
MERIDIAN RANCH: SANCTUARY

PUD DEVELOPMENT / PRELIMINARY PLAN

LETTER OF INTENT

MAY 2022

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 Sanctuary at Meridian Ranch is located southeast of the intersection of Rex Road and Rolling Hills Drive, Peyton, Colorado. The site comprises of approximately 73 acres and is zoned PUD. To the northwest is the Estates at Rolling Hills Ranch residential development and to the west Rolling Hills Ranch of Meridian Ranch with Falcon Regional park on the eastern boundary of the property.



REQUEST

GTL Inc. is requesting approval of the following applications:

1. A PUD Development/Preliminary Plan for the Sanctuary at Meridian Ranch, consisting of 343 single-family dwelling lots, landscaping, open space, and trails on approximately 74 acres.
2. 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 F, SD 2-77	Urban Knuckle	40' SDT	Reduce driveway side SDT to 20'	To provide greater flexibility on driveway placement, particularly to increase distance between intersections and driveways while maintaining the overall knuckle design criteria.
4	ECM Section 2.2.4.B.3 & 2.3.2	Design Standards by Functional Classification	Construct Rex Road east of Estate Ridge Dr as an Urban 4-lane Minor Arterial based on the 2016 MTCP Map I4: 2040 Roadway Plan classification	The alternative design is to construct Rex Road east of Estate Ridge Drive as a half section of the Urban Minor Arterial.	<p>The projected long term (2040) total ADT is estimated to be 7,470 vehicles per day (this project plus background traffic) which is below the threshold for an Urban Residential Collector.</p> <p>With the projected low traffic volume and adjacent existing 60' right of way width proposal is to construct the half section roadway within an 80-foot right of way until such time as the full width section is deemed necessary.</p>
5	ECM Section 2.5.2.C.3	Ramps at "T" intersections	Handicap and access ramps at "T" Intersections require a minimum of three handicap accessible crossings.	Pedestrian ramps located for either leg of T-intersections would interfere with the placement of the required driveways.	Eliminate a pedestrian crossing and associated pedestrian handicap ramps across the top of a T-intersections located along Retreat Peak Dr. and Shelter Creek Dr. and provide pedestrian ramps and handicap access across the streets at locations not more than 600' away from the intersections in question.

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. 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 accessibility to open space within the development.

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 August 5th, 2021. This shows the land use designation of the area now comprising the Sanctuary at Meridian Ranch as MR-R9 (9 du/ac).

The PUD Development/Preliminary Plan for Sanctuary comprises 343 lots on approximately 74 acres, which represents a density of 4.635 dwellings per acre. The need to replat Tract D for a contiguous open space and drainage tract which was a part of the Rolling Hills Ranch PUD has increased the gross site area by ~25.5ac. If the replat of tract D was not necessary the existing Tract would still result in 7.02 dwellings per acre well below the approved Sketch Plans gross densities. 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 and the overall Sketch Plan. 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 District's 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.

The project is located within Region 3, Falcon Area, containing 4 growth areas projected to be completed by 2040, three areas to be completed by 2060, and two other growth areas located on the north and south sides of Falcon Highway directly east of Falcon. Specifically, the Water Master Plan states:

“Region 3 contains four growth areas west of Falcon projected to be completed by 2040. Other areas of 2040 growth are projected for the north-central part of the region west of Highway 24 extending from Falcon to 4-Way Ranch. North of Falcon along Highway 24, growth is projected by 2060 on both sides of the highway. Just west of Falcon, another small development is projected by 2060 on the north and south sides of Woodmen Road. On the east side of Highway 24, three separate areas of growth are projected for development by 2060, with the largest of the three spanning from south of Judge Orr Road to east of Peyton Highway into Region 4c. This development will likely consist of 35-acre lots that will require individual wells to use Denver Basin groundwater. The other two growth areas will be located on the north and south sides of Falcon Highway directly east of Falcon. See Figure 5.5 for Region 3 growth map projections.”

Full build out of the Meridian Service Metropolitan District (District) is anticipated within the 2040 timeframe. The Water Resources Report indicates that the District has sufficient supply to meet the expected need at full build out by 2040 and 2060. Region 3 has a current water supply of 7,164-acre feet per year and a current demand of 4,494-acre feet per year. The 2040 water supply is projected to be 7,921-acre feet per year and the project demand is 6,403-acre feet. As stated in the Water Resources

Report, this development is projected to need 32.5-acre feet of water per year and a planning need of 1,701 -acre feet per year. Current supply is 2,119-acre feet on a 300 year basis.

The District currently incorporates a 15% reserve into their future planning. Based on the needs, current supply, and reserve the District has sufficient water to meet the needs expected now and into the future with no shortages anticipated.

A Will Serve Letter for water and wastewater commitments has been provided by the District. Meridian Ranch is situated in the Upper Black Squirrel Creek Designated Groundwater Basin which is managed by the Upper Black Squirrel Creek Management District. MSMD currently services over 12,000 in equivalent population in several filings within Meridian Ranch, Falcon High School and portions of Latigo Trails as an out of district user.

The service area is located in the Upper Black Squirrel Creek Groundwater Management District and the water bearing formations in descending stratigraphic order are the Dawson, Denver, Arapahoe, and Laramie Fox Hills. These four aquifers are collectively known as the Denver Basin aquifers and are found approximately at depths of 500, 1,400, 1,900, and 2,500 feet below the ground surface.

The water system that serves Meridian Ranch is classified as a “public water system”, and meets all the applicable requirements of the CDPHE.

The water system uses groundwater as its primary source of supply. Filtration and disinfection facilities have been constructed at a central location to ensure good water quality. Elevation differences that exist throughout the property require that the distribution system is divided into two pressure zones to ensure that the water is delivered at no less than 40 psi during peak hour flow and at no more than 120 psi during periods of low use. Storage facilities and distribution piping are provided to ensure that the residual pressure requirements are achieved both during peak hour demands and during maximum day demands with a superimposed fire flow of 1500 gpm for the residential areas and up to 3500 gpm for commercial areas. The upper pressure zone (Zone 1) is a closed loop distribution system served by pumps that provide the required pressures, these are located in the same location as the filtration and disinfection facilities. The lower pressure zone (Zone 2) is a conventional gravity system served by storage tanks to provide the required pressures.

MSMD currently provides water service to 117 Latigo Trails home sites as out of district users. Latigo Trails is located within Zone 1 north of and adjacent to Meridian Ranch. The water used to provide this service comes from a Laramie Fox Hills well under permit no. 46406-F. This well is permitted for use within the Meridian Service Metropolitan District as well.

The District’s current use is based on an average of 20% renewable water sources and is actively seeking renewable sources and replacement sources with Cherokee Metro Water District to date.

c. Parks and Open Space Requirement

Sanctuary includes open space tracts approximately 33.3 acres in size with trail connections to the extensive trail and open space provisions within Meridian Ranch to include a proposed neighborhood park to the west and access to Falcon Regional Park to the east. The proposed Open Space dedication for the project of 33.3 acres achieves an 45% dedication exceeding the 10% requirement as noted in the Land Development Code Section 4.2.6.F.8b. As state above a need to include the entirety of Tract D has increased the noted open space by ~25.5 acres. The additional tract space prior to the noted replat area was 7.8 acres which resulted in a 16% dedication still exceeding the 10% requirement.

As required by Section 8.5.3 of the Land Development Code, the fees in lieu of park land dedication are \$295 per subdivision lot for Urban Parks and \$467 per subdivision lot for Regional Parks. The required fees in lieu for this project are:

	Sanctuary
Urban	\$101,185
Regional	\$160,181
Total	\$261,366

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 Sanctuary is submitted with this application package.

e. Traffic

A Traffic Report prepared by LSC is submitted in support of this application which identifies the construction of Rex Road as an Urban 2-Lane Minor Arterial from the Rolling Ranch Drive to Shelter Creek Drive as part of the proposed development. This study is keeping with past approved traffic studies and shows that no significant changes were projected for the improvements noted in the recent 2021 Sketch Plan study which had identified the proposed development densities.

f. Geotechnical Report

A Geotechnical Report prepared by Entech Engineering Inc. is submitted in support of this application. In areas that shallow ground water is identified foundations perimeter drains are recommended when foundations are not able to be located above the identified groundwater levels.

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

Sanctuary Filing 1 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.

Criteria for Approval:

PUD Zoning:

- The application is in general conformity with the Master Plan;
The proposed application is in keeping with the most recent 2021 Approved Sketch Plan and County Wide Master Plans as noted above.
- The proposed development is in compliance with the requirements of this Code and all applicable statutory provisions and will not otherwise be detrimental to the health, safety, or welfare of the present or future inhabitants of El Paso County;
The proposed development is in compliance with all County Code requirements and applicable statutory provisions and not detrimental to the health, safety and welfare of the inhabitants of El Paso County. The proposed development continually provides needed housing, adequate access to services, infrastructure and beneficial active community open space opportunities.
- The subject property is suitable for the intended uses and the use is compatible with both the existing and allowed land uses on the neighboring properties, will be in harmony and responsive with the character of the surrounding area and natural environment; and will not have a negative impact upon the existing and future development of the surrounding area;
The proposed development is per the Approved Sketch Plan and supports an approved land use intention for the proposed PUD development. The development continually promotes the access to and increased development of the surrounding natural environment that is sensitive to the impacts of the character of the community and neighboring communities through the promotion of increased access to open space and development of such.
- The proposed development provides adequate consideration for any potentially detrimental use to use relationships (e.g. commercial use adjacent to single family use) and provides an appropriate

transition or buffering between uses of differing intensities both on-site and off-site which may include innovative treatments of use to use relationships;

No incompatible uses are shown with the proposed development. Additional buffering is provided for density considerations with the similar residential uses to the west with increased open space dedications.

- The allowed uses, bulk requirements and required landscaping and buffering are appropriate to and compatible with the type of development, the surrounding neighborhood or area and the community;
The proposed development is consistent with surrounding neighborhoods and use designations. Additional buffering is provided for density considerations with the similar residential uses to the west with increased open space dedications.

- Areas with unique or significant historical, cultural, recreational, aesthetic or natural features are preserved and incorporated into the design of the project;
No significant preservation areas exist on site. Recreational open space opportunities are consistently incorporated into the Meridian Ranch development for a consistent and growing community need.

- Open spaces and trails are integrated into the development plan to serve as amenities to residents and provide a reasonable walking and biking opportunities;
The proposed Open Space dedication for the project of 33.3 acres achieves an 45% dedication exceeding the 10% requirement as noted in the Land Development Code Section 4.2.6.F.8b.

- The proposed development will not overburden the capacities of existing or planned roads, utilities and other public facilities (e.g., fire protection, police protection, emergency services, and water and sanitation), and the required public services and facilities will be provided to support the development when needed;
Appropriate infrastructure from the Meridian Service Metropolitan District provides 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.

- The proposed development would be a benefit through the provision of interconnected open space, conservation of environmental features, aesthetic features and harmonious design, and energy efficient site design;
The proposed development provides a 45% land dedication for open space. Recreational open space opportunities are consistently incorporated into the Meridian Ranch development for a consistent and growing community need.

- The proposed land use does not permit the use of any area containing a commercial mineral deposit in a manner which would unreasonably interfere with the present or future extraction of such deposit unless acknowledged by the mineral rights owner;
The proposed development does not propose or permit the use of land for mineral extraction.

- Any proposed exception or deviation from the requirements of the zoning resolution or the subdivision regulations is warranted by virtue of the design and amenities incorporated in the development plan and development guide;

Proposed deviations are consistent with past approvals and warranted based on past development regulations and design intents consistent with the County Land Development Code requirements.

- The owner has authorized the application.

Application is being submitted by the current land owner and developer.

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APPENDIX A:

SANCTUARY FILING 1 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 Sanctuary 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- Urban Knuckle – Sight Distance Triangle

Nature of Request:

Section of ECM from which Deviation Is Sought: Section F, Standard Detail SD 2-77

Specific Criteria from which a Deviation Is Sought: Section F SD_2-77, Urban Knuckle, specifically the standard sight distance triangle (SDT) length.

Proposed Nature and Extent of Deviation: The deviation is needed to accommodate the sight distance triangle for the anticipated vehicle speed of 15 mph around the corner of the knuckle.

The proposed alternative will match the proposed change to the ECM by changing the SDT from 25' to 15' to accommodate the anticipated 15 mph travel speed around the knuckle corner.

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 needed to allow the ECM to match real world occurrence of vehicles traveling through the knuckle. A vehicle needs to slow to below the posted speed limit of 25 mph to approximately 15 mph, resulting in the need for a shorter sight distance triangle.

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 match the proposed revision to the sight distance triangle of the Urban Knuckle found in the ECM.
- The deviation will not adversely affect safety or operations;
The deviation will not adversely affect safety or operations in that the standard brings the ECM more aligned with real world actions.
- The deviation will not adversely affect maintenance and its associated cost; and
The proposed deviation has no impact on maintenance and associated cost.
- The deviation will not adversely affect aesthetic appearance.
The proposed deviation has no impact on the aesthetic appearance of the project.
- The deviation meets the design intent and purpose of the ECM standards.
The deviation would meet the intent and purpose of the standard plan, which is to ensure sufficient Stopping Sight Distance on the horizontal curve.
- 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.

#3- Design Standards by Functional Classification

Nature of Request:

Section of ECM from which Deviation Is Sought: 2.2.4.B.3 & 2.3.2 Urban Minor Arterial & 2.3.2 Design Standards by Functional Classification

Specific Criteria from which a Deviation Is Sought: 2.3.2 Design Standards by Functional Classification, Table 2-6. The specific ECM standard a deviation is requested is the criteria to construct Rex Road east of Estate Ridge Dr as an Urban 4-lane Minor Arterial based on the 2016 MTCP Map I4: 2040 Roadway Plan classification

Proposed Nature and Extent of Deviation: The portion of Rex Road between Mt Gateway Drive and Sunrise Ridge Drive has been planned and constructed as an Urban Residential Collector with a standard right of way width of 60 feet. The projected long term (2040) total ADT is estimated to be 7,470 vehicles per day (this project plus background traffic) which is below the threshold for an Urban Residential Collector.

With the projected low traffic volume and adjacent existing 60' right of way width logic dictates to construct the half section roadway within an 80-foot right of way until such time as the full width section is deemed necessary. This roadway is listed on the 2040 Major Transportation Plan and therefore fully reimbursable by the County, this move will shift available funds to other higher priority roadways.

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.***

#4- Ramps at "T" Intersections

Nature of Request:

Section of ECM from which Deviation Is Sought: 2.5.2.C.3

Specific Criteria from which a Deviation Is Sought: Handicap and access ramps at "T" Intersections require a minimum of three handicap accessible crossings.

Proposed Nature and Extent of Deviation: Pedestrian ramps located on the west side of Retreat Peak Dr. at the intersections with Estes Ridge Dr., and Nederland Dr. and the east side of Shelter Creek Dr at the intersections with Arriba Dr. and Estes Ridge Dr. for either leg of T-intersection would interfere with the placement of the required driveway for residential lots.

Eliminate a pedestrian crossing and associated pedestrian handicap ramps across the top of a T-intersections located along Retreat Peak Dr. and Shelter Creek Dr. and provide pedestrian ramps and handicap access across the streets at locations not more than 600' away from the intersections in question. (see exhibit)

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.*

Occasionally the layout of lots limit the ability of pedestrian crossing to be located across the tops of T-intersections. Placing a pedestrian crossing at such locations will cause undue restrictions for the lot and the location of the driveway for the lot.

- *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 provides a superior design for the given lots by not restricting the use of the property frontage. Crossings are provided a short distance away at nearby intersections north and south of these locations.

- *The deviation will not adversely affect safety or operations;*

The deviation will not adversely affect safety or operations and will provide a superior design by allowing driveways to be located in such a way as to create a safer product. The design meets all other aspects of the criteria the impact to safety and operation is insignificant.

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

The deviation will not adversely affect maintenance and its associated costs, in all other aspects, such as roadway width, slope, pavement type, turn around space, etc. meet El Paso County criteria.

- *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 except the location of the pedestrian crossings across the street.

- *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 has no impact on applicable control measures required to meet the County's MS4 permit.