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PRELIMINARY PLAN LETTER of INTENT SETTLERS VIEW SUBDIVISION

Settlers View Subdivision (no relation to Settlers Ranch to the south) is a proposed 14 lot residential subdivision in Section 23, T11S, R66W of the 6th P.M., El Paso County, Colorado. More generally, the property lies east of Highway 83, south of Walker Road, west of Stepler Road and at the south end of Silver Nell Drive, which is the access road through Grandview Subdivision. The property is 40.61 acres in area, originally zoned RR-5 and currently zoned RR-2.5 and includes the owners' home on the northern portion. Proposed lots vary in area from 2.52 acres to 3.14 acres with an overall density of 1 dwelling unit per 2.90 acres. The property has long been used (and remains) as grazing land for cattle. This tract is one part of the earlier Hodgkin Ranch property that has been divided among family heirs and is now transferring to a non family member.

This proposed residential subdivision is both suitable and compatible with the surrounding neighborhood. Additionally, the proposal is in general conformance with the goals, objectives and policies of the Master Plan, which in this area is the Black Forest Preservation Plan.

In reviewing a Preliminary Plan, consideration focuses on the more technical items necessary to establish that the subdivision can be completed as proposed. Water, sufficient in quality and quantity to satisfy the County's 300 year rule must be available. In this case, water for 15 lots (one more than proposed) has been adjudicated and an augmentation plan has been approved by the Water Court. Individual Sewage Disposal Systems (ISDS) are proposed for each of the lots and preliminary on site testing has determined that soils are suitable for those systems. As with all systems permitted by the Health Department, individual testing will be required at the specific leach field location on each lot to determine field sizing and design. Further soils studies have been done to evaluate their other characteristics with respect to this residential use including roadway construction and homes. Specific engineering criteria result that are used in those designs.

Topography consists of gentle slopes, ideal for residential use. Surface drainage is a consideration that is accounted for and the low density and gentle slopes combined with reasonable vegetative cover results in minimal developed flows. The southern portion of the property is subject to offsite flows that are carried in a swale to a detention pond. Other onsite flows are carried there through the use of roadside ditches and appropriate culverts. Water quality is enhanced before leaving the property at no more than historic flows. The pond and it's maintenance will be a responsibility of the Homeowners Association.

Access is necessary for each proposed lot and it must be suitable. The proposed roadway design is both efficient and considerate of the topography while providing good lot design and roads that provide a logical extension of the existing Silver Nell Drive. The existing cul-de-sac will be removed and the area restored.

(2)

As often occurs with small developments such as this, roads cannot provide a direct secondary access or loop to tie into a collector. The property simply isn't large enough. Consequently the road system is designed giving consideration to how that connectivity will occur through adjacent properties. In this case, Silver Nell will continue into the adjoining proposed Abert Ranch Subdivision to Abert Ranch Road and then connects south to the planned and platted Settlers Ranch Road which connects to Stepler Road thus completing the loop that starts at Silver Nell and Stepler about a quarter mile to the north. Computed levels of service through these connections are all excellent. Because Silver Nell is currently a cul-de-sac road which exceeds the standard permitted length and because connection to Stepler must occur through another property, our extension will, of necessity, end in a temporary cul-de-sac and require a Deviation for the additional roadway length and number of lots. This is part of the request in order to further the goal of connecting to Stepler Road. The required roadway cross section is a 28 foot wide asphalt pavement within a dedicated 60 foot wide right of way which is recognized as a County Rural Local Roadway.

Two of the proposed lots will access with a short "flag" configuration. One occurs because of the geometry of the existing roadway and the owners house location and the second occurs because of an existing 30 foot wide perpetual ingress-egress easement that must be respected. That access easement serves a single residence on the adjoining Morehead property. The owner of that property and access easement concurs with this design and supports the proposed subdivision. As is normal, the flag configuration requires a waiver to the usual 60 foot minimum road frontage which is also part of this request.

Utilities are necessary, of course, to serve the planned homes and all are either adjoining or already onsite serving the existing Brinkman residence. Extensions will occur as required by the individual utilities and easements are provided to accommodate them. Police services are available from the El Paso County Sheriffs office. Fire protection and emergency medical services are provided by the Tri Lakes Fire Protection District who has agreed to continue to serve the property. Their Station Number 2 is the closest at Highway 105 and Roller Coaster Road, perhaps 5 minutes away.

In summary, Preliminary Plan approval requires a more technical evaluation of the proposed subdivision which necessitates various studies, reports and plans. We have on file a Drainage Study, Preliminary Grading and Erosion Control Plan, Soil, Geology, Geologic Hazard and Wastewater Study, Natural Features Report including wetlands and wildlife impacts, A Wildfire Hazard Assessment and Mitigation Report, and of course, the Traffic Impact Study. Water is adjudicated and an augmentation plan approved. All indicate that this property is suitable for development into residential lots as planned and proposed. All proposed lots can and will comply with the requirements of the Land Development Code for the proposed subdivision.