

MERIDIAN RANCH: ESTATES AT ROLLING HILLS RANCH NO. 2

PUD DEVELOPMENT, PRELIMINARY PLAN AND FINAL PLAT

LETTER OF INTENT

JULY 2020

PROPERTY OWNER:

Meridian Ranch Investments Inc.
PO BOX 80036,
San Diego, CA 92138

DEVELOPER:

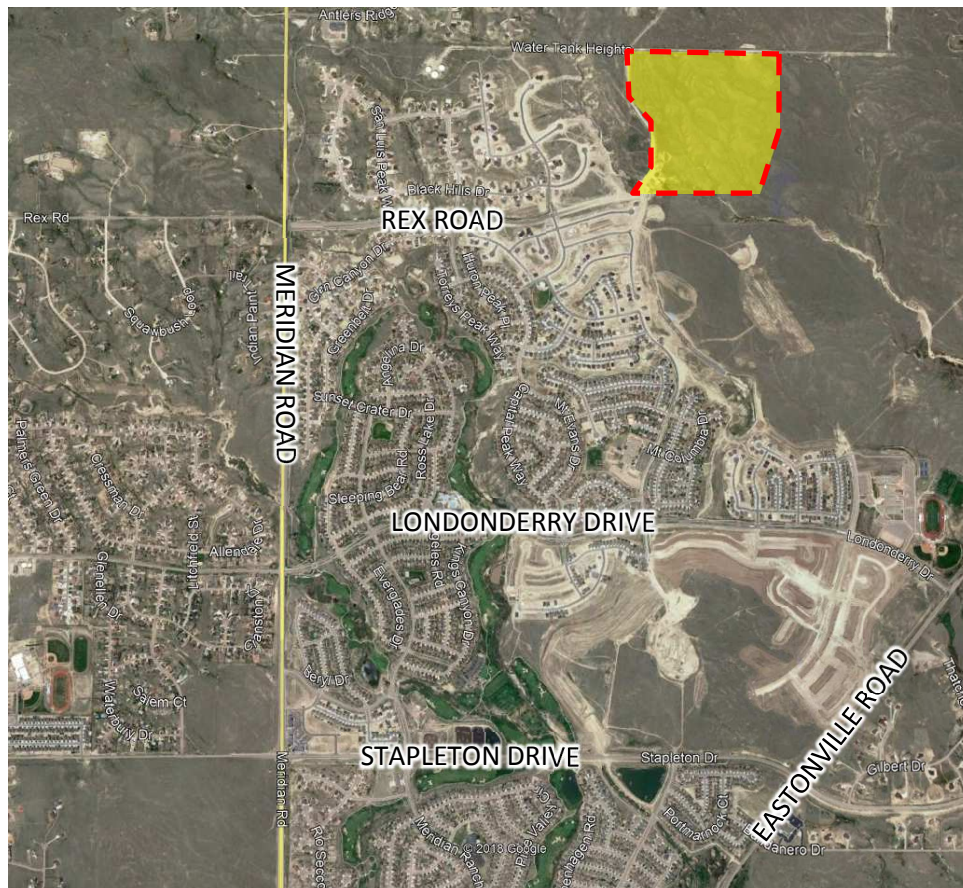
GTL Development, Inc.
3575 Kenyon Street,
San Diego, CA 92110

CONSULTANT:

N.E.S. Inc.
619 North Cascade Avenue,
Colorado Springs, CO 80903

LOCATION

The Estates at Rolling Hills Ranch No. 2 is located northeast of the intersection of Rex Road and Sunrise Ridge Drive, Peyton, Colorado. The site comprises of approximately 117 acres and is zoned PUD. To the west is the Estates at Rolling Hills Ranch No.1 residential development and to the south, Rolling Hills Ranch of Meridian Ranch.



REQUEST

GTL Inc. is requesting approval of the following applications:

1. A PUD Development/Preliminary Plan for the Estates at Rolling Hills Ranch No.2, consisting of 98 single-family dwelling lots, landscaping, open space, and trails on approximately 117 acres.
2. A Final Plat for Estates at Rolling Hills Ranch No.2 , consisting of 98 lots and 5 tracts for landscaping, open space, and utilities on approximately 38 acres.
3. The following PUD Modifications for the Estates at Rolling Hills Ranch No. 2

	LDC/ECM Section	Category	Standard	Modification	Justification
1	LDC Chapter 8.4.3(B)(2) and ECM Section 2.5.2.C.4	Mid-block crossings	Access ramps on local roadways shall be spaced no greater than 600 feet apart.	The deviation would eliminate mid-block pedestrian crossings between on the following streets: Rex Road, Crescent Creek Drive, Sunrise Ridge Drive and Highland Crest Drive.	<p>Adequate pedestrian accessibility is provided on both sides of the ROW with proper access ramps at the southern intersection.</p> <p>There are no Federal ADA maximum distances allowed between pedestrian crossing along street that would necessitate midblock pedestrian ramps.</p> <p>The development has a focus on the trail system that meanders in an out of open space and local park space, the desire is to encourage the use of the trails instead of the interior</p>
2	ECM Section 2.3.8.A	Roadway terminations – cul-de-sac length	Cul-de-sacs shall have a maximum length of 750 feet for urban conditions.	The request for a deviation is to allow the proposed 1,156-foot-long cul-de-sac on Crescent Creek Drive northwest of the intersection of Rex Rd and Estate Ridge Dr .	A belief the cul-de-sac provides a superior product that is desirable to the general public without sacrificing safety to the residents and users of the area. The attached letter from the Falcon Fire Protection District indicates that the local fire district believes the longer cul-de-sac does not create undue safety issues.
3	ECM Section 4.4.5.E	Type 3 Mailbox Placement	Type 3 mailboxes and the pullout for the mailbox shall be located within the right of-way dedication but outside the roadway clear zone.	The request for a deviation is to allow vehicles to park within the clear zone when accessing the Type 3 Mailbox locations.	<p>Local and Local Low Volume streets allow for street parking of vehicles.</p> <p>This standard requires additional unnecessary street width, curb and gutter and sidewalk be installed that will then need to be maintained by the County.</p> <p>The regulation is unreasonable where street parking is allowed, requiring residents to temporarily park outside</p>

					the clear zone when on-street parking within the clear zone is allowed on the same street section.
4	ECM Section 2.2.4.B.3 & 2.3.2	Design Standards by Functional Classification	The specific ECM standard a deviation is requested is the criteria to construct Rex Road east of Sunrise Ridge Dr as an Urban 4-lane Minor Arterial based on the 2016 MTCF Map I4: 2040 Roadway Plan classification	To construct Rex Road per the Residential Urban Collector standards.	The previously recorded final plats, located west of this project create a corridor of only 60' wide. This restriction provides sufficient room for an Urban Residential Collector and restricts the ability to construct the Urban Minor Arterial in this section west of the proposed project.

Chapter 4.2.6.F.2.h of the Land Development Code (LDC) allows for a PUD modification of a general development standard in the LDC or criteria of the Engineering Criteria Manual (ECM). The proposed PUD modifications allow for a more efficient layout that enhances the open space characteristics and benefits to the proposed community. The modification in addition minimizes grading in an area that based on early soil investigation shows areas of shallow sandstone bedrock, making lowering for future connections difficult. These two development implications and decisions guiding the request for the modification support two of the identified benefits in Chapter 4.2.6.F.2.h - preserving natural features and providing more accessible open space within the development. Supportive of the modification request, the site layout has been reviewed and approved by the Fire Department for safety based on the proposed cul-de-sac lengths and a necessary Will Serve Approval letter has been provided.

PROJECT JUSTIFICATION

a. Consistency with Approved Sketch Plan

An amendment to the Sketch Plan for Meridian Ranch was approved by the Board of County Commissioners on March 14, 2018. This shows the land use designation of the area now comprising the Estates at Rolling Hills Ranch No. 2 as MR-R2 (2 du/ac).

The PUD Development/Preliminary Plan for Estates at Rolling Hills Ranch No.2 comprises 98 lots on approximately 117 acres, which represents a density of 0.84 dwellings per acre. The net density, excluding the tracts and right-of-way is 1.53 dwellings per acre. The PUD Development/ Preliminary Plan is, therefore, in accordance with the approved Sketch Plan.

b. County Policy Plan, Water Master Plan and Small Area Plan Compliance

Meridian Ranch is identified as part of the Approved Development Pattern within the Falcon/Peyton Small Area Plan. As such it accords with the goals of the plan to meet the housing needs of existing and new residents with a diversity and variety of housing type, size, and location.

The proposed residential subdivision satisfies the following policies of the County Policy Plan:

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 proposed development supports the overall Sketch Plan intent and approved densities. The development is keeping and supportive of adjacent development proposals with regard to access and overall land uses. The proposed PUD density proposed in addition is contiguous with the existing developments to the west.

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 PUD proposes to implement a compatible use that contextually is in keeping with past development proposals for similar size lots. Proper landscaping, buffering and access, support the overarching development context and greater community vision that allow for the variety of densities in an accessible, and compatible manner.

The proposed residential subdivision satisfies the following policies of the County Water Master Plan:

Policy 5.2.4 – Encourage the locating of new development where it can take advantage of existing or proposed water supply projects that would allow shared infrastructure costs.

The proposed subdivision is located within the Meridian Service Metropolitan District (MSMD) and a supportive Will Serve Letter noting the Districts ability to serve the proposed development in an efficient manner with the current infrastructure has been provided.

Policy 5.5.1 – Discourage individual wells for new subdivisions with 2.5 acre or smaller average lot sizes, especially in the near-surface aquifers, when there is a reasonable opportunity to connect to an existing central system, alternatively, or construct a new central water supply system when the economies of scale to do so can be achieved.

The proposed development is located within the MSMD and is proposed to connect to the existing central water and wastewater. Will Serve Letters have been provided for the proposed development.

Policy 6.0.1 – Continue to require documentation of the adequacy or sufficiency of water, as appropriate, for proposed development.

An appropriate Will Serve Letter has been provided noting the MSMD ability to serve the noted subdivision adequately and noting their current capacities to serve.

c. Parks and Open Space Requirement

Estates at Rolling Hills Ranch No.2 includes open space tracts approximately 38.8 acres in size trail connection to the extensive trail and open space provision within Meridian Ranch. The proposed Open Space dedication for the project of 38.8 acres achieves an 33% dedication exceeding the 10% requirement as noted in the Land Development Code Section 4.2.6.F.8b.

As required by Section 8.5.3 of the Land Development Code, the fees in lieu of park land dedication are \$288 per subdivision lot for Urban Parks and \$456 per subdivision lot for Regional Parks. The required fees in lieu for this project are:

	Estates at Rolling Hills Ranch No.2
Urban	\$28,224
Regional	\$44,688
Total	\$72,912

The regional park fees are offset by the dedication of land to the County for the Falcon Regional Park per the overall Parks Land Agreement for Meridian Ranch. Credit for the urban park fees will be requested through a Parks Land Agreement at the time of platting to offset the costs of construction the neighborhood park, landscaped open space and trail improvements referenced above.

d. Drainage

A Preliminary/Final Drainage Report for the Estates at Rolling Hills Ranch No.2 is submitted with this application package.

e. Traffic

A Traffic Report prepared by LSC is submitted in support of this application.

f. Geotechnical Report

A Geotechnical Report prepared by Entech Engineering Inc. is submitted in support of this application.

g. Utilities

Meridian Service Metropolitan District will provide central water and sanitary sewer service to the project. Mountain View Electric Association, Inc. will supply electricity service and Black Hills Energy will supply natural gas.

h. Wildlife

Estates at Rolling Hills Ranch No. 2 is in a developing area and there is no significant impact to wildlife.

In accordance with the impact identification report of the Meridian Ranch Sketch Plan, in 2009 the property was assessed for Preble's Meadow Jumping Mouse and Ute Ladies'-tresses Orchid habitat but

was found to be unsuitable for these threatened species. The U.S. Fish and Wildlife Service reviewed the studies and agreed with these findings.

At the time of the 2009 Sketch Plan approval, the Colorado Division of Wildlife Impact Maps indicated that Pronghorn Antelope may range within the Sketch Plan area. Pronghorn Antelope are rated as being subject to potentially moderate impacts from the effects of development. The two drainage corridors within the Meridian Ranch Sketch Plan may allow for the migration of the Pronghorn Antelope. The fencing used within Meridian Ranch is compatible with the wildlife needs.

APPENDIX A:

ESTATES AT ROLLING HILLS RANCH NO.2 PUD: JUSTIFICATION FOR PROPOSED DEVIATIONS

Chapter 4.2.6.F.2.g of the Land Development Code (LDC) allows for a PUD modification of a general development standard in the LDC or criteria of the Engineering Criteria Manual (ECM), provided at least one of the benefits identified in Chapter 4.2.6.F.2.h are met. Section 5.8 of the ECM establishes an additional mechanism whereby an engineering design standard can be modified provided the limits of consideration in ECM Section 5.8.6 are met and the modifications meets the criteria for approval in ECM Section 5.8.7.

The following deviations to the ECM are requested for the Estates at Rolling Hills Ranch PUD (numbers correspond to PUD modification table on the PUD cover sheet and in the Letter of Intent).

#1- Mid Block Crossings

Nature of Request:

Section of ECM from which Deviation Is Sought: 2.5.2.C.4

Specific Criteria from which a Deviation Is Sought: 2.5.2.C.4 Access ramps on local roadways shall be spaced no greater than 600 feet apart.

Proposed Nature and Extent of Deviation: The PUD modification to remove the need for a midblock crossing is consistent with the following considerations identified in Section 4.2.6.F.2.h of the Land Development Code:

- Provision of a more efficient pedestrian system – pedestrian circulation within Meridian Ranch is focused on the provided trail system, which connects the residential areas to the parks and open space. The project is designed to encourage the use of the trail system, rather than the sidewalks, where possible. On the streets where mid-block crossings are not provided, there are no pedestrian destinations or trails that would necessitate a midblock crossing to connect to amenities.***
- Provision of additional open space – by encouraging the residents to use the trail system, the project provides better access to the open space in the development.***
- The deviation would eliminate mid-block pedestrian crossings between on the following street: Rex Road, Crescent Creek Drive, Sunrise Ridge Drive and Highland Crest Drive.***

There are no Federal ADA maximum distances allowed between pedestrian crossing along street that would necessitate midblock pedestrian ramps.

ECM Section 5.8.6: Limits of Consideration:

The ECM Administrator may only consider a project-specific deviation to an existing standard when **one** of the following conditions is met:

- The ECM standard is inapplicable to a particular situation.**

N/A

- Topography, right-of-way, or other geographical conditions or impediments impose an undue economic hardship on the applicant, and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.

N/A

- 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.

The change is desired to achieve a specific design characteristic within the project. The development has a focus on the trail system that meanders in an out of open space and local park space, the desire is to encourage the use of the trails instead of the interior sidewalks. The design limits the use of mid-block pedestrian crossings that can create safety hazards by blocking or

hindering sight lines and placing pedestrians in danger. The design concept also creates an aesthetically pleasing, consistent sidewalk offset from the curb to sidewalk. Pedestrians will generally cross the street at any location regardless of the presence of a pedestrian ramp due to the typically low traffic volume found on local streets. A suggested revision would be to revise the criteria such that mid-block pedestrian ramps are required as deemed necessary to provide access to schools, shopping, transportation facilities or other community facilities and services similar to the City of Colorado Springs standards.

ECM Section 5.8.7: Criteria for Approval

Per ECM section 5.8.7 the request for a deviation may be considered if the request is not based exclusively on financial considerations. The deviation must not be detrimental to public safety or surrounding property. The applicant must include supporting information demonstrating compliance with all of the following criteria:

- The deviation will achieve the intended result with a comparable or superior design and quality of improvement;

Provision of a more efficient pedestrian system – pedestrian circulation within Meridian Ranch is focused on the provided trail system, which connects the residential areas to the parks and open space. The project is designed to encourage the use of the trail system, rather than the sidewalks, where possible. On all the streets where mid-block crossings are not provided, there are no pedestrian destinations or trails that would necessitate a midblock crossing to connect to amenities.

- The deviation will not adversely affect safety or operations;
The design enhances safety by eliminating potential dangerous mid-block crossings, where pedestrians enter the roadway from behind parked vehicles where lines of sight are limited or blocked. The deviation will also eliminate mid-block ramps where changes in direction of the sidewalk and/or grade could produce a tripping or stumbling hazard.

- The deviation will not adversely affect maintenance and its associated cost; and

The deviation will not adversely affect the maintenance cost or the ability for maintenance vehicles to work on the street or within the right-of-way. Reducing mid-block pedestrian ramps will reduce the cost of maintenance due to eliminating signage and pavement markings

- The deviation will not adversely affect aesthetic appearance.
The deviation will improve the aesthetic appearance by creating unswerving smooth offset line of the sidewalk from curb.
- The deviation meets the design intent and purpose of the ECM standards.
The deviation meets the design intent and purposes of the ECM standards by meeting all other aspects of the standards with respect road design, road safety and pedestrian safety. There are no Federal ADA maximum distances allowed between pedestrian crossing along street that would necessitate mid-block pedestrian ramps.
- 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 proposed design does not inhibit the program requirements with respect to water quality and storm water runoff during construction and future permanent facilities.

#2- Roadway terminations – cul-de-sac length

Nature of Request:

Section of ECM from which Deviation Is Sought: 2.3.8.A

Specific Criteria from which a Deviation Is Sought: 2.3.8.A Exceed the maximum length between of a cul-de-sac on an Urban Local street

Proposed Nature and Extent of Deviation: The requested cul-de-sac length is 1,156 feet, which is 406 feet longer than the ECM standard of 750 feet.

The Falcon Fire Protection District has provided a letter in support of this design alternative stating the district does not have any restricting regulation with regard to cul-de-sac lengths other than the requirement to have the necessary surface material and the means to turnaround that meets the county requirements.

ECM Section 5.8.6: Limits of Consideration:

The ECM Administrator may only consider a project-specific deviation to an existing standard when one of the following conditions is met:

- ***The ECM standard is inapplicable to a particular situation.***
Several cul-de-sacs in the last few subdivisions have been deemed too long by this criterion.
The ECM seems to indicate a safety concern from the perspective of the access by emergency

services, in particular fire protection. However, the Falcon Fire Protection District has indicated in every case that approval of lengths exceeding 750 are acceptable if a proper surface is provided, the means of access and turnaround is sufficient and the location is not within the wildland fire interface. This project is not located within the wildland interface.

- *Topography, right-of-way, or other geographical conditions or impediments impose an undue economic hardship on the applicant, and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.*

N/A

- *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.*

N/A

ECM Section 5.8.7: Criteria for Approval

Per ECM section 5.8.7 the request for a deviation may be considered if the request is not based exclusively on financial considerations. The deviation must not be detrimental to public safety or surrounding property. The applicant must include supporting information demonstrating compliance with all of the following criteria:

- *The deviation will achieve the intended result with a comparable or superior design and quality of improvement;*

Homes on a cul-de-sac are desirable to most home purchasers, this design provides what the perspective purchaser is seeking without adversely impacting the public safety nor surrounding property. The proposed design in addition creates unique and desired community enclaves while also providing sufficient vehicular and pedestrian access to open space links.

- *The deviation will not adversely affect safety or operations;*
The deviation will not adversely affect safety or operations; as mentioned above the Falcon Fire Protection District has no objections for this design so long as the roadway is built wide enough for their firefighting apparatus to traverse the length of the street and has sufficient space to turn around, and the project is not located within the wildland fire interface. The design provides both width and turn-around space. The Falcon Fire Protection District has no regulations limiting the length of a cul-de-sac, just additional provisions that certain lengths be approved and proper surfacing provided.

- *The deviation will not adversely affect maintenance and its associated cost; and*
The deviation will not adversely affect maintenance and its associated costs, since in all other aspects, such as roadway width, slope, pavement type, turn around space, etc. meet El Paso County criteria. Since it meets all other criteria the impacts to maintenance is insignificant.

Conversely, if the long cul-de-sac were not allowed, a street would be required to be added increasing maintenance and cost to the County.

- *The deviation will not adversely affect aesthetic appearance.*

The deviation will not adversely affect the aesthetic appears of the project.

- *The deviation meets the design intent and purpose of the ECM standards.*
The deviation meets the design intent and purpose of the ECM standards by meeting all other aspects of the standards except the length of the cul-de-sac.
- *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 deviation meets the control measure requirements by leaving more area in its natural condition promotes more infiltration and less runoff. By allowing a long cul-de-sac, additional disturbance of the surrounding area for an additional roadway for the sole purpose of connecting this cul-de-sac with a future cul-de-sac can be avoided.

#3- Type 3 Mailbox Locations

Nature of Request:

Section of ECM from which Deviation Is Sought: 4.4.5.E

Specific Criteria from which a Deviation Is Sought: Type 3 Mailbox Locations

Proposed Nature and Extent of Deviation: For aesthetics and consistency within Meridian Ranch, the request is to be allowed to place the Type 3 Mailbox in locations similar to the locations where these boxes have been placed since the beginning of the project. Historically, the mailbox locations have typically been located along the sides of residential lots and adjacent to open space at locations within local and local low volume street classifications where street parking is allowed and the Postal Service prefers and approves.

ECM Section 5.8.6: Limits of Consideration:

The ECM Administrator may only consider a project-specific deviation to an existing standard when one of the following conditions is met:

- *The ECM standard is inapplicable to a particular situation.*
N/A
- *Topography, right-of-way, or other geographical conditions or impediments impose an undue economic hardship on the applicant, and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.*
N/A
- *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.*
The regulation is illogical where street parking is allowed. Local and Local Low Volume streets allow for street parking of vehicles. It is illogical to require mailbox locations within a residential subdivision along a local or local low volume street to require a vehicle temporarily

park outside the clear zone when parking near a mailbox kiosk when street parking within the clear zone is allowed everywhere else along the same street.

This standard requires additional unnecessary street width, curb and gutter and sidewalk be installed that will then need to be maintained by the County.

ECM Section 5.8.7: Criteria for Approval

Per ECM section 5.8.7 the request for a deviation may be considered if the request is not based exclusively on financial considerations. The deviation must not be detrimental to public safety or surrounding property. The applicant must include supporting information demonstrating compliance with all of the following criteria:

- *The deviation will achieve the intended result with a comparable or superior design and quality of improvement;*
The deviation will provide similar design and appearance as elsewhere within the Meridian Ranch development providing aesthetic continuity.

- *The deviation will not adversely affect safety or operations;*
The deviation will not adversely affect safety or operations since the mailbox kiosks will be located outside the clear zone. Any vehicle that temporarily parks near the kiosk will park in a similar manner as any other vehicle along the same street in front of a residence.

The Type 3 mailbox is to be located outside the clear zone and shall be located in such a place as to not block the line of sight.

- *The deviation will not adversely affect maintenance and its associated cost; and*
The deviation will not adversely affect maintenance and its associated costs, since in all other aspects, such as roadway width, slope, pavement type, turn around space, etc. meet El Paso County criteria. Since it meets all other criteria the impacts to maintenance is insignificant.

Conversely, providing the additional width to the street for a pullout to park would require additional maintenance and cost to the County.

- *The deviation will not adversely affect aesthetic appearance.*
The deviation will not adversely affect the aesthetic appearance of the project.
- *The deviation meets the design intent and purpose of the ECM standards.*
The deviation meets the design intent and purpose of the ECM standards by meeting all other aspects of the standards with respect to road design and safety.
- *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 deviation meets the control measure requirements by leaving more area in its natural condition promotes more infiltration and less runoff. By allowing this provision, additional

roadway for the sole purpose of providing an unnecessary paved pullout for temporary parking can be avoided.

#4- Design Standards by Functional Classification

Nature of Request:

Section of ECM from which Deviation Is Sought: 2.2.4.B.3 & 2.3.2

Specific Criteria from which a Deviation Is Sought: 2.3.2 Design Standards by Functional Classification, Table 2-6

Proposed Nature and Extent of Deviation: Construct the portion of Rex Road to be located between Pyramid Peak Drive and Sunrise Ridge Drive as a Residential Urban Collector in lieu of the Urban Minor Arterial as identified in the current 2040 Major Transportation Corridor Plan.

ECM Section 5.8.6: Limits of Consideration:

*The ECM Administrator may only consider a project-specific deviation to an existing standard when **one** of the following conditions is met:*

- *The ECM standard is inapplicable to a particular situation.*

N/A

- *Topography, right-of-way, or other geographical conditions or impediments impose an undue economic hardship on the applicant, and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.*

The previously recorded final plats for Estates at Meridian Ranch Filing 2 and Meridian Ranch Filing 9, located west of this project create a corridor of only 60' wide. This restriction provides sufficient room for an Urban Residential Collector and restricts the ability to construct the Urban Minor Arterial in this section west of the proposed project. This portion of Rex Road would require Rex Road to be constructed with lane tapers and redirects which could create confusion for the driver and pose unnecessary risk to future accidents. Any other alternative would require the acquisition of property for public and private entities in order to secure sufficient land to construct the Urban Minor Arterial west of the project and additional cost to the County as this roadway is identified in the 2040 Major Transportation Corridor Plan making Rex Road construction a reimbursable project.

- *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.*

N/A

ECM Section 5.8.7: Criteria for Approval

Per ECM section 5.8.7 the request for a deviation may be considered if the request is not based exclusively on financial considerations. The deviation must not be detrimental to public safety or surrounding property. The applicant must include supporting information demonstrating compliance with all of the following criteria:

- *The deviation will achieve the intended result with a comparable or superior design and quality of improvement;*

The deviation will provide a comparable design in that the estimated ADTs for this section fall more than 50% below the threshold for an Urban Minor Arterial roadway section.

The design provides the southern half of the roadway (centerline to southern curb. This provides a better design in that when and if the roadway is widened to the full width Urban Minor Arterial, all of the improvements south of the centerline will provide a future cost savings without the need to redesign and/or remove/replace large portions of the roadway.

- ***The deviation will not adversely affect safety or operations;
The Engineering Criteria Manual identifies 20,000 ADTs as the maximum volume of traffic that can be safely conveyed on an Urban Minor Arterial Street section, the estimated 2040 ADT is sufficiently below at 7,470 to justify a half section. Constructing a full width Urban Minor Arterial would require lane drop, tapers and redirects to accommodate the existing narrower section to the west of Sunrise Ridge Dr. The design will have the travel lanes east and west of Sunrise Ridge match eliminating the need to include lane drops east of Sunrise Ridge Dr.***

Merging traffic at lane drops and redirects create a potential risk for accidents east of the intersection. The half section will safely carry the anticipated total traffic volume from Eastonville Road to Mt. Gateway at the projected total traffic volume.

- ***The deviation will not adversely affect maintenance and its associated cost; and
The proposed deviation will not adversely impact maintenance for this street section in that it will not receive traffic higher than normal for this type of roadway classification***
- ***The deviation will not adversely affect aesthetic appearance.
The deviation will not adversely affect the aesthetics of the area as it will match an already established street section.***
- ***The deviation meets the design intent and purpose of the ECM standards.
The proposed deviation and design allows for the accommodation of the future widening of Rex Road to full width Urban Minor Arterial if and when it is deemed necessary due to any unforeseen increase traffic volume closer to the 20,000 ADTs***
- ***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 proposed deviation is not different than any other proposed roadway within El Paso County matching all other requirements for similarly classified roads and meets all requirements associated with the MS4 permit.***