The Landing at Frisco

This is a 20 unit residential condominium project to be built on lots 5-7, Raintree Two Subdivision, Frisco (80, 86 and 92 Beaver Lodge Rd, Frisco). All units are three bedroom with an attached three car garage; each approximately 2,150 sf living area. There are four tri-plex buildings (A, B, C and F) and two four-plex buildings (D and E). The electric and gas meters may be located on either side of the building, or both sides if necessary. The Landing meets all required specifications: setback, lot coverage, building heights, density.

Our vision for The Landing is a neighborhood within a neighborhood – twenty multi-generational family retreats thoughtfully designed so every floor – including the rooftop deck – is ADA accessible to all.

The Landing supports the Town of Frisco Community Plan 1.1A: the project is compatible and compliments the adjacent residential properties.

The Landing supports the Town of Frisco Community Plan 1.1C: the project is available to full-time residents, second home owners, and short-term rentals.

The Landing supports the Town of Frisco Community Plan 1.2A: The project is aesthetically appealing and presents a cohesive neighborhood.

The Landing supports the Town of Frisco Community Plan 2.1A: the project will enhance tourism revenue by providing a unique housing model for short-term and seasonal rentals.

The Landing supports the Town of Frisco Community Plan 2.1B: the project will provide inclusive housing for all ages and all physical abilities by being ADA accessible to every floor and deck.

The Landing supports the Town of Frisco Community Plan 2.1C: the project is aligned with the community goals as it is an allowed use.

The Landing supports the Town of Frisco Community Plan 2.1E: the project will allow home-based businesses and is an ideal space to work remotely.

The Landing at Frisco Condominiums
Conditional Use Application – Approval Criteria
Planning Commission final hearing

This application is for a multi-unit residential project in the Gateway District. Multi-unit residential in the Gateway District (previously the Accommodations District) WAS a permitted use by right from the time of the applicant's land purchase in June 2004 until February 12, 2008 at which time it was changed to conditional use. Many of the permitted uses in the Gateway District (hotel, motel, hostel, time share, restaurant, bar, marijuana and sexually oriented business) are LESS compatible with the neighborhood than this residential application. Applicant believes the characteristics of the residential use is identical to the surrounding developments making it straightforward to grant the requested conditional use permit. Based on the following, the applicant believes all of the criteria for approval of a conditional use are met.

This conditional use application is supported by the Town of Frisco Community Plan's guiding principles, goals, and policies:

Guiding Principle 1: Inclusive Community

1.1A Ensure new housing compliments adjacent properties and neighborhoods through appropriate mass, scale, and design.

> The housing in The Landing is similar in size, mass, design and density to the other residential developments in the neighborhood that were approved when residential multi-unit was a permitted use.

1.1C Strive to create an appropriate balance of full-time residents, second homes and short-term rentals to maintain a diverse and vibrant community.

The Landing will provide for a mix of buyers including full-time residents, second homeowners and those looking to house a multi-generational family.

1.2A Support public improvements and gateway redevelopment that is aesthetically appealing, inviting to visitors, and reflects a cohesive image of Frisco.

> The Landing supports this vision for the Gateway District. Please see the renderings included in the site plan application. The applicant believes that The Landing enhances the visual appeal of the existing neighborhood.

2.1A Continue to attract and retain businesses that support and enhance Frisco's tourism revenues, while also seeking to build upon entrepreneurship or new emerging niches.

The Landing at Frisco Condominiums
Conditional Use Application – Approval Criteria
Planning Commission final hearing

The Landing will enhance tourism revenue by providing a unique housing type for short-term or seasonal rentals. The elevators in each unit allow access to residents and visitors of all ages and physical abilities.

2.1B Provide opportunities for a balanced mix of housing and services to support local businesses, employees, residents and visitors.

The Landing will contribute to the economy by allowing more people to own homes in Frisco and thus increase the sales tax revenues.

2.1C As development and infill occurs ensure that the Town's overall mix of land uses remains aligned with community goals.

The original zoning for the Accommodation District allowed multi-unit residential as a permitted use. The current zoning for the Gateway District allows for multi-unit residential as a conditional use. The land use for this application has been allowed and anticipated CONTINUOUSLY for more than 30 years. This is the indisputable definition of alignment with community goals.

2.1E Support the creation of home-based businesses and remote workers.

The Gateway District allows home-based businesses. The Landing is an ideal location for remote workers due to proximity to amenities.

Specific requirements for conditional use:

1) The conditional use is consistent with the purpose and intent of the zone district in which it is proposed to be located, furthers the applicable goals of the Frisco Community Plan, and is a desirable use that will contribute to the general welfare of the community.

   The Gateway District allows multi-unit residential. The Landing at Frisco will increase residential housing and is compatible with the surrounding area.

2) The conditional use is compatible with the mix of development in the immediate vicinity of the parcel in terms of density, height, bulk, architecture, landscaping, and open space, as well as with any applicable adopted regulatory master plan or PUD.

The Landing at Frisco Condominiums
Conditional Use Application – Approval Criteria
Planning Commission final hearing

The Landing at Frisco meets all of the density, height, bulk, architecture, lot coverage and landscaping requirements in the Gateway District.

3) The conditional use is consistent and compatible with the character of the immediate vicinity of the parcel proposed for development and surrounding land uses and enhances the mixture of complimentary uses and activities in the immediate vicinity of the parcel proposed for development.

   The immediate vicinity is low density residential condominiums. The Landing at Frisco is low density residential.

4) The location, size design, and operating characteristics of the proposed conditional use minimizes adverse effects, including visual impacts, impacts on pedestrians and vehicular circulation, parking, refuse and recycling services/area, service delivery, noise, vibrations and odor on surrounding properties.

   The Landing at Frisco will have no adverse impact on any surrounding properties.

5) There are adequate public facilities and services to serve the conditional use including, but not limited to, roads, potable water, sewer, solid waste, parks, police, fire protection, emergency medical services, drainage systems and schools.

   All services are available to The Landing at Frisco.

6) N/A

The Landing at Frisco Condominiums
Conditional Use Application – Approval Criteria
Planning Commission final hearing

MAJOR SITE PLAN
THE LANDING

LOTS 5-7, RAINTREE TWO
LOCATED IN SECTION 26, TOWNSHIP 5 SOUTH, RANGE 78 WEST OF THE 6TH PRINCIPAL MERIDIAN
TOWN OF FRISCO, COUNTY OF SUMMIT, STATE OF COLORADO

LEGEND

EXISTING	PROPOSED	
ST		STORM SEWER PIPE
		EASEMENT
		LOT LINE
		PROPERTY LINE
		RIGHT OF WAY
		ROAD CURB AND GUTTER
		FLUSH CURB
		WALL - RETAINING
		WATER SURFACE ELEVATION
		SWALE
5820	5280	MAJOR CONTOUR
5822	5822	MINOR CONTOUR
		STORM SEWER FLARED END SECTION
		ADA ACCESSIBLE PARKING
		SIGN
		TREES

DEMO LEGEND

- PIEZOMETER
- TREES
- TREELINE

ABBREVIATIONS

APPROX	APPROXIMATE
BLDG	BUILDING
ESMT	EASEMENT
EX	EXISTING
FES	FLARED END SECTION
FL	FLOWLINE
FT	FEET
LF	LINEAR FEET
MAX	MAXIMUM
PROP	PROPOSED
SF	SQUARE FEET
TBC	TOP-BACK OF CURB
TYP	TYPICAL
TBR	TO BE REMOVED
WSE	WATER SURFACE ELEVATION
VERT	VERTICAL

0 20' 40' 60'
SCALE: 1" = 20'

NO.	REVISION	BY	DATE

R&R ENGINEERS SURVEYORS INC

R&R ENGINEERS-SURVEYORS, INC.
1635 WEST 13TH AVENUE, SUITE 310
DENVER, COLORADO 80204
PHONE: 303-753-6730
WWW.RRENGINEERS.COM

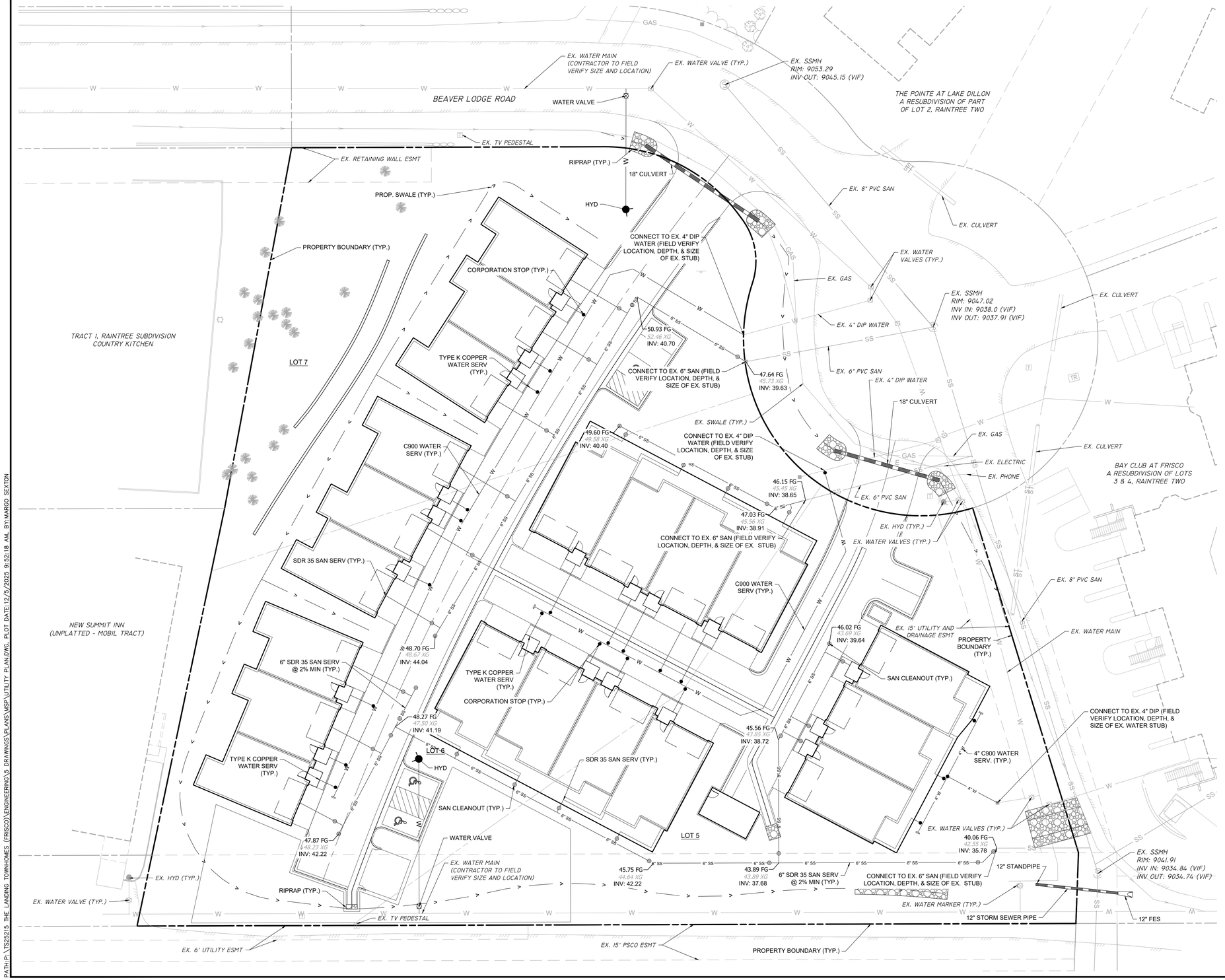
THE LANDING
SITE ADDRESS: 80, 86, & 90 BEAVER LODGE ROAD FRISCO, COLORADO
PREPARED FOR: THOMAS SILENGO 5218 VENICE WAY, NE ST. PETERSBURG, FL 33703

P L A N S E T

JOB NO.	TS25215
DATE:	12/05/2025
DWN: MPS	CHKD: IFC
NAME	SITE PLAN
NO.	C1.0

MAJOR SITE PLAN
THE LANDING

LOTS 5-7, RAINTREE TWO
LOCATED IN SECTION 26, TOWNSHIP 5 SOUTH, RANGE 78 WEST OF THE 6TH PRINCIPAL MERIDIAN
TOWN OF FRISCO, COUNTY OF SUMMIT, STATE OF COLORADO



LEGEND

EXISTING	PROPOSED	
GAS		NATURAL GAS PIPE
SS	SS	SANITARY SEWER PIPE
ST	ST	STORM SEWER PIPE
W	W	WATER PIPE
		EASEMENT
		LOT LINE
		PROPERTY LINE
		RIGHT OF WAY
		ROAD CURB AND GUTTER
		FLUSH CURB
		WALL - RETAINING
		WATER SURFACE ELEVATION
	>	SWALE
5820	5280	MAJOR CONTOUR
5822	5822	MINOR CONTOUR
		LIGHT POLE
TR		TRANSFORMER PAD
T		COMMUNICATIONS STRUCTURE
SS		SANITARY SEWER MANHOLE
		SANITARY SEWER CLEANOUT
		SANITARY SERVICE POST
		STORM SEWER FLARED END SECTION
		FIRE HYDRANT
		WATER SERVICE POST
		WATER TAP / CORP STOP
		WATER VALVE
		ADA ACCESSIBLE PARKING
		SIGN
		TREES

ABBREVIATIONS

BLDG	BUILDING
ESMT	EASEMENT
EX	EXISTING
FES	FLARED END SECTION
FG	FINISHED GRADE
HYD	HYDRANT
MAX	MAXIMUM
MIN	MINIMUM
PROP	PROPOSED
SAN	SANITARY SEWER
SERV	SERVICE
TYP	TYPICAL
VIF	VERIFY IN FIELD
XG	EXISTING GRADE

NOTES:
1. ANY SANITARY SERVICE LINE LESS THAN 9' BELOW GRADE IN AREAS WHERE SNOW REMOVAL OCCURS AND 7' BELOW GRADE IN AREAS WHERE SNOW REMOVAL DOES NOT OCCUR MUST BE INSULATED. SEE FRISCO SANITATION DISTRICT REQUIREMENTS.
2. CONTRACTOR TO FIELD VERIFY LOCATION, DEPTH, AND SIZE OF EXISTING UTILITIES

NORTH

0 20' 40' 60'

SCALE: 1" = 20'

NO.	REVISION	BY	DATE

R&R ENGINEERS SURVEYORS, INC
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1635 WEST 13TH AVENUE, SUITE 310
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PHONE: 303-753-6730
WWW.RRENGINEERS.COM

THE LANDING
SITE ADDRESS: 80, 86, & 90 BEAVER LODGE ROAD FRISCO, COLORADO
PREPARED FOR: THOMAS SILENGO 5218 VENICE WAY, NE ST. PETERSBURG, FL 33703

PLAN SET

JOB NO. TS25215
DATE: 12/05/2025
DWN: MPS CHKD: IFC
NAME

UTILITY PLAN

NO. C2.0

PATH-P:\TS25215 THE LANDING TOWNHOMES (FRISCO)\ENGINEERING\5 DRAWINGS\PLANS\MSP\UTILITY PLAN.DWG, PLOT DATE:12/5/2025, 9:52:18 AM, BY:MARCO SEXTON

MAJOR SITE PLAN
THE LANDING

LOTS 5-7, RAINTREE TWO
LOCATED IN SECTION 26, TOWNSHIP 5 SOUTH, RANGE 78 WEST OF THE 6TH PRINCIPAL MERIDIAN
TOWN OF FRISCO, COUNTY OF SUMMIT, STATE OF COLORADO

LEGEND

EXISTING	PROPOSED	
ST		STORM SEWER PIPE
		EASEMENT
		LOT LINE
		PROPERTY LINE
		RIGHT OF WAY
		ROAD CURB AND GUTTER
		FLUSH CURB
		WALL - RETAINING
		WATER SURFACE ELEVATION
	>	SWALE
5820	5280	MAJOR CONTOUR
5822	5822	MINOR CONTOUR
		LIGHT POLE
TR		TRANSFORMER PAD
T		COMMUNICATIONS STRUCTURE
SS		SANITARY SEWER MANHOLE
		SANITARY SEWER CLEANOUT
		SANITARY SERVICE POST
		STORM SEWER FLARED END SECTION
		FIRE HYDRANT
		WATER SERVICE POST
		WATER TAP / CORP STOP
		WATER VALVE
		ADA ACCESSIBLE PARKING
		SIGN
		TREES

ABBREVIATIONS

APPROX	APPROXIMATE
BLDG	BUILDING
EOP	EDGE OF PAVEMENT
EX	EXISTING
ESMT	EASEMENT
FES	FLARED END SECTION
FFE	FINISHED FLOOR ELEVATION
FG	FINISHED GRADE
FL	FLOWLINE
FT	FEET
GAR	GARAGE
HR	HOUR
HYD	HYDRANT
LF	LINEAR FEET
MAX	MAXIMUM
MX	MATCH EXISTING
P	PAVEMENT
PROP	PROPOSED
SAN	SANITARY SEWER
SF	SQUARE FEET
TBC	TOP-BACK OF CURB
TYP	TYPICAL
WSE	WATER SURFACE ELEVATION

NO.	REVISION	BY	DATE

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THE LANDING
SITE ADDRESS: 80, 86, & 90 BEAVER LODGE ROAD
FRISCO, COLORADO
PREPARED FOR: THOMAS SILENGO
5218 VENICE WAY, NE
ST. PETERSBURG, FL 33703

P L A N S E T

JOB NO.	TS25215		
DATE:	12/05/2025		
DWN:	MPS	CHKD:	IFC

NAME: GRADING PLAN

NO. C3.0

MAJOR SITE PLAN
THE LANDING

LOTS 5-7, RAINTREE TWO
LOCATED IN SECTION 26, TOWNSHIP 5 SOUTH, RANGE 78 WEST OF THE 6TH PRINCIPAL MERIDIAN
TOWN OF FRISCO, COUNTY OF SUMMIT, STATE OF COLORADO

LEGEND

EXISTING	PROPOSED	
ST		STORM SEWER PIPE
		EASEMENT
		LOT LINE
		PROPERTY LINE
		RIGHT OF WAY
		ROAD CURB AND GUTTER
		FLUSH CURB
		WALL - RETAINING
		WATER SURFACE ELEVATION
>	>	SWALE
5820	5280	MAJOR CONTOUR
5822	5822	MINOR CONTOUR
		STORM SEWER FLARED END SECTION
		ADA ACCESSIBLE PARKING
		SIGN
		TREES

BMP LEGEND

CF		CONSTRUCTION FENCE
CWA		CONCRETE WASHOUT AREA
SF	SF	SILT FENCE
LOD	LOD	LIMITS OF DISTURBANCE (102,350 SF)
RS		ROCK SOCK
SSA		STABILIZED STAGING AREA
VTC		VEHICLE TRACKING
IP		INLET PROTECTION
OP		OUTLET PROTECTION
SC		SEEDING AND MULCHING

ABBREVIATIONS

BLDG	BUILDING
ESMT	EASEMENT
EX	EXISTING
FES	FLARED END SECTION
PROP	PROPOSED
TYP	TYPICAL

NORTH

0 20' 40' 60'

SCALE: 1" = 20'

NO.	REVISION	BY	DATE

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FRISCO, COLORADO
PREPARED FOR: THOMAS SILENGO
5218 VENICE WAY, NE
ST. PETERSBURG, FL 33703

P L A N S E T

JOB NO.	TS25215
DATE:	12/05/2025
DWN: MPS	CHKD: IFC

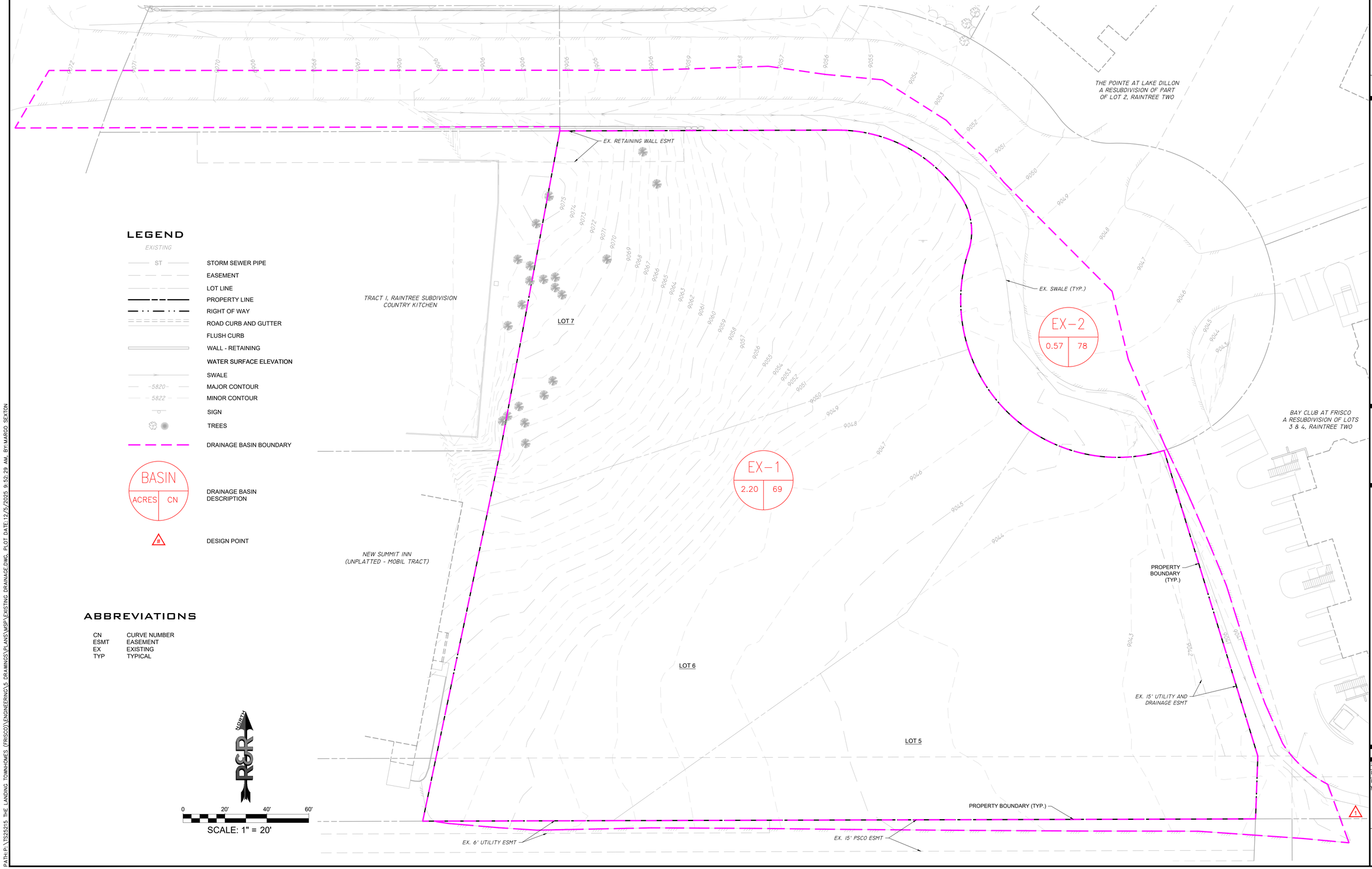
NAME
EROSION AND SEDIMENT CONTROL PLAN

NO.
C4.0

PATH-P:\TS25215 THE LANDING TOWNHOMES (FRISCO)\ENGINEERING\5 DRAWINGS\PLANS\MSP\ESC PLAN.DWG, PLOT DATE:12/5/2025 9:52:25 AM, BY:MARGO SEXTON

EXISTING DRAINAGE MAP
THE LANDING

LOTS 5-7, RAINTREE TWO
LOCATED IN SECTION 26, TOWNSHIP 5 SOUTH, RANGE 78 WEST OF THE 6TH PRINCIPAL MERIDIAN
TOWN OF FRISCO, COUNTY OF SUMMIT, STATE OF COLORADO



LEGEND

EXISTING

- ST — STORM SEWER PIPE
- EASEMENT
- LOT LINE
- PROPERTY LINE
- RIGHT OF WAY
- ROAD CURB AND GUTTER
- FLUSH CURB
- WALL - RETAINING
- WATER SURFACE ELEVATION
- SWALE
- 5820 — MAJOR CONTOUR
- 5822 — MINOR CONTOUR
- SIGN
- TREES
- DRAINAGE BASIN BOUNDARY
- BASIN (ACRES | CN) — DRAINAGE BASIN DESCRIPTION
- # — DESIGN POINT

ABBREVIATIONS

CN	CURVE NUMBER
ESMT	EASEMENT
EX	EXISTING
TYP	TYPICAL

NORTH

0 20' 40' 60'

SCALE: 1" = 20'

NO.	REVISION	BY	DATE

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PHONE: 303-753-6730
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THE LANDING

SITE ADDRESS: 80, 86, & 90 BEAVER LODGE ROAD
FRISCO, COLORADO

PREPARED FOR: THOMAS SILENGO
5218 VENICE WAY, NE
ST. PETERSBURG, FL 33703

EXHIBIT

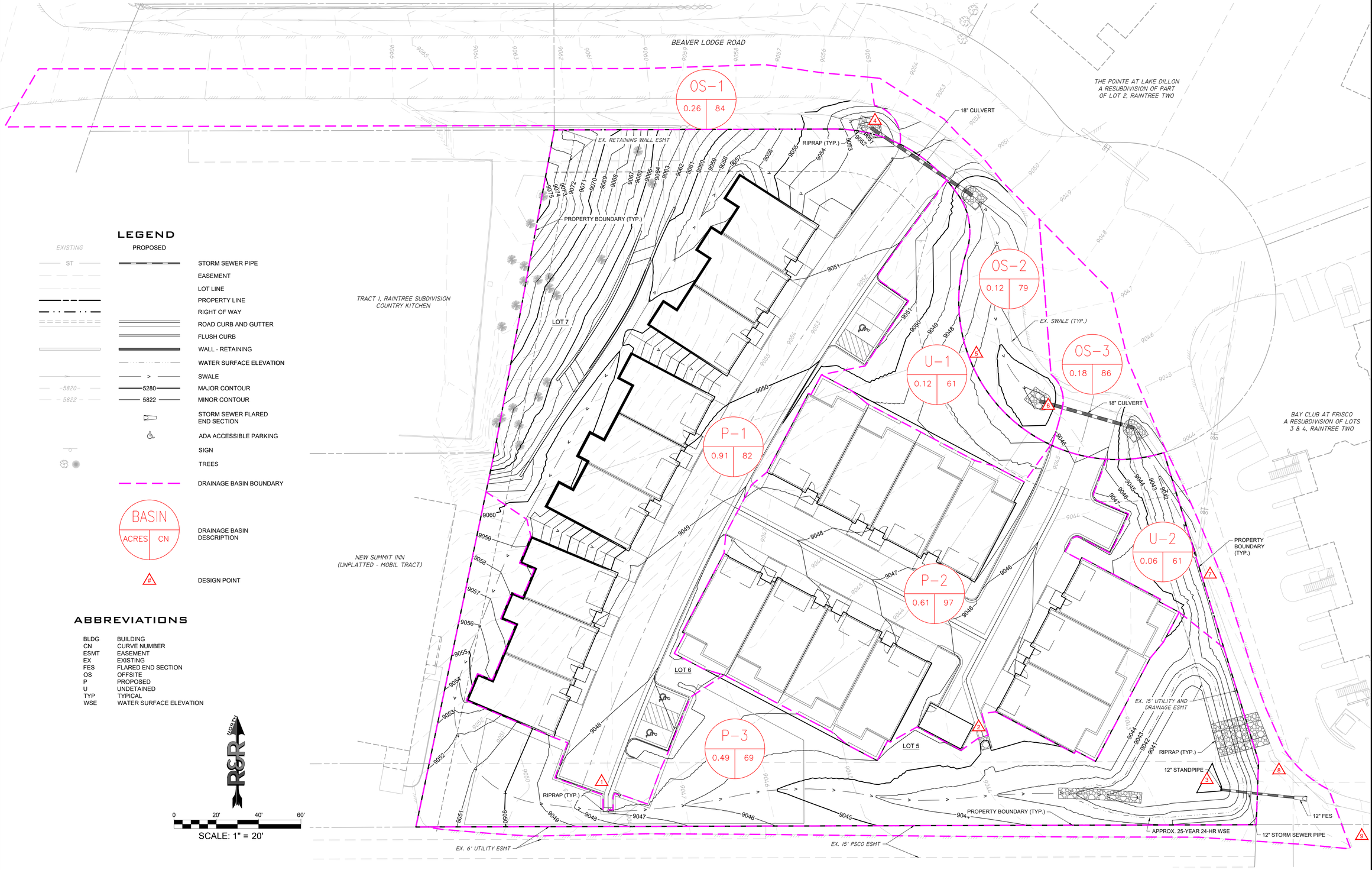
JOB NO. TS25215
DATE: 12/05/2025
DWN: MPS CHKD: IFC
NAME

EXISTING DRAINAGE MAP

NO. EX-1

PROPOSED DRAINAGE MAP
THE LANDING

LOTS 5-7, RAINTREE TWO
LOCATED IN SECTION 26, TOWNSHIP 5 SOUTH, RANGE 78 WEST OF THE 6TH PRINCIPAL MERIDIAN
TOWN OF FRISCO, COUNTY OF SUMMIT, STATE OF COLORADO



LEGEND

EXISTING	PROPOSED	
ST		STORM SEWER PIPE
		EASEMENT
		LOT LINE
		PROPERTY LINE
		RIGHT OF WAY
		ROAD CURB AND GUTTER
		FLUSH CURB
		WALL - RETAINING
		WATER SURFACE ELEVATION
>	>	SWALE
5820	5280	MAJOR CONTOUR
5822	5822	MINOR CONTOUR
		STORM SEWER FLARED END SECTION
		ADA ACCESSIBLE PARKING
		SIGN
		TREES
		DRAINAGE BASIN BOUNDARY
	BASIN (ACRES / CN)	DRAINAGE BASIN DESCRIPTION
	#	DESIGN POINT

ABBREVIATIONS

BLDG	BUILDING
CN	CURVE NUMBER
ESMT	EASEMENT
EX	EXISTING
FES	FLARED END SECTION
OS	OFFSITE
P	PROPOSED
U	UNDETAINED
TYP	TYPICAL
WSE	WATER SURFACE ELEVATION

NORTH

0 20' 40' 60'

SCALE: 1" = 20'

NO.	REVISION	BY	DATE

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THE LANDING

SITE ADDRESS: 80, 86, & 90 BEAVER LODGE ROAD
FRISCO, COLORADO

PREPARED FOR: THOMAS SILENGO
5218 VENICE WAY, NE
ST. PETERSBURG, FL 33703

EXHIBIT

JOB NO.	TS25215
DATE:	12/05/2025
DWN: MPS	CHKD: IFC
NAME	

PROPOSED DRAINAGE MAP

NO. PR-1

SITE PLAN

SCALE: 1" = 20'-0"

PROJECT DESCRIPTION

Proposed 20 unit Muliti-Family project. Total of 6 Buildings, 2 and 3 story, with roof decks. All resident parking provided in attached private garages. Additional surface parking for accessible spaces and guests. Two unit types are proposed:

Buildings A, B, and C are 3 level 2 story. Floor 1 (Garage Level) is partially below grade. All units are 3 bedroom 4 1/2 bath.

Building D, E, and F are 3 level 3 story. Floor 1 includes a bedroom suite with private terrace in addition to the Garage. All units are 3 bedroom 3 1/2 Bath.

PROJECT DATA

BUILDING

Occupancy	R-2
Construction Type	Type V Sprinklered
Zoning	Gateway
Total Buildings	6
Total Units	20
Total Bedrooms	60
Total Area	60998 (residential)

SITE

Total Site Area	95614 sf	
Landscaping	48734 sf	
Paving	20041 sf	
Terrace / Patios	1970 sf	
Building Coverage	24869 sf	
Lot Coverage	46880 sf	48.8% (60% max allow)
Roof Decks	10928 sf	
Paving + Roof Decks	30969 sf	
Snow Storage	9687 sf	31.3% (28.6% req)
Steep Slope Area	14200 sf	
Steep Slope Coverage	6395 sf	45.0% (50% max allow)

PARKING

Private Garage	60
Guest	7
Accessible Van	1
Total Parking	68

BUILDING AREA

Bldg A, B, C
Condo Plan 1
3 Bedroom 4 1/2 Bath

Living Area (single unit)	
Floor 1	298 sf
Floor 2	1063 sf
Floor 3	950 sf
Roof	168 sf
Total Living	2479 sf
Garage	781 sf
Total Unit	3260 sf
Total Bldg	**9780 sf**

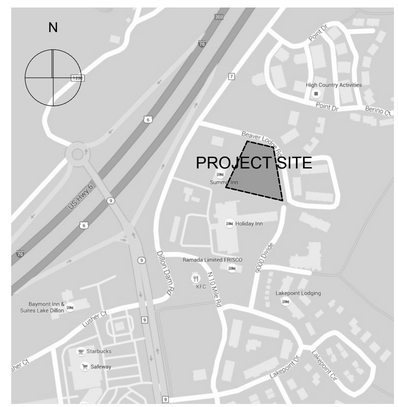
Bldg D, E
Condo Plan 2
3 Bedroom 3 1/2 Bath

Living Area (single unit)	
Floor 1	490 sf
Floor 2	874 sf
Floor 3	727 sf
Roof	70 sf
Total Living	2161 sf
Garage	717 sf
Total Unit	2878 sf
Total Bldg	**11512 sf**

Bldg F
Condo Plan 2
3 Bedroom 3 1/2 Bath

Living Area (single unit)	
Floor 1	490 sf
Floor 2	874 sf
Floor 3	727 sf
Roof	70 sf
Total Living	2161 sf
Garage	717 sf
Total Unit	2878 sf
Total Bldg	**8634 sf**

Total Residential (6 Bldgs)	**60998 sf**
Refuse Enclosure	264 sf



VICINITY MAP

NO SCALE

MICHAELSHULT
ARCHITECT

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975 N Ten Mile Dr E9
Frisco, CO 80443
970.390.4298
michael@shultarchitect.com

STATE OF COLORADO
MICHAEL G. SHULT
306353
LICENSED ARCHITECT

JANUARY 28, 2026

PROPOSED MULTI-FAMILY PROJECT FOR:

THE LANDING

LOT 5-7 RAINTREE TWO
FRISCO, COLORADO

A1.0

SITE / ROOF PLAN

SCALE: 1" = 20'-0"

BUILDING HEIGHT TABLE

Point	Natural Grade	Finished Grade	Measured from	Roof Elevation	Calculation		Height	Notes
A.1	9056.80	NA	Natural Grade	9091.27	9091.27	-9056.80	34.47	Sloped
A.2	9059.50	NA	Natural Grade	9095.82	9095.82	-9059.50	36.32	Sloped
A.3	9056.10	9053.00	Finished Grade	9085.00	9085.00	-9053.00	32.00	Flat
A.4	9058.00	9059.00	Natural Grade	9086.00	9086.00	-9058.00	28.00	Flat
B.1	9057.50	NA	Natural Grade	9089.77	9089.77	-9057.50	32.27	Sloped
B.2	9059.00	NA	Natural Grade	9094.32	9094.32	-9059.00	35.32	Sloped
B.3	9056.50	9056.50	Finished Grade	9083.50	9083.50	-9056.50	27.00	Flat
B.4	9060.50	9058.70	Natural Grade	9084.50	9084.50	-9060.50	24.00	Flat
C.1	9050.10	NA	Natural Grade	9089.27	9089.27	-9050.10	39.17	Sloped
C.2	9053.20	NA	Natural Grade	9093.82	9093.82	-9053.20	40.62	Sloped
C.3	9050.20	9050.20	Finished Grade	9083.00	9083.00	-9050.20	32.80	Flat
C.4	9053.00	9054.00	Natural Grade	9084.00	9084.00	-9053.00	31.00	Flat
D.1	9044.50	NA	Natural Grade	9087.26	9087.26	-9044.50	42.76	Sloped
D.2	9045.00	NA	Natural Grade	9091.76	9091.76	-9045.00	46.76	Sloped
D.3	9043.80	9047.50	Natural Grade	9083.50	9083.50	-9043.80	39.70	Flat
D.4	9044.30	9047.50	Natural Grade	9082.50	9082.50	-9044.30	38.20	Flat
E.1	9044.50	NA	Natural Grade	9088.88	9088.88	-9044.50	44.38	Sloped
E.2	9044.80	NA	Natural Grade	9091.21	9091.21	-9044.80	46.41	Sloped
E.3	9044.20	9047.50	Natural Grade	9083.50	9083.50	-9044.20	39.30	Flat
E.4	9044.30	9047.50	Natural Grade	9082.50	9082.50	-9044.30	38.20	Flat
F.1	9043.00	NA	Natural Grade	9086.27	9086.27	-9043.00	43.27	Sloped
F.2	9042.50	NA	Natural Grade	9090.77	9090.77	-9042.50	48.27	Sloped
F.3	9043.10	9046.50	Natural Grade	9082.50	9082.50	-9043.10	39.40	Flat
F.4	9042.30	9045.00	Natural Grade	9081.50	9081.50	-9042.30	39.20	Flat

PLANNING DEPT NOTES

1. There are no utility meters on the site or in the right-of-way adjacent to the site. Excel Energy to determine the location of utility service lines.
2. The project will be governed by an HOA which will own all open space. The HOA will determine the use of all land.
3. The number, use and location of construction trailers will be identified in a construction management plan submitted to the Town during the construction permitting process.
4. The location of the limit of work area fencing will be identified in a construction management plan submitted to the Town during the construction permitting process.
5. There are no certified solid-fuel burning devices in this project.
6. None of the existing trees on the site will remain.
7. Construction debris storage and staging areas will identified in a construction management plan submitted to the Town during the construction permitting process. No debris will be placed in any of the neighbors dumpsters.
8. The landscaping will meet Firewise Landscaping practices in accordance with Section 65-4, Amendments to the International Fire Code.

MICHAELSHULT
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STATE OF COLORADO
MICHAEL G. SHULT
306353
LICENSED ARCHITECT

JANUARY 28, 2026

PROPOSED MULTI-FAMILY PROJECT FOR:

THE LANDING

LOT 5-7 RAINTREE TWO
FRISCO, COLORADO

A1.1

LIGHTING PLAN

SCALE: 1" = 20'-0"

LIGHTING NOTES:

1. Approximate light distribution is denoted by shaded arcs on Site Plan. 1 foot-candle minimum at arc perimeter.
2. Light fixtures are all Dark Sky compliant.
3. Light fixture specification is typical for all units

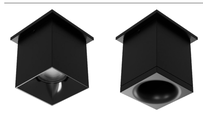
FIXTURE A

Entry Ceiling Mount

ZORON C4ST

Square Trimmed Ceiling Mount

WAC



Fixture Type:

Catalog Number:

Project:

Location:

PRODUCT DESCRIPTION

The Zoron series combines sleek aesthetics with exceptional performance. Compact and stylish enough for residential applications, yet powerful enough to be used commercially. With built-in color temperature selection and the option to be used either indoors or out, Zoron adapts to any setting. Regressed trims and specialized TIR optics provide both aesthetic appeal and glare control, making Zoron the perfect blend of form and function.

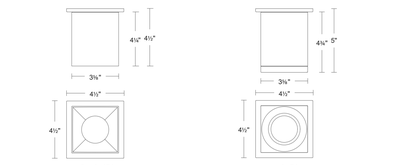
FEATURES

- Die-cast aluminum construction
- 5-CCT Switchable between 2700K and 5000K
- Suitable for indoor or outdoor use
- Low glare regressed trim with 25° + shielding angle
- Driver concealed within the fixture

SPECIFICATIONS

Input:	Universal voltage 120V - 277VAC, 50/60Hz
Dimming:	ELV, TRIAC, 0-10V: 100-5%
Light Source:	Integrated LED
Finish:	Electrostatically powder coated: White, Black Injection molded polycarbonate: Black, Chrome, Gold, Haze, White
Standards:	UL, cUL, IP65, Title 24 JA8 Compliant, Wet Location Listed
Operating Temp:	-13°F to 122°F (-25°C to 50°C)

LINE DRAWING



waclighting.com
Phone (800) 526.2588
Fax (800) 526.2585

Headquarters, East Manufacturing Facility
44 Harbor Park Drive
Port Washington, NY 11050

South East Manufacturing Facility
1600 Distribution Ct
Lithia Springs, GA 30122

Central Manufacturing Facility
1700 South I Elmar Freeway, Ste 100
Cedar Hill, TX 75104

West Manufacturing Facility
1750 S Archibald Ave
Ontario, CA 91761

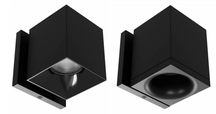
FIXTURE B

Garage Door Wall Mount

ZORON W4S

Square Wall Mount

WAC



Fixture Type:

Catalog Number:

Project:

Location:

PRODUCT DESCRIPTION

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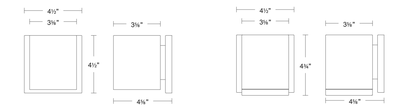
LINE DRAWING



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STATE OF COLORADO
MICHAEL G. SHULT
306353
LICENSED ARCHITECT

JANUARY 28, 2026

PROPOSED MULTI-FAMILY PROJECT FOR:

THE LANDING

LOT 5 RAINTREE TWO
FRISCO, COLORADO

A1.4

LANDSCAPE PLAN

SCALE: 1" = 20'-0"

PLANT LIST

Trees

	Common Name	Botanical name
	Aspen	Populus Tremuloides
	14 2" Caliper	
	14 3" Caliper	
	28 total	
	Narrowleaf Cottonwood	Populus Angustifolia
	13 2" Caliper	
	14 3" Caliper	
	27 Total	
	Blue Spruce	Picea Pungens
	14 6'	
	07 8'	
	07 10'	
	28 Total	
	Schubert Chokecherry	Prunus Virginiana
	13 2" Caliper	
	14 3" Caliper	
	27 Total	

Shrubs (5 Gallon)

MS	21	Mountain Snowberry	Symphoricarpos oroephilus
WR	22	Woods Rose	Rosa Woodsii
HS	21	Honeysuckle	Lonicera Involucrate

LANDSCAPE NOTES

1. Strip existing topsoil from site in construction areas and stockpile topsoil for landscape use
2. General contractor shall remove all debris, stumps, slash, concrete asphalt, etc, form site prior to landscape work.
3. Disturbed areas on site shall receive a minimum of 3" – 4" of topsoil in preparation for landscape treatment.
4. Seed disturbed area where needed with short dry grass mix. Apply starter fertilizer (18-46-0) or equivalent @ 4 lbs/1000 sf sow grass mix @ 2 lbs/1000 sf. Rake materials into soil.
5. Cobble rock or rock from site may be used as a ground cover treatment in designated areas with weed barrier fabric. Approximately 3"-6" diameter
6. Boulders recovered during construction (2' and larger in diameter) to be stockpiled on site. When placed, bury 1/3 to ½ of each boulder.
7. Locate all plant material to avoid snow shed, snow removal locations, sight lines. Utility lines, and easements.
8. All new plants shall be placed under an automatic drip irrigation system.
9. All plant material shall be back filled with 1/3 topsoil, 1/3 manure, 1/3 compost and mixed 50/50 with native soils.
10. All shrub beds and tree wells shall receive a minimum of 3 inches shredded bark mulch
11. All newly planted trees shall be root fed at the time of installation. Root feeding shall consist of a liquid root growth stimulator, or soluble fertilizer at recommended rate of 1 tbs per 1 gallon of water.
12. All existing trees to remain shall be protected by construction fencing

REVEGETATION

Revegetate all disturbed areas on site.
Sow short dry grass mix @ 2 lbs/1000 sf
Short dry mix
- 05% Canby Bluegrass
- 10% Canada Bluegrass
- 25% Sheep Fescue
- 30% Creeping Red Fescue
- 30% Hard Fescue

Slopes over 3:1 shall be hayed tackified or netted.

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DECEMBER 15, 2025

PROPOSED MULTI-FAMILY PROJECT FOR:

THE LANDING

LOT 5-7 RAINTREE TWO
FRISCO, COLORADO

A1.3

A TOPOGRAPHIC MAP OF
LOTS 5 - 7, RAINTREE TWO
TOWN OF FRISCO, SUMMIT COUNTY, COLORADO
SHEET 2 OF 2

GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
1 inch = 20ft.

15' RETAINING WALL EASEMENT
N 77°10'21" W 195.45'
CP-J5 ELEV.=9072.14
59.11'
132.45'
S 42°06'11" W 85.88'
CONC. BLOCK RETAINING WALL
FLOWLINE DITCH
TRACT 2 RAINTREE SUB.
(60' ACCESS & UTILITY EASEMENT)
BEAVER LODGE ROAD
(60' R-O-W)
N 12°36'49" E 60.00'
SEWER SERVICE
SEWER STUB
GREEN 4"X4" POST
YEL/10847
EL.=9052.55
SEWERMH
SEWER MANHOLE RIM EL.. = 9053.29
WATER VALVE
GV
CONC. BLOCK
RETAINING WALL
FLOWLINE DITCH
END CONC. WALL
BOULDERS
ELEC. & F.L. DITCH
S 77°10'21" E 132.45'
14.74' RETAINING WALL EASEMENT
59.11'
C5
THE POINTE AT LAKE DILLON
A RESUB. OF PART OF LOT 2, RAINTREE TWO
MORNINGSTAR CIR.
BUILDING 4
UTILITY EASEMENT
CULVERT
20' PUBLIC ACCESS & UTILITY EASEMENT
20' PUBLIC ACCESS, UTILITY & DRAINAGE EASEMENT
P&C10847
COMMON ELEMENT
PARKING (TYP.) (FM. CONDO. MAP)
BUILDING 2
TRACT 1, RAINTREE SUB.
COUNTRY KITCHEN
CONC. CURB 4" HIGH
155.30'
N 23°31'22" E
CONC. PARKING LOT
LIGHT POLE ON CONC. PAD
LOT 7
28,635 sq.ft.
0.657 acres
Address: 105-115 BEAVER LODGE RD.
L1
C4
C3
U.G. GAS SIGN
GAS METER
GASLINE
FLOWLINE
TREELINE
TREE LINE
SEW STUB
BENT NO.
COUNTRY CLUB
ELEV.=9046.98
SEWER MANHOLE RIM EL.. = 9047.02
BEAVER LODGE RD.
WATER VALVES
CULVERT
E
EMERG. ONLY
EDGE OF ASPHALT (TYP.)
U.G. UTILITY LINES AS MARKED
CP-YT
ELEV.=9073.32
CONC. CURB 4" HIGH
CURB WALK
N 24°50'08" E 27.18'
EL.=9068.56
YEL/10847
SOIL TEST PIT (FILLED IN)
240.92'
EL.=9046.74
N 84°50'38" E
C2
C1
H2O STUB
WATER SERVICE BLUE 4"X4" POST
1 1/2" PVC PIPE (PIEZOMETER)
LOT 6
35,823 sq.ft.
0.822 acres
Address: 121-135 BEAVER LODGE RD.
N 47°03'21" E 104.73'
S 04°03'39" E 152.60'
15' UTILITY & DRAINAGE EASEMENT
14'-11 1/4"
15'-3"
EDGE OF ASPHALT DRIVEWAY (TYP.)
COMMON ELEMENT
PARKING (TYP.) (FM. CONDO. MAP)
BUILDING 1
(REC. NO. 561250)
(3/20/98)
BUILDING 3
(REC. NO. 575417)
(9/15/98)
BAY CLUB AT FRISCO
A RESUB. OF LOTS 3 & 4, RAINTREE TWO
20' UTILITY EASEMENT
9000 DIVIDE RIGHT-OF-WAY UTILITY & DRAINAGE EASEMENT
P&C10847
16.18'
N 15°04'55" E 30.00'
S 15°04'55" W 30.02'
SEWER MANHOLE RIM EL.. = 9041.91
WATER MARKER BLUE "T" POST
30' UTILITY & DRAINAGE EASEMENT
20' UTILITY & DRAINAGE EASEMENT
N 67°38'26" E 171.97'
1 1/2" PVC PIPE (PIEZOMETER)
YEL/10847
EL.=9043.87
LOT 5
Address: 139-145 BEAVER LODGE RD.
31,156 sq.ft.
0.715 acres
NEW SUMMIT INN
(UNPLATTED - MOBIL TRACT)
SUMMIT INN
3-LEVEL CONC. BLOCK MOTEL
N 24°50'08" E 153.49'
STAIRWELL
CONC.
DUMPSTER ENCL.
CONC. GRASS, AREA W/CONC. BLOCK TRIM
BLDGCOR
WATER VALVE
ASPHALT SERVICE DRIVE
N 77°09'24" W 90.78'
TV PED.
HANDHOLDS WRAPPED
PHONE
PHONEPED
N 77°09'24" W 306.57'
30'
6' UTILITY ESMT. BK. 206 PG. 598
15' PSCO UTIL. ESMT. BK. 203 PG. 771
25' ACCESS EASEMENT BK. 201 PG. 552
EDGE OF ASPHALT DRIVEWAY
LOT 3, HOLIDAY TRACTS SUB.
HOLIDAY INN
24' ACCESS EASEMENT (PER PLAT)
9000 DIVIDE (PUBLIC R-O-W)
MOUNTAIN MEADOWS CONDOMINIUMS
(BK. 207 PG. 874)
NORTH

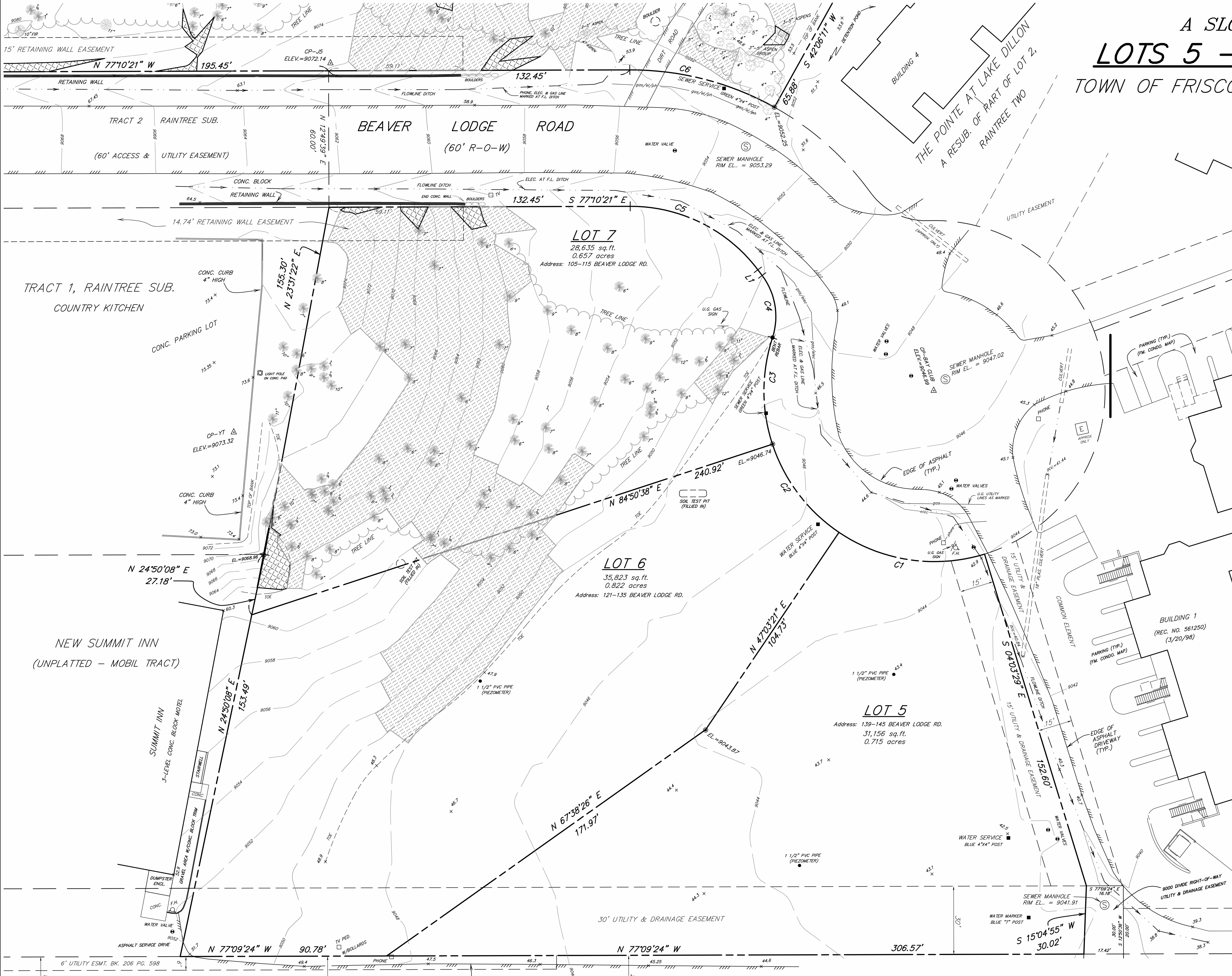
NOTE: ACCORDING TO COLORADO LAW, YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.

COLORADO REGISTERED PROFESSIONAL LAND SURVEYOR
TIP SULLIVAN
15242

Drawn TCB	Dwg 18175TP.DWG	Project 18175
Checked TCB	Date 10/15/03	Sheet 2 of 2

RANGE WEST INC.
ENGINEERS & SURVEYORS
P.O. Box 589
Silverthorne, CO 80498 970-468-6281

A SLOPE ANALYSIS OF
LOTS 5 – 7, RAINTREE TWO
TOWN OF FRISCO, SUMMIT COUNTY, COLORADO
SHEET 1 OF 1



BEAVER LODGE ROAD
(60' R-O-W)
TRACT 2 RAINTREE SUB.
(60' ACCESS & UTILITY EASEMENT)
15' RETAINING WALL EASEMENT
N 77°10'21" W 195.45'
132.45'
S 77°10'21" E
14.74' RETAINING WALL EASEMENT
CP-J5
ELEV.=9072.14
TREE LINE
DIRT ROAD
SEWER SERVICE
WATER VALVE
SEWER MANHOLE
RIM EL. = 9053.29
CONC. BLOCK
RETAINING WALL
FLOWLINE DITCH
S 42°06'11" W
65.88'
THE POINTE AT LAKE DILLON
A RESUB. OF PART OF LOT 2,
RAINTREE TWO
BUILDING 4
UTILITY EASEMENT
LOT 7
28,635 sq.ft.
0.657 acres
Address: 105-115 BEAVER LODGE RD.
TRACT 1, RAINTREE SUB.
COUNTRY KITCHEN
CONC. PARKING LOT
CONC. CURB 4" HIGH
CP-YT
ELEV.=9073.32
N 23°31'22" E
155.30'
N 12°49'39" E
60.00'
N 84°50'38" E
240.92'
EL.=9046.74
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Address: 121-135 BEAVER LODGE RD.
N 24°50'08" E
27.18'
NEW SUMMIT INN
(UNPLATTED – MOBIL TRACT)
SUMMIT INN
3-LEVEL CONC. BLOCK MOTEL
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153.49'
N 47°03'21" E
104.73'
N 67°38'26" E
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Address: 139-145 BEAVER LODGE RD.
31,156 sq.ft.
0.715 acres
SEWER MANHOLE
RIM EL. = 9047.02
EDGE OF ASPHALT (TYP.)
WATER VALVES
WATER SERVICE
BLUE 4"X4" POST
1 1/2" PVC PIPE (PIEZOMETER)
S 04°03'29" E
152.60'
15' UTILITY & DRAINAGE EASEMENT
COMMON ELEMENT
BUILDING 1
(REC. NO. 561250)
(3/20/98)
PARKING (TYP.)
(FM. CONDO. MAP)
EDGE OF ASPHALT DRIVEWAY (TYP.)
30' UTILITY & DRAINAGE EASEMENT
SEWER MANHOLE
RIM EL. = 9041.91
WATER MARKER
BLUE "T" POST
S 15°04'55" W
30.02'
9000 DIVIDE RIGHT-OF-WAY
UTILITY & DRAINAGE EASEMENT
N 77°09'24" W 90.78'
N 77°09'24" W 306.57'
6' UTILITY ESMT. BK. 206 PG. 598
15' PSCO UTIL. ESMT. BK. 203 PG. 771
25' ACCESS EASEMENT BK. 201 PG. 552
EDGE OF ASPHALT DRIVEWAY
LOT 3, HOLIDAY TRACTS SUB. HOLIDAY INN
24' ACCESS EASEMENT (PER PLAT)
NORTH

NOTE: 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.

GRAPHIC SCALE

(IN FEET)
1 inch = 20 ft.

ELEVATIONS BASED ON U.S.G.S. MEAN SEA LEVEL DATUM

DATE OF FIELD SURVEY: SEPT./OCT. 2003

CONTOUR INTERVAL = 2 FEET

LEGEND

- FOUND No. 4 REBAR & YELLOW PLASTIC CAP (PLS 10847)
- FOUND No. 4 REBAR
- SEWER MANHOLE
- WATER VALVE
- FIRE HYDRANT
- UTILITY PEDESTAL
- UTILITY POLE
- CP RANDOM SURVEY CONTROL POINT
- TRANSFORMER
- 69.2 × SPOT ELEVATION
- 8" PINE TREE WITH TRUNK DIAMETER
- 3" ASPEN TREE WITH TRUNK DIAMETER

LOCATED ALL 6" & LARGER PINES

LOCATED ALL 3" & LARGER ASPENS

Slope Legend

- = 15% TO 30% SLOPE
- = 30% OR GREATER SLOPE

LOT 5 SLOPE TABLE

TOTAL LOT AREA OF LOT 5	31,156 sq. ft.	(100%)
NO SLOPES OVER 15%		

LOT 6 SLOPE TABLE

TOTAL LOT AREA OF LOT 6	35,823 sq. ft.	(100%)
15% TO 30% SLOPE	3,620 sq. ft.	(10%)
NO SLOPES OVER 30%		

LOT 7 SLOPE TABLE

TOTAL LOT AREA OF LOT	28,635 sq. ft.	(100%)
15% TO 30% SLOPE	10,580 sq. ft.	(37%)
30% OR OVER SLOPE	264 sq. ft.	(1%)

CURVE TABLE

CURVE	RADIUS	LENGTH	CHORD	BEARING	DELTA
C1	75.00'	66.90'	64.71'	N 68°30'20" W	51°06'39"
C2	75.00'	49.46'	48.57'	S 24°03'22" E	37°47'17"
C3	75.00'	47.59'	46.80'	S 13°01'02" W	36°21'32"
C4	30.00'	28.88'	27.78'	S 03°37'11" W	55°09'14"
C5	70.00'	65.01'	62.70'	S 50°33'54" E	53°12'55"
C6	130.00'	66.42'	65.70'	N 62°32'10" W	29°16'22"

LINE TABLE

LINE	DIRECTION	DISTANCE
L1	S 23°57'26" E	3.13'

Drawn TCB/RLB	Dwg 18175–S2	Project 18175
Checked TCB	Date 09/15/05	Sheet 1 of 1

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P.O. Box 589
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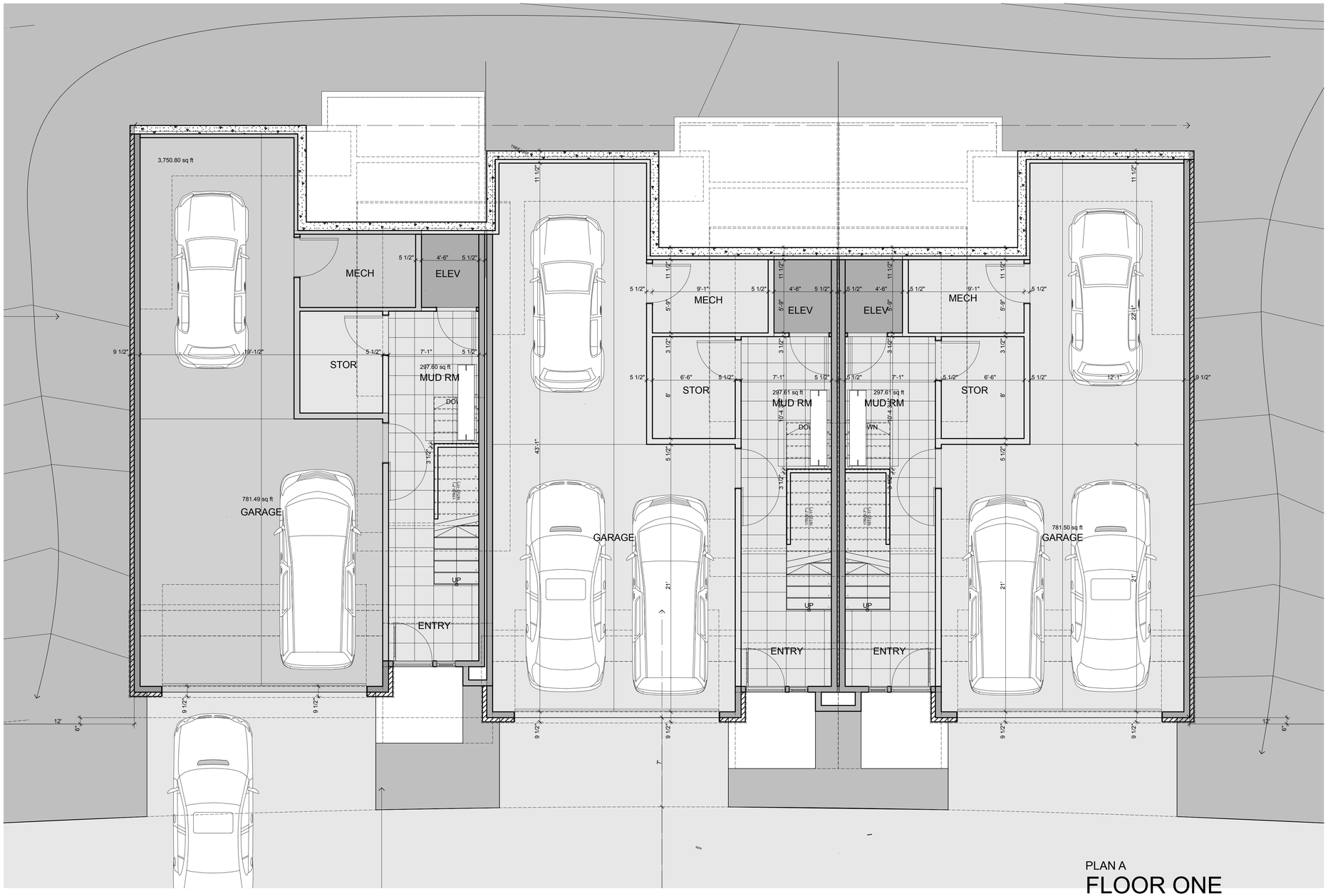

PLAN A

FLOOR ONE

SCALE: 1/4" = 1'-0"

MICHAELSHULT
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Frisco, CO 80443
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STATE OF COLORADO
MICHAEL G. SHULT
306353
LICENSED ARCHITECT

DECEMBER 15, 2025

PROPOSED MULTI-FAMILY PROJECT FOR:

THE LANDING

LOT 5-1 RAINTREE TWO
FRISCO, COLORADO

A2.1A

PLAN A

FLOOR TWO

SCALE: 1/4" = 1'-0"

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STATE OF COLORADO
MICHAEL G. SHULT
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DECEMBER 15, 2025

PROPOSED MULTI-FAMILY PROJECT FOR:

THE LANDING

LOT 5-7 RAINTREE TWO
FRISCO, COLORADO

A2.2A

PLAN A

FLOOR THREE

SCALE: 1/4" = 1'-0"

MICHAELSHULT
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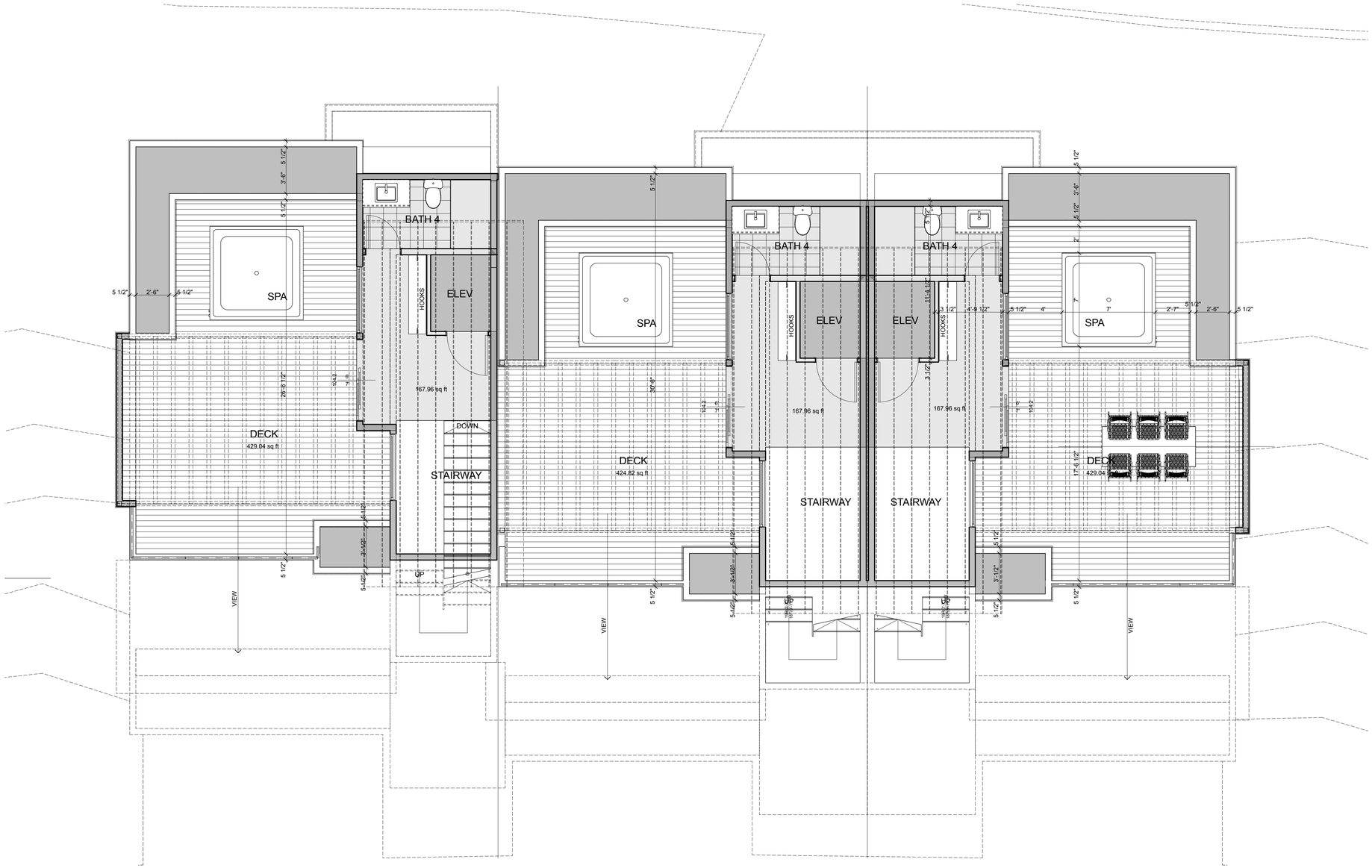
DECEMBER 15, 2025

PROPOSED MULTI-FAMILY PROJECT FOR:

THE LANDING

LOT 5-7 RAINTREE TWO
FRISCO, COLORADO

A2.3A



PLAN A

ROOF DECK

SCALE: 1/4" = 1'-0"

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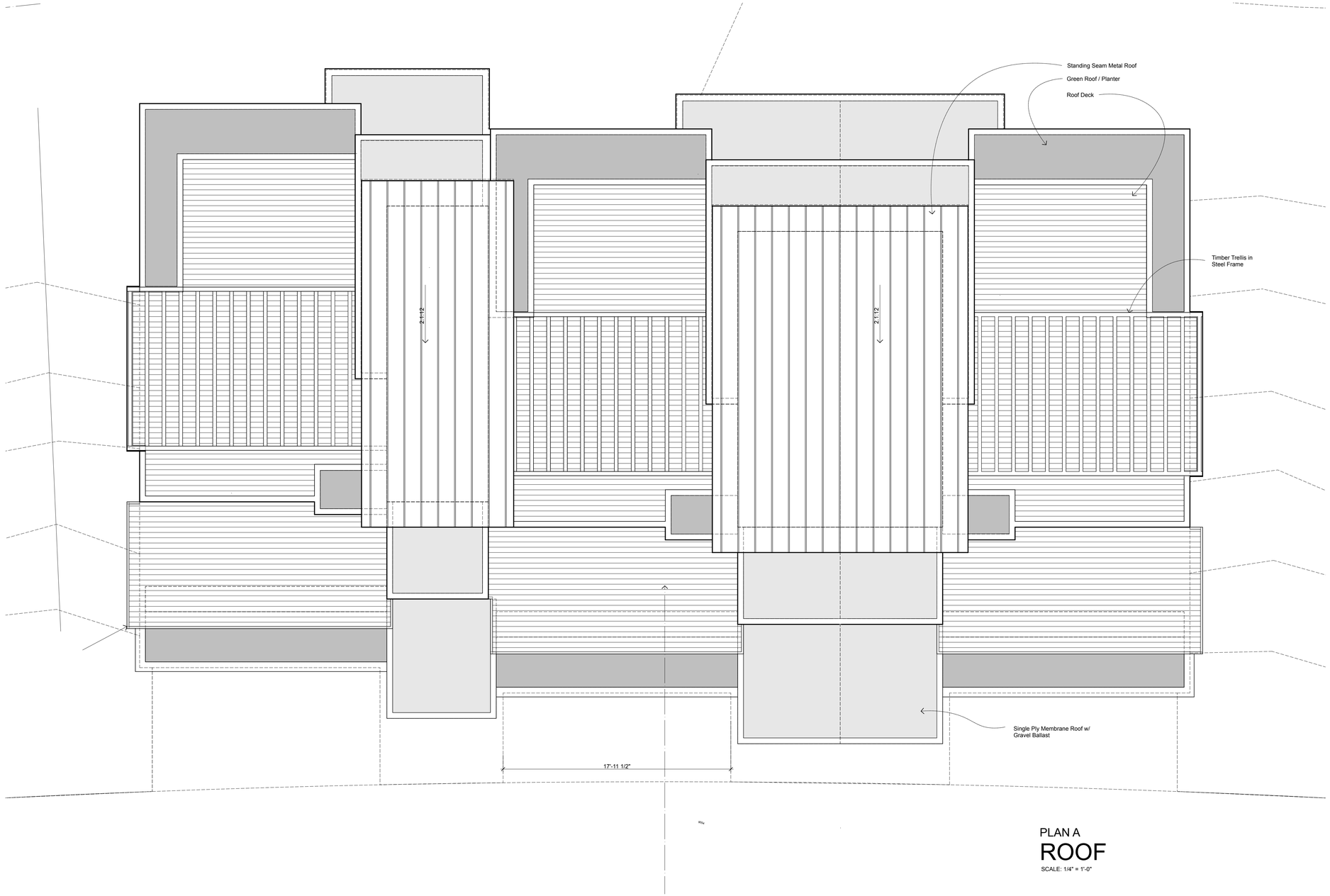
DECEMBER 15, 2025

PROPOSED MULTI-FAMILY PROJECT FOR:

THE LANDING

LOT 5-7 RAINTREE TWO
FRISCO, COLORADO

A2.4A



PLAN A

ROOF

SCALE: 1/4" = 1'-0"

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DECEMBER 15, 2025

PROPOSED MULTI-FAMILY PROJECT FOR:

THE LANDING

LOT 5-7 RAINTREE TWO
FRISCO, COLORADO

A2.5A

PLAN A

FRONT ELEVATION

SCALE: 1/4" = 1'-0"

MICHAELSHULT
ARCHITECT

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michael@shultarchitect.com

STATE OF COLORADO
MICHAEL G. SHULT
306353
LICENSED ARCHITECT

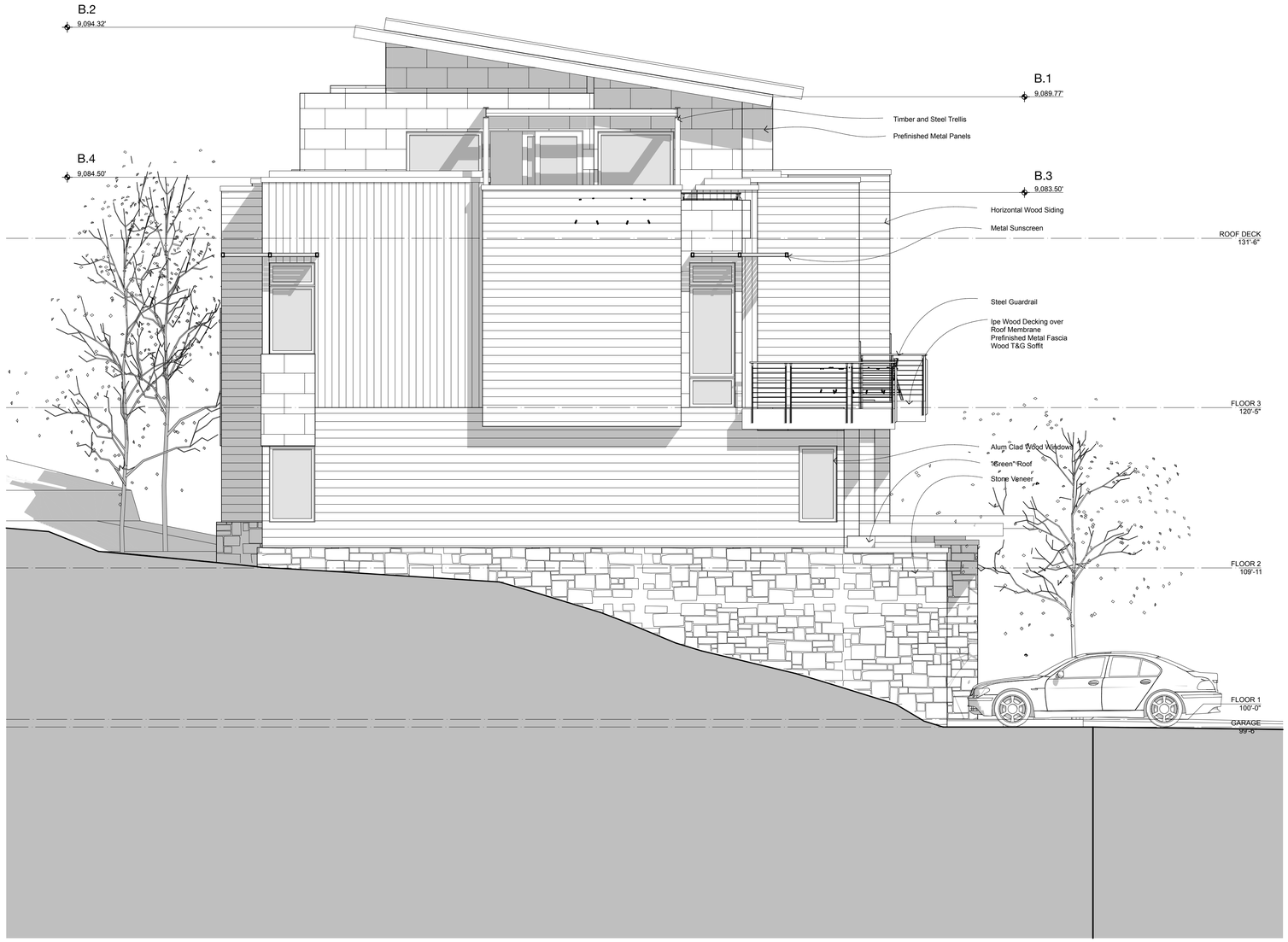
DECEMBER 15, 2025

PROPOSED MULTI-FAMILY PROJECT FOR:

THE LANDING

LOT 5-7 RAINTREE TWO
FRISCO, COLORADO

A3.1A



PLAN A

SIDE ELEVATION

SCALE: 1/4" = 1'-0"

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THE LANDING

LOT 5-7 RAINTREE TWO
FRISCO, COLORADO

A3.2A

PLAN A

REAR ELEVATION

SCALE: 1/4" = 1'-0"

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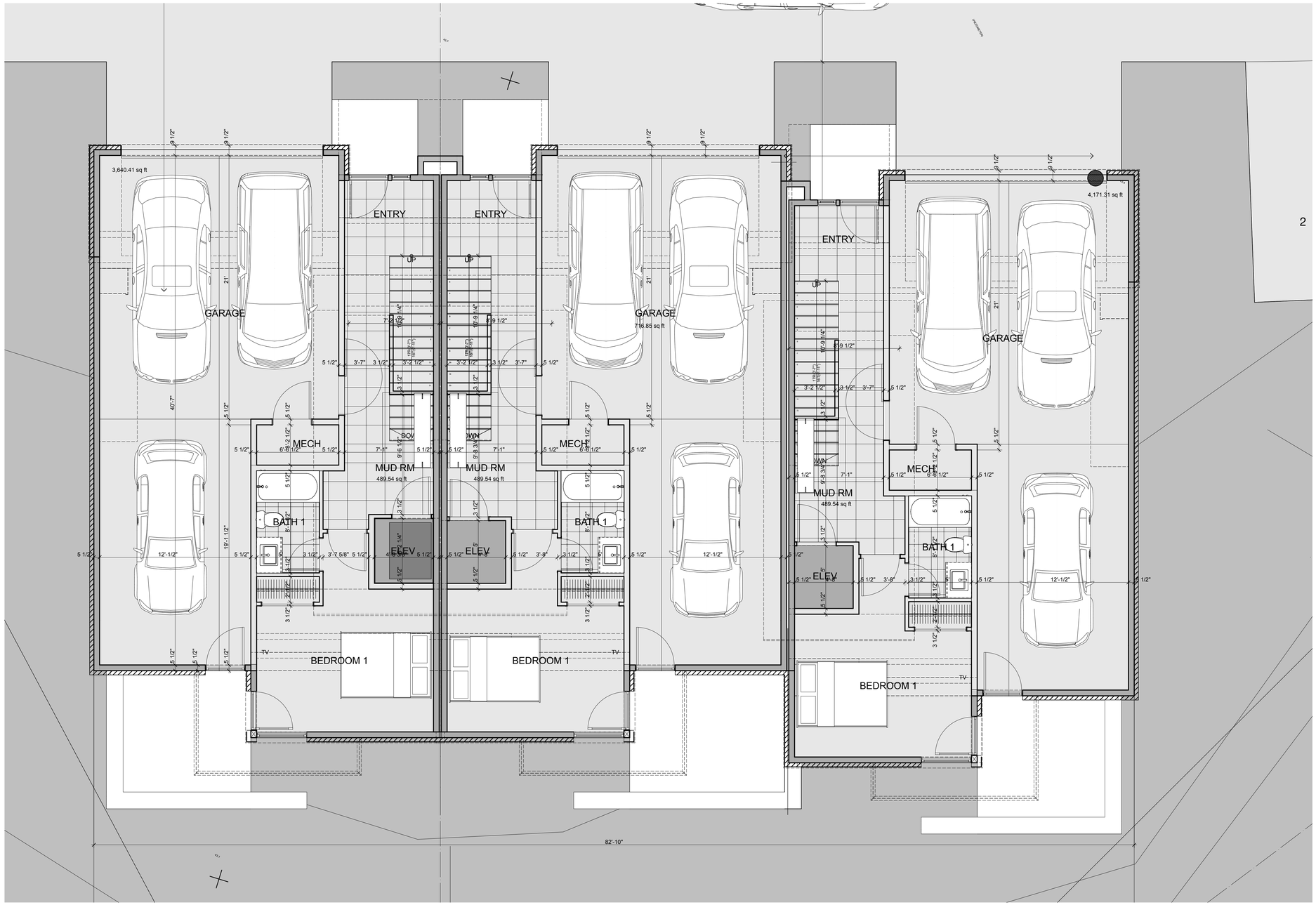
THE LANDING

LOT 5-7 RAINTREE TWO
FRISCO, COLORADO

A3.3A



PLAN B

FLOOR ONE

SCALE: 1/4" = 1'-0"

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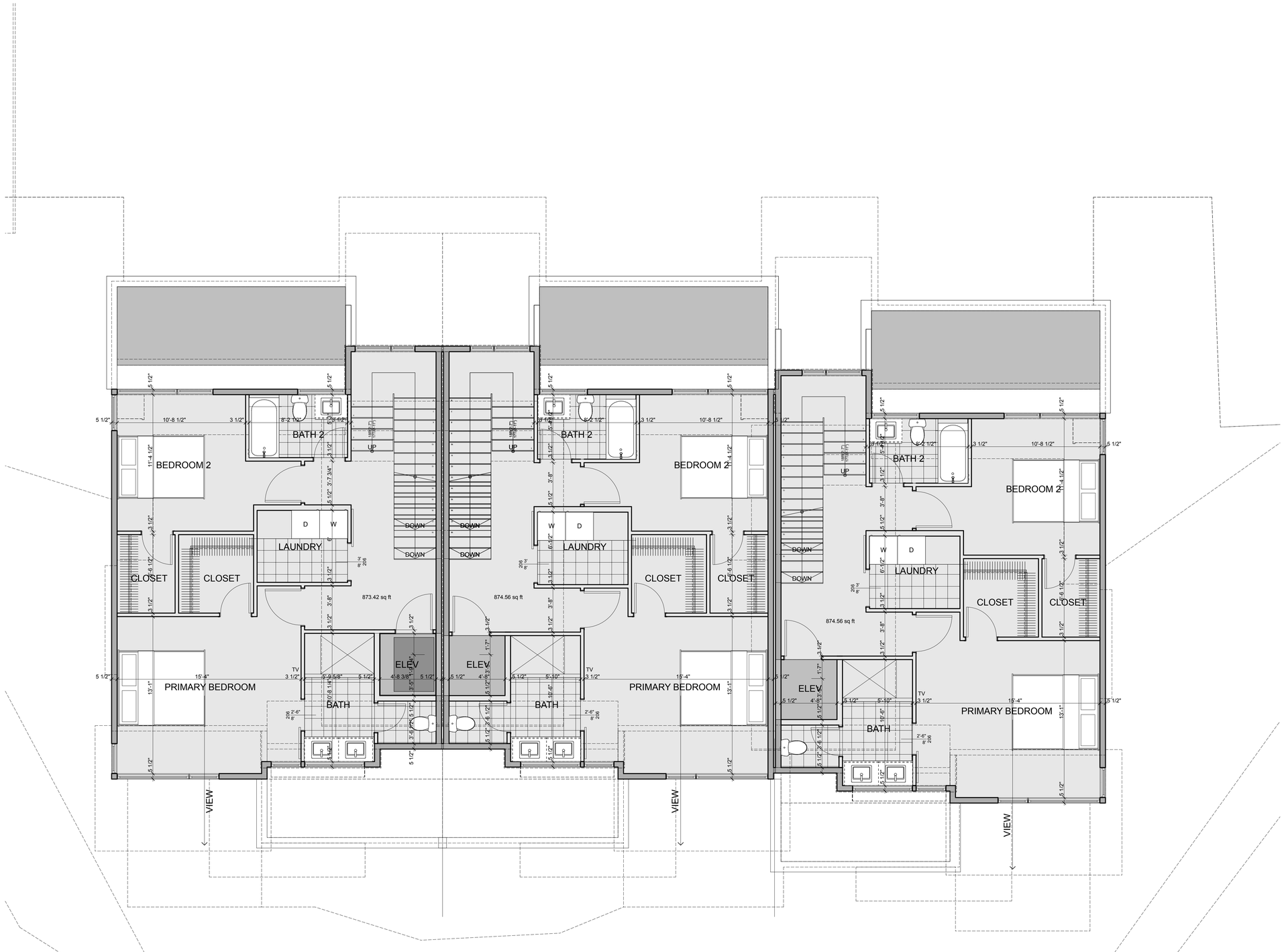
PROPOSED MULTI-FAMILY PROJECT FOR:

THE LANDING

LOT 5-7 RAINTREE TWO
FRISCO, COLORADO

A2.1B



PLAN B

FLOOR TWO

SCALE: 1/4" = 1'-0"

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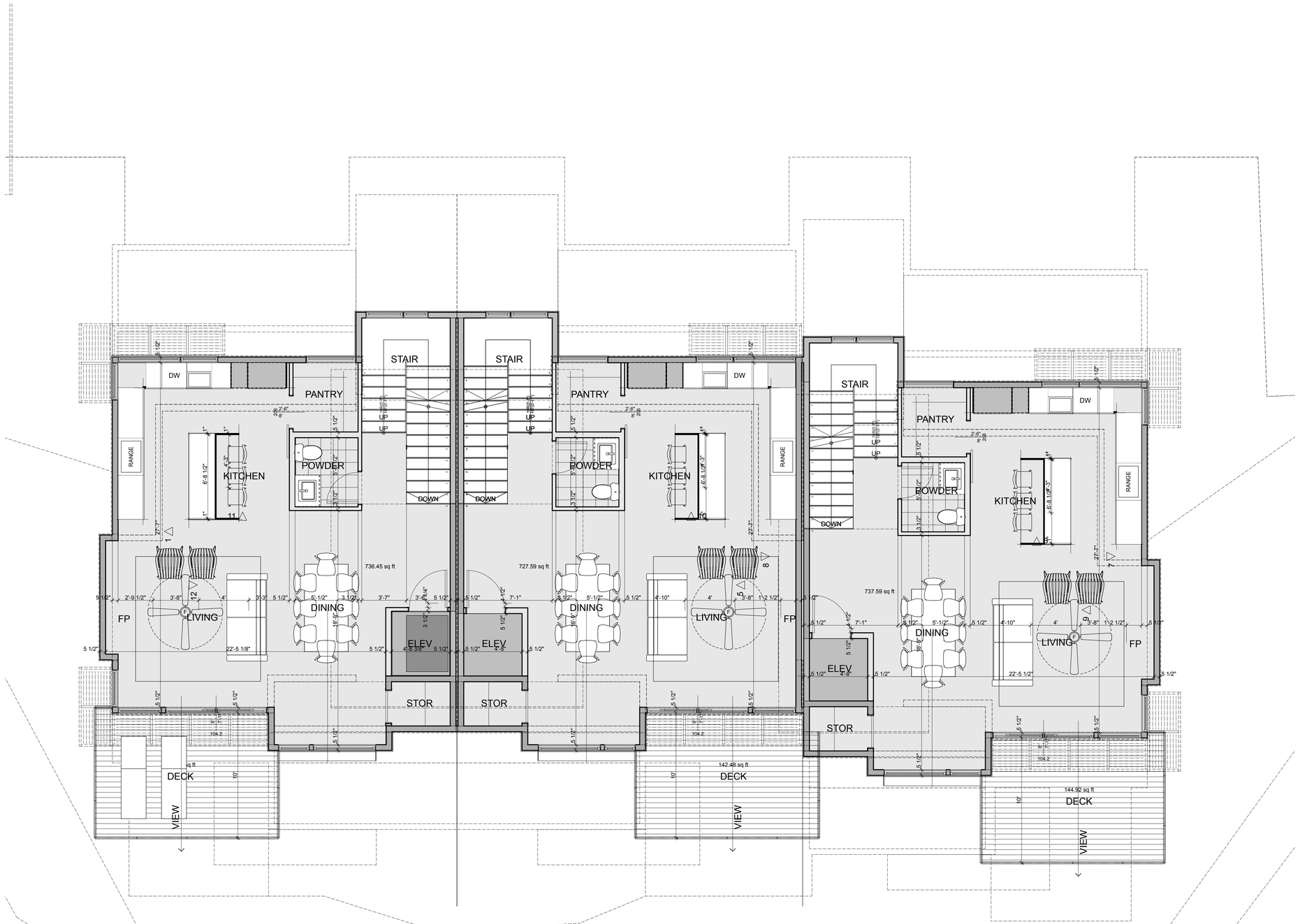
A2.2B



PLAN B

FLOOR THREE

SCALE: 1/4" = 1'-0"

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DECEMBER 15, 2025

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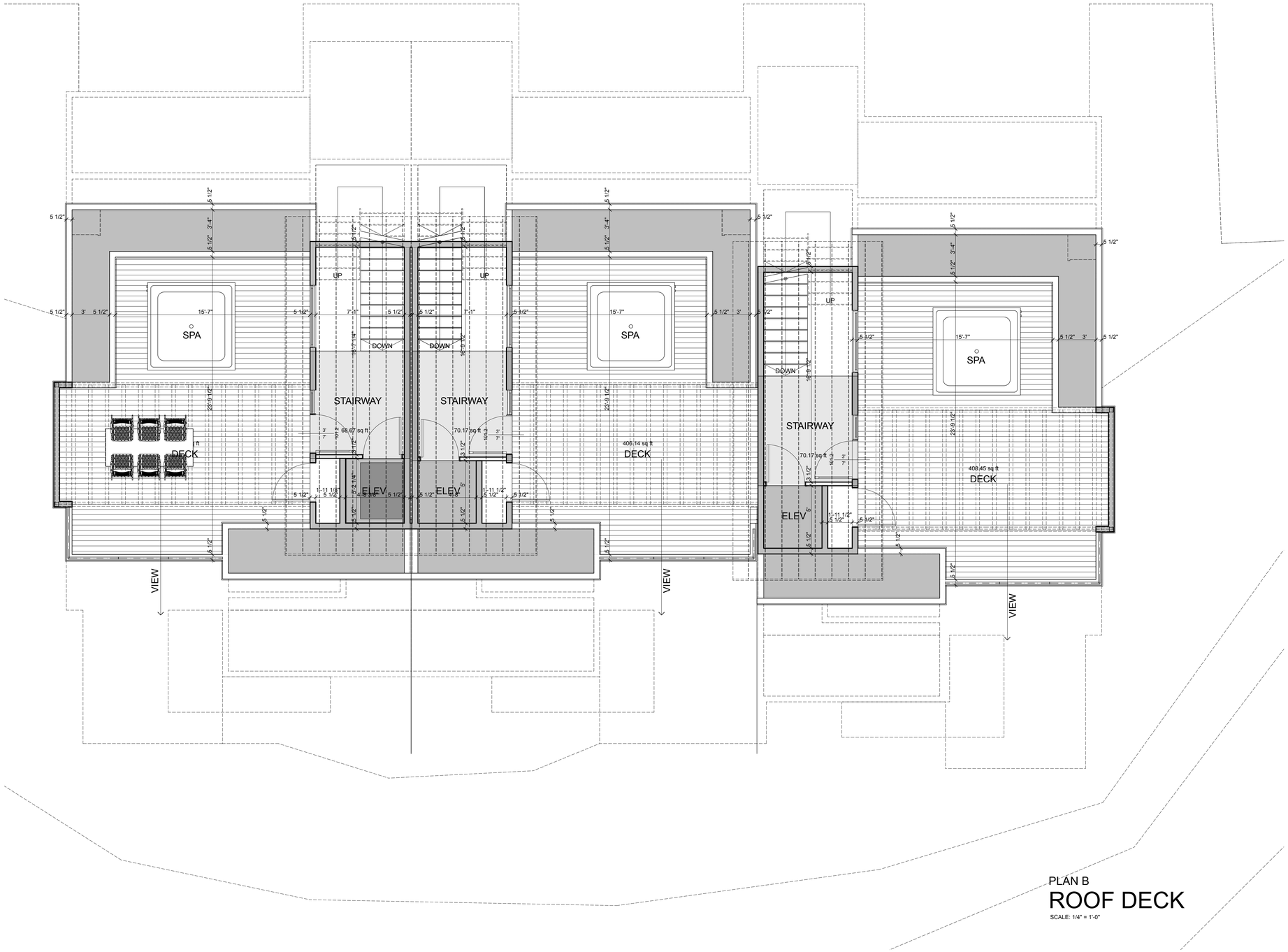
THE LANDING

LOT 5-7 RAINTREE TWO
FRISCO, COLORADO

A2.3B



PLAN B

ROOF DECK

SCALE: 1/4" = 1'-0"

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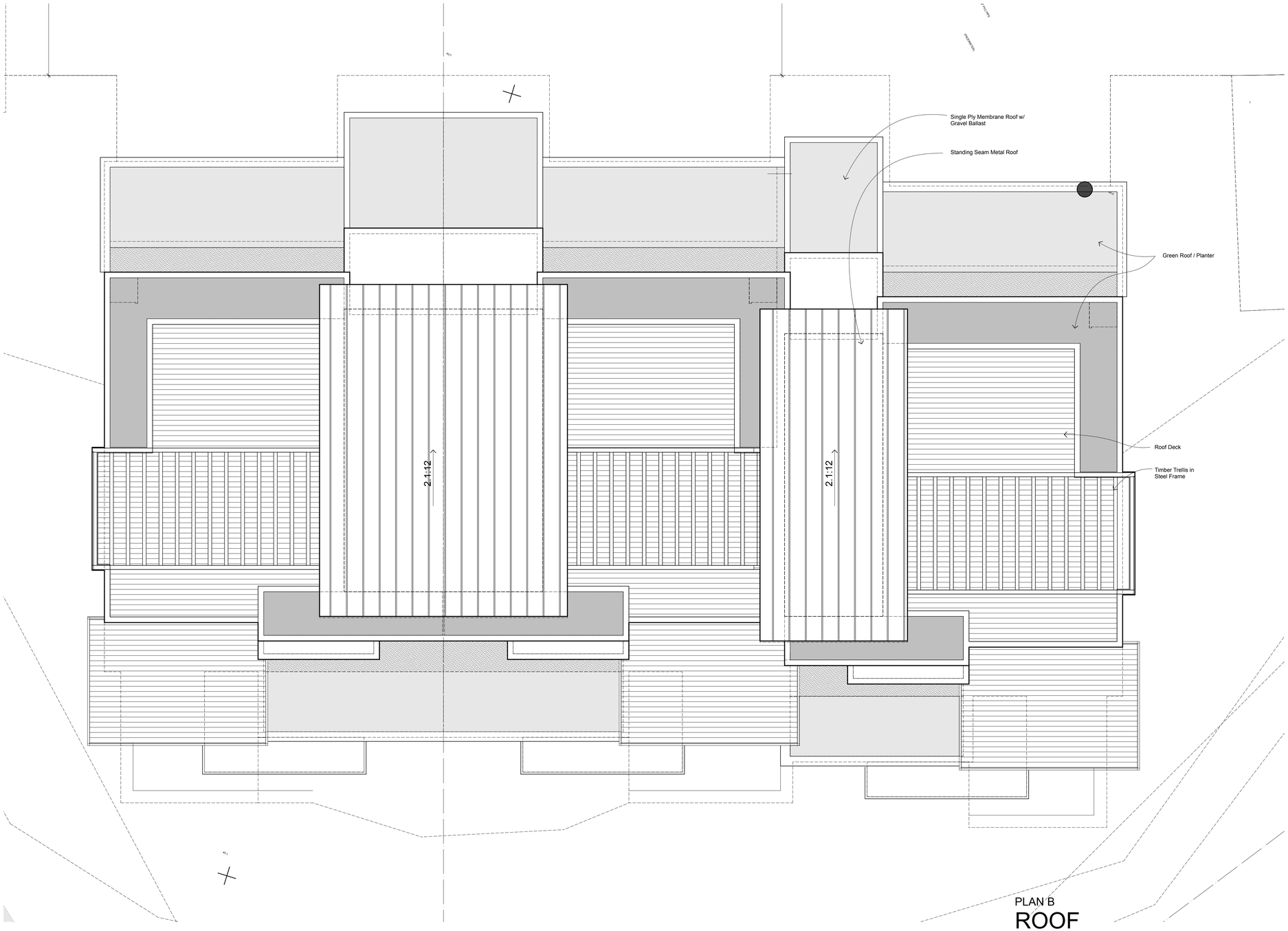
THE LANDING

LOT 5-7 RAINTREE TWO
FRISCO, COLORADO

A2.4B



PLAN B

ROOF

SCALE: 1/4" = 1'-0"

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DECEMBER 15, 2025

PROPOSED MULTI-FAMILY PROJECT FOR:

THE LANDING

LOT 5-7 RAINTREE TWO
FRISCO, COLORADO

A2.4B

PLAN B

FRONT ELEVATION

SCALE: 1/4" = 1'-0"

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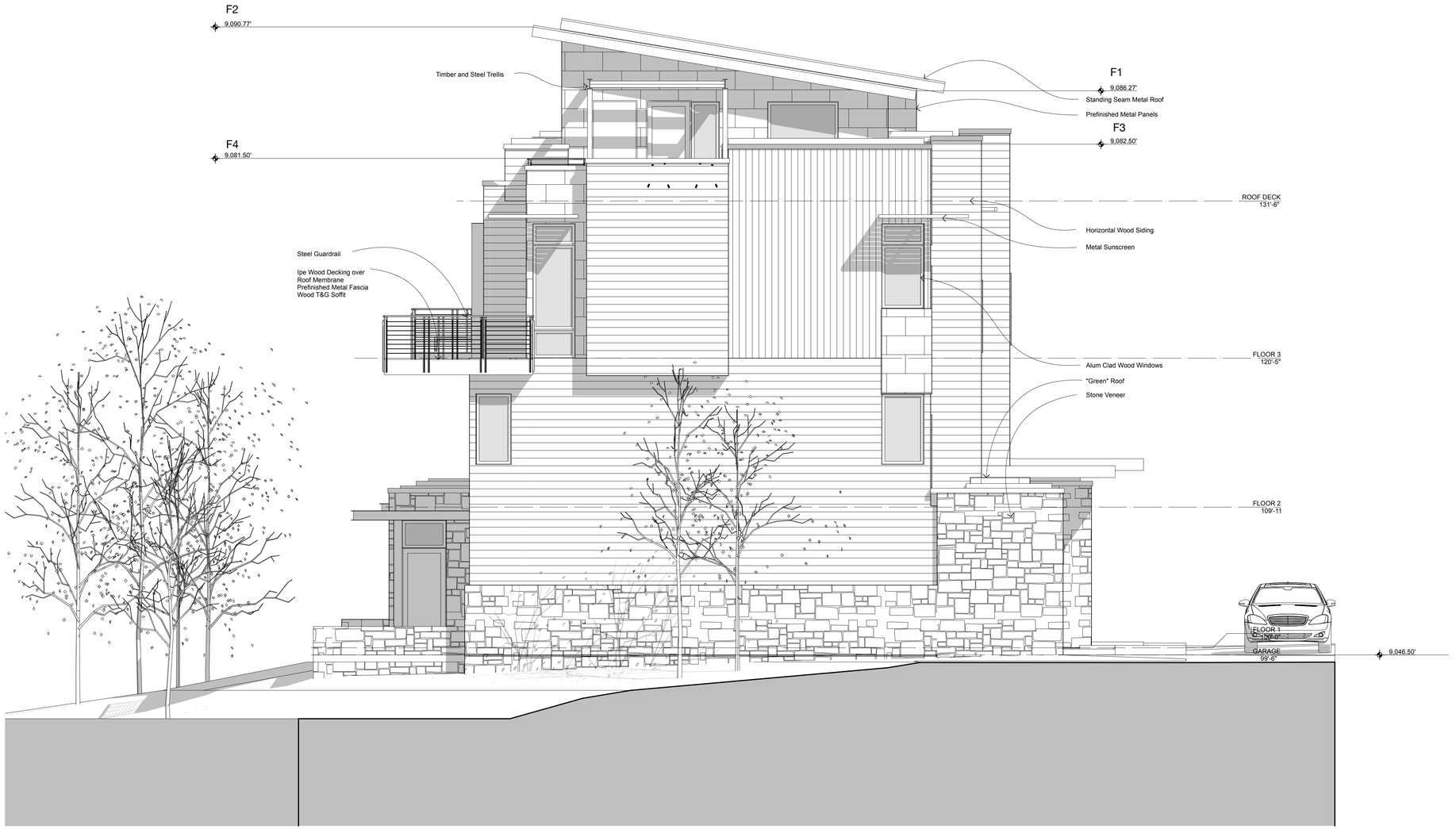
LOT 5-7 RAINTREE TWO
FRISCO, COLORADO

A3.1B



PLAN B

SIDE ELEVATION

SCALE: 1/4" = 1'-0"

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DECEMBER 15, 2025

PROPOSED MULTI-FAMILY PROJECT FOR:

THE LANDING

LOT 5-1 RAINTREE TWO
FRISCO, COLORADO

A3.2B

PLAN B

REAR ELEVATION

SCALE: 1/4" = 1'-0"

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DECEMBER 15, 2025

PROPOSED MULTI-FAMILY PROJECT FOR:

THE LANDING

LOT 5-7 RAINTREE TWO
FRISCO, COLORADO

A3.3B

THE LANDING
LOT 5-7 RAINTREE TWO
FRISCO, COLORADO

BUILDING ELEVATIONS BUILDING A+B+C

MICHAELSHULT
ARCHITECT
DECEMBER 15, 2025

3D.1

SOUTH ELEVATION

EAST ELEVATION

NORTH ELEVATION

WEST ELEVATION

THE LANDING
LOT 5-7 RAINTREE TWO
FRISCO, COLORADO

BUILDING ELEVATIONS BUILDING D

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DECEMBER 15, 2025

3D.2

THE LANDING
LOT 5-7 RAINTREE TWO
FRISCO, COLORADO

BUILDING ELEVATIONS BUILDING E

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3D.3

SOUTH ELEVATION

EAST ELEVATION

NORTH ELEVATION

WEST ELEVATION

THE LANDING
LOT 5-7 RAINTREE TWO
FRISCO, COLORADO

BUILDING ELEVATIONS BUILDING F

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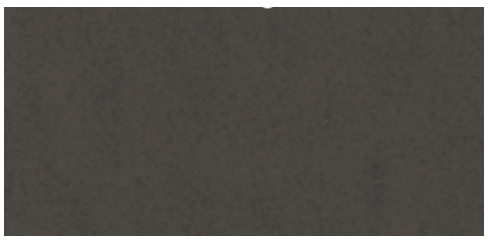
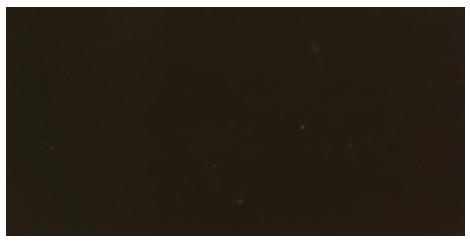
DECEMBER 15, 2025

3D.4

Metal Roofing
Metal Siding
Fascia
Bridger Steel
Vintage
Matte Black Alternate





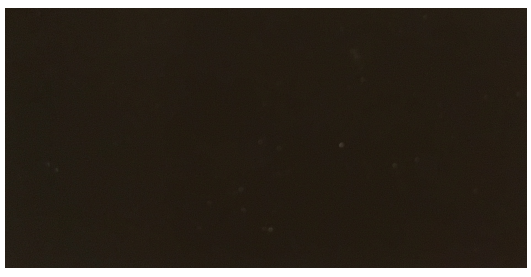
Wood Siding
Garage Doors
Montana Timber Products
Wire Brushed Doug Fir

Ranchwood Yellowstone

Ranchwood Western

Ranchwood Southern

Windows
Guardrails
Structural Seel
Black Painted / Powdercoat



Stone Veneer
Telluride Stone Aspen Blend

THE LANDING

Exterior Color Schedule
Michael Shult Architect
January 28 2026

Amy Manka

371 Brian Ave.

Silverthorne, CO 80498

January 28, 2026

Thomas Silengo

5218 Venice Way NE

St Petersburg, FL 33703

The Landing trash and recycling service

Proposed 20 unit multi-residential project in Frisco

To whom it may concern.

We have reviewed the plans for your future development at The Landing in, Frisco, CO; after examining this proposed site plan, we have determined that we will be able to provide refuse services for the property.

Sincerely.

Amy Manka

Territory Manager.

Timberline Disposal and Recycling.

Traffic Impact Analysis Report

Landing at Frisco
Residential Project

Frisco, Colorado

DBEnterprise, LLC

Traffic Impact Analysis

Landing at Frisco Residential Project

Frisco, Colorado

Prepared for

Mr. Thomas Silengo
5218 Venice Way NE
St Petersburg, FL 33703

Prepared by

DB Enterprise, LLC
4771 So. Danube Circle
Aurora, CO 80015
(720) 231-1947

August 22, 2025
(DBE #250120)

TABLE OF CONTENTS

LIST OF ILLUSTRATIONS

Section A – Executive Summary

An executive summary of the analysis presented in this report is as follows:

1. The proposed Landing at Frisco residential project is located in Frisco, Colorado. It is located near the intersection of Dillon Dam Road and Beaver Lodge Road. The site is bounded by Beaver Lodge Road on the north, existing residential project on the east, commercial project on the south, and commercial project on the west. The site is made up of one parcel consisting of approximately 2.20 acres.

2. The proposed residential project will be served by two access points (Access A and Access B) along Beaver Lodge Road. Both of these accesses are proposed to be unsignalized with stop-control on Access A and Access B.

3. When completed, the proposed residential project will contain 20 condominiums spread over 6 units. Based on this information at full build out, the site is expected to generate approximately 135 vehicle-trips with 68 vehicles entering and 67 vehicles leaving the site on a typical weekday. Of these, approximately eight vehicle-trips will occur during the AM peak-hour, with two vehicles entering and six vehicles exiting the site and approximately 10 vehicle-trips will occur during the PM peak-hour, with six vehicles entering and four vehicles exiting the site.

4. The directional distribution of site-generated traffic is expected to be 70 percent from the south using Dillon Dam Road and the remaining 30 percent from the north using Dillon Dam Road.

5. A total of one intersection along Dillon Dam Road at Beaver Lodge Road is being analyzed in this report. For the purposes of this analysis, the peak-summer condition is being analyzed. All of the traffic movements at this

unsignalized intersection is expected to operate at a good Level of Service (LOS "C") in the Years 2027 and 2032 either with or without the traffic from the proposed Landing at Frisco residential project.

6. The queue length for the intersection of Dillon Dam Road and Beaver Lodge Road are not considered to be excessive during the AM and PM peak-hours in the Year 2032. The maximum queue length is less than 33 feet, or about two vehicles.

7. Traffic impacts associated with the proposed Landing at Frisco residential project are considered to be minor and can be accommodated by the existing roadway system.

Section B – Introduction/Background

The proposed Landing at Frisco residential project is to be located near the intersection of Dillon Dam Road and Beaver Lodge Road in Frisco, Colorado. The proposed residential project will contain 20 condominium units spread over six buildings. Two full movement access (Access A and Access B) along Beaver Lodge Road are expected to serve the proposed site. All of the intersections along Beaver Lodge Road are currently unsignalized. There are no plans to either install a traffic signal at Dillon Dam Road and Beaver Lodge Road or widen Dillon Dam Road.

DB Enterprise, LLC has been retained by Mr. Tom Silengo to assess the traffic impacts to the existing and proposed roadway network from the traffic generated by the proposed residential project. This report summarizes the following analysis procedures which were utilized in the evaluation:

- A review and analysis of present roadway and traffic conditions in the vicinity of the site and a review of planned and proposed roadway improvements in the general vicinity.

- A determination of the peak-hour vehicle-trip generation for the proposed residential project.

- An analysis of the estimated directional distribution of site-generated traffic and an assignment of that traffic to the adjacent street network.

- A determination of the future traffic volumes in the vicinity of the site.

- An evaluation of the impacts of site-generated traffic expressed in terms of the project's traffic as an increment of total projected traffic on the surrounding roadway system and the resulting Levels of Service on the adjacent major roadways and intersections.

- A determination of appropriate roadway standards and improvements which will ensure optimum traffic operation for traffic at the intersection of Dillon Dam Road and Beaver Lodge Road.

The location of the proposed Landing at Frisco residential project is shown in Figure 1. As shown in this figure, the 2.2-acre site is located east of the intersection of Dillon Dam Road and Beaver Lodge Road in Frisco, Colorado. The site is bounded by Beaver Lodge Road on the north, existing residential project on the east, commercial project on the south and west. The site is made up of six buildings.

Figure 1 also depicts the preliminary location for the accesses that are expected to serve the site. The two accesses along Beaver Lodge Road (Access A and Access B) are expected to be a full movement accesses. The intersection of Dillon Dam Road and Beaver Lodge Road has stop control on Beaver Lodge Road. Figure 2 depicts the proposed site plan. This site plan is under review by the Town of Frisco and may change as the proposed residential project moves through the approval process.

The Colorado Department of Transportation prepared a feasibility study dated June 3, 2020 for the I-70 Exit 203 and Eastbound Auxiliary Lane. Appendix A contains selected pages from this report. The study area for this study was along I-70 from Exit 205 to Exit 203 as well as State Highway 9 from the I-70 eastbound ramp to Lusher Court/Dillion Dam Road intersection. This study developed existing (Year 2018) PM peak-hour turning movement traffic volumes and long range (Year 2045) for the three intersections along State Highway 9 at the I-70 eastbound ramp, I-70 westbound ramp and Lusher Court/Dillion Dam Road.

Figure 1 – Vicinity Map

Figure 2 – Proposed Site Plan

Section C – Existing Traffic Condition

Roadway Network

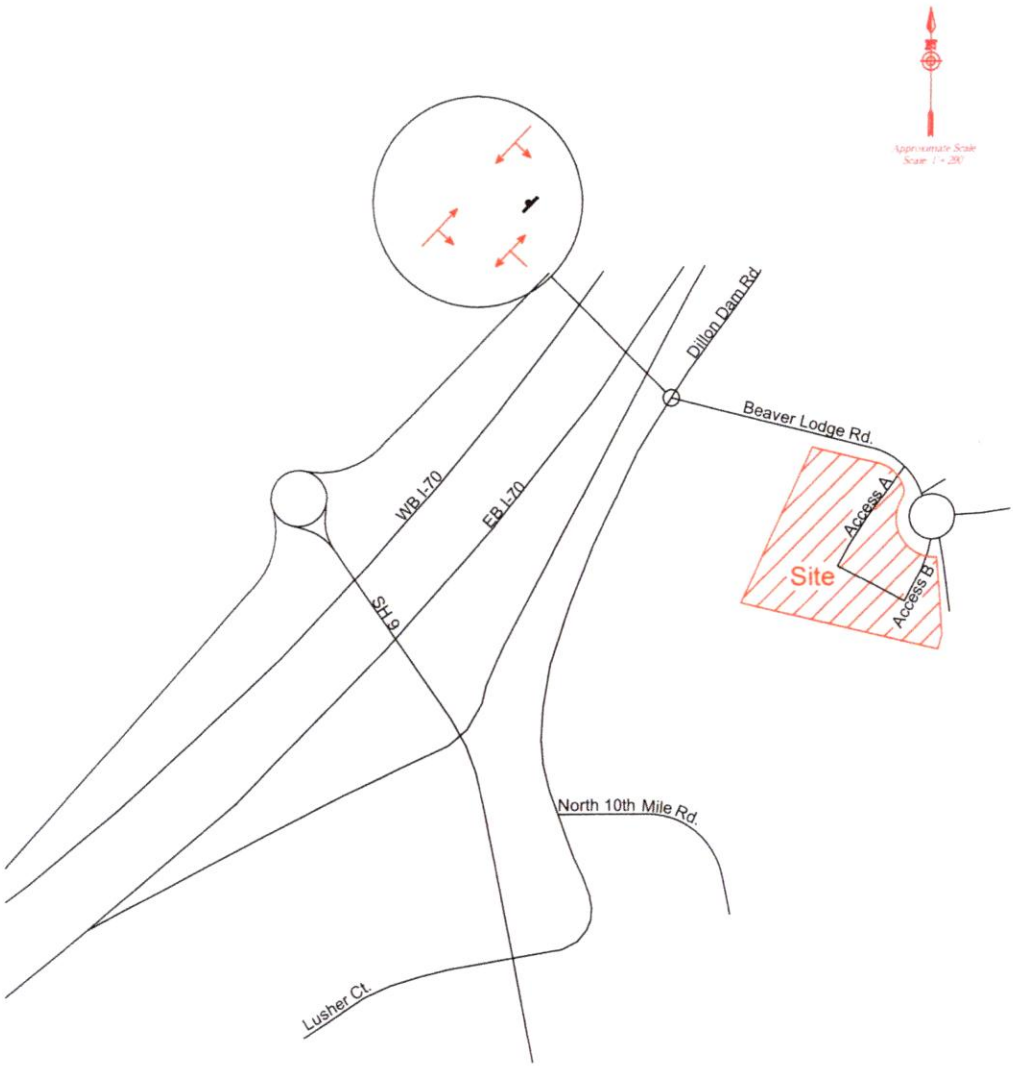
Major roadways in the vicinity of the site are illustrated in Figure 3 and described with a brief discussion of anticipated future roadway improvements. Dillon Dam Road is classified as an arterial roadway. It currently has two lanes, one lane in each direction. There are no plans to improve this roadway. There are no auxiliary traffic lanes on any of the approaches to this intersection. State Highway 9 will be the primary way for traffic from the proposed residential project to access the businesses in the Town of Frisco as well as I-70. The intersection of I-70 and State Highway 9 is being evaluated for possible improvements to improve the operation of the intersection so that the expected queue lengths at the two ramp intersections will not back up onto I-70. Beaver Lodge Road runs in an east-west direction for approximately 600 feet to the east. It currently has two lanes, one lane in each direction in the vicinity of the proposed residential project. There are no plans to improve this roadway. The final interchange design of I-70 and State Highway 9 will have no impact on the intersection of Dillon Dam Road and Beaver Lodge Road.

Existing Traffic Conditions

Figure 3 shows existing traffic control and lane geometry for the existing intersection at Dillon Dam Road and Beaver Lodge Road. No daily traffic counts were taken along Dillon Dam Road, and no turning movement traffic counts were taken at the intersection of Dillon Dam Road and Beaver Lodge Road, because the Colorado Department of Transportation had taken counts in the Year 2023 at Dillon Dam Road and North 10 Mile Road. In the Year 2023. Appendix B contains these peak-hour traffic volumes as well as the methodology used for developing the AM and PM peak-hour traffic volumes of the Years 2025, 2027 and 2032.

Peak-hour turning movement traffic counts were taken in the Year 2015 as a part of the traffic impact study for the proposed Watermarke Condominium Residential project. This study examined two parcels along Beaver Lodge Road, one on the north side and the other on the south side. The parcel on the south side of Beaver Lodge Road is the

Figure 3 – Existing Traffic Control and Lane Geometry



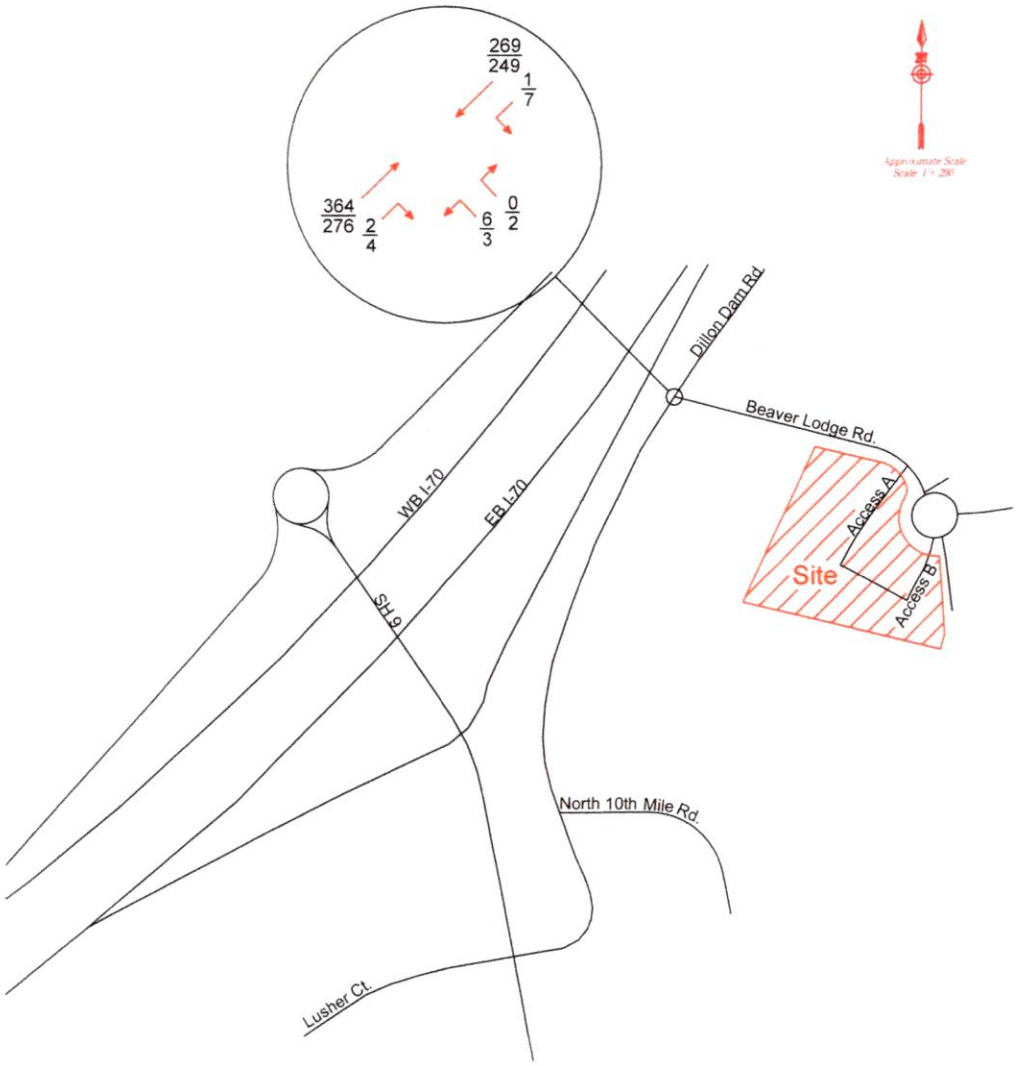
Legend

= Stop Sign

same that is being analyzed in the report. Appendix C contains selected pages from the traffic impact study dated August 7, 2015 prepared by DB Enterprise. Because no new development has taken place along Beaver Lodge Road, since the preparation of the 2015 traffic impact study, it was felt that the turning movement traffic volumes from Dillon Dam Road onto Beaver Lodge Road and from Beaver Lodge Road onto Dillon Road would not have changed.

Figure 4 depicts the estimate Year 2025 existing peak-hour volumes for the intersection of Dillon Dam Road and Beaver Lodge Road. These volumes were arrived at by applying a growth factor of 1.042 to Year 2023 peak-hour traffic volumes contained in Appendix C and using the peak-hour turning movement traffic volumes from the Year 2015 traffic impact study (Appendix C, Figure 3, page 8).

Figure 4 – Estimated Year 2025 Peak-Hour Traffic Volumes



Legend

$\frac{15}{15}$ = $\frac{\text{Total Traffic AM Peak-Hour Traffic Volumes}}{\text{Total Traffic PM Peak-Hour Traffic Volumes}}$

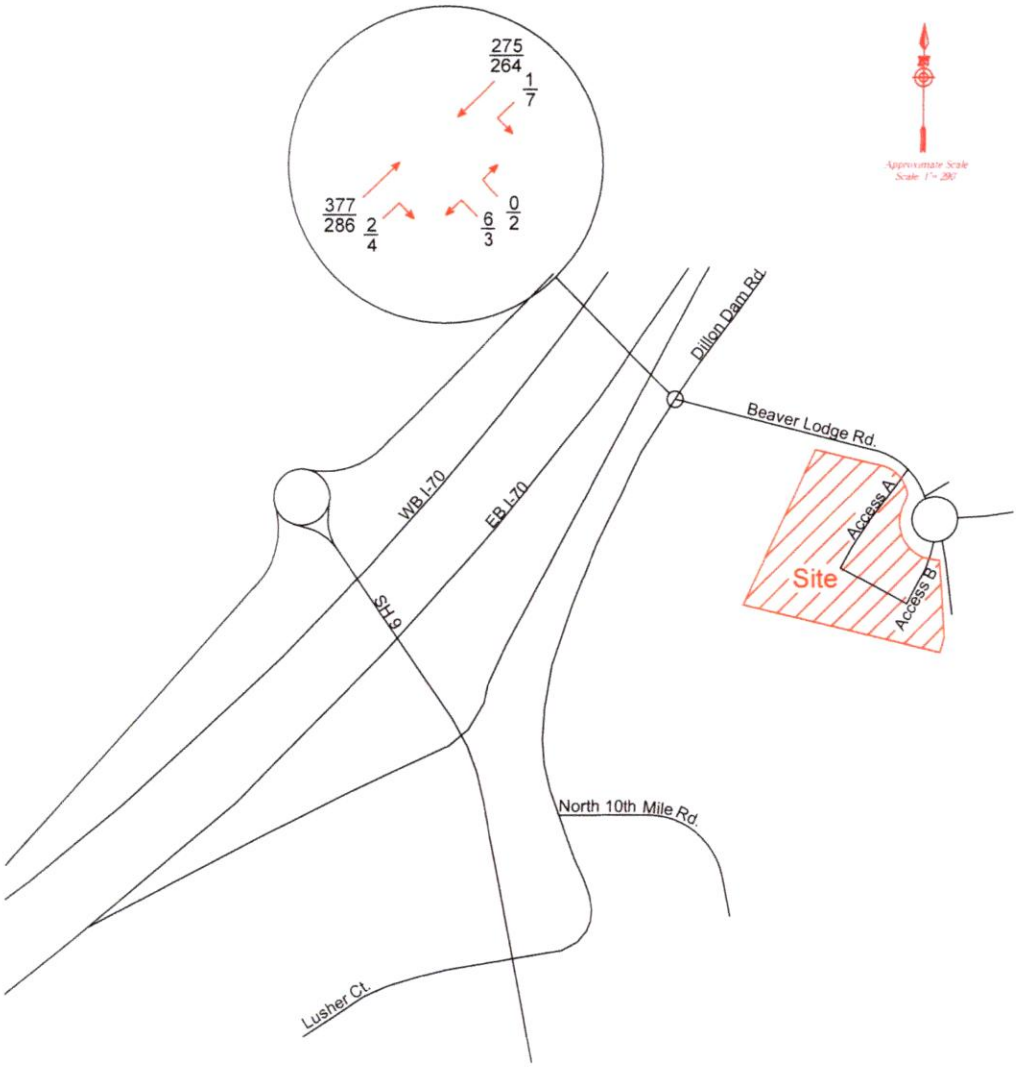
Section D – Future Traffic Conditions

Frisco does not have long-range traffic forecasts for Dillon Dam Road, but the Colorado Department of Transportation developed PM peak-hour traffic volumes for the three intersections along State Highway 9 at I-70 eastbound ramp, I-70 westbound ramp, and Lusher Court/Dillion Dam Road. Based on this information, Dillon Dam Road is expected to increase at an annual growth rate of 1.021 percent. was used for this roadway.

The Year 2027 background peak-hour traffic volumes are based on applying a growth factor of 1.042 to the through traffic volumes contained in Figure 4 on Dillon Dam Road only. No adjustment factor was applied to the traffic volumes along Beaver Lodge Road. Figure 5 depicts the Year 2027 background peak-hour traffic volumes.

The Year 2032 background peak-hour traffic volume is based on applying a growth factor of 1.110 to through traffic for Dillon Dam Road in Figure 5. No adjustment factor was applied to the traffic volumes along Beaver Lodge Road at Access A. Figure 6 depicts the Year 2032 background peak-hour traffic volumes.

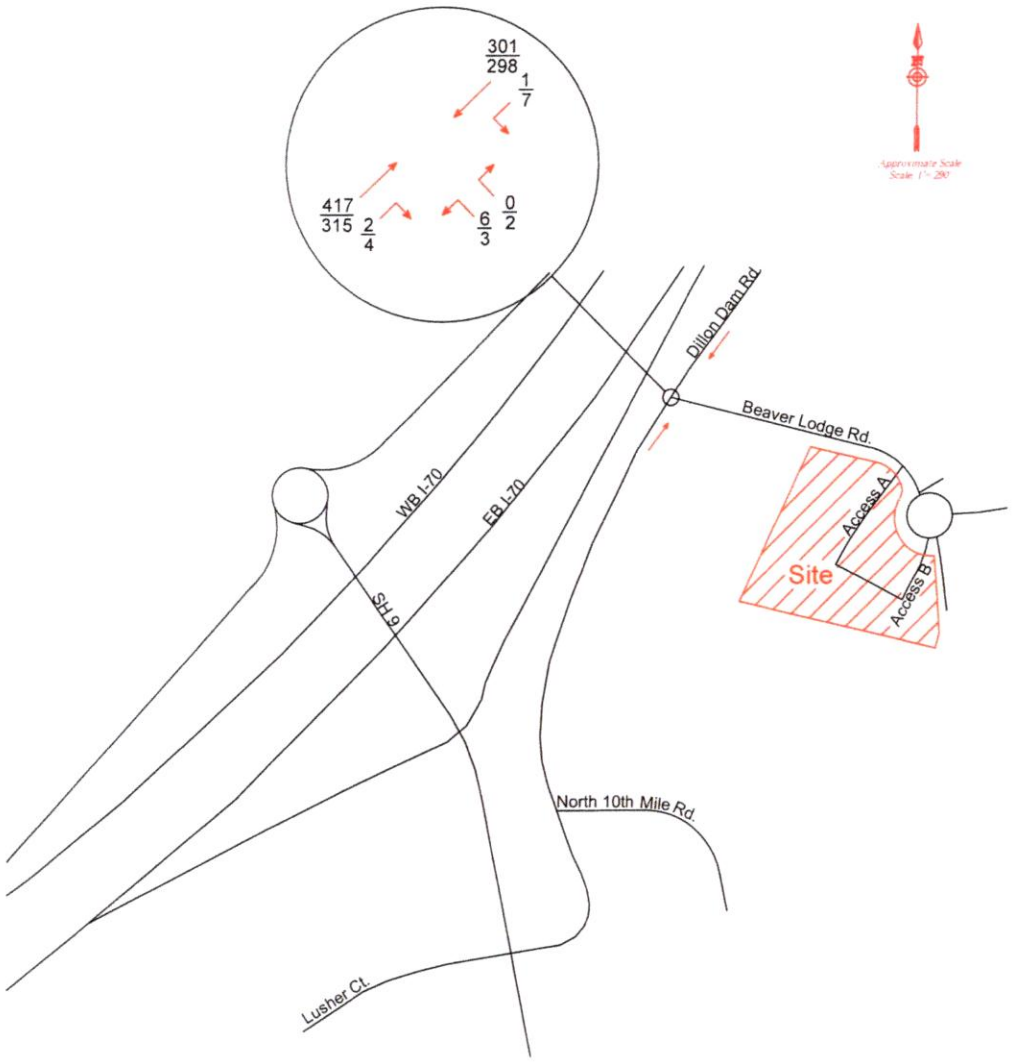
Figure 5 – Year 2027 Background Peak-Hour Traffic Volumes



Legend

$\frac{15}{15}$ = $\frac{\text{Total Traffic AM Peak-Hour Traffic Volumes}}{\text{Total Traffic PM Peak-Hour Traffic Volumes}}$

Figure 6 – Year 2032 Background Peak-Hour Traffic Volumes



Legend

$\frac{15}{15}$ = $\frac{\text{Total Traffic AM Peak-Hour Traffic Volumes}}{\text{Total Traffic PM Peak-Hour Traffic Volumes}}$

Section E – Trip Generation

The proposed 2.2-acre Landing at Frisco residential project will contain 20 condominium units at full build out of the site. The amount of traffic that will be generated by the proposed residential project has been estimated based upon trip generation rates published by the Institute of Transportation Engineers (ITE) in the 11th Edition, 2021, of *Trip Generation*. The results of the analysis are shown in Table 1, giving the average number of weekday daily, AM and PM peak-hour trips expected to be generated by the proposed residential project.

As illustrated in Table 1, on an average weekday the proposed residential project at full build out will generate approximately 135 daily vehicle-trips with 68 vehicles entering and 67 vehicles leaving the site on a typical weekday. Of these, approximately eight vehicle-trips will occur during the AM peak-hour, with two vehicles entering and six exiting the site and approximately 10 vehicle-trips will occur during the PM peak-hour, with six vehicles entering and four exiting the site.

Table 1
Estimated Vehicle Trip Generation

Weekday Daily

ITE Category		Quantity		Average Weekday (1)	
				Trip Rate	Vehicle Trips
220	Multifamily Housing (Low-Rise)	20	DU (2)	6.74	135

AM Peak-Hour

ITE Category		Quantity		AM Peak-Hour			
				Trip Rate		Vehicle Trips	
				In	Out	In	Out
220	Multifamily Housing (Low-Rise)	20	DU (2)	0.10	0.30	2	6

Table 1 (cont.)
Estimated Vehicle Trip Generation
PM Peak-Hour

ITE Category		Quantity		PM Peak-Hour			
				Trip Rate		Vehicle Trips	
				In	Out	In	Out
220	Multifamily Housing (Low-Rise)	20	DU (2)	0.32	0.19	6	4

(1) Source: "Trip Generation", Institute of Transportation Engineers, 11th Edition, 2021
(2) DU = Dwelling Unit

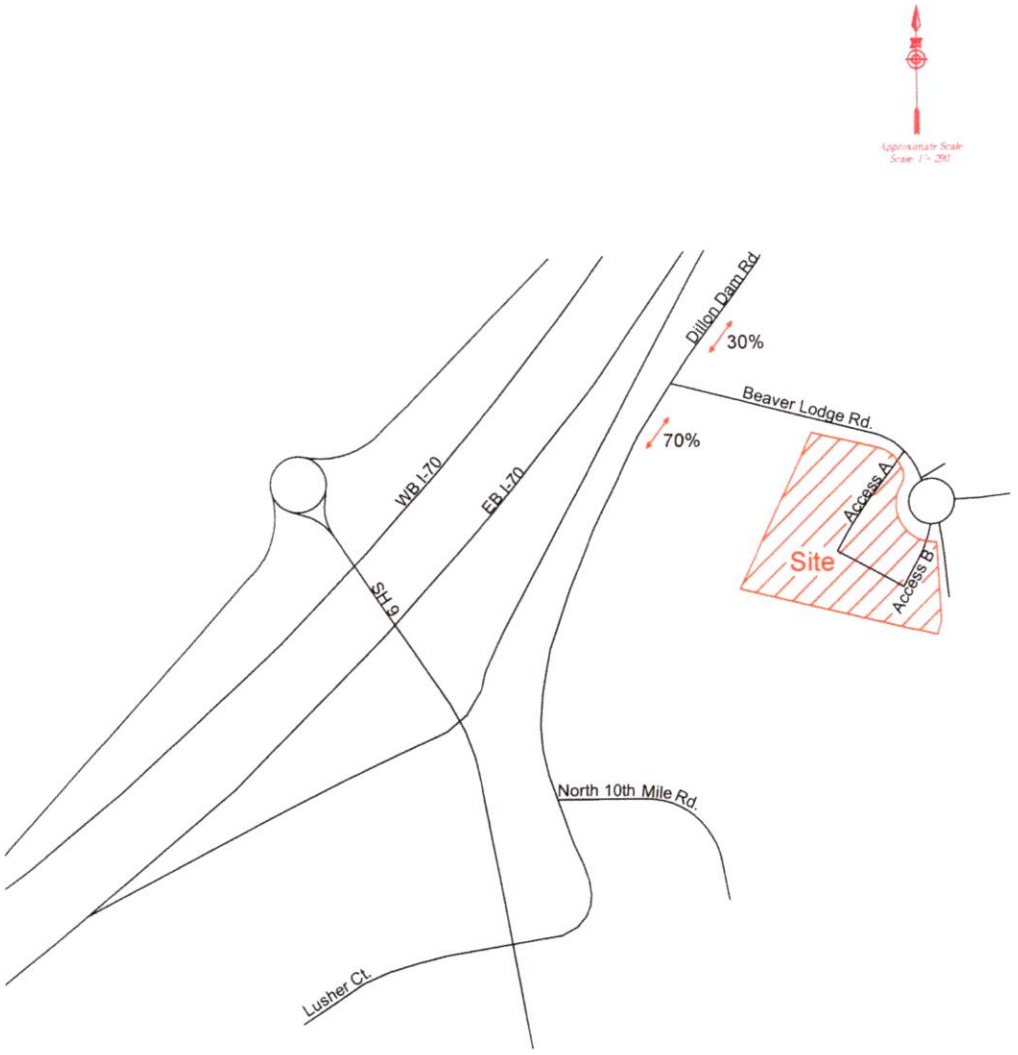
Section F – Trip Distribution

The directional distribution of site-generated traffic onto adjacent roadways, which provide access to and from the proposed Landing at Frisco residential project, is one of the most important components in the assessment of the proposed residential project's traffic impacts. Major factors which influence the traffic distribution assumptions include the location of the site relative to the surrounding roadway network, the level of access serving the site, and the type of land use proposed within the project.

The directional distribution of site-generated traffic is expected to be 70 percent from the south using Dillon Dam Road and the remaining 30 percent from the north using Dillon Dam Road. This distribution is being used due to the strong influence from Frisco and I-70.

Figure 7 depicts the directional distribution of site-generated traffic that is being used in this analysis.

Figure 7 – Trip Distribution of Site-Generated Traffic



Legend

⟷ = Percent Directional Distribution
30%

Section G – Trip Assignment and Traffic Volumes

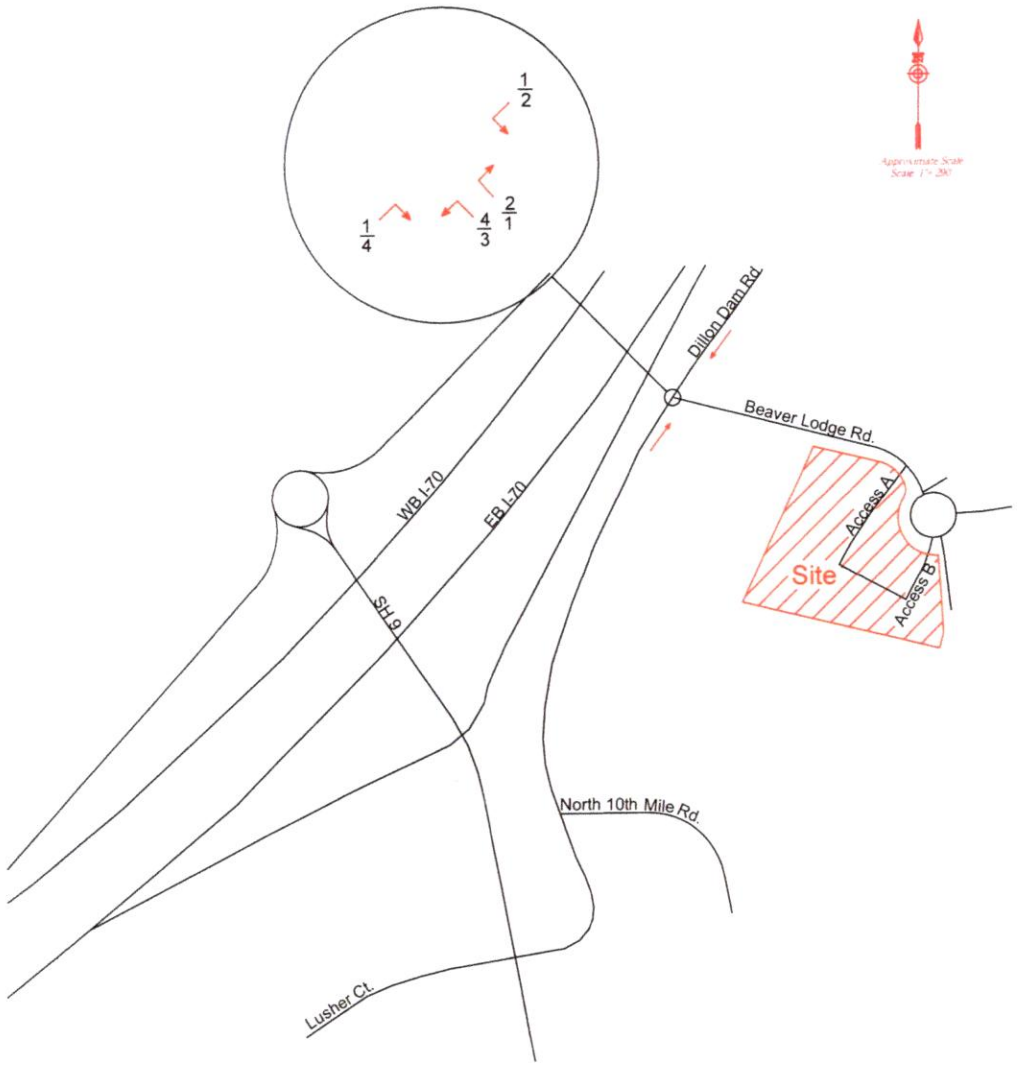
Site-Generated Traffic

Figure 8 illustrates the assignment of site-generated peak-hour traffic at the intersection of Dillon Dam Road and Beaver Lodge Road for the Years 2027 and 2032. The assignment of site-generated traffic is based upon the traffic distribution percentages shown in Figure 7 and the vehicle-trip generation estimates contained in Table 1.

Total Traffic

The Years 2027 and 2032 total AM and PM peak-hour traffic volumes at the intersection of Dillon Dam Road and Beaver Lodge Road are illustrated in Figures 9 and 10, respectively. For the Year 2027, these volumes were derived by adding the site-generated traffic from Figure 8 to the Year 2027 background peak-hour traffic volumes in Figure 5. For the Year 2032, these volumes were derived by adding the site-generated traffic from Figure 8 to the Year 2032 background peak-hour traffic volumes in Figure 6, respectively.

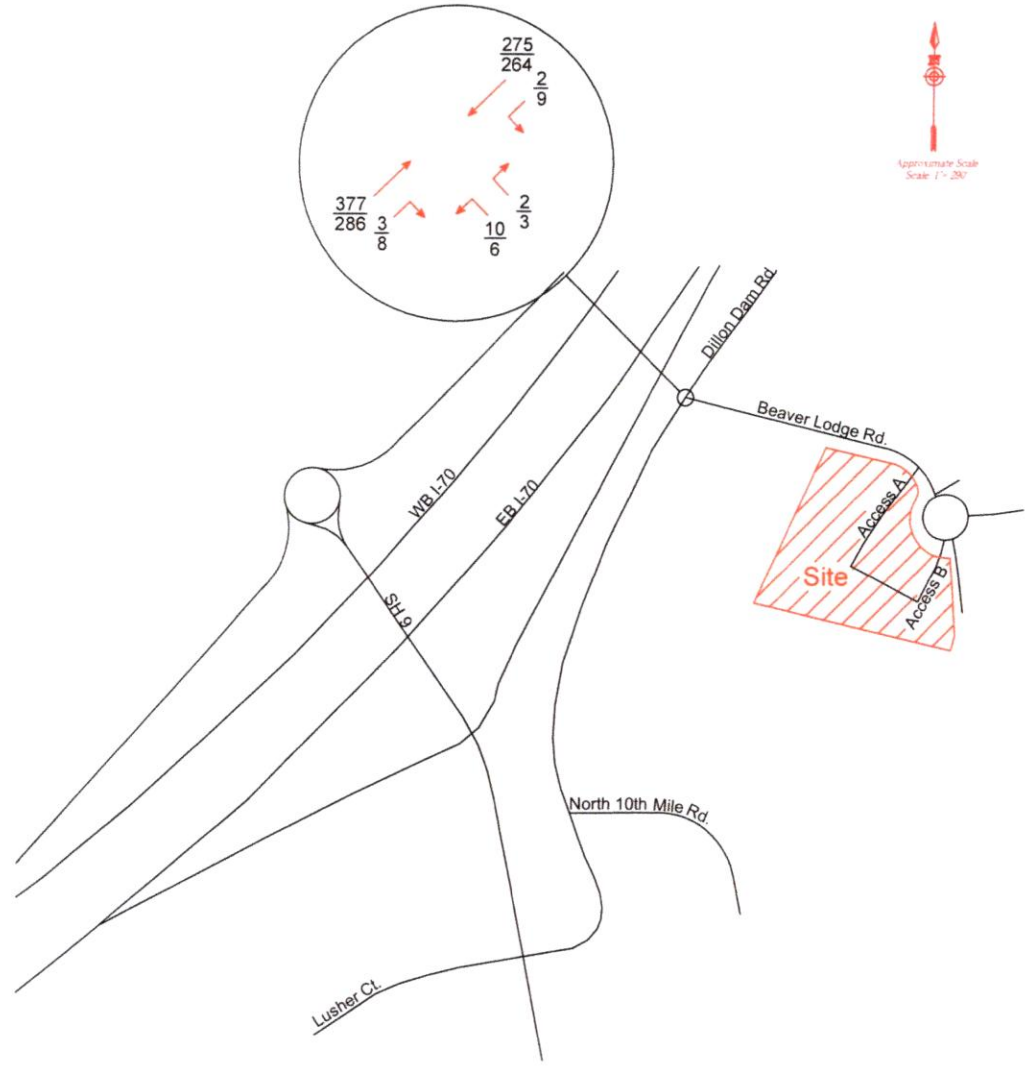
Figure 8 – Assignment of Site-Generated Traffic



Legend

$\frac{15}{15}$ = $\frac{\text{Total Traffic AM Peak-Hour Traffic Volumes}}{\text{Total Traffic PM Peak-Hour Traffic Volumes}}$

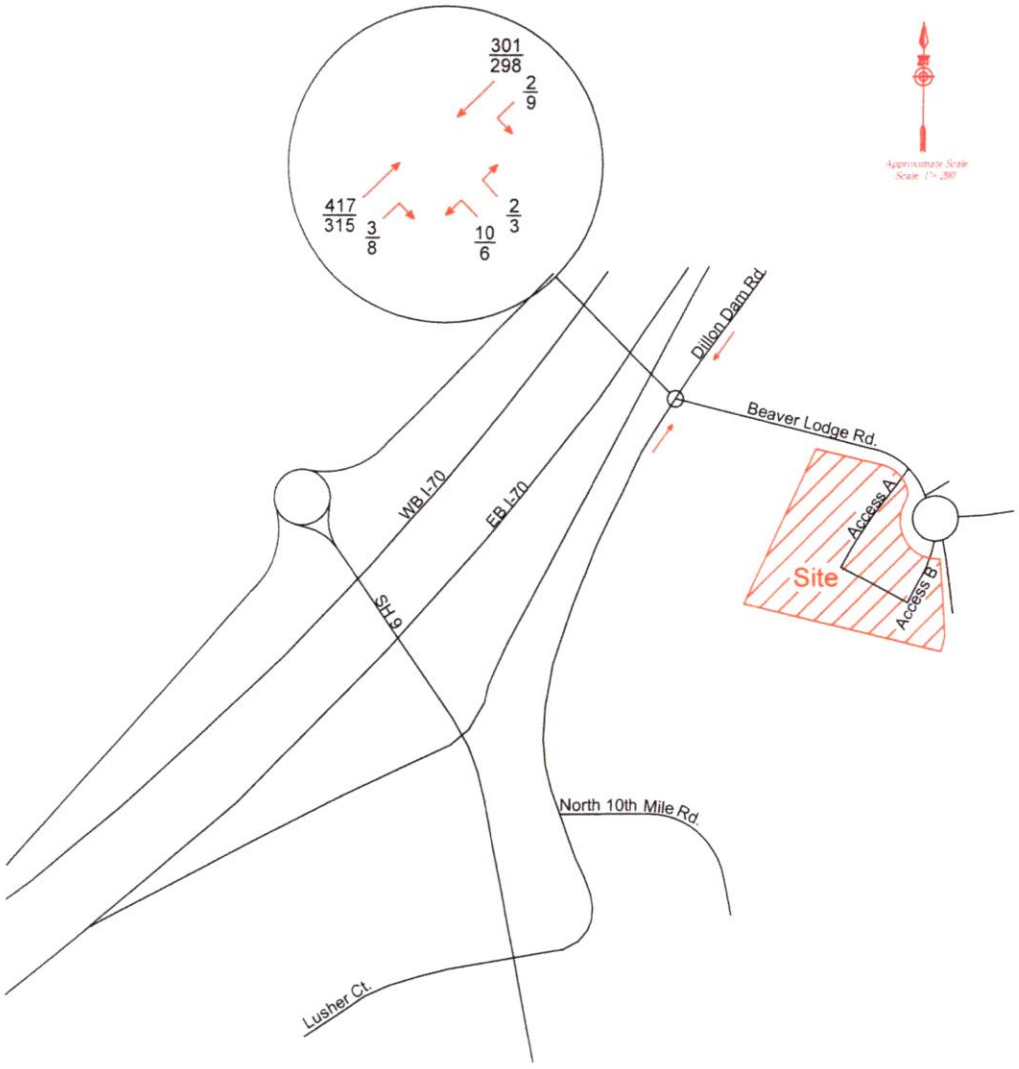
Figure 9 – Year 2027 Total Peak-Hour Traffic Volumes



Legend

$\frac{15}{15}$ = $\frac{\text{Total Traffic AM Peak-Hour Traffic Volumes}}{\text{Total Traffic PM Peak-Hour Traffic Volumes}}$

Figure 10 – Year 2032 Total Peak-Hour Traffic Volumes



Legend

$\frac{15}{15}$ = $\frac{\text{Total Traffic AM Peak-Hour Traffic Volumes}}{\text{Total Traffic PM Peak-Hour Traffic Volumes}}$

Section H - Impacts

Traffic impacts associated with a project such as the proposed Landing at Frisco residential project are best described in terms of the resulting effects they have on the major intersections that serve the proposed residential project. In this particular case, the expected impacts are concentrated at the intersection of Dillon Dam Road and Beaver Lodge Road.

Based upon the peak-hour traffic volumes shown in Figures 4, 5, 6, 9 and 10, "Signalized and Unsignalized Intersection Capacity" analyses have been performed using procedures set forth in the 2000 *Highway Capacity Manual*. The concept of Level of Service (LOS) is used as a basis for computing combinations of roadway operating conditions. By definition, six different Levels of Service are used (A, B, C, D, E, and F) with "A" being a free-flow condition and "E" representing the "capacity" of a given intersection or traffic movement. Analyses have been performed for the Year 2025 estimated existing traffic, Year 2027 background and total traffic conditions, and the Year 2032 background and total traffic conditions.

The lane geometry and traffic control depicted in Figure 3 was used for this analysis. The results of these capacity analyses are found in Appendix D and are summarized in Table 2 (estimated Year 2025 existing condition), Table 3 (Year 2027 background and total traffic conditions) and Table 4 (Year 2032 background and total traffic conditions).

Table 2
Level of Service Analysis (Year 2025)

Intersection Location	Traffic Control	Year 2025 Existing Traffic	
		Level of Service AM Peak	Level of Service PM Peak
Dillon Dam Road and Beaver Lodge Road	Unsignalized		
Northbound Approach		B (13.9)	B (11.6)
Westbound Approach		A (8.1)	A (7.9)

Table 3
Level of Service Analysis (Year 2027)

Intersection Location	Traffic Control	Year 2027 Background Traffic		Year 2027 Total Traffic	
		Level of Service	Level of Service	Level of Service	Level of Service
		AM Peak	PM Peak	AM Peak	PM Peak
Dillon Dam Road & Beaver Lodge Road	Unsignalized				
Northbound Approach		B (14.2)	B (11.8)	B (13.8)	B (12.2)
Westbound Approach		A (8.1)	A (7.9)	A (8.1)	A (7.9)

Table 4
Level of Service Analysis (Year 2032)

Intersection Location	Traffic Control	Year 2027 Background Traffic		Year 2027 Total Traffic	
		Level of Service	Level of Service	Level of Service	Level of Service
		AM Peak	PM Peak	AM Peak	PM Peak
Dillon Dam Road & Beaver Lodge Road	Unsignalized				
Northbound Approach		C (15.1)	B (12.4)	B (14.7)	B (12.8)
Westbound Approach		A (8.3)	A (8.0)	A (8.3)	A (8.0)

As can be seen in Tables 2, 3 and 4, all of the traffic movements at the unsignalized intersections of Dillion Dam Road and Beaver Lodge Road are expected to operate at a good Level of Service (LOS "C" or better) through the Year 2032 either with or without the traffic from the proposed residential project.

Queue Length Analysis

A queue length analysis was performed for the intersection of Dillon Dam Road and Beaver Lodge Road for the Year 2032 total AM and PM peak-hour traffic conditions.

The software program *SimTraffic* was used to estimate these queue lengths. The queue lengths being reported for this analysis represent an average of five simulations with each simulation lasting 60 minutes.

The queue lengths at Dillon Dam Road and Beaver Lodge Road are not considered to be excessive for the Year 2032 AM and PM total peak-hour traffic conditions. Table 5 depicts the estimated queue lengths at this intersection. The maximum queue length for the westbound approach is 20 feet, or one vehicle, and for the northbound approach is 33 feet, or two vehicles. None of the queue lengths are considered excessive. The results of these queue length analyses are found in Appendix E.

Table 5
Queue Length Analysis (Year 2032)

Intersection Location	Traffic Control	Year 2032 Total Traffic	
		Queue Length (in feet)	Queue Length (in feet)
		AM Peak	PM Peak
Dillon Dam Road and Beaver Lodge Road	Unsignalized		
Northbound Approach		33	32
Westbound Approach		10	20

Sight Distance Analysis

No sight distance analysis was done for the intersection of Dillon Dam Road and Beaver Lodge Road since this is an existing access to Dillon Dam Road. The presence of the proposed residential project will not affect whether or not there is adequate sight distance at Dillon Dam Road and Beaver Lodge Road.

Section I - Recommendations/Conclusions

The traffic impacts from the proposed Landing at Frisco residential project are considered to be minor, and the existing roadway system and traffic control depicted in Figure 3 is able to accommodate the traffic from the proposed residential project.

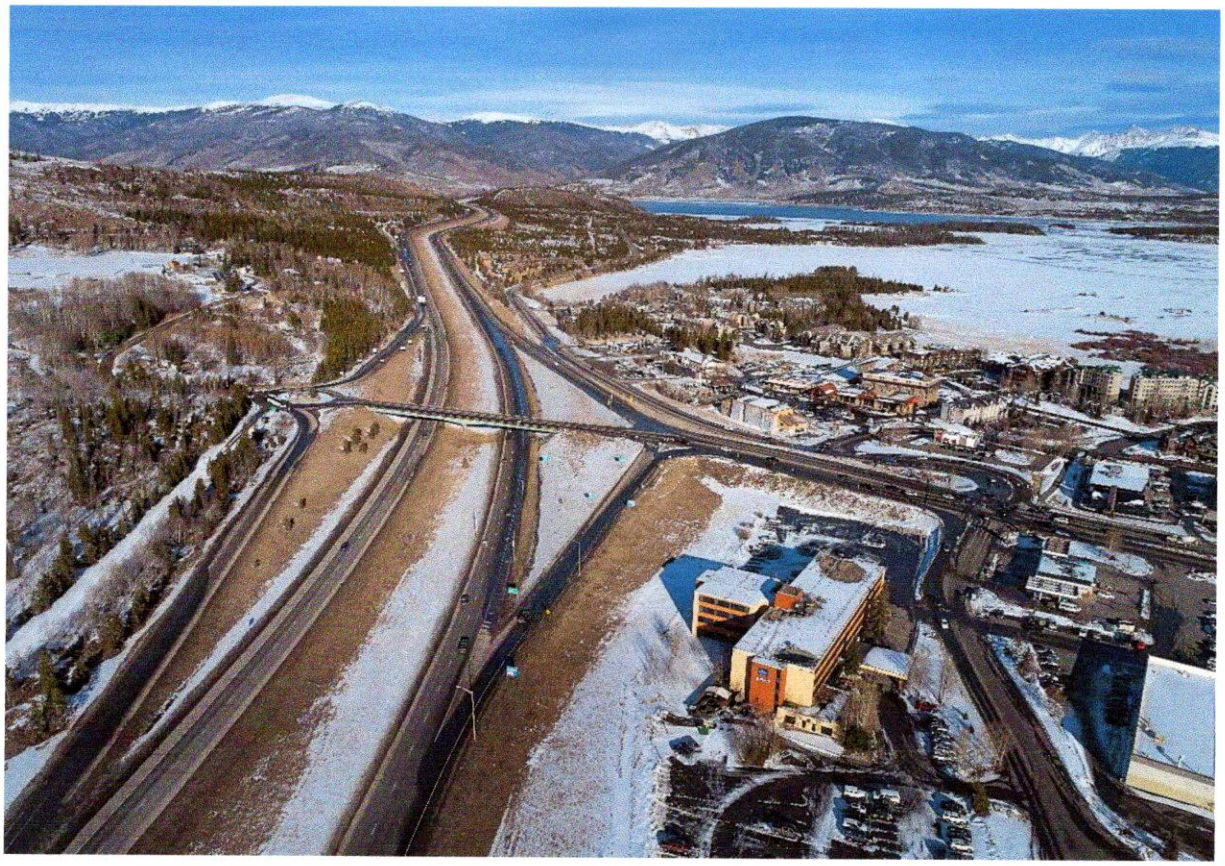
Appendix A
Interstate 70 Exit 203
& Eastbound Auxiliary Lane

COLORADO DEPARTMENT OF TRANSPORTATION

INTERSTATE 70 EXIT 203 & EASTBOUND AUXILIARY LANE

FEASIBILITY STUDY

June 03, 2020



COLORADO
Department of Transportation

Figure 1-1: Study Area

1.2 STUDY PROCESS

In keeping with the requirements of the PEIS, this feasibility study incorporated the Context Sensitive Solutions (CSS) process into the decision-making (refer to Section 2.3). As required by the CSS process, CDOT formed a Project Leadership Team (PLT) prior to initiation of the Study. The PLT ensured that the CSS process was followed and that conclusions from the Study were developed in an open, collaborative process. Section 6.2 documents the issues and concerns raised by the PLT and considered by the project team. These included topics such as bike and

Three layouts were evaluated:

- Modified Existing Scenic Overlook/Chain-up – this option adds minor capacity to the existing chain-up stations for large vehicles. Additional capacity may be added to the outside shoulders that provide additional spaces. This option adds capacity, but does not improve the truck-vehicle interaction – in fact, it may make conditions even less desirable. This option has little effect on the proposed auxiliary lane alignment of I-70.
- Parallel Parking Scenic Overlook/Chain-up – this option separates truck movements from passenger cars after entering the chain-up station. Trucks are directed to the left upon exiting I-70 and passenger vehicle parking would not change. Existing truck parking would be utilized, but a new driving aisle and a new row of up to nine additional parallel parking spaces could be added to the north side. This layout minimizes truck and passenger car interactions and provides additional spaces. The layout has an impact on the proposed auxiliary lane alignment of I-70, moving the auxiliary lane farther north into the median.
- Diagonal Parking Scenic Overlook/Chain-up – this option is like the parallel parking option, as it separates truck movements from passenger cars after entering the chain-up station. However, trucks would be directed into a diagonal parking chain-up area. This layout provides additional parking spaces and some separation of vehicle interactions. This option has the greatest impact on the proposed auxiliary lane alignment of I-70, moving the auxiliary lane farther north into the median to accommodate revised layout and the diagonal parking spaces.

In either the parallel or diagonal options, shifting the auxiliary lane into the median can be minimized with narrowed shoulder widths on I-70 and the use of concrete barrier to separate I-70 from the parking spaces.

EXIT 203 INTERCHANGE

The evaluation of the interchange options is based on the need to address safety and capacity issues related to the westbound (WB) off-ramp from I-70. Initial options for the interchange were developed to fit within the existing right of way and utilize existing infrastructure. As operation challenges were better understood additional alternatives requiring full reconstruction were developed to meet capacity needs. Interchange options were evaluated using a year 2045 planning horizon and included five alternatives:

1. Two-lane roundabout at the WB ramps and a signalized intersection at the eastbound (EB) ramps
2. Signalized intersection at the WB ramps and a signalized intersection at the EB ramps

3. Diverging Diamond Interchange (DDI)
4. Single point urban interchange (SPUI) combining the EB and WB ramps
5. Tight urban diamond interchange (TUDI), which includes a signalized intersection at the WB ramps, a signalized intersection at the EB ramps, access control at CO 9/DDR, and includes a new frontage road underpass providing bypass operations for east-west movements under CO 9.

LUSHER COURT/DILLON DAM ROAD

The evaluation of the Lusher Court/Dillon Dam Road (DDR) intersection options was conducted using SYNCHRO traffic operations analysis software and a year 2045 planning horizon. For all options, it was assumed that a new interchange configuration was implemented and operating at LOS D or better and did not restrict flow into the intersection. This allows a more conservative analysis of the Lusher/DDR intersection for comparative purposes. General options that were evaluated include:

- Enhanced Detection – assumes full intersection detection at the CO9/DDR, signal coordination along CO 9 through the interchange, and a higher capacity WB ramp intersection and a signalized EB ramp intersection.

- Minor Widening and Realignment – widening to three lanes in each direction along the length of CO9 from the Exit 203 interchange to Hawn Drive/10 Mile Road to accommodate additional through movements. This includes conversion of all southbound (SB) and northbound (NB) right turn only lanes on CO 9 to shared through/right and enhanced signal coordination along CO 9.

- Major Widening and Realignment - includes the minor widening plus additional capacity improvements on Lusher Court/DDR. These improvements include additional through lanes (EB and WB) on the west leg and an additional WB through lane on the east leg. This option also includes a realignment of the east leg of the intersection to a location between the Starbucks and the Kentucky Fried Chicken properties. This alignment allows the additional through lane capacity for WB at CO9 and may relieve some of the operations pressure at 10-Mile and DDR.

- Controlled Access Intersection – the objective of these options is to reduce signal phases at the signalized intersection by restricting EB and WB movements at Lusher/DDR. Two options were considered to accomplish this objective - remove EB and WB left turns or remove EB and WB through movements. In each case, the eliminated movements are redirected to other facilities on the existing roadway network including 10 Mile Road, Meadow Drive, 10 Mile Drive, and Hawn Drive. Specifically, in the case of removing through movements, a potential new frontage road and underpass adjacent to I-70 option was considered.

- Partial continuous flow intersection (CFI) - the objective of a continuous flow intersection is to provide additional signal timing capacity by combining left and through movements to reduce phases in the signal cycle. This is done by realigning left turns in the intersection to move with opposing through movements. The partial CFI considered the north and south legs only on CO 9. The east and west legs on DDR and Lusher Court were not considered because of the likely ROW and access impacts on both the north and south sides of DDR and Lusher Court. In addition, the focus is on the higher volume north and south movements in the intersection. A CFI in this location is challenging due to the proximity with the Exit 203 interchange EB ramps, driver understanding and comfort, and snow removal.

1.3.2 OPERATIONS SUMMARY

I-70 EB AUXILIARY LANE

The addition of the eastbound auxiliary lane from Exit 203 to Exit 205 will alleviate much of the congestion on I-70 in this area. LOS D or better is expected to occur. However, the forecast traffic volumes indicate the section of I-70 that is west of Exit 203 will be over capacity and will operate at LOS F, which will act to meter traffic heading east beyond Exit 203. The conceptual-level assessment of the EB auxiliary lane drop at Exit 205 shows that the diverge condition is LOS D. As stated earlier, a more detailed operational analysis will be required to determine the best configuration for auxiliary lane at or through Exit 205 taking large vehicle operations into consideration.

EXIT 203 INTERCHANGE

Given the 2045 traffic volumes, only the SPUI and DDI options operate at LOS D or better without a new frontage road underpass and access control at CO 9/DDR. However, given the proximity of the Lusher Court/DDR intersection, the DDI option would have geometric challenges to developing appropriate lane configurations.

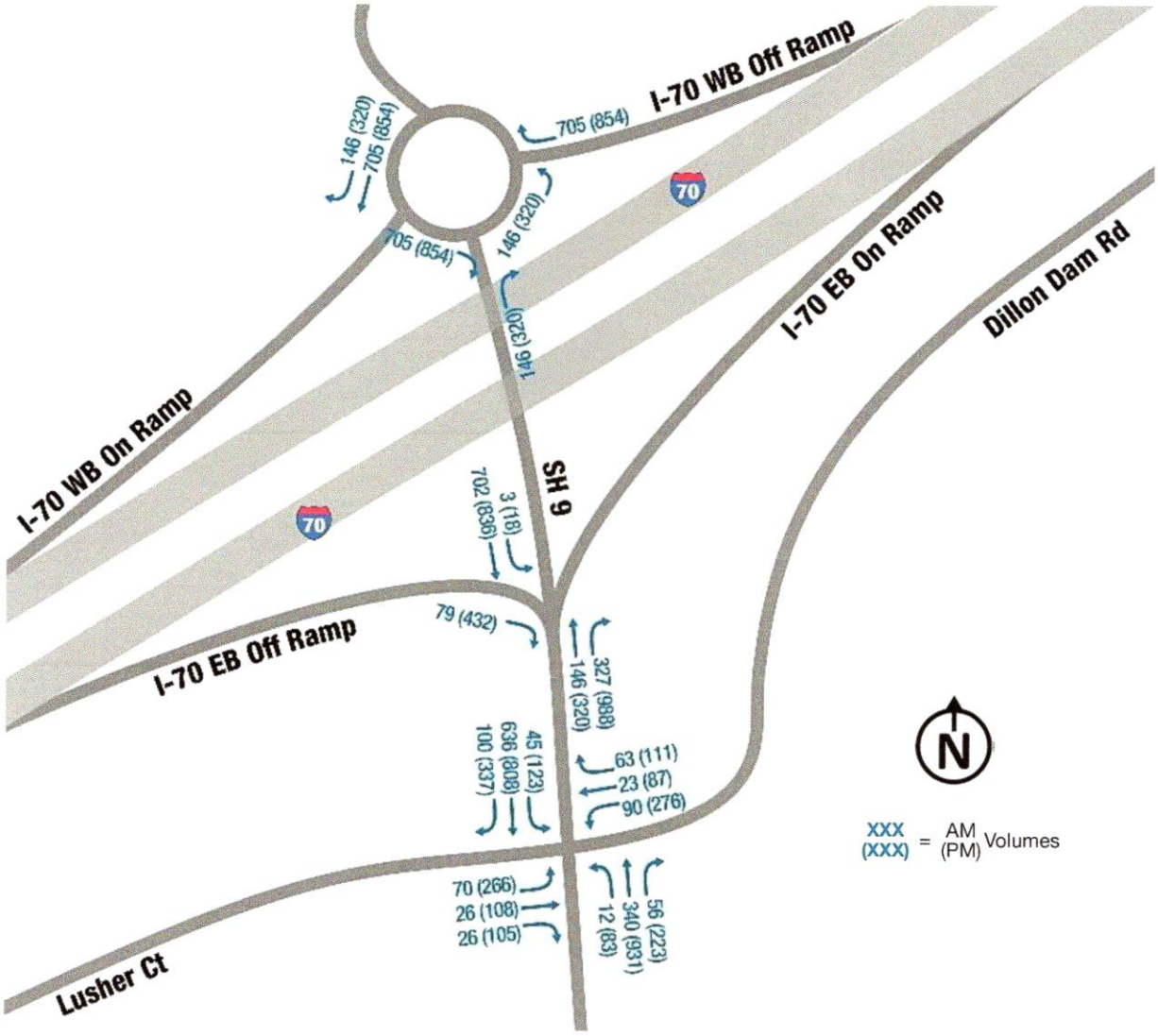
The SPUI has similar issues with developing the proper geometry in proximity to Lusher Court/DDR. A traditional SPUI alignment centered over I-70 will be affected by the geometry and SB queuing at Lusher Court/DDR and will not provide a movement from the EB off ramp to EB DDR left turn lane.

All interchange options would have improved traffic operations and capacity with a new frontage road underpass and access control at CO 9/DDR.

LUSHER COURT/DILLON DAM ROAD

The analysis of the Lusher Court/DDR intersection indicates a need to combine or remove signal phases from the intersection timing. Enhanced signal timing/detection, minor, and major

Figure 3-6: CO 9 Existing (2017) Peak Hour Turning Movement Counts

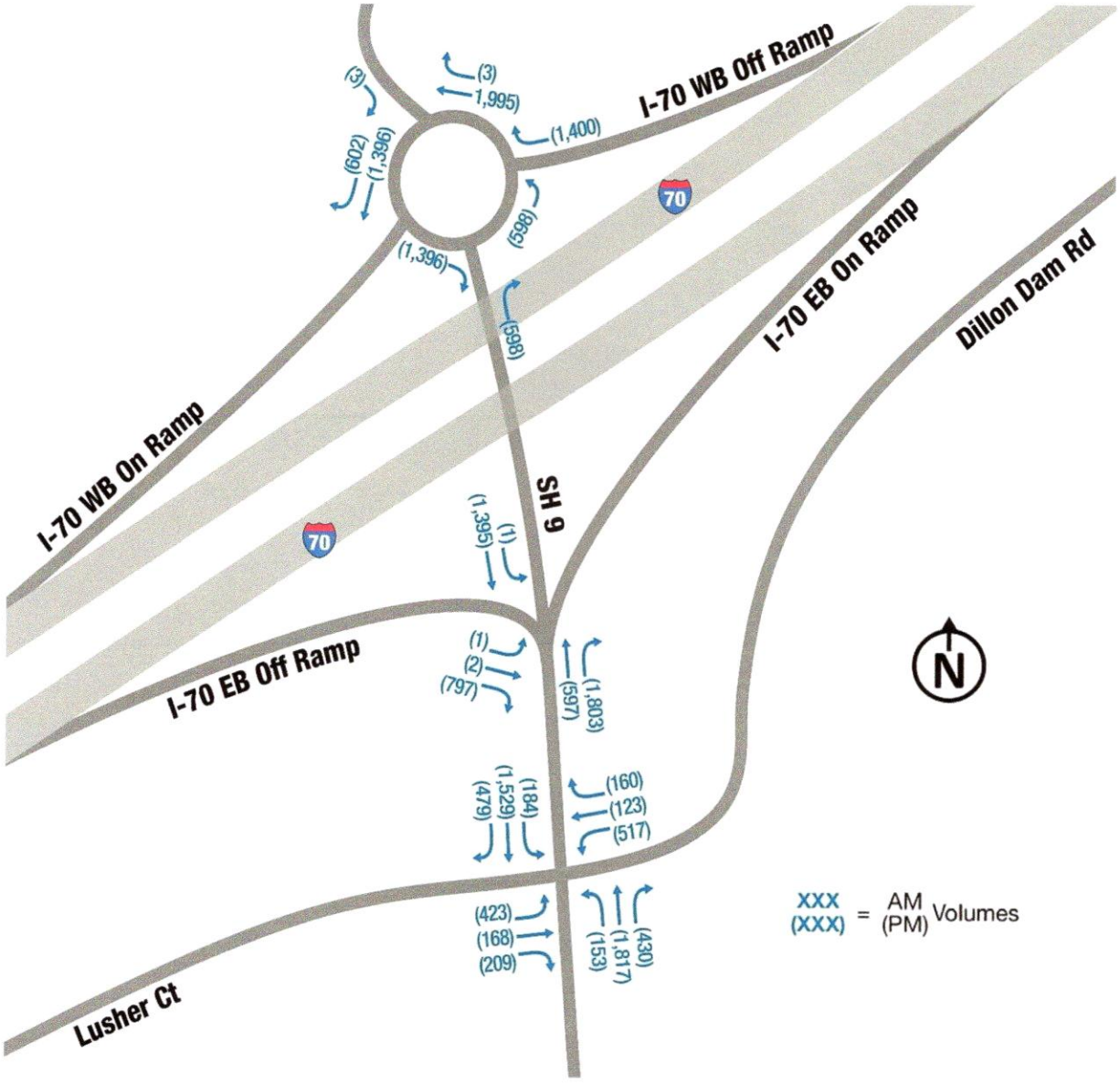


3.4 EXISTING OPERATIONAL CONDITIONS

3.4.1 I-70 MAINLINE

Figure 3-7 shows the Highway Capacity Software (HCS) Analysis results for the existing traffic conditions on eastbound I-70. The top part of the figure shows the freeway broken into analysis segments per the definitions in the freeway facility analysis methodology from the *Highway*

Figure 4-2: Future (2045) CO 9 PM Peak Hour Turning Movement Counts

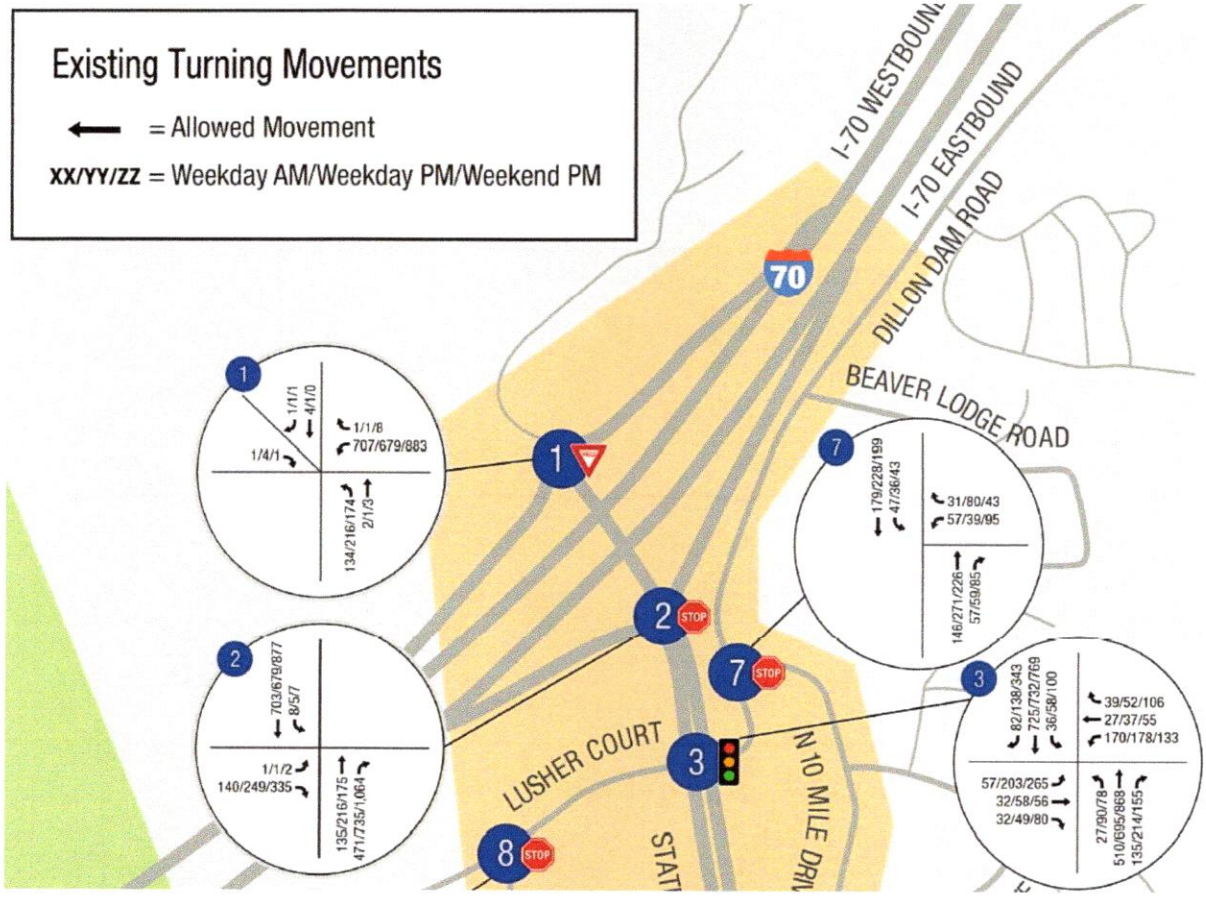


4.3 2045 EXISTING CONDITION TRAFFIC OPERATIONS

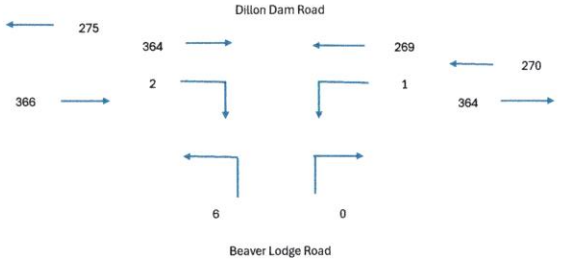
4.3.1 I-70 MAINLINE

The 2045 No Action (NA) model was developed from the 2017 existing conditions models by forecasting traffic demand to 2045 and incorporating planned changes in the corridor that are independent of the project. Currently, there are no planned changes to the geometry along the I-70 corridor within the project limits; thus, the 2045 NA model has the same geometry as the existing conditions.

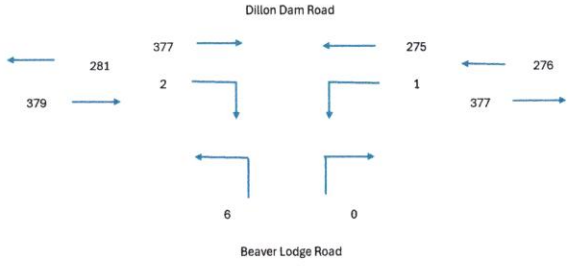
Appendix B
Year 2023 Peak-Hour
Traffic Volumes


Existing Turning Movements
= Allowed Movement
XX/YY/ZZ = Weekday AM/Weekday PM/Weekend PM
I-70 WESTBOUND
I-70 EASTBOUND
DILLON DAM ROAD
BEAVER LODGE ROAD
70
LUSHER COURT
N 10 MILE DRIVE
STOP
1
1/1/1
4/1/0
1/4/1
1/1/8
707/679/883
134/216/174
2/1/3
2
703/679/877
8/5/7
1/1/2
140/249/335
135/216/175
471/735/1064
7
179/228/199
47/36/43
31/80/43
57/39/95
146/271/226
57/59/85
3
82/138/343
725/732/769
36/58/100
39/52/106
27/37/55
170/178/133
57/203/265
32/58/56
32/49/80
27/90/78
510/695/868
135/214/155
8

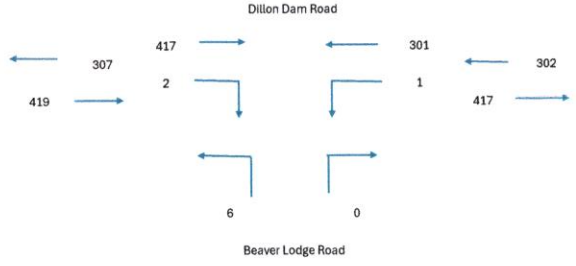
Year 2025
Growth Factor 1.042
Peak-Hour AM



Year 2027
Growth Factor 1.042
Peak-Hour AM



Year 2032
Growth Factor 1.11
Peak-Hour AM



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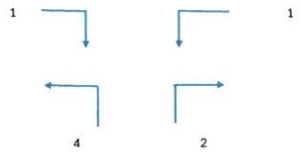

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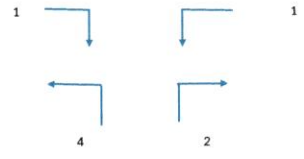
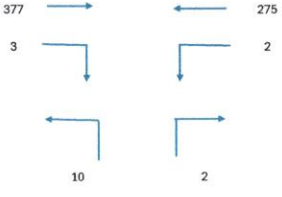
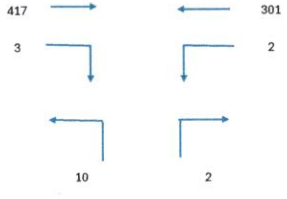


Total

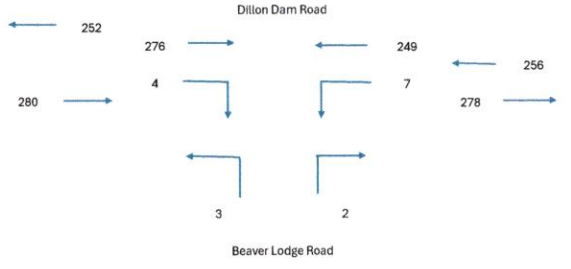


Total

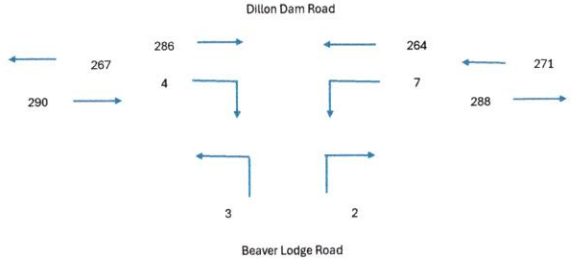


C:Desktop>ruble>DB Enterprise>2025>250120 - Landing at Frisco>Methodology for estimating peak-hour trips.xlsx

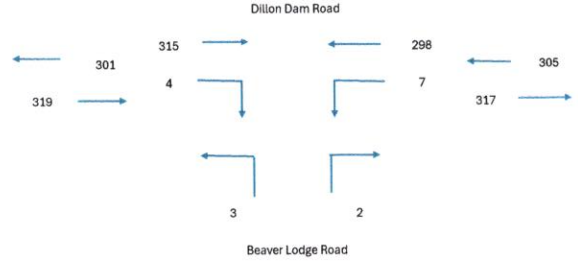
Year 2025
Growth Factor 1.042
Peak-Hour PM

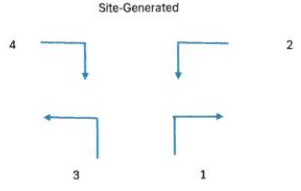


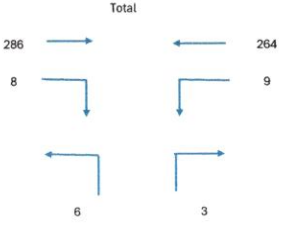
Year 2027
Growth Factor 1.042
Peak-Hour PM

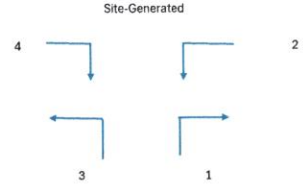


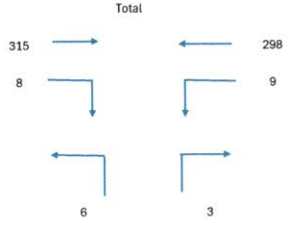
Year 2032
Growth Factor 1.11
Peak-Hour PM











C:Desktop>ruble>DB Enterprise>2025>250120 - Landing at Frisco>Methodology for estimating peak-hour trips.xlsx

Appendix C
Watermarke Traffic Impact Study (2015)
Selected Pages

DB Enterprise, LLC
4771 So. Danube Circle
Aurora, Colorado 80015

Phone: (720) 231-1947
E-Mail: druble.jr@comcast.net

August 7, 2015

Mr. Thomas Silengo
P.O. Box 5684
Frisco, Colorado 80443

Re: Watermarke Condominium Residential
Frisco, Colorado
(DBE #150070)

Dear Mr. Silengo:

I am pleased to submit my Traffic Impact Analysis of the proposed Watermarke Condominium residential development in Frisco, Colorado. At full build out, the site will contain 43 residential condominium units. The site is located near the intersection of Dillon Dam Road and Beaver Lodge Road.

This study first provides a summary of the existing roadways and traffic volumes in the vicinity of the proposed residential development and a summary of planned improvements to the roadway system. Next, estimates are made of the amount and directional distribution of vehicular traffic likely to be generated. This information is then combined with projected future traffic volumes in the vicinity to evaluate the impact of the new development on the future roadway system and, where appropriate, to make recommendations for the required roadway improvements.

My findings indicate that the existing roadway system is able to accommodate the traffic from the proposed Watermarke Condominium residential development. I trust that my findings and recommendations will assist in the planning for the proposed residential development. Please call me if I can be of further assistance.

Respectfully submitted,

DB Enterprise, LLC

By: _____
Dave L. Ruble Jr., P.E.

COLORADO REGISTERED
DAVID L. RUBLE JR.
13428
PROFESSIONAL ENGINEER

DLR/bar

Traffic Impact Analysis Report

Watermarke Condominium Residential Development

Frisco, Colorado

DBEnterprise, LLC

Traffic Impact Analysis

Watermarke Condominium Residential Development

Frisco, Colorado

Prepared for

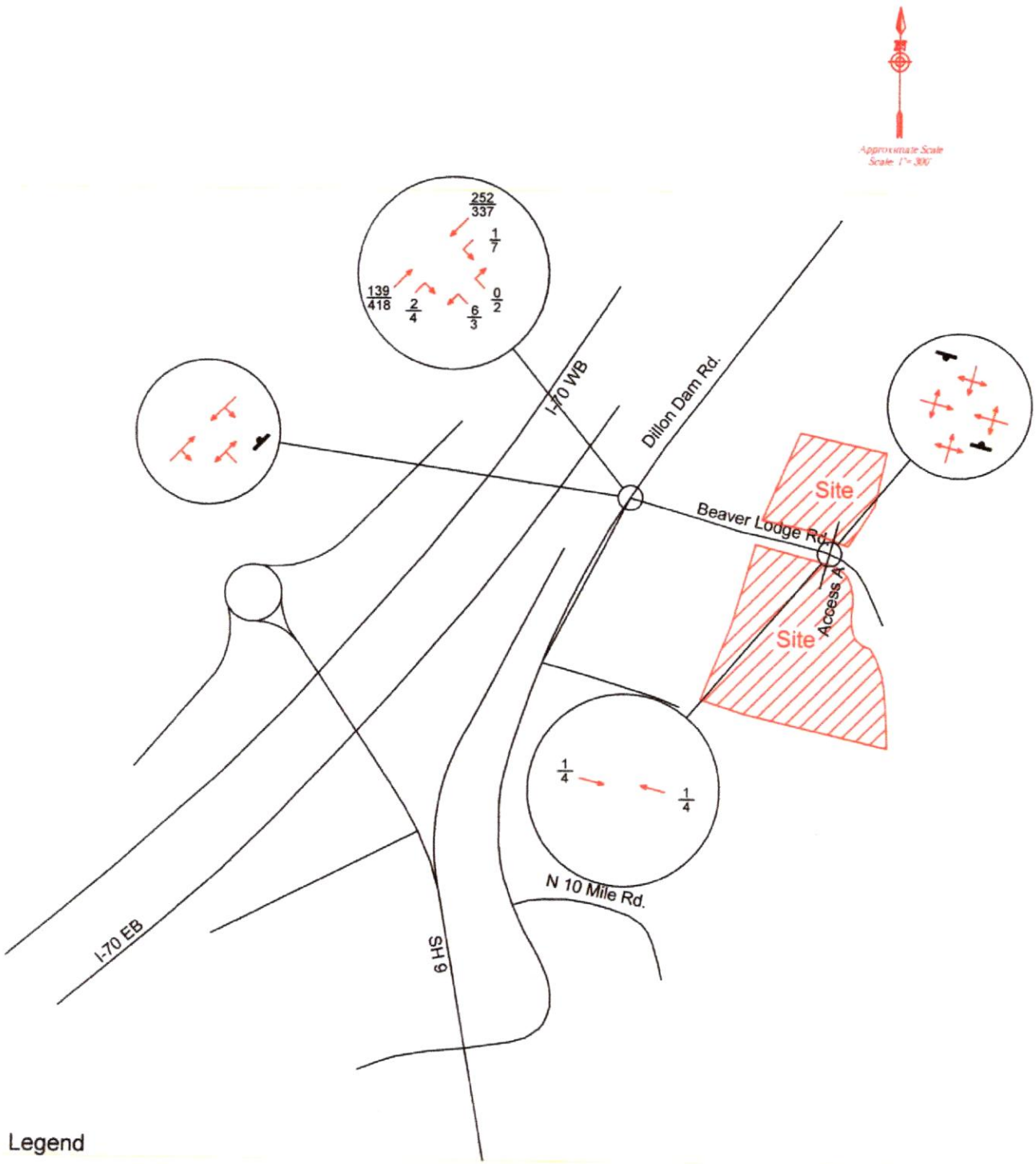
Mr. Thomas Silengo
P.O. Box 5684
Frisco, Colorado 80443

Prepared by

DB Enterprise, LLC
4771 So. Danube Circle
Aurora, CO 80015
(720) 231-1947

August 7, 2015
(DBE #150070)

Figure 1
Vicinity Map

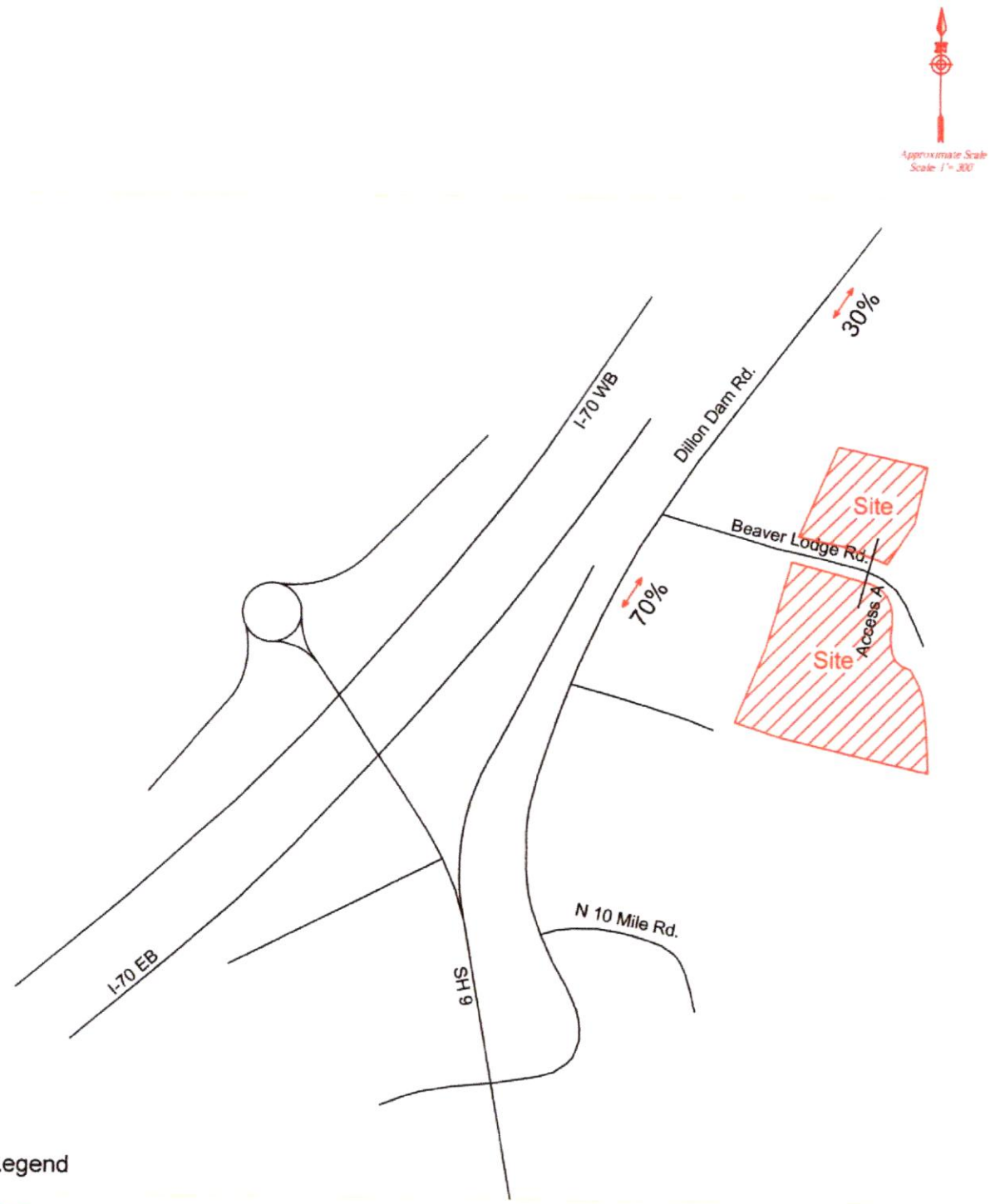


Legend

$\frac{15}{15}$ = AM Peak-Hour Traffic Volumes / PM Peak-Hour Traffic Volumes

= Stop Sign

Figure 3
Existing Traffic Volumes, Lane Geometry and Traffic Control



Legend

40% = Percent Directional Distribution

Figure 6
Trip Distribution of Site-Generated Traffic

Table 2
Intersection Level of Service Analysis Results
Watermarke Condominium Residential Development
Frisco, Colorado
(DBE #150070; August, 2015)

Intersection Location	Traffic Control	Year 2015 Existing Traffic Level of Service AM	Year 2015 Existing Traffic Level of Service PM	Year 2016 Background Traffic Level of Service AM	Year 2016 Background Traffic Level of Service PM	Year 2018 Background plus Site-Generated Traffic Level of Service AM	Year 2018 Background plus Site-Generated Traffic Level of Service PM	Year 2020 Background Traffic Level of Service AM	Year 2020 Background Traffic Level of Service PM	Year 2020 Background plus Site-Generated Traffic Level of Service AM	Year 2020 Background plus Site-Generated Traffic Level of Service PM
Dillon Dam Rd. & Beaver Lodge Rd.	Unsignalized										
Westbound Approach Level of Service		B	B	B	B	B	B	B	B	B	C
Southbound Approach Level of Service		A	A	A	A	A	A	A	A	A	A
Critical Movement Delay(sec /veh)		11.2	13.8	11.3	14.1	11.0	14.8	11.4	14.4	11.1	15.3
Beaver Lodge Rd. & Access A	Unsignalized										
Eastbound Approach Level of Service		--	--	--	--	A	A	--	--	A	A
Southbound Approach Level of Service		--	--	--	--	A	A	--	--	A	A
Northbound Approach Level of Service		--	--	--	--	A	A	--	--	A	A
Critical Movement Delay(sec /veh)		--	--	--	--	8.7	8.7	--	--	8.7	8.7

Notes:
Level of Service is based the methodology contained in the Highway Capacity Manual.

Appendix D
Level of Service Analysis
(Synchro Printouts)

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	364	2	1	269	6	0
Future Vol, veh/h	364	2	1	269	6	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized		None		None		None
Storage Length	-	-	-	-	-	-
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	396	2	1	292	7	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	398	0	691	397
Stage 1	-	-	-	-	397	-
Stage 2	-	-	-	-	295	-
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	-	-	1161	-	410	653
Stage 1	-	-	-	-	679	-
Stage 2	-	-	-	-	756	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1161	-	410	653
Mov Cap-2 Maneuver	-	-	-	-	410	-
Stage 1	-	-	-	-	679	-
Stage 2	-	-	-	-	755	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.03	13.93
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	410	-	-	7	-
HCM Lane V/C Ratio	0.016	-	-	0.001	-
HCM Ctrl Dly (s/v)	13.9	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	276	4	7	249	3	2
Future Vol, veh/h	276	4	7	249	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized		None		None		None
Storage Length	-	-	-	-	-	-
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	300	4	8	271	3	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	304	0	588	302
Stage 1	-	-	-	-	302	-
Stage 2	-	-	-	-	286	-
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	-	-	1256	-	471	737
Stage 1	-	-	-	-	750	-
Stage 2	-	-	-	-	763	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1256	-	468	737
Mov Cap-2 Maneuver	-	-	-	-	468	-
Stage 1	-	-	-	-	750	-
Stage 2	-	-	-	-	757	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.22	11.63
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	548	-	-	49	-
HCM Lane V/C Ratio	0.01	-	-	0.006	-
HCM Ctrl Dly (s/v)	11.6	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	377	2	1	275	6	0
Future Vol, veh/h	377	2	1	275	6	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized		None		None		None
Storage Length	-	-	-	-	-	-
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	410	2	1	299	7	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	412	0	712	411
Stage 1	-	-	-	-	411	-
Stage 2	-	-	-	-	301	-
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	-	-	1147	-	399	641
Stage 1	-	-	-	-	669	-
Stage 2	-	-	-	-	751	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1147	-	399	641
Mov Cap-2 Maneuver	-	-	-	-	399	-
Stage 1	-	-	-	-	669	-
Stage 2	-	-	-	-	750	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.03	14.18
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	399	-	-	7	-
HCM Lane V/C Ratio	0.016	-	-	0.001	-
HCM Ctrl Dly (s/v)	14.2	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	286	4	7	264	3	2
Future Vol, veh/h	286	4	7	264	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
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	311	4	8	287	3	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	315	0	615	313
Stage 1	-	-	-	-	313	-
Stage 2	-	-	-	-	302	-
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	-	-	1245	-	455	727
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	750	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1245	-	451	727
Mov Cap-2 Maneuver	-	-	-	-	451	-
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	744	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.2	11.84
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	532	-	-	46	-
HCM Lane V/C Ratio	0.01	-	-	0.006	-
HCM Ctrl Dly (s/v)	11.8	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	377	3	2	275	10	2
Future Vol, veh/h	377	3	2	275	10	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized		None		None		None
Storage Length	-	-	-	-	-	-
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	410	3	2	299	11	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	413	0	715	411
Stage 1	-	-	-	-	411	-
Stage 2	-	-	-	-	303	-
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	-	-	1146	-	398	640
Stage 1	-	-	-	-	669	-
Stage 2	-	-	-	-	749	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1146	-	397	640
Mov Cap-2 Maneuver	-	-	-	-	397	-
Stage 1	-	-	-	-	669	-
Stage 2	-	-	-	-	747	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.06	13.77
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	423	-	-	13	-
HCM Lane V/C Ratio	0.031	-	-	0.002	-
HCM Ctrl Dly (s/v)	13.8	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	286	8	9	264	6	3
Future Vol, veh/h	286	8	9	264	6	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized		None		None		None
Storage Length	-	-	-	-	-	-
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	311	9	10	287	7	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	320	0	622	315
Stage 1	-	-	-	-	315	-
Stage 2	-	-	-	-	307	-
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	-	-	1240	-	451	725
Stage 1	-	-	-	-	740	-
Stage 2	-	-	-	-	746	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1240	-	446	725
Mov Cap-2 Maneuver	-	-	-	-	446	-
Stage 1	-	-	-	-	740	-
Stage 2	-	-	-	-	739	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.26	12.17
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	512	-	-	59	-
HCM Lane V/C Ratio	0.019	-	-	0.008	-
HCM Ctrl Dly (s/v)	12.2	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	417	2	1	301	6	0
Future Vol, veh/h	417	2	1	301	6	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
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	453	2	1	327	7	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	455	0	784	454
Stage 1	-	-	-	-	454	-
Stage 2	-	-	-	-	329	-
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	-	-	1105	-	362	606
Stage 1	-	-	-	-	639	-
Stage 2	-	-	-	-	729	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1105	-	362	606
Mov Cap-2 Maneuver	-	-	-	-	362	-
Stage 1	-	-	-	-	639	-
Stage 2	-	-	-	-	728	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.03	15.14
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	362	-	-	6	-
HCM Lane V/C Ratio	0.018	-	-	0.001	-
HCM Ctrl Dly (s/v)	15.1	-	-	8.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	315	4	7	298	3	2
Future Vol, veh/h	315	4	7	298	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized		None		None		None
Storage Length	-	-	-	-	-	-
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	342	4	8	324	3	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	347	0	684	345
Stage 1	-	-	-	-	345	-
Stage 2	-	-	-	-	339	-
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	-	-	1212	-	414	698
Stage 1	-	-	-	-	717	-
Stage 2	-	-	-	-	722	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1212	-	411	698
Mov Cap-2 Maneuver	-	-	-	-	411	-
Stage 1	-	-	-	-	717	-
Stage 2	-	-	-	-	716	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.18	12.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	492	-	-	41	-
HCM Lane V/C Ratio	0.011	-	-	0.006	-
HCM Ctrl Dly (s/v)	12.4	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	417	3	2	301	10	2
Future Vol, veh/h	417	3	2	301	10	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized		None		None		None
Storage Length	-	-	-	-	-	-
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	453	3	2	327	11	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	457	0	786	455
Stage 1	-	-	-	-	455	-
Stage 2	-	-	-	-	332	-
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	-	-	1104	-	361	605
Stage 1	-	-	-	-	639	-
Stage 2	-	-	-	-	727	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1104	-	360	605
Mov Cap-2 Maneuver	-	-	-	-	360	-
Stage 1	-	-	-	-	639	-
Stage 2	-	-	-	-	726	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.05	14.65
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	386	-	-	12	-
HCM Lane V/C Ratio	0.034	-	-	0.002	-
HCM Ctrl Dly (s/v)	14.7	-	-	8.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	315	8	9	298	6	3
Future Vol, veh/h	315	8	9	298	6	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
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	342	9	10	324	7	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	351	0	690	347
Stage 1	-	-	-	-	347	-
Stage 2	-	-	-	-	343	-
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	-	-	1208	-	411	696
Stage 1	-	-	-	-	716	-
Stage 2	-	-	-	-	718	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1208	-	407	696
Mov Cap-2 Maneuver	-	-	-	-	407	-
Stage 1	-	-	-	-	716	-
Stage 2	-	-	-	-	711	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.23	12.78
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	472	-	-	53	-
HCM Lane V/C Ratio	0.021	-	-	0.008	-
HCM Ctrl Dly (s/v)	12.8	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Appendix E
Queue Length Analysis
(SimTraffic Printouts)

Intersection: 7: Beaver Lodge Road & Dillon Dam Road

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	22	31
Average Queue (ft)	1	10
95th Queue (ft)	10	33
Link Distance (ft)	533	491
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Intersection: 7: Beaver Lodge Road & Dillon Dam Road

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	39	31
Average Queue (ft)	3	9
95th Queue (ft)	20	32
Link Distance (ft)	533	491
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

R&R ENGINEERS SURVEYORS INC

DRAINAGE REPORT

THE LANDING

80, 86, & 90 BEAVER LODGE ROAD
FRISCO, CO 80443

DRAINAGE REPORT

THE LANDING

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FRISCO, CO 80443

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ORIGINAL SUBMITTAL: DECEMBER, 2025

TABLE OF CONTENTS

I. General Location and Description

A. Site Location

The Landing project (hereafter, the Site) is a 2.20 acre site is approximately is located at 80, 86, and 90 Beaver Lodge Road. More specifically, the site includes lots 5-7 of the Raintree Two Subdivision located in Section 26, Township 5 South, Range 78 West of the 6th PM, Town of Frisco, Summit County, Colorado.

The Site is bounded by Beaver Lodge Road to the North and East, Summit Inn to the West, and the White Peak Inn to the South.

VICINITY MAP
N.T.S.

B. Description of Property

The total area of the property is 2.20 acres, with the majority of the site being disturbed as a part of this development. The Site is currently undeveloped and its zoning is Gateway. The Site consists of native ground cover and trees, with an estimated 50-75% grass coverage.

According the NRCS Web Soil Survey, the Site is comprised of Frisco-Peeler complex (hydrologic soil rating B) and Histic Cryaquolls (hydrologic soil rating A/D). The NRCS Soils Survey Report is located in Appendix A.

Per FEMA FIRM map numbers 08117C0353F and 08117C0354F, the site is located within an area of less than 0.2% annual chance of flooding (Zone X). The FEMA FIRM maps are included in Appendix A.

6 townhome buildings are proposed with a total of 20 units as well as associated infrastructure including pavement, curb & gutter, storm infrastructure, and utility services.

II. Existing Drainage

A. Existing Drainage Features

No major drainageways exist on the Site. There is an existing swale that follows Beaver Lodge Road along the north and east property boundaries flowing southeast.

B. Basin Descriptions

Basin EX-1: (2.20 ac) (CN=69) Existing basin EX-1 consists of the entirety of the Site and historically sheet flows from the northwest to the southeast side of the Site offsite to an existing swale (DP-1) that ultimately discharges to the Dillon Reservoir.

Basin EX-2: (0.57 ac) (CN=80) Existing basin EX-2 is an offsite basin that historically flows from the northwest to the southeast in an existing swale (DP-1) that ultimately discharges to the Dillon Reservoir.

C. Design Points

EXISTING DESIGN POINT SUMMARY TABLE			
Design Point	**Contributing Basins**	**Area (acres)**	**25-year (cfs)**
1	EX-1, EX-2	2.77	0.86

III. Proposed Drainage

A. Proposed Drainage Features

Two culverts are proposed for the Site, both of which cross under the proposed access drives to Beaver Lodge Road. The 18” culverts collect and discharge water from and to the existing swale located along Beaver Lodge Road.

Multiple swales are proposed on the Site. One runs behind the proposed buildings on the western portion of the site and continues south then east to the proposed detention basin.

Valley pans are proposed in all proposed drives and discharge south to the aforementioned proposed swale.

A detention pond is proposed in the southeast corner of the site that discharges via 12” pipe to the existing swale southeast of the property.

B. Basin Descriptions

Proposed basins are named based on three classifications. P for onsite basins that are detained in the pond, U for onsite basins that bypass the pond, and OS for offsite basins.

Basin P-1: (0.91 ac) (CN=82) Proposed basin P-1 consists of 3 proposed townhome buildings and the adjacent asphalt drive, as well as the two proposed retaining walls. Surface runoff flows southeast where it is collected in proposed curb and gutter and valley pans and eventually discharges via valley pan (DP 1) to the proposed swale. Runoff is then conveyed via swale to the proposed detention pond (DP 3).

Basin P-2: (0.61 ac) (CN=97) Proposed basin P-2 consists of 3 proposed townhome buildings, the proposed trash enclosure, and the adjacent asphalt drives. Surface runoff flows are collected in valley pans that flow to the southeast and eventually discharges via valley pan (DP 2) to the proposed swale. Runoff is then conveyed via swale to the proposed detention pond (DP 3).

Basin P-3: (0.49 ac) (CN=69) Proposed basin P-3 consists of landscaping, a proposed swale, and the proposed detention pond. Runoff flows to the proposed swale and is conveyed east to the proposed detention pond (DP 3).

Basin U-1: (0.12 ac) (CN=61) Proposed basin U-1 consists of landscaping. Runoff sheet flows offsite to the north (DP-5) where it is collected in the existing swale. The runoff is then conveyed via a proposed 18” culvert (DP-6) and continues in the existing swale southeast (DP-9).

Basin U-2: (0.06 ac) (CN=61) Proposed basin U-2 consists of landscaping. Runoff sheet flows offsite to the east (DP-7) where it is collected in the existing swale and conveyed southeast (DP-9).

Basin OS-1: (0.26 ac) (CN=84) Proposed basin OS-1 is located offsite and consists of a portion of Beaver Lodge Road (asphalt) and R.O.W. Runoff flows to the existing swale located in the R.O.W. and is conveyed via a proposed 18” culvert (DP-4) and continues in the existing swale southeast (DP-9).

Basin OS-2: (0.12 ac) (CN=79) Proposed basin OS-2 is located offsite and consists of a portion of Beaver Lodge Road (asphalt) and R.O.W. Runoff flows to the existing swale located in the R.O.W. and is conveyed via a proposed 18” culvert (DP-6) and continues in the existing swale southeast (DP-9).

Basin OS-3: (0.18 ac) (CN=80) Proposed basin OS-2 is located offsite and consists of a portion of Beaver Lodge Road (asphalt) and R.O.W. and a strip of landscaping below the southern property boundary. Runoff flows south and east to the existing swale (DP-9).

C. Design Points

PROPOSED DESIGN POINT SUMMARY TABLE			
Design Point	**Contributing Basins**	**Area (acres)**	**25-year (cfs)**
1	P-1	0.91	1.24
2	P-2	0.61	1.78
3	P-1, P-2, P-3	2.01	3.16
4	OS-1	0.26	0.38
5	U-1,OS-1	0.38	0.38
6	OS-2, U-1, OS-1	0.50	0.47
7	U-2, OS-2, U-1, OS-1	0.56	0.47
8	OS-3, U-2, OS-2, U-1, OS-1	0.74	0.57
9	OS-3, U-2, OS-2, U-1, OS-1, P-1, P-2, P-3	2.57	0.80

IV. Drainage Design Criteria

A. Regulations

This drainage report has been prepared in conformance with the Town of Frisco Development Standards.

B. Hydrologic Design Criteria

Hydrologic calculations were done using the TR-55 method. Resulting calculations from HydroCAD can be found in Appendix B.

The detention pond is sized to release the 25-year, 24-hour storm at a historic rate, as specified by the town of Frisco. A rainfall amount of 2.20 inches was used for the 25-year 24-hour storm calculations. Additional rainfall data for the 2-year, 5-year, and 100-year storms was obtained from the NOAA Atlas 14 Precipitation Frequency Data Server (Appendix B).

NRCS shows both A and B hydrologic soil classifications on Site. To be conservative, all proposed calculations were performed assuming a hydrologic soil classification of B. The NRCS Soil Survey is included in Appendix A.

C. Detention Design

The proposed detention facility is designed to pass and release the 25-year, 24-hour storm without any adverse effect on downstream properties. The post-development peak discharge from the storm does not exceed the historic peak discharge conditions for the 25-year, 24-hour storm. The proposed pond over-detains runoff to account for basins within the parcel that bypass the proposed detention pond. HydroCAD was utilized for the runoff calculations and results can be found in Appendix B.

The primary outlet is the 12" culvert and riser. The riser consists of a 2.5" diameter orifice at the pond bottom elevation of 9040.00' and a 12" diameter dome grate at elevation 9041.75'. The secondary outlet represents the emergency spillway, which has a depth of 1' and an invert of 9042.00'. 1' of freeboard is provided over the spillway invert. The top of pond bank is 9043.00'. Slopes inside of the bank are 4:1 and are 3:1 outside of the bank to existing grade at the property line.

Events for Pond 1P: Pond

Event	Inflow (cfs)	Outflow (cfs)	Primary (cfs)	Secondary (cfs)	Elevation (feet)	Storage (cubic-feet)
2-Year 24-Hour	1.15	0.17	0.17	0.00	9,040.87	903
5-Year 24-Hour	1.66	0.20	0.20	0.00	9,041.15	1,393
25-Year 24-Hour	3.16	0.38	0.38	0.00	9,041.80	2,871
100-Year 24-Hour	**4.81**	**2.51**	**2.16**	**0.34**	**9,042.08**	**3,645**

Stage-Area-Storage for Pond 1P: Pond

Elevation (feet)	Surface (sq-ft)	Storage (cubic-feet)
9,040.00	83	0
9,040.05	207	7
9,040.10	331	21
9,040.15	454	40
9,040.20	578	66
9,040.25	702	98
9,040.30	826	136
9,040.35	950	181
9,040.40	1,073	231
9,040.45	1,197	288
9,040.50	1,321	351
9,040.55	1,363	418
9,040.60	1,406	487
9,040.65	1,448	559
9,040.70	1,490	632
9,040.75	1,533	708
9,040.80	1,575	785
9,040.85	1,617	865
9,040.90	1,659	947
9,040.95	1,702	1,031
9,041.00	1,744	1,117
9,041.05	1,797	1,206
9,041.10	1,850	1,297
9,041.15	1,903	1,391
9,041.20	1,956	1,487
9,041.25	2,009	1,586
9,041.30	2,061	1,688
9,041.35	2,114	1,792
9,041.40	2,167	1,899
9,041.45	2,220	2,009
9,041.50	2,273	2,122
9,041.55	2,338	2,237
9,041.60	2,402	2,355
9,041.65	2,467	2,477
9,041.70	2,531	2,602
9,041.75	2,596	2,730
9,041.80	2,661	2,862
9,041.85	2,725	2,996
9,041.90	2,790	3,134
9,041.95	2,854	3,275
9,042.00	2,919	3,420
9,042.05	2,998	3,567
9,042.10	3,076	3,719
9,042.15	3,155	3,875
9,042.20	3,233	4,035
9,042.25	3,312	4,198
9,042.30	3,391	4,366
9,042.35	3,469	4,537
9,042.40	3,548	4,713
9,042.45	3,626	4,892
9,042.50	3,705	5,076
9,042.55	3,797	5,263
9,042.60	3,890	5,455
9,042.65	3,982	5,652
9,042.70	4,075	5,853
9,042.75	4,167	6,060
9,042.80	4,259	6,270
9,042.85	4,352	6,485
9,042.90	4,444	6,705
9,042.95	4,537	6,930
9,043.00	**4,629**	**7,159**

D. Pre-Development vs. Post-Development

Pre-development flows for the 25-year 24-hour storm are 0.86 cfs as seen below.

Event	Inflow (cfs)	Primary (cfs)
25-Year 24-Hour	**0.86**	**0.86**

Post-development flows including the pond discharge and undetained flows total 0.80 cfs as seen below.

Event	Inflow (cfs)	Primary (cfs)
25-Year 24-Hour	**0.80**	**0.80**

Post-development flows for the 25-year 24-hour storm are less than the pre-development flows as required by the Frisco Development Standards. Additional HydroCAD results can be seen in Appendix B.

V. REFERENCES

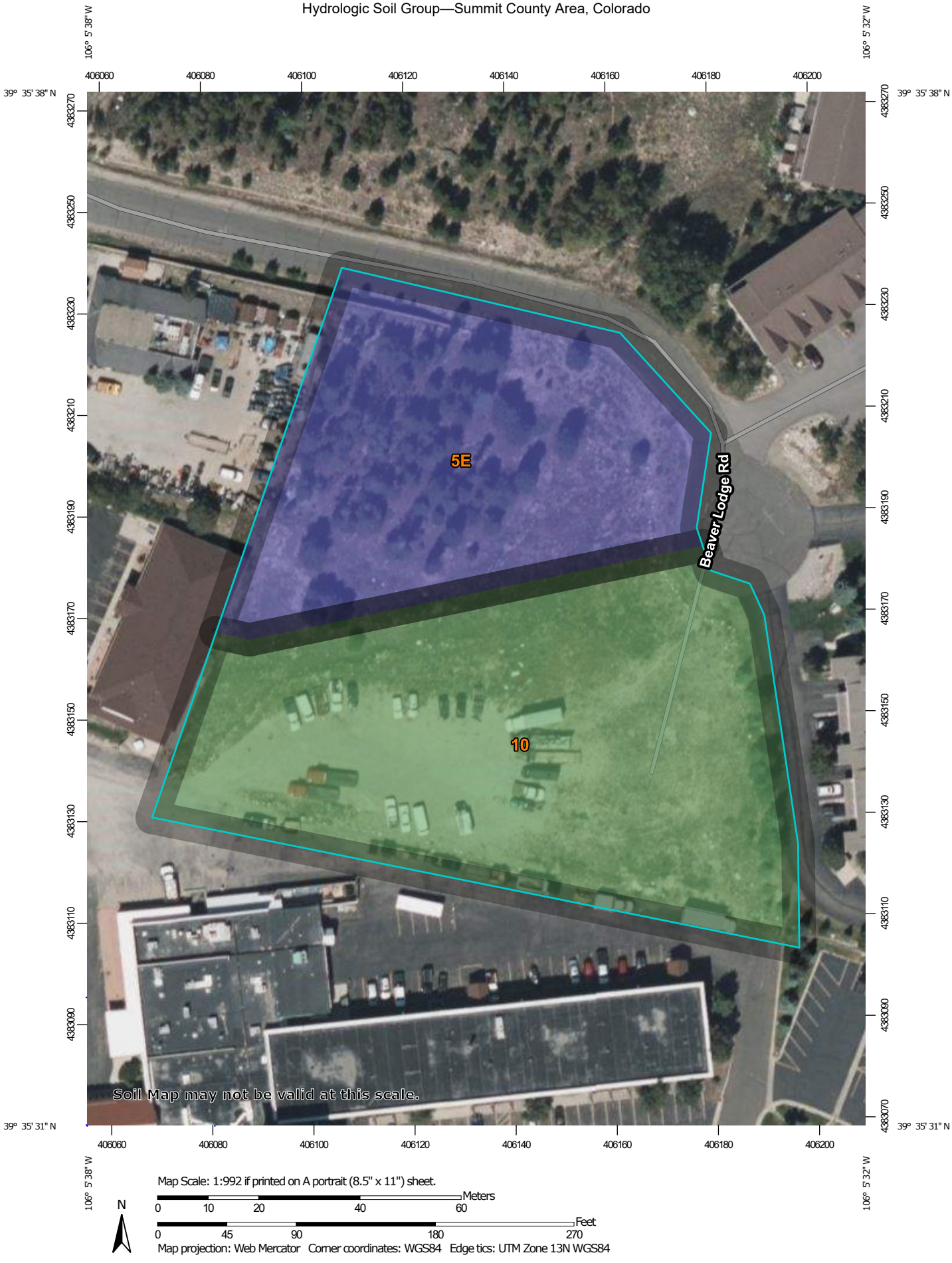
1. Code of Ordinances, Town of Frisco (Originally published 1989, Republished 2023)
2. NWCCOG Model Water Quality Protection Standards, Northwest Colorado Council of Government Water Quality/ Quantity Committee (June 20, 2018)
3. Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), Summit County, Colorado and Incorporated Areas, Panel 353 of 575, Map No. 08117C0353F (November 16, 2018)
4. Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), Summit County, Colorado and Incorporated Areas, Panel 354 of 575, Map No. 08117C0354F (November 16, 2018)

VI. APPENDICES

APPENDIX A:
1. NRCS Soils Map
2. FEMA FIRM Panels

APPENDIX A:
1. NOAA Precipitation Frequency Table
2. Existing Drainage Map
3. Existing Drainage HydroCAD Results
4. Proposed Drainage Map
5. Proposed Drainage HydroCAD Results

APPENDIX A



Map Scale: 1:992 if printed on A portrait (8.5" x 11") sheet.

N

Meters
0 10 20 40 60

Feet
0 45 90 180 270

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 13N WGS84

MAP LEGEND

Area of Interest (AOI)

- Area of Interest (AOI)

Soils

Soil Rating Polygons

- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Soil Rating Lines

- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Soil Rating Points

- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Water Features

- Streams and Canals

Transportation

- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background

- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Summit County Area, Colorado
Survey Area Data: Version 17, Aug 29, 2025

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Sep 5, 2021—Sep 7, 2021

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Hydrologic Soil Group

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
5E	Frisco-Peeler complex, 6 to 25 percent slopes	B	1.1	40.6%
10	Histic Cryaquolls, nearly level	A/D	1.7	59.4%
Totals for Area of Interest			**2.8**	**100.0%**

Description

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

Rating Options

Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Higher

NOTES TO USERS

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Coastal Base Flood Elevations shown on this map apply only landward of 0.0' North American Vertical Datum of 1988 (NAVD 88). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations table in the Flood Insurance Study Report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations table should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

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Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study Report for information on flood control structures for this jurisdiction.

The **projection** used in the preparation of this map was Universal Transverse Mercator (UTM) zone 13. The **horizontal datum** was NAD 83, GRS 1980 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum**. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at http://www.ngs.noaa.gov or contact the National Geodetic Survey at the following address:

NGS Information Services
NOAA, N/NGS12
National Geodetic Survey
SSMC-3, #9202
1315 East-West Highway
Silver Spring, Maryland 20910-3282
(301) 713-3242

To obtain current elevation, description, and/or location information for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at **(301) 713- 3242**, or visit its website at http://www.ngs.noaa.gov.

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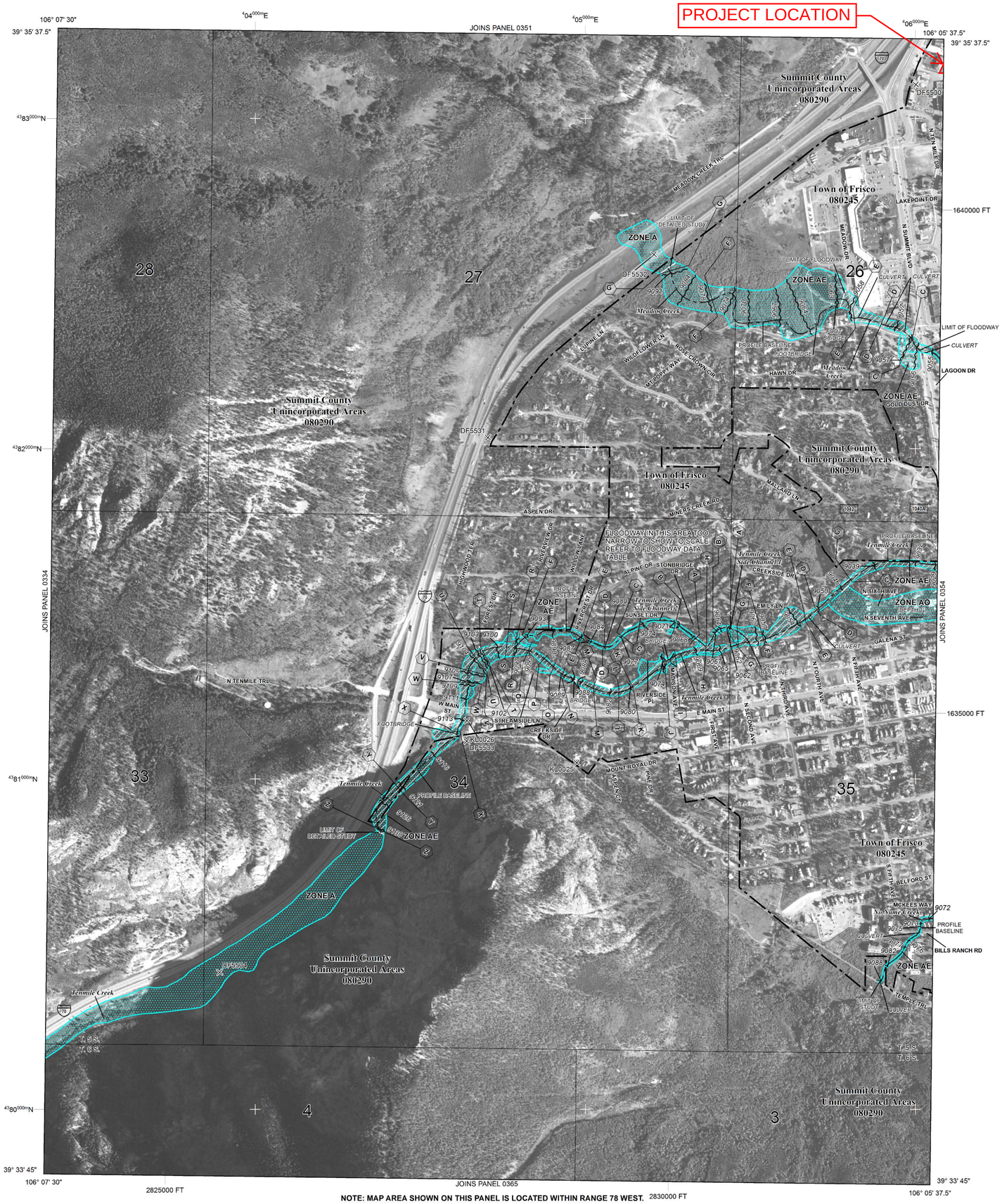

NOTE: MAP AREA SHOWN ON THIS PANEL IS LOCATED WITHIN RANGE 78 WEST.

LEGEND

SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

ZONE A	No Base Flood Elevations determined.
ZONE AE	Base Flood Elevations determined.
ZONE AH	Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
ZONE AO	Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
ZONE AR	Special Flood Hazard Areas formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
ZONE A99	Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
ZONE V	Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
ZONE VE	Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X	Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X	Areas determined to be outside the 0.2% annual chance floodplain.
ZONE D	Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

	1% Annual Chance Floodplain Boundary
	0.2% Annual Chance Floodplain Boundary
	Floodway boundary
	Zone D boundary
	CBRS and OPA boundary
	Boundary dividing Special Flood Hazard Area Zones and boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths, or flood velocities.
513	Base Flood Elevation line and value; elevation in feet*
(EL 987)	Base Flood Elevation value where uniform within zone; elevation in feet*

*Referenced to the North American Vertical Datum of 1988

A — A	Cross section line
23 — 23	Transect line
45° 02' 08", 93° 02' 12"	Geographic coordinates referenced to the North American Datum of 1983 (NAD 83) Western Hemisphere
3100000 FT	5000-foot ticks: Colorado State Plane Central Zone (FIPS Zone 0502), Lambert Conformal Conic projection
4489000mN	1000-meter Universal Transverse Mercator grid values, zone 13
DX5510 ×	Bench mark (see explanation in Notes to Users section of this FIRM panel)
M1.5	River Mile

MAP REPOSITORIES
Refer to Map Repositories list on Map Index

EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP
November 16, 2011

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL
November 16, 2018: to update Special Flood Hazard Areas

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 500'
250 0 500 1000 FEET
150 0 150 300 METERS

NFIP
NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0353F

FIRM

FLOOD INSURANCE RATE MAP

SUMMIT COUNTY, COLORADO AND INCORPORATED AREAS

PANEL 353 OF 575
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
FRISCO, TOWN OF	080245	0353	F
SUMMIT COUNTY, UNINCORPORATED AREAS	080290	0353	F

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
08117C0353F
MAP REVISED
NOVEMBER 16, 2018

Federal Emergency Management Agency

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NOAA, N/NGS12
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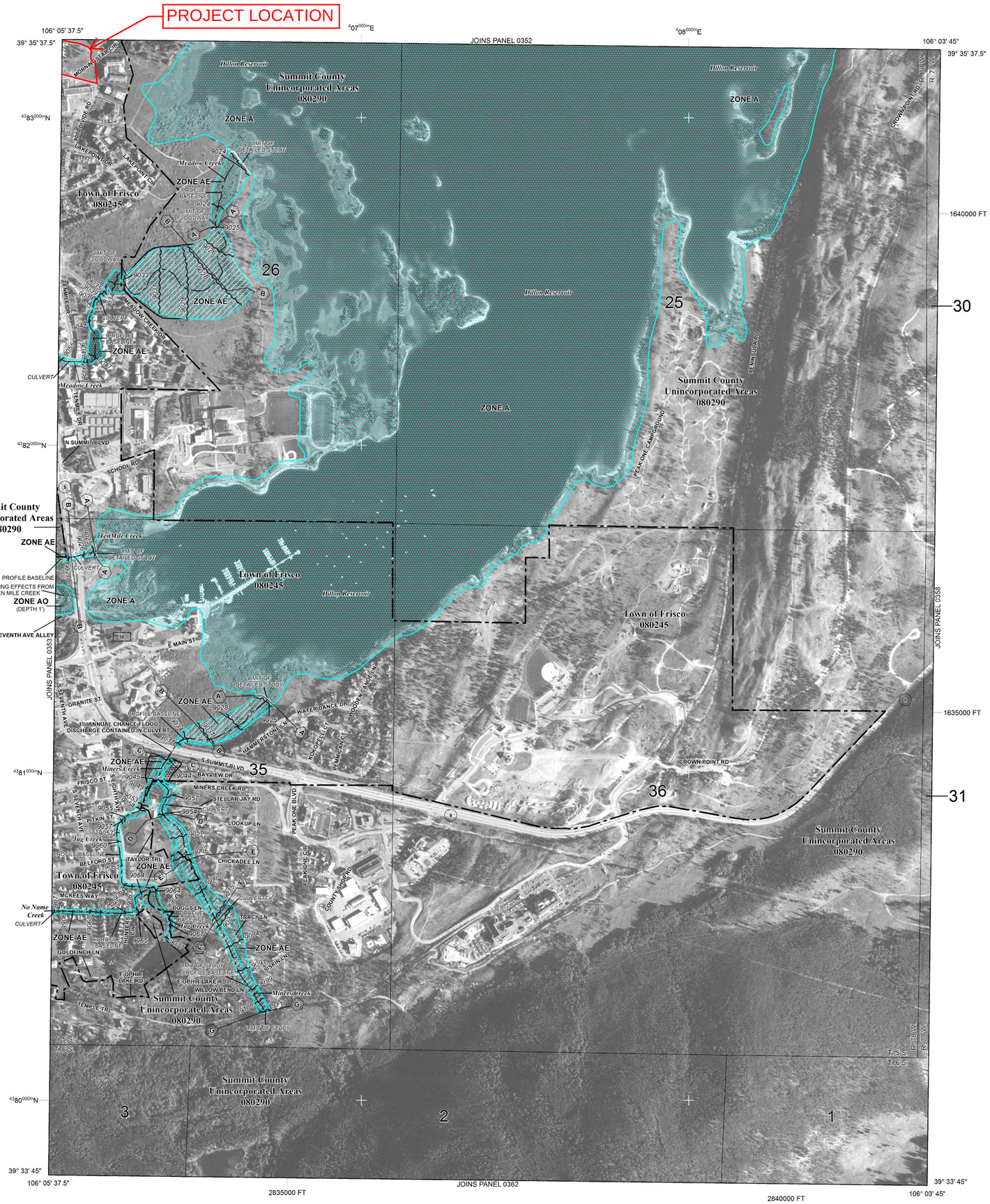
For information on available products associated with this FIRM visit the **Map Service Center (MSC)** website at http://msc.fema.gov. Available products may include previously issued Letters of Map Change, a Flood Insurance Study Report, and/or digital versions of this map. Many of these products can be ordered or obtained directly from the MSC website.

If you have **questions about this map,** how to order products, or the National Flood Insurance Program in general, please call the **FEMA Map Information eXchange (FMIX)** at **1-877-FEMA-MAP** (1-877-336-2627) or visit the FEMA website at http://www.fema.gov/business/nfip.



LEGEND

SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

ZONE A	No Base Flood Elevations determined.
ZONE AE	Base Flood Elevations determined.
ZONE AH	Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
ZONE AO	Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
ZONE AR	Special Flood Hazard Areas formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
ZONE A99	Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
ZONE V	Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
ZONE VE	Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X	Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X	Areas determined to be outside the 0.2% annual chance floodplain.
ZONE D	Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

	1% Annual Chance Floodplain Boundary
	0.2% Annual Chance Floodplain Boundary
	Floodway boundary
	Zone D boundary
	CBRS and OPA boundary
	Boundary dividing Special Flood Hazard Area Zones and boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths, or flood velocities.
513	Base Flood Elevation line and value; elevation in feet*
(EL 987)	Base Flood Elevation value where uniform within zone; elevation in feet*

*Referenced to the North American Vertical Datum of 1988

A — A	Cross section line
23 — 23	Transect line
45° 02' 08", 93° 02' 12"	Geographic coordinates referenced to the North American Datum of 1983 (NAD 83) Western Hemisphere
3100000 FT	5000-foot ticks: Colorado State Plane Central Zone (FIPS Zone 0502), Lambert Conformal Conic projection
4489000mN	1000-meter Universal Transverse Mercator grid values, zone 13
DX5510 ×	Bench mark (see explanation in Notes to Users section of this FIRM panel)
M1.5	River Mile

MAP REPOSITORIES
Refer to Map Repositories list on Map Index

EFFECTIVE DATE OF COUNTYWIDE
FLOOD INSURANCE RATE MAP
November 16, 2011

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL
November 16, 2018: to update Special Flood Hazard Areas

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 500'
250 0 500 1000 FEET
150 0 150 300 METERS

NFIP
NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0354F

FIRM

FLOOD INSURANCE RATE MAP

SUMMIT COUNTY, COLORADO AND INCORPORATED AREAS

PANEL 354 OF 575
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
FRISCO, TOWN OF	080245	0354	F
SUMMIT COUNTY, UNINCORPORATED AREAS	080290	0354	F

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
08117C0354F
MAP REVISED
NOVEMBER 16, 2018

Federal Emergency Management Agency

APPENDIX B

NOAA Atlas 14, Volume 8, Version 2
Location name: Frisco, Colorado, USA*
Latitude: 39.5911°, Longitude: -106.0953°
Elevation: 9061 ft**
* source: ESRI Maps
** source: USGS

POINT PRECIPITATION FREQUENCY ESTIMATES

Sanja Perica, Deborah Martin, Sandra Pavlovic, Ishani Roy, Michael St. Laurent, Carl Trypaluk, Dale Unruh, Michael Yekta, Geoffery Bonnin

NOAA, National Weather Service, Silver Spring, Maryland

PF_tabular | PF_graphical | Maps_&_aerials

PF tabular

PDS-based point precipitation frequency estimates with 90% confidence intervals (in inches)[1]

Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	**0.131** (0.103-0.170)	**0.172** (0.135-0.224)	**0.243** (0.190-0.317)	**0.304** (0.236-0.399)	**0.392** (0.295-0.541)	**0.462** (0.339-0.648)	**0.536** (0.380-0.773)	**0.614** (0.416-0.914)	**0.720** (0.469-1.11)	**0.804** (0.509-1.26)
10-min	**0.192** (0.151-0.249)	**0.252** (0.198-0.328)	**0.355** (0.278-0.464)	**0.445** (0.346-0.584)	**0.573** (0.432-0.792)	**0.677** (0.497-0.949)	**0.785** (0.556-1.13)	**0.898** (0.609-1.34)	**1.06** (0.687-1.62)	**1.18** (0.745-1.84)
15-min	**0.234** (0.184-0.304)	**0.307** (0.241-0.400)	**0.433** (0.339-0.566)	**0.542** (0.422-0.712)	**0.699** (0.527-0.965)	**0.826** (0.606-1.16)	**0.957** (0.678-1.38)	**1.10** (0.743-1.63)	**1.29** (0.837-1.98)	**1.44** (0.909-2.24)
30-min	**0.322** (0.253-0.419)	**0.404** (0.317-0.526)	**0.551** (0.431-0.719)	**0.683** (0.531-0.897)	**0.881** (0.668-1.22)	**1.05** (0.771-1.47)	**1.22** (0.868-1.77)	**1.41** (0.961-2.11)	**1.68** (1.10-2.60)	**1.90** (1.20-2.96)
60-min	**0.414** (0.326-0.539)	**0.495** (0.389-0.644)	**0.643** (0.503-0.840)	**0.782** (0.608-1.03)	**0.996** (0.758-1.39)	**1.18** (0.871-1.67)	**1.38** (0.981-2.00)	**1.60** (1.09-2.40)	**1.91** (1.25-2.96)	**2.16** (1.37-3.38)
2-hr	**0.506** (0.402-0.651)	**0.585** (0.465-0.753)	**0.736** (0.582-0.950)	**0.881** (0.693-1.14)	**1.11** (0.857-1.54)	**1.31** (0.982-1.84)	**1.53** (1.11-2.21)	**1.78** (1.23-2.65)	**2.14** (1.41-3.28)	**2.43** (1.55-3.76)
3-hr	**0.573** (0.459-0.732)	**0.645** (0.515-0.824)	**0.785** (0.625-1.01)	**0.924** (0.732-1.19)	**1.15** (0.894-1.58)	**1.35** (1.02-1.88)	**1.57** (1.14-2.25)	**1.82** (1.26-2.69)	**2.18** (1.45-3.33)	**2.48** (1.60-3.81)
6-hr	**0.697** (0.564-0.879)	**0.782** (0.632-0.988)	**0.943** (0.759-1.20)	**1.10** (0.879-1.40)	**1.34** (1.05-1.82)	**1.56** (1.18-2.14)	**1.79** (1.31-2.53)	**2.05** (1.44-3.00)	**2.43** (1.64-3.66)	**2.74** (1.78-4.17)
12-hr	**0.853** (0.698-1.06)	**0.977** (0.798-1.22)	**1.20** (0.979-1.51)	**1.41** (1.14-1.78)	**1.73** (1.37-2.31)	**2.00** (1.54-2.71)	**2.30** (1.70-3.20)	**2.62** (1.85-3.77)	**3.08** (2.09-4.58)	**3.45** (2.27-5.19)
24-hr	**1.06** (0.873-1.30)	**1.21** (1.00-1.50)	**1.50** (1.24-1.86)	**1.77** (1.45-2.20)	**2.17** (1.73-2.86)	**2.51** (1.95-3.35)	**2.87** (2.15-3.96)	**3.27** (2.34-4.66)	**3.84** (2.63-5.64)	**4.30** (2.85-6.39)
2-day	**1.30** (1.09-1.59)	**1.48** (1.24-1.81)	**1.81** (1.50-2.21)	**2.11** (1.74-2.59)	**2.56** (2.07-3.34)	**2.96** (2.32-3.90)	**3.38** (2.55-4.60)	**3.84** (2.78-5.40)	**4.50** (3.12-6.54)	**5.03** (3.38-7.40)
3-day	**1.46** (1.23-1.77)	**1.67** (1.40-2.02)	**2.04** (1.71-2.47)	**2.37** (1.98-2.89)	**2.88** (2.34-3.71)	**3.30** (2.61-4.33)	**3.76** (2.86-5.08)	**4.26** (3.10-5.95)	**4.96** (3.46-7.17)	**5.54** (3.74-8.09)
4-day	**1.59** (1.35-1.91)	**1.82** (1.54-2.19)	**2.22** (1.87-2.68)	**2.58** (2.16-3.13)	**3.11** (2.54-3.98)	**3.56** (2.82-4.63)	**4.04** (3.09-5.42)	**4.56** (3.33-6.33)	**5.29** (3.70-7.59)	**5.88** (3.98-8.55)
7-day	**1.94** (1.66-2.31)	**2.18** (1.86-2.60)	**2.61** (2.22-3.12)	**3.00** (2.53-3.60)	**3.56** (2.93-4.50)	**4.04** (3.23-5.19)	**4.53** (3.49-6.01)	**5.07** (3.73-6.96)	**5.82** (4.11-8.27)	**6.42** (4.40-9.26)
10-day	**2.24** (1.93-2.65)	**2.50** (2.15-2.96)	**2.95** (2.53-3.51)	**3.35** (2.85-4.01)	**3.95** (3.26-4.95)	**4.44** (3.57-5.66)	**4.96** (3.84-6.52)	**5.51** (4.08-7.51)	**6.28** (4.46-8.87)	**6.90** (4.75-9.90)
20-day	**3.06** (2.67-3.58)	**3.40** (2.96-3.98)	**3.98** (3.44-4.66)	**4.48** (3.85-5.28)	**5.20** (4.33-6.41)	**5.78** (4.70-7.26)	**6.39** (5.00-8.29)	**7.03** (5.26-9.45)	**7.92** (5.68-11.0)	**8.62** (6.00-12.2)
30-day	**3.75** (3.29-4.35)	**4.17** (3.65-4.84)	**4.87** (4.25-5.67)	**5.47** (4.74-6.40)	**6.31** (5.29-7.70)	**6.98** (5.70-8.68)	**7.66** (6.03-9.85)	**8.38** (6.30-11.2)	**9.34** (6.74-12.9)	**10.1** (7.07-14.2)
45-day	**4.63** (4.09-5.33)	**5.17** (4.56-5.95)	**6.04** (5.31-6.98)	**6.76** (5.91-7.86)	**7.76** (6.53-9.36)	**8.53** (7.00-10.5)	**9.29** (7.35-11.8)	**10.1** (7.62-13.3)	**11.1** (8.05-15.2)	**11.9** (8.38-16.6)
60-day	**5.40** (4.79-6.18)	**6.04** (5.35-6.91)	**7.06** (6.24-8.11)	**7.89** (6.93-9.12)	**9.01** (7.61-10.8)	**9.85** (8.12-12.0)	**10.7** (8.48-13.5)	**11.5** (8.72-15.0)	**12.5** (9.13-17.0)	**13.3** (9.44-18.6)

[1] Precipitation frequency (PF) estimates in this table are based on frequency analysis of partial duration series (PDS).

Numbers in parenthesis are PF estimates at lower and upper bounds of the 90% confidence interval. The probability that precipitation frequency estimates (for a given duration and average recurrence interval) will be greater than the upper bound (or less than the lower bound) is 5%. Estimates at upper bounds are not checked against probable maximum precipitation (PMP) estimates and may be higher than currently valid PMP values.

Please refer to NOAA Atlas 14 document for more information.

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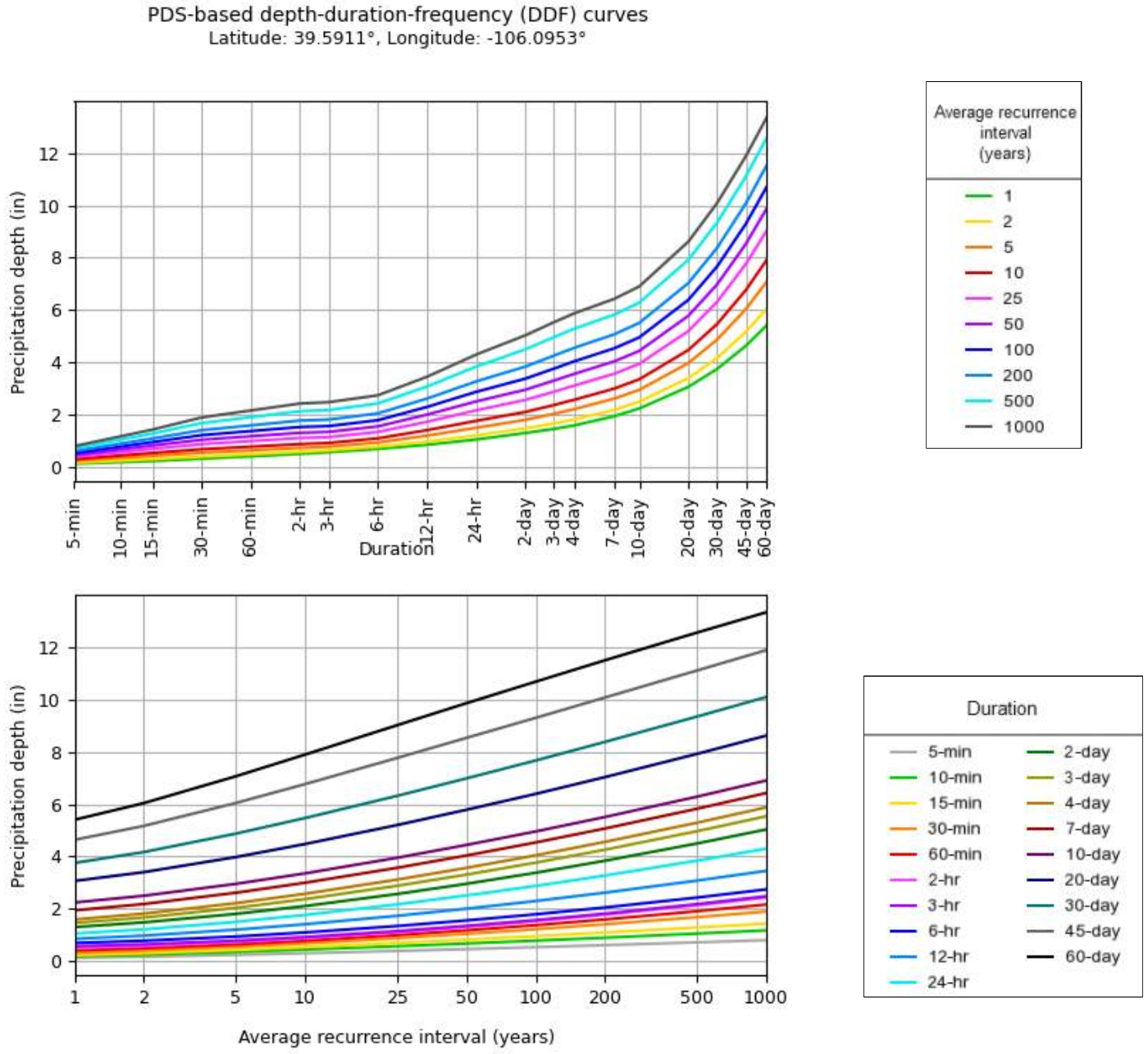
PF graphical



NOAA Atlas 14, Volume 8, Version 2

Created (GMT): Tue Nov 11 17:51:22 2025

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Maps & aerials

Small scale terrain

Large scale terrain

Large scale map

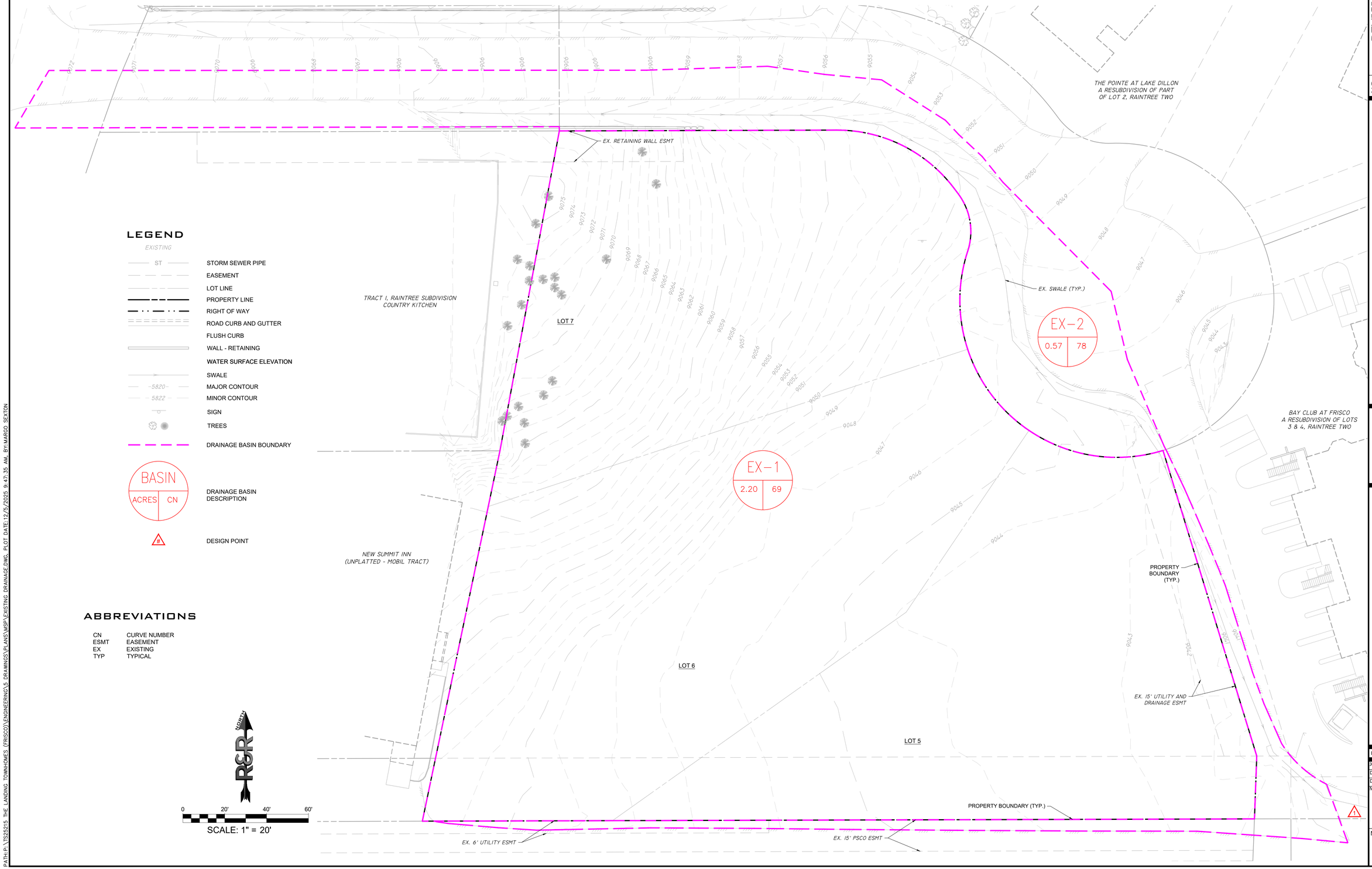
Large scale aerial

Back to Top

US Department of Commerce
National Oceanic and Atmospheric Administration
National Weather Service
National Water Center
1325 East West Highway
Silver Spring, MD 20910
Questions?: HDSC.Questions@noaa.gov

EXISTING DRAINAGE MAP
THE LANDING

LOTS 5-7, RAINTREE TWO
LOCATED IN SECTION 26, TOWNSHIP 5 SOUTH, RANGE 78 WEST OF THE 6TH PRINCIPAL MERIDIAN
TOWN OF FRISCO, COUNTY OF SUMMIT, STATE OF COLORADO



LEGEND

EXISTING

- ST — STORM SEWER PIPE
- EASEMENT
- LOT LINE
- PROPERTY LINE
- RIGHT OF WAY
- ROAD CURB AND GUTTER
- FLUSH CURB
- WALL - RETAINING
- WATER SURFACE ELEVATION
- SWALE
- 5820 — MAJOR CONTOUR
- 5822 — MINOR CONTOUR
- SIGN
- TREES
- DRAINAGE BASIN BOUNDARY
- BASIN (ACRES | CN) — DRAINAGE BASIN DESCRIPTION
- # — DESIGN POINT

ABBREVIATIONS

CN	CURVE NUMBER
ESMT	EASEMENT
EX	EXISTING
TYP	TYPICAL

NORTH

0 20' 40' 60'

SCALE: 1" = 20'

NO.	REVISION	BY	DATE

R&R ENGINEERS SURVEYORS INC.
R&R ENGINEERS-SURVEYORS, INC.
1635 WEST 13TH AVENUE, SUITE 310
DENVER, COLORADO 80204
PHONE: 303-753-6730
WWW.RRENGINEERS.COM

THE LANDING

SITE ADDRESS: 80, 86, & 90 BEAVER LODGE ROAD
FRISCO, COLORADO

PREPARED FOR: THOMAS SILENCO
5218 VENICE WAY, NE
ST. PETERSBURG, FL 33703

EXHIBIT

JOB NO. TS25215
DATE: 12/05/2025
DWN: MPS CHKD: IFC
NAME

EXISTING DRAINAGE MAP

NO. EX-1

Rainfall Events Listing

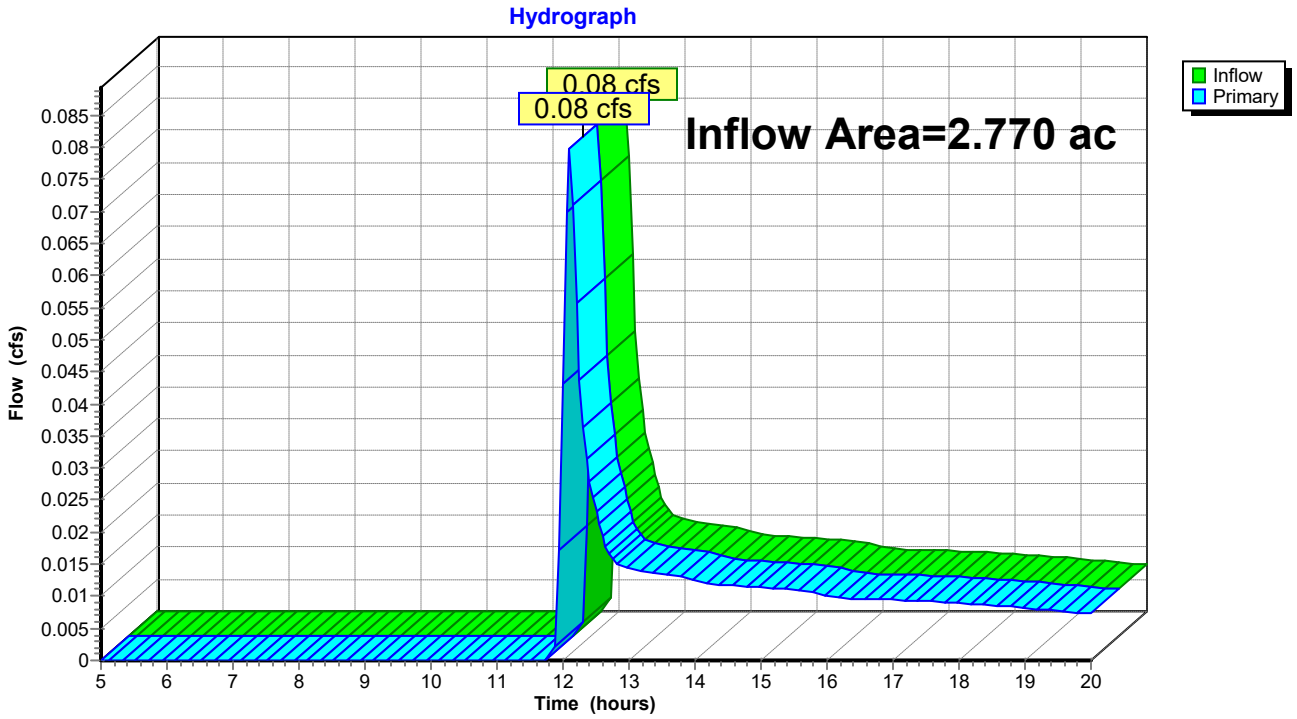
Event#	Event Name	Storm Type	Curve	Mode	Duration (hours)	B/B	Depth (inches)	AMC
1	2-Year 24-Hour	Type II 24-hr		Default	24.00	1	1.21	2
2	5-Year 24-Hour	Type II 24-hr		Default	24.00	1	1.50	2
3	25-Year 24-Hour	Type II 24-hr		Default	24.00	1	2.20	2
4	100-Year 24-Hour	Type II 24-hr		Default	24.00	1	2.87	2

Summary for Pond 1P: Outfall

Inflow Area = 2.770 ac, 7.51% Impervious, Inflow Depth > 0.04" for 2-Year 24-Hour event
Inflow = 0.08 cfs @ 12.10 hrs, Volume= 0.009 af
Primary = 0.08 cfs @ 12.10 hrs, Volume= 0.009 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Pond 1P: Outfall

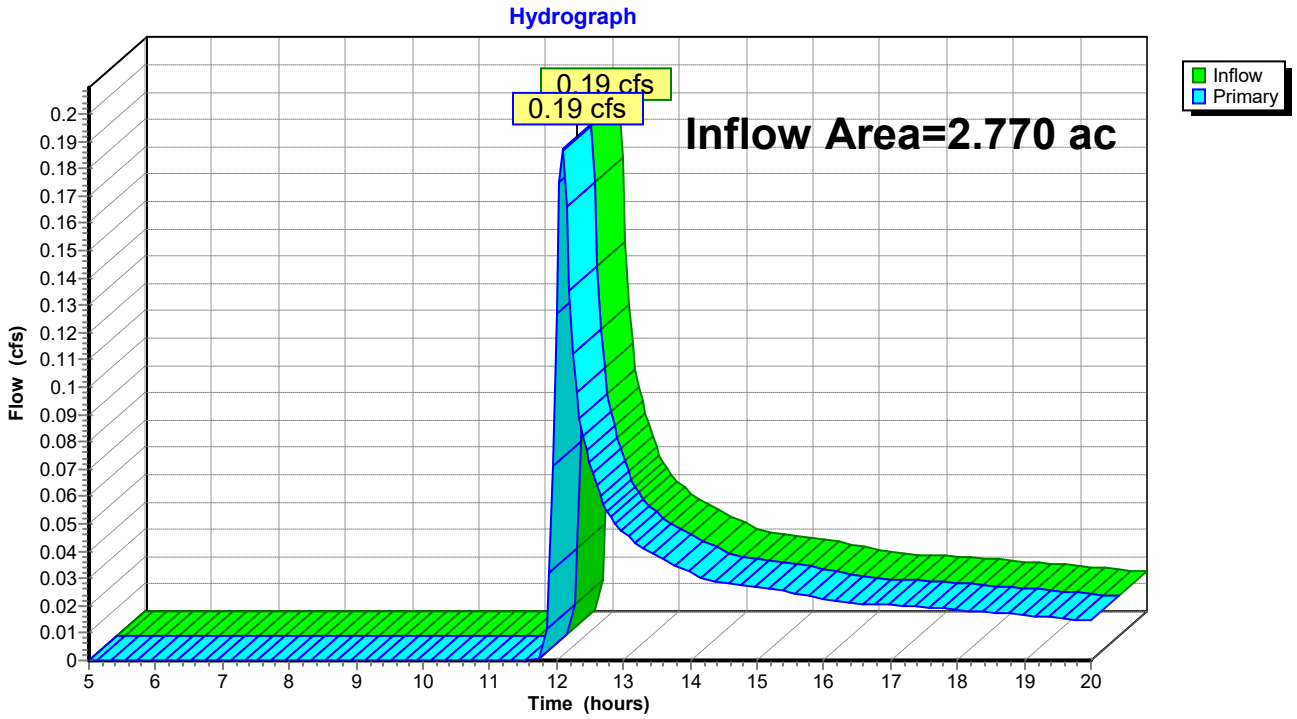


Summary for Pond 1P: Outfall

Inflow Area = 2.770 ac, 7.51% Impervious, Inflow Depth > 0.09" for 5-Year 24-Hour event
Inflow = 0.19 cfs @ 12.09 hrs, Volume= 0.022 af
Primary = 0.19 cfs @ 12.09 hrs, Volume= 0.022 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Pond 1P: Outfall

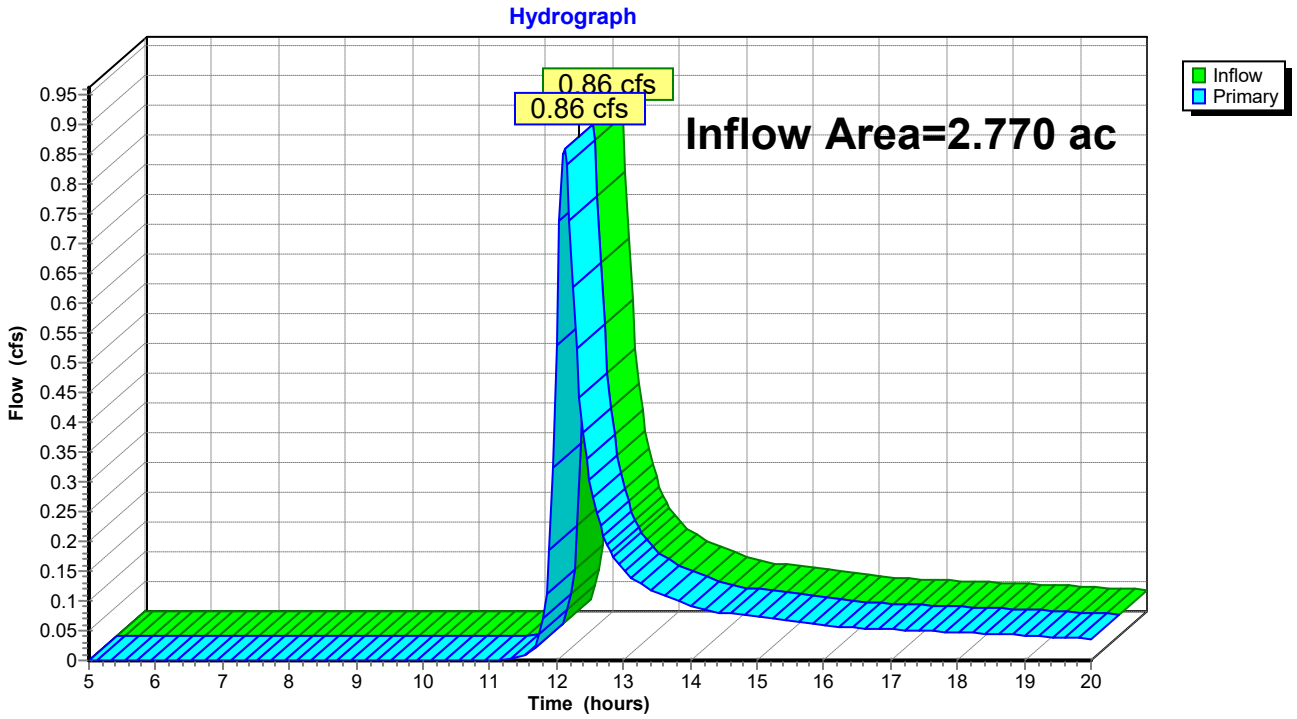


Summary for Pond 1P: Outfall

Inflow Area = 2.770 ac, 7.51% Impervious, Inflow Depth > 0.32" for 25-Year 24-Hour event
Inflow = 0.86 cfs @ 12.12 hrs, Volume= 0.075 af
Primary = 0.86 cfs @ 12.12 hrs, Volume= 0.075 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Pond 1P: Outfall

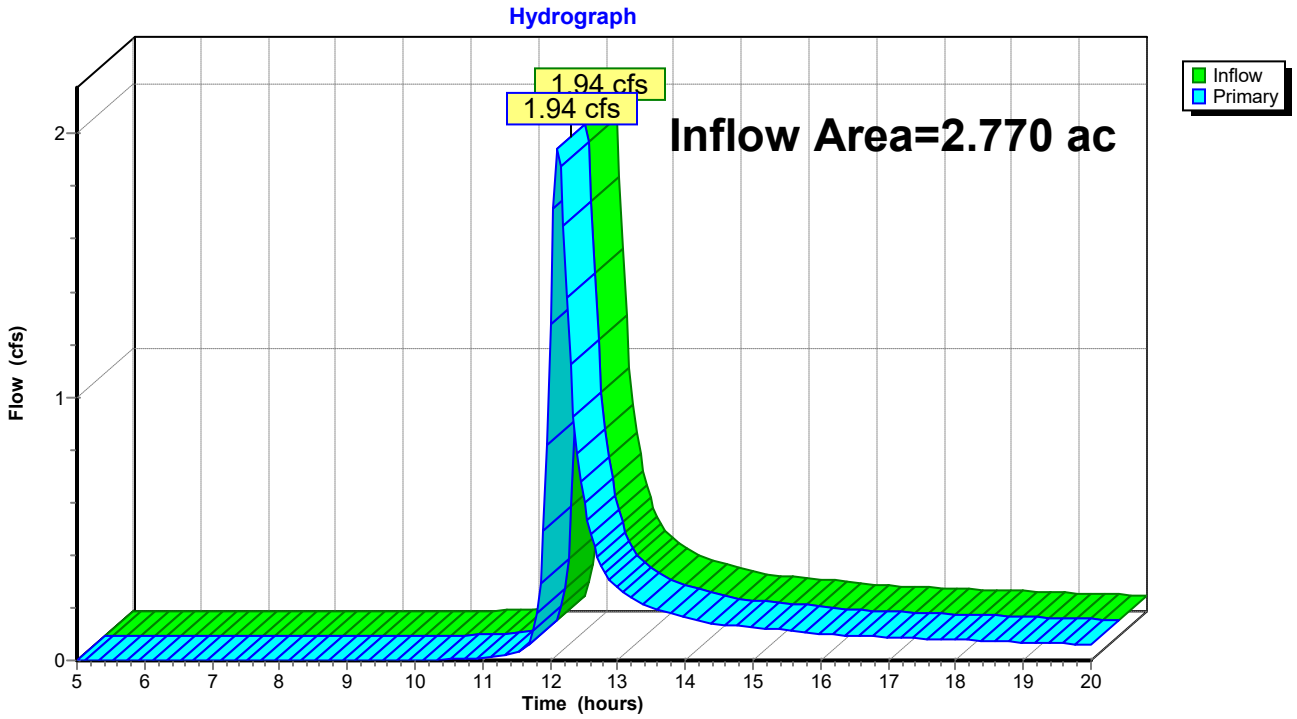


Summary for Pond 1P: Outfall

Inflow Area = 2.770 ac, 7.51% Impervious, Inflow Depth > 0.63" for 100-Year 24-Hour event
Inflow = 1.94 cfs @ 12.11 hrs, Volume= 0.146 af
Primary = 1.94 cfs @ 12.11 hrs, Volume= 0.146 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Pond 1P: Outfall

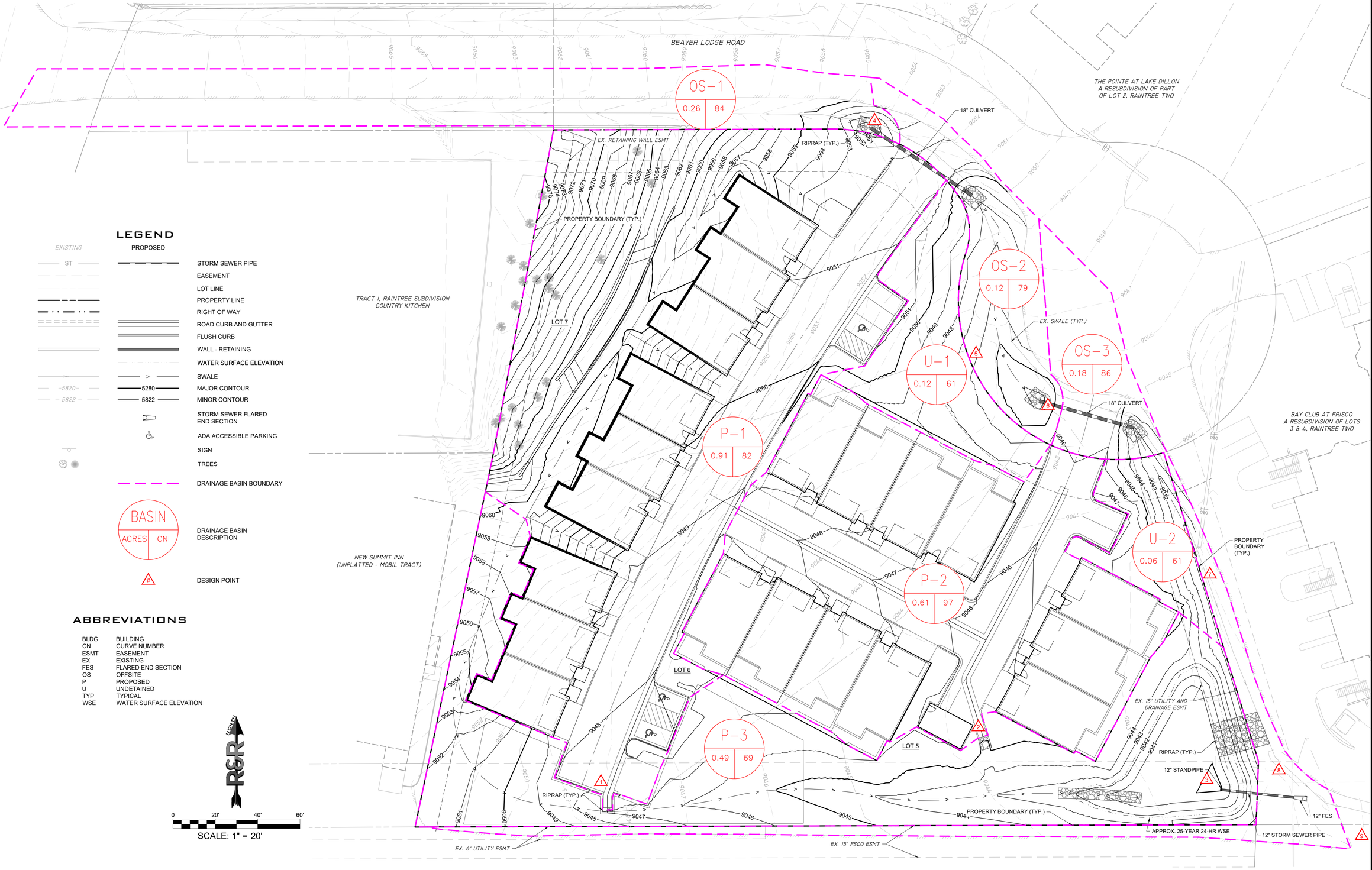


Events for Pond 1P: Outfall

Event	Inflow (cfs)	Primary (cfs)	Elevation (feet)	Storage (acre-feet)
2-Year 24-Hour	0.08	0.08	**0.00**	**0.000**
5-Year 24-Hour	0.19	0.19	0.00	0.000
25-Year 24-Hour	0.86	0.86	0.00	0.000
100-Year 24-Hour	**1.94**	**1.94**	0.00	0.000

PROPOSED DRAINAGE MAP
THE LANDING

LOTS 5-7, RAINTREE TWO
LOCATED IN SECTION 26, TOWNSHIP 5 SOUTH, RANGE 78 WEST OF THE 6TH PRINCIPAL MERIDIAN
TOWN OF FRISCO, COUNTY OF SUMMIT, STATE OF COLORADO



LEGEND

EXISTING	PROPOSED	
ST		STORM SEWER PIPE
		EASEMENT
		LOT LINE
		PROPERTY LINE
		RIGHT OF WAY
		ROAD CURB AND GUTTER
		FLUSH CURB
		WALL - RETAINING
		WATER SURFACE ELEVATION
	>	SWALE
5820	5280	MAJOR CONTOUR
5822	5822	MINOR CONTOUR
		STORM SEWER FLARED END SECTION
		ADA ACCESSIBLE PARKING
		SIGN
		TREES
		DRAINAGE BASIN BOUNDARY
	BASIN (ACRES / CN)	DRAINAGE BASIN DESCRIPTION
	#	DESIGN POINT

ABBREVIATIONS

BLDG	BUILDING
CN	CURVE NUMBER
ESMT	EASEMENT
EX	EXISTING
FES	FLARED END SECTION
OS	OFFSITE
P	PROPOSED
U	UNDETAINED
TYP	TYPICAL
WSE	WATER SURFACE ELEVATION

NORTH

0 20' 40' 60'

SCALE: 1" = 20'

NO.	REVISION	BY	DATE

R&R ENGINEERS SURVEYORS INC

R&R ENGINEERS-SURVEYORS, INC.
1635 WEST 13TH AVENUE, SUITE 310
DENVER, COLORADO 80204
PHONE: 303-753-6730

WWW.RRENGINEERS.COM

THE LANDING

SITE ADDRESS: 80, 86, & 90 BEAVER LODGE ROAD
FRISCO, COLORADO

PREPARED FOR: THOMAS SILENGO
5218 VENICE WAY, NE
ST. PETERSBURG, FL 33703

EXHIBIT

JOB NO.	TS25215
DATE:	12/05/2025
DWN: MPS	CHKD: IFC
NAME	

PROPOSED DRAINAGE MAP

NO. PR-1

PATH=P:\TS25215 THE LANDING TOWNHOMES (FRISCO)\ENGINEERING\5 DRAWINGS\PLANS\MSP\PROPOSED DRAINAGE.DWG, PLOT DATE=12/5/2025 9:47:41 AM, BY=MARCO SEXTON

Rainfall Events Listing

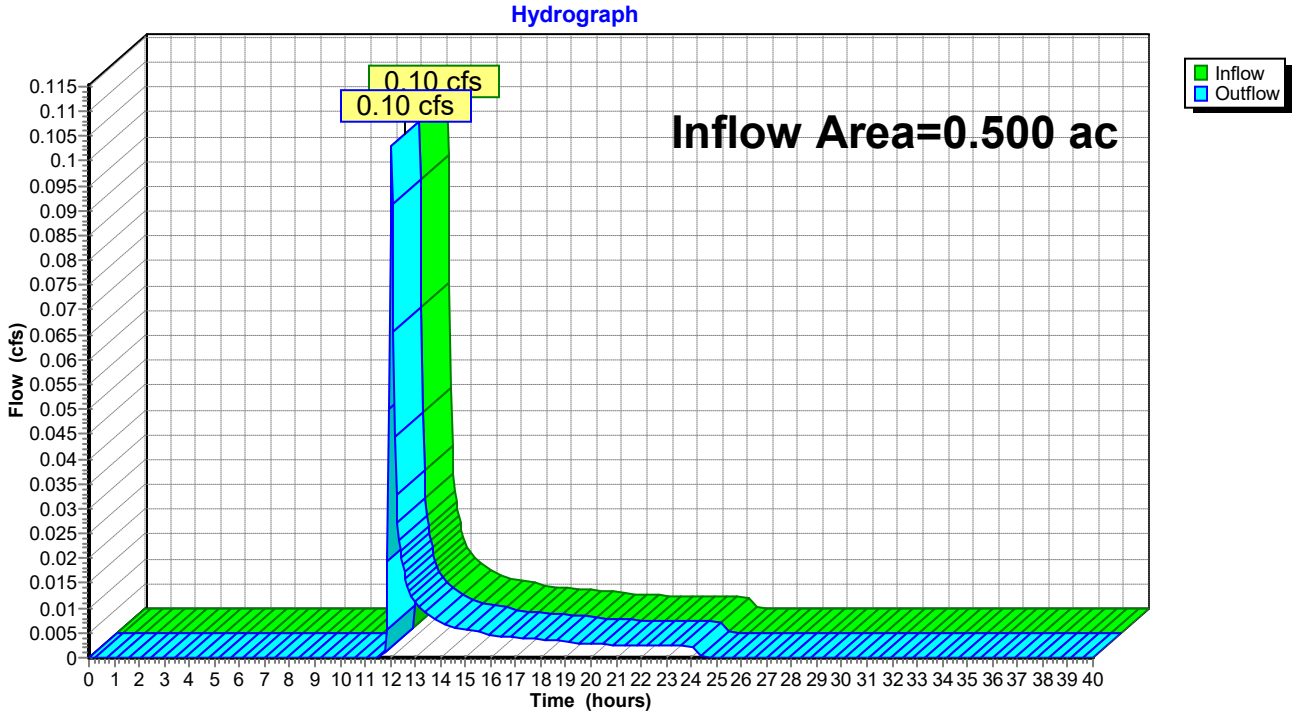
Event#	Event Name	Storm Type	Curve	Mode	Duration (hours)	B/B	Depth (inches)	AMC
1	2-Year 24-Hour	Type II 24-hr		Default	24.00	1	1.21	2
2	5-Year 24-Hour	Type II 24-hr		Default	24.00	1	1.50	2
3	25-Year 24-Hour	Type II 24-hr		Default	24.00	1	2.20	2
4	100-Year 24-Hour	Type II 24-hr		Default	24.00	1	2.87	2

Summary for Reach 2R: Culvert from OS-2

Inflow Area = 0.500 ac, 34.00% Impervious, Inflow Depth = 0.16" for 2-Year 24-Hour event
Inflow = 0.10 cfs @ 12.05 hrs, Volume= 0.007 af
Outflow = 0.10 cfs @ 12.05 hrs, Volume= 0.007 af, Atten= 0%, Lag= 0.0 min
Routed to Reach 3R : Through OS-3

Routing by Stor-Ind+Trans method, Time Span= 0.00-40.00 hrs, dt= 0.05 hrs

Reach 2R: Culvert from OS-2

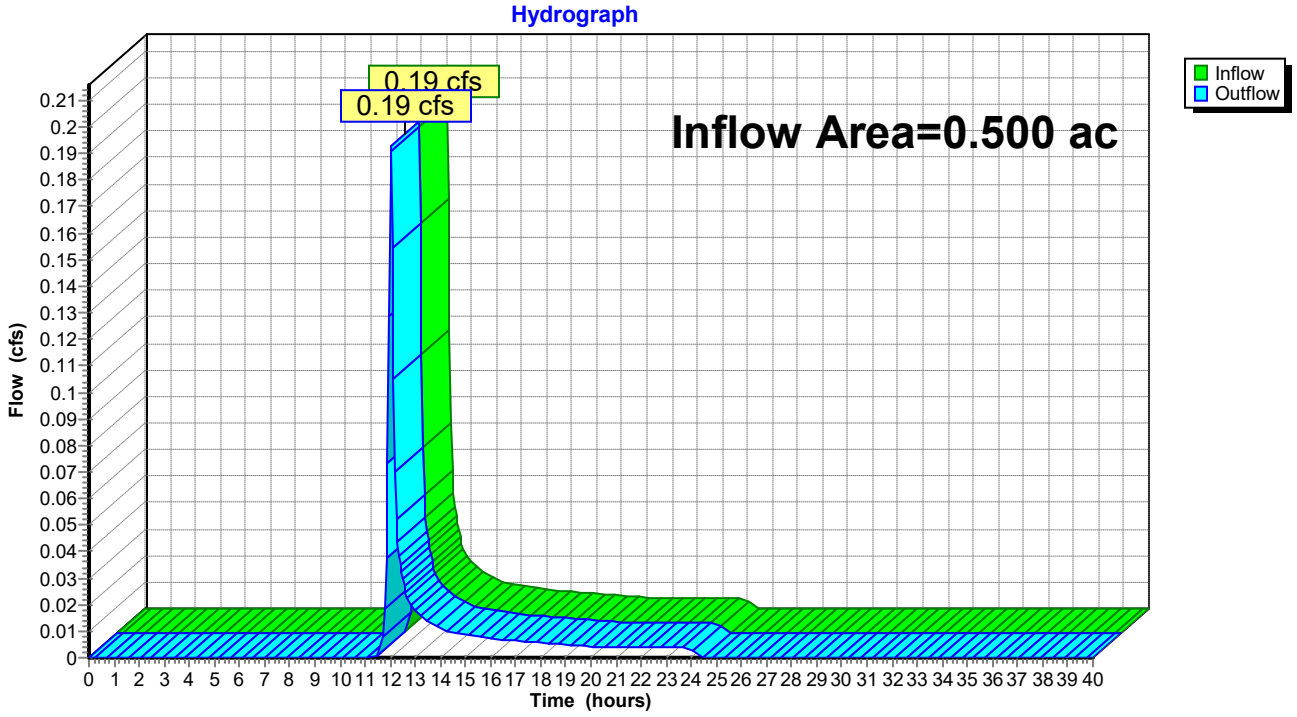


Summary for Reach 2R: Culvert from OS-2

Inflow Area = 0.500 ac, 34.00% Impervious, Inflow Depth = 0.28" for 5-Year 24-Hour event
Inflow = 0.19 cfs @ 12.03 hrs, Volume= 0.012 af
Outflow = 0.19 cfs @ 12.03 hrs, Volume= 0.012 af, Atten= 0%, Lag= 0.0 min
Routed to Reach 3R : Through OS-3

Routing by Stor-Ind+Trans method, Time Span= 0.00-40.00 hrs, dt= 0.05 hrs

Reach 2R: Culvert from OS-2

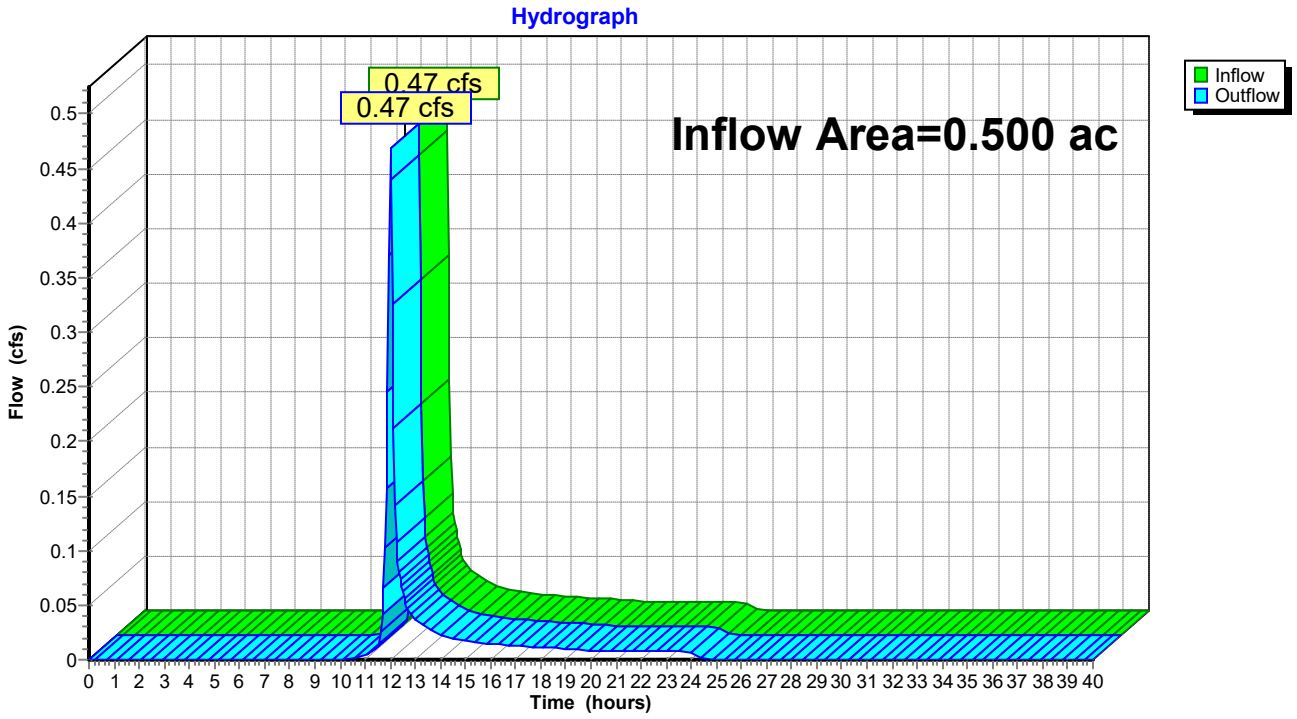


Summary for Reach 2R: Culvert from OS-2

Inflow Area = 0.500 ac, 34.00% Impervious, Inflow Depth = 0.64" for 25-Year 24-Hour event
Inflow = 0.47 cfs @ 12.01 hrs, Volume= 0.027 af
Outflow = 0.47 cfs @ 12.01 hrs, Volume= 0.027 af, Atten= 0%, Lag= 0.0 min
Routed to Reach 3R : Through OS-3

Routing by Stor-Ind+Trans method, Time Span= 0.00-40.00 hrs, dt= 0.05 hrs

Reach 2R: Culvert from OS-2

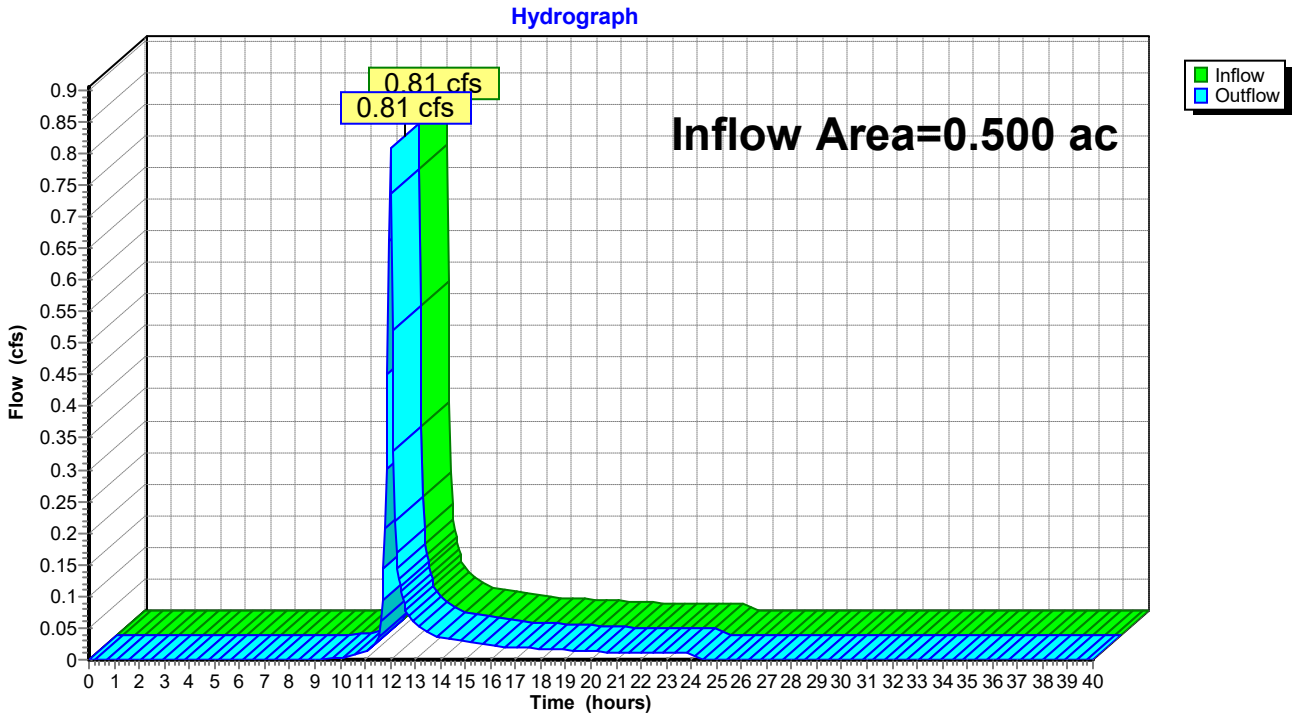


Summary for Reach 2R: Culvert from OS-2

Inflow Area = 0.500 ac, 34.00% Impervious, Inflow Depth = 1.07" for 100-Year 24-Hour event
Inflow = 0.81 cfs @ 12.01 hrs, Volume= 0.045 af
Outflow = 0.81 cfs @ 12.01 hrs, Volume= 0.045 af, Atten= 0%, Lag= 0.0 min
Routed to Reach 3R : Through OS-3

Routing by Stor-Ind+Trans method, Time Span= 0.00-40.00 hrs, dt= 0.05 hrs

Reach 2R: Culvert from OS-2



Events for Reach 2R: Culvert from OS-2

Event	Inflow (cfs)	Outflow (cfs)	Elevation (feet)	Storage (cubic-feet)
2-Year 24-Hour	0.10	0.10	**0.00**	**0**
5-Year 24-Hour	0.19	0.19	0.00	0
25-Year 24-Hour	0.47	0.47	0.00	0
100-Year 24-Hour	**0.81**	**0.81**	0.00	0