

Project's construction phase. This aligns with Policy 5.2.4 to encourage the locating of new development where it can take advantage of existing or proposed water supply projects that would allow shared infrastructure costs.

Water usage related to, or resulting from, the Project will not be needed at full buildout (year 2060). As such, the Project will not contribute to, or impact, the current estimated build-out (2060) demand as described in the Water Master Plan. Rather, the extremely low-water use nature of solar power facilities effectively reduces and absorbs the projected regional demand for water at full build-out, as solar projects such as Pike Solar contribute to the decommissioning and replacement of traditional power plants which are comparatively high-water consumers.

#### *2040 Major Transportation Corridor Plan (2016) (MTCP)*

The Project will be required to comply with the County's Road Impact Fee Program. Pursuant to discussions with the County's reviewing Engineering Staff, the following road impact fee has been estimated in accordance with the following formula:  $1.2 \times 33.72$  (public/institutional use) = \$4,000. This information is included herein as requested.

\$3,372

\$5,462.64

1.62

It is a top priority of the Applicant to develop a mutually agreed upon transportation plan by working with the County, City of Fountain, CDOT, Fire Department, and interested parties in the community. The Applicant would like to follow the El Paso County 2040 Major Transportation Corridor Plan as well as the City of Fountain Traffic Routes. In following these guidelines and working with the interested parties, the Applicant has also agreed to conduct road condition surveys pre- and post-construction activities and to pay its proportional share for Pike Solar construction travel impacts to the two haul routes to keep the roads used by the Applicant well-maintained. Details surrounding these studies can be found in **Appendix AK- Road Conditions Survey Work Plan** which describes an approach and outlines methodologies to evaluation conditions of the paved roadways for the proposed construction travel routes as well as efficiently count representative samples of vehicles and vehicle classes along the two travel routes to understand local heavy traffic and project traffic. Finally, this work plan provides a means to assess the degradation of the routes over the course of construction and the proportion of degradation that is attributable to the construction of Pike Solar.

#### Proposed Access Locations

The Applicant has been working with the County, Colorado Department of Transportation ("CDOT"), and the City of Fountain on creating cohesive Traffic and Haul routes. The proposed construction travel plan was presented in the Early Assistance Meeting on October 21, 2020. Following this meeting, the Applicant has worked with the County, City of Fountain, CDOT, and the Hanover Fire Protection District in several follow-up discussions about traffic plans. The two access points are depicted on **Appendix AI- Haul Route Map**. This map identifies the two main routes for the planned construction traffic. Old Pueblo Road is depicted as a rural collector on the on the MTCP 2040 Roadway Plan (Classifications and Lanes). The analysis and recommendation made within **Appendix AJ - Traffic Memo** do not identify improvements to this road as being necessary for this development. The Traffic Memo also notes that the Project will not impact any of the roads that are highlighted in the 2060 Corridor Preservation Plan.