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EL PASO COUNTY

LETTER OF INTENT FOR: SADDLEHORN RANCH 824 ACRE CURTIS ROAD SUBDIVISION

Standalone Waiver

(Cul-de-sac)

□ OWNER/APPLICANT, AND PLANNING CONSULTANT:

Owner/Applicant:

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PROJECT LOCATION/DESCRIPTION AND HISTORY OF PROPERTY:

The Saddlehorn Ranch (aka *824 Acre Curtis Road Subdivision*) property for this Standalone Waiver application is located in El Paso County in Peyton, CO, approximately 12 miles east of downtown Colorado Springs, situated east of Curtis Road and the Town of Falcon, Colorado,

and south of Judge Orr Road. The site is bordered by Judge Orr Road on the north and Curtis Road on the west. It is approximately 2-1/2 miles east of CO Highway 24.

The Applicant proposes to develop the site as a planned community of new single-family detached manufactured residential dwelling units that recognizes and respects the character of the rural surrounding community. The total acreage of the proposed development is approximately 816 acres, of which approximately 608+/- acres will be developed with up to 218 single family residences on lots each not less than 2.5 acre size. Of these totals, 49 single family residences on 2.5 acre lots will be developed on 178 acres in Phase 1. The overall net density for Filing No. 1 is .277 DU/Ac.

Approximately 134 acres (16.4%) of the 816 acre site is bisected in three distinct areas by jurisdictional and non-jurisdictional wetlands, which are identified on the Final Plan as separate tracts. These areas will be preserved as open space with limited recreational use having a primary emphasis on walking and equestrian trails. None of the proposed 49 residential lots located in Phase 1 encroaches into any floodplain. At build-out, all 134 acres of open space will be located within no-build tracts.

Public infrastructure to serve the new lots, including roads, drainage facilities, and utilities will all be constructed in compliance with applicable county standards, regulations and criteria in effect at the time of this application. In keeping with the rural character of the surrounding Peyton and Meadow Lake Estates communities, internal circulation will be comprised of paved Rural Local roads with roadside ditches.

DEVELOPMENT REQUEST

The Owner and Applicant request approval of a Standalone Waiver for the development of 49 rural residential single family residential lots on approximately 178 acres. A pre-development site grading request for the 178+/- acres within Filing No. 1 is being requested with this application.

DEVIATIONS AND WAIVERS

- 1.) Re. Cul-de-sac length: Deviation request from the standards of or in Section ECM Section 2.3.8 Roadway Terminations for cul-de-sac horizontal design of the Engineering Criteria Manual (ECM) is requested. ECM criteria for maximum cul-de-sac length of 1,600 feet for rural condition. The reason for the requested deviation for maximum cul-de-sac length is due to the phasing of the Saddlehorn development. In future filings of Saddlehorn Ranch, El Raiceno Trail and Carranza Trail will be completed and will eliminate the temporary cul-de-sacs with a loop. The loop is not being built in Filing 1 because it would require 6,361 feet of additional roadway without any platted lots and therefore isn't practical. Temporary cul-de-sacs have been added to the proposed end

of the street to allow for fire access. There will be no lots served by these temporary cul-de-sacs.

- 2.) Re. Judge Orr Road: Deviation request from the standards of or in section ECM Section 2.2.4 Roadway Functional Classifications of the Engineering Criteria Manual (ECM) is requested. The 824 acre Curtis Road Development Traffic Impact Analysis Indicates Judge Orr Road is classified as a “4 Lane Minor Arterial” in the El Paso County 2040 Major Transportation Corridors Plan. The ECM currently has no standard cross section for a 4 lane minor arterial. It is assumed that a 4 lane minor arterial (rural) cross section would add a 12 ft. travel lane in each direction to Figure 2-5 Typical Rural Minor Arterial Cross Section (two lane). See Exhibit A. The purpose of this deviation is to document the cross-section and ROW dedication necessary to be shown on the preliminary plan. To explain the proposed alternative, and compare to the ECM standards, see Exhibit A for available ECM cross sections and see Exhibit B for the existing Judge Orr Road cross section. The applicant will provide a 90 foot half right of way on all plats adjacent to Judge Orr Road consistent with the anticipated ROW needs identified in the MTCP. The applicant is also subject to the El Paso County Road Impact Fee per resolution No. 19-471 and is therefore paying its fair and equitable share of necessary improvements identified in the MTCP. Re. Limits of Consideration, the category of “a change to a standard is required to address a specific design or construction problem, and if not modified, the standard will impose an undue hardship on the applicant with little or no material benefit to the public” has been selected. Regarding justification, the MTCP minor 4-lane arterial cross-section is not provided in the Engineering Criteria Manual. Under Criteria for Approval, the first criterion considers whether the deviation will achieve the intended result with a comparable or superior design and quality of improvement. In response, this request is not based on financial considerations. There is not enough ROW to accommodate a 4-lane minor arterial street section. Per Table 10 of the Traffic Impact Study, Judge Orr is MTCP Project No. C15 and applicant will pay into the Fee program traffic impact fees to participate in funding the project. See Exhibit C. The second criterion considers whether the deviation will adversely affect safety or operations. The response is the deviation will not adversely affect safety or operations as Judge Orr Road is an existing, operable roadway. As final plats take access to Judge Orr Road each intersection will be designed to accommodate the requirements listed in Table 10 Roadway Improvements of the Traffic Impact Study. The third criterion asks that the deviation will not adversely affect maintenance and its associated cost. The response is that the maintenance of the roadways will not be impacted as the existing roadway will be left in its existing condition at this time. The fourth criterion asks that the deviation will not adversely affect aesthetic appearance. In this instance, the deviation has no bearing on the aesthetic appearance. The fifth criterion asks that the deviation meets the design intent and purpose of the ECM standards. The response contends the deviation meets the design intent and purpose of the ECM standards. Once ROW can be obtained, the road can be built out to the full 4-lane minor arterial street section. The sixth criterion asks that the deviation meets the control measure

requirements of Part I.E.3 and Part I.E.4 of the County's MS4 permit, as applicable. The response is the deviation meets the control measure requirements of Part I.E.3 and Part I.E.4 of the County's MS4 permit, this project is proposing Water Quality facilities as required by the criteria.

- 3.) Re. Cul-de-sac length: Deviation request from the standards of or in Section ECM Section 2.3.8 Roadway Terminations for cul-de-sac horizontal design of the Engineering Criteria Manual (ECM) is requested. ECM criteria for maximum cul-de-sac length of 1,600 feet for rural condition. The proposed design also requires a waiver of the El Paso County Land Development Code 8.4.4D for the maximum number of lots on a cul-de-sac until the time that the connect through to future subdivisions to the east and south. The reason for the requested deviation for maximum cul-de-sac length is due to planning for future development of the parcels to the east and south of the Saddlehorn development. The land plan assumes that in the future, when the parcel to east and south are developed; Barrosito Trail will become an interconnected street to the south and La Noria Way will become an interconnected street to the east. To create a loop would require the extension of a roadway west at Copperas Court that intersects with Benito Wells Trails and would require additional asphalt and a box culvert crossing the existing drainageway increasing stormwater runoff, maintenance and operations costs for El Paso County and the Saddlehorn Metro District. Until the land develops to the east and south, Barrosito Trail functions as a dead end cul-de-sac with a length of 4,392 feet from its intersection with Del Cambre Trail to its terminus at the southern property line of Saddlehorn Ranch. Temporary gravel cul-de-sacs have been added to the proposed end of Barrosito Trail and La Noria Way to allow for fire access and a public turnaround. These temporary cul-de-sacs will be gravel surfaced and meet ECM geometric criteria for rural cul-de-sacs shown on SD-2_76. There is adequate area provided for placement of snow in the area between the edge of gravel and the edge of the Temporary Turnaround Easement. There will be no lots served by these temporary cul-de-sacs. See Exhibit E for a map graphically depicting the deviation request. A considered alternative land plan would be to extend a roadway west at Copperas Court that intersects with Benito Wells Trail. The alternative roadway would be 1,211 feet in length, serve no lots, and require a box culvert crossing an existing drainageway. This alternative is not preferred for the reasons mentioned above. Per the Saddlehorn Ranch traffic impact analysis dated March 11, 2020, all roads within Saddlehorn shall be classified as Rural Local. Other nearby municipalities allow for flexibility in cul-de-sac lengths in certain situations. Re. Limits of Consideration, the category of "topography, right-of-way, or other geographical conditions or impediments impose an undue hardship and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility" has been selected. Justification: The ECM standard is inapplicable to the particular situation due to the fact that in this instance, the excessive length can be considered a temporary condition and Barrosito Trail will adhere to the ECM criteria once the parcel to the south develops as anticipated. To adhere to the standard would impose an undue hardship and little or no

benefit to the public. To meet the standard, an additional 1,211 feet of roadway would be required along with a box culvert drainageway crossing serving no lots which is not practical. Addressing the criteria for approval, the first category is that the deviation will achieve the intended result with a comparable or superior design and quality of improvement. The response is this deviation will produce a better quality large-lot residential design and be beneficial to the eventual development of the surrounding parcels. All roadways are proposed with a 60 ft. ROW width with a minimum 10 ft. drainage and utility easement each side of the ROW and will be designed to meet ECM Rural Local standards. The second category in criteria for approval is that the deviation will not adversely affect safety or operations. In response, the deviation will not adversely affect safety or operations. The fire department has reviewed the proposed layout and found it acceptable. A copy of the email from the Fire Department, Exhibit G, is attached. The proposed design utilizing roadside swales and a temporary turnaround accommodates snow plowing operations and snow storage. The third category in criteria for approval is that the deviation will not adversely affect maintenance and its associated cost. In response, maintenance of the roadways will not be impacted. Regardless of how long, the cul-de-sac is still designed with the required turnaround and therefore does not affect the maintenance ability. The less desirable alternative of adding additional roadway length would increase El Paso County maintenance costs. The fourth category in criteria for approval is that the deviation will not adversely affect aesthetic appearance. In response, the deviation has no bearing on the aesthetic appearance. Without the deviation, the additional road connection would disturb a natural drainageway which is detrimental to overall aesthetic appearances. The fifth category in criteria for approval is that the deviation meets the design intent and purpose of the ECM standards. In response, the deviation meets the design intent and purpose of the ECM standards. The temporary public turnarounds on Barrosito Trail and La Noria Way will be designed and built per ECM standards. There is a proposed emergency access for Fire Protection located off Curtis Road, approximately 313' north of the southwest property corner. The length of this temporary gravel road is 532' and it meets the County minimum standards for width, turning radius and loading. The Falcon Fire Protection District reviewed the preliminary plan in 2019 as part of the preliminary plan review process and no objections or comments were noted. The Fire Department has reviewed the proposed layout of the deviation and has found it acceptable. A copy of the email from the Fire Department, Exhibit G, is attached. The sixth category in criteria for approval is that the deviation meets the control measure requirements of Part I.E.3 and Part I.E.4 of the County's MS4 permit, as applicable. In response, the deviation meets the control measure requirements of Part I.E.3 and Part I.E.4 of the County's MS4 permit, this project is proposing Water Quality facilities as required by the criteria. The use of additional roadway surfaces to complete a loop would result in increased land disturbance and stormwater runoff requiring water quality treatment and detention.

- 4.) Re. Centerline radius: Deviation request from the ECM criteria for minimum rural centerline radius. Applicant wishes to use the urban local centerline radius of 200 feet in four locations within the property as opposed to the rural local centerline radius of 300 feet. The applicant believes the reduced radius is appropriate for the roadway geometry at these four requested locations. In the four locations where the deviation is requested, the natural features of the site (floodplain constraints and nearby Curtis Road) lend themselves to the use of a “reduced radius” to create an efficient layout. Each area serves less than ten lots. Use of the required 300 foot centerline radius would create the need for excessively long flag lots or excessively large lots for the underlying RR-2.5 zoning. If the deviation is granted, the applicant would reduce the posted speed from 30 mph (rural local) to 25 mph (urban local). The daily traffic volume on these streets is minimal; each location only serves 10 or less nearby lots. This request is not based on financial consideration, but rather the lack of a “low volume reduction” in geometrical standards similar to ECM urban criteria. This deviation achieves a superior lot layout that improves the subdivision. The applicant believes excessively long flag lots are less desirable than the reduced centerline radius. Falcon Fire Protection District (Trent Harwig) had accepted the originally proposed knuckle layout (no longer proposed). The roadway may be signed to announce a speed limit of 25 mph, consistent with urban local speeds. Maintenance of the roadway will be unaffected by the reduced centerline radius. The use of the reduced roadway radius does not adversely affect aesthetic appearance as compared to the use of excessively long flag lots.
- 5.) Re. Curtis Road: Deviation request from the standards of or in section ECM Section 2.2.4 Figure 2-4 Figure Rural Minor Arterial of the Engineering Criteria Manual (ECM) is requested. ECM criteria for a rural minor arterial cross sections requires a 12’ travel lane and an 8’ paved shoulder. The 2040 MTCP identifies Curtis Road as a two-lane rural Principal Arterial. Since there is no standard 2-lane principal arterial cross-section, this deviation will document the proposed 2040 cross-section (rural minor arterial) and reasoning for the proposed ROW dedication width. The reason for the requested deviation is that in order to build the full cross-section, ROW would need to be obtained from adjacent property owners to accommodate the full 8’ paved shoulder on the west side of the road. To place the burden of ROW acquisition from the adjacent property owners on the Saddlehorn development would not be fair or equitable. While the minor arterial half-cross section could be built on the east (Saddlehorn) side of the road, it is not the appropriate time to build out the full-section until traffic warrants the arterial cross-section and both sides of the road can be constructed. As an explanation to the proposed alternative and comparing it to the ECM standards, the proposed alternative for the west side is for the 8’ paved shoulder to be reduced to a 2’ paved and 2’ gravel shoulder. This is the maximum that can fit inside the existing western ROW. Exhibit E provides the proposed cross section. The applicant will provide a 72 foot half right of way along with an additional 18 foot ROW preservation on all plats adjacent to Curtis Road consistent with the anticipated ROW needs identified in the MTCP and the Preserved Corridor Network Plan. The applicant is also subject to the El Paso County

Road Impact Fee per resolution No. 19-471 and is therefore paying its fair and equitable share of necessary improvements identified in the MTCP. For Curtis Road adjacent to Filing 1 east half-section, the applicant proposes to provide a 12 ft. travel lane, 2' asphalt shoulder and 2' gravel shoulder for Filing 1 development. The proposed alternative is consistent with the ECM Table 2.5 design criteria for a rural local roadway and intersections are projected to operate at a level of service C or better with the buildout of Filing 1. For Curtis Road adjacent to future filings, the applicant proposes to provide a 12' travel lane, 8' asphalt shoulder and 2' gravel shoulder on the east side. The proposed alternative is consistent with the ECM Table 2.4 design criteria for a minor arterial roadway. Per the rezoning approval, a condition was placed on Curtis Road requiring improvements to arterial road standards with potential reimbursement from the fee program. The condition wording is *"The adjacent portions of Curtis Road shall be improved to meet the minimum standards of an arterial roadway per the Engineering Criteria Manual. Improvements will be made as part of the Curtis Road access permitting. The necessary improvements and phasing will be clarified with the future applications for Preliminary Plan and Final Plat. The work may be subject to any reimbursement as outlined in the El Paso County Road Impact Fee Program"*. The applicant is providing adequate ROW to meet this condition for Filing 1 and is proposing a reduced cross section to local road criteria for Filing 1. Future filings adjacent to Curtis Road will dedicate adequate ROW and will build a rural minor arterial half cross section criteria once the County has obtained the additional ROW from western parcels. Exhibit E provides the proposed cross sections. A limit of consideration which is presented is that ROW must be obtained on the west side of the road for the full 8' paved shoulder to be constructed on Curtis Road. The maximum shoulder width that can be constructed inside the existing ROW is a 2' paved shoulder. This falls under the category of ROW limitation or impediments which may be addressed by an equivalent alternative. Regarding this, the justification is that ROW must be obtained on the west side of the road for the full 8' paved shoulder to be constructed on Curtis Road. The maximum shoulder width that can be constructed inside the existing ROW is a 2' paved shoulder. The deviation will achieve the intended result with a comparable or superior design and quality of improvement. This deviation will improve the roadway by adding a shoulder and maintain a consistent cross section until such time as the additional western ROW is acquired as part of the overall improvement of Curtis Road to minor arterial standards. This request is not based on financial considerations but the practicality of obtaining ROW from private properties. The deviation will not adversely affect safety or operations. This deviation will improve the safety when compared to the existing condition that has no asphalt shoulder and 11' travel lanes. Operations will not be impacted by the proposed cross section. As final plats take access to Curtis Road the each intersection will be designed to accommodate the requirements listed in Table 10 Roadway Improvements of the Traffic Impact Study. Filing 1 intersection improvements will provide a 12' through lane, 12' decel/turn lane, 2' paved shoulder and a 2' gravel shoulder. The deviation will not adversely affect maintenance and its associated cost.

Maintenance of the roadways will not be impacted. The deviation will not adversely affect aesthetic appearance. The deviation meets the design intent and purpose of the ECM standards. Once ROW can be obtained, the road can be built out to the full two lane rural principal arterial section as indicated in the 2040 MTCP. The 2040 Total ADT of 10,000 ADT is within the proposed cross section criteria. See Exhibit F for existing, Filing 1, buildout and 2040 ADT estimates from the TIS. The deviation meets the control measure requirements of Part 1.E.3 and Part 1.E.4 of the County's MS4 permit, this project is proposing Water Quality facilities as required by the criteria.

TOTAL NUMBER OF ACRES IN THE FINAL PLAN AREA: 177.99 acres single family residential.

JUSTIFICATION FOR REQUEST

This request is consistent with the purposes of the EPCLDC including the ***Falcon/ Peyton Small Area Master Plan***. The proposed Final Plan is in conformance with subdivision design standards and establishes an adequate level of compatibility with surrounding areas of the site already constructed and other known surrounding areas currently proposed for development.

EXISTING AND PROPOSED IMPROVEMENTS

Proposed improvements will include the construction of county-owned (e.g. public) and maintained asphalt roadways ('Rural Local' classification with roadside ditches). Drainage and storm water detention facilities will be constructed and maintained in conformance with County standards and specifications. Electric, natural gas, and telecommunication service points-of-connection will be extended from the roadways up to all new lots. Water will be provided via a central water system to be developed by the Owner/Applicant (organization of a Metropolitan District for the project is in progress). Individual septic systems will be provided via an On Site Wastewater Treatment system (OSWT) prepared by the Owner in accordance with El Paso County Department of Health policy guidelines.

Grading and earthmoving activities will be limited to roadway, drainage and utility construction areas. Individual lot owners will assume responsibility for grading their respective lot; no 'overlot' grading is proposed to occur over most of the site.

The Colorado Geological Survey's review comment of the geotechnical report (as posted on EDARP) indicates:

<<Provided Entech's recommendations are adhered to, and lot-specific investigations and analyses are conducted for use in design of individual foundations, floor systems, subsurface drainage, and pavements, CGS has no objection to approval of the 218-lot residential subdivision as proposed.>>

As such, prior to construction of proposed residences, lot-specific subsurface soil investigations will be performed to determine whether or not shallow groundwater, hydro-compacted soils, and/or potentially expansive soils are present on the lot, and to determine an appropriate foundation design, basement or crawl-space suitability, and/or lot-specific recommendations are necessary to mitigate these conditions. Language requiring lot-specific subsurface soil investigation will appear as a Note on the Final Plan.

LAND DEVELOPMENT CODE, COMPREHENSIVE PLAN AND COUNTY MASTER PLAN CONSISTENCY

ADHERENCE WITH THE EL PASO COUNTY POLICY PLAN

Goal 6.1 a *Encourage patterns of growth and development which complement the regions' unique natural environments and which reinforce community character.*

The El Paso County Policy Plan (the “Master Plan”) addresses issues directly related to the Final Plan and development of the *Saddlehorn Ranch* development. The policies specifically related to the Final Plan request include:

Policy 6.1.3 - *Encourage new development which is contiguous and compatible with previously developed areas in terms of factors such as density, land use and access.*

The Final Plan proposed for 49 new single family rural residential lots is compatible with the existing adjacent rural residential lots in the Judge Orr Road and Curtis Road corridors. New lots will be similar in size to existing lots and roads serving the new lots will be compatible with the types of rural roadways in nearby adjacent neighborhoods.

Jurisdictional and non-jurisdictional wetlands (identified as ‘floodplain and designated as separate tracts on the Final Plan) will remain as no-build areas.

Policy 6.1.6 - *Direct development toward areas where the necessary urban-level supporting facilities and services are available or will be developed concurrently.*

Saddlehorn Ranch is proposed as a development of single family rural residences within a non-urban density area of the Falcon/Peyton community. Utilities and road infrastructure needed to serve the new lots, such as new roads, drainage and detention facilities, erosion control, etc. will be constructed as part of this development.

Existing jurisdictional and non-jurisdictional wetlands will be used as buffers between residential lots. No residential lots encroach anywhere into any floodplain

Policy 6.1.11 - *Plan and implement land development so that it will be functionally and aesthetically integrated within the context of adjoining properties and uses.*

The Final Plan with RR-2.5 zoning for the site is harmonious and compatible with the rural character of adjacent and nearby neighborhoods that are also zoned RR-2.5, RR-5, and PUD.

Policy 6.1.14 - *Support development which complements the unique environmental conditions and established land use character of each sub-area of the County.*

The Applicant proposes to avoid overlot grading across the 178+/- acre site within Phase 1, and instead will limit grading to roadways and drainage infrastructure in keeping with the established land use character of surrounding sub-areas of the county. Lower density will help to sustain the appearance and unique environmental conditions of adjacent properties.

Goal 6.2

Protect and Enhance Existing and Developing Neighborhoods

Policy 6.2.1 - *Fully consider the potential impact of proposed zone changes and development on the integrity of existing neighborhoods.*

Policy 6.2.2

Promote the unique identity of neighborhoods through the use of focal points, parks, trails and open spaces, preservation of significant natural features, compatible location and design of mixed uses, and promotion of pedestrian and other non-motorized means of travel.

The Applicant proposes to incorporate hiking and equestrian trails in the floodplains and in various part of the proposed development to promote non-motorized multi-modal transportation linkages within the development. Ideally, residents might travel by horseback from their home to their neighbor's home.

Proposed at .277 DU/Ac for Filing No. 1, the Final Plan establishes lower density development that is compatible with the character and use of the non-urban density communities of Falcon/Peyton. Jurisdictional and non-jurisdictional wetlands within the floodplain areas of the site will be preserved as open space no-build areas, which will also lend themselves well toward sustaining the rural nature and character and maintaining the integrity of the surrounding community.

The Owner/Applicant furthermore propose to introduce a new public trail system within Saddlehorn Ranch to include equestrian use to further promote a rural character that is compatible with existing adjacent neighborhoods.

All trails and open spaces will be maintained by the *Saddlehorn Ranch Metropolitan District*, which will be formed and organized prior to recording of the Final Plat.

The Applicant proposes that varying housing types will be developed within the project, including the introduction of manufactured housing products to promote attainability by a wider segment of new home buyers.

Goal 6.4 *Develop and maintain rural residential areas in a manner which protects their integrity, addresses the carrying capacity of the natural environment and provides for an adequate level of non-urban facilities and services.*

Policy 6.4.3 - *Allow rural residential development in those areas with sufficient "carrying capacity" including roadway capacity, water supply, septic suitability, educational facilities and organized structural fire protection.*

The surrounding area of the Phase 1 Final Plan has sufficient carrying capacity to support the new development with regard to roadway capacity, water supply, septic suitability, educational facilities, and organized structural fire protection.

Policy 6.4.4 - *Encourage new rural residential subdivisions to be located within or contiguous with existing rural residential areas or to be incorporated as a buffer between higher density and undevelopable areas.*

The Phase 1 Final Plan design, which includes 2.5 acre home sites and expanses of open space within the floodplains, ensures that development of this site will remain compatible and contiguous with existing rural residential areas. Overall density of Filing 1 is proposed at .277 DU/Ac, and is compatible with adjacent and surrounding neighborhoods within a 2 mile radius.

Policy 6.4.6 - *Allow for the accommodation of necessary supporting commercial uses within or in proximity to rural residential areas in a manner that preserves the rural character of these areas.*

Policy 6.4.11 - *Support planning and regulatory approaches which limit the adverse impacts of grazing on lots of 5 acres and less.*

The Final Plan will not accommodate nor will the Applicant seek livestock grazing on lots of 5 acres and less.

ADHERENCE TO THE FALCON / PEYTON SMALL AREA PLAN

The property is within the boundaries of the Falcon Peyton Small Area Plan (2008) [Section 4.4.7 Stapleton-Curtis Corridor]

With specific regard to the Stapleton-Curtis Road Corridor, Saddlehorn Ranch adheres to the following criteria of the Plan:

3 Goals and Principles

3.1 Land Use

*3.1.1 Provide a **balance of land uses** that respects existing and historical patterns while providing opportunities for future residents and businesses.*

*3.1.3 Preserve the **core rural character** of the area.*

*3.1.4 Provide a **variety of different densities** of development options.*

The Final Plan will provide for single-family detached homes on 2.5 acre lots, which is compatible with the RR-2.5 and RR-5 zone districts and current uses within the adjacent areas of the Plan. This lower density of the development, combined with non-jurisdictional and jurisdictional wetlands and floodplain area that are to be preserved in perpetuity as no-build open space parcels also help to preserve the core rural character of the area. A system of equestrian trails proposed throughout the open space parcels also will help to maintain the rural character of the Plan area.

3.3 Residential Areas and Densities

*3.3.1 Encourage **diversity and variety in housing** types, sizes, locations, and prices to meet the needs of existing and new residents.*

*3.3.2 Promote **predictable growth** in the housing market that is consistent with the Small Area Master Plan.*

*3.3.4 Meet the **housing needs** of as many existing and new residents of differing ages, incomes, and desired living accommodations.*

The Final Plan encourages diverse housing types and prices to meet the needs of existing and new residents. The applicant envisions manufactured housing products as an alternate to stick-built tract housing, which will facilitate the development of new homes on 2.5 acre lots that are attainably priced (in comparison to tract subdivisions within the Plan area). This will help to meet the needs of existing and new residents of differing ages and incomes by providing an alternative housing product to that offered elsewhere within the Plan area.

The Final Plan anticipates a quantity of 49 homes that can be built on 2.5 acre lots within the 178+/- acre development of Phase 1, which promotes predictable growth that is consistent with the Plan.

3.4 Facilities and Services (Fire Protection, School Districts, Wastewater Facilities, etc.)

*3.4.1 Encourage development in urban areas where **adequate public facilities** or services exist or can be provided in an efficient manner.*

*3.4.2 Provide for the efficient provision of **public safety** in the area.*

*3.4.3 Encourage the **availability** of facilities and services within the planning area, close to the residents.*

Letters of Commitment to Serve all the area within the Final Plan Phase 1 area have been provided for public safety, gas, and electric. No new facilities for fire protection or schools are proposed or required for this application.

The Applicant is in the process of establishing a Metropolitan District for the creation of a water district that will develop two existing wells (located in the southwest vicinity of the 178+/- acre site of Phase 1) to facilitate the construction of a central water supply and serve all new homes within the Final Plan area.

3.5 Transportation

El Paso County Road Impact Fee Program

This project will be subject to participation in the El Paso County Road Impact Fee Program.

This project will request annexation into the 10 mil PID. The up-front fees will be per the current 2019 fee schedule for Single Family Detached housing.

Upfront Road Impact fees are due at plat recordation.

*3.5.1 Recommend land use patterns that make **efficient use** of existing transportation infrastructure and limit the cost of future extensions and upgrades.*

*3.5.2 **Mitigate congestion** by providing flexibility for areas of higher population densities while protecting lower density areas from the negative effects of traffic.*

*3.5.5 Enhance the future role of **Meadow Lake Airport** through the recommendation of compatible land uses.*

3.6 Water Supply

*3.6.1 Plan for **water resources** in a thoughtful way that recognizes the non-renewable nature of water resources in the area, accommodates existing and historical uses, and allows for sustainable, planned growth.*

The Applicant is in the process of establishing a Metropolitan District for the creation of a water district that will develop two existing wells (located in the southwest vicinity of the 178+/- acre site of Phase 1) to facilitate the construction of a central water supply that will service all new homes within the Final Plan area. This will allow for sustainable, planned growth within the Phase 1 area does not rely on development of numerous new wells as a primary source of water for new residences.

3.7 Parks, Trails, and Open Space

*3.7.1 Provide **recreational amenities** for area residents.*

The Final Plan Phase 1 area indicates jurisdictional and non-jurisdictional wetlands and floodplains that will remain as no-build open space area. The Owner/Applicant proposes that equestrian trails will be developed for area residents within some of these open spaces. Parks, Trails, and open space tracts will be maintained by the *Saddlehorn Ranch Metropolitan District*, which will be formed and organized prior to recording of the Final Plat.

3.8 Natural Systems

*3.8.1 Preserve **important natural features** that are critical to the function of natural systems such as watersheds and wildlife corridors.*

The Final Plan indicates jurisdictional and non-jurisdictional wetlands and floodplains that will remain as no-build open space area. These areas will remain as no-build preservation tracts to protect natural watersheds and wildlife corridors.

WATER DEPENDABILITY

The following information was provided by request of El Paso County:

Water Sufficiency:

- A Technical, Managerial, and Financial Capacity assessment is currently being drafted for this project. **It will be submitted to CDPHE in August 2020.**
- The Basis of Design Report (BDR) for the system will be submitted to CDPHE in August 2020.
- Per the Water Resources and Wastewater Report submitted in 2019, Saddlehorn Ranch has the following Supply and Demands:

Water Supply and Demand Summary

LOTS	Total Supply (AF/Year)	Total Demand (AF/Year)
218	198.16	146.06

Water Quality

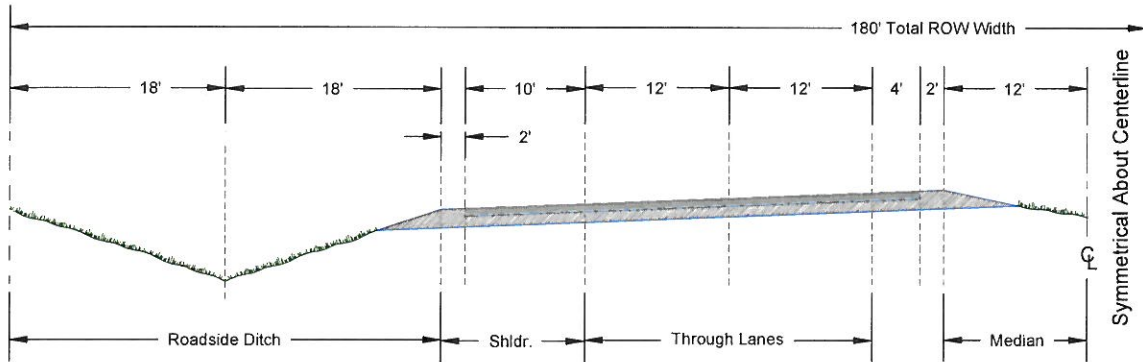
- Two wells, an Arapahoe and a Laramie-Fox Hills, have been drilled, screened, cased, and tested for this subdivision. Both well completion reports were done in 2008.
- Saddlehorn Ranch Metropolitan District (SRMD) has sampled both wells for three quarters in 2019.
- None of the primary constituents that were tested were above their respective Maximum Contaminant Level (MCL). Only Total Dissolved Solids, a secondary standard, was above its MCL.
- Chlorination and filtration to remove Iron and Manganese are planned for this system. This will likely be accomplished via a pressure-sand filtration. Although filtration is not mandatory, it will be done for water taste and aesthetics.

System Certification

- Upon completion of construction of the water system, the design engineer will certify that it has been built in general conformance with the appropriate plans specifications (CDPHE, AWWA, IBC, etc.)
- Prior to completion of the system, and during the BDR phase, a designated Operator in Responsible Charge (ORC) will be selected and identified.

END

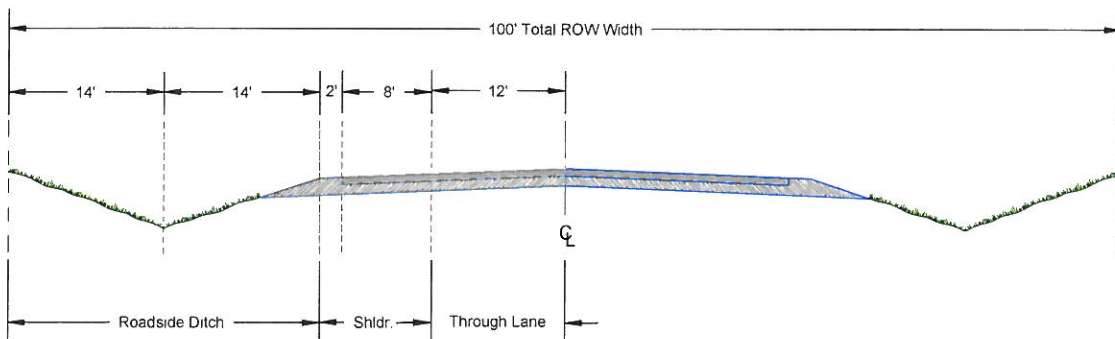
Figure 2-4. Typical Rural Principal Arterial Partial Cross-Section (4 Lane)



3. Minor Arterial

Minor arterials serve high-speed and high-volume traffic over medium distances, or are anticipated to serve this kind of traffic within a twenty-year period. Access is restricted through prescribed distances between intersections, use of medians, and no full movement parcel access (See Figure 2-5). Minor arterial status is assigned to rural roadways where the probability of significant travel demand in the future is high. Rights-of-way, easements, setbacks, and access limitations shall be pursued through the land development process on properties adjacent to minor arterials.

Figure 2-5. Typical Rural Minor Arterial Partial Cross Section



4. Major Collector

Major collectors serve as links between local access and arterial facilities over medium-to-long distances. Major collectors are managed to

Exhibit A - cont

Table 2-3. Roadway Design Criteria Continued

Criteria	Concern	Guideline
Minimize Space Devoted to Road Use	It is desirable to minimize local road mileage, thereby reducing construction and maintenance costs, as well as permitting the most efficient use of land. Roads should also have an appearance commensurate with their function.	Roads should be designed to complement local character.
Relate Road to Topography	Local roads are more attractive and economical if constructed to closely adhere to topography (minimize cut and fill).	The important role that roads play in the overall storm drainage system can be enhanced by closely following existing topography.
Layout Road to Achieve Optimum Subdivision of Land	The arrangement of roads should allow for economical and practical patterns, shapes, and sizes of adjacent lots. Roads as a function of land use must not unduly hinder the development of land.	Distances between roads, number of roads, and related elements all have a bearing on efficient subdivision of an area. Access to adjoining properties should also be encouraged.

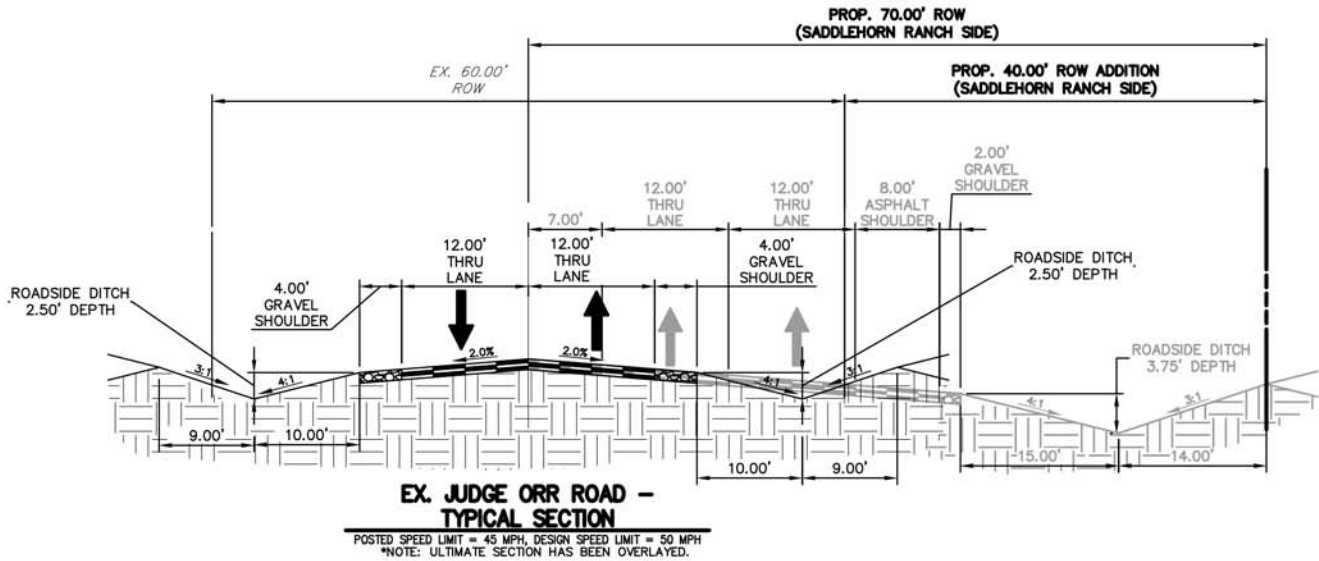
2.3.2 Design Standards by Functional Classification

Section 2.2.4 of these standards identifies the Roadway Functional Classifications recognized and used by the County. Table 2-4 through Table 2-7 summarize many of the minimum roadway design standards by category and functional classification. Detailed road Standard Drawings are provided in Appendix F.

Table 2-4. Roadway Design Standards for Rural Expressways and Arterials

Criteria	Expressways		Arterials		Minor
	6 Lane	4 Lane	6 Lane Principal	4 Lane Principal	
Design Speed / Posted Speed (MPH)	70 / 65	70 / 65	70 / 65	70 / 65	60 / 55
Clear Zone	34'	34'	34'	34'	30'
Minimum Centerline Curve Radius	2,050' ¹	2,050' ¹	2,050' ¹	2,050' ¹	1,505' ¹
Number of Through Lanes	6	4	6	4	2
Lane Width	12'	12'	12'	12'	12'
Right-of-Way	210'	180'	210'	180'	100'
Paved Width	56' ²	38' ²	56' ²	38' ²	40'
Median Width	24'	24'	24'	24'	n/a
Outside Shoulder Width (paved/gravel)	12'(10' ¹ /2')	12'(10' ¹ /2')	12'(10' ¹ /2')	12'(10' ¹ /2')	10'(8' ¹ /2')
Inside Shoulder Width (paved/gravel)	12'(10' ¹ /2')	6'(4' ¹ /2')	12'(10' ¹ /2')	6'(4' ¹ /2')	n/a
Design ADT		48,000		40,000	10,000
Design Vehicle	WB-67	WB-67	WB-67	WB-67	WB-67
Access Permitted	No	No	No	No	No
Access Spacing	n/a	n/a	n/a	n/a	n/a
Intersection Spacing	1 mile	1 mile	½ mile	½ mile	¼ mile
Parking Permitted	No	No	No	No	No
Minimum Flowline Grade	1%	1%	1%	1%	1%

Exhibit B



SADDLEHORN RANCH
 DEVIATION REQUEST
 EX. JUDGE ORR ROAD
 2514200
 5/4/20
 SHEET 1 OF 1



Exhibit C

Table 10: Roadway Improvements for Saddlehorn Ranch			
Offsite Intersections			
Item #	Improvement	Timing	Responsibility
US Highway 24/Judge Orr Intersection			
1.1	Realignment of Judge Orr Road at US Highway 24 per CDOT Hwy 24 PEL Study	Future (the PEL study identified this as high priority project with a time frame of less than 5 years)	CDOT
1.2	Southwest-bound right-turn deceleration lane on US 24 approaching Judge Orr Road	As required by other development(s) or with realignment of US 24/ Judge Orr	CDOT or by others
1.3	Construct southwest-bound right-turn acceleration lane on US 24 at Judge Orr Road	As required by other development(s) or with realignment of US 24/ Judge Orr	CDOT or by others
1.4	Eastbound left-turn lane on Judge Orr Road approaching US 24	With realignment of US 24/ Judge Orr	CDOT
1.5	Westbound dual left-turn lanes on Judge Orr Road approaching US 24	With realignment of US 24/ Judge Orr	CDOT
1.6	Northeast-bound right-turn deceleration lane on US 24 approaching Judge Orr Road	With realignment of US 24/ Judge Orr	CDOT
1.7	Eastbound right-turn deceleration lane on Judge Orr Road approaching US 24	As required by other development(s) or with realignment of US 24/ Judge Orr	CDOT or by others
US Highway 24/Stapleton Intersection			
2.1	Signalize the intersection	Once warrants are met	CDOT is collecting escrow from area developments impacting this intersection with each subdivision filing
Curtis Road/Falcon Highway			
3.1	Lengthen eastbound left-turn lane to ECM standards on Falcon Highway approaching Curtis Road	Currently warranted by ECM	Escrow for pro-rata share of improvement or construction at the time of Phase 2 development (fee program credit per fee program provisions)
3.2	Long Term: In the case of a future signalized intersection - Construct southbound right-turn deceleration lane on Curtis Road approaching Falcon Highway	Upon Signalization	Escrow for pro-rata share of improvement or construction if warranted at the time of development (fee program credit per fee program provisions)
3.2	Long Term: Reconstruct intersection as a modern roundabout (or signalize the intersection)	Once LOS of AWSC drops below acceptable levels (roundabout); or once signal warrants are met (for conversion to a signal or roundabout)	El Paso County -- This intersection will be fee-program eligible for a signal/roundabout and applicant will pay fee program traffic impact fees.
Adjacent County Arterial Roadway ROW Requirements			
4.1	Judge Orr Right-of-Way Dedication - 4 Lane Minor Arterial, Rural 130' to 150 estimated right-of-way dedication' (Note: 4-lane Rural Principal is 180')	Shown in 2040 MTCP	Applicant
4.2	Judge Orr - 4 Lane Minor Arterial - Beyond above dedication, no additional right-of-way preservation needed	Shown in 2060 Corridor Pres Plan	Applicant
4.3	Curtis Road - 2 Lane Rural Principal Arterial 130' to 150' estimated right-of-way dedication (Note: 4-lane Rural Principal is 180')	Shown in 2040 MTCP	Applicant
4.4	Curtis Road - 4 Lane Rural Principal Arterial 180' right-of-way preservation	Shown in 2060 Corridor Pres Plan	Applicant
Roadway Segment Improvements			
5.1	Falcon Highway - Upgrade to Two-Lane Rural Minor Arterial	Shown in 2040 MTCP	MTCP Project No. U5; Details TBD; applicant will pay fee program traffic impact fees.
5.2	Judge Orr Road - Widen to Four Lane Rural Minor Arterial	Shown in 2040 MTCP	MTCP Project No. C15; Details TBD; - applicant will pay fee program traffic impact fees.
5.3	Curtis Road - Upgrade to Two-Lane Rural Principal Arterial	Shown in 2040 MTCP	MTCP Project No. U1; Applicant per rezone condition of approval, potentially subject to fee program credit.
Internal Subdivision Roadways			
6.1	Construct internal streets to County Rural Local Standards	As development occurs and as needed for access	Applicant
Adjacent Intersection and Access Intersections			
Item #	Improvement	Timing	Responsibility
Judge Orr/Curtis Road Intersection			
7.1	Westbound right-turn deceleration lane	Once peak hour westbound right turn volume exceeds 50 vehicles per hour.	Escrow for improvement or construction if warranted at the time of development (fee program credit per fee program provisions)
7.2	Eastbound right-turn deceleration lane	Currently warranted by ECM	Escrow for improvement or construction at the time of Phase 2 development (fee program credit per fee program provisions)
7.3	Potentially sign for all way stop-sign control (AWSC)	Once warrants for AWSC are met	El Paso County
7.4	Long Term: Reconstruct intersection as a modern roundabout (or signalize the intersection)	Once LOS of AWSC drops below acceptable levels (roundabout); or once signal warrants are met (for conversion to a signal or roundabout)	El Paso County; This intersection will be fee-program eligible for a signal/roundabout and applicant will pay fee program traffic impact fees.
7.5	Long Term: In the case of a future signalized intersection - lengthening of northbound and southbound left-turn deceleration lanes.	As needed based on future speed limit and turning volume/stacking length criteria.	Escrow for improvement or construction if warranted at the time of development (fee program credit per fee program provisions)
Judge Orr/Barrosito Trail			
8.1	No Auxiliary Turn Lanes Required	-	-
Judge Orr/Del Cambre Trail			
9.1	No Auxiliary Turn Lanes Required	-	-
Curtis Road/Oscuro Trail			
10.1	<u>Short Term</u> No Auxiliary Turn Lanes Required	-	-
10.2	<u>Long Term</u> Construct northbound right-turn deceleration lane on Curtis Rd approaching the site access	With Phase 2/3 site development	Applicant
Curtis Road/North Site Access			
11.1	<u>Short Term</u> No Auxiliary Turn Lanes Required	-	-
11.2	<u>Long Term</u> Construct southbound left-turn deceleration lane on Curtis Rd approaching the site access	With Phase 2/3 site development	Applicant
11.3	<u>Long Term</u> Construct northbound right-turn deceleration lane on Curtis Rd approaching the site access	With Phase 2/3 site development	Applicant

Source: LSC Transportation Consultants, Inc.

PROPERTY DESCRIPTION: **Exhibit D**

PARCEL A:

A PARCEL OF LAND LOCATED IN SECTION 3, TOWNSHIP 13 SOUTH, RANGE 64 WEST OF THE 6TH P.M., EL PASO COUNTY, COLORADO MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID SECTION 3; THENCE S 89 DEGREES 21 MINUTES 33 SECONDS E, ALONG THE NORTH LINE OF SAID SECTION 3, 5275.27 FEET TO THE NORTHEAST CORNER THEREOF; THENCE S 00 DEGREES 04 MINUTES 45 SECONDS E, ALONG THE EAST LINE OF SAID SECTION 3, 1841.19 FEET; THENCE N 89 DEGREES 49 MINUTES 04 SECONDS W, 5280.38 FEET TO A POINT ON THE WEST LINE OF SAID SECTION 3; THENCE N 00 DEGREES 05 MINUTES 14 SECONDS E, ALONG SAID WEST LINE, 1883.39 FEET TO THE POINT OF BEGINNING.

EXCEPT THOSE PORTIONS CONVEYED TO EL PASO COUNTY BY AND THROUGH THE BOARD OF COUNTY COMMISSIONERS OF EL PASO COUNTY, COLORADO, IN SPECIAL WARRANTY DEEDS RECORDED JANUARY 29, 2015 AT RECEPTION NO. 215008985 AND RECEPTION NO. 215008986.

PARCEL B:

A PARCEL OF LAND LOCATED IN SECTION 3, TOWNSHIP 13 SOUTH, RANGE 64 WEST OF THE 6TH P.M., EL PASO COUNTY, COLORADO MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 3; THENCE N 00 DEGREES 05 MINUTES 14 SECONDS E, ALONG THE WEST LINE OF SAID SECTION 3, 1974.75 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING ALONG SAID WEST LINE, N 00 DEGREES 05 MINUTES 14 SECONDS E, 1649.14 FEET; THENCE S 89 DEGREES 49 MINUTES 04 SECONDS E, 5280.38 FEET TO A POINT ON THE EAST LINE OF SAID SECTION 3; THENCE S 00 DEGREES 04 MINUTES 45 SECONDS E, ALONG SAID EAST LINE, 1649.15 FEET; THENCE N 89 DEGREES 49 MINUTES 04 SECONDS W, 5285.17 FEET TO THE POINT OF BEGINNING.

PARCEL C:

A PARCEL OF LAND LOCATED IN SECTION 3 AND SECTION 10, TOWNSHIP 13 SOUTH, RANGE 64 WEST, OF THE 6TH P.M., EL PASO COUNTY, COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID SECTION 3; THENCE N 00 DEGREES 05 MINUTES 14 SECONDS E, ALONG THE WEST LINE OF SAID SECTION 3, 327.11 FEET; THENCE S 89 DEGREES 49 MINUTES 04 SECONDS E, 5289.95 FEET TO A POINT ON THE EAST LINE OF SAID SECTION 3; THENCE S 00 DEGREES 04 MINUTES 45 SECONDS E, ALONG SAID EAST LINE, 327.11 FEET TO THE SOUTHEAST CORNER OF SAID SECTION 3; THENCE S 00 DEGREES 57 MINUTES 38 SECONDS W, ALONG THE EAST LINE OF SAID SECTION 10, 1320.52 FEET TO THE SOUTHEAST CORNER OF THE

NORTH HALF OF THE NORTH HALF OF SAID SECTION 10; THENCE N 89 DEGREES 48 MINUTES 49 SECONDS W, ALONG THE SOUTH LINE OF SAID NORTH HALF OF THE NORTH HALF OF SAID SECTION 10, 5285.51 FEET TO THE SOUTHWEST CORNER THEREOF; THENCE N 00 DEGREES 43 MINUTES 38" SECONDS E, ALONG THE WEST LINE OF SAID SECTION 10, 1320.06 FEET TO THE POINT OF BEGINNING.

Per the Commitment for Title Insurance, issued by Westcor Land Title Insurance Company, Commitment No. 56676ECS, dated August 2, 2018.

PARCEL 21:

A PORTION OF THE SOUTH HALF OF SECTION 3, TOWNSHIP 13 SOUTH, RANGE 64 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF EL PASO, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 3; THENCE ALONG THE EAST LINE OF SAID SECTION 3, S00°42'25"E (BEARINGS ARE RELATIVE TO THE NORTH LINE OF SECTION 3, BEING MONUMENTED AT THE WESTERLY END BY A FOUND NO.6 REBAR WITH A 3-1/4" ALUMINUM CAP IN A VAULT, STAMPED "PLS 17496", AND AT THE EASTERLY END BY A FOUND NO. 6 REBAR WITH 3-1/2" ALUMINUM CAP IN A VAULT, STAMPED "LS 17496", AND MEASURED TO BEAR S89°59'26"E, A DISTANCE OF 5275.03 FEET), A DISTANCE OF 3490.37 FEET, TO THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED IN THE QUIT CLAIM DEED RECORDED AT RECEPTION NO. 213021177, IN THE OFFICIAL RECORDS OF EL PASO COUNTY; SAID CORNER ALSO BEING THE POINT OF BEGINNING; THENCE S00°42'25"E, CONTINUING ALONG THE WEST LINE OF THAT PARCEL DESCRIBED IN THE QUIT CLAIM DEED RECORDED AT RECEPTION NO.213113100, IN SAID OFFICIAL RECORDS, A DISTANCE OF 1647.65 FEET, TO THE NORTHEAST CORNER OF THAT PARCEL DESCRIBED IN THE QUIT CLAIM DEED RECORDED AT RECEPTION NO. 213043391, IN SAID OFFICIAL RECORDS; THENCE S89°33'10"W, ALONG THE NORTH LINE OF SAID PARCEL, A DISTANCE OF 5289.71 FEET, TO A POINT LYING ON THE WEST LINE OF SAID SECTION 3; THENCE ALONG SAID WEST LINE, N00°32'28"W, A DISTANCE OF 1645.40 FEET, TO THE SOUTHWEST CORNER OF SAID PARCEL, RECORDED AT RECEPTION NO. 213021177, IN SAID OFFICIAL RECORDS; THENCE N89°31'43"E, ALONG THE SOUTH LINE OF SAID PARCEL, A DISTANCE OF 5284.95 FEET, TO THE POINT OF BEGINNING.

Per the Commitment for Title Insurance, issued by Land Title Guarantee Company, Order No. SC55073032, dated October 1, 2018.

Being more particularly described by metes and bounds as follows:

COMMENCING at the Northeast Corner of Section 3, Township 13 South, Range 64 West of the 6th Principal Meridian; thence along the east line of said Section 3, S00°42'27"E (Basis of bearings is the North line of Section 3, Township 13 South, Range 64 West of the 6th Principal Meridian, monumented at the West end by a No. 6 Rebar with a 3-1/4" aluminum cap, properly marked, in a monument box, "PLS 17496" and at the East end by a No. 6 rebar with a 3-1/2" aluminum cap, properly marked, in a monument box, "PLS 17496", having a measured bearing and distance of S89°59'23"E, 5275.26'. Bearings are relative to Colorado State Plane Central Zone (0502)), a distance of 30.00 feet, to the **POINT OF BEGINNING**; thence continuing along

said east line, S00°42'27"E, a distance of 5,435.28 feet, to the Southeast Corner of said Section 3, said point also being the Northeast Corner of Section 10, Township 13 South, Range 64 West of the 6th Principal Meridian; thence along the east line of the North 1/2 of the North 1/2 of said Section 10, S00°19'54"W, a distance of 1,320.51 feet, to the North 1/16th Corner of said Section 10; thence leaving said east line and along the south line of the North 1/2 of the North 1/2 of said Section 10, S89°34'02"W, a distance of 2,642.78 feet, to the North-Center-Center 1/16th Corner of said Section 10; thence continuing along said south line, S89°34'07"W, a distance of 2,612.73 feet, to a point that is 30.00 feet distant from the North 1/16th Corner of said Section 10, said point also being a point on the east right-of-way line of Curtis Road; thence along said east right-of-way line and 30.00 feet parallel to the west line of said North 1/2 of the North 1/2 of said Section 10, N00°05'54"E, a distance of 1,319.14 feet, to a point that is 30.00 distant to the Northwest Corner of said Section 10, also being the Southwest corner of said Section 3; thence continuing along said east right-of-way line, along the following four (4) courses:

1. N00°32'28"W, a distance of 4,608.42 feet;
2. N89°27'32"E, a distance of 19.98 feet;
3. N00°32'28"W, a distance of 820.00 feet;
4. N44°46'13"E, a distance of 40.00 feet,

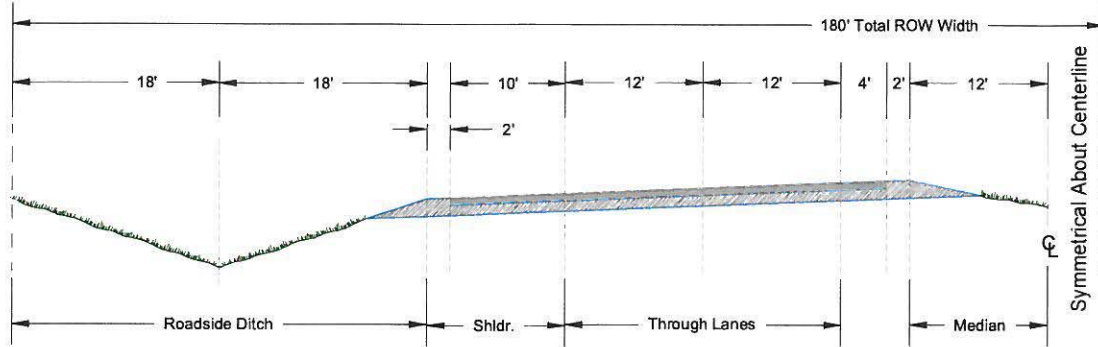
to a point on the south right-of-way line of Judge Orr Road, thence along said south right-of-way line, along the following three (3) courses:

1. S89°59'23"E, a distance of 822.24 feet;
2. N00°00'37"E, a distance of 20.00 feet;
3. S89°59'23"E, a distance of 4,374.49 feet,

to the **POINT OF BEGINNING**.

Containing 35,565,654 S.F. or 816.475 acres, more or less.

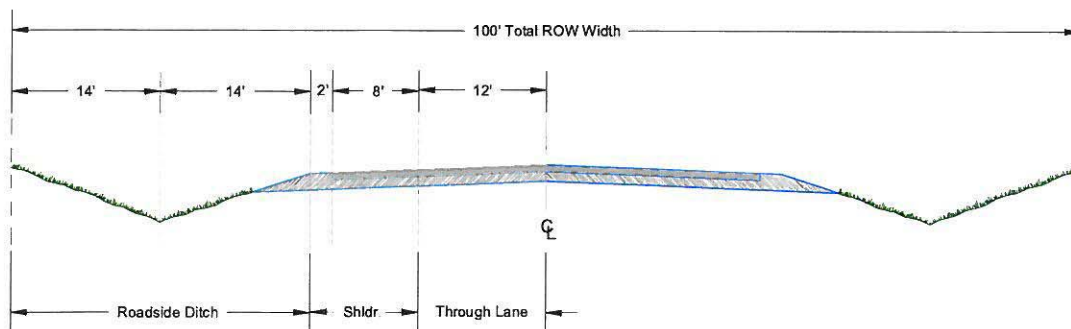
Figure 2-4. Typical Rural Principal Arterial Partial Cross-Section (4 Lane)



3. Minor Arterial

Minor arterials serve high-speed and high-volume traffic over medium distances, or are anticipated to serve this kind of traffic within a twenty-year period. Access is restricted through prescribed distances between intersections, use of medians, and no full movement parcel access (See Figure 2-5). Minor arterial status is assigned to rural roadways where the probability of significant travel demand in the future is high. Rights-of-way, easements, setbacks, and access limitations shall be pursued through the land development process on properties adjacent to minor arterials.

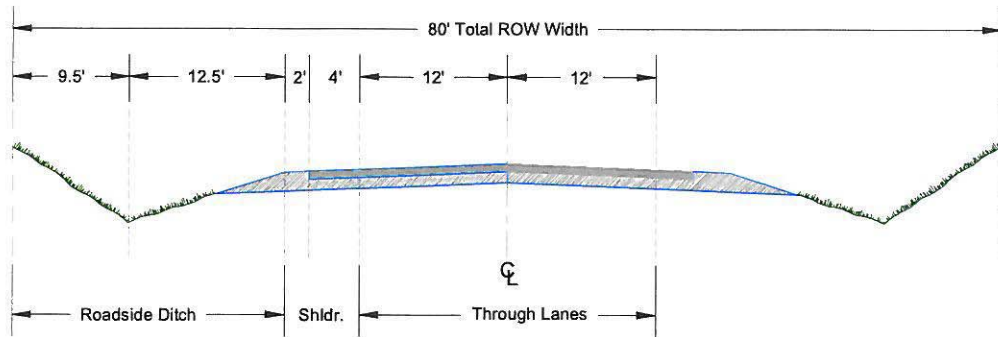
Figure 2-5. Typical Rural Minor Arterial Partial Cross Section



4. Major Collector

Major collectors serve as links between local access and arterial facilities over medium-to-long distances. Major collectors are managed to

Figure 2-7. Typical Rural Minor Collector Cross Section



6. Local

Local roadways provide direct lot access and deliver lot-generated trips to collector roadways. Although access needs are high, accesses shall not be allowed to compromise the safety, health or welfare of roadway users (See Figure 2-8).

Figure 2-8. Typical Rural Local Cross Section

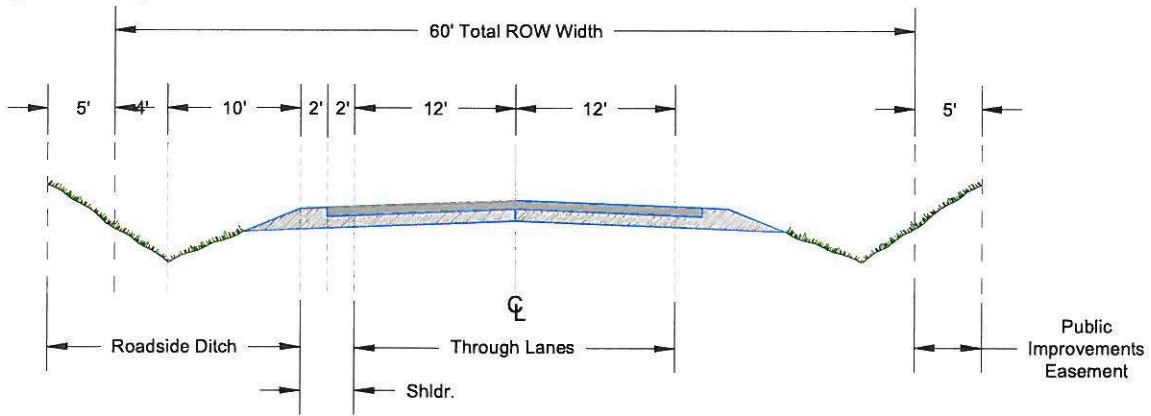


Exhibit E - Cont

Table 2-3. Roadway Design Criteria Continued

Criteria	Concern	Guideline
Minimize Space Devoted to Road Use	It is desirable to minimize local road mileage, thereby reducing construction and maintenance costs, as well as permitting the most efficient use of land. Roads should also have an appearance commensurate with their function.	Roads should be designed to complement local character.
Relate Road to Topography	Local roads are more attractive and economical if constructed to closely adhere to topography (minimize cut and fill).	The important role that roads play in the overall storm drainage system can be enhanced by closely following existing topography.
Layout Road to Achieve Optimum Subdivision of Land	The arrangement of roads should allow for economical and practical patterns, shapes, and sizes of adjacent lots. Roads as a function of land use must not unduly hinder the development of land.	Distances between roads, number of roads, and related elements all have a bearing on efficient subdivision of an area. Access to adjoining properties should also be encouraged.

2.3.2 Design Standards by Functional Classification

Section 2.2.4 of these standards identifies the Roadway Functional Classifications recognized and used by the County. Table 2-4 through Table 2-7 summarize many of the minimum roadway design standards by category and functional classification. Detailed road Standard Drawings are provided in Appendix F.

Table 2-4. Roadway Design Standards for Rural Expressways and Arterials

Criteria	Expressways		Arterials		Minor
	6 Lane	4 Lane	6 Lane Principal	4 Lane Principal	
Design Speed / Posted Speed (MPH)	70 / 65	70 / 65	70 / 65	70 / 65	60 / 55
Clear Zone	34'	34'	34'	34'	30'
Minimum Centerline Curve Radius	2,050 ¹	2,050 ¹	2,050 ¹	2,050 ¹	1,505 ¹
Number of Through Lanes	6	4	6	4	2
Lane Width	12'	12'	12'	12'	12'
Right-of-Way	210'	180'	210'	180'	100'
Paved Width	56 ²	38 ²	56 ²	38 ²	40'
Median Width	24'	24'	24'	24'	n/a
Outside Shoulder Width (paved/gravel)	12'(10' ¹ / ₂)'	12'(10' ¹ / ₂)'	12'(10' ¹ / ₂)'	12'(10' ¹ / ₂)'	10'(8' ¹ / ₂)'
Inside Shoulder Width (paved/gravel)	12'(10' ¹ / ₂)'	6'(4' ¹ / ₂)'	12'(10' ¹ / ₂)'	6'(4' ¹ / ₂)'	n/a
Design ADT		48,000		40,000	10,000
Design Vehicle	WB-67	WB-67	WB-67	WB-67	WB-67
Access Permitted	No	No	No	No	No
Access Spacing	n/a	n/a	n/a	n/a	n/a
Intersection Spacing	1 mile	1 mile	½ mile	½ mile	¼ mile
Parking Permitted	No	No	No	No	No
Minimum Flowline Grade	1%	1%	1%	1%	1%

Exhibit E - Cont

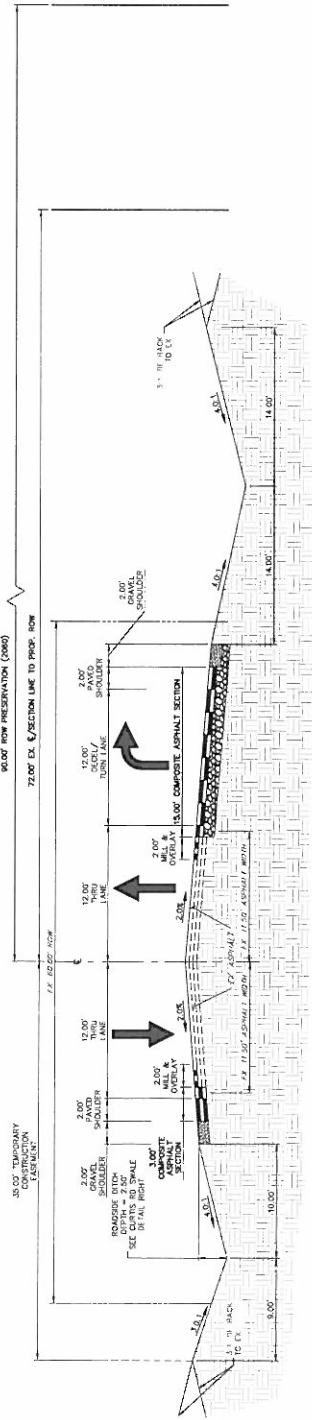
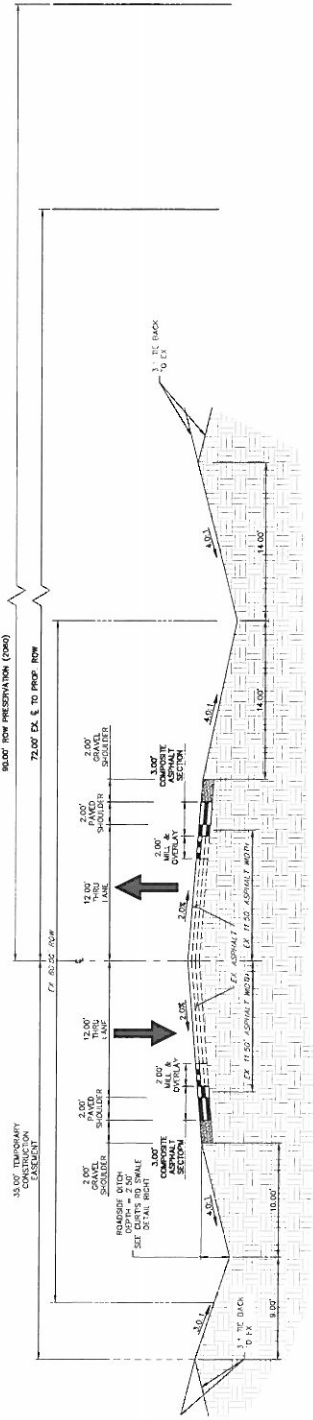
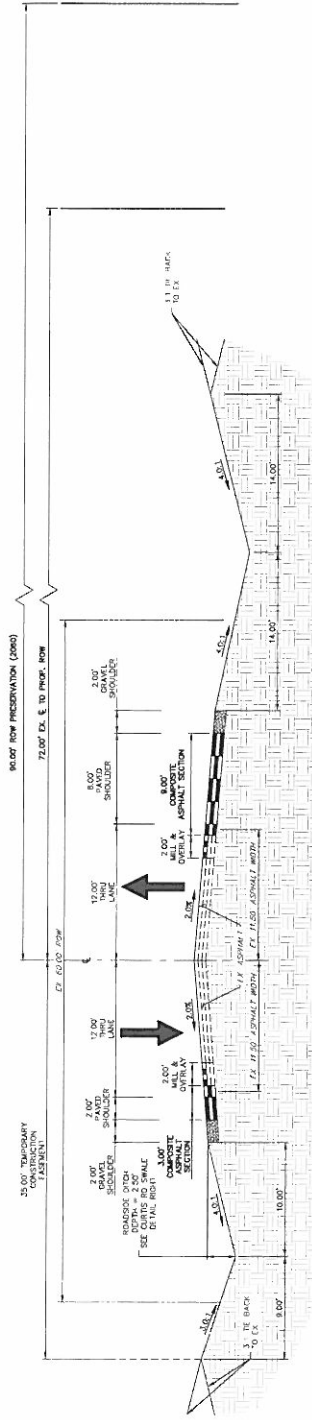
Chapter 2 Transportation Facilities
 Adopted: 12/23/2004
 Revised: 12/13/2016
 REVISION 6
 Section 2.3.2-2.3.2

Centerline Grade (Min.-Max.)	1-5%	1-5%	1-5%	1-5%	1-6%
Intersection Grades (Min.-Max.)	1-2%	1-2%	1-3%	1-3%	1-4%
¹ Assumes 4% superelevation, 6% for 70 MPH design speeds					
² Pavement width in each direction for divided roadways					

Table 2-5. Roadway Design Standards for Rural Collectors and Locals

Criteria	Collectors		Local	
	Major	Minor	Local	Gravel
Design Speed / Posted Speed (MPH)	50 / 45	40 / 35	30 / 30	50/45
Clear Zone	20'	14'	7'	12'
Minimum Centerline Curve Radius	930' ²	565'	300'	As Approved
Number of Through Lanes	2	2	2	2
Lane Width	12'	12'	12'	12'
Right of Way	90'	80'	70' ³	70' ³
Paved Width	32'	32'	28'	n/a
Median Width	n/a	n/a	n/a	n/a
Outside Shoulder Width (paved/gravel)	8'(4'/4')	6'(4'/2')	4'(2'/2')	4'(0'/4')
Inside Shoulder Width (paved/gravel)	n/a	n/a	n/a	n/a
Design ADT	3,000	1,500	750	200
Design Vehicle	WB-67	WB-67	WB-50	WB-50
Access Permitted	No	Yes	Yes	Yes
Access Spacing	n/a	Frontage	Frontage	Frontage
Intersection Spacing	¼ mile	660'	330'	330'
Parking Permitted	No	Yes	Yes	No
Minimum Flowline Grade	1%	1%	1%	1%
Centerline Grade (Min.-Max.)	1-8% ¹	1-8% ¹	1-8% ¹	1-8%
Intersection Grades (Min.-Max.)	1-4%	1-4%	1-4%	1-4%
¹ 10% maximum grade permitted at the discretion of the ECM Administrator				
² Assumes 4% superelevation, 6% for 70 MPH design speeds				
³ 60-foot right-of-way plus two 5-foot Public Improvements Easements granted to El Paso County				

Exhibit E



SADDLEBORN RANCH -
 CURTIS ROAD ADDRESS AND
 INTERSECTION IMPROVEMENTS
 MODIFIED MINOR RURAL ARTERIAL
 JOB NO. 25142.02
 9/28/20
 SHEET 1 OF 1

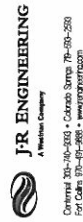
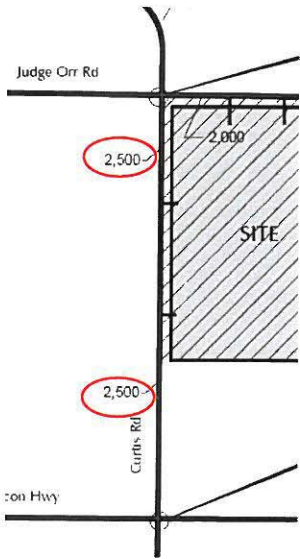
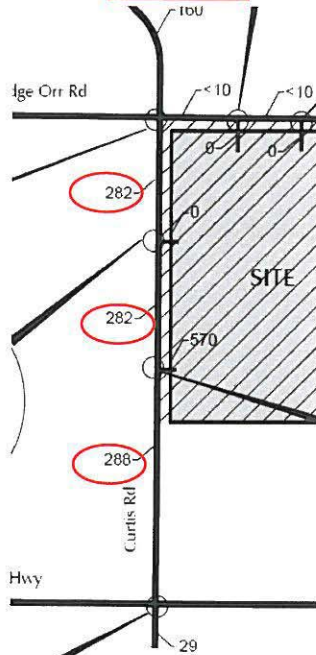


Exhibit F - Curtis Road ADT Volumes

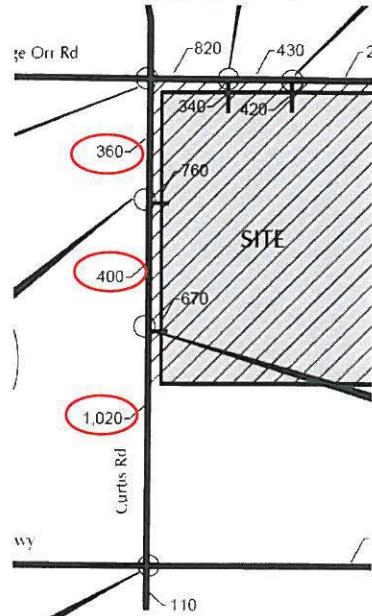
Existing ADTs on Curtis Road



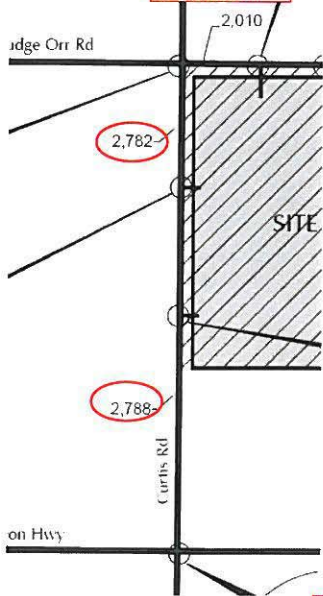
Phase 1 Site-Generated ADTs on Curtis Road



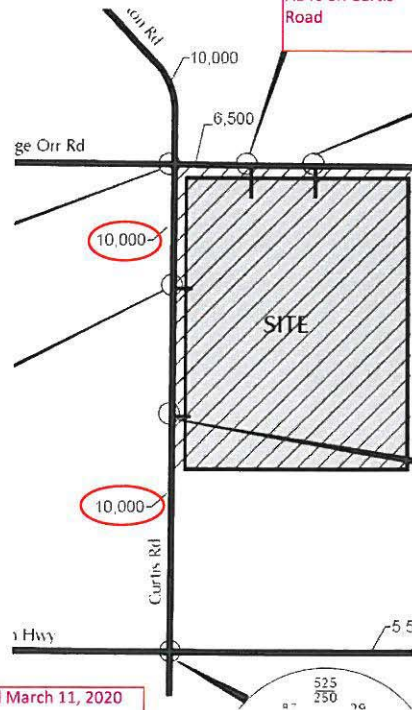
Buildout Site-Generated ADTs on Curtis Road



Short Term (Existing plus Site Generated) ADTs on Curtis Road



Long Term Total ADTs on Curtis Road



Clipped from *Saddlehorn Ranch TIS* dated March 11, 2020



PROPERTY DESCRIPTION:

PARCEL A:

A PARCEL OF LAND LOCATED IN SECTION 3, TOWNSHIP 13 SOUTH, RANGE 64 WEST OF THE 6TH P.M., EL PASO COUNTY, COLORADO MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID SECTION 3; THENCE S 89 DEGREES 21 MINUTES 33 SECONDS E, ALONG THE NORTH LINE OF SAID SECTION 3, 5275.27 FEET TO THE NORTHEAST CORNER THEREOF; THENCE S 00 DEGREES 04 MINUTES 45 SECONDS E, ALONG THE EAST LINE OF SAID SECTION 3, 1841.19 FEET; THENCE N 89 DEGREES 49 MINUTES 04 SECONDS W, 5280.38 FEET TO A POINT ON THE WEST LINE OF SAID SECTION 3; THENCE N 00 DEGREES 05 MINUTES 14 SECONDS E, ALONG SAID WEST LINE, 1883.39 FEET TO THE POINT OF BEGINNING.

EXCEPT THOSE PORTIONS CONVEYED TO EL PASO COUNTY BY AND THROUGH THE BOARD OF COUNTY COMMISSIONERS OF EL PASO COUNTY, COLORADO, IN SPECIAL WARRANTY DEEDS RECORDED JANUARY 29, 2015 AT RECEPTION NO. 215008985 AND RECEPTION NO. 215008986.

PARCEL B:

A PARCEL OF LAND LOCATED IN SECTION 3, TOWNSHIP 13 SOUTH, RANGE 64 WEST OF THE 6TH P.M., EL PASO COUNTY, COLORADO MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 3; THENCE N 00 DEGREES 05 MINUTES 14 SECONDS E, ALONG THE WEST LINE OF SAID SECTION 3, 1974.75 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING ALONG SAID WEST LINE, N 00 DEGREES 05 MINUTES 14 SECONDS E, 1649.14 FEET; THENCE S 89 DEGREES 49 MINUTES 04 SECONDS E, 5280.38 FEET TO A POINT ON THE EAST LINE OF SAID SECTION 3; THENCE S 00 DEGREES 04 MINUTES 45 SECONDS E, ALONG SAID EAST LINE, 1649.15 FEET; THENCE N 89 DEGREES 49 MINUTES 04 SECONDS W, 5285.17 FEET TO THE POINT OF BEGINNING.

PARCEL C:

A PARCEL OF LAND LOCATED IN SECTION 3 AND SECTION 10, TOWNSHIP 13 SOUTH, RANGE 64 WEST, OF THE 6TH P.M., EL PASO COUNTY, COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID SECTION 3; THENCE N 00 DEGREES 05 MINUTES 14 SECONDS E, ALONG THE WEST LINE OF SAID SECTION 3, 327.11 FEET; THENCE S 89 DEGREES 49 MINUTES 04 SECONDS E, 5289.95 FEET TO A POINT ON THE EAST LINE OF SAID SECTION 3; THENCE S 00 DEGREES 04 MINUTES 45 SECONDS E, ALONG SAID EAST LINE, 327.11 FEET TO THE SOUTHEAST CORNER OF SAID SECTION 3; THENCE S 00 DEGREES 57 MINUTES 38 SECONDS W, ALONG THE EAST LINE OF SAID SECTION 10, 1320.52 FEET TO THE SOUTHEAST CORNER OF THE

NORTH HALF OF THE NORTH HALF OF SAID SECTION 10; THENCE N 89 DEGREES 48 MINUTES 49 SECONDS W, ALONG THE SOUTH LINE OF SAID NORTH HALF OF THE NORTH HALF OF SAID SECTION 10, 5285.51 FEET TO THE SOUTHWEST CORNER THEREOF; THENCE N 00 DEGREES 43 MINUTES 38" SECONDS E, ALONG THE WEST LINE OF SAID SECTION 10, 1320.06 FEET TO THE POINT OF BEGINNING.

Per the Commitment for Title Insurance, issued by Westcor Land Title Insurance Company, Commitment No. 56676ECS, dated August 2, 2018.

PARCEL 21:

A PORTION OF THE SOUTH HALF OF SECTION 3, TOWNSHIP 13 SOUTH, RANGE 64 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF EL PASO, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 3; THENCE ALONG THE EAST LINE OF SAID SECTION 3, S00°42'25"E (BEARINGS ARE RELATIVE TO THE NORTH LINE OF SECTION 3, BEING MONUMENTED AT THE WESTERLY END BY A FOUND NO.6 REBAR WITH A 3-1/4" ALUMINUM CAP IN A VAULT, STAMPED "PLS 17496", AND AT THE EASTERLY END BY A FOUND NO. 6 REBAR WITH 3-1/2" ALUMINUM CAP IN A VAULT, STAMPED "LS 17496", AND MEASURED TO BEAR S89°59'26"E, A DISTANCE OF 5275.03 FEET), A DISTANCE OF 3490.37 FEET, TO THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED IN THE QUIT CLAIM DEED RECORDED AT RECEPTION NO. 213021177, IN THE OFFICIAL RECORDS OF EL PASO COUNTY; SAID CORNER ALSO BEING THE POINT OF BEGINNING; THENCE S00°42'25"E, CONTINUING ALONG THE WEST LINE OF THAT PARCEL DESCRIBED IN THE QUIT CLAIM DEED RECORDED AT RECEPTION NO.213113100, IN SAID OFFICIAL RECORDS, A DISTANCE OF 1647.65 FEET, TO THE NORTHEAST CORNER OF THAT PARCEL DESCRIBED IN THE QUIT CLAIM DEED RECORDED AT RECEPTION NO. 213043391, IN SAID OFFICIAL RECORDS; THENCE S89°33'10"W, ALONG THE NORTH LINE OF SAID PARCEL, A DISTANCE OF 5289.71 FEET, TO A POINT LYING ON THE WEST LINE OF SAID SECTION 3; THENCE ALONG SAID WEST LINE, N00°32'28"W, A DISTANCE OF 1645.40 FEET, TO THE SOUTHWEST CORNER OF SAID PARCEL, RECORDED AT RECEPTION NO. 213021177, IN SAID OFFICIAL RECORDS; THENCE N89°31'43"E, ALONG THE SOUTH LINE OF SAID PARCEL, A DISTANCE OF 5284.95 FEET, TO THE POINT OF BEGINNING.

Per the Commitment for Title Insurance, issued by Land Title Guarantee Company, Order No. SC55073032, dated October 1, 2018.

Being more particularly described by metes and bounds as follows:

COMMENCING at the Northeast Corner of Section 3, Township 13 South, Range 64 West of the 6th Principal Meridian; thence along the east line of said Section 3, S00°42'27"E (Basis of bearings is the North line of Section 3, Township 13 South, Range 64 West of the 6th Principal Meridian, monumented at the West end by a No. 6 Rebar with a 3-1/4" aluminum cap, properly marked, in a monument box, "PLS 17496" and at the East end by a No. 6 rebar with a 3-1/2" aluminum cap, properly marked, in a monument box, "PLS 17496", having a measured bearing and distance of S89°59'23"E, 5275.26'. Bearings are relative to Colorado State Plane Central Zone (0502)), a distance of 30.00 feet, to the **POINT OF BEGINNING**; thence continuing along

said east line, S00°42'27"E, a distance of 5,435.28 feet, to the Southeast Corner of said Section 3, said point also being the Northeast Corner of Section 10, Township 13 South, Range 64 West of the 6th Principal Meridian; thence along the east line of the North 1/2 of the North 1/2 of said Section 10, S00°19'54"W, a distance of 1,320.51 feet, to the North 1/16th Corner of said Section 10; thence leaving said east line and along the south line of the North 1/2 of the North 1/2 of said Section 10, S89°34'02"W, a distance of 2,642.78 feet, to the North-Center-Center 1/16th Corner of said Section 10; thence continuing along said south line, S89°34'07"W, a distance of 2,612.73 feet, to a point that is 30.00 feet distant from the North 1/16th Corner of said Section 10, said point also being a point on the east right-of-way line of Curtis Road; thence along said east right-of-way line and 30.00 feet parallel to the west line of said North 1/2 of the North 1/2 of said Section 10, N00°05'54"E, a distance of 1,319.14 feet, to a point that is 30.00 distant to the Northwest Corner of said Section 10, also being the Southwest corner of said Section 3; thence continuing along said east right-of-way line, along the following four (4) courses:

1. N00°32'28"W, a distance of 4,608.42 feet;
2. N89°27'32"E, a distance of 19.98 feet;
3. N00°32'28"W, a distance of 820.00 feet;
4. N44°46'13"E, a distance of 40.00 feet,

to a point on the south right-of-way line of Judge Orr Road, thence along said south right-of-way line, along the following three (3) courses:

1. S89°59'23"E, a distance of 822.24 feet;
2. N00°00'37"E, a distance of 20.00 feet;
3. S89°59'23"E, a distance of 4,374.49 feet,

to the **POINT OF BEGINNING**.

Containing 35,565,654 S.F. or 816.475 acres, more or less.