

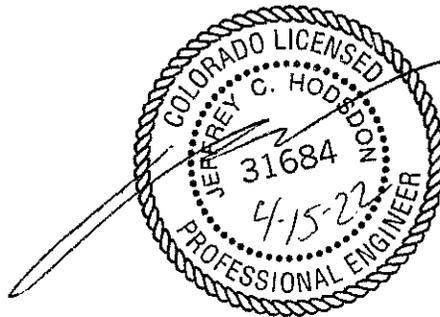


LSC TRANSPORTATION CONSULTANTS, INC.  
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Homestead North at Sterling Ranch Filing No. 2  
Traffic Technical Memorandum  
(LSC #204383)  
April 15, 2022

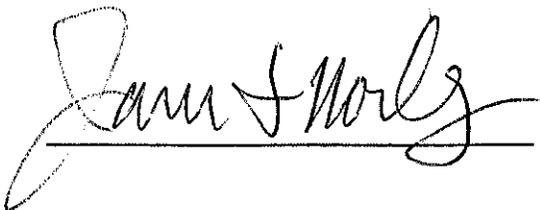
**Traffic Engineer's Statement**

This traffic report and supporting information were prepared under my responsible charge and they comport with the standard of care. So far as is consistent with the standard of care, said report was prepared in general conformance with the criteria established by the County for traffic reports.



**Developer's Statement**

I, the Developer, have read and will comply with all commitments made on my behalf within this report.

  
\_\_\_\_\_

  
Date



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April 15, 2022

Mr. Jim Morley  
Morley-Bentley Investments, LLC  
20 Boulder Crescent, 1st Floor  
Colorado Springs, CO 80903

RE: Homestead North at  
Sterling Ranch Filing No. 2  
Traffic Technical Memorandum  
El Paso County, CO  
LSC #204383

Dear Mr. Morley:

LSC Transportation Consultants, Inc. has prepared this traffic technical memorandum for the Homestead North at Sterling Ranch Filing No. 2 residential development. As shown in Figure 1, the site is located east of Vollmer Road and north of the future extension of Briargate Parkway in El Paso County, Colorado. LSC recently prepared a traffic impact study (TIS) for Homestead North at Sterling Ranch Phase 1 (SP-20-008) dated January 11, 2022 that included trips by the currently-proposed filing. This memorandum is intended as a site-specific, final plat traffic report.

## REPORT CONTENTS

This report presents:

- A description of Sterling Ranch filings that are currently under review, currently proposed, and planned for the future;
- Trip-generation estimates for Homestead North at Sterling Ranch Filing No. 1, based on the currently-proposed land use;
- The recommended street classifications for the internal streets within the currently-proposed Homestead North at Sterling Ranch Filing No. 1;
- Improvements needed with Homestead North at Sterling Ranch Filing No. 1; and
- The project's obligation to the County roadway improvement fee program.

## RECENT TRAFFIC REPORTS

- LSC prepared a traffic impact study (TIS) for Homestead North at Sterling Ranch Phase 1, dated January 11, 2022 that included the currently-proposed Filing No. 2 area. LSC also completed a memorandum for Filing No. 1 dated January 11, 2022.
- The LSC TIS report for the entire Sterling Ranch development was dated June 5, 2008.
- LSC also prepared a traffic impact analysis for the first phase of the Sterling Ranch development, dated March 16, 2015; a memorandum for Phases 1-3, dated October 2, 2017; and a traffic impact analysis for the *Sterling Ranch Phase 2 Preliminary Plan*, dated December 20, 2018.
- The following site-specific, final-plat traffic reports have also been prepared:
  - *Branding Iron at Sterling Ranch Filing No. 1 and Homestead at Sterling Ranch Filing No. 1*, dated December 19, 2017
  - *Sterling Ranch Filing No. 2*, dated April 3, 2018
  - *Homestead at Sterling Ranch Filing No. 2*, dated March 3, 2020
  - *Branding Iron at Sterling Ranch Filing No. 2*, dated March 31, 2020 (revised May 6, 2020)
  - *Copper Chase at Sterling Ranch*, dated December 14, 2021
- LSC prepared a TIS for the Retreat at TimberRidge, located just north of the Homestead North at Sterling Ranch development, dated January 25, 2018. LSC also prepared transportation memoranda for the Retreat at TimberRidge Preliminary Plan dated June 29th, 2018 and the Retreat at TimberRidge Filing No. 1 dated April 3, 2020.

## LAND USE AND ACCESS

Homestead North Phase 1 is planned to include 147 lots for single-family homes. The recently approved Homestead North at Sterling Ranch Filing No. 1 includes 73 of those lots and the currently-proposed Filing 2 includes the remaining 74 lots within Phase 1. The Filing No. 2 site plan is consistent with the land use and access assumed in the Phase 1 TIS. A copy of the Homestead North at Sterling Ranch Filing 1 plat is attached.

## TRIP GENERATION

Homestead North at Sterling Ranch Filing No. 2 site-generated vehicle trips have been estimated using the nationally-published trip-generation rates from *Trip Generation, 11th Edition, 2021* by the Institute of Transportation Engineers (ITE). Table 1 shows the trip-generation estimate.

Homestead North at Sterling Ranch Filing No. 2 is expected to generate 699 vehicle trips on the average weekday, with about half entering and half exiting the site during a 24-hour period. During the morning peak hour, which generally occurs for one hour between 6:30 and 8:30 a.m., about 14 vehicles would enter and 41 vehicles would exit the site. During the afternoon peak hour, which generally occurs for one hour between 4:15 and 6:15 p.m., about 46 vehicles would enter and 27 vehicles would exit the site.

## **TOTAL TRAFFIC VOLUMES AND LEVELS OF SERVICE**

Please refer to the traffic-volume projections and level of service analysis in the *Homestead North Phase 1 Traffic Impact Study* dated January 11, 2022. No significant changes are projected to the results of that study.

## **SUBDIVISION STREET CLASSIFICATIONS**

Figure 1 shows the recommended street classifications. All of the internal streets within Homestead North at Sterling Ranch Filing No. 2 should be classified Urban Local or Urban Local (Low Volume).

## **ROADWAY IMPROVEMENTS**

A northbound right-turn deceleration lane was required on Vollmer Road approaching Jane Kirkham Drive with the recently approved Homestead North Filing No. 1.

A northbound right-turn deceleration lane will be required on Vollmer Road approaching Sam Bass Drive with Homestead North Filing No. 2. This lane should be 155 feet long plus a 160-foot taper.

Based on the projected short-term and 2040 total traffic volumes and the criteria contained in the *El Paso County Engineering Criteria Manual (ECM)*, a southbound left-turn lane is not projected to be warranted on Vollmer Road approaching Sam Bass Drive. However, left-turn lanes are included in the standard cross section for a Minor Arterial and LSC recommends this turn lane be included in the design for the Vollmer Road improvements adjacent to the site. The recommended length for this lane is 205' feet plus a 160-foot taper.

A westbound right-turn deceleration land will be required on Briargate Parkway approaching Wheatland Drive once Briargate Parkway is constructed between Wheatland Drive and Sterling Ranch Road. This lane should be 235 feet long plus a 200-foot taper.

Table 3 from the *Homestead North Phase 1 Updated TIS* contained a summary of other needed improvements. A copy of this table, with the improvements needed for Filing No. 2 highlighted, has been attached to this memorandum. The location of each roadway segment is shown in Figure 2.

## **ROADWAY IMPROVEMENT FEE PROGRAM**

This project will be required to participate in the El Paso County Road Improvement Fee Program. Homestead North Filing No. 2 will join the ten-mil PID. The 2019 ten-mil PID building permit fee

portion associated with this option is \$1,221 per single-family dwelling unit. Based on 74 lots, the total building permit fee would be \$90,354. Note: program fees are subject to change.

\* \* \* \* \*

Please contact me if you have any questions regarding this report.

Respectfully Submitted,

LSC TRANSPORTATION CONSULTANTS, INC.

By: Jeffrey C. Hodsdon, P.E.  
Principal

JCH/KDF:jas

Enclosures: Table 1  
Figures 1-2  
Homestead North at Sterling Ranch Filing No. 2 Plat  
Table 3 from Homestead North Phase 1 Updated TIS w/Fil. 2 notes added

**Table 1  
Trip Generation Estimate  
Homestead North Fil No. 2**

Land Use Code	Land Use Description	Trip Generation Units	Trip Generation Rates <sup>(1)</sup>				Total External Trips Generated					
			Average Weekday Traffic	Morning Peak Hour		Evening Peak Hour		Average Weekday Traffic	Morning Peak Hour		Evening Peak Hour	
				In	Out	In	Out		In	Out		
210	Single-Family Detached Housing	74 DU <sup>(2)</sup>	9.44	0.19	0.56	0.62	0.37	699	14	41	46	27

Notes:  
 (1) Source: "Trip Generation, 10th Edition, 2017" by the Institute of Transportation Engineers (ITE)  
 (2) DU = dwelling unit

Source: LSC Transportation Consultants, Inc. Apr-22

Taken from the *Homestead North Updated Traffic Impact Study* January 11, 2022 with Updates added on February 2, 2022 as part of Filing 1 and April 6, 2022 as part of the currently proposed Filing 2.

**Table 3**  
(page 1 of 3)

**Homestead North**  
**Roadway Segment Improvements**

Segment ID <sup>(1)</sup>	Improvement Description	Timing	Design ADT (vpd)	Projected Short-Term ADT (vph)	Projected 2040 ADT (vpd)	Responsibility
<b>Adjacent Roadway Improvements</b>						
V4	Improve Vollmer Road from Sterling Ranch boundary south of Dines Boulevard to Briargate Parkway to a standard 4-Lane Urban Minor Arterial Cross Section <sup>(2)</sup>	Short-Term Future (With Homestead North) Fil 1	20,000	8,110	17,480	Sterling Ranch (With Homestead North)
V5	Improve Vollmer Road from Briargate Parkway to Sam Bass Drive to a standard 4-Lane Urban Minor Arterial Cross Section <sup>(2)</sup>	Short-Term Future (With Homestead North)	20,000	7,145	11,805	Sterling Ranch (With Homestead North)
V6	Widen the east side of Vollmer Road in the vicinity of Poco Road to the rural standard (32' wide interim total including 8' of pavement and 2' gravel shoulder)	Short-Term Future (With Retreat at TimberRidge Fils 1 & 2)	10,000	7,010	10,580	Retreat at TimberRidge Fil 1
	Improve Vollmer Road between Sam Bass Drive and Poco Road to a 4-lane Urban Minor Arterial but with necessary lane transitions, redirect tapers, etc. south of Poco to adequately transition between the 4-Lane Urban Minor Arterial Cross Section and the 2-Lane Rural Arterial Cross Section north of Poco Road	Short-Term Future (With Homestead North) Future Filings	20,000			Sterling Ranch (With Homestead North)
B1	Construct the south half section of Briargate Pkwy (4-Lane Principal Arterial) between Vollmer Road and Wheatland Dr	Short-Term Future (With Homestead at Sterling Ranch Fil 2)	20,000	1,190	36,150	Sterling Ranch
	Construct the north half section of Briargate Pkwy (4-Lane Principal Arterial) between Vollmer Road and Wheatland Dr	Long-Term Future	40,000			Sterling Ranch

**Notes:**

(1) See Figure 13

(2) Adequate transition/redirect tapers would be needed between the various cross sections on Vollmer Road. Based on the criteria contained in Table 2-29 of the *El Paso Engineering Criteria Manual* an appropriate taper ratio for a roadway with a design speed of 40 mile per hour is 20:1

(3) Source: Table 20 *Road Impact Fee Study Updated* November 16, 2016

(4) Source: *The Ranch Sketch Plan Master Traffic Impact Study* by LSC Transportation Consultants, Inc. July 9, 2019 PCD File No. SKP-18-006

Source: LSC Transportation Consultants, Inc. (October 2021) w/notes added April 6, 2022

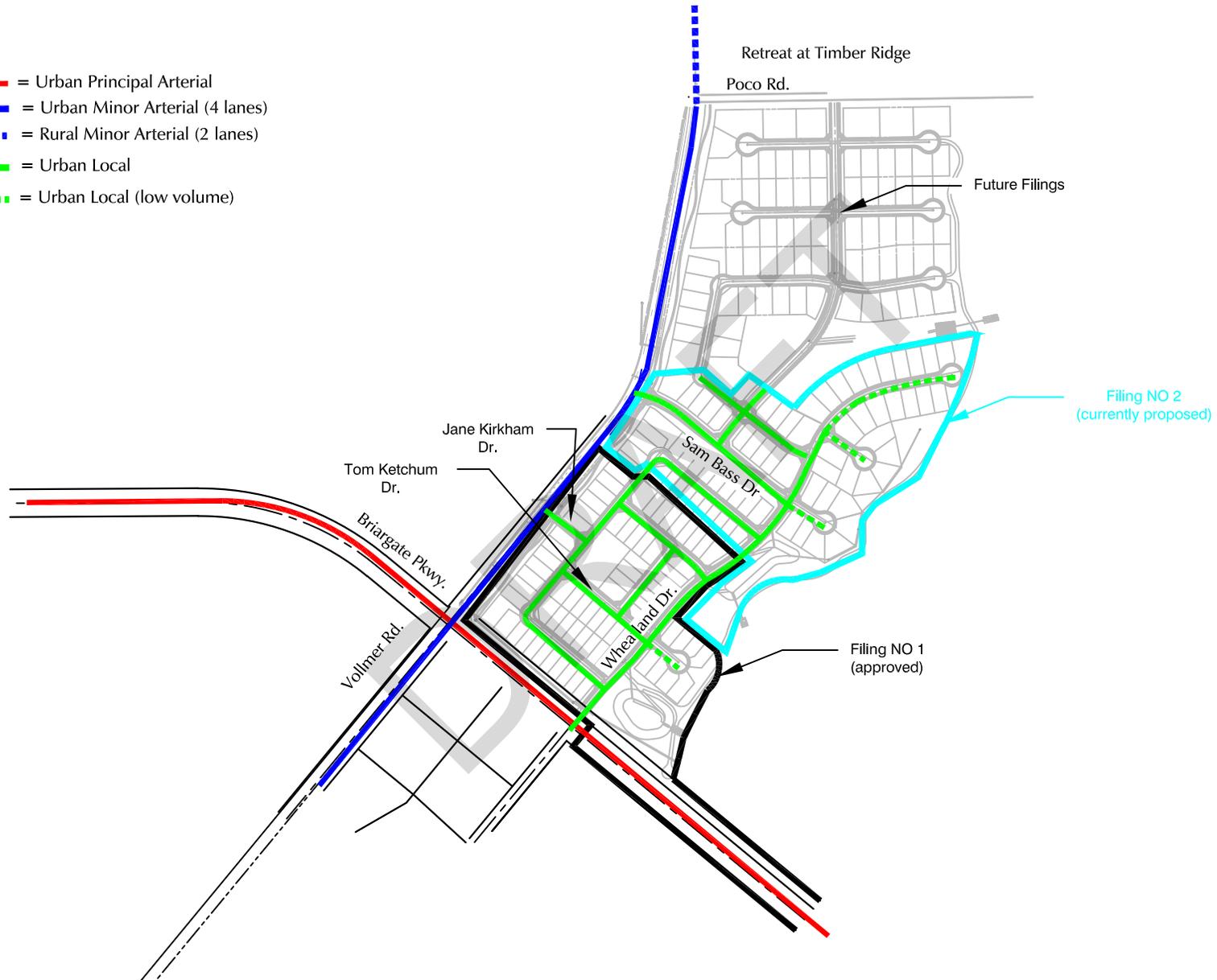
April 6, 2022  
from Briargate Parkway to Jane Kirkham Drive with Fil 1 and to Sam Bass Drive with Fil 2

Table 3						
(page 2 of 3)						
Homestead North						
Roadway Segment Improvements						
Segment ID <sup>(1)</sup>	Improvement Description	Timing	Design ADT (vpd)	Projected Short-Term ADT (vph)	Projected 2040 ADT (vpd)	Responsibility
Other Area Roadway Improvements						
V1 northbound	Consideration of restriping the 38' of pavement for two 11' southbound lanes (remove the bike lane but add sharro markings), a 12' northbound lane and a 4' outside paved shoulder along the east edge <sup>(2)</sup>  (Note this segment is located within the City of Colorado Springs)	To be evaluated with the first development within Sterling Ranch Phase 2	5,500 (Directional northbound)	4,670 (Directional northbound)	7,840 (Directional northbound)	Sterling Ranch ---
V1 southbound			10,000 (Directional southbound)	4,670 (Directional southbound)	7,840 (Directional southbound)	
V1	Improve Vollmer Road from Dry Needle Place to Marksheffel Road to a standard 4-Lane Urban Minor Arterial Cross Section (Add a second northbound through lane and painted center median) <sup>(2)</sup>	Intermediate-Term Future	20,000	9,335	15,680	Sterling Ranch if necessary prior to construction by Others
V2	Improve Vollmer Road from south of Marksheffel Road to Lochwinnoch Lane to a standard 4-Lane Urban Minor Arterial Cross Section <sup>(2)</sup>	Short-Term Future (With Sterling Ranch Fil No. 2 Or Sterling Ranch Phase 2)	20,000 (Note: Existing Capacity 8,000 <sup>(3)</sup> )	9,490	18,800	Sterling Ranch
V3	Improve Vollmer Road from Lochwinnoch Lane to Sterling Ranch boundary to provide 36' of pavement (existing pavement approx. 23.38') and stripe for one through lane and plus a 6' paved, striped outside shoulder in each direction <sup>(2)</sup>	Short-Term Future (With Homestead North) <b>File 1</b>	11,000 (Note: Existing Capacity 8,000)	8,855	18,735	Sterling Ranch
	Improve Vollmer Road from Lochwinnoch Lane to Sterling Ranch boundary south of Dines Boulevard to a standard 4-Lane Urban Minor Arterial Cross Section <sup>(2)</sup>	Long-Term Future	20,000	8,040	17,735	Sterling Ranch if necessary prior to construction by Others
V7	Improve Vollmer Road from Poco Road to Shoup Road to a Rural 2-Lane Arterial Cross Section <sup>(2)</sup>	Long-Term Future	10,000	7,010	9,430	El Paso County Project ID U-12
<b>Notes:</b>						
(1) See Figure 13						
(2) Adequate transition/redirect tapers would be needed between the various cross sections on Vollmer Road. Based on the criteria contained in Table 2-29 of the <i>El Paso Engineering Criteria Manual</i> an appropriate taper ratio for a roadway with a design speed of 40 mile per hour is 20:1						
(3) Source: Table 20 <i>Road Impact Fee Study Updated</i> November 16, 2016						
(4) Source: <i>The Ranch Sketch Plan Master Traffic Impact Study</i> by LSC Transportation Consultants, Inc. July 9, 2019 PCD File No. SKP-18-006						
Source: LSC Transportation Consultants, Inc. (October 2021)						

Table 3						
(page 3 of 3)						
Homestead North						
Roadway Segment Improvements						
Segment ID <sup>(1)</sup>	Improvement Description	Timing	Design ADT (vpd)	Projected Short-Term ADT (vph)	Projected 2040 ADT (vpd)	Responsibility
SR1	Construct Sterling Ranch Road as an Urban Non-Residential Collector from Marksheffel Road to Dines Boulevard	With Sterling Ranch Fil No. 2	20,000	5,410	12,785	Sterling Ranch
SR2	Construct Sterling Ranch Road as an Urban Non-Residential Collector from Dines Boulevard to Briargate Parkway	Long-Term Future	20,000	0	10,175	Sterling Ranch
M1	Construct Marksheffel Road as an Urban Principal Arterial to City of Colorado Springs standards in 107' of right-of-way between Vollmer Road and Sterling Ranch Road	With Sterling Ranch Fil No. 2	40,000	4,035	24,185	Sterling Ranch
M2	Construct Marksheffel Road as an Urban Principal Arterial to City of Colorado Springs standards in 107' of right-of-way between Sterling Ranch Road and the south boundary of the Sterling Ranch Master Plan Area	Intermediate Term (With Sterling Ranch Phase 2)	40,000	5,085	26,710	Sterling Ranch
M3	Construct Marksheffel Road between the south boundary of the Sterling Ranch Master Plan Area and Woodmen Road (Note this segment is located within the City of Colorado Springs)	Intermediate Term	40,000	5,085	26,710	Others
M4	Construct Marksheffel Road between Black Forest Road and Vollmer Road	Long-Term Future	40,000	0	25,515	Others
B2-B3	Construct Briargate Pkwy as a 4-Lane Principal Arterial between Wheatland Dr and Banning Lewis Parkway	Long-Term Future	40,000	0	37,840	Sterling Ranch
B4	Construct Stapleton Road as a 4-Lane Principal Arterial between Banning Lewis Parkway and Meridian Road	Long-Term Future	40,000	0	34,375 <sup>(4)</sup>	Others
B5	Construct Briargate Pkwy as a 4-Lane Principal Arterial between its current terminus and Black Forest Road and between Black Forest Road and Vollmer Road	Long-Term Future	40,000	0	33,160	Others
---	Construct Banning Lewis Parkway as a 4-Lane Principal Arterial between the south Sterling Ranch boundary and Briargate Pkwy	Long-Term Future	40,000	0	---	Sterling Ranch w/ cost recovery
---	Construct Banning Lewis Parkway as a 4-Lane Principal Arterial between Woodmen Road and the south Sterling Ranch boundary (Note this segment is located within the City of Colorado Springs)	Long-Term Future	40,000	0	---	Others
---	Widen Woodmen Road from 4-lane to 6-lane section from Powers Boulevard to US 24	Long-Term Future	---	---	---	Woodmen Road Metro District/ Others
---	Widen Black Forest Road from 2-lane to 6-lane section from Woodmen Road to Baker Road (Note this segment is located within the City of Colorado Springs)	Long-Term Future	---	---	---	Woodmen Heights District/ Wolf Ranch/ Other Adjacent Properties
<b>Notes:</b>						
(1) See Figure 13 and Figure 23 from the <i>Sterling Ranch Filing No. 2 and Sterling Ranch Phase 2 Traffic Impact Study</i> (included in the appendix)						
(2) Adequate transition/redirect tapers would be needed between the various cross sections on Vollmer Road. Based on the criteria contained in Table 2-29 of the <i>El Paso Engineering Criteria Manual</i> an appropriate taper ratio for a roadway with a design speed of 40 mile per hour is 20:1						
(3) Source: Table 20 <i>Road Impact Fee Study Updated</i> November 16, 2016						
(4) Source: <i>The Ranch Sketch Plan Master Traffic Impact Study</i> by LSC Transportation Consultants, Inc. July 9, 2019 PCD File No. SKP-18-006						
Source: LSC Transportation Consultants, Inc. (October 2021)						

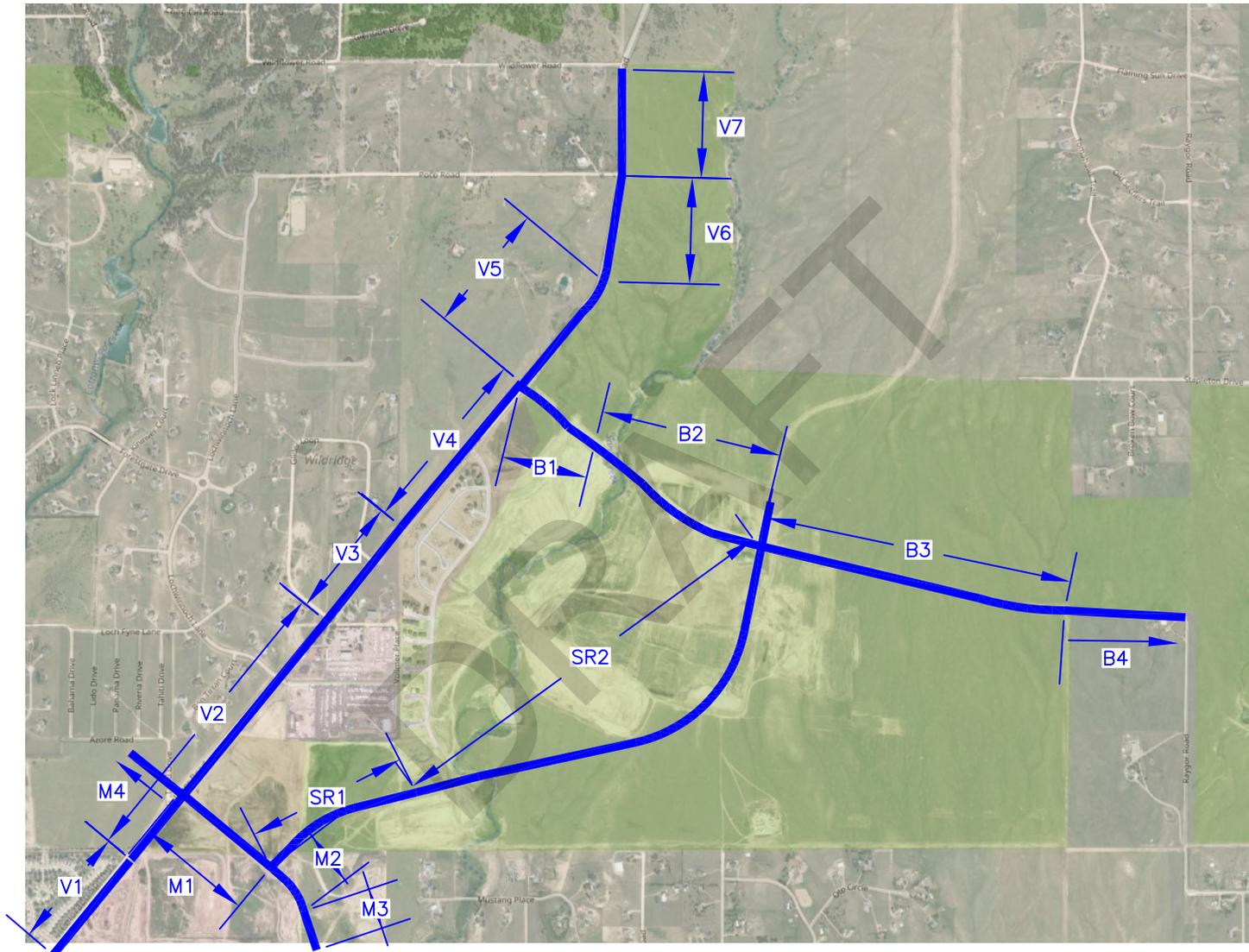
LEGEND:

- = Urban Principal Arterial
- = Urban Minor Arterial (4 lanes)
- - - = Rural Minor Arterial (2 lanes)
- = Urban Local
- - - = Urban Local (low volume)



Approximate Scale  
NTS

Figure 1  
**Recommended Classification**  
Homestead North at Sterling Ranch Filing No 2 (LSC #204383)



Approximate Scale  
Scale: NTS

Figure 2

## Roadway Improvement Segments\*

Homestead North Filing 2 (LSC #204383)

\*See Table 4 for recommended roadway segment improvements for each segment.



# HOMESTEAD NORTH AT STERLING RANCH FILING NO. 2

**A PORTION OF THE SW1/4 OF THE SW1/4 OF SECTION 27, THE E1/2 OF SECTION 28 AND NE1/4 OF SECTION 33,  
ALL IN TOWNSHIP 12 SOUTH, RANGE 65 WEST OF THE 6TH PRINCIPAL MERIDIAN  
COUNTY OF EL PASO, STATE OF COLORADO**

**PLAT NOTES:**

1. BASIS OF BEARINGS: BEARINGS ARE BASED ON THE SOUTH LINE OF THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 12 SOUTH, RANGE 65 WEST OF THE 6TH P.M. AS MONUMENTED AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER BY A 2-1/2" ALUMINUM CAP STAMPED "LS 11624" AND AT THE SOUTHEAST CORNER OF SAID SOUTHWEST QUARTER BY A 2-1/2" ALUMINUM CAP STAMPED "LS 11624", SAID LINE BEARS N89°14'14"E, A DISTANCE OF 2,722.56 FEET.
2. WATER SERVICE SHALL BE SUPPLIED BY STERLING RANCH METROPOLITAN DISTRICT NO. 1.
3. SEWER SERVICE SHALL BE SUPPLIED BY STERLING RANCH METROPOLITAN DISTRICT NO. 1.
4. ELECTRIC SERVICES SHALL BE PROVIDED BY MOUNTAIN VIEW ELECTRIC ASSOCIATION.
5. NATURAL GAS SERVICES SHALL BE PROVIDED BY COLORADO SPRINGS UTILITIES.
6. FIRE PROTECTION BY THE BLACK FOREST FIRE PROTECTION DISTRICT.
7. ALL STRUCTURAL FOUNDATIONS SHALL BE LOCATED AND DESIGNED BY A PROFESSIONAL ENGINEER, CURRENTLY LICENSED IN THE STATE OF COLORADO.
8. THE FOLLOWING REPORTS HAVE BEEN SUBMITTED IN ASSOCIATION WITH THE PRELIMINARY PLAN SP 20-08 OR FINAL PLAT FOR THIS SUBDIVISION AND ARE ON FILE AT THE COUNTY PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT: TRANSPORTATION IMPACT STUDY; DRAINAGE REPORT; WATER RESOURCES REPORT; WASTEWATER DISPOSAL REPORT; NATURAL HAZARDS REPORT; GEOLOGY AND SOILS REPORT; WETLAND STUDY/ 404 PERMIT.
9. ALL PROPERTY OWNERS ARE RESPONSIBLE FOR MAINTAINING PROPER STORM WATER DRAINAGE IN AND THROUGH THEIR PROPERTY. PUBLIC DRAINAGE EASEMENTS AS SPECIFICALLY NOTED ON THE PLAT SHALL BE MAINTAINED BY THE INDIVIDUAL LOT OWNERS UNLESS OTHERWISE INDICATED. STRUCTURES, FENCES, MATERIALS OR LANDSCAPING THAT COULD IMPEDE THE FLOW OF RUNOFF SHALL NOT BE PLACED IN DRAINAGE EASEMENTS.
10. UNLESS OTHERWISE INDICATED, ALL SIDE LOT LINES ARE HEREBY PLATTED ON EITHER SIDE WITH A 5 FOOT PUBLIC UTILITY AND DRAINAGE EASEMENT, EXCEPT WHEN THE SIDE YARD IS ADJACENT TO A PUBLIC STREET AND THEREFORE A 10 FOOT PUBLIC IMPROVEMENT, PUBLIC UTILITY AND DRAINAGE EASEMENT. ALL FRONT LOT LINES ARE HEREBY PLATTED WITH A 10 FOOT PUBLIC IMPROVEMENT, PUBLIC UTILITY AND DRAINAGE EASEMENT, AND ALL REAR LOT LINES ARE HEREBY PLATTED WITH A 10 FOOT PUBLIC UTILITY AND DRAINAGE EASEMENT. ALL EXTERIOR SUBDIVISION BOUNDARIES ARE HEREBY PLATTED WITH A 7 FOOT PUBLIC UTILITY AND DRAINAGE EASEMENT. THE SOLE RESPONSIBILITY FOR THE SURFACE MAINTENANCE OF EASEMENTS IS HEREBY VESTED WITH THE INDIVIDUAL PROPERTY OWNERS.
11. 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 PARKS AND WILDLIFE, COLORADO DEPARTMENT OF TRANSPORTATION, U.S. ARMY CORP OF ENGINEERS AND THE U.S. FISH AND WILDLIFE SERVICE REGARDING THE ENDANGERED SPECIES ACT, PARTICULARLY AS IT RELATES TO THE LISTED SPECIES.
12. THE ADDRESS EXHIBITED ON THIS PLAT ARE FOR INFORMATIONAL PURPOSES ONLY. THEY ARE NOT THE LEGAL DESCRIPTION AND ARE SUBJECT TO CHANGE.
13. NO DRIVEWAY SHALL BE ESTABLISHED UNLESS AN ACCESS PERMIT HAS BEEN GRANTED BY EL PASO COUNTY.
14. NO LOT OR INTEREST THEREIN, SHALL BE SOLD, CONVEYED, OR TRANSFERRED WHETHER BY DEED OR BY CONTRACT, NOR SHALL BUILDING PERMITS BE ISSUED, UNTIL AND UNLESS EITHER THE REQUIRED PUBLIC AND COMMON DEVELOPMENT IMPROVEMENTS HAVE BEEN CONSTRUCTED AND COMPLETED AND PRELIMINARILY ACCEPTED IN ACCORDANCE WITH THE SUBDIVISION IMPROVEMENTS AGREEMENT BETWEEN THE APPLICANT/ OWNER AND EL PASO COUNTY AS RECORDED UNDER RECEPTION NUMBER \_\_\_\_\_ IN THE OFFICE OF THE CLERK AND RECORDER OF EL PASO COUNTY, COLORADO OR, IN THE ALTERNATIVE, OTHER COLLATERAL IS PROVIDED TO MAKE PROVISION FOR THE COMPLETION OF SAID IMPROVEMENTS IN ACCORDANCE WITH THE EL PASO COUNTY LAND DEVELOPMENT CODE AND ENGINEERING CRITERIA MANUAL. ANY SUCH ALTERNATIVE COLLATERAL MUST BE APPROVED BY THE BOARD OF COUNTY COMMISSIONERS OR, IF PERMITTED BY THE SUBDIVISION IMPROVEMENTS AGREEMENT, BY THE PLANNING AND COMMUNITY DEVELOPMENT CHAIR, AND MEET THE POLICY AND PROCEDURE REQUIREMENTS OF EL PASO COUNTY PRIOR TO THE RELEASE BY THE COUNTY OF ANY LOTS FOR SALE, CONVEYANCE OR TRANSFER.

THIS PLAT RESTRICTION MAY BE REMOVED OR RESCINDED BY THE BOARD OF COUNTY COMMISSIONERS OR, IF PERMITTED BY THE SUBDIVISION IMPROVEMENTS AGREEMENT, BY THE PLANNING AND COMMUNITY DEVELOPMENT CHAIR UPON EITHER APPROVAL OF AN ALTERNATIVE FORM OF COLLATERAL OR COMPLETION AND PRELIMINARY ACCEPTANCE BY THE EL PASO BOARD OF COUNTY COMMISSIONERS OF ALL IMPROVEMENTS REQUIRED TO BE CONSTRUCTED AND COMPLETED IN ACCORDANCE WITH SAID SUBDIVISION IMPROVEMENTS AGREEMENT. THE PARTIAL RELEASE OF LOTS FOR SALE, CONVEYANCE OR TRANSFER MAY ONLY BE GRANTED IN ACCORDANCE WITH ANY PLANNED PARTIAL RELEASE OF LOTS AUTHORIZED BY THE SUBDIVISION IMPROVEMENTS AGREEMENT.

**PLAT NOTES:**

15. NO STRUCTURES OR FENCES ARE PERMITTED WITHIN DESIGNATED "FLOODPLAIN" AREAS. (MODIFICATION OF THIS NOTE MAY BE ALLOWED IF THE PLAN APPROVED BY THE FLOODPLAIN ADMINISTRATOR, PROVIDED THIS CREATES NO CONFLICT WITH APPROVED PLANS OR CONDITIONS.)
16. A PORTION OF THIS SITE IS LOCATED WITHIN A DESIGNATED FEMA FLOODPLAIN AS DETERMINED BY THE FLOOD INSURANCE RATE MAP, COMMUNITY MAP NUMBER 08041C0535G, EFFECTIVE DATE DECEMBER 7, 2018.
17. NOTICE: THIS PROPERTY MAY BE ADVERSELY IMPACTED BY NOISE, DUST, FUMES, AND LIGHT POLLUTION CAUSED BY ADJACENT INDUSTRIAL PROPERTIES AND ACTIVITIES. THE BUYERS SHOULD RESEARCH AND BE AWARE OF THIS POTENTIALITY AND THE RAMIFICATIONS THEREOF.
18. ANY PERSON WHO KNOWINGLY REMOVES, ALTERS OR DEFACES ANY PUBLIC LAND SURVEY MONUMENT OR LAND BOUNDARY MONUMENT OR ACCESSORY, COMMITS A CLASS TWO (2) MISDEMEANOR PURSUANT TO CRS 18-4-508.
19. ALL PROPERTY WITHIN THIS SUBDIVISION IS INCLUDED IN STERLING RANCH METROPOLITAN DISTRICT NO. 1 AND 2.
20. THE STERLING RANCH METROPOLITAN DISTRICT NO. 1 WILL BE RESPONSIBLE FOR MAINTENANCE OF THE ROADS AND DRAINAGE FACILITIES UNTIL PRELIMINARY ACCEPTANCE OF THE PUBLIC IMPROVEMENTS IN ACCORDANCE WITH THE REQUIREMENTS OF THE LAND DEVELOPMENT CODE, THE ENGINEERING CRITERIA MANUAL, AND THE SUBDIVISION IMPROVEMENTS AGREEMENT.
21. ALL PROPERTY WITHIN THIS SUBDIVISION IS SUBJECT TO A DECLARATION OF COVENANT AS RECORDED AT RECEPTION NUMBER \_\_\_\_\_ OF THE RECORDS OF THE EL PASO COUNTY CLERK AND RECORDER.
22. SPECIAL DISTRICT DISCLOSURE: A TITLE 32 SPECIAL DISTRICT ANNUAL REPORT AND DISCLOSURE FORM SATISFACTORY TO THE DEVELOPMENT SERVICES DEPARTMENT SHALL BE RECORDED WITH EACH PLAT.
23. MAILBOXES SHALL BE INSTALLED IN ACCORDANCE WITH ALL EL PASO COUNTY AND UNITED STATES POSTAL SERVICE REGULATION.
24. THE SUBDIVIDER(S) AGREES ON BEHALF OF HIM/HERSELF AND ANY DEVELOPER OR BUILDER SUCCESSORS AND ASSIGNEES THAT SUBDIVIDER AND/OR SAID SUCCESSORS AND ASSIGNEES SHALL BE REQUIRED TO PAY TRAFFIC IMPACT FEES IN ACCORDANCE WITH THE EL PASO COUNTY ROAD IMPACT FEE PROGRAM RESOLUTION (RESOLUTION NO. 19-471), OR ANY AMENDMENTS THERETO, 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. TRANSPORTATION IMPACT FEES ARE TO BE PAID AT BUILDING PERMIT.
25. THERE SHALL BE NO DIRECT RESIDENTIAL LOT ACCESS TO VOLLMER ROAD OR BRIARGATE ROAD.

PURSUANT TO RESOLUTION \_\_\_\_\_ APPROVED BY THE BOARD OF DIRECTORS, EL PASO COUNTY PUBLIC IMPROVEMENT DISTRICT 2 AND RECORDED IN THE RECORDS OF THE EL PASO COUNTY CLERK AND RECORDER AT RECEPTION NUMBER \_\_\_\_\_, THE PARCELS WITHIN THE PLATTED BOUNDARIES OF HOMESTEAD NORTH AT STERLING RANCH FILING NO. 2 ARE INCLUDED WITHIN THE BOUNDARIES OF THE EL PASO COUNTY PUBLIC IMPROVEMENT DISTRICT 2, AND AS SUCH IS SUBJECT TO APPLICABLE ROAD IMPACT FEES AND MILL LEVY.

TRACT	AREA (SF)	AREA (AC)	USE	OWNERSHIP/MAINTENANCE
A	41,739	0.9582	LANDSCAPE, TRAILS, UTILITIES	STERLING RANCH METRO DISTRICT
B	15,523	0.3564	LANDSCAPE, TRAILS, UTILITIES	STERLING RANCH METRO DISTRICT
C	1,676	0.0385	LANDSCAPE, UTILITIES	STERLING RANCH METRO DISTRICT
D	1,680	0.0386	LANDSCAPE, UTILITIES	STERLING RANCH METRO DISTRICT
E	6,921	0.1589	LANDSCAPE, UTILITIES	STERLING RANCH METRO DISTRICT
F	1,581	0.0363	LANDSCAPE, UTILITIES	STERLING RANCH METRO DISTRICT
G	1,937	0.0445	LANDSCAPE, TRAILS, UTILITIES	STERLING RANCH METRO DISTRICT
H	569,093	13.0646	LANDSCAPE, STORMWATER, TRAILS, UTILITIES	STERLING RANCH METRO DISTRICT
TOTAL TRACT AREA	640,150	14.6958		
TOTAL ROW AREA	265,398	6.0927		
TOTAL LOT AREA	675,847	15.5153		
TOTAL AREA	1,581,395	36.3038		



JOB NO. 25188.00  
FEBRUARY 24, 2022  
SHEET 2 OF 5

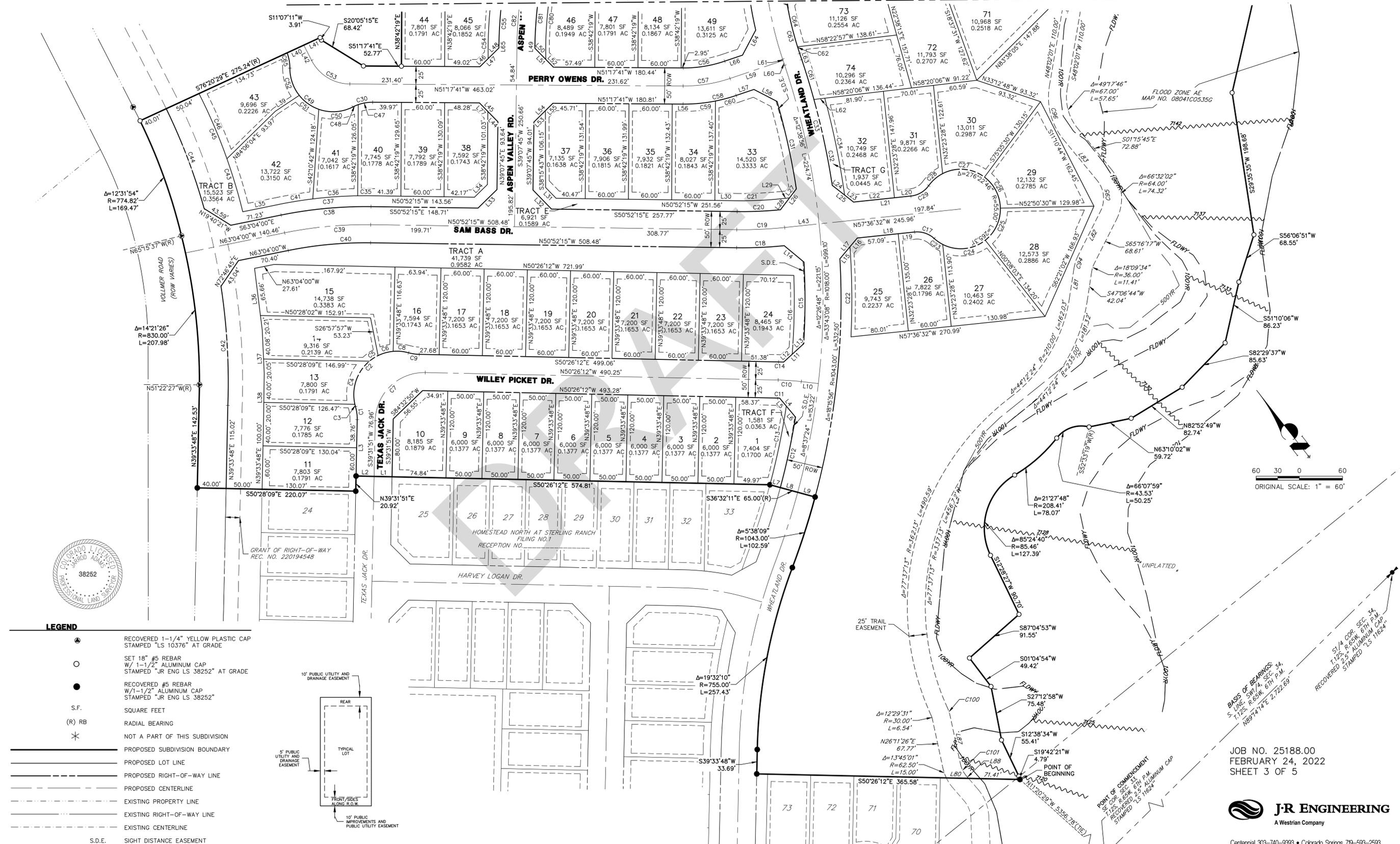


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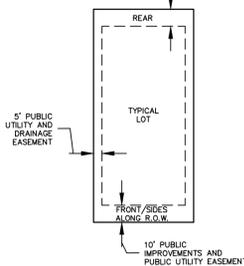
# HOMESTEAD NORTH AT STERLING RANCH FILING NO. 2

A PORTION OF THE SW1/4 OF THE SW1/4 OF SECTION 27, THE E1/2 OF SECTION 28 AND NE1/4 OF SECTION 33,  
ALL IN TOWNSHIP 12 SOUTH, RANGE 65 WEST OF THE 6TH PRINCIPAL MERIDIAN  
COUNTY OF EL PASO, STATE OF COLORADO

SEE SHEET 4



- LEGEND**
- RECOVERED 1-1/4" YELLOW PLASTIC CAP STAMPED "LS 10376" AT GRADE
  - SET 18" #5 REBAR W/ 1-1/2" ALUMINUM CAP STAMPED "JR ENG LS 38252" AT GRADE
  - RECOVERED #5 REBAR W/ 1-1/2" ALUMINUM CAP STAMPED "JR ENG LS 38252"
  - S.F. SQUARE FEET
  - (R) RB RADIAL BEARING
  - \* NOT A PART OF THIS SUBDIVISION
  - PROPOSED SUBDIVISION BOUNDARY
  - PROPOSED LOT LINE
  - - - PROPOSED RIGHT-OF-WAY LINE
  - PROPOSED CENTERLINE
  - EXISTING PROPERTY LINE
  - EXISTING RIGHT-OF-WAY LINE
  - EXISTING CENTERLINE
  - S.D.E. SIGHT DISTANCE EASEMENT



BASIS OF BEARINGS:  
S. LINE OF SEC. 34,  
T.12S., R.65W., 6TH P.M.,  
M891414"E, 2,722.69'  
S17/4 COR. SEC. 34,  
T.12S., R.65W., 6TH P.M.,  
RECOVERED 1.5" ALUMINUM CAP,  
STAMPED LS 11624

JOB NO. 25188.00  
FEBRUARY 24, 2022  
SHEET 3 OF 5



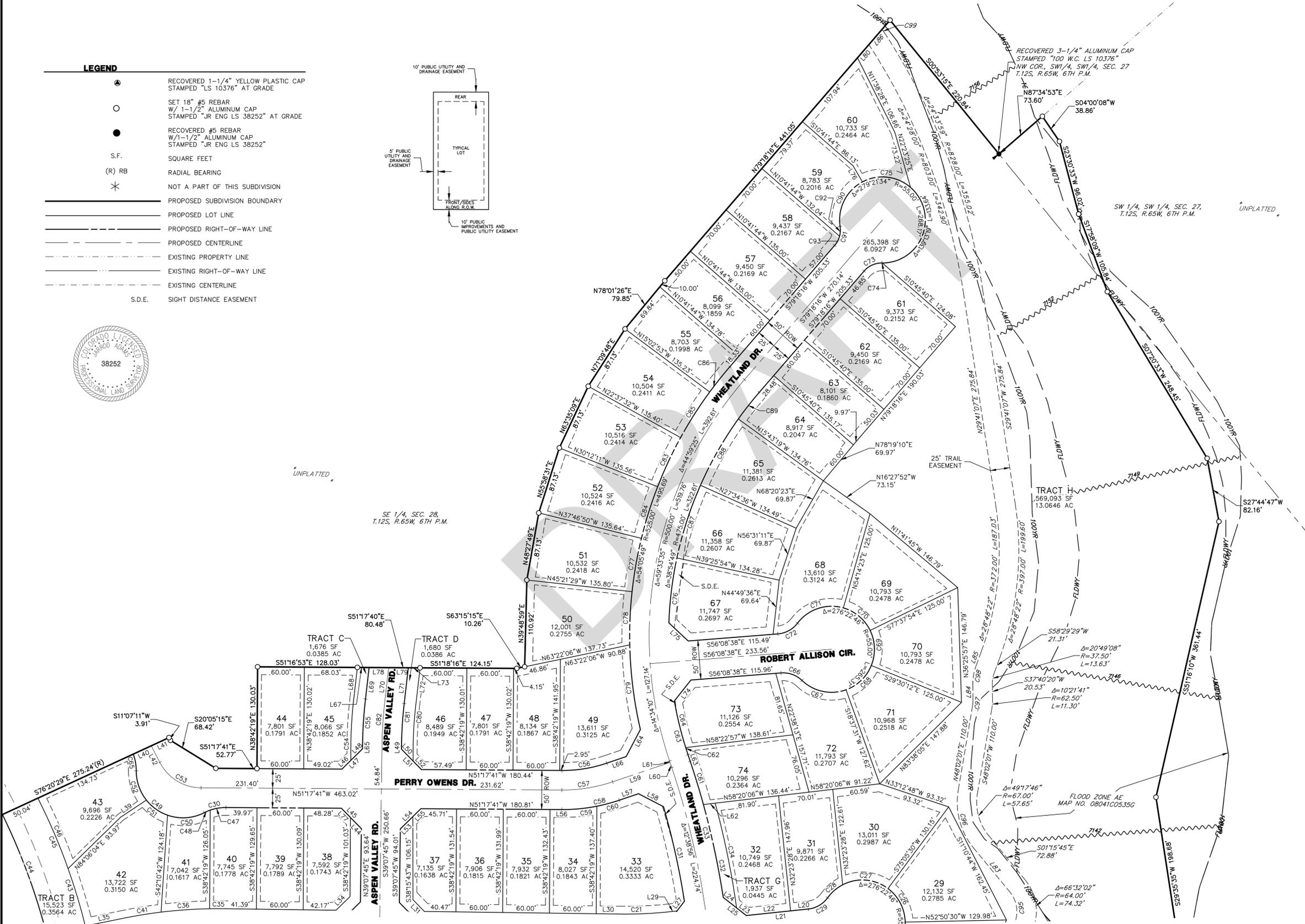
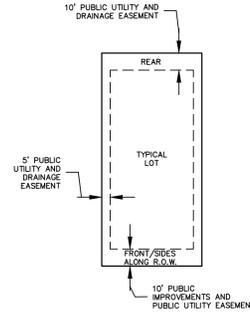
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# HOMESTEAD NORTH AT STERLING RANCH FILING NO. 2

A PORTION OF THE SW1/4 OF THE SW1/4 OF SECTION 27, THE E1/2 OF SECTION 28 AND NE1/4 OF SECTION 33,  
ALL IN TOWNSHIP 12 SOUTH, RANGE 65 WEST OF THE 6TH PRINCIPAL MERIDIAN  
COUNTY OF EL PASO, STATE OF COLORADO

**LEGEND**

- RECOVERED 1-1/4" YELLOW PLASTIC CAP STAMPED "LS 10376" AT GRADE
- SET 18" #5 REBAR W/ 1-1/2" ALUMINUM CAP STAMPED "JR ENG LS 38252" AT GRADE
- RECOVERED #5 REBAR W/ 1-1/2" ALUMINUM CAP STAMPED "JR ENG LS 38252"
- S.F. SQUARE FEET
- (R) RB RADIAL BEARING
- \* NOT A PART OF THIS SUBDIVISION
- PROPOSED SUBDIVISION BOUNDARY
- PROPOSED LOT LINE
- PROPOSED RIGHT-OF-WAY LINE
- PROPOSED CENTERLINE
- EXISTING PROPERTY LINE
- EXISTING RIGHT-OF-WAY LINE
- EXISTING CENTERLINE
- S.D.E. SIGHT DISTANCE EASEMENT



60 30 0 60  
ORIGINAL SCALE: 1" = 60'

JOB NO. 25188.00  
FEBRUARY 24, 2022  
SHEET 4 OF 5



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SEE SHEET 3

# HOMESTEAD NORTH AT STERLING RANCH FILING NO. 2

A PORTION OF THE SW1/4 OF THE SW1/4 OF SECTION 27, THE E1/2 OF SECTION 28 AND NE1/4 OF SECTION 33,  
ALL IN TOWNSHIP 12 SOUTH, RANGE 65 WEST OF THE 6TH PRINCIPAL MERIDIAN  
COUNTY OF EL PASO, STATE OF COLORADO

LINE TABLE		
LINE	BEARING	DISTANCE
L1	N50°26'12"W	25.00'
L2	N50°26'12"W	25.00'
L3	N39°31'51"E	77.84'
L4	S01°44'12"E	34.25'
L5	N01°44'12"W	14.39'
L6	S01°44'12"E	19.85'
L7	S36°32'11"E	15.00'
L8	N36°32'11"W	25.00'
L9	N36°32'11"W	25.00'
L10	N45°09'22"W	23.81'
L11	S86°03'55"W	37.75'
L12	S86°03'55"W	16.14'
L13	S86°03'55"W	21.60'
L14	S12°00'09"E	35.68'
L15	N78°26'10"E	21.72'
L16	N78°26'10"E	15.78'
L17	N78°26'10"E	37.51'
L18	N57°36'32"W	80.01'
L19	N57°36'32"W	22.92'
L20	N57°36'32"W	22.92'

LINE TABLE		
LINE	BEARING	DISTANCE
L21	N57°36'32"W	80.01'
L22	N57°36'32"W	57.09'
L23	S13°39'14"E	15.78'
L24	S13°39'14"E	21.72'
L25	S13°39'14"E	37.50'
L26	N75°45'21"E	36.32'
L27	N75°45'21"E	15.70'
L28	N75°45'21"E	20.62'
L29	N57°36'32"W	11.00'
L30	N50°52'15"W	31.08'
L31	S05°52'15"E	20.92'
L32	S05°52'15"E	36.77'
L33	N84°07'45"E	36.77'
L34	S84°08'04"W	25.03'
L35	N63°04'00"W	51.21'
L36	N31°12'27"E	85.88'
L37	N35°44'27"E	60.13'
L38	N39°09'24"E	60.00'
L39	S85°05'41"E	39.80'
L40	N76°20'28"W	25.05'

LINE TABLE		
LINE	BEARING	DISTANCE
L41	S76°20'29"E	25.02'
L42	N11°07'11"E	23.81'
L43	S57°36'32"E	48.12'
L44	N06°04'58"W	20.00'
L45	N06°04'58"W	36.63'
L46	S83°55'02"W	16.03'
L47	S83°55'02"W	36.91'
L48	S83°55'02"W	20.88'
L49	S39°07'45"W	3.65'
L50	S06°04'58"E	21.61'
L51	S06°04'58"E	36.63'
L52	N06°04'58"W	15.02'
L53	S83°55'02"W	22.44'
L54	S83°55'02"W	36.91'
L55	S83°55'02"W	14.46'
L56	N51°17'41"W	15.09'
L57	N70°15'19"W	25.94'
L58	S24°22'01"E	36.15'
L59	N70°15'19"W	77.72'
L60	S19°44'41"W	7.03'

LINE TABLE		
LINE	BEARING	DISTANCE
L61	N19°44'41"E	1.98'
L62	N58°20'06"W	15.17'
L63	S19°44'41"W	9.01'
L64	S66°13'27"W	39.14'
L65	S39°07'45"W	4.02'
L66	N70°15'19"W	26.15'
L67	S51°17'40"E	15.09'
L68	S44°56'48"W	38.80'
L69	S44°56'48"W	40.44'
L70	S44°56'48"W	43.17'
L71	S44°56'48"W	45.91'
L72	S44°56'48"W	47.55'
L73	S51°17'40"E	15.09'
L74	N76°49'56"E	34.18'
L75	N08°35'01"W	33.96'
L76	S08°15'24"W	23.86'
L77	N06°04'58"W	16.64'
L78	S51°17'40"E	25.15'
L79	S51°17'40"E	25.15'

CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C1	17°23'27"	60.00'	18.21'
C2	121°45'17"	60.00'	127.50'
C3	3°17'02"	60.00'	3.44'
C4	63°14'35"	60.00'	66.23'
C5	13°45'55"	60.00'	14.41'
C6	20°51'09"	60.00'	21.84'
C7	90°01'56"	68.00'	106.85'
C8	20°36'36"	60.00'	21.58'
C9	14°19'54"	60.00'	15.01'
C10	5°16'50"	350.00'	32.26'
C11	0°27'42"	325.00'	2.62'
C12	5°45'19"	993.00'	99.74'
C13	6°30'41"	978.00'	111.15'
C14	1°05'01"	375.00'	7.09'
C15	6°30'29"	993.00'	112.79'
C16	6°23'22"	977.54'	109.01'
C17	48°11'23"	35.00'	29.44'
C18	6°26'02"	590.00'	66.25'
C19	6°44'17"	565.00'	66.45'
C20	6°24'12"	540.00'	60.35'
C21	6°44'17"	525.00'	61.74'
C22	6°45'02"	1058.00'	124.66'
C23	15°08'02"	55.00'	14.53'
C24	65°18'45"	55.00'	62.70'
C25	52°58'34"	55.00'	50.85'
C26	52°04'00"	55.00'	49.98'
C27	64°01'27"	55.00'	61.46'
C28	26°51'58"	55.00'	25.79'
C29	48°11'23"	35.00'	29.44'
C30	27°25'38"	60.00'	28.72'
C31	7°08'45"	993.00'	123.85'

CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C32	6°40'21"	1043.00'	121.46'
C33	9°50'40"	1043.00'	179.21'
C34	7°24'16"	1058.00'	136.73'
C35	1°45'47"	605.00'	18.62'
C36	5°55'05"	605.00'	62.49'
C37	12°11'45"	605.00'	128.78'
C38	12°11'45"	590.00'	125.59'
C39	12°11'45"	565.00'	120.26'
C40	12°11'45"	540.00'	114.94'
C41	4°30'53"	605.00'	47.67'
C42	10°52'10"	870.00'	165.05'
C43	13°07'37"	762.61'	174.72'
C44	10°24'16"	814.82'	147.97'
C45	13°07'37"	762.61'	174.72'
C46	7°22'07"	762.61'	98.08'
C47	19°30'16"	60.00'	20.42'
C48	7°55'22"	60.00'	8.30'
C49	117°16'09"	60.00'	122.80'
C50	46°25'00"	60.00'	48.61'
C51	32°08'23"	60.00'	33.66'
C52	38°42'46"	60.00'	40.54'
C53	62°24'52"	60.00'	65.36'
C54	7°36'07"	605.00'	80.27'
C55	5°49'03"	590.00'	59.90'
C56	19°08'45"	175.00'	58.48'
C57	18°57'38"	200.00'	66.19'
C58	19°07'27"	225.00'	75.10'
C59	11°30'45"	225.00'	45.21'
C60	7°36'41"	225.00'	29.89'
C61	3°10'20"	1043.00'	57.74'
C62	1°09'14"	475.00'	9.57'

CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C63	8°33'11"	475.00'	70.91'
C64	7°23'57"	475.00'	61.34'
C65	20°42'37"	60.00'	21.69'
C66	48°11'23"	35.00'	29.44'
C67	63°25'14"	55.00'	60.88'
C68	48°07'42"	55.00'	46.20'
C69	48°07'42"	55.00'	46.20'
C70	48°07'42"	55.00'	46.20'
C71	68°34'24"	55.00'	65.83'
C72	48°11'23"	35.00'	29.44'
C73	49°40'47"	30.00'	26.01'
C74	0°27'28"	55.00'	0.44'
C75	68°52'58"	55.00'	66.12'
C76	10°06'01"	475.00'	83.73'
C77	7°33'23"	525.00'	69.24'
C78	7°26'12"	525.00'	68.14'
C79	11°55'04"	525.00'	109.20'
C80	7°52'43"	525.00'	72.19'
C81	5°49'03"	540.00'	54.83'
C82	5°49'03"	565.00'	57.37'
C83	7°33'37"	525.00'	69.28'
C84	7°33'30"	525.00'	69.26'
C85	7°33'46"	525.00'	69.30'
C86	4°30'18"	525.00'	41.28'
C87	11°47'48"	475.00'	97.80'
C88	11°48'09"	475.00'	97.85'
C89	5°12'50"	475.00'	43.23'
C90	70°47'49"	55.00'	67.96'
C91	49°40'47"	30.00'	26.01'
C92	24°00'21"	30.00'	12.57'
C93	25°40'26"	30.00'	13.44'



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SHEET 5 OF 5



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