

MEMORANDUM

DATE: February 19, 2020

TO: Kari Parsons, PCD-Project Manager

FROM: Jeff Rice / Steve Kuehster, PCD-Engineering
719-520-7877 / 719-520-6813

SUBJECT: SF-19-004 – Homestead Filing No. 2 Sterling Ranch
Third Submittal
LSC Response Below (3-3-2020)

Engineering Division

Planning and Community Development (PCD)-Engineering reviews plans and reports to ensure general conformance with El Paso County standards and criteria. The project engineer is responsible for compliance with all applicable criteria, including other governmental regulations. Notwithstanding anything depicted in the plans in words or graphic representation, all design and construction related to roads, storm drainage and erosion control shall conform to the standards and requirements of the most recent version of the relevant adopted El Paso County standards, including the Land Development Code (LDC), the Engineering Criteria Manual (ECM), the Drainage Criteria Manual (DCM), and the Drainage Criteria Manual Volume 2 (DCM2). Any deviations from regulations and standards must be requested, and approved by the ECM Administrator, in writing. Any modifications necessary to meet overlooked criteria after-the-fact will be entirely the developer's responsibility to rectify.

The comments include unresolved previous comments and new comments resulting from the re-submittal in ***bold italic***. All previous comments that have been resolved have been noted or deleted. A written response to all comments and redlines is required for review of the re-submittal. Please arrange a meeting between the developer's team and County staff to review and discuss these comments and prepared revisions/responses prior to the next submittal. Additional comments may be generated on items added or revised after the original comments.

Note: The ECM was updated July 2, 2019 requiring updated plan requirements, checklists and forms in order for the County to maintain compliance with its MS4 permit. These comments reflect the updates.

General / Letter of Intent / Deviations

1. ***Resolved.***
2. Provide the complete **updated** wetland mitigation plan. Documentation regarding adherence to the mitigation plan shall be provided to the Planning and Community Development Department by December 31 of each year beginning at the time of initial ground disturbing activities (2019) continuing for three years or until the permit is closed. **Provide when available.**
3. ***through 6 – Resolved.***

Final Plat

1. See Final Plat redlines. ***Partially resolved; see remaining redline (Note #39).***
2. ***Resolved.***

3. ***The proposed permanent BMPs in many of the lots appear to require a wider easement to allow for maintenance and inspection access. See FDR comment #9.***

Final Drainage Report

1. Provide the Sand Creek Channel Design Report and call out the channel improvements required adjacent to this Filing. Partially resolved; submit the additional information requested by the Branding Iron Filing 2 comments and discussions. **Provide when available; conditions of approval will be recommended by Staff.**
 - a. Address floodplain/channel hydrology and hydraulics for the existing (FEMA) and anticipated fully developed basin detained conditions, and fully developed “emergency conditions” undetained flow analysis.
 - b. Provide discussion of maintenance access and aspects of the preliminary design. **Show access roads for ponds and channels on the drainage plans.** Reference ECM 3.3.3.K. **Unresolved.**
 - c. Address Sand Creek channel velocities, shear stresses, stabilization and the required channel design report outstanding from the MDDP. Specifically address geotechnical hazards including unstable slopes and how the channel improvements will fit in with the wetlands mitigation areas. (See Branding Iron Filing No. 2 FDR comment #4.)
 - d. A wetlands mitigation map will be required showing the proposed/required locations of mitigation (replacement areas) as overlapped with the necessary channel improvements.
2. ***through 5 – Resolved.***
6. Label channel improvements adjacent to the proposed lots. Unresolved; show and label all improvements on the drainage plan. **Resolved by comment response and additional SR Filing 1 sheet.**
7. Provide more information about the Subdivision Improvement Agreement. Provide the number of lots this filing represents in the SIA. Provide the amount of adjacent proposed improvements that need to be assured for with this project. **Unresolved; provide a short summary in the FDR. Replace the statement regarding collateral for the adjacent channel improvements which was deleted from the FDR.**
8. See updated FDR and drainage plan redlines. **Partially resolved;**
 - a. **See remaining redlines.**
 - b. **The response that the trail will be utilized to access and maintain SFB’s requires the access road/trail to be constructed so that it can access the drainage facilities on the plans. Clearly show and label the complete access road/trail on the plans.**
9. Additional discussion is necessary regarding the multiple SFBs proposed in the rear yards along the creek. O&M manual and maintenance agreement details need to be complete. **Unresolved. Update the agreement and GEC Plans in the O&M manual for the final submittal.**

MDDP cost analysis

1. See MDDP Cost analysis redlines. Partially resolved; see updated/remaining redlines. **Unresolved (resubmittal not found).**
2. Note: The County Engineer/ECM administrator cannot sign off on this. The proposal to have SWQ/Full Spectrum ponds reimbursed & closing a portion of the Sand Creek Basin, etc. require a Drainage Basin Planning Study amendment accepted by the Drainage Board and BOCC.

Traffic Impact Study TIS

1. See TIS redline comments. Partially resolved; see updated/remaining redlines. **Unresolved; the TIS has not been approved as noted in the response letter. LSC Response: Please see updated TIS and LSC responses to TIS redlines (attached).**
2. The method for collecting "fair share" funds (separate from the countywide impact fee) for Sterling Ranch offsite improvements/signals not constructed with the Filing 1 or future Filing 2 plats (and not covered by Countywide Road Fee reimbursements) needs to be addressed. If this will be anything other than a per-lot contribution to an escrow account with each replat subdivision, the method of funding should be added to the SIA. Reference ECM Section B.6.1. As discussed recently, a credit agreement for reimbursable facilities would help clarify the improvements that will and will not be creditable. **Resolved; Applicant has agreed that whichever subdivision/land use within Sterling Ranch creates the incremental traffic warranting offsite improvements shall be entirely responsible for constructing the improvements regardless of its overall traffic impact among Sterling Ranch subdivisions.**

Drainage Improvement Plans

Note: These comments are cursory due to the number of revisions and additions required. Additional, more detailed comments may be provided on the complete submittal.

1. Revise to include adjacent Sand Creek Channel Improvements. (see Drainage report comments). (See Branding Iron Filing No. 2 CD comment #1.) **Provide the overall channel improvements plans when available.**
2. See storm sewer plans redlines.
 - a. See updated redlines. See also deviation request redlines regarding flow velocities at the Sand Creek outfall. **Comment resolved; however, an updated channel data sheet as noted in the response letter was not found.**
 - b. **Resolved.**
3. **The bank stabilization plans provided contain apparent inconsistencies regarding the types of bank stabilization proposed. See redlines.**

Street Improvement Plans

1. Reference the street improvements needed to provide two points of access for this filing. **Resolved.**
Provide an overall exhibit that shows the construction of these adjacent and offsite streets that are needed for adequate access for the residents of this Filing. **Unresolved.**
2. **Resolved.**
3. See street improvement plan redlines. Partially resolved; see updated/remaining redlines. **Partially resolved; see e-mails dated 2/14 and 2/18.**
4. **Resolved.**
5. Provide detailed intersection grading where accessible pedestrian routes meeting ADA requirements (cross slopes specifically) are required (at stop conditions). Ensure that all pedestrian access routes comply with the requirements compiled in CDOT Design Guide Chapter 12: https://www.codot.gov/business/designsupport/bulletins_manuals/design-bulletins/db-2018-4/view **Partially resolved; the profiles have been revised; however, no detailed intersection plans or spot elevations were found. It is recommended that these details be provided to minimize the chances of**

pedestrian facilities having to be reconstructed if they do not meet ADA requirements initially.

6. If there will be USPS mail kiosk/cluster(s) in this subdivision provide location(s) and details. **Partially resolved; provide detailed exhibit sheets (8-1/2" x 11") when available.**

Grading and Erosion Control and SWMP plans

Note: These comments remain cursory due to the number of revisions and additions required to the plans. Additional, more detailed comments will be provided on the complete submittal.

1. Resolved.
2. Include more sediment traps and address the scheduling of the two permanent FSD ponds to clarify how sediment will be controlled during construction. Resolved by added note.
3. See redlines (no redlines provided on second review without the completed checklist) **See updated/remaining cursory redlines.**
4. Provide the new PBMP Applicability Form, which can be found at: <https://planningdevelopment.elpasoco.com/wp-content/uploads/Engineering/EngineeringDocuments/PBMP-Applicability-Form.docx>. **Partially resolved; see redlines.**
5. As noted at the beginning of these comments, updated GEC and SWMP checklists are required to be provided by the design engineer. Provide with the next submittal. Instructions are provided below the list of attachments. Checklists can be found at: https://planningdevelopment.elpasoco.com/wp-content/uploads/Engineering/EngineeringDocuments/Copy-of-GEC-SWMP_Checklists.xlsx. **The GEC and SWMP checklists will be reviewed with the next submittal once revisions to the plans are made addressing the other comments that will revise the grading and potentially permanent BMPs.**
 - a. **One issue noted is the number of "N/A" responses that need to be specifically addressed in the SWMP if not already.**
 - b. **SWMP items #5 and #17i (Sand Creek stream and wetlands) cannot be marked as "N/A".**
6. **Resolved.**
7. Include all necessary improvements including channel stabilization in the GEC Plan and SWMP. Address short-term and long-term stability of the channel beside this subdivision. **To be verified with revision of bank stabilization plans.**
8. Clearly show and label all maintenance access roads and the trail on the plans. **Unresolved.**
9. Add the SFBs to the legend. **Unresolved.**

Financial Assurance Estimate / Forms / SIA / Agreements

1. Revise to include the needed Street and Channel Improvement construction See sections above. Note: Review of the Financial Assurance Estimate was cursory at this time. FAE quantities and costs will be reviewed in detail with the next submittal.
 - a. **Previous redlines remain.**
 - b. **Replace the subdivision's estimated costs for channel construction. Any existing escrow can be addressed in the SIA.**
 - c. **Add a line item for the channel/PBMP maintenance road/trail.**
2. **(Deleted)**

3. See County Attorney's comments on the SIA additional comments may be added on the next review.
4. Note: any utility system improvements not completed prior to recording the plat will need to be collateralized and addressed in the SIA.
6. If there will be any street lights placed in the County ROW, plans and coordination between MVEA and County staff is required, as well as a license agreement. (This applies to any subdivision). **Partially resolved; see County Attorney's comments to be provided regarding the agreement. Provide plans showing the proposed street light locations prior to construction.**

Attachments

1. Plat redlines summary
2. TIS redlines (see previous submittal comments)
3. Drainage report redlines
4. Construction Drawing redlines
5. FAE redlines (see previous submittal comments)
6. PBMP Applicability Form redlines
7. Engineering Final Submittal Checklist

GEC and SWMP Checklist instructions:

1. The applicant shall insert into each box either of the following:
 - a. check mark or Y - this item has been addressed
 - b. N/A - This item does not apply to this project.
2. All checkboxes must be filled in. If necessary, provide comments at the end of the checklist.
3. The review engineer will verify each item by inserting one of the following:
 - a. check mark or Y - This item has been adequately addressed or agree that it does not apply
 - b. N - This item has not been adequately addressed.
4. A copy of the checklist will be returned to the applicant.
5. The checklist will be required to be updated and returned with the resubmittal.

SWMP Checklist caveat:

For "N/A". A statement or note is required specifying exactly why a checklist item is not applicable.

Engineering Final Submittal Checklist for Electronic Submittals	
Check Box	Item: Report/Form
<input type="checkbox"/>	Drainage Report (signed)
<input type="checkbox"/>	PBMP Applicability Form
<input type="checkbox"/>	Traffic Impact Study (signed)
<input type="checkbox"/>	Grading & Erosion Control Plan and checklist (signed)
<input type="checkbox"/>	Street Construction Plans (signed)
<input type="checkbox"/>	Deviation Request (signed)
<input checked="" type="checkbox"/>	MS4 Post Construction Form and SDI worksheet DPW POC: John Chavez
<input type="checkbox"/>	Proof of embankment/pond submittal to State Engineer
<input type="checkbox"/>	ESQCP (signed) (update if necessary)
<input type="checkbox"/>	* Financial Assurance Estimate, SIA (signed)
<input type="checkbox"/>	* Pond/BMP Maint. Agreement and Easement (signed)
<input type="checkbox"/>	* Operation & Maintenance Manual (for PBMPs and Sand Creek channel)
<input type="checkbox"/>	AutoCAD base drawing (submitted to DPW)
<input type="checkbox"/>	Pre-Development Site Grading Acknowledgement and Right of Access Form (signed)
<input type="checkbox"/>	Other: <u>Offsite Easements, Other Permits (FEMA LOMR, USACE, Floodplain...), Conditions of Approval, Street light license agreement, etc.</u>
Pre-Construction Checklist:	
<input type="checkbox"/>	Driveway/Access Permit (Temporary access permits to be obtained from EPC DPW)
<input type="checkbox"/>	Work Within the ROW Permit (DPW or CDOT)
<input type="checkbox"/>	* Stormwater Management Plan (SWMP) and checklist Submit to PCD-Inspections 2 weeks prior to precon.
<input type="checkbox"/>	* Colorado Discharge Permit (COR: _____)
<input type="checkbox"/>	* County Construction Activity Permit
<input type="checkbox"/>	* CDPHE APEN – (if over 25 ac. or 6 mos.)
<input type="checkbox"/>	* Financial Surety (Letter of Credit/Bond/Collateral/Check)
<input type="checkbox"/>	Construction Permit Fee: <i>Major Final Plat (CO and/or PBMPs and/or offsite impvts.)</i> \$ 4,437.00 (Verify fees with Inspections Supervisor at time of scheduling)
<input type="checkbox"/>	Other: _____

* - required items to obtain an ESQCP

Permit Fee and Collateral must be separate checks

Post Construction Submittal Checklist: (ECM 5.10.6)	
<input type="checkbox"/>	As-Built Drawings
<input type="checkbox"/>	Pond Certification Letter
<input type="checkbox"/>	Acceptance Letter for wet utilities

- = Need final / signed version
- = complete, in file
- = Undetermined at this time
- = Need later
- = PCD Staff to provide



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Homestead at Sterling Ranch Filing 2

Traffic Technical Memorandum

(LSC #184283)
June 10, 2019

Traffic Engineer's Statement

This traffic report and supporting information were prepared under my responsible charge and they conform 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.

Final Review

6/13/19 2:02:23 PM
Jeffrey C. Hodson
jeff@lscctrans.com
719-633-7877
Engineering & Community
Development Department



Developer's Statement

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

6/13/19
Date

Summary of Comments on Microsoft Word - Homestead at Sterling Ranch Fil 2 TIA June 2019

Page: 1

 Number: 1 Author: dsdrice Subject: EPC ENG Approval Date: 11/5/2019 2:03:45 PM

PREVIOUS STERLING RANCH TRAFFIC REPORTS AND MEMORANDUM

LSC prepared a traffic impact study (TIS) for the entire Sterling Ranch development 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
- Copper Chase at Sterling Ranch dated December 20, 2018
- Homestead at Sterling Ranch Filing No. 2 dated March 1, 2019

LAND USE AND ACCESS

Land Use


Figure 2 shows the location of the Sterling Ranch developments in the vicinity of the site that are either approved or currently under review. Branding Iron at Sterling Ranch Filing No. 1 and Homestead at Sterling Ranch Filing No. 1 have both been approved but no homes have been constructed in either filing. Applications to plat both Branding Iron at Sterling Ranch Filing No. 2 and Homestead at Sterling Ranch Filing No. 2 have been submitted and are currently in the review process. It is our understanding that Sterling Ranch Filing No. 2, Copper Chase at Sterling Ranch and Sterling Ranch Phase 2 are all currently on hold, however, for the purposes of this report these developments were assumed to occur in the intermediate-term future.


This site-specific, final traffic report is for The Homestead at Sterling Ranch Filing 2. The currently proposed filing is planned to include 104 lots for single-family homes. Four full-movement access points are proposed to Dines Boulevard and Wheatland Drive. The site plan is shown in Figure 3.


Access

Figure 4 shows the proposed short-term street connection plan. As shown on Figure 4 Dines Boulevard is planned to be constructed south from Vollmer Road to the future Sterling Ranch Road. A short, half section of Briargate Parkway is planned to be constructed between Vollmer Road and Wheatland Drive and Wheatland Drive is planned to be constructed south from Briargate Parkway adjacent to and through the Homestead at Sterling Ranch Filings 1 and 2 to the future intersection of ¹ Sterling Ranch Road. The section of Sterling Ranch Road between Dines Boulevard and Marksheffel Road and the section of Marksheffel Road between Vollmer Road and Sterling Ranch Road are **not** planned to be constructed in the short term. An emergency access


provide time frame ² Dines Blvd? ³


 Number: 1 Author: dsdrice Date: 11/4/2019 3:24:28 PM
Sterling Ranch Road

 Author: Kirstin Subject: Sticky Note Date: 11/18/2019 10:01:54 AM
The text has been revised to Dines Blvd in the updated memo


 Number: 2 Author: dsdrice Subject: Callout Date: 11/4/2019 3:24:17 PM

[provide time frame](#)

 Author: jchodsdon Subject: Sticky Note Date: 3/3/2020 9:26:55 AM
Added as requested.

 Number: 3 Author: dsdrice Subject: Callout Date: 11/4/2019 3:24:17 PM

[Dines Blvd?](#)

 Author: Kirstin Subject: Sticky Note Date: 11/18/2019 10:02:11 AM
The text has been revised to Dines Blvd in the updated memo

has been?
road will be constructed southwest from the terminus of Dines Boulevard to Vollmer Road. The approved plans for this access road have been attached. See comment letter.

For the purposes of this report it was assumed that Marksheffel Road would be constructed from its current terminus just north of Woodmen Road to Vollmer Road in the intermediate-term future and that the emergency only access drive would be fully constructed and opened at that time. If areas of Sterling Ranch other than those identified on Figure 2 as "intermediate-term" are developed prior to this occurring or if other intermediate-term street connections are constructed this report may need to be revised.

ROADWAY AND TRAFFIC CONDITIONS

The roadways in the site's vicinity are shown on Figure 1 and are described below.

Vollmer Road is currently a five-lane urban street within the City of Colorado Springs limits between Black Forest Road and Cowpoke Road; and a two-lane, rural, paved roadway north of Cowpoke Road extending to north of Hodgen Road. In the southbound direction, Vollmer Road has a posted speed limit of 45 miles per hour (mph). South of Cowpoke Road, Vollmer Road has a 40-mph posted speed limit. The 2040 El Paso County *Major Transportation Corridors Plan* (MTCP) and the Sterling Ranch master traffic study show Vollmer Road as a four-lane Urban Minor Arterial in the vicinity of the site. In the interim, auxiliary turn lanes will be completed on Vollmer Road as shown in the memos by LSC dated October 2, 2017 and February 2, 2019.

Marksheffel Road is a Principal Arterial extending north from the City of Fountain to Woodmen Road. Marksheffel Road is planned to ultimately be widened to six lanes and extended north and west from Woodmen Road to connect to Research Parkway at Black Forest Road. Marksheffel Road is shown as a six-lane Principal Arterial through the site on the El Paso County MTCP.

Briargate Parkway is a six-lane, Principal Arterial that extends east from I-25 to Grand Lawn Circle (about one-half mile east of Powers Boulevard). Briargate Parkway is planned to ultimately extend to Towner Drive. With the Sterling Ranch Phase 1 development, Stapleton Road is planned to be constructed as a two-lane roadway between Vollmer Road and the proposed first site access intersection 750 feet east of Vollmer (Wheatland Drive). For this report of short-term conditions, it was assumed that only this section of Briargate Parkway would be constructed in the vicinity of the site.

Sterling Ranch Road is a planned Non-Residential Collector shown extending through the Sterling Ranch development between Marksheffel Road and Stapleton Drive.

Number: 1 Author: dsdrice Subject: Cloud+ Date: 11/4/2019 3:25:28 PM

has been?

Author: Kirstin Subject: Sticky Note Date: 11/18/2019 10:01:34 AM

The text has been revised to indicated that the emergency connection has already been constructed

Number: 2 Author: dsdrice Subject: Text Box Date: 11/4/2019 3:25:28 PM

See comment letter.

Number: 3 Author: dsdrice Date: 11/4/2019 3:25:01 PM

opened at that

time

Author: Kirstin Subject: Sticky Note Date: 11/18/2019 10:02:52 AM

This section has been revised in the updated to memo to clarify which streets were assumed to be complete in the intermediate term scenario

Number: 4 Author: dsdrice Subject: Callout Date: 11/4/2019 3:25:28 PM

this doesn't make sense

Number: 5 Author: dsdrice Date: 11/4/2019 3:25:12 PM

Stapleton Drive

Author: Kirstin Subject: Sticky Note Date: 11/18/2019 10:03:17 AM

The text has been corrected to read "Briargate Parkway" in the updated memo

The key area intersection and site access points were analyzed to determine the projected levels of service for the short-term and intermediate-term background and total traffic volumes based on the unsignalized intersection analysis procedures from the *Highway Capacity Manual 6th Edition*. Figures 6, 7, 11, and 12 show the level of service analysis results. The level of service reports are attached.

The intersections of Dines/Vollmer and Briargate/Vollmer are projected to operate LOS B or better during the peak hours for all movements as stop-sign controlled intersections based on the projected short-term and intermediate-term total traffic volumes.

All of the site access points are projected to operate at a Level of Service A for all movements during the peak hours as stop sign-controlled intersections based on the projected intermediate-term total traffic volumes.

SUBDIVISION STREET CLASSIFICATIONS

Figure 13 shows the recommended street classifications for the internal streets within Homestead at Sterling Ranch Filing No. 2.

ROADWAY IMPROVEMENTS

Vollmer Road

Road improvements to Vollmer Road including auxiliary turn lanes as discussed in our October 2, 2017 transportation memorandum are required as part of the Subdivision Improvements Agreement (SIA) for Homestead at Sterling Ranch Filing No. 1 and Branding Iron at Sterling Ranch Filing No. 1. The applicant will be constructing an interim cross-section for Vollmer Road between Marksheffel Road and Briargate Parkway. The interim road improvement would widen the roadway to the east side. There would continue to be one through lane in each direction, but the interim road improvements would allow for southbound left-turn and northbound right-turn lanes at the Briargate Parkway/Vollmer, and Dines/Vollmer intersections. An escrow agreement requires a fair share contribution be deposited toward these improvements with each plat or replat within Sterling Ranch.

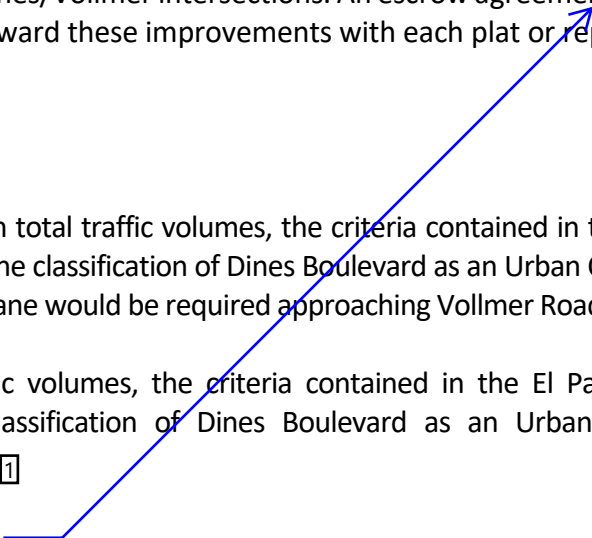
Dines Boulevard

Based on the projected intermediate-term total traffic volumes, the criteria contained in the El Paso County *Engineering Criteria Manual*, and the classification of Dines Boulevard as an Urban Collector, a northwest-bound right-turn deceleration lane would be required approaching Vollmer Road.

Based on the projected 2025 total traffic volumes, the criteria contained in the El Paso County *Engineering Criteria Manual* and the classification of Dines Boulevard as an Urban Collector,


[Address for this plat specifically. Provide a table.](#)

1



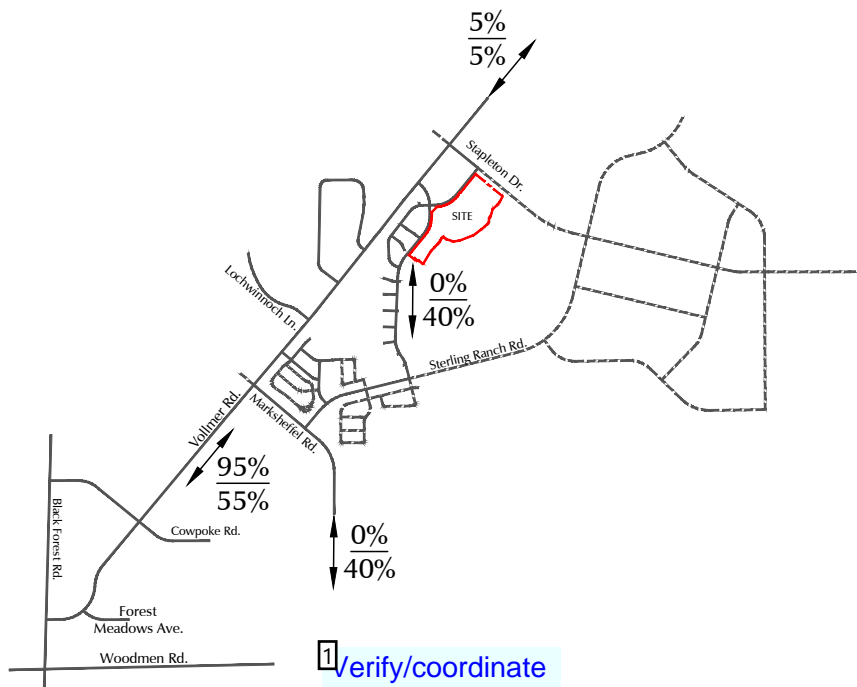
Number: 1 Author: dsdrice Subject: Callout Date: 11/4/2019 3:27:24 PM

[Address for this plat specifically. Provide a table.](#)

 Author: jchodsdon Subject: Sticky Note Date: 3/3/2020 10:50:58 AM

The table no longer applies. The narrative in the TIS has been revised.

Approximate Scale
Scale: 1" = 3,000'



1/verify/coordinate with Branding Iron 2 TIS.


LEGEND:
 $\frac{5\%}{5\%}$ = Short-Term Percent Directional Distribution
 $\frac{5\%}{5\%}$ = Intermediate-term Percent Directional Distribution



Figure 8
Directional Distribution of Site-Generated Traffic
 Homestead at Sterling Ranch Filing No. 2 (LSC #184283)

Number: 1 Author: dsdrice Subject: Text Box Date: 11/4/2019 5:31:31 PM

[Verify/coordinate with Branding Iron 2 TIS.](#)

 Author: Kirstin Subject: Sticky Note Date: 11/18/2019 10:05:58 AM

Due to the northern location of the site adjacent to Sterling Ranch Road and near the intersection of Dines/Vollmer it was assumed that more traffic generated by land uses within Homestead would use Vollmer Road all the way to Woodmen Road than traffic generated by land uses within Branding Iron which is located to the south