

**TRAILS AT ASPEN RIDGE  
LETTER OF INTENT**

**February 13, 2019  
Revised June 26, 2019**

**PREPARED FOR:**

**COLA LLC  
555 Middle Creek Pkwy, Suite 380  
Colorado Springs, CO 80921**

**Owner/ Applicant:** COLA LLC  
555 Middle Creek Parkway, Suite 380  
Colorado Springs, CO 80921

**Planner/ Civil:** Matrix Design Group  
2435 Research Parkway, Suite 300  
Colorado Springs, CO 80920

**Tax Schedule No:** 5500000412

**Site Location, Size, Zoning:**

The Trails at Aspen Ridge is a proposed single-family subdivision that was originally part of the Springs East at Waterview Preliminary Plan (SP-17-010) approved by the El Paso County Board of County Commissioners on February 12, 2019. The originally approved Preliminary Plan encompassed 713 single-family residential lots zoned RS-5,000 on 166.89 acres and 28.36 acres of commercial zoned parcels for a total of 195.25 acres.

The Trails at Aspen Ridge is proposing to amend 117.98 acres of the original approval through a PUD/ Preliminary Plan submittal to incorporate a mix of single-family residential lots sizes and product types of as well as parks and open space. The commercial acreage will remain as approved. In addition, a final plat for 180 lots has been submitted utilizing the approved preliminary plan for the southeastern portion for approximately 47 acres. This final plat filing while part of the overall development is not included with the proposed PUD/ Preliminary Plan submitted at this time and will remain as approved and zoned. The project shall also remain and is in conformance with the Waterview Sketch Plan Amendment approved October 24, 2018 by El Paso County Planning and Community Development which permits an overall density of 4-6 DU/ Acre.

The project is located southeast of the intersection of Powers Blvd. and Bradley Road with the main access into the site via an approved location along Bradley Road. The site is currently vacant with anticipated construction of filing one to occur in the Summer/ Fall of 2019.

**Request and Justification:**

The purpose of this application is to request approval of a combined PUD Development and Preliminary Plan and an Early Grading Request for the Trails at Aspen Ride project. The PUD Development and Preliminary Plan shows the general concept for the design of the single-family detached residential community and open spaces, as well as identify the development standards for the proposed residential product types. The Preliminary Plan describes the lot sizes, transportation systems, public rights-of-way, and easements necessary for the development. Since the site is quite large and grading operations are expected to be substantial, the early grading request will permit grading operations to

begin upon approval of the PUD/ Preliminary Plan and prior to Final Plat. Finally, the proposal includes several PUD modification requests which are discussed in more detail below.

The proposed application includes 605 new single family lots on 117.98 acres for a density of 5.13 DU/ Acre. The site layout incorporates a mix of lot sizes to include: 50' x 110' (5,500 SF); and 60' x 110' (6,600' SF); 45' x 95' (4,275 SF); a rear loaded detached lot type of 35' x 110' (3,850 SF), and a two-family residential lot types of 40'x 70' (2,800 SF). The rear loaded lot types will have the garage accessed via a private alley way with the front door facing either a public street or an open space greenway. Corner lots for all unit types were designed with additional lot width to accommodate both the increased corner lot setback requirements and potential three-car garage housing types.

The site is bordered by Powers Boulevard to the west; Bradley Road to the north; vacant city zoned land to the east; and the existing Springs East at Waterview Filing 1 to the south. There is no proposed access to the Powers Boulevard and access points have been provided to the south and the east. There are two access points located along Bradley Road that were approved with the original preliminary plan which shall remain. A traffic impact analysis has been completed and is included with this submittal.

The community has been redesigned from its original layout to provide for functioning pedestrian centric and vehicular circulation. Numerous pedestrian walkways and connections have been provided throughout the development in coordination with the various green and park spaces provided. A large park area has been designed centrally within the proposed community to serve as a focal point and amenity for the future residents of the Trails at Aspen Ridge.

A phasing plan has been provided and indicates four total phases in addition to Phase 1 which is not a part of this application; however, the project is will be developed based on market trends and buyer demands and may be developed out of sequential order. Roadways, utilities, drainage, etc. will be constructed as necessary to facilitate development construction and sequencing permitting the building of several unit types concurrently if need be.

El Paso County PUD Section 4.2.6(D) Approval Criteria, 1998 El Paso County Policy Plan, and El Paso County Preliminary Plan Section 7.2.1(D)-2E Approval Criteria:

The purpose of the PUD is to provide the information necessary to rezone a property to the PUD Zoning district and to provide a graphical representation to serve as the zoning of the property after approval. The development plan sets forth the final plans for development of the PUD district including detailed use, dimensional, and development standards, building and parking locations, service connections, landscaping and other important site improvements. The 1998 El Paso County Policy Plan establishes broad goals and policies intended to serve as framework for land use applications and

development in the County. The County Wide Policy plan ties the specific small area plans, and other Master Plan elements such as the Master Plan for Mineral Extraction, the El Paso County Department of Parks and Leisure Services Master Plan and the Major Transportation Corridors Plan together. The Policy plan provides general direction in terms of density, buffers, transitions, infrastructure, where no small area plan exists.

The proposed Trails at Aspen Ridge project advances the stated purposes set forth in these sections and is in general conformation with the El Paso County Master Plan and the approved Waterview Sketch Plan as amended. Though the project site is not located within any small area master plans, the application follows the requirements of this code and all applicable statutory provisions and will not otherwise be detrimental to the health, safety, or welfare of the present or future inhabitants by meeting the submittal guidelines as illustrating in the zoning code and application packet. There has been substantial change in character of the surrounding area over the last several years as various communities of single family residential have been approved and constructed.

The proposed property is suitable for the intended uses and the use is compatible with both the existing and allowed land uses on the neighboring properties to the west and southeast. The new development will be in and continue the harmony of the existing surrounding character of the area and natural environment. There are no areas of significant historical, cultural or recreational features found on site.

The Trails at Aspen Ridge project will not have a negative impact upon the existing and future development of the area. The design approach supports *Policy 6.1.1: Allow for a balance of mutually supporting interdependent land uses, including employment, housing and services in the more urban and urbanizing areas of the County* and *Policy 6.1.3: Encourage new development which is contiguous and compatible with previously developed areas in terms of factors such as density, land use and access.*

The proposed application provides adequate consideration for any potentially detrimental use and provides an appropriate transition or buffering between uses of differing intensities both on-site and off-site. The site design includes various landscape buffers; open space corridors; pedestrian connectivity; and a centrally located park site. There are no landscape related PUD Modifications being requested as this time.

The proposed single-family residential use will not overburden the capacities of existing or planned roads, utilities or other public features, drainage and grading, police protection, emergency services, and water/ wastewater services as these services have been planned for in advance and adequately sized to meet the demands of this development. A sufficient water supply has been acquired and can be provide the water necessary for the proposed units and associated irrigation needs. In addition, a wastewater system has been established and can adequately serve the proposed units. Please refer to the water and wastewater reports for more information.

By providing open spaces areas and extending existing utility services already approved and in place, the proposed development continues to support both *Policy 6.1.5: Support the development of well-planned mixed-use projects* and *Policy 6.1.11: Plan and implement land development so that it will be functionally and aesthetically integrated within the context of adjoining properties and uses.*

**Master Plan for Mineral Extraction:**

The 1996 Master Plan for Mineral Extraction updates and supersedes the 1975 El Paso County Master Plan for Mineral Extraction of Commercial Mineral Deposits as amended in 1978 and 1982. This updated plan has two primary purposes, the first is to facilitate continued compliance with the mineral resource protection mandates outlined in the “Preservation of Commercial Mineral Deposits Act” of 1973 and the second is to provide guidance to the El Paso County Planning Commission and Board of County Commissioners in evaluating land use proposals involving new or expanded mining and mineral resource processing operations. Per the El Paso County Master Plan for Mineral Extraction Aggregate Resource Maps, this site is identified as ‘Eolian Deposits’ of windblown sands. The proposed project does not contain any mineral deposits of commercial value and does not permit the use of any area containing a commercial mineral deposit which would unreasonably interfere with the present or future extraction of such deposits.

**Total Number of Residential Units, Density, and Lot Sizes:** 605 Single-Family Residential Units on 117.98 acres with a density of 5.13 DU/ Acre.

**Total Number of Industrial or Commercial Sites:**

There are no industrial or commercial sites proposed with this application.

**Areas of Required Landscaping:**

The proposed PUD/ Preliminary Plan includes landscape design and streetscape planting requirements for the streetscapes along Powers Blvd., Frontside Drive, Legacy Dr, and Bradley. The landscape design includes a mix of deciduous and evergreen trees, varying ground plane treatments, and numerous planting beds. There are no landscape waivers being requested at this time.

**Approximate Acres and Percent of Land Set Aside for Open Space:**

The Trails at Aspen Ridge project is proposing 27.04 acres of open space which is 22.9% of the project area. Per the EPCLDC PUD requirements, the minimum amount of required open space is 10% of the 117.98 acres project site or 11.80 acres. The provided open space with this submittal is in addition to the open space and park area provided within the Filing 1 Plat.

**Types of Proposed Recreational Amenities:**

The Trails at Aspen Ridge project is proposing various types of recreational amenities to include active and passive open spaces areas; trail and pedestrian connectivity corridors; common open space for the rear loaded product types; and a 6-acre central park site. Final design of the park site and common open space areas will be completed with future final plat filings as required.

**Traffic Engineering:**

Vehicular access and street layout shall be as illustrated on the PUD/ Preliminary Plan drawings. The Trails at Aspen Ridge will be accessed from Bradley Rd. via two intersection locations which were previously approved. Traffic will be dispersed by two collector streets with two proposed round-a-bouts to help with traffic flow and levels of service. As discussed elsewhere the Trails at Aspen Ridge project is proposing several private access roads to serve the rear loaded unit types. A PUD modification has been requested to permit the private roads. All other roadways will be public, built to El Paso County standards.

The applicant requests that platted lots within The Trails at Aspen Ridge be included in the county wide Public Improvements District (PID 2) being formed and implemented as part of the Traffic Impact Fee resolution. Pursuant to Section E, Credits and Reimbursements, of the Board of County Commissioners' Road Impact Fee Implementation Document, the applicant requests that the County and Applicant enter into a credit agreement prior to final plat approval to determine an estimate of credits to which applicant may be entitled.

**Proposed Services:**

The Trails at Aspen Ridge will be a part of the Waterview II Metropolitan District which shall own and maintain common areas such as setbacks, trails, common areas, open space, private streets, signage, detention facilities, etc. This development will be served by the additional entities as outlined below:

- |                       |   |
|-----------------------|---|
| 1. Water:             | Widefield Water and Sanitation District |
| 2. Wastewater:        | Widefield Water and Sanitation District |
| 3. Gas:               | City of Colorado Springs                |
| 4. Electric:          | Mountain View Electric                  |
| 5. Fire:              | Security Fire Protection District       |
| 6. School:            | Widefield District #3                   |
| 7. Library:           | Pikes Peak Library District             |
| 8. Roads:             | El Paso County Road and Bridge          |
| 9. Police Protection: | El Paso County Sheriff's Department     |

**Impacts associated with the PUD Development Plan & Preliminary Plan:**

Floodplain: This site is not located within a designated FEMA floodplain as determined by the flood insurance map, community map number '08041C0768G' effective date December 7, 2018.

Site Geology: Entech Engineering, Inc. has provided a Soils, Geology and Geologic Hazard report with previous submittals which has been reviewed and approved. This report has identified several potential Geologic Hazards on site related to development of the property along with proposed mitigation of the hazards. The development will incorporate the recommended mitigation during final design and construction on site.

Wetlands: There are no drainage areas, drainage ways or water courses found on site, as a result there are not wetlands present. All drainage and erosion criteria have been met following El Paso County Development Standards.

Air Pollution: By adhering to current air quality regulations, any air pollution emanating from the development will be negligible. Currently, the site has very little vegetation which results in a high amount of dust during windy days; however, the proposed development will provide irrigated turf areas and native seeding to alleviate the dust issues. Construction practices will adhere to El Paso County health department, as well as state department codes and regulations

Water Pollution: By adhering to current wastewater and stormwater regulations, any water pollution emanating from the development will be negligible. An erosion and sedimentation plan will be in place prior to construction.

Noise Pollution: Vehicular movement is expected to be the only major source of noise pollution emanating from the site after construction is complete. The proposed development is surrounded by similar land uses, and the effects of noise generated from the site will have little or no impact on other surrounding areas.

Visual Assessment: The natural mountain backdrop of the Rampart Range is perhaps the best natural feature of Trails at Aspen Ridge community with sweeping view in nearly all directions. The scenic view shed is impaired somewhat by intervening development; however, the panoramic views remain quite spectacular.

## TRAILS AT ASPEN RIDGE PUD MODIFICATION REQUESTS:

### 1) JUSTIFICATION FOR PUD MODIFICATIONS: MID-BLOCK CROSSINGS

Chapter 4.2.6.F.2.G of the Land Development Code (LDC) allows for a PUD modification of a general development standard in the LDC or criteria of the Engineering Criteria Manual (ECM), provided at least one of the benefits identified in Chapter 4.2.6.F.2.H are met. Section 5.8 of the ECM establishes an additional mechanism whereby an engineering design standard can be modified provided the limits of consideration in ECM Section 5.8.6 are met and the modifications meet the criteria for approval in ECM Section 5.8.7.

#### Nature of Request:

Section of LDC/ECM from which modification is sought:

*LDC Chapter 8.4.3(B2) and ECM Section 2.5.2.(C4)*

Specific Criteria from which modification is sought:

*Mid-block Crossings: Access ramps on local roadways shall be spaced no greater than 600 feet apart.*

Proposed nature and extent of modification:

*To provide mid-block crossings along Lazy Ridge Drive, Wagon Hammer Drive, and Blue Mine Street in excess of 600'*

#### LDC Chapter 4.2.6.F.2.H: Modification of Existing LDC or ECM Standard.

For approval of a modification of a general development standard in the LDC or criteria or standard of the ECM, the BoCC shall find that the proposal provides for **at least one** of the following benefits:

- Preservation of natural features;  
*N/A.*
- Provision of a more livable environment, such as the installment of street furniture, decorative street lighting or decorative paving materials;  
*N/A.*
- Provision of a more efficient pedestrian system;  
*Pedestrian circulation within the Trails at Aspen Ridge is provided through both on street sidewalks and through internal open space tracts. Walkways provided through the development via internal open space tracts permit circulation throughout the development and connect to the proposed parks. The project is designed to encourage the use of the sidewalk system and reduce the amount of driving within the community. Where the mid-block crossings exceed the 600' distance, crossings are provided in close proximity to the 600' required either within the proposed tracts containing internal trails/ sidewalks or at 'T' intersections. The exhibit below illustrates the provided mid-block crossings that exceed 600'.*
- Provision of additional open space;  
*The Trails at Aspen Ridge PUDSP is proposing 27.04 acres of open space which includes a park within Filing 1 currently under Final Plat review, as well as a 6-acre community park centrally located. Additional common open space is provided throughout the development as well as trail/ sidewalk corridors.*
- Provision of other public amenities not otherwise required by the Code; or  
*N/A.*
- The proposed modification is granted in exchange for the open space and/or amenity designs provided in the PUD development plan and/or development guide.  
*The Trails at Aspen Ridge PUDSP is proposing 27.04 acres of open space which includes a park within Filing 1 currently Final Plat review, as well as a 6-acre community park centrally located.*

*Additional common open space is provided throughout the development as well as trail/sidewalk corridors.*

#### **ECM Section 5.8.6: Limits of Consideration:**

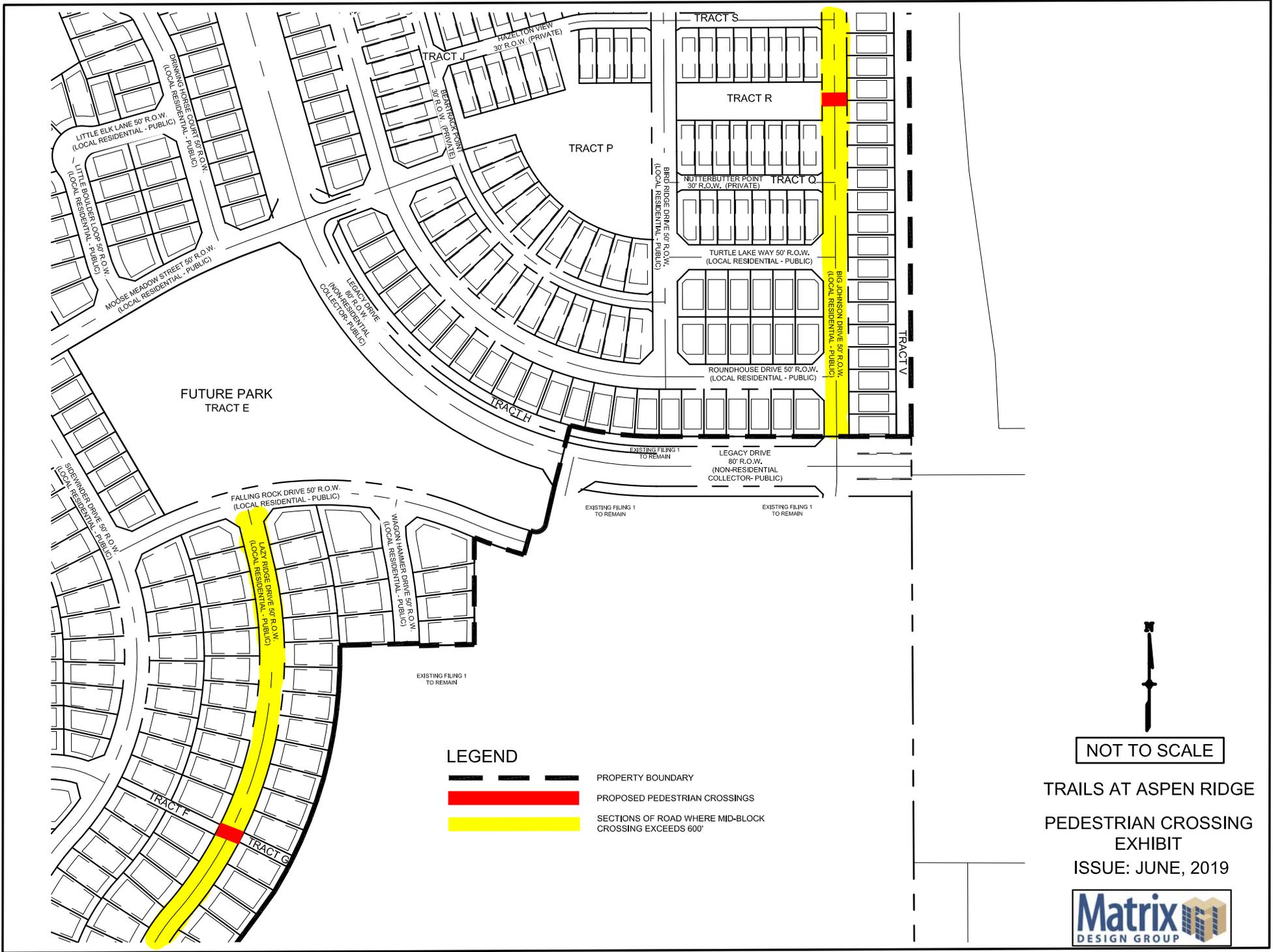
The ECM Administrator may only consider a project-specific modification to an existing standard when **one** of the following conditions is met:

- The ECM standard is inapplicable to a particular situation.  
*The ECM requirement for midblock crossings, and the associated 600-foot minimum distance, is not based on any specific standard. ADA standards do not require midblock crossings or a minimum distance between crossing points. The ADA standards only require crossings at street intersections as this is the safest location to cross the street. ADA crossings and ramps are provided throughout the development.*
- Topography, right-of-way, or other geographical conditions or impediments impose an undue economic hardship on the applicant, and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.  
*While there is significant topography on this site, the proposed crossings are at intersections with trail crossings provided internally through the community.*
- A change to a standard is required to address a specific design or construction problem, and if not modified, the standard will impose an undue hardship on the applicant with little or no material benefit to the public.  
*The standard does not impose any particular hardship on the applicant. However, it will be more beneficial to pedestrian continuity and public safety to focus pedestrian crossing points at designed trail crossings and connection points.*

#### **ECM Section 5.8.7: Criteria for Approval**

No modification shall be approved unless it is demonstrated that:

- The request for a modification is not based exclusively on financial considerations;  
*There is no financial consideration to this modification request. It is based purely on practical and pedestrian connectivity considerations.*
- The modification will achieve the intended result with a comparable or superior design and quality of improvement;  
*The crossing locations shown within this development are preferred in the context of pedestrian connectivity as the proposed locations provide logical connection points to the internal trail system. The ECM requirement for a 600-foot minimum distance between mid-block crossings would require additional mid-block crossings. These additional crossings are unnecessary given the proximity of the proposed mid-block crossings as designed (See attached exhibit). This requirement is not based on any ADA or other standard and would result in randomly located midblock crossings with no specific destination.*
- The modification will not adversely affect safety or operations;  
*The mid-block crossings proposed in this development include a striped crosswalk for safety and will not affect operations as the required location of 600' spacing would result in randomly placed mid-block crossings with no direct connection.*
- The modification will not adversely affect maintenance and its associated cost; and  
N/A.
- The modification will not adversely affect aesthetic appearance.  
N/A.



FUTURE PARK  
TRACT E

**LEGEND**

-  PROPERTY BOUNDARY
-  PROPOSED PEDESTRIAN CROSSINGS
-  SECTIONS OF ROAD WHERE MID-BLOCK CROSSING EXCEEDS 600'

NOT TO SCALE

TRAILS AT ASPEN RIDGE  
PEDESTRIAN CROSSING  
EXHIBIT  
ISSUE: JUNE, 2019



## 2) JUSTIFICATION FOR PUD MODIFICATIONS: SIDEWALK LOCATION ALONG COLLECTOR ROADWAY

Chapter 4.2.6.F.2.G of the Land Development Code (LDC) allows for a PUD modification of a general development standard in the LDC or criteria of the Engineering Criteria Manual (ECM), provided at least one of the benefits identified in Chapter 4.2.6.F.2.H are met. Section 5.8 of the ECM establishes an additional mechanism whereby an engineering design standard can be modified provided the limits of consideration in ECM Section 5.8.6 are met and the modifications meet the criteria for approval in ECM Section 5.8.7.

### Nature of Request:

Section of LDC/ECM from which modification is sought:

*ECM Section Figure 2-14 Typ. Urban Non-Residential Collector Cross Section*

Specific Criteria from which modification is sought:

*Sidewalk location and spacing from back of curb to be 8' per the cross-section.*

Proposed nature and extent of modification:

*To permit a curvilinear sidewalk along Legacy Drive and Frontside Drive, both of which are non-residential collectors, with varying widths of parkway between the sidewalk and back of curb.*

### LDC Chapter 4.2.6.F.2.H: Modification of Existing LDC or ECM Standard.

For approval of a modification of a general development standard in the LDC or criteria or standard of the ECM, the BoCC shall find that the proposal provides for **at least one** of the following benefits:

- Preservation of natural features;  
*N/A.*
- Provision of a more livable environment, such as the installment of street furniture, decorative street lighting or decorative paving materials;  
*N/A.*
- Provision of a more efficient pedestrian system;  
*Pedestrian circulation within the Trails at Aspen Ridge is provided through both on street sidewalks and through internal open space tracts. Walkways provided through the development via internal open space tracts permit circulation throughout the development and connect to the proposed parks. The project is designed to encourage the use of the sidewalk system and reduce the amount of driving within the community.*
- Provision of additional open space;  
*The Trails at Aspen Ridge PUDSP is proposing 27.04 acres of open space which includes a park within Filing 1 currently under Final Plat review, as well as a 6-acre community park centrally located. Additional common open space is provided throughout the development as well as trail/ sidewalk corridors.*
- Provision of other public amenities not otherwise required by the Code; or  
*N/A.*
- The proposed modification is granted in exchange for the open space and/or amenity designs provided in the PUD development plan and/or development guide.  
*The proposed curvilinear sidewalk along the main entry into the community along Legacy Drive and Frontside Drive allows a more interesting landscape street design. The varying parkway width between sidewalk and curb incorporates a mix of shrubs and turf in a designed curvilinear pattern. The proposed sidewalk and landscape design do not affect the health, safety or public welfare of the community.*

#### **ECM Section 5.8.6: Limits of Consideration:**

The ECM Administrator may only consider a project-specific modification to an existing standard when **one** of the following conditions is met:

- The ECM standard is inapplicable to a particular situation.  
*The ECM requirement for 8' is provided for adequate separation between the sidewalk and the roadway. In those areas where the distance is less than 8', a physical barrier is incorporated through the use of shrubs or ornamental grasses.*
- Topography, right-of-way, or other geographical conditions or impediments impose an undue economic hardship on the applicant, and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.  
N/A.
- A change to a standard is required to address a specific design or construction problem, and if not modified, the standard will impose an undue hardship on the applicant with little or no material benefit to the public.  
*The proposed change to the standard is not a result of an undue hardship but rather a desire by the owner/ developer to provide interest and creativity along the main roadways through the development.*

#### **ECM Section 5.8.7: Criteria for Approval**

No modification shall be approved unless it is demonstrated that:

- The request for a modification is not based exclusively on financial considerations;  
*There is no financial consideration to this modification request. It is based purely on design and aesthetic considerations.*
- The modification will achieve the intended result with a comparable or superior design and quality of improvement;  
*The 5' curvilinear sidewalk achieves the intended result of providing the required pedestrian walkways along a public roadway. The design as proposed is superior to the standard in that it creates interest and a variable landscape design.*
- The modification will not adversely affect safety or operations;  
*The sidewalk as designed will not adversely affect safety or operations as all ADA requirements and crossings are met.*
- The modification will not adversely affect maintenance and its associated cost; and  
N/A.
- The modification will not adversely affect aesthetic appearance.  
*The modification to permit a curvilinear sidewalk along Legacy Drive and Frontside Drive increases the aesthetic appearance with a mixture of shrubs and turf provided between the sidewalk and curb.*

### 3) JUSTIFICATION FOR PUD MODIFICATIONS: PERMIT PRIVATE STREETS

Chapter 8.4.4 (C)(E1)(E4) of the Land Development Code (LDC) allows for a PUD modification of a general development standard in the LDC or criteria of the Engineering Criteria Manual (ECM), provided at least one of the benefits identified in Chapter 4.2.6.F.2.H are met. Section 5.8 of the ECM establishes an additional mechanism whereby an engineering design standard can be modified provided the limits of consideration in ECM Section 5.8.6 are met and the modifications meet the criteria for approval in ECM Section 5.8.7.

#### Nature of Request:

Section of LDC/ECM from which modification is sought:

*Section 8.4.4 (C)(E1)(E4)*

Specific Criteria from which modification is sought:

*Public Roads are Required; Use of Private Roads is Generally Limited, and Private Roads are to Comply with Access Standards*

Proposed nature and extent of modification:

*To permit private roads to serve as access alleys for the rear loaded product as illustrated within Phase 4 and Phase 5 on the PUD drawings.*

#### LDC Chapter 4.2.6.F.2.H: Modification of Existing LDC or ECM Standard.

For approval of a modification of a general development standard in the LDC or criteria or standard of the ECM, the BoCC shall find that the proposal provides for **at least one** of the following benefits:

- Preservation of natural features;  
*N/A.*
- Provision of a more livable environment, such as the installment of street furniture, decorative street lighting or decorative paving materials;  
*The proposed private roadways provide access to the rear-loaded type product style currently desired in today's market. The rear-loaded product creates a Traditional Neighborhood environment where the front doors face common open space with the garages located at the rear of the house to be accessed via the private roadways/ alleys. With this design and housing style, more open space and common areas are provided for use by the community.*
- Provision of a more efficient pedestrian system;  
*Pedestrian circulation located within the areas served by the private roadway/ alleys is located at the front of the house reducing vehicular/ pedestrian conflicts. Mid-block crossings are provided in several locations to move pedestrians safely and effectively through the community.*
- Provision of additional open space;  
*The Trails at Aspen Ridge PUDSP is proposing 27.04 acres of open space which includes a park within Phase 1/ Filing 1 as well as a 6-acre community park centrally located. Additional open space is designed into the community between the fronts of the rear loaded unit types. This open space serves as pedestrian connectivity corridors and gathering space for the residents.*
- Provision of other public amenities not otherwise required by the Code; or  
*N/A.*
- The proposed modification is granted in exchange for the open space and/or amenity designs provided in the PUD development plan and/or development guide.  
*The incorporation of the private roadways for use as access to the rear of the house creates additional, common open space along the fronts of these units. This open space provides opportunities for gathering and socializing. Pedestrian connectivity is provided throughout the development allowing safe routes through and within the community.*

#### **ECM Section 5.8.6: Limits of Consideration:**

The ECM Administrator may only consider a project-specific modification to an existing standard when **one** of the following conditions is met:

- The ECM standard is inapplicable to a particular situation.  
*The ECM permits the use of private roadways.*
- Topography, right-of-way, or other geographical conditions or impediments impose an undue economic hardship on the applicant, and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.  
N/A.
- A change to a standard is required to address a specific design or construction problem, and if not modified, the standard will impose an undue hardship on the applicant with little or no material benefit to the public.  
*The proposed waiver to the standard is not a result of an undue hardship but rather a desire by the owner/ developer to provide a rear-loaded product style to meet current housing market demands and to provide a mix of housing styles. All private roadways will be built to county standards as required.*

#### **ECM Section 5.8.7: Criteria for Approval**

No modification shall be approved unless it is demonstrated that:

- The request for a modification is not based exclusively on financial considerations;  
*There is no financial consideration to this modification request. It is based on design and aesthetic considerations.*
- The modification will achieve the intended result with a comparable or superior design and quality of improvement;  
*The design as proposed is superior to the standard in that it adds another housing style to the community creating a mixed-residential neighborhood. This housing style utilizing the alley for garage access incorporates more common open space for the residents to enjoy while also providing pedestrian corridors separated from streets and driveways.*
- The modification will not adversely affect safety or operations;  
*The modification to permit private streets will not adversely affect safety or operations. A letter in support of the design and layout of private streets has been provided by the fire department.*
- The modification will not adversely affect maintenance and its associated cost; and  
*The modification to permit private streets will not adversely affect maintenance or costs as these will be owned and maintained by the metropolitan district.*
- The modification will not adversely affect aesthetic appearance.  
*The modification to permit private streets will not adversely affect aesthetic appearances since the cross-section width of these alleys is narrower than a public street and additional common space is being provided.*



**TRAILS AT ASPEN RIDGE**  
EL PASO COUNTY, COLORADO  
**FIRE ACCESS EXHIBIT**

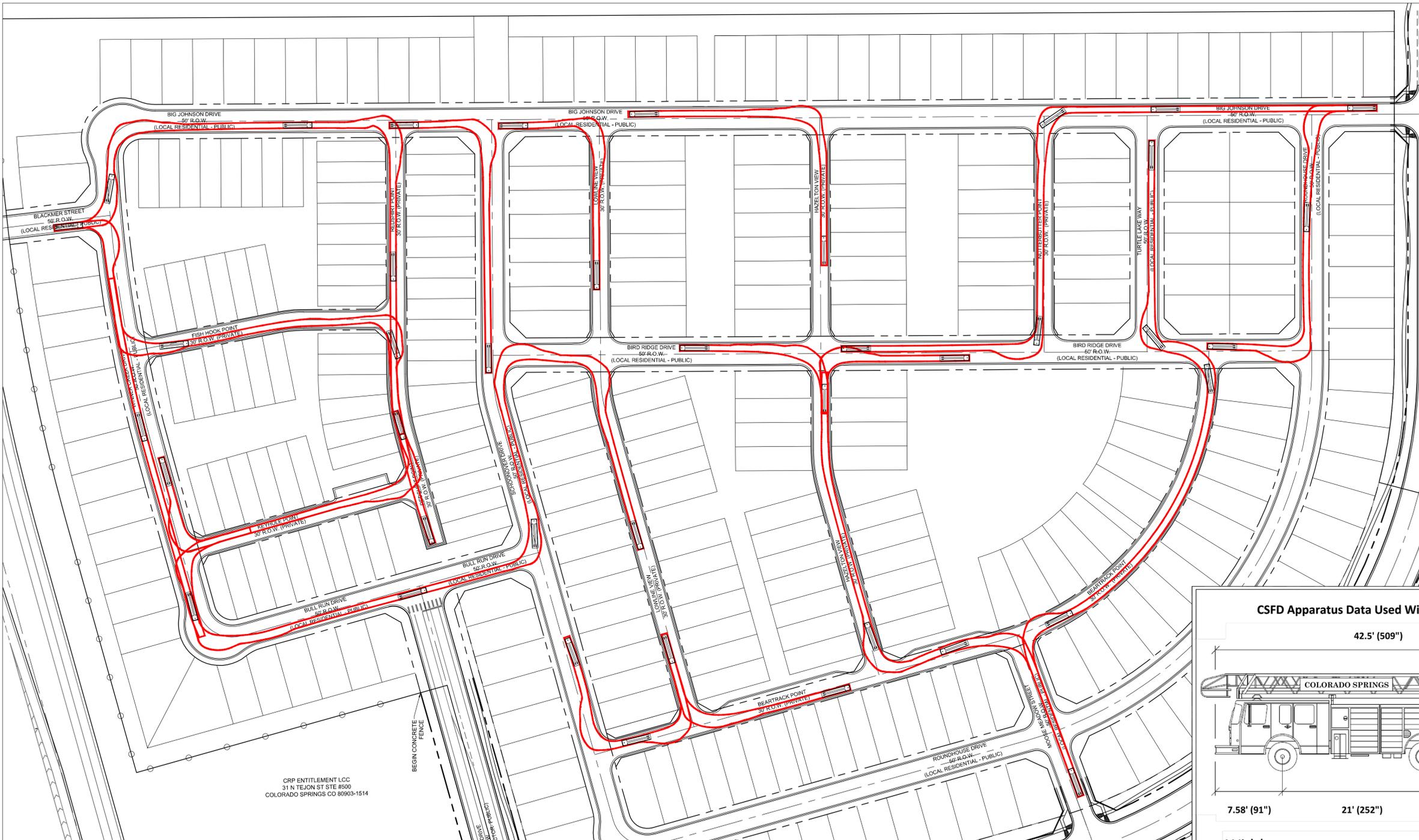
PLANNER/ LANDSCAPE ARCHITECT/ CIVIL ENGINEER:



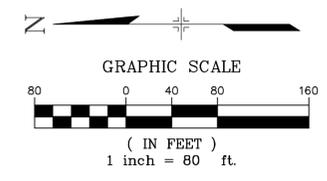
2435 Research Parkway, Suite 300  
Colorado Springs, CO 80920  
Phone 719-575-0100  
Fax 719-575-0208

PROJECT:  
**TRAILS AT ASPEN RIDGE**

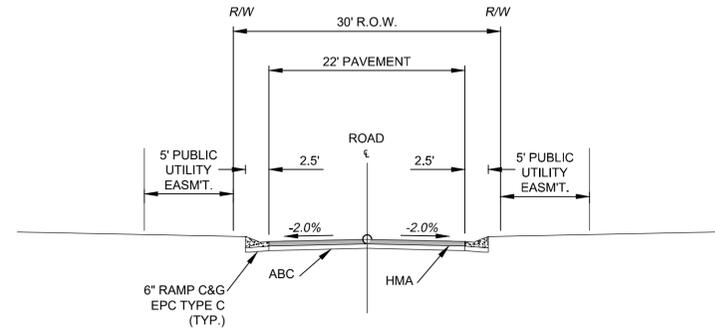
EL PASO COUNTY  
JUNE 2019



CRP ENTITLEMENT LLC  
31 N TEJON ST STE #500  
COLORADO SPRINGS CO 80903-1514



FIRE TRUCK PATH



**TYPICAL SECTION**  
**(PRIVATE ROADWAY)**  
SCALE : N.T.S.

**CSFD Apparatus Data Used Within AutoTurn**

Width	8.42' (101")
Track	8.17' (98")
Lock to Lock Time	5.00 seconds
Steering Angle	44 degrees

**Other Useful Apparatus Data**

Angle of Approach	Less than 8° degrees (not % percent)
Angle of Departure	Less than 8° degrees (not % percent)
Undercarriage Clearance	.66' (8")
Rear Overhang (CL of rear axle to rear bumper)	10' (120")
Wheelbase (CL of front axle to CL of forward rear axle)	20' (240")
Inside Turning Radii	33' (396")
Outside Turning Radii	53' (636")

ISSUE: JUNE, 2019

**FIRE ACCESS PLAN**

#### 4) JUSTIFICATION FOR PUD MODIFICATIONS: INTERSECTION SPACING

Chapter 8.4.4 (C)(E1)(E4) of the Land Development Code (LDC) allows for a PUD modification of a general development standard in the LDC or criteria of the Engineering Criteria Manual (ECM), provided at least one of the benefits identified in Chapter 4.2.6.F.2.H are met. Section 5.8 of the ECM establishes an additional mechanism whereby an engineering design standard can be modified provided the limits of consideration in ECM Section 5.8.6 are met and the modifications meet the criteria for approval in ECM Section 5.8.7.

##### Nature of Request:

Section of LDC/ECM from which modification is sought:

*Section 2.2.5 (E)*

Specific Criteria from which modification is sought:

*Road Access Criteria: roads shall not intersect urban local roadways closer than 175' from each other (centerline to centerline).*

Proposed nature and extent of modification:

*To permit urban local roadways and private roadways/ alleys to intersect centerline to centerline closer than 175'.*

##### LDC Chapter 4.2.6.F.2.H: Modification of Existing LDC or ECM Standard.

For approval of a modification of a general development standard in the LDC or criteria or standard of the ECM, the BoCC shall find that the proposal provides for **at least one** of the following benefits:

- Preservation of natural features;  
N/A.
- Provision of a more livable environment, such as the installment of street furniture, decorative street lighting or decorative paving materials;  
N/A
- Provision of a more efficient pedestrian system;  
*The reduce roadway intersection spacing is a direct result of using private roadways/ alleys within the design. Part of the design intent is that pedestrian circulation located within the areas served by the private roadway/ alleys is located at the front of the house reducing vehicular/ pedestrian conflicts. These internal pedestrian corridors as provided throughout the areas integrating this product type and the sidewalk configuration.*
- Provision of additional open space;  
*The Trails at Aspen Ridge PUDSP is proposing 27.04 acres of open space which includes a park within Phase 1/ Filing 1 as well as a centrally located 6-acre community park. Additional open space is designed into the community between the fronts of the rear loaded unit types. This open space serves as pedestrian connectivity corridors and gathering space for the residents.*
- Provision of other public amenities not otherwise required by the Code; or  
N/A.
- The proposed modification is granted in exchange for the open space and/or amenity designs provided in the PUD development plan and/or development guide.  
*The incorporation of the private roadways, resulting in intersection spacing of less than 175', for use as access to the rear of the house creates additional, common open space along the fronts of these units. This open space provides opportunities for gathering and socializing. In addition, pedestrian connectivity is provided throughout the development allowing safe routes through and within the community.*

### **ECM Section 5.8.6: Limits of Consideration:**

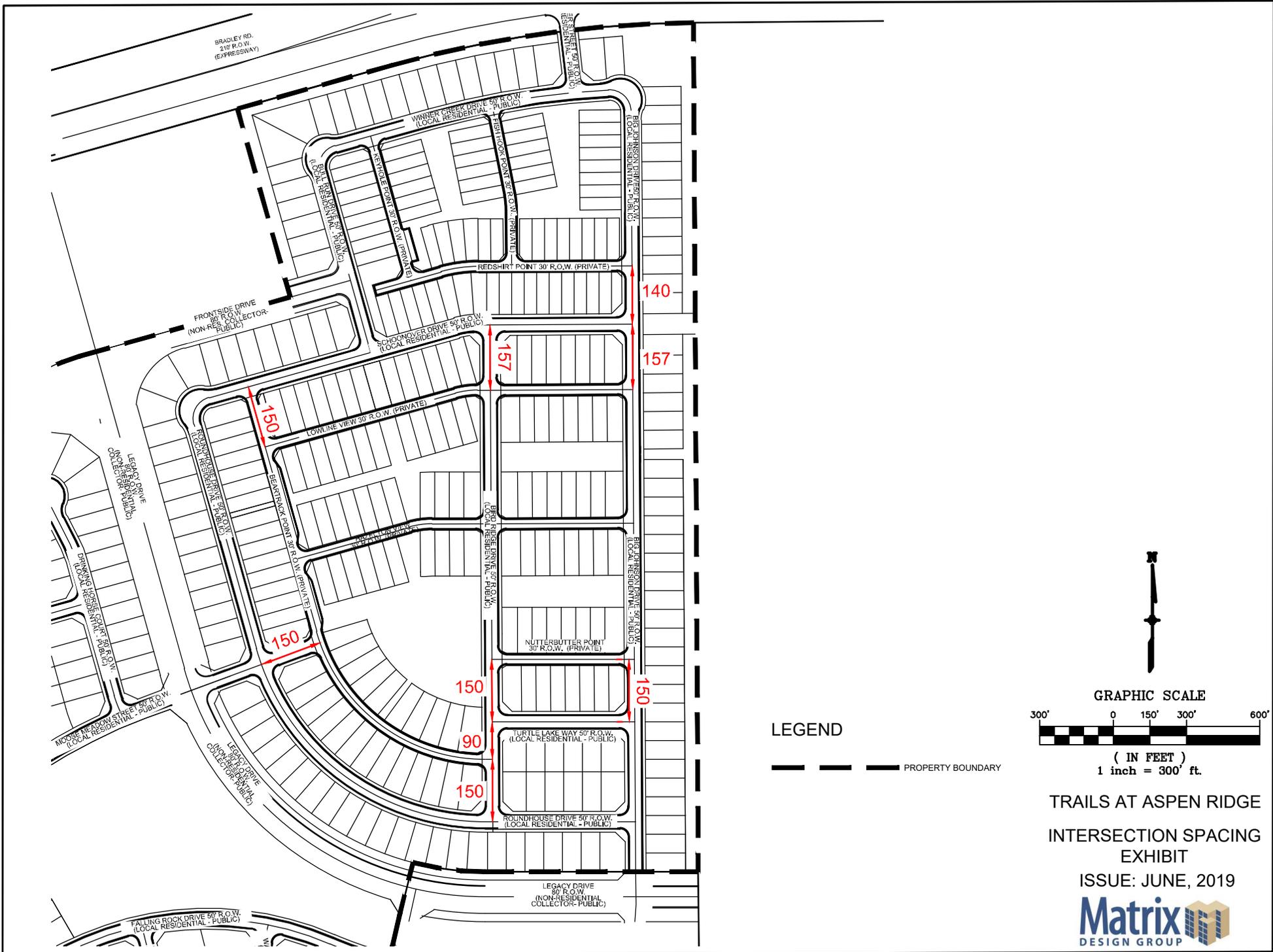
The ECM Administrator may only consider a project-specific modification to an existing standard when **one** of the following conditions is met:

- The ECM standard is inapplicable to a particular situation.  
*The 175' intersection spacing requirement was created when single-family residential lots were larger in nature based on market demand at that time. In recent years market demand has shifted towards smaller lots with more common open space. The 175' spacing requirement did not consider these smaller lots, in particular rear or alley loaded residential units. Applying this standard would prevent the use of the small lot, rear loaded product illustrated with this PUDSP.*
- Topography, right-of-way, or other geographical conditions or impediments impose an undue economic hardship on the applicant, and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.  
N/A.
- A change to a standard is required to address a specific design or construction problem, and if not modified, the standard will impose an undue hardship on the applicant with little or no material benefit to the public.  
*The proposed waiver to the standard is not a result of an undue hardship but rather a desire by the owner/ developer to provide a rear-loaded product style to meet current housing market demands. This recent shift in market demand towards smaller lots with more common open space results in intersections spaced less than the required 175'. The 175' spacing requirement did not consider these smaller lots, in particular rear or alley loaded residential units. Applying this standard would prevent the use of the small lot, rear loaded product illustrated with this PUDSP.*

### **ECM Section 5.8.7: Criteria for Approval**

No modification shall be approved unless it is demonstrated that:

- The request for a modification is not based exclusively on financial considerations;  
*There is no financial consideration to this modification request. It is based on design considerations.*
- The modification will achieve the intended result with a comparable or superior design and quality of improvement;  
*The design as proposed is superior to the standard in that it adds another housing style to the community creating a mixed-residential neighborhood. This housing style utilizing the alley for garage access incorporates more common open space for the residents to enjoy while also providing pedestrian corridors separated from streets and driveways.*
- The modification will not adversely affect safety or operations;  
*The modification to permit roadway intersections less than 175' will not adversely affect safety or operations as these intersections are not designed as through streets limiting traffic to residents. While the intersection spacing distances do vary, in all but one instance is the intersection spacing at least 150' or more permitting adequate line of sight and queuing.*
- The modification will not adversely affect maintenance and its associated cost; and  
*The modification to the intersection spacing requirements will not adversely affect maintenance or costs as all private roadways will be owned and maintained by the metropolitan district. All public will be designed and built to EPC Standards to be owned and maintained by El Paso County.*
- The modification will not adversely affect aesthetic appearance.  
N/A.



BRADLEY RD.  
247' R.O.W.  
(EXPRESSWAY)

WINNER CREEK DRIVE 50' R.O.W.  
(LOCAL RESIDENTIAL - PUBLIC)

BEARTRACK POINT 30' R.O.W. (PRIVATE)

REDSHIRT POINT 30' R.O.W. (PRIVATE)

FRONT SIDE DRIVE  
80' R.O.W.  
(NON-RESIDENTIAL COLLECTOR - PUBLIC)

SCHOONER DRIVE 50' R.O.W.  
(LOCAL RESIDENTIAL - PUBLIC)

LOWLINE VIEW 30' R.O.W. (PRIVATE)

BEARTRACK POINT 30' R.O.W. (PRIVATE)

LEGACY DRIVE 50' R.O.W.  
(NON-RESIDENTIAL COLLECTOR - PUBLIC)

NUTTERBUTTER POINT  
30' R.O.W. (PRIVATE)

TURTLE LAKE WAY 50' R.O.W.  
(LOCAL RESIDENTIAL - PUBLIC)

ROUNDHOUSE DRIVE 50' R.O.W.  
(LOCAL RESIDENTIAL - PUBLIC)

LEGACY DRIVE  
50' R.O.W.  
(NON-RESIDENTIAL COLLECTOR - PUBLIC)

FALLING ROCK DRIVE 50' R.O.W.  
(LOCAL RESIDENTIAL - PUBLIC)

140

157

150

150

150

90

150

150