Docusign Envelope ID: 5951BDB7-95F3-8200-806F-33009B35BC4F

ADAMS COUNTY
COLORADO

Community & Economic Development Department
Planning & Development
4430 S. Adams County Pkwy., 1st Floor, Suite W2000B
Brighton, CO 80601-8218
Phone: 720.523.6800
Website: adcogov.org

PRELIMINARY PLAT
(MAJOR SUBDIVISION)

A major subdivision shall only be used to divide parcels of twenty (20) or more acres or create five (5) or more lots. The first approval required is the preliminary plat. The preliminary plat provides an in-depth analysis of the proposed subdivision, including design of geologic hazards, environmentally sensitive areas, required services, vehicular/pedestrian circulation, and the relationship to surrounding land uses.

Please include this page with your submittal. More information about checklist items can be found on page 2-3. Submittal instructions are at the top of page 2.

Required Checklist Items

- [x] Development Application Form
- [x] Written Explanation
- [x] Preliminary Plat
- [x] Legal Description
- [x] Conceptual Site Plan
- [x] Proof of Ownership
- [x] Proof of Water and Sewer Services
- [x] Proof of Utilities
- [x] Certificate of Taxes Paid
- [x] Storm Drainage Study
- [x] Trip Generation Analysis
- [ ] Receipt of Payment from the Colorado Geological Survey

Supplementary Checklist Items

- [ ] School Impact Analysis
- [ ] Neighborhood Meeting Summary

Fees Due When Application is Deemed Complete	
Major Subdivision Preliminary Plat	$1,400

Guide to Development Application Submittal

All applications shall be submitted electronically to epermitcenter@adcogov.org. If the submittal is too large to email as an attachment, the application may be sent as an unlocked MS OneDrive link. Alternatively, the application may be delivered on a flash drive to the Community & Economic Development Department. Once a complete application has been received, fees will be invoiced and payable online at www.permits.adcogov.org.

Written Explanation of the Project:

- A clear and concise description of the proposal. Please include the purpose of the project, and improvements that will be made to the site.
- Identify the number of tracts and number of lots being proposed.
- Please keep written explanation to three pages or less.

Preliminary Plat Prepared by Registered Land Surveyor

- A map or maps together with supporting documentation of certain described land providing permanent and accurate record of the legal description, dedications, exact size, shape, and location of lots, blocks, streets, easements, and parcels.

Legal Description:

- Please provide the text of the legal description on a separate page from the plat document itself. We will need to be able to copy and paste this text to process public notifications. Your surveyor can easily provide this for you.

Conceptual Site Plan Showing Proposed Development:

- A detailed drawing of existing and proposed improvements
- Including:
  - Streets, roads, and intersections
  - Driveways, access points, and parking areas
  - Existing and proposed structures, wells, and septic systems,
  - Easements, utility lines, and no build or hazardous areas
  - Scale, north arrow, and date of preparation
- An Improvement Location Certificate or Survey may be required during the official review

Proof of Ownership:

- A deed may be found in the Office of the Clerk and Recorder
- A title commitment is prepared by a professional title company.

Proof of Water and Sewer:

- Public utilities - A written statement from the appropriate water & sanitation district indicating that they will provide service to the property **OR** a copy of a current bill from the service provider
- Private utilities - Well permit(s) information can be obtained from the Colorado State Division of Water Resources at (303) 866-3587. A written statement from Adams County Health Department indicating the viability of obtaining Onsite Wastewater Treatment Systems

Proof of Utilities (Gas, Electric, etc.):

- A written statement from the appropriate utility provider indicating that they will provide service to the property
- Copy of a current bill from the service provider

Certificate of Taxes Paid:

- A Statement of Taxes Paid is not the equivalent of a Certificate of Taxes Paid. Colorado State Statutes require a Certificate of Taxes Paid to be submitted with this application.
- All taxes on the subject property must be paid in full. A certificate of taxes paid can be obtained in-person at the Adams County Treasurer's office. As of July 2023, the cost is $10.
- You may also request a Certificate of Taxes Paid by e-mailing treasurer@adcogov.org, and credit card payment can be processed by telephone.

Storm Drainage Study:

- This plan should be prepared in accordance with the "Level 1 Storm Drainage Plan" criteria as defined in Appendix item B-3 of the Adams County Development Standards and Regulations. Most importantly, it needs to clearly identify a viable storm outfall location, and floodplain/floodway boundaries.

Trip Generation Analysis:

- This analysis should be conducted by a traffic engineer include total vehicle trips per day and peak hour volumes generated by the proposed development.

Receipt of Payment from Colorado Geological Survey:

- The Colorado Geological Survey requires a fee payment for the review of any subdivision. These payments can be made at: https://commerce.cashnet.com/MinesCGS. A receipt of this pre-payment must be provided in this application submittal.

Discretionary Checklist Items

School Impact Analysis:

- Contact the applicable school district for the analysis. If the school district does not provide this, please include an email from them.
- Should include the increase in elementary, middle, and high school students and the existing school sites and structure of the applicable district in which the subdivision is proposed to be located.

Neighborhood Meeting Summary

- Please refer to Section 2-01-02 of the Adams County Development Standards and Regulations for the specific requirements regarding time, location, and notice.
- A written summary shall be prepared including the materials submittal presented at the meeting, any issues identified at the meeting, and how those issues have been addressed.

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FAX 720.523.6998

DEVELOPMENT APPLICATION FORM

Application Type:

☐ Conceptual Review	☐ Preliminary PUD	☐ Temporary Use
☐ Subdivision, Preliminary	☐ Final PUD	☐ Variance
☐ Subdivision, Final	☐ Rezone	☐ Conditional Use
☐ Plat Correction/ Vacation	☐ Special Use	☐ Other: _____

PROJECT NAME: Clear Creek Transit Village Final Plat, Filing No. 2

APPLICANT

Name(s): Andy Reese, Kimley-Horn and Associates Phone #: 970-852-6858

Address: 3325 South Timberline Road Suite 130

City, State, Zip: Fort Collins, CO 80525

2nd Phone #: Email: Andy.Reese@kimley-horn.com

OWNER

Name(s): Clear Creek Investment Holdings, LLC. Phone #: 303-955-5291

Address: 900 Castleton Road, Suite 118

City, State, Zip: Castle Rock, CO 80109

2nd Phone #: Email:

TECHNICAL REPRESENTATIVE (Consultant, Engineer, Surveyor, Architect, etc.)

Name: Andy Reese, Kimley-Horn and Associates Phone #: 970-852-6858

Address: 3325 South Timberline Road Suite 130

City, State, Zip: Fort Collins, CO 80525

2nd Phone #: Email: Andy.Reese@kimley-horn.com

DESCRIPTION OF SITE

Address:	6001 Federal Boulevard
City, State, Zip:	Denver, CO 80221
Area (acres or square feet):	+/- 56,950 SF (1.31 AC)
Tax Assessor Parcel Number	0182508208032
Existing Zoning:	Clear Creek Transit Village PUD/PDP
Existing Land Use:	Vacant
Proposed Land Use:	Residential and Mixed-Use

Have you attended a Conceptual Review? YES [ ] NO [X (N/A)]

If Yes, please list PRE#: [ ]

I hereby certify that I am making this application as owner of the above described property or acting under the authority of the owner (attached authorization, if not owner). I am familiar with all pertinent requirements, procedures, and fees of the County. I understand that the Application Review Fee is non-refundable. All statements made on this form and additional application materials are true to the best of my knowledge and belief.

Name: Bryan Byler Date: 8/11/2026

Owner's Printed Name

Name: DocuSigned by: Bryan Byler A87C0E2F07144A3...

Owner's Signature

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Preliminary Plat Subdivision Checklist Requirements

1. **Subdivision Name, Subtitle:** Name of subdivision at the top of the sheet, followed by a subtitle identifying the section, township and range information along with County and State.

2. **Property Description:** An accurate and clear property (legal) description of the overall boundary of the subdivision with the acreage of the subdivision. All courses in the property (legal) description shall be shown and labeled on the plat drawing, with all bearings having the same direction as called out in the legal description. The only exception being where more than one description is required, going a different direction over the same course. The direction shall then hold for the description having more weight (i.e., the overall boundary) for purposes of the plat. If both record and "as-measured" dimensions are being used, show both and clearly label on the plat drawing. Point of commencement and/or point of beginning shall be clearly labeled on the plat drawing.

3. **Ownership Certificate**:

   Know all men by these presents that (owner name(s)), being the sole owner of the following described tract of land:

   Legal Description

   Have (Has) by these presents laid out, platted and subdivided the same into lots, streets and easements as shown on this plat under the name and style of (subdivision name).

4. **Dedication Statements:** Statements of land to be dedicated to the County for parks or other public uses, grants of easements and dedication of public streets to the Adams County are required.

   a. All plats with public streets shall have the following sentence in the dedication statement:

      All public streets are hereby dedicated to Adams County for public use.

   b. All plats with public easements and/or tracts must have the following sentence in the dedication statement:

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The undersigned does hereby dedicate, grant and convey to Adams County those Public Easements (and tracts) as shown on the plat; and further restricts the use of all Public Easement to Adams County and/or its assigns, provided however, that the sole right and authority to release or quitclaim all or any such Public Easements shall remain exclusively vested in Adams County.

c. All plats with private streets shall have the following sentence in the dedication statement:

   All private streets (insert names) are privately owned and maintained by (list owner name, Owner's Association, etc.).

d. All plats with other tracts being dedicated to the County shall have:

   (1) A sentence in the dedication statement similar to "Tract X is hereby dedicated to Adams County for public use".

   (2) A special numbered plat note defining the purpose and perpetual maintenance responsibility for the tract such as "Tract X is for public drainage, landscaping, trail and open space with maintenance of the surface being vested in the (District Name) Special Maintenance District".

5. **Surveyor's Statement:** Statement by a registered land surveyor, professionally licensed by the State of Colorado, to the effect that the layout represents a survey made by him and that the monuments thereon actually exist as located and that all dimensional and other details are correct.

6. **Access Provisions:**

   a. Statement Restricting Access: A statement restricting access rights across the right-of-way lines of major highways, parkways, streets or freeways, where required as a provision of approval.

7. **Easement Statement:**

   Six-foot (6') wide utility easements are hereby dedicated on private property adjacent to the front lot lines of each lot in the subdivision. In addition, eight-foot (8') wide dry utility easements are hereby dedicated around the perimeter of tracts, parcels and/or open space areas. These easements are dedicated to Adams County for the benefit of the applicable utility providers for the installation, maintenance, and replacement of utilities.

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Utility easements shall also be granted within any access easements and private streets in the subdivision. 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.

8. **Storm Drainage Facilities Statement:**

The policy of the County requires that maintenance access shall be provided to all storm drainage facilities to assure continuous operational capability of the system. The property owners shall be responsible for the maintenance of all drainage facilities including inlets, pipes, culverts, channels, ditches, hydraulic structures, and detention basins located on their land unless modified by the subdivision development agreement. Should the owner fail to maintain said facilities, the County shall have the right to enter said land for the sole purpose of operations and maintenance. All such maintenance cost will be assessed to the property owners.

9. **Layout:** The exact layout including:

a. **Boundary Lines:** The subdivision boundary will be clearly distinguishable from other map lines by use of a distinct line type and/or thickness. All lines will be labeled with a complete bearing and distance, and all curves will be labeled with a central angle (delta), radius and arc length. Radial bearings and/or chord bearings will be provided for all nontangent curves. All dimensions to be determined by accurate field survey which must balance and close within limit of one in five thousand (5,000). Show adjacent and/or intersecting plat/deed lines and label appropriately to include recording information (book and page and/or reception number).

b. **Streets:** All street rights of way defined by the plat will be clearly distinguishable from other map lines by use of a distinct line type and/or thickness. All lines will be labeled with a complete bearing and distance, and all curves will be labeled with a central angle (delta), radius and arc length. Radial bearings and/or chord bearings will be provided for all nontangent curves. Widths shall be labeled from each right-of-way line normal to the corresponding street center line. All street center lines defined by the plat will be clearly distinguishable from other map lines by use of distinct line type and/or thickness. All lines will be labeled with a complete bearing and distance and all curves will be labeled with a central angle (delta), radius and arc length. Radial bearings and/or chord bearings will be provided for all nontangent curves. The

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plat shall show the right-of-way lines, widths, locations and street names of all existing and proposed public or private streets:

(1) Within the proposed subdivision, and

(2) Immediately abutting the proposed subdivision, and

(3) Any private street shall include the designation "(Private)" immediately following street name; any other private right of way that is not named shall include the designation "(Private)" in a manner that clearly conveys such a status.

c. **Easements:** All easements as required by Adams County and other public and quasi-public agencies. Said easements shall be clearly labeled to include width, use and identification as public or private, if necessary. Tie to property lines and annotate with bearings and distances as necessary. Clearly show and label all existing easements, to include width and recording information, that cross, abut or are located within the subdivision boundary.

d. **Lots And Blocks:** All lines of lots, blocks and other parcels of land defined by the plat will be clearly distinguishable from other map lines by use of a distinct line type and/or thickness. All lines will be labeled with a complete bearing and distance and all curves will be labeled with a radius and arc length. Lots must close to one in five thousand (5,000).

e. **Readability:** All line annotation and all other text will be easily and clearly readable. No text shall overwrite other text or be overwritten by map lines.

f. **Leader Lines:** Use leader lines whenever a dimension is not clearly and unmistakably associated with a given line, line segment or arc.

g. **Multiple Sheets:** Whenever a plat drawing spans multiple sheets, clear and well labeled match lines and a key map shall be included on each sheet. Labels will be of the nature "See Sheet of ". Duplicate street names, widths, lot numbers, tract names, easement labeling or any such labeling when any feature is shown on multiple sheets.

h. **Identification System:** All lots and blocks in the subdivision shall be numbered, beginning with the numeral "1" and continuing consecutively throughout the tract, with no omissions or duplications. All tracts shall be likewise labeled beginning with the letter "A". Lots and tracts shall be labeled with the area of the lot or tract.

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i. Legend: Provide a legend which designates all lines and symbols except where called out on plat drawing.

j. Inundation Mark: The plat shall clearly show the 100-year floodplain line. Reference the appropriate FEMA panel by which the location of this line has been determined.

10. **Easements:** Book and page and/or reception number for all existing and newly created easements.

11. **Adjacent Subdivision:** Names of adjacent platted areas along with the reception and/or plat book and page number shall be shown. If unplatted, so indicate. Existing street rights of way that intersect the subdivision boundary or are adjacent to said boundary lines shall be clearly labeled with the street name, right of way width and appropriate deed or plat recording information wherein the right of way is defined. Show and label all existing lots and blocks that are immediately adjacent to the subdivision boundary.

12. **Basis Of Bearing:** A clearly defined basis of bearings shall be provided, both verbally and graphically. All monumentation defining said line shall be shown and labeled on the plat drawing. When said line is not common with the subdivision boundary, it shall be accurately tied to the boundary with bearings and distances.

13. **Monuments:** All monuments used to determine and/or describe a boundary (including basis of bearings, point of beginning and point of commencement) shall be shown and clearly labeled on the plat drawing. Monuments for corners defined by the plat, or otherwise found to be missing in the field, shall be placed and set in accord with the requirements of the State of Colorado.

14. **Not A Part Of Subdivision:** All areas enclosed within the subdivision boundary which do not constitute a part of the subdivision shall be labeled "Not a part of this subdivision". All lines pertaining to such areas shall be dashed.

15. **Square Footage:** The area in square feet of all lot and tracts sought to be platted.

16. **Closure Sheets:** One copy of the computed closure sheets for the subdivision boundary.

17. **Other Information:** All other information required by State law.

September 4, 2026

RE: ***Clear Creek Transit Village PA3***
Major Subdivision Application

Mr. Greg Barnes:

The Clear Creek Transit Village Planning Area 3 Project is proposing a Major Subdivision Preliminary Plat within the existing Clear Creek Transit Village development (Final Plat PRC2023-00011 and Reception Number 2025000012280). The project intends to subdivide Blocks 3 of the approved plat into 13 lots and 2 tracts. The proposed subdivision will also dedicate easements for the proposed project.

Please note that several documents that are on the submittal checklist have been carried over from the overall development. These include a receipt of payment from the Colorado Geological Survey and a School Impact Analysis were previously submitted to the County with the overall Clear Creek Transit Village development. Additionally, a neighborhood meeting was held as part of the previous applications, so a new meeting was not conducted as part of this application.

Thank you for reviewing this request. We appreciate your attention and consideration regarding this matter.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Andy Reese
Project Manager

Bryce Willaby, PE
Project Engineer

CLEAR CREEK TRANSIT VILLAGE FINAL PLAT, FILING NO. 2

A REPLAT OF LOT 1, BLOCK 3, CLEAR CREEK TRANSIT VILLAGE FINAL PLAT, LOCATED IN THE WEST HALF OF SECTION 8, TOWNSHIP 3 SOUTH, RANGE 68 WEST OF THE 6TH P.M., COUNTY OF ADAMS, STATE OF COLORADO

LEGAL DESCRIPTION AND DEDICATION

LOT 1, BLOCK 3, CLEAR CREEK TRANSIT VILLAGE FINAL PLAT, COUNTY OF ADAMS, STATE OF COLORADO.

HAVE BY THESE PRESENTS LAID OUT, PLATTED AND SUBDIVIDED THE SAME INTO LOTS AND BLOCKS, AND DEDICATED ALL EASEMENTS AS SHOWN ON THIS PLAT UNDER THE NAME AND STYLE OF **CLEAR CREEK TRANSIT VILLAGE FINAL PLAT, FILING NO. 2**.

THE UNDERSIGNED DOES HEREBY DEDICATE, GRANT AND CONVEY TO ADAMS COUNTY THOSE PUBLIC EASEMENTS AND TRACTS AS SHOWN ON THE PLAT; AND FURTHER RESTRICTS THE USE OF ALL PUBLIC EASEMENTS TO ADAMS COUNTY AND/OR ITS ASSIGNS, PROVIDED HOWEVER, THAT THE SOLE RIGHT AND AUTHORITY TO RELEASE OR QUITCLAIM ALL OR ANY SUCH PUBLIC EASEMENTS SHALL REMAIN EXCLUSIVELY VESTED IN ADAMS COUNTY.

EXECUTED THIS _____ DAY OF _____ A.D. 202___

OWNER: CLEAR CREEK INVESTMENT HOLDINGS LLC

BY: _____

ACKNOWLEDGEMENT:

STATE OF _____)
) SS
COUNTY OF _____)

THE FOREGOING OWNERSHIP AND DEDICATION CERTIFICATE WAS ACKNOWLEDGED BEFORE ME THIS

DAY OF _____, 202__ BY _____, AS _____, OF _____

MY COMMISSION EXPIRES: _____ WITNESS MY HAND AND SEAL

_____
NOTARY PUBLIC

LIENHOLDER:

_____
BUILDER CIRCLE FINANCE LLC, A DELAWARE LIMITED LIABILITY COMPANY

BY: _____ DATE: _____

TITLE: _____

NOTARY PUBLIC:
STATE OF COLORADO)
) SS
COUNTY OF _____)

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME

THIS____ DAY OF _____, 202__ BY _____

MY COMMISSION EXPIRES: _____ WITNESS MY HAND AND SEAL

_____
NOTARY PUBLIC

BOARD OF COUNTY COMMISSIONERS APPROVAL

APPROVED BY THE ADAMS COUNTY BOARD OF COUNTY COMMISSIONERS THIS _____ DAY OF _____ A.D. 202_

_____
CHAIR

ADAMS COUNTY ATTORNEY'S OFFICE

_____
APPROVED AS TO FORM

PURPOSE STATEMENT

THIS PLAT IS PREPARED FOR THE PURPOSE OF CREATING AND DEDICATING THE LOTS, TRACTS, AND EASEMENTS SHOWN HEREON.

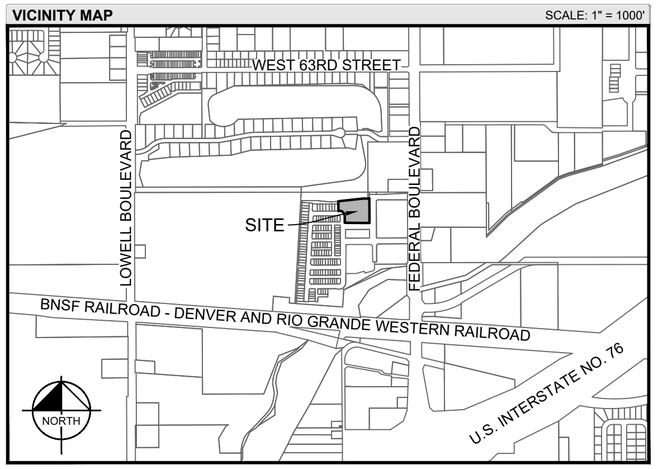
NOTES:

1. 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.
2. BEARINGS ARE BASED ON THE EAST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 8, ASSUMED TO BEAR NORTH 00°00'36" EAST, A DISTANCE OF 2635.75 FEET, MONUMENTED AT THE CENTER QUARTER CORNER OF SAID SECTION 8 BY A 3.25" ALUMINUM CAP, STAMPED "CHARLES H RUSSELL T3S R68W C 1/4 S8 1988 PLS 23519 ADAMS COUNTY" IN RANGE BOX AND AT THE NORTH QUARTER CORNER OF SAID SECTION 8, AS MONUMENTED BY A 3.25" ALUMINUM CAP, STAMPED "COLO DEPT OF TRANSPORTATION T3S R68W S5 1/4 COR S8 1994 PLS 26288" IN RANGE BOX.
3. THE LINEAL UNIT USED IN THE PREPARATION OF THIS SURVEY IS THE U.S. SURVEY FOOT. PURSUANT TO C.R.S. 38-52-103(2) METRIC CONVERSION IS: ONE METER EQUALS 3937/1200 FEET.
4. THIS PROPERTY IS LOCATED WITHIN ZONE X, OTHER AREAS - ZONE X (UNSHADED), DEFINED AS "AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN" AND ZONE AE DEFINED AS "SPECIAL FLOOD HAZARD AREAS (SFHAS) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD (BASE FLOOD ELEVATIONS DETERMINED)". AS SHOWN ON THE FLOOD INSURANCE RATE MAPS FOR COUNTY OF ADAMS, COMMUNITY PANEL NUMBER 08001C0592H, MAP EFFECTIVE DATE MARCH 5, 2007. THE ACCURACY OF ANY FLOOD HAZARD DATA SHOWN ON THIS SURVEY IS SUBJECT TO MAP SCALE UNCERTAINTY AND TO ANY OTHER UNCERTAINTY IN LOCATION OR ELEVATION ON THE REFERENCED FLOOD INSURANCE RATE MAPS.
5. THE POLICY OF THE COUNTY REQUIRES THAT MAINTENANCE ACCESS SHALL BE PROVIDED TO ALL STORM DRAINAGE FACILITIES TO ASSURE CONTINUOUS OPERATIONAL CAPABILITY OF THE SYSTEM. THE PROPERTY OWNERS SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF ALL DRAINAGE FACILITIES INCLUDING INLETS, PIPES, CULVERTS, CHANNELS, DITCHES, HYDRAULIC STRUCTURES, AND DETENTION BASINS LOCATED ON THEIR LAND UNLESS MODIFIED BY THE SUBDIVISION DEVELOPMENT AGREEMENT. SHOULD THE OWNER FAIL TO MAINTAIN SAID FACILITIES, THE COUNTY SHALL HAVE THE RIGHT TO ENTER SAID LAND FOR THE SOLE PURPOSE OF OPERATIONS AND MAINTENANCE. ALL SUCH MAINTENANCE COST WILL BE ASSESSED TO THE PROPERTY OWNERS.
6. THIS PLAT WAS PREPARED USING THE TITLE COMMITMENT FOR TITLE INSURANCE ISSUED BY LAND TITLE GUARANTY COMPANY COMMERCIAL SERVICES, ORDER NO. ABC70862522-9, COMMITMENT DATE FEBRUARY 6, 2026 AT 5:00 P.M., WHICH PROVIDED CONFIRMATION OF OWNERSHIP AND EASEMENTS AFFECTING THE SUBJECT PROPERTY.
7. A BLANKET ACCESS AND UTILITY EASEMENT IS HEREBY DEDICATED OVER THE ENTIRETY OF TRACT B.
8. THE SURVEY INFORMATION DEPICTED ON THIS PLAT IS BASED ON FIELD OBSERVATIONS COMPLETED ON FEBRUARY 24, 2026.

TRACT SUMMARY TABLE

TRACT	ACRES	SQ. FT.	LAND USAGE
TRACT A	0.1872	8,157	DRAINAGE
TRACT B	0.1486	6,473	PUBLIC ACCESS

VICINITY MAP SCALE: 1" = 1000'



SURVEYOR'S CERTIFICATION

I HEREBY CERTIFY I WAS IN RESPONSIBLE CHARGE OF THE SURVEY WORK USED IN THE PREPARATION OF THIS PLAT, IT IS ACCURATE TO THE BEST OF MY KNOWLEDGE, INFORMATION, AND BELIEF, IS IN ACCORDANCE WITH APPLICABLE STANDARDS OF PRACTICE, AND IS NOT A GUARANTY OR WARRANTY, EITHER EXPRESSED OR IMPLIED.

PRELIMINARY
THIS DOCUMENT SHALL NOT BE RECORDED FOR ANY PURPOSE AND SHALL NOT BE USED OR VIEWED OR RELIED UPON AS A FINAL SURVEY DOCUMENT

_____
JEREMY ALAN FELDER, PLS 38964
FOR AND ON BEHALF OF KIMLEY-HORN AND ASSOCIATES, INC.
JEREMY.FELDER@KIMLEY-HORN.COM

SHEET INDEX

1 - LEGAL DESCRIPTION, CERTIFICATIONS, NOTES & TABLES
2 - BOUNDARY DETAIL SHEET
3 - LOT DETAIL SHEET

LAND SUMMARY TABLE

TYPE	AREA (SF)	AREA (AC)	% OF TOTAL
LOTS	42,320	0.9715	74.31%
TRACTS	14,630	0.3359	25.69%
TOTAL	**56,950**	**1.3074**	**100%**

No.	DATE	REVISION DESCRIPTION

Kimley»Horn
6200 SOUTH SYRACUSE WAY, # 300
GREENWOOD VILLAGE, CO 80111
Tel. No. (303) 228-2300
www.kimley-horn.com

Scale	Drawn by	Checked by	Date	Project No.	Sheet No.
N/A	JAV	JAF	2026-0831	196395009	1 OF 3

DWG NAME: K:\INCO_CIVIL\196395009_CLEAR CREEK TRANSIT\CADD\SURVEY\DWG\FINAL DWG\196395009 - CLEAR CREEK TRANSIT FILING 2 - PLAT.DWG PLOTTED BY VELAZQUEZ, JOSE 8/31/2026 3:53 PM LAST SAVED 8/31/2026 3:30 PM

CLEAR CREEK TRANSIT VILLAGE FINAL PLAT, FILING NO. 2

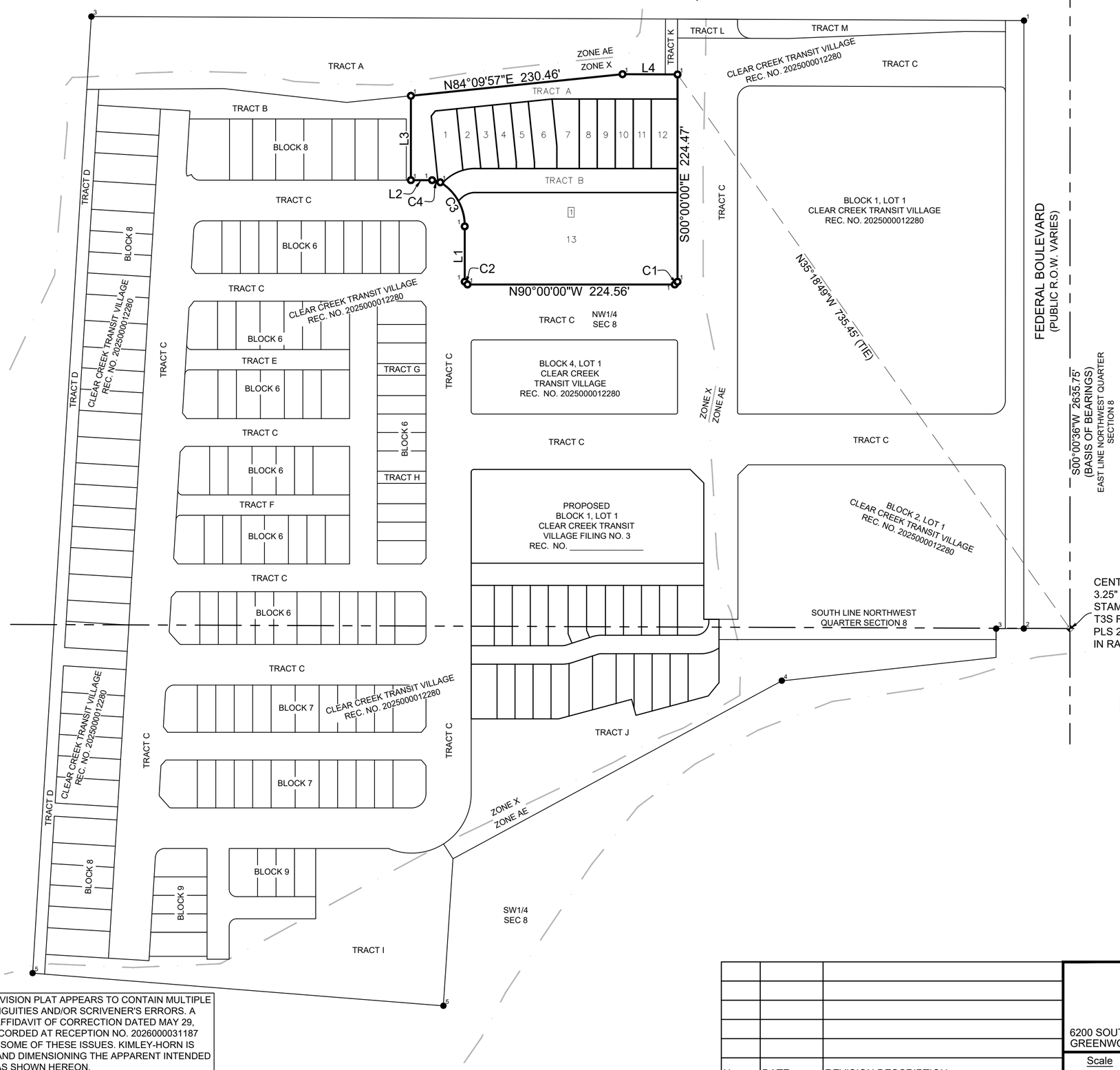
A REPLAT OF LOT 1, BLOCK 3, CLEAR CREEK TRANSIT VILLAGE FINAL PLAT, LOCATED IN THE WEST HALF OF SECTION 8, TOWNSHIP 3 SOUTH, RANGE 68 WEST OF THE 6TH P.M., COUNTY OF ADAMS, STATE OF COLORADO

NORTH

GRAPHIC SCALE IN FEET

80 0 40 80 160

1" = 80' @ 18X24



NORTH 1/4 CORNER, SEC. 8
3.25" ALUMINUM CAP,
STAMPED "COLO DEPT OF TRANSPORTATION T3S R68W S5 1/4 COR S8 1994 PLS 26288",
IN RANGE BOX

CENTER 1/4 CORNER SEC. 8,
3.25" ALUMINUM CAP,
STAMPED, "CHARLES H RUSSELL T3S R68W C 1/4 S8 1988 PLS 23519 ADAMS COUNTY",
IN RANGE BOX

LINE TABLE		
NO.	BEARING	LENGTH
L1	N00°00'00"E	59.91'
L2	N90°00'00"W	22.99'
L3	N00°00'00"W	91.42'
L4	S89°41'31"E	59.63'
L5	N46°47'02"E	4.44'
L6	N46°47'02"E	4.55'
L7	N00°00'00"E	2.69'
L8	N00°00'00"E	7.03'
L9	N00°00'00"E	6.73'

CURVE TABLE					
NO.	DELTA	RADIUS	LENGTH	CHORD BEARING	CHORD
C1	90°00'00"	3.00'	4.71'	S45°00'00"W	4.24'
C2	90°00'00"	3.00'	4.71'	N45°00'00"W	4.24'
C3	59°55'38"	54.63'	57.14'	N29°01'17"W	54.57'
C4	33°43'22"	15.79'	9.29'	N75°18'58"W	9.16'
C5	43°12'58"	48.00'	36.20'	N68°23'31"E	35.35'
C6	43°12'58"	22.00'	16.59'	N68°23'31"E	16.20'

LEGEND

- RECOVERED SECTION CORNER AS NOTED
- SET 18" LONG NO. 5 REBAR WITH 1.25" RED PLASTIC CAP STAMPED "PLS 38964", FLUSH WITH GRADE
- 1 RECOVERED NO. 5 REBAR, 0.2' BELOW GRADE
- 2 RECOVERED NO. 5 REBAR, FLUSH WITH GRADE
- 3 RECOVERED NO. 5 REBAR WITH 1.25" YELLOW PLASTIC CAP STAMPED "PLS 9010 BURDICK", 0.2' BELOW GRADE
- 4 RECOVERED NO. 5 REBAR WITH 1.5" ALUMINUM CAP STAMPED "PLS 13664", 0.4' BELOW GRADE
- 5 RECOVERED NO. 5 REBAR WITH 1.25" YELLOW PLASTIC CAP STAMPED "PLS 9010 BURDICK", FLUSH WITH GRADE
- BOUNDARY LINE
- EASEMENT LINE AS NOTED
- SECTION LINE
- LOT LINE
- ADJOINER LINE
- TIE LINE
- FLOOD ZONE LIMITS (APPROXIMATE)
- X BLOCK NUMBER

PRIOR SUBDIVISION PLAT APPEARS TO CONTAIN MULTIPLE PATENT AMBIGUITIES AND/OR SCRIVENER'S ERRORS. A SURVEYOR AFFIDAVIT OF CORRECTION DATED MAY 29, 2026 AND RECORDED AT RECEPTION NO. 2026000031187 ADDRESSED SOME OF THESE ISSUES. KIMLEY-HORN IS DEPICTING AND DIMENSIONING THE APPARENT INTENDED GEOMETRY AS SHOWN HEREON.

No.	DATE	REVISION DESCRIPTION

Kimley»Horn
6200 SOUTH SYRACUSE WAY, # 300
GREENWOOD VILLAGE, CO 80111
Tel. No. (303) 228-2300
www.kimley-horn.com

Scale	Drawn by	Checked by	Date	Project No.	Sheet No.
1" = 80'	JAV	JAF	2026-0831	196395009	2 OF 3

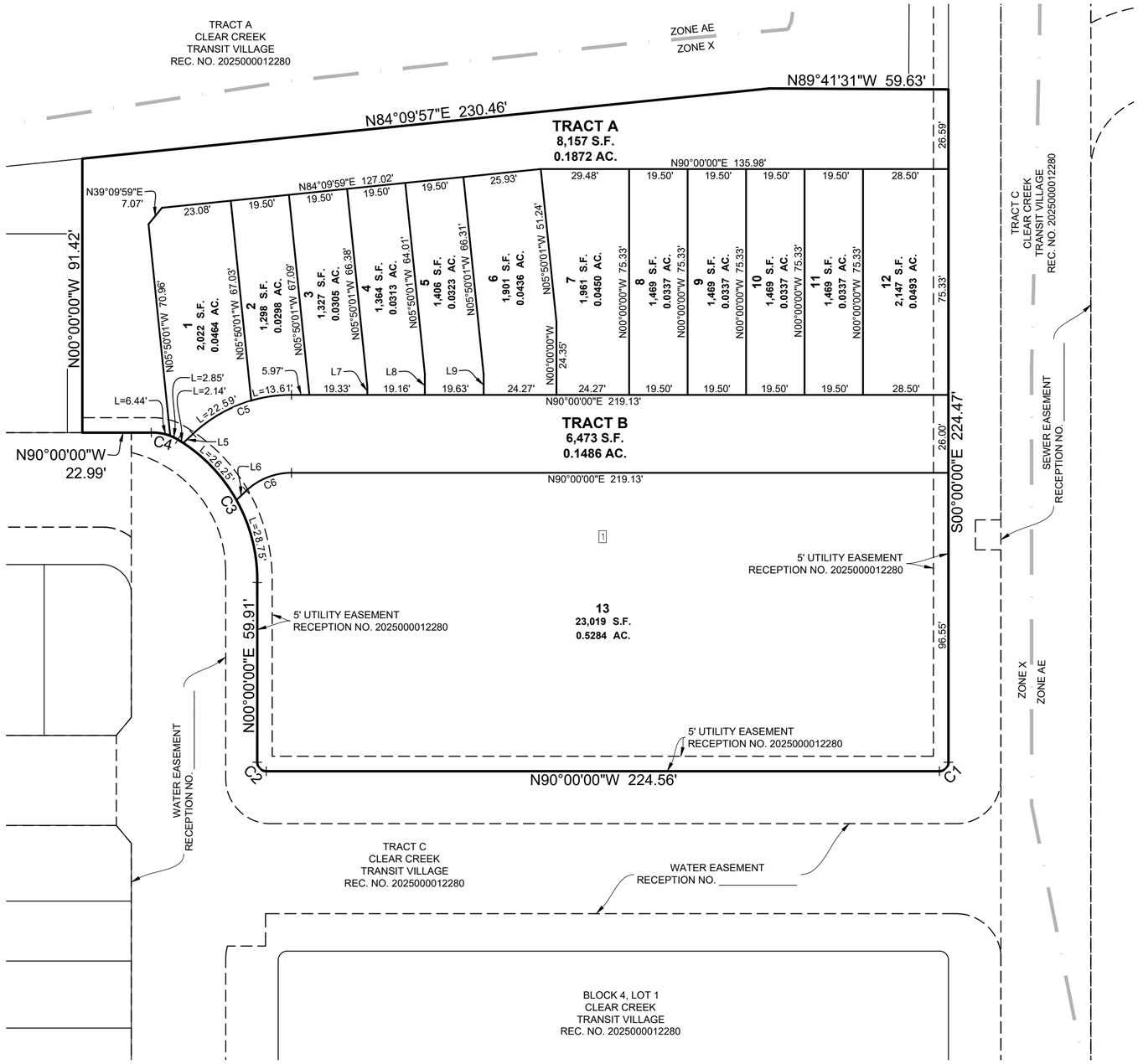
DWG NAME: K:\NCO_CIVIL\196395009_CLEAR CREEK TRANSIT\CAD\SURVEY\DWG\FINAL DWG\196395009 - CLEAR CREEK TRANSIT FILING 2 - PLAT.DWG PLOTTED BY VELAZQUEZ, JOSE 8/31/2026 3:53 PM LAST SAVED 8/31/2026 3:30 PM

CLEAR CREEK TRANSIT VILLAGE FINAL PLAT, FILING NO. 2

A REPLAT OF LOT 1, BLOCK 3, CLEAR CREEK TRANSIT VILLAGE FINAL PLAT, LOCATED IN THE WEST HALF OF SECTION 8, TOWNSHIP 3 SOUTH, RANGE 68 WEST OF THE 6TH P.M., COUNTY OF ADAMS, STATE OF COLORADO

NORTH

GRAPHIC SCALE IN FEET
30 0 15 30 60
1" = 30' @ 18X24



LINE TABLE		
NO.	BEARING	LENGTH
L1	N00°00'00"E	59.91'
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CURVE TABLE					
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C2	90°00'00"	3.00'	4.71'	N45°00'00"W	4.24'
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LEGEND

- BOUNDARY LINE
- EASEMENT LINE AS NOTED
- SECTION LINE
- LOT LINE
- ADJOINER LINE
- TIE LINE
- FLOOD ZONE LIMITS (APPROXIMATE)
- [X] BLOCK NUMBER

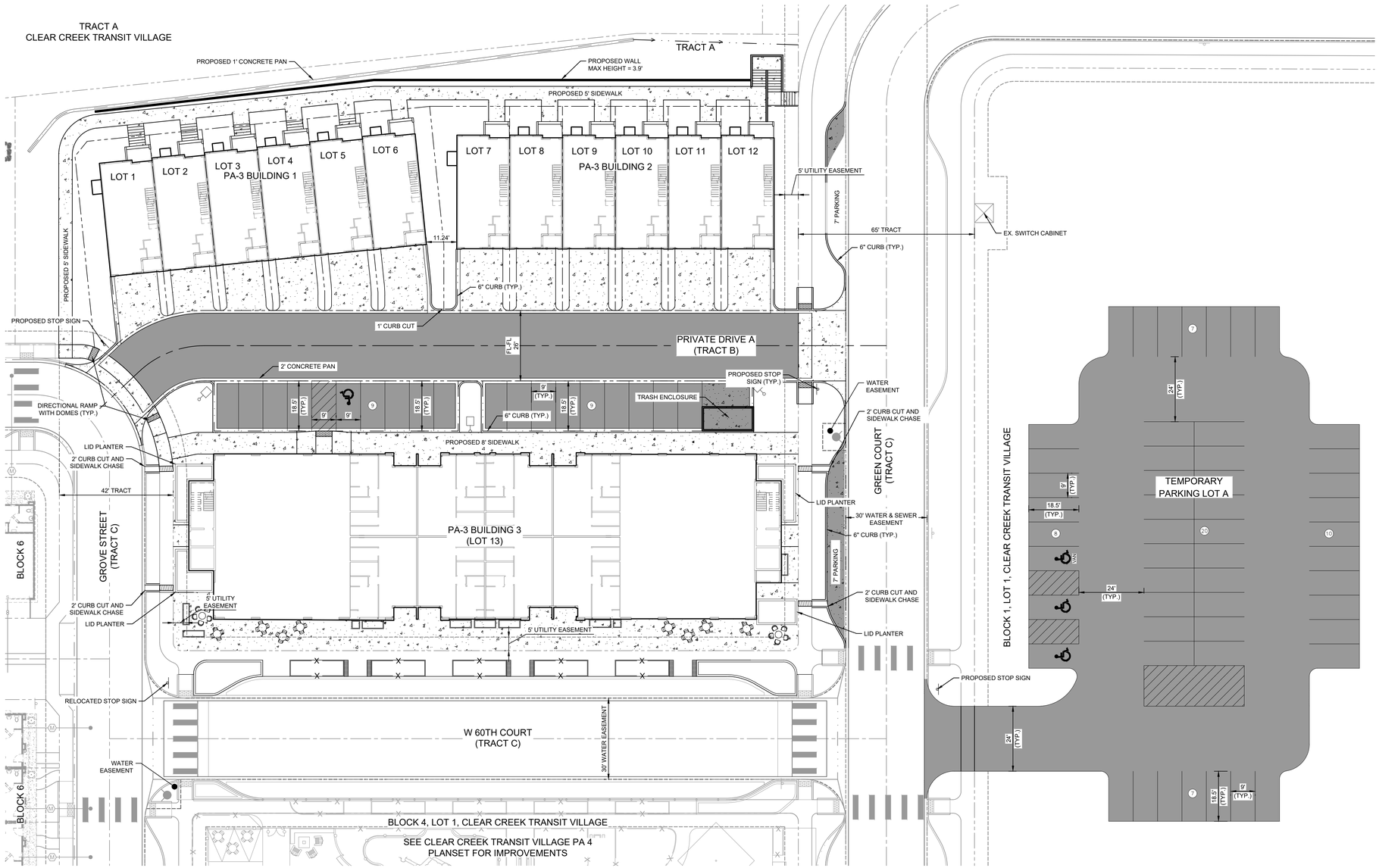
No.	DATE	REVISION DESCRIPTION

Kimley»Horn
6200 SOUTH SYRACUSE WAY, # 300
GREENWOOD VILLAGE, CO 80111
Tel. No. (303) 228-2300
www.kimley-horn.com

Scale	Drawn by	Checked by	Date	Project No.	Sheet No.
1" = 30'	JAV	JAF	2026-0831	196395009	3 OF 3

DWG NAME: K:\NCO_CIVIL\196395009_CLEAR CREEK TRANSIT\CADD\SURVEY\DWG\FINAL DWG\196395009 - CLEAR CREEK TRANSIT FILING 2 - PLAT.DWG PLOTTED BY VELAZQUEZ, JOSE 8/31/2026 3:53 PM LAST SAVED 8/31/2026 3:30 PM

LOT 1, BLOCK 3, CLEAR CREEK TRANSIT VILLAGE FINAL PLAT, COUNTY OF ADAMS, STATE OF COLORADO.



LEGEND

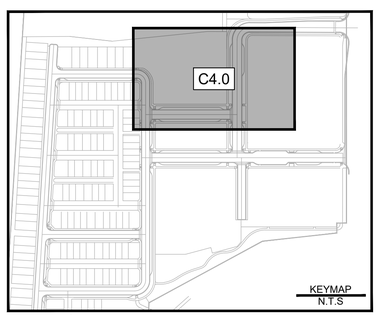
- EXISTING ROW
- PROPOSED LOT LINE
- EXISTING LOT LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- PROPOSED CURB AND GUTTER
- PROPOSED INFLOW CURB AND GUTTER
- PROPOSED ASPHALT PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- PROPOSED CONCRETE FLATWORK
- PROPOSED ROAD SIGN
- PROPOSED LIGHT POLE
- PROPOSED TRANSFORMER

NOTES:

1. ALL SIGNS AND ROADWAY MARKINGS SHALL BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND ADAMS COUNTY DESIGN STANDARDS.
2. SIGNS SHALL BE INSTALLED 2 FEET BEHIND CURB OR SIDEWALK.
3. SEE DETAIL SHEETS FOR ADDITIONAL INFORMATION REGARDING CURBS AND PAVEMENT SECTIONS.
4. LIMITS OF STREET CUTS ARE APPROXIMATE AND ARE TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR IN COORDINATION WITH THE ADAMS COUNTY ENGINEERING INSPECTOR. ALL REPAIRS SHALL CONFORM TO ADAMS COUNTY DESIGN STANDARDS.
5. ANY DAMAGED CURB, GUTTER, AND SIDEWALK EXISTING PRIOR TO CONSTRUCTION, AS WELL AS STREETS, SIDEWALKS, CURBS AND GUTTERS, DESTROYED, DAMAGED OR REMOVED DUE TO CONSTRUCTION OF THIS PROJECT, SHALL BE REPLACED OR RESTORED TO ADAMS COUNTY DESIGN STANDARDS AT THE DEVELOPER'S EXPENSE PRIOR TO THE ACCEPTANCE OF COMPLETED IMPROVEMENTS AND/OR PRIOR TO THE ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY.
6. REFER TO SITE AND LANDSCAPE PLANS FOR ADDITIONAL INFORMATION RELATED TO DECORATIVE PAVING, HARDSCAPES, AND OTHER SITE AMENITIES.
7. CONCRETE PANS SHALL BE DESIGNED TO BE 4' WIDE WHEN PERPENDICULAR TO DRIVE AISLES AND 2' WIDE WHEN PERPENDICULAR TO PARKING STALLS UNLESS OTHERWISE NOTED.
8. THE DRIVE AREAS WITHIN THE DEDICATED EMERGENCY ACCESS EASEMENT MUST BE CAPABLE OF SUPPORTING 80,000 POUNDS.

PROPOSED SIGNAGE

STOP SIGN — R1-1
ADA PARKING — R7-8
FIRE LANE NO PARKING — R8-31A
ADA EV PARKING



NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

NO.	REVISION	BY	DATE

Kimley»Horn

© 2026 KIMLEY-HORN AND ASSOCIATES, INC.
3325 SOUTH TIMBERLINE ROAD, SUITE 130
FORT COLLINS, COLORADO 80525 (970) 822-7911

DESIGNED BY: JKV
DRAWN BY: AVJ
CHECKED BY: AGR
DATE: 09/03/2026

CLEAR CREEK TRANSIT VILLAGE PA 3

SITE & PAVING PLAN

PRELIMINARY
FOR REVIEW ONLY
NOT FOR CONSTRUCTION
Kimley»Horn
Kimley-Horn and Associates, Inc.

PROJECT NO.
196395017

SHEET
C4.0
5 OF 18

K:\NCO_Civil\196395017_CCTV PA3-5\PA3\CADD\PlanSheets\C-SITE_PA3.dwg
THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, IS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED, BEGIS OF AND SHARPSEIELD INCE OR THE REUSE WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY KIMLEY-HORN AND ASSOCIATES, INC. SHALL BE WITHOUT LIABILITY TO KIMLEY-HORN AND ASSOCIATES, INC.

Electronically Recorded RECEPTION#: 2025000064608,
10/31/2025 at 3:56 PM, 1 OF 7,
REC: $43.00 DocStamp: $2,528.00
TD Pgs: 3 Josh Zygielbaum, Adams County, CO.

When Recorded, Please Return To:
Clear Creek Investment Holdings, LLC
900 Castleton Road, Suite 118
Castle Rock, Colorado 80109

Doc Fee $2,528

SPECIAL WARRANTY DEED

THIS DEED is made effective this October 29, 2025, from Clear Creek Development, LLC, a Delaware limited liability company ("Grantor"), to Clear Creek Investment Holdings, LLC, a Colorado limited liability company ("Grantee"), whose address is 900 Castleton Road, Suite 118, Castle Rock, Colorado 80109.

WITNESS, that Grantor, for and in consideration of the sum of Ten Dollars ($10.00) and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, has granted, bargained, sold and conveyed, and by these presents does grant, bargain, sell, convey and confirm unto Grantee, its successors and assigns forever, the following real property located in Adams County, Colorado:

SEE ATTACHED EXHIBIT A

TOGETHER with all reversions, remainders, easements, rights-of-way, appurtenances, improvements, agreements, licenses, tenements and hereditaments appertaining to or otherwise benefiting or used in connection with such property, together with all of Grantor's right, title and interest in and to any strips of land, streets and alleys abutting or adjoining such property, water rights, mineral rights, water and sewer taps (including any water service agreements) or sanitary and storm sewer capacity appurtenant or appertaining to or otherwise benefitting or used in connection with such property; and all the estate, right, title, interest, claim and demand whatsoever of Grantor, either in law or equity, of, in and to the above-bargained premises with the hereditaments and appurtenances (collectively, "Property");

TO HAVE AND TO HOLD the Property unto Grantee, its successors and assigns forever. Grantor, for itself and its successors and assigns, does covenant and agree that it shall and will warrant and forever defend the Property in the quiet and peaceable possession of Grantee, its successors and assigns, against all and every person or persons claiming the whole or any part thereof, by, through or under Grantor, subject to those statutory exceptions, and the Permitted Exceptions identified on Exhibit "B", attached hereto and make a part hereof.

Land Title GUARANTEE COMPANY 70858445

[SIGNATURE PAGE FOLLOWS]

IN WITNESS WHEREOF, Grantor has executed this Deed as of the date first above written.

GRANTOR:

Clear Creek Development, LLC,
a Delaware limited liability company

By: Thistle Creek QOF I, L.P.,
a Delaware limited partnership, its managing member

By: Thistle Creek QOF I GP, LLC,
a Utah limited liability company, its general partner

By: Michael Christensen
Name: Michael Christensen
Title: Manager

STATE OF UTAH)
) ss:
COUNTY OF UTAH)

The foregoing instrument was acknowledged before me as of the 23 day of June 2025, by Michael Christensen as Manager of Thistle Creek QOF I GP, LLC, a Utah limited liability company, as general partner of Thistle Creek QOF I, L.P., a Delaware limited partnership, as managing member of Clear Creek Development, LLC, a Delaware limited liability company.

WITNESS my hand and official seal.

Jackson Randall
Notary Public

My Commission Expires: 5/9/2028

JACKSON RANDALL
Notary Public, State of Utah
Commission # 737130
My Commission Expires
May 9th, 2028

Signature Page to Special Warranty Deed

EXHIBIT A

LEGAL DESCRIPTION

Lot 1, Block 1;
Lot 1, Block 2;
Lot 1, Block 3;
Lot 1, Block 4;
Lot 1, Block 5;
Lots 1 through 64, inclusive, Block 6;
Lots 1, through 24, inclusive, Block 7;
Lots 1 through 43, inclusive, Block 8;
Lots 1 through 9, inclusive, Block 9;
Tracts A through M;

Clear Creek Transit Village, County of Adams, State of Colorado.

EXHIBIT B

PERMITTED EXCEPTIONS

1. TAXES FOR THE YEAR 2025 AND SUBSEQUENT YEARS, A LIEN NOT YET DUE AND PAYABLE.

2. (a) UNPATENTED MINING CLAIMS; (b) RESERVATION OR EXCEPTIONS IN PATENTS OR IN ACTS AUTHORIZING THE ISSUANCE THEREOF; (c) WATER RIGHTS, CLAIMS OR TITLE TO WATER.

3. EXISTING LEASES AND TENANCIES, IF ANY.

4. EASEMENTS FOR CONSTRUCTION AND MAINTENANCE OF SEWER LINES AND INCIDENTAL PURPOSES AS GRANTED TO METROPOLITAN DENVER SEWAGE DISPOSAL DISTRICT NO. 1 IN INSTRUMENT RECORDED SEPTEMBER 25, 1963 IN BOOK 1099 AT PAGE 299 AND JULY 18, 1983 IN BOOK 2768 AT PAGE 890.

   CORRECTED EASEMENT FOR CONSTRUCTION AND MAINTENANCE OF SEWER LINES RECORDED AUGUST 7, 1984 IN BOOK 2902 AT PAGE 735.

5. TERMS, CONDITIONS AND PROVISIONS OF AGREEMENT RECORDED APRIL 27, 1970 IN BOOK 1593 AT PAGE 320.

6. EASEMENTS, CONDITIONS, COVENANTS, RESTRICTIONS, RESERVATIONS AND NOTES ON THE PLAT OF BRANNAN'S SUBDIVISION FILING NO. 1 RECORDED OCTOBER 31, 1973 UNDER RECEPTION NO. 20815.

7. TERMS, CONDITIONS, PROVISIONS, BURDENS, OBLIGATIONS AND EASEMENTS AS SET FORTH AND GRANTED IN EASEMENT GRANT RECORDED SEPTEMBER 19, 1979 IN BOOK 2387 AT PAGE 852.

8. TERMS, CONDITIONS, PROVISIONS, BURDENS, OBLIGATIONS AND EASEMENTS AS SET FORTH AND GRANTED IN EASEMENT AGREEMENT RECORDED JULY 20, 1987 IN BOOK 3344 AT PAGE 663.

9. ANY TAX, LIEN, FEE, OR ASSESSMENT BY REASON OF INCLUSION OF SUBJECT PROPERTY IN THE HYLAND HILLS PARK AND RECREATION DISTRICT, AS EVIDENCED BY INSTRUMENT RECORDED SEPTEMBER 19, 1990, IN BOOK 3712 AT PAGE 402.

10. EFFECT OF RESOLUTION AUTHORIZING EXEMPTION FROM THE ADAMS COUNTY SUBDIVISION REGULATIONS RECORDED APRIL 6, 1992 IN BOOK 3888 AT PAGE 126.

11. TERMS, CONDITIONS, PROVISIONS, BURDENS, OBLIGATIONS AND EASEMENTS AS SET FORTH AND GRANTED IN DRAINAGE EASEMENT RECORDED APRIL 24, 1995 IN BOOK 4500 AT PAGE 531.

12. TERMS, CONDITIONS AND PROVISIONS OF A DEVELOPMENT AGREEMENT DISCLOSED BY RESOLUTION RECORDED MAY 18, 1992 IN BOOK 3905 AT PAGE 674.

13. EASEMENTS, CONDITIONS, COVENANTS, RESTRICTIONS, RESERVATIONS AND NOTES ON THE PLAT OF BRANNAN'S SUBDIVISION FILING NO. 2 RECORDED MAY 12, 1994 UNDER RECEPTION NO. 1247454.

    AFFIDAVIT OF CORRECTION RECORDED JANUARY 19, 1995 IN BOOK 4455 AT PAGE 542.

14. TERMS, CONDITIONS, PROVISIONS, BURDENS AND OBLIGATIONS AS SET FORTH IN ZONING HEARING DECISION RECORDED AUGUST 03, 1995 IN BOOK 4559 AT PAGE 978.

15. TERMS, CONDITIONS, PROVISIONS, BURDENS, OBLIGATIONS AND EASEMENTS AS SET FORTH AND GRANTED IN LANDSCAPE BERM AND FENCE EASEMENT RECORDED MARCH 13, 1996 IN BOOK 4701 AT PAGE 983.

16. TERMS, CONDITIONS AND PROVISIONS OF ZONING HEARING DECISIONS RECORDED SEPTEMBER 20, 2010 UNDER RECEPTION NO. 201000062586 AND 201000062587.

17. ANY TAX, LIEN, FEE, OR ASSESSMENT BY REASON OF INCLUSION OF SUBJECT PROPERTY IN THE CLEAR CREEK TRANSIT METROPOLITAN DISTRICT NO. 1, AS EVIDENCED BY INSTRUMENT RECORDED NOVEMBER 24, 2010, UNDER RECEPTION NO. 2010000081925. ORDER FOR EXCLUSION OF REAL PROPERTY IN CONNECTION THEREWITH RECORDED MARCH 5, 2021 UNDER RECEPTION NO. 2021000027467.

18. ANY TAX, LIEN, FEE, OR ASSESSMENT BY REASON OF INCLUSION OF SUBJECT PROPERTY IN THE CLEAR CREEK TRANSIT METROPOLITAN DISTRICT NO. 2, AS EVIDENCED BY INSTRUMENT RECORDED NOVEMBER 24, 2010, UNDER RECEPTION NO. 2010000081926. ORDER FOR EXCLUSION OF REAL PROPERTY IN CONNECTION THEREWITH RECORDED MARCH 5, 2021 UNDER RECEPTION NO. 2021000027466.

19. TERMS, CONDITIONS, PROVISIONS, BURDENS AND OBLIGATIONS AS SET FORTH IN RESOLUTION ADOPTING ZONING HEARING DECISION RECORDED NOVEMBER 21, 2012 UNDER RECEPTION NO. 2012000088446.

20. ALL ITEMS SHOWN ON CLEAR CREEK TRANSIT VILLAGE PLANNED UNIT DEVELOPMENT- PRELIMINARY DEVELOPMENT PLAN, RECORDED JANUARY 22, 2013 UNDER RECEPTION NO. 2013000006476.

    RESOLUTION 2015-531 APPROVING PRELIMINARY DEVELOPMENT PLAN RECORDED DECEMBER 11, 2015 UNDER RECEPTION NO. 2015000103730.

21. TERMS, CONDITIONS, PROVISIONS, BURDENS AND OBLIGATIONS AS SET FORTH IN DECLARATION OF COVENANTS IMPOSING AND IMPLEMENTING THE CLEAR CREEK PUBLIC IMPROVEMENT FEE RECORDED MARCH 16, 2021 UNDER RECEPTION NO. 2021000031185.

22. TERMS, CONDITIONS, PROVISIONS, BURDENS, OBLIGATIONS AND EASEMENTS AS SET FORTH AND GRANTED IN TEMPORARY CONSTRUCTION EASEMENT RECORDED MAY 28, 2021 UNDER RECEPTION NO. 2021000065568.

23. TERMS, CONDITIONS, PROVISIONS, BURDENS AND OBLIGATIONS AS SET FORTH IN NOTICE REGARDING AGREEMENTS FOR SALE AND PURCHASE OF REAL ESTATE RECORDED SEPTEMBER 21, 2021 UNDER RECEPTION NO. 2021000111264.

24. ALL ITEMS SHOWN ON CLEAR CREEK TRANSIT VILLAGE PLANNED UNIT DEVELOPMENT - PRELIMINARY DEVELOPMENT PLAN RECORDED JANUARY 13, 2023 UNDER RECEPTION NO. 2023000002825, AMENDMENT NO. 2 RECORDED APRIL 30, 2024 UNDER RECEPTION NO. 2024000022444.

    RESOLUTION 2022-608, APPROVING APPLICATION IN CASE# PRC2022-00002 CLEAR CREEK TRANSIT VILLAGE PRELIMINARY PLAT RECORDED NOVEMBER 29, 2022 UNDER RECEPTION NO. 2022000093846; RESOLUTION APPROVING APPLICATION IN CASE #PUD2023-00020 CLEAR CREEK TRANSIT VILLAGE, PRELIMINARY DEVELOPMENT PLAN, AMENDMENT 2 RECORDED FEBRUARY 8, 2024 UNDER RECEPTION NO. 2024000006547.

25. TERMS, CONDITIONS, PROVISIONS, BURDENS AND OBLIGATIONS AS SET FORTH IN BOARD OF COUNTY COMMISSIONERS FOR ADAMS COUNTY, COLORADO RESOLUTION 2024-477 APPROVING APPLICATION IN CASE #PRC2023-00011 CLEAR CREEK TRANSIT VILLAGE FINAL PLAT AND FINAL DEVELOPMENT PLAN RECORDED SEPTEMBER 20, 2024 UNDER RECEPTION NO. 2024000051817.

26. TERMS, CONDITIONS, PROVISIONS, BURDENS AND OBLIGATIONS AS SET FORTH IN BOARD OF COUNTY COMMISSIONERS FOR ADAMS COUNTY, STATE OF COLORADO RESOLUTION 2024-476 APPROVING CASE #SIA2023-00012 SUBDIVISION IMPROVEMENTS AGREEMENT FOR CLEAR CREEK TRANSIT VILLAGE RECORDED SEPTEMBER 20, 2024 UNDER RECEPTION NO. 2024000051822.

27. TERMS, CONDITIONS, PROVISIONS, BURDENS AND OBLIGATIONS AS SET FORTH IN CLEAR CREEK TRANSIT VILLAGE PLANNED UNIT DEVELOPMENT RECORDED FEBRUARY 27, 2025 UNDER RECEPTION NO. 2025000010536.

28. EASEMENTS, CONDITIONS, COVENANTS, RESTRICTIONS, RESERVATIONS AND NOTES ON THE PLAT OF CLEAR CREEK TRANSIT VILLAGE RECORDED MARCH 6, 2025 UNDER RECEPTION NO. 2025000012280 AND RE-RECORDED MARCH 20, 2025 UNDER RECEPTION NO. 2025000015037.

SURVEYOR'S AFFIDAVIT OF CORRECTION RECORDED JULY 24, 2025 UNDER RECEPTION NO. 2025000042632.

29. ANY FACTS, RIGHTS, INTERESTS OR CLAIMS WHICH MAY EXIST OR ARISE BY REASON OF THE FOLLOWING FACTS SHOWN ON A.L.T.A./N.S.P.S. LAND TITLE SURVEY CERTIFIED FEBRUARY 20, 2020 PREPARED BY POWER SURVEYING COMPANY, INC., JOB #501-19-260(B):

A. FENCE LINES ARE NOT COINCIDENT WITH PROPERTY LINES.

B. OVERHEAD UTILITY LINES CROSSING SUBJECT PROPERTY WITHOUT THE BENEFIT OF A RECORDED EASEMENT.

Docusign Envelope ID: 8B32B3AF-5537-4C83-85A3-E8E98038B062

CRESTVIEW WATER & SANITATION DISTRICT

Bryan Byler
Clear Creek Investment Holdings, LLC
900 Castleton Road, Suite 118
Castle Rock, CO 80109

January 5, 2026

RE: Water and Sanitary Sewer Service, 6001 Federal Blvd., Denver, CO 80221

Will-Serve Letter

Mr. Bryan Byler,

Please be advised that Crestview Water and Sanitation District (Crestview) is willing to provide treated water and sanitary sewer service to a possible development on parcel no. 0182508211004 in Adams County, Colorado that is wholly within the Crestview Water and Sanitation District boundaries.

Prior to creating a layout and filing a plat for any future development of this parcel, the petitioning owner/developer (developer) MUST have a pre-design meeting with Crestview, as the developer must allow for the installation of adequate water mains in strict accordance with Denver Water Engineering Standards and Crestview Rules and Regulations and engineering requirements.
Crestview provides drinking water to its customers by means of a wholesale water purchasing contract with Denver Water. As part of the Contract, Denver Water requires Crestview and developers within Crestview's service area to adhere to Denver Water's Engineering Standards.

Sanitary sewer mains must also be designed in accordance with Crestview Rules and Regulations and engineering requirements.

For any future development of this parcel, the developer will be responsible for all costs related to the installation of required water and sewer mains and sewer monitoring manholes and is responsible for all utility modeling, engineering studies and plan development/review costs. Crestview utilizes a consulting engineer to review plans provided to Crestview by developers. Any costs invoiced to Crestview by its consulting engineer pertaining to this development will be assessed to the developer through a Funds Deposit Agreement between the developer and Crestview.

All water and sewer mains and appurtenances for the new development shall be installed at the developer's expense and deeded free and clear to Crestview prior to the issuance of any water or sewer taps.

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Any required off-site improvements to Crestview's water distribution system and/or sanitary sewer collection system created by additional system demands from this proposed development will be the responsibility of the owner/developer both financially and physically and must be constructed prior to any on-site water and/or sanitary sewer improvements.

Please read and comply with Crestview's Backflow & Cross Connection Control Rules and Regulations at CrestviewWaterColorado.gov under About the District, Backflow Prevention Regulations and Procedures in Appendix G relating to your project.

If your project is a residential development that is required to have 13D fire suppression in each unit, each unit is required to have a dedicated Crestview owned and read water meter and a double check valve backflow prevention assembly installed and tested prior to allowing occupation of the unit/s.

All plan sets that are required to be provided to Adams County and to Adams County Fire Protection District for review must also be provided to Crestview for review.

Crestview requires a signature of acceptance of this Will-Serve letter by the developer prior to scheduling a pre-design meeting with Crestview. Please provide a copy of this signed Will Serve letter when scheduling a pre-design meeting to Courtney Salazar, Developer/Project Coordinator, at csalazar@CrestviewWaterColorado.gov and to Crestview's engineer, Clarice O'Hanlon, at cohanlon@CrestviewWaterColorado.gov.

DocuSigned by:
Bryan Byler
A87C0E2F07144A3...

2/3/2026

Signature of developer representative

Date

If you have any questions or require additional information, please contact our office.

Sincerely,

Mitchell T. Terry

Mitchell T. Terry
District Manager
Crestview Water & Sanitation District

WILL SERVE LETTER

March 9, 2021

Thistle Creek QOF I, L.P.
Michael Christensen
14034 South 145th East, Suite 301
Draper, UT 84020

Re: 6100 Federal Boulevard, Denver CO 80221

Dear Mr. Christensen,

This letter is to confirm that Xcel Energy is your utility provider for natural gas and electrical service. In accordance with our tariffs, on file with and approved by the Colorado Public Utilities Commission, gas and electric facilities can be made available to serve the project at 6100 Federal Boulevard, Denver CO 80221.

Your utility service(s) will be provided after the following steps are completed:

- ***Application submitted to Public Service's "Builders Call Line (BCL)"*** – once your application is accepted you will be assigned a design department representative who will be your primary point of contact
- ***Utility design is completed*** – you must provide your design representative with the site plan, the one line diagrams, and panel schedules for electric and gas loads if applicable
- ***All documents provided by design representative are signed and returned***
- ***Payment is received***
- ***Required easements are granted*** - you must sign and return applicable easement documents to your Right-of-Way agent
- ***Site is ready for utility construction***

A scheduled in-service date will be provided once these requirements have been met.

It is important to keep in mind that the terms and conditions of utility service, per our tariffs, require that you provide adequate space and an easement on your property for all gas and electric facilities required to serve your project, including but not limited to gas and electrical lines and meters, transformers, and pedestals. General guidelines for these requirements can be found at Site Requirements. https://www.xcelenergy.com/staticfiles/xe-responsive/Admin/Managed Documents & PDFs/Xcel-Energy-Standard-For-Electric-Installation-and-Use.pdfEasement requirements can be found at Utility Design and Layout.

Xcel Energy looks forward to working with you on your project and if I can be of further assistance, please contact me at the phone number or email listed below.

Sincerely,

Tawni Herren

Tawni Herren
Xcel Energy | Responsible By Nature
Design Contractor for Xcel Energy
555 Zang Street Suite 250
Lakewood, CO 80228

Pike Engineering

Mailing address: Pike Engineering
555 Zang, Suite 250
Lakewood, CO 80228

ADAMS COUNTY
COLORADO

Alexander L. Villagran
Treasurer and Public Trustee
Treasurer's Office
4430 S. Adams County Pkwy.
1st Floor, Suite W1000
Brighton, CO 80601-8217
adcogov.org

Adams County Treasurer
Receipt of Tax Payment

R0103135 - $81,751.51
R0204716 - 368,600.82
R0103141 - 7,269.95

Date: 11.04.25

Account #:

Payor:

Land title Guarantee Company

Tax Year: 2024

Method of Payment: Check

Amount Paid: 457,622.28

Receipted By: Jesus

Thank you for your payment!
ALL PAYMENTS ARE SUBJECT TO FINAL COLLECTION.

Treasurer Division
PHONE 720.523.6160
FAX 720.523.6171

Public Trustee Division
PHONE 720.523.6250
FAX 720.523.6458
EMAIL *eforeclosures@adcogov.org*

September 2, 2026

Greg Barnes
Adams County Engineering
4430 S. Adams County Pkwy
Brighton, CO 80601

RE: ***Clear Creek Transit Village PA 3***
Drainage Compliance Letter

Dear Greg Barnes:

The purpose of this drainage letter is to demonstrate that the proposed drainage design for Clear Creek Transit Village PA 3 (the "Project") conforms to the drainage patterns set forth by the master drainage report that was written with the overall Clear Creek Transit Village Project (the “Master Development”). The Master development “Clear Creek Transit Village Level 3 Storm Drainage Report”, was prepared by Kimley-Horn in August of 2026 (“Master Drainage Report”). Excerpts from the Master Drainage Report are attached to this letter as Appendix A.

The Project is located within the West Half of Section 8, Township 3 South, Range 68 West of the Sixth Principal Meridian, County of Adams, State of Colorado. Additionally, the Project is located in Lot 1, Block 3, of the Clear Creek Transit Village Final Plat recorded March 6, 2025, Reception No. 2025000012280. The Site includes two site access points along Federal Boulevard, a private roadway network, single-family townhomes to the west and a future mixed-use development to the east. A water quality pond is located along the south side of the site. Rain gardens are located along the west and east side of the site. The proposed project consists of townhomes, multi-family residences, commercial retail, and associated infrastructure including site grading, utility service installation, parking, sidewalks, and landscaping.

Existing Conditions – Master Plan Information

The project area is within Basin D of the Master Development as shown in the Master Drainage Map, which is attached to this letter as Appendix A. Basin D has an assumed imperviousness of 90%. Per the Master Drainage Report, flows from basin D1 sheet flow north to existing storm infrastructure. Basin D2 sheet flows to the adjacent street curb and gutter and enter the existing storm inlet at design point C1. Basin D3 sheet flows to the adjacent street curb and gutter and enter the existing storm inlet at design point H. Then all existing basins will flow through existing storm infrastructure to the water quality pond located along the south side of the site before ultimately outfalling to Clear Creek.

Additionally, according to the Master Drainage Report, additional LID infrastructure will be added within Basin D, see Appendix A for the Master Drainage Report LID exhibit.

Proposed Conditions

The Project has been divided into two types of basins: Sub-Basins D1.1 -1.4, C1, and H1 are on-site basins that flow into the existing water quality pond via sheet flow, pans, swales, and existing storm infrastructure. Sub-Basin OS1 is an on-site basin that flows off-site to the Tract A north of the site which has been preserved as a water quality grass buffer. See Appendix E for the Proposed Drainage Map.

Sub-Basin D1.1

Sub-Basin D1.1 consists of proposed building roofs, sidewalks, and landscaping. Flows from Sub-Basin D1.1 are collected via a concrete pan to existing storm infrastructure at design point D1. The existing storm infrastructure outfalls into the water quality pond via existing forebay A along the south side of the Site, ultimately discharging to Clear Creek.

Sub-Basin D1.2

Sub-Basin D1.2 consists of proposed building roof. Flows from Sub-Basin D1.2 are collected via roof drains which flow into the existing storm infrastructure at design point D1. The existing storm infrastructure outfalls into the water quality pond via existing forebay A along the south side of the Site, ultimately discharging to Clear Creek.

Sub-Basin D1.3

Sub-Basin D1.3 consists of proposed building roof. Flows from Sub-Basin D1.3 are collected via roof drains which flow into the existing storm infrastructure at design point D1. The existing storm infrastructure outfalls into the water quality pond via existing forebay A along the south side of the Site, ultimately discharging to Clear Creek.

Sub-Basin D1.4

Sub-Basin D1.4 consists of proposed drives, parking, sidewalks and landscaping. Flows from Sub-Basin D1.4 sheet flow to a proposed inlet at design point D2, which connects to existing storm infrastructure. See Appendix C for the proposed inlet and storm sewer calculations. The existing storm infrastructure outfalls into the water quality pond via existing forebay A along the south side of the Site, ultimately discharging to Clear Creek.

Sub-Basin C1

Sub-Basin C1 consists of proposed building roof, drives, sidewalks and landscaping. Flows from Sub-Basin C1 sheet flow west to adjacent street curb and gutter (design point C1) and then to an existing inlet at design point C. The existing storm inlet outfalls into the water quality pond via existing forebay A along the south side of the Site, ultimately discharging to Clear Creek.

Sub-Basin H1

Sub-Basin H1 consists of proposed building roof, drives, sidewalks and landscaping. Flows from Sub-Basin H1 sheet flow east to adjacent street curb and gutter (design point H1) and then to an existing inlet at design point H. The existing storm inlet outfalls into the water quality pond via existing forebay B along the south side of the Site, ultimately discharging to Clear Creek.

Sub-Basin OS1

Sub-Basin OS1 consists of proposed building roof, sidewalks, and landscaping. Flows from Sub-Basin G1 sheet flow to Tract A north of the site which has been preserved as a water quality grass buffer, design point OS1.

Proposed Drainage Facilities

Site grading is designed to convey stormwater to proposed and existing inlets and storm drain lines via sheet flow, concrete pans and curb and gutter. The existing storm sewer system will convey minor and major flows to the existing water quality pond on the south side of the site. Street conveyance will be minimized wherever possible and will be designed to maintain access for emergency vehicles.

Additional LID infrastructure will be provided within Basin D via LID planters, see Appendix D for the proposed LID exhibit and planter sizing.

Drainage Design Criteria

The Project was designed to conform to the requirements outlined in Adams County Storm Drainage Design and Stormwater Quality Control Regulations and the latest Mile High Flood District (MHFD) Urban Storm Drainage Criteria Manual (USDCM). As previously discussed, the Project maintains the Master Drainage Report drainage patterns with runoff from each basin directed to the water quality pond. Per the Master Drainage Plan, no detention is provided onsite, but the site will drain to Clear Creek and ultimately the South Platte River. However, additional LID infrastructure is required per the Master Drainage Report (see Appendix A). Proposed LID planters will be added within Basin D, see Appendix D for the proposed LID exhibit.

With the proposed improvements, the Site is proposing less impervious area than anticipated in the Master Drainage Report.

The Rational Method was used for all subbasins since the areas are less than 5 acres. Per Mile High Flood District and Adams County criteria, the storm frequencies used to analyze the drainage design were the 5-year and the 100-year storms. One-hour point rainfall depths used for the rational calculations were obtained from Table 9-3 in section 9-01-04-04 of the Adams County Manual. Rainfall depths for the 5-year and 100-year, are 1.42 and 2.71 inches, respectively. Rational method calculations are attached to this letter in Appendix B.

Hydraulic calculations are included in Appendix C. These calculations were provided to show inlet, storm pipe, and street capacity are adequately designed. Additionally, the proposed storm was modeled using the Hydraflow Storm Sewer Extensions for Autodesk Civil 3D to understand the energy grade line (EGL) and hydraulic grade line (HGL) of the proposed storm sewer. Storm sewers shall be designed to convey the minor storms without surcharging. In events, the HGL surcharges the pipe, the EGL is not allowed to elevate above the proposed surface.

A Four Step Process was implemented for the drainage design and protection of receiving water bodies:

Step 1 - Runoff Reduction Practices
Runoff is routed through vegetated buffers via sheet flow wherever reasonably possible to increase time of concentration and promote infiltration. By Minimizing Directly Connected Impervious Areas (MDCIA), peak runoff volumes and pollutant loads are reduced.

Step 2 – Implement Best Management Practices (BMPs) to treat the WQCV
Rain gardens are proposed that will provide treatment for the WQCV with slow release and partial infiltration.

Step 3 – Stabilizing Streams
Stream stabilization was considered but not implemented due to open channels being minimized for site accessibility.

Step 4 – Implementing Site Specific and Other Source Control BMPs
Site specific controls that will be implemented include locating material storage away from storm drainage facilities and installing construction fencing around the existing regional pond to protect areas that should not be compacted or disturbed.
The trash enclosures and the dog park were located further upstream from the drainage facilities to minimize potential impacts. This additional distance allows the highly concentrated and polluted runoff an opportunity to be cleaned prior to reaching drainage conveyance systems.
Pea gravel was chosen within the dog park area promotes infiltration. Ample waste disposal stations will also be provided within the dog area to encourage dog owners to clean up after their pets and minimizing waste.

Conclusion

The Master Drainage Report shows the project area as Basin D with an assumed imperviousness of 90%. The proposed project will have an impervious value of 74%, which is less than what was assumed. As such, the proposed project conforms with the original assumptions and conclusions of the Master Drainage plan.

Please contact us with any questions or concerns.

Thank You,
KIMLEY-HORN AND ASSOCIATES, INC.

Bryce Willaby, P.E.

Appendices

A – Excerpts from Master Drainage Report
B – Rational Method Calculations
C – Hydraulic Calculations
D – LID
E – Proposed Drainage Map

Compliance Statement

"I hereby attest that this report for the final drainage design for the Clear Creek Transit Village PA 3 project was prepared by me or under my direct supervision, in accordance with the provisions of the Adams County Storm Drainage Design and Stormwater Quality Control Regulations and the latest Mile High Flood District (MHFD) Urban Storm Drainage Criteria Manual (USDCM). I understand that Adams County does not and will not assume liability for drainage facilities designed by others."

_____

By: Bryce Willaby, P.E.
Registered Professional Engineer
State of Colorado No. 63721

APPENDIX A – Excerpts From Master Drainage Report

LEVEL 3 STORM DRAINAGE REPORT

Clear Creek Transit Village
Adams County

Prepared for:

Clear Creek Development, LLC.
10808 S. River Front Parkway, Suite 378
South Jordan, UT 84095
(801) 809-9294

Prepared by:

Bryce Willaby, PE
Kimley-Horn and Associates, Inc.
3325 South Timberline Road, Suite 130
Fort Collins, CO 80525
(970) 822-7911

Project #: 196395009

Prepared: May 15th , 2024

Revised: August 18th, 2026

Kimley»Horn

PROPOSED SUB-BASIN DESCRIPTION

For the purposes of this Proposed Conditions Analysis, the Site was split into thirty-five (35) on-site subbasins and two (2) off-site basins as shown in the Proposed Drainage Map in Appendix A. Individual basin details such as runoff coefficient calculations, imperviousness percentages, and 5-year and 100-year peak flows are provided in Appendix C. The LID Exhibit, rain garden locations and Nyloplast sizing hydraulic calculations can be found in Appendix D.

Sub-Basin A1

Sub-basin A1 is comprised of roof area and landscaping and is located in the northwest corner. Flows on the surface will overland flow to rain garden 8 and rain garden 9. Then flows will enter the proposed storm sewer (design point A1) before ultimately discharging to the proposed water quality pond located at the south side of the Site (basin G).

Sub-Basin A2

Sub-basin A2 is comprised of roof area of townhomes and landscaping along the west property boundary. Stormwater will overland flow to rain gardens 1-5. Then flows will enter the proposed storm sewer (design point A2) before ultimately discharging to the proposed water quality pond located at the south side of the Site (basin G).

Sub-Basin A3

Sub-basin A3 is comprised of roof area and landscaping and is located in the southwest corner of the Site. Stormwater will overland flow to rain gardens 6 and 7. Then flows will enter the proposed storm sewer (design point A3) before ultimately discharging to the proposed water quality pond located at the south side of the Site (basin G).

Sub-Basin B1

Sub-basin B1 is comprised of roof area, landscaping, sidewalks, and alleys. Stormwater will discharge into adjacent landscape areas or paved alleys where it will be conveyed via a concrete pan to Grove Street. Flow then will be conveyed south, via curb and gutter, to a proposed inlet along the west side of Grove Street, design point B1. Then flows will be conveyed through proposed storm sewer before ultimately discharging to the proposed water quality pond located at the south side of the Site (basin G).

Sub-Basin B2

Sub-basin B2 is comprised of roof area, landscaping, sidewalks, and alleys. Runoff will be conveyed via overland flow to Mountain Vista Lane, W 59th Place or Private Drive A. Flow along the drives will be conveyed via curb and gutter to an inlet along the west side of Grove Street, design point B2. Then flows will be conveyed through proposed storm sewer before ultimately discharging to the proposed water quality pond located at the south side of the Site (basin G).

Sub-Basin B3

Sub-basin B3 is comprised of roof area, landscaping, and paved drives. Stormwater runoff will be conveyed via overland flow to curb and gutter along Mountain Vista Lane and W 59th Court. Flows will be conveyed east to a proposed inlet (design point B2) along the west side of Grove Street, design point B3. Then flows will be conveyed through proposed storm sewer before ultimately discharging to the proposed water quality pond located at the south side of the Site (basin G).

Sub-Basin C1

Sub-basin C1 is comprised of roof area, landscaping, sidewalks, and paved drives. Stormwater will be conveyed via overland flow to W 60th Court and travel along curb and gutter south to a proposed inlet along the east side of Grove Street, design point C1. Then flows will be conveyed through proposed storm sewer before ultimately discharging to the proposed water quality pond located at the south side of the Site (basin G). Reference Appendix D for the street capacity calculations for Grove Street.

Sub-Basin C2

Sub-basin C2 is comprised of roof area, landscaping, sidewalks, and paved drives. Runoff will be conveyed via overland flow to W 59th Court or a paved alley. Flow along the drives will be conveyed via curb and gutter to an inlet along the east side of Grove Street, design point C2. Then flows will be conveyed through proposed storm sewer before ultimately discharging to the proposed water quality pond located at the south side of the Site (basin G).

Sub-Basin D1

Sub-basin D1 is a future mixed-use development with an assumed imperviousness of 90%. It is proposed that this area will overland flow north where runoff will be channelized and enter the proposed storm sewer at design point D1. Then flows will be conveyed through the storm sewer network before ultimately discharging to the proposed water quality pond located at the south side of the Site (basin G).

Sub-Basin D2

Sub-basin D2 is a future mixed-use development with an assumed imperviousness of 90%. Stormwater will overland flow to design point D2. Runoff will then travel via curb and gutter south along Grove Street to a proposed inlet along the east side of Grove Street, design point C1. Then flows will be conveyed through proposed storm sewer before ultimately discharging to the proposed water quality pond located at the south side of the Site (basin G).

Sub-Basin D3

Sub-basin D3 is a future mixed-use development with an assumed imperviousness of 90%. Stormwater will overland flow to design point D3. Runoff will then travel via curb and gutter along adjacent drives to a proposed inlet along the north side of W 60th Avenue, design point H. Then flows will be conveyed through proposed storm sewer before ultimately discharging to the proposed water quality pond located at the south side of the Site (basin G).

Sub-Basin E1

Sub-basin E1 is a future park area with an assumed imperviousness of 10%. Flows will be conveyed via overland flow to curb and gutter along the adjacent streets, design point E1. Runoff will be conveyed south to a proposed inlet along the east side of Grove Street, design point C1. Then flows will be conveyed through proposed storm sewer before ultimately discharging to the proposed water quality pond located at the south side of the Site (basin G).

Sub-Basin E2

Sub-basin E2 is a future park area with an assumed imperviousness of 10%. Flows will be conveyed via overland flow to curb and gutter along the adjacent streets, design point E2. Runoff will be conveyed south to a proposed inlet along the south side of W 60th Avenue, design point I. Then flows

will be conveyed through proposed storm sewer before ultimately discharging to the proposed water quality pond located at the south side of the Site (basin G).

Sub-Basin F1

Sub-basin F1 is a future mixed-use development with an assumed imperviousness of 90%. It is proposed that future storm sewer from this Site will tie into the proposed storm sewer in Grove Street or directly into the proposed water quality pond, design point F1. Runoff from this basin will ultimately discharge to the proposed water quality pond located at the south side of the Site (basin G).

Sub-Basin F2

Sub-basin F2 is a future mixed-use development with an assumed imperviousness of 90%. Stormwater will overland flow to design point F2. Runoff will then travel via curb and gutter south along Grove Street to a proposed inlet along the east side of Grove Street, design point C1. Then flows will be conveyed through proposed storm sewer before ultimately discharging to the proposed water quality pond located at the south side of the Site (basin G).

Sub-Basin F3

Sub-basin F3 is a future mixed-use development with an assumed imperviousness of 90%. Stormwater will overland flow to design point F3. Runoff will then travel via curb and gutter along adjacent drives to a proposed inlet along the south side of W 60th Avenue, design point I. Then flows will be conveyed through proposed storm sewer before ultimately discharging to the proposed water quality pond located at the south side of the Site (basin G).

Sub-Basin G

Sub-basin G is compromised of landscaping and the proposed water quality pond. Runoff in this area will be conveyed via overland flow directly to the water quality pond, design point G. Within the pond, runoff will travel via a concrete pan to a proposed outlet structure and pipe, ultimately outfalling into Clear Creek.

Sub-Basin H

Sub-basin H is comprised of sidewalks, tree lawns and paved drives. Stormwater will overland flow to the adjacent drives where it will be conveyed via curb and gutter to a proposed inlet along the north side of W 60th Avenue, design point H. Then flows will be conveyed through proposed storm sewer before ultimately discharging to the proposed water quality pond located at the south side of the Site (basin G).

Sub-Basin I

Sub-basin I is comprised of sidewalks, tree lawns and paved drives. Stormwater will overland flow to the adjacent drives where it will be conveyed via curb and gutter to a proposed inlet along the south side of W 60th Avenue, design point I. Then flows will be conveyed through proposed storm sewer before ultimately discharging to the proposed water quality pond located at the south side of the Site (basin G).

Sub-Basin J1

Sub-basin J1 is comprised of sidewalks, tree lawns and paved drives. Runoff will be conveyed via overland flow and curb and gutter east to the Federal Boulevard right-of-way, design point J1. Runoff will be conveyed to a proposed rain garden along the west side of Federal Boulevard via a curb cut and concrete channel. Flows will ultimately outfall into the existing public storm sewer along Federal Boulevard. Reference Appendix D for concrete channel sizing calculations.

Sub-Basin J2
Sub-basin J2 is a future mixed-use development with an assumed imperviousness of 90%. It is proposed that the runoff for this sub-basin will outfall via overland flow in the proposed rain garden located along the east side of the Site, design point J2. Runoff will ultimately outfall into the existing public storm sewer along Federal Boulevard.

Sub-Basin K1
Sub-basin K1 is a future mixed-use development with an assumed imperviousness of 90%. It is proposed that this sub-basin will tie directly into the proposed storm sewer along W 60th Avenue or overland flow to future LID improvement, design point K1. Then flows will be conveyed through proposed storm sewer before ultimately discharging to the proposed water quality pond located at the south side of the Site (basin G).

Sub-Basin K2
Sub-basin K2 is a future mixed-use development with an assumed imperviousness of 90%.
Stormwater will overland flow to design point K2 and into future LID improvement.

Sub-Basin K3
Sub-basin K3 is a future mixed-use development with an assumed imperviousness of 90%. Stormwater will overland flow to design point K3. Runoff will then travel via curb and gutter along adjacent drives to a proposed inlet along the north side of W 60th Avenue, design point H. Then flows will be conveyed through proposed storm sewer before ultimately discharging to the proposed water quality pond located at the south side of the Site (basin G).

Sub-Basin K4
Sub-basin K4 is a future mixed-use development with an assumed imperviousness of 90%. Stormwater will overland flow to design point K4. Runoff will then travel via curb and gutter along the adjacent drive to a proposed inlet along the north side of W 60th Avenue, design point L. Then flows will be conveyed through proposed storm sewer before ultimately discharging to the proposed water quality pond located at the south side of the Site (basin G).

Sub-Basin L
Sub-basin L is comprised of sidewalks, tree lawns and paved drives. Stormwater will overland flow to the adjacent drives where it will be conveyed via curb and gutter to a proposed inlet along the north side of W 60th Avenue, design point L. Then flows will be conveyed through proposed storm sewer before ultimately discharging to the proposed water quality pond located at the south side of the Site (basin G).

Sub-Basin M
Sub-basin M is comprised of sidewalks, tree lawns and paved drives. Stormwater will overland flow to the adjacent drives where it will be conveyed via curb and gutter to a proposed inlet along the south side of W 60th Avenue, design point M. Then flows will be conveyed through proposed storm sewer before ultimately discharging to the proposed water quality pond located at the south side of the Site (basin G).

Sub-Basin N1
Sub-basin N1 is a future mixed-use development with an assumed imperviousness of 90%. It is proposed that this sub-basin will tie directly into the proposed storm sewer along W 60th Avenue or within the private drive, design point N1. Then flows will be conveyed through proposed storm sewer

before ultimately discharging to the proposed water quality pond located at the south side of the Site (basin G).

Sub-Basin N2

Sub-basin N2 is a future mixed-use development with an assumed imperviousness of 90%. Stormwater will overland flow to design point N2. Runoff will then travel via curb and gutter along adjacent drives to a proposed inlet along the south side of W 60th Avenue, design point I. Then flows will be conveyed through proposed storm sewer before ultimately discharging to the proposed water quality pond located at the south side of the Site (basin G).

Sub-Basin N3

Sub-basin N3 is a future mixed-use development with an assumed imperviousness of 90%. Stormwater will overland flow to design point N3. Runoff will then travel via curb and gutter along the adjacent drive to a proposed inlet along the south side of W 60th Avenue, design point M. Then flows will be conveyed through proposed storm sewer before ultimately discharging to the proposed water quality pond located at the south side of the Site (basin G).

Sub-Basin N4

Sub-basin N4 is a future mixed-use development with an assumed imperviousness of 90%. Stormwater will overland flow to design point N4 and future LID improvement.

Sub-Basin O

Sub-basin O is comprised of landscaping and is located in the northeast of the site. No improvements are proposed within this sub-basin. Runoff will maintain the existing drainage pattern and be conveyed north via overland flow along the ditch along the north side of the property before entering an existing storm structure. The flows will travel north via existing storm sewer along Federal Boulevard before ultimately outfalling into the South Platte River.

Sub-Basin OS1

Sub-basin OS1 is comprised of landscaping and is located in the northwest portion of the of the Site. No improvements are proposed within this sub-basin. Runoff will maintain the existing drainage pattern and be conveyed north via overland flow to design point OS1, ultimately to outfall in Lake Sangraco located west of the Site.

Sub-Basin OS2

Sub-basin OS2 is comprised of landscaping and is located in the southwest corner of the Site. Runoff will match historic drainage patterns and will be conveyed via overland flow directly discharging into Clear Creek, design point OS2.

Sub-Basin OS3

Sub-basin OS3 is comprised of landscaping and is located in the southeast portion of the Site. Runoff will match historic drainage patterns and will be conveyed via overland flow directly discharging into Clear Creek, design point OS3.

Sub-Basin OF1

Sub-basin OF1 is located off-site and contains the west portion of Federal Boulevard. This area is comprised of concrete sidewalk, tree lawn, and paved drive. Runoff travels north via curb and gutter to a curb cut and concrete channel, design point OF1. Runoff is routed to a proposed rain garden

located in sub-basin J-2. Then flows will outfall into the existing public storm sewer along Federal Boulevard before ultimately outfalling into the South Platte River.

Sub-Basin OF2

Sub-basin OF2 is located off-site and is comprised of landscaping and sidewalk located in the southeast corner of the Site. Runoff will match historic drainage patterns and will be conveyed via overland flow directly discharging into Clear Creek, design point OF2.

LOW IMPACT DEVELOPMENT

According to section 9-01-03-14 of the Adams County Development Standards and Regulations for Storm Drainage Facilities, the use of low impact development (LID) techniques is required to control stormwater runoff from development and redevelopment sites in order to prevent flooding, erosion and stormwater pollution. The new development proposes an onsite impervious area of 611,808 SF. Proposed rain gardens will treat 80,346 SF or 13.1% of the onsite impervious area.

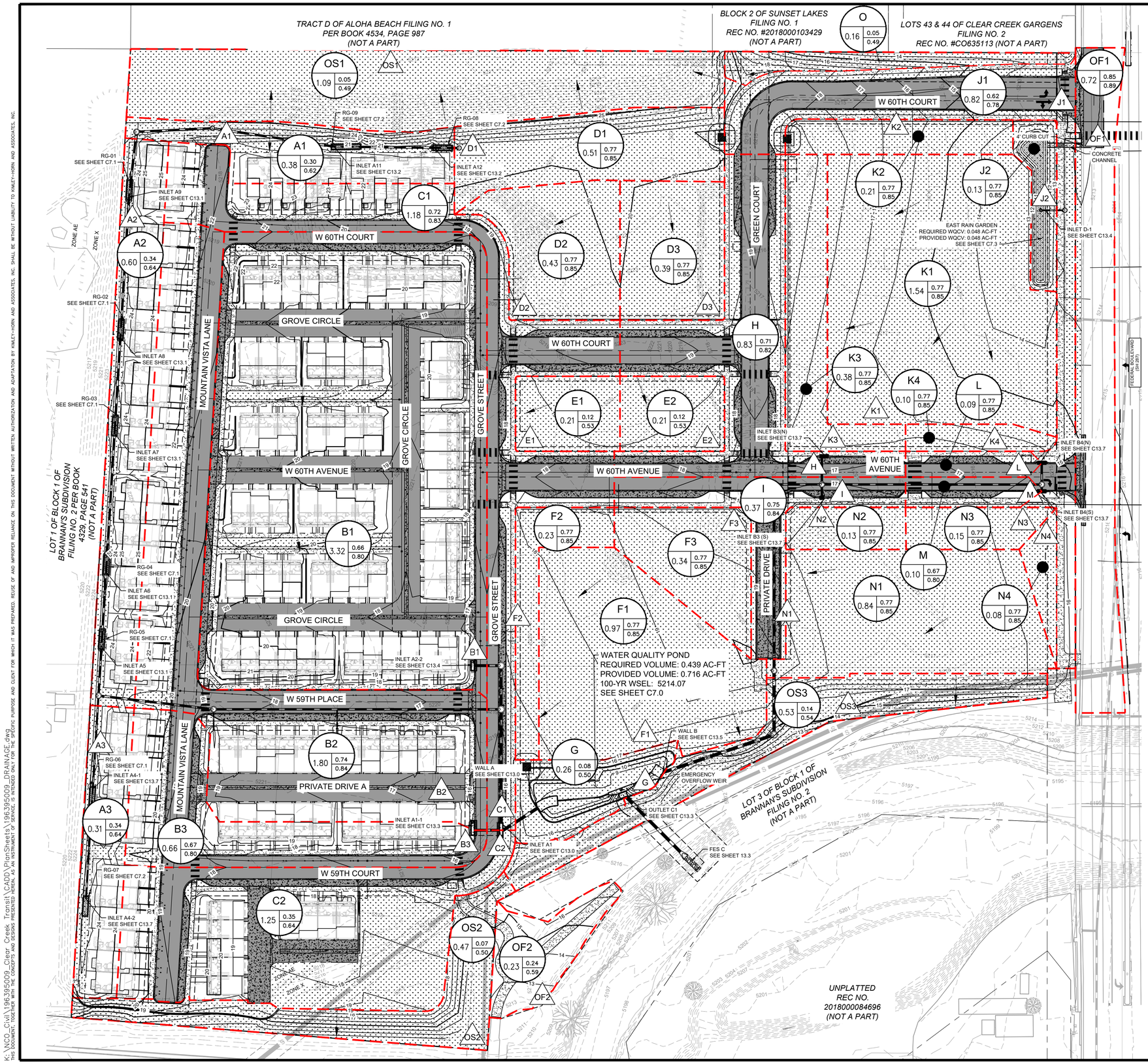
The proposed rain gardens will function as a LID BMP and help maintain natural drainage patterns by allowing more infiltration onsite. The proposed rain gardens function as an engineered, depressed landscape area designed to capture, filter, and infiltrate the water quality capture volume (WQCV). Runoff will infiltrate through the proposed growing media and be conveyed to the respective 12" Nyloplast dome outlet structure via a 4" slotted PVC underdrain. Reference Appendix D for respective Nyloplast inlet hydraulic sizing calculations. The proposed rain gardens located in sub-basins A-1, A-2, and A-3 are designed in series and function as a "treatment train" ultimately tributary to the proposed water quality pond located in sub-basin G.

Additionally, 108,303 SF or 17.7% of the added impervious area within the future commercial and multi-family pads will be treated by an approved LID BMP. This includes on-site tributary sub-basins D, F, K, and N. Future planned LID BMP facilities may include elevated planter beds, sand filters, rain gardens or a combination thereof. The future planned LID BMP facilities will help maintain natural drainage patterns by allowing more infiltration onsite. Future planned LID BMP facilities will directly connect to the proposed storm sewer system via planned PVC underdrains and storm sewer improvements. Per the LID exhibit included in Appendix A, proposed storm sewer outfall connections for the respective LID BMPs are noted along the proposed private storm sewer network.

In summary, LID BMPs will treat 30.8% of the total onsite impervious area. All proposed LID BMP facilities are tributary and ultimately outfall to the proposed water quality pond located along the south side of the Site. The proposed water quality pond is not included as an LID BMP with the proposed Project. All storm infrastructure improvements will be private and maintained by the property owner. Reference Appendix D for supporting BMP hydraulic calculations.

WATER QUALITY

Compliance with applicable water quality standards and requirements will be achieved through the implementation of a water quality pond and rain garden. Surface flows will enter the proposed water quality pond along the south perimeter of the Site via proposed inlets and private storm pipe tributary to the water quality pond. The water quality pond's 40-hour drain time for the water quality capture volume (WQCV) is recommended to remove a significant portion of total suspended solids (TSS).



NORTH

GRAPHIC SCALE IN FEET
0 25 50 100

LEGEND

- PROPERTY LINE
- EASEMENT LINE
- CLEAR CREEK 100-YR FLOODPLAIN LIMIT
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- PROPOSED STORM SEWER PIPE
- EXISTING STORM SEWER PIPE
- PROPOSED STORM SEWER INLET
- PROPOSED STORM SEWER MANHOLE
- A - DRAINAGE BASIN
  B - BASIN ACREAGE
  C - 5-YEAR RUNOFF COEFFICIENT
  D - 100-YEAR RUNOFF COEFFICIENT
- X_XX% PROPOSED DRAINAGE PATTERN
- PROPOSED SUB BASIN BOUNDARY
- # DESIGN POINT
- PROPOSED LANDSCAPING
- PROPOSED SIDEWALK
- PROPOSED ASPHALT

RATIONAL CALCULATIONS SUMMARY

DESIGN POINT	TRIBUTARY BASINS	TRIBUTARY AREA (AC)	IMPERVIOUSNESS %	PEAK FLOWS (CFS) Q5	PEAK FLOWS (CFS) Q100
On-Site Basins					
A1	A1	0.38	32%	0.45	1.78
A2	A2	0.60	37%	0.50	1.79
A3	A3	0.31	38%	0.37	1.33
B1	B1	3.32	76%	7.43	17.13
B2	B2	1.80	86%	4.31	9.31
B3	B3	0.66	78%	1.68	3.83
C1	C1	1.18	84%	2.75	6.00
C2	C2	1.25	39%	1.60	5.55
D1	D1	0.51	90%	1.86	3.92
D2	D2	0.43	90%	1.52	3.20
D3	D3	0.39	90%	1.36	2.86
E1	E1	0.21	10%	0.07	0.63
E2	E2	0.21	10%	0.07	0.63
F1	F1	0.97	90%	3.13	6.60
F2	F2	0.23	90%	0.87	1.84
F3	F3	0.34	90%	1.23	2.59
G	G	0.26	5%	0.08	0.97
H	H	0.83	82%	2.53	5.60
I	I	0.37	87%	1.33	2.86
J1	J1	0.82	72%	1.82	4.35
J2	J2	0.13	90%	0.48	1.02
K1	K1	1.54	90%	4.88	10.27
K2	K2	0.21	90%	0.77	1.63
K3	K3	0.38	90%	1.43	3.01
K4	K4	0.10	90%	0.37	0.78
L	L	0.09	89%	0.32	0.69
M	M	0.10	78%	0.33	0.75
N1	N1	0.84	90%	3.13	6.58
N2	N2	0.13	90%	0.49	1.04
N3	N3	0.15	90%	0.47	0.99
N4	N4	0.08	90%	0.29	0.62
O	O	0.16	2%	0.04	0.70
TOTAL		**18.98**	**74%**	**47.99**	**110.84**
Combined On-Site Basins					
C1	C1, D2, E1, F2	2.05	79%	4.42	10.01
H	H, D3, E2, K3	1.80	77%	4.30	9.83
WQ Pond	WQ Pond	17.87	75%	27.47	63.80
FB A	FOREBAY A	11.86	71%	17.29	41.29
FB B	FOREBAY B	5.46	85%	12.40	26.85
Undeveloped On-Site Basins Flowing Off-Site					
OS1	OS1	1.09	2%	0.17	3.16
On-Site Basins Flowing Off-Site					
OS2	OS2	0.47	4%	0.07	0.99
OS3	OS3	0.53	13%	0.33	2.38
TOTAL		**0.996**	**9%**	**0.40**	**3.37**
Off-Site Basins					
OF1	OF1	0.72	100%	2.24	4.47
OF2	OF2	0.23	25%	0.18	0.85
TOTAL		**0.95**	**82%**	**2.42**	**5.32**

NO.	REVISION	BY	DATE	APPR.

Kimley»Horn
2026 KIMLEY-HORN AND ASSOCIATES, INC.
3325 South Timberline Road, Suite 130
Fort Collins, Colorado 80525 (970) 822-7911

DESIGNED BY: BAW
DRAWN BY: MKL
CHECKED BY: AGR
DATE: 08/18/2026

CLEAR CREEK TRANSIT VILLAGE
CONSTRUCTION DOCUMENTS

PROPOSED DRAINAGE PLAN

COLORADO REGISTERED PROFESSIONAL ENGINEER
PE.0063721
08/18/26

PROJECT NO.
196395009

SHEET
C15.1
93 OF 94

811 Know what's below. Call before you dig.

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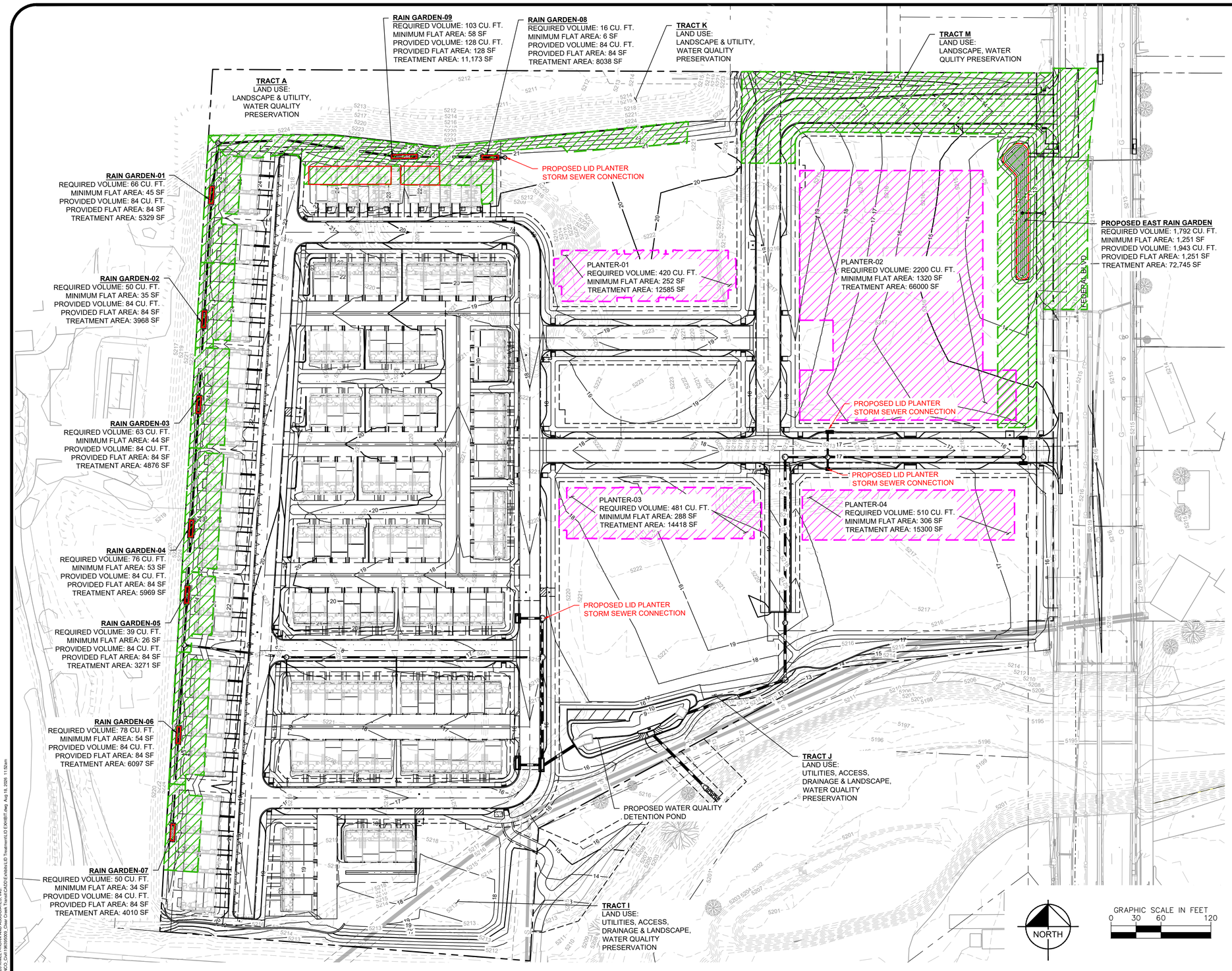

LEGEND

- PROPERTY LINE
- EASEMENT LINE
- PROPOSED CONTOUR
- PROPOSED STORM SEWER
- PROPOSED INLET
- PROPOSED CURB AND GUTTER
- RAIN GARDEN TREATMENT AREA
- PROPOSED RAIN GARDEN
- LID PLANTER TREATMENT AREA

PROJECT LID SUMMARY		
TOTAL ONSITE IMPERVIOUS AREA	611,808 SF	
MINIMUM AREA TO BE TREATED BY LID MEASURES		
TOTAL TREATED IMPERVIOUS AREAS BY RAIN GARDENS	80,346 SF	13.1%
TOTAL TREATED IMPERVIOUS AREAS BY LID PLANTERS	108,303 SF	17.7%
TOTAL PROJECT AREA TREATED	188,649 SF	30.8%

TRACTS (A, I, J, K and M) INCLUDE WATER QUALITY PRESERVATION LAND USES AND ARE THEREFORE AREAS TO BE PRESERVED FOR WATER QUALITY AS GRASS BUFFERS.

CLEAR CREEK TRANSIT VILLAGE
LID BMP EXHIBIT
AUGUST 18, 2026

Kimley»Horn

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MHFD-Inlet, Version 5.03 (August 2023)

INLET MANAGEMENT

Worksheet Protected

INLET NAME	Inlet B1	Inlet B2	Inlet C1	Inlet H	Inlet I	Inlet L	Inlet M
Site Type (Urban or Rural)	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
Inlet Application (Street or Area)	STREET	STREET	STREET	STREET	STREET	STREET	STREET
Hydraulic Condition	On Grade	In Sump	In Sump	In Sump	In Sump	On Grade	On Grade
Inlet Type	CDOT Type R Curb Opening	CDOT Type R Curb Opening	CDOT Type R Curb Opening	CDOT/Denver 13 Combination	CDOT/Denver 13 Combination	CDOT/Denver 13 Combination	CDOT/Denver 13 Combination

USER-DEFINED INPUT

User-Defined Design Flows							
Minor Q_{known} (cfs)	7.4	6.0	6.0	4.3	3.1	0.7	0.8
Major Q_{known} (cfs)	17.1	13.1	15.6	9.8	6.5	1.5	1.7

Bypass (Carry-Over) Flow from Upstream — Inlets must be organized from upstream (left) to downstream (right) in order for bypass flows to be linked.

Receive Bypass Flow from:	User-Defined	User-Defined	No Bypass Flow Received	No Bypass Flow Received	No Bypass Flow Received	No Bypass Flow Received	No Bypass Flow Received
Minor Bypass Flow Received, Q_b (cfs)	0.0	0.5	0.0	0.0	0.0	0.0	0.0
Major Bypass Flow Received, Q_b (cfs)	0.0	5.5	0.0	0.0	0.0	0.0	0.0

Watershed Characteristics							
Subcatchment Area (acres)							
Percent Impervious							
NRCS Soil Type							

Watershed Profile							
Overland Slope (ft/ft)							
Overland Length (ft)							
Channel Slope (ft/ft)							
Channel Length (ft)							

Minor Storm Rainfall Input							
Design Storm Return Period, T_r (years)							
One-Hour Precipitation, P_1 (inches)							

Major Storm Rainfall Input							
Design Storm Return Period, T_r (years)							
One-Hour Precipitation, P_1 (inches)							

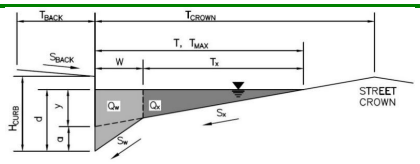
CALCULATED OUTPUT

Minor Total Design Peak Flow, Q (cfs)	7.4	6.4	6.0	4.3	3.1	0.7	0.8
Major Total Design Peak Flow, Q (cfs)	17.1	18.6	15.6	9.8	6.5	1.5	1.7
Minor Flow Bypassed Downstream, Q_b (cfs)	0.5	N/A	N/A	N/A	N/A	0.0	0.1
Major Flow Bypassed Downstream, Q_b (cfs)	5.5	N/A	N/A	N/A	N/A	0.2	0.3

ALLOWABLE CAPACITY FOR ONE-HALF OF STREET (Minor & Major Storm)

(Based on Regulated Criteria for Maximum Allowable Flow Depth and Spread)

Project: Clear Creek Transit Village
Inlet ID: Inlet C1



Gutter Geometry:

Maximum Allowable Width for Spread Behind Curb	T_{BACK} =	17.5	ft
Side Slope Behind Curb (leave blank for no conveyance credit behind curb)	S_{BACK} =	0.020	ft/ft
Manning's Roughness Behind Curb (typically between 0.012 and 0.020)	n_{BACK} =	0.013	
Height of Curb at Gutter Flow Line	H_{CURB} =	6.00	inches
Distance from Curb Face to Street Crown	T_{CROWN} =	13.0	ft
Gutter Width	W =	1.00	ft
Street Transverse Slope	S_X =	0.022	ft/ft
Gutter Cross Slope (typically 2 inches over 24 inches or 0.083 ft/ft)	S_W =	0.083	ft/ft
Street Longitudinal Slope - Enter 0 for sump condition	S_O =	0.000	ft/ft
Manning's Roughness for Street Section (typically between 0.012 and 0.020)	n_{STREET} =	0.013	

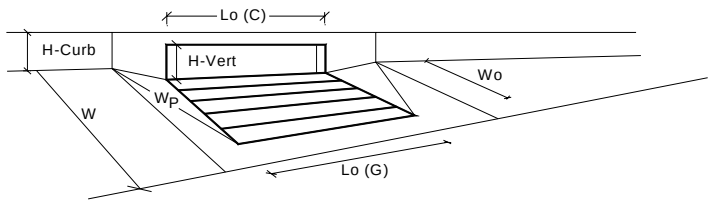
		Minor Storm	Major Storm	
Max. Allowable Spread for Minor & Major Storm	T_{MAX} =	13.0	13.0	ft
Max. Allowable Depth at Gutter Flowline for Minor & Major Storm	d_{MAX} =	4.1	8.5	inches
Check boxes are not applicable in SUMP conditions		☐	☐	

MINOR STORM Allowable Capacity is not applicable to Sump Condition
MAJOR STORM Allowable Capacity is not applicable to Sump Condition

	Minor Storm	Major Storm	
Q_{allow} =	SUMP	SUMP	cfs

INLET IN A SUMP OR SAG LOCATION

MHFD-Inlet, Version 5.03 (August 2023)

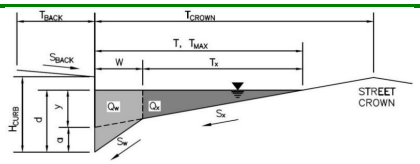


Design Information (Input)		MINOR	MAJOR	
Type of Inlet	Type =	CDOT Type R Curb Opening		
Local Depression (additional to continuous gutter depression 'a' from above)	a_{local} =	3.00	3.00	inches
Number of Unit Inlets (Grate or Curb Opening)	No =	1	1	
Water Depth at Flowline (outside of local depression)	Ponding Depth =	4.7	8.5	inches
Grate Information		MINOR	MAJOR	
Length of a Unit Grate	L_o (G) =	N/A	N/A	feet
Width of a Unit Grate	W_o =	N/A	N/A	feet
Open Area Ratio for a Grate (typical values 0.15-0.90)	A_{ratio} =	N/A	N/A	
Clogging Factor for a Single Grate (typical value 0.50 - 0.70)	C_f (G) =	N/A	N/A	
Grate Weir Coefficient (typical value 2.15 - 3.60)	C_w (G) =	N/A	N/A	
Grate Orifice Coefficient (typical value 0.60 - 0.80)	C_o (G) =	N/A	N/A	
Curb Opening Information		MINOR	MAJOR	
Length of a Unit Curb Opening	L_o (C) =	15.00	15.00	feet
Height of Vertical Curb Opening in Inches	H_{vert} =	6.00	6.00	inches
Height of Curb Orifice Throat in Inches	H_{throat} =	6.00	6.00	inches
Angle of Throat	Theta =	63.40	63.40	degrees
Side Width for Depression Pan (typically the gutter width of 2 feet)	W_p =	1.00	1.00	feet
Clogging Factor for a Single Curb Opening (typical value 0.10)	C_f (C) =	0.10	0.10	
Curb Opening Weir Coefficient (typical value 2.3-3.7)	C_w (C) =	3.60	3.60	
Curb Opening Orifice Coefficient (typical value 0.60 - 0.70)	C_o (C) =	0.67	0.67	
Low Head Performance Reduction (Calculated)		MINOR	MAJOR	
Depth for Grate Midwidth	d_{Grate} =	N/A	N/A	ft
Depth for Curb Opening Weir Equation	d_{Curb} =	0.31	0.63	ft
Grated Inlet Performance Reduction Factor for Long Inlets	RF_{Grate} =	N/A	N/A	
Curb Opening Performance Reduction Factor for Long Inlets	RF_{Curb} =	0.70	0.91	
Combination Inlet Performance Reduction Factor for Long Inlets	$RF_{Combination}$ =	N/A	N/A	
		MINOR	MAJOR	
Total Inlet Interception Capacity (assumes clogged condition)	Q_a =	6.9	26.2	cfs
Inlet Capacity IS GOOD for Minor and Major Storms (>Q Peak)	$Q_{PEAK\ REQUIRED}$ =	6.0	15.6	cfs

ALLOWABLE CAPACITY FOR ONE-HALF OF STREET (Minor & Major Storm)

(Based on Regulated Criteria for Maximum Allowable Flow Depth and Spread)

Project: Clear Creek Transit Village
Inlet ID: Inlet H



Gutter Geometry:				
Maximum Allowable Width for Spread Behind Curb	T_{BACK} =	5.0		ft
Side Slope Behind Curb (leave blank for no conveyance credit behind curb)	S_{BACK} =	0.020		ft/ft
Manning's Roughness Behind Curb (typically between 0.012 and 0.020)	n_{BACK} =	0.013		
Height of Curb at Gutter Flow Line	H_{CURB} =	6.00		inches
Distance from Curb Face to Street Crown	T_{CROWN} =	22.0		ft
Gutter Width	W =	2.00		ft
Street Transverse Slope	S_X =	0.022		ft/ft
Gutter Cross Slope (typically 2 inches over 24 inches or 0.083 ft/ft)	S_W =	0.083		ft/ft
Street Longitudinal Slope - Enter 0 for sump condition	S_O =	0.000		ft/ft
Manning's Roughness for Street Section (typically between 0.012 and 0.020)	n_{STREET} =	0.013		
		Minor Storm	Major Storm	
Max. Allowable Spread for Minor & Major Storm	T_{MAX} =	22.0	22.0	ft
Max. Allowable Depth at Gutter Flowline for Minor & Major Storm	d_{MAX} =	6.0	12.0	inches
Check boxes are not applicable in SUMP conditions		☐	☐	

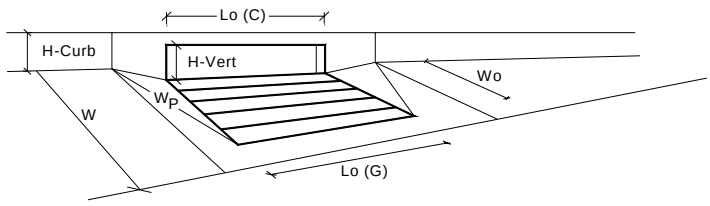
Maximum Capacity for 1/2 Street based On Allowable Spread		Minor Storm	Major Storm	
Water Depth without Gutter Depression ($T * S_x * 12$)	y =	5.81	5.81	inches
Vertical Depth between Gutter Lip and Gutter Flowline ($W * S_w * 12$)	d_c =	2.0	2.0	inches
Gutter Depression (d_c - ($W * S_x * 12$))	a =	1.46	1.46	inches
Water Depth at Gutter Flowline (y + a)	d =	7.27	7.27	inches
Allowable Spread for Discharge outside the Gutter Section (T - W)	T_X =	20.0	20.0	ft
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. 7-7)	E_O =	0.263	0.263	
Discharge outside the Gutter Section, carried in Section T_X	Q_X =	0.0	0.0	cfs
Discharge within the Gutter Section (Q_T - Q_X - Q_{BACK})	Q_W =	0.0	0.0	cfs
Discharge Behind the Curb (e.g., sidewalk, driveways, & lawns)	Q_{BACK} =	0.0	0.0	cfs
Maximum Flow Based On Allowable Spread	Q_T =	SUMP	SUMP	cfs
Flow Velocity within the Gutter Section	V =	0.0	0.0	fps
V*d Product: Flow Velocity times Gutter Flowline Depth	V*d =	0.0	0.0	

Maximum Capacity for 1/2 Street based on Allowable Depth		Minor Storm	Major Storm	
Theoretical Water Spread	T_{TH} =	17.2	39.9	ft
Theoretical Spread for Discharge outside the Gutter Section (T - W)	$T_{X\ TH}$ =	15.2	37.9	ft
Gutter Flow to Design Flow Ratio by FHWA HEC-22 method (Eq. 7-7)	E_O =	0.339	0.142	
Theoretical Discharge outside the Gutter Section, carried in Section $T_{X\ TH}$	$Q_{X\ TH}$ =	0.0	0.0	cfs
Actual Discharge outside the Gutter Section, (limited by distance T_{CROWN})	Q_X =	0.0	0.0	cfs
Discharge within the Gutter Section (Q_d - Q_X)	Q_W =	0.0	0.0	cfs
Discharge Behind the Curb (e.g., sidewalk, driveways, & lawns)	Q_{BACK} =	0.0	0.0	cfs
Total Discharge for Major & Minor Storm (Pre-Safety Factor)	Q =	SUMP	SUMP	cfs
Average Flow Velocity Within the Gutter Section	V =	0.0	0.0	fps
V*d Product: Flow Velocity Times Gutter Flowline Depth	V*d =	0.0	0.0	
Slope-Based Safety Factor for Minor/Major Storm depth reduction, d $\geq$ 6"	R =	SUMP	SUMP	
Max Flow based on Allowable Depth (Safety Factor Applied)	Q_d =	SUMP	SUMP	cfs
Resultant Flow Depth at Gutter Flowline (Safety Factor Applied)	d =			inches
Resultant Flow Depth at Street Crown (Safety Factor Applied)	d_{CROWN} =			inches

		Minor Storm	Major Storm	
MINOR STORM Allowable Capacity is not applicable to Sump Condition				
MAJOR STORM Allowable Capacity is not applicable to Sump Condition	Q_{allow} =	SUMP	SUMP	cfs

INLET IN A SUMP OR SAG LOCATION

MHFD-Inlet, Version 5.03 (August 2023)

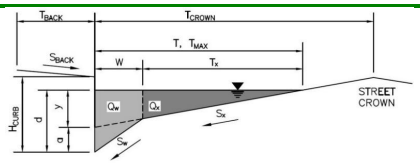


Design Information (Input)		MINOR	MAJOR	
Type of Inlet	Type =	CDOT/Denver 13 Combination		
Local Depression (additional to continuous gutter depression 'a' from above)	a_{local} =	2.00	2.00	inches
Number of Unit Inlets (Grate or Curb Opening)	No =	2	2	
Water Depth at Flowline (outside of local depression)	Ponding Depth =	6.0	12.0	inches
Grate Information		MINOR	MAJOR	
Length of a Unit Grate	L_o (G) =	3.00	3.00	feet
Width of a Unit Grate	W_o =	1.73	1.73	feet
Open Area Ratio for a Grate (typical values 0.15-0.90)	A_{ratio} =	0.43	0.43	
Clogging Factor for a Single Grate (typical value 0.50 - 0.70)	C_f (G) =	0.50	0.50	
Grate Weir Coefficient (typical value 2.15 - 3.60)	C_w (G) =	3.30	3.30	
Grate Orifice Coefficient (typical value 0.60 - 0.80)	C_o (G) =	0.60	0.60	
Curb Opening Information		MINOR	MAJOR	
Length of a Unit Curb Opening	L_o (C) =	3.00	3.00	feet
Height of Vertical Curb Opening in Inches	H_{vert} =	6.50	6.50	inches
Height of Curb Orifice Throat in Inches	H_{throat} =	5.25	5.25	inches
Angle of Throat	Theta =	0.00	0.00	degrees
Side Width for Depression Pan (typically the gutter width of 2 feet)	W_p =	2.00	2.00	feet
Clogging Factor for a Single Curb Opening (typical value 0.10)	C_f (C) =	0.10	0.10	
Curb Opening Weir Coefficient (typical value 2.3-3.7)	C_w (C) =	3.70	3.70	
Curb Opening Orifice Coefficient (typical value 0.60 - 0.70)	C_o (C) =	0.66	0.66	
Low Head Performance Reduction (Calculated)		MINOR	MAJOR	
Depth for Grate Midwidth	d_{Grate} =	0.52	1.02	ft
Depth for Curb Opening Weir Equation	d_{Curb} =	0.33	0.83	ft
Grated Inlet Performance Reduction Factor for Long Inlets	RF_{Grate} =	0.71	1.00	
Curb Opening Performance Reduction Factor for Long Inlets	RF_{Curb} =	N/A	N/A	
Combination Inlet Performance Reduction Factor for Long Inlets	$RF_{Combination}$ =	0.71	1.00	
		MINOR	MAJOR	
Total Inlet Interception Capacity (assumes clogged condition)	Q_a =	6.6	21.7	cfs
Inlet Capacity IS GOOD for Minor and Major Storms (>Q Peak)	$Q_{PEAK\ REQUIRED}$ =	4.3	9.8	cfs

ALLOWABLE CAPACITY FOR ONE-HALF OF STREET (Minor & Major Storm)

(Based on Regulated Criteria for Maximum Allowable Flow Depth and Spread)

Project: Clear Creek Transit Village
Inlet ID: Inlet I



Gutter Geometry:

Maximum Allowable Width for Spread Behind Curb	T_{BACK} =	5.0	ft
Side Slope Behind Curb (leave blank for no conveyance credit behind curb)	S_{BACK} =	0.020	ft/ft
Manning's Roughness Behind Curb (typically between 0.012 and 0.020)	n_{BACK} =	0.013	
Height of Curb at Gutter Flow Line	H_{CURB} =	6.00	inches
Distance from Curb Face to Street Crown	T_{CROWN} =	22.0	ft
Gutter Width	W =	2.00	ft
Street Transverse Slope	S_X =	0.022	ft/ft
Gutter Cross Slope (typically 2 inches over 24 inches or 0.083 ft/ft)	S_W =	0.083	ft/ft
Street Longitudinal Slope - Enter 0 for sump condition	S_O =	0.000	ft/ft
Manning's Roughness for Street Section (typically between 0.012 and 0.020)	n_{STREET} =	0.013	

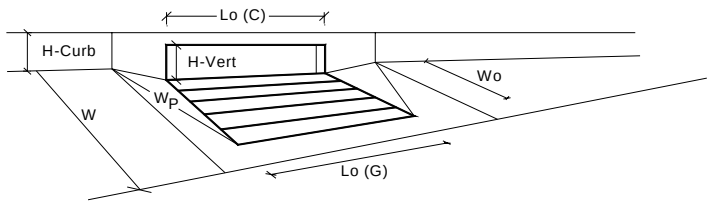
		Minor Storm	Major Storm	
Max. Allowable Spread for Minor & Major Storm	T_{MAX} =	22.0	22.0	ft
Max. Allowable Depth at Gutter Flowline for Minor & Major Storm	d_{MAX} =	6.0	12.0	inches
Check boxes are not applicable in SUMP conditions		☐	☐	

MINOR STORM Allowable Capacity is not applicable to Sump Condition
MAJOR STORM Allowable Capacity is not applicable to Sump Condition

	Minor Storm	Major Storm	
Q_{allow} =	SUMP	SUMP	cfs

INLET IN A SUMP OR SAG LOCATION

MHFD-Inlet, Version 5.03 (August 2023)



Design Information (Input)	CDOT/Denver 13 Combination		MINOR	MAJOR	
Type of Inlet		Type =	CDOT/Denver 13 Combination		
Local Depression (additional to continuous gutter depression 'a' from above)		a_{local} =	2.00	2.00	inches
Number of Unit Inlets (Grate or Curb Opening)		No =	1	1	
Water Depth at Flowline (outside of local depression)		Ponding Depth =	6.0	7.3	inches
Grate Information			MINOR	MAJOR	☐ Override Depths
Length of a Unit Grate		L_o (G) =	3.00	3.00	feet
Width of a Unit Grate		W_o =	1.73	1.73	feet
Open Area Ratio for a Grate (typical values 0.15-0.90)		A_{ratio} =	0.43	0.43	
Clogging Factor for a Single Grate (typical value 0.50 - 0.70)		C_f (G) =	0.50	0.50	
Grate Weir Coefficient (typical value 2.15 - 3.60)		C_w (G) =	3.30	3.30	
Grate Orifice Coefficient (typical value 0.60 - 0.80)		C_o (G) =	0.60	0.60	
Curb Opening Information			MINOR	MAJOR	
Length of a Unit Curb Opening		L_o (C) =	3.00	3.00	feet
Height of Vertical Curb Opening in Inches		H_{vert} =	6.50	6.50	inches
Height of Curb Orifice Throat in Inches		H_{throat} =	5.25	5.25	inches
Angle of Throat		Theta =	0.00	0.00	degrees
Side Width for Depression Pan (typically the gutter width of 2 feet)		W_p =	2.00	2.00	feet
Clogging Factor for a Single Curb Opening (typical value 0.10)		C_f (C) =	0.10	0.10	
Curb Opening Weir Coefficient (typical value 2.3-3.7)		C_w (C) =	3.70	3.70	
Curb Opening Orifice Coefficient (typical value 0.60 - 0.70)		C_o (C) =	0.66	0.66	
Low Head Performance Reduction (Calculated)			MINOR	MAJOR	
Depth for Grate Midwidth		d_{Grate} =	0.52	0.63	ft
Depth for Curb Opening Weir Equation		d_{Curb} =	0.33	0.44	ft
Grated Inlet Performance Reduction Factor for Long Inlets		RF_{Grate} =	0.94	1.00	
Curb Opening Performance Reduction Factor for Long Inlets		RF_{Curb} =	N/A	N/A	
Combination Inlet Performance Reduction Factor for Long Inlets		$RF_{Combination}$ =	0.94	1.00	
			MINOR	MAJOR	
Total Inlet Interception Capacity (assumes clogged condition)		Q_a =	5.1	6.9	cfs
Inlet Capacity IS GOOD for Minor and Major Storms (>Q Peak)		$Q_{PEAK\ REQUIRED}$ =	3.1	6.5	cfs

Design Procedure Form: Rain Garden (RG)

UD-BMP (Version 3.07, March 2018)

Designer:	**Bryce Willaby**
Company:	**Kimley-Horn**
Date:	**August 18, 2026**
Project:	**Clear Creek Transit Village - Planter 01**
Location:	**Adams County, CO**

1. Basin Storage Volume	
A) Effective Imperviousness of Tributary Area, I_a (100% if all paved and roofed areas upstream of rain garden)	I_a = 100.0 %
B) Tributary Area's Imperviousness Ratio ($i = I_a/100$)	i = 1.000
C) Water Quality Capture Volume (WQCV) for a 12-hour Drain Time ($WQCV = 0.8 * (0.91 * i^3 - 1.19 * i^2 + 0.78 * i)$)	WQCV = 0.40 watershed inches
D) Contributing Watershed Area (including rain garden area)	Area = 12,585 sq ft
E) Water Quality Capture Volume (WQCV) Design Volume Vol = (WQCV / 12) * Area	V_{WQCV} = 420 cu ft
F) For Watersheds Outside of the Denver Region, Depth of Average Runoff Producing Storm	d_6 = in
G) For Watersheds Outside of the Denver Region, Water Quality Capture Volume (WQCV) Design Volume	$V_{WQCV\ OTHER}$ = cu ft
H) User Input of Water Quality Capture Volume (WQCV) Design Volume (Only if a different WQCV Design Volume is desired)	$V_{WQCV\ USER}$ = cu ft
2. Basin Geometry	
A) WQCV Depth (12-inch maximum)	D_{WQCV} = 12 in
B) Rain Garden Side Slopes (Z = 4 min., horiz. dist per unit vertical) (Use "0" if rain garden has vertical walls)	Z = 0.00 ft / ft
C) Mimimum Flat Surface Area	A_{Min} = 252 sq ft
D) Actual Flat Surface Area	A_{Actual} = sq ft
E) Area at Design Depth (Top Surface Area)	A_{Top} = sq ft
F) Rain Garden Total Volume ($V_T = ((A_{Top} + A_{Actual}) / 2) * Depth$)	V_T= cu ft
3. Growing Media	Choose One: ◯ 18" Rain Garden Growing Media ◯ Other (Explain):
4. Underdrain System	
A) Are underdrains provided?	Choose One: ◯ YES ◯ NO
B) Underdrain system orifice diameter for 12 hour drain time	
i) Distance From Lowest Elevation of the Storage Volume to the Center of the Orifice	y = ft
ii) Volume to Drain in 12 Hours	Vol_{12} = cu ft
iii) Orifice Diameter, 3/8" Minimum	D_O = in

Design Procedure Form: Rain Garden (RG)

UD-BMP (Version 3.07, March 2018)

Designer:	**Bryce Willaby**
Company:	**Kimley-Horn**
Date:	**August 18, 2026**
Project:	**Clear Creek Transit Village - Planter 03**
Location:	**Adams County, CO**

1. Basin Storage Volume	
A) Effective Imperviousness of Tributary Area, I_a (100% if all paved and roofed areas upstream of rain garden)	I_a = 100.0 %
B) Tributary Area's Imperviousness Ratio ($i = I_a/100$)	i = 1.000
C) Water Quality Capture Volume (WQCV) for a 12-hour Drain Time ($WQCV = 0.8 * (0.91 * i^3 - 1.19 * i^2 + 0.78 * i)$)	WQCV = 0.40 watershed inches
D) Contributing Watershed Area (including rain garden area)	Area = 14,418 sq ft
E) Water Quality Capture Volume (WQCV) Design Volume Vol = (WQCV / 12) * Area	V_{WQCV} = 481 cu ft
F) For Watersheds Outside of the Denver Region, Depth of Average Runoff Producing Storm	d_6 = in
G) For Watersheds Outside of the Denver Region, Water Quality Capture Volume (WQCV) Design Volume	$V_{WQCV\ OTHER}$ = cu ft
H) User Input of Water Quality Capture Volume (WQCV) Design Volume (Only if a different WQCV Design Volume is desired)	$V_{WQCV\ USER}$ = cu ft
2. Basin Geometry	
A) WQCV Depth (12-inch maximum)	D_{WQCV} = 12 in
B) Rain Garden Side Slopes (Z = 4 min., horiz. dist per unit vertical) (Use "0" if rain garden has vertical walls)	Z = 0.00 ft / ft
C) Mimimum Flat Surface Area	A_{Min} = 288 sq ft
D) Actual Flat Surface Area	A_{Actual} = sq ft
E) Area at Design Depth (Top Surface Area)	A_{Top} = sq ft
F) Rain Garden Total Volume ($V_T = ((A_{Top} + A_{Actual}) / 2) * Depth$)	V_T= cu ft
3. Growing Media	Choose One ○ 18" Rain Garden Growing Media ○ Other (Explain):
4. Underdrain System	
A) Are underdrains provided?	Choose One ○ YES ○ NO
B) Underdrain system orifice diameter for 12 hour drain time	
i) Distance From Lowest Elevation of the Storage Volume to the Center of the Orifice	y = ft
ii) Volume to Drain in 12 Hours	Vol_{12} = cu ft
iii) Orifice Diameter, 3/8" Minimum	D_O = in

APPENDIX B – Rational Method Calculations

Kimley»Horn

STANDARD FORM SF-1
PROPOSED RUNOFF COEFFICIENTS - IMPERVIOUS CALCULATION

PROJECT NAME: Clear Creek Transit Village PA3 DATE: 9/1/2026
PROJECT NUMBER: 196395017
CALCULATED BY: MKL
CHECKED BY: AGR

SOIL: A

LAND USE:	LAWNS AREA	DRIVES & WALKS AREA	BUILDING ROOF AREA	PAVED AREA	APARTMENTS & BUSINESS AREA	PARKS AREA
2-YEAR COEFF.	0.01	0.73	0.73	0.84	0.73	0.04
5-YEAR COEFF.	0.01	0.75	0.75	0.86	0.75	0.05
10-YEAR COEFF.	0.01	0.77	0.77	0.87	0.77	0.05
100-YEAR COEFF.	0.13	0.81	0.81	0.89	0.81	0.19
IMPERVIOUS %	2%	90%	90%	100%	90%	10%

DESIGN BASIN	DESIGN POINT	LAWNS AREA (AC)	DRIVES & WALKS AREA (AC)	BUILDING ROOF AREA (AC)	PAVED AREA (AC)	APARTMENTS & BUSINESS AREA (AC)	PARKS AREA (AC)	TOTAL AREA (AC)	C(2)	C(5)	C(10)	C(100)	Imp %
On-Site Basins - Connects to OA CCTV													
D1.1	D1	0.10	0.03	0.01	0.00	0.00	0.00	**0.15**	0.25	0.25	0.26	0.35	31%
D1.2	D1	0.00	0.00	0.11	0.00	0.00	0.00	**0.11**	0.73	0.75	0.77	0.81	90%
D1.3	D1	0.00	0.00	0.11	0.00	0.00	0.00	**0.11**	0.73	0.75	0.77	0.81	90%
D1.4	D2	0.08	0.17	0.00	0.21	0.00	0.00	**0.45**	0.65	0.67	0.68	0.73	79%
C1	C1	0.04	0.06	0.14	0.00	0.00	0.00	**0.25**	0.62	0.64	0.65	0.71	77%
H1	H1	0.03	0.08	0.14	0.01	0.00	0.00	**0.26**	0.66	0.68	0.69	0.74	81%
BASIN		**0.24**	**0.34**	**0.53**	**0.22**	**0.00**	**0.00**	**1.33**	**0.62**	**0.63**	**0.65**	**0.70**	**76%**
SUBTOTAL		**18%**	**26%**	**40%**	**17%**	**0%**	**0%**	**100%**					
On-Site Basins Flowing Off-Site													
OS1	OS1	0.04	0.02	0.00	0.00	0.00	0.00	**0.07**	0.28	0.29	0.30	0.39	36%
BASIN		**0.04**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.07**	**0.28**	**0.29**	**0.30**	**0.39**	**36%**
SUBTOTAL		**62%**	**33%**	**6%**	**0%**	**0%**	**0%**	**100%**					

Notes:
1. Imperviousness (I), values per UDFCD Criteria Manual Volume 1, Table 6-3
2. Runoff Coefficients (C), values per UDFCD Criteria Manual Volume 1, Table 6-4
3. Rainfall Intensities (i), values per Adams County Stormwater Drainage Design and Stormwater Quality Control Regulations, Chapter 9, Table 9-3

Kimley»Horn

STANDARD FORM SF-2
Proposed Time of Concentration

PROJECT NAME: Clear Creek Transit Village PA3
PROJECT NUMBER: 196395017
CALCULATED BY: MKL
CHECKED BY: AGR

DATE: 9/1/2026

SUB-BASIN DATA			INITIAL TIME (T_i)			TRAVEL TIME (T_t)					Tc CHECK (URBANIZED BASINS)					FINAL Tc
DESIGN BASIN (1)	AREA Ac (2)	C5 (3)	LENGTH Ft (4)	SLOPE % (5)	T_i Min. (6)	LENGTH Ft. (7)	SLOPE % (8)	C_v (9)	VEL fps (11)	T_t Min. (12)	COMP. tc (13)	TOTAL LENGTH (14)	TOTAL SLOPE (15)	TOTAL IMP. (16)	Tc Min. (17)	Min.
On-Site Basins																
D1.1	0.15	0.25	30	2.0%	6.8	230	0.5%	20.0	1.4	2.7	9.5	260	0.7%	31%	24.7	9.5
D1.2	0.11	0.75	45	2.0%	3.4	140	3.5%	20.0	3.7	0.6	4.0	185	3.1%	90%	11.5	5.0
D1.3	0.11	0.75	36	2.0%	3.0	280	3.5%	20.0	3.7	1.2	4.3	316	3.3%	90%	12.0	5.0
D1.4	0.45	0.67	46	2.0%	4.2	210	0.5%	20.0	1.4	2.5	6.7	256	0.8%	79%	15.0	6.7
C1	0.25	0.64	100	2.0%	6.7	60	0.5%	20.0	1.4	0.7	7.4	160	1.4%	77%	14.1	7.4
H1	0.26	0.68	120	2.0%	6.7	60	0.5%	20.0	1.4	0.7	7.4	180	1.5%	81%	13.4	7.4
.																
OS1	0.07	0.292	35	2.0%	7.0						7.0	35	2.0%	36%	20.2	7.0

$$t_i = \frac{0.395(1.1 - C_5)\sqrt{L_i}}{S_o^{0.33}} \qquad t_t = \frac{L_t}{60K\sqrt{S_o}} = \frac{L_t}{60V_t} \qquad t_c = (26 - 17i) + \frac{L_t}{60(14i + 9)\sqrt{S_t}}$$

Kimley»Horn

STANDARD FORM SF-3
PROPOSED STORM DRAINAGE DESIGN - RATIONAL METHOD 5 YEAR EVENT

PROJECT NAME: Clear Creek Transit Village PA3
PROJECT NUMBER: 196395017
CALCULATED BY: MKL
CHECKED BY: AGR

P_1 (1-Hour Rainfall) = **1.42**

DATE: 9/1/2026

STORM LINE	DESIGN POINT	DIRECT RUNOFF							REMARKS
		DESIGN BASIN	AREA (AC)	RUNOFF COEFF	tc (min)	C*A(ac)	I (in/hr)	Q (cfs)	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
On-Site Basins									
	D1	D1.1	0.15	0.25	9.46	0.04	3.92	0.15	
	D1	D1.2	0.11	0.75	5.00	0.08	4.82	0.40	
	D1	D1.3	0.11	0.75	5.00	0.08	4.82	0.40	
	D2	D1.4	0.45	0.67	6.70	0.30	4.43	1.34	
	C1	C1	0.25	0.64	7.38	0.16	4.29	0.69	
	H1	H1	0.26	0.68	7.42	0.18	4.28	0.75	
On-Site Basins Flowing Off-Site									
	OS1	OS1	0.07	0.29	6.95	0.02	4.37	0.09	

Kimley»Horn

STANDARD FORM SF-3
PROPOSED STORM DRAINAGE DESIGN - RATIONAL METHOD 100 YEAR EVENT

PROJECT NAME: Clear Creek Transit Village PA3
PROJECT NUMBER: 196395017
CALCULATED BY: MKL
CHECKED BY: AGR

P_1 (1-Hour Rainfall) = **2.71**

DATE: 9/1/2026

STORM LINE	DESIGN POINT	DIRECT RUNOFF							REMARKS
		DESIGN BASIN	AREA (AC)	RUNOFF COEFF	tc (min)	C*A(ac)	I (in/hr)	Q (cfs)	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
On-Site Basins									
	D1	D1.1	0.15	0.35	9.46	0.05	7.49	0.39	
	D1	D1.2	0.11	0.81	5.00	0.09	9.19	0.83	
	D1	D1.3	0.11	0.81	5.00	0.09	9.19	0.83	
	D2	D1.4	0.45	0.73	6.70	0.33	8.45	2.77	
	C1	C1	0.25	0.71	7.38	0.18	8.19	1.46	
	H1	H1	0.26	0.74	7.42	0.19	8.17	1.57	
On-Site Basins Flowing Off-Site									
	OS1	OS1	0.07	0.39	6.95	0.03	8.35	0.23	

Kimley»Horn

PROJECT NAME: Clear Creek Transit Village PA3 DATE: 9/1/2026
PROJECT NUMBER: 196395017
CALCULATED BY: MKL
CHECKED BY: AGR

PROPOSED RATIONAL CALCULATIONS SUMMARY

DESIGN POINT	TRIBUTARY BASINS	TRIBUTARY AREA (AC)	IMPERVIOUSNESS %	PEAK FLOWS (CFS)	
				Q5	Q100
On-Site Basins					
D1	D1.1	0.15	31%	0.15	0.39
D1	D1.2	0.11	90%	0.40	0.83
D1	D1.3	0.11	90%	0.40	0.83
D2	D1.4	0.45	79%	1.34	2.77
C1	C1	0.25	77%	0.69	1.46
H1	H1	0.26	81%	0.75	1.57
TOTAL		**1.33**	**76%**	**3.74**	**7.86**
On-Site Basins Flowing Off-Site					
OS1	OS1	0.07	36%	0.09	0.23
TOTAL		**0.071**	**36%**	**0.09**	**0.23**

APPENDIX C – Hydraulic Calculations

MHFD-Inlet, Version 5.03 (August 2023)

INLET MANAGEMENT

Worksheet Protected

INLET NAME	Inlet A14.1
Site Type (Urban or Rural)	URBAN
Inlet Application (Street or Area)	STREET
Hydraulic Condition	In Sump
Inlet Type	CDOT Type R Curb Opening

USER-DEFINED INPUT

User-Defined Design Flows

Minor Q_{Known} (cfs)	1.4
Major Q_{Known} (cfs)	3.1

Bypass (Carry-Over) Flow from Upstream

Inlets must be organized from upstream (I

Receive Bypass Flow from:	User-Defined
Minor Bypass Flow Received, Q_b (cfs)	0.0
Major Bypass Flow Received, Q_b (cfs)	0.0

Watershed Characteristics

Subcatchment Area (acres)	
Percent Impervious	
NRCS Soil Type	

Watershed Profile

Overland Slope (ft/ft)	
Overland Length (ft)	
Channel Slope (ft/ft)	
Channel Length (ft)	

Minor Storm Rainfall Input

Design Storm Return Period, T_r (years)	
One-Hour Precipitation, P_1 (inches)	

Major Storm Rainfall Input

Design Storm Return Period, T_r (years)	
One-Hour Precipitation, P_1 (inches)	

CALCULATED OUTPUT

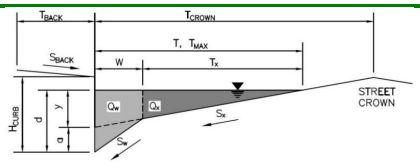
Minor Total Design Peak Flow, Q (cfs)	1.4
Major Total Design Peak Flow, Q (cfs)	3.1
Minor Flow Bypassed Downstream, Q_b (cfs)	N/A
Major Flow Bypassed Downstream, Q_b (cfs)	N/A

ALLOWABLE CAPACITY FOR ONE-HALF OF STREET (Minor & Major Storm)

(Based on Regulated Criteria for Maximum Allowable Flow Depth and Spread)

Project: Clear Creek Transit Village PA3-5

Inlet ID: Inlet A14.1



Gutter Geometry:

Maximum Allowable Width for Spread Behind Curb	T_{BACK} =	5.0	ft
Side Slope Behind Curb (leave blank for no conveyance credit behind curb)	S_{BACK} =		ft/ft
Manning's Roughness Behind Curb (typically between 0.012 and 0.020)	n_{BACK} =	0.020	
Height of Curb at Gutter Flow Line	H_{CURB} =	6.00	inches
Distance from Curb Face to Street Crown	T_{CROWN} =	13.0	ft
Gutter Width	W =	1.0	ft
Street Transverse Slope	S_X =	0.020	ft/ft
Gutter Cross Slope (typically 2 inches over 24 inches or 0.083 ft/ft)	S_W =	0.083	ft/ft
Street Longitudinal Slope - Enter 0 for sump condition	S_O =	0.000	ft/ft
Manning's Roughness for Street Section (typically between 0.012 and 0.020)	n_{STREET} =	0.013	

		Minor Storm	Major Storm	
Max. Allowable Spread for Minor & Major Storm	T_{MAX} =	13.0	13.0	ft
Max. Allowable Depth at Gutter Flowline for Minor & Major Storm	d_{MAX} =	6.0	6.0	inches
Check boxes are not applicable in SUMP conditions		☐	☐	

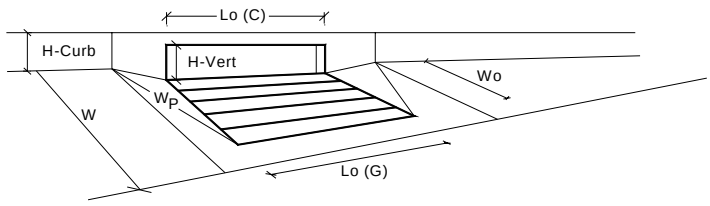
MINOR STORM Allowable Capacity is not applicable to Sump Condition

MAJOR STORM Allowable Capacity is not applicable to Sump Condition

	Minor Storm	Major Storm	
Q_{allow} =	SUMP	SUMP	cfs

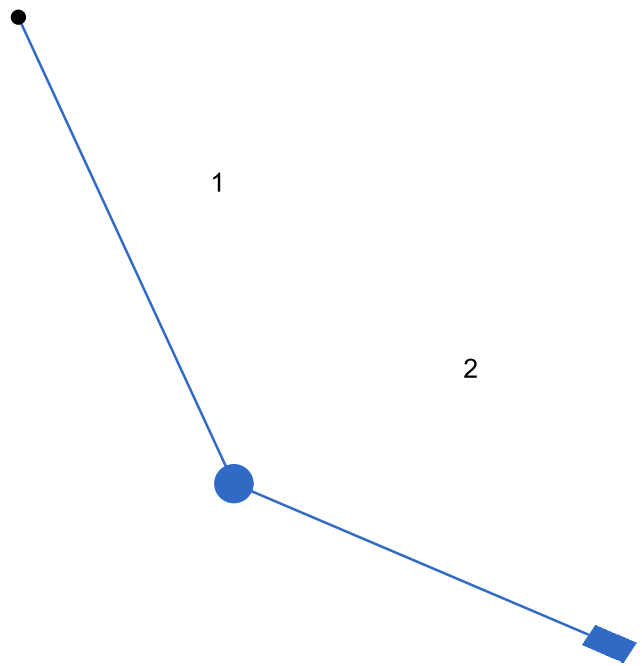
INLET IN A SUMP OR SAG LOCATION

MHFD-Inlet, Version 5.03 (August 2023)



Design Information (Input)	CDOT Type R Curb Opening		MINOR	MAJOR	
Type of Inlet		Type =	CDOT Type R Curb Opening		
Local Depression (additional to continuous gutter depression 'a' from above)		a_{local} =	3.00	3.00	inches
Number of Unit Inlets (Grate or Curb Opening)		No =	1	1	
Water Depth at Flowline (outside of local depression)		Ponding Depth =	3.9	4.5	inches
Grate Information			MINOR	MAJOR	☑ Override Depths
Length of a Unit Grate		L_o (G) =	N/A	N/A	feet
Width of a Unit Grate		W_o =	N/A	N/A	feet
Open Area Ratio for a Grate (typical values 0.15-0.90)		A_{ratio} =	N/A	N/A	
Clogging Factor for a Single Grate (typical value 0.50 - 0.70)		C_f (G) =	N/A	N/A	
Grate Weir Coefficient (typical value 2.15 - 3.60)		C_w (G) =	N/A	N/A	
Grate Orifice Coefficient (typical value 0.60 - 0.80)		C_o (G) =	N/A	N/A	
Curb Opening Information			MINOR	MAJOR	
Length of a Unit Curb Opening		L_o (C) =	5.00	5.00	feet
Height of Vertical Curb Opening in Inches		H_{vert} =	6.00	6.00	inches
Height of Curb Orifice Throat in Inches		H_{throat} =	6.00	6.00	inches
Angle of Throat		Theta =	63.40	63.40	degrees
Side Width for Depression Pan (typically the gutter width of 2 feet)		W_p =	1.00	1.00	feet
Clogging Factor for a Single Curb Opening (typical value 0.10)		C_f (C) =	0.10	0.10	
Curb Opening Weir Coefficient (typical value 2.3-3.7)		C_w (C) =	3.60	3.60	
Curb Opening Orifice Coefficient (typical value 0.60 - 0.70)		C_o (C) =	0.67	0.67	
Low Head Performance Reduction (Calculated)			MINOR	MAJOR	
Depth for Grate Midwidth		d_{Grate} =	N/A	N/A	ft
Depth for Curb Opening Weir Equation		d_{Curb} =	0.24	0.29	ft
Grated Inlet Performance Reduction Factor for Long Inlets		RF_{Grate} =	N/A	N/A	
Curb Opening Performance Reduction Factor for Long Inlets		RF_{Curb} =	1.00	1.00	
Combination Inlet Performance Reduction Factor for Long Inlets		$RF_{Combination}$ =	N/A	N/A	
			MINOR	MAJOR	
Total Inlet Interception Capacity (assumes clogged condition)		Q_a =	2.6	3.5	cfs
Inlet Capacity IS GOOD for Minor and Major Storms (>Q Peak)		$Q_{PEAK\ REQUIRED}$ =	1.4	3.1	cfs

Hydraflow Storm Sewers Extension for Autodesk® Civil 3D® Plan



Project File: New.stm	Number of lines: 2	Date: 8/19/2026

Structure Report

Struct No.	Structure ID	Junction Type	Rim Elev (ft)	Structure			Line Out			Line In		
				Shape	Length (ft)	Width (ft)	Size (in)	Shape	Invert (ft)	Size (in)	Shape	Invert (ft)
1	STMH A14.1	Manhole	5219.94	Cir	4.00	4.00	15	Cir	5214.64	15	Cir	5214.74
2	INLET A14.1	Curb-	5217.91	Rect	5.00	3.00	15	Cir	5214.97			

Project File: New.stm | Number of Structures: 2 | Run Date: 8/19/2026

Storm Sewer Summary Report

Line No.	Line ID	Flow rate (cfs)	Line Size (in)	Line shape	Line length (ft)	Invert EL Dn (ft)	Invert EL Up (ft)	Line Slope (%)	HGL Down (ft)	HGL Up (ft)	Minor loss (ft)	HGL Junct (ft)	Dns Line No.	Junction Type
1	PIPE -01	3.10	15	Cir	67.087	5214.30	5214.64	0.500	5215.06	5215.39	0.18	5215.57	End	Manhole
2	PIPE -02	3.10	15	Cir	45.955	5214.74	5214.97	0.500	5215.57	5215.72	0.25	5215.97	1	Curb-

Project File: New.stm | Number of lines: 2 | Run Date: 8/19/2026

NOTES: Known Qs only

Hydraulic Grade Line Computations

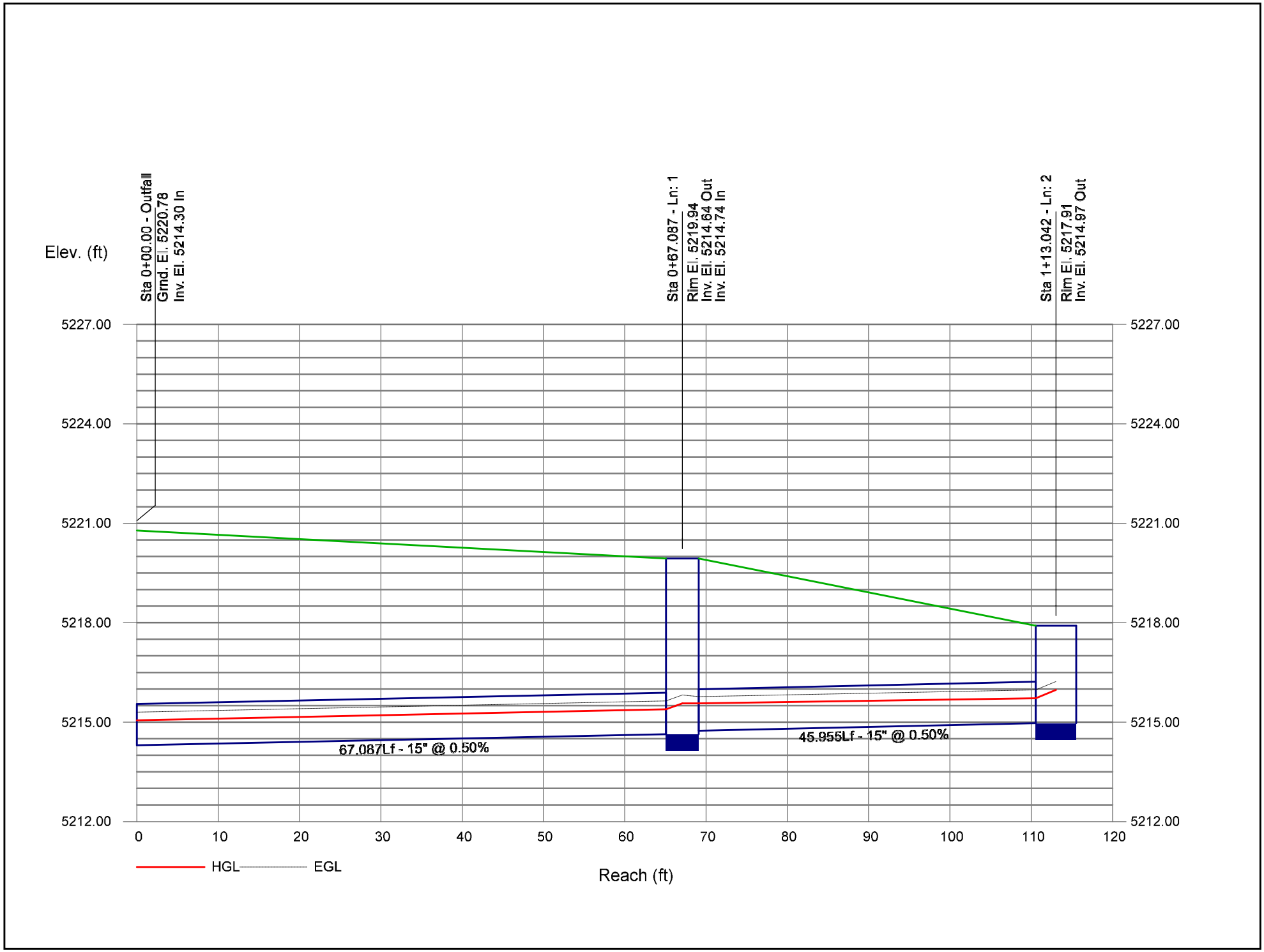
Line	Size (in)	Q (cfs)	Downstream Invert elev (ft)	Downstream HGL elev (ft)	Downstream Depth (ft)	Downstream Area (sqft)	Downstream Vel (ft/s)	Downstream Vel head (ft)	Downstream EGL elev (ft)	Downstream Sf (%)	Len (ft)	Upstream Invert elev (ft)	Upstream HGL elev (ft)	Upstream Depth (ft)	Upstream Area (sqft)	Upstream Vel (ft/s)	Upstream Vel head (ft)	Upstream EGL elev (ft)	Upstream Sf (%)	Check Ave Sf (%)	Check Enrgy loss (ft)	JL coeff (K)	Minor loss (ft)
1	15	3.10	5214.30	5215.06	0.76	0.78	4.00	0.25	5215.30	0.500	67.087	5214.64	5215.39	0.75	0.77	4.01	0.25	5215.64	0.502	0.501	0.336	0.71	0.18
2	15	3.10	5214.74	5215.57	0.83	0.86	3.60	0.20	5215.77	0.384	45.955	5214.97	5215.72	0.75	0.77	4.03	0.25	5215.97	0.508	0.446	0.205	1.00	0.25

Project File: New.stm | Number of lines: 2 | Run Date: 8/19/2026

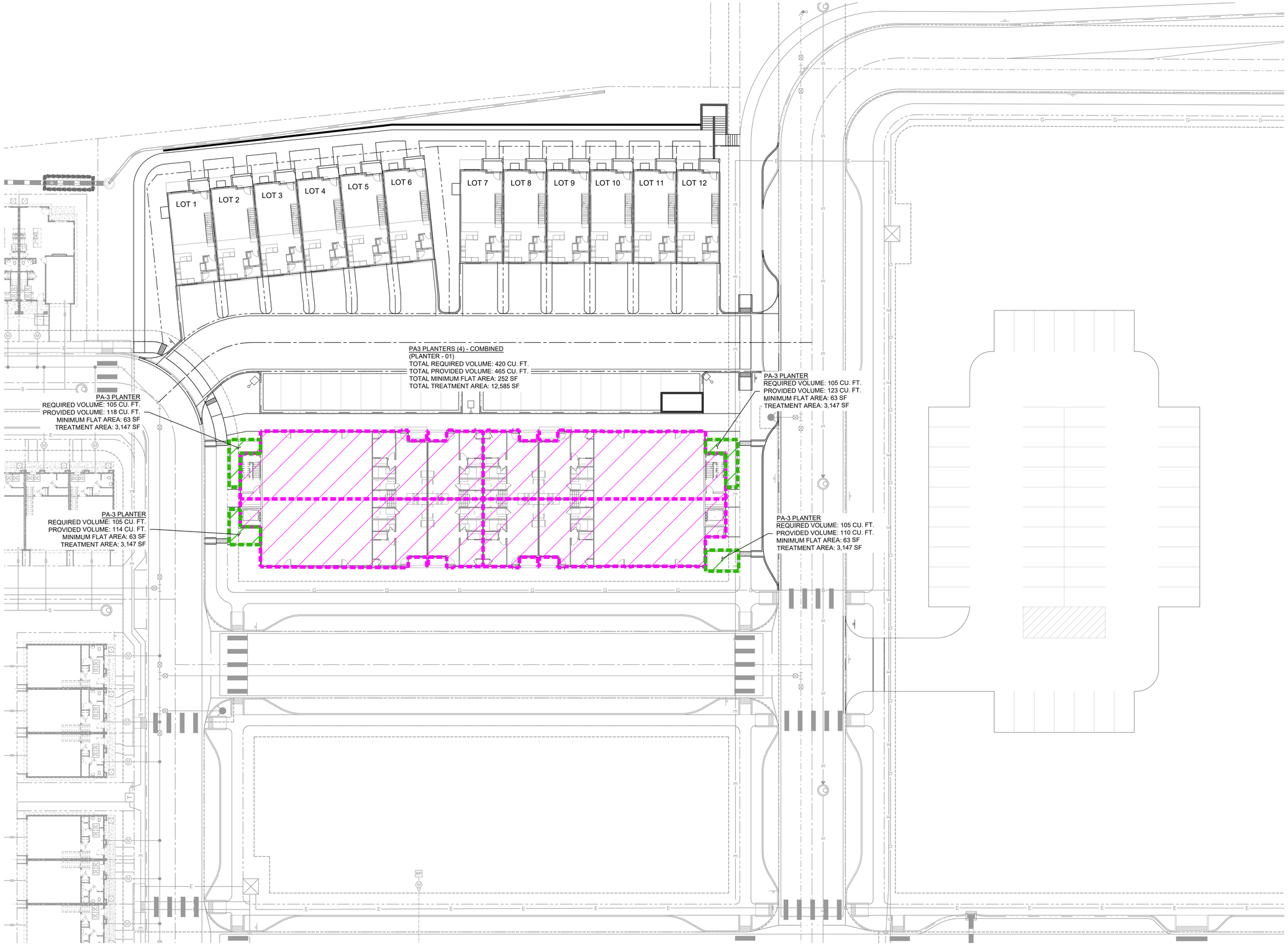
; c = cir e = ellip b = box

Storm Sewer Profile

Proj. file: New.stm



APPENDIX D – LID



LEGEND:

- PROPERTY LINE
- EASEMENT LINE
- PROPOSED CONTOUR
- PROPOSED STORM SEWER
- PROPOSED CURB AND GUTTER
- LID PLANTER AREA
- LID PLANTER TREATMENT AREA

ADAMS COUNTY, CO

SEPTEMBER 2, 2026

LID EXHIBIT PA3

CLEAR CREEK TRANSIT VILLAGE PA3

N

10 20 40

DRAWN BY: MKL SCALE: 1"=20'

Kimley»Horn

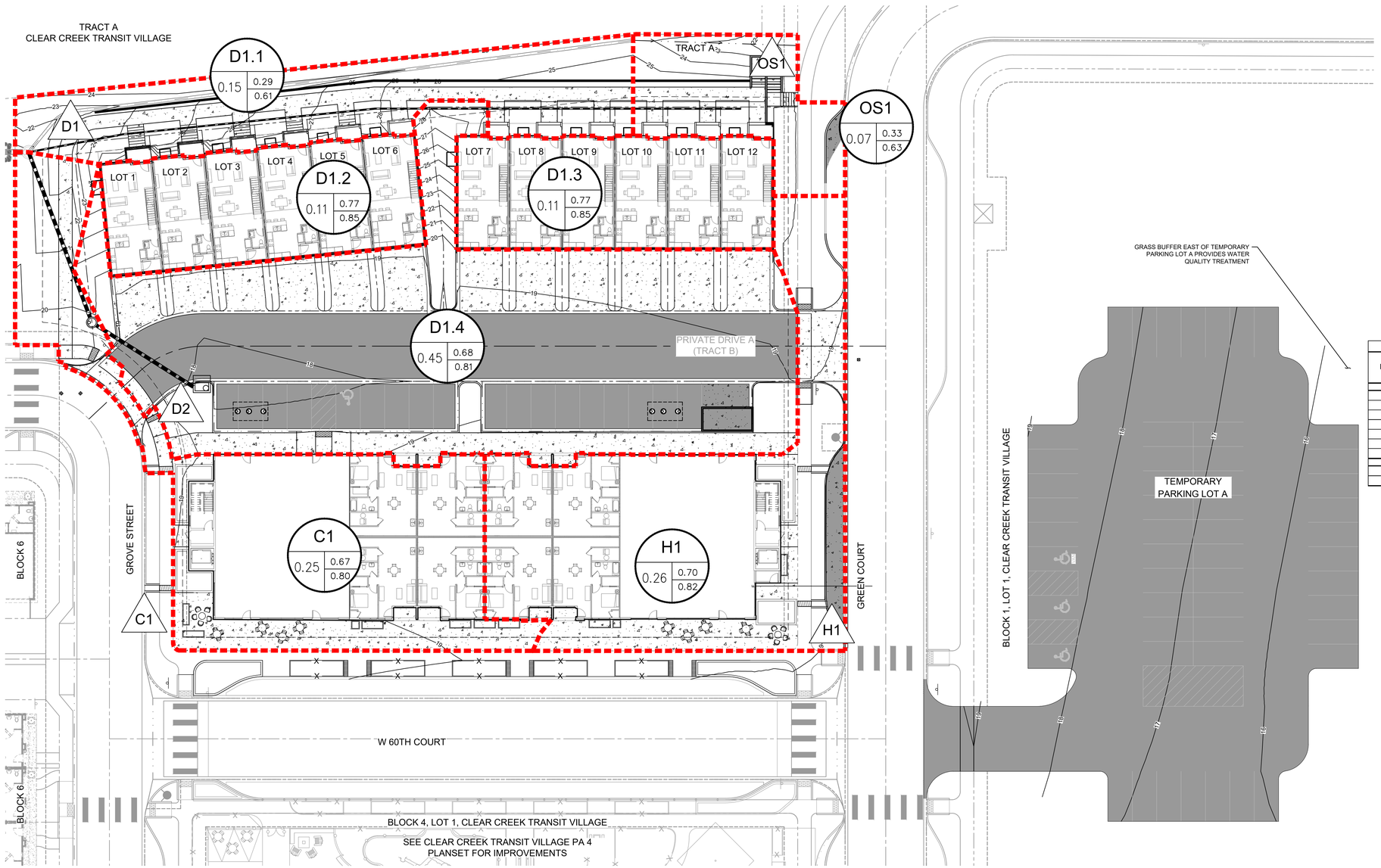
Design Procedure Form: Rain Garden (RG)

UD-BMP (Version 3.07, March 2018)

Designer:	**Maya Lewey**
Company:	**Kimley-Horn**
Date:	**August 19, 2026**
Project:	**Clear Creek Transit Village PA3 Planters (4)**
Location:	**Adams County, CO**

1. Basin Storage Volume			
A) Effective Imperviousness of Tributary Area, I_a (100% if all paved and roofed areas upstream of rain garden)	I_a =	100.0	%
B) Tributary Area's Imperviousness Ratio ($i = I_a/100$)	i =	1.000	
C) Water Quality Capture Volume (WQCV) for a 12-hour Drain Time ($WQCV= 0.8 * (0.91* i^3 - 1.19 * i^2 + 0.78 * i)$)	WQCV =	0.40	watershed inches
D) Contributing Watershed Area (including rain garden area)	Area =	3,147	sq ft
E) Water Quality Capture Volume (WQCV) Design Volume Vol = (WQCV / 12) * Area	V_{WQCV} =	105	cu ft
F) For Watersheds Outside of the Denver Region, Depth of Average Runoff Producing Storm	d_6 =		in
G) For Watersheds Outside of the Denver Region, Water Quality Capture Volume (WQCV) Design Volume	$V_{WQCV\ OTHER}$ =		cu ft
H) User Input of Water Quality Capture Volume (WQCV) Design Volume (Only if a different WQCV Design Volume is desired)	$V_{WQCV\ USER}$ =		cu ft
2. Basin Geometry			
A) WQCV Depth (12-inch maximum)	D_{WQCV} =	12	in
B) Rain Garden Side Slopes (Z = 4 min., horiz. dist per unit vertical) (Use "0" if rain garden has vertical walls)	Z =	0.00	ft / ft
C) Mimimum Flat Surface Area	A_{Min} =	63	sq ft
D) Actual Flat Surface Area	A_{Actual} =		sq ft
E) Area at Design Depth (Top Surface Area)	A_{Top} =		sq ft
F) Rain Garden Total Volume ($V_T= ((A_{Top} + A_{Actual}) / 2) * Depth$)	V_T=		cu ft
3. Growing Media	Choose One: ◯ 18" Rain Garden Growing Media ◯ Other (Explain):		
4. Underdrain System			
A) Are underdrains provided?	Choose One: ◯ YES ◯ NO		
B) Underdrain system orifice diameter for 12 hour drain time			
i) Distance From Lowest Elevation of the Storage Volume to the Center of the Orifice	y =		ft
ii) Volume to Drain in 12 Hours	Vol_{12} =		cu ft
iii) Orifice Diameter, 3/8" Minimum	D_O =		in

APPENDIX E – Proposed Drainage Map

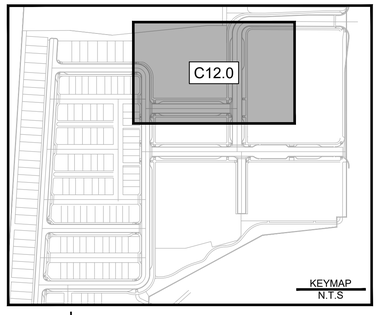


LEGEND

- PROPERTY LINE
- EASEMENT LINE
- CLEAR CREEK 100-YR FLOODPLAIN LIMIT
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- PROPOSED STORM SEWER PIPE
- EXISTING STORM SEWER PIPE
- PROPOSED STORM SEWER INLET
- PROPOSED STORM SEWER MANHOLE
- A - DRAINAGE BASIN
  B - BASIN ACREAGE
  C - 5-YEAR RUNOFF COEFFICIENT
  D - 100-YEAR RUNOFF COEFFICIENT
- PROPOSED DRAINAGE PATTERN
- PROPOSED SUB BASIN BOUNDARY
- DESIGN POINT
- PROPOSED LANDSCAPING
- PROPOSED SIDEWALK
- PROPOSED ASPHALT

PROPOSED RATIONAL CALCULATIONS SUMMARY

DESIGN POINT	TRIBUTARY BASINS	TRIBUTARY AREA (AC)	IMPERVIOUSNESS %	PEAK FLOWS (CFS) Q5	PEAK FLOWS (CFS) Q100
On-Site Basins					
D1	D1.1	0.15	31%	0.15	0.39
D1	D1.2	0.11	90%	0.40	0.83
D1	D1.3	0.11	90%	0.40	0.83
D2	D1.4	0.45	79%	1.34	2.77
C1	C1	0.25	77%	0.69	1.46
H1	H1	0.26	81%	0.75	1.57
TOTAL		**1.33**	**76%**	**3.74**	**7.86**
On-Site Basins Flowing Off-Site					
OS1	OS1	0.07	36%	0.09	0.23
TOTAL		**0.071**	**36%**	**0.09**	**0.23**



NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

NO.	REVISION	BY	DATE

Kimley»Horn

© 2026 KIMLEY-HORN AND ASSOCIATES, INC.
3325 SOUTH TIMBERLINE ROAD, SUITE 130
FORT COLLINS, COLORADO 80525 (970) 822-7911

DESIGNED BY: JKV
DRAWN BY: AVJ
CHECKED BY: AGR
DATE: 09/03/2026

CLEAR CREEK TRANSIT VILLAGE PA 3

PROPOSED DRAINAGE PLAN

PRELIMINARY
FOR REVIEW ONLY
NOT FOR CONSTRUCTION
Kimley»Horn
Kimley-Horn and Associates, Inc.

PROJECT NO.
196395017

SHEET
C12.0
18 OF 18

K:\NCO_Civil\196395017_CCTV PA3-5\PA3\CADD\PlanSheets\C-DRAN_PA3.dwg
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August 19, 2026

Mr. Bryan Byler
Pacific North Enterprises
900 Castleton Road, Suite 118
Castle Rock, CO 80109

Re: Clear Creek Transit Village
Traffic Compliance Letter
Adams County, Colorado

Dear Mr. Byler,

This letter has been prepared to provide a trip generation comparison for the proposed mixed-use development within Planning Area-3 (PA-3), PA-4, and PA-5 of the overall Clear Creek Transit Village, located at the northwest corner of the 60th Avenue and Federal Boulevard intersection in Adams County, Colorado. Anticipated traffic impacts associated with the overall Clear Creek Transit Village were evaluated in the *Clear Creek Transit Village Traffic Impact Study (TIS),* dated October 2025. Applicable documents from this traffic study are included as attachments.

SITE INFORMATION

As described in the 2025 TIS, the proposed mixed-use, transit-oriented project, Clear Creek Transit Village features residential and commercial land uses on a 21-acre parcel of land located at the northwest corner of the 60th Avenue and Federal Boulevard intersection in Adams County, Colorado. The site is located within walking distance of the existing Regional Transportation District (RTD) G-Line commuter rail station, which is located on the east side of Federal Boulevard at 60th Avenue, just to the south of the project. The G-line is an 11-mile commuter rail line that provides service between Denver, Arvada, and Wheat Ridge.

Since the 2025 TIS, the planned layouts of PA-1 through PA-5 have been revised. PA-3 through PA-5 are currently proposed for development as described below. A conceptual site plan for the current proposal is included as an attachment.

- PA-3 – 20 townhomes, 64 mid-rise apartments, and 6,100 square feet of retail space
- PA-4 – a neighborhood park featuring 2,600 square feet of retail space
- PA-5 – 33 townhomes, 78 mid-rise apartments, and 6,100 square feet of retail space

While not part of the currently proposed development project, the planned layouts of PA-1 and PA-2 have also been revised. Therefore, the revised layouts for PA-1 and PA-2 were considered as part of this trip generation comparison. PA-1 and PA-2 are currently planned for development as follows:

- PA-1 – 41 townhomes, 120 mid-rise apartments, and 6,100 square feet of retail space
- PA-2 – 22 townhomes, 78 mid-rise apartments, and 6,100 square feet of retail space

Regional access to the Clear Creek Transit Village will be provided by Interstate 76 (I-76), and Federal Boulevard, also designated as United States Highway 287 (US-287), as well as the RTD Clear Creek/Federal Station for immediate regional commuter rail access. Direct access to the proposed development will be provided by a full movement, signalized access along Federal Boulevard located along the site's northern property line and aligned with the existing median cut on Federal Boulevard, as well as a right-in/right-out access along Federal Boulevard, located approximately 450 feet south of the north property line (at roughly an existing curb cut).

TRIP GENERATION COMPARISON

Site-generated traffic estimates are determined through a process known as trip generation. The most common practice for the trip generation process is to utilize rates and equations that are based on the proposed land use to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates and equations is the *Trip Generation Manual*[1] published by the Institute of Transportation Engineers (ITE). ITE has developed these trip rates and equations based on nationwide studies.

The previously prepared *Clear Creek Transit Village TIS,* assumed PA-1 would feature 269 mid-rise apartments (ITE 221), a coffee/donut shop without drive through (ITE 936), a fast casual restaurant (ITE 930), a variety store (ITE 814), and a small office building (ITE 712). PA-2 was assumed to feature 174 mid-rise apartments (ITE 221), a fast casual restaurant (ITE 930), and a variety store (ITE 814). PA-3 and PA-5 were assumed to feature 98 and 255 mid-rise apartments (ITE 221), respectively. PA-4 was assumed to feature a neighborhood park, with no trip generation estimates associated with the planning area. As such, the previous traffic study anticipated that PA-1 through PA-5 would generate approximately 5,694 weekday daily trips, with 400 of these trips occurring during the morning peak hour and 451 of these trips occurring during the afternoon peak hour. The estimated trip generation for the applicable development area anticipated in the previous study is summarized in the table on the following page.

To calculate the anticipated traffic associated with the proposed residential and commercial land uses within PA-3, PA-4, and PA-5, as well as the anticipated future residential and commercial land uses within PA-1 and PA-2, Kimley-Horn utilized the ITE Trip Generation Manual average rates and equations that apply to Single-Family Attached Housing (ITE 215), Multifamily Housing, Low Rise (ITE 220), and Strip Retail Plaza (<40k) (ITE 822). Based on the ITE Trip Generation calculations, PA-1 through PA-5 of the proposed mixed-use development are expected to generate approximately 3,748 weekday daily trips, with 272 of these trips occurring during the morning peak hour and 444 of these trips occurring during the afternoon peak hour. The estimated trip generation for the traffic associated with the proposed development is summarized in the table on the following page. The trip generation calculations are included as attachment.

1 Institute of Transportation Engineers, *Trip Generation Manual*, Twelfth Edition, Washington DC, 2025.

Traffic Generation Comparison

Planning Area	Use and Size	Weekday Vehicle Trips						
		Daily	AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out	Total
Original Traffic Study (Clear Creek Transit Village TIS) - PA-1 through PA-5								
PA-1	Multifamily Housing, Mid-Rise (ITE 221) 269 Dwelling Units	1,278	31	55	86	51	27	78
	Coffee/Donut Shop w/o Drive Through (ITE 936) 1,000 Sq Ft	286	43	41	84	15	14	29
	Fast Casual Restaurant (ITE 930) 6,000 Sq Ft	525	7	4	11	37	31	68
	Variety Store (ITE 814) 9,000 Sq Ft	516	14	11	25	28	26	54
	Small Office Building (ITE 712) 3,027 Sq Ft	39	4	1	5	2	4	6
PA-2	Multifamily Housing, Mid-Rise (ITE 221) 174 Dwelling Units	827	20	36	56	33	17	50
	Fast Casual Restaurant (ITE 930) 3,000 Sq Ft	262	4	2	6	19	15	34
	Variety Store (ITE 814) 4,951 Sq Ft	284	8	6	14	15	15	30
PA-3	Multifamily Housing, Mid-Rise (ITE 221) 98 Dwelling Units	466	11	20	31	18	10	28
PA-5	Multifamily Housing, Mid-Rise (ITE 221) 255 Dwelling Units	1,211	30	52	82	48	26	74
Original Total Site Generated Trips		**5,694**	**172**	**228**	**400**	**266**	**185**	**451**
Current Proposal - PA-3 through PA-5 (with assumed PA-1 & PA-2)								
PA-1	Single-Family Attached Housing (ITE 215) 41 Dwelling Units	269	5	14	19	12	9	21
	Multifamily Housing, Mid-Rise (ITE 221) 120 Dwelling Units	570	15	23	38	23	12	35
	Strip Retail Plaza (<40k) (ITE 822) 6,100 Sq Ft	332	13	11	24	28	27	55
PA-2	Single-Family Attached Housing (ITE 215) 22 Dwelling Units	145	3	7	10	6	5	11
	Multifamily Housing, Mid-Rise (ITE 221) 78 Dwelling Units	371	10	15	25	15	8	23
	Strip Retail Plaza (<40k) (ITE 822) 6,100 Sq Ft	332	13	11	24	28	27	55
PA-3	Single-Family Attached Housing (ITE 215) 20 Dwelling Units	131	2	7	9	6	4	10
	Multifamily Housing, Mid-Rise (ITE 221) 64 Dwelling Units	304	8	13	21	12	7	19
	Strip Retail Plaza (<40k) (ITE 822) 6,100 Sq Ft	332	13	11	24	28	27	55
PA-4	Strip Retail Plaza (<40k) (ITE 822) 2,600 Sq Ft	142	6	4	10	16	15	31
PA-5	Single-Family Attached Housing (ITE 215) 33 Dwelling Units	217	4	12	16	10	7	17
	Multifamily Housing, Mid-Rise (ITE 221) 78 Dwelling Units	371	10	15	25	15	8	23
	Strip Retail Plaza (<40k) (ITE 822) 6,100 Sq Ft	332	13	11	24	28	27	55
Current Proposal Total Site Generated Trips		**3,848**	**115**	**154**	**269**	**227**	**183**	**410**
	Net Difference in Trips	***1,846***	***57***	***74***	***131***	***39***	***2***	***41***

As shown in the table on the previous page, the proposed residential and commercial land uses within PA-3, PA-4, and PA-5, in combination with the anticipated future residential and commercial land uses within PA-1 and PA-2 of Clear Creek Transit Village are expected to generate 1,846 fewer weekday daily trips, with 131 fewer morning peak-hour trips and 41 fewer afternoon peak-hour trips when compared against the applicable development area from the previous study. Based on the anticipated reduction in weekday daily trips, as well as morning and afternoon peak hour trips, it is believed that the proposed mixed-use development of PA-3, PA-4, and PA-5 is in traffic compliance with the previously conducted *Clear Creek Transit Villa TIS,* dated October 2025.

CONCLUSIONS AND RECOMMENDATIONS

Based on the results of the trip generation comparison presented in this letter, Kimley-Horn and Associates, Inc. believes that the proposed mixed-use development of PA-3, PA-4 and PA-5 is in compliance with the *Clear Creek Transit Village TIS.* It is believed that all potential traffic impacts associated with the proposed project have been previously addressed within the original traffic impact study. As such, no additional traffic analysis is anticipated to be required.

It should be noted that the majority of the transportation infrastructure necessary to support the proposed Clear Creek Transit Village has not yet been constructed. Considering the conclusion noted above, it is recommended that this transportation infrastructure be constructed as recommended in the *Clear Creek Transit Village TIS.*

It is also recommended that when the proposed development and finalized design of PA-1 and PA-2 is prepared, the trip generation assumptions be reconfirmed for the overall PA-1 through PA-5 to ensure that PA-1 and PA-2 are still in compliance with the *Clear Creek Transit Village TIS*.

If you have any questions or need further assistance, please don't hesitate to contact me at (970) 880-1176.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Erick Berry

Erick W. Berry, P.E., PTOE, RSP[1]
Project Traffic Engineer

Original Traffic Study Documents

CLEAR CREEK TRANSIT VILLAGE

Traffic Impact Study

Adams County, Colorado

Pacific Nort

Date: October 10, 2025

Submitted To:

Submitted By:

Fox Tuttle Transportation Group, LLC

1580 Logan Street, Suite 600

Denver, CO 80202

FOX TUTTLE

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Level of Service Definitions

Intersection Capacity Worksheets

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Signal Warrant Analysis

CLEAR CREEK TRANSIT VILLAGE
TRAFFIC IMPACT STUDY

1.0 INTRODUCTION

The Fox Tuttle Transportation Group has prepared this traffic impact study for the proposed Clear Creek Transit Village project located on the west side of Federal Boulevard (US 287) approximately 1/3 mile north of the I-76 interchange in Adams County. The purpose of this study is to identify any potential traffic impacts and to recommend traffic mitigation measures that may be needed with development of the site as proposed. This study addresses short-term (Year 2030) and long-term (Year 2045) traffic conditions with and without the proposed site development. Weekday AM and PM peak hour periods were considered for site specific impacts.

2.0 PROJECT DESCRIPTION

The project site is located along the west side of US 287 approximately 1/3-mile north of I-76 and 1/3-mile south of W. 64th Avenue. The site vicinity map is shown on **Figure 1**. The mixed-use, transit-oriented project is proposing to develop residential and commercial land uses on a 21-acre parcel of land that is currently unused. The site is located within walking distance to the existing Regional Transportation District (RTD) G-Line commuter rail station, which is located on the east side of Federal Blvd. at W. 60th Avenue just to the south of the project. The G-Line is a 11-mile commuter rail line that provides service between Denver, Arvada, and Wheat Ridge.

The preliminary site and access plan is shown on **Figure 2**. Access to the site is proposed, as follows:

- Full-movement, signalized access along Federal Boulevard located along the north site property line and aligned with the existing median cut on Federal Boulevard.
- Right-in/right-out access along Federal Boulevard approximately 450 feet south of the north property line (at roughly an existing curb cut)

Three existing curb cuts along Federal Blvd. currently serving the property will be removed.

All of the study intersections are expected to operate overall at acceptable levels-of-service (LOS D or better). The movements identified to operate at LOS E during the peak hours under Year 2030 Background conditions, are anticipated to continue to operate at LOS E under Year 2045 Background conditions. The following additional movements are also anticipated to operate at LOS E or F:

Federal Boulevard at 64th Avenue

- During the PM peak hour, the eastbound and northbound left-turn movements are expected to operate at LOS E.

6.0 FUTURE TRAFFIC CONDITIONS WITH SITE DEVELOPMENT

This section discusses impacts associated with the proposed development in the short-term and long-term conditions. In addition to the study intersections, the proposed site accesses were also evaluated during the AM and PM peak hours.

6.1 Trip Generation

The Clear Creek Transit Village project is proposing to develop roughly 1.1 million square feet of mixed-use, transit-oriented development. The project will include high-density residential land uses and mixed-use neighborhood retail/commercial. As a transit-oriented development, the project will be designed to promote alternative-mode use including transit ridership, walking, and bicycling.

Based on the most current development scenario, the project proposes the following land uses and square feet (SF) per use at full build out (note that proposed units and SF may change as plans are refined):

- Approx. 937 residential dwelling units (both townhomes and rental units)
- Approx. 27,000 square feet of retail/restaurant and commercial uses

The project is anticipated to be fully built out within the first five years. To determine the traffic impacts associated with the development of the site, the amount of traffic generated by the proposed land uses

were estimated. Trip generation estimates for the site uses were obtained from the Institute of Transportation Engineers (ITE) trip generation manual[3] for the following land use categories:

- Multifamily Housing Low-Rise (ITE# 220)
- Multifamily Housing Mid-Rise (ITE# 221)
- Variety Store (General Retail) (ITE# 814)
- Fast-Casual Restaurant (ITE# 930)
- Coffee/Donut Shop without Drive-Through (ITE# 936)
- Small Office Building (ITE# 712)

Since the project is proposing a high-density, mixed-use transit-oriented development, it is anticipated that the site will generate significantly less traffic than the ITE rates predict. The ITE rates are based primarily on studies that were performed in suburban centers where there is a lack of transit and alternative mode options. Since the project proposes a mix of uses within a high-density development, we anticipate that many trips will involve non-auto uses and that multi-use trips (trips between two or more site land uses) will occur. In order to account for these trips, reduction factors for non-auto (transit, pedestrian, bicycle) and internal (multi-use trips) were applied to the ITE rates. Recent studies[4] have found that transit-oriented developments can generate upwards of 40% less trips than traditional ITE rates. Given that the area around the Clear Creek Transit Village site may not redevelop as quickly with high-density uses, we have assumed more modest reductions in this analysis to provide a more conservative basis for evaluation of site traffic impacts. Based on our experience with similar projects, we have assumed the following minimum reduction factors for this study, with actual reductions at area buildout likely to be much higher):

- Multi-Modal Reduction: Given the proximity of the planned Gold Line station just east of the site, a reduction of 10% was assumed for all uses to account for increased transit and non-auto use compared to the ITE rates.
- Internal Trip Reduction: These internal trips occur from one land use or building to another within the site boundaries and surrounding, connected land uses. For example, a person living in one of the proposed apartment complexes may visit the new retail or a restaurant customer may visit

[3] Trip Generation, Institute of Transportation Engineers, 11th Edition, 2021.

[4] "New Transit Cooperative Research Program Research Confirms Transit-Oriented Developments Produce Fewer Auto Trips". G.B. Arrington, Kimi Iboshi Sloop. ITE Journal. June 2009.

several retail stores during one visit. Multi-use or multi-purpose trips typically do not affect the exterior site access points, nor add any additional traffic volumes to the adjacent street network. Due to the walkability and relatively small size of the site, it is not anticipated that the site would experience many internal (starting and ending within the site) automobile trips and thus no internal trip reduction was assumed, to provide a conservative basis.

The proposed land use square footages were applied to the ITE trip rates to estimate the new site traffic as shown in **Table 3a**. Based on ITE methodology and the trip reduction assumptions discussed in this section, the project is anticipated to generate approximately 6,359 weekday daily driveway trips with 453 trips occurring in the AM peak hour and 537 trips occurring during the PM peak hour.

Due to the nature of the retail and restaurant uses proposed for the project, a percentage of the automobile traffic entering and exiting the site will be "pass-by" traffic from the adjacent roadway traffic flows. This traffic currently exists on the adjacent street network and will therefore not be considered "new" traffic to the overall region. However, these trips will add to the site access volumes and are accounted for in the site-generated traffic estimates. Thus, pass-by trips are *not* a reduction. An example would be someone driving on Federal Blvd. to work in Denver in the morning that stops at the coffee shop on site, then continues on their route to work. This is a new trip at the site driveway but is not a new trip to the surrounding roadway system. Given the size of the project and adjacent roadway traffic volumes, it was assumed that site retail, restaurants and coffee shop may experience 30% to 70% pass-by trips based on ITE average rates for each use.

Applying these pass-by assumptions, the trip type breakdown is provided on **Table 3b**. As shown, the new site uses are anticipated to generate the following primary and pass-by trips:

- Primary Trips: 5,502 daily, 363 AM peak hour, 438 PM peak hour
- Pass-by Trips: 864 daily, 90 AM peak hour, 99 PM peak hour

6.2 Trip Distribution and Assignment

The estimated site trips presented in **Table 3b** were distributed onto the adjacent street network based on existing and future land use and traffic patterns in the area. Assumed site distribution percentages for the primary site trips are shown on **Figure 6**. Pass-by traffic distribution at the site accesses was assumed based on existing and future traffic volumes and directional distribution along Federal Boulevard adjacent to the site.

CONCLUSIONS

The project site is located along the west side of US 287 approximately 1/3-mile north of I-76 and 1/3-mile south of W. 64th Avenue. The project will include high-density residential and ground-floor neighborhood retail, restaurant, and commercial space. As a transit-oriented development, the project will be designed to promote alternative-mode use including transit ridership, walking, and bicycling.

Based on the most current development scenario, the project proposes the following land uses and square feet (SF) per use at full build out:

- Approx. 937 residential dwelling units (both townhomes and rental units)
- Approx. 27,000 square feet of retail/restaurant and commercial uses

Exact uses and tenants for the retail/commercial space is unknown but conservative assumptions have been used, including a coffee shop and restaurant spaces (which relatively typically high trip generators). Based on the trip generation analysis, the project is anticipated to generate 6,359 weekday daily driveway trips with 453 trips occurring in the AM peak hour and 537 trips occurring during the PM peak hour. Due to the nature of the retail and restaurant uses proposed for the project, a percentage of the automobile traffic entering and exiting the site will be "pass-by" traffic from the adjacent roadway traffic flows. Approximately 864 daily, 90 AM peak hour, 99 PM peak hour trips generated by the project site are expected to be pass-by trips that would otherwise already exist on Federal Blvd., but will be new trips at the site driveways.

Two access locations to the site are proposed. A full-movement, signalized access along Federal Boulevard located along the north site property line and aligned with the existing median cut on Federal Boulevard. A second right-in/right-out access along Federal Boulevard approximately 450 feet south of the north property line is also proposed.

Results of the short-term (Year 2030) and long-term (Year 2045) traffic operations analysis indicate that all of the study intersections are expected to operate overall at acceptable levels-of-service (LOS D or better) with the site generated traffic. Further, all of the study intersections are expected to operate at the same LOS as Year 2030 and Year 2045 Background condition.

In addition to the proposed access design along the project Federal Blvd. frontage, the project should implement the following improvements and modifications:

1. A signal is recommended at the existing full-movement access along Federal Boulevard when traffic volumes warrant. Per this study, MUTCD Four-Hour warrants will be met with buildout of

the site. This intersection will be shared with properties north of the site on the west side of Federal Boulevard as well as properties on the east side of Federal Boulevard (a median break and northbound and southbound left-turn lanes have already been constructed along Federal Boulevard at this location). This signal should include a crosswalk on the south leg of the intersection and curb ramps to facilitate crossing of Federal Blvd. to/from sites uses and adjacent/nearby mixed use and transit services (both the existing bus and commuter rail services and future BRT corridor services).

2. Extend the existing northbound left-turn storage at the north access (new signal). The existing raised median design on Federal Blvd. provides for approximately 280' of storage plus a 175' taper. This available storage length is anticipated to be exceeded in the Year 2045 PM peak hour (projected 95th—percentile queue of 300') with the proposed lane repurposing of the Federal BRT project. It is recommended that the existing median planter be removed and the storage length extended to the south to become a shared back-to-back taper with the existing southbound left-turn lane approaching 60th Avenue. This would effectively increase the storage length by +140' and would maintain a 175' taper, providing a maximum storage length of 420', plus taper.

Clear Creek Transit Village
Traffic Impact Study

Table 3a. Trip Generation Estimate

Land Use	Size	Unit	Non-Auto Reduction	Average Weekday Trips		Weekday AM Peak Hour Trips				Weekday PM Peak Hour Trips			
				Rate	Total	Rate	Total	In	Out	Rate	Total	In	Out
PA - 1													
#221 Multifamily Housing (Mid-Rise) (close to rail transit)	269	Dwelling Units	**0%**	4.75	1278	0.32	86	31	55	0.29	78	51	27
#936 Coffee/Donut Shop without Drive-Through*	1.000	1,000 SF	**10%**	317.47	286	93.08	84	43	41	32.29	29	15	14
#930 Fast Casual Restaurant	6.000	1,000 SF	**10%**	97.14	525	2.07	11	7	4	12.55	68	37	31
#814 Variety Store (General Retail)	9.000	1,000 SF	**10%**	63.66	516	3.04	25	14	11	6.70	54	28	26
#712 Small Office Building	3.027	1,000 SF	**10%**	14.39	39	1.67	5	4	1	2.16	6	2	4
PA - 2													
#221 Multifamily Housing (Mid-Rise) (close to rail transit)	174	Dwelling Units	**0%**	4.75	827	0.32	56	20	36	0.29	50	33	17
#930 Fast Casual Restaurant	3.000	1,000 SF	**10%**	97.14	262	2.07	6	4	2	12.55	34	19	15
#814 Variety Store (General Retail)	4.951	1,000 SF	**10%**	63.66	284	3.04	14	8	6	6.70	30	15	15
PA - 3													
#221 Multifamily Housing (Mid-Rise) (close to rail transit)	98	Dwelling Units	**0%**	4.75	466	0.32	31	11	20	0.29	28	18	10
PA - 5													
#221 Multifamily Housing (Mid-Rise) (close to rail transit)	255	Dwelling Units	**0%**	4.75	1211	0.32	82	30	52	0.29	74	48	26
PA - 6													
#220 Multifamily Housing (Low-Rise) (close to rail transit)	34	Dwelling Units	**0%**	4.72	160	0.38	13	4	9	0.61	21	13	8
PA - 7													
#220 Multifamily Housing (Low-Rise) (close to rail transit)	56	Dwelling Units	**0%**	4.72	264	0.38	21	6	15	0.61	34	20	14
PA - 8													
#220 Multifamily Housing (Low-Rise) (close to rail transit)	43	Dwelling Units	**0%**	4.72	203	0.38	16	5	11	0.61	26	16	10
PA - 9													
#220 Multifamily Housing (Low-Rise) (close to rail transit)	8	Dwelling Units	**0%**	4.72	38	0.38	3	1	2	0.61	5	3	2
			Total		**6359**		**453**	**188**	**265**		**537**	**318**	**219**

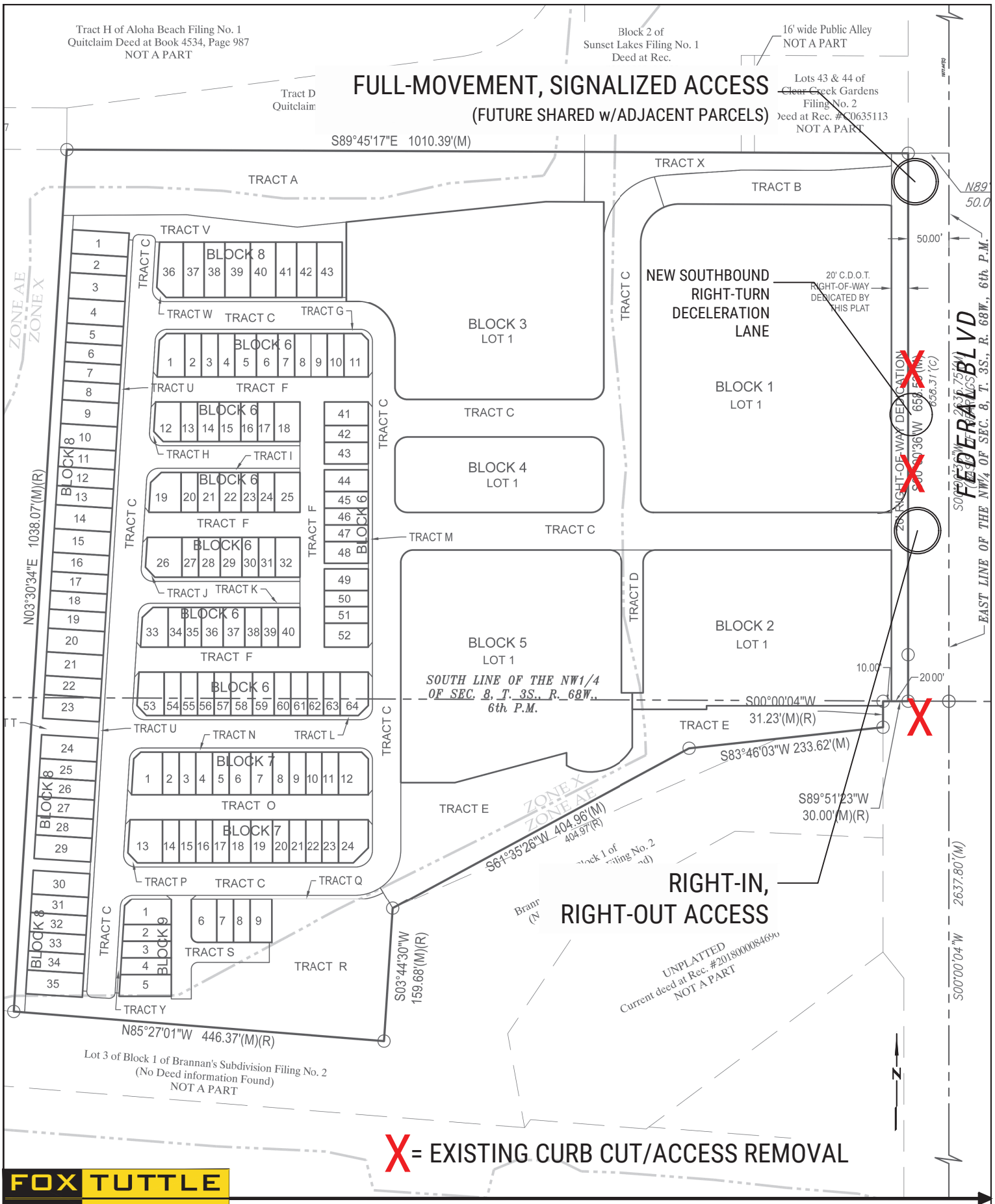
** Since no ITE data is available for #936 daily rates, #933 (Fast Food without Drive-Through) was utilized for daily rate*

Table 3b. Trip Type Breakdown

	Trip Type %[1]		PRIMARY Trips						PASS-BY Trips					
Land Use	Primary	Pass-By	Daily In	Daily Out	AM In	AM Out	PM In	PM Out	Daily In	Daily Out	AM In	AM Out	PM In	PM Out
PA - 1														
#221 Multifamily Housing (Mid-Rise) (close to rail transit)	100%	0%	639	639	31	55	51	27	0	0	0	0	0	0
#936 Coffee/Donut Shop without Drive-Through*	18%	82%	26	26	8	7	3	3	117	117	35	34	12	11
#930 Fast Casual Restaurant	57%	43%	150	150	4	2	21	18	113	113	3	2	16	13
#814 Variety Store (General Retail)	66%	34%	170	170	9	7	18	17	88	88	5	4	10	9
#712 Small Office Building	100%	0%	20	20	4	1	2	4	0	0	0	0	0	0
PA - 2														
#221 Multifamily Housing (Mid-Rise) (close to rail transit)	100%	0%	414	414	20	36	33	17	0	0	0	0	0	0
#930 Fast Casual Restaurant	50%	50%	66	66	2	1	10	8	66	66	2	1	10	8
#814 Variety Store (General Retail)	66%	34%	94	94	5	4	10	10	48	48	3	2	5	5
PA - 3														
#221 Multifamily Housing (Mid-Rise) (close to rail transit)	100%	0%	233	233	11	20	18	10	0	0	0	0	0	0
PA - 5														
#221 Multifamily Housing (Mid-Rise) (close to rail transit)	100%	0%	606	606	30	52	48	26	0	0	0	0	0	0
PA - 6														
#220 Multifamily Housing (Low-Rise) (close to rail transit)	100%	0%	80	80	4	9	13	8	0	0	0	0	0	0
PA - 7														
#220 Multifamily Housing (Low-Rise) (close to rail transit)	100%	0%	132	132	6	15	20	14	0	0	0	0	0	0
PA - 8														
#220 Multifamily Housing (Low-Rise) (close to rail transit)	100%	0%	102	102	5	11	16	10	0	0	0	0	0	0
PA - 9														
#220 Multifamily Housing (Low-Rise) (close to rail transit)	100%	0%	19	19	1	2	3	2	0	0	0	0	0	0
TOTAL			**2751**	**2751**	**140**	**223**	**266**	**173**	**432**	**432**	**48**	**42**	**52**	**46**

Source: ITE Trip Generation Handbook.

[1] Supported by ITE average data for each land use or comparable land use. For Land Use #936, daily pass-by data for #937 Coffee/Donut Ship with Drive-Through Window was used. For Land Use #930, PM peak data for #932 High-Turnover (Sit-Down) Restaurant was used.

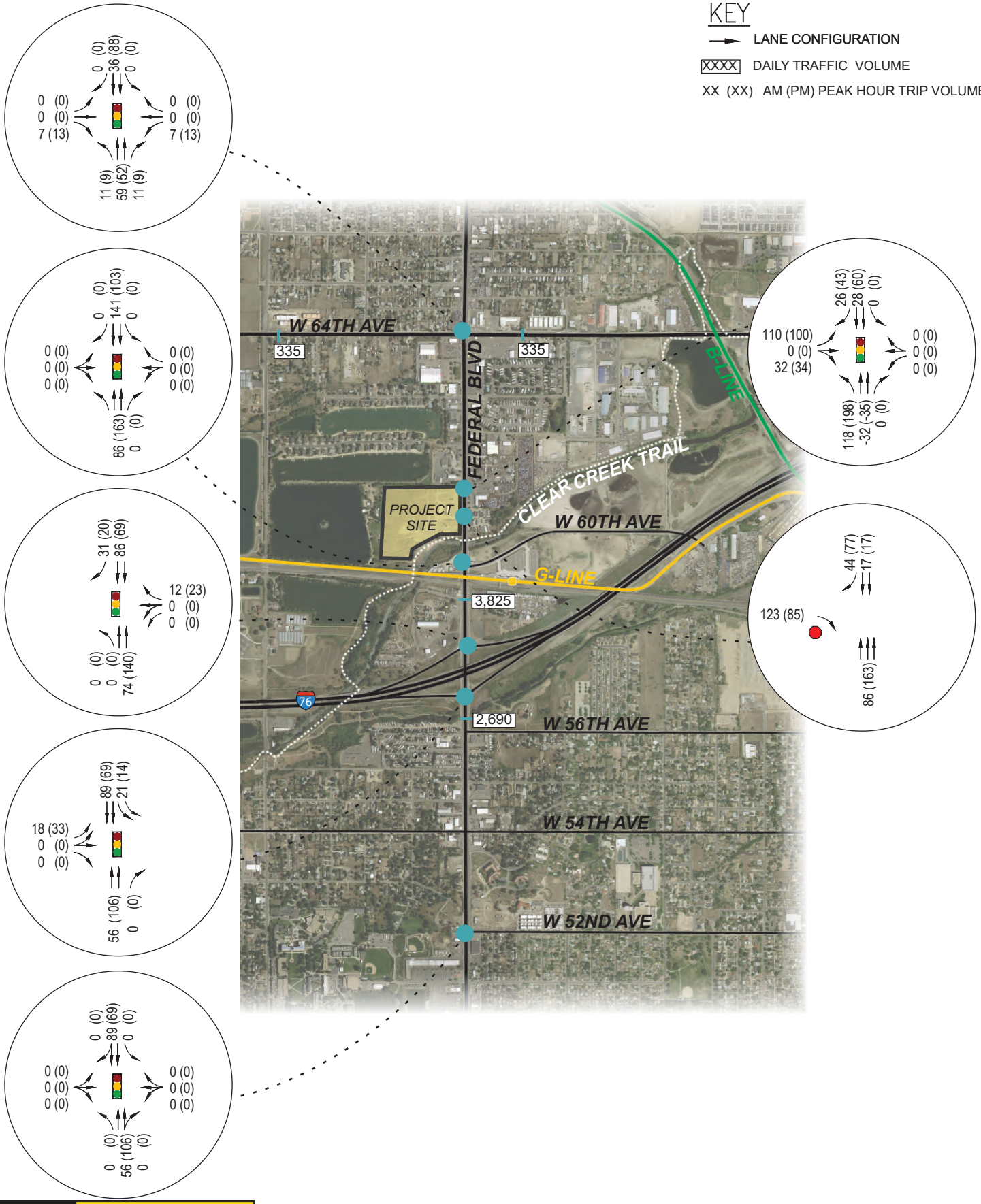


FOX TUTTLE
TRANSPORTATION GROUP

CLEAR CREEK TRANSIT VILLAGE TRAFFIC IMPACT STUDY

PROPOSED SITE AND ACCESS PLAN

FT #	20042	Original Scale	1"=150'	Date	8/13/25	Drawn by	SGT	Figure #	2



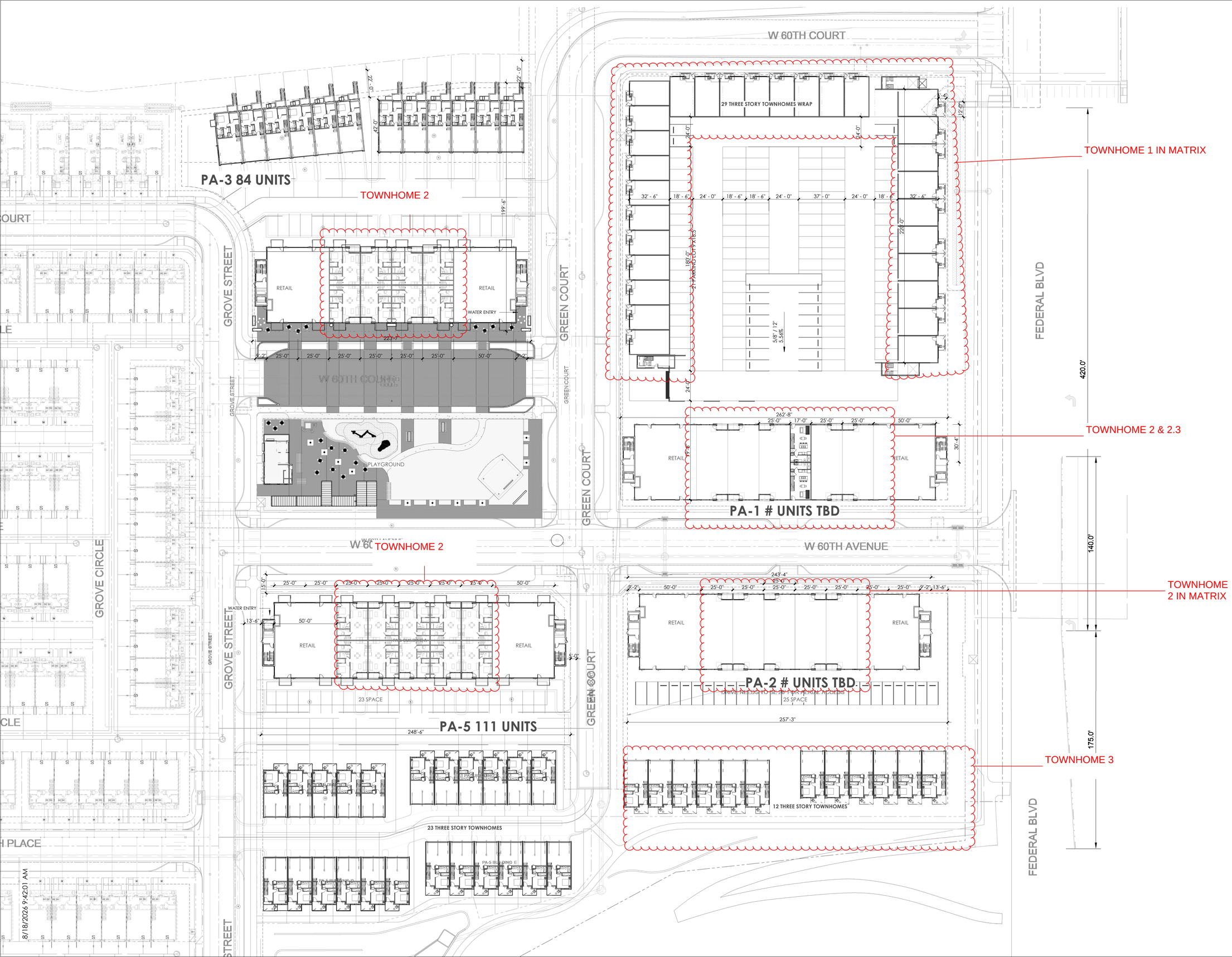
FOX TUTTLE

CLEAR CREEK TRANSIT VILLAGE TRAFFIC ANALYSIS

SITE GENERATED TRAFFIC VOLUMES

Project #	19036	Original Scale	NTS	Date	10/10/25	Drawn by	EJG	Figure #	7

Conceptual Site Plan



neo studio

3560 WALNUT ST. UNIT A
DENVER, CO 80205
PHONE 303.758.3800

CLEAR CREEK TRANSIT VILLAGE

60TH AND FEDERAL
DENVER, CO 80221

PROJ. NO. 25-01
DRAWN: Author
CHECKED: Checker
APPROVED: Approver
DATE: 03/18/26
REVISIONS

ISSUED FOR: NOT FOR CONSTRUCTION

© NEO STUDIO

SCALE: 1/32" = 1'-0"

SHEET TITLE:
SITE PLAN SD

A0.00S

PA	LAND USE	UNIT COUNT	UNIT S.F.	TOTAL S.F. RETAIL	UNIT	BEDROOM COUNT	STREET PARKING	TOTAL PARKI	MIN. PARKING 1 SPACE/UNIT 2 SPACE/1000 RETAIL
1	RETAIL	2	3029	6058			21	352	12.116
	APARTMENT-STUDIO	12	575		6900	12			12
	APARTMENT-ONE BD	68	698		47464	68			68
	APARTMENT-TWO BD	40	950		38000	80			40
	APARTMENT-TWO BD/FLAT	0	983		0	0			0
1	TOWNHOME 2	8	950		7600	16			8
1	TOWNHOME 2.3	4	896		3584	8			4
	TOWNHOME 1	29	2100		60900	87			29
		161		6058	164448	271	21	352	173.116
2	RETAIL	2	3029	6058			33	0	12.116
	APARTMENT-STUDIO	12	350		4200	12			12
	APARTMENT-ONE BD	48	698		33504	48			48
	APARTMENT-TWO BD	18	950		17100	36			18
	APARTMENT-TWO BD/FLAT	0	983		0	0			0
1	TOWNHOME 2	10	950		9500	20			10
	TOWNHOME 2.3	0	690		0	0			0
	TOWNHOME 3	12	1739		20868	36		24	12
		100		6058	85172	152	33	24	112.116
3	RETAIL	2	3029	6058			37	0	12.116
	APARTMENT-STUDIO	0	350		0	0			0
	APARTMENT-ONE BD	48	698		33504	48			48
	APARTMENT-TWO BD	16	950		15200	32			16
1	TOWNHOME 2	8	950		7600	16		0	8
	TOWNHOME 2.1	12	1835		22020	36		24	12
		84		6058	78324	132	37	24	96.116
5	RETAIL	2	3029	6058			40	0	12.116
	APARTMENT-STUDIO	12	350		4200	12			12
	APARTMENT-ONE BD	48	698		33504	48			48
	APARTMENT-TWO BD/FLAT	0	983		0	0			0
	APARTMENT-TWO BD	18	950		17100	36			18
1	TOWNHOME 2	10	950		9500	20			10
	TOWNHOME 3	23	1789		41147	69		46	23
		111		6058	105451	185	40	46	123.116
		456		24232	433395	740	131	446	504.464 PARKING REQUIRED
		#UNITS		RETAIL S.F.	RESIDENTAIL S.F	BEDROOMS			
							PARKING	577	1.27 SPACES PER UNIT

Trip Generation Calculations

PA-1 - PA-5 Daily Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			VEHICLE TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS		
	Land Use + Code	Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Vehicle In	Vehicle Out	Vehicle Total	Internal Capture Rate	IC Trips	External In	External Out	External Total
1	(215) Single-Family Attached Housing	ITE 12th Ed	41	DU	T = 6.57(X)	50%	50%	135	134	269	135	134	269	10.3%	28	118	123	241
2	(221) Multifamily Housing (Mid-Rise)	ITE 12th Ed	120	DU	T = 4.75(X)	50%	50%	285	285	570	285	285	570	10.3%	59	250	261	511
3	(822) Strip Retail Plaza (<40k)	ITE 12th Ed	6.1	LKSF	T = 54.45(X)	50%	50%	166	166	332	166	166	332	16.7%	57	143	132	275
4	(215) Single-Family Attached Housing	ITE 12th Ed	22	DU	T = 6.57(X)	50%	50%	73	72	145	73	72	145	10.3%	15	64	66	130
5	(221) Multifamily Housing (Mid-Rise)	ITE 12th Ed	78	DU	T = 4.75(X)	50%	50%	186	185	371	186	185	371	10.3%	39	163	169	332
6	(822) Strip Retail Plaza (<40k)	ITE 12th Ed	6.1	LKSF	T = 54.45(X)	50%	50%	166	166	332	166	166	332	16.7%	57	143	132	275
7	(215) Single-Family Attached Housing	ITE 12th Ed	20	DU	T = 6.57(X)	50%	50%	66	65	131	66	65	131	10.3%	13	58	60	118
8	(221) Multifamily Housing (Mid-Rise)	ITE 12th Ed	64	DU	T = 4.75(X)	50%	50%	152	152	304	152	152	304	10.3%	32	133	139	272
9	(822) Strip Retail Plaza (<40k)	ITE 12th Ed	6.1	LKSF	T = 54.45(X)	50%	50%	166	166	332	166	166	332	16.7%	57	143	132	275
10	(822) Strip Retail Plaza (<40k)	ITE 12th Ed	2.6	LKSF	T = 54.45(X)	50%	50%	71	71	142	71	71	142	16.7%	24	61	57	118
11	(215) Single-Family Attached Housing	ITE 12th Ed	33	DU	T = 6.57(X)	50%	50%	109	108	217	109	108	217	10.3%	22	96	99	195
12	(221) Multifamily Housing (Mid-Rise)	ITE 12th Ed	78	DU	T = 4.75(X)	50%	50%	186	185	371	186	185	371	10.3%	39	163	169	332
13	(822) Strip Retail Plaza (<40k)	ITE 12th Ed	6.1	LKSF	T = 54.45(X)	50%	50%	166	166	332	166	166	332	16.7%	57	143	132	275
							Total:	1,927	1,921	3,848	1,927	1,921	3,848	12.8%	499	1,678	1,671	3,349

PA-1 - PA-5 AM Peak Hour Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			VEHICLE TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS		
	Land Use + Code	Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Vehicle In	Vehicle Out	Vehicle Total	Internal Capture Rate	IC Trips	External In	External Out	External Total
1	(215) Single-Family Attached Housing	ITE 12th Ed	41	DU	T = 0.47(X)	25%	75%	5	14	19	5	14	19	1.2%	0	5	14	19
2	(221) Multifamily Housing (Mid-Rise)	ITE 12th Ed	120	DU	T = 0.31(X) + 1.06	39%	61%	15	23	38	15	23	38	1.2%	2	14	22	36
3	(822) Strip Retail Plaza (<40k)	ITE 12th Ed	6.1	LKSF	T = 3.93(X)	55%	45%	13	11	24	13	11	24	1.9%	2	12	10	22
4	(215) Single-Family Attached Housing	ITE 12th Ed	22	DU	T = 0.47(X)	25%	75%	3	7	10	3	7	10	1.2%	0	3	7	10
5	(221) Multifamily Housing (Mid-Rise)	ITE 12th Ed	78	DU	T = 0.31(X) + 1.06	39%	61%	10	15	25	10	15	25	1.2%	0	10	15	25
6	(822) Strip Retail Plaza (<40k)	ITE 12th Ed	6.1	LKSF	T = 3.93(X)	55%	45%	13	11	24	13	11	24	1.9%	2	12	10	22
7	(215) Single-Family Attached Housing	ITE 12th Ed	20	DU	T = 0.47(X)	25%	75%	2	7	9	2	7	9	1.2%	0	2	7	9
8	(221) Multifamily Housing (Mid-Rise)	ITE 12th Ed	64	DU	T = 0.31(X) + 1.06	39%	61%	8	13	21	8	13	21	1.2%	0	8	13	21
9	(822) Strip Retail Plaza (<40k)	ITE 12th Ed	6.1	LKSF	T = 3.93(X)	55%	45%	13	11	24	13	11	24	1.9%	2	12	10	22
10	(822) Strip Retail Plaza (<40k)	ITE 12th Ed	2.6	LKSF	T = 3.93(X)	55%	45%	6	4	10	6	4	10	1.9%	0	6	4	10
11	(215) Single-Family Attached Housing	ITE 12th Ed	33	DU	T = 0.47(X)	25%	75%	4	12	16	4	12	16	1.2%	0	4	12	16
12	(221) Multifamily Housing (Mid-Rise)	ITE 12th Ed	78	DU	T = 0.31(X) + 1.06	39%	61%	10	15	25	10	15	25	1.2%	0	10	15	25
13	(822) Strip Retail Plaza (<40k)	ITE 12th Ed	6.1	LKSF	T = 3.93(X)	55%	45%	13	11	24	13	11	24	1.9%	2	12	10	22
							Total:	115	154	269	115	154	269	1.5%	10	110	149	259

PA-1 - PA-5 PM Peak Hour Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			VEHICLE TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS		
	Land Use + Code	Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Vehicle In	Vehicle Out	Vehicle Total	Internal Capture Rate	IC Trips	External In	External Out	External Total
1	(215) Single-Family Attached Housing	ITE 12th Ed	41	DU	T = 0.51(X)	57%	43%	12	9	21	12	9	21	28.3%	6	8	7	15
2	(221) Multifamily Housing (Mid-Rise)	ITE 12th Ed	120	DU	T = 0.29(X)	65%	35%	23	12	35	23	12	35	28.3%	10	16	9	25
3	(822) Strip Retail Plaza (<40k)	ITE 12th Ed	6.1	LKSF	Ln(T) = 0.68 Ln(X) + 2.77	50%	50%	28	27	55	28	27	55	17.9%	10	25	20	45
4	(215) Single-Family Attached Housing	ITE 12th Ed	22	DU	T = 0.51(X)	57%	43%	6	5	11	6	5	11	28.3%	3	4	4	8
5	(221) Multifamily Housing (Mid-Rise)	ITE 12th Ed	78	DU	T = 0.29(X)	65%	35%	15	8	23	15	8	23	28.3%	7	10	6	16
6	(822) Strip Retail Plaza (<40k)	ITE 12th Ed	6.1	LKSF	Ln(T) = 0.68 Ln(X) + 2.77	50%	50%	28	27	55	28	27	55	17.9%	10	25	20	45
7	(215) Single-Family Attached Housing	ITE 12th Ed	20	DU	T = 0.51(X)	57%	43%	6	4	10	6	4	10	28.3%	3	4	3	7
8	(221) Multifamily Housing (Mid-Rise)	ITE 12th Ed	64	DU	T = 0.29(X)	65%	35%	12	7	19	12	7	19	28.3%	6	8	5	13
9	(822) Strip Retail Plaza (<40k)	ITE 12th Ed	6.1	LKSF	Ln(T) = 0.68 Ln(X) + 2.77	50%	50%	28	27	55	28	27	55	17.9%	10	25	20	45
10	(822) Strip Retail Plaza (<40k)	ITE 12th Ed	2.6	LKSF	Ln(T) = 0.68 Ln(X) + 2.77	50%	50%	16	15	31	16	15	31	17.9%	5	15	11	26
11	(215) Single-Family Attached Housing	ITE 12th Ed	33	DU	T = 0.51(X)	57%	43%	10	7	17	10	7	17	28.3%	5	7	5	12
12	(221) Multifamily Housing (Mid-Rise)	ITE 12th Ed	78	DU	T = 0.29(X)	65%	35%	15	8	23	15	8	23	28.3%	7	10	6	16
13	(822) Strip Retail Plaza (<40k)	ITE 12th Ed	6.1	LKSF	Ln(T) = 0.68 Ln(X) + 2.77	50%	50%	28	27	55	28	27	55	17.9%	10	25	20	45
							Total:	227	183	410	227	183	410	22.0%	92	182	136	318

Parcel Map Check Report

Client:	**Prepared by:**
Client	Preparer
Client Company	Your Company Name
Address 1	123 Main Street
Date: 8/31/2026 4:01:23 PM	

Parcel Name: BNDY - BLOCK 1
Description:
Process segment order counterclockwise: False
Enable mapcheck across chord: False

North:465,720.8442'	East:633,948.1399'

Segment# 1: Curve

Length: 4.71'	Radius: 3.00'
Delta: 90°00'00"	Tangent: 3.00'
Chord: 4.24'	Course: S45°00'00"W
Course In: N90°00'00"W	Course Out: S0°00'00"E
RP North: 465,720.8442'	East: 633,945.1399'
End North: 465,717.8442'	East: 633,945.1399'

Segment# 2: Line

Course: N90°00'00"W	Length: 224.56'
North: 465,717.8442'	East: 633,720.5799'

Segment# 3: Curve

Length: 4.71'	Radius: 3.00'
Delta: 90°00'00"	Tangent: 3.00'
Chord: 4.24'	Course: N45°00'00"W
Course In: N0°00'00"E	Course Out: N90°00'00"W
RP North: 465,720.8442'	East: 633,720.5799'
End North: 465,720.8442'	East: 633,717.5799'

Segment# 4: Line

Course: N0°00'00"E	Length: 59.91'
North: 465,780.7542'	East: 633,717.5799'

Segment# 5: Curve

Length: 57.14'	Radius: 54.63'
Delta: 59°55'38"	Tangent: 31.49'
Chord: 54.57'	Course: N29°01'17"W
Course In: N89°03'28"W	Course Out: N31°00'54"E
RP North: 465,781.6526'	East: 633,662.9573'

End North: 465,828.4723' East: 633,691.1061'

Segment# 6: Curve
Length: 9.29' Radius: 15.79'
Delta: 33°43'22" Tangent: 4.79'
Chord: 9.16' Course: N75°18'58"W
Course In: S31°32'43"W Course Out: N2°10'39"W
RP North: 465,815.0156' East: 633,682.8452'
End North: 465,830.7942' East: 633,682.2452'

Segment# 7: Line
Course: S90°00'00"W Length: 22.99'
North: 465,830.7942' East: 633,659.2552'

Segment# 8: Line
Course: N0°00'00"W Length: 91.42'
North: 465,922.2142' East: 633,659.2552'

Segment# 9: Line
Course: N84°09'57"E Length: 230.46'
North: 465,945.6403' East: 633,888.5215'

Segment# 10: Line
Course: S89°41'31"E Length: 59.63'
North: 465,945.3197' East: 633,948.1507'

Segment# 11: Line
Course: S0°00'00"E Length: 224.47'
North: 465,720.8497' East: 633,948.1507'

Perimeter: 989.29' Area: 56,950.02599Sq.Ft.
Error Closure: 0.0121 Course: N62°52'37"E
Error North : 0.00551 East: 0.01076

Precision 1: 81,759.50

Parcel Name: LOTS F2 - LOT 101
Description:
Process segment order counterclockwise: False
Enable mapcheck across chord: False
North:465,830.3773' East:633,696.1458'

Segment# 1: Line
Course: S46°47'02"W Length: 4.44'

North: 465,827.3370' East: 633,692.9100'

Segment# 2: Curve
Length: 2.14' Radius: 54.63'
Delta: 2°14'21" Tangent: 1.07'
Chord: 2.13' Course: N57°51'56"W
Course In: S33°15'15"W Course Out: N31°00'54"E
RP North: 465,781.6529' East: 633,662.9534'
End North: 465,828.4726' East: 633,691.1022'

Segment# 3: Curve
Length: 2.85' Radius: 15.79'
Delta: 10°20'38" Tangent: 1.43'
Chord: 2.85' Course: N63°37'36"W
Course In: S31°32'43"W Course Out: N21°12'05"E
RP North: 465,815.0159' East: 633,682.8413'
End North: 465,829.7372' East: 633,688.5517'

Segment# 4: Line
Course: N5°50'01"W Length: 70.96'
North: 465,900.3297' East: 633,681.3394'

Segment# 5: Line
Course: N39°09'59"E Length: 7.07'
North: 465,905.8112' East: 633,685.8046'

Segment# 6: Line
Course: N84°09'59"E Length: 23.08'
North: 465,908.1570' East: 633,708.7651'

Segment# 7: Line
Course: S5°50'01"E Length: 67.03'
North: 465,841.4741' East: 633,715.5780'

Segment# 8: Curve
Length: 22.59' Radius: 48.00'
Delta: 26°57'55" Tangent: 11.51'
Chord: 22.38' Course: S60°15'59"W
Course In: S16°15'04"E Course Out: N43°12'58"W
RP North: 465,795.3920' East: 633,729.0107'
End North: 465,830.3733' East: 633,696.1426'

Perimeter: 200.16' Area: 2,021.53645Sq.Ft.
Error Closure: 0.0052 Course: S38°06'36"W

Error North : -0.00407 East: -0.00319

Precision 1: 38,492.31

Parcel Name: LOTS F2 - LOT 102
Description:
Process segment order counterclockwise: False
Enable mapcheck across chord: False

North:465,841.4783' East:633,715.5813'

Segment# 1: Line
Course: N5°50'01"W Length: 67.03'
North: 465,908.1612' East: 633,708.7684'

Segment# 2: Line
Course: N84°09'59"E Length: 19.50'
North: 465,910.1431' East: 633,728.1674'

Segment# 3: Line
Course: S5°50'01"E Length: 67.09'
North: 465,843.4006' East: 633,734.9865'

Segment# 4: Line
Course: N90°00'00"W Length: 5.97'
North: 465,843.4006' East: 633,729.0165'

Segment# 5: Curve
Length: 13.61' Radius: 48.00'
Delta: 16°15'04" Tangent: 6.85'
Chord: 13.57' Course: S81°52'28"W
Course In: S0°00'00"E Course Out: N16°15'04"W
RP North: 465,795.4006' East: 633,729.0165'
End North: 465,841.4827' East: 633,715.5838'

Perimeter: 173.21' Area: 1,297.60140Sq.Ft.
Error Closure: 0.0050 Course: N28°45'33"E
Error North : 0.00442 East: 0.00243

Precision 1: 34,640.00

Parcel Name: LOTS F2 - LOT 103
Description:
Process segment order counterclockwise: False
Enable mapcheck across chord: False

North:465,843.3961' East:633,734.9869'

Segment# 1: Line
Course: N5°50'01"W Length: 67.09'
North: 465,910.1387' East: 633,728.1679'

Segment# 2: Line
Course: N84°09'59"E Length: 19.50'
North: 465,912.1207' East: 633,747.5669'

Segment# 3: Line
Course: S5°50'01"E Length: 66.38'
North: 465,846.0844' East: 633,754.3138'

Segment# 4: Line
Course: S0°00'00"E Length: 2.69'
North: 465,843.3944' East: 633,754.3138'

Segment# 5: Line
Course: N90°00'00"W Length: 19.33'
North: 465,843.3944' East: 633,734.9838'

Perimeter: 174.99' Area: 1,327.37582Sq.Ft.
Error Closure: 0.0036 Course: S61°39'37"W
Error North : -0.00170 East: -0.00315

Precision 1: 48,608.33

Parcel Name: LOTS F2 - LOT 104
Description:
Process segment order counterclockwise: False
Enable mapcheck across chord: False
North:465,843.3961' East:633,754.3136'

Segment# 1: Line
Course: N0°00'00"E Length: 2.69'
North: 465,846.0861' East: 633,754.3136'

Segment# 2: Line
Course: N5°50'01"W Length: 66.38'
North: 465,912.1224' East: 633,747.5668'

Segment# 3: Line
Course: N84°09'59"E Length: 19.50'

North: 465,914.1044' East: 633,766.9658'

Segment# 4: Line
Course: S5°50'01"E Length: 64.01'
North: 465,850.4258' East: 633,773.4717'

Segment# 5: Line
Course: S0°00'00"E Length: 7.03'
North: 465,843.3958' East: 633,773.4717'

Segment# 6: Line
Course: N90°00'00"W Length: 19.16'
North: 465,843.3958' East: 633,754.3117'

Perimeter: 178.77' Area: 1,364.43615Sq.Ft.
Error Closure: 0.0019 Course: S81°01'43"W
Error North : -0.00030 East: -0.00187

Precision 1: 94,089.47

Parcel Name: LOTS F2 - LOT 105
Description:
Process segment order counterclockwise: False
Enable mapcheck across chord: False
North:465,843.3961' East:633,773.4712'

Segment# 1: Line
Course: N0°00'00"E Length: 7.03'
North: 465,850.4261' East: 633,773.4712'

Segment# 2: Line
Course: N5°50'01"W Length: 64.01'
North: 465,914.1047' East: 633,766.9652'

Segment# 3: Line
Course: N84°09'59"E Length: 19.50'
North: 465,916.0866' East: 633,786.3642'

Segment# 4: Line
Course: S5°50'01"E Length: 66.31'
North: 465,850.1200' East: 633,793.1040'

Segment# 5: Line
Course: S0°00'00"E Length: 6.73'

North: 465,843.3900' East: 633,793.1040'

Segment# 6: Line
Course: N90°00'00"W Length: 19.63'
North: 465,843.3900' East: 633,773.4740'

Perimeter: 183.21' Area: 1,405.65969Sq.Ft.
Error Closure: 0.0067 Course: S24°30'39"E
Error North : -0.00611 East: 0.00279

Precision 1: 27,344.78

Parcel Name: LOTS F2 - LOT 106
Description:
Process segment order counterclockwise: False
Enable mapcheck across chord: False
North:465,843.3961' East:633,793.1040'

Segment# 1: Line
Course: N0°00'00"E Length: 6.73'
North: 465,850.1261' East: 633,793.1040'

Segment# 2: Line
Course: N5°50'01"W Length: 66.31'
North: 465,916.0927' East: 633,786.3643'

Segment# 3: Line
Course: N84°09'59"E Length: 25.93'
North: 465,918.7283' East: 633,812.1600'

Segment# 4: Line
Course: S5°50'01"E Length: 51.24'
North: 465,867.7536' East: 633,817.3680'

Segment# 5: Line
Course: S0°00'00"E Length: 24.35'
North: 465,843.4036' East: 633,817.3680'

Segment# 6: Line
Course: N90°00'00"W Length: 24.27'
North: 465,843.4036' East: 633,793.0980'

Perimeter: 198.83' Area: 1,901.32272Sq.Ft.
Error Closure: 0.0096 Course: N38°43'47"W

Error North : 0.00748 East: -0.00600

Precision 1: 20,711.46

Parcel Name: LOTS F2 - LOT 107
Description:
Process segment order counterclockwise: False
Enable mapcheck across chord: False

North:465,918.7238' East:633,812.1636'

Segment# 1: Line
Course: N90°00'00"E Length: 29.48'
North: 465,918.7238' East: 633,841.6436'

Segment# 2: Line
Course: S0°00'00"E Length: 75.33'
North: 465,843.3938' East: 633,841.6436'

Segment# 3: Line
Course: N90°00'00"W Length: 24.27'
North: 465,843.3938' East: 633,817.3736'

Segment# 4: Line
Course: N0°00'00"W Length: 24.35'
North: 465,867.7438' East: 633,817.3736'

Segment# 5: Line
Course: N5°50'01"W Length: 51.24'
North: 465,918.7184' East: 633,812.1656'

Perimeter: 204.66' Area: 1,960.76498Sq.Ft.
Error Closure: 0.0057 Course: S20°11'53"E
Error North : -0.00536 East: 0.00197

Precision 1: 35,907.02

Parcel Name: LOTS F2 - LOT 108
Description:
Process segment order counterclockwise: False
Enable mapcheck across chord: False

North:465,918.7238' East:633,841.6393'

Segment# 1: Line
Course: N90°00'00"E Length: 19.50'

North: 465,918.7238' East: 633,861.1393'

Segment# 2: Line
Course: S0°00'00"E Length: 75.33'
North: 465,843.3938' East: 633,861.1393'

Segment# 3: Line
Course: N90°00'00"W Length: 19.50'
North: 465,843.3938' East: 633,841.6393'

Segment# 4: Line
Course: N0°00'00"W Length: 75.33'
North: 465,918.7238' East: 633,841.6393'

Perimeter: 189.66' Area: 1,468.88844Sq.Ft.
Error Closure: 0.0000 Course: N0°00'00"E
Error North : 0.00000 East: 0.00000

Precision 1: 189,660,000.00

Parcel Name: LOTS F2 - LOT 109
Description:
Process segment order counterclockwise: False
Enable mapcheck across chord: False
North:465,918.7238' East:633,861.1393'

Segment# 1: Line
Course: N90°00'00"E Length: 19.50'
North: 465,918.7238' East: 633,880.6393'

Segment# 2: Line
Course: S0°00'00"E Length: 75.33'
North: 465,843.3938' East: 633,880.6393'

Segment# 3: Line
Course: N90°00'00"W Length: 19.50'
North: 465,843.3938' East: 633,861.1393'

Segment# 4: Line
Course: N0°00'00"W Length: 75.33'
North: 465,918.7238' East: 633,861.1393'

Perimeter: 189.66' Area: 1,468.88844Sq.Ft.
Error Closure: 0.0000 Course: N0°00'00"E

Error North : 0.00000 East: 0.00000

Precision 1: 189,660,000.00

Parcel Name: LOTS F2 - LOT 110
Description:
Process segment order counterclockwise: False
Enable mapcheck across chord: False

North:465,918.7238' East:633,880.6393'

Segment# 1: Line
Course: N90°00'00"E Length: 19.50'
North: 465,918.7238' East: 633,900.1393'

Segment# 2: Line
Course: S0°00'00"E Length: 75.33'
North: 465,843.3938' East: 633,900.1393'

Segment# 3: Line
Course: N90°00'00"W Length: 19.50'
North: 465,843.3938' East: 633,880.6393'

Segment# 4: Line
Course: N0°00'00"W Length: 75.33'
North: 465,918.7238' East: 633,880.6393'

Perimeter: 189.66' Area: 1,468.88845Sq.Ft.
Error Closure: 0.0000 Course: N0°00'00"E
Error North : 0.00000 East: 0.00000

Precision 1: 189,660,000.00

Parcel Name: LOTS F2 - LOT 111
Description:
Process segment order counterclockwise: False
Enable mapcheck across chord: False

North:465,918.7238' East:633,900.1393'

Segment# 1: Line
Course: N90°00'00"E Length: 19.50'
North: 465,918.7238' East: 633,919.6393'

Segment# 2: Line
Course: S0°00'00"E Length: 75.33'

North: 465,843.3938' East: 633,919.6393'

Segment# 3: Line
Course: N90°00'00"W Length: 19.50'
North: 465,843.3938' East: 633,900.1393'

Segment# 4: Line
Course: N0°00'00"W Length: 75.33'
North: 465,918.7238' East: 633,900.1393'

Perimeter: 189.66' Area: 1,468.88845Sq.Ft.
Error Closure: 0.0000 Course: N0°00'00"E
Error North : 0.00000 East: 0.00000

Precision 1: 189,660,000.00

Parcel Name: LOTS F2 - LOT 112
Description:
Process segment order counterclockwise: False
Enable mapcheck across chord: False
North:465,918.7238' East:633,919.6393'

Segment# 1: Line
Course: N90°00'00"E Length: 28.50'
North: 465,918.7238' East: 633,948.1393'

Segment# 2: Line
Course: S0°00'00"E Length: 75.33'
North: 465,843.3938' East: 633,948.1393'

Segment# 3: Line
Course: N90°00'00"W Length: 28.50'
North: 465,843.3938' East: 633,919.6393'

Segment# 4: Line
Course: N0°00'00"W Length: 75.33'
North: 465,918.7238' East: 633,919.6393'

Perimeter: 207.66' Area: 2,146.87980Sq.Ft.
Error Closure: 0.0000 Course: N0°00'00"E
Error North : 0.00000 East: 0.00000

Precision 1: 207,660,000.00

Parcel Name: LOTS F2 - LOT 113
Description:
Process segment order counterclockwise: False
Enable mapcheck across chord: False

North:465,808.3150' East:633,710.6350'

Segment# 1: Line
Course: N46°47'02"E Length: 4.55'
North: 465,811.4306' East: 633,713.9509'

Segment# 2: Curve
Length: 16.59' Radius: 22.00'
Delta: 43°12'58" Tangent: 8.71'
Chord: 16.20' Course: N68°23'31"E
Course In: S43°12'58"E Course Out: N0°00'00"E
RP North: 465,795.3975' East: 633,729.0155'
End North: 465,817.3975' East: 633,729.0155'

Segment# 3: Line
Course: N90°00'00"E Length: 219.13'
North: 465,817.3975' East: 633,948.1455'

Segment# 4: Line
Course: S0°00'00"E Length: 96.55'
North: 465,720.8475' East: 633,948.1455'

Segment# 5: Curve
Length: 4.71' Radius: 3.00'
Delta: 90°00'00" Tangent: 3.00'
Chord: 4.24' Course: S45°00'00"W
Course In: N90°00'00"W Course Out: S0°00'00"E
RP North: 465,720.8475' East: 633,945.1455'
End North: 465,717.8475' East: 633,945.1455'

Segment# 6: Line
Course: N90°00'00"W Length: 224.56'
North: 465,717.8475' East: 633,720.5855'

Segment# 7: Curve
Length: 4.71' Radius: 3.00'
Delta: 90°00'00" Tangent: 3.00'
Chord: 4.24' Course: N45°00'00"W
Course In: N0°00'00"E Course Out: N90°00'00"W
RP North: 465,720.8475' East: 633,720.5855'
End North: 465,720.8475' East: 633,717.5855'

Segment# 8: Line
Course: N0°00'00"E Length: 59.91'
North: 465,780.7575' East: 633,717.5855'

Segment# 9: Curve
Length: 28.75' Radius: 54.63'
Delta: 30°09'18" Tangent: 14.72'
Chord: 28.42' Course: N14°08'07"W
Course In: N89°03'28"W Course Out: N60°47'14"E
RP North: 465,781.6559' East: 633,662.9629'
End North: 465,808.3183' East: 633,710.6446'

Perimeter: 659.47' Area: 23,019.09508Sq.Ft.
Error Closure: 0.0102 Course: N71°07'57"E
Error North : 0.00330 East: 0.00965

Precision 1: 64,652.94

Parcel Name: LOTS F2 - TRACT A
Description:
Process segment order counterclockwise: False
Enable mapcheck across chord: False
North:465,918.7238' East:633,812.1636'

Segment# 1: Line
Course: S84°09'59"W Length: 25.93'
North: 465,916.0882' East: 633,786.3679'

Segment# 2: Line
Course: S84°09'59"W Length: 19.50'
North: 465,914.1063' East: 633,766.9689'

Segment# 3: Line
Course: S84°09'59"W Length: 19.50'
North: 465,912.1243' East: 633,747.5699'

Segment# 4: Line
Course: S84°09'59"W Length: 19.50'
North: 465,910.1423' East: 633,728.1709'

Segment# 5: Line
Course: S84°09'59"W Length: 19.50'
North: 465,908.1603' East: 633,708.7719'

Segment# 6: Line
Course: S84°09'59"W Length: 23.08'
North: 465,905.8145' East: 633,685.8114'

Segment# 7: Line
Course: S39°09'59"W Length: 7.07'
North: 465,900.3330' East: 633,681.3462'

Segment# 8: Line
Course: S5°50'01"E Length: 70.96'
North: 465,829.7405' East: 633,688.5585'

Segment# 9: Curve
Length: 6.44' Radius: 15.79'
Delta: 23°22'43" Tangent: 3.27'
Chord: 6.40' Course: N80°29'17"W
Course In: S21°12'05"W Course Out: N2°10'39"W
RP North: 465,815.0192' East: 633,682.8481'
End North: 465,830.7978' East: 633,682.2482'

Segment# 10: Line
Course: S90°00'00"W Length: 22.99'
North: 465,830.7978' East: 633,659.2582'

Segment# 11: Line
Course: N0°00'00"W Length: 91.42'
North: 465,922.2178' East: 633,659.2582'

Segment# 12: Line
Course: N84°09'57"E Length: 230.46'
North: 465,945.6440' East: 633,888.5244'

Segment# 13: Line
Course: S89°41'31"E Length: 59.63'
North: 465,945.3234' East: 633,948.1536'

Segment# 14: Line
Course: S0°00'00"E Length: 26.59'
North: 465,918.7334' East: 633,948.1536'

Segment# 15: Line
Course: S90°00'00"W Length: 28.50'
North: 465,918.7334' East: 633,919.6536'

Segment# 16: Line
Course: S90°00'00"W Length: 19.50'
North: 465,918.7334' East: 633,900.1536'

Segment# 17: Line
Course: S90°00'00"W Length: 19.50'
North: 465,918.7334' East: 633,880.6536'

Segment# 18: Line
Course: S90°00'00"W Length: 19.50'
North: 465,918.7334' East: 633,861.1536'

Segment# 19: Line
Course: S90°00'00"W Length: 19.50'
North: 465,918.7334' East: 633,841.6536'

Segment# 20: Line
Course: S90°00'00"W Length: 29.48'
North: 465,918.7334' East: 633,812.1736'

Perimeter: 778.55' Area: 8,156.57765Sq.Ft.
Error Closure: 0.0138 Course: N45°58'24"E
Error North : 0.00962 East: 0.00995

Precision 1: 56,416.67

Parcel Name: LOTS F2 - TRACT B
Description:
Process segment order counterclockwise: False
Enable mapcheck across chord: False
North:465,811.4292' East:633,713.9494'

Segment# 1: Line
Course: S46°47'02"W Length: 4.55'
North: 465,808.3136' East: 633,710.6334'

Segment# 2: Curve
Length: 26.25' Radius: 54.63'
Delta: 27°31'59" Tangent: 13.38'
Chord: 26.00' Course: N42°58'45"W
Course In: S60°47'14"W Course Out: N33°15'15"E
RP North: 465,781.6512' East: 633,662.9517'
End North: 465,827.3353' East: 633,692.9082'

Segment# 3: Line
Course: N46°47'02"E Length: 4.44'
North: 465,830.3756' East: 633,696.1440'

Segment# 4: Curve
Length: 22.59' Radius: 48.00'
Delta: 26°57'55" Tangent: 11.51'
Chord: 22.38' Course: N60°15'59"E
Course In: S43°12'58"E Course Out: N16°15'04"W
RP North: 465,795.3943' East: 633,729.0121'
End North: 465,841.4765' East: 633,715.5794'

Segment# 5: Curve
Length: 13.61' Radius: 48.00'
Delta: 16°15'04" Tangent: 6.85'
Chord: 13.57' Course: N81°52'28"E
Course In: S16°15'04"E Course Out: N0°00'00"E
RP North: 465,795.3943' East: 633,729.0121'
End North: 465,843.3943' East: 633,729.0121'

Segment# 6: Line
Course: N90°00'00"E Length: 5.97'
North: 465,843.3943' East: 633,734.9821'

Segment# 7: Line
Course: N90°00'00"E Length: 19.33'
North: 465,843.3943' East: 633,754.3121'

Segment# 8: Line
Course: N90°00'00"E Length: 19.16'
North: 465,843.3943' East: 633,773.4721'

Segment# 9: Line
Course: N90°00'00"E Length: 19.63'
North: 465,843.3943' East: 633,793.1021'

Segment# 10: Line
Course: N90°00'00"E Length: 24.27'
North: 465,843.3943' East: 633,817.3721'

Segment# 11: Line
Course: N90°00'00"E Length: 24.27'
North: 465,843.3943' East: 633,841.6421'

Segment# 12: Line
Course: N90°00'00"E Length: 19.50'
North: 465,843.3943' East: 633,861.1421'

Segment# 13: Line
Course: N90°00'00"E Length: 19.50'
North: 465,843.3943' East: 633,880.6421'

Segment# 14: Line
Course: N90°00'00"E Length: 19.50'
North: 465,843.3943' East: 633,900.1421'

Segment# 15: Line
Course: N90°00'00"E Length: 19.50'
North: 465,843.3943' East: 633,919.6421'

Segment# 16: Line
Course: N90°00'00"E Length: 28.50'
North: 465,843.3943' East: 633,948.1421'

Segment# 17: Line
Course: S0°00'00"E Length: 26.00'
North: 465,817.3943' East: 633,948.1421'

Segment# 18: Line
Course: N90°00'00"W Length: 219.13'
North: 465,817.3943' East: 633,729.0121'

Segment# 19: Curve
Length: 16.59' Radius: 22.00'
Delta: 43°12'58" Tangent: 8.71'
Chord: 16.20' Course: S68°23'31"W
Course In: S0°00'00"E Course Out: N43°12'58"W
RP North: 465,795.3943' East: 633,729.0121'
End North: 465,811.4274' East: 633,713.9476'

Perimeter: 552.29' Area: 6,473.22246Sq.Ft.
Error Closure: 0.0025 Course: S45°41'50"W
Error North : -0.00177 East: -0.00182

Precision 1: 220,916.00