


EL PASO COUNTY
COLORADO

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PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT
 CRAIG DOSSEY, EXECUTIVE DIRECTOR

TO: El Paso County Planning Commission
Brian Risley, Chair

FROM: Nina Ruiz, Planning Manager
Gilbert LaForce, PE Engineer III
Craig Dossey, Executive Director

RE: Project File #: SP-19-005
Project Name: Grandwood Ranch
Parcel No.: 61190-00-003

OWNER:	REPRESENTATIVE:
Sylvan Vista, Inc. 13144 Thumbprint Court Colorado Springs, CO 80921	Grandwood Enterprises, LLC 270 Lodgepole Way Monument, CO 80132

Commissioner District: 1

Planning Commission Hearing Date:	10/15/2020
Board of County Commissioners Hearing Date	11/10/2020

EXECUTIVE SUMMARY

A request by Sylvan Vista, Inc., for approval of a preliminary plan for 146.84 acres to create 48 single family residential lots with an overall density of one dwelling unit per three (3) acres, 14.17 acres of open space, drainage tracts, and rights-of-way. The applicant has submitted a concurrent rezoning application to rezone the property from the RR-5 (Residential Rural) zoning district to the RR-2.5 (Residential Rural) zoning

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districts. The 146.84-acre property is located on north side of Higby Road, at the southernmost terminus of Furrow Road, and approximately 1.5 miles northwest of the Baptist Road and Roller Coaster Road intersection and within Section 19, Township 11 South, Range 66 West of the 6th P.M. The parcels are located within the Tri Lakes Comprehensive Plan (2000).

The applicant is also requesting pre-development site grading in association with the preliminary plan request. The preliminary plan was submitted prior to the 2019 revision to the El Paso County Land Development Code to allow for administrative final plats. Although the applicant was provided the opportunity to revise the application to provide enough detail and information to allow for a request of administrative final plats in the future, the applicant has chosen not to exercise this option and will bring all future plat(s) to the Board of County Commissioners for review.

Jurisdictional Wetlands have been identified on the subject parcel as noted in the applicant's Natural Resources Assessment report prepared by ERO Resources Corporation. The applicant has coordinated with the Army Corps of Engineers for several months to determine if they will require a separate permit or approval but no determination has been made to date due to the Corps not having availability for a site inspection. Staff has recommended an additional condition of approval to require that this determination be provided prior to scheduling the final plat for public hearing. Additionally, the report identified habitat of Preble's meadow jumping mouse. The US Fish and Wildlife Service (USFWS) provided a clearance letter identifying that the development is not likely to adversely affect the species. The two open space tracts will contain both the jurisdictional wetlands as well as the Preble's meadow jumping mouse habitat in an effort to limit the disturbance of this sensitive area.

The preliminary plan depicts the extension of Furrow Road through the parcel ultimately connecting to Higby Road, consistent with the 2016 Major Transportation Corridors Plan. A deviation request to construct the northern section of Furrow Road within the existing right-of-way as an urban cross section with retaining walls is pending a decision by the ECM Administrator. Due to safety concerns, the County Engineer has contacted and requested the applicant work in collaboration with the El Paso County Department of Public Works (DPW) to explore alternative design to eliminate or reduce the retaining walls proposed on the deviation request. DPW has agreed to be responsible for any additional property acquisitions necessary to facilitate the pending alternative design. The deviation request will be modified and submitted with the first final plat filing to reflect the alternative design. Staff has added an additional recommended condition to ensure the applicant and DPW continue to work cooperatively to resolve the alignment concern.

A. REQUEST/WAIVERS/DEVIATIONS/AUTHORIZATION

Request: A request by Sylvan Vista, Inc., for approval of a preliminary plan for 146.84 acres to create 48 single family residential lots with an overall density of one dwelling unit per three (3) acres, 14.7 acres of open space, drainage tracts, and rights-of-way. The applicant is also requesting pre-development site grading in association with the preliminary plan request.

The applicant is not requesting the Board of County Commissioners authorize administrative final plats and anticipates all future final plat filings to require a public hearing.

Waiver(s)/Deviation(s): The following deviations from the standards of the El Paso County Engineering Criteria Manual (ECM) have been administratively approved by the County Engineer (ECM Administrator):

1. Section 2.3.8.A: Cul-de-sacs shall have a maximum length of 1,600 feet for rural condition. The applicant has submitted a deviation requesting a length of 2,542 feet due to topographical constraints.
2. Sections 2.2.5.B and 2.2.5.D: Rural minor arterial and rural major collector requires intersection spacing of ¼-mile (1,320 feet). The applicant has submitted a deviation requesting an intersection spacing on Higby Road of 1,179 feet between Fairplay Drive and Furrow Road, 980 feet between Colonial Park Drive and Grandwood Drive. A deviation requesting an intersection spacing on Furrow Road of 707 feet between Higby Road and Copper Valley Court.
3. Section 2.3.2: Design standards for a rural major collector roadway:
 - Design Speed is 50 mph and posted speed is 45 mph
 - Minimum centerline horizontal curve radius is 930 ft
 - Vertical curve K-value is 44 (crest) and 96 ft (sag)
 - Design average daily trips (ADT) is 3,000

The applicant has submitted a deviation requesting the following design standards:

- Design Speed of 40 mph and posted speed of 35 mph
- Minimum centerline horizontal curve radius of 600 ft
- Vertical curve K-value is 42 (crest) and 42 ft (sag) with stop condition at the intersection of Higby Rd and Furrow Rd and at the intersection of Furrow Rd and Minglewood Trail
- Design average daily trips (ADT) of 5,500

4. Section 2.3.4.B: Maximum roadway centerline grades of 8% and maximum intersection grades of 4%. The applicant has submitted a deviation requesting a maximum centerline roadway grade of 9.8% and maximum intersection grades of 4%.

The reason for the various deviation requests relates to the topographical conditions of the site. The deviation requests were approved based on the proposed alternatives and justification described within the deviation request form. See the deviation request forms for a detailed description of the alternatives, justification and supporting information demonstrating compliance with the criteria for approval.

Authorization to Sign: There are no items requiring signature associated with this request.

B. PLANNING COMMISSION SUMMARY

Request Heard:

Recommendation:

Waiver Recommendation:

Vote:

Vote Rationale:

Summary of Hearing:

Legal Notice:

C. APPROVAL CRITERIA

The Planning Commission and BOCC shall determine that the following criteria for approval outlined in Section 7.2.1 of the El Paso County Land Development Code (2019), have been met to approve a Preliminary Plan:

- The proposed subdivision is in general conformance with the goals, objectives, and policies of the Master Plan;
- The subdivision is consistent with the purposes of this Code;
- The subdivision is in conformance with the subdivision design standards and any approved sketch plan;
- A sufficient water supply has been acquired in terms of quantity, quality, and dependability for the type of subdivision proposed, as determined in accordance with the standards set forth in the water supply standards [C.R.S. §30-28-133(6)(a)] and the requirements of Chapter 8 of this Code;
- A public sewage disposal system has been established and, if other methods of sewage disposal are proposed, the system complies with state and local laws and regulations, [C.R.S. §30-28-133(6) (b)] and the requirements of Chapter 8 of this Code;

- All areas of the proposed subdivision, which may involve soil or topographical conditions presenting hazards or requiring special precautions, have been identified and the proposed subdivision is compatible with such conditions. [C.R.S. §30-28-133(6)(c)];
- Adequate drainage improvements complying with State law [C.R.S. §30-28-133(3)(c)(VIII)] and the requirements of this Code and the ECM are provided by the design;
- The location and design of the public improvements proposed in connection with the subdivision are adequate to serve the needs and mitigate the effects of the development;
- Legal and physical access is or will be provided to all parcels by public rights-of-way or recorded easement, acceptable to the County in compliance with this Code and the ECM;
- The proposed subdivision has established an adequate level of compatibility by (1) incorporating natural physical features into the design and providing sufficient open spaces considering the type and intensity of the subdivision; (2) incorporating site planning techniques to foster the implementation of the County's plans, and encourage a land use pattern to support a balanced transportation system, including auto, bike and pedestrian traffic, public or mass transit if appropriate, and the cost effective delivery of other services consistent with adopted plans, policies and regulations of the County; (3) incorporating physical design features in the subdivision to provide a transition between the subdivision and adjacent land uses; (4) incorporating identified environmentally sensitive areas, including but not limited to, wetlands and wildlife corridors, into the design; and (5) incorporating public facilities or infrastructure, or provisions therefore, reasonably related to the proposed subdivision so the proposed subdivision will not negatively impact the levels of service of County services and facilities;
- Necessary services, including police and fire protection, recreation, utilities, open space and transportation system, are or will be available to serve the proposed subdivision;
- The subdivision provides evidence to show that the proposed methods for fire protection comply with Chapter 6 of this Code; and
- The proposed subdivision meets other applicable sections of Chapter 6 and 8 of this Code.

Please note that the applicant has requested to delay the water finding as well as the finding regarding those public improvements until the time of the final plat. For this reason, the applicant is not requesting that the Board of County Commissioners authorize administrative final plats.

D. LOCATION

North: RR-2.5 (Residential Rural)/ RR-5 (Residential Rural)	Residential
South: RR-2.5 (Residential Rural)/Monument	Residential/Vacant
East: RR-2.5 (Residential Rural)	Residential
West: RS-20000 (Residential Suburban)	Residential

E. BACKGROUND

The property was initially zoned A-4 (Agriculture) on January 3, 1955 when zoning was first initiated for this portion of the County. Subsequent nomenclature changes to the El Paso County Land Development Code renamed the A-4 zoning district as the RR-5 (Residential Rural) zoning district.

The subject property is adjacent to an existing developed area within the County. The Timberview and Arrowwood subdivisions are located north of the subject parcel and consist of approximately 2.5 acre lots. The Mills Timber subdivision is also located north of the subject parcel and consist of two (2) lots at approximately 5 acres in size. The Bent Tree III subdivision is located along the eastern boundary of the subject parcel and generally consists of 2.5 acre lots, however, those parcels immediately adjacent to the subject parcel are 4 and 3 acres in an effort to provide a buffer and transition. The Woodmoor Summit subdivision is located to the west and consists of lots approximately one-half (1/2) acre in size. Similar to the Bent Tree III subdivision, the Woodmoor Summit subdivision also includes parcels over one (1) acre immediately adjacent to the subject parcel to provide a density transition. To the south, across Higby Road, is the Higby Estates subdivision consisting of lots approximately 2.5 acres in size. The jurisdictional boundary of the Town of Monument is also located to the south across Higby Road. Although the area within the Town of Monument has not yet been developed there is a proposal for an urban-level development known as Home Place Ranch.

The applicant has requested approval of the Grandwood Ranch Preliminary Plan which includes 48 residential lots, public right-of way, as well as two (2) open space tracts. A concurrent application is being reviewed for a map amendment (rezone) from the RR-5 (Residential Rural) zoning district to the RR-2.5 (Residential Rural) zoning district. If the map amendment (rezone) and preliminary plan are approved, the applicant will be required to process subsequent final plat(s) prior to construction. The preliminary plan was submitted prior to the 2019 revision to the El Paso County Land Development Code to allow for administrative final plats. Although the applicant was provided the opportunity to revise the application to provide enough detail and information to allow for a request of administrative

approval of final plats in the future, the applicant has chosen not to exercise this option and will be required to bring all future plat(s) to the Planning Commission and Board of County Commissioners for review.

F. ANALYSIS

1. Land Development Code Compliance

This application meets the preliminary plan submittal requirements, the standards for Divisions of Land in Chapter 7, and the standards for Subdivision in Chapter 8 of the El Paso County Land Development Code (2019).

2. Zoning Compliance

The applicant has submitted a concurrent request to rezone the 146.84 acre property to the RR-2.5 (Residential Rural) zoning district. The RR-2.5 (Residential Rural) zoning district is intended to accommodate low-density, rural, single family residential development. The density and dimensional standards for the RR-2.5 (Residential Rural) zoning district are as follows:

Minimum Lot Size: 2.5 acres
Minimum Width at Front Setback Line: 200 feet
Setbacks: Front and Rear 25 feet, Sides 15 feet
Maximum Coverage: None
Maximum Height: 30 feet

The proposed preliminary plan depicts lots having a minimum size of 2.5 acres. A residential site plan will be required for all lots prior to building permit authorization to ensure all proposed structures will meet the dimensional requirements of the RR-2.5 zoning district.

3. Policy Plan Analysis

The El Paso County Policy Plan (1998) has a dual purpose; it serves as a guiding document concerning broader land use planning issues and provides a framework to tie together the more detailed sub-area elements of the County Master Plan. Relevant policies are as follows:

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.

Policy 6.1.8 - Encourage incorporation of buffers or transitions between areas of varying use or density where possible.

Policy 6.1.13 - Encourage the use of carefully planned and implemented clustering concepts in order to promote efficient land use, conservation of open space and reduction of infrastructure costs.

Policy 6.4.4 – Encourage new rural residential subdivisions to be located within or contiguous with existing rural residential areas or to be incorporated as a buffer between higher density or undevelopable areas.

Policy 6.4.8 – Allow for flexibility in the application of regulations with regard to the unique variations between different rural residential developments.

Goal 9.1 – Plan, develop, and maintain a safe and efficient transportation system to meet the present and future mobility needs of the people, goods materials, and services.

Policy 9.1.1 – Identify and preserve the functional integrity of the corridors necessary to meet the County’s potential future transportation needs.

Policy 9.2.2 – Require advance right-of-way reservation and/or dedication for transportation facilities as part of the land development process.

The proposed Grandwood Ranch development is primarily surrounded by properties zoned RR-2.5 (Residential Rural). In addition to the RR-2.5 zoned properties, the subject parcel is also bordered by approximately 840 linear feet of RR-5 (Residential Rural) zoned property along the northern boundary as well as approximately 1,200 linear feet of RS-20000 (Residential Suburban) zoned property along the western boundary.

The subject property is adjacent to existing developed areas within the County. North of the subject parcel are the Timberview and Arrowwood subdivisions which consist of approximately 2.5 acre lots. The Mills Timber subdivision is also located north of the subject parcel and consist of two (2) lots approximately 5 acres in size. The Bent Tree III subdivision is located along the eastern boundary of the subject parcel and generally consists of 2.5 acre lots, however, those parcels immediately adjacent to the subject parcel are 4 and 3 acres in size in order to provide a buffer and transition. The Woodmoor Summit subdivision is located to the west and consist of lots approximately half of an acre (1/2) in size. Similar to the Bent Tree III subdivision, the Woodmoor Summit subdivision also includes parcels over one (1) acre immediately adjacent to the subject parcel in an effort to provide a density transition. To the south across Higby Road is the

Higby Estates subdivision consisting of lots approximately 2.5 acres in size. The jurisdictional boundary of the Town of Monument is also located south across Higby Road. Although the area within the Town of Monument has not yet been developed there is a proposal for an urban development also known as Home Place Ranch.

Staff notes that the developer has not provided a density transition adjacent to those RR-5 zoned parcels as is recommended in many of the goals and policies. Although the densities may be considered compatible, the proposal does not meet all of those goals and policies listed above due to the absence of a density transition.

Jurisdictional wetlands have been identified on the subject parcel as noted in the applicant's Natural Resources Assessment report prepared by ERO Resources Corporation. The applicant has coordinated with the US Army Corps of Engineers for several months to determine if they will require a separate permit or approval, but no determination has been made to date due to the Corps not having availability for a site inspection. Staff has recommended an additional condition of approval for the preliminary plan to require that this determination be provided prior to scheduling the final plat for public hearing. Additionally, the report identified habitat of Preble's meadow jumping mouse. The US Fish and Wildlife Service provided a clearance letter identifying that the development is not likely to adversely affect the species. The applicant is proposing to utilize a cluster development design with the preliminary plan and is proposing two open space tracts, totaling 14.17 acres, which will contain both the jurisdictional wetlands as well as the Preble's meadow jumping mouse habitat in an effort to limit disturbance of this sensitive natural environment. The result of the clustered development design is an overall density of one dwelling unit per three acres. The proposed preliminary plan is consistent with those policies pertaining to conservation of open space and natural features.

The Plan identifies the need to preserve transportation corridors to meet the present and future needs of the County. Furrow Road is presently constructed from County Line Road to the northern boundary of the subject parcel where it terminates. Furrow Road, as depicted in the 2016 Major Transportation Corridors Plan, is anticipated to connect through the subject parcel to Higby Road. The preliminary plan depicts the extension of Furrow Road through the parcel ultimately connecting to Higby Road, consistent with the 2016 Major Transportation Corridors Plan. Dedication of right-of-way will be required with future final plat application(s). Additionally, the applicant will work cooperatively

with the El Paso County Department of Public Works to ensure the alignment is safe and that impacts are limited. The proposed preliminary plan is consistent with those policies pertaining to transportation.

4. Small Area Plan Analysis

The proposed subdivision is within the Ponderosa Breaks sub-area of the Tri-Lakes Comprehensive Plan (1999). The Plan recommends development of the sub-area as low density residential.

The Ponderosa Breaks sub-area includes the following land use scenarios:

- Development emphasis should be on low density residential uses which focus on the timbered areas rather than the open portions of this unit. Overall densities should be consistent with adjacent existing subdivisions.
- Preserve adequate roadway rights-of-way for future development. Improve north-south access roads, including Furrow Road and Roller Coaster Roads, to provide for both motorized and non-motorized traffic.

Page 129 of the Plan expressly states that “It is recommended that future zoning size to be at least 2.5 acres on unplatted properties.” As discussed in the Policy Plan section above, the proposed preliminary plan is compatible with those surrounding existing developments, however, no transition has been provided to those RR-5 zoned parcels.

As is recommended in the Plan, the applicant is proposing to preserve adequate right-of-way for the future connection of Furrow Road. The applicant has depicted Furrow Road as extending from the northern property boundary through the subject parcel and ultimately connecting to Higby Road. Staff finds that the proposed subdivision is generally consistent with the Tri-Lakes Comprehensive Plan.

5. Water Master Plan Analysis

The El Paso County Water Master Plan (2018) has three main purposes; better understand present conditions of water supply and demand; identify efficiencies that can be achieved; and encourage best practices for water demand management through the comprehensive planning and development review processes. Relevant policies are as follows:

Policy 6.0.11 – Continue to limit urban level development to those areas served by centralized utilities.

The subject property is located within Region 2, Monument Area, which is anticipated to experience significant growth through 2060. Specifically, the Plan states:

“Substantial growth is projected along Highway 83 in northwestern El Paso County. Planned growth areas are expected to be low density and would currently rely on well and septic systems, as no centralized well or sewer systems are available. Region 2 bordering Douglas County also has projected growth by 2060 between Furrow Road and Roller Coaster Road.”

The subject parcel is specifically included within one of those areas specified as being anticipated to experience growth.

Region 2 has a current water supply of 13,607-acre feet per year and a current demand of 7,532-acre feet per year. The 2040 water supply is projected to be 20,516-acre feet per year and the projected demand is 11,713-acre feet. The 2060 water supply is projected to be 20,756-acre feet per year, whereas the demand is anticipated to be 13,254-acre feet per year; therefore, there is projected to be a surplus supply of water for central water providers for this region of the County. The Plan does not account for the available supply of water within the Denver Basin aquifers, which is likely an amount that differs from the quantity of legally available water.

Although there is anticipated to be an adequate water supply for central water providers as a whole, the Plan expressly identifies that the majority of the water for this region comes from non-renewable water sources:

“Denver Basin water comprises a large share of future supplies for Regions 2, 3, 4a, 4b, 4c, 5, 6, and 8. As previously discussed, heavy use of Denver Basin supplies is not expected to be economically sustainable over the long term. Water supplies in these regions may need to be diversified in the years ahead, depending on local aquifer conditions.”

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The applicant is proposing an augmentation plan to be submitted and reviewed with anticipated future final plat applications. A finding of sufficiency in regard to water quantity, quality, and dependability has not been requested in association

with the preliminary plan and instead the applicant is proposing to defer the finding until the final plat(s) stage of development.

6. Other Master Plan Elements

The El Paso County Wildlife Habitat Descriptors (1996) identifies the parcels as having a low wildlife impact potential. Jurisdictional wetlands have been identified on the subject parcel as noted in the applicant's Natural Resources Assessment report prepared by ERO Resources Corporation. The applicant has coordinated with the US Army Corps of Engineers for several months to determine if they will require a separate permit or approval, but no determination has been made to date due to the Corps not having availability for a site inspection. Staff has recommended an additional condition of approval for the preliminary plan to require that this determination be provided prior to scheduling the final plat for public hearing. Additionally, the report identified habitat of Preble's Meadow Jumping Mouse. The US Fish and Wildlife Service provided a clearance letter identifying that the development is not likely to adversely affect the species.

The Master Plan for Mineral Extraction (1996) identifies potential upland deposits in the area of the subject parcels. A mineral rights certification was prepared by the applicant indicating that, upon researching the records of El Paso County, no severed mineral rights exist.

The El Paso County Parks Master Plan (2013) does not identify any proposed parks or trails within close proximity to the subject parcel.

Please see the Transportation section below for information regarding conformance with the 2016 Major Transportation Corridor Plan (MTCP).

G. PHYSICAL SITE CHARACTERISTICS

1. Hazards

There are wetlands located on the subject parcel. The wetlands are proposed to be contained within tracts as depicted on the proposed preliminary plan.

2. Wildlife

The El Paso County Wildlife Habitat Descriptors (1996) identifies the parcels as having a low wildlife impact potential.

3. Floodplain

The development is not impacted by any designated floodplain (Zone X) as indicated by FEMA Flood Insurance Rate Map No. 08041C0279G, which has an effective date of December 7, 2018.

4. Drainage and Erosion

The development is located within the Jackson Creek drainage basin, which is included in the El Paso County Drainage Basin Fee program. The drainage fee shall be calculated as part of subsequently required final drainage report and must be paid at the time of plat recordation.

The development generally drains to the south. Stormwater runoff is conveyed by roadside ditch and existing channels into four proposed extended detention basins for water quality and flood control storage. These detention facilities will be privately owned and maintained by the homeowner's association.

Pre-development grading was requested with the preliminary plan. The applicant will be required to secure approvals of an Erosion and Stormwater Quality Control Permit (ESQCP), a grading and erosion control plan, and a financial assurance estimate. The applicant is also required to provide Pre-Development Site Grading Acknowledgement and Right of Access Forms, a Stormwater Management Plan, and financial assurance to secure performance of the grading and erosion control in accordance with the requirements of the El Paso County Engineering Criteria Manual (2019).

5. Transportation

The development is located on the north side of Higby Road between Fairplay Drive and Colonial Park Drive. All streets are planned to be public roads and will be dedicated to the County. Specific deviation requests from the design standards in the ECM are described in Section A above. This subdivision will result in the dedication of approximately one mile of developer constructed rural local roadways and 0.3 miles of developer constructed rural major collector. See Section J below for outstanding issues related to the extension of Furrow Road.

The Furrow Road extension as identified in the 2016 Major Transportation Corridors Plan Update (MTCP) is located within the development and will need to be constructed by the developer. This roadway extension is likely an eligible improvement for credits through the El Paso County Road Impact Fee Program. The developer is encouraged to refer to the Fee Program documentation for details on initiating a credit request and entering into a credit agreement with the County. This process is initiated by the applicant, not the Planning and Community Development Department. If the applicant intends to move forward with this request they will need to coordinate with the Principal Transportation Planner for the El Paso County Department of Public Works.

The development is subject to the El Paso County Road Impact Fee Program (Resolution No. 19-471), as amended. The applicant has elected to pay the full fee amount at the time of building permit rather than to enter the development into one of the public improvement districts.

H. SERVICES

1. Water

The applicant has requested the sufficiency finding in regard to water quality, quantity, and dependability be delayed until the time of future final plat application(s). The applicant anticipates lots to be served by individual wells.

2. Sanitation

Wastewater is proposed to be provided by individual onsite wastewater treatment systems (OWTS). The applicant submitted an onsite wastewater treatment system report demonstrating a minimum of two potential locations for septic systems per lot.

3. Emergency Services

The property is within the Tri-Lakes-Monument Fire Protection District. The District was sent a referral and provided the applicant with instruction related to construction but did not express any additional concerns with the preliminary plan.

4. Utilities

Electrical service will be provided by Mountain View Electric Association and natural gas service will be provided by Black Hills Energy.

5. Metropolitan Districts

The property is not located within a metropolitan district.

6. Parks/Trails

Fees in lieu of park land dedication will be due at the time of recording the final plat(s).

7. Schools

The site is within the boundaries of Lewis Palmer School District No. 38. Fees in lieu of school land dedication shall be paid to El Paso County for the benefit of the Lewis Palmer District No. 38 at time of recording the final plat(s).

I. APPLICABLE RESOLUTIONS

Approval Page 25
Disapproval Page 26

J. STATUS OF MAJOR ISSUES

A deviation request to construct the northern section of Furrow Road within the existing right-of-way as an urban cross section with retaining walls is pending review and decision by the ECM Administrator. Due to safety concerns, the County Engineer has contacted and requested the applicant work in collaboration with El Paso County Department of Public Works (DPW) to explore alternative design to eliminate or reduce the retaining walls proposed on the deviation request. For the collaboration, DPW is responsible for property acquisitions necessary to facilitate the approved alternative design. The deviation request shall be modified to reflect the approved alternative design. This issue shall be resolved prior to recording the first final plat.

K. RECOMMENDED CONDITIONS AND NOTATIONS

Should the Planning Commission and Board of County Commissioners find that the request meets the criteria for approval outlined in Section 7.2.1 (Subdivisions) of the El Paso County Land Development Code (2019) staff recommends the following conditions and notations:

CONDITIONS

1. Applicable traffic, drainage and bridge fees shall be paid with each final plat.
2. Applicable school and park fees shall be paid with each final plat.
3. Developer shall comply with federal and state laws, regulations, ordinances, review and permit requirements, and other agency requirements, if any, of applicable agencies including, but not limited to, the Colorado Division of Wildlife, Colorado Department of Transportation, U.S. Army Corps of Engineers and the U.S. Fish and Wildlife Service regarding the Endangered Species Act, particularly as it relates to the Preble's Meadow Jumping Mouse as a listed species.
4. The Subdivider(s) agrees on behalf of him/herself and any developer or builder successors and assigns that Subdivider and/or said successors and assigns shall be required to pay traffic impact fees in accordance with the Countywide Transportation Improvement Fee Resolution (Resolution 19-471), as amended, at or prior to the time of building permit submittals. The fee obligation, if not paid at

final plat recording, shall be documented on all sales documents and on plat notes to ensure that a title search would find the fee obligation before sale of the property.

5. The County Attorney's Conditions of Compliance shall be adhered to at the appropriate time.
6. Future anticipated final plat application(s) may not be scheduled for hearing until and unless the Army Corps Of Engineers has made a determination in regards to if an additional permit will be required by the Army Corps.
7. The deviation request to construct the northern section of Furrow Road within the existing right-of-way as an urban cross section with retaining walls shall be resolved prior to the recordation of the first final plat.

NOTATIONS

1. Approval of the preliminary plan does not authorize future final plat filings to be approved administratively.
2. Approval of the Preliminary Plan will expire after twenty-four (24) months unless a final plat has been approved and recorded or a time extension has been granted.
3. Preliminary Plans not forwarded to the Board of County Commissioners for consideration within 180 days of Planning Commission action will be deemed to be withdrawn and will have to be resubmitted in their entirety.

L. PUBLIC COMMENT AND NOTICE

The Planning and Community Development Department notified 37 adjoining property owners on September 28, 2020, for the Planning Commission meeting. Responses will be provided at the hearing.

M. ATTACHMENTS

Vicinity Map
Letter of Intent
Preliminary Plan Drawing
US Fish & Wildlife Clearance
Adjacent Property Owner Responses
Deviation Requests

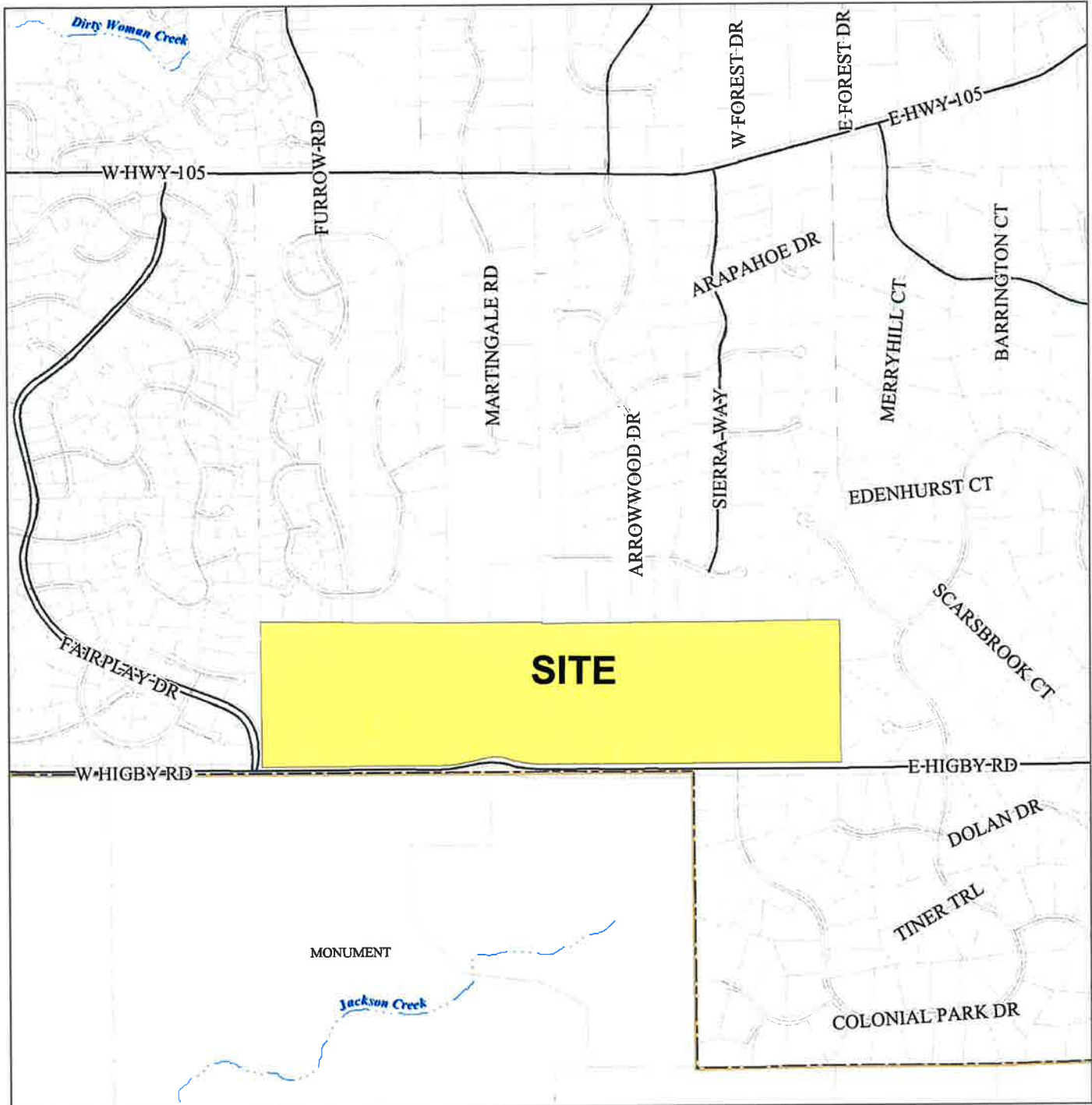
El Paso County Parcel Information

File Name: P-19-001 and SP-19-005

Zone Map No. --

Date: September 23, 2020

PARCEL	NAME
611900003	SYLVAN VISTA INC



Please report any parcel discrepancies to:
 El Paso County Assessor
 1675 W. Garden of the Gods Rd.
 Colorado Springs, CO 80907
 (719) 520-6600



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GRANDWOOD RANCH
LETTER OF INTENT
PRELIMINARY PLAN

- Owners/Applicants: Grandwood Enterprises, LLC
William F. Herebic II, Manager
270 Lodgepole Way, Monument, CO 80132
719-651-9152
- Consultants: Matrix Design Group
2435 Research Pkwy, Colorado Springs, CO 80920
719-575-0100
- Engineering: Matrix Design Group
2435 Research Pkwy, Colorado Springs, CO 80920
719-575-0100
- Vivid Engineering Group, Inc.
1053 Elkton Drive, Colorado Springs, CO 80907
719-896-4356
- ERO Resources Corporation
1842 Clarkson Street, Denver, CO 80218
303-830-1188
- LSC Transportation Consultants, INC.
545 East Pikes Peak Avenue, Suite 210, Colorado Springs, CO 80903
719-633-2868
- Monson, Cummins & Shohet, LLC
13511 Northgate Estates Drive, Suite 250, Colorado Springs, CO 80921
719-471-1212
- Forestree Development, LLC
7377 Osage Road, Larkspur, CO 80118
720-530-6527
- Site Location: Northeast corner of Higby Road and Fairplay Drive. El Paso County Tax Schedule Number 6119000003.
- Request: Request by Grandwood Enterprises, LLC for approval of a preliminary plan to develop forty-eight single family residential lots at a minimum of 2.5 acres each, a 0.25 acre Tract for a future potential well site, a 10.59 acre Tract and a 3.69 acre Tract for drainage and detention, cistern for fire protection, and open space/conservation area (collectively the "Property"). Grandwood Enterprises requests an Early Grading Permit upon approval of the Preliminary Plan and Zone Change. Grandwood Enterprises also requests a waiver of the Water Finding until the Final submittal.

Site and Plan Information/Justification for Request:

The proposed preliminary plan is consistent with the goals and objectives set forth in the 2000 Tri-Lakes Comprehensive Plan.

Preliminary Plan: Forty-eight single family residential lots each containing a minimum of 2.5 acres, a 3.69 acre Tract for a drainage detention basin, cistern for fire protection, and open space/conservation area, and a 10.59 acre Tract for a drainage detention basin, cistern for fire protection, and open space/conservation area are proposed, and a 0.25 acre Tract for a future well site. The future well site location would be reserved for use by Woodmoor Water and Sanitation or TriView Metropolitan District. The Property falls within Sub-Areas #9 Ponderosa Breaks and #10 Gleneagle/Academy View of the 2000 Tri-Lakes Comprehensive Plan. The recommendations for the Property, as shown in the Concept Plan for these Sub-Areas, Map 7.1, are Low Density. Sub-Area #9 Ponderosa Breaks is described in the 2000 Tri-Lakes Comprehensive Plans thusly, *"The northern portion of the Sub Area is zoned for 2.5 acres (i.e. Arrowwood and Bent Tree)."*

The forty-eight single family lots and Tracts will be subject to a comprehensive set of Covenants, Conditions, and Restrictions and Owners' Associations. In addition to other duties, the Owners' Association will be responsible for insurance with compliance with the plan for augmentation for the use of the Dawson aquifer groundwater.

In addition to the forty-eight residential lots, the Preliminary Plan contains three tracts. Tract B is a 0.25 acre parcel intended to be future potential well site. Tract C is a 3.69 acre parcel intended for a drainage detention facility which will handle developed flows for the single family lots on the western portion of the Property, a 33,000 gallon underground cistern for fire protection of the western portion of the Property, and open space/conservation of riparian habitat. Tract A is a 10.59 acre parcel intended for a drainage detention facility which will handle developed flows for the single family lots on the eastern portion of the Property and a 33,000 gallon underground cistern for fire protection of the eastern portion of the Property and open space/conservation of riparian habitat.

Vehicular Access: Two vehicular access points are provided onto Higby Road, a 60' right of way County owned and maintained Roadway. Applicant proposes to dedicate 30' along Higby Road northward onto the Property as required. The easterly access point from Higby Road onto the Property is a proposed "Rural Local" cul de sac serving twenty-one single family residences. The westerly access point from Higby Road onto the Property is proposed to be a continuation of Furrow Road built to "Rural Major Collector" standards northward to the existing southerly terminus of Furrow Road. A "Rural Local" cul de sac serving eighteen single family residences is proposed to the east of the T- Intersection. A "Rural Local" cul de sac serving nine single family residences is proposed to the west of the T-Intersection. There will be no driveway access permitted onto Higby Road and Furrow Road.

Grading and Drainage: Two detention basins will control developed stormwater flows within the Property. One drainage channel will control the release of stormwater from an existing detention basin to the east of the Property. Grading will commence following installation of erosion control measures and notice to proceed from El Paso County.

Development Phasing: Three phases of construction are anticipated. The first phase of construction will be twenty-one single family residential lots on the easterly cul de sac. The second phase of construction will be eighteen single family residential lots east of Furrow Road. The third phase of construction will be nine single family residential lots west of Furrow Road.

Water: Water will be provided by individual wells. A plan for augmentation for use of Dawson aquifer groundwater for residential use for 300 years has been submitted for consideration.

Criteria for Approval - Land Development Code Section 7.2.1(D)(2)(e):

In approving a Preliminary Plan, the BoCC/PCD Staff shall find that:

1. The proposed subdivision is in general conformance with the goals, objectives, and policies of the Master Plan (EPC Policy Plan) including the Small Area Plan (2000 Tri-lakes Comprehensive Plan), the 2040 Major Transportation Corridors Plan (MTCP) and the El Paso County Parks Master Plan:

The El Paso County Master Plan (EPC Policy Plan) addresses issues directly related to the future development of the Grandwood Ranch Subdivision. These Policies include:

- *Policy 6.1.10 – Ensure that new development will not create a disproportionately high demand on public services and facilities by virtue of its location, design or timing.* The proposed subdivision is located within the 2000 Tri-lakes Comprehensive Plan. The Comprehensive Plan recognizes and encourages development of the type and density proposed. Commitments to serve the subdivision have been provided by utility suppliers and the local Fire District. Mitigation requirements related to drainage impacts and transportation impacts have been identified within the Grandwood Subdivision's Preliminary Drainage Report and the Traffic Impact Study.
- *Policy 6.1.11 – Plan and implement land development so that it will be functionally and aesthetically integrated within the context of adjoining property and uses.* The proposed subdivision is located within the Ponderosa Breaks Subarea 9 of the 2000 Tri-lakes Comprehensive Plan. This subarea recommends single family residential land uses to a minimum lot size of 2.5 acres. The proposed subdivision is consistent with this land use recommendation. Beyond the issue of land use, this subarea recommends the following related to physical design goals and objectives;
 - *Preserve adequate roadway right-of-way for future development. Improve north-south access roads, including Furrow and Roller Coaster Roads, to provide for both motorized and non-motorized traffic.* Furrow Road, a collector roadway, is designed to extend from the existing Timber Meadows subdivision south to intersect with Higby Road.
 - *Manage, preserve, protect, and enhance the vegetation to ensure the long term health of the ponderosa forest.* Proper forest management and wildfire hazards mitigation go hand in hand. The Grandwood Wildfire Mitigation Plan, prepared

by Forestree Development, LLC, provides detailed strategies to protect and enhance the ponderosa forest while providing the level of wildfire hazard mitigation necessary to ensure the safety and security of the Grandwood community.

- *Require erosion control measures and slope stabilization for all new development.* The Grandwood Preliminary Drainage Report, Grading & Erosion Control Plan and Storm Water Management Plan (SWMP) all address issues related to erosion control and slope stabilization.

- *Goal 6.4 – Develop and maintain rural residential areas in a manner which protects their integrity, addresses the carrying capacity of the natural environment and provides for an adequate level of non-urban facilities and services.* The proposed 2.5 acre home sites are consistent with the transitional rural residential character of the Ponderosa Breaks Sub-area community. The proposed density allows for the future subdivision of the parcel to develop such that the land's topography, natural systems, water resources, geology and surface drainage can accommodate and adequately facilitate 2.5 acres home sites. Areas of geologic hazards, sensitive environmental assets or drainage concerns have been identified and integrated into areas outside of the proposed building envelopes ensuring residential structural safety and integrity. Water service will be provided via on site wells operated under a State approved Water Augmentation Plan. Wastewater will be accomplished via individual on site septic systems. Reports regarding the suitability of the property to safely accommodate the wells and septic systems have been provided. Fire protection will be provided in accordance with the fire codes adopted by the Tri-lakes Monument Fire Protection District. Electric, natural gas, telephone and communication data transfer will be accomplished via underground service systems.

- *Policy 6.4.3 – Allow rural residential development in those areas of sufficient “carrying capacity: including roadway capacity, water supply, septic suitability, educational facilities and organized structural fire protection.* Reports addressing fire protection, water resources, wastewater treatment suitability and transportation impacts have been provided.

- *Policy 6.4.9 – Continue to develop reasonable and consistent levels of service standards for rural residential subdivision.* See Policy 6.4.3 above. The identified reports and letters required with a Preliminary Plan application package have addressed both current and future levels of service standards for rural residential subdivisions. Where substandard conditions are found to exist, the identified mitigation measures will be implemented such that no declines in future levels of service standards are expected.

The 2040 Major Transportation Corridor Plan (MTCP) indicates Higby Road to be a 2 lane minor arterial and Furrow Road to be a 2 lane collector. No bicycle lanes are indicated for these roadways. The Grandwood Preliminary Plan accommodates the required right-of-way widths for these two roadways. See Traffic Impact Report prepared by LSC Transportation Consultants. Regional park needs for future Grandwood residents are accommodated by the nearby Fox Run Regional Park.

The El Paso County 2013 Parks Master Plan does not indicate the need for additional regional parks within this area nor the need for additional regional trails or bicycle lanes. Because the Grandwood subdivision is a large lot subdivision with open space recreational opportunities, no neighborhood or urban parks are required or proposed.

2. The subdivision is consistent with the purposes of the El Paso County Land Development Code. The underlying purpose of the El Paso County Land Development Code is to protect the

health, safety and welfare of the citizens of El Paso County. The following Criteria for Approval responses evidences the application's consistency with the purposes of the Code.

3. *The subdivision is in conformance with the subdivision design standards and any approved sketch plan;* The proposed subdivision design is in conformance with subdivision design standards as evidenced by staff and agency document review responses. There are no previous agreements or sketch plans related to this parcel.

4. A waiver has been requested to defer requirements until the Final Plat process. Water service will be provided by individual on site wells permitted and operated under a State approved Water Augmentation Plan. Water quantity and dependability will be assessed by the County Attorney's Office and the State Division of Water Resources based upon the subdivision's Water Augmentation Plan and Water Supply Report submitted by the applicant. Water quality will be assessed by the El Paso County Health Department based upon water quality testing provided by the applicant.

5. *A sewage disposal system has been established complying with all State and County sewage disposal system standards;* Wastewater collection and treatment will be provided via individual onsite septic systems. Septic suitability will be assessed by the El Paso County Health Department based upon the Onsite Wastewater Treatment Systems Report provided by the applicant.

6. *All areas of the proposed subdivision, which may involve soil or topographical conditions presenting hazards or requiring special precautions, have been identified and the proposed subdivision is compatible with such conditions.* The subdivision's Geology and Wastewater Evaluation Report evaluated expansive/settlement prone soil, erodible soils, corrosive soils, mine subsidence, slope stability, flooding potential, seismicity, radiation and groundwater conditions. The Report concluded *"It is our opinion that the project site exhibits no geologic hazards that pose a significant risk to the proposed project or adjacent properties that cannot be mitigated through proper land usage planning, foundation design, engineering design and/or construction practice."* Mitigation recommendations have been provided within the Report should any geologic hazards be encountered during individual lot geologic evaluation.

7. *Adequate drainage improvements complying with State law and the requirements of this Code and the ECM are provided by the design;* See Preliminary Drainage Report, Storm Water Management Plan (SWMP) and Grading and Erosion Control Plan prepared by Vivid Engineering Group and submitted by the applicant evidencing compliance with this requirement.

8. *Legal and physical access is or will be provided to all parcels by public rights-of-way or recorded easements, acceptable to the County in compliance with this Code and the ECM;* All proposed lots have direct physical and legal vehicular access onto proposed dedicated public right-of-ways. See Preliminary Plan drawings prepared by Matrix Design Group and submitted by the applicant evidencing compliance with this requirement. In addition to public right-of-way required to provide legal and physical access to the individual lots, public right-of-way will also be provided by the extension of Furrow Road between the Timber Meadows subdivision and Higby Road (collector road classification) and Higby Road (minor arterial classification) as required by the 2040 Major Transportation Corridor Plan. See the Grandwood Traffic Impact Report prepared by LSC Transportation Consultants for additional specific transportation related requirements.

9. *The proposed subdivision has established an adequate level of compatibility by;*

(1) incorporating natural physical features into the design and providing sufficient open spaces considering the type and intensity of the subdivision; Approximately 13.87 acres

or 9% of the Grandwood subdivision's land area is natural open space. The primary function of the open space is to provide wetland habitat preservation. A secondary function of the open space is to provide passive recreational and trail opportunities for the subdivision's residences. The open space is primarily located within existing natural drainage ways facilitating streams, ponds and riparian habitat.

(2) incorporating site planning techniques to foster the implementation of the County's plans, and encourage a land use pattern to support a balanced transportation system, including auto, bike and pedestrian traffic, public or mass transit if appropriate, and the cost effective delivery of other services consistent with adopted plans, policies and regulations of the County; As encouraged by the 2000 Tri-lakes Comprehensive Plan, the physical design of the Grandwood subdivision utilizes rural residential cul-de-sacs which directly access either collector roadways (Furrow Rd) or minor arterial roadways (Higby Rd) thereby eliminating new traffic impacts onto existing rural residential roadways. Inter-subdivision pedestrian and bicycle traffic will utilize the rural residential cul-de-sac roadways. Public or mass transit opportunities are currently not available within this area of the County. Should they become available in the future, public or mass transit will be able to utilize Furrow Rd (collector classification) and/or Higby Rd (minor arterial classification).

(3) incorporating physical design features in the subdivision to provide a transition between the subdivision and adjacent land uses; All existing or proposed subdivisions adjoining the Grandwood subdivision are single family residential land uses. Subdivisions to the west and south of Grandwood are primarily urban scale lots while subdivisions to the north and east are primarily rural scale 2.5 acre lots. The proposed Grandwood 2.5 acre lots require no transition of land uses.

(4) incorporating identified environmentally sensitive areas, including but not limited to, wetlands and wildlife corridors, into the design; The proposed Grandwood open space provides permeant protection to natural drainage ways, wildlife habitat, wildlife corridors and Federally protected wetlands.

(5) incorporating public facilities or infrastructure, or provisions therefore, reasonably related to the proposed subdivision so the proposed subdivision will not negatively impact the levels of service of County services and facilities; The proposed Grandwood subdivision's roadway infrastructure will positively impact surround roadways levels of service by providing a southerly Furrow Road exit.

10. Necessary services, including police and fire protection, recreation, utilities, open space and transportation system, are or will be available to serve the proposed subdivision; Police protection for the Grandwood subdivision will be provided by the El Paso County Sheriff's Office. The subdivision is located within and will be serviced by the Tri-lakes Monument Fire Protection District (see service commitment letter). Electric service will be provided by Mountain View Electric Association and natural gas service will be provided by Black Hills Energy Corporation (see utility service commitment letters). Recreational opportunities will be provided via the nearby Fox Run Regional Park. The public vehicular circulation network has been designed to provide safe and convenient vehicular circulation to and throughout the subdivision (see LSC's Traffic Impact Report).

11. The subdivision provides evidence to show that the proposed methods of fire protection comply with Chapter 6 of the Land Development Code; Per the requirements of the Tri-lakes Monument Fire Protection District and Chapter 6 of the Land Development Code, 2 proposed 30,000 gallon cisterns will provide localized fire protection water sources. In addition, numerous wildfire hazards mitigation techniques are included within the Grandwood Wildfire Mitigation

Plan prepared by Forestree Development, LLC. The Grandwood Property Owners Association will participate in the District's Firewise Communities Program and has integrated wildfire hazards mitigation measures into their communities Covenants and Restrictions. The developer has also provided a fire break system via the subdivision's internal roadways (see Fire Protection Report, District Service Commitment Letter and District application review response).

12. The proposed subdivision meets other applicable sections of Chapter 6 and 8 of the Land Development Code; Chapter 6 of the LDC deals with general development standards while Chapter 8 deals with subdivision design, improvements and dedication standards. Compliance with these standards is documented and ensured through the various State and County departmental and agency review responses.

Districts Serving the Property:

Lewis-Palmer School District 38
Mountain View Electric Association
Black Hills Energy
Tri-Lakes Monument Fire Protection District



Planning and Community
Development Department
2880 International Circle
Colorado Springs, Colorado 80910

DEVIATION REQUEST AND DECISION FORM

Updated: 6/17/2019

Phone: 719.520.6300
Fax: 719.520.6695
Website: www.elpasoco.com

PROJECT INFORMATION

Project Name : Grandwood Ranch
 Schedule No.(s) : 6119000003
 Legal Description : S2N2, EX PT TO HIGBY RD CONV BY REC# 205092691 W/MR SEC 19-11-66

APPLICANT INFORMATION

Company : Grandwood Enterprises
 Name : Bill Herebic
 Owner Consultant Contractor
 Mailing Address : 270 Lodgepole Way
 Monument, CO 80232

 Phone Number : 719-651-9152
 FAX Number : N/A
 Email Address : Herebic5@msn.com

ENGINEER INFORMATION

Company : LSC Transportation Consultants, Inc.
 Name : Jeffrey C. Hodsdon
 Mailing Address : 2504 E. Pikes Peak Ave
 Suite 304
 Colorado Springs, CO 80909
 Phone Number : 719-633-2868
 FAX Number : 719-633-5430
 Email Address : Jeff@LSCTrans.com
 Colorado P.E. Number : 31684

OWNER, APPLICANT, AND ENGINEER DECLARATION

To the best of my knowledge, the information on this application and all additional or supplemental documentation is true, factual and complete. I am fully aware that any misrepresentation of any information on this application may be grounds for denial. I have familiarized myself with the rules, regulations and procedures with respect to preparing and filing this application. I also understand that an incorrect submittal will be cause to have the project removed from the agenda of the Planning Commission, Board of County Commissioners and/or Board of Adjustment or delay review until corrections are made, and that any approval of this application is based on the representations made in the application and may be revoked on any breach of representation or condition(s) of approval.

Signature of owner (or authorized representative)

Date

Engineer's Seal, Signature
And Date of Signature



DEVIATION REQUEST (Attach diagrams, figures, and other documentation to clarify request)

Deviation No. 3 (4-15-2020): A deviation from the standards of or in Sections **2.3.4.B and 2.3.7.C.4** of the Engineering Criteria Manual (ECM) is requested. The request is for intersection approach grades and "mid-block" centerline roadway grades exceeding the maximum allowable in the ECM. The details are described below. See attached Deviation No. 3 Exhibit by LSC and the attached plan and profile exhibit prepared by Matrix Design Group.

Identify the specific ECM standard which a deviation is requested:

2.3.4.B Maximum and Minimum Grades for Roadways

Table 2-15: Minimum and Maximum Roadway Grades (Rural Collector)

- Minimum centerline grade (rural) – 1%
- Maximum centerline grade (rural) – 8%

2.3.7.C.4 Intersection Alignment (Vertical Alignment)

Tables 2-22 & 2-23: Intersection Grades by Roadway Functional Classification (Rural Collector & Rural Minor Arterial)

- Minimum intersection grade (rural) – 1%
- Maximum intersection grade (rural) – 4%
- Minimum intersection profile grade length – 125 feet

State the reason for the requested deviation:

Furrow Road (Proposed)

The design plans were prepared to minimize the intersection approach grades and roadway centerline grades. However, the natural grade is approximately 10% for about 900 to 1,000 feet south of Minglewood Trail. The change in elevation between the current terminus of Furrow Road (at Lamplight) and Higby Road and the horizontal distance between these two locations requires a deviation to the centerline roadway grade.

- North of the intersection (between the intersections of Copper Valley Court and Minglewood Tr.), the centerline roadway grade is proposed to be 9.8%

The centerline roadway grade deviation is needed to meet the intersection grade standard at the proposed Furrow Road/Copper Valley Court intersection.

Higby Road/Furrow Road Intersection (Proposed New Intersection)

The location for the Higby/Furrow intersection has been coordinated with this applicant and the Homeplace Ranch property owner to the south. It is our understanding that shifting the intersection to the west would require significantly more grading on the south side of the roadway.

- The proposed westbound approach to the Higby Road/Furrow Road intersection is about 6.5 percent
- West of the proposed intersection, the grades moderate for the eastbound intersection approach.

Explain the proposed alternative and compare to the ECM standards (May provide applicable regional or national standards used as basis):

Furrow Road (Proposed)

The proposed "mid-block" centerline roadway grade north of the intersection (between the intersections of Copper Valley Court and Minglewood Trail) would exceed the ECM maximum. The centerline roadway grade is proposed to be 9.8%. The ECM standard for Rural Collectors is 8% maximum (10% maximum grade permitted at the discretion of the ECM Administrator). The proposed section of 9.8% grade would exceed the 8% standard by 1.8%. The proposed 9.8% meets (by 0.2%) the allowable maximum grade permitted with ECM Administrator approval (10%). See the attached deviation exhibit and the attached plan and profile exhibit prepared by Matrix Design Group.

Higby Road/Furrow Road Intersection (Proposed Intersection)

The location for the Higby/Furrow intersection has been coordinated with this applicant and the Homeplace Ranch property owner to the south. It is our understanding that shifting the intersection to the west would require significantly more grading on the south side of the roadway.

- The westbound approach grade to the proposed Higby Road/Furrow Road intersection would be about 6.5 percent.
- West of the proposed intersection, the grades moderate for the eastbound intersection approach.

LIMITS OF CONSIDERATION

(At least one of the conditions listed below must be met for this deviation request to be considered.)

- The ECM standard is inapplicable to the particular situation.
- Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.
- 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.

Provide justification:

Furrow Road

Furrow Road between Higby Road and the south terminus of Furrow Road at Minglewood Trail are "fixed" points in terms of elevation and the horizontal distance between. The natural grade is approximately 10% for about 900 to 1,000 feet south of Minglewood Trail. Given the change in elevation between the current terminus of Furrow Road (at Minglewood/Lamplight) and Higby Road and the horizontal distance between these two locations, a deviation is required to the centerline roadway grade to meet the intersection grade standard at the proposed Furrow Road/Copper Valley Court intersection.

Higby Road/Furrow Road

The location for the Higby/Furrow intersection has been coordinated with this applicant and the Homeplace Ranch property owner to the south. It is our understanding that shifting the intersection to the west would require significantly more grading on the south side of the roadway. Also, it is our understanding that shifting the intersection to the west would impact the Preble's Meadow Jumping Mouse habitat.

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.

Furrow Road

The design plans were prepared to minimize the intersection approach grades and roadway centerline grades. However, the natural grade is approximately 10% for about 900 to 1,000 feet south of Minglewood Trail. Given the change in elevation between the current terminus of Furrow Road (at Minglewood/Lamplight) and Higby Road and the horizontal distance between these two locations, a deviation to the centerline roadway grade is needed in order to meet the intersection grade standard at the proposed Furrow Road/Copper Valley Court intersection. The proposed 9.8% meets (by 0.2%) the allowable maximum grade permitted with ECM Administrator approval (10%).

The deviation will not adversely affect safety or operations.

Furrow Road/Copper Valley Court

The ECM standard for Rural Collectors is 8% maximum (10% maximum grade permitted at the discretion of the ECM Administrator). The proposed 9.8% meets (by 0.2%) the allowable maximum grade permitted with ECM Administrator approval (10%).

Higby Road

The westbound approach grade to the proposed Higby Road/Furrow Road intersection would be about 6.5 percent. Future Stop signs would likely be placed on the northbound and southbound approaches with no stop condition on the westbound approach for the westbound through movement. The applicant will **dedicate ROW** for westbound right turn and left turn lanes (with length adjusted for the downgrade) on Higby Road if needed in the future. Note: The TIS shows the recommended eastbound left turn lane.

The deviation will not adversely affect maintenance and its associated cost.

The roadway grades would not affect the ability of County maintenance vehicles and snowplows to complete their work.

The deviation will not adversely affect aesthetic appearance.

Roadway cross-sections will be constructed to County standards. There will be no adverse effect on appearance with respect to the requested grades.

The deviation meets the design intent and purpose of the ECM standards.

The proposed 9.8% grade on Furrow would meet (by 0.2%) the allowable maximum grade permitted with ECM Administrator approval (10%).

REVIEW AND RECOMMENDATION:

Approved by the ECM Administrator

This request has been determined to have met the criteria for approval. A deviation from Section _____ of the ECM is hereby granted based on the justification provided.

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Denied by the ECM Administrator

This request has been determined not to have met criteria for approval. A deviation from Section _____ of the ECM is hereby denied.

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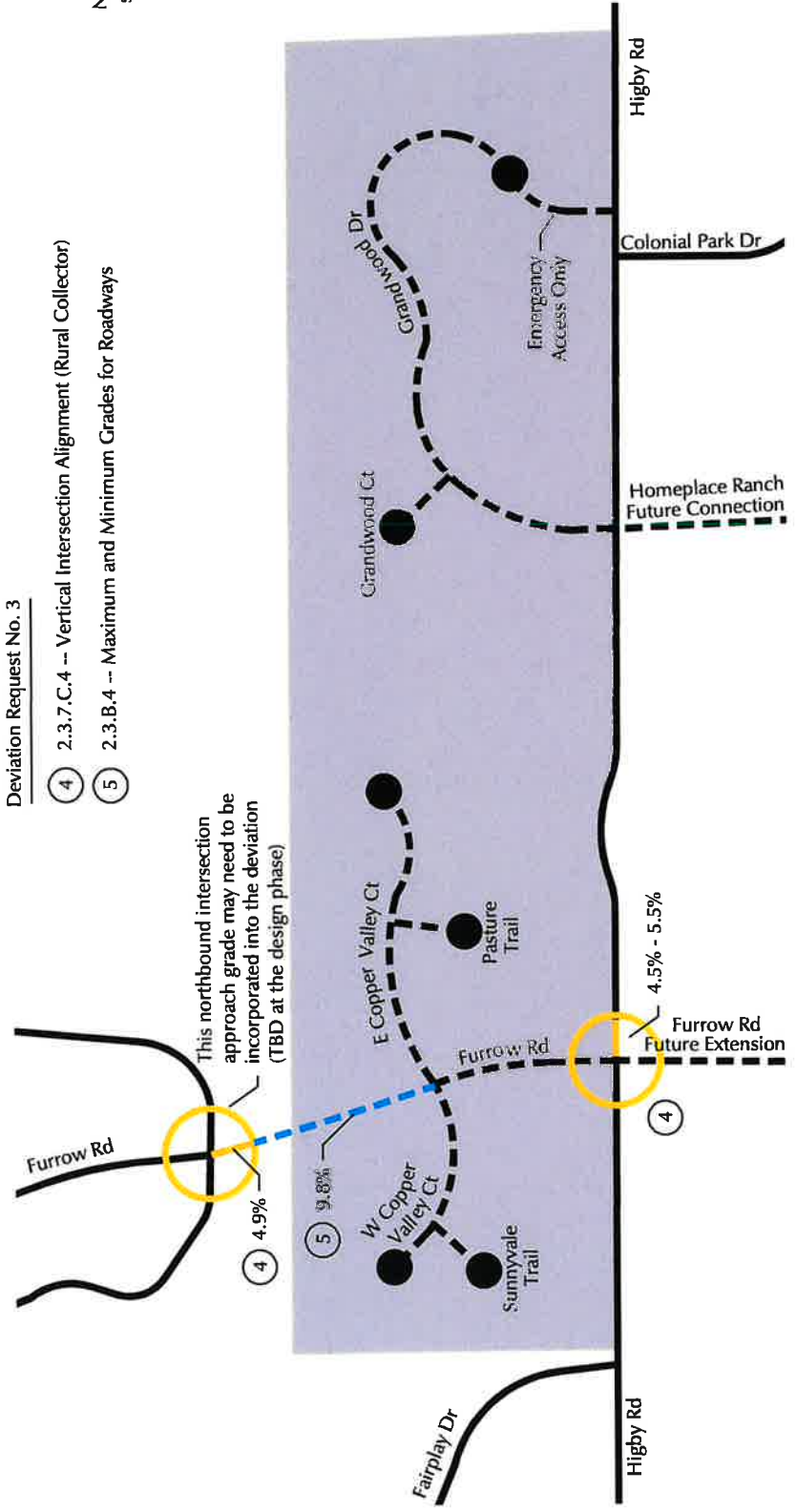
ECM ADMINISTRATOR COMMENTS/CONDITIONS:



Not to scale

Deviation Request No. 3

- ④ 2.3.7.C.4 -- Vertical Intersection Alignment (Rural Collector)
- ⑤ 2.3.B.4 -- Maximum and Minimum Grades for Roadways



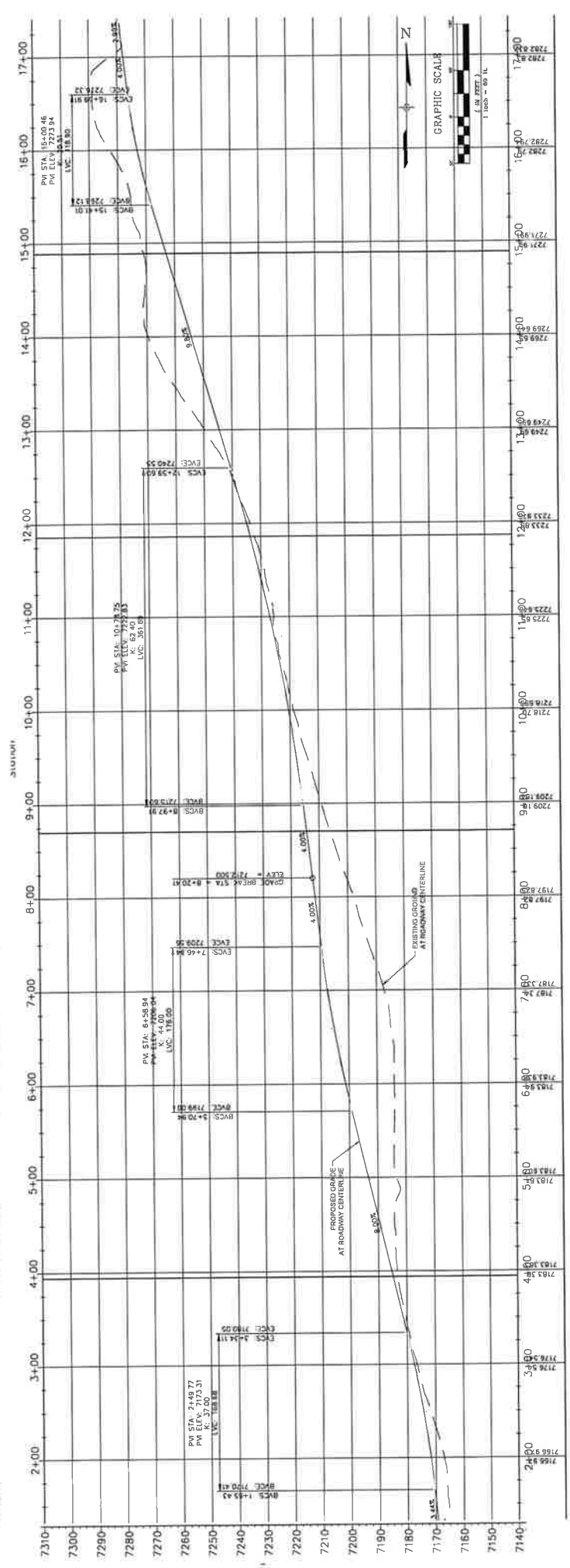
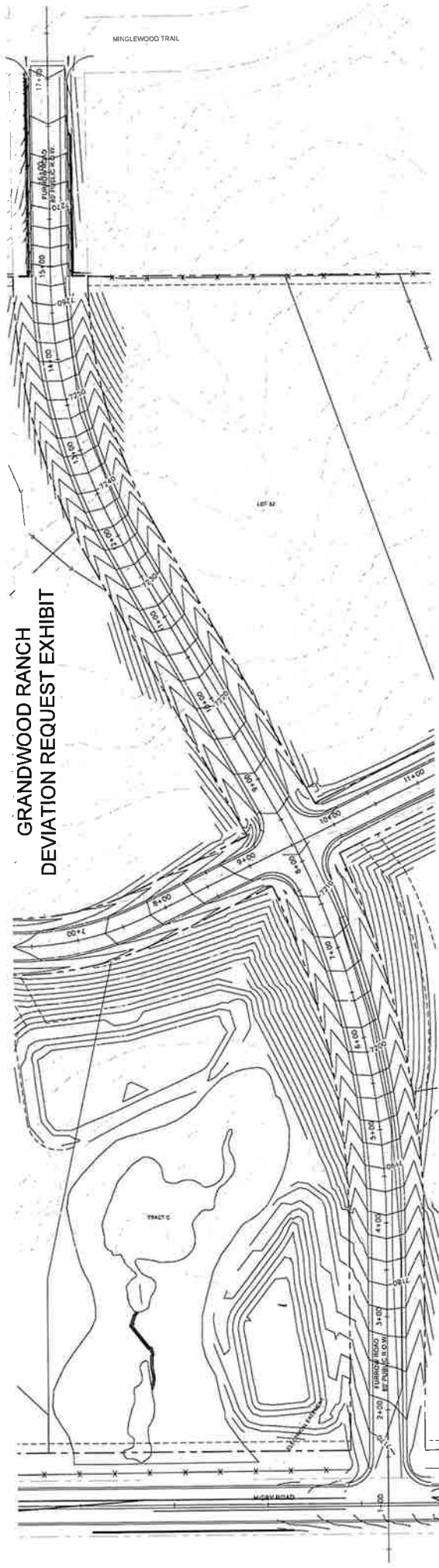
This northbound intersection approach grade may need to be incorporated into the deviation (TBD at the design phase)

- Existing roadway
- Intersection approach for which deviation is requested
- - - "Mid-block" roadway grade for which deviation is requested
- - - Proposed roadway
- Intersection and approach leg(s) for which deviation is requested
- XX% Maximum intersection roadway centerline grade or intersection approach grade (per plan and profile sheet)

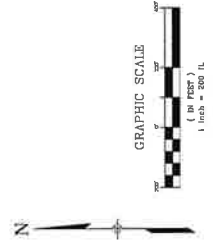
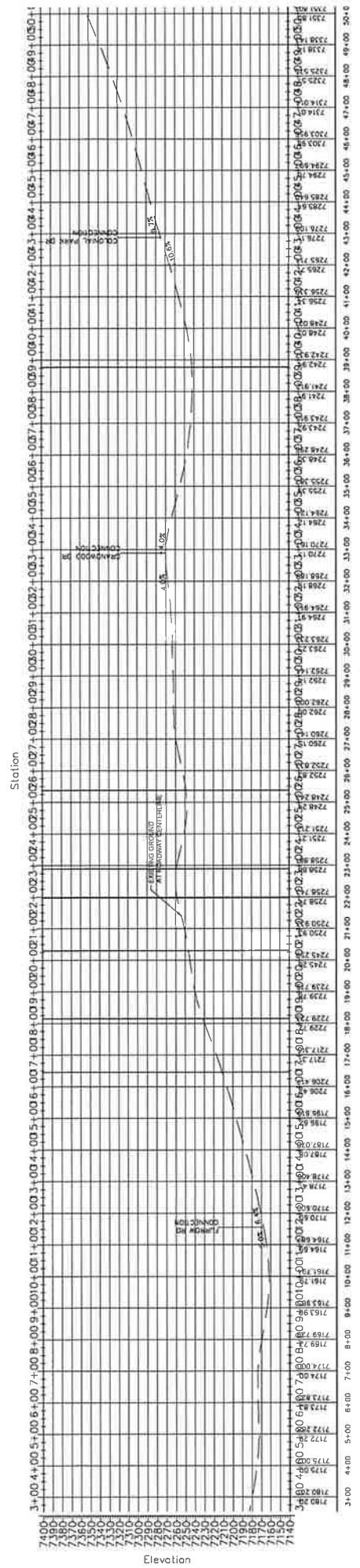
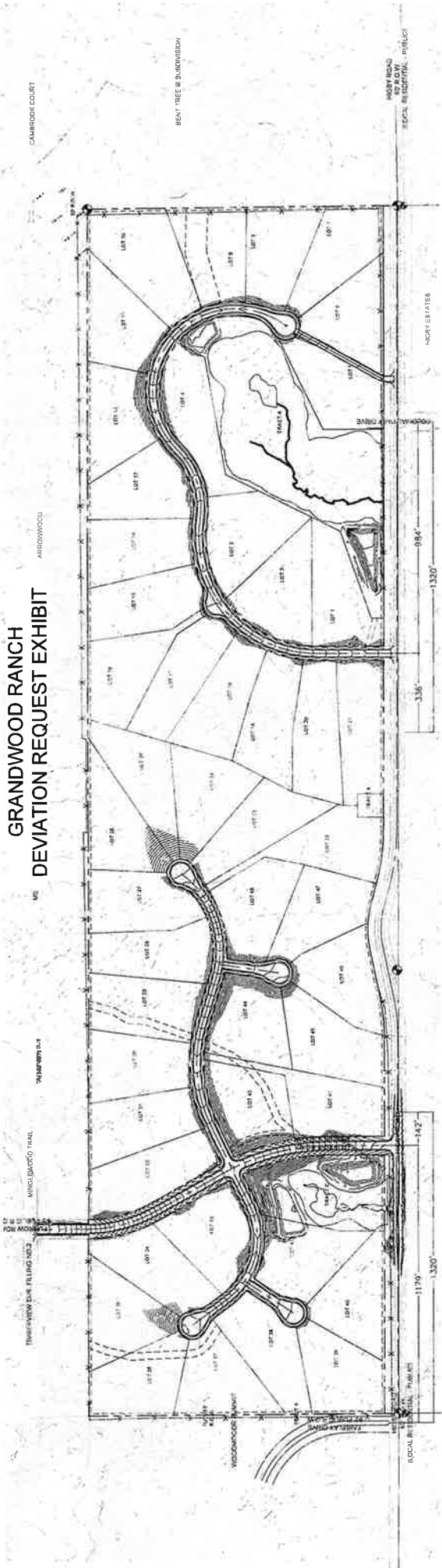
Deviation Exhibit 3
Centerline
Roadway Grades
 Grandwood Ranch (LSC# 185020)



GRANDWOOD RANCH DEVIATION REQUEST EXHIBIT



GRANDWOOD RANCH DEVIATION REQUEST EXHIBIT



DEVIATION REQUEST (Attach diagrams, figures, and other documentation to clarify request)

A deviation from the standards of or in Section **2.3.2** of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

Section 2.3.2 Design Standards by Functional Classification – Table 2-5 Roadway Design Standards for Rural Collectors and Locals for the Major Rural Collector design criteria

State the reason for the requested deviation:

It is proposed to extend the existing collector, Furrow Road, through the Grandwood Ranch development and connect to the existing major arterial, Higby Road. Due to existing steep and varying terrain directly south of the intersection between Furrow Road and Minglewood Trail, retaining walls are required to make the Furrow Road extension to avoid disturbance within Lot 52 and Lot 4 of the Timberview Subdivision Filing No. 2.

Explain the proposed alternative and compare to the ECM standards (May provide applicable regional or national standards used as basis):

To allow room for construction of retaining walls and grading operations, a modified major rural collector section is being proposed for the extents of improvements within the existing Timberview Subdivision Filing No. 2. The proposed section replaces the typical roadside swale with curb and gutter to properly convey stormwater runoff and to allow feasible space for retaining wall construction without disturbing adjacent property owners. Curb and gutter will also serve as protection against erosion at the base of the retaining walls. Once the Furrow Road extensions reaches the Grandwood Ranch development site, the standard EPC Major Rural Collector section will be assumed for the remainder of the roadway extension.

LIMITS OF CONSIDERATION

(At least one of the conditions listed below must be met for this deviation request to be considered.)

- The ECM standard is inapplicable to the particular situation.
- Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.
- 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.

Provide justification:

Existing steep and varying terrain results in extensive grading to tie-back to existing grade. Retaining walls must be constructed to make the Furrow Road extensions to avoid disturbance of existing and occupied lots with the Timberview Subdivision Filing No. 2. With limited right-of-way for construction of retaining walls, curb and gutter will for the extents of development within the Timberview Subdivision will provide adequate space for the Furrow Road extensions and associated construction. The proposed curb and gutter will reduce the roadway section by 10' on each side of the road, allowing sufficient room for retaining wall construction and grading. Curb and gutter will also serve as protection against erosion at the base of the retaining walls

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 use of curb and gutter adjacent to existing property owners will provide protection for said property owners while property conveying existing and future traffic volumes and properly convey stormwater runoff into the Grandwood Ranch development.

The deviation will not adversely affect safety or operations.

The requested deviation will have no adverse affects on safety and/or operations. The proposed curb and gutter will provide a safety barrier between vehicles traveling through Furrow Road and the required retaining walls.

The deviation will not adversely affect maintenance and its associated cost.

The requested deviation will have no adverse affects on maintenance and its associated costs.

The deviation will not adversely affect aesthetic appearance.

The requested deviation will have no adverse affects on aesthetic appearance.

The deviation meets the design intent and purpose of the ECM standards.

The requested deviation meets the design intent and purpose listed within the ECM standards.

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 requested deviation meets control measure requirements of the MS4 Permit.

REVIEW AND RECOMMENDATION:

Approved by the ECM Administrator

This request has been determined to have met the criteria for approval. A deviation from Section _____ of the ECM is hereby granted based on the justification provided.

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Denied by the ECM Administrator

This request has been determined not to have met criteria for approval. A deviation from Section _____ of the ECM is hereby denied.

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ECM ADMINISTRATOR COMMENTS/CONDITIONS:

1.1. PURPOSE

The purpose of this resource is to provide a form for documenting the findings and decision by the ECM Administrator concerning a deviation request. The form is used to document the review and decision concerning a requested deviation. The request and decision concerning each deviation from a specific section of the ECM shall be recorded on a separate form.

1.2. BACKGROUND

A deviation is a critical aspect of the review process and needs to be documented to ensure that the deviations granted are applied to a specific development application in conformance with the criteria for approval and that the action is documented as such requests can point to potential needed revisions to the ECM.

1.3. APPLICABLE STATUTES AND REGULATIONS

Section 5.8 of the ECM establishes a mechanism whereby an engineering design standard can be modified when if strictly adhered to, would cause unnecessary hardship or unsafe design because of topographical or other conditions particular to the site, and that a departure may be made without destroying the intent of such provision.

1.4. APPLICABILITY

All provisions of the ECM are subject to deviation by the ECM Administrator provided that one of the following conditions is met:

- The ECM standard is inapplicable to a particular situation.
- Topography, right-of-way, or other geographical conditions or impediments impose an undue 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.
- 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.

1.5. TECHNICAL GUIDANCE

The review shall ensure all criteria for approval are adequately considered and that justification for the deviation is properly documented.

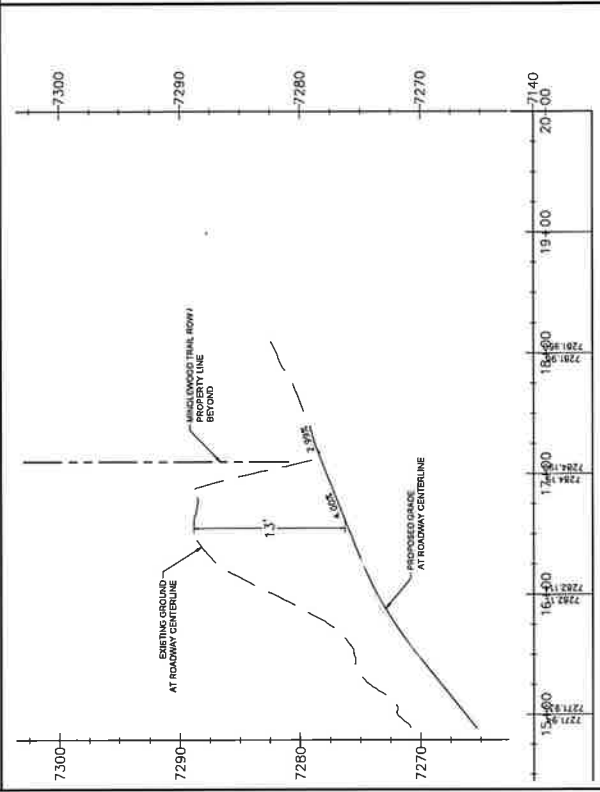
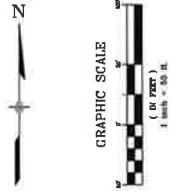
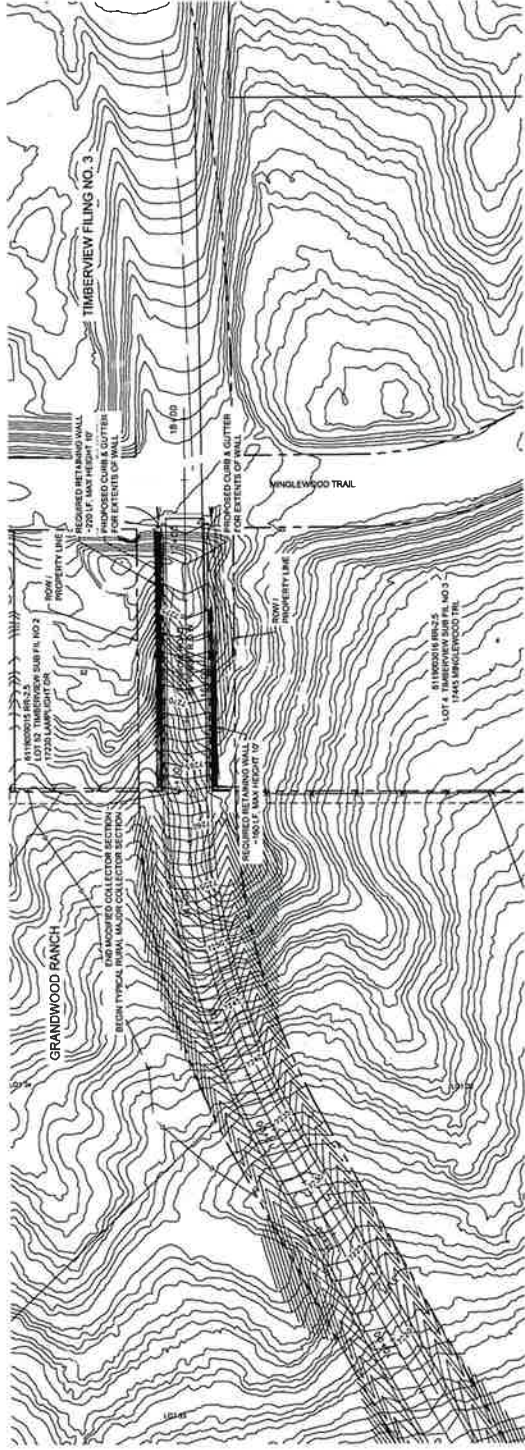
1.6. LIMITS OF APPROVAL

Whether a request for deviation is approved as proposed or with conditions, the approval is for project-specific use and shall not constitute a precedent or general deviation from these Standards.

1.7. REVIEW FEES

A Deviation Review Fee shall be paid in full at the time of submission of a request for deviation. The fee for Deviation Review shall be as determined by resolution of the BoCC.

GRANDWOOD RANCH DEVIATION REQUEST EXHIBIT





Planning and Community
Development Department
2880 International Circle
Colorado Springs, Colorado 80910

Phone: 719.520.6300
Fax: 719.520.6695
Website www.elpasoco.com

DEVIATION REQUEST AND DECISION FORM

Updated: 8/17/2019

PROJECT INFORMATION

Project Name : Grandwood Ranch
Schedule No.(s) : 6119000003
Legal Description : S2N2, EX PT TO HIGBY RD CONV BY REC# 205092691 W/MR SEC 19-11-66

APPLICANT INFORMATION

Company : Grandwood Enterprises
Name : Bill Herebic
 Owner Consultant Contractor
Mailing Address : 270 Lodgepole Way
Monument, CO 80232

Phone Number : 719-651-9152
FAX Number : N/A
Email Address : Herebic5@msn.com

ENGINEER INFORMATION

Company : LSC Transportation Consultants, Inc.
Name : Jeffrey C. Hodsdon
Mailing Address : 2504 E. Pikes Peak Ave
Suite 304
Colorado Springs, CO 80909
Phone Number : 719-633-2868
FAX Number : 719-633-5430
Email Address : Jeff@LSCTrans.com
Colorado P.E. Number : 31684

OWNER, APPLICANT, AND ENGINEER DECLARATION

To the best of my knowledge, the information on this application and all additional or supplemental documentation is true, factual and complete. I am fully aware that any misrepresentation of any information on this application may be grounds for denial. I have familiarized myself with the rules, regulations and procedures with respect to preparing and filing this application. I also understand that an incorrect submittal will be cause to have the project removed from the agenda of the Planning Commission, Board of County Commissioners and/or Board of Adjustment or delay review until corrections are made, and that any approval of this application is based on the representations made in the application and may be revoked on any breach of representation or condition(s) of approval.

Signature of owner (or authorized representative)

Date

Engineer's Seal, Signature
And Date of Signature



Page 1 of 6

PCD File No. SP-195

DEVIATION REQUEST (Attach diagrams, figures, and other documentation to clarify request)

DEVIATION NO. 2 (Rev. 4/15/2020) - A deviation from the standards of or in Section 2.3.8.A of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

2.3.8.A Roadway Terminations - Cul-de-Sacs

Cul-de-sacs shall have a maximum length of 1,600 feet for rural condition. The request is to allow a non-through street, Grandwood Drive, with a length of 2,542 feet. Please refer to Deviation 2 Exhibit. An emergency-use only connection is proposed from the end of the cul-de-sac to Higby Road, as shown in the exhibit.

State the reason for the requested deviation:

- Challenging topography on the site and along the adjacent Higby Road, including vertical and horizontal curves
- Preservation of natural land features within the site – which is the reason for the two separate proposed development areas
- El Paso County intersection spacing requirement for Minor Arterials
- Except for the Higby Road frontage and a right-of-way stub connection to Cambrook Ct., no other opportunity for a public road connection exists.
- A road connection via existing platted ROW in Bent Tree to Cambrook Ct. was investigated as an option. However, such a connection would result in excessive slopes.
- The layout of 2.5-acre lots (which are significantly greater than suburban or urban lots), the shape of the parcel and the developable area force the proposed road layout. An alternate layout that would meet the standard would be impractical.

Explain the proposed alternative and compare to the ECM standards (May provide applicable regional or national standards used as basis):

- The cul-de-sac termination on the east access (located 2,542 feet from Higby Road) would exceed the ECM standard of 1,600 feet by 942 feet.
- The proposed cul-de-sac is shown in the attached exhibit Figure 2 (site plan).
- An emergency-use only connection is proposed from the end of the cul-de-sac to Higby Road, as shown in the attached deviation exhibit.
- Twenty-one 2.5-acre lots would access this proposed cul-de-sac roadway. Five of these lots would also have frontage along Higby Road, although the homesite driveway accesses would be taken from the proposed internal road.
- Please refer to the attached letter from the fire district.

LIMITS OF CONSIDERATION

(At least one of the conditions listed below must be met for this deviation request to be considered.)

- The ECM standard is inapplicable to the particular situation.
- Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.
- 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.

Provide justification:

- Sensitive natural features within the site to the west that are worthy of preservation.
- Limited connectivity to public roads. Although there is an established public right-of-way northeast to Cambrook Ct., a road connection to Cambrook Ct. via this ROW in Bent Tree would result in excessive slopes. See attached Exhibit by Matrix Design Group showing extensive slope work that would be required.
- Challenging topography along Higby Road that prevents access spacing from meeting County requirements.
- Twenty-one total lots would access the cul-de-sac. The Land Development Code indicates, "A corner lot is not counted in the maximum number of lots on a dead-end road when the fire department determines that adequate emergency access is provided to the corner lot by an alternative road." Five of these lots would also have frontage along Higby Road, although the homesite driveway access would be taken from the proposed internal road.
- An emergency-use only connection to Higby Road is proposed. Please refer to the attached letter from the fire district.

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 proposed subdivision roadway will be built to county standards.
- An emergency-use only connection is proposed to Higby Road.
- The proposed number of dwelling units (21 units) on a non-through street would not exceed the limit (25 units) established by the Land Development Code. Therefore, an LDC waiver would not be necessary.

The deviation will not adversely affect safety or operations.

- The projected ADT of 232 vehicles/day (vpd) would be relatively low and significantly lower than the design ADT for a Rural Local road (750 vpd).
- Regarding emergency services, the applicant is in the process of procuring fire department approval.
- An emergency-use-only connection to Higby Road is proposed. Please refer to the attached letter from the fire district.

The deviation will not adversely affect maintenance and its associated cost.

- The deviation will not adversely affect maintenance cost as the roadway will be built to county Rural Local roadway standards and a county-standard cul-de-sac "bulb" will be constructed at the terminus of the road (which will accommodate County maintenance vehicles and snow plows).
- The homeowners' association will maintain the emergency access connection.

The deviation will not adversely affect aesthetic appearance.

- The roadway will be built to Rural Local roadway standards.
- The subdivision has been designed to minimize the disturbance of natural features on the site. The approval of the deviation will result in a more aesthetically appealing project due to preservation of natural features.
- The homeowners' association will be responsible for maintaining the emergency access road and easement (including the aesthetic appearance).
- The deviation would result in significantly better aesthetic appearance than a resulting road connection up to Cambrook Court. See attached Exhibit by Matrix Design Group showing extensive slope work that would be required.

The deviation meets the design intent and purpose of the ECM standards.

- The intent can be met, given the relatively low traffic volume and the addition of the emergency-only connection.
- The number of lots does not exceed the threshold number requiring a waiver of the Land Development Code.

REVIEW AND RECOMMENDATION:

Approved by the ECM Administrator

This request has been determined to have met the criteria for approval. A deviation from Section _____ of the ECM is hereby granted based on the justification provided.

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Denied by the ECM Administrator

This request has been determined not to have met criteria for approval. A deviation from Section _____ of the ECM is hereby denied.

Γ

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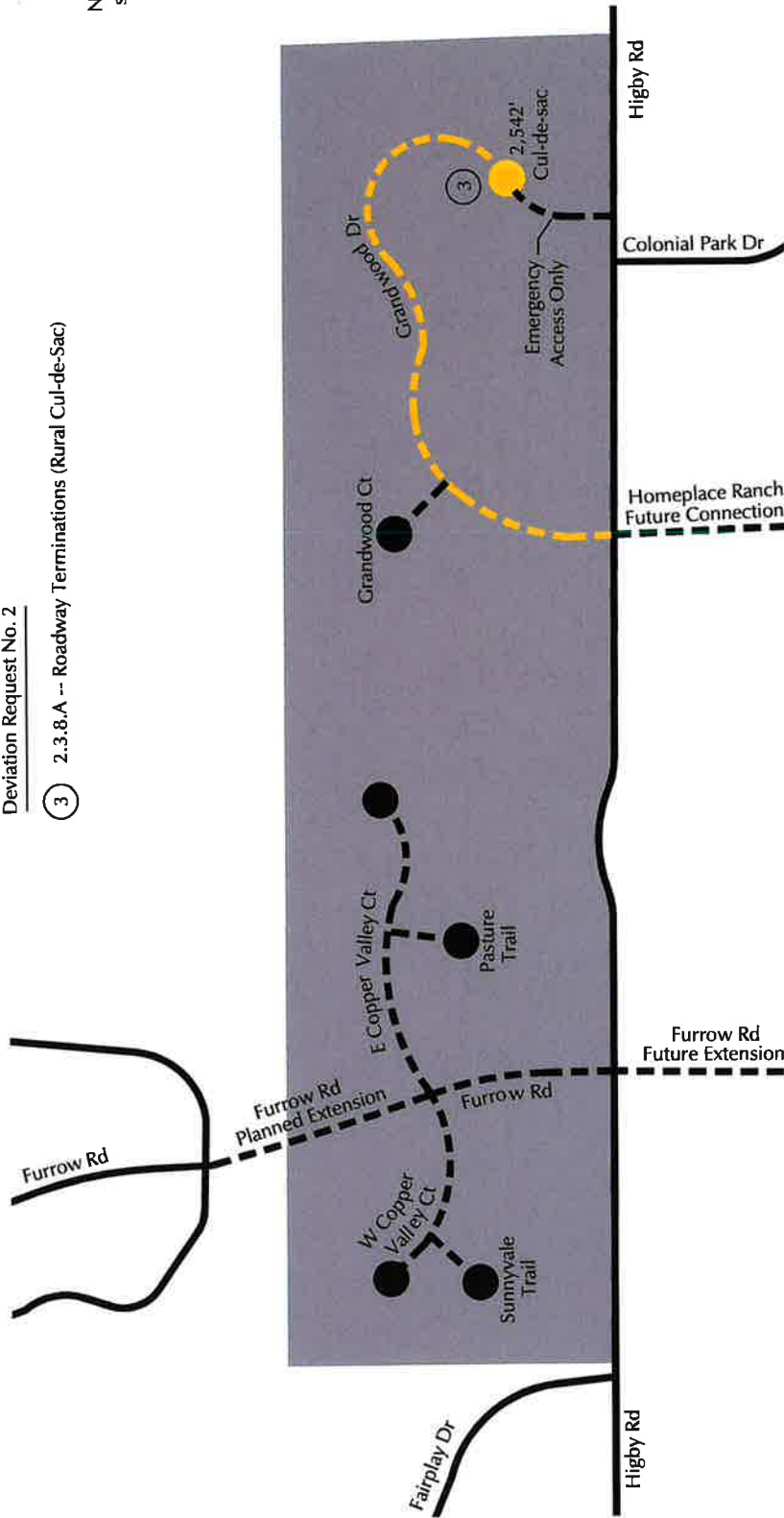
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ECM ADMINISTRATOR COMMENTS/CONDITIONS:



Deviation Request No. 2
 3 2.3.8.A -- Roadway Terminations (Rural Cul-de-Sac)



- Existing roadway
- Proposed roadway
- Portion of roadway for which deviation is requested
- Site property boundary
- Proposed length of non-through street



Deviation Exhibit 2
Length of Cul-de-Sac
 Grandwood Ranch (LSC# 185020)

TRI-LAKES MONUMENT FIRE PROTECTION DISTRICT

16055 Old Forest Point, Suite 103

Monument, CO 80132

Bus: (719) 484-0911 Fax (719) 481-3456



Jamey Bumgarner, Fire Marshal

March 9, 2020

Grandwood Ranch Secondary Access

The letter is to confirm our support for the secondary emergency access into the proposed Grandwood Ranch Subdivision from Higby Road. This proposed location between lots 5 and 6 will provide access to emergency responders during a response to an emergency. The new site will also assist responders during evacuation by giving more direct access if needed.

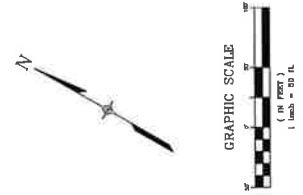
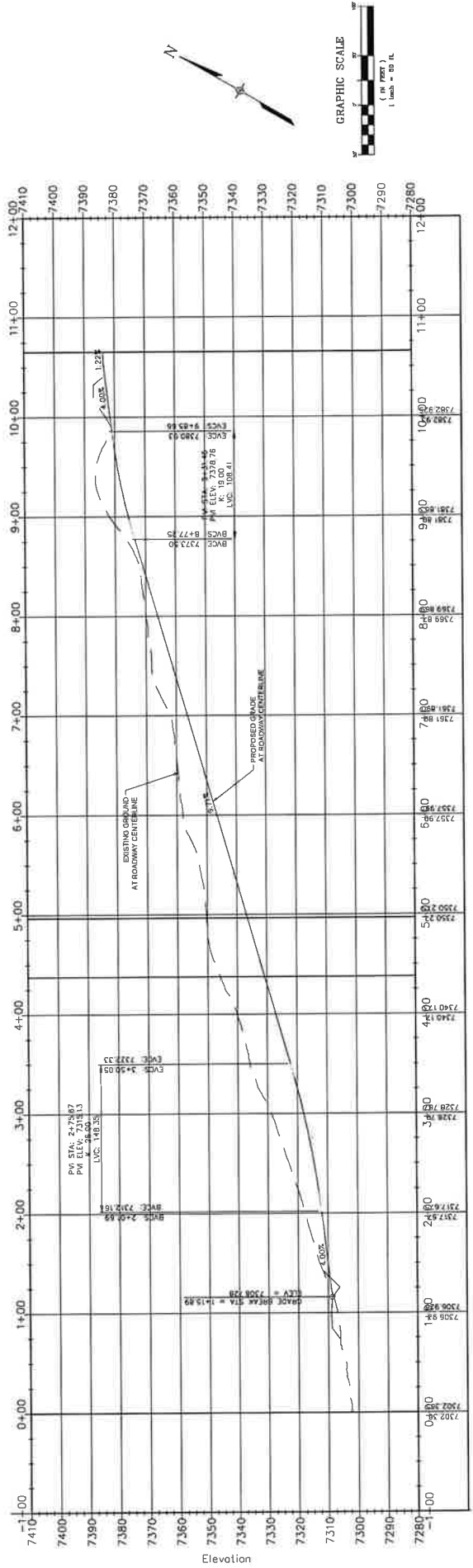
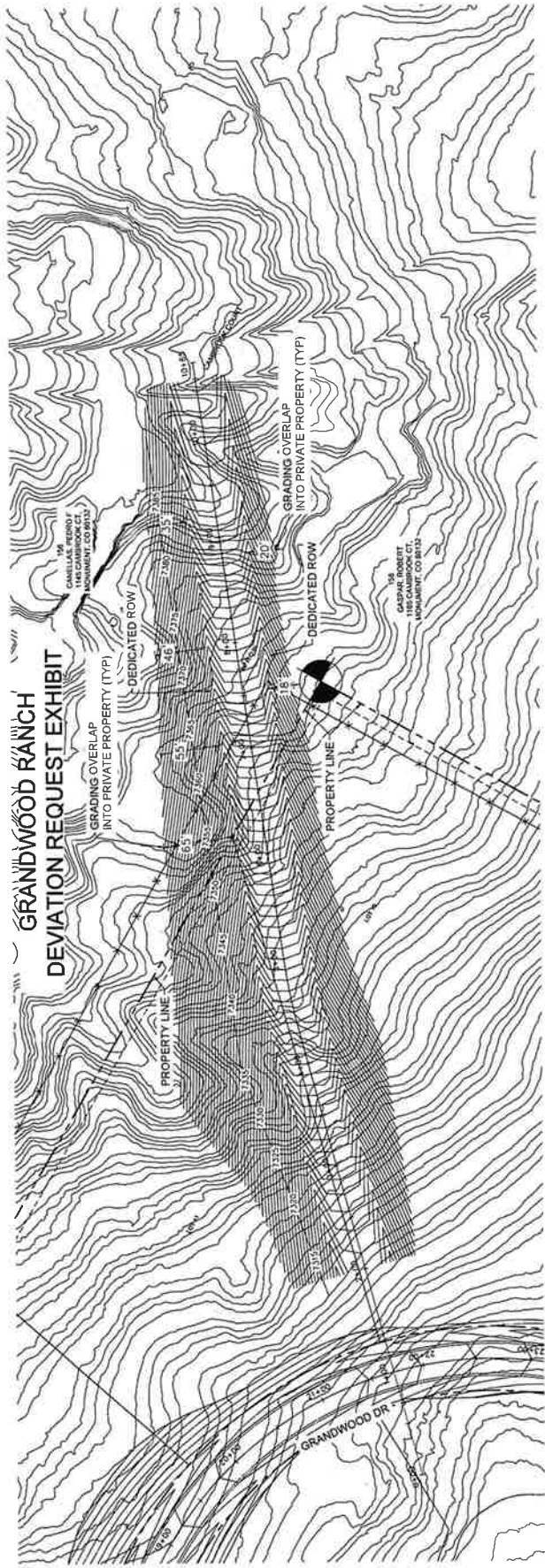
Should you have any additional questions, please feel free to contact me.

Respectfully,

Jamey Bumgarner

Fire Marshal

Excellence, Integrity, Loyalty, Respect, Service





Planning and Community
Development Department
2880 International Circle
Colorado Springs, Colorado 80910

Phone: 719.520.6300
Fax: 719.520.6695
Website www.elpasoco.com

DEVIATION REQUEST AND DECISION FORM

Updated: 6/17/2019

PROJECT INFORMATION

Project Name : Grandwood
Schedule No.(s) : 6119000003
Legal Description : S2N2, EX PT TO HIGBY RD CONV BY REC# 205092691 W/MR SEC 19-11-66

APPLICANT INFORMATION

Company : Grandwood Enterprises
Name : Bill Herebic
 Owner Consultant Contractor
Mailing Address : 270 Lodgepole Way
Monument, CO 80232

Phone Number : 719-651-9152
FAX Number : N/A
Email Address : Herebic5@msn.com

ENGINEER INFORMATION

Company : LSC Transportation Consultants, Inc.
Name : Jeffrey C. Hodsdon
Mailing Address : 2504 E. Pikes Peak Ave., Suite 304
Colorado Springs, CO 80909

Phone Number : 719-633-2868
FAX Number : 719-633-5430
Email Address : jeff@LSCtrans.com

Colorado P.E. Number : 31684

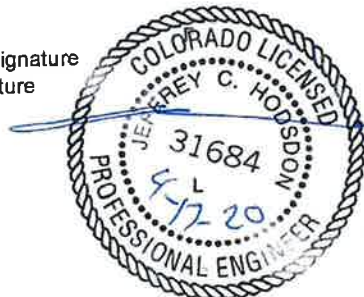
OWNER, APPLICANT, AND ENGINEER DECLARATION

To the best of my knowledge, the information on this application and all additional or supplemental documentation is true, factual and complete. I am fully aware that any misrepresentation of any information on this application may be grounds for denial. I have familiarized myself with the rules, regulations and procedures with respect to preparing and filing this application. I also understand that an incorrect submittal will be cause to have the project removed from the agenda of the Planning Commission, Board of County Commissioners and/or Board of Adjustment or delay review until corrections are made, and that any approval of this application is based on the representations made in the application and may be revoked on any breach of representation or condition(s) of approval.

Signature of owner (or authorized representative)

Date

Engineer's Seal, Signature
And Date of Signature



DEVIATION REQUEST (Attach diagrams, figures, and other documentation to clarify request)

A deviation from the standards of or in Section **2.2.5.B, 2.2.5.D, and 2.3.2** of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

2.2.5.B and 2.2.5.D (Roadway Access Criteria – Rural Minor Arterial and Collector Access Standards),
2.3.2 (Design Standards by Function Classification)

Standard 2.2.5.B and 2.2.5.D (Roadway Access Criteria – Rural Minor Arterial and Rural Major Collector Access Standards, respectively) requires intersection spacing of 1/4-mile (1,320 feet). This standard is also reflected in the ECM Tables 2-4 and 2-5 (Roadway Design Standards for Rural Expressways and Arterials and Rural Collectors and Locals, respectively).

State the reason for the requested deviation:

Higby Road

This deviation would allow for the future Furrow Road connection to be located a reasonable distance east of Fairplay Drive and west of the proposed Grandwood Court access while taking into account challenging topographical constraints along Higby Road. It is our understanding that the intersection location of Higby/Furrow is the result of working with the property owner on the south side of Higby Road.

Furrow Road

Access is needed for the development and Furrow Road is a lower classification than Higby Road. The spacing is a function of the relatively short fixed distance between the Furrow/Minglewood intersection and Higby Road.

Explain the proposed alternative and compare to the ECM standards (May provide applicable regional or national standards used as basis):

The standard requires intersection spacing of 1/4-mile (1,320 feet) back from the ROW line of an arterial street.

- The centerline of Grandwood Court/Higby Road would be 980 feet west of the Higby Road/Colonial Park Drive intersection
- The centerline of the Furrow Road/Higby Road intersection would be 1,175 feet east of the intersection of Higby Road/Fairplay Drive
- The centerline of the Furrow Road/Copper Valley Court intersection would be 707 feet north of the intersection of Furrow Road/Higby Road
- The centerline of the Furrow Road/Copper Valley Court intersection would be 879 feet south of the intersection of Furrow Road/Minglewood Trail/Lamplight Drive

LIMITS OF CONSIDERATION

(At least one of the conditions listed below must be met for this deviation request to be considered.)

- The ECM standard is inapplicable to the particular situation.
- Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.
- 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.

Provide justification:

Grandwood Court

This location is appropriate as, although short of the ECM 1,320-foot spacing criteria from Colonial Park Drive, this proposed eastern access location (Grandwood Court) would maximize the distance possible from Colonial Park Drive and the vertical/horizontal curve constraints to the west (with associated short sight distances, as shown in the plan and profile drawings). Also, this access would align with the planned connection from Home Place Ranch. A copy of the Home Place Ranch layout is also attached.

E/W Copper Valley Court

Due to the existing linear distance between Higby and Minglewood Trail, it is not possible to place an intersection both ¼ mile from Higby Road and ¼ mile from Minglewood Trail. The intersection has been placed approximately halfway between the two. This selected location allows for a sufficient separation distance from Higby Road while creating the best possible scenario with respect to centerline roadway grades and intersection approach grades, given the change in elevation between the current south end of Furrow Road and Higby Road. The roadway grade shown is less than 10 percent and the intersection approach grades are not shown to exceed four percent. No auxiliary turn lanes are required at this intersection and the sight distance can be met.

Furrow Road

A future Furrow Road intersection location at the standard ¼ mile spacing from Fairplay Drive is NOT recommended due to topography and roadway grades. The field-measured existing grade on Higby Road at the proposed Furrow Road extension is about 4.5 percent at the access centerline. West of Furrow Road, the grade is moderate to about 3.5 percent on the eastbound intersection approach (grade moderates as the distance west from the intersection increases). East of Furrow Road (on the westbound approach to the intersection), the grade is about 6.5 percent (shown in Deviation Exhibit 3).

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.

Grandwood Court

Although short of the ECM 1,320-foot spacing criteria, the proposed eastern access location (Grandwood Court) would maximize the distance possible from Colonial Park Drive and the vertical/horizontal curve constraints to the west.

E/W Copper Valley Ct.

Due to the existing linear distance between Higby and Minglewood Trail, it is not possible to place an intersection both 1/4 mile from Higby Road and 1/4 mile from Minglewood Trail. The intersection has been placed approximately halfway between the two.

Furrow Road

Although short of the ECM 1,320-foot spacing criteria, the proposed Furrow/Higby intersection location would maximize the distance possible from Fairplay Drive while also taking into consideration vertical and horizontal curve sight distance constraints to the east.

The deviation will not adversely affect safety or operations.

Grandwood Court

With a 35-mph posted speed limit on Higby Road (design speed of 40 mph), the field-measured sight distances for both approaches from the proposed east site access location (Grandwood Court) exceeds the required 445-foot requirement for passenger vehicles per ECM Table 2-21. The field-measured sight distance looking to the west from Grandwood Court is 645 feet, while the field-measured sight distance looking to the east from Grandwood Court is 1,990 feet. Both measurements meet ECM standards for sight distance.

E/W Copper Valley Ct.

This selected location allows for a sufficient separation distance from Higby Road while creating the best possible scenario with respect to centerline roadway grades and intersection approach grades, given the change in elevation between the current south end of Furrow Road and Higby Road. The roadway grade shown is less than 10 percent and the intersection approach grades are not shown to exceed four percent. No auxiliary turn lanes are required at this intersection and the sight distance can be met.

Furrow Road

Based on the spot-grades along Higby Road east of the proposed west site access point (Furrow Road), the prescribed stopping sight distance is 333 feet (downgrade of approximately six percent). With a 35-mph posted speed limit on Higby Road (design speed of 40 mph), the field-measured sight distances for both approaches from the proposed Furrow Road extension exceeds the required 445-foot requirement for passenger vehicles per ECM Table 2-21. The field-measured sight distances from the proposed Furrow Road/Higby Road intersection are 1,302 feet and 650 feet while looking to the west and to the east, respectively. Both measurements meet ECM standards for sight distance.

The deviation will not adversely affect maintenance and its associated cost.

The spacing will not affect the maintenance cost as the spacing will not negatively affect the ability for snowplow and maintenance vehicles to enter and exit these side streets.

The deviation will not adversely affect aesthetic appearance.

The spacing will not affect the aesthetics. The spacing is not short to the extent that affects the general appearance of the road corridor. The spacing will be consistent with other intersections in the area.

The deviation meets the design intent and purpose of the ECM standards.

Grandwood Court

The proposed eastern access location (Grandwood Court), although short of the ECM 1,320-foot spacing criteria, would maximize the distance possible from Colonial Park Drive and the vertical/horizontal curve constraints to the west.

E/W Copper Valley Ct.

This selected location allows for a sufficient separation distance from Higby Road while creating the best possible scenario with respect to centerline roadway grades and intersection approach grades, given the change in elevation between the current south end of Furrow Road and Higby Road. The roadway grade shown is less than 10 percent and the intersection approach grades are not shown to exceed four percent. No auxiliary turn lanes are required at this intersection and the sight distance can be met.

Furrow Road

The proposed Furrow Road/Higby intersection, although short of the ECM 1,320-foot spacing criteria, would maximize the distance possible from Fairplay Drive and the vertical/horizontal curve sight distance constraints to the east.

REVIEW AND RECOMMENDATION:

Approved by the ECM Administrator

This request has been determined to have met the criteria for approval. A deviation from Section _____ of the ECM is hereby granted based on the justification provided.

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Denied by the ECM Administrator

This request has been determined not to have met criteria for approval. A deviation from Section _____ of the ECM is hereby denied.

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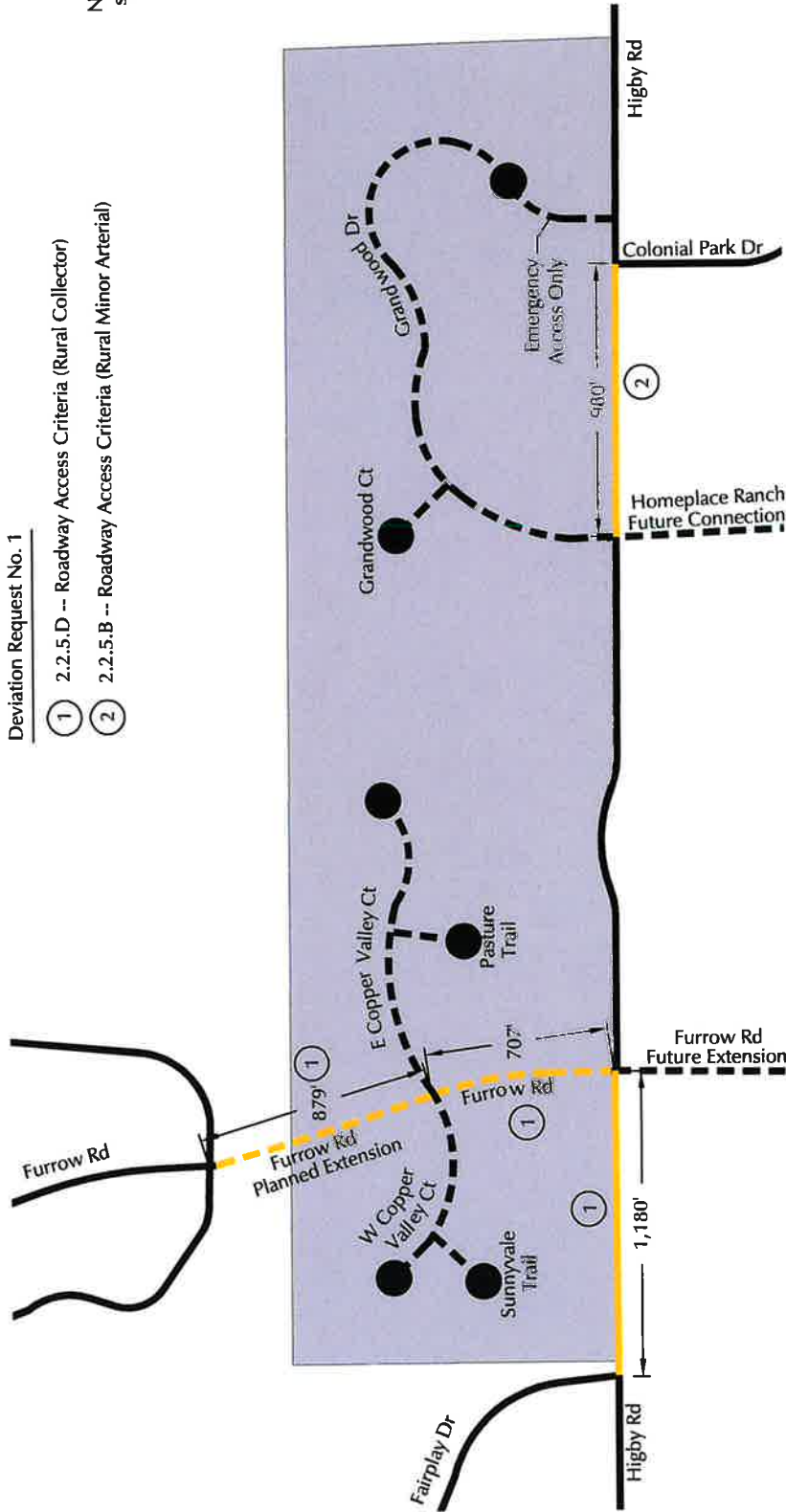
ECM ADMINISTRATOR COMMENTS/CONDITIONS:



Not to scale

Deviation Request No. 1

- ① 2.2.5.D -- Roadway Access Criteria (Rural Collector)
- ② 2.2.5.B -- Roadway Access Criteria (Rural Minor Arterial)

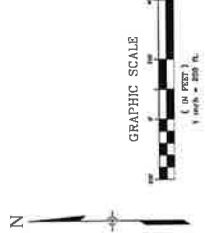
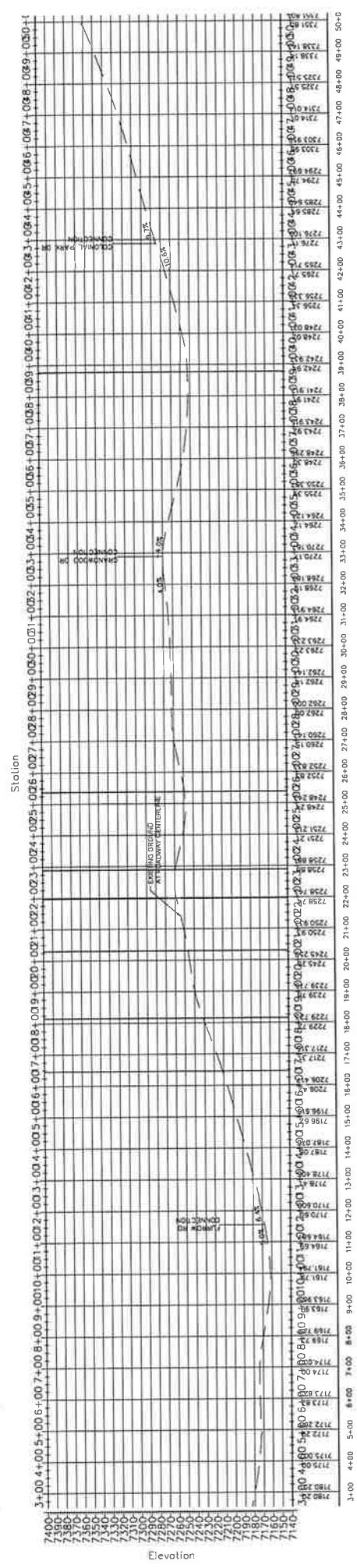
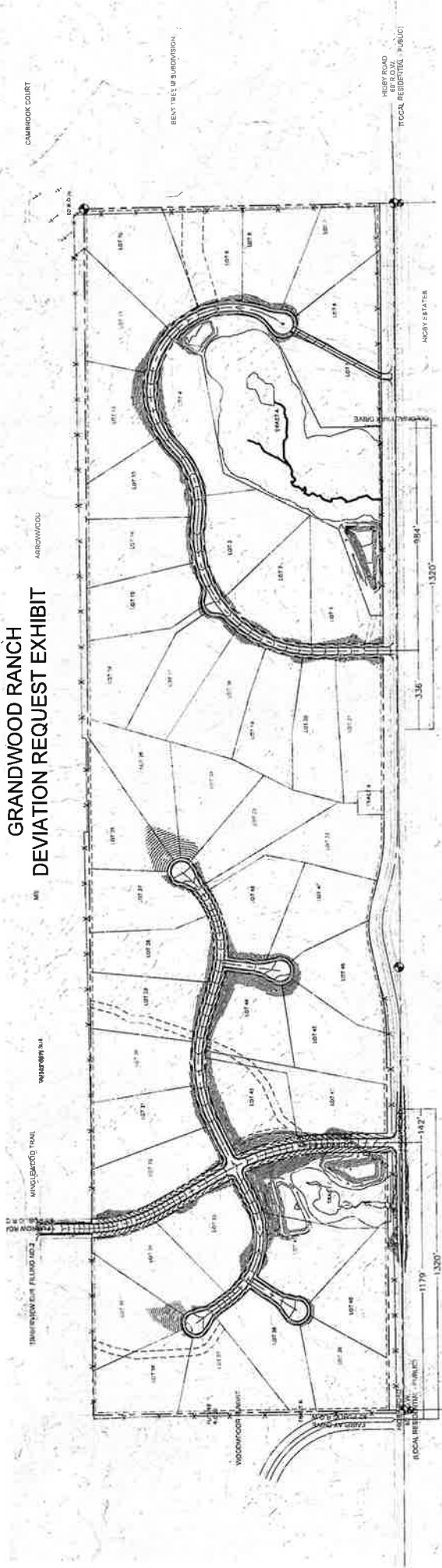


- Existing roadway
- - - Proposed roadway (including future roadways by others)
- - - Portion of roadway for which deviation is requested
- ▬ Site property boundary
- xxx' — Intersection centerline spacing

Deviation Exhibit 1
Proposed Intersection Spacing
 Grandwood Ranch (LSC# 185020)



GRANDWOOD RANCH DEVIATION REQUEST EXHIBIT



Elevation



Planning and Community
Development Department
2880 International Circle
Colorado Springs, Colorado 80910

Phone: 719.520.6300
Fax: 719.520.6695
Website www.elpasoco.com

DEVIATION REQUEST AND DECISION FORM

Updated: 6/17/2019

PROJECT INFORMATION

Project Name : Grandwood Ranch
Schedule No.(s) : 6119000003
Legal Description : S2N2, EX PT TO HIGBY RD CONV BY REC# 205092691 W/MR SEC 19-11-66

APPLICANT INFORMATION

Company : Grandwood Enterprises
Name : Bill Herebic
 Owner Consultant Contractor
Mailing Address : 270 Lodgepole Way
Monument, CO 80232

Phone Number : 719-651-9152
FAX Number : N/A
Email Address : Herebic5@msn.com

ENGINEER INFORMATION

Company : LSC Transportation Consultants, Inc.
Name : Jeffrey C. Hodsdon
Mailing Address : 2504 E. Pikes Peak Ave
Suite 304
Colorado Springs, CO 80909
Phone Number : 719-633-2868
FAX Number : 719-633-5430
Email Address : Jeff@LSCTrans.com
Colorado P.E. Number : 31684

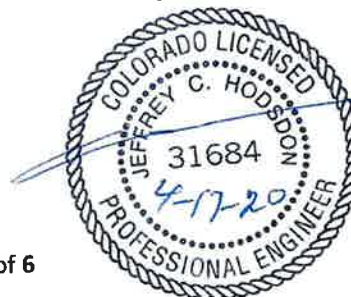
OWNER, APPLICANT, AND ENGINEER DECLARATION

To the best of my knowledge, the information on this application and all additional or supplemental documentation is true, factual and complete. I am fully aware that any misrepresentation of any information on this application may be grounds for denial. I have familiarized myself with the rules, regulations and procedures with respect to preparing and filing this application. I also understand that an incorrect submittal will be cause to have the project removed from the agenda of the Planning Commission, Board of County Commissioners and/or Board of Adjustment or delay review until corrections are made, and that any approval of this application is based on the representations made in the application and may be revoked on any breach of representation or condition(s) of approval.

Signature of owner (or authorized representative)

Date

Engineer's Seal, Signature
And Date of Signature



DEVIATION REQUEST (Attach diagrams, figures, and other documentation to clarify request)

DEVIATION NO. 4 (Rev. 4/17/2020) - A deviation from the standards of or in Section 2.3.2 of the Engineering Criteria Manual (ECM) is requested for the proposed extension of Furrow Road from Minglewood Trail to Higby Road (a proposed Rural Major Collector per the MTCP). Please refer to Deviation Exhibit 4.

Identify the specific ECM standard which a deviation is requested:

2.3.2 Design Standards by Functional Classification

Table 2-5: Roadway Design Standards for Rural Collectors and Locals

Criteria for a Rural Major Collector Roadway

- Design speed/posted speed
- Minimum centerline horizontal curve radius
- Outside gravel shoulder width
- Intersection spacing criteria
- Design ADT
- Right-of-Way

State the reason for the requested deviation:

- Challenging topography on the site.
- The significant elevation difference south to north across the site combined with the relatively short fixed horizontal distance between Furrow/Minglewood and Higby Road and the fixed intersection location of Furrow/Minglewood.
- The goal of preserving as much as possible, the natural land features within the site.
- The need to provide access to the site. Furrow Road is a lower classification than Higby Road. The need for access creates the need to provide a section of roadway with a four-percent grade.

Explain the proposed alternative and compare to the ECM standards (May provide applicable regional or national standards used as basis):

The following alternatives to Rural Major Collector standards are requested, per criteria in Table 2-5 of the ECM:

(Please refer to the LSC Exhibit No. 4 and the attached plan & profile exhibit by Matrix Design Group)

- Design speed on Furrow Road of 40 mph instead of 50 mph
- Posted speed limit on Furrow Road of 35 mph instead of 45 mph
- Minimum centerline curve radius of 600 feet instead of the prescribed 930 feet
- 2-foot outside gravel shoulders instead of a 4-foot gravel shoulders.
- A potential ADT of 5,500 vehicles/day (long-term) instead of 3,000 vehicles/day
- 80-foot right of way instead of a 90-foot right of way.

The following proposed intersection spacings are covered in Deviation #1 – Intersection Spacing

- Intersection spacing on Furrow Road of 707 feet between Copper Valley Court and Higby Road instead of 1/4-mile
- Intersection spacing on Furrow Road of 879 feet between Copper Valley Court and Minglewood instead of 1/4-mile

LIMITS OF CONSIDERATION

(At least one of the conditions listed below must be met for this deviation request to be considered.)

- The ECM standard is inapplicable to the particular situation.
- Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.
- 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.

Provide justification:

- Challenging topography on the site.
- The significant elevation difference south to north across the site combined with the relatively short fixed horizontal distance between Furrow/Minglewood and Higby Road and the fixed intersection location of Furrow/Minglewood.
- The need to meet roadway and intersection grade criteria for the roadway despite the fixed distance and significant elevation difference south to north across the site. The roadway grades are covered in Deviation No. 3.
- The goal of preserving as much as possible, the natural land features within the site.
- The need to provide access to the site. Furrow Road is a lower classification than Higby Road. The need for access creates the need to provide a section of roadway with a four-percent grade.

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 allow an MTCP roadway connection to be built. This roadway connection has been planned for many years. The roadway will meet the County's geometric criteria for a Rural Minor Collector which will add a significant benefit to the citizens and traveling public in this area – especially long term once the connection from Gleneagle to the south is established.

The deviation will not adversely affect safety or operations.

- A projected long total ADT of 5,500 vehicles/day (vpd) is projected for this roadway segment. Almost all the traffic would be background traffic and the resulting background traffic will depend on many factors. One intersection with light turning volumes is proposed for this section. Access has been minimized to the extent possible. As such, there will be minimal interference to the background traffic traveling through this subdivision. The request to allow two-foot gravel shoulders instead of four-foot gravel shoulders is to minimize further grading. Also, this width is consistent with the proposed design speed. The proposed lower design speed is appropriate given the length of this roadway segment, the horizontal geometry achievable given the topography, the distance to the neighborhood to the north and the intersection with Higby Road to the south. It is also appropriate considering the given grades.
- The proposed 80-foot right of way is consistent with a Rural Minor Collector. The proposed design speed and cross section is consistent with that classification/ROW. Also, there is limited ROW to the north through Timberview.

The deviation will not adversely affect maintenance and its associated cost.

- The deviation will not adversely affect maintenance cost, as the gravel shoulders are 2 feet narrower for Rural Minor Collectors than Rural Major Collectors. As such, 2 feet less of pavement would need to be maintained on each side.

The deviation will not adversely affect aesthetic appearance.

- The aesthetic appearance will not be adversely affected, as the design will be paved, with County and MUTCD standard pavement markings that would be consistent with County roads.
- The deviation would result in significantly better aesthetic appearance than a resulting road built to Major Collector standards as the amount of grading and disturbance of the topography would result in significantly higher impact. See attached plan & profile exhibit by Matrix Design Group.

The deviation meets the design intent and purpose of the ECM standards.

- Proposed modifications to the above-referenced design elements of the Rural Minor Collector classifications would be more appropriate for this particular section of Furrow Road than those of a Rural Major Collector.

REVIEW AND RECOMMENDATION:

Approved by the ECM Administrator

This request has been determined to have met the criteria for approval. A deviation from Section _____ of the ECM is hereby granted based on the justification provided.

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Denied by the ECM Administrator

This request has been determined not to have met criteria for approval. A deviation from Section _____ of the ECM is hereby denied.

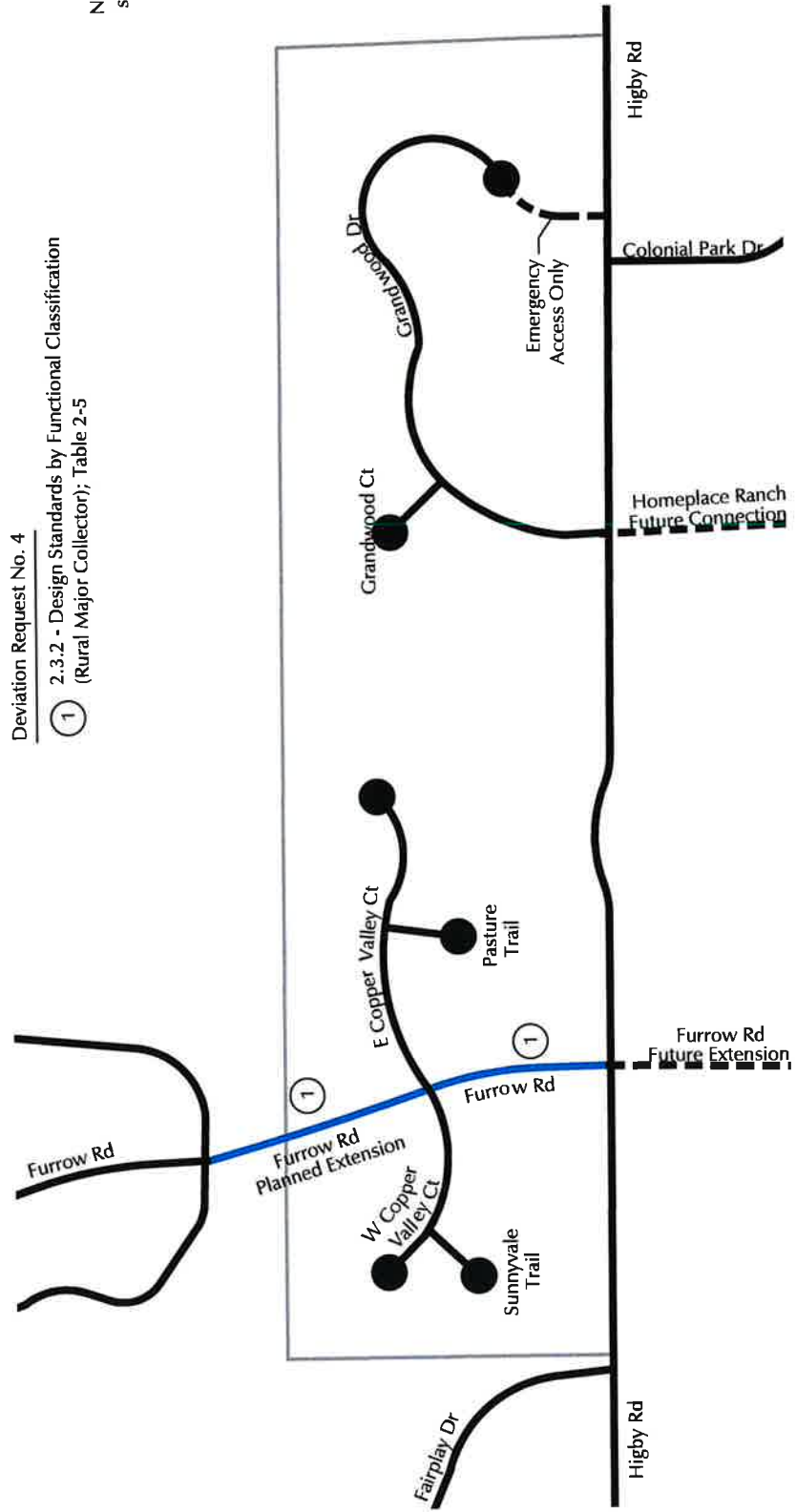
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ECM ADMINISTRATOR COMMENTS/CONDITIONS:



Deviation Request No. 4
 ① 2.3.2 - Design Standards by Functional Classification
 (Rural Major Collector); Table 2-5

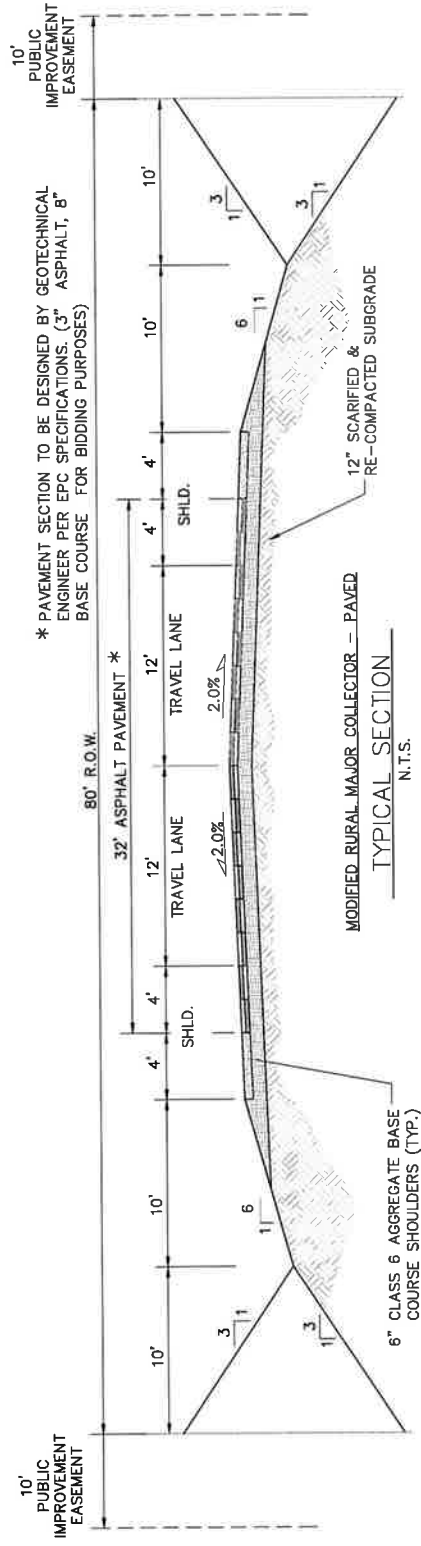


- Existing roadway
- - - Proposed roadway (including future roadways by others)
- Portion of roadway for which deviation is requested
- Site property boundary

Deviation Exhibit 4
Rural Major Collector Design Standards
 Grandwood Ranch (LSC# 185020)

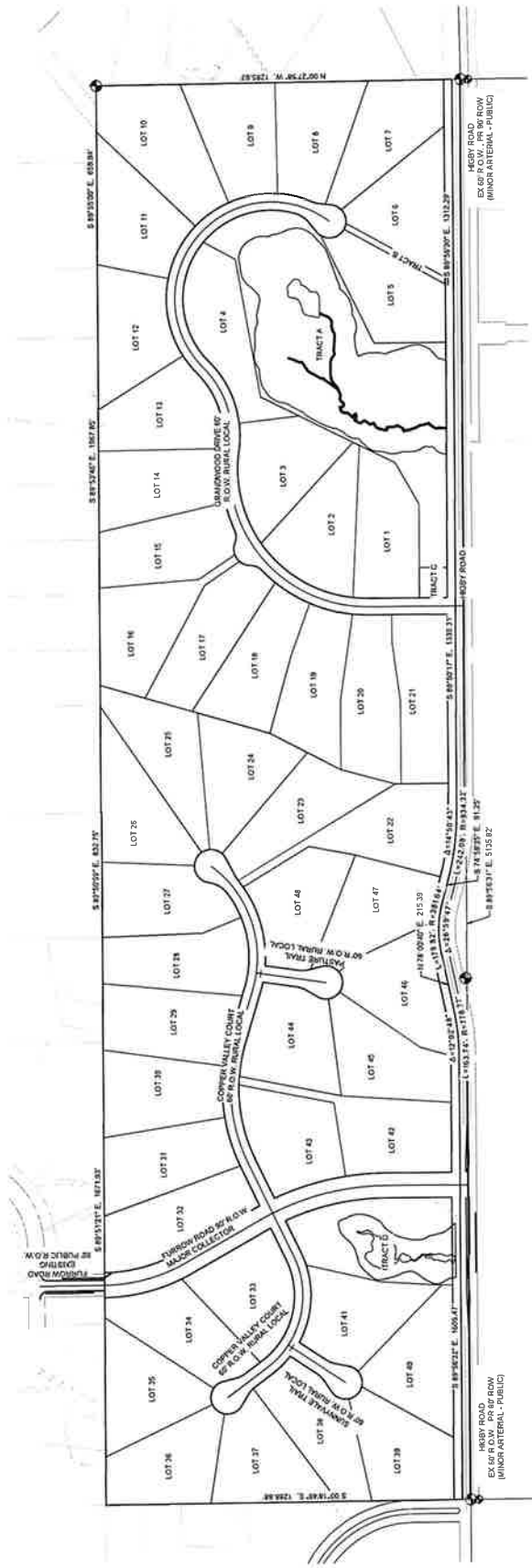


GRANDWOOD RANCH DEVIATION REQUEST EXHIBIT



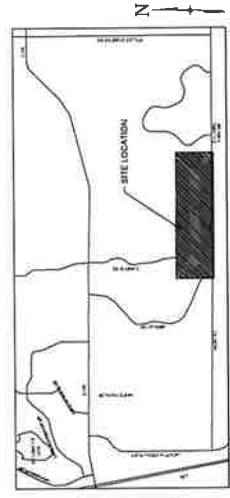
GRANDWOOD RANCH PRELIMINARY PLAN

S 1/2 OF THE N 1/2 OF SECTION 19, TOWNSHIP 11 SOUTH, RANGE 66 WEST, EL PASO COUNTY, CO

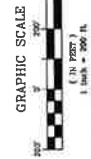


INDEX OF SHEETS

TS01	COVER SHEET	SHEET NO.
001	GENERAL NOTES	1
002	PRELIMINARY GRADING SHEET	2, 4, 5, 6

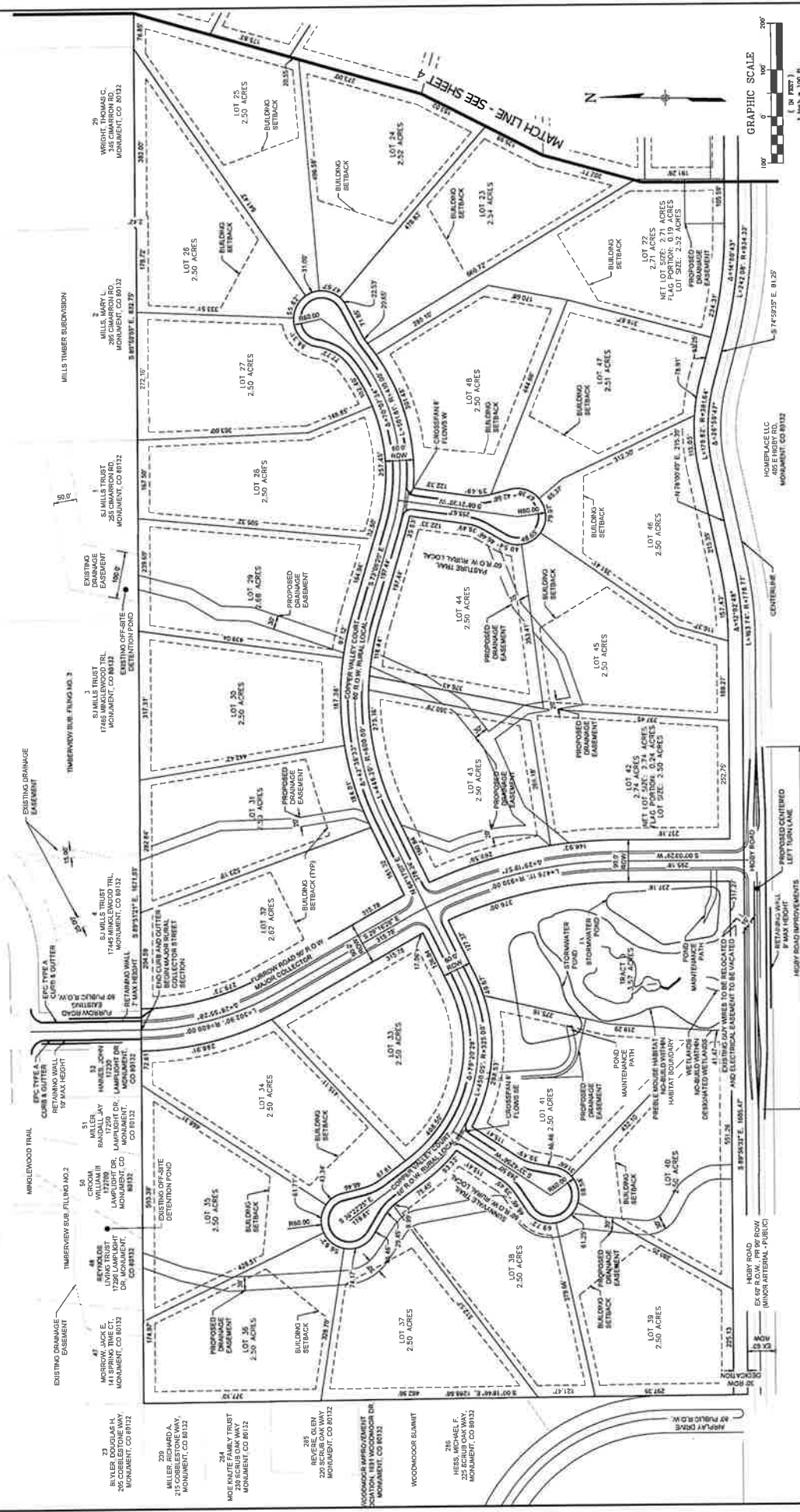


- OWNER/DEVELOPER**
 GRANDWOOD ENTERPRISES, LLC
 270 LODGEPOLE WAY
 MONUMENT, CO 80133
- CIVIL ENGINEER**
 MATRIX DESIGN GROUP
 2438 RESEARCH PARKWAY, SUITE 200
 COLORADO SPRINGS, CO 80920
- ELECTRIC**
 MOUNTAINVIEW ELECTRIC ASSOCIATION
 (719) 485-2283
- GAS**
 BLACK HILLS ENERGY
 10000 VICTORIA AVENUE
 PUEBLO, CO
 (888) 980-5554
- STREET**
 EL PASO COUNTY PLANNING AND COMMUNITY DEVELOPMENT INSPECTIONS
 2880 INTERNATIONAL CIRCLE, SUITE 110
 COLORADO SPRINGS, CO 80910
 (719) 520-6839
- DRAINAGE**
 EL PASO COUNTY DEPARTMENT OF PUBLIC WORKS
 STORMWATER TEAM
 3275 AKERS DRIVE
 COLORADO SPRINGS, CO 80922
 (719) 520-6877
- FIRE DEPARTMENT**
 TRAILBLAZER FIRE RESCUE
 10000 VICTORIA AVENUE, SUITE 103
 MONUMENT, CO 80132
 (719) 484-0911



<p>OWNER GRANDWOOD ENTERPRISES, LLC WILLIAM F. HERBIC III, MANAGER COLORADO SPRINGS, CO 80921</p> <p>PREPARED BY MATRIX DESIGN GROUP, INC. PRODUCT No.</p>		<p>SEAL </p>		<p>PROJECT NAME GRANDWOOD RANCH PRELIMINARY PLAN - PCD FILE NO SP195</p>											
<p>DATE AUGUST 2022</p> <p>SCALE AS SHOWN</p> <p>PROJECT NO. SP195</p>		<p>DATE ISSUED AUGUST 2022</p> <p>SHEET NO. 01 OF 6</p> <p>CD 11</p>		<p>COVER SHEET</p>											
<p>REVISIONS</p> <table border="1"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>		NO.	DATE	DESCRIPTION				<p>SHEET KEY</p>		<p>COMPUTER FILE MANAGEMENT</p> <table border="1"> <thead> <tr> <th>FILE NAME</th> <th>PLT DATE</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> </tr> </tbody> </table>		FILE NAME	PLT DATE		
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GRANDWOOD RANCH PRELIMINARY PLAN

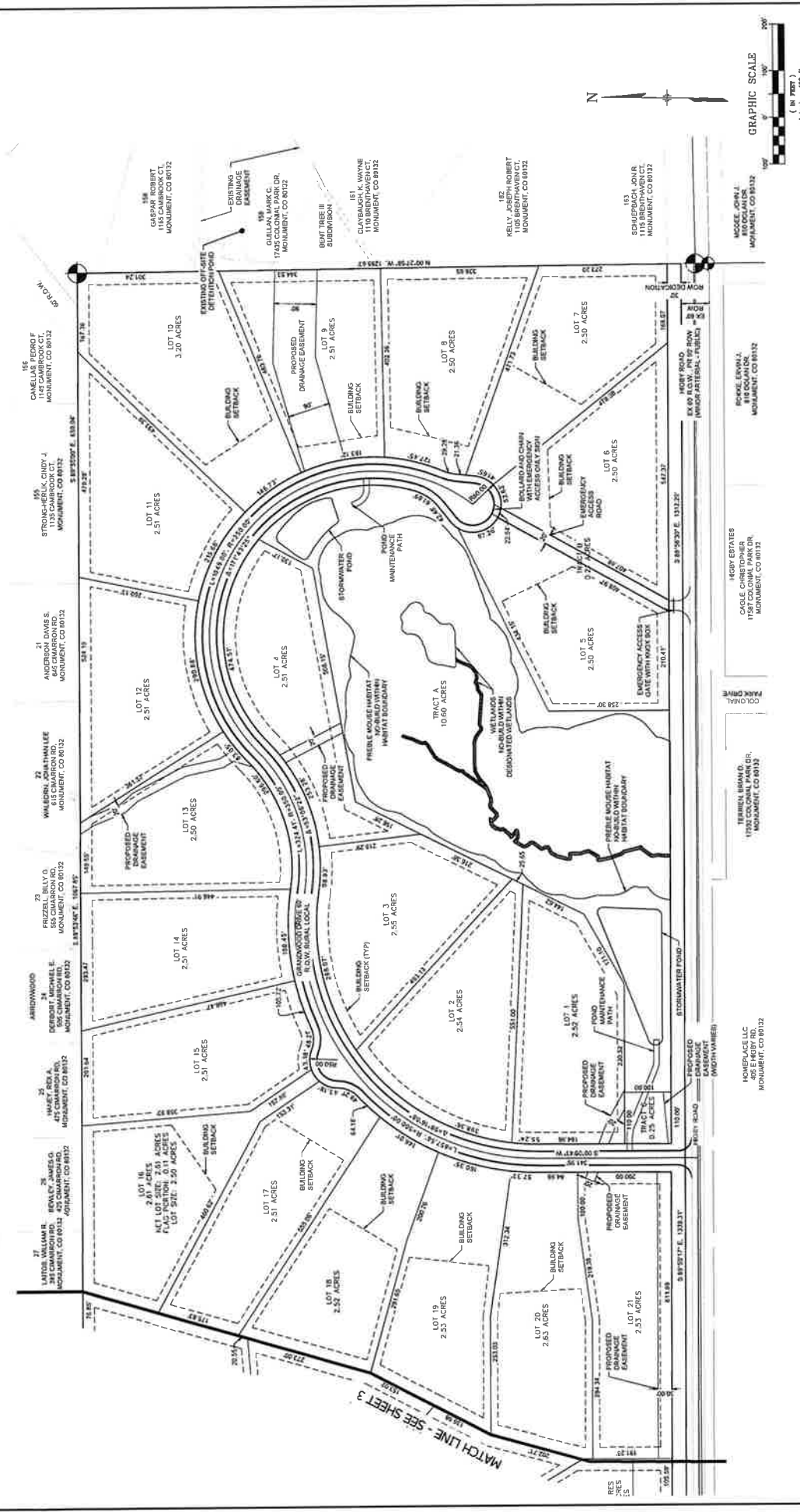


<p>COMPUTER FILE MANAGEMENT</p> <p>FILE NAME: GRANDWOOD_RANCH_PCD_PLAN_SHEET_1.dwg PLOT DATE: 11/15/2007 PROJECT NO: 07-100</p>		<p>REVISIONS</p> <table border="1"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>11/15/07</td> <td>FOR REVIEW COMMENTS</td> </tr> <tr> <td>2</td> <td>11/15/07</td> <td>FOR REVIEW COMMENTS</td> </tr> </tbody> </table>		NO.	DATE	DESCRIPTION	1	11/15/07	FOR REVIEW COMMENTS	2	11/15/07	FOR REVIEW COMMENTS
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<p>REFERENCE DRAWINGS</p> <p>07-100-001 PRELIMINARY PLAN SHEET 1</p>		<p>REVISIONS</p> <p>11/15/07 FOR REVIEW COMMENTS</p>										
<p>OWNER</p> <p>GRANDWOOD ENTERPRISES, LLC WILLIAM F. HERBICIL, MANAGER GRANDWOOD RANCH, CO 80411</p>		<p>PREPARED BY</p> <p>Matrix 1400 W. 100th St., Suite 100 Greenwood Village, CO 80120</p>										
<p>PROJECT NO.</p> <p>07-100</p>		<p>DATE</p> <p>11/15/07</p>										
<p>PROJECT NAME</p> <p>GRANDWOOD RANCH</p>		<p>SCALE</p> <p>AS SHOWN</p>										
<p>PROJECT LOCATION</p> <p>7450 S. HEBERT RD., MONUMENT, CO 80132</p>		<p>PROJECT NO.</p> <p>07-100</p>										
<p>PROJECT SHEET</p> <p>PRELIMINARY PLAN - PCD FILE NO SP195</p>		<p>DATE</p> <p>11/15/07</p>										
<p>PROJECT SHEET</p> <p>PRELIMINARY PLAN - PCD FILE NO SP195</p>		<p>DATE</p> <p>11/15/07</p>										

FOR AND ON BEHALF OF THE CLIENT: GRANDWOOD ENTERPRISES, LLC
 WILLIAM F. HERBICIL, MANAGER
 GRANDWOOD RANCH, CO 80411

FOR AND ON BEHALF OF THE DESIGNER: Matrix
 1400 W. 100th St., Suite 100
 Greenwood Village, CO 80120

GRANDWOOD RANCH PRELIMINARY PLAN



REFERENCE DRAWINGS	RES 15, 16, 17, 18, 19, 20, 21						
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SHEET KEY							
DESIGNER	WILLIAM F. HERBER, II, MANAGER CONRAD PARK, CO. 80132						
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GRANDWOOD RANCH

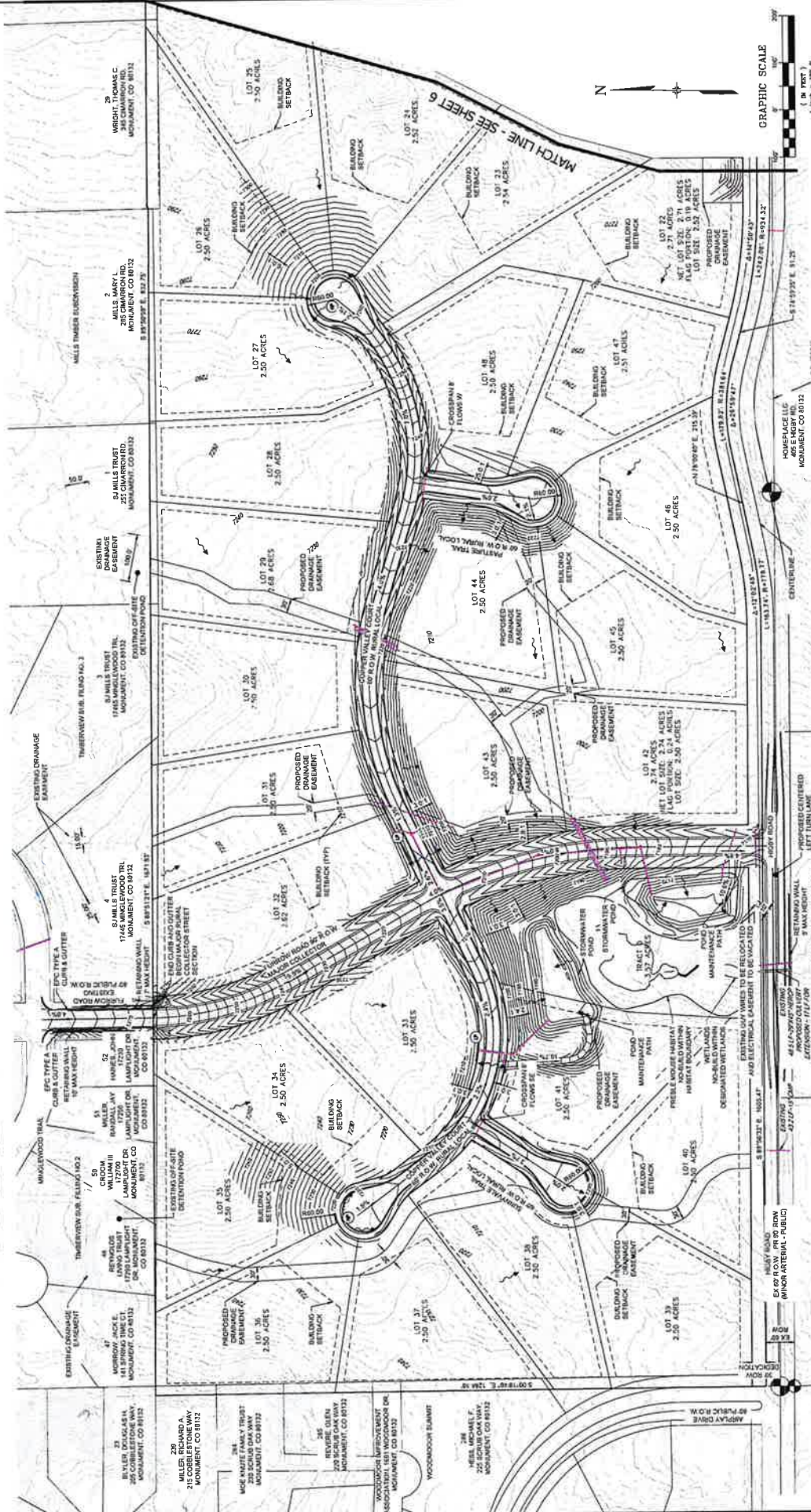
PRELIMINARY PLAN - PCD FILE NO SP195

PLAN SHEET



Matrix

GRANDWOOD RANCH PRELIMINARY PLAN



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FOR AND ON BEHALF OF GROUP, INC. PROJECT NO.			
FOR AND ON BEHALF OF GROUP, INC. PROJECT NO.			
PRELIMINARY GRADING SHEET SHEET 5 OF 6 AUGUST 2022 DRAWING NO.			
PRELIMINARY PLAN - PCD FILE NO SP195 GRANDWOOD RANCH			

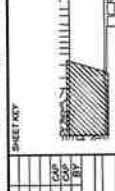


REGISTERED PROFESSIONAL ENGINEER
 GREGORY J. WILLIAMS
 LICENSE NO. 11155
 STATE OF COLORADO

Matrix
 CONSULTANTS
 1500 W. 10TH AVE., SUITE 100
 DENVER, CO 80202

DESIGNER
 GREGORY J. WILLIAMS
CHECKED BY
 GREGORY J. WILLIAMS

SCALE
 1" = 200'

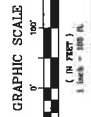
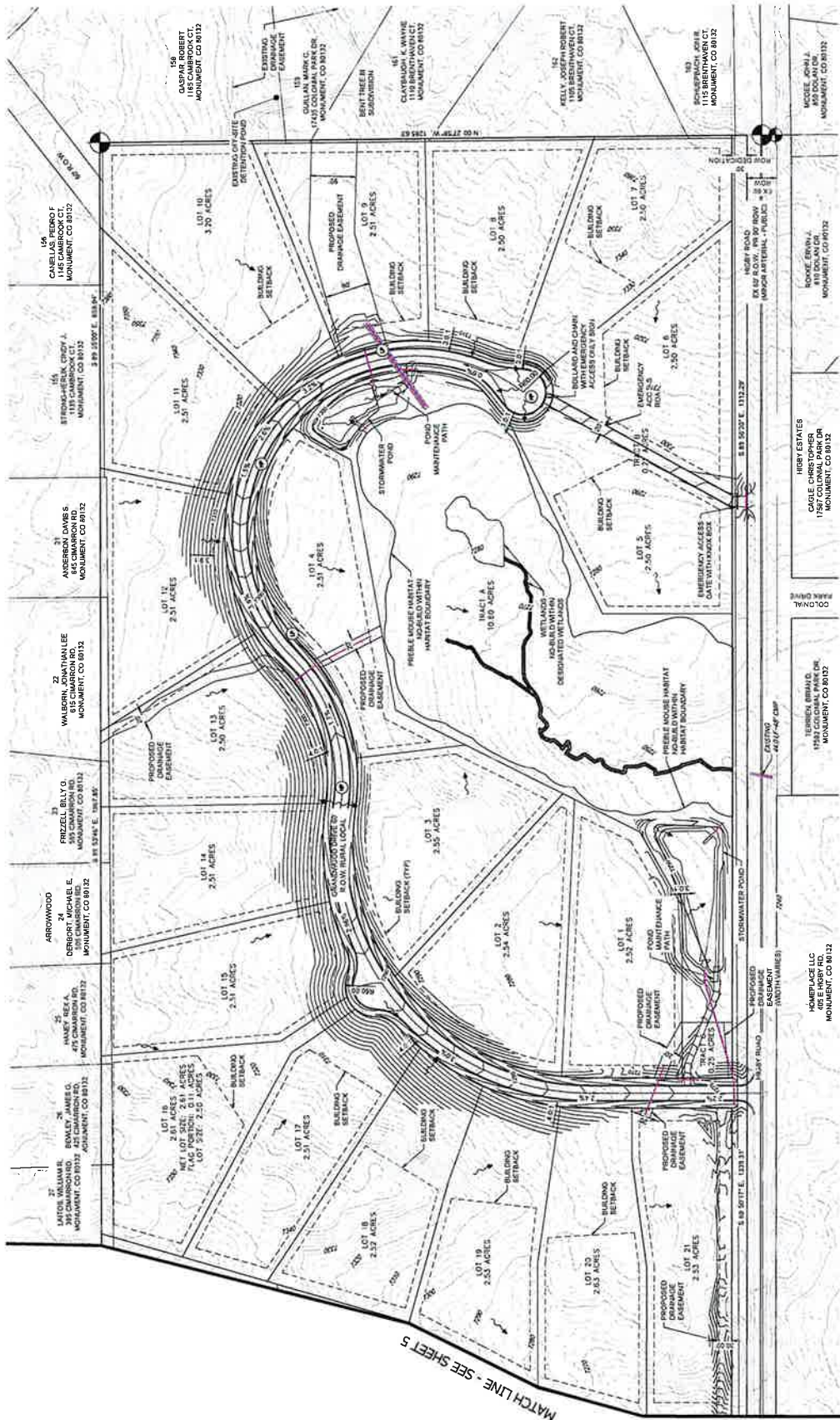


BASELINE BOUNDARY
 THE BOUNDARY SHOWN ON THIS PLAN IS BASED ON THE SURVEY OF THE GRANDWOOD RANCH PLAT, 2018, FILED IN THE PUBLIC RECORDS OF THE COUNTY OF DENVER, COLORADO, UNDER FILE NO. 2018-0001. THE SURVEY WAS CONDUCTED BY GREGORY J. WILLIAMS, REGISTERED PROFESSIONAL ENGINEER, LICENSE NO. 11155, STATE OF COLORADO.

NOTES
 1. THIS PLAN IS A PRELIMINARY GRADING SHEET AND IS NOT TO BE USED FOR CONSTRUCTION WITHOUT THE APPROVAL OF THE LOCAL AUTHORITY.

AUGUST 2022
 SHEET 5 OF 6
 DRAWING NO.

GRANDWOOD RANCH PRELIMINARY PLAN



REFERENCE 1. ALL DIMENSIONS TO CENTERLINE UNLESS NOTED OTHERWISE 2. ALL DIMENSIONS TO FACE UNLESS NOTED OTHERWISE 3. ALL DIMENSIONS TO CENTERLINE UNLESS NOTED OTHERWISE 4. ALL DIMENSIONS TO FACE UNLESS NOTED OTHERWISE	COMPUTER FILE MANAGEMENT PROJECT NO. 15170000 DATE 10/13/2010 FILE NAME 15170000.PCD PLOT DATE 10/13/2010 CTE FILE 15170000.CTE	REVISIONS NO. 1 DATE 10/13/2010 BY JMM/STW DESCRIPTION PRELIMINARY PLAN	DESIGNED BY JAMES M. MCGEE CHECKED BY STEPHEN W. THOMPSON DATE 10/13/2010	SCALE 1" = 100' DATE REVISION 10/13/2010 PROJECT NO. 15170000 SHEET NO. 6 OF 6
PRELIMINARY GRADING SHEET		FOR AND ON BEHALF OF: MATRIX CONSULTING, INC. 1400 BROADWAY, SUITE 1000 DENVER, COLORADO 80202 PHONE: (303) 733-8800 FAX: (303) 733-8801 WWW.MATRIXCONSULTING.COM		
PREPARED BY: HERB ESTATES CAGLE CHRISTOPHER 11500 COLONIAL PARK DR MONUMENT, CO 80132		FOR AND ON BEHALF OF: MATRIX CONSULTING, INC. 1400 BROADWAY, SUITE 1000 DENVER, COLORADO 80202 PHONE: (303) 733-8800 FAX: (303) 733-8801 WWW.MATRIXCONSULTING.COM		
DESIGNED BY: JAMES M. MCGEE CHECKED BY: STEPHEN W. THOMPSON DATE: 10/13/2010		FOR AND ON BEHALF OF: MATRIX CONSULTING, INC. 1400 BROADWAY, SUITE 1000 DENVER, COLORADO 80202 PHONE: (303) 733-8800 FAX: (303) 733-8801 WWW.MATRIXCONSULTING.COM		



February 18, 2019

2019-TA-0510

Drue DeBerry
U.S. Fish and Wildlife Service
Colorado Field Office
Denver Federal Center (MS 65412)
PO Box 25486
Denver, Colorado 80225

U.S. FISH AND WILDLIFE SERVICE	
<input type="checkbox"/> NO CONCERNS	
<input checked="" type="checkbox"/> CONCUR NOT LIKELY TO ADVERSELY AFFECT	
<input type="checkbox"/> NO COMMENT	
<i>for</i> <u>Josei Ellwood</u>	<u>5-14-19</u>
Drue DeBerry	DATE
Colorado and Nebraska Field Supervisor	

Re: Threatened and Endangered Species Habitat Assessment— Grandwood Ranch
Development Preble’s Endangered Species Assessment, El Paso County, Colorado

Dear Mr. DeBerry:

ERO Resources Corporation (ERO), on behalf of Grandwood Enterprises, LLC, is requesting technical assistance under the Endangered Species Act (ESA) regarding federally listed threatened, endangered, and candidate (T&E) species for the construction of Grandwood Ranch Development (project) along Jackson Creek in El Paso County, Colorado.

Background

Grandwood Enterprises, LLC retained ERO to conduct a habitat evaluation for T&E species for Grandwood Ranch Development located north of the intersection of Higby Road and Colonial Park Drive in Monument, El Paso County, Colorado (project area; Figure 1). On June 1, 2018, Nolan Hahn and Anna Hennage, biologists with ERO, surveyed the project area for T&E species and natural resources (2018 site visit).

The project must comply with the Endangered Species Act (ESA) by ensuring that the project does not have significant adverse impacts on federally listed threatened or endangered species. Preble’s meadow jumping mouse (Preble’s) is listed as threatened under the ESA and has been captured in nearby areas of the South Platte River.

Federal Nexus

There is a federal nexus under U.S. Army Corps of Engineers (Corps) regulations. ERO evaluated the area for the presence of wetlands following Corps methodology and determined that Jackson Creek and its surrounding wetlands are considered jurisdictional waters of the U.S.

Denver
1842 Clarkson Street
Denver, CO 80218
303.830.1188

Durango
1015 1/2 Main Avenue
Durango, CO 81301
970.422.2136

Hotchkiss
P.O. Box 932
161 South 2nd Street
Hotchkiss, CO 81419
970.872.3020

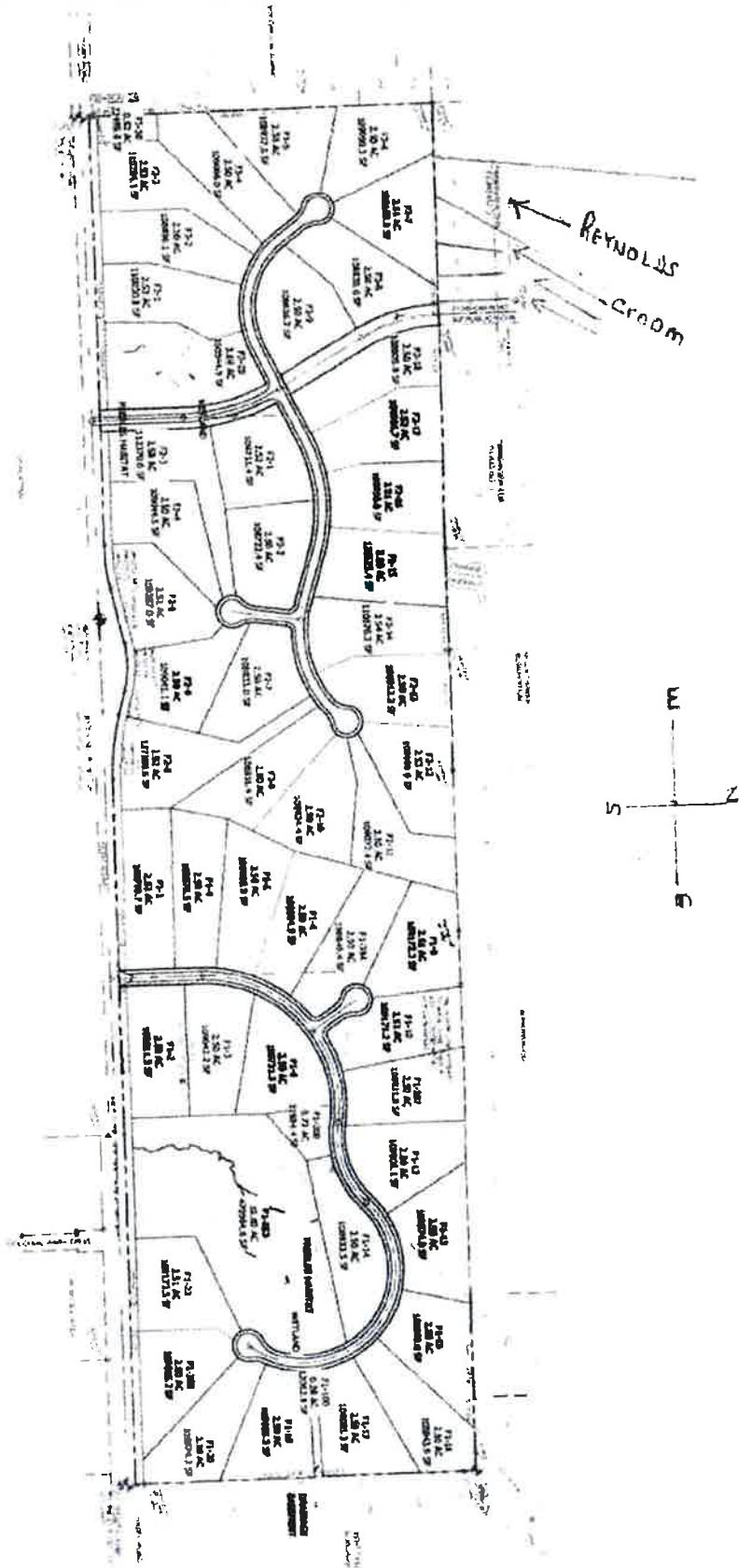
Idaho
4001 East Main Street
Emmett, ID 83617
208.365.7684

www.eroresources.com

Consultants in
Natural Resources
and the Environment

Grandwood Ranch Submittal Plat 02.28.2019

Plat A / Herbie
61190-00-003
EA 18-168



March 29, 2019

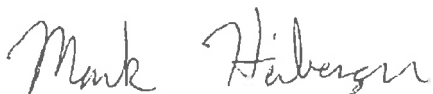
To: El Paso County Board of County Commissioners
El Paso Planning Commission

Re: Letter from Grandwood Enterprises, LLC
William Herebic, Managing Member
(719) 651-9152
Grandwood Ranch Submittal Plat 02.28.2019

Dated: February 25, 2019

Regarding the attached Notification to Adjoining Property Owners – Grandwood Ranch Subdivision, it is noted that Properties F3-6 and F3-7, as designated in the above-mentioned attached submittal plat, have been used for drainage release and drainage easement from a retention pond located directly adjacent and uphill from said properties. The retention pond is a receiver of rainwater located in Timberview 1 and 2, from five different upstream culverts, catching and directing water to the subject retention pond, as well as excess waters reaching the Spring Time Court cul-de-sac private creek bed, that directs water to the retention pond that ultimately empties out on Properties F3-6 and F3-7. Videos of past rain storms illustrating the release of water from the retention pond to the involved properties are available. It is respectfully requested that this potential personal liability and/or drainage issue and possible marsh land situation be considered before making any decision regarding any builds on these suspect properties.

Thanking you in advance, we remain.



Mark Heiberger
President, Timberview2 Board of Directors

February 25, 2019

Reynolds Living Trust
James Reynolds/ Janet Reynolds
17290 Lamplight Drive
Monument, CO 80132

RE: NOTIFICATION TO ADJOINING PROPERTY OWNERS - GRANDWOOD RANCH SUBDIVISION

Dear Adjoining Property Owner:

The developer of the below described property, Grandwood Enterprises, LLC, William Herebic II, Managing Member, is currently applying to the El Paso County Board of County Commissioners to (1) Rezone a portion of their property from RR5 (5 ac min lots) to RR2.5 (2.5 ac min lots) and (2) approval of a Preliminary Plan for the property.

The Grandwood Ranch subdivision is located within portions of the S1/2 of the N1/2 of Section 19, Township 115, Range 66W of the 6th PM. More specifically, the proposed subdivision is located at the northeast corner of the intersection of Higby Road and Fairplay Drive

ZONE CHANGE APPLICATION – RR5 TO RR2.5

The applicant is requesting a zone change from RR5 (5 acre minimum lot size) to RR2.5 (2.5 acre minimum lot size) to allow for the development of 48 single-family residential lots at a minimum of 2.5 acres each. This zone change would comprise the entirety of the property.

PRELIMINARY PLAN APPLICATION

The applicant is also requesting approval of a 151 acre Preliminary Plan detailing the lot and roadway geometrics required to facilitate the 48 proposed single-family residential lots. Attached is a copy of the proposed Preliminary Plan.

Proposed improvements within the subdivision include County owned and maintained asphalt surfaced roadways, drainage improvements, electric service, natural gas service and telephone service. All new utilities will be below grade. Grading and drainage earth moving activities within the single-family residential area will be limited to roadway, drainage and utility installation areas.

Water will be provided via individual on site wells operated through a State approved Water Augmentation Plan. Wastewater will be treated via individual on site septic systems, designed and constructed to County and State Health Department standards.

You may appear in person at the Planning Commission or Board of County Commissioner's public hearings regarding these requests or, if unable to attend, submit a statement expressing your opinions and comments on the applications. Your comments should be sent to El Paso County Development Services Department, 2880 International Circle, Colorado Springs, Colorado 80910 Attn: Nina Ruiz. The date, time and location of the future public hearings regarding these applications may be obtained by contacting the El Paso County Planning and Community Development Department at 719-520-6300.

Should you have any questions regarding these applications, please contact either Nina Ruiz at 719-520-6313 or me at 719-651-9152.

Regards,



William Herebic
GRANDWOOD ENTERPRISES, LLC
719.651.9152
herebic5@msn.com

To: El Paso County Board of Directors
El Paso Planning Commission

Re: Mills Timber Subdivision Concerns Regarding Grandwood Ranch Lot F2-15

Date: June 27, 2019

Mills Timber Subdivision has concerns related to the development of lot F2-15 as shown on the Grandwood Ranch Subdivision Preliminary Plan Drawings 5/08/19 (current version on EDARP website).

The concerns are as follows:

1) INTERFERANCE WITH NATURAL WATERWAYS.

Mills Timber Lot 1 has a pond with constant drainage flow onto Grandwood Ranch Lot F2-15. (See Figure A) A drainage easement is shown on Mills Timber Lot 1, but no drainage easement is shown on the Grandwood Ranch Preliminary Plan Drawings. (Figure B) Given the required leach field and corresponding home placement suggested on page 17 in the Wastewater Evaluation report (rev. 4/1/19) (Figure C) the residential structure will conflict with the natural waterway (Cherry Creek) when the proper drainage easement is established on Lot F2-15. Please consider that a home cannot be built on lot F2-15 as currently platted without restriction to a natural waterway.

We have spoken with Gilbert LaForce, El Paso County Engineer II, and he has agreed the situation needs to be addressed and has thus asked the builder to ensure there are no negative impacts through Grandwood Subdivision. Please support the protection of these vital waterways.

2) POTENTIAL WETLAND AREA ISSUE

Grandwood Ranch Lot F2-15 may still have area designated as a Preble Mouse habitat. When Mills Timber Lot 1 was developed, the area in question was designated as Preble Mouse habitat area and it is assumed that is still the case. The water entering lot F2-15 is above and connected to the designated Drainage 1 Wetlands and Preble habitat area in the southwestern part of the Grandwood property in the Wetlands Report dated January 10, 2019. (Figure D)

3) LAND USE COMPATIBILITY ISSUE

The final concern related to lot F2-15 is its compatibility with the existing and permitted land use. As stated in the El Paso County Land Development Code Section 5.3.5(B), the third criteria for approval of a rezone is that "The proposed land use or zone district is compatible with the exiting and permitted land uses and zone districts in all directions". The Grandwood Ranch subdivision is compatible with adjoining properties in most, but not all directions. There are three 5 acre lots bordering the Grandwood Ranch property. The Mills Timber Subdivision was zoned and built with 5 acre lots. We ask for consideration from the builder to match the adjoining density. We have examples of subdivisions who planned larger lots to match the existing adjacent lots in other subdivisions and ask for similar consideration.

PROPOSED SOLUTION:

Convert Grandwood Estate Lots F2-15 and F2-14 into a single 5 acre lot. This will allow a more environmentally friendly placement of a house and also make allowance for lot compatibility with Mills Timber Subdivision.

I believe we raise valid concerns and appreciate your consideration

Regards,

Jon David Mills

Jon David Mills
Mills Timber Subdivision

**Figure A
Mills Timber Pond**



**Figure B
Drainage Easement Should Be Extended**



**Figure C
Estimated Home and
Leach Field Location**



**Figure D
Wetlands**

Lot F2-15 from
Mills Timber Fence line
Fed by flow from Pond.
Flow feeds Wetland below.



Lower Wetland Designation / Preble Habitat (Wetlands Report 1/10/19)

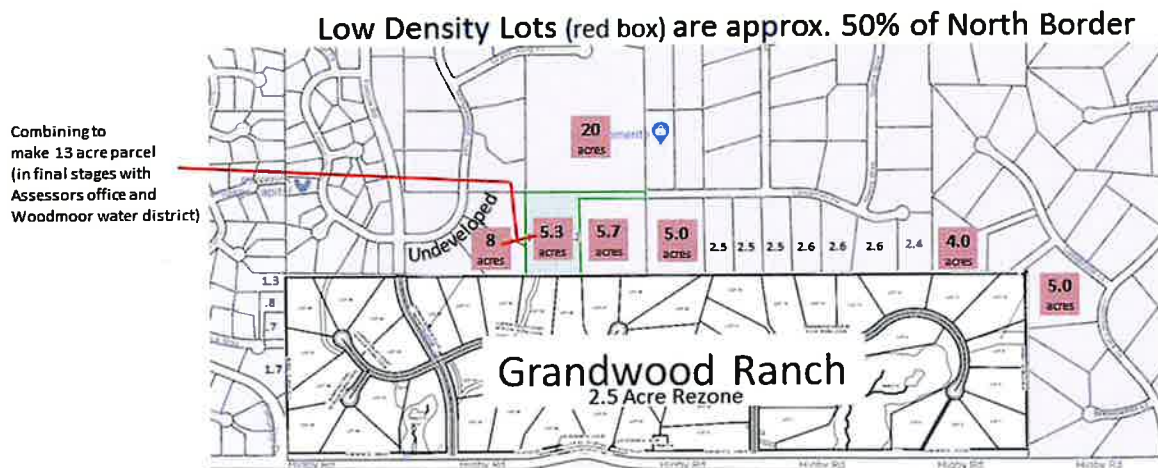


Photo 6 - Overview of wetland and pond on Drainage 1 in the southwestern part of the project area. View is to the southwest.

To: El Paso County Board of Directors
 El Paso Planning Commission
 Re: Mills Timber Subdivision Concerns Regarding Grandwood Rezone
 Date: September 10, 2020

This letter is a follow-up to our Letter of Opposition submitted 6/27/19 which requested lot size transition adjustments where the 2.5 Grandwood Ranch lots meet existing adjacent lower density lots. The developer appears unwilling to compromise.

Situation Overview: Existing low density neighbor lots (diagram below) account for approximately 50% of the Grandwood Ranch north border. The 2.5 acre Grandwood Ranch rezone violates EPC Land Development Code, Section 5.3.5(B), third criteria, which states: “The proposed land use or zone district is compatible with the existing and permitted land uses and zone districts in all directions” The proposed Grandwood rezone is not compatible on the north border.



The Grandwood response to our original letter of opposition argues their current plat “provides a suitable transition from the smaller lots to the west to the existing land use zone districts to the north and east”. We will argue that the smaller lots to the west are a minor part of the perimeter and not indicative of the character of the majority of the land surrounding the proposed rezone.

Our family places great value on open space as a compliment to development. In fact, when we developed our property in 2002, we increased our zoning to RR-5 to match the RR-5 zoning below us to the south and to the neighbors’ 20 acre lot above us to the north. (See July 8, 2002 letter below) We have also held the three additional lots (8 total acres shown above) undeveloped for decades and are in the final stages of combining them to the 5.3 acre lot to make a 13 acre parcel. (See WWSD Public Hearing notice & Assessors office combine form below).

We understand that rezoning is an exception granted by the BOCC, when criteria are met. Good land use planning would at least site/create larger parcels near neighboring lower density lots. The 48-lot Grandwood Ranch development could easily be reduced by one lot to accomplish this valuable goal. Please support an increase in the lots adjacent to our RR-5 lots mentioned above. (Convert three 2.5 acre lots into two 3.75 acre lots).

At the BOCC meeting, I will show many EPC examples where lot sizes have been adjusted to provide a suitable transition to existing lower density perimeter lots in situations similar to this one.

Note: The zoning map on the EDARP website on the Grandwood Rezone project incorrectly shows our zoning as RR 2.5. This map was incorrect when the first plat was created and is still incorrect after the most recent 4/12/20 update. Perhaps lot transition adjustments would have been made to the plat if they had been looking at had the correct information.

I believe we raise valid concerns and appreciate your consideration

Regards,

Jon David Mills

Jon David Mills
Mills Timber Subdivision

July 8, 2002

Black Forest Fire Station No. 1 - Drainage Letter
March 26, 2002
Page 2

El Paso County
Department of Public Works
3460 N. Marksheffel Rd.
Colorado Springs, CO 80922

Re: Mills Timber Subdivision - Drainage Letter
Project No. 60720

The owner of the land that is being platted as a minor subdivision to be called "Mills Timber Subdivision" intends to **subdivide the property into two 5 acre lots**. This letter is to serve as the Drainage Letter Report for the Minor Plat Approval.

The site is located in northern El Paso County southeast of The Timber Subdivision south of Buck O' the Wind Subdivision, and southwest of Arrowwood Filing No. 1 (Refiling of Arrowwood Subdivision). The proposed Mills Timber Subdivision begins at the east end of Cimarron Road. The property currently has a house constructed on the existing 10.97± acre parcel in the area to be called lot 2. The location of the 10.97± acres can also be described as being in the Northwest One-Quarter of Section 19, Township 11 South, Range 66 West of the 6th P.M.

The property is zoned RR-3 (Rural Residential). The site is in the Jackson Creek major drainage basin. The site has one existing residence located on the land and the drainage fees will therefore be charged only for one lot. According to the Flood Insurance Rate Map (FIRM) Map Number 08041C0279 F, dated March 17, 1997, the subject property is not located within a FEMA designated flood hazard area.

The total site area is 10.97± acres. The site is developed with one residential structure with a gravel drive. The site is vegetated with native grass and trees. There is evidence that grading has taken place on the site for one existing residence situated on the proposed lot 2. Also, grading and re-vegetation has taken place at the southern portion of the proposed lot 1 where a pond has been constructed to contain spring water. The site drains southerly at a slope of between 2% and 4%. A drainage easement has placed across the lands to protect the existing drainage swale created by storm water flows from said Arrowwood subdivision. Also the drainage easement encompasses the pond area located at the southern edge of the proposed Mills Timber Subdivision. There are no other significant drainage features on or near the site.

One more single family residence is planned for the site on proposed lot 1. Proposed improvements to the property include said residence and the construction of a gravel driveway.

Engineers • Surveyors
1903 Lelary Street, Suite 200 • Colorado Springs, CO 80909 • Phone 719-635-5736
Fax 719-635-5450 • e-mail mve@mvcecivil.com

The proposed development will not result in any change to the drainage patterns with only a small increase to flow rates on the site. The small pond will reduce these small increased flows. We see no negative impacts to the adjacent downstream property owner. Drainage fees will be paid for one lot of this proposed subdivision and will be based on the development being 7% impervious. There are no bridge fees and drainage fees are \$3975/impervious acre.

Drainage Fee

(5.32 acres) (\$3975/impervious acre) (0.07 impervious) = \$1480.29

The existing drainage conditions described in this report only accommodate the currently proposed development. Any future changes to the site will require a re-examination of drainage measures.

Very Truly Yours,
M.V.E., Inc.

Charles C. Crum, P.E.
CCC pfm
877-200-6666
Enc

WOODMOOR WATER AND SANITATION DISTRICT NO. 1

Board Meeting
Monday August 10th, 2020

AGENDA

1. Call to Order
2. Reading of the Minutes
3. New Business
 - A. Appoint Specific Alternate to the Tri-Lakes Joint Use Committee
 - B. Consider Awarding CMAR Construction Contract for the 2020 Capital Improvements Project - Bid Results and Recommendation (JVA Engineers)
 - C. **Public Hearing on The SJ Mills Trust U/A (See Mills Trust) Inclusion Petition**
 1. Petitioner's Presentation
 2. Staff Presentation & Analysis
 3. Public comment
 - D. Consider Resolution and Order granting The SJ Mills Trust U/A Petition for Inclusion
 - E. Mid-Year Budget Update
 - F. COVID-19
 - Resumption of Meter Replacements
 - Office Closed to Public (except by appt.)
4. Old Business
 - None
5. Financial Report
6. Public Discussion
 - A. Unscheduled People
7. Joint Use Committee Report
8. Chisout Dutch Company/Woodmoor Ranch Report
9. Manager's Report
10. Special Reports & Subjects
 - A. Engineer's Report
 - B. Attorney's Report



OFFICE OF THE
COUNTY ASSESSOR
Steve Scheelke
ASSESSOR
1675 W. GARDEN OF THE GODS ROAD
EL PASO COUNTY
COLORADO SPRINGS, COLORADO 80903
(719) 520-6663
Fax (719) 520-6462



Combining/Splitting of Property

Schedule Number(s)	Improvements Location
619 003015	
619 003014	
619 005016	
619 003012	

Owners Name Jonathan D Mills and Stacy L Mills as co-trustees of the SJ MILLS TRUST
(Ownership on multiple properties must match EXACTLY for properties to be processed)

Reason for index taxes. Also combining lots with single tax dept. work and our re-evaluating

Signature  Date 8/27/19

Phone Number 719-209-8850
Return To:
El Paso County GIS/Mapping
1675 Garden of the Gods Rd. STE 2300,
Colorado Springs, CO 80907

If in the process of *transferring ownership*, a reception number **MUST** be provided. Just in case 209712875

Reception Number: 208712875

5/28/19

GLenWOOD Ranch Comm Meetg

NAME

PROPERTY

CONTACT

Betty Stout	17435 Furrow Rd	stout@teleport.com
Bob Baker	17295 LAMPLIGHT	zprince@comcast.net
JEFF STODDARD	37 BRIDLE CRK	JSKSTODDARD@GMAIL.COM
Jim Reynolds	17290 Lamplight Dr.	jreynolds1944@hotmail.com
Juan Hatfield	660 Harness Rd	Jhatfield0786@usn.com
Kris+Mark Geesey	141 Spring Time Ct	Kristine@thegeeseys.com
Jack Morrow	141 Spring Time Ct	JKMorrow2@VSNL.COM
Mike & Gail Hess	225 Scrub Oak Wy	mfhess@comcast.net
JIM Butler	17420 E. Caribou Dr.	jimbobikesandskis@gmail.com

Mar Mts 5/28/19 Grandwood
(10 ppt)

o Overview of proposal + plan (History + plan move fence)

→ Plan to reduce lawn area (no ADA in place now)

- Snow Removal EPC? yes

- TIS Funnrow? not yet

→ do not want Conert

→ want Funnrow connected w/o imp to road
(in bad cond)

- Det pond just W of Sabin - plan to have
your H₂O go this way? No-Cont H₂O

above ground + rel e historic flow

- Happy to see you will do forest management

↳ want to be fire wise Com + had a firester

review to verify healthy (in coen)

- Cisterns - fire dept do not use - we did

talk to fire dept abt. what they want

- Do not plan to have trails, perk, gazebo (w ADA due)

- Timeline? want to e Fall sell lot

- Funnrow road b4 build ~~road~~ house (sell)?

- What abt H₂O? you use 2 box for acquif

(pump from Claussen)

- Indi. house w/indiv build or Classic? Individ

we want to see little you an esp.

To: El Paso County Board of Directors
El Paso Planning Commission
Re: Mills Timber Subdivision Concerns Regarding Grandwood Ranch Lot F2-15
Date: June 27, 2019

Mills Timber Subdivision has concerns related to the development of lot F2-15 as shown on the Grandwood Ranch Subdivision Preliminary Plan Drawings 5/08/19 (current version on EDARP website).

The concerns are as follows:

1) INTERFERENCE WITH NATURAL WATERWAYS.

Mills Timber Lot 1 has a pond with constant drainage flow onto Grandwood Ranch Lot F2-15. (See Figure A) A drainage easement is shown on Mills Timber Lot 1, but no drainage easement is shown on the Grandwood Ranch Preliminary Plan Drawings. (Figure B) Given the required leach field and corresponding home placement suggested on page 17 in the Wastewater Evaluation report (rev. 4/1/19) (Figure C) the residential structure will conflict with the natural waterway (Cherry Creek) when the proper drainage easement is established on Lot F2-15. Please consider that a home cannot be built on lot F2-15 as currently platted without restriction to a natural waterway.

We have spoken with Gilbert LaForce, El Paso County Engineer II, and he has agreed the situation needs to be addressed and has thus asked the builder to ensure there are no negative impacts through Grandwood Subdivision. Please support the protection of these vital waterways.

2) POTENTIAL WETLAND AREA ISSUE

Grandwood Ranch Lot F2-15 may still have area designated as a Preble Mouse habitat. When Mills Timber Lot 1 was developed, the area in question was designated as Preble Mouse habitat area and it is assumed that is still the case. The water entering lot F2-15 is above and connected to the designated Drainage 1 Wetlands and Preble habitat area in the southwestern part of the Grandwood property in the Wetlands Report dated January 10, 2019. (Figure D)

3) LAND USE COMPATIBILITY ISSUE

The final concern related to lot F2-15 is its compatibility with the existing and permitted land use. As stated in the El Paso County Land Development Code Section 5.3.5(B), the third criteria for approval of a rezone is that "The proposed land use or zone district is compatible with the exiting and permitted land uses and zone districts in all directions". The Grandwood Ranch subdivision is compatible with adjoining properties in most, but not all directions. There are three 5 acre lots bordering the Grandwood Ranch property. The Mills Timber Subdivision was zoned and built with 5 acre lots. We ask for consideration from the builder to match the adjoining density. We have examples of subdivisions who planned larger lots to match the existing adjacent lots in other subdivisions and ask for similar consideration.

PROPOSED SOLUTION:

Convert Grandwood Estate Lots F2-15 and F2-14 into a single 5 acre lot. This will allow a more environmentally friendly placement of a house and also make allowance for lot compatibility with Mills Timber Subdivision.

I believe we raise valid concerns and appreciate your consideration

Regards,

Jon David Mills

Jon David Mills
Mills Timber Subdivision

Figure A
Mills Timber Pond



Figure B
Drainage Easement Should Be Extended



Figure C
Estimated Home and Leach Field Location

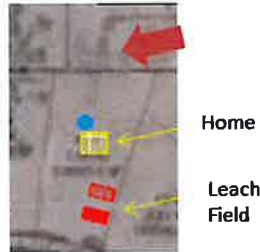


Figure D
Wetlands

Lot F2-15 from Mills Timber Fence line Fed by flow from Pond. Flow feeds Wetland below.



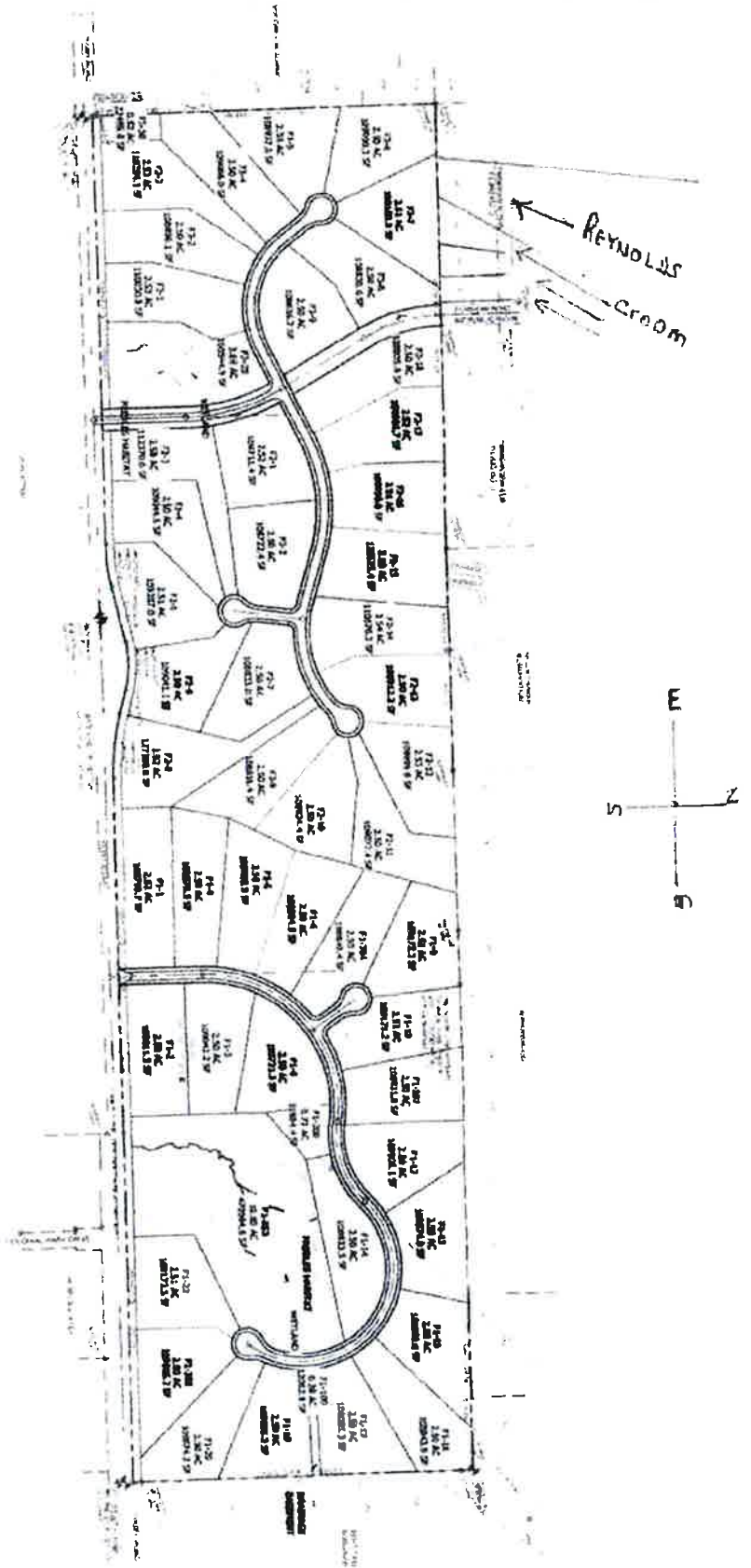
Lower Wetland Designation / Preble Habitat (Wetlands Report 1/10/19)



Photo 6 - Overview of wetland and pond on Drainage 1 in the southwestern part of the project area. View is to the southwest

Grandwood Ranch Submittal Plat 02.28.2019

~~Plot A~~ Heretic
61190-00-003
EA 18-168



March 29, 2019

To: El Paso County Board of County Commissioners
El Paso Planning Commission
Re: Letter from Grandwood Enterprises, LLC
William Herebic, Managing Member
(719) 651-9152
Grandwood Ranch Submittal Plat 02.28.2019
Dated: February 25, 2019

Regarding the attached Notification to Adjoining Property Owners – Grandwood Ranch Subdivision, it is noted that Properties F3-6 and F3-7, as designated in the above-mentioned attached submittal plat, have been used for drainage release and drainage easement from a retention pond located directly adjacent and uphill from said properties. The retention pond is a receiver of rainwater located in Timberview 1 and 2, from five different upstream culverts, catching and directing water to the subject retention pond, as well as excess waters reaching the Spring Time Court cul-de-sac private creek bed, that directs water to the retention pond that ultimately empties out on Properties F3-6 and F3-7. Videos of past rain storms illustrating the release of water from the retention pond to the involved properties are available. It is respectfully requested that this potential personal liability and/or drainage issue and possible marsh land situation be considered before making any decision regarding any builds on these suspect properties.

Thanking you in advance, we remain.



Mark Heiberger
President, Timberview2 Board of Directors

February 25, 2019

Reynolds Living Trust
James Reynolds/ Janet Reynolds
17290 Lamplight Drive
Monument, CO 80132

RE: NOTIFICATION TO ADJOINING PROPERTY OWNERS - GRANDWOOD RANCH SUBDIVISION

Dear Adjoining Property Owner:

The developer of the below described property, Grandwood Enterprises, LLC, William Herebic II, Managing Member, is currently applying to the El Paso County Board of County Commissioners to (1) Rezone a portion of their property from RR5 (5 ac min lots) to RR2.5 (2.5 ac min lots) and (2) approval of a Preliminary Plan for the property.

The Grandwood Ranch subdivision is located within portions of the S1/2 of the N1/2 of Section 19, Township 115, Range 66W of the 6th PM. More specifically, the proposed subdivision is located at the northeast corner of the intersection of Higby Road and Fairplay Drive

ZONE CHANGE APPLICATION – RR5 TO RR2.5

The applicant is requesting a zone change from RR5 (5 acre minimum lot size) to RR2.5 (2.5 acre minimum lot size) to allow for the development of 48 single-family residential lots at a minimum of 2.5 acres each. This zone change would comprise the entirety of the property.

PRELIMINARY PLAN APPLICATION

The applicant is also requesting approval of a 151 acre Preliminary Plan detailing the lot and roadway geometrics required to facilitate the 48 proposed single-family residential lots. Attached is a copy of the proposed Preliminary Plan.

Proposed improvements within the subdivision include County owned and maintained asphalt surfaced roadways, drainage improvements, electric service, natural gas service and telephone service. All new utilities will be below grade. Grading and drainage earth moving activities within the single-family residential area will be limited to roadway, drainage and utility installation areas.

Water will be provided via individual on site wells operated through a State approved Water Augmentation Plan. Wastewater will be treated via individual on site septic systems, designed and constructed to County and State Health Department standards.

You may appear in person at the Planning Commission or Board of County Commissioner's public hearings regarding these requests or, if unable to attend, submit a statement expressing your opinions and comments on the applications. Your comments should be sent to El Paso County Development Services Department, 2880 International Circle, Colorado Springs, Colorado 80910 Attn: Nina Ruiz. The date, time and location of the future public hearings regarding these applications may be obtained by contacting the El Paso County Planning and Community Development Department at 719-520-6300.

Should you have any questions regarding these applications, please contact either Nina Ruiz at 719-520-6313 or me at 719-651-9152.

Regards,



William Herebic
GRANDWOOD ENTERPRISES, LLC
719.651.9152
herebic5@msn.com

April 7, 2019



El Paso County Development Services Department
2880 International Circle
Colorado Springs, CO 80910
Attn: Nina Ruiz

Dear Ms. Ruiz,

I am writing this letter in regards to the proposed extension of Furrow Rd. in Monument. I live at 17435 Furrow Road, south of Hwy 105. My concern is that this has been a very quiet neighborhood with limited traffic and an extension of Furrow to Higby would change the whole character of this neighborhood. In light of the fact that there are no sidewalks in this area, neighbors walk along this road on a daily basis with their children and pets. Wildlife is also quite abundant in this area and I fear for the safety of both neighbors and animals with the inevitable increase in traffic if this extension is developed.

If I understand correctly, the extension of Furrow is in direct relationship to the development of Grandwood Ranch which is just north of Higby. It seems that the residents of this new development would be tending to travel south toward the retail area of Monument instead of traveling north on Furrow which would negate the need to extend Furrow Rd.

My intention is to make my concerns known and I thank you for your consideration.

Sincerely,

Betty Stout

stout@teleport.com

719-445-1650



Planning and Community
Development Department
2880 International Circle
Colorado Springs, Colorado 80910

Phone: 719.520.6300
Fax: 719.520.6695
Website www.elpasoco.com

DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

PROJECT INFORMATION

Project Name :	Grandwood Ranch
Schedule No.(s) :	6119000003
Legal Description :	S2N2, EX PT TO HIGBY RD CONV BY REC# 205092691 W/MR SEC 19-11-66

APPLICANT INFORMATION

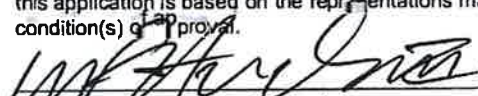
Company :	Grandwood Enterprises
Name :	Bill Herebic
	<input checked="" type="checkbox"/> Owner <input type="checkbox"/> Consultant <input type="checkbox"/> Contractor
Mailing Address :	270 Lodgepole Way Monument, CO 80232
Phone Number :	719-651-9152
FAX Number :	N/A
Email Address :	Herebic5@msn.com

ENGINEER INFORMATION

Company :	LSC Transportation Consultants, Inc.	Colorado P.E. Number :	31684
Name :	Jeffrey C. Hodsdon		
Mailing Address :	2504 E. Pikes Peak Ave Suite 304 Colorado Springs, CO 80909		
Phone Number :	719-633-2868		
FAX Number :	719-633-5430		
Email Address :	Jeff@LSCTrans.com		

OWNER, APPLICANT, AND ENGINEER DECLARATION

To the best of my knowledge, the information on this application and all additional or supplemental documentation is true, factual and complete. I am fully aware that any misrepresentation of any information on this application may be grounds for denial. I have familiarized myself with the rules, regulations and procedures with respect to preparing and filing this application. I also understand that an incorrect submittal will be cause to have the project removed from the agenda of the Planning Commission, Board of County Commissioners and/or Board of Adjustment or delay review until corrections are made, and that any approval of this application is based on the representations made in the application and may be revoked on any breach of representation or condition(s) of approval.


Signature of owner (or authorized representative)

6-27-2020
Date

Engineer's Seal, Signature
And Date of Signature



DEV #5

PCD File No. SP-195

DEVIATION REQUEST (Attach diagrams, figures, and other documentation to clarify request)

A deviation from the standards of or in Sections **2.3.4.B and 2.3.7.C.4** of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

2.3.4.B Maximum and Minimum Grades for Roadways

Table 2-15: Minimum and Maximum Roadway Grades (Rural Collector)

- Minimum centerline grade (rural) – 1%
- Maximum centerline grade (rural) – 8%

2.3.7.C.4 Intersection Alignment (Vertical Alignment)

Tables 2-22 & 2-23: Intersection Grades by Roadway Functional Classification (Rural Collector & Rural Minor Arterial)

- Minimum intersection grade (rural) – 1%
- Maximum intersection grade (rural) – 4%

Minimum intersection profile grade length – 125 feet

State the reason for the requested deviation:

Furrow Road (Proposed)

The design plans were prepared to minimize the intersection approach grades and roadway centerline grades. However, the natural grade is approximately 10% for about 900 to 1,000 feet south of Minglewood Trail. The change in elevation between the current terminus of Furrow Road (at Lamplight) and Higby Road and the horizontal distance between these two locations requires a deviation to the centerline roadway grade.

- North of the intersection (between the intersections of Copper Valley Court and Minglewood Tr.), the centerline roadway grade is proposed to be 9.8%

The centerline roadway grade deviation is needed to meet the intersection grade standard at the proposed Furrow Road/Copper Valley Court intersection.

Higby Road/Furrow Road Intersection (Proposed New Intersection)

The location for the Higby/Furrow intersection has been coordinated with this applicant and the Homeplace Ranch property owner to the south. It is our understanding that shifting the intersection to the west would require significantly more grading on the south side of the roadway.

- The proposed westbound approach to the Higby Road/Furrow Road intersection is about 6.5 percent
- West of the proposed intersection, the grades moderate for the eastbound intersection approach at approximately 5.5 percent.

Explain the proposed alternative and compare to the ECM standards (May provide applicable regional or national standards used as basis):

Furrow Road (Proposed)

The proposed "mid-block" centerline roadway grade north of the intersection (between the intersections of Copper Valley Court and Minglewood Trail) would exceed the ECM maximum. The centerline roadway grade is proposed to be 9.8%. The ECM standard for Rural Collectors is 8% maximum (10% maximum grade permitted at the discretion of the ECM Administrator). The proposed section of 9.8% grade would exceed the 8% standard by 1.8%. The proposed 9.8% meets (by 0.2%) the allowable maximum grade permitted with ECM Administrator approval (10%). See the attached deviation exhibit and the attached plan and profile exhibit prepared by Matrix Design Group.

Higby Road/Furrow Road Intersection (Proposed Intersection)

The location for the Higby/Furrow intersection has been coordinated with this applicant and the Homeplace Ranch property owner to the south. It is our understanding that shifting the intersection to the west would require significantly more grading on the south side of the roadway.

- The westbound approach grade to the proposed Higby Road/Furrow Road intersection would be about 6.5 percent.
- West of the proposed intersection, the grades moderate for the eastbound intersection approach at approximately 5.5 percent..

LIMITS OF CONSIDERATION

(At least one of the conditions listed below must be met for this deviation request to be considered.)

- The ECM standard is inapplicable to the particular situation.
- Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.
- 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.

Provide justification:

Furrow Road

Furrow Road between Higby Road and the south terminus of Furrow Road at Minglewood Trail are "fixed" points in terms of elevation and the horizontal distance between. The natural grade is approximately 10% for about 900 to 1,000 feet south of Minglewood Trail. Given the change in elevation between the current terminus of Furrow Road (at Minglewood/Lamplight) and Higby Road and the horizontal distance between these two locations, a deviation is required to the centerline roadway grade to meet the intersection grade standard at the proposed Furrow Road/Copper Valley Court intersection.

Higby Road/Furrow Road

The location for the Higby/Furrow intersection has been coordinated with this applicant and the Homeplace Ranch property owner to the south. It is our understanding that shifting the intersection to the west would require significantly more grading on the south side of the roadway. Also, it is our understanding that shifting the intersection to the west would impact the Preble's Meadow Jumping Mouse habitat.

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.

Furrow Road

The design plans were prepared to minimize the intersection approach grades and roadway centerline grades. However, the natural grade is approximately 10% for about 900 to 1,000 feet south of Minglewood Trail. Given the change in elevation between the current terminus of Furrow Road (at Minglewood/Lamplight) and Higby Road and the horizontal distance between these two locations, a deviation to the centerline roadway grade is needed in order to meet the intersection grade standard at the proposed Furrow Road/Copper Valley Court intersection. The proposed 9.8% meets (by 0.2%) the allowable maximum grade permitted with ECM Administrator approval (10%).

The deviation will not adversely affect safety or operations.

Furrow Road/Copper Valley Court

The ECM standard for Rural Collectors is 8% maximum (10% maximum grade permitted at the discretion of the ECM Administrator). The proposed 9.8% meets (by 0.2%) the allowable maximum grade permitted with ECM Administrator approval (10%).

Higby Road

The westbound approach grade to the proposed Higby Road/Furrow Road intersection would be about 6.5 percent. Future Stop signs would likely be placed on the northbound and southbound approaches with no stop condition on the westbound approach for the westbound through movement. The applicant will **dedicate ROW** for westbound right turn and left turn lanes (with length adjusted for the downgrade) on Higby Road if needed in the future. Note: The TIS shows the recommended eastbound left turn lane.

The deviation will not adversely affect maintenance and its associated cost.

The roadway grades would not affect the ability of County maintenance vehicles and snowplows to complete their work. The proposed Furrow Road is within County criteria, with approval of 10% grade, and Higby Road conditions will remain as existing

The deviation will not adversely affect aesthetic appearance.

Roadway cross-sections will be constructed to County standards. There will be no adverse effect on appearance with respect to the requested grades. Proposed grades will blend with surrounding terrain throughout the site.

The deviation meets the design intent and purpose of the ECM standards.

The proposed 9.8% grade on Furrow would meet (by 0.2%) the allowable maximum grade permitted with ECM Administrator approval (10%).

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 requested deviation meets control measure requirements of Part I.E.3 and Part I.E.4 of the MS4 Permit. Grading and Erosion Control Plans and SWMP Report will provide protection of existing conditions and erosion control measures per standards.

REVIEW AND RECOMMENDATION:

Approved by the ECM Administrator

This request has been determined to have met the criteria for approval. A deviation from Section _____ of the ECM is hereby granted based on the justification provided.

2.3.4.B and 2.3.7.C.4

Γ

DEV #5

APPROVED
Engineering Department

Γ

09/10/2020 5:23:12 PM
dsdnijkamp

L

**EPC Planning & Community
Development Department**

J

Denied by the ECM Administrator

This request has been determined not to have met criteria for approval. A deviation from Section _____ of the ECM is hereby denied.

Γ

Γ

L

J

ECM ADMINISTRATOR COMMENTS/CONDITIONS:

1.1. PURPOSE

The purpose of this resource is to provide a form for documenting the findings and decision by the ECM Administrator concerning a deviation request. The form is used to document the review and decision concerning a requested deviation. The request and decision concerning each deviation from a specific section of the ECM shall be recorded on a separate form.

1.2. BACKGROUND

A deviation is a critical aspect of the review process and needs to be documented to ensure that the deviations granted are applied to a specific development application in conformance with the criteria for approval and that the action is documented as such requests can point to potential needed revisions to the ECM.

1.3. APPLICABLE STATUTES AND REGULATIONS

Section 5.8 of the ECM establishes a mechanism whereby an engineering design standard can be modified when if strictly adhered to, would cause unnecessary hardship or unsafe design because of topographical or other conditions particular to the site, and that a departure may be made without destroying the intent of such provision.

1.4. APPLICABILITY

All provisions of the ECM are subject to deviation by the ECM Administrator provided that one of the following conditions is met:

- The ECM standard is inapplicable to a particular situation.
- Topography, right-of-way, or other geographical conditions or impediments impose an undue 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.
- 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.

1.5. TECHNICAL GUIDANCE

The review shall ensure all criteria for approval are adequately considered and that justification for the deviation is properly documented.

1.6. LIMITS OF APPROVAL

Whether a request for deviation is approved as proposed or with conditions, the approval is for project-specific use and shall not constitute a precedent or general deviation from these Standards.

1.7. REVIEW FEES

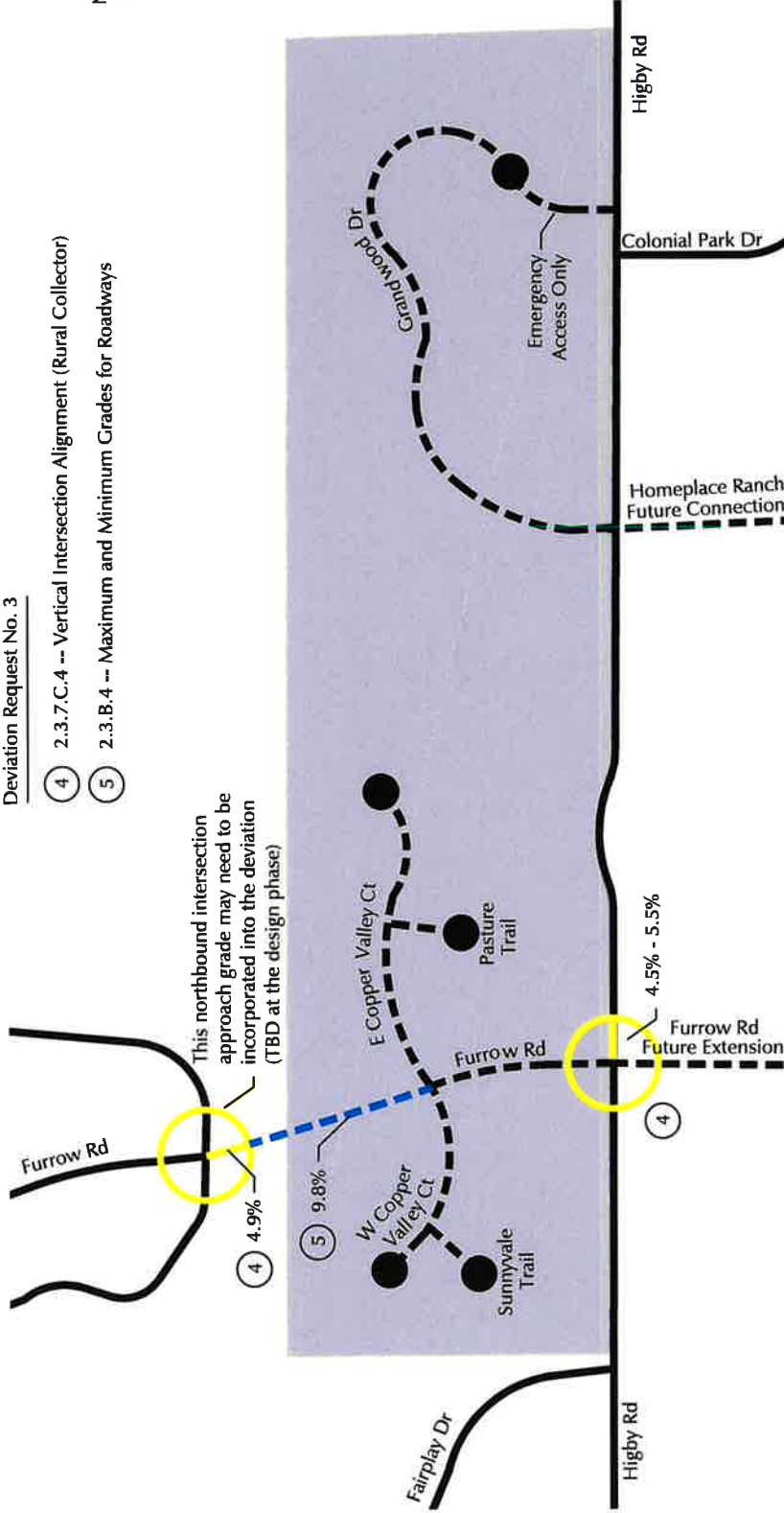
A Deviation Review Fee shall be paid in full at the time of submission of a request for deviation. The fee for Deviation Review shall be as determined by resolution of the BoCC.



Not to scale

Deviation Request No. 3

- ④ 2.3.7.C.4 -- Vertical Intersection Alignment (Rural Collector)
- ⑤ 2.3.B.4 -- Maximum and Minimum Grades for Roadways

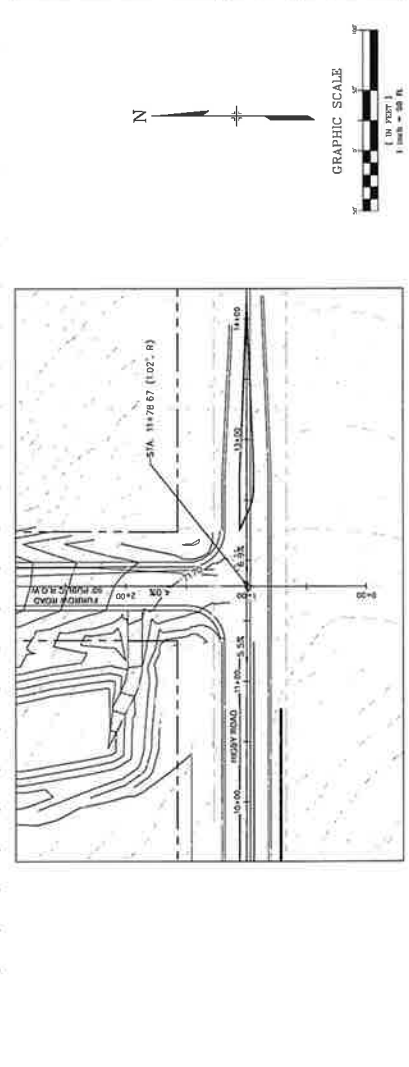
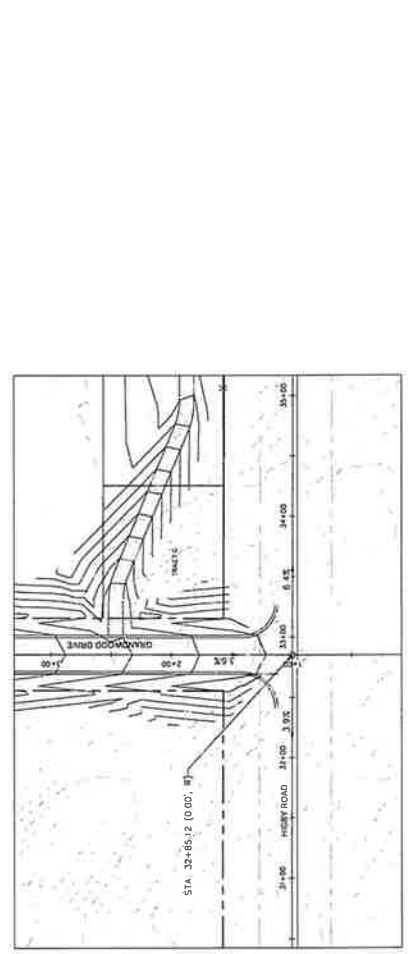
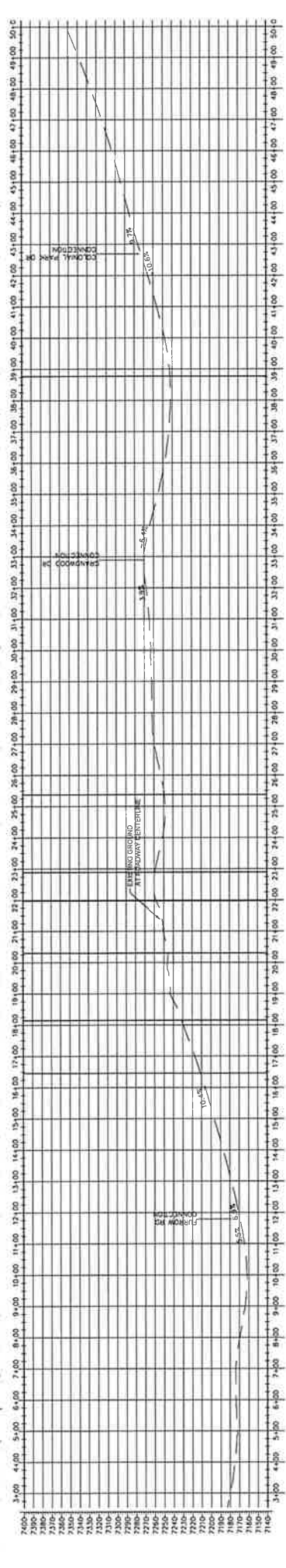
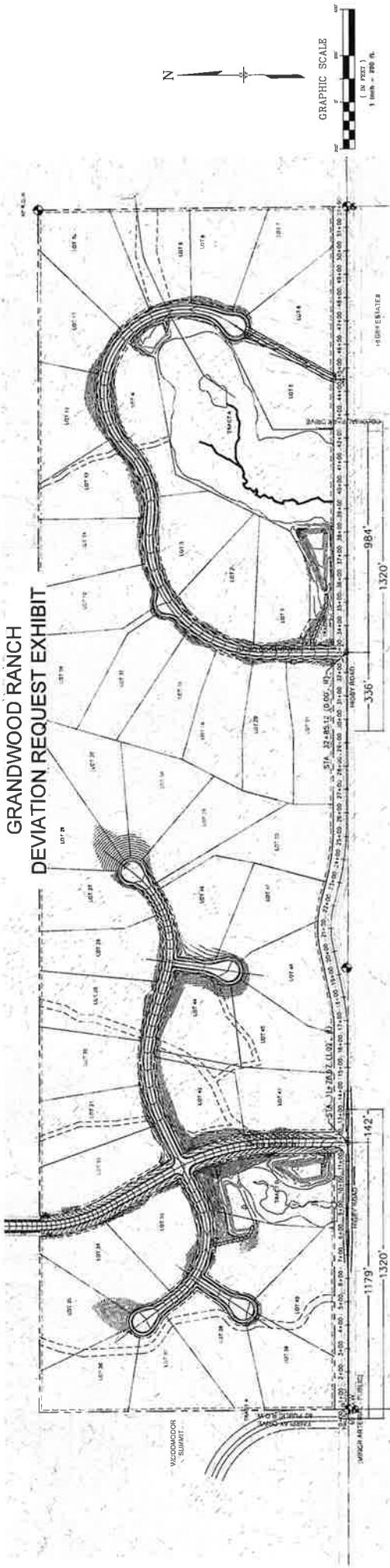


- Existing roadway
- Intersection approach for which deviation is requested
- "Mid-block" roadway grade for which deviation is requested
- - - Proposed roadway
- Intersection and approach leg(s) for which deviation is requested
- XX% Maximum intersection roadway centerline grade or intersection approach grade (per plan and profile sheet)

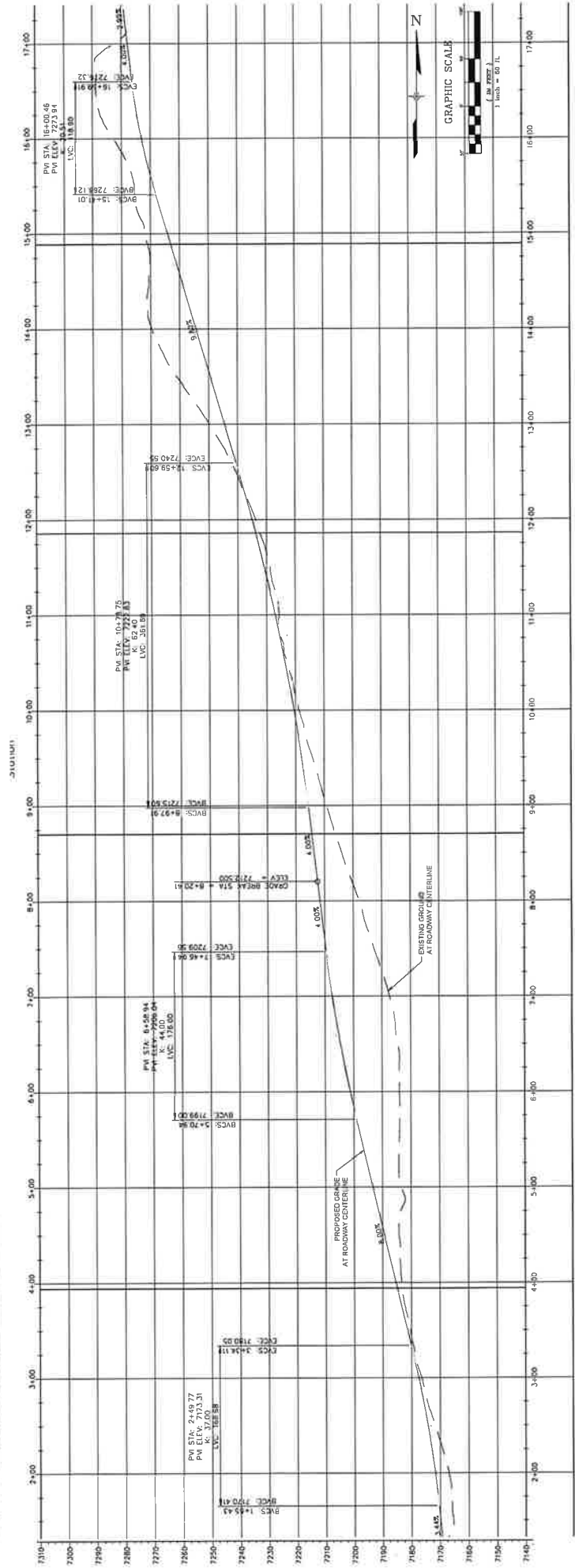
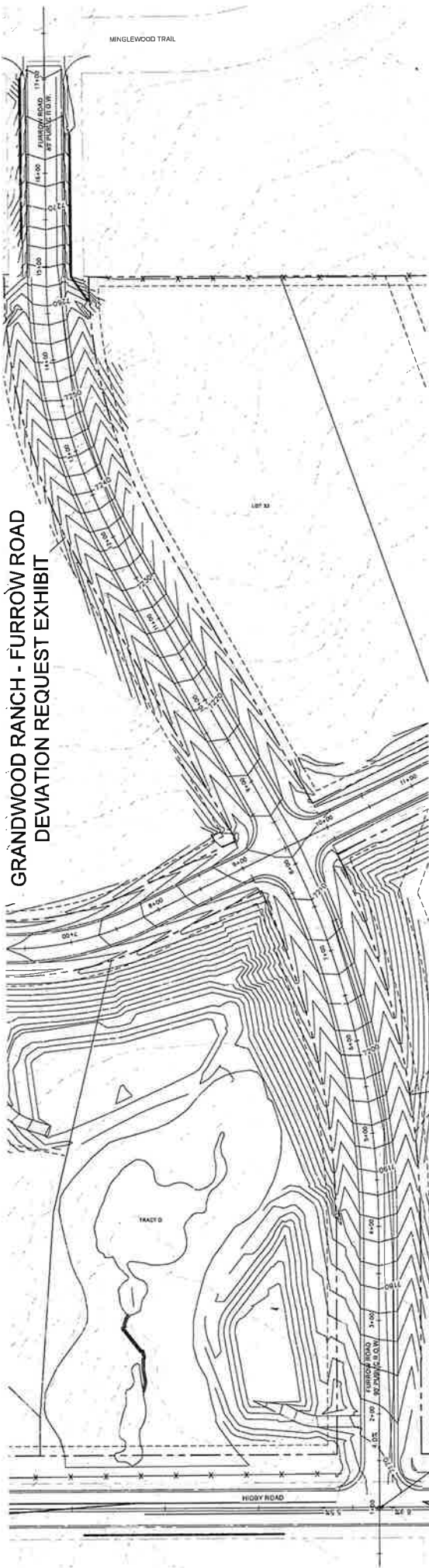
Deviation Exhibit 3
**Centerline
 Roadway Grades**
 Grandwood Ranch (LSC# 185020)



GRANDWOOD RANCH DEVIATION REQUEST EXHIBIT



GRANDWOOD RANCH - FURROW ROAD DEVIATION REQUEST EXHIBIT





Planning and Community
Development Department
2880 International Circle
Colorado Springs, Colorado 80910

Phone: 719.520.6300
Fax: 719.520.6695
Website www.elpasoco.com

DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

PROJECT INFORMATION

Project Name :	Grandwood Ranch
Schedule No.(s) :	6119000003
Legal Description :	S2N2, EX PT TO HIGBY RD CONV BY REC# 205092691 W/MR SEC 19-11-66

APPLICANT INFORMATION

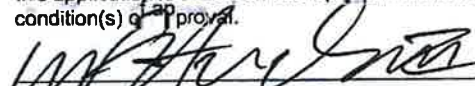
Company :	Grandwood Enterprises
Name :	Bill Herebic
	<input checked="" type="checkbox"/> Owner <input type="checkbox"/> Consultant <input type="checkbox"/> Contractor
Mailing Address :	270 Lodgepole Way Monument, CO 80232
Phone Number :	719-651-9152
FAX Number :	N/A
Email Address :	Herebic5@msn.com

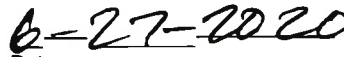
ENGINEER INFORMATION

Company :	LSC Transportation Consultants, Inc.	Colorado P.E. Number :	31684
Name :	Jeffrey C. Hodsdon		
Mailing Address :	2504 E. Pikes Peak Ave Suite 304 Colorado Springs, CO 80909		
Phone Number :	719-633-2868		
FAX Number :	719-633-5430		
Email Address :	Jeff@LSCTrans.com		

OWNER, APPLICANT, AND ENGINEER DECLARATION

To the best of my knowledge, the information on this application and all additional or supplemental documentation is true, factual and complete. I am fully aware that any misrepresentation of any information on this application may be grounds for denial. I have familiarized myself with the rules, regulations and procedures with respect to preparing and filing this application. I also understand that an incorrect submittal will be cause to have the project removed from the agenda of the Planning Commission, Board of County Commissioners and/or Board of Adjustment or delay review until corrections are made, and that any approval of this application is based on the representations made in the application and may be revoked on any breach of representation or condition(s) of approval.


Signature of owner (or authorized representative)


Date

Engineer's Seal, Signature
And Date of Signature



DEV #2

PCD File No. SP-195

DEVIATION REQUEST (Attach diagrams, figures, and other documentation to clarify request)

A deviation from the standards of or in Sections 2.3.8.A of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

2.3.8.A Roadway Terminations - Cul-de-Sacs

Cul-de-sacs shall have a maximum length of 1,600 feet for rural condition. The request is to allow a non-through street, Grandwood Drive, with a length of 2,542 feet. Please refer to Deviation 2 Exhibit. An emergency-use only connection is proposed from the end of the cul-de-sac to Higby Road, as shown in the exhibit.

State the reason for the requested deviation:

- Challenging topography on the site and along the adjacent Higby Road, including vertical and horizontal curves
- Preservation of natural land features within the site – which is the reason for the two separate proposed development areas
- El Paso County intersection spacing requirement for Minor Arterials
- Except for the Higby Road frontage and a right-of-way stub connection to Cambrook Ct., no other opportunity for a public road connection exists.
- A road connection via existing platted ROW in Bent Tree to Cambrook Ct. was investigated as an option. However, such a connection would result in excessive slopes and grading within private lots.
- The layout of 2.5-acre lots (which are significantly greater than suburban or urban lots), the shape of the parcel and the developable area force the proposed road layout. An alternate layout that would meet the standard would be impractical.
- A second connection of Grandwood Drive to Higby Road would bring three separate intersections within approximately 1900-feet. A deviation request for intersection spacing with Grandwood Drive for one single connection. A second connection to Higby Road would create a difficult travel-way.
- Tri-Lakes Fire department has stated preference of an emergency access only connection opposed to an additional intersection along Higby Road.

Explain the proposed alternative and compare to the ECM standards (May provide applicable regional or national standards used as basis):

- The cul-de-sac termination on the east access (located 2,542 feet from Higby Road) would exceed the ECM standard of 1,600 feet by 942 feet.
- The proposed cul-de-sac is shown in the attached exhibit Figure 2 (site plan).
- An emergency-use only connection is proposed from the end of the cul-de-sac to Higby Road, as shown in the attached deviation exhibit.
- A knuckle has been provided along Grandwood Drive for intermediate vehicle use. This will allow passenger, maintenance and emergency vehicles make use of without having to travel to full cul-de-sac length.
- Twenty-one 2.5-acre lots would access this proposed cul-de-sac roadway. Five of these lots would also have frontage along Higby Road, although the homesite driveway accesses would be taken from the proposed internal road.
- Please refer to the attached letter from the fire district.

LIMITS OF CONSIDERATION

(At least one of the conditions listed below must be met for this deviation request to be considered.)

- The ECM standard is inapplicable to the particular situation.

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

Provide justification:

- Sensitive natural features within the site to the west that are required of preservation.
- Limited connectivity to public roads. Although there is an established public right-of-way northeast to Cambrook Ct., a road connection to Cambrook Ct. via this ROW in Bent Tree would result in excessive slopes into private property. See attached Exhibit by Matrix Design Group showing extensive slope work that would be required.
- Challenging topography and existing intersections along Higby Road that prevents access spacing from meeting County requirements for intersection spacing and sight distance.
- Twenty-one total lots would access the cul-de-sac. The Land Development Code indicates, "A corner lot is not counted in the maximum number of lots on a dead-end road when the fire department determines that adequate emergency access is provided to the corner lot by an alternative road." Five of these lots would also have frontage along Higby Road, although the homesite driveway access would be taken from the proposed internal road.
- An emergency-use only connection to Higby Road is proposed. Please refer to the attached letter from the fire district.

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 proposed subdivision roadway will be built to county standards.
- An emergency-use only connection is proposed to Higby Road.
- A midblock knuckle will be constructed to compensate for the extended cul-de-sac.
- The proposed number of dwelling units (21 units) on a non-through street would not exceed the limit (25 units) established by the Land Development Code. Therefore, an LDC waiver would not be necessary.

The deviation will not adversely affect safety or operations.

- The projected ADT of 232 vehicles/day (vpd) would be relatively low and significantly lower than the design ADT for a Rural Local road (750 vpd).
- An emergency-use-only connection to Higby Road is proposed. Please refer to the attached letter from the fire district.
- A knuckle has been proposed along Grandwood Drive for intermediate vehicle use. This will allow passenger, maintenance and emergency vehicles make use of without having to travel to full cul-de-sac length.

The deviation will not adversely affect maintenance and its associated cost.

- The deviation will not adversely affect maintenance cost as the roadway will be built to county Rural Local roadway standards and a county-standard cul-de-sac "bulb" will be constructed at the terminus of the road (which will accommodate County maintenance vehicles and snow plows).
- The owner's association will maintain the emergency access connection.

The deviation will not adversely affect aesthetic appearance.

- The roadway will be built to Rural Local roadway standards.
- The subdivision has been designed to minimize the disturbance of natural features on the site. The approval of the deviation will result in a more aesthetically appealing project due to preservation of natural features.
- The owner's association will be responsible for maintaining the emergency access road and easement (including the aesthetic appearance).
- The deviation would result in significantly better aesthetic appearance than a resulting road connection up to Cambrook Court. See attached Exhibit by Matrix Design Group showing extensive slope work that would be required

The deviation meets the design intent and purpose of the ECM standards.

The intent can be met, given the relatively low traffic volume and the addition of the emergency-only connection. The number of lots does not exceed the threshold number requiring a waiver of the Land Development Code.

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 requested deviation meets control measure requirements of Part I.E.3 and Part I.E.4 of the MS4 Permit. Grading and Erosion Control Plans and SWMP Report will provide protection of existing conditions and erosion control measures per standards.

REVIEW AND RECOMMENDATION:

Approved by the ECM Administrator

This request has been determined to have met the criteria for approval. A deviation from Section 2.3.4B, 2.3.7C of the ECM is hereby granted based on the justification provided.

Γ

DEV #2

L



Denied by the ECM Administrator

This request has been determined not to have met criteria for approval. A deviation from Section _____ of the ECM is hereby denied.

Γ

Γ

L

J

ECM ADMINISTRATOR COMMENTS/CONDITIONS:

The proposed emergency access road shall be placed in a tract, owned and maintained by the owners association. The access road shall be constructed using a gravel surface course in conformance with the ECM for gravel roadways (ECM table D-7). The width will be determined and shown on the preliminary plan.

1.1. PURPOSE

The purpose of this resource is to provide a form for documenting the findings and decision by the ECM Administrator concerning a deviation request. The form is used to document the review and decision concerning a requested deviation. The request and decision concerning each deviation from a specific section of the ECM shall be recorded on a separate form.

1.2. BACKGROUND

A deviation is a critical aspect of the review process and needs to be documented to ensure that the deviations granted are applied to a specific development application in conformance with the criteria for approval and that the action is documented as such requests can point to potential needed revisions to the ECM.

1.3. APPLICABLE STATUTES AND REGULATIONS

Section 5.8 of the ECM establishes a mechanism whereby an engineering design standard can be modified when if strictly adhered to, would cause unnecessary hardship or unsafe design because of topographical or other conditions particular to the site, and that a departure may be made without destroying the intent of such provision.

1.4. APPLICABILITY

All provisions of the ECM are subject to deviation by the ECM Administrator provided that one of the following conditions is met:

- The ECM standard is inapplicable to a particular situation.
- Topography, right-of-way, or other geographical conditions or impediments impose an undue 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.
- 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.

1.5. TECHNICAL GUIDANCE

The review shall ensure all criteria for approval are adequately considered and that justification for the deviation is properly documented.

1.6. LIMITS OF APPROVAL

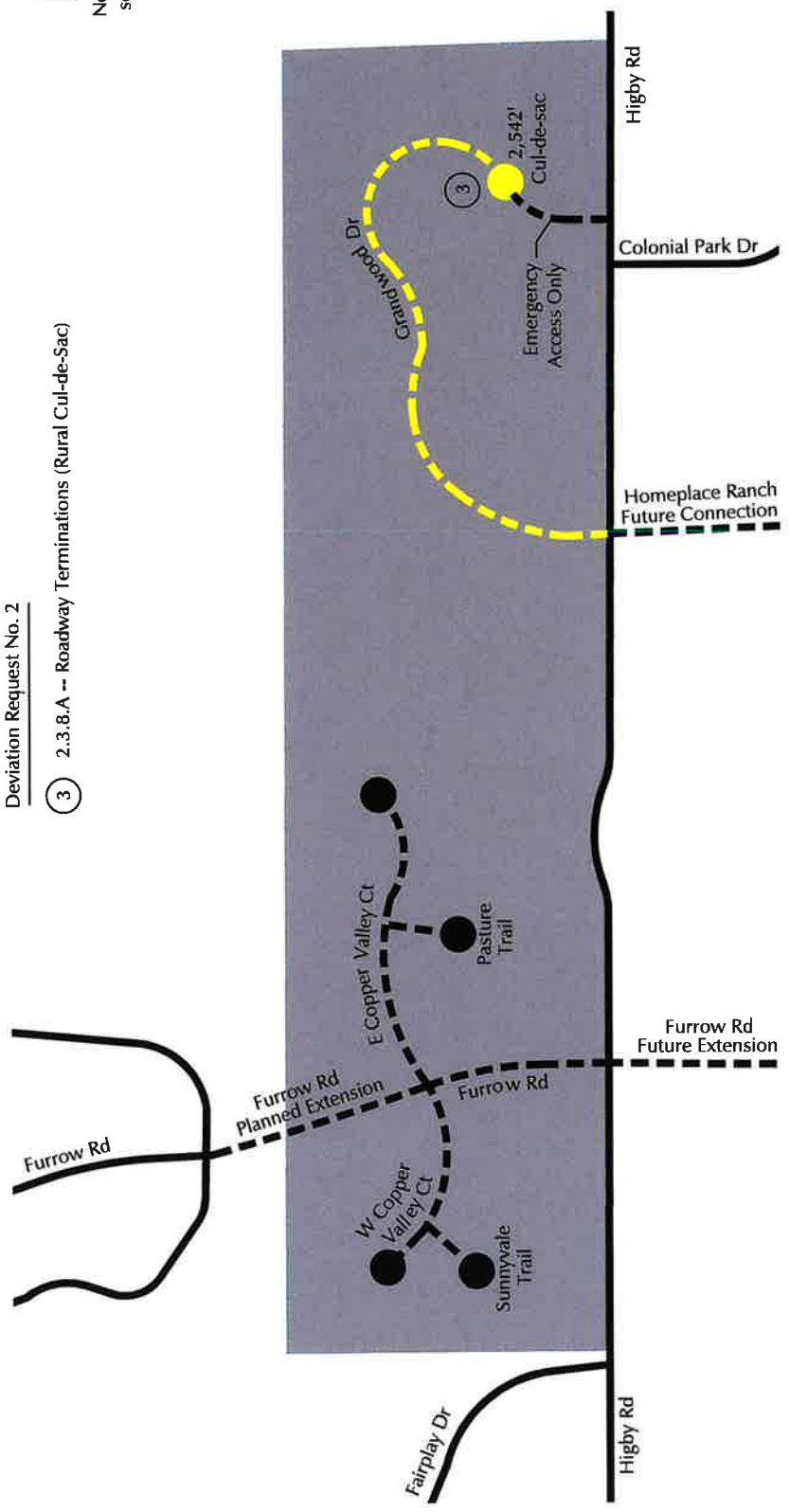
Whether a request for deviation is approved as proposed or with conditions, the approval is for project-specific use and shall not constitute a precedent or general deviation from these Standards.

1.7. REVIEW FEES

A Deviation Review Fee shall be paid in full at the time of submission of a request for deviation. The fee for Deviation Review shall be as determined by resolution of the BoCC.



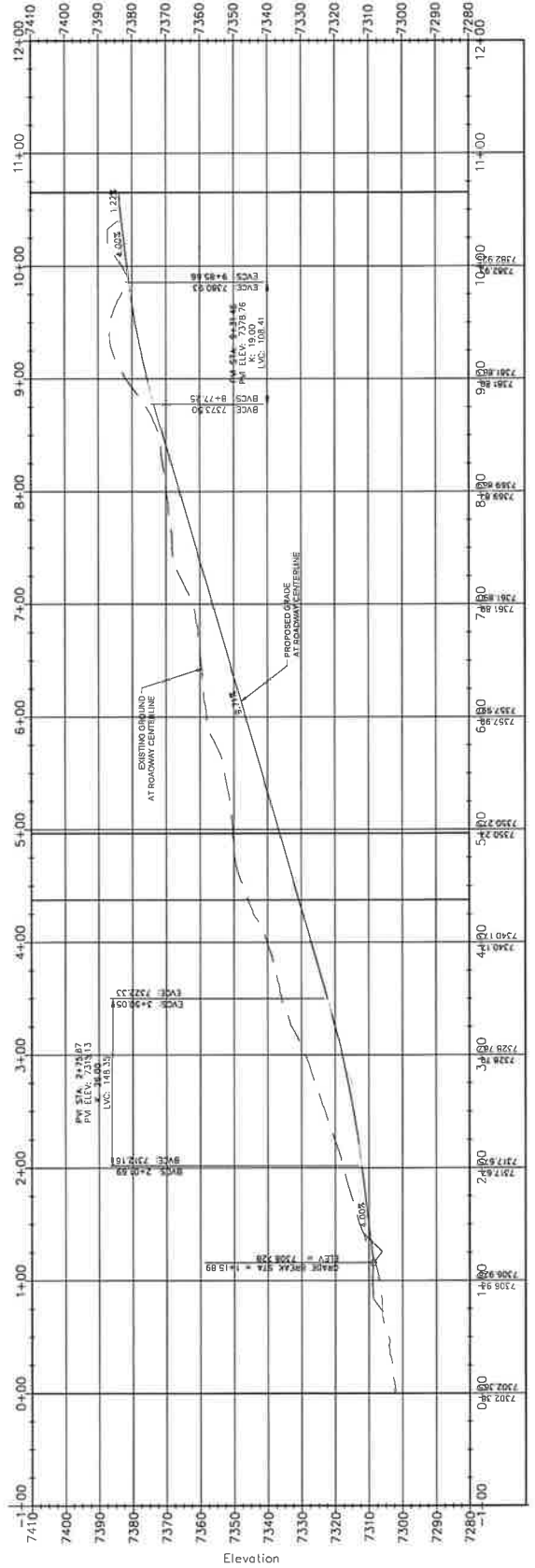
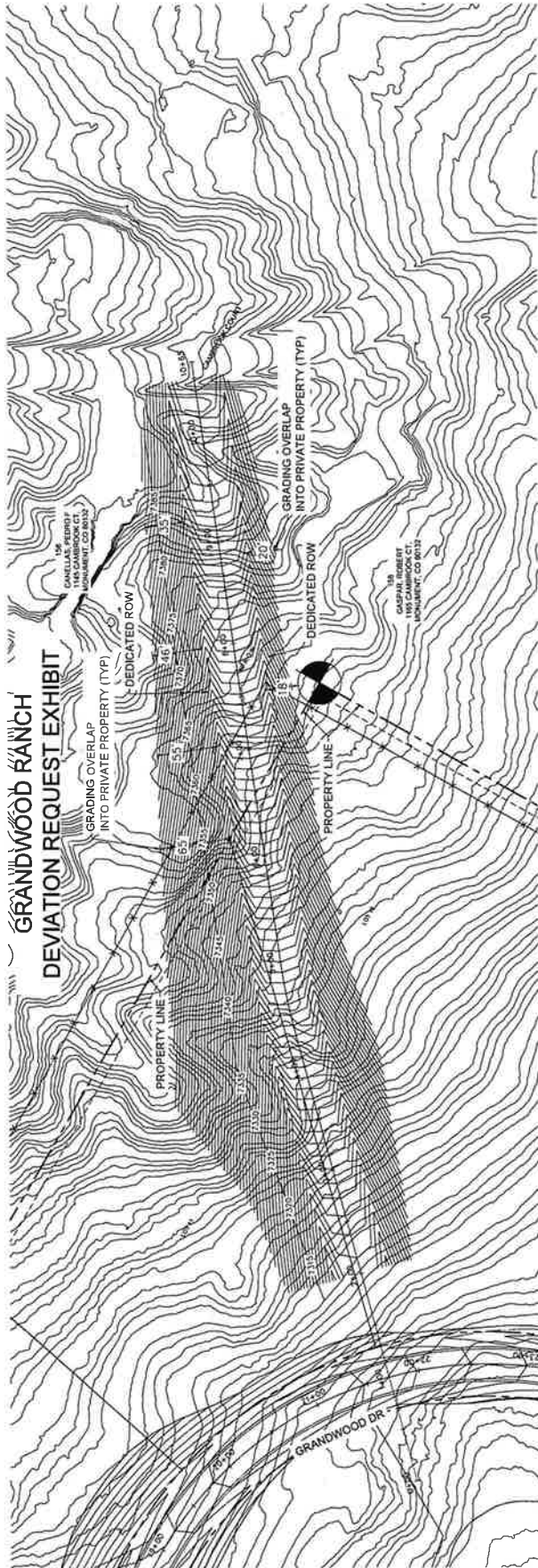
Deviation Request No. 2
 3 2.3.8.A -- Roadway Terminations (Rural Cul-de-Sac)



- Existing roadway
- - - Proposed roadway
- Portion of roadway for which deviation is requested
- Site property boundary
- Proposed length of non-through street



Deviation Exhibit 2
Length of Cul-de-Sac
 Grandwood Ranch (LSC# 185020)



TRI-LAKES MONUMENT FIRE PROTECTION DISTRICT

16055 Old Forest Point, Suite 103

Monument, CO 80132

Bus: (719) 484-0911 Fax (719) 481-3456



Jamey Bumgarner, Fire Marshal

March 9, 2020

Grandwood Ranch Secondary Access

The letter is to confirm our support for the secondary emergency access into the proposed Grandwood Ranch Subdivision from Higby Road. This proposed location between lots 5 and 6 will provide access to emergency responders during a response to an emergency. The new site will also assist responders during evacuation by giving more direct access if needed.

Should you have additional questions, please feel free to contact me.

Respectfully,

Jamey Bumgarner

Fire Marshal

Excellence, Integrity, Loyalty, Respect, Service



Planning and Community
Development Department
2880 International Circle
Colorado Springs, Colorado 80910

Phone: 719.520.6300
Fax: 719.520.6695
Website www.elpasoco.com

DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

PROJECT INFORMATION

Project Name :	Grandwood Ranch
Schedule No.(s) :	6119000003
Legal Description :	S2N2, EX PT TO HIGBY RD CONV BY REC# 205092691 W/MR SEC 19-11-66

APPLICANT INFORMATION

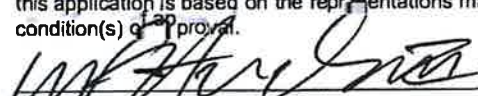
Company :	Grandwood Enterprises
Name :	Bill Herebic
	<input checked="" type="checkbox"/> Owner <input type="checkbox"/> Consultant <input type="checkbox"/> Contractor
Mailing Address :	270 Lodgepole Way Monument, CO 80232
Phone Number :	719-651-9152
FAX Number :	N/A
Email Address :	Herebic5@msn.com


ENGINEER INFORMATION

Company :	LSC Transportation Consultants, Inc.	Colorado P.E. Number :	31684
Name :	Jeffrey C. Hodsdon		
Mailing Address :	2504 E. Pikes Peak Ave Suite 304 Colorado Springs, CO 80909		
Phone Number :	719-633-2868		
FAX Number :	719-633-5430		
Email Address :	Jeff@LSCTrans.com		

OWNER, APPLICANT, AND ENGINEER DECLARATION

To the best of my knowledge, the information on this application and all additional or supplemental documentation is true, factual and complete. I am fully aware that any misrepresentation of any information on this application may be grounds for denial. I have familiarized myself with the rules, regulations and procedures with respect to preparing and filing this application. I also understand that an incorrect submittal will be cause to have the project removed from the agenda of the Planning Commission, Board of County Commissioners and/or Board of Adjustment or delay review until corrections are made, and that any approval of this application is based on the representations made in the application and may be revoked on any breach of representation or condition(s) of approval.


Signature of owner (or authorized representative)


Date

Engineer's Seal, Signature
And Date of Signature



DEV #4

PCD File No. SP-195

DEVIATION REQUEST (Attach diagrams, figures, and other documentation to clarify request)

A deviation from the standards of or in Section **2.3.2** of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

2.3.2 Design Standards by Functional Classification

Table 2-5: Roadway Design Standards for Rural Collectors and Locals

Criteria for a Rural Major Collector Roadway

- Design speed/posted speed
- Minimum centerline horizontal curve radius
- Vertical curve K-values
- Design ADT

State the reason for the requested deviation:

Furrow Road is proposed to extend through the Grandwood Ranch development to connect to an existing Major Arterial, Higby Road (consistent with the *2016 Major Transportation Corridors Plan (MTCP) Update*. Due to existing steep and varying terrain, northern and southern connection points that impose restricting geometry, and designated wetlands and Preble mouse habitat a reduced horizontal curve radius and reduced speed limit for a major rural collector is being requested. Additional reasons for the requested deviation include:

- Challenging topography on the site.
- The significant elevation difference south to north across the site, with over 100-feet of fall in elevation from Minglewood Trail to Higby Road, combined with the relatively short, fixed horizontal distance between Furrow/Minglewood and Higby Road and the fixed intersection location of Furrow/Minglewood.
- The goal of preserving as much as possible, the natural land features within the site.

A potential ADT of 5,500 vehicles/day (long-term) instead of 3,000 vehicles/day

Explain the proposed alternative and compare to the ECM standards (May provide applicable regional or national standards used as basis):

The following alternatives to Rural Major Collector standards are requested, per criteria in Table 2-5 of the ECM. Please refer to the LSC Exhibit No. 4 and the attached plan & profile exhibit by Matrix Design Group:

- Design speed on Furrow Road of 40 mph instead of 50 mph
- Posted speed limit on Furrow Road of 35 mph instead of 45 mph
- Minimum centerline curve radius of 600 feet instead of the prescribed 930 feet
- Minimum K-value for a collector with a design speed of 40 mph is 44 for crest curves and 64 for sag curves. The proposed K-values for both crest and sag curves along Furrow Road is 42 with stop conditions at the intersection of Higby Road/Furrow Road and Furrow Road/Minglewood Trail.
- Design elements/features often included along higher volume roadways can be incorporated into this design. Horizontal curve warning signs (where necessary), roadside markers for nighttime visibility, shoulder and centerline pavement markings in combination with the proposed standard shoulder and ROW width (which allows for additional sight distance across horizontal curves) will allow this roadway to accommodate a potential ADT of 5,500 vehicles/day (long-term)

The following proposed intersection spacings are covered in Deviation #3 – Intersection Spacing

- Intersection spacing on Furrow Road of 707 feet between Copper Valley Court and Higby Road instead of 1/4-mile
- Intersection spacing on Furrow Road of 879 feet between Copper Valley Court and Minglewood instead of 1/4-mile

Note: This deviation is for the section from the Grandwood property line south to Higby Road. Please refer to the separate deviation prepared by Matrix Design Group for the section of Furrow just north of the Grandwood property line. **For reference only**, the following applies to the section north of the Grandwood property line in order to allow room for the construction of retaining walls and grading operations, a modified Rural Major Collector segment is proposed for the extents of improvements within the existing Timberview Subdivision, Filing 2. The proposed segment replaces the typical roadside swale with curb and gutter to properly convey stormwater runoff and to allow feasible space for retaining wall construction without disturbing adjacent property owners. Curb and gutter will also serve as protection against erosion at the base of the retaining walls. Once the Furrow Road extension reaches the Grandwood Ranch development site, the standard EPC Rural Major Collector cross-section will be assumed for the remainder of the roadway extension.

LIMITS OF CONSIDERATION

(At least one of the conditions listed below must be met for this deviation request to be considered.)

- The ECM standard is inapplicable to the particular situation.
- Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.
- 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.

Provide justification:

- The existing speed limit of Furrow Road within Timberview Subdivision (to the north) is 25 mph. Transitioning from the EPC standard of a 40-mph posted speed limit to a 25-mph posted speed limit may be challenging given vertical curve constraints. In addition, as a minor arterial, Higby Road is currently posted at a 35 mph speed limit adjacent to the site. With existing adjacent roadway speed limits, posting the proposed Furrow Road at 35 mph would be consistent with adjacent roadway speed postings and vehicular travel.
- If a horizontal curve radius of 930 feet were to be used (as required for a Major Collector), Furrow Road would have to shift west to incorporate the geometry. Shifting the roadway to create a larger radius would reduce lots west of Furrow Road below the 2.5-acre minimum lot size. This shift would also result in improvements encroaching into designated Preble mouse habitat on the west side of Furrow Road.
- The section of Furrow just north of the Grandwood property line contains several existing horizontal curves, each with horizontal radii between approximately 400' – 500'. Given these radii and 80' ROW, this section to the north through Timberview would not be able to meet the criteria for a Rural Major Collector either. The roadway is currently posted at 25 mph, but following the connection, the County may find it reasonable to repost for a speed limit between 30-35 mph. This would be comparable to or slightly lower than what is proposed for the section through Grandwood.
- Geometry previously shown with a 93-foot horizontal curve radius and 90-foot ROW resulted in public ROW encroaching into existing private lots within Timberview Subdivision. Please reference attached exhibit for further explanation on geometric constraints.
- Existing conditions along the Furrow Road alignment show approximately 113-feet of vertical fall resulting in an average 7% slope. With El Paso County criteria of 4% approach grade for 100-feet and, at a design speed of 40 mph, a K-value of 44 for crest curves and 64 for sag curves, there is not enough horizontal room to allow the vertical design of Furrow Road to meet Criteria completely. The attached exhibits provide a visual of the proposed vertical design with the approved deviation and with attempts at meeting Criteria. Using K-values with the proposed Furrow Road results in short and steep tangent sections between curves that exceed maximum limits and does not allow for proper approach grades at intersections for the required distance.

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 roadway will meet the County's geometric criteria for cross section and ROW width for a Rural Major Collector and design speed and horizontal curvature for a Rural Minor Collector. This roadway will be able to accommodate the projected traffic volumes and will add a significant benefit to the citizens and traveling public in this area – especially long term once the connection from Gleneagle to the south is established.
- The proposed horizontal curve radius (600 feet) exceeds the County's Minor Collector criteria of 565 feet.
- For comparison and perspective of roadway design/criteria for Collector roads, the City of Colorado Springs Engineering Criteria Manual states for a collector, at a design ADT of 1,500 – 5,000, the minimum required horizontal alignment radius is 335-feet with a posted speed limit of 30 mph. The proposed Furrow Road minimum horizontal radius of 600-feet far exceeds City criteria proving to satisfy design and quality improvements. Also, for comparison, the City of Colorado Springs' criteria for a Minor Arterial at a posted speed limit of 40 mph and an ADT of 5,000 – 25,000 requires a minimum radius of 765 feet.
- Posting Furrow Road at 35 mph will be more conducive to surrounding development, existing roadway and vehicular travel.
- The proposed horizontal curve radius and posted speed limit will not obstruct or impede on short- and long-term travel.
- A stop condition at the north and south end of the proposed Furrow Road will reduce travel speeds along Furrow Road and reduce impact of the reduced horizontal curve radius and the slightly reduced K-value on vertical curves. With reduced speed limits and stop conditions at both ends of Furrow Road, design will meet the intent of the Criteria. Reduced vertical curves along Furrow Road will allow the approach criteria to be met and ultimately allow the connection of Furrow Road and Higby Road as planned in the County's MTCP.

The deviation will not adversely affect safety or operations.

- A projected long total ADT of 5,500 vehicles/day (vpd) is projected for this roadway segment. Almost all the traffic would be background traffic and **the resulting background traffic will depend on many factors**. One intersection with light turning volumes is proposed for this section.
- The proposed cross street intersection being constructed with this site will be a minor intersection, and although the spacing is less than ¼ mile, this intersection will not need to be signalized and will have minimal impact on through traffic. Access has been minimized to the extent possible. As such, there will be minimal interference to the background traffic traveling through this subdivision.
- Horizontal curve warning signs (where necessary), roadside markers for nighttime visibility, shoulder and centerline pavement markings in combination with the standard shoulder and ROW width (which allows for additional sight distance across horizontal curves) will allow this roadway to accommodate a potential ADT of 5,500 vehicles/day (long-term) despite the lower design speed.
- The "design ADT" for the rural major collector is a guideline and does not indicate that higher ADT cannot be accommodated with respect to roadway volume carrying capacity
- The horizontal alignment proposed will be consistent with the proposed design speed. The proposed lower design speed is appropriate given the proposed horizontal geometry achievable given the topography, the intersection spacing and horizontal alignment of Furrow Road to the north through Timberview. It is also appropriate considering the given the grades. El Paso County has varying terrain. While the standard design speed of a Rural Major Collector in Ellicott, for example, may be easy to achieve in different parts of the County, this topography and character of this area is significantly different from the eastern plains and is surrounded by neighborhoods.
- A "sharp curve ahead" sign could be installed in advance of the horizontal curve in question on Furrow Road.
- Both ends of the proposed Furrow Road are stop conditions. Stop conditions at Higby Road and Minglewood Trail and steep grads along Furrow Road will create a condition that inhibits excessive speeds and promote safer vehicular travel north and south. Stop conditions and reduced speeds do not result in adverse affects due to a reduced horizontal curve radius and K-value for vertical curves.
- Reduced K-values for vertical curves for Furrow Road will allow the approach grade criteria to be met which will provide safe travel while approaching intersections along Furrow Road.
- The reduction in crest curve k-value is extremely minor and will not affect safety or operations of passengers traveling over crest curves. The reduction in sag curve K-vale will not adversely affect safety and operations with reduced speeds and stop conditions surrounding the proposed road. Speeds will further be reduced with "sharp curve ahead" signage and further reduce any impacts that might result in reduced K-value for sag curves. A two-way stop condition will be provided along Copper Valley Court as well.

The deviation will not adversely affect maintenance and its associated cost.

The deviation requests will not adversely affect maintenance cost for the following criteria for a Rural Major Collector roadway (per ECM Table 2-5: Roadway Design Standards for Rural Collectors and Locals):

Design speed/posted speed

- The design speed/posted speed is not anticipated to affect maintenance costs. The lower speeds would not affect the ability of County maintenance vehicles and snowplows to complete their work.

Horizontal and Vertical Geometry

- The horizontal and vertical geometry design would not affect the ability of County maintenance vehicles and snowplows to complete their work. Vertical and horizontal curves are near design criteria and does not create extreme conditions for maintenance.

Design ADT

- A higher projected ADT has the potential to increase the ESAL value and affect pavement design. An ADT of 5,500 is in the range of a rural Minor Arterial. This should be considered when completing the pavement design.

Intersection spacing criteria

Deviating from the ECM's intersection spacing criteria will not affect maintenance costs on the subject roadways

The deviation will not adversely affect aesthetic appearance.

- The aesthetic appearance will not be adversely affected, as the roadway will be paved, with County and MUTCD standard pavement markings that would be consistent with County roads.
- The deviation would result in significantly better aesthetic appearance than a resulting road built to all Major Collector standards as the amount of grading and disturbance of the topography would result in significantly higher impact. See attached plan & profile exhibit by Matrix Design Group.

The deviation meets the design intent and purpose of the ECM standards.

- Proposed modifications to the above-referenced design elements of the Rural Major Collector classification would be appropriate for this particular section of Furrow Road.
- Horizontal curve warning signs (where necessary), roadside markers for nighttime visibility, shoulder and centerline pavement markings in combination with the standard shoulder and ROW width (which allows for additional sight distance across horizontal curves) will allow this roadway to accommodate a potential ADT of 5,500 vehicles/day (long-term) despite the lower design speed. The "design ADT" for the rural major collector is a guideline and does not indicate that higher ADT cannot be accommodated with respect to roadway volume carrying capacity.
- The projected future potential ADT will be accommodated by the proposed Furrow Road design. The proposed horizontal curve and speed limit will not limit conveyance through the site.
- The horizontal and vertical alignment proposed will be consistent with the proposed design speed and stop conditions. The proposed lower design speed is appropriate given the proposed horizontal and vertical geometry achievable given the topography, the intersection spacing and horizontal alignment of Furrow Road to the north through Timberview. It is also appropriate considering the given the existing grades. El Paso County has varying terrain. While the standard design speed of a Rural Major Collector in Ellicott, for example, may be easy to achieve in different parts of the County, this topography and character of this area is significantly different from the eastern plains and is surrounded by neighborhoods.

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 requested deviation meets control measure requirements of the MS4 Permit. Grading and Erosion Control Plans and SWMP Report will provide protection of existing conditions and erosion control measures per standards.

REVIEW AND RECOMMENDATION:

Approved by the ECM Administrator

This request has been determined to have met the criteria for approval. A deviation from Section 2.3.2 of the ECM is hereby granted based on the justification provided.

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DEV #4

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APPROVED
Engineering Department

09/10/2020 5:13:43 PM

dsdnijkamp

**EPC Planning & Community
Development Department**

Denied by the ECM Administrator

This request has been determined not to have met criteria for approval. A deviation from Section _____ of the ECM is hereby denied.

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ECM ADMINISTRATOR COMMENTS/CONDITIONS:

Construction documents shall include the signs and markings as recommended to mitigate the impacts of this deviation.

1.1. PURPOSE

The purpose of this resource is to provide a form for documenting the findings and decision by the ECM Administrator concerning a deviation request. The form is used to document the review and decision concerning a requested deviation. The request and decision concerning each deviation from a specific section of the ECM shall be recorded on a separate form.

1.2. BACKGROUND

A deviation is a critical aspect of the review process and needs to be documented to ensure that the deviations granted are applied to a specific development application in conformance with the criteria for approval and that the action is documented as such requests can point to potential needed revisions to the ECM.

1.3. APPLICABLE STATUTES AND REGULATIONS

Section 5.8 of the ECM establishes a mechanism whereby an engineering design standard can be modified when if strictly adhered to, would cause unnecessary hardship or unsafe design because of topographical or other conditions particular to the site, and that a departure may be made without destroying the intent of such provision.

1.4. APPLICABILITY

All provisions of the ECM are subject to deviation by the ECM Administrator provided that one of the following conditions is met:

- The ECM standard is inapplicable to a particular situation.
- Topography, right-of-way, or other geographical conditions or impediments impose an undue 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.
- 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.

1.5. TECHNICAL GUIDANCE

The review shall ensure all criteria for approval are adequately considered and that justification for the deviation is properly documented.

1.6. LIMITS OF APPROVAL

Whether a request for deviation is approved as proposed or with conditions, the approval is for project-specific use and shall not constitute a precedent or general deviation from these Standards.

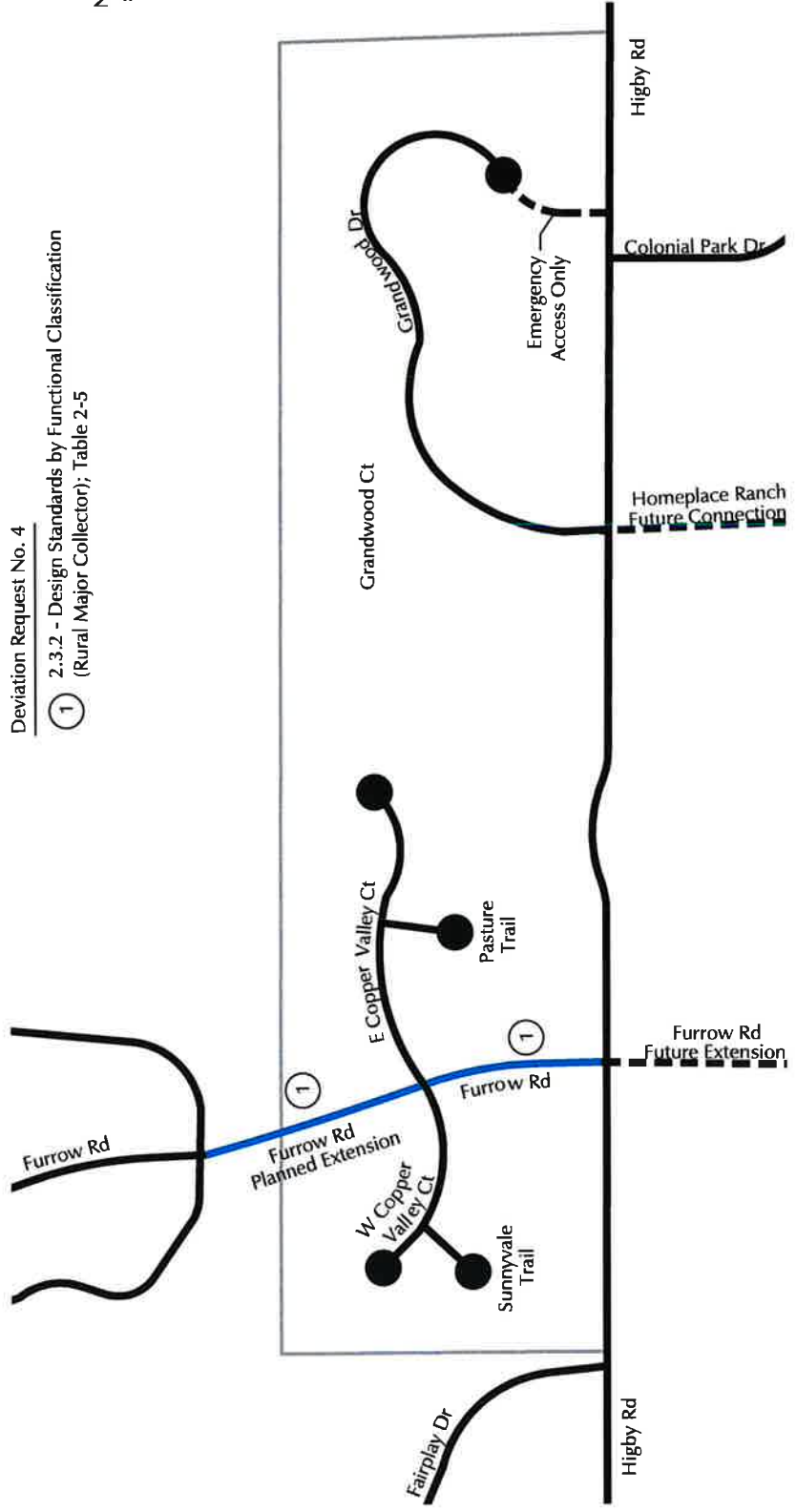
1.7. REVIEW FEES

A Deviation Review Fee shall be paid in full at the time of submission of a request for deviation. The fee for Deviation Review shall be as determined by resolution of the BoCC.



Not to scale

Deviation Request No. 4
① 2.3.2 - Design Standards by Functional Classification
(Rural Major Collector); Table 2-5

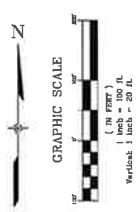
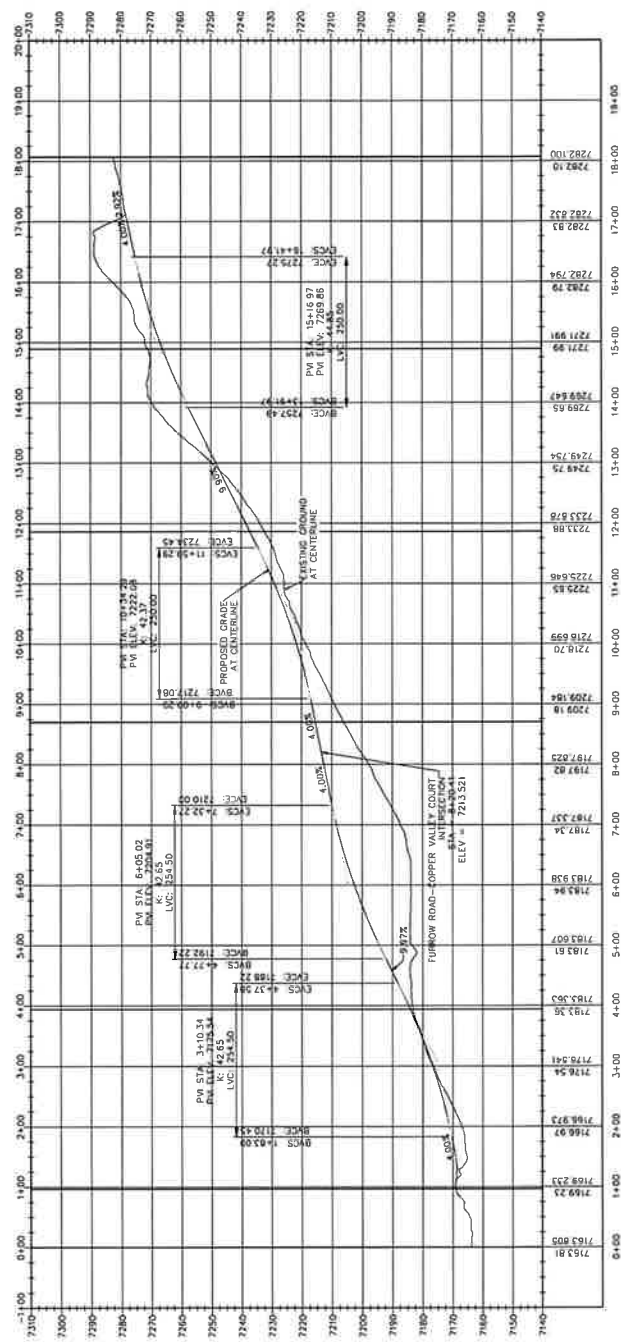
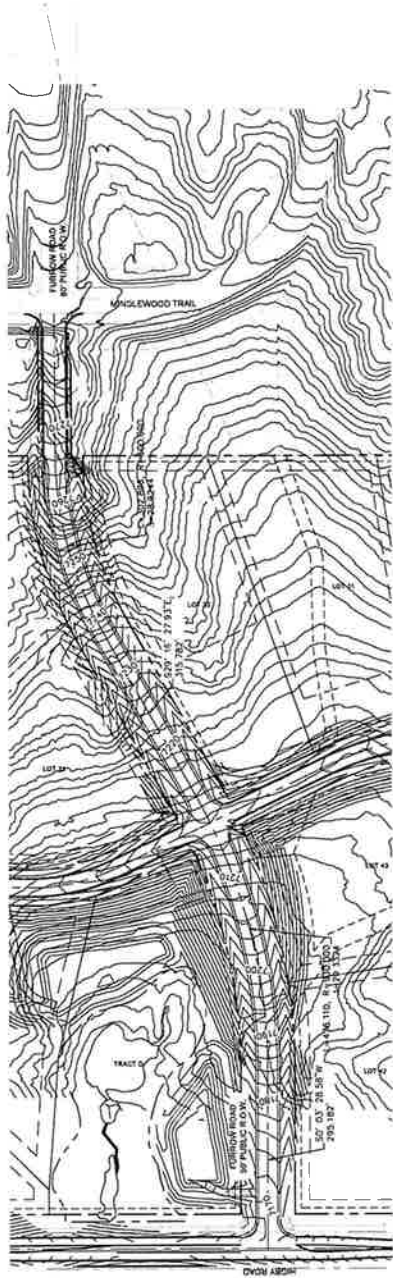


- Existing roadway
- - - Proposed roadway (including future roadways by others)
- Portion of roadway for which deviation is requested
- Site property boundary

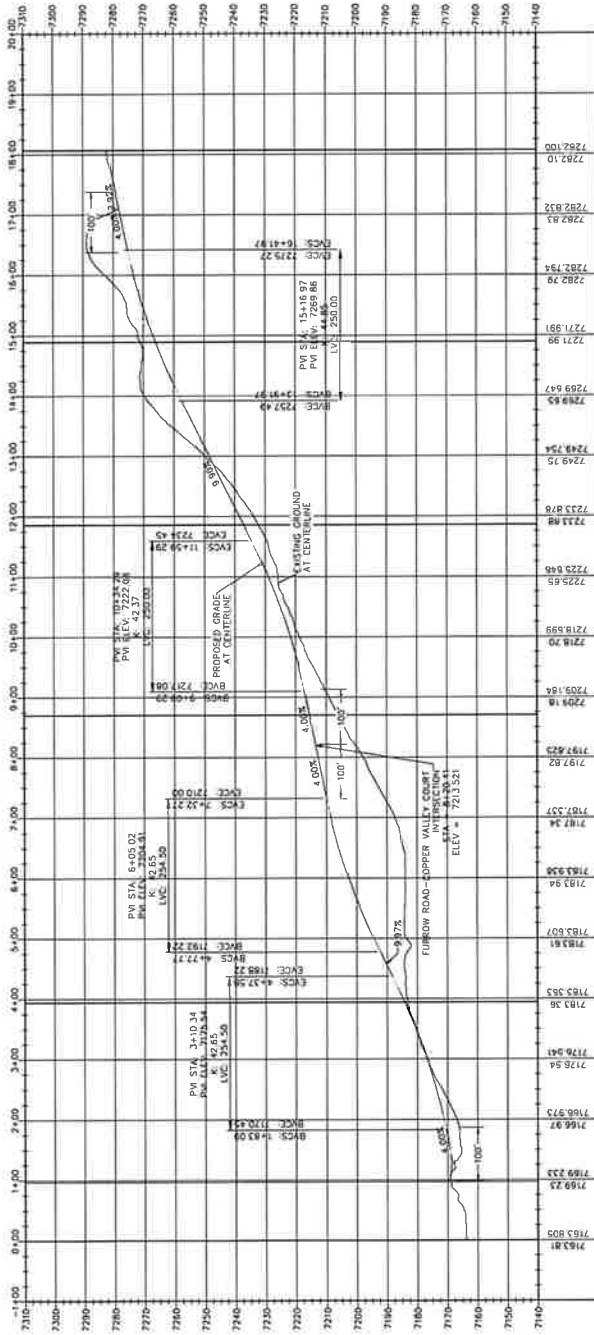
Deviation Exhibit 4
Rural Major Collector Design Standards
 Grandwood Ranch (LSC# 185020)



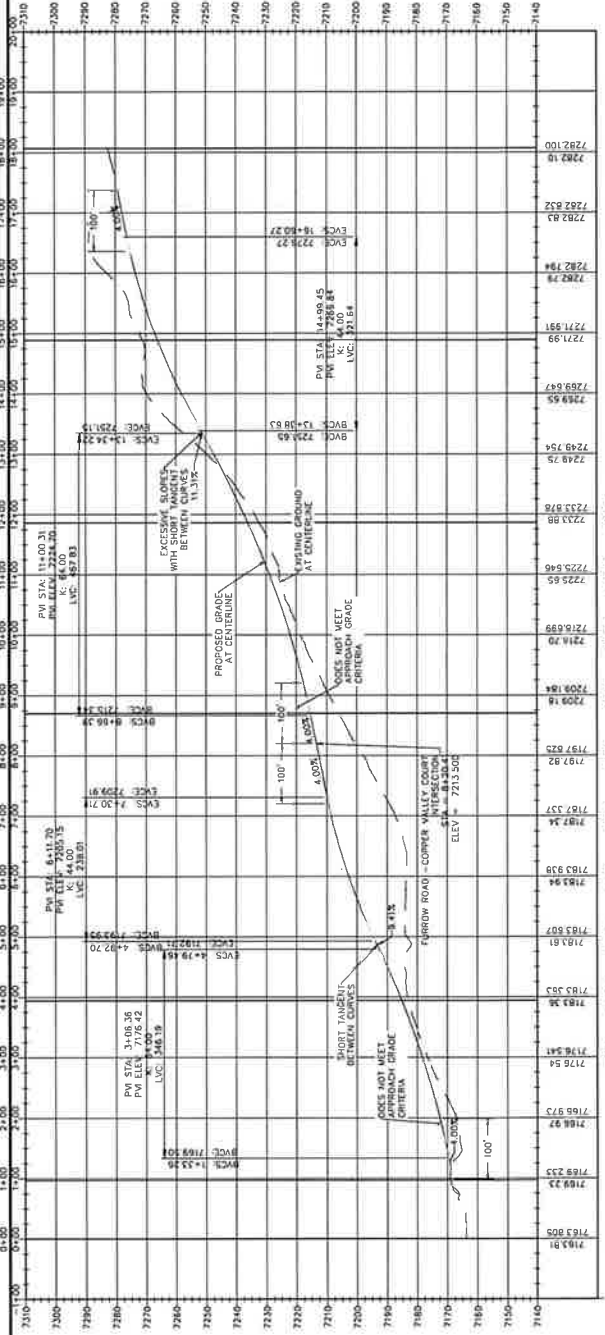
GRANDWOOD RANCH - FURROW ROAD DEVIATION REQUEST EXHIBIT



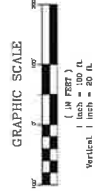
GRANDWOOD RANCH - FURROW ROAD VERTICAL CURVE DEVIATION REQUEST EXHIBIT



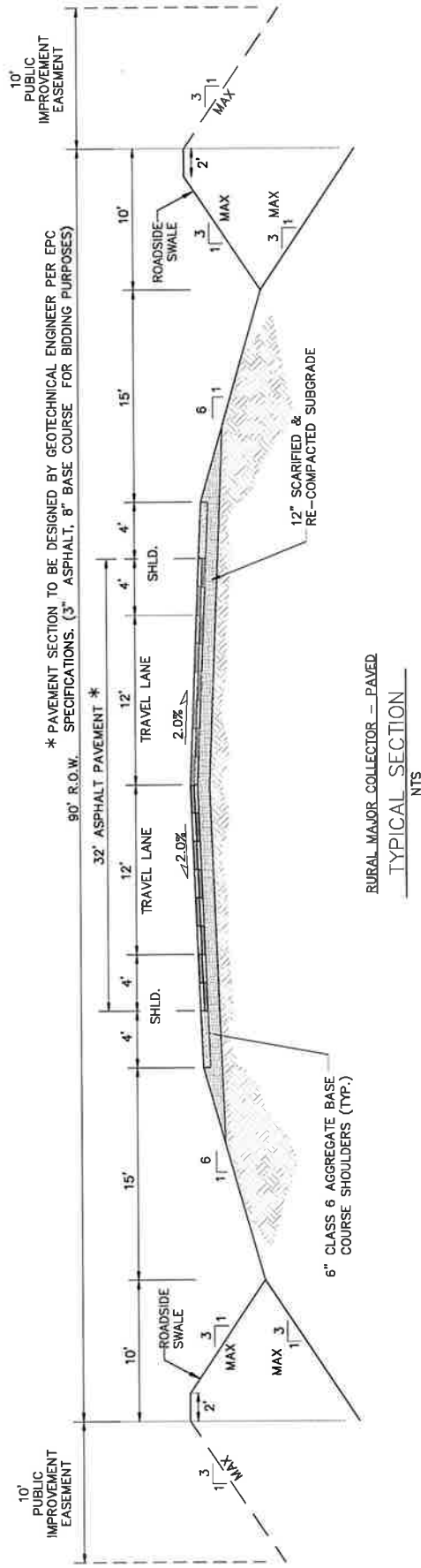
FURROW ROAD PROFILE
PROPOSED K-VALUES

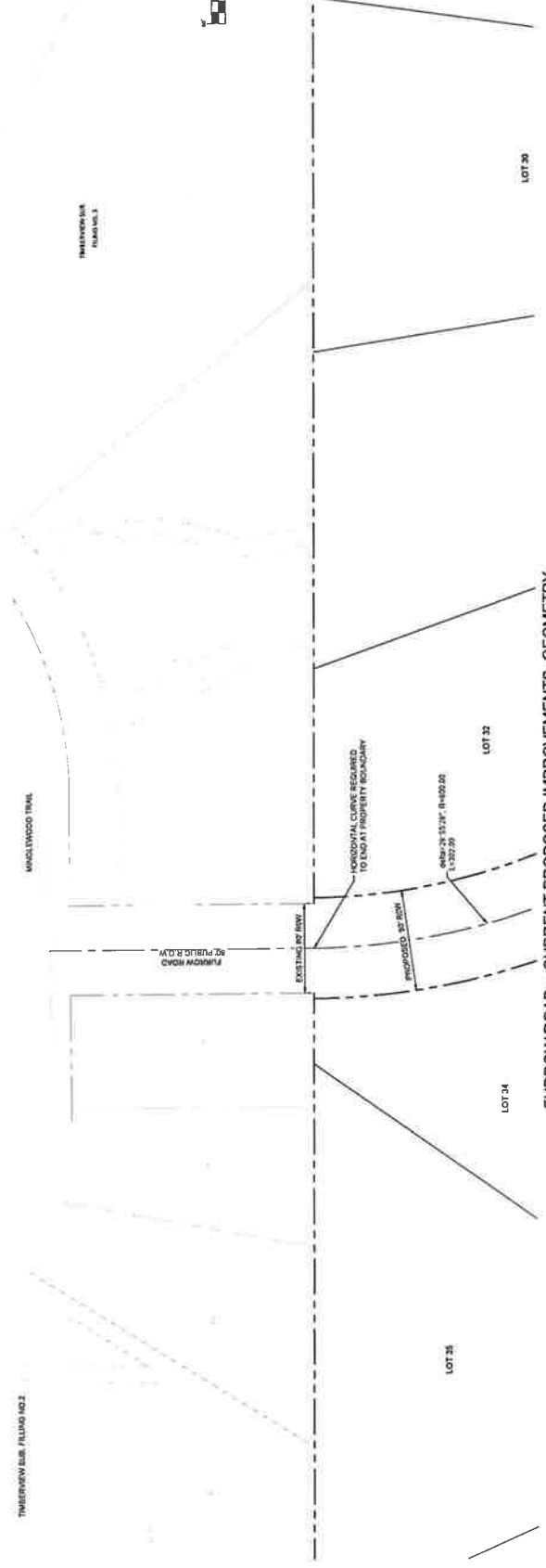
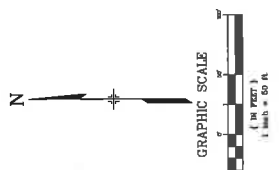


FURROW ROAD PROFILE
K-VALUES PER CRITERIA

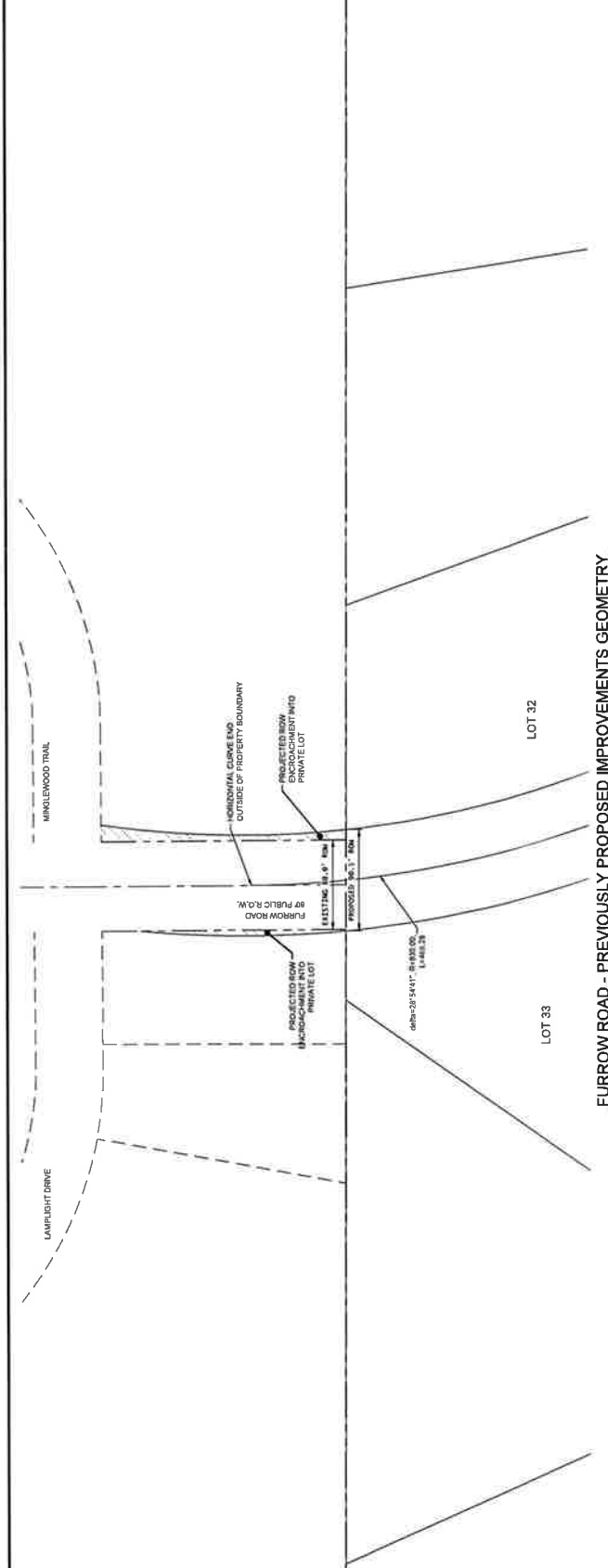


GRANDWOOD RANCH - FURROW ROAD SECTION DEVIATION REQUEST EXHIBIT





FURROW ROAD - CURRENT PROPOSED IMPROVEMENTS GEOMETRY



FURROW ROAD - PREVIOUSLY PROPOSED IMPROVEMENTS GEOMETRY



Planning and Community
Development Department
2880 International Circle
Colorado Springs, Colorado 80910

**DEVIATION REQUEST
AND DECISION FORM**

Updated: 6/26/2019

Phone: 719.520.6300
Fax: 719.520.6695
Website www.elpasoco.com

PROJECT INFORMATION

Project Name : Grandwood Ranch
Schedule No.(s) : 6119000003
Legal Description : S2N2, EX PT TO HIGBY RD CONV BY REC# 205092691 W/MR SEC 19-11-66

APPLICANT INFORMATION

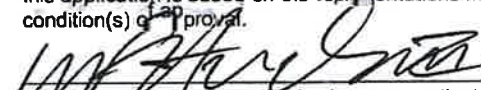
Company : Grandwood Enterprises
Name : Bill Herebic
 Owner Consultant Contractor
Mailing Address : 270 Lodgepole Way
Monument, CO 80232
Phone Number : 719-651-9152
FAX Number : N/A
Email Address : Herebic5@msn.com

ENGINEER INFORMATION

Company : LSC Transportation Consultants, Inc.
Name : Jeffrey C. Hodsdon
Mailing Address : 2504 E. Pikes Peak Ave
Suite 304
Colorado Springs, CO 80909
Phone Number : 719-633-2868
FAX Number : 719-633-5430
Email Address : Jeff@LSCTrans.com
Colorado P.E. Number : 31684

OWNER, APPLICANT, AND ENGINEER DECLARATION

To the best of my knowledge, the information on this application and all additional or supplemental documentation is true, factual and complete. I am fully aware that any misrepresentation of any information on this application may be grounds for denial. I have familiarized myself with the rules, regulations and procedures with respect to preparing and filing this application. I also understand that an incorrect submittal will be cause to have the project removed from the agenda of the Planning Commission, Board of County Commissioners and/or Board of Adjustment or delay review until corrections are made, and that any approval of this application is based on the representations made in the application and may be revoked on any breach of representation or condition(s) of approval.


Signature of owner (or authorized representative)

6-27-2020
Date

Engineer's Seal, Signature
And Date of Signature



DEV #3

PCD File No. SP-195

DEVIATION REQUEST (Attach diagrams, figures, and other documentation to clarify request)

A deviation from the standards of or in Sections **2.2.5.B and 2.2.5.D** of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

2.2.5.B and 2.2.5.D (Roadway Access Criteria – Rural Minor Arterial and Collector Access Standards),
2.3.2 (Design Standards by Function Classification)

Standard 2.2.5.B and 2.2.5.D (Roadway Access Criteria – Rural Minor Arterial and Rural Major Collector Access Standards, respectively) requires intersection spacing of 1/4-mile (1,320 feet). This standard is also reflected in the ECM Tables 2-4 and 2-5 (Roadway Design Standards for Rural Expressways and Arterials and Rural Collectors and Locals, respectively).

State the reason for the requested deviation:

Higby Road

This deviation would allow for the future Furrow Road connection to be located a reasonable distance east of Fairplay Drive and west of the proposed Grandwood Drive access while taking into account challenging topographical constraints along Higby Road. It is our understanding that the intersection location of Higby/Furrow is the result of working with the property owner on the south side of Higby Road.

Furrow Road

Access is needed for the development and Furrow Road is a lower classification than Higby Road. The spacing is a function of the relatively short fixed distance between the Furrow/Minglewood intersection and Higby Road.

Explain the proposed alternative and compare to the ECM standards (May provide applicable regional or national standards used as basis):

The standard requires intersection spacing of 1/4-mile (1,320 feet) back from the ROW line of an arterial street.

- The centerline of Grandwood Drive/Higby Road would be 980 feet west of the Higby Road/Colonial Park Drive intersection
- The centerline of the Furrow Road/Higby Road intersection would be 1,180 feet east of the intersection of Higby Road/Fairplay Drive
- The centerline of the Furrow Road/Copper Valley Court intersection would be 707 feet north of the intersection of Furrow Road/Higby Road
- The centerline of the Furrow Road/Copper Valley Court intersection would be 879 feet south of the intersection of Furrow Road/Minglewood Trail/Lamplight Drive

LIMITS OF CONSIDERATION

(At least one of the conditions listed below must be met for this deviation request to be considered.)

- The ECM standard is inapplicable to the particular situation.
- Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.
- 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.

Provide justification:

Grandwood Drive

This location is appropriate as, although short of the ECM 1,320-foot spacing criteria from Colonial Park Drive, this proposed eastern access location (Grandwood Drive) would maximize the distance possible from Colonial Park Drive and the vertical/horizontal curve constraints to the west (with associated short sight distances, as shown in the plan and profile drawings). Also, this access would align with the planned connection from Home Place Ranch. A copy of the Home Place Ranch layout is unavailable at this time.

Copper Valley Court

Due to the existing linear distance between Higby and Minglewood Trail, it is not possible to place an intersection both ¼ mile from Higby Road and ¼ mile from Minglewood Trail. The intersection has been placed approximately halfway between the two. This selected location allows for a sufficient separation distance from Higby Road while creating the best possible scenario with respect to centerline roadway grades and intersection approach grades, given the change in elevation between the current south end of Furrow Road and Higby Road. The roadway grade shown is less than 10 percent and the intersection approach grades are not shown to exceed four percent. No auxiliary turn lanes are required at this intersection and the sight distance can be met.

Furrow Road

A future Furrow Road intersection location at the standard ¼ mile spacing from Fairplay Drive is NOT recommended due to topography and roadway grades. The field-measured existing grade on Higby Road at the proposed Furrow Road extension is about 6.5 percent at the access centerline. West of Furrow Road, the grade is moderate to about 3.5 percent on the eastbound intersection approach (grade moderates as the distance west from the intersection increases). East of Furrow Road (on the westbound approach to the intersection), the grade is about 10.5 percent (shown in Deviation Exhibit 3). Directly west of the proposed Furrow Road intersection is designated wetlands and Preble mouse habitat. The proposed Furrow Road intersection has been coordinated and agreed upon with the development south of Higby Road (Home Place Ranch).

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.

Grandwood Drive

Although short of the ECM 1,320-foot spacing criteria, the proposed eastern access location (Grandwood Drive) would maximize the distance possible from Colonial Park Drive and the vertical/horizontal curve constraints to the west.

Copper Valley Ct.

Due to the existing linear distance between Higby and Minglewood Trail, it is not possible to place an intersection both 1/4 mile from Higby Road and 1/4 mile from Minglewood Trail. The intersection has been placed approximately halfway between the two.

Furrow Road

Although short of the ECM 1,320-foot spacing criteria, the proposed Furrow/Higby intersection location would maximize the distance possible from Fairplay Drive while also taking into consideration vertical and horizontal curve sight distance constraints to the east. With wetlands and wildlife habitat, steep grades to the east, and the adjacent development to the south the proposed intersection of Furrow Road and Higby Road is the most ideal to preserve natural designated space, create a safe and operation intersection with sight distance and grades, and cooperate with adjacent development.

The deviation will not adversely affect safety or operations.

Grandwood Drive

With a 35-mph posted speed limit on Higby Road (design speed of 40 mph), the field-measured sight distances for both approaches from the proposed east site access location (Grandwood Drive) exceeds the required 445-foot requirement for passenger vehicles per ECM Table 2-21. The field-measured sight distance looking to the west from Grandwood Drive is 645 feet, while the field-measured sight distance looking to the east from Grandwood Drive is 1,990 feet. Both measurements meet ECM standards for sight distance. If the Grandwood Drive intersection were located to meet County Criteria, existing terrain and grades of Higby Road would not allow sight distance requirements to be met. The proposed intersection location will provide safer vehicular travel due to existing conditions of Higby Road.

Copper Valley Ct.

This selected location allows for a sufficient separation distance from Higby Road while creating the best possible scenario with respect to centerline roadway grades and intersection approach grades, given the change in elevation between the current south end of Furrow Road and Higby Road. The roadway grade shown is less than 10 percent and the intersection approach grades are not shown to exceed four percent. No auxiliary turn lanes are required at this intersection and the sight distance can be met.

Furrow Road

Based on the spot-grades along Higby Road east of the proposed west site access point (Furrow Road), the prescribed stopping sight distance is 333 feet (downgrade of approximately six percent). With a 35-mph posted speed limit on Higby Road (design speed of 40 mph), the field-measured sight distances for both approaches from the proposed Furrow Road extension exceeds the required 445-foot requirement for passenger vehicles per ECM Table 2-21. The field-measured sight distances from the proposed Furrow Road/Higby Road intersection are 1,302 feet and 650 feet while looking to the west and to the east, respectively. Both measurements meet ECM standards for sight distance.

The deviation will not adversely affect maintenance and its associated cost.

The spacing will not affect the maintenance cost as the spacing will not negatively affect the ability for snowplow and maintenance vehicles to enter and exit these side streets with adequate sight distances provided at the proposed intersection locations.

The deviation will not adversely affect aesthetic appearance.

The spacing will not affect the aesthetics. The spacing is not short to the extent that affects the general appearance of the road corridor. The spacing will be consistent with other intersections in the area, avoid hidden intersections, and avoid disturbing wetlands and wildlife habitat.

The deviation meets the design intent and purpose of the ECM standards.

Grandwood Drive

The proposed eastern access location (Grandwood Drive), although short of the ECM 1,320-foot spacing criteria, would maximize the distance possible from Colonial Park Drive and the vertical/horizontal curve constraints to the west.

Copper Valley Ct.

This selected location allows for a sufficient separation distance from Higby Road while creating the best possible scenario with respect to centerline roadway grades and intersection approach grades, given the change in elevation between the current south end of Furrow Road and Higby Road. The roadway grade shown is less than 10 percent and the intersection approach grades are not shown to exceed four percent. No auxiliary turn lanes are required at this intersection and the sight distance can be met.

Furrow Road

The proposed Furrow Road/Higby intersection, although short of the ECM 1,320-foot spacing criteria, would maximize the distance possible from Fairplay Drive and the vertical/horizontal curve sight distance constraints to the east.

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 requested deviation meets control measure requirements of Part I.E.3 and Part I.E.4 of the MS4 Permit. Grading and Erosion Control Plans and SWMP Report will provide protection of existing conditions and erosion control measures per standards.

REVIEW AND RECOMMENDATION:

Approved by the ECM Administrator

This request has been determined to have met the criteria for approval. A deviation from Section 2.2.5B, D of the ECM is hereby granted based on the justification provided.

Γ

DEV #3

L



Denied by the ECM Administrator

This request has been determined not to have met criteria for approval. A deviation from Section _____ of the ECM is hereby denied.

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ECM ADMINISTRATOR COMMENTS/CONDITIONS:

The developer shall be responsible for any mitigation that may be needed on Higby Road in the form of sight visibility issues that may arise from adding a public street connection.

1.1. PURPOSE

The purpose of this resource is to provide a form for documenting the findings and decision by the ECM Administrator concerning a deviation request. The form is used to document the review and decision concerning a requested deviation. The request and decision concerning each deviation from a specific section of the ECM shall be recorded on a separate form.

1.2. BACKGROUND

A deviation is a critical aspect of the review process and needs to be documented to ensure that the deviations granted are applied to a specific development application in conformance with the criteria for approval and that the action is documented as such requests can point to potential needed revisions to the ECM.

1.3. APPLICABLE STATUTES AND REGULATIONS

Section 5.8 of the ECM establishes a mechanism whereby an engineering design standard can be modified when if strictly adhered to, would cause unnecessary hardship or unsafe design because of topographical or other conditions particular to the site, and that a departure may be made without destroying the intent of such provision.

1.4. APPLICABILITY

All provisions of the ECM are subject to deviation by the ECM Administrator provided that one of the following conditions is met:

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

1.5. TECHNICAL GUIDANCE

The review shall ensure all criteria for approval are adequately considered and that justification for the deviation is properly documented.

1.6. LIMITS OF APPROVAL

Whether a request for deviation is approved as proposed or with conditions, the approval is for project-specific use and shall not constitute a precedent or general deviation from these Standards.

1.7. REVIEW FEES

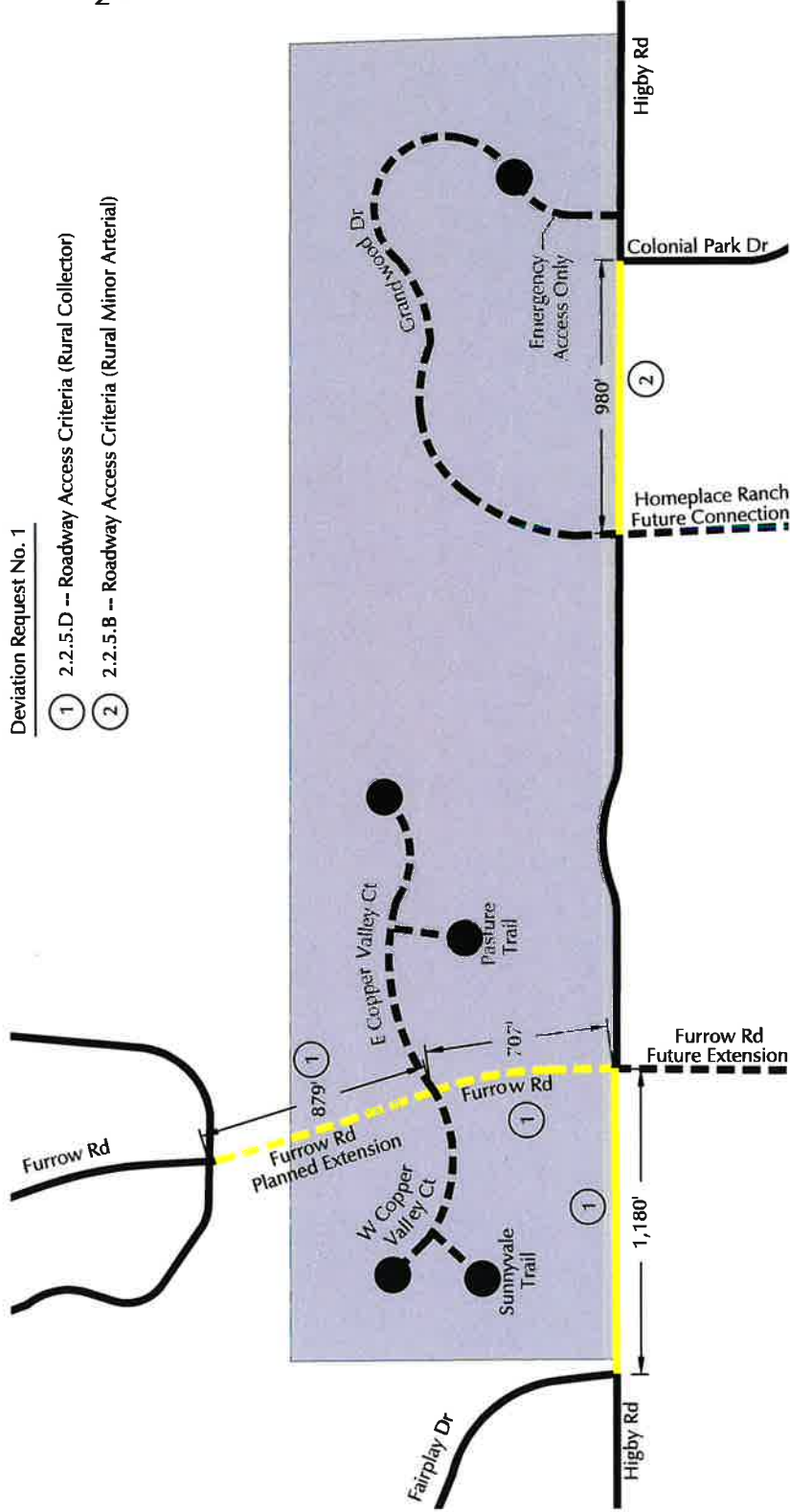
A Deviation Review Fee shall be paid in full at the time of submission of a request for deviation. The fee for Deviation Review shall be as determined by resolution of the BoCC.



Not to scale

Deviation Request No. 1

- ① 2.2.5.D -- Roadway Access Criteria (Rural Collector)
- ② 2.2.5.B -- Roadway Access Criteria (Rural Minor Arterial)



- Existing roadway
- - - Proposed roadway (including future roadways by others)
- - - - - Portion of roadway for which deviation is requested
- ▬ Site property boundary
- xxx' —> Intersection centerline spacing



Deviation Exhibit 1
Proposed Intersection Spacing
 Grandwood Ranch (LSC# 185020)

GRANDWOOD RANCH DEVIATION REQUEST EXHIBIT

