



LSC TRANSPORTATION CONSULTANTS, INC.
545 East Pikes Peak Avenue, Suite 210
Colorado Springs, CO 80903
(719) 633-2868
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Falcon Marketplace - King Soopers Transportation Memorandum (LSC #194770) August 26, 2019

Traffic Engineer's Statement

This traffic report and supporting information were prepared under my responsible charge and they comport with the standard of care. So far as is consistent with the standard of care, said report was prepared in general conformance with the criteria established by the County for traffic reports.



Developer's Statement

I, the Developer, have read and will comply with all commitments made on my behalf within this report.

Date



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Engineering Review

11/07/2019 1:03:23 PM

dsdkuehster

stevekuehster@elpasoco.com

(719) 520-6813

**EPC Planning & Community
Development Department**

August 26, 2019

Mr. Lowell Good
King Soopers, Inc.
65 Tejon Street
Denver, CO 80223

RE: Falcon Marketplace – King Soopers
Transportation Memorandum --
El Paso County, CO
LSC #194770

Dear Mr. Good:

In response to your request LSC Transportation Consultants, Inc. has prepared this transportation memorandum for the proposed King Soopers Supermarket to be located within the Falcon Marketplace development. Falcon Marketplace is located north of Woodmen Road and west of Meridian Road in El Paso County, Colorado. This site was included in a full traffic impact analysis (TIA), *Falcon Marketplace Traffic Impact Analysis* by LSC dated October 23, 2017 (September 5, 2018 Revision). Key pages from this report have been attached.

This report contains the following:

- A comparison of the currently proposed land use and access to the land use and access assumed in the Falcon Marketplace TIA
- The projected vehicle-trip generation for the currently proposed development and a comparison to the estimate for the same parcels in the Falcon Marketplace TIA
- Any changes to the recommendations contained in the Falcon Marketplace TIA based on the currently proposed plan

SITE DEVELOPMENT AND LAND USE

Land Use

The currently proposed development includes a 123,000 square foot grocery store on Lot 1 of the Falcon Marketplace and a gas station with 18 vehicle fueling positions on Lot 3. This is the same as with

the land use shown for these lots in the Falcon Marketplace TIA. The currently proposed site plan and the approved final plat for the entire Falcon Marketplace have been attached.

No changes are currently proposed to the land uses assumed for Lots 1 and 4 through 10 in the Falcon Marketplace TIA.

No changes are proposed to the proposed access points for the Falcon Marketplace. The internal access points for Lots 2 and 3 are also consistent with what was assumed in the TIA.

TRIP GENERATION

The trip generation estimate for the Falcon Marketplace in the TIA was made using the nationally published trip generation rates found in *Trip Generation, 9th Edition, 2012* by the Institute of Transportation Engineers (ITE). This estimate utilizes the applicable rates from the 10th edition of the Trip Generation manual. Table 1 shows the trip generation estimates for Lots 2 and 3 from the Falcon Marketplace TIA based on the 9th edition rates and an updated trip generation estimate based on the current 10th edition rates.

The current development is projected to generate about 11,800 total (external) vehicle-trips on the average weekday, with about half entering and half exiting the site during a 24-hour period. This is about 333 more vehicle trips than was estimated for the same lots in the Falcon Marketplace TIA. During the morning peak hour, which generally occurs for one hour between 6:30 and 8:30 a.m., about 353 vehicles would enter and 247 vehicles would exit the site. This is about four more entering trips and 15 more exiting trips than were estimated in the Falcon Marketplace TIA. During the afternoon peak hour, which generally occurs for one hour between 4:15 and 6:15 p.m., about 529 vehicles would enter and 524 vehicles would exit the site. This is about four more entering trips and three more exiting trips than were estimated in the Falcon Marketplace TIA. The change in trip generation is due to the change in the ITE rates and not a change in the land use.

CONCLUSIONS AND RECOMMENDATIONS

1. Although the land use plan for lots 2 and 3 of the Falcon Marketplace have not changed since completion of the Falcon Marketplace TIA, updates to the trip generation rates shown in the latest available *Trip Generation Manual* published by the Institute of Transportation Engineers results in a slightly higher trip generation estimate for these lots. As shown in Table 1 the total number of vehicle-trips projected to be generated by the proposed development on the average weekday is projected to be about three percent higher than what was assumed in the TIA for the same lots.
2. The attached key pages from the *Falcon Marketplace Traffic Impact Analysis* by LSC dated October 23, 2017 (September 5, 2018 Revision) includes the tables and figures showing the needed roadway improvements for the entire Falcon Marketplace. The pages included are based on a right-in only access to Woodmen Road which has been approved. The updated trip generation estimate for Lots

2 and 3 during the afternoon peak hour of the adjacent street traffic represents less than a one percent increase over the estimate based on 9th Edition rates presented in the TIS.

* * * * *

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

Sincerely,

LSC TRANSPORTATION CONSULTANTS, INC.

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

JCH:KDF:jas

Enclosures: Table 1
Falcon Marketplace Traffic Impact Analysis by LSC dated October 23, 2017
(September 5, 2018 Revision) – Key Pages
Site Plan
Falcon Marketplace Final Plat

1. Provide discussion of improvements that will be constructed with this first phase of The Falcon Market Place project. SF19-001. Reference the public improvements Table 7B, and the Subdivision Improvements Agreement SIA for that project. And specifically what needs to be provided with this phase.

2. Provide a memorandum (referencing the Preliminary Plan TIS), to go along with the development agreement, stating the anticipated overall site ADT that will warrant each offsite improvement. Include the improvements proposed for immediate construction as "Phase 1". This is unresolved/partially resolved from SF 19-001.

a. The ADT/Trigger column of the table needs to be clear what percentage of what total estimated cost each trip is responsible for contributing; i.e. "dollars per trip" at the site development plan/building permit stage. This will then be included in the escrow agreement with the first site development plan. Partially resolved from SF 19-001.

Table 1
Trip Generation Comparison
Falcon Marketplace King Soopers

New External Trips Generated																									
Land Use		Land Use	Trip Generation	Trip Generation Rates				Total Trips Generated				Internal Trips ⁽⁷⁾				Total External Trips Generated				Pass-By Trips ⁽²⁾	Average New Weekday Traffic				
Lot	Code	Description	Units	Average Weekday Traffic	Morning Peak Hour In	Afternoon Peak Hour Out	Afternoon Peak Hour In	Out	Average Weekday Traffic	Morning Peak Hour In	Afternoon Peak Hour Out	Afternoon Peak Hour In	Out	Average Weekday Traffic	Morning Peak Hour In	Afternoon Peak Hour Out	Afternoon Peak Hour In	Out	Average Weekday Traffic	Morning Peak Hour In	Afternoon Peak Hour Out	Afternoon Peak Hour In	Out		
Trip Generation Estimate Based on Current 10th EditionTrip Generation Manual ⁽¹⁾																									
2	850	Supermarket	123 KSF ⁽³⁾	80.75	2.29	1.53	3.79	3.65	9,932	282	188	467	448	938	18	27	49	39	8,994	264	161	418	409	36%	5,756
3	944	Gasoline/Service Station	18 VFP ⁽⁴⁾	172.01	5.24	5.24	7.02	7.02	3,096	94	94	126	126	292	5	8	15	12	2,804	89	86	111	114	56%	1,234
									13,028	376	282	593	575						11,798	353	247	529	524		
Trip Generation Estimate From Falcon Marketplace Traffic Impact Analysis by LSC October 23, 2017 (September 5, 2018 Revision) ⁽²⁾																									
2	850	Supermarket	123 KSF	78.26	2.11	1.29	3.76	3.62	9,626	259	159	463	445	909	17	26	48	37	8,717	242	133	415	408	36%	5,579
3	944	Gasoline/Service Station	18 VFP	168.56	6.20	5.96	6.94	6.94	3,034	112	107	125	125	286	5	8	15	12	2,748	107	99	110	113	56%	1,209
									12,660	371	266	588	570						11,465	349	232	525	521		
				Change in Trip Generation Estimate					368	5	16	5	5						333	4	15	4	3		
				Percent Increase					2.9%	1.4%	6.1%	0.9%	0.9%						2.9%	1.3%	6.5%	0.8%	0.6%		
Notes:																									
(1) Source: "Trip Generation, 10th Edition, 2017" by the Institute of Transportation Engineers (ITE)																									
(2) Source: "Trip Generation, 9th Edition, 2012" by the Institute of Transportation Engineers (ITE)																									
(3) KSF = 1,000 square feet of floor space																									
(4) VFP = vehicle fueling position																									
Source: LSC Transportation Consultants, Inc.																									



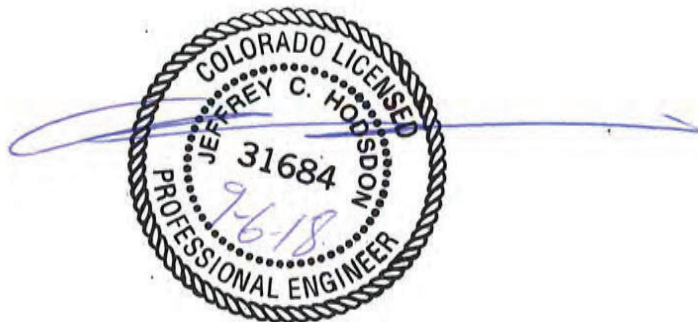
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Falcon Marketplace Traffic Impact Analysis SP-17-001/CDR-16-007

(LSC #164350)
October 23, 2017
(September 5, 2018 Revision)

Traffic Engineer's Statement

This traffic report and supporting information were prepared under my responsible charge and they comport with the standard of care. So far as is consistent with the standard of care, said report was prepared in general conformance with the criteria established by the County for traffic reports.



Developer's Statement

I, the Developer, have read and will comply with all commitments made on my behalf within this report.

A handwritten signature in blue ink, written over a horizontal line.

9/5/18
Date

Table 2
Trip Generation Estimate
Falcon Marketplace

New External Trips Generated																									
Lot	Land Use Code	Land Use Description	Trip Generation Units	Trip Generation Rates ⁽¹⁾					Total Trips Generated					Internal Trips ⁽⁷⁾					Total External Trips Generated					Pass-By Trips ⁽²⁾	New Weekday Traffic
				Average Weekday Traffic	Morning Peak Hour		Afternoon Peak Hour		Average Weekday Traffic	Morning Peak Hour		Afternoon Peak Hour		Average Weekday Traffic	Morning Peak Hour		Afternoon Peak Hour		Average Weekday Traffic	Morning Peak Hour		Afternoon Peak Hour			
					In	Out	In	Out		In	Out	In	Out		In	Out	In	Out		In	Out	In	Out		
Trip Generation Estimate Based on the Currently Proposed Plan																									
1	866	Pet Supply Superstore ⁽³⁾	15 KSF ⁽⁴⁾	38.24	0.53	0.33	1.69	1.69	574	8	5	25	25	54	1	2	3	2	520	7	3	22	23	10%	468
2	850	Supermarket	123 KSF	78.26	2.11	1.29	3.76	3.62	9,626	259	159	463	445	909	17	26	48	37	8,717	242	133	415	408	36%	5,579
3	944	Gasoline/Service Station	18 VFP ⁽⁵⁾	168.56	6.20	5.96	6.94	6.94	3,034	112	107	125	125	286	5	8	15	12	2,748	107	99	110	113	56%	1,209
4	934	Fast-Food Restaurant with Drive-Through Window ⁽⁶⁾	2.5 KSF	496.12	0.42	0.39	16.98	15.67	1,240	1	1	42	39	380	0	0	12	17	860	1	1	30	22	50%	430
5	820	Shopping Center	5 KSF	55.14	0.77	0.47	2.36	2.51	276	4	2	12	13	26	1	0	1	1	250	3	2	11	12	34%	165
6	848	Tire Store	7.72 KSF	24.87	1.82	1.07	1.78	2.37	192	14	8	14	18	18	0	1	1	1	174	14	7	13	17	28%	125
7	934	Fast-Food Restaurant with Drive-Through Window	3.5 KSF	496.12	23.16	22.26	16.98	15.67	1,736	81	78	59	55	532	26	12	17	24	1,204	55	66	42	31	50%	602
8	934	Fast-Food Restaurant with Drive-Through Window ⁽⁶⁾	2.5 KSF	496.12	0.42	0.39	16.98	15.67	1,240	1	1	42	39	380	0	0	12	17	860	1	1	30	22	50%	430
9	610	Clinic	7.8 KSF	31.45	2.19	2.19	2.12	3.06	245	17	17	17	24	40	3	16	10	5	205	14	1	7	19	0%	205
10	820	Shopping Center	8 KSF	55.14	0.77	0.47	2.36	2.51	441	6	4	19	20	42	1	1	2	2	399	5	3	17	18	34%	263
11	937	Coffee/Donut Shop With Drive-Through Window	1.3 KSF	818.58	51.30	49.28	21.40	21.40	1,064	67	64	28	28	326	21	10	9	12	738	46	54	19	16	89%	81
									19,669	570	446	846	831	2,993	75	76	130	130	16,676	495	370	716	701		9,558
Notes:																									
(1) Source: "Trip Generation, 9th Edition, 2012" by the Institute of Transportation Engineers (ITE)																									
(2) Source: "Trip Generation Handbook - An ITE Proposed Recommended Practice" 3rd Edition, 2014																									
(3) Daily and morning peak-hour trip generation rates for Pet Supply Superstore are estimates by LSC																									
(4) KSF = 1,000 square feet of floor space																									
(5) VFP = vehicle fueling position																									
(6) The AM peak-hour trip generation rates have been reduced by LSC as the proposed fast-food restaurant does not serve breakfast																									
(6) See attached NCHRP 684 Internal Trip Capture Estimate Tool Sheets																									
Source: LSC Transportation Consultants, Inc.																									

Table 7b Falcon Marketplace Roadway Improvements With Proposed Right-In Access to Woodmen Road			
Item #	Improvement	Timing	Responsibility
Countywide Road Impact Fee Program Fees and Taxes			
1	Woodmen Road Metropolitan District fees and taxes to be paid in lieu of Countywide Road Impact Fee Program fees and taxes. Woodmen Road has already been completed, but this project is joining the district.	District fees payable at platting	Falcon Marketplace
Meridian/Eastonville and Meridian Right-In/Right-Out Intersections			
2	Signalization of Meridian Road/Eastonville Road intersection.	Design and installation with the development of Falcon Marketplace once allowed by El Paso County.	Falcon Marketplace
3	Reconstruction of the Meridian center median south of Eastonville Road to achieve major street left-turn sight distance for the option of northbound/southbound protected/permissive left-turn signal phasing with interim single left-turn lanes northbound and southbound and to accommodate future northbound dual left-turn lanes if needed in the future. This lane should be 425 feet long plus a 200-foot taper. The taper would be back-to-back with the southbound dual left-turn taper.	Design and installation with the development of Falcon Marketplace.	Falcon Marketplace
4	Southbound right-turn deceleration lane on Meridian Road approaching Eastonville Road. This lane should be 235 feet long plus a 200-foot taper.	Design and installation with the development of Falcon Marketplace.	Falcon Marketplace
5	Design and construction of continuous southbound right-turn lanes and shoulder/bike lane on Meridian Road from Eastonville Road south to the proposed right-in/right-out and from the right-in/right-out south to Woodmen Road. (Note: Also please refer to related item #16 below.)	Design and installation with the development of Falcon Marketplace.	Falcon Marketplace
6	Widening of Eastonville Road east of Meridian Road to add a westbound through lane and add width as feasible between the westbound left-turn lane and the westbound through lane due to the proposed dual left-turn lanes on the west side of the intersection. This added width would allow for through lane alignment (with an acceptable offset across the intersection).	Design and installation with the development of Falcon Marketplace. Extent of this off-site improvement may be limited by available right-of-way and/or other existing constraints.	Falcon Marketplace
7	Design and construction of the proposed extension of Eastonville Road between Meridian and the proposed roundabout.	Design and installation with the development of Falcon Marketplace.	Falcon Marketplace
On-Site Improvements			
8	Design and construction of the public street connection through the site (Falcon Market Place).	Design and installation with the development of Falcon Marketplace.	Falcon Marketplace
9	Design and construction of the proposed roundabout on-site west of the Meridian/Eastonville intersection. This would include a "stub" to the north for the anticipated future street connection north to Bent Grass Meadows Drive.	Design and installation with the development of Falcon Marketplace.	Falcon Marketplace
10	Design and construction of the proposed roundabout on-site at the east terminus of the Woodmen Frontage Road.	Design and installation with the development of Falcon Marketplace.	Falcon Marketplace
Woodmen/Meridian Intersection			
11	Extend existing westbound right-turn acceleration lane on Woodmen Road at Meridian Road to provide a continuous right-turn lane between Meridian Road and the proposed right-in-only access.	Design and installation with the development of Falcon Marketplace.	Falcon Marketplace
12	Lengthening of Woodmen eastbound dual left-turn lanes . Lengthening of eastbound left-turn lanes and potential further future lengthening to provide a 240-foot lane transition taper, 290 feet of deceleration distance plus sufficient vehicle stacking distance. CURRENT lane length: 500 feet of dual left-turn lane and 425-foot taper. Of this taper, 215 feet is full-width "decel" distance. Remaining 20 feet of the required 235-foot decel distance occurs in the first 20 feet of the 500-foot dual left-turn lanes. The remainder of the dual left-turn lanes is stacking distance - 480 feet. SHORT TERM : Based on the short-term analysis, the existing lane provides sufficient stacking distance. LONG TERM : This lane will likely need to be extended to provide a total of 840 feet of dual left storage distance plus 235 feet of deceleration length plus a 200-foot taper.	Future extension of existing dual left-turn lanes once traffic queues regularly extend beyond the 480-foot stacking distance.	Falcon Marketplace will pay its pro-rata share by (based on total traffic volumes) of the cost of the improvements. The payment amount will be determined on an individual-lot basis in the form of an escrow amount payable at the time of site development plan for each individual lot.
13	Meridian northbound dual left-turn lanes : Lengthening of northbound left-turn lanes and potential further future lengthening to provide a 200-foot lane transition taper, 235 feet of deceleration distance plus sufficient vehicle stacking distance. CURRENT lane configuration: 315 feet of dual left-turn lane length, 145 feet of single left-turn lane length and a 150-foot lane transition taper from the through lane to the single left-turn lane. This provides a 150-foot taper, 235 feet of deceleration distance, and 225 feet of dual left stacking. SHORT TERM : The 315-foot dual left-turn lanes would accommodate the projected short-term queues. The deceleration distance (235 feet) plus a 200-foot taper will need to be provided south of the end of the existing 315-foot dual left stacking lanes. For the deceleration distance, 235 feet of at least single-lane width for deceleration length would flare to the north to connect to the existing dual lane width to the north. South of the deceleration portion of the lane, a standard 200-foot taper will need to be added in the median. These modifications will involve median reconstruction and restriping south of the existing dual left-turn lanes. This would result in a 200-foot taper, 235-foot deceleration distance, and 315 feet of dual left-turn stacking.	With the development of Falcon Marketplace, extend the northbound left-turn lane as described in the column to the left and as shown in Figure 25.	Short Term - Falcon Marketplace
14	Meridian northbound dual left-turn lanes. LONG TERM : Potentially, additional growth in the Falcon Area and east along Falcon Highway will add left-turning traffic demand. Long-term analysis indicates the potential future need for 400 feet of stacking distance plus the 235 feet of deceleration distance and the 200-foot taper.	Future (if necessary -- Add additional lane length beyond #13 to provide additional stacking if/when needed (as shown in Figure 26).	By other future developments impacting this turn lane. Potential for fee program credit for improvements completed as this is a regional intersection.
Golden Sage Intersections			
15	Directional wayfinding sign(s) on eastbound Woodmen Road upstream of Golden Sage - notifying/reminding eastbound motorists of the option to enter Falcon Marketplace via the Woodmen Frontage Road.	Design and installation with the development of Falcon Marketplace.	Falcon Marketplace
16	Lengthening of the current eastbound single left-turn deceleration lane on Woodmen approaching Golden Sage Road to provide a 240-foot transition taper (20:1 taper ratio), 290 feet of deceleration distance plus sufficient vehicle stacking distance. CURRENT : 175-foot taper plus a 465-foot left-turn lane which translates to a 175-foot taper, 290-foot deceleration distance, and 175 feet of stacking distance. SHORT TERM : Adequate stacking is available in the current turn lane - calculated queue length 141 feet. LONG TERM : Lengthen single left-turn lane and/or future implementation of dual left-turn lanes (if capacity needs dictate) to maintain 290 feet of deceleration length, a 240-foot lane taper (20:1 taper ratio) plus provide sufficient vehicle stacking length - model indicates 471 feet of dual left stacking distance based on morning peak-hour projected volumes. If a dual left is implemented in the future, consideration will need to be given to the configuration on Golden Sage and at the Golden Sage/Woodmen Frontage Road intersection to receive the dual left-turn movement.	Short Term: The existing lane is adequate based on the short-term analysis. Long Term: Future with additional development served by the north frontage road - extension of existing single left-turn lane and potentially widening in the median to provide dual left-turn lanes to provide additional vehicle stacking distance as described in the column to the left.	Falcon Marketplace will pay its pro-rata share by (based on total traffic volumes) of the cost of the improvements. The payment amount will be determined on an individual-lot basis in the form of an escrow amount payable at the time of site development plan for each individual lot.
17	Southbound exclusive right-turn lane on Golden Sage Road approaching Woodmen Road (a continuous right-turn lane within the 150 feet between the Woodmen Frontage Road and Woodmen Road).	If/when needed to maintain acceptable level of service/traffic operations and/or to control vehicle queues.	Falcon Marketplace will pay its pro-rata share by (based on total traffic volumes) of the cost of the improvements. The payment amount will be determined on an individual-lot basis in the form of an escrow amount payable at the time of site development plan for each individual lot.
18	Signalization of Golden Sage Road/Woodmen Frontage Road or reconstruction as a modern roundabout. Future additional laneage may be necessary at this intersection to accommodate vehicle queues and for traffic operations.	If/when needed to maintain acceptable level of service/traffic operations and/or to control vehicle queues.	Falcon Marketplace will pay its pro-rata share by (based on total traffic volumes) of the cost of the improvements. The payment amount will be determined on an individual-lot basis in the form of an escrow amount payable at the time of site development plan for each individual lot.

Source: LSC Transportation Consultants, Inc.

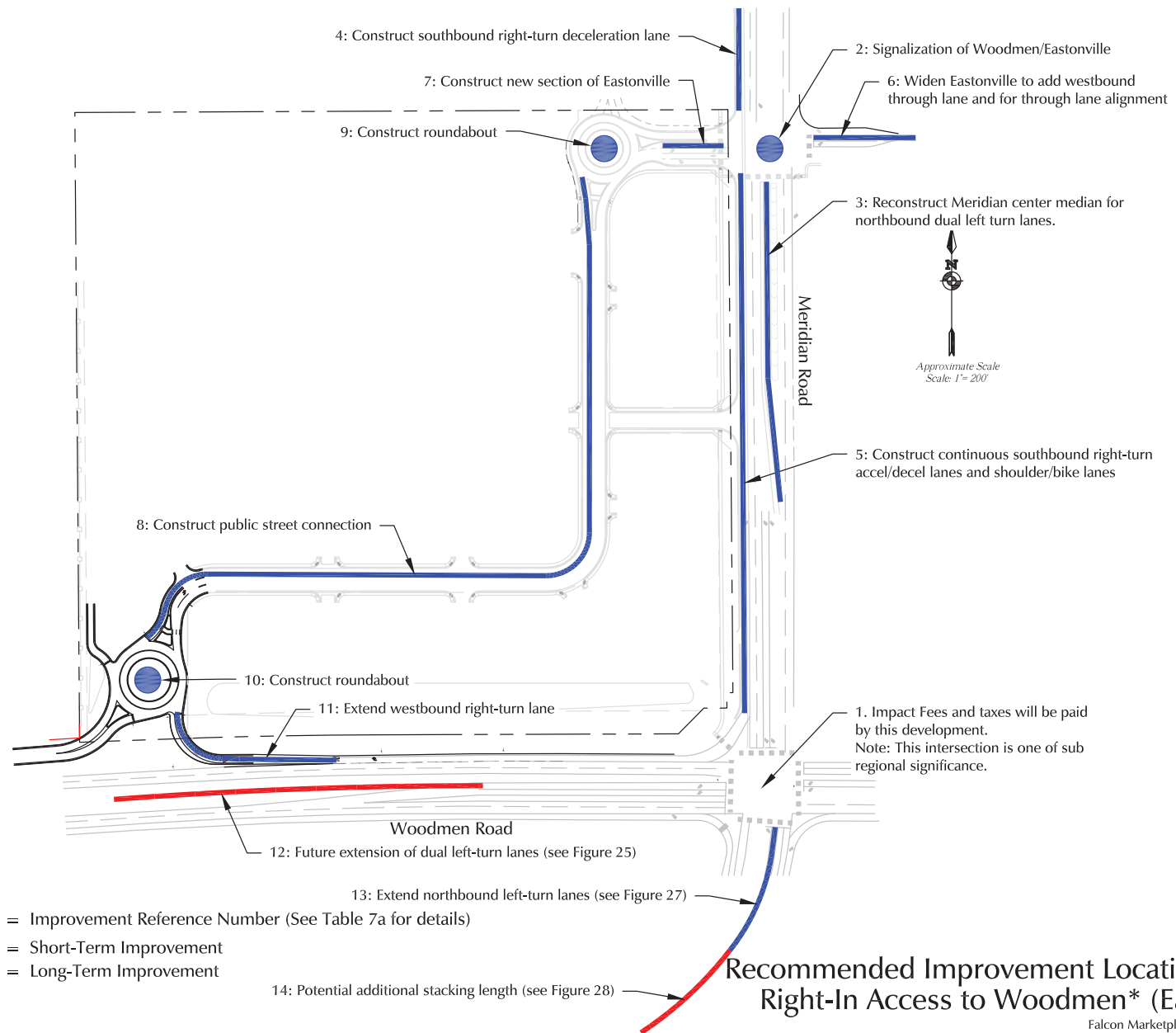
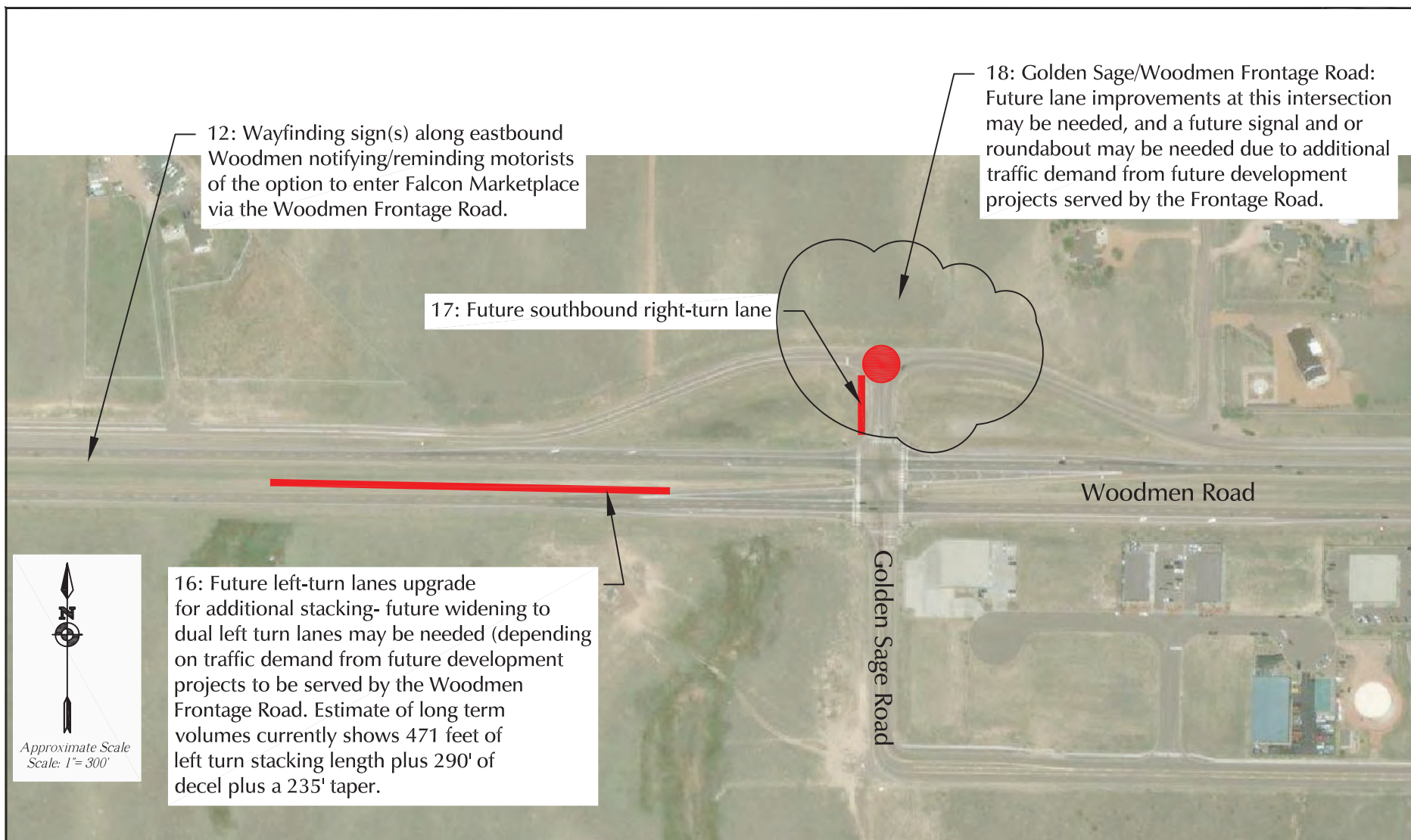


Figure 22a

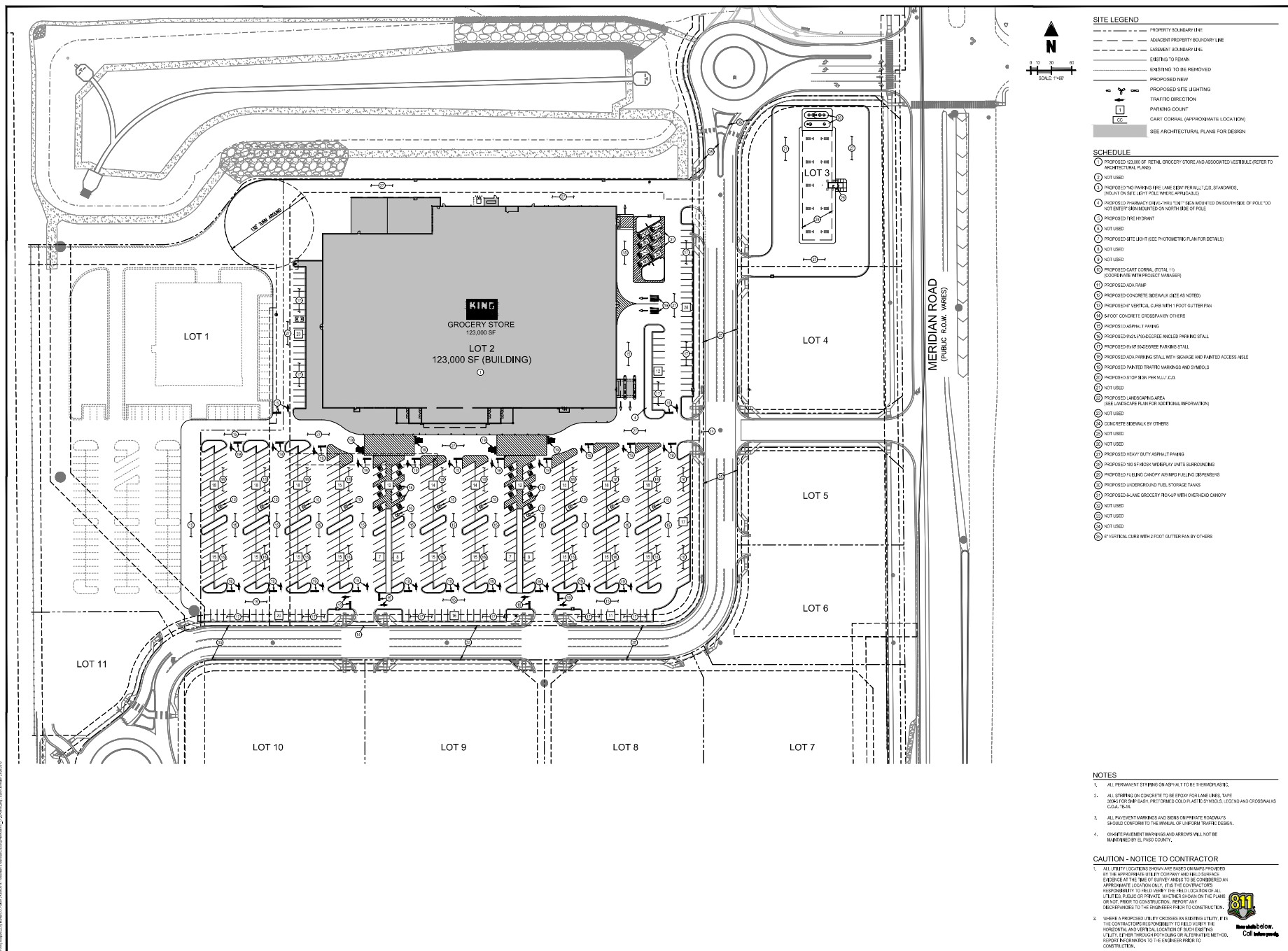


* See Table 7b for details.

Figure 22b

Recommended Improvement Locations with Right-In Access to Woodmen* (West Area)

Falcon Marketplace (LSC #164350)

[illegible]

Project No:	KSS000147
Drawn By:	ACJ
Checked By:	JRR
Date:	4/18/19

FALCON MARKETPLACE

A SUBDIVISION OF LAND LOCATED IN THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 1, TOWNSHIP 13 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF EL PASO, STATE OF COLORADO

KNOW ALL MEN BY THESE PRESENTS:

THAT LG HI FALCON, LLC A TEXAS LIMITED LIABILITY COMPANY, BEING THE OWNERS OF THE FOLLOWING DESCRIBED TRACT OF LAND:

LEGAL DESCRIPTION:

A TRACT OF LAND BEING A PART OF THE SOUTHEAST QUARTER OF SECTION 1, TOWNSHIP 13 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPLE MERIDIAN, COUNTY OF EL PASO, STATE OF COLORADO, SAID TRACT FURTHER DESCRIBED AS FOLLOWS:

"COMMENCING" AT THE SOUTHEAST CORNER OF THE SOUTHEAST QUARTER OF SAID SECTION 1 AND CONSIDERING THE SOUTH LINE OF SAID SOUTHEAST QUARTER IS ASSUMED TO BEAR SOUTH 89°49'00" WEST WITH ALL BEARINGS CONTAINED HEREIN RELATIVE THERETO; THENCE ALONG SAID SOUTH LINE, SOUTH 89°49'00" WEST, 1324.08 FEET TO THE WEST LINE OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 1;

THENCE ALONG SAID WEST LINE, NORTH 00°26'04" WEST, 187.09 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF WOODMEN ROAD, AS DESCRIBED IN THAT DOCUMENT RECORDED UNDER RECEPTION NO. 204062427 OF THE RECORDS OF THE CLERK AND RECORDER OF EL PASO COUNTY, STATE OF COLORADO, SAID POINT BEING THE TRUE POINT OF BEGINNING;

THENCE ALONG SAID RIGHT-OF-WAY LINE THE FOLLOWING FIVE (6) COURSES:

- (1) NORTH 89°19'51" EAST, 65.69 FEET;
- (2) SOUTH 00°40'09" EAST, 90.69 FEET TO A NON-TANGENT CURVE CONCAVE TO THE SOUTH, FROM WHICH THE RADIAL LINE BEARS SOUTH 02°11'54" EAST;
- (3) EASTERLY 408.73 FEET ALONG THE ARC OF SAID CURVE TO A POINT TANGENT, HAVING A CENTRAL ANGLE OF 02°00'54", A RADIUS OF 11622.00 FEET AND CHORD WHICH BEARS NORTH 88°48'33" EAST, 408.71 FEET;
- (4) NORTH 89°49'00" EAST, 594.21 FEET;
- (5) NORTH 44°39'52" EAST, 70.52 FEET;

(6) NORTH 89°49'00" EAST, 45.00 FEET TO THE SOUTHWEST CORNER OF THAT TRACT OF LAND AS DESCRIBED IN THAT DOCUMENT RECORDED UNDER RECEPTION NO. 207116129 OF THE RECORDS OF THE CLERK AND RECORDER OF EL PASO COUNTY, STATE OF COLORADO;

THENCE ALONG SAID TRACT OF LAND THE FOLLOWING TWO (2) COURSES:

- (1) NORTH 00°29'16" WEST, 30.00 FEET;
- (2) NORTH 89°49'00" EAST, 30.01 FEET TO THE WESTERLY RIGHT-OF-WAY LINE OF MERIDIAN ROAD;

THENCE ALONG SAID WESTERLY RIGHT-OF-WAY LINE, NORTH 00°29'40" WEST, 1137.83 FEET TO THE SOUTH LINE OF FALCON RANCHETTES SUBDIVISION AS DESCRIBED ON THE PLAT THEREOF AS RECORDED UNDER RECEPTION NO. 029878200 OF THE RECORDS OF THE CLERK AND RECORDER OF EL PASO COUNTY, STATE OF COLORADO ;

THENCE ALONG SAID SOUTH LINE OF FALCON RANCHETTES, SOUTH 89°44'22" WEST, 1292.68 FEET TO THE WEST LINE OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 1;

THENCE ALONG SAID WEST LINE SOUTH 00°26'04" EAST, 1133.99 FEET TO THE "TRUE POINT OF BEGINNING".

THE ABOVE DESCRIBED TRACT OF LAND CONTAINS 35.704 ACRES OR 1,555,266 SQUARE FEET, MORE OR LESS.

OWNERS CERTIFICATE:

THE UNDERSIGNED, BEING ALL THE OWNERS, MORTGAGEES, BENEFICIARIES OF DEEDS OF TRUST AND HOLDERS OF OTHER INTERESTS IN THE LAND DESCRIBED HEREIN, HAVE LAID OUT, SUBDIVIDED, AND PLATTED SAID LANDS INTO A LOTS, TRACTS AND EASEMENTS FOR PUBLIC UTILITIES AND DRAINAGE PURPOSES AS SHOWN OR NOTED HEREON UNDER THE NAME AND SUBDIVISION OF "FALCON MARKETPLACE". ALL PUBLIC IMPROVEMENTS SO PLATTED ARE HEREBY DEDICATED TO PUBLIC USE AND SAID OWNER DOES HEREBY COVENANT AND AGREE THAT THE PUBLIC IMPROVEMENTS WILL BE CONSTRUCTED TO EL PASO COUNTY STANDARDS AND THAT PROPER DRAINAGE AND EROSION CONTROL FOR SAME WILL BE PROVIDED AT SAID OWNER'S EXPENSE, ALL TO THE SATISFACTION OF THE BOARD OF COUNTY COMMISSIONERS OF EL PASO COUNTY, COLORADO. UPON ACCEPTANCE BY RESOLUTION, ALL PUBLIC IMPROVEMENTS SO DEDICATED WILL BECOME MATTERS OF MAINTENANCE BY EL PASO COUNTY, COLORADO. THE UTILITY EASEMENTS SHOWN HEREON ARE HEREBY DEDICATED FOR PUBLIC UTILITIES AND COMMUNICATION SYSTEMS AND OTHER PURPOSES AS SHOWN HEREON. THE ENTITIES RESPONSIBLE FOR PROVIDING THE SERVICES FOR WHICH THE EASEMENTS ARE ESTABLISHED ARE HEREBY GRANTED THE PERPETUAL RIGHT OF INGRESS AND EGRESS FROM AND TO ADJACENT PROPERTIES FOR INSTALLATION, MAINTENANCE, AND REPLACEMENT OF UTILITY LINES AND RELATED FACILITIES.

IN WITNESS THEREOF:

LG HI FALCON, LLC A TEXAS LIMITED LIABILITY COMPANY, HAS CAUSED THESE PRESENTS TO BE EXECUTED THIS _____ DAY OF _____, 2019.

BY: _____
AS MANAGER
OF LG HI FALCON, LLC A TEXAS LIMITED LIABILITY COMPANY.

ACKNOWLEDGMENT

STATE OF _____)
COUNTY OF _____) ss

THIS INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____, 2019
BY _____ AS MANAGER OF LG HI FALCON, LLC A TEXAS LIMITED LIABILITY COMPANY.

WITNESS MY HAND AND OFFICIAL SEAL:

NOTARY PUBLIC _____ MY COMMISSION EXPIRES: _____

SURVEY NOTES:

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

2. THE BEARINGS AS SHOWN HEREON ARE BASED UPON THE CONSIDERATION THAT THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SECTION 1, TOWNSHIP 13 SOUTH, RANGE 65 WEST OF THE SIXTH P.M. IS ASSUMED TO BEAR SOUTH 89°49'00" WEST. SAID LINE IS MONUMENTED AS SHOWN HEREON.

3. THE LINEAL UNIT OF MEASURE IS THE U.S. SURVEY FOOT.

4. THE UNDERSIGNED HAS RELIED UPON STEWART TITLE GUARANTY COMPANY, COMMITMENT FOR TITLE INSURANCE, FILE NO. 01330--88802--AMENDMENT NO.1, HAVING AN EFFECTIVE DATE OF DECEMBER 13, 2018 AT 9:30 P.M., FOR OWNERSHIP AND FOR THE PURPOSE OF SHOWING RECORDED EASEMENTS AND RIGHTS-OF-WAY ACROSS SAID PREMISES. THE SURVEY DOES NOT CONSTITUTE A TITLE SEARCH BY DREXEL, BARRELL & CO. TO DETERMINE OWNERSHIP AND EASEMENTS OF RECORD.

5. ANY PERSON WHO KNOWINGLY REMOVES, ALTERS OR DEFACES ANY PUBLIC LAND SURVEY MONUMENT OR LAND BOUNDARY MONUMENT OR ACCESSORY COMMITS A CLASS TWO (2) MISDEMEANOR PURSUANT TO C.R.S. §18--4--508.

6. LEGAL DESCRIPTION PREPARED BY JOHN C. DAY, PLS 29413 FOR AND ON BEHALF OF DREXEL BARRELL & Co.

PLAT NOTES:

1. THE FOLLOWING REPORTS HAVE BEEN SUBMITTED WITH THE PRELIMINARY PLAN FOR THIS SUBDIVISION AND ARE ON FILE AT THE COUNTY PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT: TRANSPORTATION IMPACT STUDY, DRAINAGE REPORT, WATER RESOURCES REPORT, WASTEWATER DISPOSAL REPORT, GEOLOGY AND SOILS REPORT AND NATURAL FEATURES REPORT.

2. PORTIONS OF THIS PROPERTY ARE LOCATED WITHIN ZONE A--SPECIAL FLOOD HAZARD AREAS INUNDATED BY 100--YEAR FLOOD AND ZONE X--AREAS DETERMINED TO BE OUTSIDE 500--YEAR FLOODPLAIN AS DETERMINED BY THE FLOOD INSURANCE RATE MAP, COMMUNITY MAP NUMBER 08041C0575 F HAVING AN EFFECTIVE DATE OF MARCH 17, 1997, AS AMENDED BY LOMR CASE NO. 12--08--0579P (FEBRUARY 28, 2013). TO DATE NO NEW LOMR HAS BEEN APPROVED.

3. NO LOTS WILL HAVE DIRECT ACCESS PERMITTED TO MERIDIAN ROAD OR WOODMEN ROAD.

4. ALL PROPERTY OWNERS ARE RESPONSIBLE FOR MAINTAINING PROPER STORM WATER DRAINAGE IN AND THROUGH THEIR PROPERTY. PUBLIC DRAINAGE EASEMENTS AS SPECIFICALLY NOTED ON THE PLAT SHALL BE MAINTAINED BY THE INDIVIDUAL LOT OWNERS UNLESS OTHERWISE NOTED. STRUCTURES, FENCES, MATERIALS, OR LANDSCAPING THAT COULD IMPEDE THE FLOW OF RUNOFF SHALL NOT BE PLACED IN DRAINAGE EASEMENTS.

5. ALL PROPERTY WITHIN THIS SUBDIVISION IS LOCATED WITHIN THE BOUNDARIES OF THE WOODMEN ROAD METROPOLITAN DISTRICT AND, AS SUCH, IS SUBJECT TO A MILL LEVY, PLATTING FEES AND BUILDING PERMIT FEES FOR THE PURPOSE OF FINANCING CONSTRUCTION OF SPECIFIED IMPROVEMENTS TO WOODMEN ROAD.

6. TRACT A SHALL BE UTILIZED AS A DRAINAGE TRACT. OWNERSHIP OF TRACT A SHALL BE DEEDED TO EL PASO COUNTY. MAINTENANCE OF TRACT A SHALL BE BY EL PASO COUNTY AFTER PRELIMINARY ACCEPTANCE OF THE CONSTRUCTED DRAINAGE IMPROVEMENTS WITHIN THE TRACT.

CONSENT OF DEED OF TRUST OF BENEFICIARY

KNOW ALL MEN BY THESE PRESENTS THAT BANK SNB, BY VIRTUE OF THAT CERTAIN DEED OF TRUST TO THE PUBLIC TRUSTEE OF EL PASO COUNTY, COLORADO, RECORDED AT RECEPTION NO. 216085940, OF THE RECORDS OF SAID COUNTY UPON THE PROPERTY SHOWN AND DESCRIBED HEREON AS THE PLAT ENTITLED "FALCON MARKETPLACE", LOCATED IN EL PASO COUNTY, COLORADO, DO HEREBY RATIFY AND CONFIRM THIS PLAT.

BY: _____
NAME
TITLE

ACKNOWLEDGMENT

STATE OF _____)
COUNTY OF _____) ss

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____,
2019 BY _____ AS _____ OF _____.

WITNESS MY HAND AND OFFICIAL SEAL:

NOTARY PUBLIC _____ MY COMMISSION EXPIRES: _____



PLAT NOTES CONTINUED:

7. TRACT B SHALL BE UTILIZED AS A DRAINAGE TRACT. OWNERSHIP AND MAINTENANCE OF TRACT B SHALL BE DEEDED TO THE FALCON MARKETPLACE BUSINESS OWNERS ASSOCIATION.

8. TRACT C SHALL BE UTILIZED AS A LANDSCAPE BUFFER AND UTILITY TRACT. OWNERSHIP AND MAINTENANCE OF TRACT C SHALL BE DEEDED TO THE FALCON MARKETPLACE BUSINESS OWNERS ASSOCIATION.

9. PORTIONS OF LOTS 7--11 OF THIS PROPERTY ARE SUBJECT TO A PRIVATE DETENTION BASIN/STORMWATER QUALITY BMP MAINTENANCE AGREEMENT AND EASEMENT AS RECORDED AT RECEPTION No. _____ OF THE RECORDS OF EL PASO COUNTY. THE FALCON MARKETPLACE BUSINESS OWNERS ASSOCIATION IS RESPONSIBLE FOR MAINTENANCE OF THE SUBJECT DRAINAGE FACILITIES.

10. NO LOT OR INTEREST THEREIN, SHALL BE SOLD, CONVEYED, OR TRANSFERRED WHETHER BY DEED OR BY CONTRACT, NOR SHALL BUILDING PERMITS BE ISSUED, UNTIL AND UNLESS EITHER THE REQUIRED PUBLIC AND COMMON DEVELOPMENTS HAVE BEEN CONSTRUCTED AND COMPLETED AND PRELIMINARILY ACCEPTED IN ACCORDANCE WITH THE SUBDIVISION IMPROVEMENTS AGREEMENT BETWEEN THE APPLICANT/OWNER AND EL PASO COUNTY AS RECORDED IN UNDER RECEPTION No. _____ IN THE OFFICE OF THE CLERK AND RECORDER OF EL PASO COUNTY, COLORADO OR, IN THE ALTERNATIVE, OTHER COLLATERAL IS PROVIDED TO MAKE PROVISION FOR THE COMPLETION OF SAID IMPROVEMENTS IN ACCORDANCE WITH THE EL PASO COUNTY LAND DEVELOPMENT CODE AND ENGINEERING CRITERIA MANUAL. ANY SUCH ALTERNATIVE COLLATERAL MUST BE APPROVED BY THE BOARD OF COUNTY COMMISSIONERS OR, IF PERMITTED BY THE SUBDIVISION IMPROVEMENTS AGREEMENT, BY THE PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT DIRECTOR AND MEET THE POLICY AND PROCEDURE REQUIREMENTS OF EL PASO COUNTY PRIOR TO THE RELEASE BY THE COUNTY OF ANY LOTS FOR SALE, CONVEYANCE OR TRANSFER.

THIS PLAT RESTRICTION MAY BE REMOVED OR RESCINDED BY THE BOARD OF COUNTY COMMISSIONERS OR, IF PERMITTED BY THE SUBDIVISION IMPROVEMENTS AGREEMENT, BY THE PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT DIRECTOR UPON EITHER APPROVAL OF AN ALTERNATIVE FORM OF COLLATERAL OR COMPLETION AND PRELIMINARY ACCEPTANCE BY THE EL PASO BOARD OF COUNTY COMMISSIONERS OF ALL IMPROVEMENTS REQUIRED TO BE CONSTRUCTED IN ACCORDANCE WITH SAID SUBDIVISION IMPROVEMENTS AGREEMENT. THE PARTIAL RELEASE OF LOTS FOR SALE, CONVEYANCE OR TRANSFER MAY ONLY BE GRANTED IN ACCORDANCE WITH ANY PLANNED PARTIAL RELEASE OF LOTS AUTHORIZED BY THE SUBDIVISION IMPROVEMENTS AGREEMENT.

11. LOTS 1-11 HAVE BEEN FOUND TO BE IMPACTED BY THE FOLLOWING GEOLOGIC HAZARDS: POTENTIALLY SEASONALLY HIGH GROUNDWATER AND FLOODPLAIN. MITIGATION MEASURES AND A MAP OF THE HAZARD AREA CAN BE FOUND IN THE PRELIMINARY GEOTECHNICAL INVESTIGATION REPORT BY GROUND ENGINEERING DATED AUGUST 25, 2015, WITH ADDENDA #1 DATED MARCH 17, 2017. AVAILABLE AT THE EL PASO COUNTY PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT.

12. DUE TO HIGH GROUNDWATER IN THE AREA, ALL FOUNDATIONS SHALL INCORPORATE AN UNDERGROUND DRAINAGE SYSTEM.

13. THE ADDRESSES EXHIBITED ON THIS PLAT ARE FOR INFORMATIONAL PURPOSES ONLY. THEY ARE NOT THE LEGAL DESCRIPTION AND ARE SUBJECT TO CHANGE.

14. THE NUMBER OF LOTS HEREBY PLATTED ARE 11. THE NUMBER OF TRACTS ARE 3.

15. AN OVERFLOW/INUNDTION BLANKET EASEMENT DOWNSTREAM FROM POND SR--4 OVERFLOW SPILLWAY WILL BE REQUIRED, AS THE OVERFLOW CAN POTENTIALLY AFFECT LOTS 1, 2, AND 7--10.

16. ALL PROPERTY WITHIN THIS SUBDIVISION IS SUBJECT TO A DECLARATION OF COVENANTS AS RECORDED AT RECEPTION No. _____, OF THE RECORDS OF THE EL PASO COUNTY CLERK AND RECORDER.

17. DEVELOPER SHALL COMPLY WITH FEDERAL AND STATE LAWS, REGULATIONS, ORDINANCES, REVIEW AND PERMIT REQUIREMENTS, IF ANY, OF APPLICABLE AGENCIES INCLUDING, BUT NOT LIMITED TO, THE COLORADO DIVISION OF WILDLIFE, COLORADO DEPARTMENT OF TRANSPORTATION, U.S. ARMY CORPS OF ENGINEERS AND THE U.S. FISH AND WILDLIFE SERVICE REGARDING THE ENDANGERED SPECIES ACT, PARTICULARLY AS IT RELATES TO THE LISTED SPECIES (e.g., PREBLE'S MEADOW JUMPING MOUSE).

18. RECIPROCAL ACCESS/PARKING AGREEMENT: ALL PROPERTY WITHIN THIS SUBDIVISION IS SUBJECT TO A RECIPROCAL PARKING AGREEMENT AS RECORDED AT RECEPTION No. _____ OF THE RECORDS OF THE EL PASO COUNTY CLERK AND RECORDER.

19. A LANDSCAPE PLAN HAS BEEN APPROVED FOR THE OVERALL DEVELOPMENT, AND IS RECORDED AT RECEPTION No. _____ WITH THE EL PASO COUNTY CLERK AND RECORDER. INDIVIDUAL LOT PURCHASERS ARE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF SAID LANDSCAPING. IN ADDITION, INDIVIDUAL LOT OWNERS SHALL PROVIDE A LANDSCAPING PLAN THAT MEETS THE EL PASO COUNTY LAND DEVELOPMENT CODE, AS AMENDED WITH A SITE DEVELOPMENT PLAN PRIOR TO ISSUANCE OF A BUILDING PERMIT.

20. UTILITY PROVIDERS: WOODMEN HILLS METROPOLITAN DISTRICT--WATER/WASTEWATER, MOUNTAIN VIEW ELECTRIC ASSOCIATION, COLORADO SPRINGS UTILITIES--GAS, CENTURY LINK--TELEPHONE, COMCAST--CABLE.

21. EASEMENTS: AS SHOWN HEREON.

Please include the most current version of the plat. This version is different from the version submitted with this application.

SURVEYOR'S STATEMENT:

I, JOHN C. DAY, A PROFESSIONAL LAND SURVEYOR, LICENSED IN THE STATE OF COLORADO, DO HEREBY STATE THAT THIS PLAT WAS PREPARED UNDER MY DIRECTION AND SUPERVISION IN ACCORDANCE WITH THE COLORADO REVISED STATUTES, AS AMENDED, AND THAT IT ACCURATELY SHOWS THE DESCRIBED TRACT OF LAND AND THE SUBDIVISION THEREOF, AND THAT THE REQUIREMENTS OF TITLE 38 OF THE COLORADO REVISED STATUTES, 1973, AS AMENDED, HAVE BEEN MET TO THE BEST OF MY KNOWLEDGE AND BELIEF. THIS SURVEY PLAT IS NOT A GUARANTY OR WARRANTY, EITHER EXPRESSED OR IMPLIED.

JOHN C. DAY
PLS NUMBER 29413
FOR AND BEHALF OF
DREXEL BARRELL & CO.

DATE: _____

BOARD OF COUNTY COMMISSIONERS CERTIFICATE:

THIS PLAT FOR "FALCON MARKETPLACE" SUBDIVISION WAS APPROVED FOR FILING BY THE EL PASO COUNTY, COLORADO BOARD OF COUNTY COMMISSIONERS ON THE _____ DAY OF _____, 2019, SUBJECT TO ANY NOTES SPECIFIED HEREON AND ANY CONDITIONS INCLUDED IN THE RESOLUTION OF APPROVAL. THE DEDICATIONS OF LAND TO THE PUBLIC, EASEMENTS FOR UTILITIES AND DRAINAGE, ARE ACCEPTED, BUT PUBLIC IMPROVEMENTS THEREON WILL NOT BECOME THE MAINTENANCE RESPONSIBILITY OF EL PASO COUNTY UNTIL PRELIMINARY ACCEPTANCE OF THE PUBLIC IMPROVEMENTS IN ACCORDANCE WITH THE REQUIREMENTS OF THE LAND DEVELOPMENT CODE AND ENGINEERING CRITERIA MANUAL, AND THE SUBDIVISION IMPROVEMENTS AGREEMENT.

CHAIR, BOARD OF COUNTY COMMISSIONERS _____

DATE _____

PLANNING AND COMMUNITY DEVELOPMENT DIRECTOR CERTIFICATE:

THIS PLAT FOR "FALCON MARKETPLACE" SUBDIVISION WAS APPROVED FOR FILING BY THE EL PASO COUNTY, COLORADO PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT DIRECTOR ON THE _____ DAY OF _____, 2019, SUBJECT TO ANY NOTES OR CONDITIONS SPECIFIED HEREON.

DIRECTOR, PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT _____

FEES:

DRAINAGE FEE: _____

BRIDGE FEE: _____

CLERK AND RECORDER'S CERTIFICATE:

STATE OF COLORADO)
COUNTY OF EL PASO) ss

I HEREBY CERTIFY THIS INSTRUMENT WAS FILED FOR RECORD IN MY OFFICE AT _____ O'CLOCK ____ M., THIS _____ DAY OF _____, 2019 AND IS DULY RECORDED UNDER RECEPTION NUMBER _____ OF THE RECORDS OF EL PASO COUNTY, COLORADO.

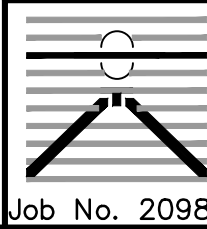
_____, RECORDER _____ FEE: _____

BY: _____ SURCHARGE: _____
DEPUTY _____

Sheet 1 - Description, Dedication, Notes
and Certificates
Sheet 2 - Plat Graphic, Commercial Lots

JULY 22, 2019

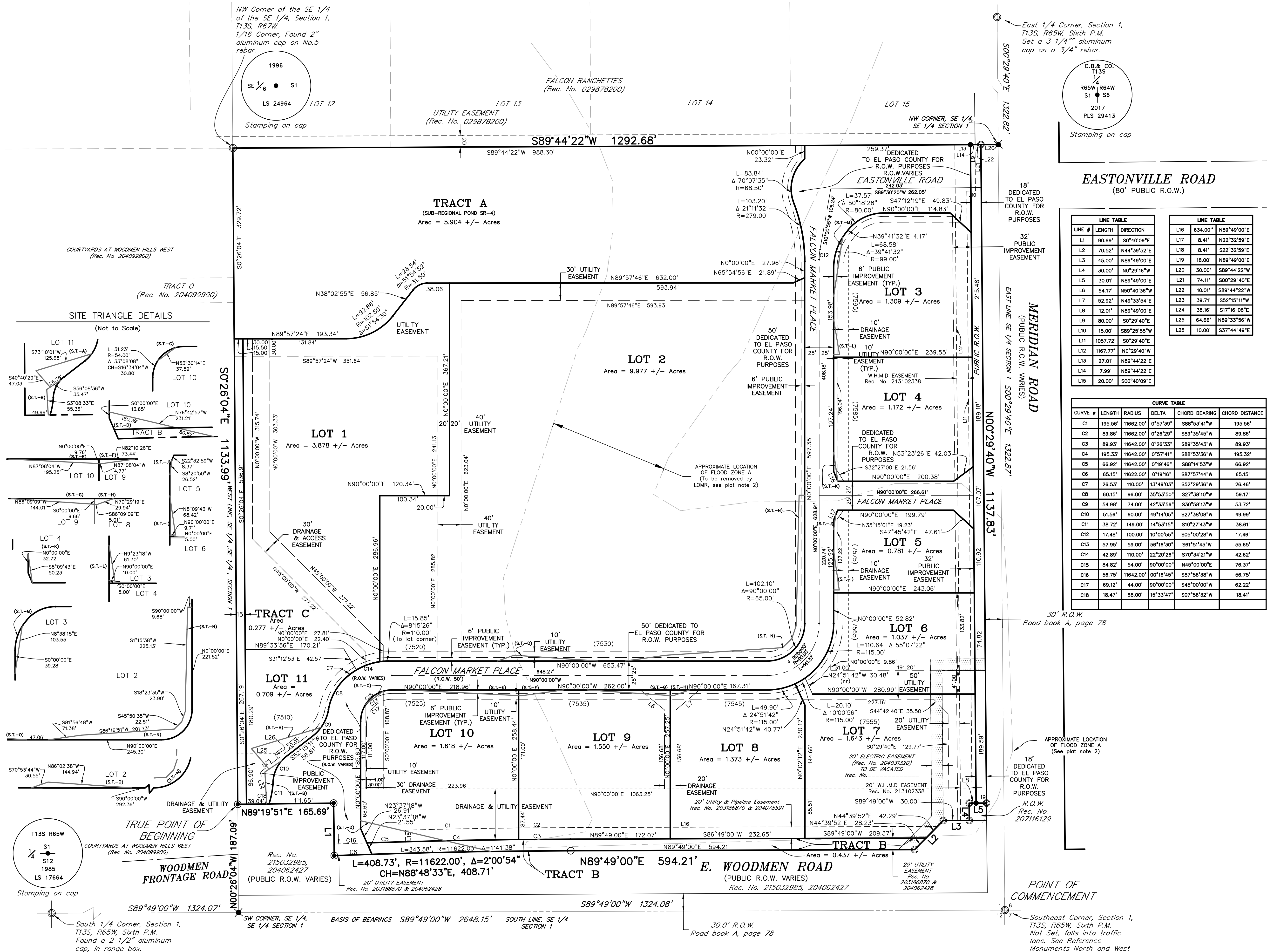
SHEET 1 OF 2



DREXEL, BARRELL & CO.
Engineers-Surveyors
3 SOUTH 7TH STREET
COLORADO SPGS, COLORADO 80905
(719) 260-0887 Fax: (719) 260-8352
Job No. 20988--00

FALCON MARKETPLACE

A SUBDIVISION OF LAND LOCATED IN THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 1, TOWNSHIP 13 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF EL PASO, STATE OF COLORADO



EASTONVILLE ROAD

(80' PUBLIC R.O.W.)

LINE #	LENGTH	DIRECTION
L1	90.69'	S0°40'09"E
L2	70.52'	N44°39'52"E
L3	45.00'	N89°49'00"E
L4	30.00'	N0°29'16"W
L5	30.01'	N89°49'00"E
L6	54.17'	N50°40'36"W
L7	52.92'	N49°33'54"E
L8	12.01'	N89°49'00"E
L9	80.00'	S0°29'40"E
L10	15.00'	S89°26'55"W
L11	1057.72'	N0°29'40"E
L12	1167.77'	N0°29'40"W
L13	27.01'	N89°44'22"E
L14	7.99'	N89°44'22"E
L15	20.00'	S00°40'09"E

LINE #	LENGTH	DIRECTION
L16	634.00'	N89°49'00"E
L17	8.41'	N22°32'59"E
L18	8.41'	S22°32'59"E
L19	18.00'	N89°49'00"E
L20	30.00'	S89°44'22"W
L21	74.11'	S00°28'40"E
L22	10.01'	S89°44'22"W
L23	39.71'	S52°15'11"W
L24	38.16'	S17°16'06"E
L25	64.66'	N89°33'56"W
L26	10.00'	S37°44'49"E

CURVE #	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD DISTANCE
C1	195.56'	11662.00'	0°57'39"	S88°53'41"W	195.56'
C2	89.86'	11662.00'	0°26'29"	S89°35'45"W	89.86'
C3	89.93'	11642.00'	0°26'33"	S89°35'43"W	89.93'
C4	195.33'	11642.00'	0°57'41"	S88°53'36"W	195.32'
C5	66.92'	11642.00'	0°19'46"	S88°14'53"W	66.92'
C6	65.15'	11622.00'	0°19'16"	S87°57'44"W	65.15'
C7	26.53'	110.00'	13°49'03"	S52°29'36"W	26.46'
C8	60.15'	96.00'	35°53'50"	S27°38'10"W	59.17'
C9	54.98'	74.00'	42°33'56"	S30°58'13"W	53.72'
C10	51.56'	60.00'	49°14'05"	S27°38'08"W	49.99'
C11	38.72'	149.00'	14°53'15"	S10°27'43"W	38.61'
C12	17.48'	100.00'	10°00'55"	S05°00'28"W	17.46'
C13	57.95'	59.00'	56°16'30"	S61°51'45"W	55.65'
C14	42.89'	110.00'	22°20'26"	S70°34'21"W	42.82'
C15	84.82'	54.00'	90°00'00"	N45°00'00"E	76.37'
C16	56.75'	11642.00'	00°16'45"	S87°56'38"W	56.75'
C17	69.12'	44.00'	90°00'00"	S45°00'00"W	62.22'
C18	18.47'	68.00'	15°33'47"	S07°56'32"W	18.41'

SCALE : 1" = 80'

LEGEND

FOUND #5 REBAR WITH 1.5" YELLOW PLASTIC CAP PLS 31548

FOUND NAIL WITH 1.5" WASHER PLS 31548

FOUND 3.25" ALUMINUM CAP STAMPED: EL PASO COUNTY ROW MONUMENT PLS 35585 2005

SET #5 REBAR & 1.5" ALUMINUM CAP OR NAIL & STEEL DISC "PLS 29413"

SECTION CORNER MONUMENT AS INDICATED

FOUND 1" DIAMETER PIPE, SET 2.5" ALUMINUM CAP STAMPED "DREXEL BARRELL PLS 29413"

CALCULATED 1/16 CORNER, NOT SET, FALLS INTO TRAFFIC LANE

RECEPTION NUMBER

WOODMEN HILLS METROPOLITAN DISTRICT

NON-RADIAL LINE

PLUS OR MINUS (MORE OR LESS)

RIGHT OF WAY

TYPICAL

SQUARE FEET

ASSIGNED STREET ADDRESS

SITE TRIANGLE

EXISTING EASEMENT

PROPOSED UTILITY AND PUBLIC IMPROVEMENT EASEMENT

PROPOSED DRAINAGE EASEMENT

PROPOSED DRAINAGE & UTILITY EASEMENT

RIGHT-OF-WAY LINE

LOT LINE/TRACT LINE


SUBDIVISION BOUNDARY

SITE TRIANGLES

TIS V_1 redlines_Markup Summary


2 (1)

Engineering Review
11/07/2019 1:03:23 PM
Steve Kuehster
Steve.Kuehster@epc-co.com
(719) 520-6813
EPC Planning & Community
Development Department

Subject: EPC ENG Review
Page Label: 2
Author: Steve Kuehster
Date: 11/7/2019 1:03:23 PM
Status:
Color: 
Layer:
Space:

4 (1)

Site Plan
11/07/2019 1:03:07 PM
Steve Kuehster
Steve.Kuehster@epc-co.com
(719) 520-6813
EPC Planning & Community
Development Department

Subject: text box
Page Label: 4
Author: Steve Kuehster
Date: 11/7/2019 1:03:07 PM
Status:
Color: 
Layer:
Space:


1. Provide discussion of improvements that will be constructed with this first phase of The Falcon Market Place project. SF19-001. Reference the public improvements Table 7B, and the Subdivision Improvements Agreement SIA for that project. And specifically what needs to be provided with this phase.

2. Provide a memorandum (referencing the Preliminary Plan TIS), to go along with the development agreement, stating the anticipated overall site ADT that will warrant each offsite improvement. Include the improvements proposed for immediate construction as "Phase 1". This is unresolved/partially resolved from SF 19-001.

a. The ADT/Trigger column of the table needs to be clear what percentage of what total estimated cost each trip is responsible for contributing; i.e. "dollars per trip" at the site development plan/building permit stage. This will then be included in the escrow agreement with the first site development plan. Partially resolved from SF 19-001.

12 (1)

Site Plan
11/07/2019 12:07:21 PM
Steve Kuehster
Steve.Kuehster@epc-co.com
(719) 520-6813
EPC Planning & Community
Development Department

Subject: text box
Page Label: 12
Author: Steve Kuehster
Date: 11/7/2019 12:07:21 PM
Status:
Color: 
Layer:
Space:

Please include the most current version of the plat. This version is different from the version submitted with this application.