

April 30, 2025.

RESPONSE TO COMMENTS

Erik Gates
Planner II
Planning & Development Department
City of Aurora
15151 East Alameda Parkway
Aurora, CO 80012

Re: Waterstone Site Plan No 4, DA-1758-10, 4th submittal comments

Dear Mr. Gates:

Please accept this letter in response to your December 2024 review comments on the Waterstone Site Plan No 4, DA-1758-10, 4th submittal comments.

PLANNING DEPARTMENT COMMENTS

1. Community Questions, Comments and Concerns

- a. No comments were received from the public during this review process.
Resp: Comment noted.

2. Planning Comments

- a. There were no more Planning comments on this review.
Resp: Comment noted.

3. Landscaping Issues (Kelly Bish / 303.739.7189 / kbish@auroragov.org / Comments in bright teal) [Site Plan Pages 9 & 10]

- a. Designate the 100-year water surface elevation.
Resp: 100 year water surface elevation has been called out on the grading & utility plan for both ponds.
[Site Plan Page 15]
- b. Update the tables with the review comments provided on this sheet.
Resp: Landscape tables have been updated with per the comments provided.
- c. Provide a graphic designating/depicting the tract areas.
Resp: Table with this information has been provided.
- d. While it isn't necessary to hatch the curbside landscape, do provide a note listing the proposed mulch treatment for the curbside landscape.
Resp: Mulch types are labeled and hatches remain and are referenced in a materials legend.
[Site Plan Page 18]
- e. Add the tree requirements for the side yards for corner lots. The trees are shown, but the requirements are not specified in the table.

Resp: Tree requirement has been added to the corner lot tables.

- f. Remove the side yard information for the interior lots.

Resp: Side yard information has been removed from interior lot tables.

- g. Add to the notes provided that the plant schedule for the front yard landscaping can be found on Sheet 19.

Resp: This note has been added to sheet 18 referencing sheet 19.

- h. Update the corner lot and interior lot designations.

Resp: Designations have been revised.

[Site Plan Page 19]

- i. Please have this sheet come before the actual lot typical.

Resp: Sheet order has been swapped.

- j. Add the representative plant symbology to the Residential Lot Recommended Plant Schedule.

Resp: Representative plant symbology has been added.

- k. Given the density of the hatching, please enlarge the Residential Lot Plan. It does not have to be to a specified scale.

Resp: The Residential Lot Plan has been enlarged on the sheet to better show the hatching.

[Site Plan Page 20]

- l. Correct the pond designation to Pond A.

Resp: Designation for Pond A has been added.

- m. The street names are not legible on any of the landscape plan sheets. Please address.

Resp: Fixed. Street names are now darker and have text masks.

[Site Plan Page 23]

- n. If trees are to be removed, they should not be included on the landscape plan.

Resp: Trees being removed are no longer shown on the landscape plan.

REFERRAL COMMENTS FROM OTHER DEPARTMENTS AND AGENCIES

- 4. **Civil Engineering** (Jonathan Phan / 303.326.8273 / jphan@auroragov.org / Comments in green) [Site Plan Page 2]

- a. Call out and reference our detail for the roadway edge drain for the typical section (TYP.)

Resp: Reference to the edge drain detail has been added to all typical sections.

- b. Reference our standard detail for C/G.

Resp: The curb & gutter block has been updated to include a reference to the standard detail.

- c. Please make it is clear on who's responsible for constructing the west half of Harvest Rd. Currently I see it a different shade of color but it's hard to tell.

Resp: "(DBO)" has been added to the notable portions of the street being designed and constructed by others. There is also a DBO note found on sheet 2 referencing the plans this design can be found in.

[Site Plan Page 4]

- d. Remove the hatching for the curb ramps (TYP.)

Resp: Hatching has been removed from all curb ramps.

- e. Curb ramps need to be in line with each other (TYP.)

Resp: This misaligned ramp along Center Ave has been adjusted. However, the ramp at the intersection of S. Elk St. & E. Virginia Ave. cannot be moved as the building is on the west edge of the setback, and with the driveway's location the ramp cannot be moved any further west.

- f. Dimension existing and purposed sidewalk and curbside landscaping (TYP.)

Resp: All sidewalk and landscaping has been dimensioned.

- g. Advisory comment: Mail kiosk in the ROW needs a license agreement.

Resp: Noted. Mail kiosks will be included in the license agreement package.

- h. Public streets shall have public streetlights in conformance with COA standards.

Resp: Street light locations have been determined and placed in accordance with COA standards.

- i. For each street, identify the following information as part of the site plan submittal in conformance with Section

2.12.0.1 of the Roadway Manual:

- Roadway Classification (typical section name)
- Adjacent Land Use Category (i.e., TOD), as applicable
- Number of lanes
- Back-to-back curb width
- Pedestrian Activity Level
- Pavement Type: R3, for all lighting calculations

This information (if its not already shown) can be added to the street sections provided if desired.

Resp: All of the following information is being shown either within the typical sections or on the site plan except for the pedestrian activity level. This information was added to the roadway classification table found on sheet 2.

[Site Plan Page 5]

- j. Curb ramps need to be in line with each other (TYP.)

Resp: Ramp has been aligned as much as possible without conflicting with B1L25's driveway.

[Site Plan Page 6]

- k. Please shift the stop sign as it is covering the receiving ramp.

Resp: Stop sign callout has been moved to no longer cover the receiving ramp.

[Site Plan Page 7]

- l. Add a note indicating if the storm sewer system ins public or private and who will maintain it.

Resp: A note has been added stating "All storm sewer infrastructure is public unless otherwise noted."

[Site Plan Page 8]

- m. ADA requires a complete crossing for the curb ramp. Provide receiving ramp.

Resp: Receiving ramp was added.

- n. Curb ramps need to be in line with the receiving ramp

Resp: Proposed curb ramp location has been revised to match existing ramp. Existing ramp was also modified per comments received on the construction documents.

- o. Label existing curb ramps (TYP.)

Resp: Existing curb ramps have been labeled.

[Site Plan Page 9]

- p. Please add the following note: "The maximum cross slope in an accessible path shall not exceed two percent. The maximum longitudinal slope in an accessible path shall not exceed five percent."

Resp: Note has been added to all Utility & Grading Plan sheets.

- q. Please add the following note: "Detailed layout and design for proposed curb ramps within right of way or along an accessible route will be completed with the civil plans."

Resp: Note has been added to all Utility & Grading Plan sheets.

- r. Please add the following note: "The slope away from the building shall have a minimum grade of five (5) percent for the first ten feet or to the property line, whichever occurs first, then a minimum of two (2) percent until the slope reaches the swale around the building. If physical obstructions or lot lines prohibit the ten feet of horizontal distance, a five (5) percent slope shall be provided to an approved alternative method of diverting storm runoff away from the foundation. Impervious surfaces within ten feet of the building foundation shall be sloped a minimum of two (2) percent away from the building."

Resp: Note has been added to all Utility & Grading Plan sheets.

- s. Please add the following note: "The maximum permissible longitudinal grade for fire lanes is 10%. The maximum transverse grade for a fire lane is four percent with a resultant maximum slope of ten percent."

Resp: Note has been added to all Utility & Grading Plan sheets.

- t. Please add the following note: "The resultant grade in any direction within accessible parking areas shall not exceed two percent."

Resp: Note has been added to all Utility & Grading Plan sheets.

[Site Plan Pages 10-12]

- u. Designers are encouraged to avoid grades less than 0.8% to minimize maintenance and icing problems. (TYP.) (4.05.1 of the 2023 COA Roadway Manual).

Resp: Due to the relative flatness of the existing topography and the proximity to a low-lying floodplain, it would require a large amount of fill to provide positive drainage and detention. Thus, a variance has been requested and approved on Friday April 25th, 2025 by John Springs allowing S. Grand Baker St. & E. Virginia Ave. to have longitudinal slopes of less than 0.8%. The rest of the streets are currently at or above the 0.8% minimum.

- v. Label the TOW and BOW elevations for the wall (TYP.)

Resp: Detail views for both retaining walls including this information has been added to the Grading & Utility Plan.

[Site Plan Page 32]

- w. Remove all public street lights in the site plan as they are not necessary. Include it in the civil plan.

Resp: Removed street light details on landscape plans.

5. **Traffic Engineering** (Jason Igo / 303.739.1792 / jigo@auroragov.org
/ Comments in amber)

[Site Plan Page 2]

- a. Add clear zone to the street typical section.

Resp: Clear zones have been added to all typical sections.

[Site Plan Page 4]

- b. Call out sight triangles with distance of sight triangle due to the plans not showing the end of the sight triangle. Apply to all sight triangles.

Resp: A table has been added to all sheets of the site plan detailing the lengths of each set of sight triangles. Each set has been called out as "SL#" within the plan view to match with the information given in the table.

- c. Will need sight easements along E Center Ave.

Resp: Easement linework has been added for all areas in which the sight triangle crosses into a lot.

- d. Mail kiosk locations shall be specified in the Site Plan. In coordination with any Postal Service requirements, mail kiosks shall be located:

- Outside of sight triangles as defined by COA Roadway Manual, standard TE-13
- Outside of the influence area (including traffic queues) for a controlled intersection (stop-controlled, signal controlled, or otherwise)
- A minimum of 30' away from stop signs (for stop sign visibility)
- A maximum of 50' away from curb ramp crossings (curb ramps to be located on both sides of roadway)
- Preferred location for mail kiosks is on side lots or other common areas for a neighborhood, and while meeting the above criteria, to avoid conflicts with mail kiosk traffic and specific homeowner ingress/egress.

Resp: The current location of the kiosks falls outside of sight triangles, influence areas, and is more than 30' from the nearest stop sign. The kiosk near the intersection of S. Eaton Park St. & E. Virginia Ave. has been moved slightly to the east to be within 50' of the nearest curb ramp.

- e. Make sure all Mail Kiosk meet Aurora Standards.

Resp: The current location of the kiosks falls outside of sight triangles, influence areas, and is more than 30' from the nearest stop sign. The kiosk near the intersection of S. Eaton Park St. & E. Virginia Ave. has been moved slightly to the east to be within 50' of the nearest curb ramp.

[Site Plan Page 7]

- f. Add speed limit sign along E Center Ave.

Resp: Sign has been added to the requested location along E. Center Ave. and

labeled in the plan.

- g. Taper length along S Harvest Rd should be 13.5:1. Which makes the taper 135 feet.

Resp: Taper has been changed to be 13.5:1. Taper length is actually 121.5' as the transition is 9' instead of 10'.

- h. The S Harvest Rd taper shown in view 2 can stay but could be reduced to a 13.5:1 transition.

Resp: The tapers and taper rates have been updated to match. The first taper, the one on the right, has been adjusted to be 13.5:1 and with a 12' lane shift and the taper becomes 162' long, which is now shown in the plans. The second taper, the one on the left, was changed to exactly match the taper of the existing median which was designed for a 12' lane shift at 13.5:1 for a total length of 162'. In reality the horizontal lane shift is only 10' and thus the taper rate is closer to 16:1 (16.2:1 to be exact). This taper was kept as is given the median taper is designed by others. It should also be noted that there is a 16.2' extension not included in the taper to connect into the 11' turn lane, which is an extra foot compared to the 12' taper.

- i. Change the 495' merging taper to a 45:1 taper transition.

Resp: Taper was changed to 45:1.

- j. S Harvest Rd taper rate should be 13.5:1.

Resp: Taper has been changed to be 13.5:1 and length was updated to match.
[Site Plan Page 20]

- k. This looks like a driveway from Lot 34. Driveways can't be in the intersection.

Resp: Driveway has been moved to the other side of the lot to be outside of the intersection.

[Site Plan Page 22]

- l. Trees need to be 50' from stop sign.

Resp: Tree has been moved 50' from the stop sign.

- m. Update Location of stop sign call out. The one at E Virginia Ave and E Haleyville St is pointing to the ADA curb ramp.

Resp: Callout has been moved to the correct location.

- n. VE looks to be 6' tall. Plants this tall are not allowed in the sight triangle.

Resp: Changed to CCB in the sight triangles.

[Traffic Impact Report]

- o. Analysis needs to be updated with the new Trip Generation rates and laneage.

Resp: Trip Generation rates are the latest from the 11th Edition of the TIS. Laneage has been revised in the 4-29-25 TIS.

- p. Figure 5 and 6 don't reflect the trip generation table.

Resp: Graphic revised in 4-29-25 TIS

- q. There needs to be discussion about the 2025 background volume growth.

Resp: All future volumes based on NEATS.

- r. Harvest will be stop controlled till it is signalized. Update stop control for 2025 analysis

Resp: The LOS calcs you pointed out are for the unsignalized condition

- s. Include westbound delay for Virginia intersection.
Resp: The movements were revised in the 4-29-25 TIS
- t. Intersection analysis needs to reflect site plan. This does not.
Resp: Revised Accordingly
- u. See all comments in the redlined version of the TIS.
Resp: Revised Accordingly

6. **Aurora Water** (Steven Dekoski / 303.739.7490 / sdekoski@auroragov.org / Comments in red)

6A. There were no more comments from Aurora Water on this review.

Resp: Noted.

7. **PROS** (Scott Hammons / 303.739.7147 / shammons@auroragov.org / Comments in mauve)

[Site Plan Page 14]

- a. Highlight the tracts getting open space credit.
Resp: Updated text on map to clarify.
- b. Include a column showing the area of each tract that is receiving credit.
Resp: Table has been updated to include a column showing the area of each tract that is receiving credit.
- c. Tract C is shown as a pocket park on the map
Resp: Updated table to say pocket park.
- d. Detention infrastructure cannot be credited. exclude square footage from credit.
Resp: Added a note on sheet 14 that says below the 100-year water surface elevation line on detention ponds do not count towards credit.
- e. Are you seeking HN park credit for tracts M and D?
Resp: Yes, see updated charts on sheet 14.
- f. H Parks must have two age specific play structures as well as ADA inclusive elements.
Resp: Acknowledged.

8. **Easements** (Grace Gray / 303.739.7277 / ggray@auroragov.org)

- a. The offsite drainage easement has not been started.
Resp: Comment noted. Offsite drainage easement documentation will be started soon.

9. **Land Development** (Maurice Brooks / 303.739.7294 / mbrooks@auroragov.org / Comments in magenta)

- a. This is the first review since 2022 - so some of the comments are based on the updated Subdivision Plat Checklist.

Resp: Comment noted.

- b. (Advisory Comment) Send in the updated Title Commitment to be dated within 30 calendar days of the plat approval date. (This Commitment should be submitted at the time of your final submittal of the electronic Plat for recording.)

Resp: Comment noted. Title Commitment will be uploaded at the appropriate time with the final submittal.

- c. (Advisory Comment) Send in the Certificate of Taxes Due show they are paid in full up to and through the plat approval date of recording. Obtained from the County Treasurer's office. (This Certificate of Taxes should be submitted at the time of your final submittal of the electronic Plat for recording.)

Resp: Comment noted. Certificate of Taxes Due will be uploaded at the appropriate time with the final submittal.

- d. (Advisory Comment) Be advised – sometimes the margins or scale factor may not match the County or City standards as stated in the Subdivision Plat Checklist. If any of these factors are misaligned or scale does not match the drawing information, then this may cause the plat to be sent back and corrected and thus adding time to your submittal. And in turn, you may need to update the Title Commitment to bring it within the 30-day time limit. Please check these items before sending the plat in for recording.

Resp: Comment noted. Scales are correct and plans are not misaligned.

- e. There may be some items that were not shown or pointed out in this review. The Subdivision Plat checklist is to be utilized as a guide. Any items not adhering to the Checklist may be pointed out in this or the subsequent reviews, then it is up to the Surveyor to have those changes made prior to the final submission of the plat for electronic recording.

Resp: Noted. The checklist has been utilized to make sure all items are accounted for.

[Site Plan Pages 3-7]

- f. Add "Unincorporated Arapahoe County" and "City of Aurora" at the boundary locations (Typ.)

Resp: Descriptions have been added to the boundaries delineating Arapahoe County vs. City of Aurora.

- g. Typical: add the names of the easements shown (these should match the Plat easement names)

Resp: Additional easement labels have been added and should match the Plat.

[Plat Page 1]

- h. The Legal Description needs to be revised to add items and change and correct spelling errors.

Resp: Legal Description has been revised to add requested items and correct spelling and grammatical errors.

- i. Send in the Statement of Authority to confirm the owner's signatory.

Resp: Noted.

- j. In the Vicinity Map – add the public street names within ½ mile of the site.

- Resp: Street names have been added.**
- k. Update the Title Note to the current date.
Resp: Title note has been updated to the submittal date.
- l. Revise the Basis of Bearing statement (Note #5) to add the stampings on the caps found in the field.
Resp: Full stamping has been added to Note #5.
- m. Delete Notes 6 & 7 from the Notes.
Resp: Notes 6 & 7 have been removed.
- n. Add the Trail easement Note. Confirm this with Parks, Recreation and Open Space (PROS).
Resp: Trail easement note has been added.
- o. Add the Standard Fence Note (It says which types of fences may be built along certain street Rights of Ways).
Resp: Standard fence note has been added.
- p. In the Covenants: correct the spelling, change the number of the Chapter, and replace the final paragraph to match the update Subdivision Plat Checklist. (It needs to be verbatim)
Resp: Covenants language has been revised to correct spelling errors, change the numbers as requested, and replace the final paragraph.
- q. Change the language in the Surveyor's Certificate to match the Subdivision Plat Checklist language (verbatim)
Resp: Surveyor's language has been revised as requested.
- r. Move the Tract Summary Chart to the Graphic pages
Resp: Table has been moved to sheet 4 & 5 as it does not fit on sheet 3.
- s. Remove the Company Logo and replace with plain text – as indicated.
Resp: Logo has been removed and replaced with plain text.
[Plat Page 2]
- t. No distance over 1400' along a boundary line of a Subdivision – add a pin to break up the overall length of the North boundary line.
Resp: Pin has been added on Sheet 2.
- u. Add "Unincorporated Arapahoe County" and "City of Aurora" at the boundary locations (Typ.)
Resp: Labels have been added delineating Unincorporated Arapahoe County & City of Aurora.
- v. Delete the lines and references to the 100 yr. Flood Plain – They can be added to the Civil or Site Plan drawings not the plat.
Resp: Floodplain linework has been deleted from the plat.
- w. Advisory - this plat cannot move forward if there is no connection to another street R.O.W. for Emergency Vehicle Access to the Subdivision. Add the North-South Road showing access to the Subdivision.
Resp: Parklands Village 2 Filing 1 R.O.W. linework has been added.
[Plat Pages 3 & 4]
- x. Advisory: Add the 4' Utility Easement adjacent to the 6' Gas easement along the

street R.O.W. (Typ.) - per Subdivision Plat Checklist.

Resp: Per the 2025 Subdivision Plat Checklist, Local Type 1 Streets (which all of the internal roads fall under in Waterstone F4) shall only show a 6' G.E. on the front of the lots and an 8' U.E. on the rear. As these lots already carry an 8' U.E. on the rear, a 4' U.E. on the front is not needed.

y. Typical: add the dimensions and curve data of the easements shown.

Resp: All requested data has been added.

z. Typical: add the names of the easements shown

Resp: Labels have been added to all easements as requested.

aa. Confirm the Easement names with Aurora Water (in Legend)

Resp: Easement names were confirmed with Aurora Water as requested.

bb. Show the centerline monuments and add the Centerline monuments Note to the Legend.

Resp: Centerline monuments and notes have been added.

cc. Add tic marks on the boundary and easement lines to show the change of direction (typ.).

Resp: Tic marks have been added throughout.

dd. The E. Virginia Ave. and E. Center Ave. R.O.W. should be connected to another street R.O.W. - this does not allow the Lots any access to the streets to the North or South.

Resp: Parklands Village 2 Filing 1 R.O.W. linework has been added.

[Plat Page 5]

ee. Add the easement line distances on both sides of the Tract line (per Checklist)

Resp: Easement has been annotated on both sides of the Tract line.

10. **10. Mile High Flood District** (Mark Schutte/303.455.6277)

10A. No comments were received from MHFD on this review.

Resp: Comment noted.

Please feel free to contact us if you have any questions or require clarification on the above responses. Thank you for your time reviewing these documents.

Respectfully,

A handwritten signature in blue ink that reads "Xylina Warren-Laird". The signature is written in a cursive, flowing style.

Xylina Warren-Laird, P.E.
Sr. Project Engineer

WATERSTONE SUBDIVISION FILING NO. 4

LOCATED IN THE EAST 1/2 SECTION 18, TOWNSHIP 4 SOUTH, RANGE 65 WEST OF THE 6TH P.M.,
CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

LJA Survey RESPONSE:
PLS numbers revised

are these the same
PLS number?

DEDICATION - LEGAL DESCRIPTION

KNOWN ALL PEOPLE BY THESE PRESENTS THAT THE UNDERSIGNED WARRANT THEY ARE THE OWNER OF A PARCEL OF LAND SITUATED IN THE EAST HALF OF SECTION 18, TOWNSHIP 4 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN: CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF THE SOUTH HALF OF THE NORTHEAST QUARTER OF SECTION 18, TOWNSHIP 4 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN: CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THENCE ALONG THE EAST LINE OF THE SAID SOUTH HALF OF THE NORTHEAST QUARTER OF SECTION 18, S 00°12'27" E, A DISTANCE OF 1,325.70 FEET TO SAID EAST QUARTER CORNER OF SECTION 18:

THENCE ALONG THE EAST LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 18, S 00°14'55" E, A DISTANCE OF 237.00 FEET:

THENCE N 36°29'11" W, A DISTANCE OF 84.53 FEET;
THENCE N 58°15'00" W, A DISTANCE OF 480.00 FEET;
THENCE N 73°00'00" W, A DISTANCE OF 195.00 FEET;
THENCE N 79°00'00" W, A DISTANCE OF 220.00 FEET;
THENCE N 69°15'00" W, A DISTANCE OF 360.00 FEET;
THENCE N 74°45'00" W, A DISTANCE OF 225.00 FEET;
THENCE S 70°00'00" W, A DISTANCE OF 30.00 FEET;
THENCE N 82°00'00" W, A DISTANCE OF 495.00 FEET TO A POINT ON A CURVE:

THENCE ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 520.00 FEET, A CENTRAL ANGLE OF 46°49'42", AND AN ARC LENGTH OF 425.00 FEET, THE CHORD OF WHICH BEARS N 59°45'05" W, A DISTANCE OF 413.27 FEET TO A POINT ON A CURVE:

THENCE ALONG THE ARC OF A NON-TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 320.00 FEET, A CENTRAL ANGLE OF 34°01'10" AND AN ARC LENGTH OF 190.00 FEET, THE CHORD OF WHICH BEARS N 69°59'25" W, A DISTANCE OF 187.22 FEET:

THENCE N 87°00'00" W, A DISTANCE OF 190.00 FEET TO THE WEST LINE OF SAID SOUTH HALF OF THE NORTHEAST QUARTER OF SECTION 18:

THENCE ALONG THE WEST LINE OF SAID SOUTH HALF OF THE NORTHEAST QUARTER OF SECTION 18, N 89°41'33" E, A DISTANCE OF 21.00 FEET TO THE POINT OF BEGINNING.

CONTAINING AN AREA OF 61.512 ACRES: (2,679,478 SQUARE FEET), MORE OR LESS.

HAVE LAID OUT, PLATTED, AND SUBDIVIDED THE SAME INTO LOTS, BLOCKS AND TRACTS AS SHOWN ON THIS PLAT UNDER THE NAME AND STYLE OF WATERSTONE SUBDIVISION FILING NO. 4, AND BY THESE PRESENTS DO HEREBY DEDICATE TO THE CITY OF AURORA, COLORADO, FOR THE PERPETUAL USE OF THE PUBLIC, THE STREETS AND EASEMENTS AS SHOWN HEREON AND NOT PREVIOUSLY DEDICATED TO THE PUBLIC.

LJA Survey RESPONSE:
comma added

OWNER APPROVAL

RICHMOND AMERICAN HOMES OF COLORADO, INC., A DELAWARE CORPORATION

BY: _____

NAME: _____

TITLE: _____

STATE OF COLORADO

COUNTY OF _____

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS ____ DAY OF _____, A.D. 20____, BY _____ AS _____ OF _____.

WITNESS MY HAND AND OFFICIAL SEAL,

NOTARY PUBLIC

MY COMMISSION EXPIRES: _____

(Advisory Comment) Send in the updated Title Commitment to be dated within 30 calendar days of the plat approval date. (This Commitment should be submitted at the time of your final submittal of the electronic Plat for recording.)

(Advisory Comment) Send in the Certificate of Taxes Due show they are paid in full up to and through the plat approval date of recording. Obtained from the County Treasurer's Office. (This Certificate of Taxes should be submitted at the time of your final submittal of the electronic Plat for recording.)

(Advisory Comment) Be advised – sometimes the margins or scale factor may not match the County or City standards as stated in the Subdivision Plat Checklist. If any of these factors are misaligned or scale does not match the drawing information, then this may cause the plat to be sent back and corrected and thus adding time to your submittal. And in turn, you may need to update the Title Commitment to bring it within the 30-day time limit. Please check these items before sending the plat in for recording.

There may be some items that were not shown or pointed out in this review. The Subdivision Plat checklist is to be utilized as a guide. Any items not adhering to the Checklist may be pointed out in this or the subsequent reviews, then it is up to the Surveyor to have those changes made prior to the final submittal of the plat for electronic recording.

LJA Survey RESPONSE:
comma added

add comma

LJA Survey RESPONSE:
full stamping added

is the semicolon
needed here?

LJA Survey RESPONSE:
language revised

LJA Survey RESPONSE:
bearing & distance added

spelling

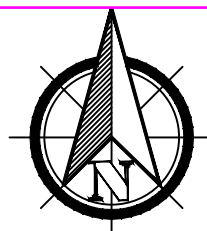
comma

Send in the Statement of
Authority for the owner

LJA Survey RESPONSE:
Noted

LJA Survey RESPONSE:
moved to Sheets 4 & 5,
will not fit on Sheet 3

Move this to the
graphic pages



VICINITY MAP
SCALE: 1" = 1000'

TRACT SUMMARY CHART					
TRACT	USE	OWNED	MAINTAINED	SQ. FT.	ACRES
TRACT A	DRAINAGE, OPEN SPACE, UTILITY	HOA	HOA	60,036	1.378
TRACT B	DRAINAGE, PUBLIC ACCESS, UTILITY	HOA	HOA	118,635	2.723
TRACT C	DRAINAGE, POCKET PARK, PUBLIC ACCESS, UTILITY	HOA	HOA	139,181	3.195
TRACT D	LANDSCAPE & IRRIGATION, UTILITY	HOA	HOA	182,677	4.194
TRACT E	LANDSCAPE & IRRIGATION, UTILITY	HOA	HOA	39,698	0.911
TRACT F	DRAINAGE, _____	HOA	HOA	2,701	0.062
TRACT G	DRAINAGE, _____	HOA	HOA	2,603	0.060
TRACT H	DRAINAGE, _____	HOA	HOA	2,199	0.050
TRACT I	DRAINAGE, NEIGHBORHOOD	HOA	HOA	361,551	8.300
TRACT J	DRAINAGE, PUBLIC ACCESS, UTILITY	HOA	HOA	5,595	0.128
TRACT K	DRAINAGE, PUBLIC ACCESS, UTILITY	HOA	HOA	6,017	0.138
TRACT L	DRAINAGE, PUBLIC ACCESS, UTILITY	HOA	HOA	129,194	2.966
TRACT M	DRAINAGE, PUBLIC ACCESS, UTILITY	HOA	HOA	62,324	1.431
TOTAL AREA				1,112,411	25.537

I hereby certify I was in responsible charge of the survey work used in the preparation of this plat; the positions of the platted points shown hereon have an accuracy of not less than one (1) foot in ten thousand (10,000) feet prior to adjustments; and all boundary monuments and control corners shown hereon were in place as described on (insert date of survey).

I further certify that the information contained herein is accurate and in accordance with applicable standards of practice to my knowledge, information, and belief. This certification is not a guaranty or warranty, either expressed or implied. (See AES Board Rule1. 6.B.2.)

LAND USE SUMMARY CHART				
TYPE	LOTS	SQ. FT.	ACRES	%
LOT AREA - RESIDENTIAL	163	1,018,142	23.373	38.0%
PUBLIC RIGHT-OF-WAY AREA		548,926	12.602	20.5%
TRACTS - (13)		1,112,409	25.537	41.5%
TOTALS		2,679,477	61.512	100%

GENERAL NOTES

- NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.
- ANY PERSON WHO KNOWINGLY REMOVES, ALTERS OR DEFACES ANY PUBLIC LAND SURVEY MONUMENT OR LAND BOUNDARY MONUMENT OR ACCESSORY, COMMITS A CLASS TWO (2) MISDEMEANOR PURSUANT TO STATE STATUTE 18-4-508, C.R.S.
- THIS SURVEY DOES NOT CONSTITUTE A TITLE SEARCH BY LJA. ALL INFORMATION REGARDING EASEMENTS, RIGHTS-OF-WAY COMMITMENT PREPARED BY LAND TITLE GUARANTEE COMPANY, ORDER NUMBER ABZ25207086-2 WITH AN EFFECTIVE DATE OF AUGUST 10, 2023 AT 5:00 P.M.
- THE LINEAL UNIT USED IN THE PREPARATION OF THIS SURVEY IS THE U.S. SURVEY FOOT AS DEFINED BY THE UNITED STATES DEPARTMENT OF COMMERCE, NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY.
- BASIS OF BEARINGS: THE EAST LINE OF THE SOUTH ONE-HALF OF THE NORTHEAST QUARTER OF SECTION 18, TOWNSHIP 4 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN: CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: TO BEAR SOUTH 00°12'23" EAST BASED ON NAD83 (2011) COLORADO STATE PLANE NORTH ZONE 10N, A DISTANCE OF 1,325.70 FEET TO THE WEST QUARTER CORNER OF SAID SECTION BY A 2" ALUMINUM CAP 0.5" BELOW GRAVEL SURFACE AND AT THE CENTER QUARTER CORNER BY A 2.5" ALUMINUM CAP 0.6" BELOW GRAVEL SURFACE.
- FLOODPLAIN: THE SURVEYED PROPERTY IS LOCATED WITHIN ZONE X, AREAS DETERMINED TO BE IN A FLOODPLAIN, AS IDENTIFIED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) MAP NUMBERS 08123C2135E WITH A MAP EFFECTIVE DATE OF JANUARY 20, 2016. (IT IS THE POLICY OF LJA TO BEAR SOUTH 00°12'23" EAST BASED ON NAD83 (2011) COLORADO STATE PLANE NORTH ZONE 10N, A DISTANCE OF 1,325.70 FEET TO THE WEST QUARTER CORNER OF SAID SECTION BY A 2" ALUMINUM CAP 0.5" BELOW GRAVEL SURFACE AND AT THE CENTER QUARTER CORNER BY A 2.5" ALUMINUM CAP 0.6" BELOW GRAVEL SURFACE.)
- A BLANKET DRAINAGE EASEMENT IS HEREBY DEDICATED ACROSS TRACT A.

COVENANTS

THE UNDERSIGNED OWNER(S), FOR THEMSELVES, THEIR HEIRS, SUCCESSORS AND ASSIGNS, COVENANT AND AGREE WITH THE CITY OF AURORA: NO STRUCTURE CONSTRUCTED ON ANY PORTION OF THE PLATTED LAND SHOWN HEREIN, SHALL BE OCCUPIED OR USED UNLESS AND UNTIL ALL PUBLIC IMPROVEMENTS AS DEFINED BY CHAPTER 142, OF THE CITY CODE OF AURORA, COLORADO, ARE IN PLACE. CASH FUNDS OR OTHER SECURITY FOR THE SAME ARE DEPOSITED WITH THE CITY OF AURORA. A CERTIFICATE OF COMPLETION SHALL BE FILED WITH THE CITY OF AURORA.

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

ALL CROSSINGS OR ENCROACHMENTS BY PRIVATE UTILITIES INTO EASEMENTS OWNED BY THE CITY OF AURORA ARE ACKNOWLEDGED BY THE UNDERSIGNED AS BEING SUBJECT TO THE CITY OF AURORA'S USE AND OCCUPANCY OF SAID EASEMENTS; AND HEREBY AGREE TO INDEMNIFY THE CITY OF AURORA FOR ANY LOSS, DAMAGE OR INJURY TO THE INSTALLATION, OPERATION OR MAINTENANCE OF SAID PRIVATE UTILITIES; AND THEY FURTHER AGREE TO DEFEND, INDEMNIFY AND HOLD HARMLESS THE CITY OF AURORA, ITS AGENTS AND EMPLOYEES FROM AND AGAINST ALL CLAIMS OF DAMAGES TO PRIVATE UTILITIES ARISING FROM THE CITY'S USE OR OCCUPANCY OF THE EASEMENTS OWNED BY THE CITY OF AURORA.

CITY OF AURORA APPROVALS

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

CITY ENGINEER _____ DATE _____

PLANNING DIRECTOR _____ DATE _____

SURVEYOR'S CERTIFICATE

I, MARK A. HALL, A DULY REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT THIS PLAT TRULY AND CORRECTLY REPRESENTS THE RESULTS OF A SURVEY MADE ON JUNE 20, 2023, BY ME OR UNDER MY DIRECT SUPERVISION AND THAT ALL MONUMENTS EXIST AS SHOWN HEREON; THAT MATHEMATICAL CLOSURE ERRORS ARE LESS THAN 1:50,000 (SECOND ORDER); AND THAT SAID PLAT HAS BEEN PREPARED IN FULL COMPLIANCE WITH ALL APPLICABLE LAWS OF THE STATE OF COLORADO DEALING WITH MONUMENTS, SUBDIVISIONS OR SURVEYING OF LAND AND ALL APPLICABLE PROVISIONS OF THE TOWN OF JOHNSTOWN PROVISIONS OF CHAPTER 17 - SUBDIVISIONS OF THE TOWN OF JOHNSTOWN MUNICIPAL CODE.

I ATTEST THE ABOVE ON THIS ____ DAY OF _____, 20____.

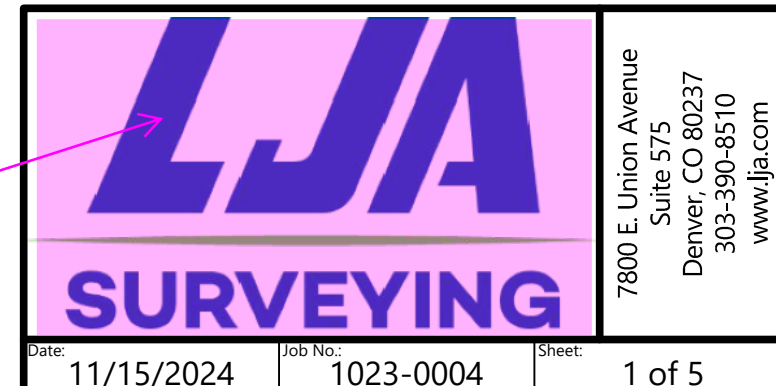
MARK A. HALL
COLORADO PLS NO. 36073
FOR AND ON BEHALF OF LJA SURVEYING, INC.
7800 E UNION AVE, SUITE 575,
DENVER, COLORADO 80237

please follow the City of Aurora Subdivision Plat Checklist language for this statement

LJA Survey RESPONSE:
Surveyor's language revised

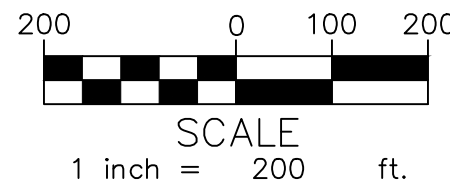
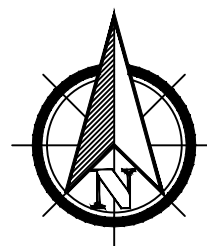
LJA Survey RESPONSE:
logo removed, replaced
with plain text

remove the Company
Logo - replace with
plain text (typ.)



WATERSTONE SUBDIVISION FILING NO. 4

LOCATED IN THE EAST 1/2 SECTION 18, TOWNSHIP 4 SOUTH, RANGE 65 WEST OF THE 6TH P.M.,
CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO



MONUMENT SYMBOL LEGEND

- ◆ RECOVERED SECTION CORNER AS NOTED HEREON
- 1. RECOVERED NO. 5 REBAR WITH 1-1/4" ORANGE PLASTIC CAP STAMPED "PLS 35585"
- 1. SET 18" LONG NO. 5 REBAR WITH 1-1/4" BLUE PLASTIC CAP STAMPED "LJA PLS 36073" FLUSH WITH GROUND
- (R1) RECORDED DIMENSION PER SPECIAL WARRANTY DEED, REC. NO. 20220035689

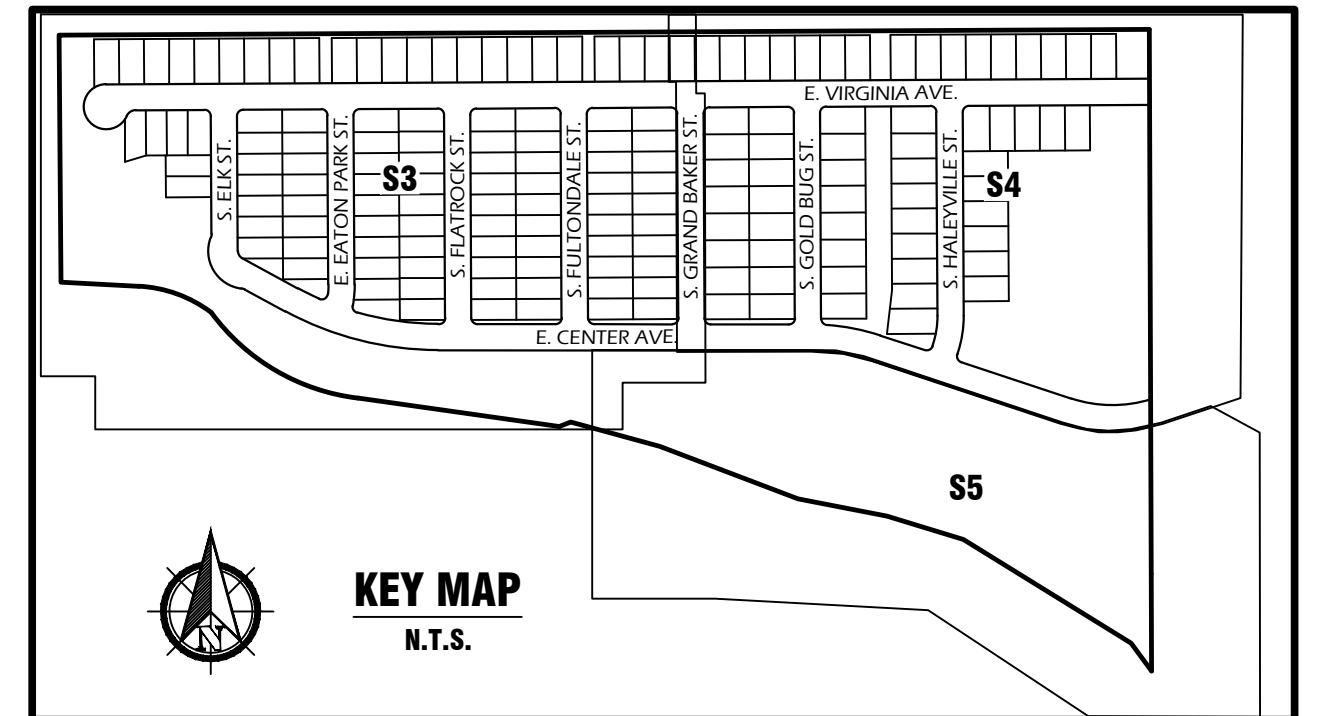
LEGEND

- Ⓢ - BLOCK NUMBER
- D.E. = DRAINAGE EASEMENT HEREBY GRANTED
- D.U.E. = DRY UTILITY EASEMENT HEREBY GRANTED
- T.E. = TRAIL EASEMENT HEREBY GRANTED
- U.E. = UTILITY EASEMENT HEREBY GRANTED
- STM.E. = STORM EASEMENT HEREBY GRANTED

confirm these easement names with Aurora Water

LJA Survey RESPONSE:
confirmed with Aurora Water

CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C1	34°01'09"	320.00'	190.00'



NW 1/4 SEC. 17,
T.4S., R.65W., 6TH P.M.

COOPER/ALPERT #3 LLP
REC. NO. 46140739

NE CORNER OF THE SOUTH 1/2 OF THE NE 1/4 OF SECTION 18,
T.4S., RANGE 65 WEST OF THE 6TH P.M.
RECOVERED 3-1/4" ALUMINUM CAP
STAMPED "T4S R65W N1/16 S18/S17 2006 PLS 28668" FLUSH
(REFERRED TO AS AN ALUMINUM CAP STAMPED "PLS 36850" IN THE TITLE COMMITMENT)

Advisory - this plat cannot move forward if
there is no connection to another street
R.O.W. for Emergency Vehicle Access to
the Subdivision.

LJA Survey RESPONSE:
Parklands Village 2 Filing 1
R.O.W. linework added

EAST 1/4 CORNER OF SECTION 18,
T.4S., RANGE 65 WEST OF THE 6TH P.M.
RECOVERED 3-1/4" ALUMINUM CAP
STAMPED "CITY OF AURORA T4S R65W
1/4 S18/S17 2005 PLS 23527" IN MONUMENT BOX
(REFERRED TO AS A 3-1/4" ALUMINUM CAP STAMPED
"PLS 36850" IN THE TITLE COMMITMENT)

LJA Survey RESPONSE:
Flood Plain linework deleted throughout

delete these lines &
references to Flood
Plain on the Plat (Typ.)

LJA Survey RESPONSE:
logo removed, replaced
with plain text

remove the Company
Logo - replace with
plain text (typ.)



7800 E Union Avenue
Suite 575
Denver, CO 80237
303-390-4510
www.lja.com

FOR REVIEW ONLY

FOR AND ON BEHALF OF
LJA SURVEYING, INC.

WATERSTONE SUBDIVISION FILING

LOCATED IN THE EAST 1/2 SECTION 18, TOWNSHIP 4 SOUTH, RANGE 65 WEST OF THE 6TH P.M.
AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

LEGEND

= BLOCK NUMBER
D.E. = DRAINAGE EASEMENT HEREBY GRANTED
D.U.E. = DRY UTILITY EASEMENT HEREBY GRANTED
T.E. = TRAIL EASEMENT HEREBY GRANTED
U.E. = UTILITY EASEMENT HEREBY GRANTED
S.T.M.E. = STORM EASEMENT HEREBY GRANTED
REC. NO. = RECEIPT
BK., PG. = BOOK & PAGE

show the centerline monuments and add the Centerline monuments Note to the Legend

LJA Survey RESPONSE:
Centerline monuments & note added

LJA Survey RESPONSE:
label added

MADERA FRANCISCO,
MADERA ALEJANDRINA
REC. NO. B5122741

Unincorporated Arapahoe County

City of Aurora

LJA Survey RESPONSE:
label added

LJA Survey RESPONSE:
label added

LJA Survey RESPONSE:
sight distance easements added

Add sight distance easements to the plans. See Sheet 4 and 5 of the site plan.

LJA Survey RESPONSE:
label added

LJA Survey RESPONSE:
logo removed, replaced with plain text

LJA Survey RESPONSE:
16' STM.E. removed

LJA Survey RESPONSE:
tic marks added throughout

add tic marks on the boundary and easement lines to show the change of direction (typ.)

LJA Survey RESPONSE:
pin added on Sheet 2

no distance over 1400' along a boundary line - add a pin

NGHAM HERRY J.
ONALD JOHN C.
NO. D7010227

N 1/2, NE 1/4 SEC. 18,
T.4S., R.65W., 6TH P.M.

TERLEP MATTHEW G.
TERLEP SHARON K.
REC. NO. 72340565

STARLING RYAN C. &
MCNEILLEY LORI L.
REC. NO. D3130005

LJA Survey RESPONSE:

Per the 2025 Subdivision Plat Checklist, Local Type 1 Streets (which are all of the internal roads on Waterstone F4) shall only show a 6' G.E. on the front of the lots and an 8' UE on the rear. As these lots already carry an 8' UE on the rear, a 4' U.E. on the front is not needed

NEW:

If street ROW is classified as Local Type 1, 2, or 3, show a 6' Gas Easement abutting the street ROW. If street ROW is a Local Type 2 Alternate show a 4' Utility Easement with an abutting 6' Gas Easement. These easements may be combined into a non-exclusive 10' Utility Easement.

Typically, single-family detached Lots show rear Lot easements as 8' Utility Easements and 5' Utility Easements on side Lot lines at the end of each block. On plats other than single-family detached, there should be a 10' Utility Easement around the perimeter of each Lot. Here are some other types of easements which may be required:

LJA Survey RESPONSE:
ALL data added

LJA Survey RESPONSE:
label added

LJA Survey RESPONSE:
label added

LJA Survey RESPONSE:
distance added

LJA Survey RESPONSE:
ALL data added

LJA Survey RESPONSE:
label added

LJA Survey RESPONSE:
tic marks added throughout

LINE & CURVE TABLES
FOR SHEET 3
CAN BE FOUND ON SHEET 5

KEY MAP
N.T.S.



Advisory: Add the 4' Utility Easement adjacent to the 6' Gas easement along the street R.O.W. (Typ.) - per Subdivision Plat Checklist

add bearing, distance and curve data

LJA Survey RESPONSE:
ALL data added

LJA Survey RESPONSE:
label added

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LJA Survey RESPONSE:
label added

FOR AND ON BEHALF OF
LJA SURVEYING, INC.

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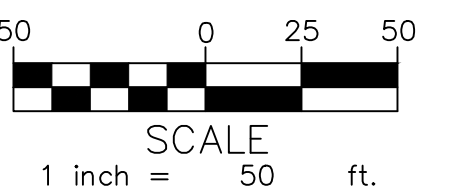
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LOCATED IN THE EAST 1/2 SECTION 18, TOWNSHIP 35 NORTH, RANGE 105 WEST OF THE 6TH P.M., CITY OF AURORA, COUNTY OF COLORADO



LINE TABLE		
LINE	BEARING	LENGTH
L6	S18°16'27"W	5

LINE TABLE		
LINE	BEARING	LENGTH
L6	S18°16'27"W	5

Advisory - this plat cannot move forward if there is no connection to another street R.O.W. for Emergency Vehicle Access to the Subdivision.

LJA Survey RESPONSE:
Parklands Village 2 Filing 1
R.O.W. linework added

confirm these
easement names
with Aurora Water

remove the Company Logo - replace with plain text (typ.)

① = BLOCK NUMBER

D.E. = DRAINAGE EASEMENT HEREBY GRANTED

D.U.E. = DRY UTILITY EASEMENT HEREBY GRANTED

T.E. = TRAIL EASEMENT HEREBY GRANTED

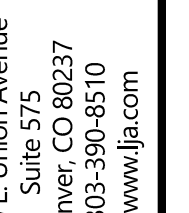
U.E. = UTILITY EASEMENT HEREBY GRANTED

TM.E. = STORM EASEMENT HEREBY GRANTED

C. NO. = RECEPTION NUMBER

__, PG. = BOOK & PAGE

show the centerline monuments and add the Centerline monuments Note to the Legend

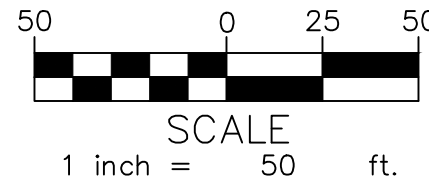


Date:	Job No.:	Sheet:
11/15/2024	1023-0004	4 of 5

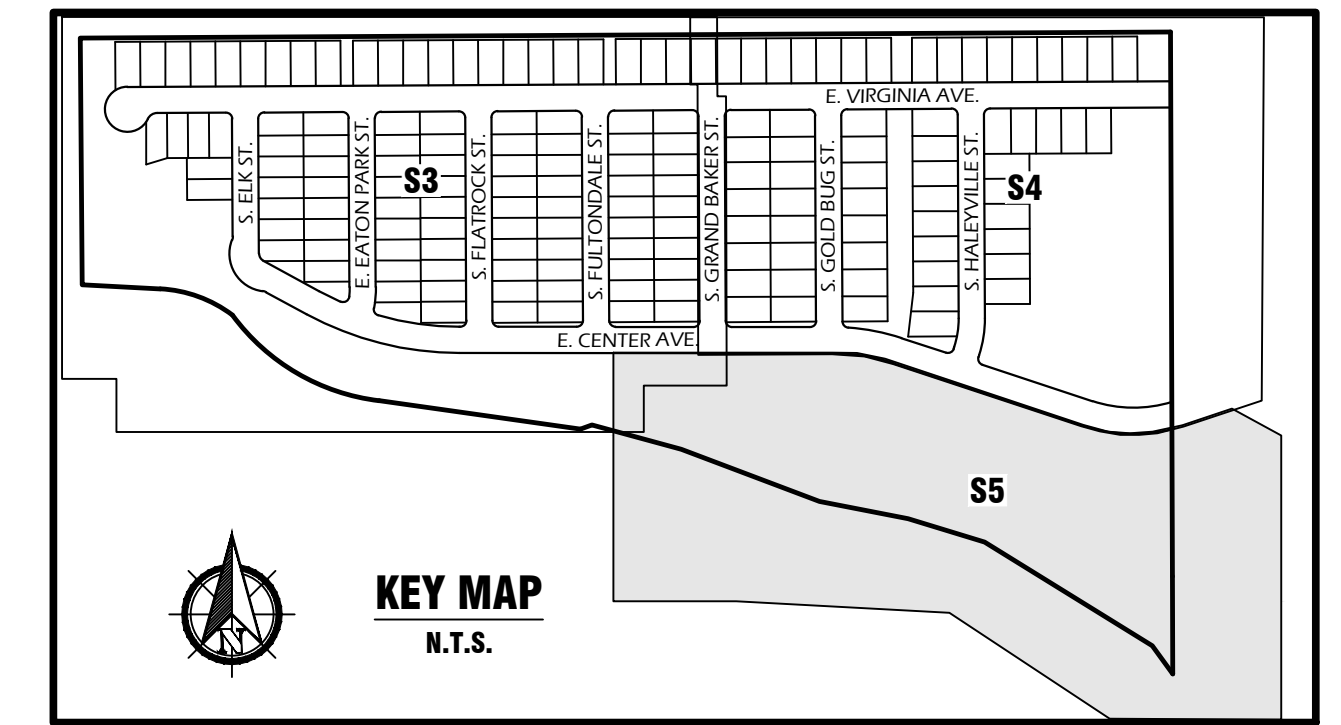
FOR REVIEW ONLY

FOR AND ON BEHALF OF
LJA SURVEYING, INC.

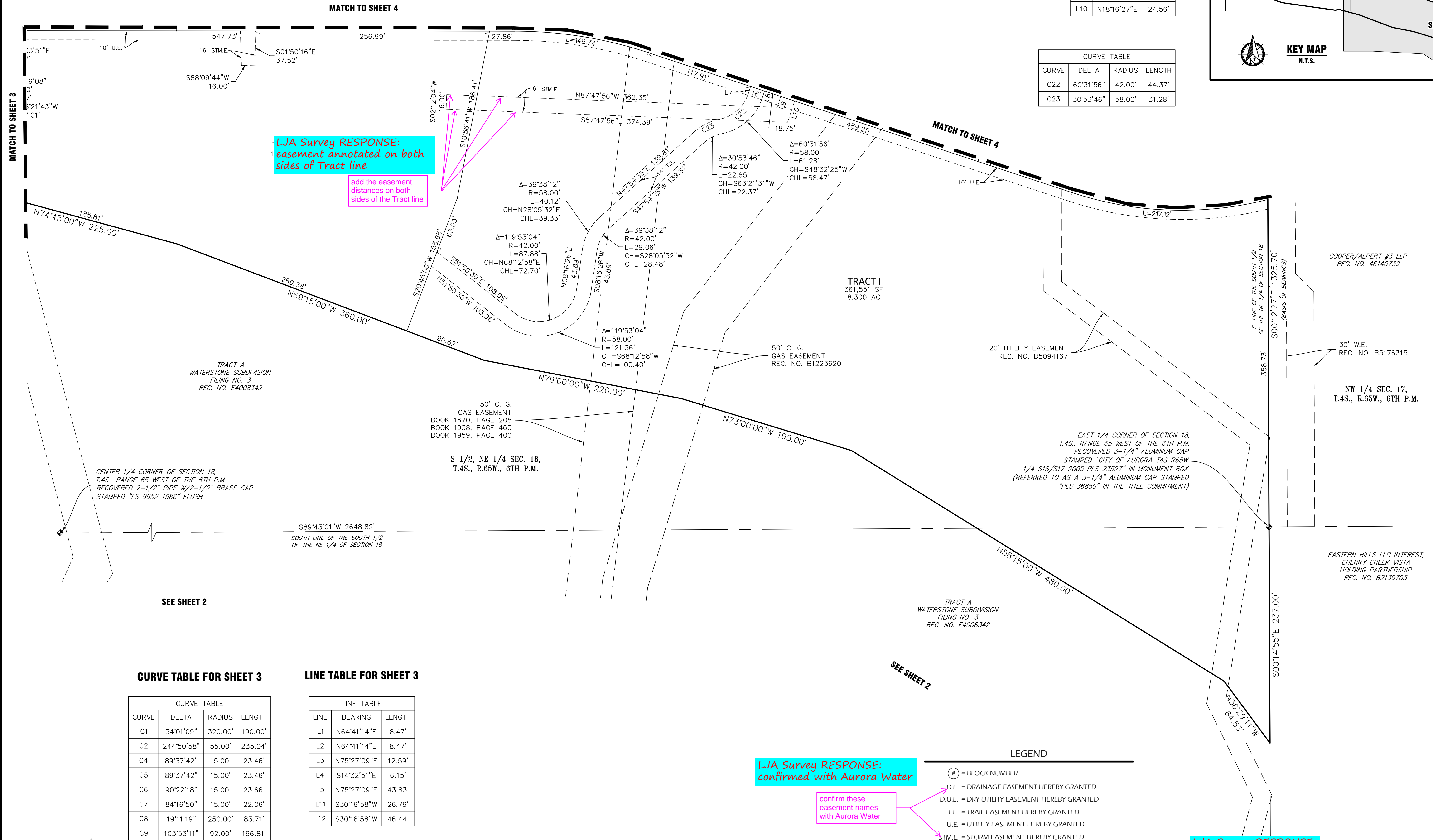
KEY MAP



LINE TABLE		
LINE	BEARING	LENGTH
L7	N18°16'27"E	8.41'
L8	S18°16'27"W	8.41'
L9	S18°16'27"W	12.52'
L10	N18°16'27"E	24.56'



CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C22	60°31'56"	42.00'	44.37'
C23	30°53'46"	58.00'	31.28'



CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C1	34°01'09"	320.0'	190.0'
C2	244°50'58"	55.00'	235.04'
C4	89°37'42"	15.00'	23.46'
C5	89°37'42"	15.00'	23.46'
C6	90°22'18"	15.00'	23.66'
C7	84°16'50"	15.00'	22.06'
C8	19°11'19"	250.00'	83.71'
C9	103°53'11"	92.00'	166.81'
C10	52°57'52"	108.00'	99.84'
C11	52°57'52"	92.00'	85.05'
C12	27°00'43"	42.00'	19.80'
C13	12°56'42"	158.00'	35.70'
C14	12°56'42"	142.00'	32.08'
C15	57°46'11"	42.00'	42.35'

LINE TABLE		
LINE	BEARING	LENGTH
L1	N64°41'14"E	8.47'
L2	N64°41'14"E	8.47'
L3	N75°27'09"E	12.59'
L4	S14°32'51"E	6.15'
L5	N75°27'09"E	43.83'
L11	S30°16'58"W	26.79'
L12	S30°16'58"W	46.44'

= BLOCK NUMBER

D.E. = DRAINAGE EASEMENT HEREBY GRANTED

D.U.E. = DRY UTILITY EASEMENT HEREBY GRANTED

T.E. = TRAIL EASEMENT HEREBY GRANTED

U.E. = UTILITY EASEMENT HEREBY GRANTED

ST.M.E. = STORM EASEMENT HEREBY GRANTED

REC. NO. = RECEPTION NUMBER

BK., PG. = BOOK & PAGE

LJA Survey RESPONSE:
logo removed, replaced
with plain text

remove the Company
Logo - replace with
plain text (typ.)



Suite 575
Denver, CO 80237
303-390-8510
www.ija.com

I:\JOB FOLDERS\1023 - LENMAR\1023-000A\PROJ\PRELIM PLAT\COVER PRINTED ON: 11/25/2024 1:05 PM



WATERSTONE SUBDIVISION FILING NO. 4

SITE PLAN

A PORTION OF THE EAST HALF OF SECTION 18, TOWNSHIP 4 SOUTH, RANGE 65 WEST OF
THE SIXTH PRINCIPAL MERIDIAN, CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO

Deleted,
delete - this is only
on the Plat

LEGAL DESCRIPTION:

KNOW ALL PEOPLE BY THESE PRESENTS THAT THE UNDERDESIGNED WARRANTY THEY AER THE OWNER OF THE PARCEL OF LAND LOCATED IN THE EAST HALF OF SECTION 18, TOWNSHIP 4 SOUTH, RANGE 65 WEST OF THE SIX PRINCIPAL MERIDIAN;

CITY OF AURORA, COUNTY OF ARAPAHOE, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF THE SOUTH HALF OF THE NORTHEAST QUARTER OF SAID SECTION 18, AS MONUMENTED BY A 3-1/4" ALUMINUM CAP, STAMPED PLS 36850, 2004, WHENCE THE EAST QUARTER CORNER OF SAID SECTION 18, AS MONUMENTED BY A 3-1/4" ALUMINUM CAP, STAMPED PLS 36850, 2004 BEARS S 00°12'27" E, A DISTANCE OF 1,325.70 FEET WITH ALL BEARINGS CONTAINED HEREIN BEING RELATIVE THERETO;
THENCE ALONG THE EAST LINE OF SAID SOUTH HALF OF THE NORTHEAST QUARTER OF SECTION 18, S 00°12'27" E, A DISTANCE OF 1325.70 FEET TO SAID EAST QUARTER CORNER OF SECTION 18;
THENCE ALONG THE EAST LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 18, S 00°14'55" E, A DISTANCE OF 237.00 FEET;
THENCE N 36°29'11" W, A DISTANCE OF 84.53 FEET;
THENCE N 58°15'00" W, A DISTANCE OF 480.00 FEET;
THENCE N 73°00'00" W, A DISTANCE OF 195.00 FEET;
THENCE N 79°00'00" W, A DISTANCE OF 220.00 FEET;
THENCE N 69°15'00" W, A DISTANCE OF 360.00 FEET;
THENCE N 74°45'00" W, A DISTANCE OF 225.00 FEET;
THENCE S 70°00'00" W, A DISTANCE OF 30.00 FEET;
THENCE N 82°00'00" W, A DISTANCE OF 495.00 FEET TO A POINT ON A CURVE;
THENCE ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 520.00 FEET, A CENTRAL ANGLE OF 46°49'42" AND AN ARC LENGTH OF 425.00 FEET, THE CHORD OF WHICH BEARS N 59°45'05" W, A DISTANCE OF 413.27 FEET TO A POINT ON A CURVE;
THENCE ALONG THE ARC OF A NON-TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 320.00 FEET, A CENTRAL ANGLE OF 34°01'10" AND AN ARC LENGTH OF 190.00 FEET, THE CHORD OF WHICH BEARS N 69°59'25" W, A DISTANCE OF 187.22 FEET;
THENCE N 87°00'00" W, A DISTANCE OF 190.00 FEET TO THE WEST LINE OF SAID SOUTH HALF OF THE NORTHEAST QUARTER OF SECTION 18;
THENCE ALONG THE WEST LINE OF SAID SOUTH HALF OF THE NORTHEAST QUARTER OF SECTION 18, N 00°27'39" W, A DISTANCE OF 601.38 FEET TO THE NORTHWEST CORNER OF SAID SOUTH HALF OF THE NORTHEAST QUARTER OF SECTION 18;
THENCE ALONG THE NORTH LINE OF SAID SOUTH HALF OF THE NORTHEAST QUARTER OF SECTION 18, N 89°41'33" E, A DISTANCE OF 2654.68 FEET TO THE **POINT OF BEGINNING**.

CONTAINING AN AREA OF 61.512 ACRES, (2,679,478 SQUARE FEET), MORE OR LESS.

TECHNICAL DATA

PRESENT ZONING CLASSIFICATION	R-2 (MEDIUM DENSITY RESIDENTIAL)
LAND AREA WITHIN PROPERTY LINES	61.51 ACRES
NUMBER OF LOTS (BUILDINGS)	163 SINGLE FAMILY DWELLINGS
TOTAL LOT AREA	23.45 AC (1,021,333 SF)
TOTAL R.O.W. AREA 12.60 AC (548,895 SF)	
TOTAL TRACT AREA 25.46 AC (1,109,249 SF)	
LOT SIZE	MIN. 50' X 110' (5,500 SF)
PERMITTED DENSITY	8 DU/AC
PROPOSED DENSITY	3.3 DU/AC
OPEN SPACE REQUIRED	7 AC
OPEN SPACE PROVIDED (INCLUDING PRIVATE PARKS)	12.05 AC
REQUIRED NUMBER OF SIGNS	1 - MONUMENT LOCATION PER FDP (96 SF & 6" HEIGHT MAX.)
PROPOSED NUMBER OF SIGNS	2 - PRIMARY AND SECONDARY (30 SF MAX. SIGN FACE & 6" MAX. HEIGHT)
PARKING REQUIRED (2 SPACES PER DWELLING UNIT & 1 GUEST SPACE PER 5 DWELLING UNITS)	385 STANDARD SPACES
PARKING PROVIDED	700 STANDARD SPACES (LOCATED IN GARAGES & DRIVEWAYS)
BIKE PARKING PROVIDED	12 SPACES (6 RACKS)
2015 IRC CONSTRUCTION TYPE	V-B
2015 IRC OCCUPANCY CLASS	R-3
SQUARE FOOTAGE OF BUILDINGS	1,420 - 2,743 SF
GROSS SQUARE FOOTAGE OF BUILDINGS	447,109 SF (2,743 X 163)
MAXIMUM HEIGHT OF BUILDINGS	30'-0"
SPRINKLERED (YES/NO)	NO

VICINITY MAP



OWNER & DEVELOPER	CIVIL ENGINEER	LANDSCAPE	SURVEYOR
LENMAR 9193 JAMAICA ST. ENGLEWOOD, COLORADO 80112 PHONE: 720-369-3835 CONTACT: JOSEPH HUEY	LJA ENGINEERING, INC. 1765 WEST 121ST AVE., SUITE 300 WESTMINSTER, COLORADO 80234 PHONE: 303-421-4244 CONTACT: XYLINA WARREN-LAIRD	PCS GROUP, INC. 200 KALAMATH ST. DENVER, COLORADO 80223 PHONE: 720-259-8247 CONTACT: ALAN CUNNINGHAM	LJA SURVEYING, INC. 7800 E UNION AVE., UNIT 575 DENVER, COLORADO 80237 PHONE: 303-358-7002 CONTACT: DEREK BROWN
AGENCY LIST			
CITY OF AURORA 15151 EAST ALAMEDA PARKWAY AURORA, COLORADO 80012 PHONE: 303-739-7345	AURORA FIRE DEPARTMENT 15151 EAST ALAMEDA PARKWAY AURORA, COLORADO 80012 PHONE: 303-326-8999	AURORA WATER DEPARTMENT 15151 EAST ALAMEDA PARKWAY AURORA, COLORADO 80012 PHONE: 303-326-8114	

Sheet List Table		Sheet List Table	
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07	Site Plan	26	Landscape Plan
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09	Grading & Utility Plan	28	Tract C-Park Enlargement
10	Grading & Utility Plan	29	Tract C-Park Enlargement
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12	Grading & Utility Plan	31	Site & Landscape Details
13	Grading & Utility Plan	32	Site & Landscape Details
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SIGNATURES:

THIS SITE PLAN AND ANY AMENDMENTS HERETO, UPON APPROVAL BY THE CITY OF AURORA AND RECORDING, SHALL BE BINDING UPON THE APPLICANTS THEREFORE, THEIR SUCCESSORS AND ASSIGNS. THIS PLAN SHALL LIMIT AND CONTROL THE ISSUANCE AND VALIDITY OF ALL BUILDING PERMITS, AND SHALL RESTRICT AND LIMIT THE CONSTRUCTION, LOCATION, USE, OCCUPANCY AND OPERATION OF ALL LAND AND STRUCTURES WITHIN THIS PLAN TO ALL CONDITIONS, REQUIREMENTS, LOCATIONS AND LIMITATIONS SET FORTH HEREIN. ABANDONMENT, WITHDRAWAL OR AMENDMENT OR THIS PLAN MAY BE PERMITTED ONLY UPON APPROVAL OF THE CITY OF AURORA.

IN WITNESS THEREOF, LENMAR OF COLORADO, LLC HAS CAUSED THESE PRESENTS TO BE EXECUTED THIS

____ DAY OF _____ AD, _____.

BY: _____
(PRINCIPALS OR OWNERS)

STATE OF COLORADO)SS

COUNTY OF)SS

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS ____ DAY OF _____ AD, _____.

BY: _____
(PRINCIPALS OR OWNERS)

WITNESS MY HAND AND OFFICIAL SEAL

BY: _____
(NOTARY PUBLIC)

MY COMMISSION EXPIRES: _____ NOTARY BUSINESS ADDRESS: _____.

RECORDER'S CERTIFICATE

ACCEPTED FOR FILING IN THE OFFICE OF THE CLERK AND RECORDER OF _____

COLORADO AT ____ O'CLOCK ____ M, THIS ____ DAY OF _____ AD, _____.

CLERK AND RECORDER _____ DEPUTY: _____

CITY OF AURORA APPROVALS

PLANNING DIRECTOR	DATE
PLANNING COMMISSION (CHAIR PERSON)	DATE
CITY COUNCIL (MAYOR)	DATE
CITY ATTORNEY (ATTORNEY)	DATE
ATTEST (CITY CLERK)	DATE
DATABASE APPROVAL DATE	DATE

AMENDMENTS



1765 W. 121st Avenue
Suite 300
Westminster, CO 80234
303-421-4224 • www.lja.com

No.	Rev.	Date:	Revision Type:	Job No.:	Scale Horiz:	Scale Vert:	Sheet:	Date:
1				1023-0004	N/A	N/A	01 of 42	November 22, 2024
2								
3								
4								
5								
6								
Designed: XWL				ICA		Approved: XWL		
Prepared:				N/A		November 22, 2024		

Waterstone Subdivision Filing No. 4

Aurora, Colorado

Site Plan

Cover Sheet

Client:	Lenmar of Colorado, LLC
Address:	9193 S. Jamaica Street Englewood, CO 80112
Contact:	Joseph Huey Joseph.Huey@lenmar.com



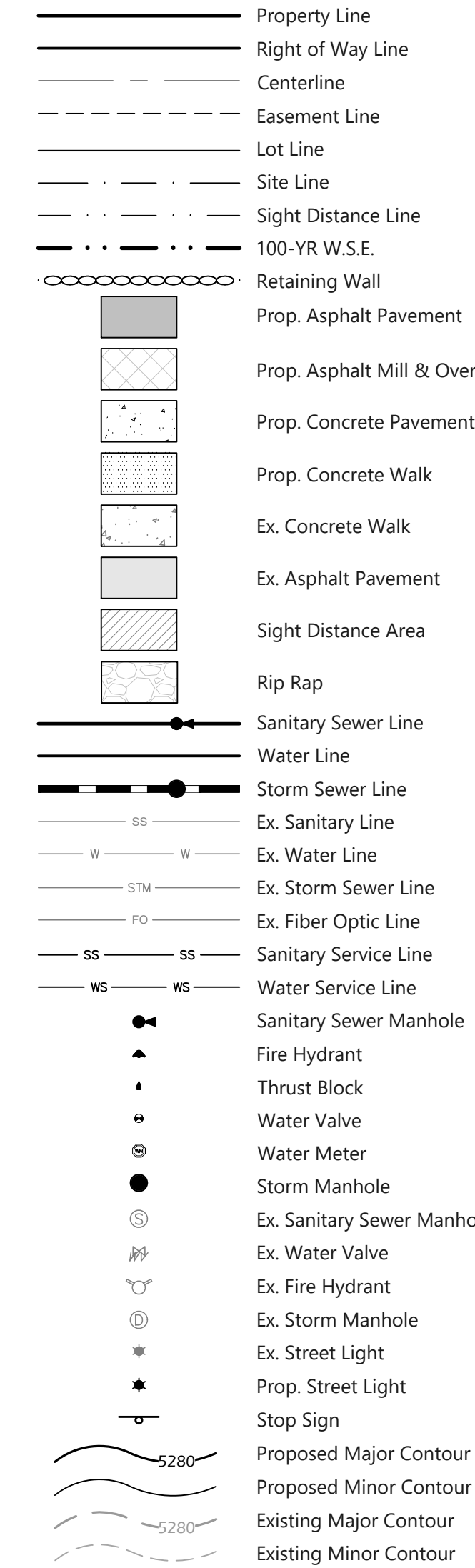
Know what's below.
Call before you dig.

No. 01

SITE PLAN NOTES:

- THE DEVELOPER, OWNER AND ASSIGNS ARE RESPONSIBLE FOR COMPLYING WITH THE FEDERALLY MANDATED REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT (ADA).
- ALL BUILDING ADDRESS NUMBERS SHALL COMPLY WITH THE AURORA CITY CODE, SECTION 126, ARTICLE VII -NUMBERING OF BUILDINGS.
- THE APPLICANT HAS THE OBLIGATION TO COMPLY WITH ALL APPLICABLE REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT (ADA).
- ACCESSIBLE EXTERIOR ZONES" SHALL BE PROVIDED FROM PUBLIC TRANSPORTATION STOPS, ACCESSIBLE PARKING AND ACCESSIBLE PASSENGER LOADING ZONES AND PUBLIC SIDEWALKS TO 60% OF THE ACCESSIBLE BUILDING ENTRANCE THEY SERVE. THE ACCESSIBLE ROUTE BETWEEN ACCESSIBLE PARKING AND ACCESSIBLE BUILDING ENTRANCES SHALL BE THE MOST PRACTICAL DIRECT ROUTE. THE ACCESSIBLE ROUTE MUST BE LOCATED WITHIN A SIDEWALK. NO SLOPE ALONG THIS ROUTE MAY EXCEED 1:20 WITHOUT PROVIDING A RAMP WITH A MAXIMUM SLOPE OF 1:12 AND HANDRAILS. CROSSWALKS ALONG THIS ROUTE SHALL BE WIDE ENOUGH TO WHOLLY CONTAIN THE CURB RAMP WITH A MINIMUM WIDTH OF 36" AND SHALL BE PAINTED WITH WHITE STRIPES. THE CITY OF AURORA ENFORCES HANDICAPPED ACCESSIBILITY REQUIREMENTS BASED ON THE 2015 INTERNATIONAL BUILDING CODE, CHAPTER 11, AND THE ICC A117.1-2009.
- EMERGENCY INGRESS AND EGRESS - RIGHT-OF-WAY FOR INGRESS AND EGRESS FOR SEVICE AND EMERGENCY VEHICLES IS GRANTED OVER, AND ACROSS, ON AND THROUGH ANY AND ALL PRIVATE ROADS AND WAYS NOW OR HEREAFTER ESTABLISHED ON THE DESCRIBED POPYERTY, AND THE SAME ARE HEREBY DESIGNATED AS "SERVICE/EMERGENCY AND UTILITY EASEMNTS" AND SHALL BE POSTED "NO PARKING - FIRE LANE".
- THE DEVELOPER, HIS SUCCESSORS AND ASSIGNS, INCLUDING THE HOMEOWNERS OR MERCHANTS ASSOCIATION SHALL BE RESPONSIBLE FOR INSTALLATION, MAINTENANCE AND REPLACEMENT OF ALL FIRE LANE SIGNS.
- THE SITE PLAN COVER SHEET MUST REFLECT AN "IMPLEMENTATION PLAN" FOR ALL MULTI-FAMILY PROJECTS. PER HOUSE BILL 03-1221, SECTION 9-5-106, THE BUILDER OF ANY PROJECT REGULATED BY THIS ARTICLE SHALL CREATE AN IMPLEMENTATION PLAN THAT GUARANTEES THE TIMELY AND EVENLY PHASED DELIVERY OF THE REQUIRED NUMBER OF ACCESSIBLE UNITS. SUCH PLAN SHALL CLEARLY SPECIFY THE NUMBER AND TYPE OF UNITS REQUIRED AND THE ORDER IN WHICH THEY ARE TO BE COMPLETED. SUCH IMPLEMENTATION PLAN SHALL BE SUBJECT TO APPROVAL BY THE ENTITY WITH ENFORCEMENT AUTHORITY IN SUCH PROJECT'S JURISDICTION. THE IMPLEMENTATION PLAN SHALL NOT BE APPROVED IF MORE THAN THIRTY PERCENT OF THE PROJECT IS INTENDED TO BE COMPLETED WITHOUT PROVIDING A PORTION OF ACCESSIBLE UNITS REQUIRED BY SECTION 9-5-105; EXCEPT THAT, IF AN UNDUE HARDSHIP CAN BE DEMONSTRATED, OR OTHER GUARANTEES PROVIDED ARE DEEMED SUFFICIENT, THE JURISDICTION HAVING RESPONSIBILITY FOR ENFORCEMENT MAY GRANT EXCEPTIONS TO THIS REQUIREMENT. THE IMPLEMENTATION PLAN SHALL BE APPROVED BY THE GOVERNMENTAL UNIT RESPONSIBLE FOR ENFORCEMENT BEFORE A BUILDING PERMIT IS ISSUED.
- THE APPROVAL OF THIS DOCUMENT DOES NOT CONSTITUTE FINAL APPROVAL OF GRADING, DRAINAGE, UTILITY,PUBLIC IMPROVEMENTS AND BUILDING PLANS. CONSTRUCTION PLANS MUST BE REVIEWED AND APPROVED BY THE APPROPRIATE AGENCY PRIOR TO THE ISSUANCE OF BUILDING PERMITS.
- IN LOCATIONS WHERE UTILITY EASEMENTS OVERLAP DRAINAGE EASEMENTS, ONLY SUBSURFACE UTILITIES SHALL BE PERMITTED WITHIN THE PORTION OF THE UTILITY EASEMENT THAT OVERLAPS THE DRAINAGE EASEMENT. INSTALLATION OF ABOVE GROUND UTILITIES WITHIN A DRAINAGE EASEMENT REQUIRES PRIOR WRITTEN APPROVAL BY THE CITY ENGINEER.
- THE STREETLIGHT OR PEDESTRIAN LIGHT INSTALLATION WITHIN THE PUBLIC RIGHT-OF-WAY SHALL BE DESIGNED, FUNDED, AND CONSTRUCTED BY THE DEVELOPER/OWNER. OWNERSHIP AND MAINTENANCE OF THE STREET/PEDESTRIAN LIGHTS SHALL BE THE RESPONSIBILITY OF THE CITY OF AURORA ONCE THEY HAVE BEEN ACCEPTED. STREETLIGHT AND/OR PEDESTRIAN PHOTOMETRICS PLANS SHALL BE PREPARED AND SUBMITTED TO THE CITY FOR REVIEW AND APPROVAL AND SHALL BECOME A PART OF THE APPROVED CIVIL CONSTRUCTION PLANS FOR THE PROJECT. AN ELECTRICAL PLAN SHOWING SITE LOCATION OF LIGHTS, ELECTRICAL ONE LINE AND GROUNDING DETAILS SHALL BE SUBMITTING TO THE PERMIT CENTER FOR REVIEW BY THE BUILDING DEPARTMENT. THE OWNER IS RESPONSIBLE FOR OBTAINING AN ADDRESS FOR THE METER(S) FROM THE PLANNING DEPARTMENT. A BUILDING PERMIT FOR THE METER AND A PUBLIC INSPECTIONS PERMIT FOR THE STREETLIGHTS ARE REQUIRED. CERTIFICATE OF OCCUPANCIES WILL NOT BE ISSUED UNTIL THE STREET AND/OR PEDESTRIAN LIGHTING PLANS ARE APPROVED, CONSTRUCTED, AND INITIALLY ACCEPTED.
- THE DEVELOPER IS RESPONSIBLE FOR SIGNING AND STRIPING ALL PUBLIC STREETS. THE DEVELOPER IS REQUIRED TO PLACE TRAFFIC CONTROL, STREET NAME, AND GUIDE SIGNS ON ALL PUBLIC STREETS AND PRIVATE STREETS APPROACHING AN INTERSECTION WITH A PUBLIC STREET. SIGNS SHALL BE FURNISHED AND INSTALLED PER THE MOST CURRENT EDITIONS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND CITY STANDARDS AND SHOWN ON THE SIGNING AND STRIPING PLAN FOR THE DEVELOPMENT.
- THE PARK IN PLANNING AREA 2 MUST BE FULLY CONSTRUCTED PRIOR TO THE 100TH CERTIFICATE OF OCCUPANCY WITHIN PLANNING AREA 1.
- ALL CROSSINGS OR ENCROACHMENTS INTO EASEMENTS AND RIGHTS-OF-WAY OWNED BY THE CITY OF AURORA (THE CITY) IDENTIFIED AS BEING PRIVATELY-OWNED AND MAINTAINED HEREIN ARE ACKNOWLEDGED BY THE UNDERSIGNED AS BEING SUBJECT TO CITY'S USE AND OCCUPANCY OF SAID EASEMENTS OR RIGHTS-OF-WAY. THE UNDERSIGNED, ITS SUCCESSORS AND ASSIGNS, FURTHER AGREES TO REMOVE, REPAIR, REPLACE, RELOCATE, MODIFY, OR OTHERWISE ADJUST SAID CROSSINGS OR ENCROACHMENTS UPON REQUEST FROM THE CITY AND AT NO EXPENSE TO THE CITY. THE CITY RESERVES THE RIGHT TO MAKE FULL USE OF THE EASEMENTS AND RIGHTS-OF-WAY AS MAY BE NECESSARY OR CONVENIENT AND THE CITY RETAINS ALL RIGHTS TO OPERATE, MAINTAIN, INSTALL, REPAIR, REMOVE OR RELOCATE ANY CITY FACILITIES LOCATED WITHIN SAID EASEMENTS AND RIGHTS-OF-WAY AT ANY TIME AND IN SUCH A MANNER AS IT DEEMS NECESSARY OR CONVENIENT.
- ARCHITECTURAL FEATURES (I.E. BAY WINDOWS, FIREPLACES, ROOF OVERHANG, GUTTERS, EAVES, FOUNDATION, FOOTINGS, CANTILEVERED WALLS, ETC.) ARE NOT ALLOWED TO ENCROACH INTO ANY EASEMENT OR FIRE LANE.
- SIGNS SHALL BE FURNISHED AND INSTALLED PER THE MOST CURRENT EDITIONS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND CITY STANDARDS, AND SHOWN ON THE SIGNING AND STRIPING PLAN FOR THE DEVELOPMENT.
- PEDESTRIAN CROSSING SIGNAGE SHALL INCLUDE RECTANGULAR RAPID FLASH BEACONS (RRFP).
- WET TAP CONNECTIONS ON PVC WATER TRANSMISSION MAINS (24" PVC MAIN) ARE TO BE PERFORMED BY A LICENSED THIRD PARTY CONTRACTOR
- ERRORS IN APPROVED SITE PLANS RESULTING FROM COMPUTATIONS OR INCONSISTENCIES IN THE DRAWNINGS MADE BY THE APPLICANT ARE THE RESPONSIBILITY OF THE PROPERTY OWNER OF RECORD. WHERE FOUND, THE CURRENT MINIMUM CODE REQUIREMENTS WILL APPLY AT THE TIME OF BUILDING PERMIT. PLEASE BE SURE THAT ALL COMPUTATIONS ARE CORRECT.

LEGEND



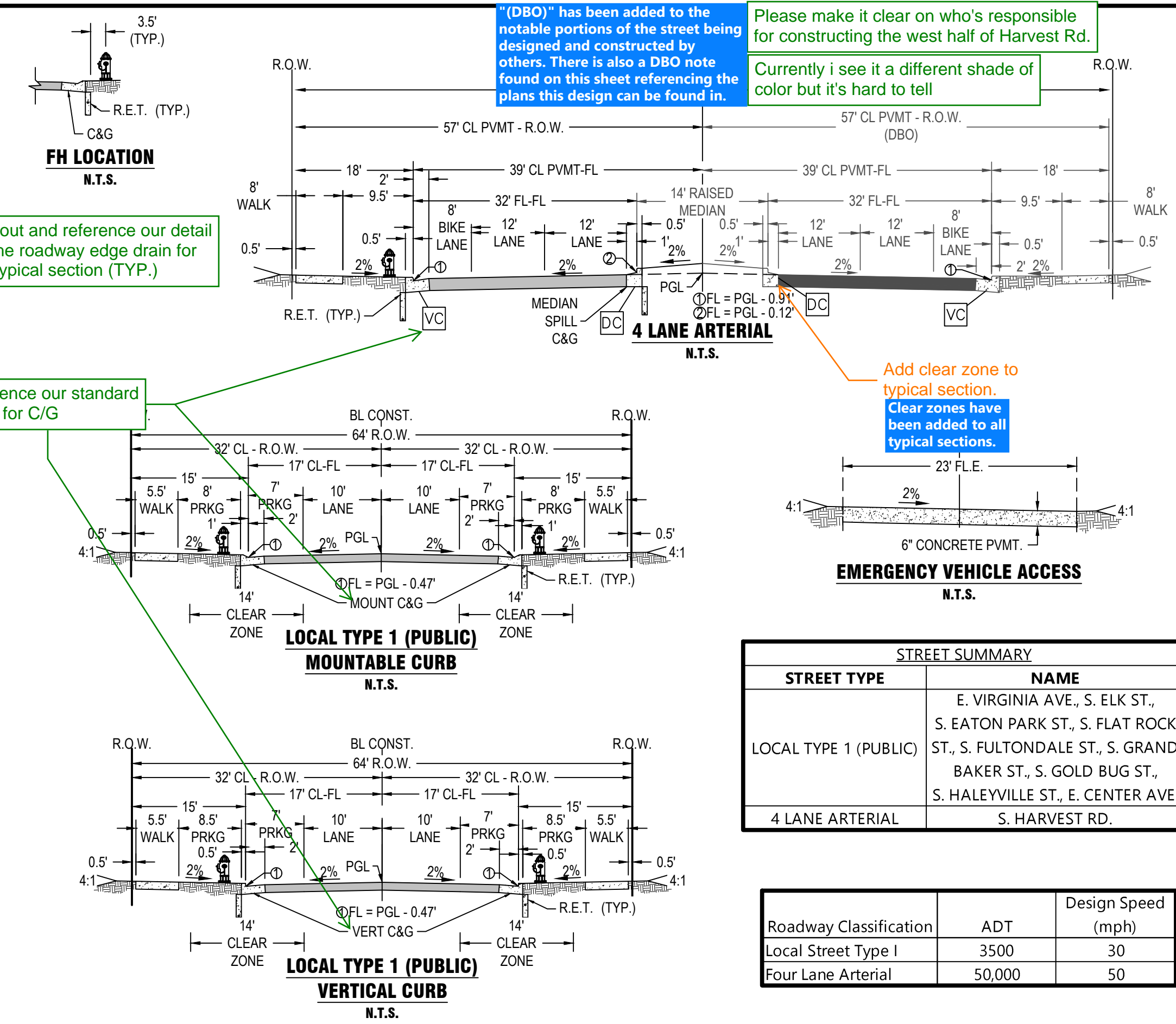
GENERAL ABBREVIATIONS

AB	ASBUILT (SURVEYED)
A.E.	ACCESS EASEMENT
A.S.C.	ACTIVE STREAM CORRIDOR
A.U.E.	ACCESS & UTILITY EASEMENT
BL CONST	BASELINE OF CONSTRUCTION
BLK	BLOCK
B.S.I	BY SEPARATE INSTRUMENT
CE	CURB EXTENSION
CL	CENTERLINE
CT	CURB TRANSITION
CWN	CROWN
DBO	DESIGN BY OTHERS
DC	MEDIAN CURB & GUTTER
D.E.	DRAINAGE EASEMENT
D.U.E.	DRAINAGE & UTILITY
EOP	EDGE OF PAVEMENT
FES	FLARED END SECTION
FCB	FINISHED GROUND AT BOTTOM WALL
FGT	FINISHED GROUND AT TOP WALL
FH	FIRE HYDRANT
FL	FLOWLINE
F.L.E.	FIRE LANE EASEMENT
FV	FIELD VERIFY
G	FINISHED GROUND
G.E.	GAS EASEMENT
HP	HIGH POINT
INTCP	INTERCEPTOR
LL	LOT LINE
LP	LOW POINT
LS	LANDSCAPE
MC	MOUNTABLE CURB & GUTTER
MH	MANHOLE
MSE	MECHANICALLY STABILIZED EARTH
P	PAVEMENT
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVATURE
PCR	POINT OF CURB RETURN
PGL	PROFILE GRADE LINE
PRC	POINT OF REVERSE CURVATURE
PRIV.	PRIVATE
PT	POINT OF TANGENCY
PUD	PRIVATE UNDERDRAIN SYSTEM
R.T.	ROADWAY EDGE DRAIN TRENCH
R.O.W.	RIGHT OF WAY
RN	RECORDING NUMBER
SB	SETBACK
S.E.	SANITARY EASEMENT
SEC	SECTION LINE
SL	SANITARY LINE
SS	SANITARY SERVICE
ST.E.	STORM EASEMENT
SW	SIDEWALK
SW.E.	SIDEWALK EASEMENT
TB	THRUST BLOCK
TC	TOP OF CURB
TOF	TOP OF FOUNDATION
TRE.	TRAFFIC EASEMENT
TRL.E.	TRAIL EASEMENT
U.E.	UTILITY EASEMENT
VC	VERTICAL CURB & GUTTER
W.E.	WATER EASEMENT
WL	WATER LINE
WS	WATER SERVICE
W.S.W.	WATER SURFACE ELEVATION
WSS	WATER SAMPLING STATION
WV	WATER VALVE

DESIGN BY OTHER NOTE
IMPROVEMENTS LABELED AS DESIGNED BY OTHERS (DBO) ARE PER THE MURPHY CREEK EAST (MCE) SUBDIVISION FILING NO. 1 OFFSITE CONSTRUCTION PLANS (COA EDN 221064) BY WESTWOOD PROFESSIONAL SERVICES, INC. AND NOT PART OF THESE PLANS.

LAND SUMMARY			
	SQ. FT.	ACRES	%
LOT AREA	1,018,142	23.37	38.0%
ROADWAY AREA	548,926	12.60	20.5%
OPEN SPACE AREA (TRACTS A - M)	1,112,409	25.54	41.5%
TOTAL AREA	2,679,478	61.51	100%
TOTAL LOTS	163		

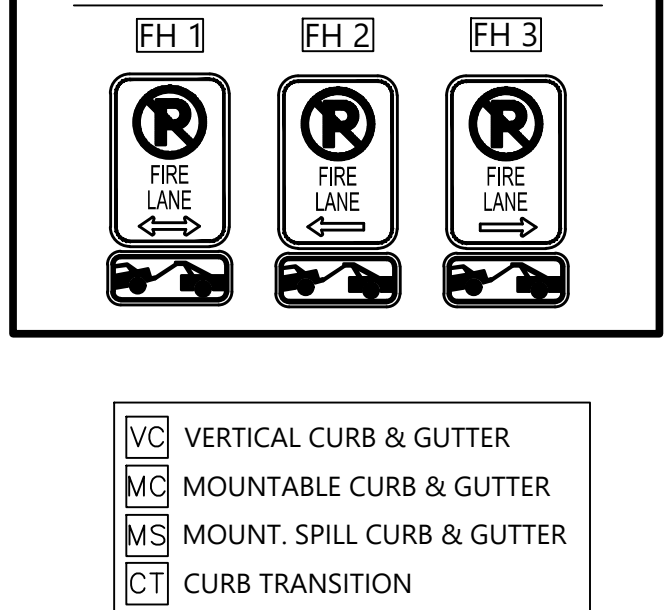
TRACT SUMMARY				
	USE	OWNED	MAINT.	SQ. FT. ACRES
TRACT A	DRAINAGE, OPEN SPACE, UTILITY	METRO DISTRICT	HOA	60,036 1.38
TRACT B	DETENTION, PUBLIC ACCESS, UTILITY	METRO DISTRICT	HOA	118,635 2.72
TRACT C	DRAINAGE, POCKET PARK, PUBLIC ACCESS, UTILITY	METRO DISTRICT	HOA	139,181 3.20
TRACT D	LANDSCAPE & IRRIGATION, UTILITY	METRO DISTRICT	HOA	182,677 4.19
TRACT E	LANDSCAPE & IRRIGATION, UTILITY	METRO DISTRICT	HOA	39,698 0.91
TRACT F	DRAINAGE, PUBLIC ACCESS, UTILITY	METRO DISTRICT	HOA	2,701 0.06
TRACT G	DRAINAGE, PUBLIC ACCESS, UTILITY	METRO DISTRICT	HOA	2,603 0.06
TRACT H	DRAINAGE, PUBLIC ACCESS, UTILITY	METRO DISTRICT	HOA	2,199 0.05
TRACT I	DRAINAGE, NEIGHBORHOOD PARK, PUBLIC ACCESS, UTILITY	METRO DISTRICT	HOA	361,551 8.30
TRACT J	DRAINAGE, PUBLIC ACCESS, UTILITY	METRO DISTRICT	HOA	5,595 0.13
TRACT K	DRAINAGE, PUBLIC ACCESS, UTILITY	METRO DISTRICT	HOA	6,017 0.14
TRACT L	DRAINAGE, PUBLIC ACCESS, UTILITY	METRO DISTRICT	HOA	129,194 2.97
TRACT M	DRAINAGE, PUBLIC ACCESS, UTILITY	METRO DISTRICT	HOA	62,324 1.43
TOTAL AREA				1,112,409 25.54



STREET SUMMARY	
STREET TYPE	NAME
LOCAL TYPE 1 (PUBLIC)	E. VIRGINIA AVE., S. ELK ST., S. EATON PARK ST., S. FLAT ROCK ST., S. FULTONDALE ST., S. GRAND BAKER ST., S. GOLD BUG ST., S. HALEYVILLE ST., E. CENTER AVE.
4 LANE ARTERIAL	S. HARVEST RD.

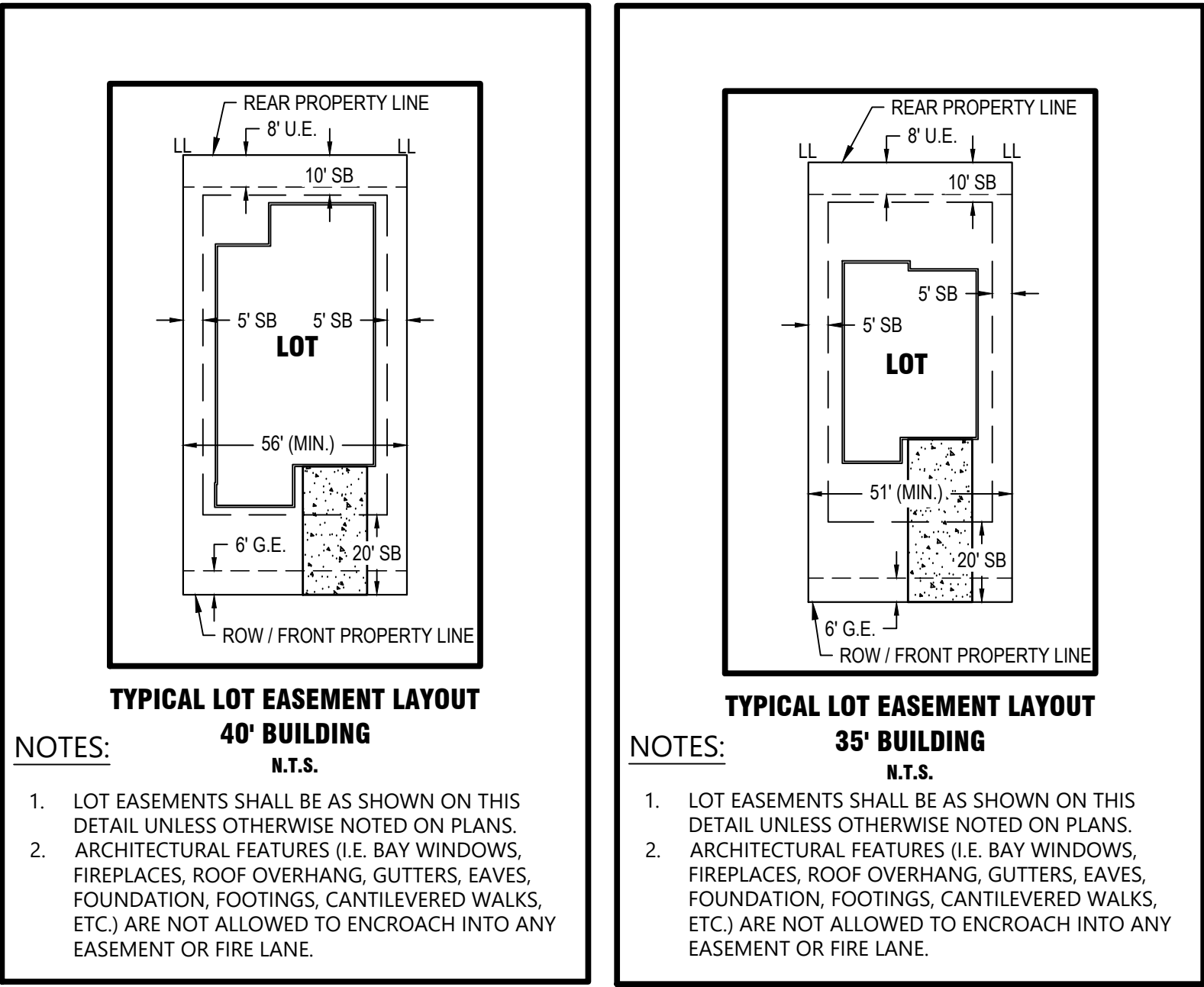
Roadway Classification	ADT	Design Speed (mph)
Local Street Type I	3500	30
Four Lane Arterial	50,000	50

FIRE LANE LEGEND



PARKS AND OPEN SPACE INVENTORY AND PHASING				
TRACT	TRACT USE (WITH PUBLIC AMENITIES) & OWNERSHIP	PHASING PLAN & TRIGGER FOR EACH PHASE	SQ. FT.	AC.
DESCRIPTION AND INVENTORY OF FACILITIES				
			ITEM	QTY.
B	OPEN SPACE, METRO DISTRICT	SINGLE PHASE	118,635	2.7
			10' CONC. REGIONAL TRAIL	387 LF.
			PICNIC TABLE	1 EA.
			PET STATION	1 EA.
			SHADE SHELTER	2 EA.
			I-BEAM BENCH	8 EA.
			BIKE RACK	3 EA.
			PICNIC TABLE	4 EA.
			TRASH RECEPTACLE	2 EA.
			INTERPRETIVE SIGH	4 EA.
			ENHANCED PAVING PROMENADE W/CUSTOM WILDLIFE STAMPS	8,034 SF.
			BINOCULAR VIEWING STATION	1 EA.
			PUBLIC ART PIECE & VIEWING AREA	7 EA., 600 SF.
			10' CONC. REGIONAL TRAIL	6,556 LF.
			MULTI-USE TURF	7,000 SF.
			PET STATION	1 EA.
			PEDESTRIAN LIGHTS	5 EA.
			8' LOCAL CONC. TRAIL	618 LF.
			CRUSHER FINES PATH W/CONC. EDGE	420 LF.
			BENCH	3 EA.
			ACCESSIBLE PLAYGROUND PIT	2,400 SF.
			7-BAY SWINGSET	1 EA.
			PET STATION	1 EA.
			LIGHT POLE	6 EA.
			CRUSHER FINES PATH	577 LF.
			BENCH	2 EA.
			PET STATION	1 EA.
			CRUSHER FINES PATH W/CONC. EDGE	1,200 LF.
			BENCH	3 EA.
			10' CONC. REGIONAL TRAIL	516 LF.
			PET STATION	1 EA.
			10' CONC. REGIONAL TRAIL	4,669 LF.
			8' LOCAL CONC. TRAIL	43 LF.
			PET STATION	1 EA.
			8' LOCAL CONC. TRAIL	170 LF.
			SHADE SHELTER	1 EA.
			PICNIC TABLE	3 EA.
			BIKE RACK	3 EA.
			TRASH RECEPTACLE	1 EA.
			5' CONC. PATH	215 LF.
			MULTI-USE TURF	21,100 SF.
			PET STATION	1 EA.
			LIGHT POLE	1 EA.
E	OPEN SPACE, METRO DISTRICT	SINGLE PHASE	39,698	0.9
			CRUSHER FINES PATH	577 LF.
			BENCH	2 EA.
			PET STATION	1 EA.
I	OPEN SPACE, METRO DISTRICT	SINGLE PHASE	361,551	8.3
			CRUSHER FINES PATH W/CONC. EDGE	1,200 LF.
			BENCH	3 EA.
			10' CONC. REGIONAL TRAIL	516 LF.
			PET STATION	1 EA.
			10' CONC. REGIONAL TRAIL	4,669 LF.
			8' LOCAL CONC. TRAIL	43 LF.
			PET STATION	1 EA.
L	OPEN SPACE, METRO DISTRICT	SINGLE PHASE	129,194	3.0
			8' LOCAL CONC. TRAIL	170 LF.
			SHADE SHELTER	1 EA.
			PICNIC TABLE	3 EA.
			BIKE RACK	3 EA.
			TRASH RECEPTACLE	1 EA.
			5' CONC. PATH	215 LF.
			MULTI-USE TURF	21,100 SF.
			PET STATION	1 EA.
			LIGHT POLE	1 EA.
M	NEIGHBORHOOD PARK, METRO DISTRICT	SINGLE PHASE	62,324	1.4
			8' LOCAL CONC. TRAIL	170 LF.
			SHADE SHELTER	1 EA.
			PICNIC TABLE	3 EA.
			BIKE RACK	3 EA.
			TRASH RECEPTACLE	1 EA.
			5' CONC. PATH	215 LF.
			MULTI-USE TURF	21,100 SF.
			PET STATION	1 EA.
			LIGHT POLE	1 EA.

PROJECT BENCHMARK:
CITY OF AURORA BENCHMARK 456518SW001 (AKA M-095) BEING A 3" BRASS CAP ATOP 30" STEEL PIPE IN CONCRETE LOCATE AT THE NORTH RIGHT OF WAY FENCE ON EAST MISSISSIPPI AVE. AT THE MOST NORTHERLY FENCE AT THE JOG IN FENCES AND IN THE VICINITY OF THE 1/4 LINE FOR SECTIONS 18 AND 19 TOWNSHIP 4 SOUTH, RANGE 65 WEST.
ELEVATION = 5603.652 (NAVD88)



NOTES:

- LOT EASEMENTS SHALL BE AS SHOWN ON THIS DETAIL UNLESS OTHERWISE NOTED ON PLANS.
- ARCHITECTURAL FEATURES (I.E. BAY WINDOWS, FIREPLACES, ROOF OVERHANG, GUTTERS, EAVES, FOUNDATION, FOOTINGS, CANTILEVERED WALKS, ETC.) ARE NOT ALLOWED TO ENCROACH INTO ANY EASEMENT OR FIRE LANE.

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Revision Type

No.	1	2	3	4	5	6
Rev. Date:						

Proj. Name: Waterstone Subdivision Filing No. 4

Location: Aurora, Colorado

Plan Set: Site Plan

Sheet Name: Notes & Legend

Client: Lemar of Colorado, LLC

Address: 9193 S. Jamaica Street
Englewood, CO 80112

Contact: Joseph Huey
Joseph.Huey@lemar.com

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

No. 02

Sheet: 02 of 42

Date: November 22, 2024

Job No.: 1023-0004

Scale Horiz: 1" = 50'

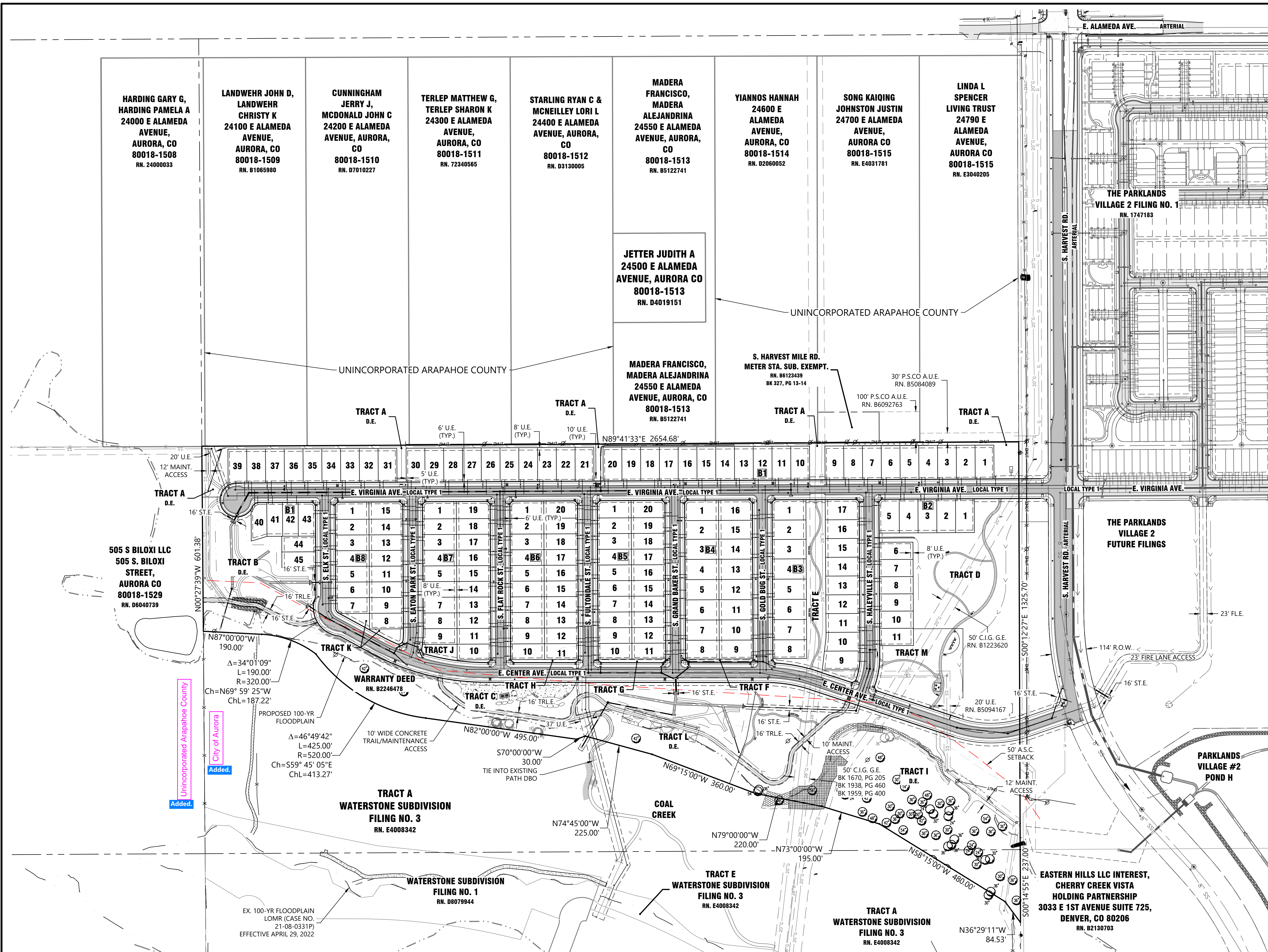
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Designed: XWL

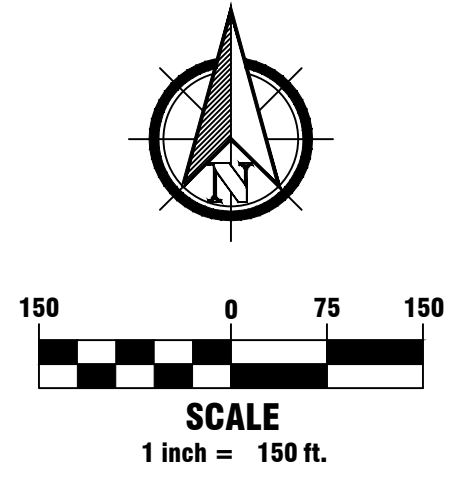
Prepared: WCK


Approved: XWL

I:\JOB FOLDERS\1023 - LEMAR\1023-000A\PROD\PRELIM PLAT\OVERALL PLAN PRINTED ON: 11/25/2024 1:06 PM



PROJECT BENCHMARK:
CITY OF AURORA BENCHMARK 456518SW001 (AKA M-095) BEING A 3" BRASS CAP ATOP 30" STEEL PIPE IN CONCRETE LOCATE AT THE NORTH RIGHT OF WAY FENCE ON EAST MISSISSIPPI AVE. AT THE MOST NORTHERLY FENCE AT THE JOG IN FENCES AND IN THE VICINITY OF THE 1/4 LINE FOR SECTIONS 18 AND 19 TOWNSHIP 4 SOUTH, RANGE 65 WEST.
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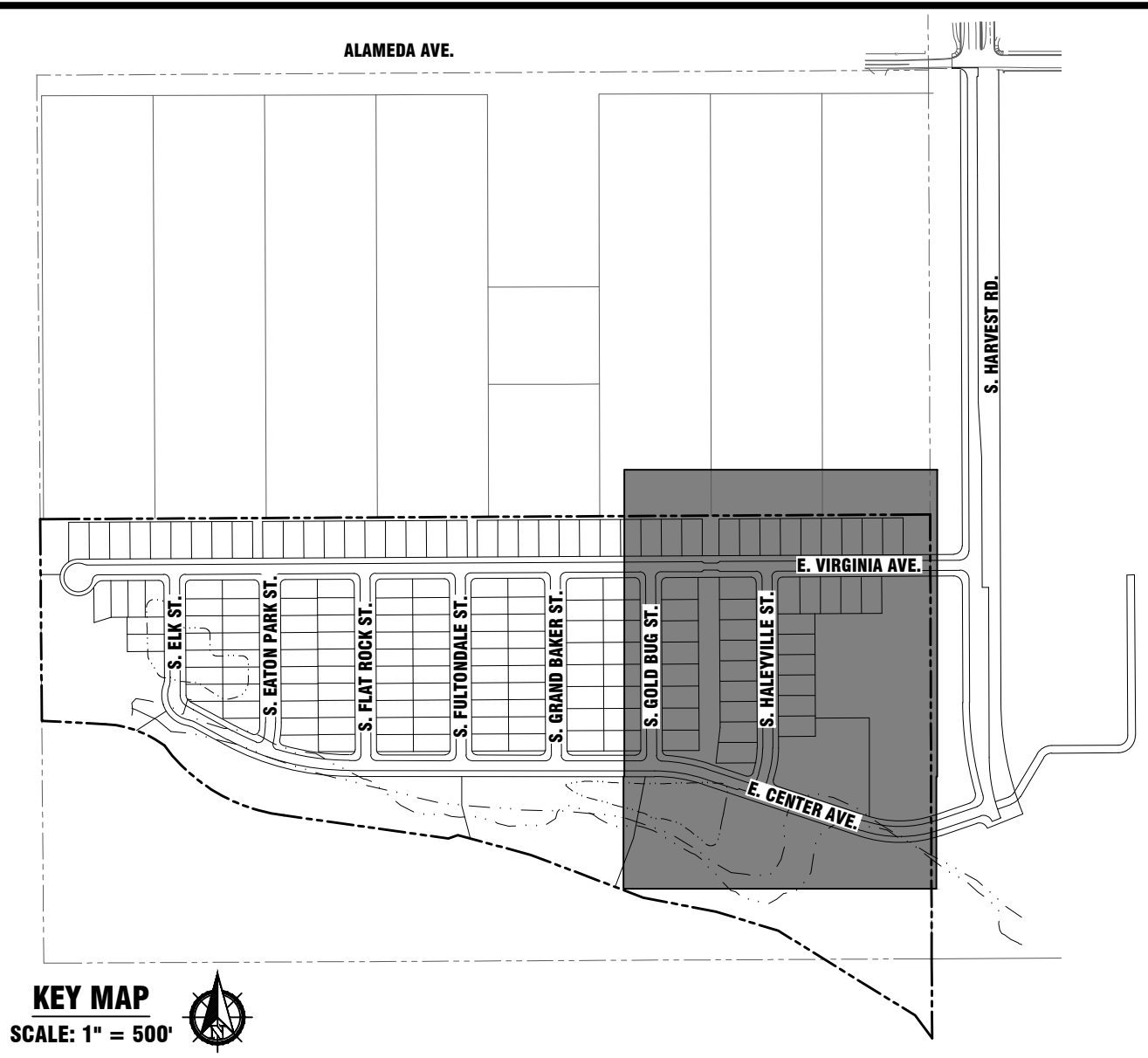
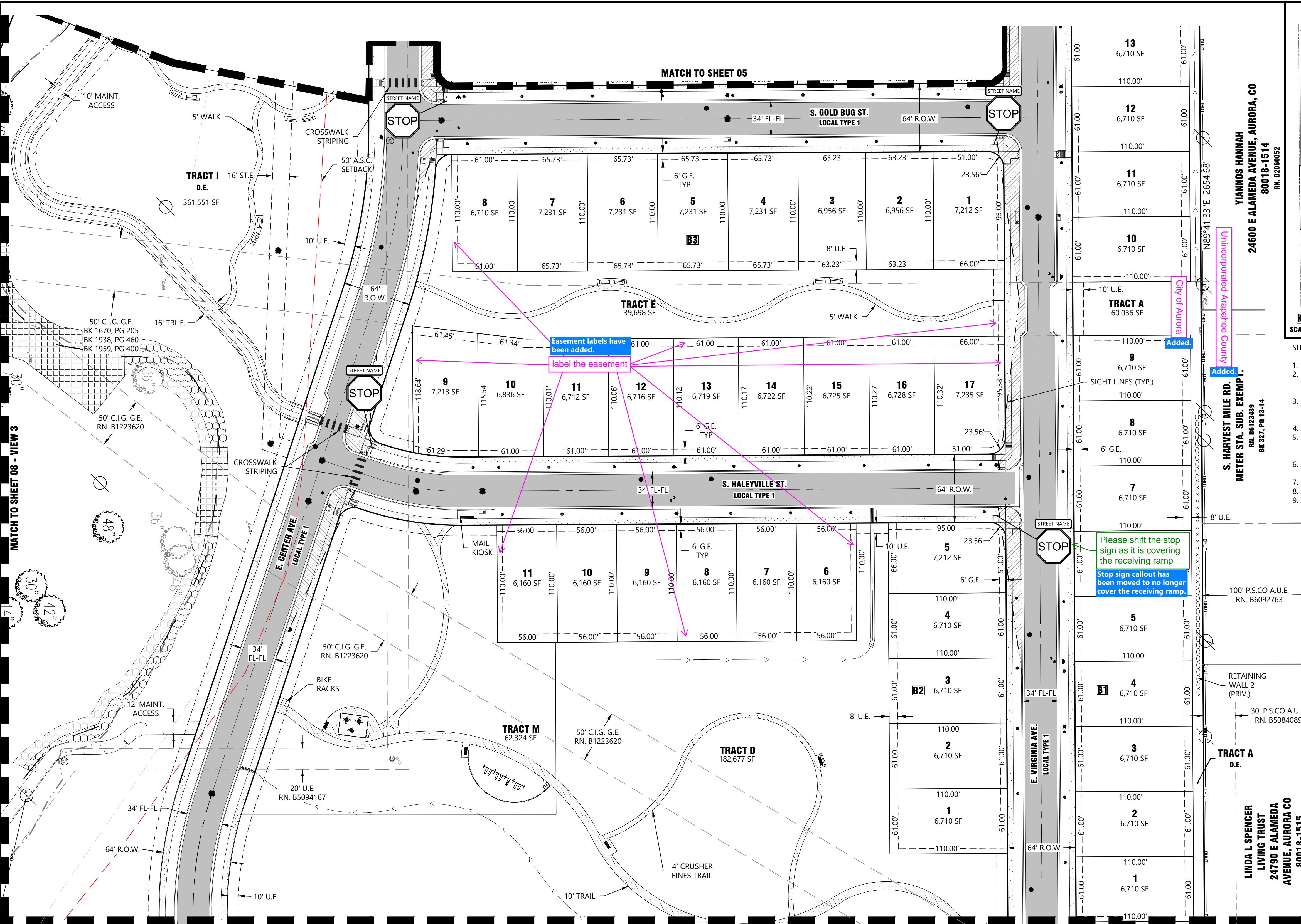
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Waterstone Subdivision Filing No. 4
Aurora, Colorado
Site Plan
Overall Plan

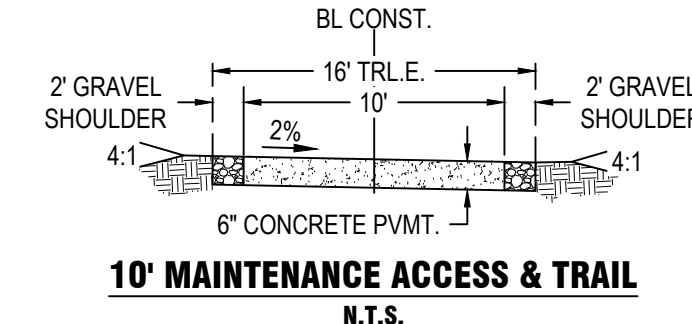
Client: Lemar of Colorado, LLC
Address: 9193 S. Jamaica Street
Englewood, CO 80112
Contact: Joseph Huey
Joseph.Huey@lemar.com

Proj. Name: Waterstone Subdivision Filing No. 4
Location: Aurora, Colorado
Plan Set: Site Plan
Sheet Name: Overall Plan

No. 03
Rev. Date: 11/25/2024
Revision Type: N/A
No. 03 of 42
Job No.: 1023-0004
Scale Horiz: 1" = 50'
Scale Vert: N/A
Designed: WXL
Prepared: WXL
Approved: WXL
Date: November 22, 2024



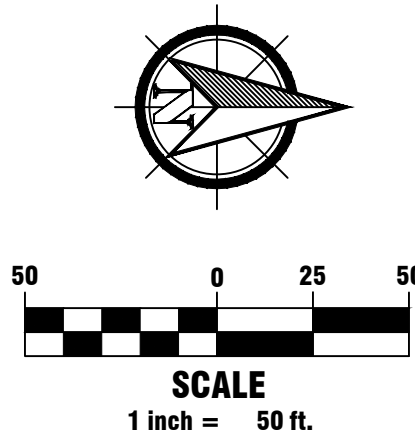
- SITE PLAN NOTES**
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TRACT SUMMARY					
	USE	OWNED	MAINT.	SQ. FT.	ACRES
TRACT A	DRAINAGE, OPEN SPACE, UTILITY	METRO DISTRICT	HOA	60,036	1.38
TRACT B	DETENTION, PUBLIC ACCESS, UTILITY	METRO DISTRICT	HOA	118,635	2.72
TRACT C	DRAINAGE, POCKET PARK, PUBLIC ACCESS, UTILITY	METRO DISTRICT	HOA	139,181	3.20
TRACT D	LANDSCAPE & IRRIGATION, UTILITY	METRO DISTRICT	HOA	182,677	4.19
TRACT E	LANDSCAPE & IRRIGATION, UTILITY	METRO DISTRICT	HOA	39,698	0.91
TRACT F	DRAINAGE, PUBLIC ACCESS, UTILITY	METRO DISTRICT	HOA	2,701	0.06
TRACT G	DRAINAGE, PUBLIC ACCESS, UTILITY	METRO DISTRICT	HOA	2,603	0.06
TRACT H	DRAINAGE, PUBLIC ACCESS, UTILITY	METRO DISTRICT	HOA	2,199	0.05
TRACT I	DRAINAGE, NEIGHBORHOOD PARK, PUBLIC ACCESS, UTILITY	METRO DISTRICT	HOA	361,551	8.30
TRACT J	DRAINAGE, PUBLIC ACCESS, UTILITY	METRO DISTRICT	HOA	5,595	0.13
TRACT K	DRAINAGE, PUBLIC ACCESS, UTILITY	METRO DISTRICT	HOA	6,017	0.14
TRACT L	DRAINAGE, PUBLIC ACCESS, UTILITY	METRO DISTRICT	HOA	129,194	2.97
TRACT M	DRAINAGE, PUBLIC ACCESS, UTILITY	METRO DISTRICT	HOA	62,324	1.43
TOTAL AREA				1,112,409	25.54

LAND SUMMARY			
	SQ. FT.	ACRES	%
LOT AREA	1,018,142	23.37	38.0%
ROADWAY AREA	548,926	12.60	20.5%
OPEN SPACE AREA (TRACTS A - M)	1,112,409	25.54	41.5%
TOTAL AREA	2,679,478	61.51	100%
TOTAL LOTS	163		

PROJECT BENCHMARK:
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ELEVATION = 5603.652 (NAVD88)



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No. 1
Rev. Date: 2
Revision Type: 3
4
5
6

Job No.: 1023-0004
Scale Horiz: 1" = 50'
Scale Vert: N/A

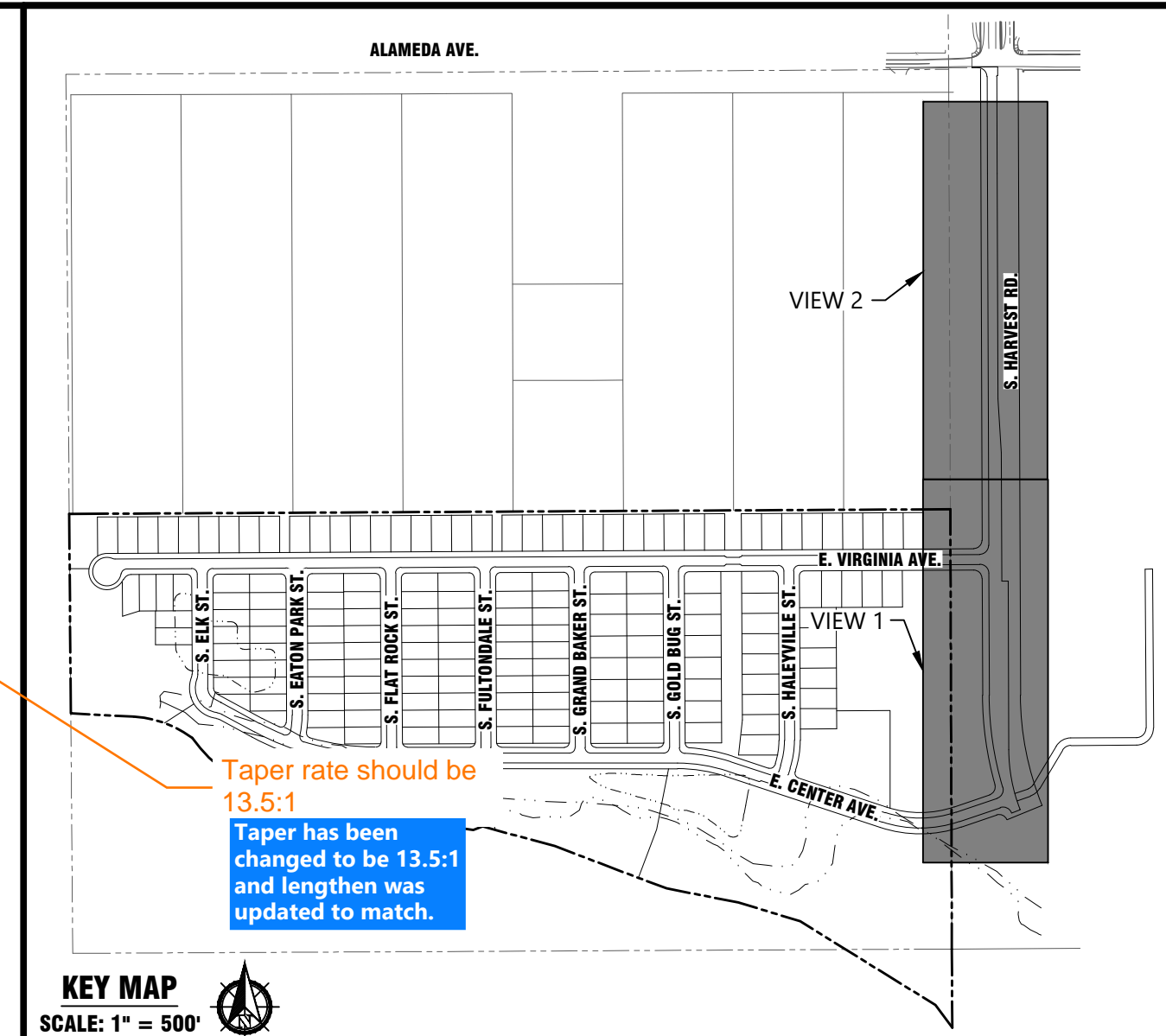
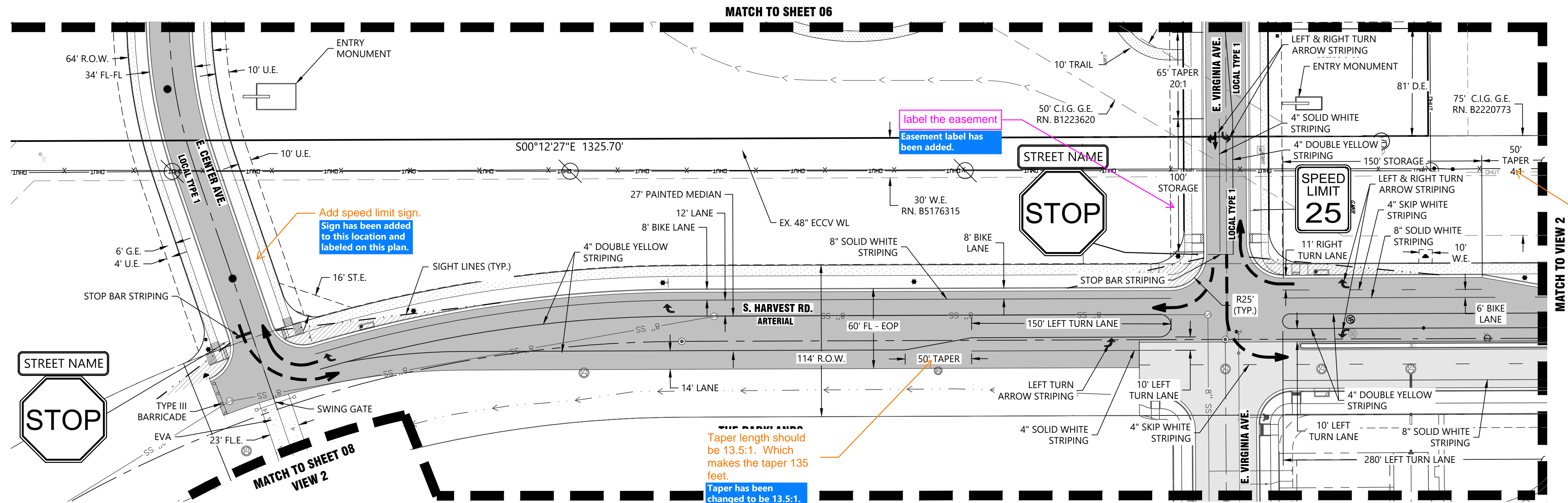
Sheet: 06 of 42
Date: November 22, 2024

Designed: XWL
Prepared: ICA
Approved: XWL

Proj. Name: Waterstone Subdivision Filing No. 4
Location: Aurora, Colorado
Plan Set: Site Plan
Sheet Name: Site Plan

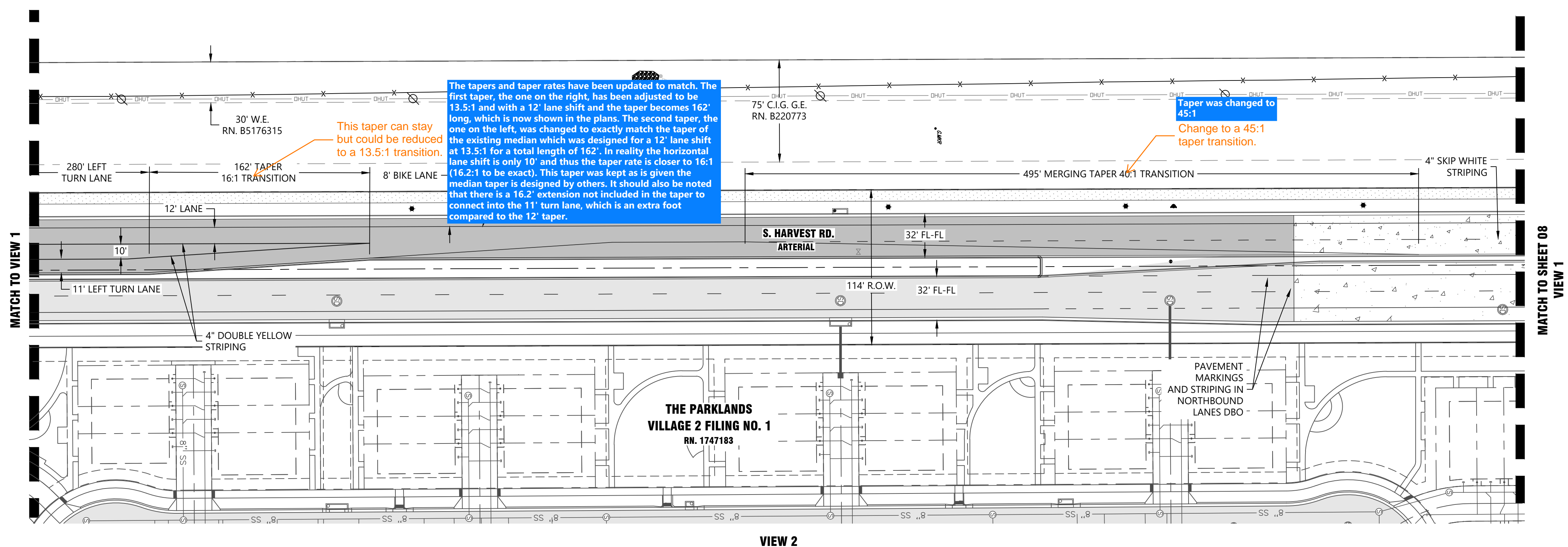
Client: Lenmar of Colorado, LLC
Address: 9193 S. Jamaica Street
Englewood, CO 80112
Contact: Joseph Huey
Joseph.Huey@lenmar.com

No. 06



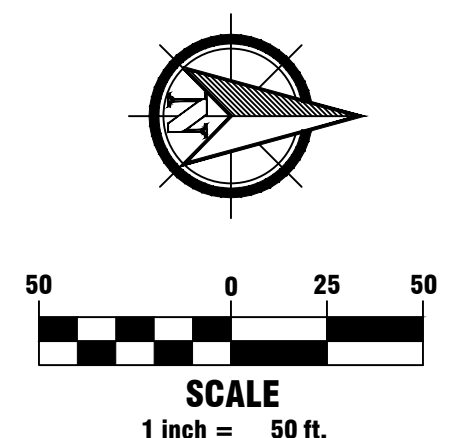
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No.	Rev. Date:
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Revision Type:	
Designated:	ICAWXL
Job No.:	1023-0004
Scale Horiz:	1" = 50'
Scale Vert:	N/A
Sheet:	07 of 42
Date:	November 22, 2024

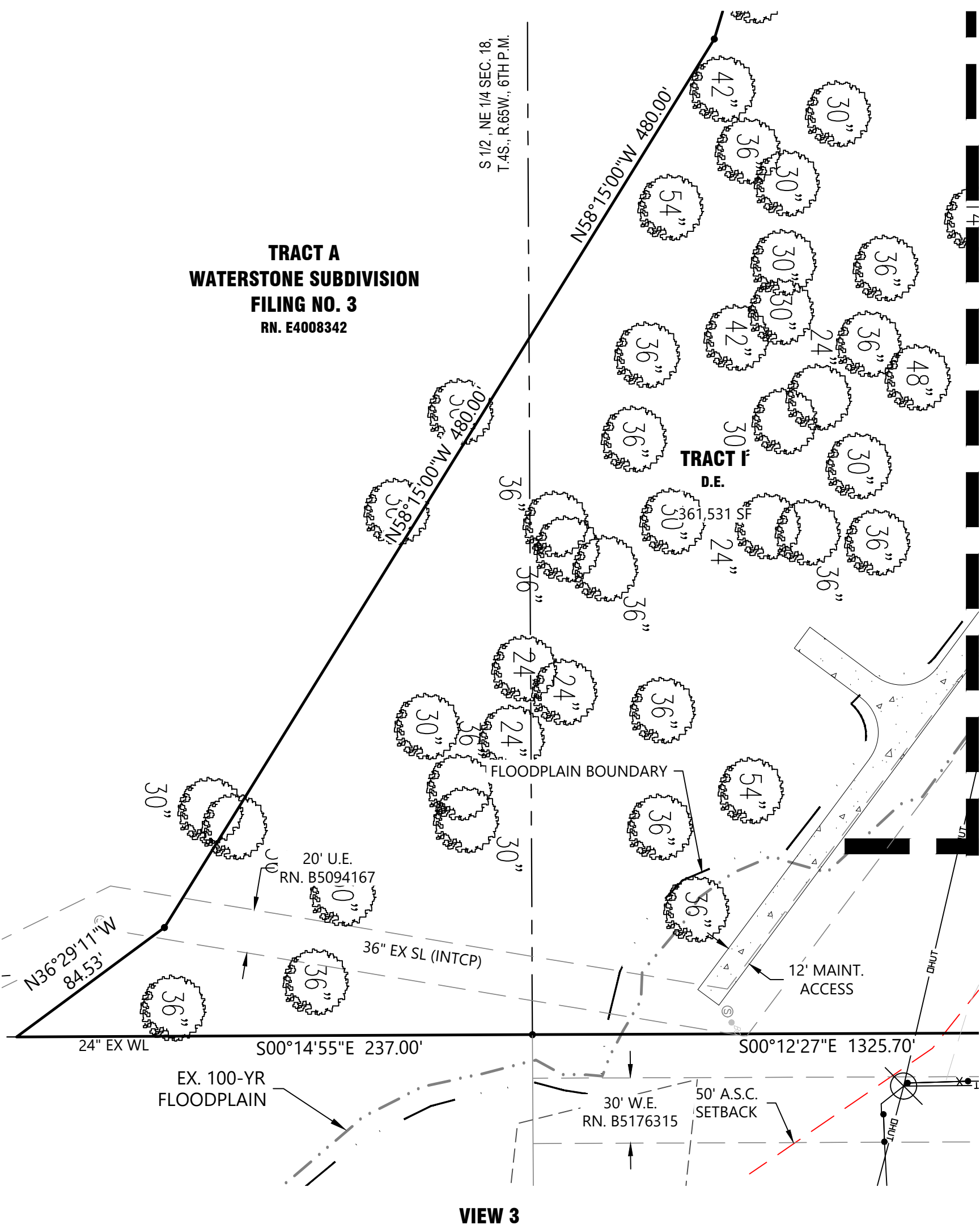
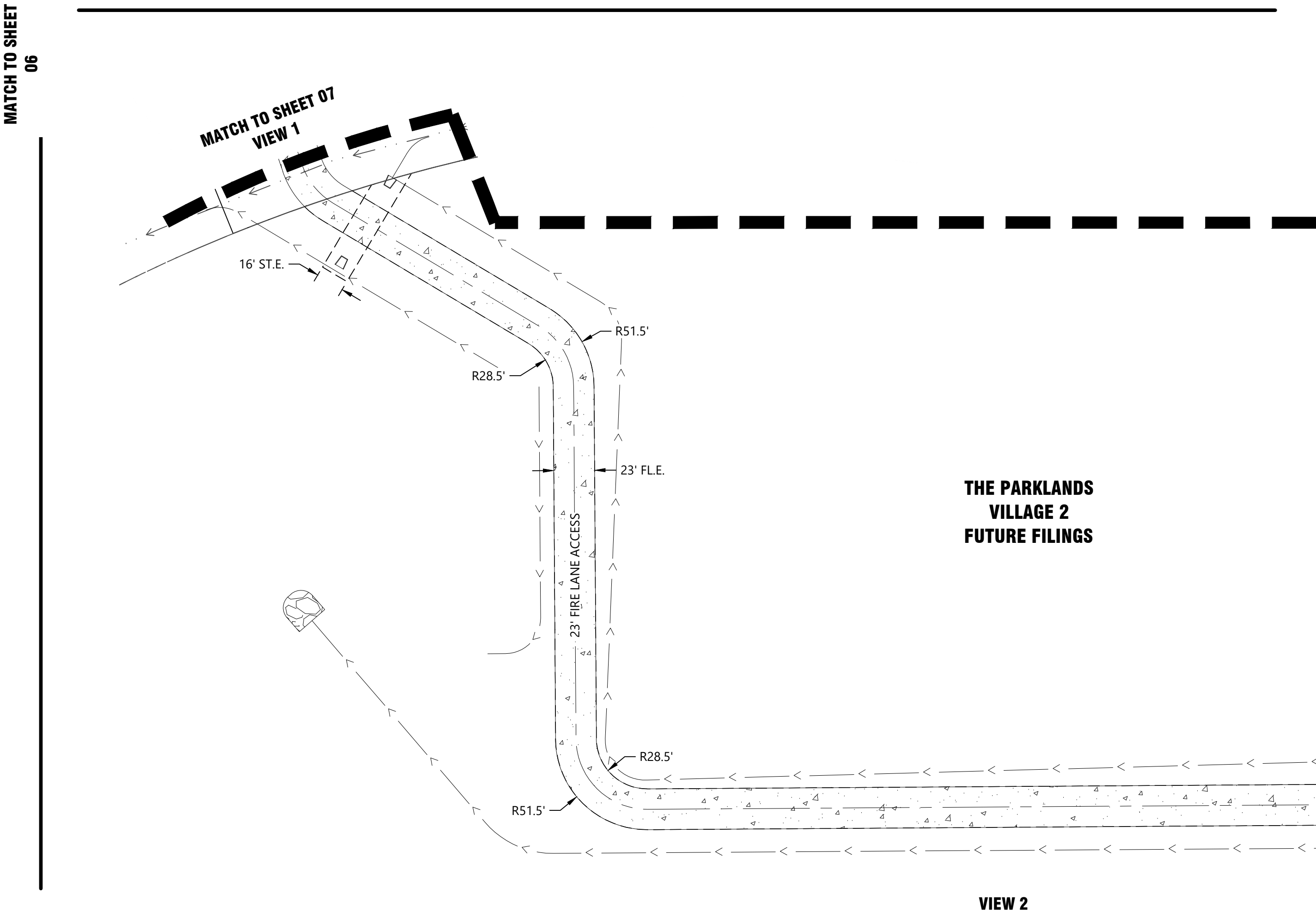
Waterstone Subdivision Filing No. 4	
Aurora, Colorado	
Site Plan	
Site Plan	
Proj. Name:	
Location:	
Plan Set:	
Sheet Name:	
Client:	Lenmar of Colorado, LLC
Address:	9193 S. Jamaica Street Englewood, CO 80112
Contact:	Joseph Huey Joseph.Huey@lenmar.com
No.	07



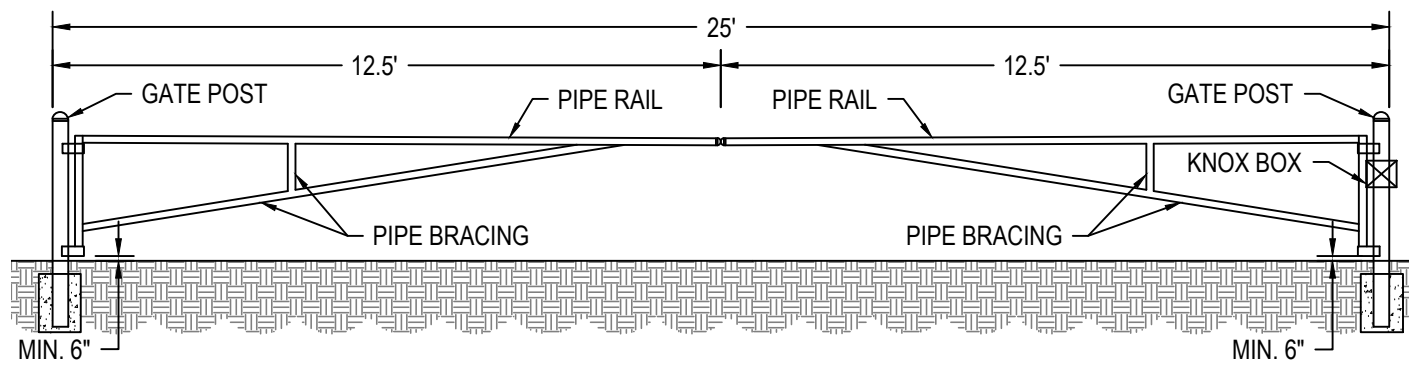
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ELEVATION = 5603.652 (NAVD88)



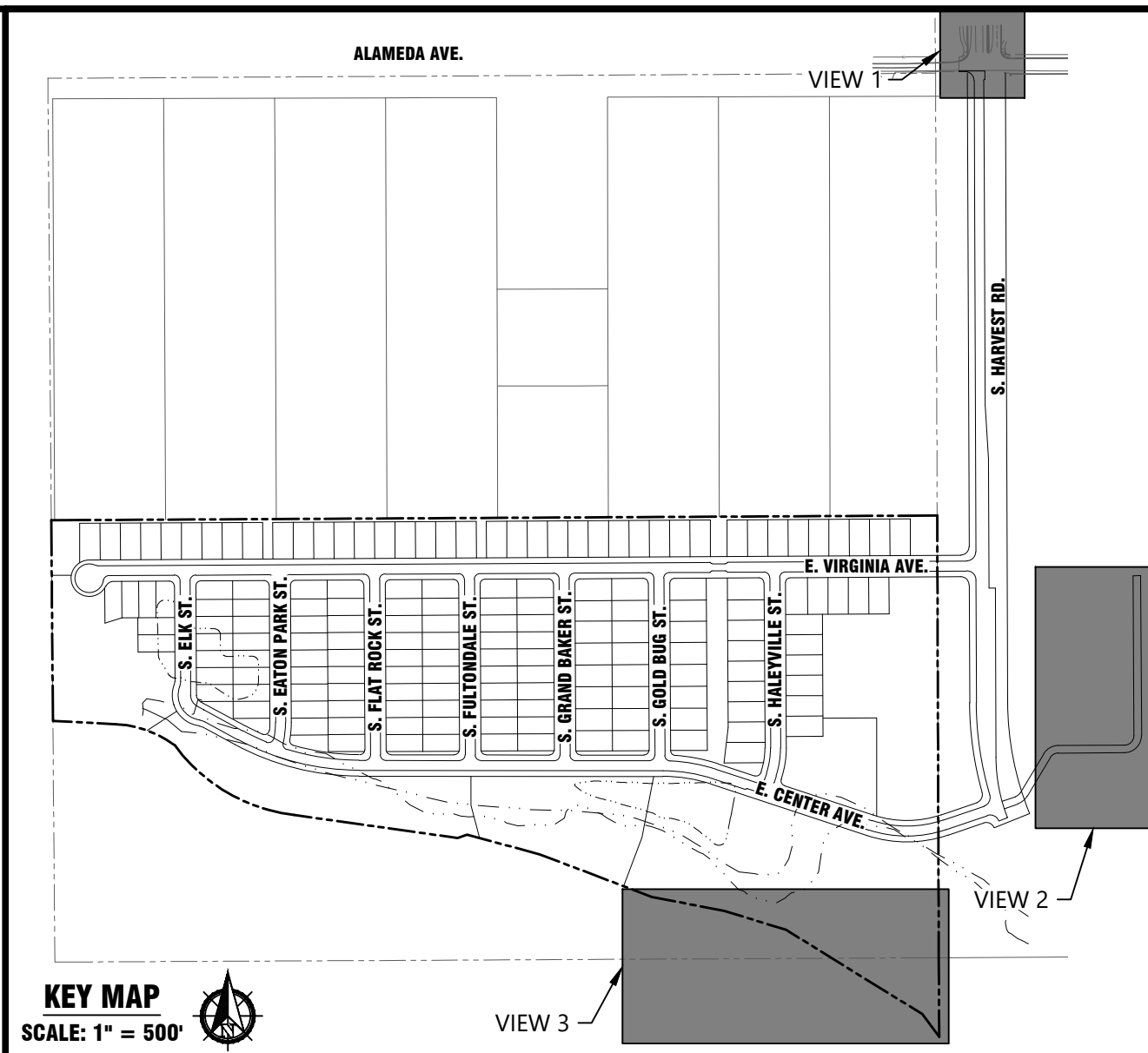
**VIEW**

VIEW 2



SWING GATE DETAIL
N.T.S.

THE DEVELOPER, HIS OR HER SUCCESSORS AND ASSIGNS SHALL BE RESPONSIBLE FOR INSTALLATION, MAINTENANCE AND REPLACEMENT OF THE ACCESS CONTROL GATE OR BARRIER SYSTEM TO ENSURE EMERGENCY VEHICLE ACCESS TO WITHIN THE SITE. IF THE ABOVE CONDITIONS ARE NOT MET, THE OWNERS, HIS OR HER SUCCESSORS AND ASSIGNS SHALL BE REQUIRED BY FIRE DEPARTMENT ORDER NOTICE THAT ALL AFFECTED GATES BE CHAINED AND LOCKED IN THE OPEN POSITION UNTIL REPAIRED OR REPLACED AND RETESTED TO ALL CITY OF AURORA STANDARDS AT THE TIME OF THE VIOLATION. IF THE GATING SYSTEM IS NOT MAINTAINED TO THE SATISFACTION OF THE FIRE DEPARTMENT, THE LICENSE FOR THE EMERGENCY VEHICLE GATE OPENING SYSTEM SHALL BE REVOKED AND THE GATING SYSTEM MUST BE REMOVED. ELECTRICALLY OPERATED EMERGENCY VEHICLE GATING SYSTEMS UTILIZING A KEYING DEVICE UTILIZING A REDUNDANCY BACK-UP SYSTEM THAT CONSISTS OF A SIREN OPERATED SYSTEM, AN AUTOMATIC KNOX KEY SWITCH AND A MANUAL OVERRIDE (IN THE EVENT OF SYSTEM FAILURE), GATING SYSTEMS WILL BE INSTALLED IN ACCORDANCE WITH THE GATING SYSTEMS CROSSING FIRE APPARATUS ACCESS ROADS CHECKLIST. A SEPARATE BUILDING PERMIT THROUGH THE BUILDING DIVISION IS REQUIRED TO BE OBTAINED BY THE CONTRACTOR PRIOR TO THE INSTALLATION OF ANY GATING/BARRIER SYSTEM THAT CROSSES A DEDICATED FIRE LANE EASEMENT.



KEY MAP

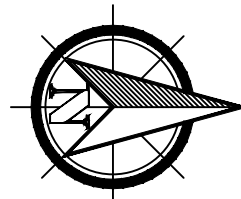
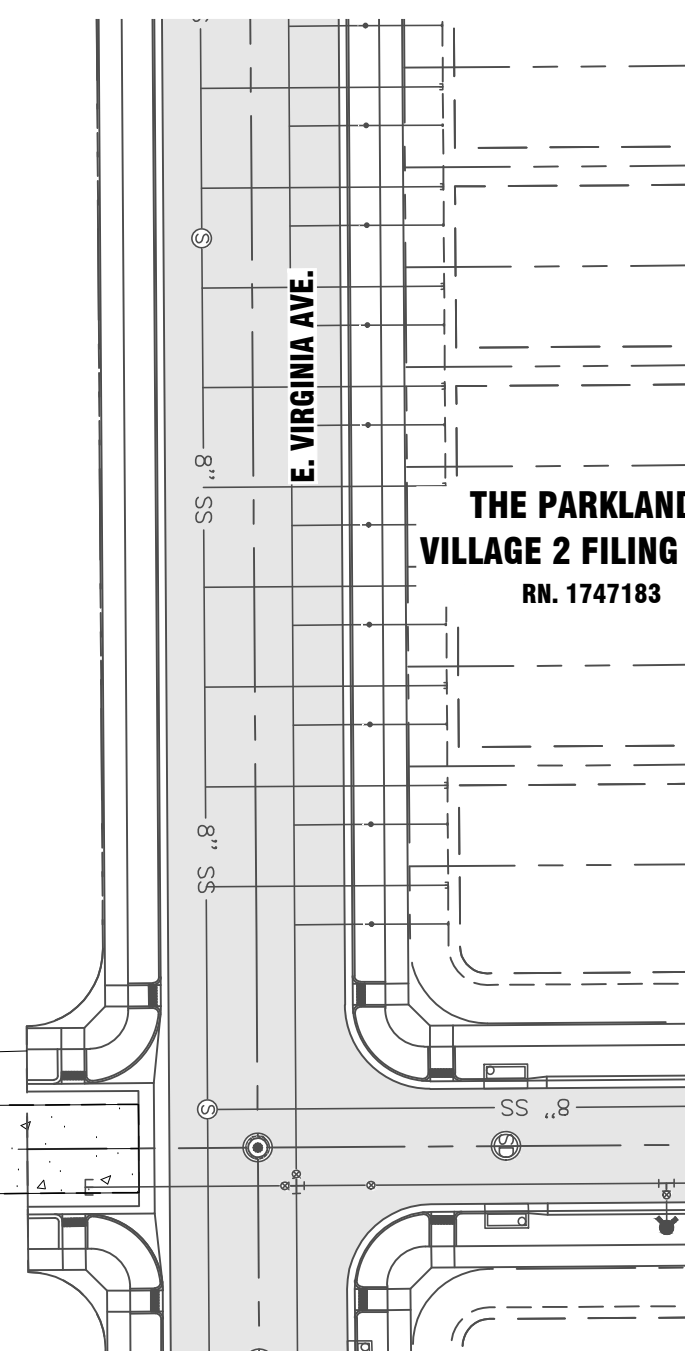
SCALE: 1" = 500'

SITE PLAN NOTES

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16. DETENTION PONDS AND POND OUTLET STRUCTURES ARE PRIVATELY OWNED AND MAINTAINED
17. BY THE HOA.

FIRE LANE NOTES:

1. SIGNS SHALL BE LOCATED AT THE RIGHT SIDE OF THE FIRE LANE ENTRANCE AND AT THE END OF THE FIRE LANE. THE INTERMEDIATE SIGNS SHALL HAVE DOUBLE HEADED ARROWS POINTING IN BOTH DIRECTIONS
2. TYPICALLY, THE MAXIMUM SPACING OF THE FIRE LANE SIGNS IS ESTABLISHED AT 100' ON CENTER WITH SIGNS BEING PLACED ON BOTH SIDES OF THE FIRE LANE EASEMENT (50' ON CENTER ALTERNATING SIDES). WHERE EXCESSIVE CURVATURE OF THE FIRE LANE EXISTS, THE SPACING OF THE FIRE LANE SIGNAGE WILL BE INCREASED AS NEEDED.
3. THE SIGNS SHALL BE SET AT AN ANGLE OF NOT LESS THAN 30 DEGREES AND NOT MORE THAN 40 DEGREES WITH THE CURB OR LINE OF TRAFFIC FLOW.
4. FIRE LANE SIGNS SHOULD BE INSTALLED 2' BEHIND CURB OR SIDEWALK.
5. THE CLEARANCE TO THE BOTTOM OF THE SIGN SHALL BE 7 FEET. THERE SHALL BE NOT OTHER SIGNS ATTACHED TO THE SIGN OR THE SIGN POST.
6. PLACEMENT OF THESE FIRE LANE SIGNS CANNOT ENCRUCH INTO THE 29' INSIDE TURNING RADIUS OF THE FIRE LANE EASEMENT, OBSTRUCT ANY FIRE HYDRANT OR FIRE DEPARTMENT CONNECTION OR ENCRUCH INTO THE ACCESSIBLE ROUTE OF THE SIDEWALK AREA.



SCALE
1 inch = 50 ft.

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Revision Type:	
No.	Rev. Date:
1	
2	
3	
4	
5	
6	
Designed:	XWL
Prepared:	----
Approved:	XWL
Job No.:	1023-0004
Scale Horiz:	1" = 50'
Scale Vert:	N/A
Sheet:	08 of 42
Date:	November 22, 2024

Waterstone Subdivision Filing No. 4

Aurora, Colorado

Site Plan

Site Plan

Client:

Address:	
Location:	

9193 S. Jamaica Street
Plan Set:

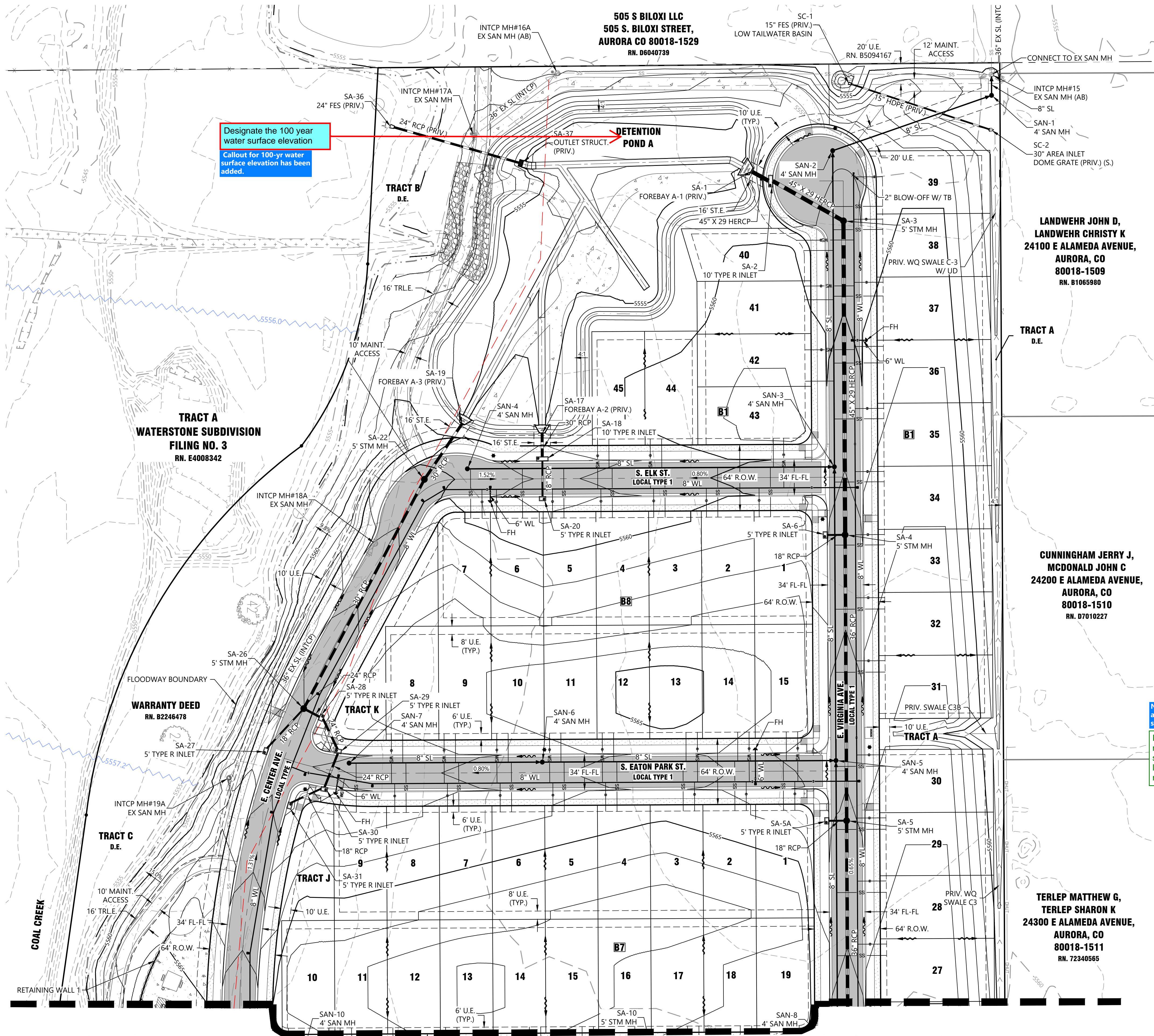
Contact:	Sheet Name:
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**Know what's below.
Call before you dig.**

N.

08

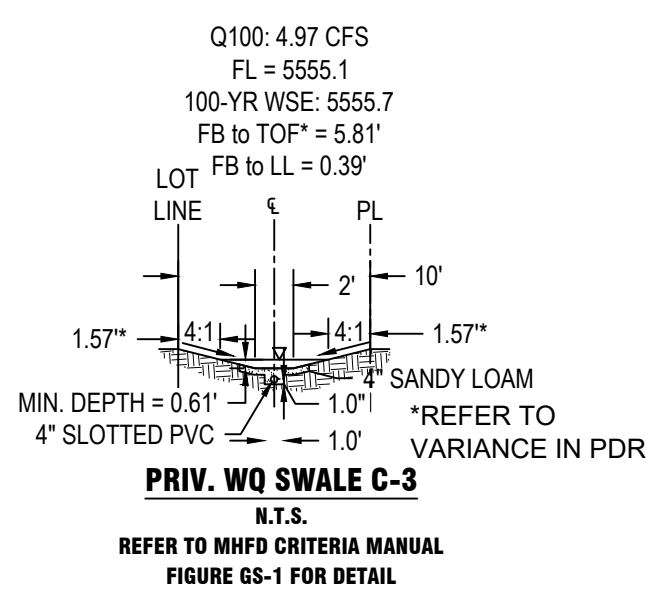
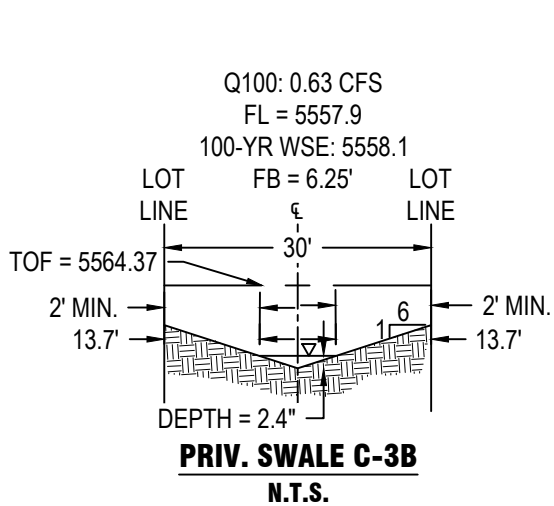


Designate the 100 year water surface elevation
Callout for 100-yr water surface elevation has been added.

KEY MAP
SCALE: 1" = 500'

SITE PLAN NOTES

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Note has been added to all Utility & Grading Plan sheets.

Please add the following note: "The maximum cross slope in an accessible path shall not exceed two percent. The maximum longitudinal slope in an accessible path shall not exceed five percent."

Please add the following note: "Detailed layout and design for proposed curb ramps within right of way or along an accessible route will be completed with the civil plans."

Note has been added to all Utility & Grading Plan sheets.

Note has been added to all Utility & Grading Plan sheets.

Please add the following note: "The maximum slope within ROW is 4:1, the maximum slope for property outside of the ROW is 3:1."

Note has been added to all Utility & Grading Plan sheets.

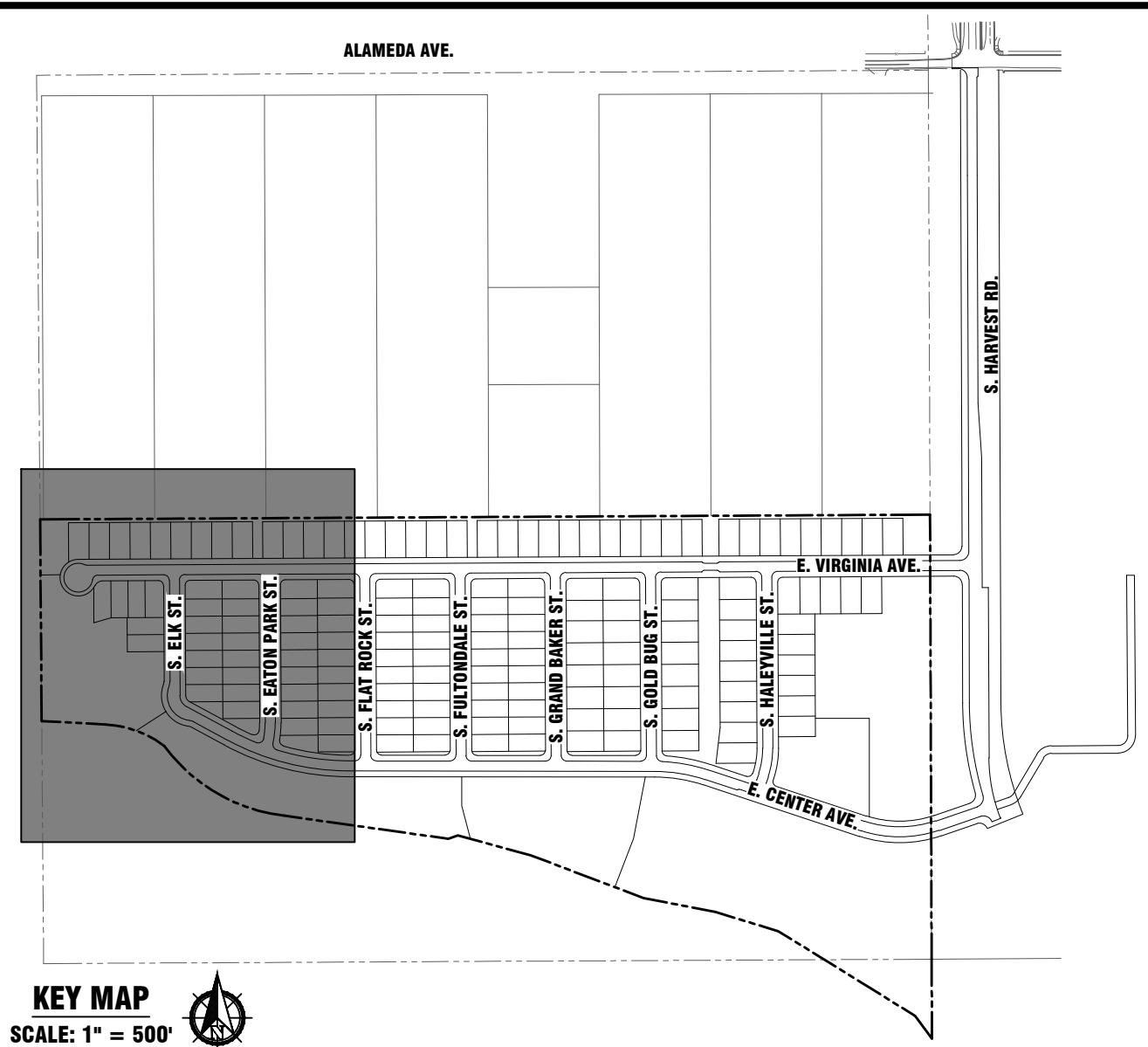
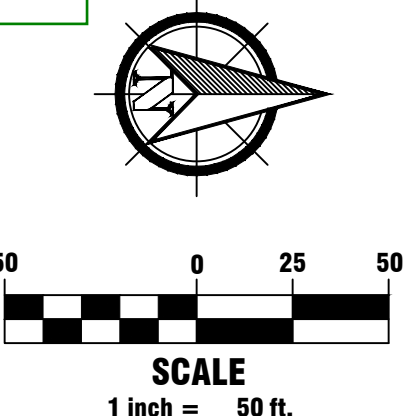
Please add the following note: "The maximum permissible longitudinal grade for fire lanes is 10%. The maximum transverse grade for a fire lane is four percent with a resultant maximum slope of ten percent."


Note has been added to all Utility & Grading Plan sheets.

Please add the following note: "The resultant grade in any direction within accessible parking areas shall not exceed two percent."

Note has been added to all Utility & Grading Plan sheets.

PROJECT BENCHMARK:
CITY OF AURORA BENCHMARK 456518SW001 (AKA M-95) BEING A 3" BRASS CAP ATOP 30" STEEL PIPE IN CONCRETE LOCATE AT THE NORTH RIGHT OF WAY FENCE ON EAST MISSISSIPPI AVE. AT THE MOST NORTHERLY FENCE AT THE JOG IN FENCES AND IN THE VICINITY OF THE 1/4 LINE FOR SECTIONS 18 AND 19 TOWNSHIP 4 SOUTH, RANGE 65 WEST.
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No.	Rev.	Date:	Revision Type:
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Job No.: 1023-0004
Scale Horiz: 1" = 50'
Scale Vert: N/A

Designed: WCK
Prepared: WCK
Approved: WCK

Sheet: 05 of 42
Date: November 22, 2024

Waterstone Subdivision Filing No. 4
Aurora, Colorado
Site Plan
Grading & Utility Plan

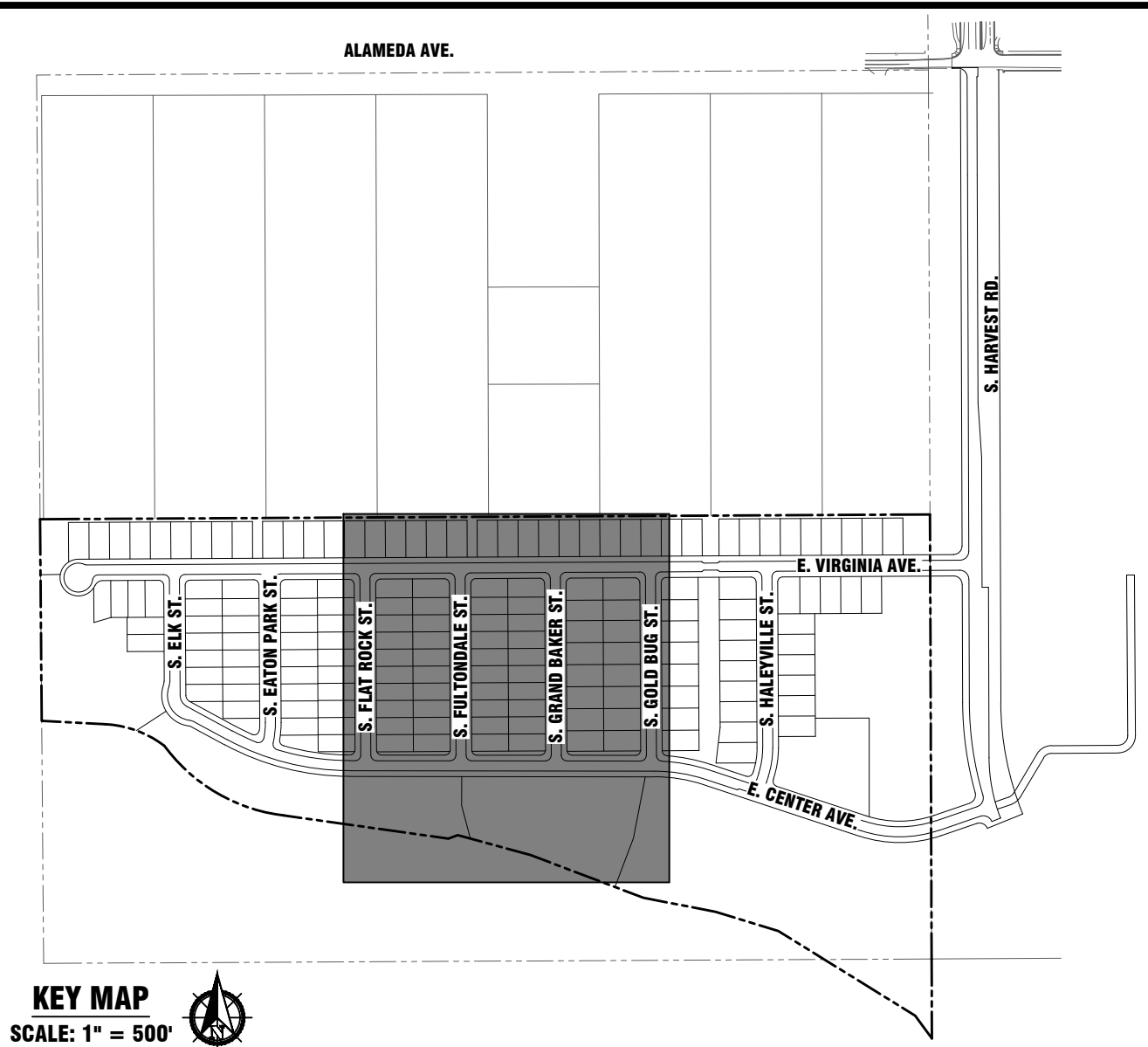
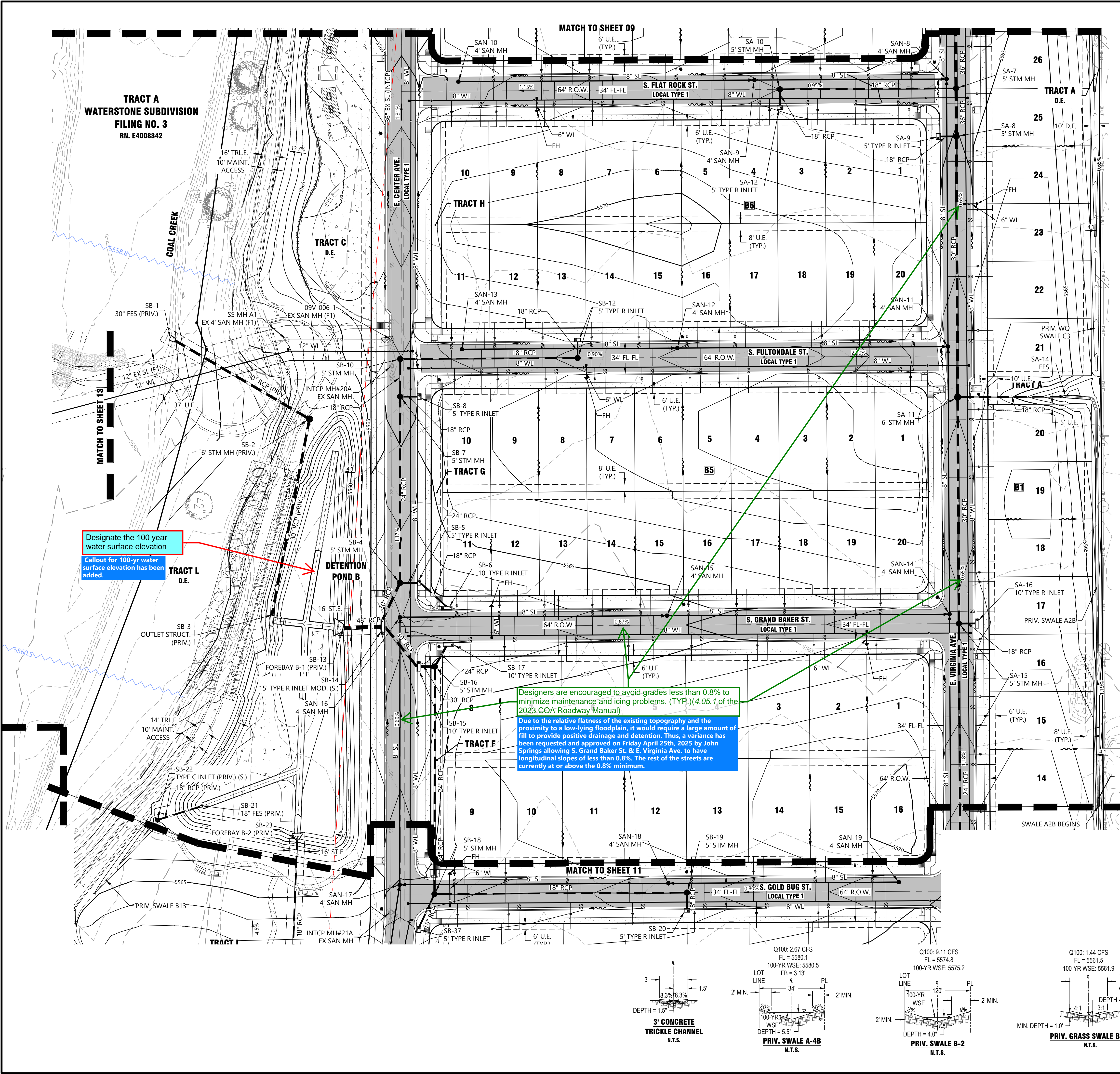
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Address: 9193 S. Jamaica Street
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Contact: Joseph Huey
Joseph.Huey@leamar.com



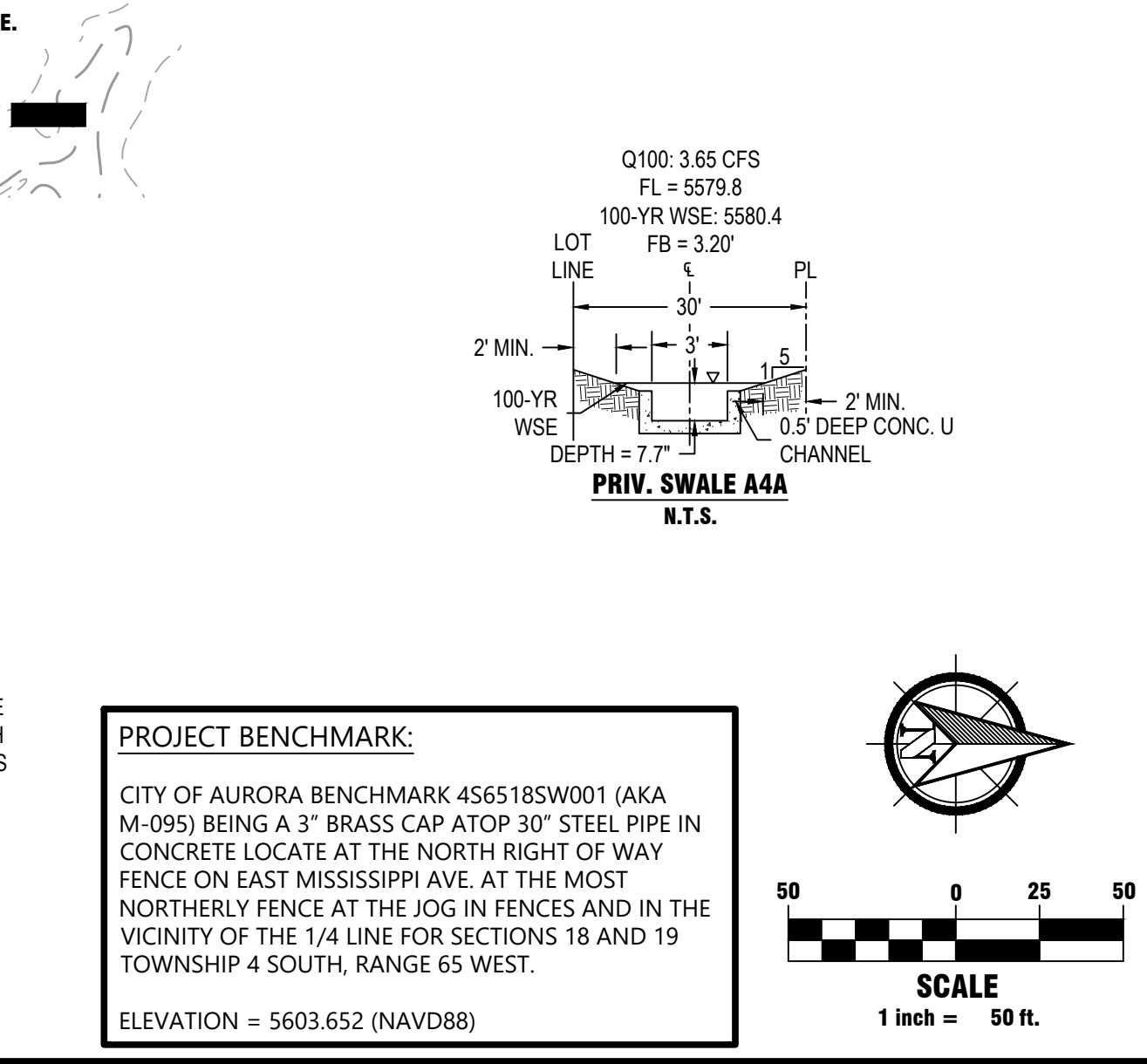
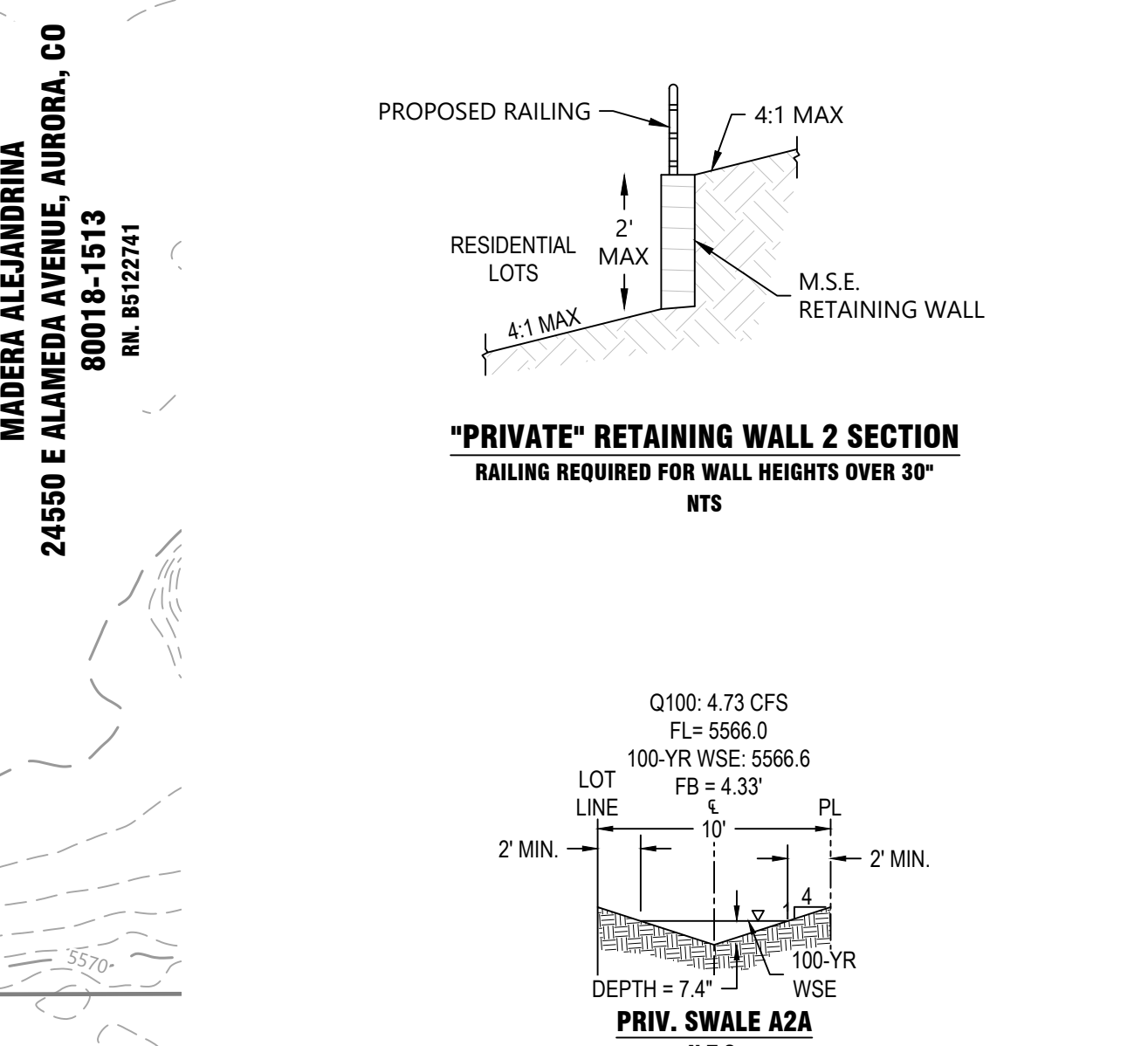
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No. 09

I:\JOB FOLDERS\1023 - LENMAR\1023-0004\PROD\PRELIM\PLAN\GRADING & UTIL. PRINTED ON: 11/25/2024 1:32 PM



- KEY MAP**
SCALE: 1" = 500
- SITE PLAN NOTES**
- SEE SHEET C.02 FOR LEGEND, TYPICAL STREET SECTIONS, GENERAL ABBREVIATIONS.
 - SIGNS SHALL BE FURNISHED AND INSTALLED PER THE MOST CURRENT EDITIONS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND CITY STANDARDS, AND SHOWN ON THE SIGNING AND STRIPING PLAN FOR THE DEVELOPMENT.
 - THE DEVELOPER IS RESPONSIBLE FOR SIGNING AND STRIPING ALL PUBLIC STREETS AND IS REQUIRED TO PLACE TRAFFIC CONTROL, STREET NAME, AND GUIDE SIGNS ON ALL PUBLIC STREETS AND PRIVATE STREETS APPROACHING AN INTERSECTION WITH A PUBLIC STREET. PEDESTRIAN CROSSING SIGNAGE SHALL INCLUDE RECTANGULAR RAPID FLASH BEACONS (RRFP).
 - STREET LIGHT LOCATIONS ARE CONCEPTUAL. FINAL STREET LIGHT LOCATIONS SHALL BE DETERMINED BY PHOTOMETRIC ANALYSIS SUBMITTED WITH THE STREET LIGHTING PLANS IN THE CIVIL PLAN SUBMITTAL.
 - WET TAP CONNECTIONS ON PVC WATER TRANSMISSION MAINS (2" PVC MAIN) ARE TO BE PERFORMED BY A LICENSED THIRD PARTY CONTRACTOR.
 - MINIMUM SLOPE WITHIN TRACTS = 2.0%.
 - ALL STORM SEWER INFRASTRUCTURE IS PUBLIC UNLESS OTHERWISE NOTED.
 - DETENTION PONDS AND POND OUTLET STRUCTURES ARE PRIVATELY OWNED AND MAINTAINED BY THE HOA.





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No.	Rev.	Date:	Revision Type:
1			
2			
3			
4			
5			
6			

Proj. Name: Waterstone Subdivision Filing No. 4

Location: Aurora, Colorado


Plan Set: Site Plan

Sheet Name: Grading & Utility Plan

Client: Lenmar of Colorado, LLC

Address: 9193 S. Jamaica Street
Englewood, CO 80112

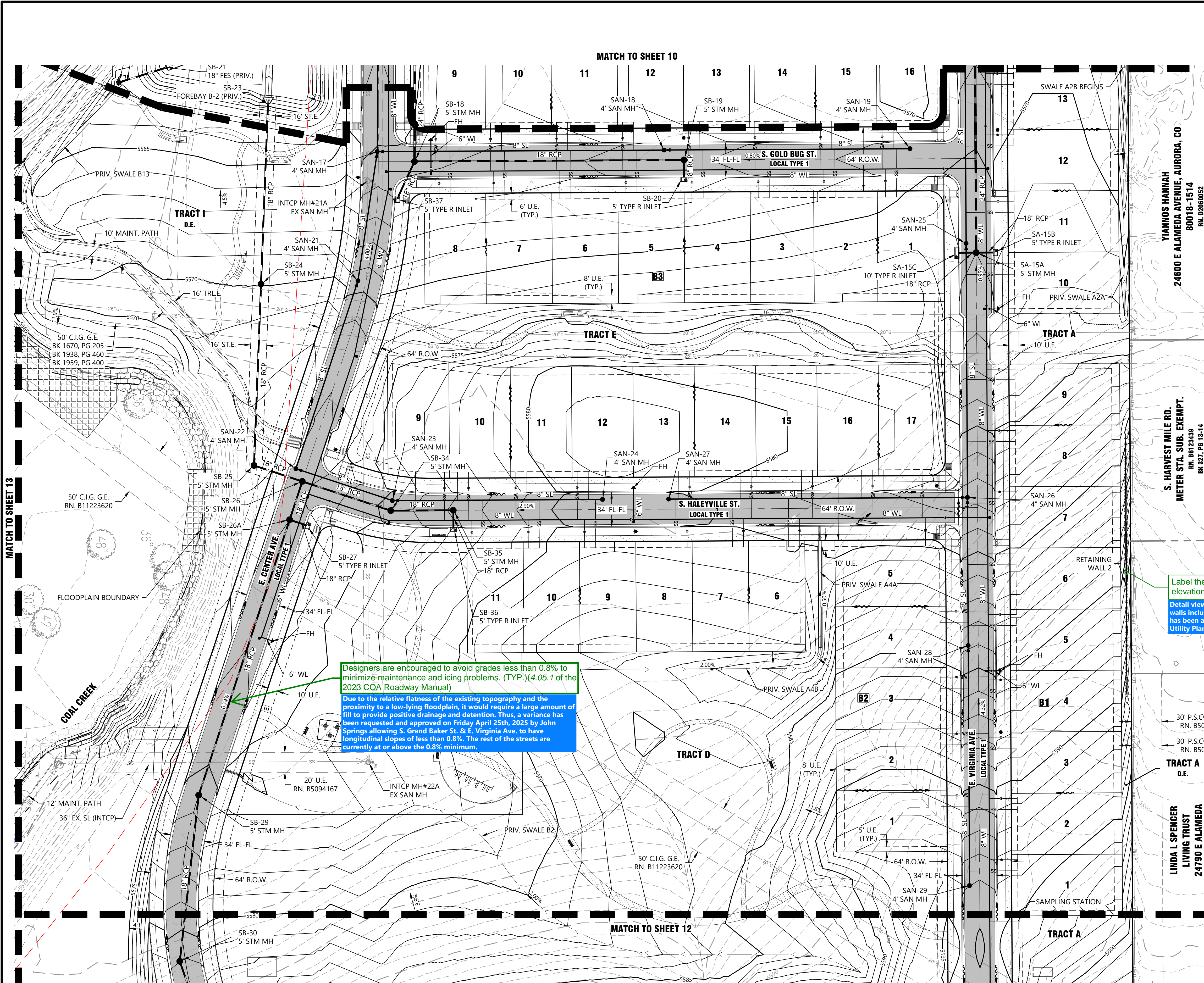
Contact: Joseph Huey
Joseph.Huey@lenmar.com



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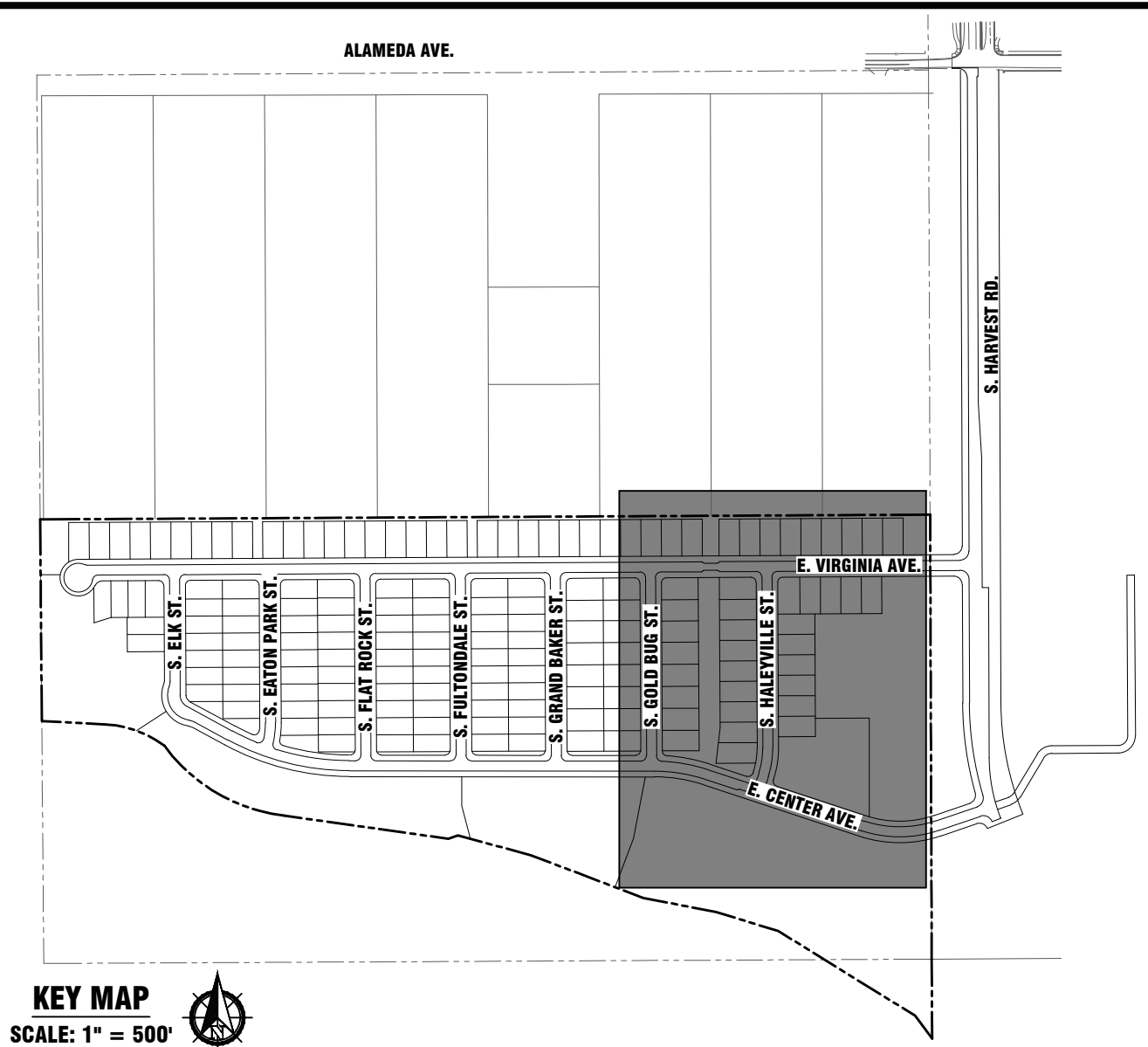
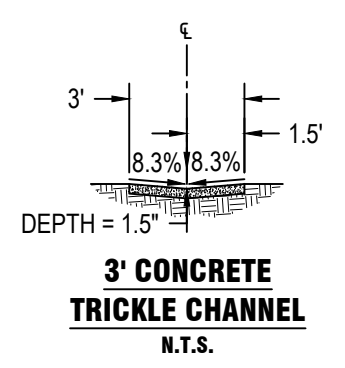
No. 10

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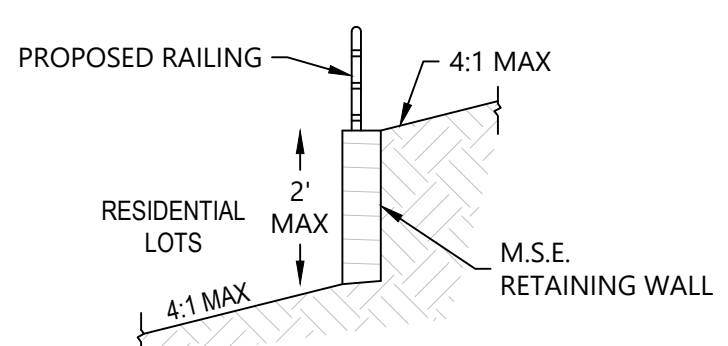


Designers are encouraged to avoid grades less than 0.8% to minimize maintenance and icing problems. (TYP.) (4.05.1 of the 2023 COA Roadway Manual)

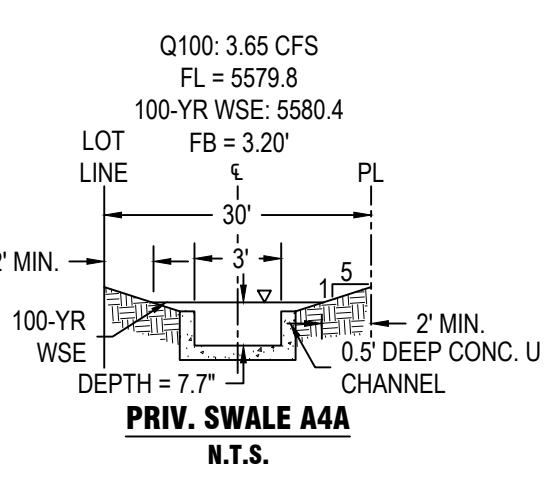
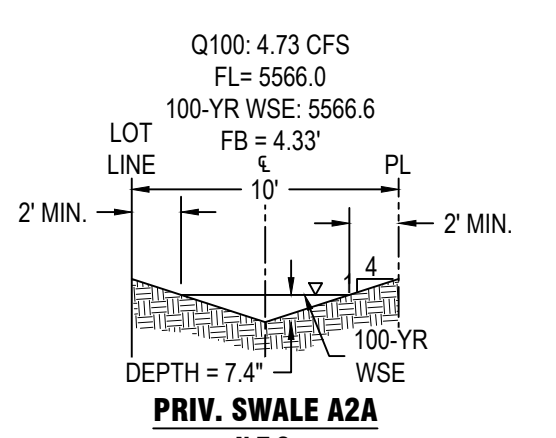
Due to the relative flatness of the existing topography and the proximity to a low-lying floodplain, it would require a large amount of fill to provide positive drainage and detention. Thus, a variance has been requested and approved on Friday April 25th, 2025 by John Springs allowing S. Grand Baker St. & E. Virginia Ave. to have longitudinal slopes of less than 0.8%. The rest of the streets are currently at or above the 0.8% minimum.



- KEY MAP**
SCALE: 1" = 500'
- SITE PLAN NOTES**
- SEE SHEET C.02 FOR LEGEND, TYPICAL STREET SECTIONS, GENERAL ABBREVIATIONS.
 - SIGNS SHALL BE FURNISHED AND INSTALLED PER THE MOST CURRENT EDITIONS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND CITY STANDARDS, AND SHOWN ON THE SIGNING AND STRIPING PLAN FOR THE DEVELOPMENT.
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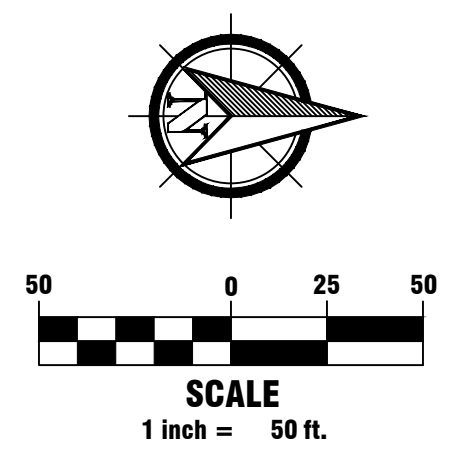
"PRIVATE" RETAINING WALL 2 SECTION
RAILING REQUIRED FOR WALL HEIGHTS OVER 30" N.T.S.




PROJECT BENCHMARK:

CITY OF AURORA BENCHMARK 456518SW001 (AKA M-095) BEING A 3" BRASS CAP ATOP 30" STEEL PIPE IN CONCRETE LOCATE AT THE NORTH RIGHT OF WAY FENCE ON EAST MISSISSIPPI AVE. AT THE MOST NORTHERLY FENCE AT THE JOG IN FENCES AND IN THE VICINITY OF THE 1/4 LINE FOR SECTIONS 18 AND 19 TOWNSHIP 4 SOUTH, RANGE 65 WEST.

ELEVATION = 5603.652 (NAVD88)





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No.	Rev.	Date:	Revision Type:
1			
2			
3			
4			
5			
6			


Job No.: 1023-0004
Scale Horiz: 1" = 50'
Scale Vert: N/A

Sheet: 11 of 42
Date: November 22, 2024

Waterstone Subdivision Filing No. 4
Aurora, Colorado
Site Plan

Grading & Utility Plan

Client: Lenmar of Colorado, LLC
Address: 9193 S. Jamaica Street
Englewood, CO 80112
Contact: Joseph Huey
Joseph.Huey@lenmar.com

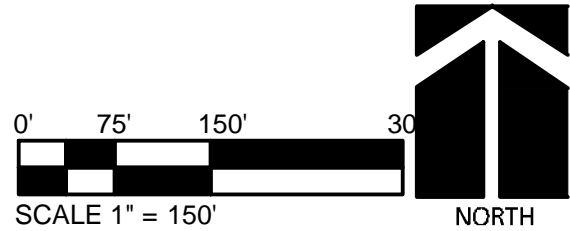
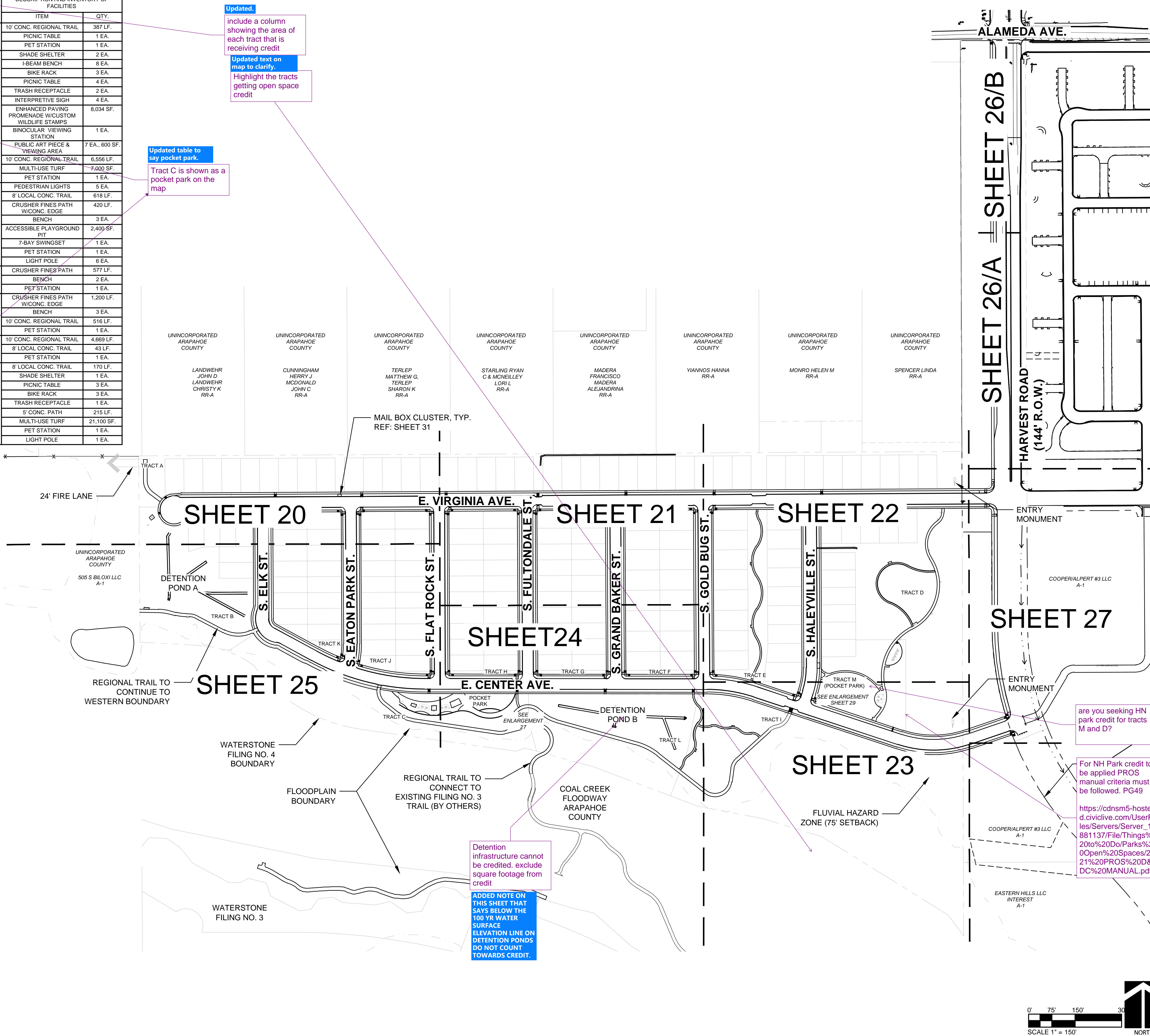



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No. 11

I:\008 FOLDERS\023 - LENARA\023-0004\LANDSCAPE\04- DESIGN DEVELOPMENT (02)\WATERSTONE FIL NO.4-SITE PLAN-LA WATERSTONE FILING 4-SITE PLAN-LA PRINTED ON: 9/28/2018 12:36 PM

PARKS AND OPEN SPACE INVENTORY AND PHASING						
TRACT	TRACT USE (WITH PUBLIC AMENITIES) & OWNERSHIP	PHASING PLAN & TRIGGER FOR EACH PHASE	SQ. FT.	AC.	DESCRIPTION AND INVENTORY OF FACILITIES	
					ITEM	QTY.
B	OPEN SPACE, METRO DISTRICT	SINGLE PHASE	118,635	2.7	10' CONC. REGIONAL TRAIL	387 LF.
C	NEIGHBORHOOD PARK, METRO DISTRICT	SINGLE PHASE	139,181	3.2	PICNIC TABLE	1 EA.
					PET STATION	1 EA.
					SHADE SHELTER	2 EA.
					I-BEAM BENCH	8 EA.
					BIKE RACK	3 EA.
					PICNIC TABLE	4 EA.
					TRASH RECEPTACLE	2 EA.
					INTERPRETIVE SIGH	4 EA.
					ENHANCED PAVING PROMENADE W/CUSTOM WILDLIFE STAMPS	8,034 SF.
					BINOCULAR VIEWING STATION	1 EA.
					PUBLIC ART PIECE & VIEWING AREA	7 EA., 600 SF.
					10' CONC. REGIONAL TRAIL	6,556 LF.
					MULTI-USE TURF	7,000 SF.
					PET STATION	1 EA.
					PEDESTRIAN LIGHTS	5 EA.
8' LOCAL CONC. TRAIL	618 LF.					
D	NEIGHBORHOOD PARK, METRO DISTRICT	SINGLE PHASE	182,677	4.2	CRUSHER FINES PATH W/CONC. EDGE	420 LF.
					BENCH	3 EA.
					ACCESSIBLE PLAYGROUND PIT	2,400 SF.
					7-BAY SWINGSET	1 EA.
					PET STATION	1 EA.
					LIGHT POLE	6 EA.
					CRUSHER FINES PATH	577 LF.
E	OPEN SPACE, METRO DISTRICT	SINGLE PHASE	39,698	0.9	BENCH	2 EA.
I	OPEN SPACE, METRO DISTRICT	SINGLE PHASE	361,551	8.3	PET STATION	1 EA.
					CRUSHER FINES PATH W/CONC. EDGE	1,200 LF.
					BENCH	3 EA.
					10' CONC. REGIONAL TRAIL	516 LF.
L	OPEN SPACE, METRO DISTRICT	SINGLE PHASE	129,194	3.0	PET STATION	1 EA.
					10' CONC. REGIONAL TRAIL	4,669 LF.
					8' LOCAL CONC. TRAIL	43 LF.
M	NEIGHBORHOOD PARK, METRO DISTRICT	SINGLE PHASE	62,324	1.4	PET STATION	1 EA.
					8' LOCAL CONC. TRAIL	170 LF.
					SHADE SHELTER	1 EA.
					PICNIC TABLE	3 EA.
					BIKE RACK	3 EA.
					TRASH RECEPTACLE	1 EA.
					5' CONC. PATH	215 LF.
					MULTI-USE TURF	21,100 SF.
					PET STATION	1 EA.
					LIGHT POLE	1 EA.






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No.	Rev. Date:	Revision Type:	Job No.:	Scale Horiz:	Scale Vert:
1	06/03/2021	SUBMITTAL #1	JL	1023-0004	14 of 42
2	12/29/2021	SUBMITTAL #2	JL		Date:
3	10/11/2024	SUBMITTAL #3	JL		2024-11-22
4	11/19/2024	SUBMITTAL #3	JW		Approved:
5					
6					

WATERSTONE FILING NO. 4
AURORA, CO
SITE PLAN

OVERALL LANDSCAPE PLAN & PARKS-OPEN SPACE TABLE

NOT FOR CONSTRUCTION



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14

I:\JOB FOLDERS\1023--0004\LANDSCAPE\04 DESIGN DEVELOPMENT (DD)\WATERSTONE FIL NO.4--SITE PLAN\LA WATERSTONE FILING 4--SITE PLAN.LA PRINTED ON: 9/28/2018 12:36 PM

PLANT SCHEDULE

SYMBOL	CODE	QTY	COMMON NAME	BOTANICAL NAME	CONT.	CAL / SIZE
DECIDUOUS TREES						
	UA	64	ACCOLADE ELM	ULMUS X 'ACCOLADE'	B & B	2.5" CAL
	AGR	15	BIGTOOTH MAPLE	ACER GRANDIDENTATUM	B & B	2.5" CAL
	QB	83	BUCKLEY OAK	QUERCUS BUCKLEYI	B & B	2.5" CAL
	QM	65	CHINKAPIN OAK	QUERCUS MUEHLENBERGII	B & B	2.5" CAL
	CO	78	COMMON HACKBERRY	CELTIS OCCIDENTALIS	B & B	2.5" CAL
	GI	67	DECAF KENTUCKY COFFEETREE	GYMNOCLADUS DIOICA 'MCKBRANCHED' TM	B & B	2.5" CAL
	CSP	10	NORTHERN CATALPA	CATALPA SPECIOSA	B & B	2.5" CAL
	AGA	25	OHIO BUCKEYE	AESCULUS GLABRA ARGUTA	B & B	2.5" CAL
	SAM	3	PEACH LEAF WILLOW	SALIX AMYGDALIODES	B & B	2.5" CAL
	TR	81	REDMOND AMERICAN LINDEN	TILIA AMERICANA 'REDMOND'	B & B	2.5" CAL
	GS	60	SKYLINE HONEY LOCUST	GLEITSIA TRIACANTHOS 'SKYLINE'	B & B	2.5" CAL
EVERGREEN TREES						
	PN	37	AUSTRIAN BLACK PINE	PINUS NIGRA	B & B	6' HT
	PL	23	LIMBER PINE	PINUS FLEXILIS	B&B	6' HT
	PP	62	PONDEROSA PINE	PINUS PONDEROSA	B&B	6' HT
ORNAMENTAL TREES						
	SR	12	JAPANESE TREE LILAC	SYRINGA RETICULATA	B & B	2" CAL
	CCA	4	LAVENDER TWIST EASTERN REDBUD	CERCIS CANADENSIS 'COVEY' TM	B & B	2" CAL
	AD	5	ROCKY MOUNTAIN MAPLE	ACER GLABRUM DIFFUSUM	B & B	2" CAL
SHRUBS						
	POT	47	ABBOTSWOOD POTENTILLA	POTENTILLA FRUTICOSA 'ABBOTSWOOD'	5 GAL	
	CAF	23	ARCTIC FIRE DOGWOOD	CORNUS SERICEA 'ARCTIC FIRE'	5 GAL	
	BD	7	BLUE CHIP JR. LO & BEHOLD BUTTERFLY BUSH	BUDDLEJA X 'BLUE CHIP JR.'	5 GAL	
	CCB	52	BLUEBEARD SPIREA	CARYOPTERIS X CLANDONENSIS	5 GAL	
	SSB	30	COMMON WHITE SNOWBERRY	SYMPHORICARPOS ALBUS	5 GAL	
	MC	271	COMPACT OREGON GRAPE	MAHONIA AQUIFOLIUM 'COMPACTA'	5 GAL	
	BC	257	CRIMSON PYGMY JAPANESE BARBERRY	BERBERIS THUNBERGII 'CRIMSON PYGMY'	5 GAL	
	CD	151	DARK KNIGHT BLUEBEARD	CARYOPTERIS X CLANDONENSIS 'DARK KNIGHT'	5 GAL	
	BA2	239	DWARF RED LEAF JAPANESE BARBERRY	BERBERIS THUNBERGII 'ATROPURPUREA NANA'	5 GAL	
	LE2	142	EMERALD MOUND HONEYSUCKLE	LONICERA XYLOSTEUM 'EMERALD MOUND'	5 GAL	
	CM	47	FERNBUSH	CHAMAEBATARIA MILLEFOLIUM	5 GAL	
	CG	52	GLOBE PEASHRUB	CARAGANA ARBORESCENS 'GLOBOSA'	5 GAL	
	BO	37	GOLDEN ROCKET BARBERRY	BERBERIS THUNBERGII 'GOLDEN ROCKET'	5 GAL	
	RG	49	GREEN MOUND ALPINE CURRANT	RIBES ALPINUM 'GREEN MOUND'	5 GAL	
	RGL	95	GRO-LOW FRAGRANT SUMAC	RHUS AROMATICA 'GRO-LOW'	5 GAL	
	CAL	19	HEDGE COTONEASTER	COTONEASTER ACUTIFOLIUS LUCIDUS	5 GAL	
	CKD	167	KELSEYI DWARF REDTWIG DOGWOOD	CORNUS SERICEA 'KELSEYI'	5 GAL	
	ROR	39	KNOCK OUT SHRUB ROSE	ROSA X 'RADRAZZ' TM	5 GAL	
	AL	73	LEADPLANT	AMORPHA CANESCENS	5 GAL	
	VE	52	MINI MAN DWARF MANCHURIAN VIBURNUM	VIBURNUM BUREJATICUM 'P017S' TM	5 GAL	
	CM2	12	MOUNTAIN MAHOGANY	CERCOCARPUS MONTANUS MONTANUS	5 GAL	
	SF	114	NEON FLASH SPIREA	SPIRAEA JAPONICA 'NEON FLASH'	5 GAL	
	AP	5	PANCHITO MANZANITA	ARCTOSTAPHYLOS X 'PANCHITO'	5 GAL	
	PBS	415	PAWNEE BUTTES® SAND CHERRY	PRUNUS BESSEYI 'PAWNEE BUTTES'	5 GAL	
	PC	40	PURPLE LEAF SAND CHERRY	PRUNUS X CISTENA	5 GAL	
	RB	77	RABBITBRUSH	CHRYSOHAMNUS NAUSEOSUS	5 GAL	
	SR2	25	RED ELDERBERRY	SAMBUCUS RACEMOSA	5 GAL	
	RMR	28	RED MEIDILAND® ROSE	ROSA X 'MEINEBLE'	5 GAL	
	PRS	65	RUSSIAN SAGE	PEROVSKIA ATRIPLICIFOLIA	5 GAL	
	PD	13	SHRUBBY CINQUEFOIL	POTENTILLA FRUTICOSA 'DAKOTA SUNSPOT'	5 GAL	
	CSG	11	SPANISH GOLD BROOM	CYTISUS PURGANS 'SPANISH GOLD'	5 GAL	
	CAT	23	TOM THUMB CRANBERRY COTONEASTER	COTONEASTER APICULATUS 'TOM THUMB'	5 GAL	
	LI	18	TWINBERRY	LONICERA INVOLUCRATA	5 GAL	
	PY	478	YELLOW GEM BUSH CINQUEFOIL	POTENTILLA FRUTICOSA 'YELLOW GEM'	5 GAL	
	PO	32	YELLOW NINEBARK	PHYSOCARPUS OPULIFOLIUS 'DART S GOLD'	5 GAL	
EVERGREEN SHRUBS						
	JM2	188	ALPINE CARPET COMMON JUNIPER	JUNIPERUS COMMUNIS 'MONDAP' TM	5 GAL	
	JA	282	ARCADIA JUNIPER	JUNIPERUS SABINA 'ARCADIA'	5 GAL	
	JB	28	BROADMOOR JUNIPER	JUNIPERUS SABINA 'BROADMOOR'	5 GAL	
ORNAMENTAL GRASSES						
	BB	130	BLONDE AMBITION BLUE GRAMA	BOUTELOUA GRACILIS 'BLONDE AMBITION'	1 GAL	
	BOG	22	BLUE AVENA GRASS	HELICTOTRICHON SEMPERVIRENS	1 GAL	
	CKF	51	FEATHER REED GRASS	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'	1 GAL	
	PH	22	HEAVY METAL SWITCH GRASS	PANICUM VIRGATUM 'HEAVY METAL'	1 GAL	
	CKG	576	KOREAN FEATHER REED GRASS	CALAMAGROSTIS ARUNDINACEA BRACHYTRICHA	1 GAL	
	LBS	208	LITTLE BLUESTEM	SCHIZACHYRIUM SCOPARIUM	1 GAL	
	MG	52	MAIDEN GRASS	MISCANTHUS SINENSIS 'GRACILLIMUS'	5 GAL	

LANDSCAPE TABULATIONS

STANDARD RIGHTS-OF-WAY TABLE (CURBSIDE LANDSCAPE QUANTITIES)

STREET NAME:	CLASS:	LF:	TREES REQ. (1.40 LF)	TREES PROV:	CURBSIDE LANDSCAPE SF:	SHRUBS REQ. (1.40 SF)	SHRUBS PROV:
E. VIRGINIA AVE. (NORTH)	LOCAL	2510'	63	65	20,080	502	508
E. VIRGINIA AVE. (SOUTH)	LOCAL	2060'	52	50*	16,480	412	444
S. ELK ST. (WEST)	LOCAL	375'	9	10	3,000	75	75
S. ELK ST. (EAST)	LOCAL	350'	9	9	2,800	70	72
S. EATON PARK ST. (WEST)	LOCAL	475'	12	12	3,800	95	96
S. EATON PARK ST. (EAST)	LOCAL	490'	12	13	3,920	98	101
S. FLAT ROCK ST. (WEST)	LOCAL	525'	13	13	4,200	105	105
S. FLAT ROCK ST. (EAST)	LOCAL	525'	13	15	4,200	105	106
S. FULTONDALE ST. (WEST)	LOCAL	530'	13	13	4,240	106	106
S. FULTONDALE ST. (EAST)	LOCAL	530'	13	13	4,240	106	106
S. GRAND BAKER ST. (WEST)	LOCAL	530'	13	13	4,240	106	106
S. GRAND BAKER ST. (EAST)	LOCAL	530'	13	13	4,240	106	107
S. GOLD BUG ST. (WEST)	LOCAL	530'	13	13	4,240	106	106
S. GOLD BUG ST. (EAST)	LOCAL	530'	13	13	4,240	106	106
S. HALEVILLE ST. (WEST)	LOCAL	610'	15	15	4,880	122	122
S. HALEVILLE ST. (EAST)	LOCAL	625'	16	16	5,000	125	125
E. CENTER AVE. (NORTH)	LOCAL	2200'	55	46*	17,600	440	440
E. CENTER AVE. (SOUTH)	LOCAL	2550'	64	64*	20,400	510	511
HARVEST ROAD (WEST)	COLLECTOR	2130'	53	52	N/A	N/A	N/A

*NOTE: TREES HAVE BEEN PLACED ON OPPOSITE SIDE OF WALK WHERE UTILITIES PROHIBIT PLACEMENT IN TREE LAWN.

TRACT LANDSCAPE TABLE							TREES							SHRUBS						
TRACT NAME	TRACT USE	TRACT AREA (SF.)	DRAINAGE, DETENTION, FLOODPLAIN OR UNDISTURBED AREAS (SF.)	STREET BUFFER (SF.)	TOTAL TRACT LANDSCAPE AREA (SF.)		TREES REQ'D(1 PER 4,000 SF. LANDSCAPE AREA)	*TREES PROVIDED		SHRUB EQUIVALENTS REQ'D (10 PER 4,000 SF. LANDSCAPE AREA)	SHRUBS PROVIDED	*GRASSES /PERN. PROVIDED	SHRUB EQUIVALENTS (3 GRASS/PERN=1 SHRUB)	EXCESS TREES PROVIDED	SHRUB EQUIVALENTS (1 EXCESS TREE = 10 SHRUBS)					
								PROPOSED	EXISTING TO REMAIN											
A	OPEN SPACE	60,036	-	0	60,036		15.0	25		150.1	83	74	25	10	100					
B	OPEN SPACE	118,635	-	63,272	55,363		13.9	14	16	138.4	57	0	0	2	22					
C	OPEN SPACE	139,161	-	55,175	84,006		21.0	40	3	210.0	192	232	77	22	220					
D	OPEN SPACE	182,677	-	0	182,677		15.7	46	74	456.7	77	64	21	28	280					
E	OPEN SPACE	39,698	-	0	39,698		9.9	10	16	99.2	154	30	10	6	61					
F	OPEN SPACE	2,701	-	0	2,701		0	0	0	6.8	37	0	0	Updated.	61					
G	OPEN SPACE	2,603	-	0	2,603		0	0	0	6.5	37	0	0							
H	OPEN SPACE	2,199	-	0	2,199		0	0	0	5.5	37	0	0							
I	OPEN SPACE	361,551	-	185,918	175,633		1.4	44	41	439.1	52	99	33	31	310					
J	OPEN SPACE	5,704	-	0	5,704		1.5	12	1	14.3	60	0	0	Updated.	66					
K	OPEN SPACE	6,017	-	0	6,017		1.5	12	1	15.0	15	0	0	5	55					
L	OPEN SPACE	129,194	-	62,868	46,326		11.6	16	16	115.8	24	0	0		24					
M	OPEN SPACE	62,324	-	0	62,324		15.6	16	16	155.8	36	146	49	2	24					
TOTAL=							166.3	278		1,663.1	861		215		2,297					

LANDSCAPE NOTES

- ALL LANDSCAPED AREAS ARE TO RECEIVE ORGANIC SOIL PREPARATION AT THE RATE OF 3 CY PER 1000 SF FOR SHRUB, ORNAMENTAL GRASS, AND/OR TREE AREAS, 4 CY PER 1000 SF FOR TURF FOR SOD AND/OR SEED AREAS, AND TILLED TO A DEPTH OF 6 INCHES.
- ALL FREE-STANDING LIGHTS LOCATED WITHIN THE PARK SHALL BE LIT WITH FULL CUTOFF LIGHTING FIXTURES NO MORE THAN 16 FEET TALL AND PROVIDING CONSISTENT ILLUMINATION OF AT LEAST ONE FOOT-CANDLE ON THE WALKING SURFACE. IN THE MEDIUM DENSITY RESIDENTIAL SUBAREA, ON-SITE STREETS AND PARKING AREAS SHALL BE LIT WITH FULL CUTOFF TYPE LIGHTING FIXTURES NO MORE THAN 25 FEET TALL. FIXTURES SHALL BE OF THE DOWNCAST TYPE.
- ALL NEW PAVED ROADWAY SURFACES SHALL BE ASPHALT; SIDEWALKS, WALKS THROUGH THE PARK, AND THE PARK PLAZA SHALL BE CONCRETE UNLESS OTHERWISE SPECIFIED. THICKNESS WILL BE DETERMINED AS PART OF THE CONSTRUCTION DOCUMENT SUBMITTAL SET AND PROVIDED TO THE CITY ENGINEER IN THE DEFAULT ASPHALT PAVING LETTER.
- ALL UTILITY EASEMENTS SHALL REMAIN UNOBSTRUCTED AND FULLY ACCESSIBLE ALONG THEIR ENTIRE LENGTH FOR MAINTENANCE EQUIPMENT ENTRY
- THE DEVELOPER, HIS SUCCESSORS AND ASSIGNS, SHALL BE RESPONSIBLE FOR INSTALLATION, MAINTENANCE AND REPLACEMENT OF ALL LANDSCAPING MATERIALS SHOWN OR INDICATED ON THE APPROVED SITE PLAN OR LANDSCAPE PLAN ON FILE IN THE PLANNING DEPARTMENT. ALL LANDSCAPING WILL BE INSTALLED AS DELINEATED ON THE PLAN, PRIOR TO ISSUANCE OF CERTIFICATES OF OCCUPANCY.
- ALL LANDSCAPED AREAS AND PLANT MATERIAL, EXCEPT FOR NON-IRRIGATED NATIVE, RESTORATIVE, AND DRYLAND GRASS AREAS MUST BE WATERED BY AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM. IRRIGATION SYSTEM DESIGN, INSTALLATION, OPERATION, AND MAINTENANCE SHALL CONFORM TO REQUIREMENTS FOUND IN THE CITY OF AURORA IRRIGATION ORDINANCE.
- ALL FIRE HYDRANTS SHALL BE LOCATED NOT LESS THAN THREE FEET-SIX INCHES (3' - 6") AND NOT MORE THAN EIGHT (8') FEET FROM THE BACK OF CURB TO THE CENTER OF THE HYDRANT AND SHALL BE UNOBSTRUCTED ON THE STREET SIDE. MINIMUM CLEARANCE ON ALL OTHER SIDES SHALL BE FIVE FEET (5' - 0").
- WATER QUALITY ENHANCEMENT FOR THE NEW IMPERVIOUS SURFACES IS BEING PROVIDED BY TWO FULL-SPECTRUM REGIONAL DETENTION POND BMPS AS SHOWN ON THESE PLANS. THE DETENTION POND BMPS WILL CONSIST OF A RELATIVELY FLAT AREA WITH TRICKLE CHANNELS TO THE OUTLET STRUCTURE PROVIDING WATER QUALITY AND EXCESS URBAN RUNOFF VOLUME (EURV) TREATMENT; AND MAJOR STORM (HISTORIC CONDITION) OVERFLOW DRAINING TO THE STORM SEWER. THESE TWO EXTENDED DETENTION BASINS USE MAINLY SEDIMENTATION SETTLING TO REMOVE POLLUTANTS.
- NO PERSON SHALL PLACE OR MAINTAIN ANY STRUCTURES, FENCES, LANDSCAPING, OR ANY OTHER OBJECTS WITHIN ANY SIGHT TRIANGLE AREA DESCRIBED IN SECTION 4.04.2.10.2 THAT OBSTRUCT OR OBSCURE SIGHT VISIBILITY THROUGH SUCH STRUCTURES, FENCING, LANDSCAPING, OR OTHER OBJECTS IN THE VERTICAL PLANE ABOVE THE SIGHT TRIANGLE AREA BETWEEN A HEIGHT OF 42 INCHES AND 96 INCHES ABOVE THE ROADWAY SURFACE.
- ALL PROPOSED PLANTS WITHIN THE SIGHT TRIANGLES MUST COMPLY WITH THE CITY OF AURORA ROADWAY SPECIFICATIONS, SECTION 4.04.2.10.

MATERIALS LIST

	+/- 2,600 SF	CRUSHER FINES; GRAY CRUSHED GRANITE, 3/4" MINUS	NATIVE SEED MIX ARKANSAS VALLEY SEED - MULTI-COLOR HIGH ALTITUDE MIX: 30% EPHRAIM CRESTED WHEATGRASS 25% SHEEP FESCUE 15% PERENNIAL RYE 15% CHEWINGS FESCUE 10% CANADA BLUEGRASS 5% ROCKY MOUNTAIN WILDFLOWER MIX
	+/- 70,000 SF	ROCK MULCH; 1.5"-3" RIVER ROCK	DETENTION SEED MIX ARKANSAS VALLEY SEED - WETLAND MIX: 7% WOOLLY SEDGE 7%

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A

50' x 110' SINGLE FAMILY DETACHED - CORNER LOTS

- FRONT YARD:
- 1 SHADE TREE (MIN. 2.5" CAL.)
 - 1 ORNAMENTAL TREE (MIN. 2" CAL.) -OR-
 - 1 EVERGREEN (MIN. 6' TALL)
 - 9 SHRUBS MINIMUM (MIN. 5-GAL.)
 - 2 DIFFERENT SPECIES IN EACH FRONT YARD
 - 30% OF SHRUB COUNT (3 TOTAL) MAY BE ORNAMENTAL GRASSES OR PERENNIALS
- SIDE YARD (STREET):
- 12 SHRUBS MINIMUM (MIN. 5-GAL.)
 - 3 DIFFERENT SPECIES IN EACH SIDE YARD
 - 30% OF SHRUB COUNT (3 TOTAL) MAY BE ORNAMENTAL GRASSES OR PERENNIALS
- REAR YARD:
- WITH NO PUBLIC VIEW: NO STANDARDS (CANNOT EXCEED 45% TURF)
 - WITH PUBLIC VIEW: FRONT YARD STANDARDS APPLY

Add tree requirement
Added.

B

50' x 110' SINGLE FAMILY DETACHED - INTERIOR LOTS

- FRONT YARD:
- 1 SHADE TREE (MIN. 2.5" CAL.)
 - 1 ORNAMENTAL TREE (MIN. 2" CAL.) -OR-
 - 1 EVERGREEN (MIN. 6' TALL)
 - 8 SHRUBS MINIMUM (MIN. 5-GAL.)
 - 2 DIFFERENT SPECIES IN EACH FRONT YARD
 - 30% OF SHRUB COUNT (3 TOTAL) MAY BE ORNAMENTAL GRASSES OR PERENNIALS
- SIDE YARD (INTERIOR):
- WITH NO PUBLIC VIEW: ROCK MULCH REQUIRED; NO PLANT MATERIAL REQUIRED
- REAR YARD:
- WITH NO PUBLIC VIEW: NO STANDARDS (CANNOT EXCEED 45% TURF)
 - WITH PUBLIC VIEW: FRONT YARD STANDARDS APPLY

Doesn't apply
Removed.

C

60' x 110' SINGLE FAMILY DETACHED - CORNER LOTS

- FRONT YARD:
- 1 SHADE TREE (MIN. 2.5" CAL.)
 - 1 ORNAMENTAL TREE (MIN. 2" CAL.) -OR-
 - 1 EVERGREEN (MIN. 6' TALL)
 - 10 SHRUBS MINIMUM (MIN. 5-GAL.)
 - 2 DIFFERENT SPECIES IN EACH FRONT YARD
 - 30% OF SHRUB COUNT (3 TOTAL) MAY BE ORNAMENTAL GRASSES OR PERENNIALS
- SIDE YARD (STREET):
- 12 SHRUBS MINIMUM (MIN. 5-GAL.)
 - 3 DIFFERENT SPECIES IN EACH SIDE YARD
 - 30% OF SHRUB COUNT (4 TOTAL) MAY BE ORNAMENTAL GRASSES OR PERENNIALS
- REAR YARD:
- WITH NO PUBLIC VIEW: NO STANDARDS (CANNOT EXCEED 45% TURF)
 - WITH PUBLIC VIEW: FRONT YARD STANDARDS APPLY

Add tree requirement
Added.

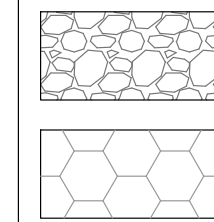
D

60' x 110' SINGLE FAMILY DETACHED - INTERIOR LOTS

- FRONT YARD:
- 1 SHADE TREE (MIN. 2.5" CAL.)
 - 1 ORNAMENTAL TREE (MIN. 2" CAL.) -OR-
 - 1 EVERGREEN (MIN. 6' TALL)
 - 8 SHRUBS MINIMUM (MIN. 5-GAL.)
 - 2 DIFFERENT SPECIES IN EACH FRONT YARD
 - 30% OF SHRUB COUNT (3 TOTAL) MAY BE ORNAMENTAL GRASSES OR PERENNIALS
- SIDE YARD (INTERIOR):
- WITH NO PUBLIC VIEW: ROCK MULCH REQUIRED; NO PLANT MATERIAL REQUIRED
- REAR YARD:
- WITH NO PUBLIC VIEW: NO STANDARDS (CANNOT EXCEED 45% TURF)
 - WITH PUBLIC VIEW: FRONT YARD STANDARDS APPLY

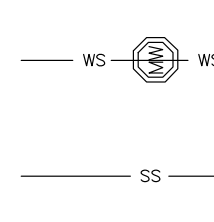
Doesn't apply
Removed.

MULCH LEGEND



ROCK MULCH, TYP.
WOOD MULCH, TYP.

UTILITY LEGEND



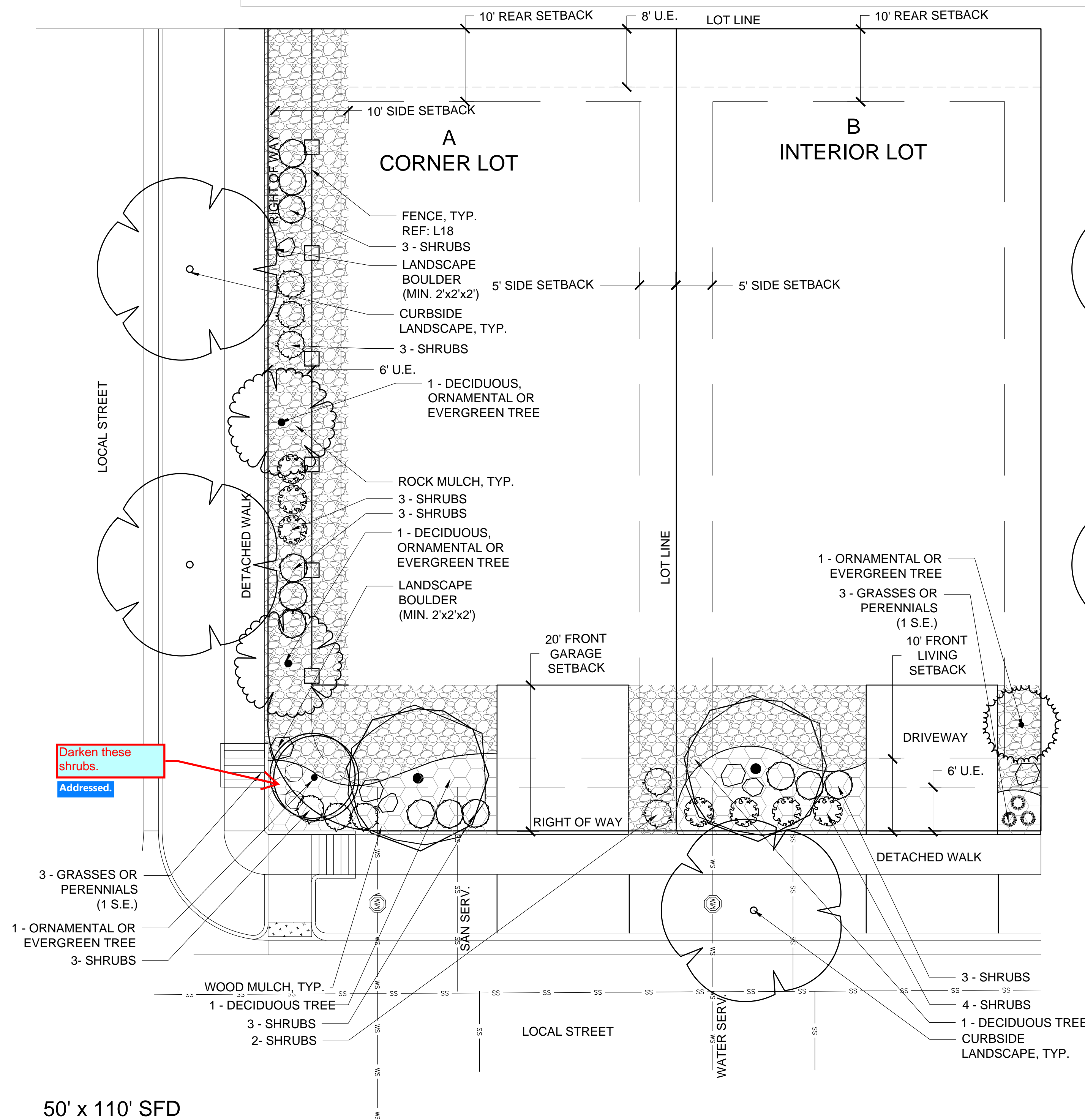
WATER SERVICE LINE & METER (APPROX. LOCATIONS)
SANITARY SERVICE LINE (APPROX. LOCATIONS)

NOTES:

- ROCK/WOOD MULCH AREAS SHALL BE SEPARATED BY STEEL EDGER.
- ORNAMENTAL GRASSES & PERENNIALS SHALL TYPICALLY PLANTED WITHIN WOOD MULCH.
- ALL PLANTING BEDS SHALL CONTAIN ROCK OR WOOD MULCH.
- MAINTAIN TREES MIN. 5' FROM WATER/SANITARY SERVICE LINES

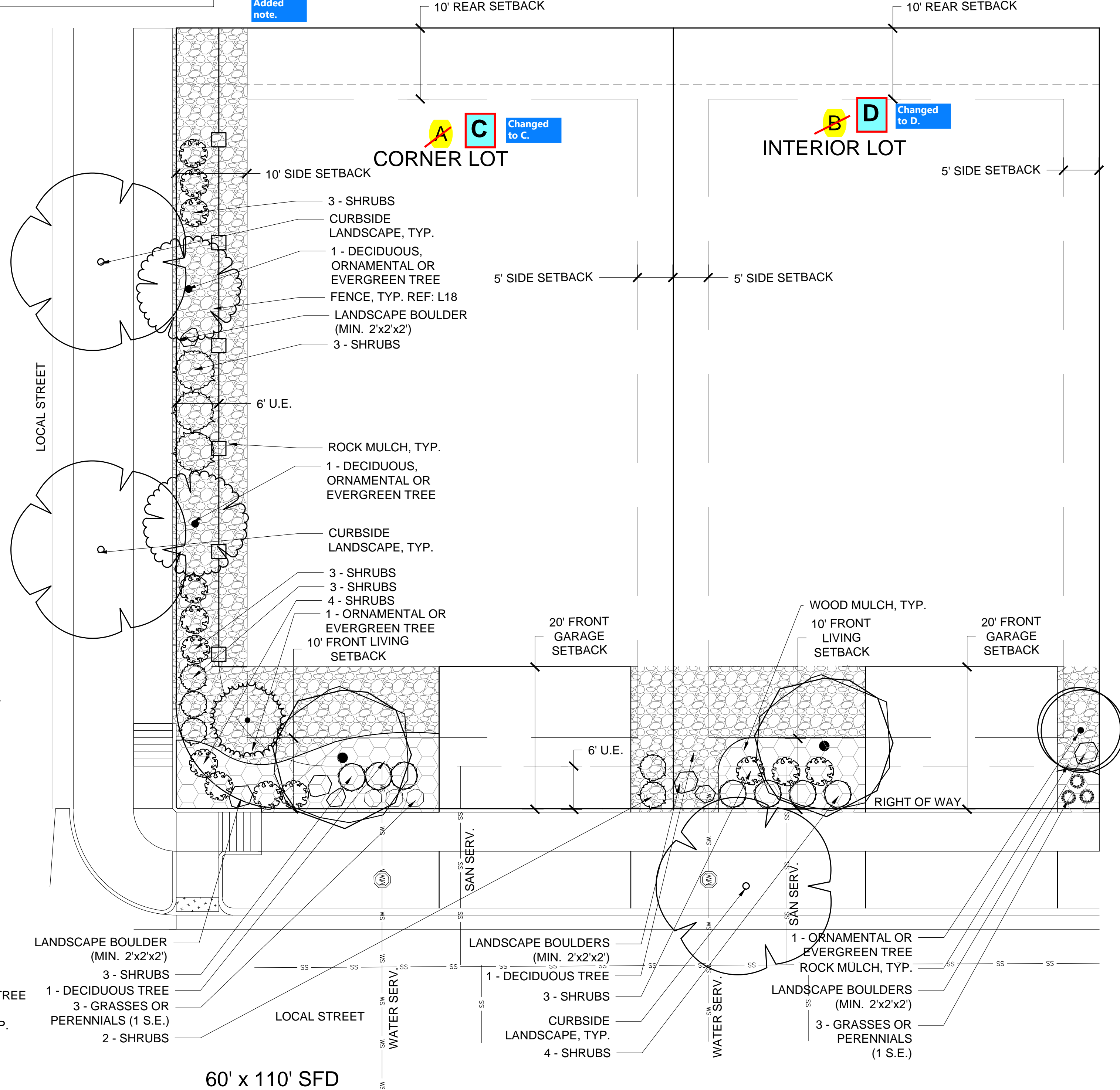
Add: Plant schedule for front yard landscaping can be found on Sheet 19.

Added note.



50' x 110' SFD

Scale 1" = 10'



60' x 110' SFD

Scale 1" = 10'



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Revision Type:		Revision Type:	
No.	Rev. Date:	Submittal #1	Submittal #2
1	06/03/2021	1	06/03/2021
2	12/29/2021	2	12/29/2021
3	10/11/2024	3	10/11/2024
4	11/19/2024	4	11/19/2024
5		5	
6		6	
Designed: JI		Job No.: 1023-0004	
Prepared: JW		Scale Horiz: 1" = 10'	
Approved: JW		Scale Vert: 1" = 10'	
		Sheet: 18 of 42	
		Date: 2024-11-22	

WATERSTONE FILING NO. 4
AURORA, CO
SITE PLAN
TYPICAL RESIDENTIAL LOT - LANDSCAPE PLAN

Proj. Name:
Location:
Plan Set:
Sheet Name:

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Know what's below.
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No. 18

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RESIDENTIAL LOT TYPE LEGEND

A

TYPE A:
50' x 110' MINIMUM - SINGLE FAMILY CORNER LOTS
REF: SHEET L.20

B

TYPE B:
50' x 110' MINIMUM - SINGLE FAMILY INTERIOR LOTS
REF: SHEET L.20

C

TYPE C:
60' x 110' MINIMUM - SINGLE FAMILY CORNER LOTS
REF: SHEET L.20

D

TYPE D:
60' x 110' MINIMUM - SINGLE FAMILY INTERIOR LOTS
REF: SHEET L.20

Add representative plant symbology

Added.

RESIDENTIAL LOT RECOMMENDED PLANT SCHEDULE

TREES	BOTANICAL NAME	CAL
Red Maple	Acer rubrum	2.5"Cal
Skyline Honey Locust	Gleditsia triacanthos `Skyline`	2.5"Cal
Red Oak	Quercus rubra	2.5"Cal
Heritage Oak	Quercus x macedanieli `Clemons` TM	2.5"Cal
Greenspire Linden	Tilia cordata `Greenspire`	2.5"Cal
EVERGREEN TREES	BOTANICAL NAME	SIZE
Colorado Spruce	Picea pungens	6-8` Tall
Bosnian Pine	Pinus heldreichii	6-8` Tall
Austrian Black Pine	Pinus nigra	6-8` Tall
ORNAMENTAL TREES	BOTANICAL NAME	CAL
Spring Snow Crabapple	Malus x `Spring Snow`	2"Cal
Thornless Cockspur Hawthorn	Crataegus crus-galli inermis	2"Cal
Japanese Tree Lilac	Syringa reticulata	2"Cal
SHRUBS	BOTANICAL NAME	SIZE
False Indigo	Amorpha nana	5 gal
Panchito Manzanita	Arctostaphylos x `Panchito`	5 gal
Rubber Rabbitbrush	Chrysothamnus nauseosus	5 gal
Red Twig Dogwood	Cornus sericea `Baileyi`	5 gal
Spanish Gold Broom	Cytisus purgans `Spanish Gold`	5 gal
Ma Huang	Ephedra equisetina	5 gal
Emerald 'n Gold Wintercreeper	Euonymus fortunei `Emerald 'n Gold`	5 gal
Sunburst Hypericum	Hypericum frondosum `Sunburst`	5 gal
Andorra Juniper	Juniperus horizontalis `Andorra`	5 gal
Arcadia Juniper	Juniperus sabina `Arcadia`	5 gal
Russian Sage	Perovskia atriplicifolia	5 gal
Littleleaf Mockorange	Philadelphus microphyllus	5 gal
Mountain Ninebark	Physocarpus monogynus	5 gal
Gold Star Bush Cinquefoil	Potentilla fruticosa `Gold Star`	5 gal
Shrubby Cinquefoil	Potentilla fruticosa `Dakota Sunspot`	5 gal
Pawnee Buttes Sand Cherry	Prunus besseyi `P011S` TM	5 gal
Gro-Low Fragrant Sumac	Rhus aromatica `Gro-Low`	5 gal
Wax Currant	Ribes cereum	5 gal
Pink Double Knock Out Rose	Rosa x `Radtkopink` TM	5 gal
PERENNIALS	BOTANICAL NAME	SIZE
Red Valerian	Centranthus ruber	1 gal
Evergreen Candytuft	Iberis sempervirens	1 gal
May Night Sage	Salvia x sylvestris `May Night`	1 gal
ORNAMENTAL GRASS	BOTANICAL NAME	SIZE
Feather Reed Grass	Calamagrostis x acutiflora `Karl Foerster`	1 gal
Little Bunny Fountain Grass	Pennisetum alopecuroides `Little Bunny`	1 gal

Add space

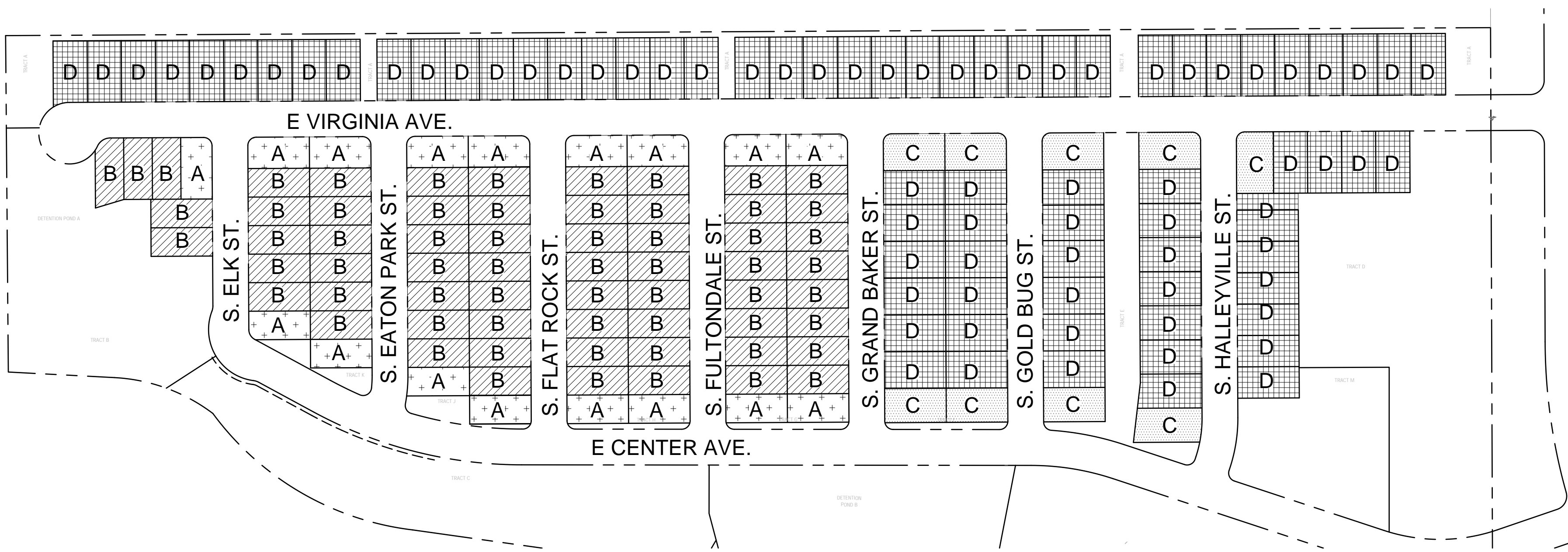
Addressed.

This sheet should come before the actual lot typical.

Switched sheets.

RESIDENTIAL LOT TYPE PLAN

SCALE: 1" = 150'



Given the density of the hatching, please enlarge this. It does not have to be to a specified scale.

Enlarged.

NOTE:
· THE ABOVE LIST OF RECOMMENDED PLANTS SHALL BE USED TO CREATE VARIATION BETWEEN LOTS.
· INSTALLATION OF THE SAME PLANT MATERIAL OR SAME FRONT YARD LANDSCAPE DESIGN IN ADJOINING LOTS IS PROHIBITED.LOT TYPICAL LANDSCAPE GRAPHICS ARE TO ILLUSTRATE INTENT ONLY. PLANS SHALL BE ADJUSTED TO ACCOMMODATE VARIOUS FOOTPRINTS AND LOT SHAPES.



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WATERSTONE FILING NO. 4

AURORA, CO

SITE PLAN

TYPICAL RESIDENTIAL LOT PLAN

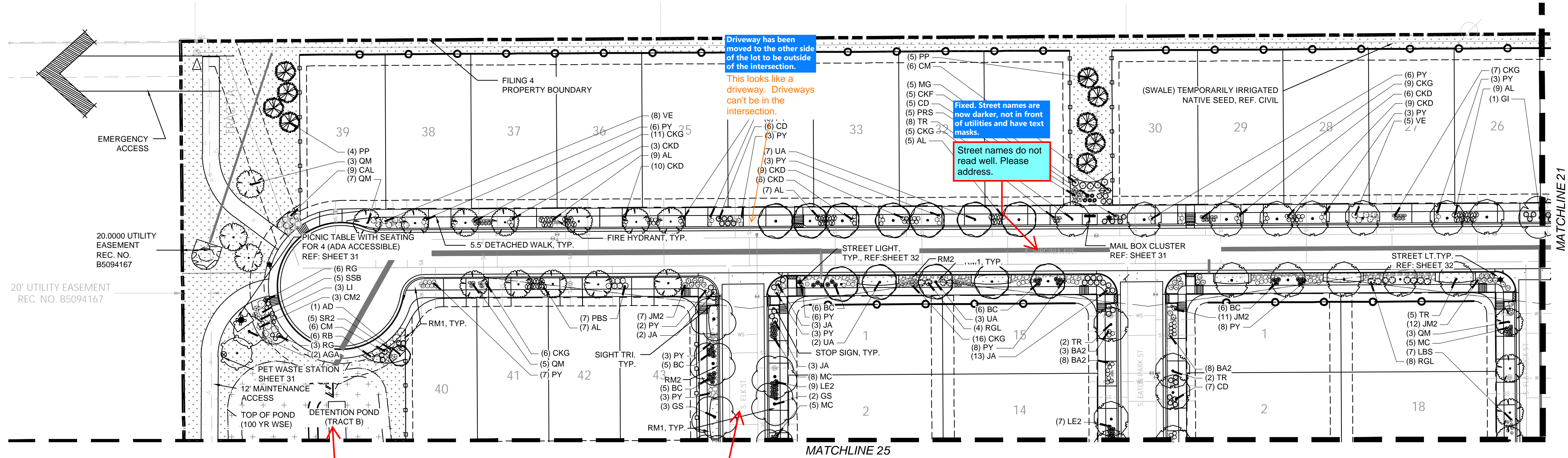
Proj Name:
Location:
Plan Set:
Sheet Name:

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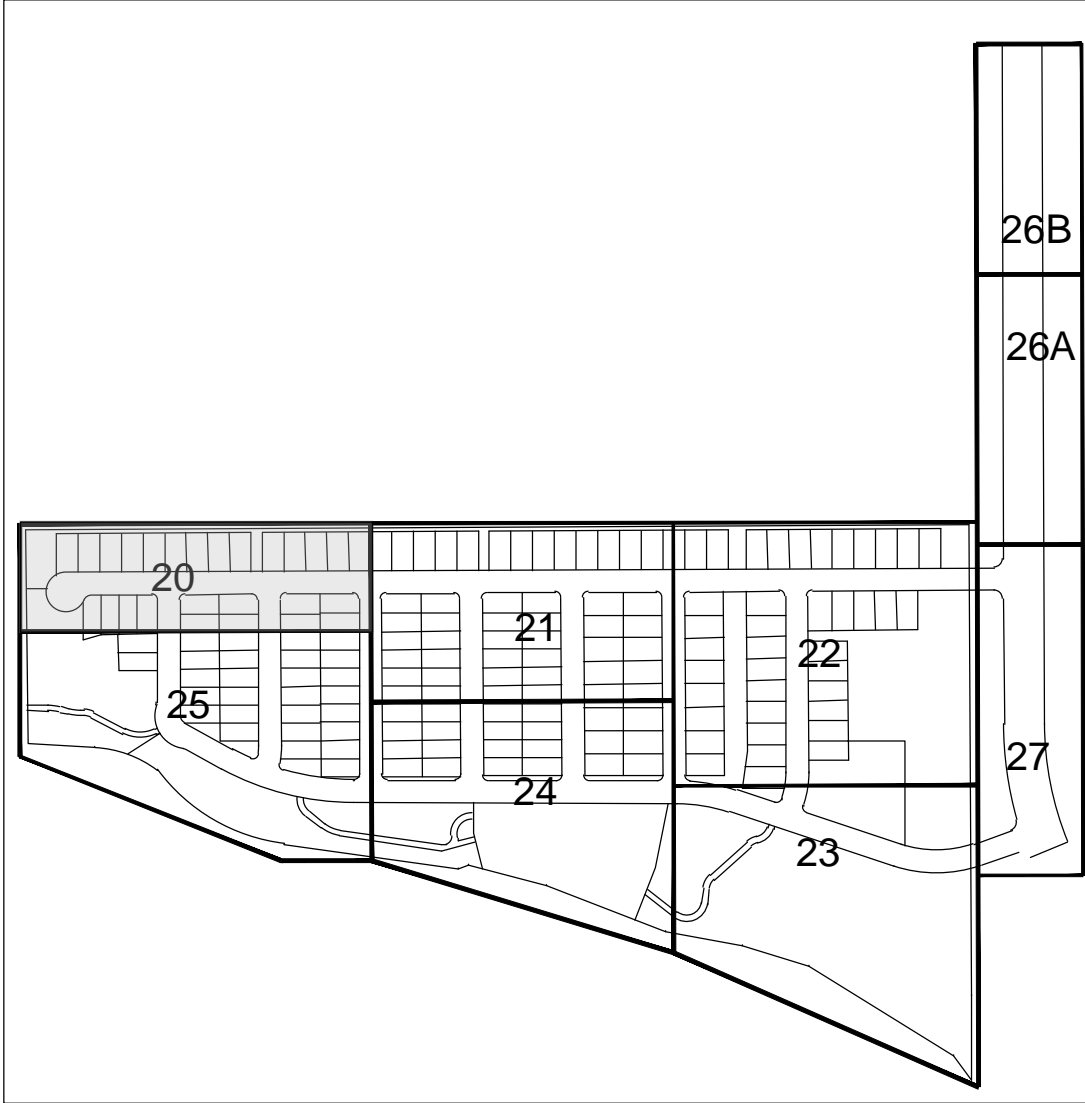


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KEYMAP:



LEGEND

	DETENTION SEED MIX		BENCH
	TURF		WASTE RECEPTACLE
	IRRIGATED NATIVE SEED		PET WASTE STATION
	WILDFLOWER MIX		PEDESTRIAN LIGHTING
	CRUSHER FINES		BIKE RACKS
	COBBLE 3-6" DI.		MAILBOX CLUSTER
	ROCK MULCH 1.5-3" DIA.		PICNIC TABLE
	COLORED CONCRETE (TRACT C PARK)		LANDSCAPE BOULDER
	FIBAR PLAY SURFACE		ROLL TOP STEEL EDGE
*NOTE: NO EDGER REQUIRED BETWEEN ROCK MULCH TYPES			SIGHT TRIANGLE
			PRIVACY FENCE
			SPLIT RAIL FENCE

Label the pond as detention pond "A".
Labeled.

None of the street names are visible.
Fixed. Street names are now darker and have text masks.

Fixed. Street names are now darker, not in front of utilities and have text masks.
Street names do not read well. Please address.

Driveway has been moved to the other side of the lot to be outside of the intersection.
This looks like a driveway. Driveways can't be in the intersection.

WATERSTONE FILING NO. 4

AURORA, CO

SITE PLAN

LANDSCAPE PLAN

Proj. Name:

Location:

Plan Set:

Sheet Name:

NOT FOR CONSTRUCTION



Know what's below.
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No.

20

Revision Type:

Submittal #1

Submittal #2

Submittal #3

Submittal #4

Rev. Date:

06/03/2021

12/29/2021

10/01/2024

11/19/2024

No.

1

2

3

4

Rev. Date:

06/03/2021

12/29/2021

10/01/2024

11/19/2024

Rev. Date:

06/03/2021

12/29/2021

10/01/2024

11/19/2024

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11/19/2024

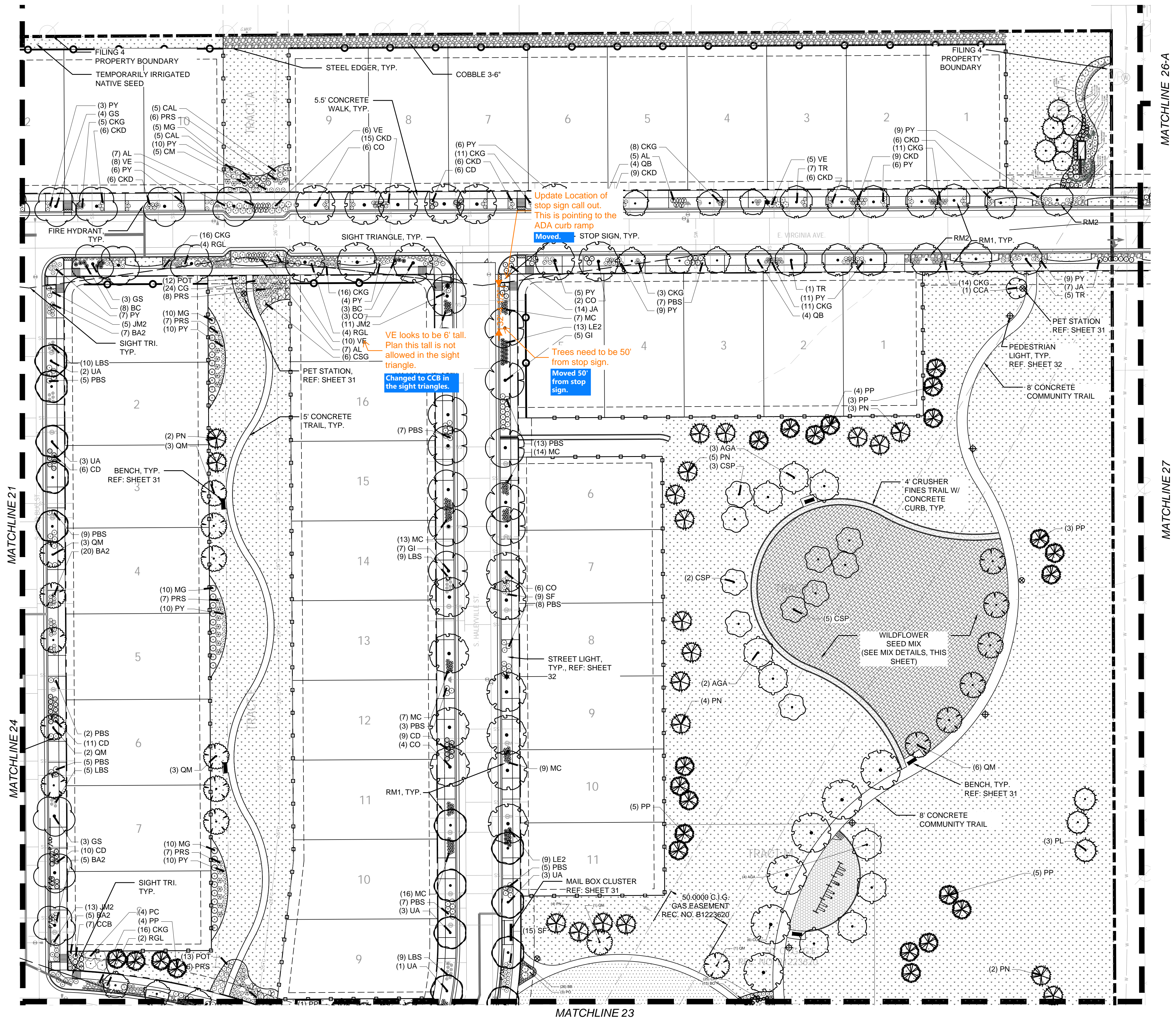
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06/03/2021

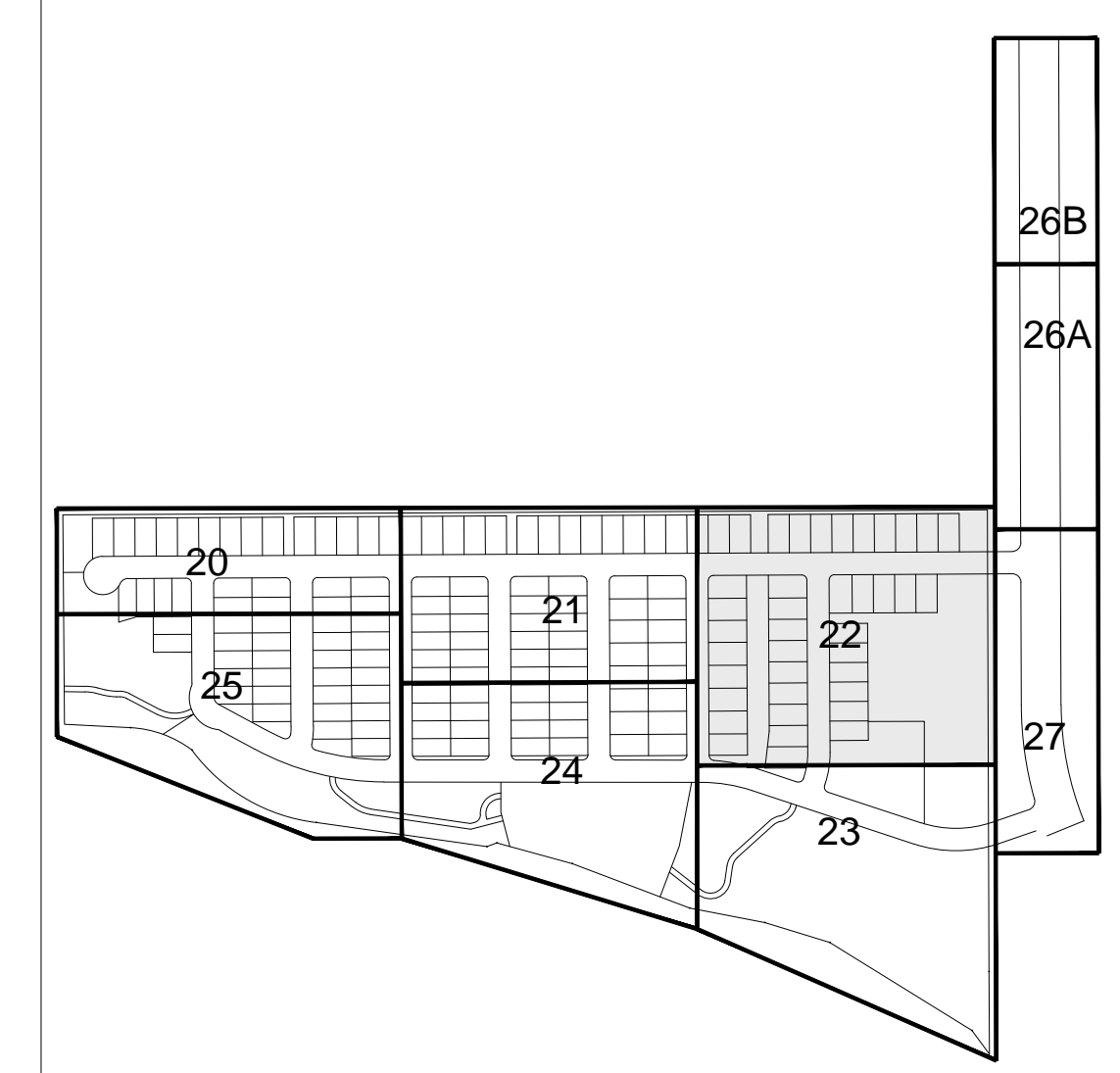
12/29/2021

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11/19/2024



KEYMAP:

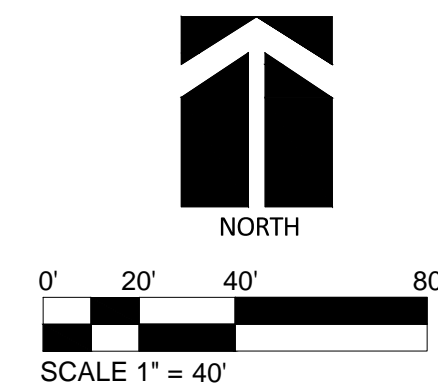


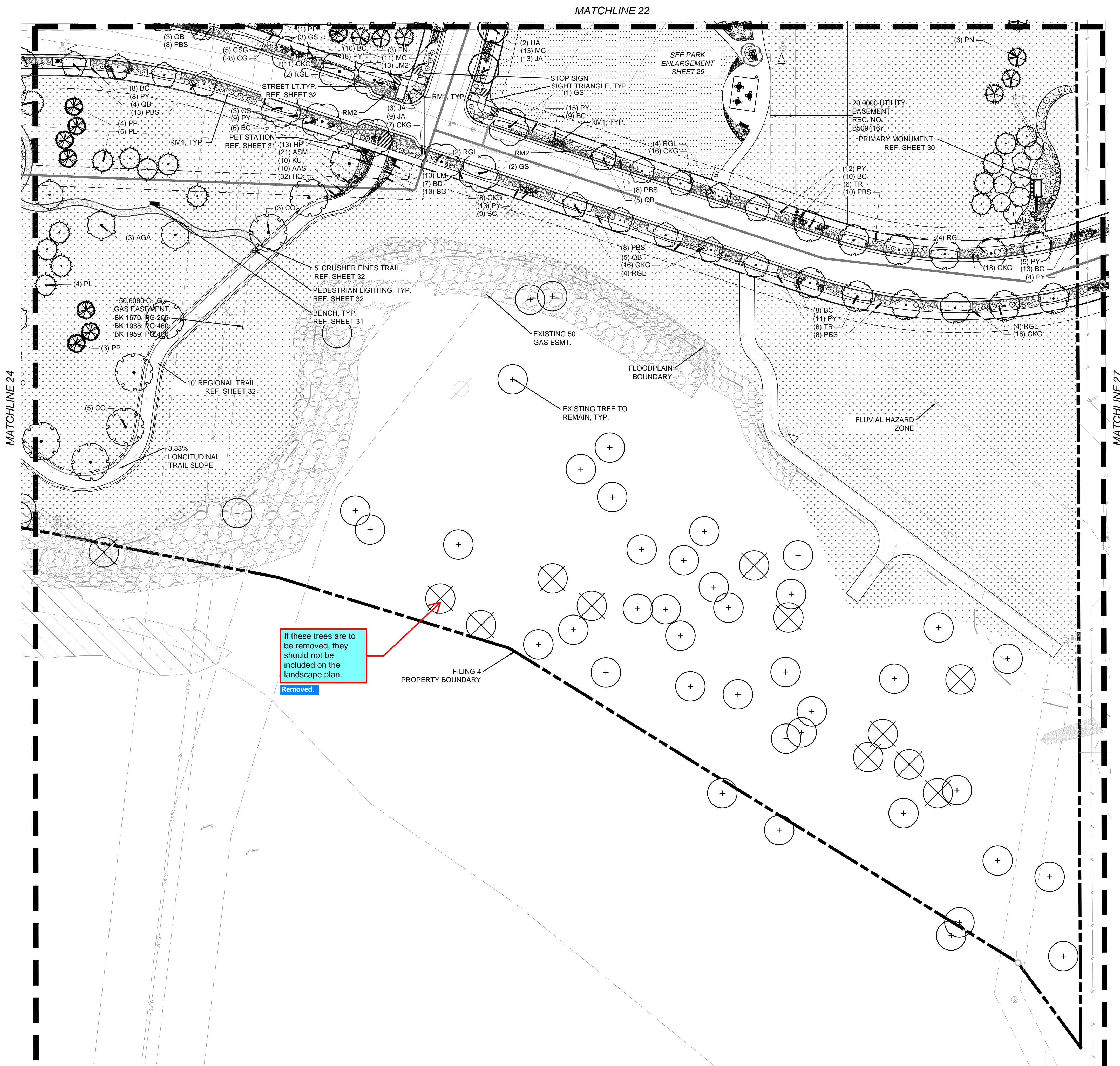
LEGEND			
	DETENTION SEED MIX		BENCH
	TURF		WASTE RECEPTACLE
	IRRIGATED NATIVE SEED		PET WASTE STATION
	WILDFLOWER MIX		PEDESTRIAN LIGHTING
	CRUSHER FINES		BIKE RACKS
	COBBLE 3-6\"/>		MAILBOX CLUSTER
	ROCK MULCH 1.5-3\"/>		PICNIC TABLE
	COLORLED CONCRETE (TRACT C PARK)		LANDSCAPE BOULDER
	FIBAR PLAY SURFACE		ROLL TOP STEEL EDGE
*NOTE: NO EDGER REQUIRED BETWEEN ROCK MULCH TYPES			SIGHT TRIANGLE
			SECURITY FENCE
			SPLIT RAIL FENCE

WILD FLOWER SEED MIX

Arkansas Valley Seed - Low Grow Mix:

Cornflower (*Centaurea cyanus*)
 Baby's Breath (*Gypsophila elegans*)
 Blue Flax (*Linum lewisii*)
 Sweet Alyssum (*Loebelia maritima*)
 Chinese Forget-Me-Not (*Cynoglossum amabile*)
 Dwarf Godetia (*Clarkia amoena*)
 Siberian Wallflower (*Cheiranthus allionii*)
 California Poppy (*Eschscholzia californica*)
 Shasta Daisy (*Leucanthemum x superbum*)
 Sweet William Pinks (*Dianthus barbatus*)
 Dwarf Lance-Leaved Coreopsis (*Coreopsis lanceolata*)
 Dwarf Plains Coreopsis (*Coreopsis tinctoria*)
 Annual Candytuft (*Iberis sempervirens*)
 Dwarf Red Coneyflower (*Ratibida columnifera*)
 Blanketflower (*Gaillardia aristata*)
 Tussock Bellflower (*Campanula carpatica*)
 Johnny Jump-Up (*Viola tricolor*)
 Snow-In Summer (*Cerastium tomentosum*)
 *Formulations and Varieties are subject to change without notice

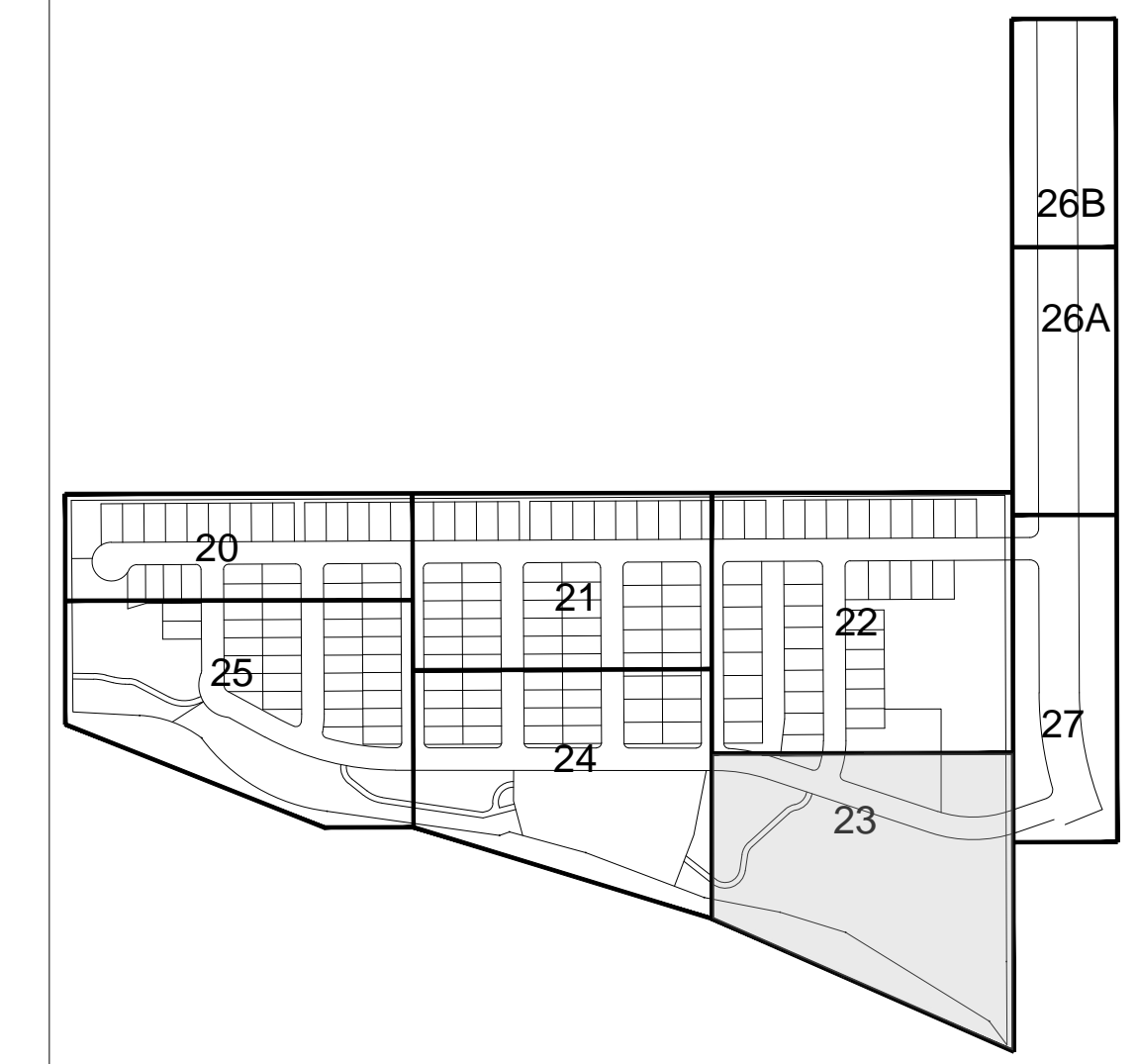

























If these trees are to be removed, they should not be included on the landscape plan.

Removed.

KEYMAP:



LEGEND	
	DETENTION SEED MIX
	TURF
	IRRIGATED NATIVE SEED
	WILDFLOWER MIX
	CRUSHER FINES
	COBBLE 3-6" DI.
	ROCK MULCH 1.5-3" DIA.
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	BENCH
	WASTE RECEPTACLE
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	SIGHT TRIANGLE
	PRIVACY FENCE
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Proj. Name:	WATERSTONE FILING NO. 4					No.	Rev. Date:		Revision Type:
						1	06/03/2021	SUBMITTAL #1	
Location:	AURORA, CO					2	12/29/2021	SUBMITTAL #2	
						3	10/11/2024	SUBMITTAL #3	
Plan Set:	SITE PLAN					4	11/19/2024		
						5			
						6			
Sheet Name:						Designed:	JL	Job No.: 1023-0004	Sheet: 23 of 42
						Prepared:	JL	Scale Horiz:	Date:
						Approved:	JW	Scale Vert:	2024-11-22

WATERSTONE FILING NO. 4

AURORA, CO

SITE PLAN

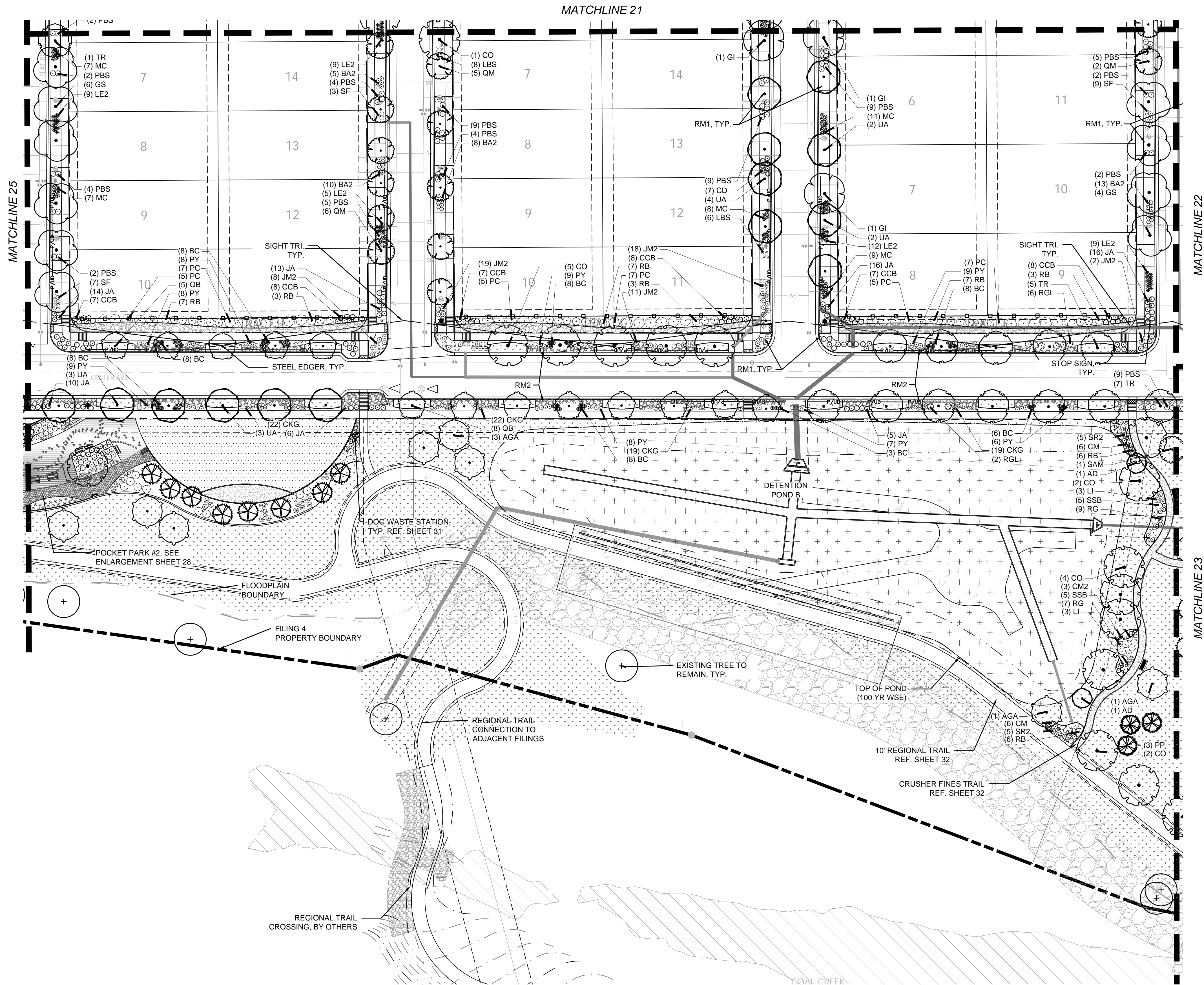
LANDSCAPE PLAN

NOT FOR
CONSTRUCTION

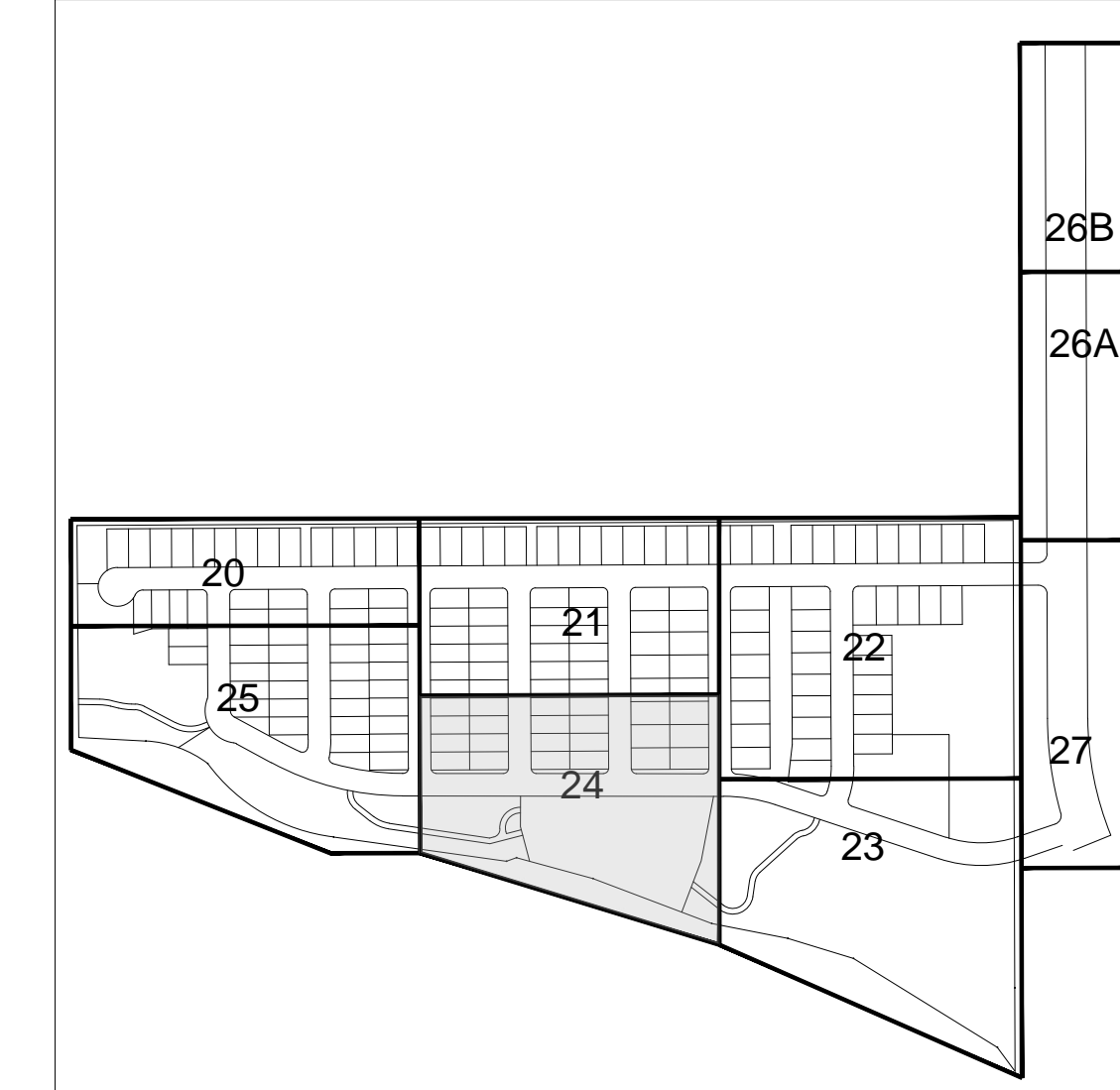


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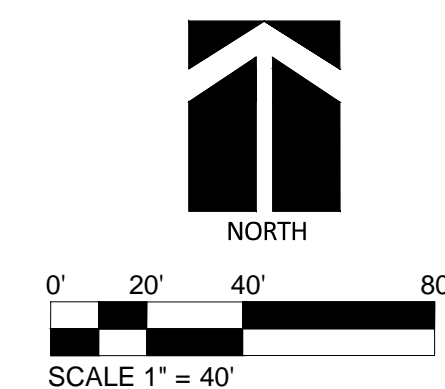
KEYMAP:



LEGEND	
	DETENTION SEED MIX
	TURF
	IRRIGATED NATIVE SEED
	WILDFLOWER MIX
	CRUSHER FINES
	COBBLE 3-6" DI.
	ROCK MULCH 1.5-3" DIA.
	COLORLED CONCRETE (TRACT C PARK)
	FIBAR PLAY SURFACE
	BENCH
	WASTE RECEPTACLE
	PET WASTE STATION
	PEDESTRIAN LIGHTING
	BIKE RACKS
	MAILBOX CLUSTER
	PICNIC TABLE
	LANDSCAPE BOULDER
	ROLL TOP STEEL EDGE
	SIGHT TRIANGLE
	PRIVACY FENCE
	SPLIT RAIL FENCE

*NOTE: NO EDGER REQUIRED BETWEEN ROCK MULCH TYPES

Add missing legend.
Legend is complete.



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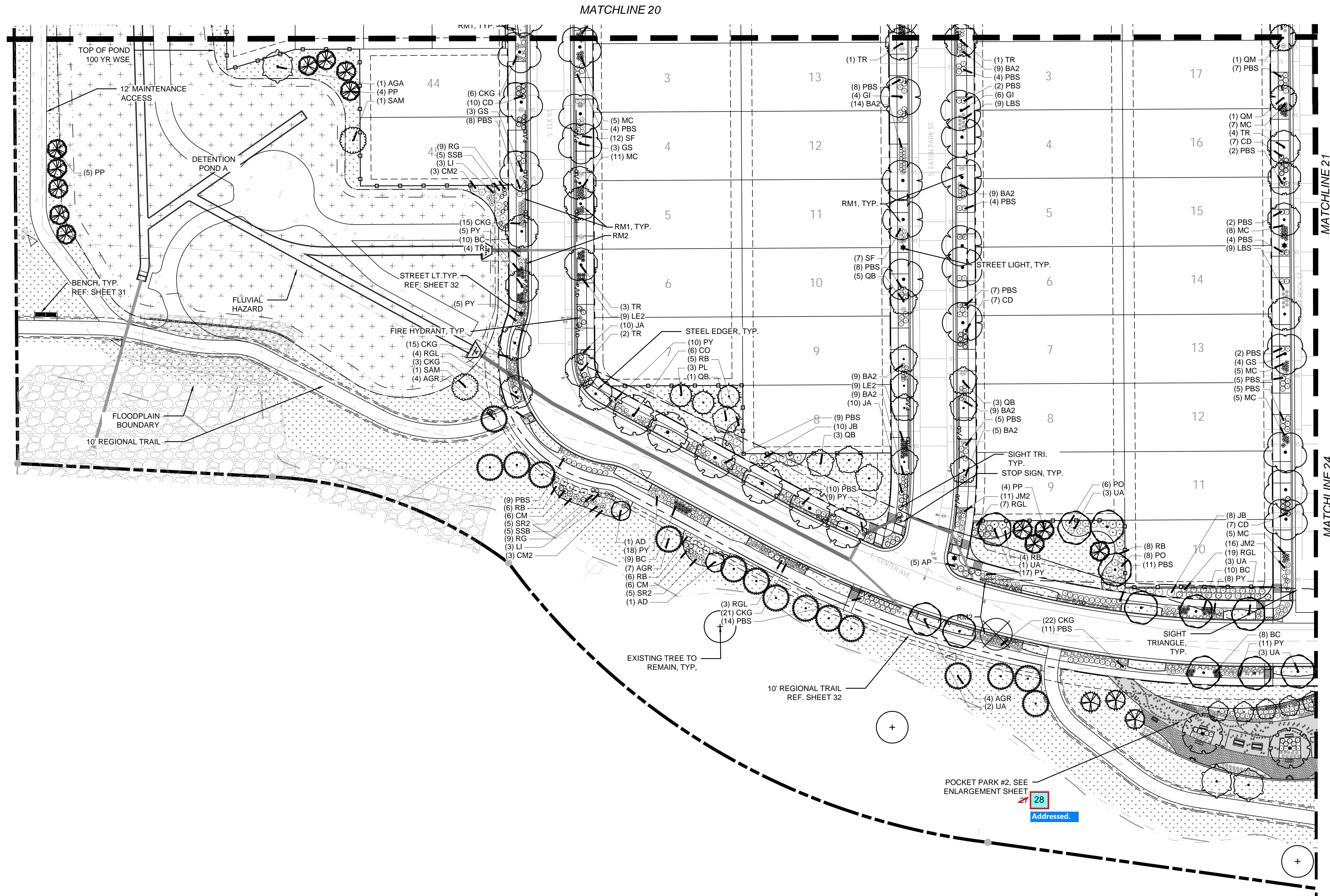
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Plan Set:	SITE PLAN					
Sheet Name:	LANDSCAPE PLAN					
Revision Type:	Revision Type:					
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Rev. Date:	06/03/2021	12/29/2021	10/11/2024	11/19/2024		
Submittal #1	Submittal #2	Submittal #3	Submittal #4	Submittal #5	Submittal #6	Submittal #7
Job No.:	1023-0004					
Scale Horiz:	JL	JL	JL	JL	JL	JL
Scale Vert:	JL	JL	JL	JL	JL	JL
Sheet:	24 of 42					
Date:	2024-11-22					
Designed:	JL					
Prepared:	JL					
Approved:	JW					

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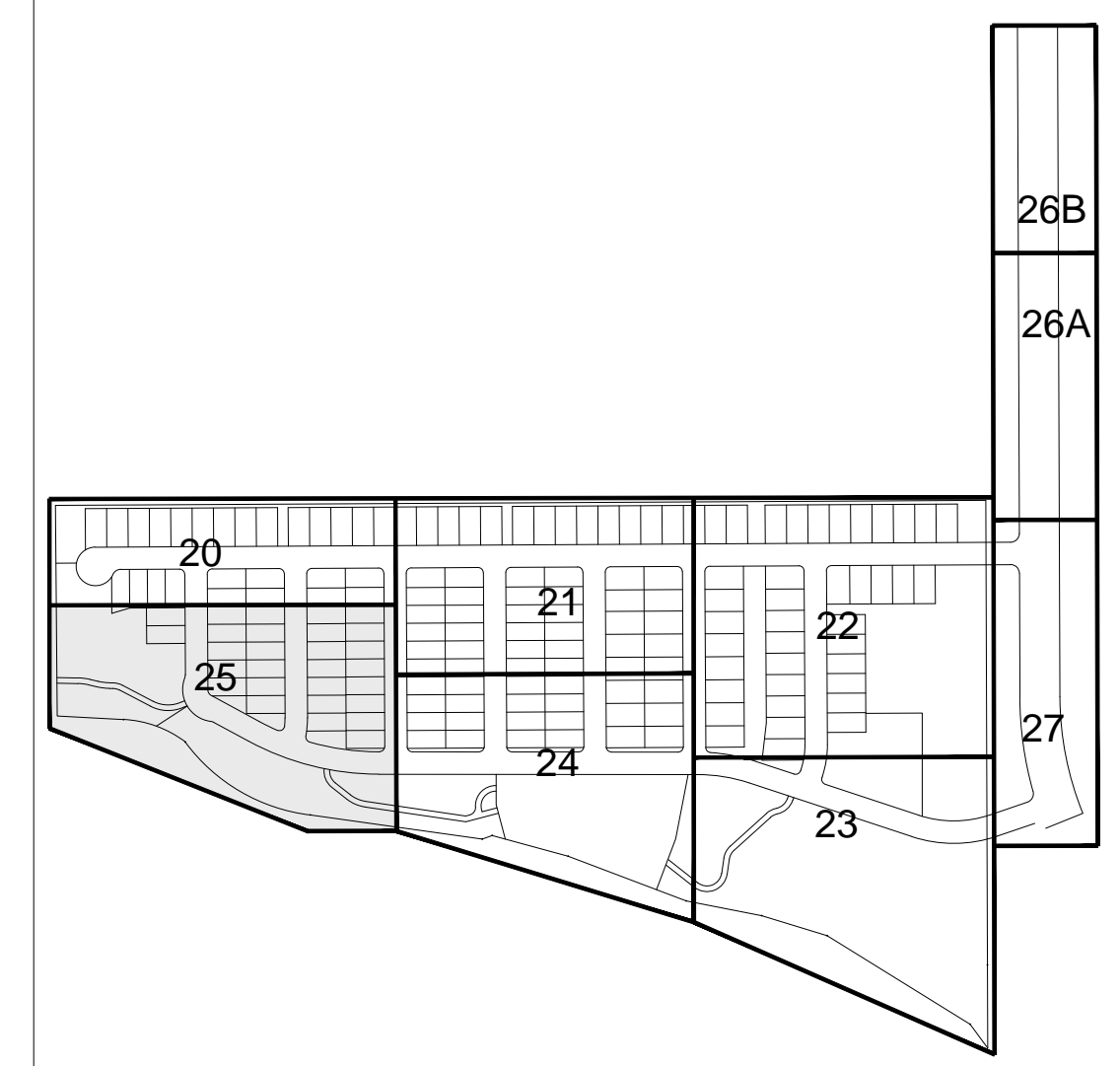
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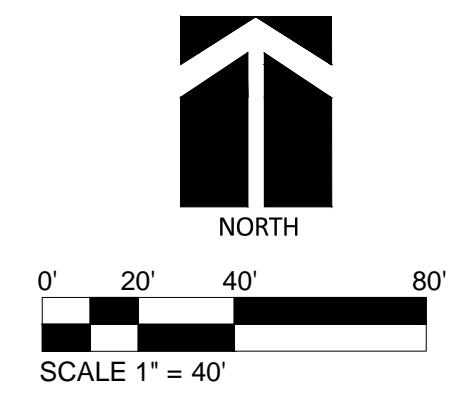


KEYMAP:



LEGEND

	DETENTION SEED MIX		BENCH
	TURF		WASTE RECEPTACLE
	IRRIGATED NATIVE SEED		PET WASTE STATION
	WILDFLOWER MIX		PEDESTRIAN LIGHTING
	CRUSHER FINES		BIKE RACKS
	COBBLE 3-6\"/>		MAILBOX CLUSTER
	ROCK MULCH 1.5-3\"/>		PICNIC TABLE
	COLORLED CONCRETE (TRACT C PARK)		LANDSCAPE BOULDER
	FIBAR PLAY SURFACE		ROLL TOP STEEL EDGE
*NOTE: NO EDGER REQUIRED BETWEEN ROCK MULCH TYPES			SIGHT TRIANGLE
			PRIVACY FENCE
			SPLIT RAIL FENCE



WATERSTONE FILING NO. 4

AURORA, CO
SITE PLAN

LANDSCAPE PLAN

Proj. Name:

Location:

Plan Set:

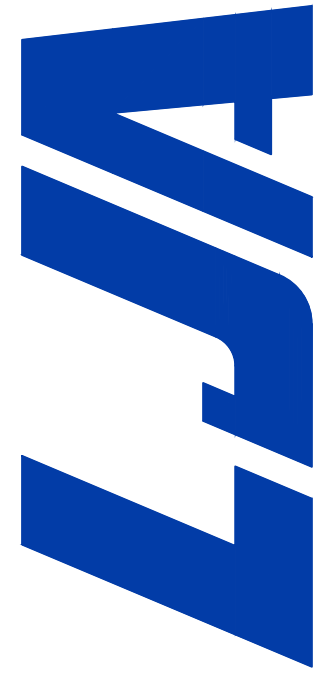
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Revision Type:

SUBMITTAL #2

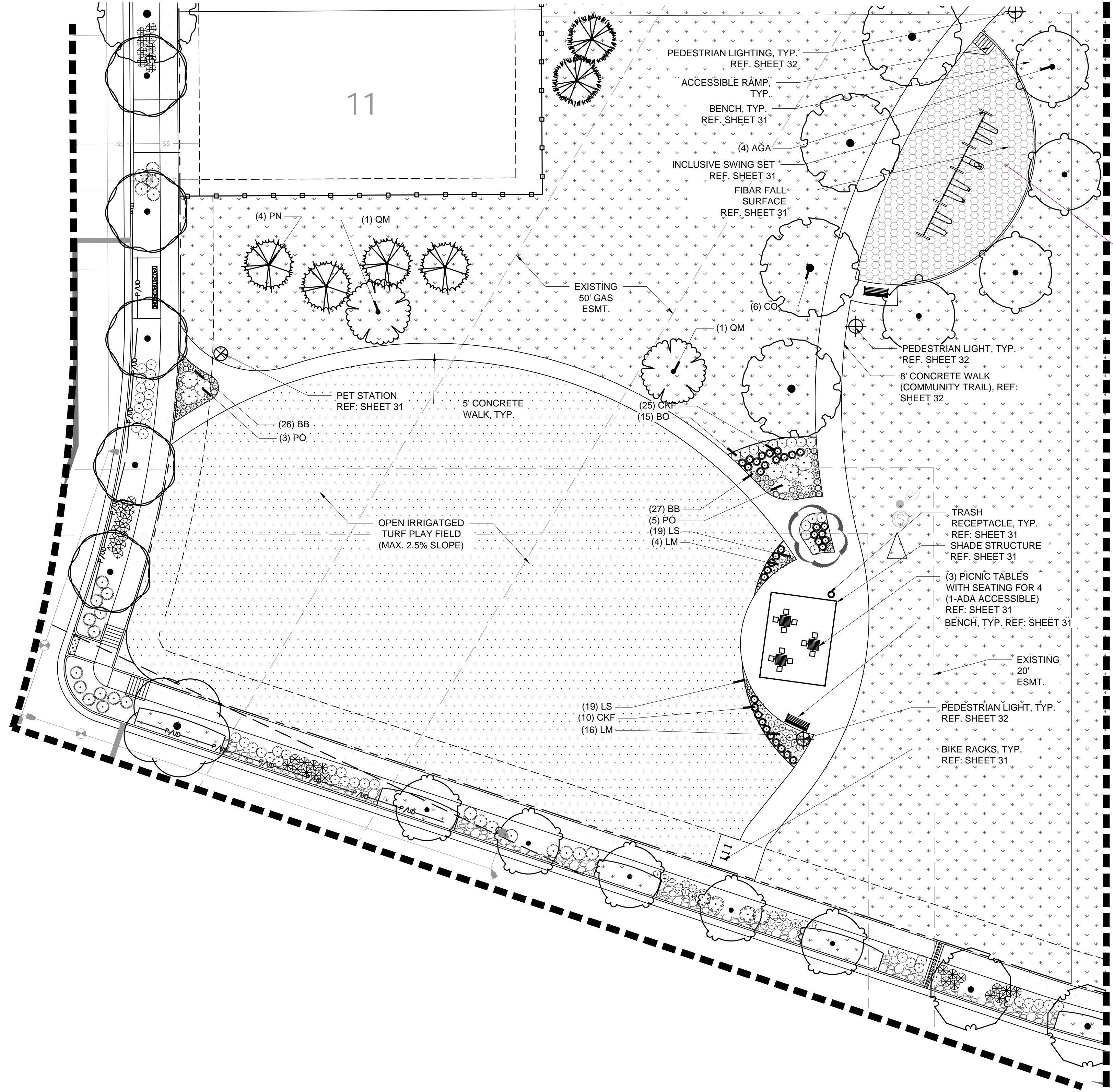
SUBMITTAL #3

et: 25 of 4

Date:
2024-11-22

Job No.: 10
Scale Horiz:
Scale Vert:

1 PARK ENLARGEMENT (POCKET PARK #1)

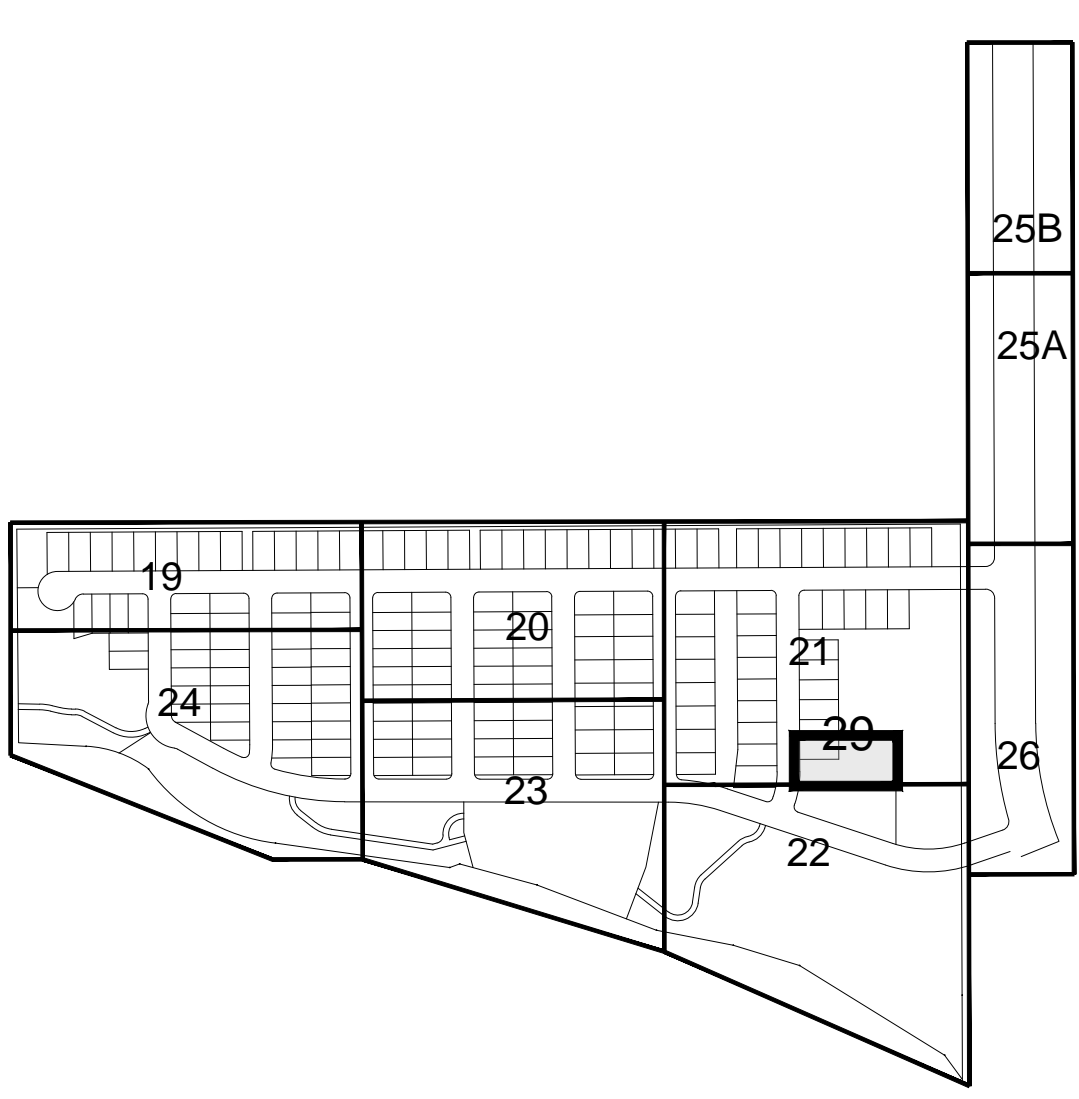


NH Parks must have two age specific play structures as well as ADA inclusive elements.

Addressed, Added "Rock on Seesaw" (ADA inclusive play structure) for ages 2-12. Swings are for ages 2-12.

SCALE: 1" = 20'

KEYMAP:



LEGEND

	DETENTION SEED MIX		BENCH
	TURF		WASTE RECEPTACLE
	IRRIGATED NATIVE SEED		PET WASTE STATION
	WILDFLOWER MIX		PEDESTRIAN LIGHTING
	CRUSHER FINES		BIKE RACKS
	COBBLE 3-6" DI.		MAILBOX CLUSTER
	ROCK MULCH 1.5-3" DIA.		PICNIC TABLE
	COLORLED CONCRETE (TRACT C PARK)		LANDSCAPE BOULDER
	FIBAR PLAY SURFACE		ROLL TOP STEEL EDGE
*NOTE: NO EDGER REQUIRED BETWEEN ROCK MULCH TYPES			SIGHT TRIANGLE
			PRIVACY FENCE
			SPLIT RAIL FENCE

POCKET PARK

- AMENITIES PER FDP:
- 4' PATH
 - SEATING AREA
 - OPEN PLAY FIELD
 - ACTIVE PLAY FEATURE (SWING SET)

WATERSTONE FILING NO. 4

AURORA, CO

SITE PLAN

TRACT M-PARK ENLARGEMENT

Proj. Name:
Location:
Plan Set:
Sheet Name:

No.	Rev. Date:	Revision Type:
1	06/03/2021	SUBMITTAL #1
2	12/29/2021	SUBMITTAL #2
3	10/11/2024	SUBMITTAL #3
4	11/19/2024	SUBMITTAL #3
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Designed: JI		Job No.: 1023-0004
Prepared: JI		Scale Horiz:
Approved: JW		Scale Vert:

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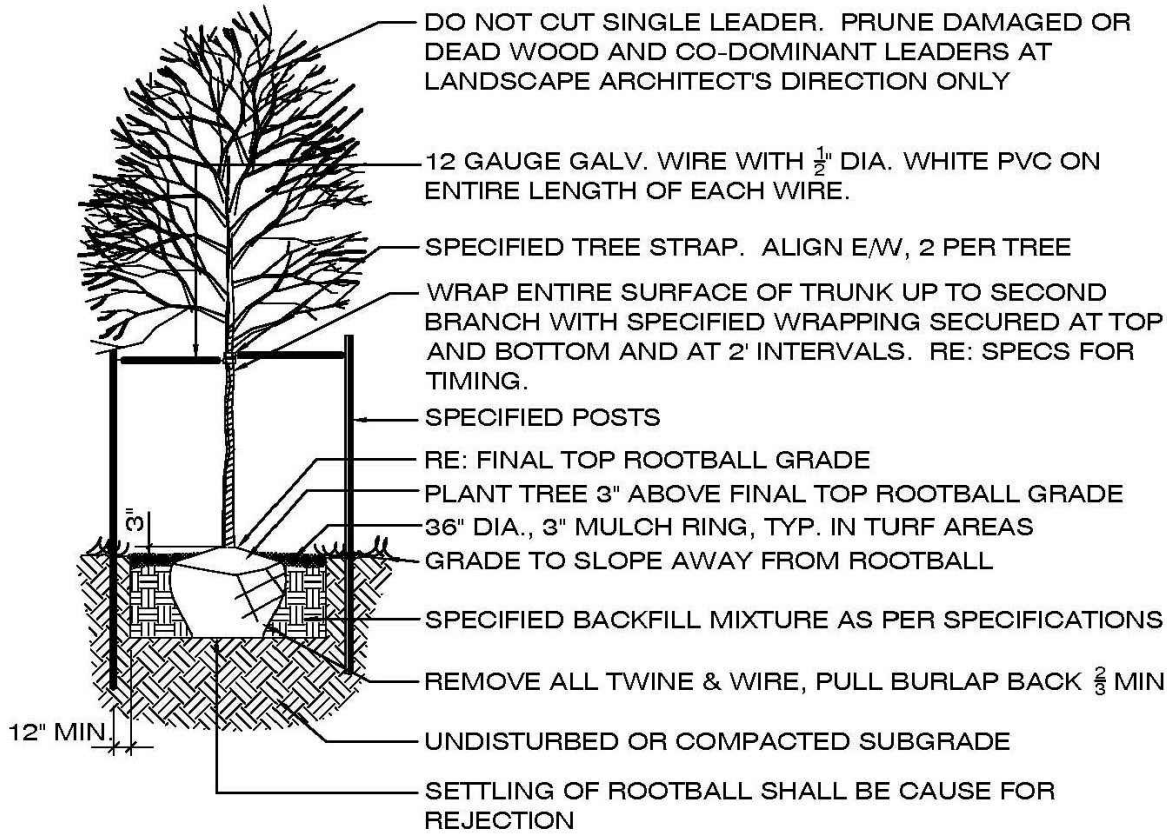
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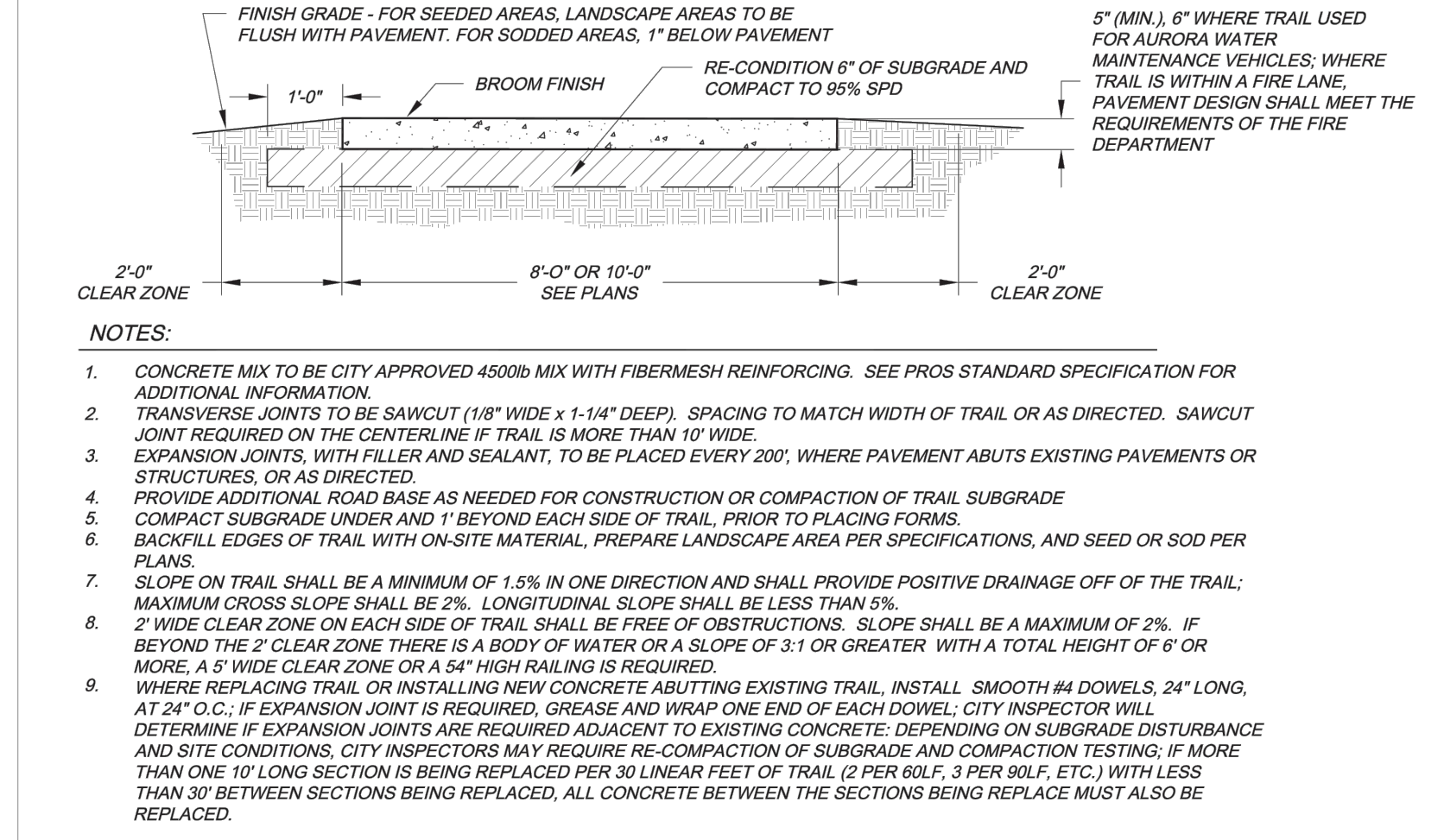
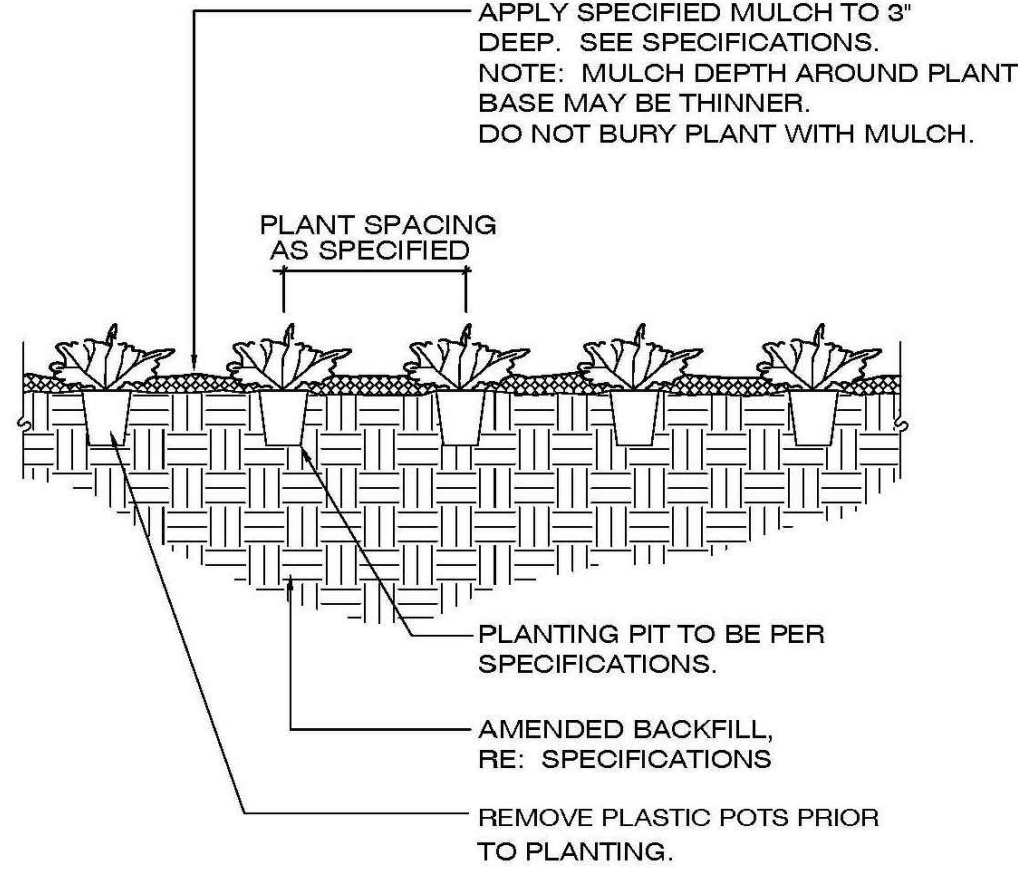
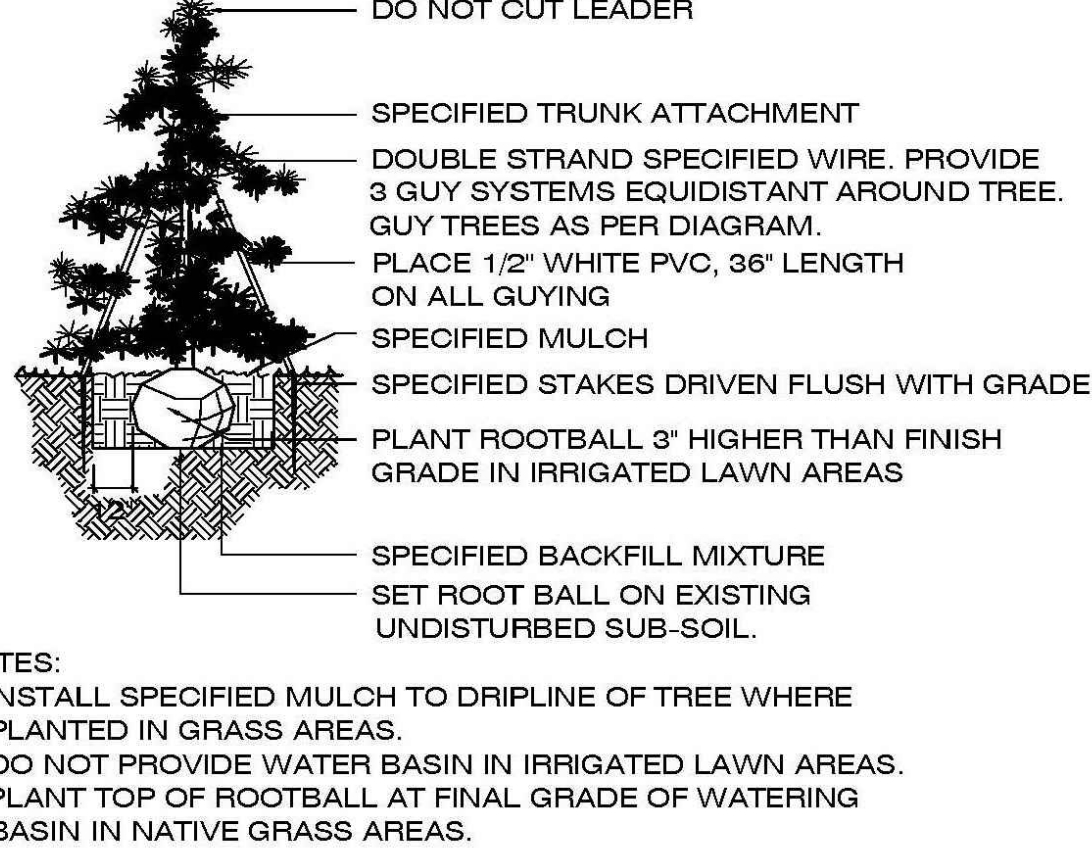
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DECIDUOUS TREE



EVERGREEN TREE



City of Aurora
Parks, Recreation & Open Space Dept.
Date: October 2020

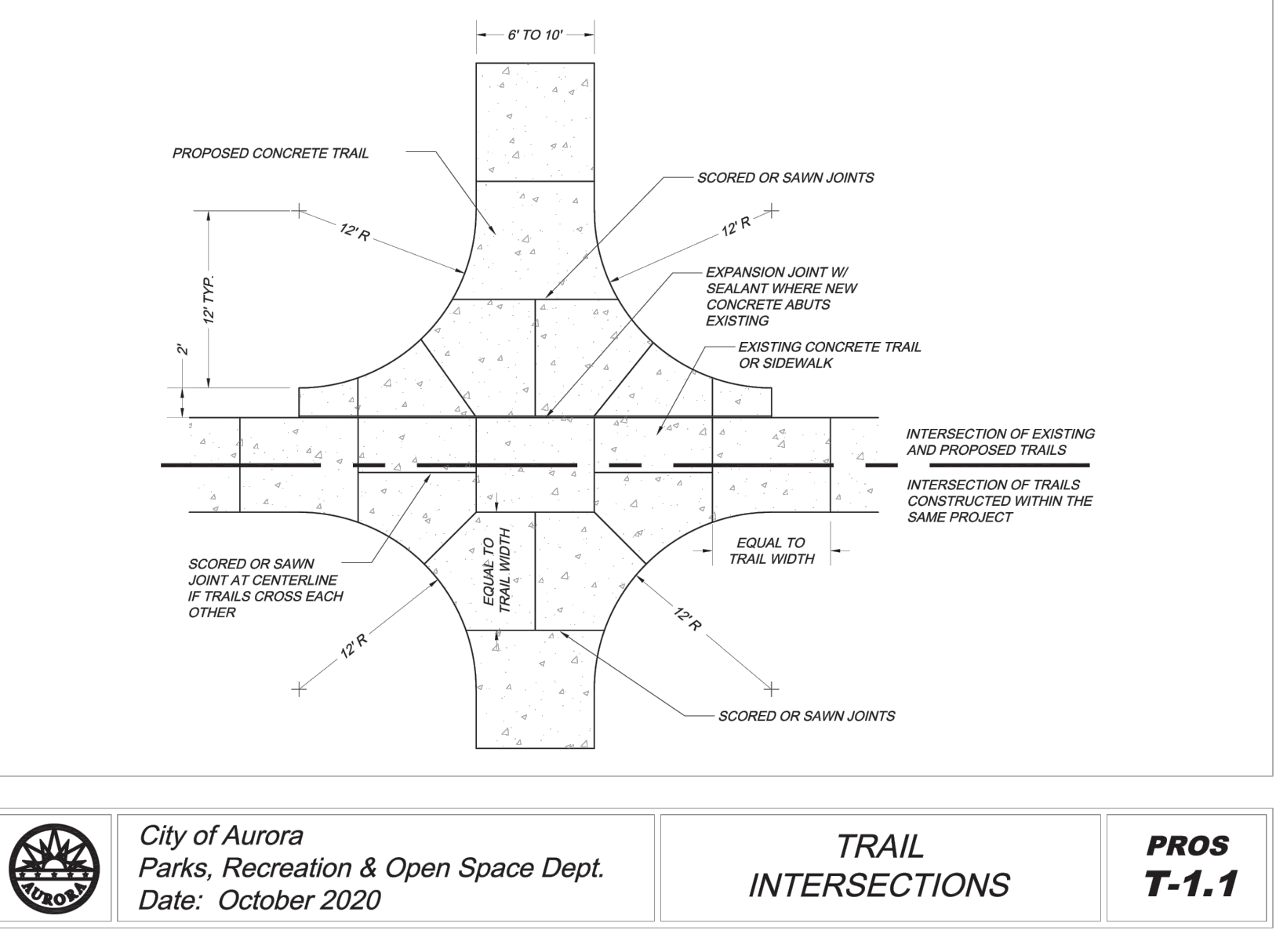
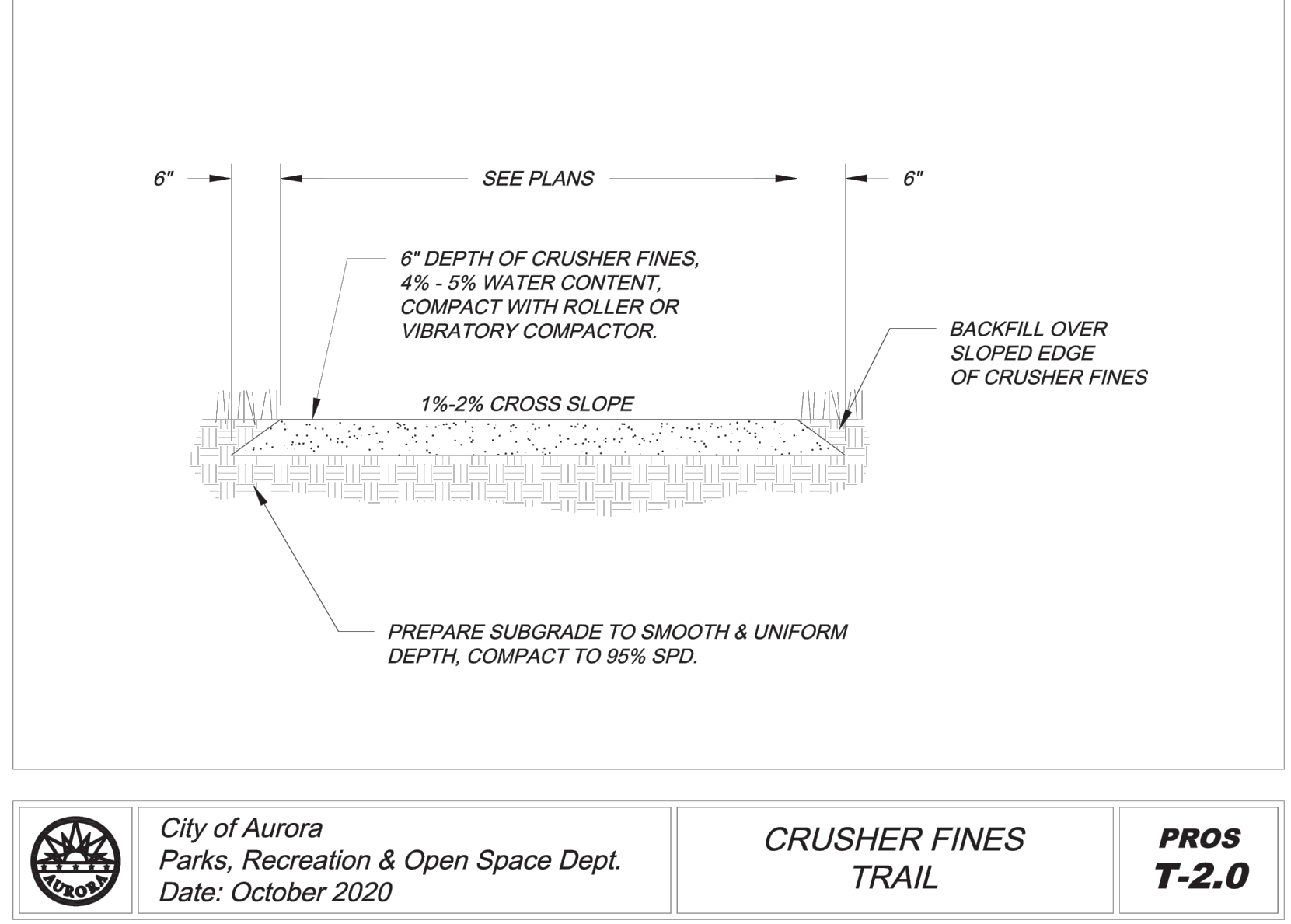
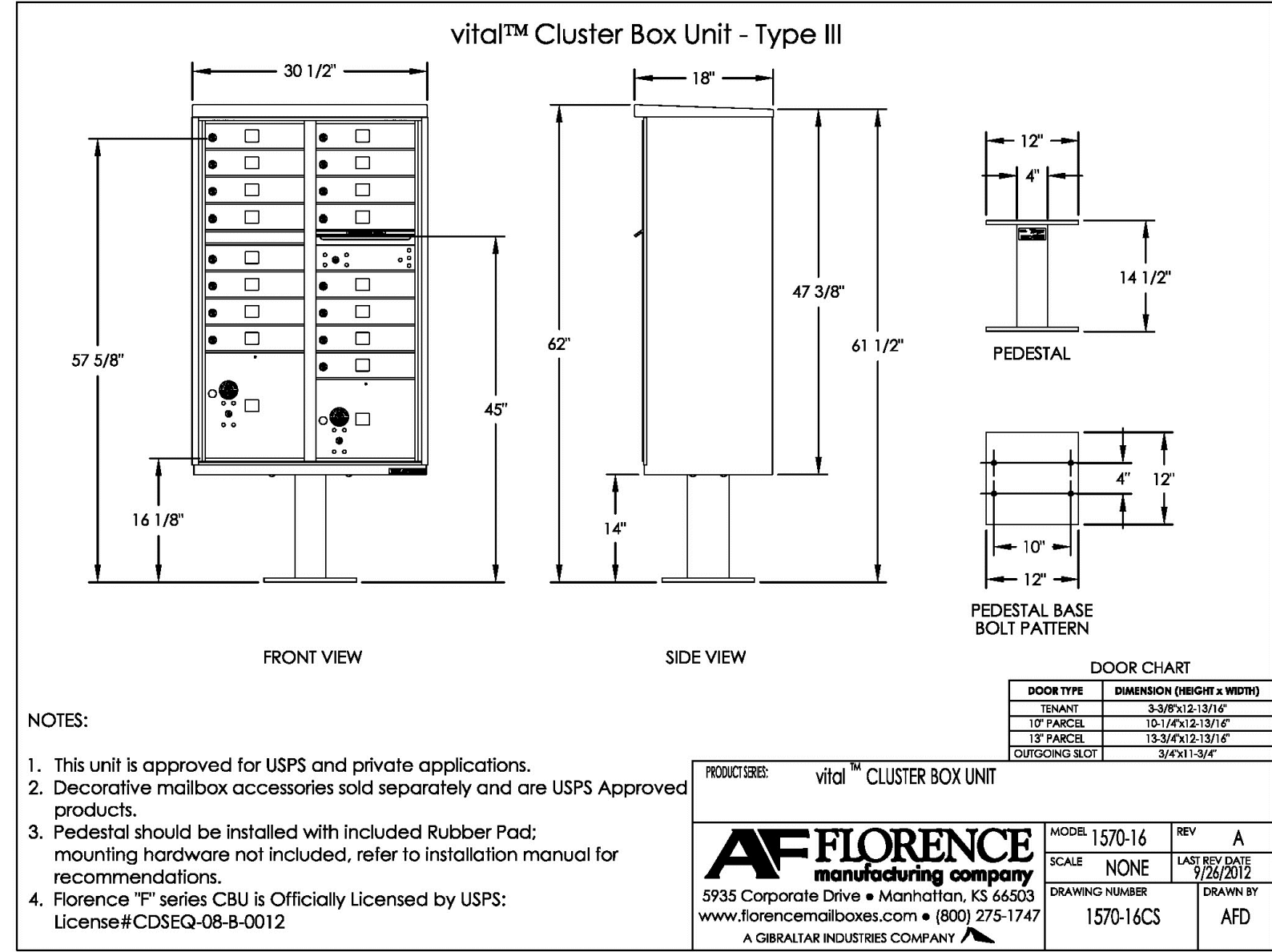
MULTI-USE
TRAIL

PROS
T-1.0

1 TREE PLANTING AND STAKING NOT TO SCALE

2 ORN. GRASS/PERENNIAL PLANTING NOT TO SCALE

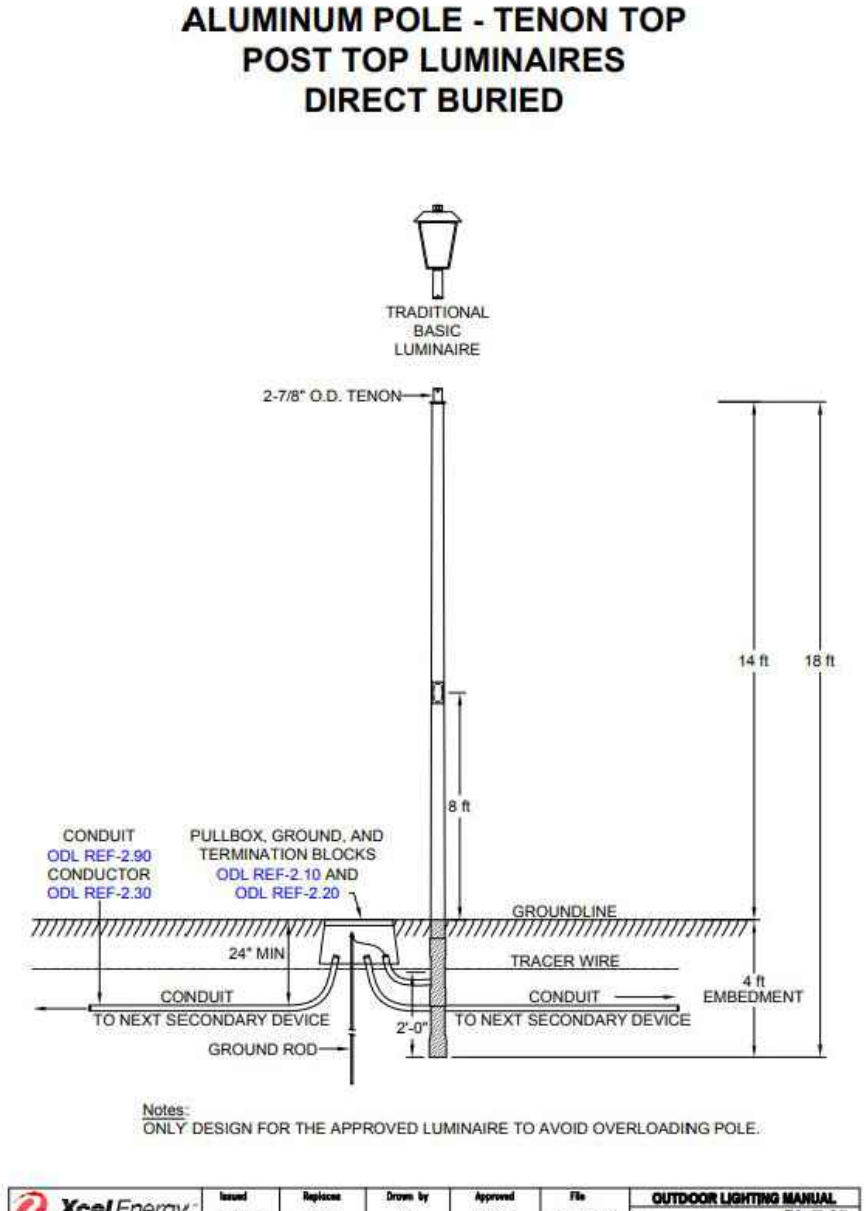
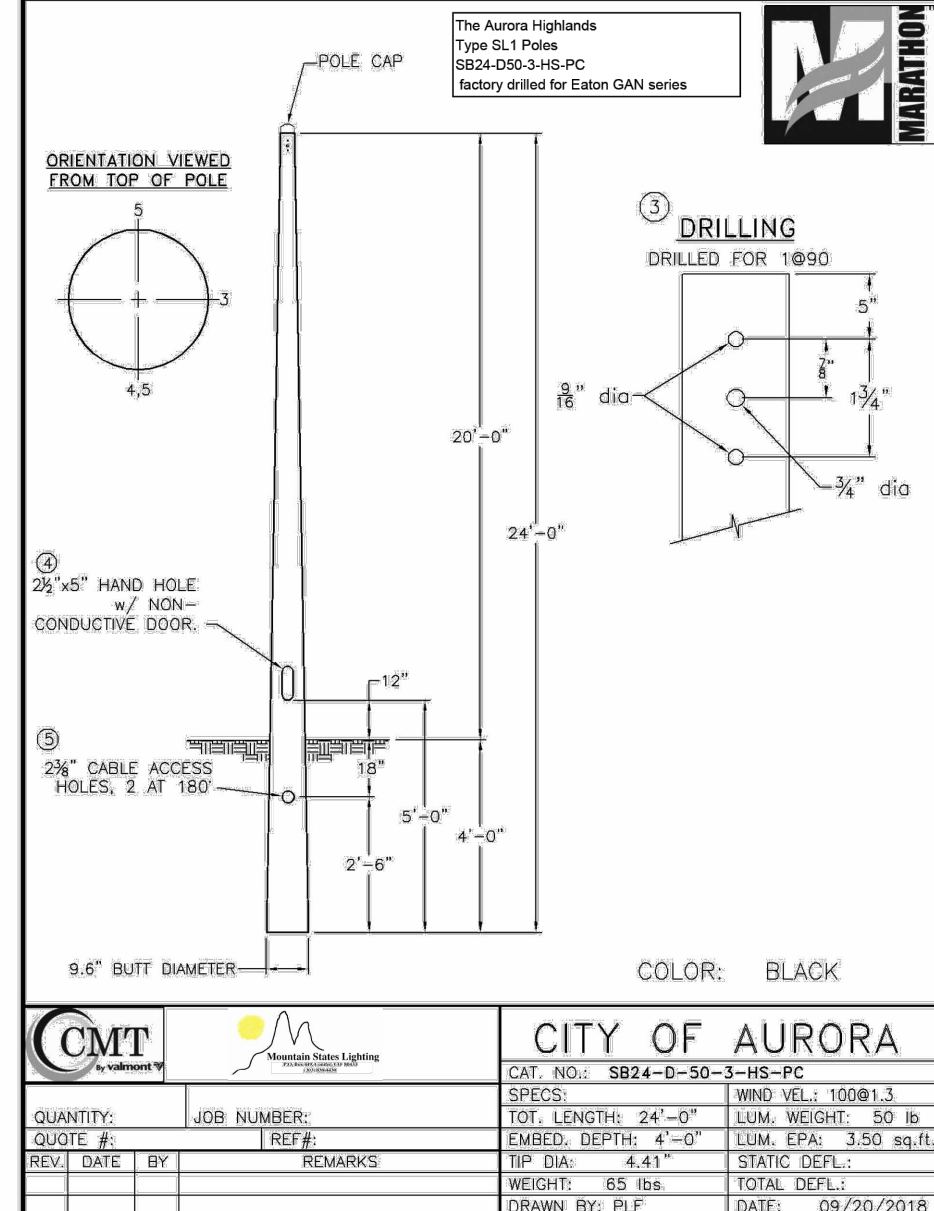
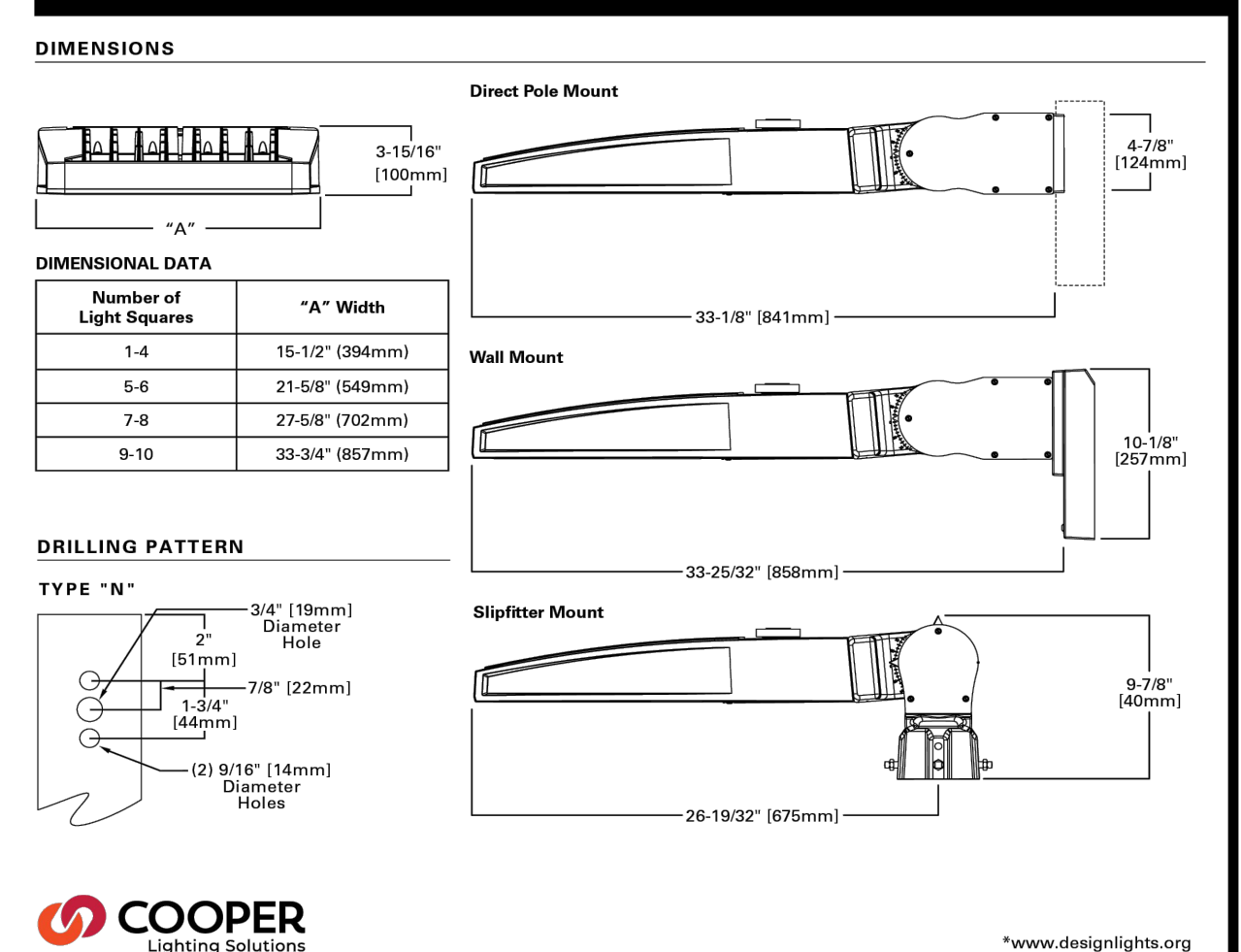
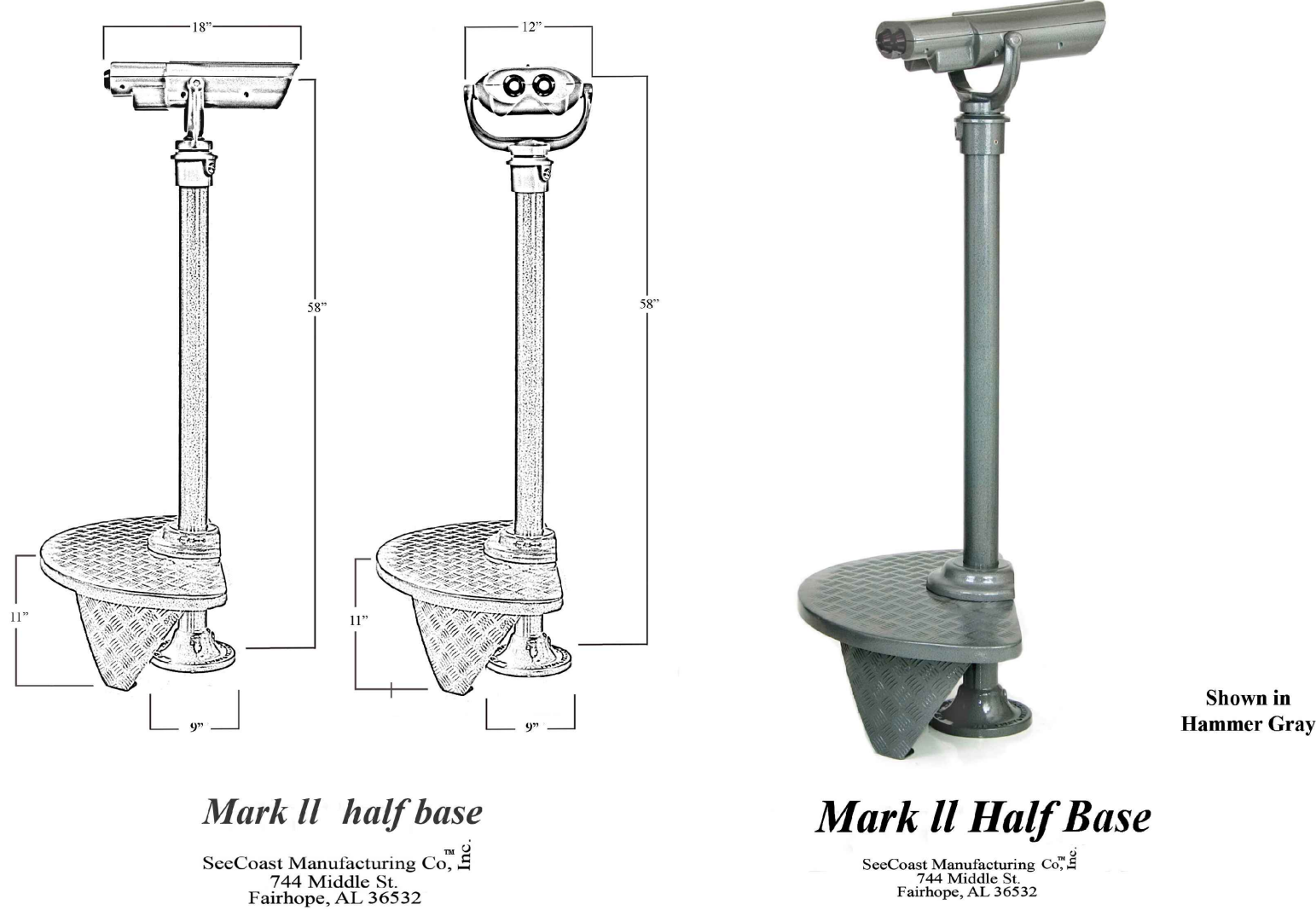
3 REGIONAL TRAIL Not To Scale



4 MAIL BOX CLUSTER QTY: 11 Not To Scale

5 CRUSHER FINES TRAIL Not To Scale

6 REGIONAL TRAIL INTERSECTIONS Not To Scale





ALDRIDGE TRANSPORTATION CONSULTANTS, LLC

Advanced Transportation Planning and Traffic Engineering

John M.W. Aldridge, P.E.
Colorado Licensed Professional Engineer

1082 Chimney Rock Road
Highlands Ranch, CO 80126
303-703-9112

November 20, 2024

David Theisen, PE
LJA Land Development
7800 E. Union Avenue, Suite 430,
Denver, CO 80237

Analysis needs to be updated with the new Trip Generation rates and laneage.

RE: Transportation Impact Study-Revised
Waterstone – Aurora, CO

Dear David:

Aldridge Transportation Consultants (ATC) is pleased to proposed residential development called Waterstone on the of Alameda Ave. in Aurora.

Trip Generation rates are the latest from the 11th Edition of the TIS.

Laneage has been revised in the 4-29-25 TIS

ATC is professional service firm specializing in traffic engineering and transportation planning. ATC's principal, John M.W. Aldridge, is a Colorado licensed professional engineer. In the past 20 years, ATC has prepared over 1,000 traffic impact studies, designed over 100 traffic signals, and has provided expert witness testimony on engineering design and access issues on multi-million-dollar interchange and highway projects in Kansas and Colorado.

We acknowledge that City of Aurora's review of this study is only for general performance with submittal requirements, current design criteria, and standard engineering principles and practice.

ATC appreciates the opportunity to be of service. Please call if you have any questions. We can be reached at 303-703-9112.

Respectfully submitted,

Aldridge Transportation Consultants, LLC



John M.W. Aldridge, P.E.
Principal



INTRODUCTION

This revised Traffic Impact Study (TIS) examines the potential impact on traffic caused by the development of the Waterstone residential community with 163 single family homes located on the extension of Harvest Road south of Alameda Ave. This revised TIS takes into account the Parklands Village 2 Filing 1 TIS located on the southeast corner of Harvest Road and Alameda Ave. Figure 1 shows the location of the Waterstone site (red polygon) and the surrounding streets and intersections.

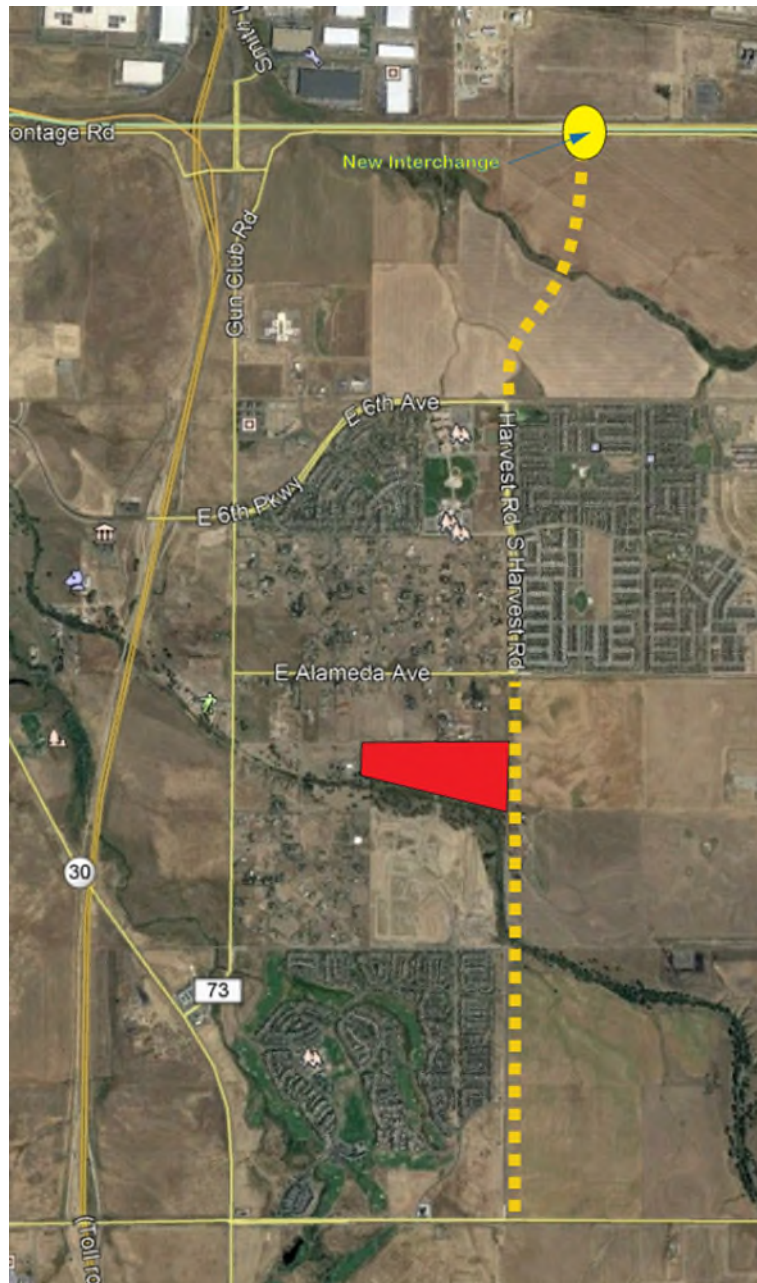


Figure 1 Site Location and Adjacent Streets and Intersections

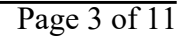
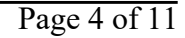


Figure 2 NEATS Recommended Roadway Network





ACCESS LOCATIONS

Waterstone will be accessible from two locations on the extension of Harvest Road. One on the north end, Virginia Ave., and the other on the south end Center Ave. Both will be full movement. Virginia Ave. will extend to the east and into The Parklands Village 2 Filing 1 development. Center Ave. will be a three-legged T type intersection. Figure 4 shows the site plan and access locations. A larger site plan is provided in the appendix.

LAND USE and TRIP GENERATION

The property will be developed with 163 single family homes. The trip generation rates are from the *ITE Trip Generation Manual, 11th Edition*. The following worksheet provides the ADT and AM/PM Peak Hour traffic volumes.

Trip Generation Worksheet										
ITE CODE	LAND USE	UNIT	QUANTITY	ADT	AM			PM		
					IN	OUT	TOTAL	IN	OUT	TOTAL
210	Single Family	DU	163	9.43	0.18	0.52		0.59	0.35	
				1537	30	85	114	96	57	153
Total Trips				1537	30	85	114	96	57	153

TRAFFIC DISTRIBUTION & ASSIGNMENT

The distribution and assignment of the site generated traffic at each access and at each intersection in the 2025 and 2040-time frames on Harvest Road are shown in Figures 5 and 6. The percentage distribution to the external roads is shown in the larger percentages and the internal percent is shown in the smaller percentages. The corresponding assignments are shown in the circles. Note that the volume assignments may be higher than the trip generation due to rounding and being conservative.

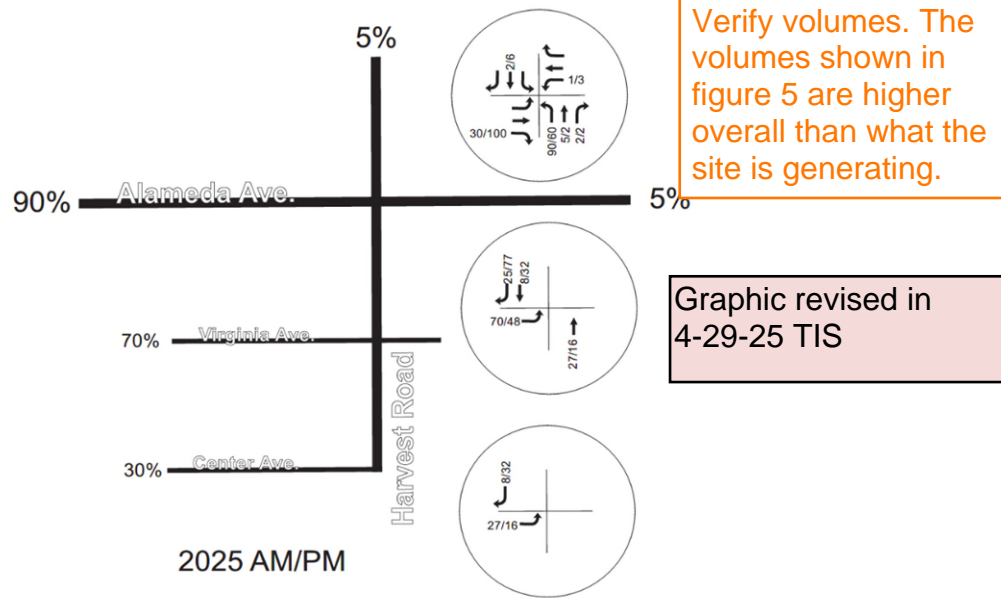
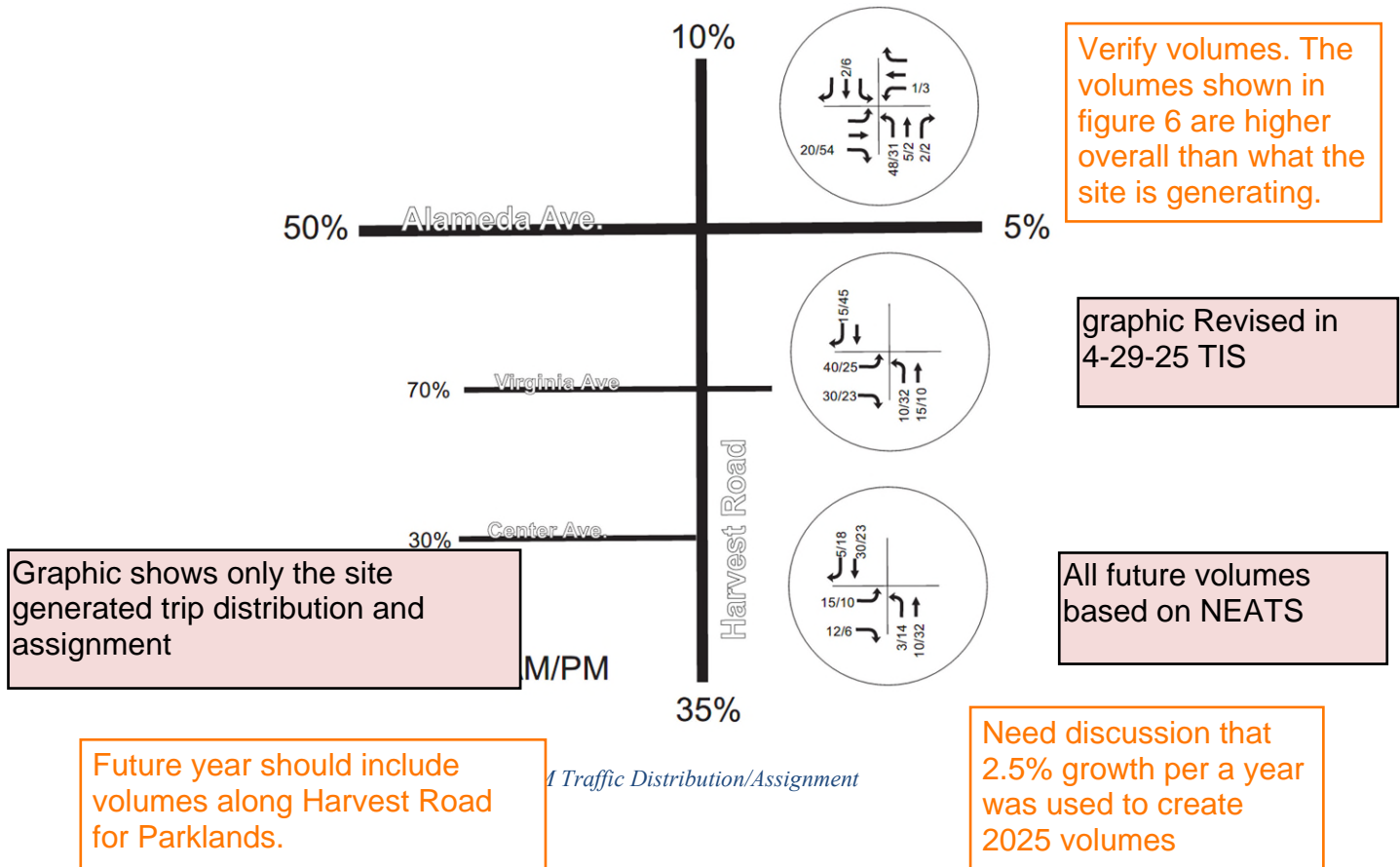


Figure 5 2025 AM/PM Traffic Distribution/Assignment



FUTURE TRAFFIC VOLUMES

COA's Traffic Impact Study Guidelines state that future traffic volumes are generally available from the City's Transportation Planning documents. In this case, the 2040 forecast volumes are provided by NEATS. On the subject section of Harvest Road, the 2040 AADT is 16,900. On Alameda Ave. to the west the forecast is 3,600 AADT and to the east it is 4,100 AADT. The peak hours are determined by equating the PM peak at 10 percent of the daily volume and the AM peak hour at 8 percent of the daily volume.

PEAK HOUR INTERSECTION LEVEL OF SERVICE

ATC uses Synchro v.11 for operations analyses. The Synchro methodology is based on the 6th Edition of the Highway Capacity Manual (HCM). The table summarizes the AM and PM peak hour LOS for the Existing, 2025 Background and Total and 2040 Background and Total. Synchro graphics and reports for each timeframe are provided in the appendix.

The HCM states that, "LOS is used to translate complex numerical performance rating into a simple A-F system representative of the travelers' perception of the quality of service provided by a facility or service. Practitioners and decision makers alike must understand that the LOS letter



result hides much of the complexity of facility performance¹.” LOS is a letter rating from A to F. LOS A indicates free-flow traffic conditions and no delay at intersections. LOS F is heavy traffic congestion with significant delays. LOS is provided for the overall operations at signalized intersections. LOS D is generally the benchmark for acceptable signalized intersection operations during the weekday peak hours. The critical movement, not the overall, indicates the LOS rating for unsignalized intersections, which is generally a left turn out from the minor street approach. Caution must be used when evaluating the LOS for unsignalized intersections, particularly when LOS F is shown. In case of LOS F, the HCM should be used to evaluate the intersection and duration of LOS F to make the most effective traffic management. LOS F is typically normal during the weekday peak hours as the duration of the LOS F condition is relatively short. Note that COA allows LOS F to be shown as available.

The LOS calcs you pointed out are for the unsignalized condition

Harvest will be stop controlled direction in 2025 like it is today.

The text states that this is the WB movement and not EB. Please provide both directions.

The movements were revised in the 4-29-25 TIS

		Level of Service									
		Unsignalized LOS (Control Delay secs) A=0-10, B=10-15, C=15-25, D=25-35, E=35-50, F=50-100									
Movement		Existing		2025 Background		2025 Total		2040 Background		2040 Total w Signal	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
e.	Critical Movement SBL	A/9.9	B/11.4	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	Critical Movement EBLTR	n/a	n/a	A/9.5	B/10.4	B/12.6	B/12.1	n/a	n/a	n/a	n/a
	Signalized Overall	n/a	n/a	n/a	n/a	n/a	n/a	C/21.5	C/23.3	B/18.5	B/19.8
	Critical Movement EBLTR	n/a	n/a	n/a	n/a	A/9.3	A/9.6	n/a	n/a	F/61.7	F/186.2
		n/a	n/a	n/a	n/a	A/9.0	A/9.0	n/a	n/a	C/18.7	D/31.4

Highlight all LOS in Red.

In the existing condition, the intersection of Harvest Road and Alameda Ave. as a low volume stop sign-controlled intersection operates at LOS A/B in the AM and PM peak hours, respectively. In the 2025 Background condition the intersection will continue to operate at LOS A/B. In the 2025 Total condition which assumes a partially (no connection to Jewell Ave.) developed extension of Harvest Road and the two access locations for Waterstone, the intersection of Harvest Road and Alameda Ave. will operate at LOS B/B and both access locations will operate at LOS A/A.

In the 2040 Background condition, the fully developed extension of Harvest Road to Jewell Ave. is assumed but no development of Waterstone. In this condition, traffic signal control is warranted, and the analysis shows an overall LOS C/C in the AM and PM peak hours, respectively. In the 2040 Total condition with the fully developed extension and full build out of Waterstone, the Harvest Road and Alameda intersection will operate at LOS B/B. Virginia Ave. access will operate at LOS F/F but this created by the westbound left turn from Parklands. The 95thile queue and v/c ratio on the eastbound shared movements are acceptable and .362 and 1.6 (vehicles) in the AM peak hour and .483 and 1.9 (vehicles) in the PM peak hour. The Center Ave. access will operate at LOS C/D. and both access locations will operate at LOS C/D. Again, signalization of the Harvest Road and Alameda intersection is necessary in 2040 regardless of the Waterstone development.

¹ HCM version 6, Chapter 5, pages 5-3 – 5-6.

² ditto



The 95th percentile queue lengths at the signalized intersection in the 2040 Total condition are provided in the queue length reports in the appendix. All left turn bays at the intersection were programmed at 150 feet of storage excepting the southbound left which has an existing storage of 225 feet. All the 95th percentile queues in the AM and PM peak hours are less than 100 feet. The queue data is provided in the following table.

Queue Length Analysis					
Harvest Road/Alameda					
Movement	Existing Storage	95% Percentile Queue Length*			Recommended Storage
		Existing AM/PM	2025 AM/PM	2040 AM/PM	
EBL	n/a	0.1/0.2	0.2/0.5	53/92	150
EBR	n/a		0.5/1.9		150
WBL	n/a		0/0	56/53	150
WBR	n/a		0.8/0.6		150
NBL	n/a		0.3/0.2	63/37	275
NBR	n/a				150
SBL	225	0.1/.01	0		
SBR	n/a				
Movements were revised in 4-29-25 TIS					
Harvest Road/Virginia Ave.					
Movement	Existing Storage	95% Percentile Queue Length*			Recommended Storage
		Existing AM/PM	2025 AM/PM	2040 AM/PM	
EBLTR	n/a				
NBL	n/a		0/0	0.0/0.1	150
Site plan has a eastbound left turn lane with a thru/right. Updated analysis to reflect this condition.					
Harvest Road/Center Ave.					
Movement	Existing Storage	95% Percentile Queue Length*			Recommended Storage
		Existing AM/PM	2025 AM/PM	2040 AM/PM	
EBLTR	n/a		0.1/0.1	0.2/0.2	Continuous
NBL	n/a		0/0	0.0/0.1	150

* Unsignalized intersections report queue in vehicle lengths

MITIGATION

Harvest Road/Alameda Avenue

The new northbound approach to this intersection will be constructed by two entities. Waterstone will construct the western half, and Parklands will construct the eastern half. The construction of the two halves is not likely to be concurrent. Waterstone will construct two southbound lanes from Alameda Ave. to Center Ave. In addition, Waterstone will construct approximately 214 feet of the center median on the northbound approach. Prior to the construction of the eastern half by Parklands the inside lane of the two southbound lanes will be a temporary northbound lane with shared left, through, and right turn movements at the intersection.



The Parklands Village 2 TIS (September 2023) recommends that with the construction of Filing 1 the northbound approach should consist of single lane sharing all movements. No changes to the present single lane shared movements on the northbound approach are anticipated. With the construction of Filing 1, the northbound left turn lane should provide 275 feet of storage and westbound left turn lanes should be 150 feet. The eastbound approach on the Virginia Ave. and Center Ave. access should consist of a single lane that provides left, through, and right turn shared movements. When Harvest Road is built to its full width a northbound left turn lane at each access is recommended. COA typically refers to the State Highway Access Code for determination of the auxiliary lane volume thresholds. EBL added and revised in 4-29-25 TIS. Road as an NR-B classification with a posted speed limit of 35 mph. The left turn lane should be 150 feet exclusive of the existing six-lane section of Harvest Road north of Alameda. All left turn lanes into the residential areas are 150 feet excluding the relatively short 50-foot taper. This is the best fit for the roadway and context and recommended for this section. There is no exclusive right turn lane on the existing section. This is consistent with the CDOT Code in Section 4.8 (1) (c) that states that right turn deceleration or acceleration lanes are generally not required on six-lane roadways unless it is determined to be warranted. If Harvest Road is built to a six-lane roadway then no right turn lane to Virginia Ave. is recommended. It should be built to the same dimensions as the left turn lanes with 150 feet of storage and a 50-foot taper.

Virginal EB left turn lane is warranted by SHAC using NRC criteria.

Site plan is showing EB Left turn for Virginia. Updated text and analysis to reflect plans.

See with the length. This and still be at the . The 50' taper 't reflect the of the ay. Remove report.

13.5.1 taper ratio is too long for residential streets.

A two-way stop sign control should be placed on the north/south minor street approaches to Virginia Ave. and Center Ave.

TRAFFIC CALMING

COA has a Neighborhood Traffic Calming Program that allows neighborhoods to apply for traffic calming program that aims to reduce speeding and cut-through traffic on residential streets and improve the neighborhood's quality of life. The application requires a neighborhood organization to list the exact location of the concern and to describe issues to be resolved such as speeding, cut-through traffic, problems crossing the street, drivers not obeying regulatory signs, etc. Once an application is received the City has a 10-step process to work with the neighbors, determine eligibility, get support from all affected neighbors, develop cost estimates, identify effectiveness, determine impact on traffic patterns, and identify funding for the implementation of the approved measure.

Speeding is the most prevalent complaint. Calming options to reduce speed include, but not limited to, automated speed radar signs, curb extensions, speed humps, roundabouts, chicanes, and raised



crosswalks. These vary in effectiveness. Speed humps (cushions, tables, etc.) can be very effective, but also dangerous if not used properly. Automated speed radar signs are only marginally effective and unenforceable.

Within the development there are two streets, Virginia Ave. and Center Ave., that could be eligible for traffic calming measures if requested by a neighborhood resident, Registered Neighborhood Organization or Homeowner's Association. Eligibility is determined by confirming the problem meets identified speed and volume thresholds. In addition, applicants must build support among residents and property owners within the identified project area. COA, on the other hand, may require traffic calming measures during the development review process.

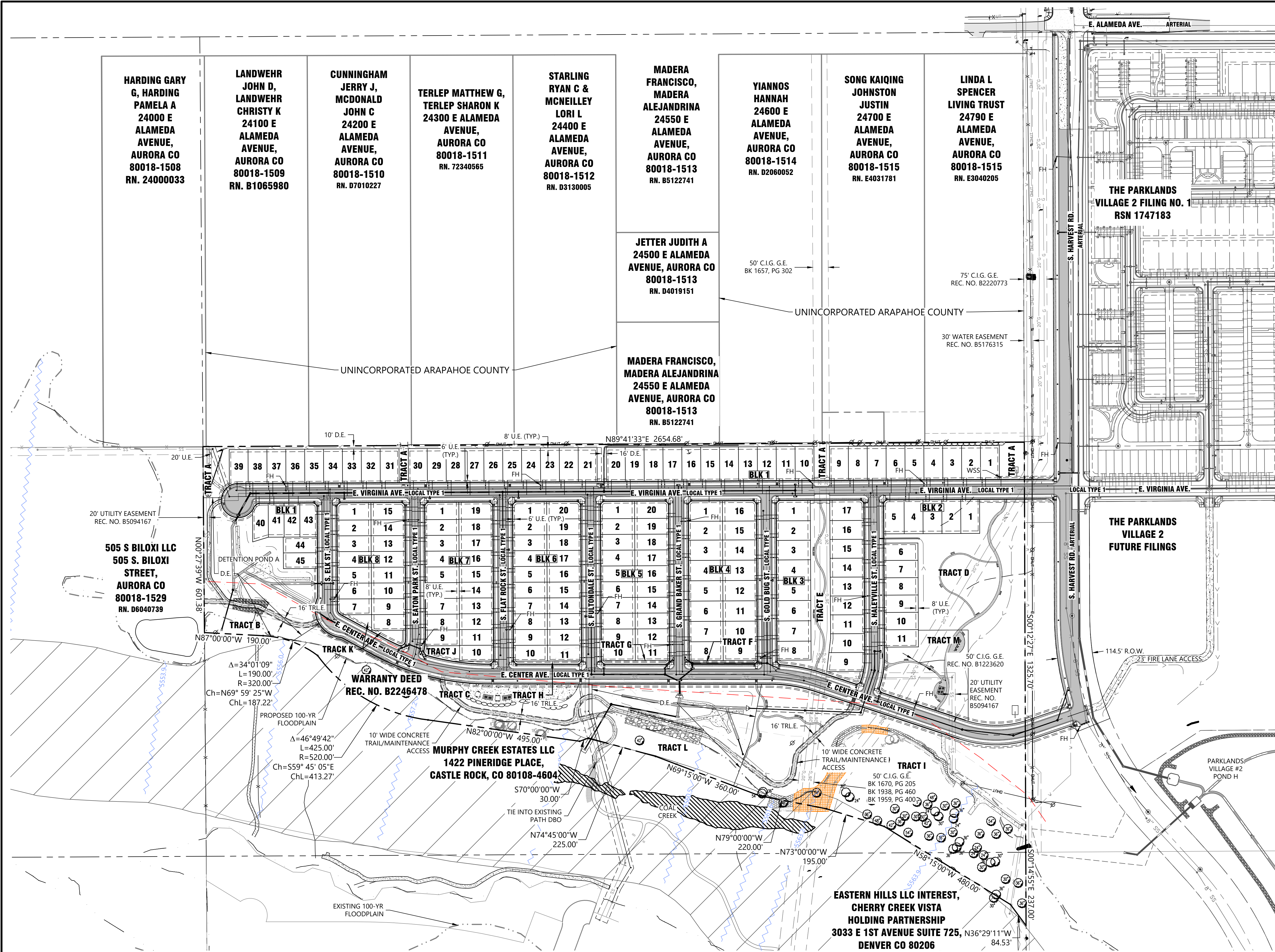
CONCLUSIONS & RECOMMENDATIONS

Based on the analysis, traffic from the site can be absorbed by the proposed adjacent streets and intersections and not cause a safety or operational problem. The proposed access locations are the best engineering fit for the parcel's configuration and accessibility to the adjacent streets. Both intersections on Harvest Road will be full-movement and in the future include a 150-foot northbound left turn lane. The Harvest Road and Alameda Ave. intersection will be reconstructed initially by Waterstone with the west side half consisting of two lanes and a 214-foot section of the center median. During this time the inside lane of the two southbound lanes will function as the northbound lane with shared left, through, and right turn movements. The east half will be constructed by Parklands, on a Filing-by-Filing basis.

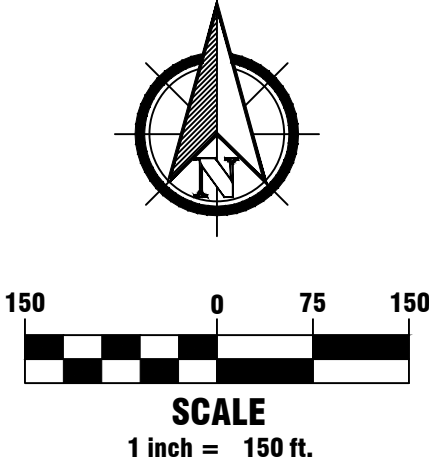



APPENDIX

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PROJECT BENCHMARK:
CITY OF AURORA BENCHMARK 456518SW001 (AKA M-095) BEING A 3\"/>





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1	06/03/2021	SUBMITTAL #1	1	06/03/2021	SUBMITTAL #1
2	12/29/2021	SUBMITTAL #2	2	12/29/2021	SUBMITTAL #2
3	10/11/2024	SUBMITTAL #3	3	10/11/2024	SUBMITTAL #3
4			4		
5			5		
6			6		

Designed: **WXL** Job No.: 1023-0004 Sheet: 03 of 27

Prepared: **WCK** Scale Horiz: 1" = 50' Date: 10/11/2024


Approved: **WXL** Scale Vert: N/A

Waterstone Subdivision Filing No. 4

Aurora, Colorado

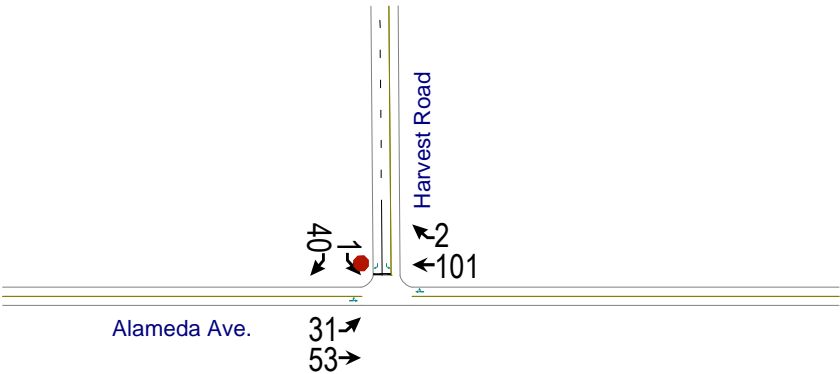
Site Plan





OVERALL PLAN

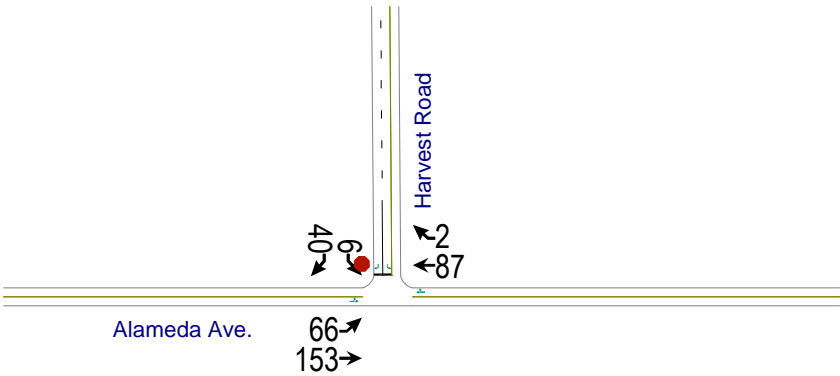






Know what's below.
Call before you dig.

No. 03



Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	31	53	101	2	1	40
Future Vol, veh/h	31	53	101	2	1	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	58	110	2	1	43
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	112	0	-	0	237	111
Stage 1	-	-	-	-	111	-
Stage 2	-	-	-	-	126	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1478	-	-	-	751	942
Stage 1	-	-	-	-	914	-
Stage 2	-	-	-	-	900	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1478	-	-	-	733	942
Mov Cap-2 Maneuver	-	-	-	-	733	-
Stage 1	-	-	-	-	892	-
Stage 2	-	-	-	-	900	-
Approach	EB	WB		SB		
HCM Control Delay, s	2.8	0		9		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1478	-	-	-	733	942
HCM Lane V/C Ratio	0.023	-	-	-	0.001	0.046
HCM Control Delay (s)	7.5	0	-	-	9.9	9
HCM Lane LOS	A	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0.1



Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	66	153	87	2	6	40
Future Vol, veh/h	66	153	87	2	6	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	166	95	2	7	43
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	97	0	-	0	406	96
Stage 1	-	-	-	-	96	-
Stage 2	-	-	-	-	310	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1496	-	-	-	601	960
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	744	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1496	-	-	-	569	960
Mov Cap-2 Maneuver	-	-	-	-	569	-
Stage 1	-	-	-	-	879	-
Stage 2	-	-	-	-	744	-
Approach	EB	WB		SB		
HCM Control Delay, s	2.3	0		9.2		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1496	-	-	-	569	960
HCM Lane V/C Ratio	0.048	-	-	-	0.011	0.045
HCM Control Delay (s)	7.5	0	-	-	11.4	8.9
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0	0.1

There are more background lanes on Harvest than during build condition. The background lanes should match or at least be less than the build lanes.

Include NB and SB volumes from Parklands for this intersection.

Include SB left and WB Right.

Revised Accordingly

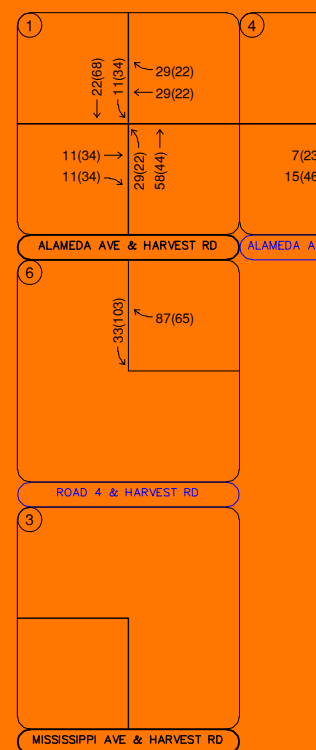
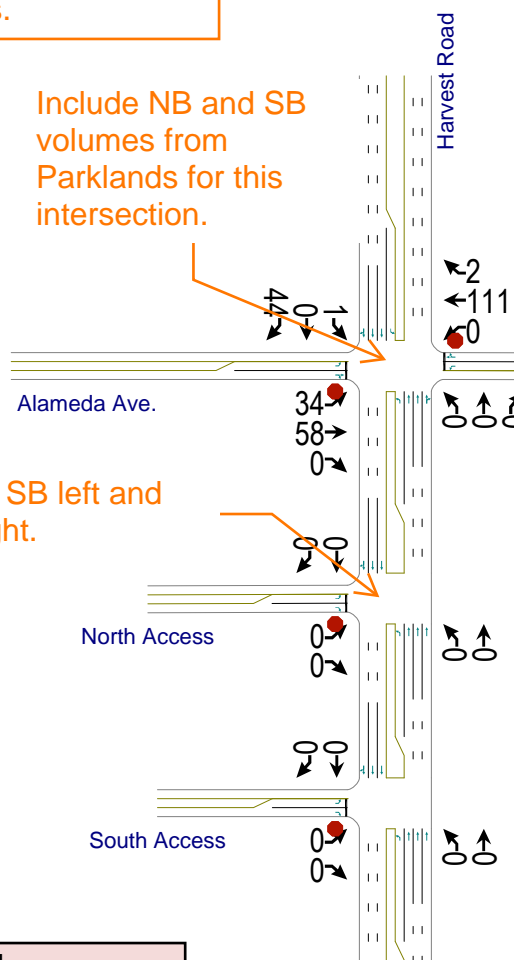










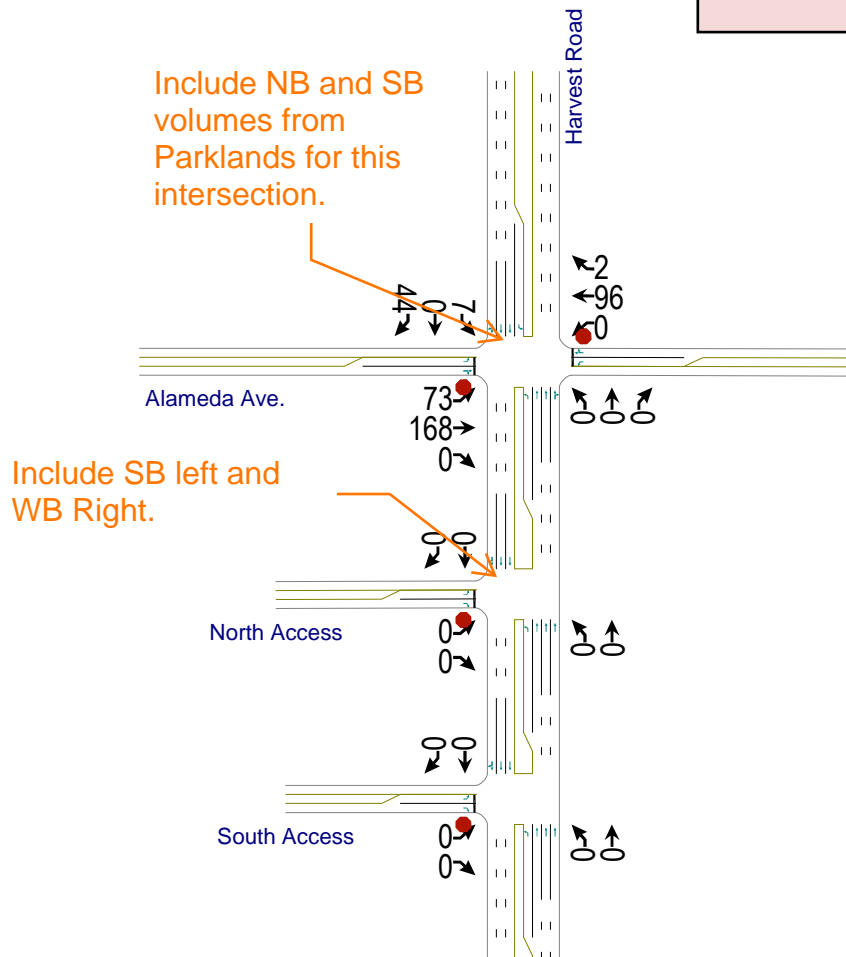










FIGURE 9
PARKLANDS VILLAGE 2
AURORA, COLORADO
2025 PROJECT TRAFFIC ASSIGNMENT

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	53	0	0	101	2	0	0	0	1	0	40
Future Vol, veh/h	31	53	0	0	101	2	0	0	0	1	0	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	37	63	0	0	121	2	0	0	0	1	0	48
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	87	26	24	34	50	0	48	0	0	0	0	0
Stage 1	26	26	-	0	0	-	-	-	-	-	-	-
Stage 2	61	0	-	34	50	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	844	867	887	903	841	-	1097	-	-	-	-	-
Stage 1	906	873	-	-	-	-	-	-	-	-	-	-
Stage 2	868	-	-	900	853	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	867	887	852	841	-	1097	-	-	-	-	-
Mov Cap-2 Maneuver	-	867	-	852	841	-	-	-	-	-	-	-
Stage 1	906	873	-	-	-	-	-	-	-	-	-	-
Stage 2	868	-	-	835	853	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0											
HCM LOS	-			-								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR		
Capacity (veh/h)	1097	-	-	-	867	-	-	-	-	-		
HCM Lane V/C Ratio	-	-	-	-	0.073	-	-	-	-	-		
HCM Control Delay (s)	0	-	-	-	9.5	0	-	-	-	-		
HCM Lane LOS	A	-	-	-	A	A	-	-	-	-		
HCM 95th %tile Q(veh)	0	-	-	-	0.2	-	-	-	-	-		

There are more background lanes on Harvest than during build condition. The background lanes should match or at least be less than the build lanes.

Revised Accordingly

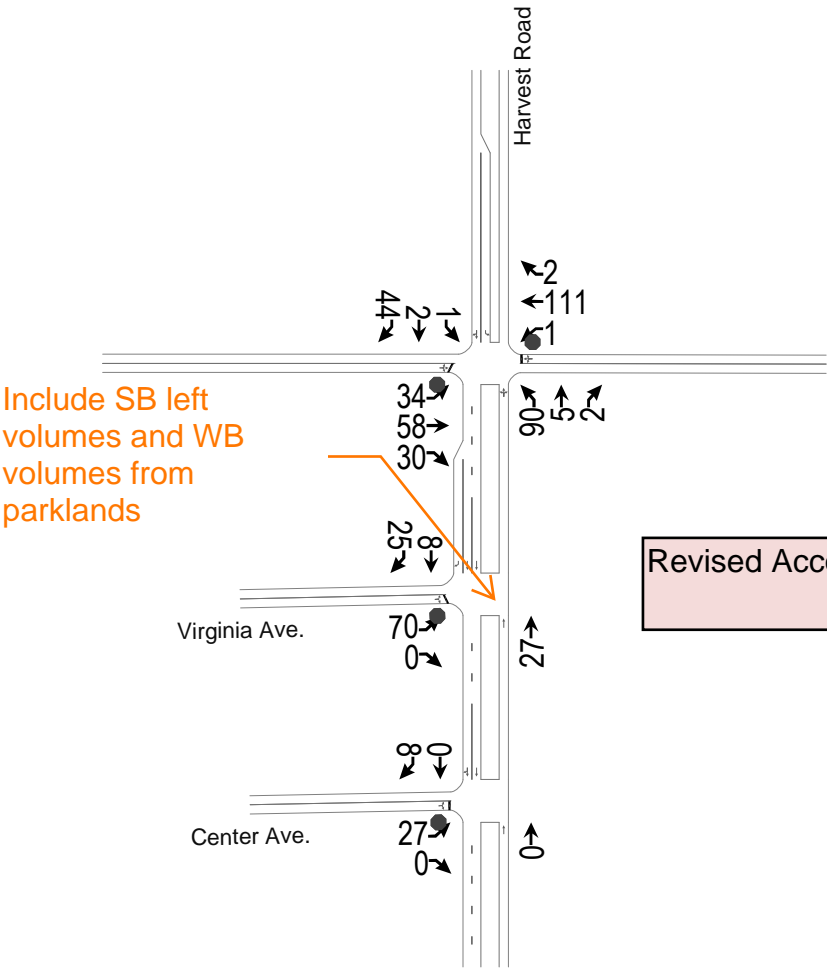


Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	66	153	0	0	87	2	0	0	0	6	0	40
Future Vol, veh/h	66	153	0	0	87	2	0	0	0	6	0	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	79	183	0	0	104	2	0	0	0	7	0	48

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	90	38	24	106	62	0	48	0
Stage 1	38	38	-	0	0	-	-	-
Stage 2	52	0	-	106	62	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-
Pot Cap-1 Maneuver	841	854	887	824	828	-	1097	-
Stage 1	890	863	-	-	-	-	-	-
Stage 2	879	-	-	817	843	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	854	887	688	828	-	1097	-
Mov Cap-2 Maneuver	-	854	-	688	828	-	-	-
Stage 1	890	863	-	-	-	-	-	-
Stage 2	879	-	-	644	843	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0			
HCM LOS	-	-	-	-

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1097	-	-	-	854	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	0.214	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	10.4	0	-	-	-	-
HCM Lane LOS	A	-	-	-	B	A	-	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0.8	-	-	-	-	-

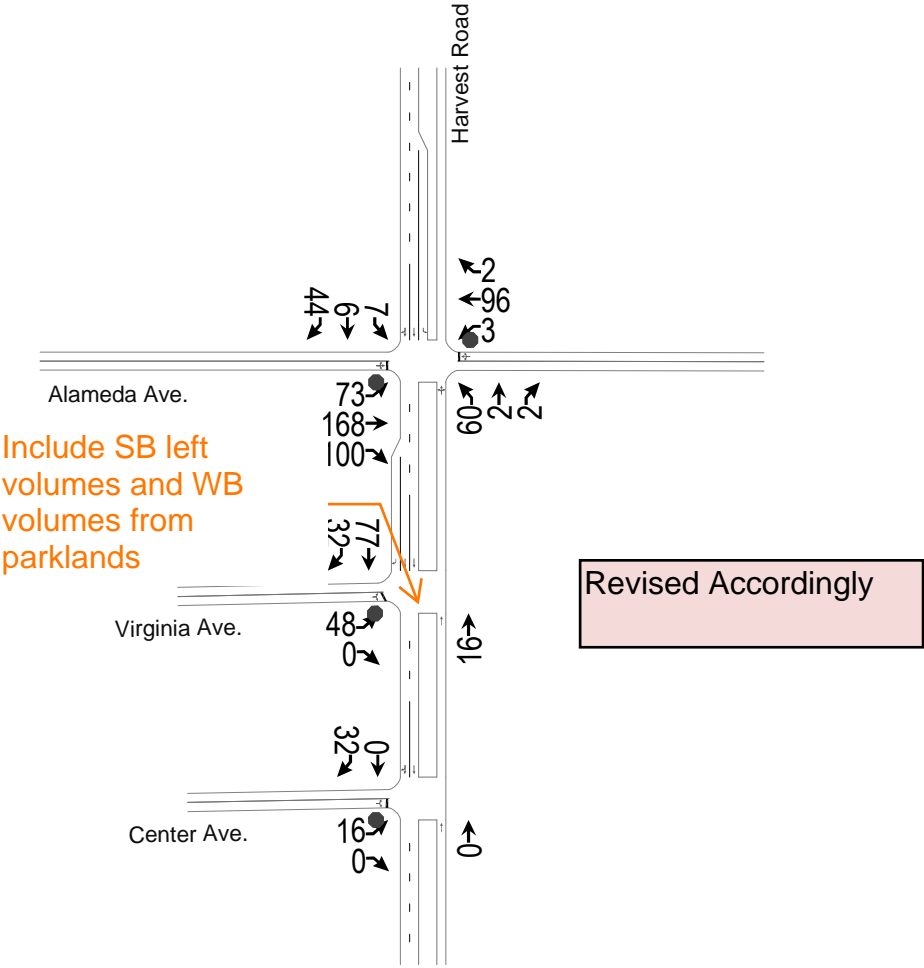


Revised Accordingly

Intersection												
Int Delay, s/veh	9.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↙	↘	
Traffic Vol, veh/h	31	53	30	1	101	2	90	5	2	1	2	40
Future Vol, veh/h	31	53	30	1	101	2	90	5	2	1	2	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	37	63	33	1	121	2	98	5	2	1	2	48
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	292	231	26	278	254	6	50	0	0	7	0	0
Stage 1	28	28	-	202	202	-	-	-	-	-	-	-
Stage 2	264	203	-	76	52	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	660	669	1050	674	650	1077	1557	-	-	1614	-	-
Stage 1	989	872	-	800	734	-	-	-	-	-	-	-
Stage 2	741	733	-	933	852	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	532	626	1050	574	608	1077	1557	-	-	1614	-	-
Mov Cap-2 Maneuver	532	626	-	574	608	-	-	-	-	-	-	-
Stage 1	927	871	-	750	688	-	-	-	-	-	-	-
Stage 2	571	687	-	838	851	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	11.8		12.4			6.9			0.2			
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1557	-	-	659	613	1614	-	-				
HCM Lane V/C Ratio	0.063	-	-	0.202	0.203	0.001	-	-				
HCM Control Delay (s)	7.5	0	-	11.8	12.4	7.2	-	-				
HCM Lane LOS	A	A	-	B	B	A	-	-				
HCM 95th %tile Q(veh)	0.2	-	-	0.8	0.8	0	-	-				

Intersection						
Int Delay, s/veh	4.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑	↑↑	↑
Traffic Vol, veh/h	70	0	0	27	8	25
Future Vol, veh/h	70	0	0	27	8	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	0	0	29	9	27
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	38	5	-	0	-	0
Stage 1	9	-	-	-	-	-
Stage 2	29	-	-	-	-	-
Critical Hdwy	6.63	6.93	-	-	-	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	-	-
Pot Cap-1 Maneuver	972	1077	0	-	-	-
Stage 1	1013	-	0	-	-	-
Stage 2	993	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	972	1077	-	-	-	-
Mov Cap-2 Maneuver	972	-	-	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	993	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT EBLn1		SBT	SBR		
Capacity (veh/h)	- 972		-	-		
HCM Lane V/C Ratio	- 0.078		-	-		
HCM Control Delay (s)	- 9		-	-		
HCM Lane LOS	- A		-	-		
HCM 95th %tile Q(veh)	- 0.3		-	-		

Intersection						
Int Delay, s/veh	6.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑	↑↑	
Traffic Vol, veh/h	27	0	0	0	0	8
Future Vol, veh/h	27	0	0	0	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	0	0	0	0	9
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	5	5	-	0	-	0
Stage 1	5	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.63	6.93	-	-	-	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	-	-
Pot Cap-1 Maneuver	1016	1077	0	-	-	-
Stage 1	1017	-	0	-	-	-
Stage 2	-	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1016	1077	-	-	-	-
Mov Cap-2 Maneuver	1016	-	-	-	-	-
Stage 1	1017	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	8.6	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR		
Capacity (veh/h)	-	1016	-	-		
HCM Lane V/C Ratio	-	0.029	-	-		
HCM Control Delay (s)	-	8.6	-	-		
HCM Lane LOS	-	A	-	-		
HCM 95th %tile Q(veh)	-	0.1	-	-		



Intersection												
Int Delay, s/veh	11.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↙	↕↗	
Traffic Vol, veh/h	66	153	100	3	87	2	60	2	2	6	6	40
Future Vol, veh/h	66	153	100	3	87	2	60	2	2	6	6	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	79	183	109	3	104	2	65	2	2	7	7	48
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	231	179	28	242	202	3	55	0	0	4	0	0
Stage 1	45	45	-	133	133	-	-	-	-	-	-	-
Stage 2	186	134	-	109	69	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.93	7.33	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	714	714	1041	702	694	1081	1549	-	-	1617	-	-
Stage 1	964	857	-	870	786	-	-	-	-	-	-	-
Stage 2	815	785	-	885	837	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	605	681	1041	482	662	1081	1549	-	-	1617	-	-
Mov Cap-2 Maneuver	605	681	-	482	662	-	-	-	-	-	-	-
Stage 1	924	854	-	833	753	-	-	-	-	-	-	-
Stage 2	671	752	-	620	834	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	14.7		11.5			7			0.8			
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1549	-	-	736	660	1617	-	-				
HCM Lane V/C Ratio	0.042	-	-	0.503	0.166	0.004	-	-				
HCM Control Delay (s)	7.4	0	-	14.7	11.5	7.2	-	-				
HCM Lane LOS	A	A	-	B	B	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	2.9	0.6	0	-	-				

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑	↑↑	↑
Traffic Vol, veh/h	48	0	0	16	77	32
Future Vol, veh/h	48	0	0	16	77	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	0	0	17	84	35

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	101	42	-	0	-	0
Stage 1	84	-	-	-	-	-
Stage 2	17	-	-	-	-	-
Critical Hdwy	6.63	6.93	-	-	-	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	-	-
Pot Cap-1 Maneuver	892	1020	0	-	-	-
Stage 1	930	-	0	-	-	-
Stage 2	1005	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	892	1020	-	-	-	-
Mov Cap-2 Maneuver	892	-	-	-	-	-
Stage 1	930	-	-	-	-	-
Stage 2	1005	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	892	-	-
HCM Lane V/C Ratio	-	0.058	-	-
HCM Control Delay (s)	-	9.3	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑	↑↑	
Traffic Vol, veh/h	16	0	0	0	0	32
Future Vol, veh/h	16	0	0	0	0	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	0	0	0	0	35

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	18	18	-	0	-	0
Stage 1	18	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.63	6.93	-	-	-	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	-	-
Pot Cap-1 Maneuver	998	1056	0	-	-	-
Stage 1	1002	-	0	-	-	-
Stage 2	-	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	998	1056	-	-	-	-
Mov Cap-2 Maneuver	998	-	-	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	-	-	-	-	-	-

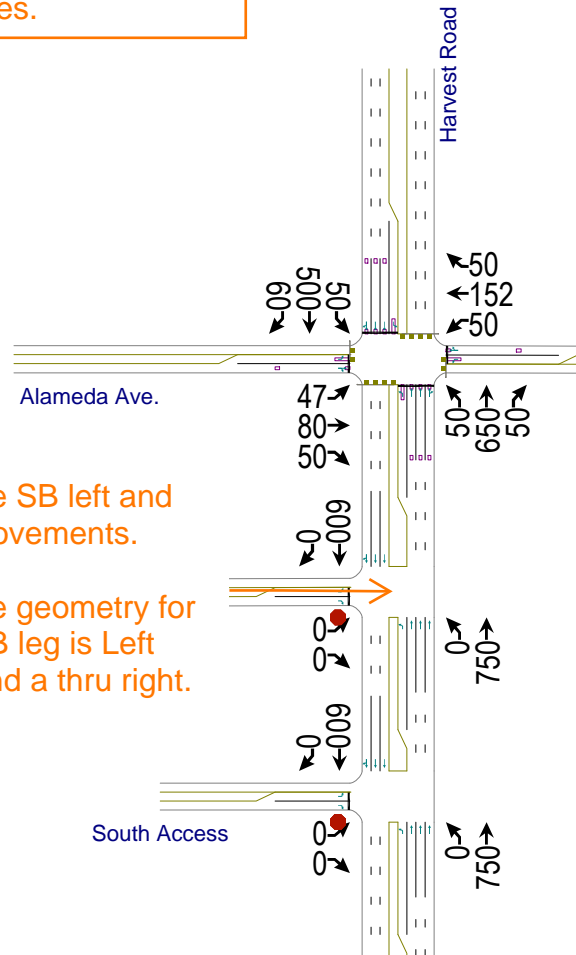
Approach	EB	NB	SB
HCM Control Delay, s	8.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 998	-	-
HCM Lane V/C Ratio	- 0.017	-	-
HCM Control Delay (s)	- 8.7	-	-
HCM Lane LOS	- A	-	-
HCM 95th %tile Q(veh)	- 0.1	-	-

There are more background lanes on Harvest than during build condition. The background lanes should match or at least be less than the build lanes.

Include SB left and WB movements.

Update geometry for the WB leg is Left turn and a thru right.



Revised Accordingly

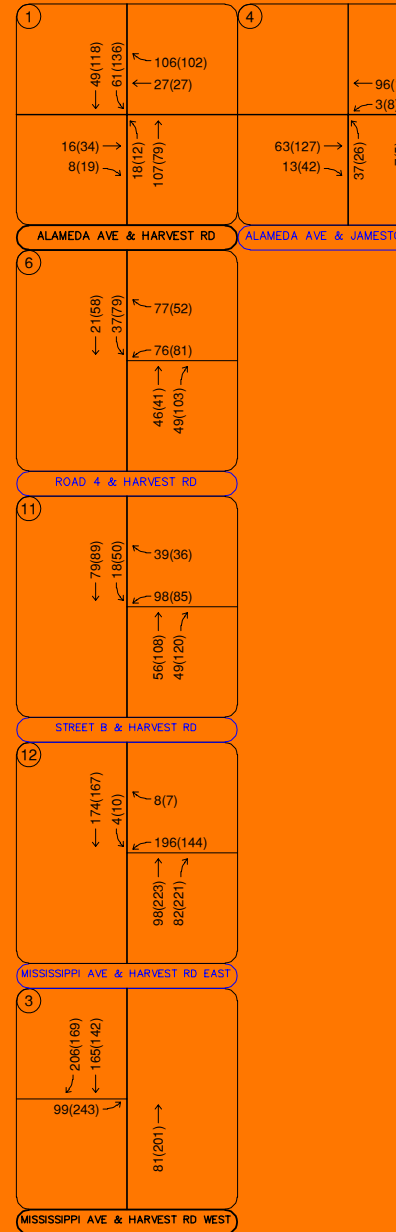























FIGURE 10
PARKLANDS VILLAGE 2
AURORA, COLORADO
2030 TOTAL PROJECT TRAFFIC ASSIGNMENT

Waterstone
3: Alameda Ave. & Harvest Road

2040 AM Background
05/19/2021

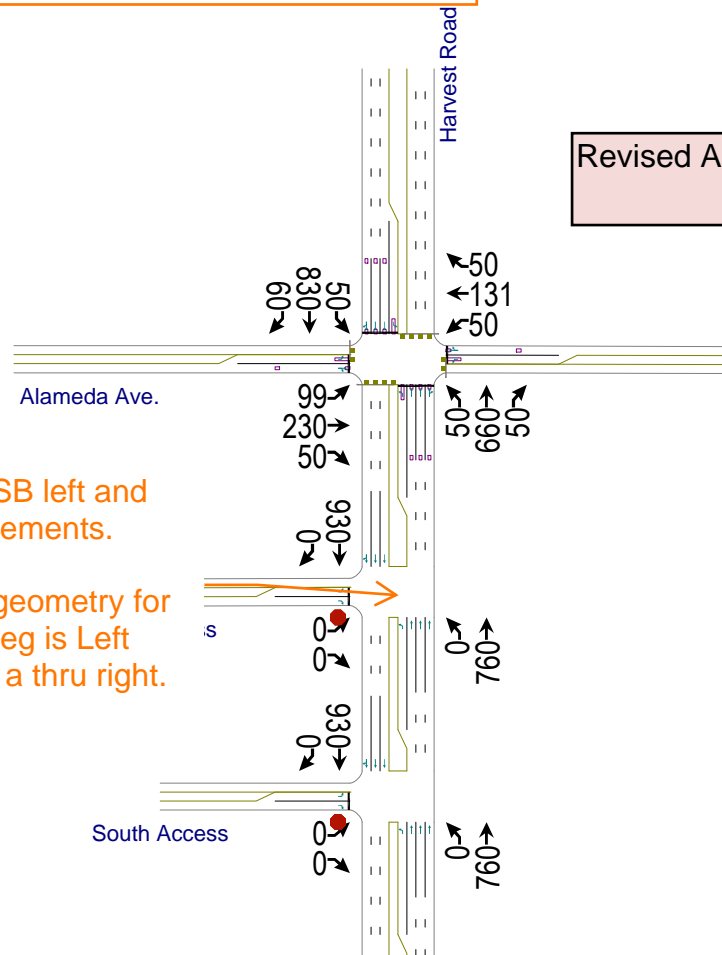
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	53	50	50	101	50	50	650	50	50	500	40
Future Volume (veh/h)	31	53	50	50	101	50	50	650	50	50	500	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	86	54	54	165	54	54	707	54	54	543	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	182	161	101	241	204	67	479	1986	151	672	2701	319
Arrive On Green	0.04	0.15	0.15	0.04	0.15	0.15	0.04	0.41	0.41	0.21	0.58	0.58
Sat Flow, veh/h	1781	1074	675	1781	1349	442	1781	4841	368	1781	4629	547
Grp Volume(v), veh/h	51	0	140	54	0	219	54	496	265	54	397	211
Grp Sat Flow(s),veh/h/ln	1781	0	1749	1781	0	1791	1781	1702	1804	1781	1702	1772
Q Serve(g_s), s	2.3	0.0	7.1	2.4	0.0	11.4	1.7	9.7	9.8	1.1	5.3	5.4
Cycle Q Clear(g_c), s	2.3	0.0	7.1	2.4	0.0	11.4	1.7	9.7	9.8	1.1	5.3	5.4
Prop In Lane	1.00		0.39	1.00		0.25	1.00		0.20	1.00		0.31
Lane Grp Cap(c), veh/h	182	0	263	241	0	271	479	1396	740	672	1986	1034
V/C Ratio(X)	0.28	0.00	0.53	0.22	0.00	0.81	0.11	0.36	0.36	0.08	0.20	0.20
Avail Cap(c_a), veh/h	270	0	627	309	0	623	565	1396	740	672	1986	1034
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.3	0.0	37.8	32.9	0.0	39.5	15.0	19.6	19.6	7.1	9.5	9.5
Incr Delay (d2), s/veh	0.8	0.0	1.7	0.5	0.0	5.7	0.1	0.7	1.4	0.2	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	3.1	1.1	0.0	5.4	0.7	3.9	4.3	0.4	1.9	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.1	0.0	39.5	33.3	0.0	45.2	15.1	20.3	21.0	7.3	9.7	9.9
LnGrp LOS	C	A	D	C	A	D	B	C	C	A	A	A
Approach Vol, veh/h		191			273			815			662	
Approach Delay, s/veh		38.0			42.8			20.2			9.6	
Approach LOS		D			D			C			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.0	44.0	8.3	19.0	8.3	60.7	8.2	19.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	20.5	39.5	7.5	34.5	8.5	51.5	8.5	33.5				
Max Q Clear Time (g_c+I1), s	3.1	11.8	4.4	9.1	3.7	7.4	4.3	13.4				
Green Ext Time (p_c), s	0.1	5.5	0.0	0.8	0.0	4.5	0.0	1.2				
Intersection Summary												
HCM 6th Ctrl Delay			21.5									
HCM 6th LOS			C									

There are more background lanes on Harvest than during build condition. The background lanes should match or at least be less than the build lanes.

Revised Accordingly






















Include SB left and WB movements.

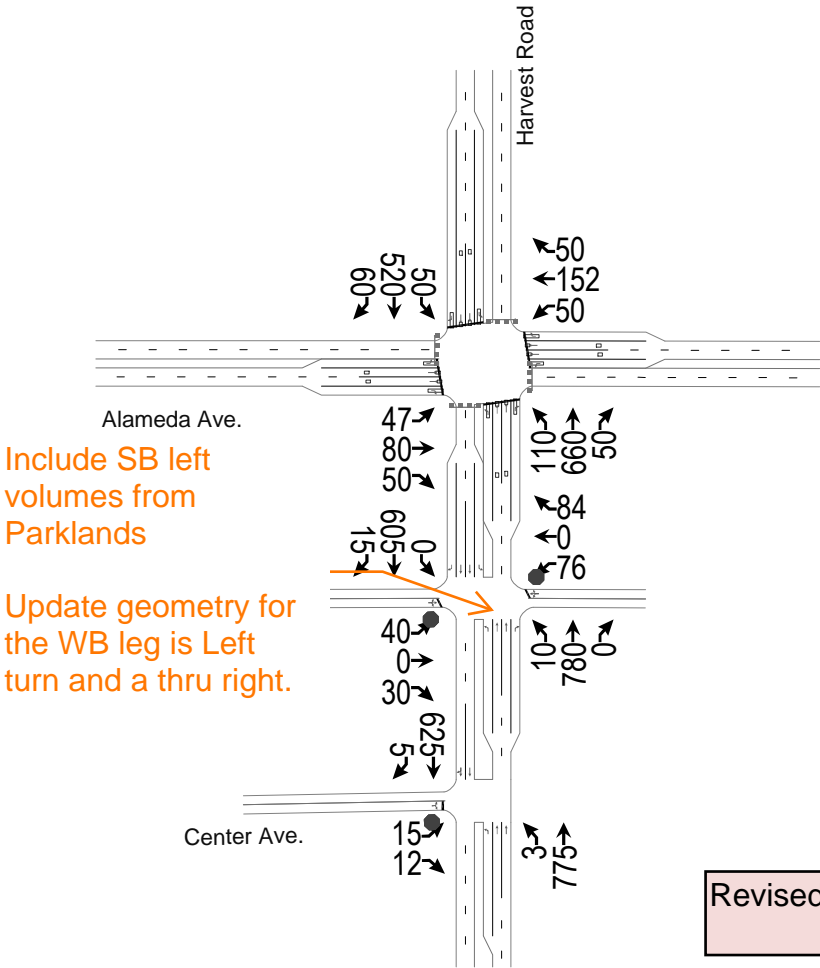
Update geometry for the WB leg is Left turn and a thru right.



Waterstone
3: Alameda Ave. & Harvest Road

2040 PM Background
05/19/2021













												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	153	50	50	87	50	50	660	50	50	830	40
Future Volume (veh/h)	66	153	50	50	87	50	50	660	50	50	830	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	108	249	54	54	142	54	54	717	54	54	902	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	276	297	64	186	223	85	363	1819	136	617	2608	187
Arrive On Green	0.07	0.20	0.20	0.04	0.17	0.17	0.04	0.38	0.38	0.20	0.54	0.54
Sat Flow, veh/h	1781	1489	323	1781	1291	491	1781	4846	363	1781	4862	349
Grp Volume(v), veh/h	108	0	303	54	0	196	54	502	269	54	631	336
Grp Sat Flow(s),veh/h/ln	1781	0	1812	1781	0	1782	1781	1702	1805	1781	1702	1807
Q Serve(g_s), s	4.8	0.0	15.6	2.4	0.0	9.9	1.8	10.5	10.6	1.2	10.3	10.3
Cycle Q Clear(g_c), s	4.8	0.0	15.6	2.4	0.0	9.9	1.8	10.5	10.6	1.2	10.3	10.3
Prop In Lane	1.00		0.18	1.00		0.28	1.00		0.20	1.00		0.19
Lane Grp Cap(c), veh/h	276	0	361	186	0	307	363	1278	678	617	1826	970
V/C Ratio(X)	0.39	0.00	0.84	0.29	0.00	0.64	0.15	0.39	0.40	0.09	0.35	0.35
Avail Cap(c_a), veh/h	350	0	718	253	0	651	448	1278	678	617	1826	970
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.4	0.0	37.4	32.1	0.0	37.4	17.2	22.3	22.3	9.0	12.8	12.8
Incr Delay (d2), s/veh	0.9	0.0	5.2	0.9	0.0	2.2	0.2	0.9	1.7	0.3	0.5	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	7.3	1.1	0.0	4.5	0.7	4.3	4.7	0.5	3.9	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.3	0.0	42.6	32.9	0.0	39.6	17.4	23.2	24.0	9.3	13.3	13.8
LnGrp LOS	C	A	D	C	A	D	B	C	C	A	B	B
Approach Vol, veh/h		411			250			825			1021	
Approach Delay, s/veh		39.7			38.2			23.1			13.3	
Approach LOS		D			D			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.0	41.0	8.3	23.9	8.3	56.7	11.0	21.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	19.5	36.5	7.5	38.5	8.5	47.5	10.5	35.5				
Max Q Clear Time (g_c+I1), s	3.2	12.6	4.4	17.6	3.8	12.3	6.8	11.9				
Green Ext Time (p_c), s	0.1	5.3	0.0	1.8	0.0	7.7	0.1	1.1				
Intersection Summary												
HCM 6th Ctrl Delay			23.3									
HCM 6th LOS			C									



Waterstone
3: Alameda Ave. & Harvest Road

2040 AM TOTAL

























Queue

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	51	86	54	54	165	54	120	717	54	54	565	65
v/c Ratio	0.21	0.19	0.14	0.21	0.37	0.14	0.28	0.64	0.08	0.09	0.30	0.07
Control Delay	22.4	28.2	0.8	22.5	30.0	0.8	9.6	23.7	0.3	5.9	11.4	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.4	28.2	0.8	22.5	30.0	0.8	9.6	23.7	0.3	5.9	11.4	0.1
Queue Length 50th (ft)	17	17	0	18	35	0	19	143	0	8	78	0
Queue Length 95th (ft)	42	37	0	43	62	0	41	210	0	22	121	0
Internal Link Dist (ft)		432			364			230			307	
Turn Bay Length (ft)	150		150	150		150	150		150	250		250
Base Capacity (vph)	246	962	579	254	962	579	434	1123	642	625	1873	905
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.09	0.09	0.21	0.17	0.09	0.28	0.64	0.08	0.09	0.30	0.07
Intersection Summary												

Waterstone
3: Alameda Ave. & Harvest Road

2040 AM TOTAL

Queue

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	53	50	50	101	50	110	660	50	50	520	40
Future Volume (veh/h)	31	53	50	50	101	50	110	660	50	50	520	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	86	54	54	165	54	120	717	54	54	565	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	242	308	137	274	314	140	484	1133	506	699	1865	832
Arrive On Green	0.05	0.09	0.09	0.05	0.09	0.09	0.07	0.32	0.32	0.27	0.52	0.52
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	51	86	54	54	165	54	120	717	54	54	565	65
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	1.7	1.5	2.1	1.8	2.9	2.1	2.9	11.3	1.6	0.8	5.9	1.3
Cycle Q Clear(g_c), s	1.7	1.5	2.1	1.8	2.9	2.1	2.9	11.3	1.6	0.8	5.9	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	242	308	137	274	314	140	484	1133	506	699	1865	832
V/C Ratio(X)	0.21	0.28	0.39	0.20	0.53	0.39	0.25	0.63	0.11	0.08	0.30	0.08
Avail Cap(c_a), veh/h	296	971	433	325	971	433	539	1133	506	699	1865	832
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.6	28.1	28.4	25.5	28.7	28.3	13.3	19.1	15.8	6.3	8.8	7.8
Incr Delay (d2), s/veh	0.4	0.5	1.8	0.3	1.4	1.7	0.3	2.7	0.4	0.2	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.6	0.8	0.7	1.3	0.8	1.1	4.7	0.6	0.3	2.1	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.0	28.6	30.3	25.8	30.1	30.1	13.6	21.8	16.2	6.5	9.3	7.9
LnGrp LOS	C	C	C	C	C	C	B	C	B	A	A	A
Approach Vol, veh/h		191			273			891			684	
Approach Delay, s/veh		28.4			29.2			20.4			8.9	
Approach LOS		C			C			C			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.5	25.5	7.6	10.2	8.9	39.1	7.5	10.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	18.0	21.0	5.0	18.0	6.5	32.5	5.0	18.0				
Max Q Clear Time (g_c+l1), s	2.8	13.3	3.8	4.1	4.9	7.9	3.7	4.9				
Green Ext Time (p_c), s	0.1	3.0	0.0	0.5	0.0	4.2	0.0	0.9				
Intersection Summary												
HCM 6th Ctrl Delay			18.5									
HCM 6th LOS			B									

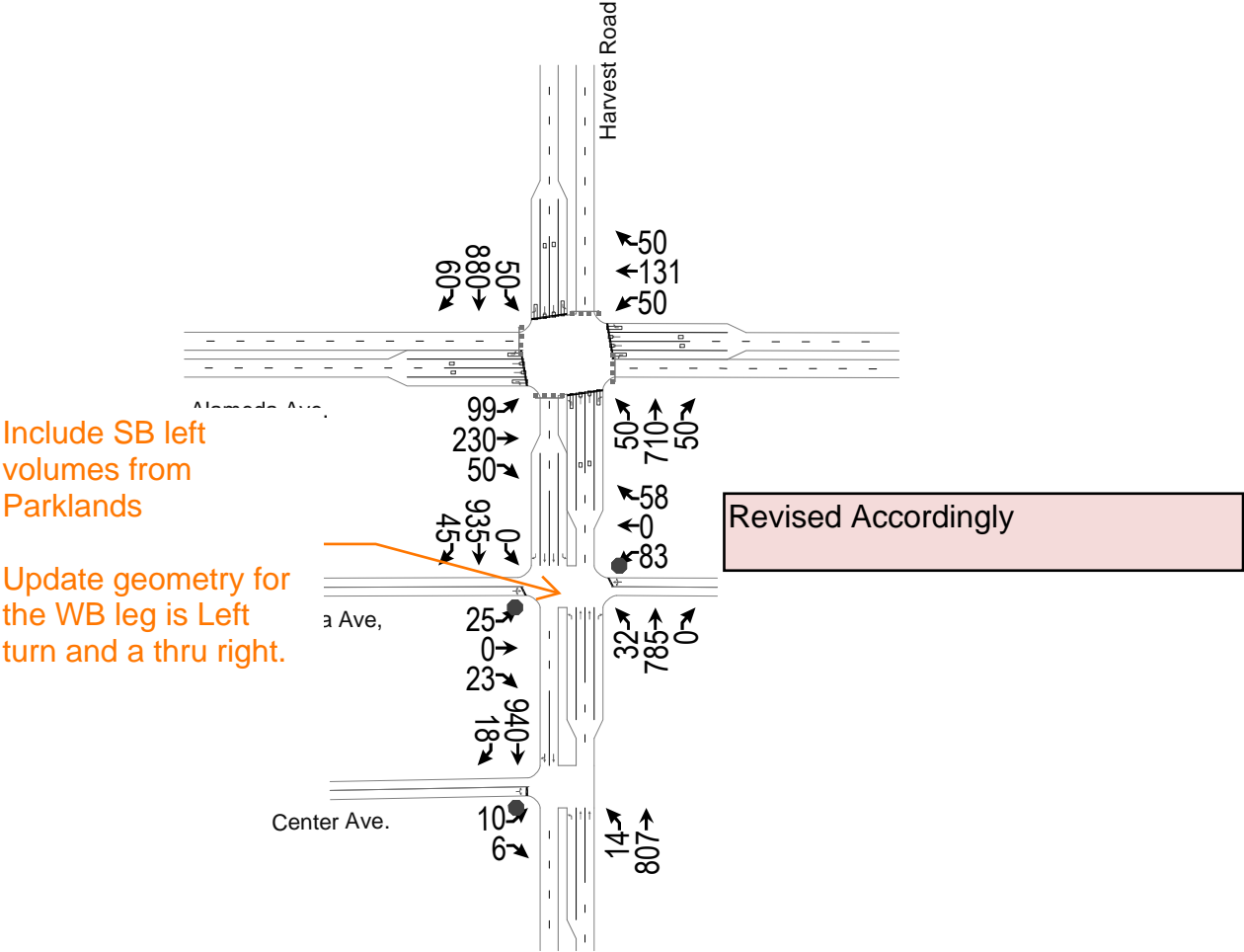
Intersection												
Int Delay, s/veh	7.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↗	↗	↗	↗	↗
Traffic Vol, veh/h	40	0	30	76	0	84	10	780	0	0	605	15
Future Vol, veh/h	40	0	30	76	0	84	10	780	0	0	605	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	150	150	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	43	0	33	83	0	91	11	848	0	0	658	16
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1104	1528	329	1199	1544	424	674	0	0	848	0	0
Stage 1	658	658	-	870	870	-	-	-	-	-	-	-
Stage 2	446	870	-	329	674	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	166	116	667	141	114	579	913	-	-	785	-	-
Stage 1	420	459	-	313	367	-	-	-	-	-	-	-
Stage 2	561	367	-	658	452	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	139	115	667	133	113	579	913	-	-	785	-	-
Mov Cap-2 Maneuver	139	115	-	133	113	-	-	-	-	-	-	-
Stage 1	415	459	-	309	363	-	-	-	-	-	-	-
Stage 2	467	363	-	626	452	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	31.6		61.7		0.1		0					
HCM LOS	D		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	913	-	-	210	223	785	-	-	-	-	-	-
HCM Lane V/C Ratio	0.012	-	-	0.362	0.78	-	-	-	-	-	-	-
HCM Control Delay (s)	9	-	-	31.6	61.7	0	-	-	-	-	-	-
HCM Lane LOS	A	-	-	D	F	A	-	-	-	-	-	-
HCM 95th %tile Q(veh)	0	-	-	1.6	5.6	0	-	-	-	-	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑↑	↑↑	
Traffic Vol, veh/h	15	12	3	775	625	5
Future Vol, veh/h	15	12	3	775	625	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	13	3	842	679	5

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1109	342	684	0	-	0
Stage 1	682	-	-	-	-	-
Stage 2	427	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	204	654	905	-	-	-
Stage 1	464	-	-	-	-	-
Stage 2	626	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	203	654	905	-	-	-
Mov Cap-2 Maneuver	203	-	-	-	-	-
Stage 1	463	-	-	-	-	-
Stage 2	626	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.7	0	0
HCM LOS	C		













Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	905	-	293	-	-
HCM Lane V/C Ratio	0.004	-	0.1	-	-
HCM Control Delay (s)	9	-	18.7	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-



Waterstone
3: Alameda Ave. & Harvest Road

2040 PM TOTAL

Queue

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	108	249	54	54	142	54	54	772	54	54	957	65
v/c Ratio	0.38	0.41	0.12	0.20	0.28	0.13	0.18	0.72	0.09	0.09	0.50	0.07
Control Delay	24.9	29.0	0.6	21.4	28.8	0.7	10.2	27.9	0.3	7.0	13.6	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.9	29.0	0.6	21.4	28.8	0.7	10.2	27.9	0.3	7.0	13.6	0.1
Queue Length 50th (ft)	37	54	0	18	30	0	9	163	0	9	157	0
Queue Length 95th (ft)	74	88	0	43	54	0	25	#244	0	25	236	0
Internal Link Dist (ft)		432			364			230			307	
Turn Bay Length (ft)	150		150	150		150	150		150	150		150
Base Capacity (vph)	282	913	560	266	913	560	307	1065	619	569	1920	924
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.27	0.10	0.20	0.16	0.10	0.18	0.72	0.09	0.09	0.50	0.07

























Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Waterstone
3: Alameda Ave. & Harvest Road

2040 PM TOTAL

Queue

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	153	50	50	87	50	50	710	50	50	880	40
Future Volume (veh/h)	66	153	50	50	87	50	50	710	50	50	880	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	108	249	54	54	142	54	54	772	54	54	957	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	296	409	182	242	317	142	360	1097	489	655	1871	834
Arrive On Green	0.07	0.11	0.11	0.05	0.09	0.09	0.05	0.31	0.31	0.26	0.53	0.53
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	108	249	54	54	142	54	54	772	54	54	957	65
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	3.7	4.5	2.1	1.8	2.6	2.2	1.4	13.0	1.7	0.8	11.9	1.4
Cycle Q Clear(g_c), s	3.7	4.5	2.1	1.8	2.6	2.2	1.4	13.0	1.7	0.8	11.9	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	296	409	182	242	317	142	360	1097	489	655	1871	834
V/C Ratio(X)	0.36	0.61	0.30	0.22	0.45	0.38	0.15	0.70	0.11	0.08	0.51	0.08
Avail Cap(c_a), veh/h	298	940	419	289	940	419	420	1097	489	655	1871	834
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.5	28.6	27.6	26.2	29.4	29.2	14.6	20.8	16.8	7.3	10.4	8.0
Incr Delay (d2), s/veh	0.8	1.5	0.9	0.5	1.0	1.7	0.2	3.8	0.5	0.2	1.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.9	0.8	0.8	1.1	0.9	0.5	5.6	0.6	0.3	4.2	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.2	30.1	28.5	26.7	30.4	30.9	14.7	24.5	17.3	7.6	11.4	8.1
LnGrp LOS	C	C	C	C	C	C	B	C	B	A	B	A
Approach Vol, veh/h		411			250			880			1076	
Approach Delay, s/veh		28.9			29.7			23.5			11.1	
Approach LOS		C			C			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.5	25.5	7.7	12.3	7.7	40.3	9.4	10.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	18.0	21.0	5.0	18.0	5.5	33.5	5.0	18.0				
Max Q Clear Time (g_c+I1), s	2.8	15.0	3.8	6.5	3.4	13.9	5.7	4.6				
Green Ext Time (p_c), s	0.1	2.7	0.0	1.3	0.0	7.1	0.0	0.8				
Intersection Summary												
HCM 6th Ctrl Delay			19.8									
HCM 6th LOS			B									

Intersection												
Int Delay, s/veh	14.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	25	0	23	83	0	58	32	785	0	0	935	45
Future Vol, veh/h	25	0	23	83	0	58	32	785	0	0	935	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	150	150	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	0	25	90	0	63	35	853	0	0	1016	49

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1513	1939	508	1431	1988	427	1065	0	0	853	0	0
Stage 1	1016	1016	-	923	923	-	-	-	-	-	-	-
Stage 2	497	923	-	508	1065	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	82	65	510	95	60	576	650	-	-	782	-	-
Stage 1	255	314	-	290	347	-	-	-	-	-	-	-
Stage 2	523	347	-	516	297	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	70	61	510	~ 87	57	576	650	-	-	782	-	-
Mov Cap-2 Maneuver	70	61	-	~ 87	57	-	-	-	-	-	-	-
Stage 1	241	314	-	274	328	-	-	-	-	-	-	-
Stage 2	441	328	-	491	297	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	57	186.2	0.4	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	650	-	-	119 134	782	-	-
HCM Lane V/C Ratio	0.054	-	-	0.438 1.144	-	-	-
HCM Control Delay (s)	10.9	-	-	57 186.2	0	-	-
HCM Lane LOS	B	-	-	F F	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.9 8.9	0	-	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑↑	↑↑	
Traffic Vol, veh/h	10	6	14	807	940	18
Future Vol, veh/h	10	6	14	807	940	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	7	15	877	1022	20
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1501	521	1042	0	-	0
Stage 1	1032	-	-	-	-	-
Stage 2	469	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	113	500	663	-	-	-
Stage 1	304	-	-	-	-	-
Stage 2	596	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	110	500	663	-	-	-
Mov Cap-2 Maneuver	110	-	-	-	-	-
Stage 1	297	-	-	-	-	-
Stage 2	596	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	31.1	0.2		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	663	-	155	-	-	
HCM Lane V/C Ratio	0.023	-	0.112	-	-	
HCM Control Delay (s)	10.6	-	31.1	-	-	
HCM Lane LOS	B	-	D	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-	



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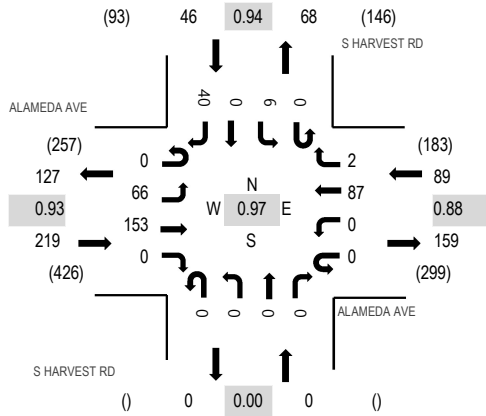
Location: 1 S HARVEST RD & ALAMEDA AVE PM

Date: Thursday, May 6, 2021

Peak Hour: 04:15 PM - 05:15 PM

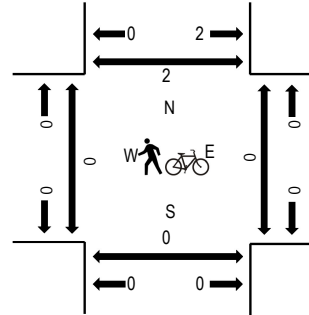
Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	ALAMEDA AVE Eastbound				ALAMEDA AVE Westbound				S HARVEST RD Northbound				S HARVEST RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	18	31	0	0	0	27	1	0	0	0	0	0	0	0	11	88	352	0	0	0	0
4:15 PM	0	18	35	0	0	0	20	1	0	0	0	0	0	0	0	11	85	354	0	0	0	0
4:30 PM	0	16	37	0	0	0	26	0	0	0	0	0	0	0	0	12	91	347	0	0	0	1
4:45 PM	0	16	38	0	0	0	24	0	0	0	0	0	0	3	0	7	88	343	0	0	0	1
5:00 PM	0	16	43	0	0	0	17	1	0	0	0	0	0	3	0	10	90	350	0	0	0	0
5:15 PM	0	16	28	0	0	0	21	0	0	0	0	0	2	3	0	8	78		0	0	0	0
5:30 PM	0	19	36	0	0	0	18	3	0	0	0	0	0	1	0	10	87		0	0	0	0
5:45 PM	0	19	40	0	0	0	24	0	0	0	0	0	0	1	0	11	95		0	0	0	0
Count Total	0	138	288	0	0	0	177	6	0	0	0	0	2	11	0	80	702		0	0	0	2
Peak Hour	0	66	153	0	0	0	87	2	0	0	0	0	0	6	0	40	354		0	0	0	2