

## MEMORANDUM

DATE: April 3, 2020  
TO: Gabe Sevigny, PCD-Planning  
FROM: Jeff Rice (719-520-7877), PCD-Engineering  
SUBJECT: MS-20-002 – Dwire Storage Yard Filing No. 1  
First Submittal

**LSC Responses (7-11-2020): See below.**

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### **Engineering Division**

Planning and Community Development (PCD)-Engineering reviews plans and reports to ensure general conformance with El Paso County standards and criteria. The project engineer is responsible for compliance with all applicable criteria, including other governmental regulations. Notwithstanding anything depicted in the plans in words or graphic representation, all design and construction related to roads, storm drainage and erosion control shall conform to the standards and requirements of the most recent version of the relevant adopted El Paso County standards, including the Land Development Code (LDC), the Engineering Criteria Manual (ECM), the Drainage Criteria Manual (DCM), and the Drainage Criteria Manual Volume 2 (DCM2). Any deviations from regulations and standards must be requested, and approved by the ECM Administrator, in writing. Any modifications necessary to meet overlooked criteria after-the-fact will be entirely the developer's responsibility to rectify.

A written response to all comments and redlines is required for review of the re-submittal. Please arrange a meeting between the developer's team and County staff to review and discuss these comments and prepared revisions/responses prior to the next submittal. Additional comments may be generated on items added or revised after the original comments.

**Due to the volume and complexity of these comments and the additional information and details required in the plans and reports, the comments and redlines are cursory in nature. Staff will provide additional, more detailed comments upon receipt of complete information/plans and resolution of the major issues. A full review period will be necessary with the next review to complete the review of all revised documents.**

### General

1. Subdivision requirements:
  - a. An onsite private or public road is required depending on the number of lots proposed. A private road would require a waiver in accordance with LDC Section 8.4.4.E.
  - b. Utilities serving the proposed lots are required.
  - c. Capital Drive construction is required with subdivision (see next comment).
  - d. Drainage design needs to account for the fully developed industrial area, whether it is one or several lots. If restrictions to allowable development areas are proposed these need to be shown on the plat and subsequent site development plan.
2. Regarding Capital Drive:
  - a. The County and City have been in discussion regarding City annexation of all of Capital Drive. City input on proposed improvements and access is necessary.

- b. City approvals are required for the necessary widening construction of Capital Drive, including water quality facilities.
  - c. If for some reason Capital Drive is not required to be designed and fully widened (from the site to Industry Road) with this subdivision, Staff will recommend that a fair and equitable contribution towards the necessary design and construction costs be provided by the applicant, based on traffic counts/ADT. As each lot is developed, the respective lot owner will be required to provide a proportional contribution. This is in addition to the County Road Fee.
3. Note: comments on the letter of intent are reserved for the next review when the subdivision proposal is better defined.

#### Final Plat

- 1. Note: See Planning Comments regarding Preliminary Plan requirements if the subdivision includes more than three lots.
- 2. If more than one lot is proposed, address the following:
  - a. Potential additional PBMP requirements for industrial uses (plat note).
  - b. Ownership and maintenance of the access road, if private (tract and plat note).
  - c. Will Lot 1 owner always be responsible for maintenance of the FSD pond or will costs be split between lot owners? Address in letter of intent.
- 3. See final plat redlines.

#### Transportation / Traffic Impact Study (TIS)

- 1. See cursory TIS redlines.  
**LSC Response: Please refer to LSC Responses to TIS redlines (attached).**
- 2. See General Comment #2, above. Address the segment of Capital Drive north of Industry Rd., specifically:
  - a. Current/background traffic counts (only the permitted uses on the west side);
  - b. Proposed Timberline Landscaping uses;
  - c. Total short-term and long-term ADT;
  - d. Current road width and condition;
  - e. Required road width, ROW, and necessary improvements;
  - f. Proposed improvements to bring the road up to Non-residential Collector standards.

**LSC Response: Please refer to LSC Responses within the TIS redlines (attached).**

Update the Industry/Capital and Industry/Marksheffel intersection LOS calculations and figures from the Sands TIS to include the Timberline Landscaping uses as appropriate.

**LSC Response: Update to the LOS from the Sands TIS is not necessary as trips for the existing Timberline Landscaping buildings/operation are already included in the existing and baseline traffic volumes. The report also calls out additional potential future background traffic. This has been clarified in the updated report.**

#### Final Drainage Report / Drainage Plans

- 1. See cursory FDR redlines.
- 2. Ensure that the FSD EDB is sized for all proposed industrial area and imperviousness included in the subdivision, whether one lot or several.
- 3. Note: if more than one lot is proposed, an additional document may need to be required tying the additional lots to the maintenance agreement and easement already approved

with the Timberline development, or an updated maintenance agreement recorded. Staff will discuss with the County Attorney's Office.

#### Construction Plans / Geotechnical Issues

1. See cursory CD redlines.
2. Revise the Utility Plan and CDs as appropriate based on drainage plan and platted lot revisions.

#### Grading and Erosion Control Plan / SWMP

1. See Stormwater comments provided via EDARP on March 26, 2020. See additional PBMP Applicability Form redlines for clarification. Please discuss with Staff if there are any questions.
2. The GEC Plan needs to include proposed onsite road and utilities if there is more than one lot.
3. Include Capital Drive improvements and permanent BMPs as applicable. Provide City signature blocks as appropriate.
4. Show and label the offsite easement to the west for detention pond construction and outfall.
5. Show and label all existing and proposed easements including the 10-foot drainage easement on the property to the south.
6. Note: the silt fence (or other BMPs as revised) shown on the property to the south requires permission from that owner to install. Some type of channel erosion and sediment control is (straw checks/sediment control logs/etc.) should be provided in the revised flowline. Provide documentation from the adjacent property owner that the change in drainage pattern (runoff from Dwire property, being pushed from the existing swale onto their property) is acceptable to them. Label the side slope and flowline grades of this adjusted swale. Ensure that no utilities are impacted.
7. The offsite easement to the west needs to be provided (signed) prior to grading, or the plans revised as necessary to avoid offsite grading.
8. Revise the SWMP as applicable for changes to the extent and type of improvements discussed in the General, CD, and FDR comments.

#### Forms / SIA / Financial Assurance Estimate (FAE) Form

1. See County Attorney Comments via EDARP on March 26, 2020.
2. FAE (not reviewed in detail):
  - a. Include all improvements for the private road.
  - b. Include all road and drainage improvements for Capital Drive.
  - c. Include all utilities necessary for subdivision.
3. Note: PBMP Maintenance Agreement and Easement to be discussed.
4. Provide the current ESQCP form and update construction area and description as applicable. The form can be found at <https://planningdevelopment.elpasoco.com/wp-content/uploads/Engineering/EngineeringDocuments/Erosion-and-Stormwater-Quality-Control-Permitrev.2019.docx>.
5. Revise the MS4 form and SDI worksheet as appropriate based on drainage plan revisions.
6. See attached Engineering Final Submittal Checklist; the items highlighted in blue will be required prior to the preconstruction meeting.

### Attachments

1. Final Plat redlines and summary
2. TIS redlines and summary (cursory)
3. CD redlines and summary (cursory)
4. FDR redlines and summary (cursory)
5. PBMP Applicability Form redlines (additional to Stormwater redlines)
6. Engineering Final Submittal Checklist

<b>Engineering Final Submittal Checklist for Electronic Submittals</b>	
<b>Check Box</b>	<b>Item: Report/Form</b>
<input type="checkbox"/>	Drainage Report (signed)
<input type="checkbox"/>	PBMP Applicability Form
<input type="checkbox"/>	Traffic Impact Study (signed)
<input type="checkbox"/>	Grading & Erosion Control Plan <b>and checklist</b> (signed)
<input type="checkbox"/>	Street Construction Plans (signed)
<input type="checkbox"/>	Deviation Request (signed)
<input type="checkbox"/>	MS4 Post Construction Form and SDI worksheet
<input type="checkbox"/>	Proof of embankment/pond submittal to State Engineer
<input type="checkbox"/>	ESQCP (signed)
<input type="checkbox"/>	* Financial Assurance Estimate, SIA (signed)
<input type="checkbox"/>	* Pond/BMP Maint. Agreement and Easement (signed)
<input type="checkbox"/>	* Operation & Maintenance Manual
<input type="checkbox"/>	AutoCAD base drawing (submitted to DPW)
<input type="checkbox"/>	<del>Pre-Development Site Grading Acknowledgement and Right of Access Form (signed)</del>
<input type="checkbox"/>	Other: Offsite Easements, Other Permits (FEMA LOMR, USACE, Floodplain...), Conditions of Approval, Street light license agreement, etc. _
<b>Pre-Construction Checklist:</b>	
<input type="checkbox"/>	Driveway/Access Permit (Temporary access permits to be obtained from EPC DPW)
<input type="checkbox"/>	Work Within the ROW Permit (DPW or CDOT)
<input type="checkbox"/>	* Stormwater Management Plan (SWMP) <b>and checklist</b> Submit to PCD-Inspections 2 weeks prior to precon.
<input type="checkbox"/>	* Colorado Discharge Permit (COR: _____ )
<input type="checkbox"/>	* County Construction Activity Permit
<input type="checkbox"/>	* CDPHE APEN – (if over 25 ac. or 6 mos.)
<input type="checkbox"/>	* Financial Surety (Letter of Credit/Bond/Collateral/Check)
<input type="checkbox"/>	Construction Permit Fee: <i>Minor Subdivision with Improvements</i> <span style="float: right;">\$ <b>1,837.00</b></span> (Verify fees with Inspections Supervisor at time of scheduling)
<input type="checkbox"/>	Other: _____

\* - required items to obtain an ESQCP

Permit Fee and Collateral must be separate checks

<b>Post Construction Submittal Checklist: (ECM 5.10.6)</b>	
<input type="checkbox"/>	As-Built Drawings
<input type="checkbox"/>	Pond Certification Letter
<input type="checkbox"/>	Acceptance Letter for wet utilities

-  = Need final / signed version

-  = complete, in file

-  = PCD Staff to provide

-  = Undetermined at this time

-  = Need later




2 See comment letter

# LSC Responses to TIS Redline Comments

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Page: 1

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 Number: 1 Author: dsdrice Subject: EPC ENG Review Date: 4/2/2020 21:30:02

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 Number: 2 Author: dsdrice Subject: Text Box Date: 4/2/2020 21:29:42


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[See comment letter](#)

 Author: jchodsdon Subject: Sticky Note Date: 7/6/2020 10:33:39

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LSC Response: See LSC responses to the comment letter comments.

 Number: 3 Author: dsdrice Date: 4/2/2020 20:11:32

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**LSC TRANSPORTATION CONSULTANTS, INC.**  
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Colorado Springs, CO 80903  
(719) 633-2868  
FAX (719) 633-5430  
E-mail: [lsc@lsctrans.com](mailto:lsc@lsctrans.com)  
Website: <http://www.lsctrans.com>

January 30, 2020

DL Holdings, LLC  
Jeff Dwire  
6799 Bismark Road Suite A  
Colorado Springs, CO 80918

RE: Dwire Storage Yard  
El Paso County, CO  
Transportation Memorandum  
LSC #194930

Dear Mr. Dwire,

LSC Transportation Consultants, Inc. has prepared this Transportation Memorandum for the proposed Dwire Storage Yard development in El Paso County, Colorado. Located generally north of the intersection of Industry Road/Capital Drive (El Paso County parcel ID 5300000552), the 19.36-acre parcel is currently undeveloped. One access point is proposed for the property as a proposed extension of Capital Drive, which is an El Paso County Roadway. <sup>1</sup>

<sup>1</sup> currently

This report has been prepared for submittal to El Paso County. A copy of the previously-conducted traffic impact analysis report adjacent to the site (Sands Industrial, dated November 5, 2019) is attached for reference. This report has been referenced and attached as the impacts of this site were included as “background traffic” in the analysis completed for the Sands Industrial TIS.

## REPORT CONTENTS

The report contains the following:

- Description of the existing land uses adjacent to and in the vicinity of the site
- Estimates of the proposed development’s peak-hour and daily trip generation
- Estimated assignment of peak-hour and daily site-generated traffic volumes on the streets providing access to/from the site. Trip generation estimates assume the proposed Capital Drive north/south connection will be completed.
- A copy of the Sands Industrial TIS report.

## LAND USE AND ACCESS

Dwire Storage Yard is located generally north of the intersection of Industry Road/Capital Drive (El Paso County parcel ID 5300000552). The 19.36-acre parcel is undeveloped. The development would consist of approximately 96,000 square feet of gross floor area (GFA), not including outdoor storage and parking within each of the lots. One access point is proposed for the property as a



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Number: 1 Author: dsdrice Subject: Callout Date: 4/2/2020 21:14:14

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currently

Author: jchodsdon Subject: Sticky Note Date: 7/6/2020 10:34:26

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LSC Response: Added as requested.

currently

proposed extension of Capital Drive, which is an El Paso County Roadway. This report addresses the currently planned specific development for Lot 1 as well as estimated future development on the remaining three lots.

Sands(?)

As part of the Sands Industrial project, the missing section of Capital Drive is proposed to be constructed adjacent to the site to connect the south section from its current terminus (currently unconnected approximately 500 feet north of Red Granite Loop) to the north section which connects to Industry Drive. This would allow direct site access for vehicles traveling to/from Constitution Avenue via Capital Drive. Drivers from adjacent, existing land uses may change their travel patterns as a result of this new Capital Drive connection, opting to use the Constitution Avenue/Capital Drive intersection rather than Marksheffel Road/Capital Drive (and vice versa).

**ROADWAYS AND TRAFFIC CONDITIONS**

What about north of Industry Rd.?

**Area Roadways**

Major roadways in the site vicinity are identified below, followed by a brief description of each:

**Marksheffel Road** is designated as a Principal Arterial on the El Paso County Major Thoroughfare Plan. Currently a four-lane road, Marksheffel extends north-to-south for 17.4 miles between Link Road in the City of Fountain to the south (at the intersection of C&S Road/Link Road) and just north of Woodmen Road. Marksheffel Road is planned to be extended north to Vollmer Road in the short term. El Paso County's 2040 Major Transportation Corridor Plan (MTCP) shows Marksheffel Road as a future six-lane Principal Arterial with a raised median. In the vicinity of the site, the posted speed limit on Marksheffel Road is 50 miles per hour (mph).

Currently, the following deceleration turn lanes exist at the stop sign-controlled, channelized T-intersection of Marksheffel Road/Industry Road: westbound left, westbound right, northbound right, and southbound left. The following acceleration turn lanes currently exist at the channelized T-intersection of Marksheffel Road/Industry Road: northbound right and southbound left.

**Constitution Avenue** is classified as a four-lane Principal Arterial extending east-to-west from Paseo Road to US Highway (US) 24. In the vicinity of the site, Constitution Avenue has two through lanes. The posted speed limit on Constitution Avenue adjacent to the site is 50 mph. Constitution Avenue is shown as a future six-lane street on El Paso County's 2040 MTCP. Auxiliary left- and right-turn lanes currently exist on the eastbound and westbound approaches at the intersection of Constitution Avenue/Capital Drive.

**Capital Drive** (El Paso County Roadway) extends north-to-south between Colorado Tech Avenue and Industry Road. Capital Drive is proposed to connect via an extension of its current terminus (currently unconnected approximately 500 feet north of Red Granite Loop) as part of this project. This would allow direct site access for vehicles traveling to/from Constitution Avenue via Capital Drive. The

What about north of Industry Rd.?

## Page: 3

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Number: 1 Author: dsdrice Subject: Callout Date: 4/2/2020 21:16:59

[that is anticipated to be annexed by the City of Colorado Springs](#)

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Author: jchodsdon Subject: Sticky Note Date: 7/6/2020 10:34:55

LSC Response: Added as requested.

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Number: 2 Author: dsdrice Subject: Callout Date: 4/2/2020 21:15:58

[currently](#)

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Author: jchodsdon Subject: Sticky Note Date: 7/6/2020 10:35:16

LSC Response: Added as requested.

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Number: 3 Author: dsdrice Subject: Callout Date: 4/2/2020 21:17:49

[Sands\(?\)](#)

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Author: jchodsdon Subject: Sticky Note Date: 7/6/2020 10:35:38

LSC Response: Added as requested.

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Number: 4 Author: dsdrice Subject: Callout Date: 4/2/2020 21:28:07

[What about north of Industry Rd.?](#)

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Author: jchodsdon Subject: Sticky Note Date: 7/6/2020 10:50:21

LSC Response: This paragraph has been reworded to be more clear.

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Number: 5 Author: dsdrice Subject: Callout Date: 4/2/2020 21:27:57

[What about north of Industry Rd.?](#)

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Author: jchodsdon Subject: Sticky Note Date: 7/6/2020 10:56:14

LSC Response: This paragraph has been reworded to be more clear.

- Capital Drive is classified as an Urban Non-Residential Collector and that classification will not change with this project.
- A copy of the previously-conducted traffic impact analysis report adjacent to the site (Sands Industrial, dated November 5, 2019) is attached for reference. The total traffic projections and analysis results included the trips and site-generated traffic projected for this site.

\* \* \* \* \*

Please contact me if you have any questions regarding this report.

Respectfully submitted,

LSC TRANSPORTATION CONSULTANTS, INC.

By: Jeffrey C. Hodsdon, P.E.  
Principal

JCH:JAB

Enclosures: Table 2  
Figure 1 - Figure 3  
Site Plan

Address what improvements are necessary to bring the road up to standards.

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Number: 1 Author: dsdrice Subject: Callout Date: 4/2/2020 21:36:18

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[Address what improvements are necessary to bring the road up to standards.](#)

Author: jchodsdon Subject: Sticky Note Date: 7/11/2020 14:10:04

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LSC Response: The updated report presents recommendations, describes the street half-section that was originally was constructed, explains that this development would not be able to complete the roadway as the east half of the right-of-way has yet to be dedicated by the adjacent property owner to the east. The report also describes the roadway terminus proposed by the applicant.

21.925? 1

2

**Table 2: Trip Generation Estimate**

ITE			Value <sup>1</sup>	Units <sup>2</sup>	Trip Generation Rates <sup>3</sup>					Total Trips Generated				
					Average Weekday	A.M.		P.M.		Average Weekday	A.M.		P.M.	
Lots	Code	Description				In	Out	In	Out		In	Out	In	Out
1	110	General Light Industrial	22.108	KSF	6.41	0.58	0.08	0.08	0.51	142	13	2	2	11
2	110	General Light Industrial	22.109	KSF	6.41	0.58	0.08	0.08	0.51	142	13	2	2	11
3	110	General Light Industrial	22.725	KSF	6.34	0.58	0.08	0.08	0.51	144	13	2	2	12
4	110	General Light Industrial	29.474	KSF	5.76	0.54	0.07	0.07	0.47	170	16	2	2	14
<b>Total</b>			<b>96.416</b>	<b>KSF</b>					<b>Total</b>	<b>597</b>	<b>55</b>	<b>7</b>	<b>7</b>	<b>48</b>

<sup>1</sup> Based on initial background estimate in previously-submitted The Sands Industrial report

<sup>2</sup> KSF = 1,000 square feet of gross floor area

<sup>3</sup> Source: *Trip Generation*, 10th Edition, 2017, by the Institute of Transportation Engineers (ITE)

Provide Timberline calculations (not approved yet). 3

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Number: 1 Author: dsdrice Subject: Callout Date: 4/2/2020 21:34:39

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21.925?

Author: jchodsdon Subject: Sticky Note Date: 7/6/2020 10:57:43

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LSC Response: This table has been updated.

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Number: 2 Author: dsdrice Subject: Highlight Date: 4/2/2020 21:35:04

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Number: 3 Author: dsdrice Subject: Text Box Date: 4/2/2020 21:42:18

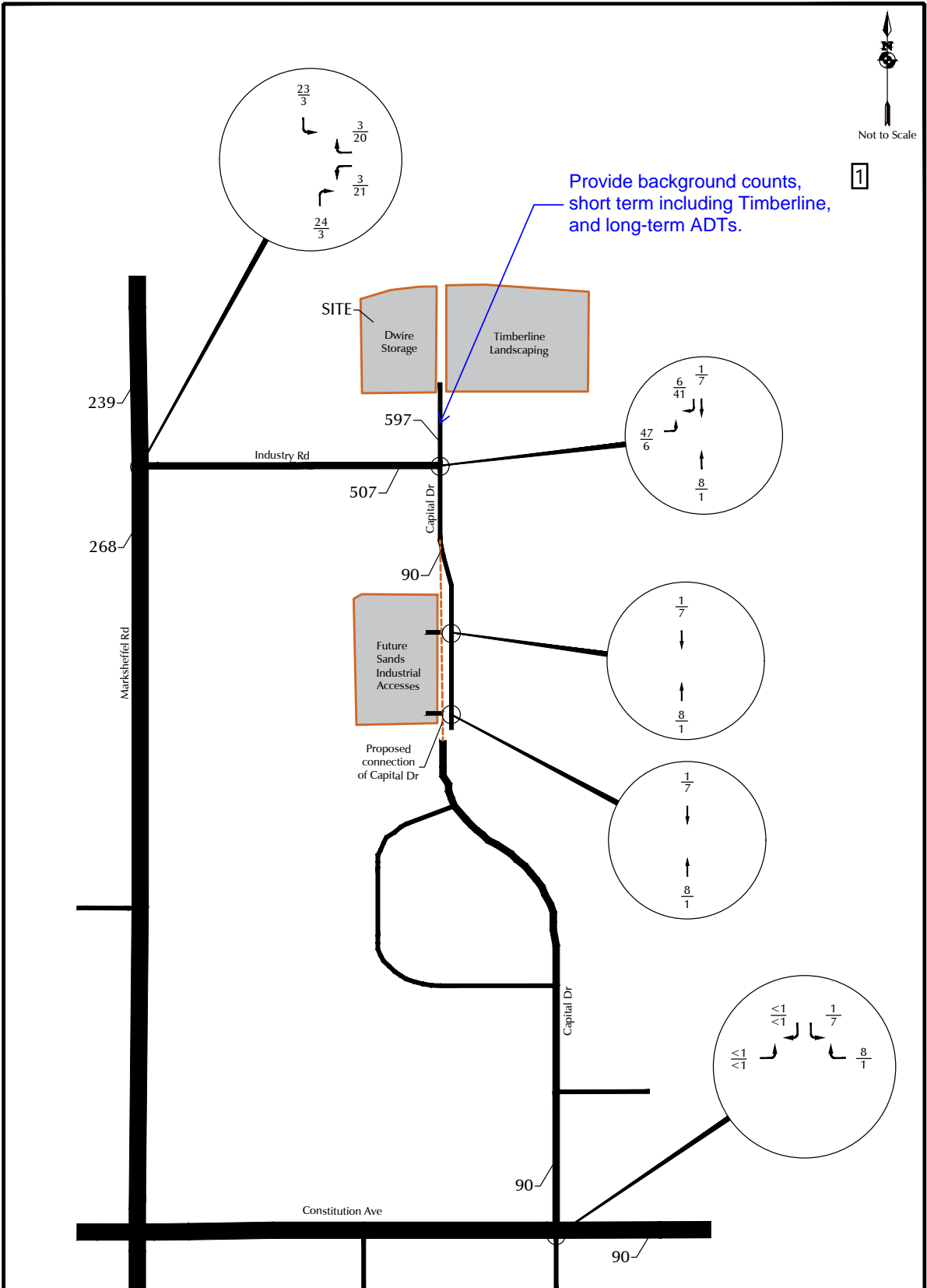
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Provide Timberline calculations (not approved yet).

Author: jchodsdon Subject: Sticky Note Date: 7/11/2020 14:15:14

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LSC Response: The updated report explains that Timberline Landscaping (including existing buildings/business operations) trip generation is included in the existing traffic volumes. Existing traffic volumes for the NORTH LEG of the intersection of Industry Drive/Capital Drive include Timberline Landscaping traffic along with traffic from other existing businesses with access to Capital Drive north of Industry Drive.



Provide background counts, short term including Timberline, and long-term ADTs.

1

LEGEND:  
 XX = AM Weekday Peak-Hour Traffic (veh/hr)  
 XX = PM Weekday Peak-Hour Traffic (veh/hr)  
 XX,XXX = Average Daily Traffic Volumes (ADTs)  
 T = Stop Sign



Figure 3  
 Site-Generated Traffic  
 Dwire Storage Yard (LSC #194930)



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Number: 1 Author: dsdrice Subject: Callout Date: 4/2/2020 21:44:07

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[Provide background counts, short term including Timberline, and long-term ADTs.](#)

Author: jchodsdon Subject: Sticky Note Date: 7/11/2020 14:18:56

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LSC Response: Figure 5 of the updated report presents background traffic for the Sands Industrial as well as a background component for future additional development within this overall business park area.

The updated report explains that Timberline Landscaping (including existing buildings/business operations) trip generation is included in the existing traffic volumes. Existing traffic volumes for the NORTH LEG of the intersection of Industry Drive/Capital Drive include Timberline Landscaping traffic along with traffic from other existing businesses with access to Capital Drive north of Industry Drive.