



DATE: August 9, 2019

TO: Kari Parsons, PCD-Project Manager

FROM: Kyle R. Campbell, P.E. – Division Manager

SUBJECT: Response to “**PUDSP-19-004 – Midtown Collection at Hannah Ridge First Submittal**”, dated April 6, 2019

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Dear Kari,

Please find below the responses to the aforementioned comment letter. Responses to review comments are shown in **BOLD** below the comment.

#### **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.

**\*\*Due to the volume and complexity of these comments and the additional information and details required in the plans and reports, Staff will provide additional, more detailed comments on the next submittal. A 21-day review period will be necessary with the next review to complete the review of the PUD modifications/deviations and all revised documents.**

#### General

1. Address existing and proposed street lighting in the Letter of Intent.  
**RESPONSE: As street lighting is currently in place along Hunter Jumper at most intersections, no additional lighting is proposed at this time.**
2. If early grading is not being requested (not found in LOI?) the FAE, ESQCP, GEC Plan, and other construction-related items are not required in this file. Please clarify if early grading is requested and add to the LOI if so.  
**RESPONSE: Early grading is not being requested.**

3. PUD modifications need to be addressed per Planning comments. The proposed private roads require a waiver in accordance with LDC Section 8.4.4.E. Certain design standards may be relaxed for private roads, subject to approval by the County.

Standards subject to deviation under the waiver request may only include the following:

- a. reduction of right-of-way width where suitable alternative provisions are made for pedestrian walkways and utilities;
- b. reduction of design speed where it is unlikely the road will be needed for use by the general public;
- c. reduction in standard section thickness minimums and pavement type where suitable and perpetual maintenance provisions are made;
- d. variation in maximum and minimum block lengths.
- e. Maximum grade.

The maintenance entity and funding mechanism needs to be addressed in the private road request. Any deviations from criteria not allowed under the waiver require a PUD modification to be submitted and approved enabling the deviations to be approved. Deviation requests need to be processed following Board of County Commissioners approval of the PUD/Preliminary Plan.

**RESPONSE: Please see the revised PUD Modification for clarification of this matter.**

#### PUD/Preliminary Plan

1. The proposed minimum 20-foot driveway lengths barely accommodate the AASHTO Passenger Car ("P") design vehicle, which is 19 feet in length. Many full-sized trucks and SUVs are longer than 19 feet, even exceeding 21 feet. If the driveways are not long enough, certain vehicles and their loads will extend into the private street and/or sidewalks causing safety and ADA accessibility concerns. Address the following with the PUD modifications in regard to driveway parking:
  - a. Design considerations in NCHRP Report 659 – Guide for the Geometric Design of Driveways.
  - b. Size of garage interiors (what types of vehicle will fit).
  - c. HOA covenants and enforcement (lengths and heights of vehicles, parking restrictions, etc.). Is there to be no parking on any of the streets?
  - d. Curb and pavement markings/signage that will delineate the traveled way and no-parking areas and prohibit encroachments into the pedestrian accessible route and roadway.
  - e. Clear zones from the traveled way to parked vehicles and other features.

**RESPONSE: A 20' driveway is an industry standard and is the same as provided in the directly adjacent single-family community. A PUD modification does not seem warranted in this case since it is the same as other driveway lengths that do not require PUD modifications or deviations.**

2. Provide sidewalk connections as appropriate to the proposed sidewalk along Constitution Avenue (see redlines).

**RESPONSE: Added as requested.**

3. Verify that sidewalk clear zones from wall pilasters, light poles, etc. meet ECM 2.5.2.H (Figure 2-35) requirements. Label minimum clearances on the plan.

**RESPONSE: Adherence to clear zone dimensions utilized in prior filings was confirmed.**

4. See PUD-SP electronic redlines for additional comments.

**RESPONSE: Acknowledged.**

#### Transportation / Traffic Impact Study / Noise Study

Note: additional comments may be generated with the next submittal due to the required extent of additions to the TIS.

1. Provide all items required by the ECM Appendix B, project-specific to this PUD-SP and updating existing traffic counts, background traffic, etc. Reference recent TIS for Hannah Ridge Filings 3-7.

**RESPONSE: See revised TIS.**

2. Address pedestrian connectivity specifically, including what portions of the area ADA-compliant sidewalk network exist and what portions are needed to connect to commercial, school, park areas, etc. Hannah Ridge at Feather Grass Filing 4 was required to add some offsite sidewalk to the west; is this project proposing to complete any of the necessary offsite links such as to the commercial area southeast of Constitution and Marksheffel or pedestrian and road signage for the trail crossing of Constitution and the intersection at Hannah Ridge Drive?

**RESPONSE: The Developer of this community is proposing all on-site and directly adjacent sidewalk. In order to support the future Constitution Avenue crossing, the Developer has agreed to install a south-bound direction ped ramp on the west side of the Hannah Ridge Drive intersection. While no receiving ramp or sidewalk on the south side of Constitution, this will allow for easier crossing construction when the signage is constructed or development on the site takes place.**

3. Verify that the noise study addressed noise impacts to Lot 24 (Filing 2) adequately.

**RESPONSE: Per the provided study, the entire site and all lots were analyzed.**

#### Preliminary/Final Drainage Report / Drainage Plans

1. Clearly show access roads for ponds and channels on the drainage plans. Provide internal access to the ponds and ensure no conflicts with landscaping plan.

**RESPONSE: Please see revised plan.**

2. Note: A deviation request from ECM Section I.7.1.B will be required addressing all areas not provided with WQCV, unless the plans are revised to meet the criteria. The untreated areas need to be less than 1 acre in size and less than 20% of the developed area for the deviation to be considered.

**RESPONSE: Acknowledged.**

3. See PDR/FDR electronic redlines for further revisions and clarification of these comments.

**RESPONSE: Acknowledged.**

4. Note: Any comments regarding O&M manuals, maintenance agreements, SDI and MS4 submittals will be provided with the associated final plats.

**RESPONSE: They were provided.**

Please feel free to contact me at 719-785-0790 with any further questions or concerns you may have regarding this project.

Sincerely,

Kyle R. Campbell, P.E.  
Division Manager