radius of 29' and outside of 52'. Typical on all fire lane curbs.

**Response: Per conversations with Mike Dean, the 26' inside turning radius is sufficient for the 26' wide fire lane easement.**

*Site Plan Comments*

*Sheet 1*

11B. Indicate if the structures are fire sprinkled or non-fire sprinkled. (Note this information is needed to determine the number of fire hydrants required to support this site).

**Response: Data block has been updated to reflect the residential buildings are fire sprinkled and the clubhouse is non-sprinkled.**

11C. Provide the required number of accessible parking spaces based on the amount of total spaces provided.

**Response: Data block has been updated to reflect 6 accessible spaces are required and 6 spaces are being provided, along with 2 accessible garages.**

11D. Identify how many van accessible spaces are required and provided. For every 6 of fraction of 6 accessible parking spaces, at least one shall be a van accessible parking space.

**Response: Data block has been updated to reflect 6 of 6 accessible spaces are indicated as van accessible spaces.**

11E. Add the notes per the redlines.

**Response: Notes have been added per redlines.**

11F. Please provide a completed Implementation Plan, see the example table template on the redlines.

**Response: Implementation Plan has been added to the Site Plan.**

11G. Will this site be phased? If so, provide a phasing plan. A phasing plan must be provided with the Planning Departments site plan and Public Works Departments civil plan submittal. The phasing plan must illustrate each phase and provide a narrative that describes how the phasing will implement the required two points of access and a looped water supply at all times during the phased construction. Also, make sure to incorporate COA Water and Public Works phasing requirements into the phasing plan.

**Response: The site will be constructed in a single phase.**

11H. If phased, the plan must ensure the timely implementation and describe how the required 2 points of access and looped water supply during each phase. Provide an overall phasing plan that identifies access and water line extensions that are needed for each phase to include adjacent filings.

**Response: The site will be constructed in a single phase.**

11I. Will this site be gated? If this site is a gated, then the installation of any gating system will require a City of Aurora licensed contractor to obtain a building permit through the Aurora Building Division prior to the start of any work. This would be considered a structural, life safety and electrical review within the Building Division that is conducted on behalf of the Fire Chief. If gated, provide sections for the automatic and manual gates.

**Response: This site will not be gated.**

Sheet 2

11J. Show the location of the fire lane, accessible parking, fire riser room signs on the Site and Landscapesheets.

**Response: Fire Lane, accessible parking, and fire riser room sign callouts added.**

11K. Call out the widths of the fire lane easements.

**Response: Fire Lane widths included around the entire site.**

11L. Fire sprinklered structures are required to have a fire hydrant to be within 100' of all FDC. For example, R2 multifamily complex will require a sprinkler system along with a fire hydrant within 100' of the FDC that supports said system. Typical of all structures that require or have a fire sprinkler system.

**Response: Fire hydrants are within 100' of the FDC for all buildings.**

11M. Show and label the location of all handicap accessible living units (Type A or B) required by Chapter 11 of the 2015 IBC.

**Response: Location of all handicap accessible living units are shown in the DD building plans.**

11N. Identify surface and garage van accessible and accessible parking spaces.

**Response: Van accessible parking spaces callout with callout 4.**

11O. Show the location of the FDCs on the plans and legend. Identify the FDC with a "Y" and label it as "FDC with approved Knox Hardware." Typical of Utility, Landscaping, Elevations, and Photometric sheets.

**Response: FDC locations labeled with a "Y" and has an associated callout.**

11P. Show all new and existing fire hydrants.

**Response: Existing and proposed fire hydrant locations labeled.**

11Q. Identify all fire riser room locations.

**Response: Fire riser room locations labeled.**

11R. Identify the front main entrance to multifamily structures.

**Response: Front main entrance**

11S. Show the location of the Knox Boxes: at the front main entrance and at the exterior fire riser room door, for each structure. - Identify the Knox Box as an X within a box symbol and label with the following example: "Knox Box." (Typical for Utility, Landscaping, Elevation and Photometric Plans.)

**Response: Knox Boxes included at the front main entrance and the exterior fire riser room door for each structure with a label and a callout.**

11T. The fire lane easements turning radii appears to be less than the COA minimum requirements. Please revise the Fire Lane Easement turning radii. 23' wide fire lanes require an inside turning radius 29" and outside of 52". TYP of all fire lane curbs.

**Response: Per email coordination with Will Polk, and previous coordination with Mike Dean, the 26' inside turning radius is sufficient if the associated fire lane easement width is at least 26' wide.**

*Sheet 3*

11U. Show the location of the fire lane signs.

**Response: Fire lane signs added, labeled, and typical details included.**

11V. Are there any one-way streets within this site? If so, please identify them. 11W. Notes located on sheet 2 apply on this sheet. Please see the redlines.

**Response: No one-way streets.**

11X. Is the object identified in the redlines a raised traffic calming device or a roundabout? Please work with COA Engineering to determine if this element is acceptable within the fire lane easement.

**Response: Roundabout has been removed.**

*Sheet 4*

11Y. Show the location of the fire riser rooms. TYP of landscape, utility, photometric sheets. The mention sheets must reflect the location of all fire hydrants and fire department connections and fire riser rooms to ensure that these devices are not physically or visually obstructed from responding fire crews.

**Response: Fire Riser Rooms added to the plans and legend.**

11Z. Show the location of the Knox Boxes: at the front main entrance and at the exterior fire riser room door, for each structure. - Identify the Knox Box as an X within a box symbol and label with the following example: "Knox Box." (Typical for Utility, Landscaping, Elevation and Photometric Plans.)

**Response: Knox Boxes included at the front main entrance and the exterior fire riser room door for each structure with a label and a callout.**

11AA. Add the fire department connections (FDC) to the legend and illustration.

**Response: FDC label and callout added to legend and drawing.**

11BB. The FDC shall be on the front main entrance side or street side of buildings, within 100' of a fire hydrant. Typical of all fire sprinkler systems.

**Response: FDC's located within 100' of an existing or proposed fire hydrant for all structures.**

11CC. Relabel the fire service line. Example for the fire service line label: 6" Fire Line DIP (Private). Typical.

**Response: Fire service line label updated.**

*Sheet 6*

11DD. Add the signs and shown their locations on the site, landscape and utility sheets. Please see the redlines.

**Response: Traffic signs added in the plans and details.**

*Sheet 16*

11EE. Show the fire riser room, FDC, Knox box on all elevations.

**Response: Keynotes indicating locations have been added to elevations.**

Sheet 17

11FF. Show the fire riser room, FDC Knox box on all elevations.

**Response: Keynotes indicating locations have been added to elevations.**

Sheet 21

11GG. Show the accessible route to the accessible parking by heavy dashed line. Verify the minimum 1 foot-candle of illumination along its entire length.

**Response: Accessible route added in a heavy dashed "AR" line. There is a minimum of 1 foot-candle of illumination along the entire length of the accessible path.**

Sheet 22

11HH. Show the accessible route to the accessible parking by heavy dashed line. Verify the minimum 1 foot-candle of illumination along its entire length.

**Response: Accessible route added in a heavy dashed "AR" line. There is a minimum of 1 foot-candle of illumination along the entire length of the accessible path.**

**Parks, Recreation and Open Space** (Curtis Bish / [cbish@auroragov.org](mailto:cbish@auroragov.org) / 303-739-7131 / Comments in purple)

12A. The following PROS-related requirements apply:

Land Dedication – Land dedication requirements for neighborhood park and community park purposes have been satisfied for Landmark at Town Center based on what land has already been or will be set aside within other phases of the Cross Creek development. However, the unmet 4.67-acre open space land. The payment amount will be calculated by multiplying the acreage by the market value of property within your site as fully developed. Please coordinate with all attendant infrastructure, in accordance with the approved land uses. PROS staff to agree upon the pre-acre value to apply to this payment.

Park Development Fees – A \$437.76 fee for community park purposes will be collected per unit if building permits are pulled this year. If permits for your project are pulled in a subsequent year, the per-unit fee may be slightly higher to account for adjustments to park construction costs.

Please add notes somewhere on the site plan to acknowledge the above requirements and how they will be satisfied.

**Response: This note is added to the Site Plan on Sheet 2.**

**Real Property** (Maurice Brooks / [mbrooks@auroragov.org](mailto:mbrooks@auroragov.org) / 303-739-7294 / Comments in magenta)

*Site Plan and Plat Comments*

13A. See the red line comments on the plat and site plan. Send in the updated Title Commitment for review. The Water lines should be covered by a Water Line easement. Change this to accommodate the Water lines, hydrants and water meters. See the red line comments on the plat and site plan. Send in the updated Title Commitment for review. The Water lines should be covered by a Water Line easement. Change this to accommodate the Water lines, hydrants and water meters. Most of my comments are phrases or inserts, so they are not always Capitalized. This does not present any less importance to the phrases or inserts.

All the comments are based on the visual representations from the documents, by text or graphics.

**Response: All red line comments on plat and site plan addressed. All waterlines changed to water line easement.**

**NDPL – Send in updated Title Commitment**



**Xcel Energy comments**

Permanent structures, improvements, objects, buildings, wells, water meters and other objects that may interfere with the utility facilities or use thereof (Interfering Objects) shall not be permitted within said utility easements and the utility providers, as grantees, may remove any Interfering Objects at no cost to such grantees, including, without limitation, vegetation. Public Service Company of Colorado (PSCo) and its successors reserve the right to require additional easements and to require the property owner to grant PSCo an easement on its standard form.

***Response: 10' PSCO Easement added to Plat. No proposed permanent improvements will interfere with the easement.***



# CROSS CREEK SUBDIVISION FILING NO. 4

A REPLAT OF TRACT A, CROSS CREEK SUBDIVISION FILING NO. 2  
 A PORTION OF THE NORTHWEST QUARTER OF SECTION 7, TOWNSHIP 4 SOUTH,  
 RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF AURORA, COUNTY OF ARAPAHOE,  
 STATE OF COLORADO

Comment Addressed.  
Verbiage updated

Resubdivision

add the rectangle for  
the County Recorder

Comment Addressed.  
title block updated

Comment Addressed.  
section call out updated

same?

City of Aurora,

## LEGAL DESCRIPTION

KNOW ALL PEOPLE BY THESE PRESENTS THAT THE UNDERSIGNED WARRANT IT IS THE OWNER OF A PARCEL OF LAND SITUATED IN THE NORTH 1/2 OF SECTION 7, TOWNSHIP 4 SOUTH, RANGE 65 WEST OF THE 6TH P.M. COUNTY OF ARAPAHOE, STATE OF COLORADO, BEING TRACT A, CROSS CREEK SUBDIVISION FILING NO. 2 RECORDED AT RECEPTION NO. B4002719 OF THE RECORDS OF THE ARAPAHOE COUNTY CLERK AND RECORDER, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTH QUARTER CORNER OF SECTION 7 AND CONSIDERING THE NORTH LINE OF SAID NORTHWEST QUARTER OF SECTION 7 TO BEAR NORTH 89°30'04" EAST, WITH ALL BEARINGS CONTAINED HEREIN RELATIVE THERETO:

THENCE 87°05'43" WEST A DISTANCE OF 714.65 FEET TO THE NORTHEAST CORNER OF SAID TRACT A AND THE POINT OF BEGINNING;

THENCE ALONG THE BOUNDARY OF SAID TRACT A THE FOLLOWING NINE (9) COURSES:

- 1) SOUTH 00°31'57" EAST A DISTANCE OF 242.44 FEET TO A POINT OF CURVATURE;
- 2) SOUTH 44°49'08" EAST A DISTANCE OF 144.06 FEET;
- 3) ALONG A NON-TANGENT CURVE TO THE LEFT HAVING A CENTRAL ANGLE OF 10°53'59". A RADIUS OF 1,572.00 FEET, AN ARC LENGTH OF 299.05 FEET AND A CHORD THAT BEARS SOUTH 39°43'10" WEST A DISTANCE OF 298.60 FEET;
- 4) SOUTH 34°16'11" WEST A DISTANCE OF 204.79 FEET TO A POINT OF CURVATURE;
- 5) ALONG A CURVE TO THE RIGHT HAVING A CENTRAL ANGLE OF 90°00'23", A RADIUS OF 15.00 FEET, AN ARC LENGTH OF 23.56 FEET AND A CHORD THAT BEARS SOUTH 79°16'22" WEST A DISTANCE OF 21.21 FEET;
- 6) NORTH 55°43'26" WEST A DISTANCE OF 86.52 FEET TO A POINT OF CURVATURE;
- 7) ALONG A CURVE TO THE RIGHT HAVING A CENTRAL ANGLE OF 55°11'50", A RADIUS OF 703.00 FEET, AN ARC LENGTH OF 677.25 FEET AND A CHORD THAT BEARS NORTH 28°07'31" WEST A DISTANCE OF 651.36 FEET;
- 8) NORTH 00°31'36" WEST A DISTANCE OF 119.05 FEET;
- 9) NORTH 89°30'04" EAST A DISTANCE OF 602.85 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS AN AREA OF 359,460 SQUARE FEET, OR 8.252 ACRES, MORE OR LESS.

HAVE LAID OUT, PLATTED, AND SUBDIVIDED THE SAME INTO A LOT, A BLOCK, AND RIGHT-OF-WAY AS SHOWN ON THIS PLAT UNDER THE NAME AND STYLE OF CROSS CREEK SUBDIVISION FILING NO. 4, AND BY THESE DO HEREBY DEDICATE TO THE CITY OF AURORA, COLORADO, FOR THE PERPETUAL USE OF THE PUBLIC STREETS, AND EASEMENTS AS SHOWN HEREON AND NOT PREVIOUSLY DEDICATED TO THE PUBLIC.

delete extra words

Comment Addressed.  
extra words deleted

Fill in the information - match  
the Title Commitment

Comment Addressed.  
Owner cert updated

## OWNER:

OWNER: \_\_\_\_\_

SIGNATURE \_\_\_\_\_

PRINT NAME \_\_\_\_\_

PRINT TITLE \_\_\_\_\_

## NOTARIAL:

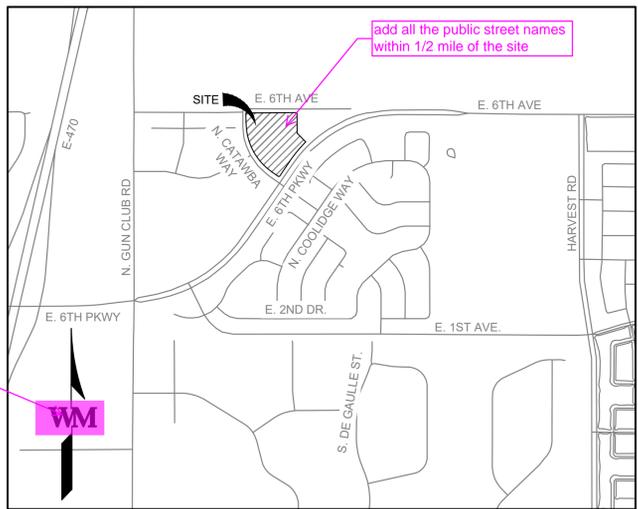
STATE OF COLORADO )  
 ) SS  
 COUNTY OF \_\_\_\_\_ )  
 THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS  
 \_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_ AD BY \_\_\_\_\_ AS \_\_\_\_\_ OF

\_\_\_\_\_, WITNESS MY  
 HAND AND OFFICIAL SEAL

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

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

Comment Addressed.  
Note 5 updated w/ title  
info



VICINITY MAP  
SCALE 1" = 1000'

delete the Log in  
the North arrow

Comment Addressed.  
North arrow updated

add all the public street names  
within 1/2 mile of the site

## COVENANTS:

THE UNDERSIGNED OWNER(S), FOR THEMSELVES, THEIR HEIRS, SUCCESSORS AND ASSIGNS, COVENANT AND AGREE WITH THE CITY OF AURORA;

NO STRUCTURE CONSTRUCTED ON ANY PORTION OF THE PLATTED LAND SHOWN HEREIN SHALL BE OCCUPIED OR USED UNLESS AND UNTIL ALL PUBLIC IMPROVEMENTS, AS DEFINED BY CHAPTER 146 OF THE CITY CODE OF AURORA, COLORADO, ARE IN PLACE AND ACCEPTED BY THE CITY, OR CASH FUNDS OR OTHER SECURITY FOR THE SAME ARE ESCROWED WITH THE CITY OF AURORA, AND A CERTIFICATE OF OCCUPANCY HAS BEEN ISSUED BY THE CITY;

ALL ELECTRICAL, COMMUNITY UTILITY LINES AND SERVICES, AND STREET LIGHTING CIRCUITS, EXCEPT AS PROVIDED IN SECTION 126-505 OF THE CITY CODE AS THE SAME MAY BE AMENDED FROM TIME TO TIME, SHALL BE INSTALLED UNDERGROUND;

ALL CROSSINGS OR ENCROACHMENTS, INCLUDING BUT NOT LIMITED, TO PRIVATE LANDSCAPE IRRIGATION SYSTEMS, UNDERDRAINS, OR PRIVATE UTILITIES INTO EASEMENTS OWNED BY THE CITY OF AURORA ARE ACKNOWLEDGED BY THE UNDERSIGNED AS BEING SUBJECT TO THE CITY OF AURORA'S USE AND OCCUPANCY OF SAID EASEMENTS AND RIGHTS-OF-WAY. THE UNDERSIGNED, THEIR SUCCESSORS AND ASSIGNS, HEREBY AGREE TO INDEMNIFY AND HOLD HARMLESS THE CITY OF AURORA FOR ANY LOSS, DAMAGE, OR REPAIR TO PRIVATE LANDSCAPE IRRIGATION SYSTEMS, UNDERDRAINS, OR PRIVATE UTILITIES THAT MAY RESULT FROM THE CITY OF AURORA'S USE AND OCCUPANCY OR EXERCISE OF ITS RIGHTS IN SAID EASEMENTS AND RIGHTS OF WAY. THE UNDERSIGNED, ITS SUCCESSORS AND ASSIGNS, FURTHER AGREES TO REMOVE, REPAIR, REPLACE, RELOCATE, MODIFY, OR OTHERWISE ADJUST SAID PRIVATE LANDSCAPE IRRIGATION SYSTEMS, UNDERDRAINS, PRIVATE DETENTION POND AND DRAINAGE FEATURES OR PRIVATE UTILITIES UPON REQUEST FROM THE CITY OF AURORA AND AT NO EXPENSE TO THE CITY OF AURORA.

## NOTES:

1. RIGHT-OF-WAY FOR INGRESS AND EGRESS FOR SERVICE AND EMERGENCY VEHICLES IS GRANTED OVER, ACROSS, ON, AND THROUGH ANY AND ALL PRIVATE ROADS, WAYS, AND FIRE LANES NOW OR HEREAFTER ESTABLISHED ON THE DESCRIBED PROPERTY. THE SAME ARE HEREBY DESIGNATED AS FIRE LANES AND EMERGENCY AND SERVICE VEHICLE ROADS, AND SHALL BE POSTED "NO-PARKING - FIRE LANE".

2. BASIS OF BEARINGS: BEARINGS ARE BASED ON THE NORTH LINE OF THE NORTHWEST QUARTER OF SECTION 7, WHICH WAS ASSUMED TO BEAR NORTH 89°30'04" EAST WITH ALL BEARINGS SHOWN HEREON RELATIVE THERETO, AND IS MONUMENTED AS SHOWN HEREON.

3. THE EASEMENT AREA WITHIN EACH LOT IS TO BE CONTINUOUSLY MAINTAINED BY THE OWNER OF THE LOT EXCEPTING THE CITY OF AURORA FROM SUCH RESPONSIBILITY. ANY STRUCTURES INCONSISTENT WITH THE USE GRANTED IN THE EASEMENT ARE PROHIBITED.

4. ANY PERSON WHO KNOWINGLY REMOVES, ALTERS OR DEFACTS ANY PUBLIC LAND SURVEY MONUMENT OR LAND BOUNDARY MONUMENT OR ACCESSORY, COMMITS A CLASS TWO (2) MISDEMEANOR PURSUANT TO STATE STATUTE 18-4-508, C.R.S.

5. THIS SURVEY DOES NOT CONSTITUTE A TITLE SEARCH BY WARE MALCOMB TO DETERMINE OWNERSHIP OR EASEMENTS OF RECORD. FOR ALL INFORMATION REGARDING EASEMENTS, RIGHTS-OF-WAY, AND TITLE OF RECORD, WARE MALCOMB RELIED UPON \_\_\_\_\_, TITLE COMMITMENT NO. \_\_\_\_\_, COMMITMENT DATE \_\_\_\_\_, 2021.

6. THE LINEAL UNIT USED IN THE PREPARATION OF THIS PLAT IS THE U.S. SURVEY FOOT. THE UNITED STATES DEPARTMENT OF COMMERCE, NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY DEFINES THE U.S. SURVEY FOOT AS 1200/3937 METERS.

7. ALL OWNERS OF LOTS ADJACENT TO E. 6TH AVENUE, NORTH CATAWBA WAY AND 6TH PARKWAY SHALL BE REQUIRED TO COMPLY WITH REQUIREMENTS OF THE AURORA CITY CODE RESTRICTING THE ABILITY TO BUILD A FENCE ALONG THOSE STREETS OR THE TYPES AND SIZES OF FENCES THAT CAN BE BUILT ALONG THOSE STREETS.

8. THE OWNERS OR OCCUPANTS OF THE LANDS HEREIN DESCRIBED SHALL HAVE NO RIGHT OR CAUSE OF ACTION, EITHER IN LAW OR IN EQUITY, FOR DAMAGES OR INJURY TO ANY PERSON OR PROPERTY ARISING OUT OF OR RESULTING DIRECTLY OR INDIRECTLY, FROM THE OVERFLIGHT OF AIRCRAFT, OR FOR DAMAGES OR INJURY TO ANY PERSON OR PROPERTY RESULTING FROM ANY NOISE, NUISANCE, VIBRATIONS OF ANY KIND OR DESCRIPTION RESULTING, DIRECTLY OR INDIRECTLY, FROM AIRCRAFT OVERFLIGHTS PROVIDED, THAT NOTHING CONTAINED IN THE FOREGOING EASEMENT SHALL DIVEST THE OWNERS OR OCCUPANTS, THEIR HEIRS, SUCCESSORS ADMINISTRATORS OR ASSIGNS, OF ANY RIGHT OR CAUSE OF ACTION FOR DAMAGES TO ANY PERSON OR PROPERTY RESULTING FROM THE NEGLIGENT OPERATION OF AIRCRAFT OVERFLIGHTS OVER THE DESCRIBED PREMISES AT ANY ALTITUDE ABOVE GROUND LEVEL.

9. NON-EXCLUSIVE SIDEWALK EASEMENTS ARE HEREBY GRANTED TO THE CITY OF AURORA FOR THE PURPOSE OF MAINTAINING, RECONSTRUCTING, CONTROLLING AND USING SUCH SIDEWALKS TOGETHER WITH THE RIGHT OF INGRESS AND EGRESS, PROVIDED THE CITY SHALL NOT INTERFERE WITH ANY OTHER STRUCTURES OR IMPROVEMENTS.

Comment Addressed.  
title block updated

reduce this info down to the  
bottom right corner of the plat

## SURVEYOR'S CERTIFICATE:

I HEREBY CERTIFY THAT I WAS IN RESPONSIBLE CHARGE OF THE SURVEY WORK USED IN THE PREPARATION OF THIS PLAT. THE POSITIONS OF THE PLATTED POINTS SHOWN HEREON HAVE AN ACCURACY OF NOT LESS THAN ONE (1) FOOT IN TEN THOUSAND (10,000) FEET PRIOR TO ADJUSTMENTS; AND ALL BOUNDARY MONUMENTS AND CONTROL CORNERS SHOWN HEREON WERE IN PLACE AS DESCRIBED ON JUNE 21, 2021.

I FURTHER CERTIFY THAT THE INFORMATION CONTAINED HEREIN IS CORRECT AND ACCURATE, IS BASED ON MY KNOWLEDGE, INFORMATION, AND BELIEF, IS IN ACCORDANCE WITH APPLICABLE STANDARDS OF PRACTICE, AND DOES NOT REPRESENT A GUARANTY OR WARRANTY, EITHER EXPRESSED OR IMPLIED.

JUSTIN C. SCHEITLER, PLS NO. 38430  
 FOR & ON BEHALF OF WARE MALCOMB  
 900 SOUTH BROADWAY SUITE 320, DENVER, COLORADO 80209

**NOTICE:** ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.

## CITY OF AURORA APPROVALS:

THE FOREGOING INSTRUMENT IS APPROVED FOR FILING AND CONVEYANCE OF STREETS AND EASEMENTS AS SHOWN HEREON AND IS ACCEPTED BY THE CITY OF AURORA, COLORADO, THIS \_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_ AD, SUBJECT TO THE CONDITION THAT THE CITY SHALL UNDERTAKE MAINTENANCE OF ANY SUCH STREETS ONLY AFTER CONSTRUCTION HAS BEEN COMPLETED BY THE SUBDIVIDER TO CITY OF AURORA SPECIFICATIONS.

CITY ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_

PLANNING DIRECTOR \_\_\_\_\_ DATE \_\_\_\_\_

Comment Addressed.  
Cert removed

## CLERK AND RECORDER'S CERTIFICATE:

ACCEPTED FOR FILING IN THE OFFICE OF THE COUNTY CLERK AND RECORDER OF ARAPAHOE COUNTY, COLORADO ON THIS \_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_ AD AT \_\_\_\_ O'CLOCK \_\_M.

COUNTY CLERK AND RECORDER \_\_\_\_\_ DEPUTY \_\_\_\_\_  
 delete - see above

BOOK NO.: \_\_\_\_\_

PAGE NO.: \_\_\_\_\_

RECEPTION NO.: \_\_\_\_\_

| NO. | DATE | REMARKS | NO. | DATE | REMARKS |
|-----|------|---------|-----|------|---------|
|     |      |         |     |      |         |
|     |      |         |     |      |         |
|     |      |         |     |      |         |

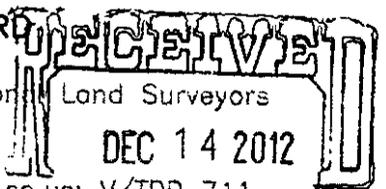
|         |            |
|---------|------------|
| JOB NO. | DCS21-4045 |
| PA/PM:  | JCS        |
| DRAWN:  | AJ         |
| DATE:   | 12/14/2021 |
| SCALE:  |            |



**COLORADO LAND SURVEY MONUMENT RECORD**

Department of Regulatory Agencies  
 Board of Licensure for Architects, Professional Engineers and Professional Land Surveyors  
 1560 Broadway, Suite 1350  
 Denver, CO 80202

Phone (303) 894-7800; Fax (303) 894-2310; EMAIL aes@dora.state.co.us; V/TDD 711

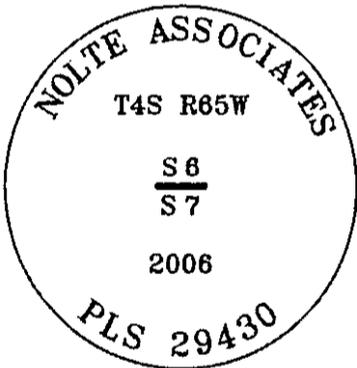
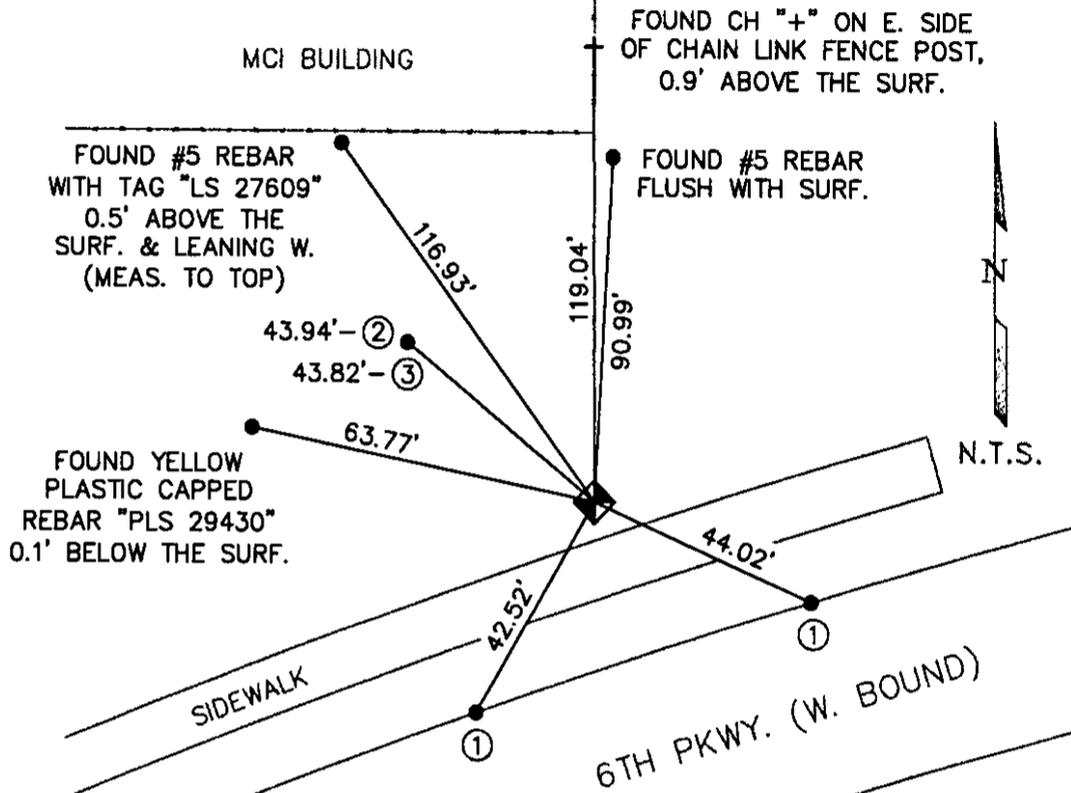


COLO. ST. BO. OF LIC. FOR AES

Report one monument only on this form - Reproduction of this form is authorized by the Board of Licensure for Architects, Professional Engineers and Professional Land Surveyors. All items are to be filled in by the Land Surveyor using **PERMANENT BLACK LETTERING** and lines which can be reproduced.

1. TYPE OF MONUMENT:  SECTION CORNER  QUARTER CORNER  SIXTEENTH CORNER  OTHER \_\_\_\_\_
2. DESCRIPTION AND DATE OF MONUMENT FOUND:  
**FOUND A 3 1/4" ALUMINUM CAP FLUSH WITH SURFACE AND 5' +/- NORTH OF BACK OF WALK ON 9/20/12.**
3. DESCRIPTION OF MONUMENT SET BY YOU TO PERPETUATE THE LOCATION OF THIS POINT:
4. SKETCH SHOWING RELATIVE LOCATION OF MONUMENT, ACCESSORIES AND REFERENCE POINTS STATING WHETHER FOUND OR SET, SHOW SUPPORTING AND/OR CONTRADICTORY EVIDENCE WHERE APPLICABLE:

- 1-FOUND NAIL & DISC "NOLTE PLS 29430" ON TOP OF CURB
- 2-FOUND NAIL & BOTTLE CAP ON TOP OF 3' WOOD POST
- 3-FOUND PK NAIL & DISC "CR MOORE PLS 10945" ON SE SIDE OF 3' WOOD POST 0.4' ABOVE THE SURF.



Stamping on Cap

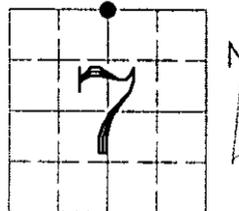
5. CERTIFICATION

This is to certify that I was in responsible charge of the surveying work described in this record and that to the best of my knowledge the information presented herein is true and correct.

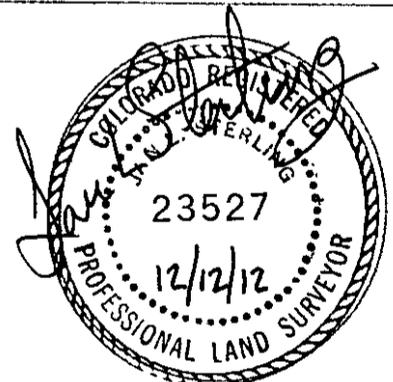
Name (Please Print): JAN STERLING  
 Firm Name: CITY OF AURORA  
 Firm Address: 13636 E. ELLSWORTH AVE.  
AURORA, COLORADO 80012  
 Phone: 303-326-8015

6. LOCATION DIAGRAM

1" = 1 Mile



• = Location of Monument



Signature/Date through Seal

7. SEC 7 T 4S R 65W, 6TH P.M.  
 COUNTY ARAPAHOE INDEX REF NUMBER 03-V

\*\*8. SEC \_\_\_\_\_ T \_\_\_\_\_ R \_\_\_\_\_ P.M.  
 COUNTY \_\_\_\_\_ INDEX REF NUMBER \_\_\_\_\_

\*\* To be used only for monuments located on county lines



- a. Date of field Work to Establish, Restore or Rehabilitate Monument: SEPT. 20, 2012
- b. Date Monument was used as a Control corner: \_\_\_\_\_

(Surveyor, do not fill in)

ACCEPTED

JAN 31 2013

ST. BO. OF LIC. FOR AES

---

RECEIVED AT OFFICE OF THE COUNTY CLERK \_\_\_\_\_ COUNTY

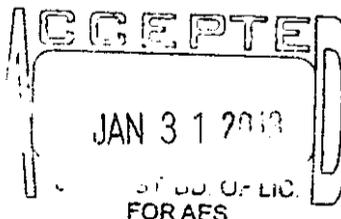
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BY: \_\_\_\_\_

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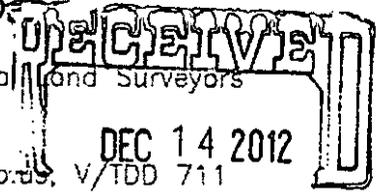
DATE: \_\_\_\_\_

Record to be filed numerically by Index Reference Number, then alphabetically by letter in the index reference number, then under appropriate Township, Range, and Meridian.



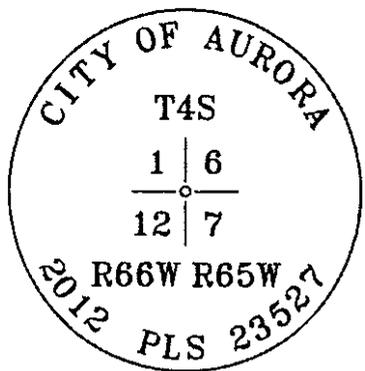
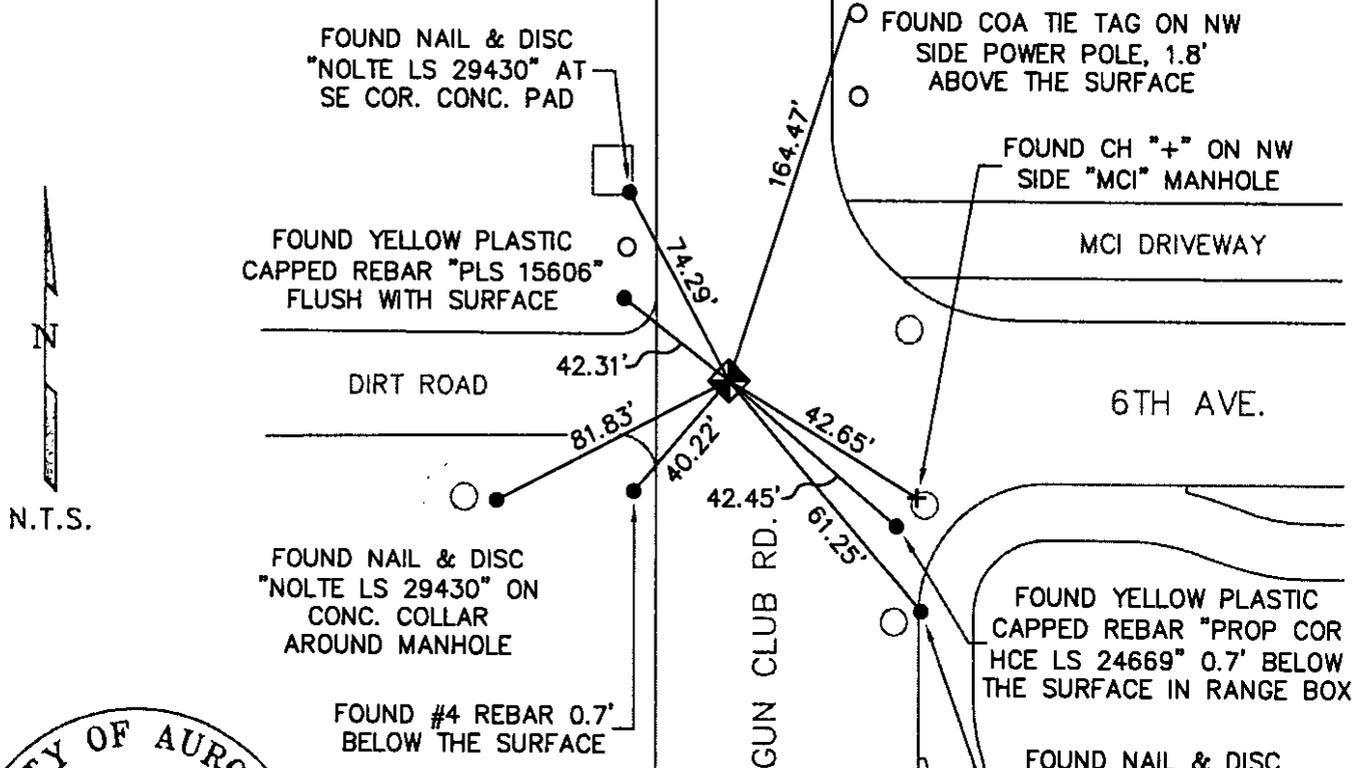
**COLORADO LAND SURVEY MONUMENT RECORD**

Department of Regulatory Agencies  
 Board of Licensure for Architects, Professional Engineers and Professional Land Surveyors  
 1560 Broadway, Suite 1350  
 Denver, CO 80202  
 Phone (303) 894-7800; Fax (303) 894-2310; EMAIL aes@dora.state.co.us, V/TDD 711



Report one monument only on this form - Reproduction of this form is authorized for AES. All items are to be filled in by the Land Surveyor using PERMANENT BLACK LETTERING and lines which can be reproduced.

1. TYPE OF MONUMENT:  SECTION CORNER  QUARTER CORNER  SIXTEENTH CORNER  OTHER \_\_\_\_\_
2. DESCRIPTION AND DATE OF MONUMENT FOUND:  
 FOUND A #6 REBAR 0.2' BELOW THE SURFACE IN A RANGE BOX WITH A 3 1/4" ALUMINUM CAP NEXT TO IT "NOLTE ASSOCIATES PLS 29430" ON 9/19/12.
3. DESCRIPTION OF MONUMENT SET BY YOU TO PERPETUATE THE LOCATION OF THIS POINT:  
 ACCEPTED REBAR BASED ON EXISTING TIES. ATTACHED A 2" ALUMINUM CAP TO REBAR AND SET A CONCRETE COLLAR AROUND IT.
4. SKETCH SHOWING RELATIVE LOCATION OF MONUMENT, ACCESSORIES AND REFERENCE POINTS STATING WHETHER FOUND OR SET, SHOW SUPPORTING AND/OR CONTRADICTORY EVIDENCE WHERE APPLICABLE:



Stamping on Cap

5. CERTIFICATION

This is to certify that I was in responsible charge of the surveying work described in this record and that to the best of my knowledge the information presented herein is true and correct.

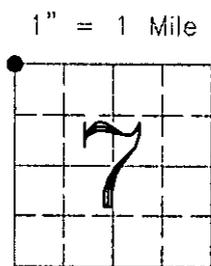
Name (Please Print): JAN STERLING

Firm Name: CITY OF AURORA

Firm Address: 13636 E. ELLSWORTH AVE.  
AURORA, COLORADO 80012

Phone: 303-326-8015

6. LOCATION DIAGRAM



● = Location of Monument

Signature/Date through Seal

7. SEC 7 T 4S R 65W, 6TH P.M.  
 COUNTY ARAPAHOE INDEX REF NUMBER 01-V

\*\*8. SEC \_\_\_\_\_ T \_\_\_\_\_ R \_\_\_\_\_, \_\_\_\_\_ P.M.  
 COUNTY \_\_\_\_\_ INDEX REF NUMBER \_\_\_\_\_

\*\* To be used only for monuments located on county lines



- a. Date of field Work to Establish, Restore or Rehabilitate Monument: SEPT. 19, 2012
- b. Date Monument was used as a Control corner: \_\_\_\_\_

(Surveyor, do not fill in)

ACCEPTED

JAN 31 2013

COLO. ST. BD. OF LIC. FOR AES

---

RECEIVED AT OFFICE OF THE COUNTY CLERK \_\_\_\_\_ COUNTY

---

BY: \_\_\_\_\_

---

DATE: \_\_\_\_\_

Record to be filed numerically by Index Reference Number, then alphabetically by letter in the index reference number, then under appropriate Township, Range, and Meridian.

# Parcel Map Check Report

**Client:**

Client

Client Company

Address 1

Date: 12/2/2021 9:36:29 AM

**Prepared by:**

Preparer

Your Company Name

123 Main Street

Parcel Name: Site 1 - WM - Boundary : 1

**Description:**

Process segment order counterclockwise: False

Enable mapcheck across chord: False

North: 1,690,124.7310'

East: 3,219,315.8346'

**Segment# 1: Line**

Course: N89°30'04.00"E

Length: 602.8454'

North: 1,690,129.9801'

East: 3,219,918.6572'

**Segment# 2: Line**

Course: S0°31'57.43"E

Length: 242.4385'

North: 1,689,887.5520'

East: 3,219,920.9108'

**Segment# 3: Line**

Course: S44°49'08.48"E

Length: 144.0553'

North: 1,689,785.3683'

East: 3,220,022.4511'

**Segment# 4: Curve**

Length: 299.0497'

Radius: 1,572.0000'

Delta: 10°53'58.82"

Tangent: 149.9774'

Chord: 298.5990'

Course: S39°43'10.36"W

Course In: S44°49'50.22"E

Course Out: N55°43'49.05"W

RP North: 1,688,670.5152'

East: 3,221,130.7319'

End North: 1,689,555.6914'

East: 3,219,831.6373'

**Segment# 5: Line**

Course: S34°16'10.95"W

Length: 204.7890'

North: 1,689,386.4546'

East: 3,219,716.3228'

**Segment# 6: Curve**

Length: 23.5636'

Radius: 15.0000'

Delta: 90°00'23.07"

Tangent: 15.0017'

Chord: 21.2144'

Course: S79°16'22.49"W

Course In: N55°43'49.05"W

Course Out: S34°16'34.03"W

RP North: 1,689,394.9009'

East: 3,219,703.9268'

End North: 1,689,382.5059'

East: 3,219,695.4791'

Segment# 7: Line

Course: N55°43'25.97"W

Length: 86.5228'

North: 1,689,431.2340'

East: 3,219,623.9825'

Segment# 8: Curve

Length: 677.2514'

Radius: 703.0000'

Delta: 55°11'50.00"

Tangent: 367.4978'

Chord: 651.3640'

Course: N28°07'30.97"W

Course In: N34°16'34.03"E

Course Out: S89°28'24.03"W

RP North: 1,690,012.1462'

East: 3,220,019.8992'

End North: 1,690,005.6843'

East: 3,219,316.9289'

Segment# 9: Line

Course: N0°31'35.97"W

Length: 119.0517'

North: 1,690,124.7310'

East: 3,219,315.8346'

Perimeter: 2,399.5676'

Area: 359,460Sq.Ft.

Error Closure: 0.0000

Course: N76°47'55.43"W

Error North : 0.00001

East: -0.00005

Precision 1: 2,399,567,400.0000



## Traffic Impact Study

comments provided on 01/27/22 seg

1. For future reference horizon year should be as documented in the pre-app notes, which was 2040 not 2045
2. see comments through report

1. Sorry for the oversight on that as we have transitioned to a 2045 horizon on other traffic studies.

2. Please see individual responses throughout this document.

# Cross Creek Multifamily Aurora, Colorado

Prepared for:

Landmark Companies, LLC

**Kimley»»Horn**

Study area intersections were analyzed based on average total delay analysis for signalized and unsignalized intersections. Under the unsignalized analysis, the LOS for a two-way stop-controlled intersection is determined by the computed or measured control delay and is defined for each minor movement. LOS for a two-way stop-controlled intersection is not defined for the intersection as a whole. LOS for signalized, roundabout, and four-way stop controlled intersections are defined for each approach and for the overall intersection.

## 5.2 Key Intersection Operational Analysis

Calculations for the operational level of service at the key intersections for the study area are provided in **Appendix D**. The existing year analysis is based on the lane geometry and intersection control shown in **Figure 3**. Existing peak hour factors were utilized in the existing and 2024 horizon analysis years while the HCM urban standard of 0.92 was used for the long-term 2045 horizon analysis. Synchro traffic analysis software was used to analyze the signalized, and unsignalized key intersections for HCM level of service.

### 6<sup>th</sup> Avenue and Gun Club Road

6<sup>th</sup> Avenue and Gun Club Road is a three-leg stop controlled intersection, with a stop sign on the westbound approach. The intersection movements operate acceptably at LOS C or better during both peak hours under existing conditions. With completion of the Vista Creek development, a west leg is proposed to align with 6<sup>th</sup> Avenue to create a four leg intersection. A R1-1 “STOP” sign will be installed on eastbound approach while a northbound left turn lane and a southbound right turn lane will be provided for entering the Vista Creek development. In addition, a southbound left turn lane will be provided for the developments east of Gun Club Road. These improvements from the Vista Creek study have been included in the background and total scenarios. With these improvements, the movements at this intersection are anticipated to operate at LOS D or better throughout 2024.

discuss result

The signal warrant results have been discussed in more detail in the revised study.

By 2045, Gun Club Road is expected to be constructed to consist of two through lanes in each direction. Signalization of this intersection is expected to be warranted and may be needed by 2045 as documented in the Vista Creek study and shown again in warrants in this study. The four-hour signal warrant evaluation at this intersection from the Vista Creek traffic study is attached in attached in **Appendix B**. Therefore, signalization may be needed by 2045 which is consistent with the Aurora Crossroads and Vista Creek traffic studies. If signalized, the

eastbound and westbound approaches of this intersection should provide designated left turn lanes which is consistent with the Vista Creek traffic study. With these improvements, the intersection is anticipated to operate acceptably overall throughout 2045. However, some movements are anticipated at LOS E which is typical due to the 120 second cycle length and the time needed to trigger green from the minor approaches, as well as the low duration of green time provided on the minor approach. **Table 3** provides the results of the LOS analysis conducted at this intersection.

**Table 3 – 6<sup>th</sup> Avenue & Gun Club Road LOS Results**

| Scenario                              | AM Peak Hour    |     | PM Peak Hour    |     |
|---------------------------------------|-----------------|-----|-----------------|-----|
|                                       | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS |
| <b>2021 Existing</b>                  |                 |     |                 |     |
| Westbound Approach                    | 17.2            | C   | 12.1            | B   |
| Southbound Left                       | 9.4             | A   | 8.3             | A   |
| <b>2024 Background #</b>              |                 |     |                 |     |
| Northbound Left                       | 8.5             | A   | 10.8            | B   |
| Eastbound Approach                    | 23.4            | C   | 30.4            | D   |
| Westbound Approach                    | 17.1            | C   | 17.4            | C   |
| Southbound Left                       | 11.2            | B   | 10.0            | B   |
| <b>2024 Background Plus Project #</b> |                 |     |                 |     |
| Northbound Left                       | 8.5             | A   | 10.9            | B   |
| Eastbound Approach                    | 30.1            | D   | 34.8            | D   |
| Westbound Approach                    | 20.0            | C   | 18.3            | C   |
| Southbound Left                       | 12.0            | B   | 10.3            | B   |
| <b>2045 Background #</b>              | 10.8            | B   | 8.5             | A   |
| Eastbound Approach                    | 54.7            | D   | 55.1            | E   |
| Eastbound Left                        | 3.6             |     |                 | D   |
| Eastbound Through/Right               | 7.3             |     |                 | E   |
| Westbound Approach                    | 50.9            |     |                 | D   |
| Westbound Left                        | 49.3            |     |                 | D   |
| Westbound Through/Right               | 53.3            |     |                 | E   |
| Northbound Approach                   | 0.5             |     |                 | A   |
| Northbound Left                       | 6.8             |     |                 | A   |
| Northbound Through                    | 0.5             |     |                 | A   |
| Northbound Right                      | 0.3             | A   | 0.3             | A   |
| Southbound Approach                   | 7.0             | A   | 6.1             | A   |
| Southbound Left                       | 5.6             | A   | 4.2             | A   |
| Southbound Through                    | 7.2             | A   | 6.4             | A   |
| Southbound Right                      | 5.8             | A   | 4.4             | A   |

provide overall LOS & delay

The overall LOS and delay is provided as the top line of this row. The report has been updated to show the overall LOS and delay in bold and include "(overall)" in the first line of the column.

| Scenario                              | AM Peak Hour    |     | PM Peak Hour    |     |
|---------------------------------------|-----------------|-----|-----------------|-----|
|                                       | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS |
| <b>2045 Background Plus Project #</b> | 11.4            | A   | 8.8             | A   |
| Eastbound Approach                    | 54.8            | D   | 55.1            | E   |
| Eastbound Left                        | 53.7            | D   | 53.9            | D   |
| Eastbound Through/Right               | 57.3            | E   | 57.2            | E   |
| Westbound Approach                    | 52.8            | D   | 55.6            | E   |
| Westbound Left                        | 49.2            | D   | 51.2            | D   |
| Westbound Through/Right               |                 |     |                 | E   |
| Northbound Approach                   |                 |     |                 | A   |
| Northbound Left                       | 6.8             |     |                 | A   |
| Northbound Through                    | 0.5             |     |                 | A   |
| Northbound Right                      | 0.3             |     |                 | A   |
| Southbound Approach                   | 7.0             |     |                 | A   |
| Southbound Left                       | 5.6             |     |                 | A   |
| Southbound Through                    | 7.3             |     |                 | A   |
| Southbound Right                      | 5.8             |     |                 | A   |

provide overall LOS & delay

The overall LOS and delay is provided as the top line of this row. The report has been updated to show the overall LOS and delay in bold and include "(overall)" in the first line of the column.

# = Addition of a NB and SB Left Turn Lane, Addition of West Leg and a Stop-Controlled  
 \$ = Signalized, Two NB and SB Through Lanes, and a Left Turn Lanes on All Approaches

discuss result

The signal warrant results have been discussed in more detail in the revised study.

5<sup>th</sup> Avenue and Gun Club Road is a T-intersection with a stop sign on the westbound approach. The intersection movements operate acceptably at LOS B or better during both peak hours under existing conditions. The west leg of this intersection will be constructed with the Lamar Landing Subdivision development along with a northbound left turn lane. Signalization of this intersection is expected to be warranted and may be needed by 2024 as documented in the Vista Creek study and shown again in warrants in this study. The four-hour signal warrant evaluation at this intersection from the Vista Creek traffic study is attached in **Appendix B**. Therefore, signalization may be needed by 2024 which is consistent with the Vista Creek traffic study. With signalization implementation of an eastbound and westbound left turn lane is recommended to avoid split phasing the intersection and to avoid left turn movements blocking through movements. These improvements from the Vista Creek and Lamar Landing Subdivision developments have been included in the background and total scenarios. Additionally, a northbound right turn lane is warranted with or without project traffic. With these improvements, this intersection is expected to operate acceptably with LOS B during both peak hours 2024.

By 2045, Gun Club Road is expected to be constructed to the ultimate street section of two through lanes in each direction. With two through lanes in each direction along Gun Club Road and signalization, this intersection is anticipated to operate acceptably at LOS B or better during both peak hours in 2045. However, some movements are anticipated at LOS E which is typical due to the 120 second cycle length because of the low duration of green time provided on the minor approach. **Table 5** provides the results of the LOS analysis conducted at this intersection.

**Table 5 – 5<sup>th</sup> Avenue & Gun Club Road LOS Results**

| Scenario                 | AM Peak Hour    |     | PM Peak Hour    |     |
|--------------------------|-----------------|-----|-----------------|-----|
|                          | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS |
| <b>2021 Existing</b>     |                 |     |                 |     |
| Westbound Approach       | 12.3            | B   | 13.1            | B   |
| Southbound Left          | 8.4             | A   | 8.2             | A   |
| <b>2024 Background #</b> | 14.0            | B   | 14.8            | B   |
| Eastbound Approach       | 42.7            | D   | 42.5            | D   |
| Eastbound Left           | 38.9            | D   | 38.8            | D   |
| Eastbound Through/Right  | 45.6            | D   | 45.6            | D   |
| Westbound Approach       | 42.8            | D   | 40.7            | D   |
| Westbound Left           | 37.1            | D   | 37.14           | D   |
| Westbound Through/Right  | 45.9            | D   | 43.2            | D   |

| Scenario                                 | AM Peak Hour    |     | PM Peak Hour    |     |
|--|-----------------|-----|-----------------|-----|
|  | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS |
| Northbound Approach                      | 10.7            | B   | 9.4             | A   |
| Northbound Left                          | 5.3             | A   | 9.8             | A   |
| Northbound Through                       | 11.2            | B   | 9.6             | A   |
| Northbound Right                         | 5.5             | A   | 5.9             | A   |
| Southbound Approach                      | 8.4             | A   | 13.9            | B   |
| Southbound Left                          | 7.0             | A   | 5.9             | A   |
| Southbound Through/Right                 | 8.5             | A   | 14.6            | B   |
| <b>2024 Background Plus Project #</b>    | 15.2            | B   | 15.4            | B   |
| Eastbound Approach                       | 42.4            | D   | 40.1            | D   |
| Eastbound Left                           | 32.8            | D   | 37.6            | D   |
| Eastbound Through/Right                  | 45.4            | D   | 42.1            | D   |
| Westbound Approach                       | 41.9            | D   | 42.6            | D   |
| Westbound Left                           | 37.2            | D   | 36.1            | D   |
| Westbound Through/Right                  | 44.9            | D   | 46.0            | D   |
| Northbound Approach                      | 9.6             | A   | 11.9            | B   |
| Northbound Left                          | 9.9             | A   | 5.9             | A   |
| Northbound Through                       | 9.8             | A   | 12.6            | B   |
| Northbound Right                         | 6.1             | A   | 6.2             | A   |
| Southbound Approach                      | 13.8            | B   | 9.2             | A   |
| Southbound Left                          | 6.0             | A   | 7.9             | A   |
| Southbound Through/Right                 | 14.7            | B   | 9.4             | A   |
| <b>2045 Background # \$</b>              | 10.6            | B   | 8.2             | A   |
| Eastbound Approach                       | 53.2            | D   | 58.6            | E   |
| Eastbound Left                           | 50.6            | D   | 53.1            | D   |
| Eastbound Through/Right                  | 55.2            | E   | 62.8            | E   |
| Westbound Approach                       | 58.1            | E   | 59.0            | E   |
| Westbound Left                           | 49.0            | D   | 52.0            | D   |
| Westbound Through/Right                  | 62.4            | E   | 63.8            | E   |
| Northbound Approach                      | 7.5             | A   | 6.2             | A   |
| Northbound Left                          | 7.7             | A   | 3.9             | A   |
| Northbound Through                       | 7.7             | A   | 6.5             | A   |
| Northbound Right                         | 7.7             | A   | 5.0             | A   |
| Southbound Approach                      | 7.7             | A   | 1.2             | A   |
| Southbound Left                          | 7.7             | A   | 4.2             | A   |
| Southbound Through/Right                 | 7.7             | A   | 0.9             | A   |
| <b>2045 Background Plus Project # \$</b> | 8.6             | A   | 8.6             | A   |
| Eastbound Approach                       | 56.8            | E   | 56.8            | E   |
| Eastbound Left                           | 52.5            | D   | 52.5            | D   |
| Eastbound Through/Right                  | 60.2            | E   | 60.2            | E   |
| Westbound Approach                       | 58.5            | E   | 58.5            | E   |
| Westbound Left                           | 51.2            | D   | 51.2            | D   |
| Westbound Through/Right                  | 63.3            | E   | 63.3            | E   |
| Northbound Approach                      | 8.4             | A   | 6.6             | A   |
| Northbound Left                          | 5.1             | A   | 4.1             | A   |
| Northbound Through                       | 8.7             | A   | 7.0             | A   |
| Northbound Right                         | 6.4             | A   | 5.4             | A   |
| Southbound Approach                      | 1.0             | A   | 1.3             | A   |
| Southbound Left                          | 5.7             | A   | 4.6             | A   |
| Southbound Through/Right                 | 0.6             | A   | 1.0             | A   |

provide overall LOS & delay

The overall LOS and delay is provided as the top line of this row. The report has been updated to show the overall LOS and delay in bold and include "(overall)" in the first line of the column.

# = Signalized with Separate NB/EB/WB Left Turn Lanes, NB Right Turn Lane  
 \$ = Two NB and SB Through Lanes

| Scenario                              | AM Peak Hour    |     | PM Peak Hour    |     |
|---------------------------------------|-----------------|-----|-----------------|-----|
|                                       | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS |
| <b>2024 Background Plus Project #</b> |                 |     |                 |     |
| Northbound Left                       | 20.3            | C   | 24.4            | C   |
| Northbound Through/Right              | 15.0            | C   | 14.4            | B   |
| Eastbound Left                        | 12.9            | B   | 10.3            | B   |
| Westbound Left                        | 10.4            | B   | 11.5            | B   |
| Southbound Left                       | 24.8            | C   | 18.8            | C   |
| Southbound Through/Right              | 13.6            | B   | 14.0            | B   |
| <b>2045 Background</b>                |                 |     |                 |     |
| Northbound Approach                   | >300            | F   | 268.5           | F   |
| Eastbound Left                        | 37.9            | E   | 16.0            | C   |
| Westbound Left                        | 17.3            | C   | 27.3            | D   |
| Southbound Approach                   | >300            | F   | 242.2           | F   |
| <b>2045 Background Plus Project #</b> | 12.5            | B   | 29.0            | C   |
| Eastbound Approach                    | 8.2             | A   | 28.5            | C   |
| Eastbound Left                        | 8.7             | A   | 7.9             | A   |
| Eastbound Through/Right               | 8.4             | A   | 30.0            | C   |
| Westbound Approach                    | 11.9            | B   | 25.7            | C   |
| Westbound Left                        | 11.9            | B   | 25.7            | C   |
| Westbound Through/Right               | 11.9            | B   | 25.7            | C   |
| Northbound Approach                   | 42.6            | D   |                 |     |
| Northbound Left                       | 44.0            | D   |                 |     |
| Northbound Through/Right              | 40.3            | D   |                 |     |
| Southbound Approach                   | 43.9            | D   |                 |     |
| Southbound Left                       | 45.3            | D   |                 |     |
| Southbound Through                    | 40.3            | D   |                 |     |

provide overall LOS & delay

1 The overall LOS and  
2 delay is provided as  
4 the top line of this row.  
4 The report has been  
3 updated to show the  
4 overall LOS and delay  
4 in bold and include  
4 "(overall)" in the first  
line of the column.

# = NB and SB Left Turn Lanes  
\$ = Signalized

## 6<sup>th</sup> Parkway and Catawba Way

- A westbound right turn lane **is** warranted for the 6<sup>th</sup> Parkway and Catawba Way intersection based on projected 2024 background traffic volumes being 92 westbound right turns during the peak hour and the threshold being 25 vph. However, auxiliary turn lanes may be waived when three through lanes of travel are present according to the CDOT Access Code.

### 5.4 Vehicle Queuing Analysis

A vehicle queuing analysis was conducted for the study area intersections. The queuing analysis was performed using Synchro presenting the results of the 95<sup>th</sup> percentile queue lengths. Results are shown in the following **Table 9** with calculations provided within the level of service operational sheets of **Appendix D** for unsignalized intersections and vehicle queuing analysis worksheets in **Appendix F** for signalized intersections.

add CDOT Access Code lengths for all movements

**Table 9 – Turn Lane Queuing Analysis Results**

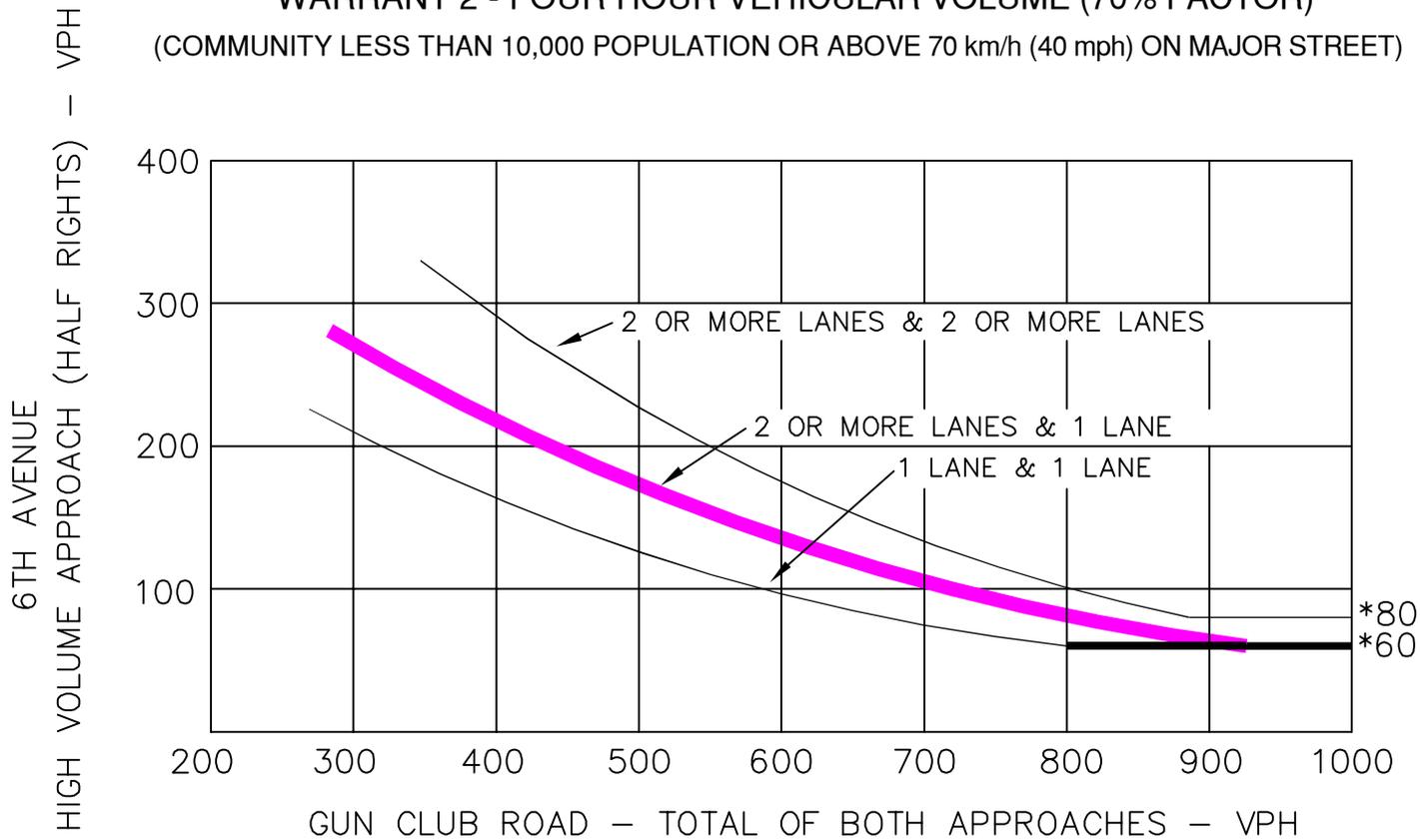
| Intersection Turn Lane                       | Existing Turn Lane Length (feet) | 2024 Calculated Queue (feet) | 2024 Recommended Length (feet) | 2025 Calculated Queue (feet) | 2025 Recommended Length (feet) |
|--|----------------------------------|------------------------------|--------------------------------|------------------------------|--------------------------------|
| <b>6<sup>th</sup> Ave &amp; Gun Club Rd</b>  |                                  |                              |                                |                              |                                |
| Eastbound Left                               | DNE                              | -                            | DNE                            | 55'                          | 150'                           |
| Westbound Left                               | DNE                              | -                            | DNE                            | 195'                         | C (AC)                         |
| Westbound Through/Right                      | DNE                              | -                            | DNE                            | 64'                          | 155' (AC)                      |
| Northbound Left                              | DNE                              | -                            | 275'+160'T (VC)                | 25'                          | 275'+160'T (VC)                |
| Northbound Right                             | 125'                             | 25'                          | 125'                           | 25'                          | 275' (AC)                      |
| Southbound Left                              | DNE                              | 25'                          | 275'+160'T (VC)                | 56'                          | 275'+160'T (VC)                |
| Southbound Right                             | DNE                              | 25'                          | 275'+160'T (VC)                | 25'                          | 275'+160'T (VC)                |
| <b>5<sup>th</sup> Ave &amp; Gun Club Rd</b>  |                                  |                              |                                |                              |                                |
| Eastbound Left                               | DNE                              | 39'                          | 150' (VC)                      | 53'                          | 150' (VC)                      |
| Westbound Left                               | DNE                              | 55'                          | 150' (VC)                      | 74'                          | 150' (VC)                      |
| Northbound Left                              | DNE                              | 32'                          | 275'+160'T (VC)                | 33'                          | 275'+160'T (VC)                |
| Northbound Right                             | DNE                              | 25'                          | 275'+160'T (CDOT)              | 25'                          | 275'+160'T (CDOT)              |
| Southbound Left                              | 125'                             | 36'                          | 125'                           | 35'                          | 125'                           |
| <b>6<sup>th</sup> Pkwy &amp; Catawba Way</b> |                                  |                              |                                |                              |                                |
| Eastbound Left                               | 225'                             | 25'                          | 275' (VC)                      | 32'                          | 275' (VC)                      |
| Westbound Left                               | 200'                             | 25'                          | DNE                            | 25'                          | DNE                            |
| Northbound Left                              | DNE                              | 25'                          | 150'                           | 84'                          | 150'                           |
| Southbound Left                              | DNE                              | 25'                          | 150'                           | 114'                         | 150'                           |

The CDOT Access Code lengths were added to the table in the revised study.

DL = Dual Left Turn Lanes; DNE = Does Not Exist; C = Continuous Turn Lane, CDOT = CDOT Access Code; VC = Vista Creek Recommendation; AC = Aurora Crossroads Recommendation

As shown in the queuing table, all vehicle queues are expected to be contained within the recommended turn lane lengths in 2024 and 2045.

**WARRANT 2 - FOUR HOUR VEHICULAR VOLUME (70% FACTOR)**  
 (COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h (40 mph) ON MAJOR STREET)



\* NOTE: 80 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 60 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

GUN CLUB ROAD & 5TH AVENUE  
 SIGNAL WARRANT ANALYSIS

6th

R V

5th Avenue was corrected to 6th Avenue in the revised study.

TOTAL TRAFFIC DATA POINT

Source: Manual of Uniform Traffic Control Devices 2009

FIGURE 2

