

November 19, 2020

NEPCO
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Reference: Grandwood Ranch Final Plat

NEPCO is providing the collective input from its membership that includes approximately 9,500 homeowners, 45 HOAs and 20,000 registered voters within and around Monument. The purpose of NEPCO, a volunteer coalition of Homeowner Associations in northern El Paso County, is to promote a community environment in which a high quality of life can be sustained for constituent associations, their members and families in northern El Paso County. We collectively address growth and land use issues with El Paso County Planners and the Town of Monument, as well as addressing HOA issues of common interest among the members. NEPCO achieves this by taking necessary steps to protect the property rights of the members, encouraging the beautification and planned development and maintenance of northern El Paso County.

1. We understand (and applaud) that as part of the rezoning approval, the developer will be required to add a setback for the lots near one of the RR-5 bordering neighbors. El Paso County should continue to encourage all developers to work with nearby property owners to increase the buy-in and to foster good land use practices (which would at least site/create larger parcels near neighboring lower density lots).
2. It is unclear from either the Storm Water or Drainage reports whether, although identified, the Timberview 2 and the Mills Timber subdivisions' excess water draining into Lots 29, 31, 42, and 44 of this property is being mitigated, as called for in Letters of Opposition by the Timberview 2 Board of Directors and the Mills Timber subdivision.
 - a. In support of this mitigation, please refer to the Sep 2019 Geology & Soils Evaluation Report (Page 6) from the Preliminary Plan application which was incorporated into the current Final Plat Grading and Evaluation Plan (Note 28 on page 3 of 9). It states, "However, surface runoff water from the surrounding area is currently being directed into historical 1st order drainage features that cross the project site. These historical surface water flows must not be interrupted or blocked by new construction of the proposed streets, homes, or driveways." This appears to cast doubt on whether the Letter of Intent's statement that "adequate drainage improvements complying with State law and the requirements of this Code and the ECM are provided by the design" is true. We do note some drainage culverts located beneath roads which interrupt this surface water flow, but will this be enough to prevent flooding or creation of swampy-like conditions on homeowners' property near the road?
3. The updated Traffic Impact Study (TIS), Page 12, states "The Grandwood Ranch project traffic is estimated to represent a 7.5 percent increase in morning peak hour traffic northbound approach traffic at the Highway 105/Furrow intersection and a 5.3 percent increase in the afternoon peak hour northbound approach traffic at this intersection." This translates (by our rough estimation using TIS

figures) into increased delay times at that intersection of 7.15% in the morning and 9.25% in the afternoon.

- a. Despite the TIS's mantra that an intersection is projected to operate at LOS F or a signalized intersection is required "regardless of whether or not Grandwood Ranch is developed," this development will actually increase traffic and delay times which result in additional burdens on the local community. As such, the development should be required to fully pay its own way through appropriate fees and to place funds in escrow accounts as required.
- b. The developer, through its TIS consultant, asks for 6 ECM Standard Deviation Requests. We strongly urge you to look at these requests carefully, keeping in mind that safety is primary; the speed limits are routinely exceeded on Higby Road (see below); and that high school students are frequent drivers along Higby Road.
 - i. Wherever the east subdivision entrance intersection with Higby Road is finally located may create a blind entrance for traffic exiting the development and turning east bound. One would typically not be concerned about that problem on a road that stipulates a 35-mph speed limit.
 - ii. However, the TIS for Home Place Ranch completed by IDAX Data Solutions in May 2018 found that only 7.1% of the traffic on Higby Road was traveling at speeds under 40-mph (5-mph over the limit). 62% of the eastbound traffic was traveling between 45-mph and 75-mph. The average speed for eastbound traffic was 47.1-mph.
 - iii. The west subdivision entrance intersection, at Higby Road and Furrow Road, is on the slope just after Higby Road completes an "S" turn and is consistently icy in winter months, perhaps the only place, but perhaps not an entirely suitable place for an intersection.
 - iv. However, the same TIS for Home Place Ranch completed by IDAX Data Solutions found that only 4% of the westbound traffic on Higby Road was traveling at speeds under 40-mph (5-mph over the limit). 82.6% of the westbound traffic was traveling between 45-mph and 80-mph. The average speed for westbound traffic was 50.2-mph.
- c. Finally, in our review of many TIS reports, we have never seen such long-term projected lengthy delays at an intersection before than at Highway 105/Furrow (more than 25 minutes long on Page 69)! The BoCC must keep this in mind and ensure all developers pay their fair share to fix this looming traffic disaster!

Since rezoning, a preliminary plan, and early grading were all approved very recently, this development appears to be on a faster track than normal through the land use process. Although a quick procedure helps to save developer (and ultimately homebuyer) costs, NEPCO believes that this application still needs further close review by the Planning Commission/BoCC to determine whether it fully satisfies the LDC Approval Criteria. This is true, especially in light of the safety concerns at the intersections with Higby Road, the request for road deviations, the drainage issues, and the lack of funding responsibility for lengthy development-caused traffic delays.

NEPCO requests that our organization be informed of subsequent actions related to this development and be a participant in the review and coordination process. Thank you.

//SIGNED//
Paul E. Pirog
Vice Chairman
NEPCO Transportation and Land Use Committee

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Greg Lynd
President, NEPCO