



WINDERMERE

SITE DEVELOPMENT PLAN

Letter of Intent

PCD File No. PPR-* 2442

November 2024

APPLICANT-OWNER/CONSULTANT INFORMATION:

OWNER/APPLICANT

Windsor Ridge Homes
Attn: Todd Stephens
4164 Austin Bluffs Pkwy Ste. #36
Colorado Springs, CO 80918
719-499-6136

PLANNING

Kimley-Horn & Associates
Attn: Jim Houk, PLA
2. North Nevada Avenue, Ste. #300
Colorado Springs, CO 80903
719-453-0180

ENGINEERING

KIMLEY-HORN AND ASSOCIATES, INC.
2 NORTH NEVADA AVENUE, SUITE 900
COLORADO SPRINGS, CO 80903
Noah.Brehmer@kimley-horn.com
719-352-9154

LOCATION, ACREAGE, PARCEL ID INFO, & ZONING

The application for a multi-family townhome Site Development Plan on the recently zoned and approved RM-30 (Parcel Number 5329400016) located at the northwest corner of the intersection of North Carefree Circle and Marksheffel Road (see vicinity map exhibit).



REQUEST

Windsor Ridge Homes (“Applicant”) Requests approval for a site development plan to (SDP) establish 104 single family attached dwelling units. The application is seeking density approval for 11.2 dwelling units per acre (DU/AC) on the ±9.258 acre site.

The application will also consists of:

- Two access points to Mardale Lane.
- Establishment of Private Roads within the site

The proposed plan has been prepared and design per the land development code Chapter 6.

UTILITIES

Water and sanitary sewer services will be provided by Cherokee Metropolitan District. Electric and natural gas will be provided by Mountain View Electric Association Inc. and Colorado Springs Utilities (Gas) respectively. The communications provider will be contracted by the developer. See the related commitment letters as part of the application.

DRAINAGE AND GRADING

The site currently lies within the Sand Creek Drainage Basin. Drainage improvements will be constructed in accordance with the Final Drainage Report and Construction Documents as applicable, including a sub-regional WQ/Detention pond on the north end of the site and a local WQ/Detention

This is not part of this project. Please either remove or revise to indicate that it was part of Windermere Filing 1

pond in the south east corner of the site. The existing ponds will be cleaned up at the time of pre-development overlot grading, as well as the installation of wet utilities. The detention ponds and onsite drainage shall be owned and maintained by the Sands Metropolitan District #4 per existing agreements.

Ultimate outflow from the site occurs at the southeastern corner of the existing private on-site full spectrum extended detention basin. Existing and proposed flows enter the detention basin and are released at less than historic rates from the existing pond control structure through the existing 18" outfall pipe which connects to the existing public area inlet at then enter the existing off-site stormwater network.

Include project # for Preliminary Plan. Current PP has not been approved yet. Please update statement if SP223 is the plan being referenced.

Per the drainage report and part of the approved Preliminary Plan, the existing detention basin design was based on a final build-out watershed imperviousness of 68%. The existing outlet structure has a release rate of 0.3 cfs and 10.6 cfs for the 5-year and 100-year storm events respectively. Under historic conditions, the sub-basin EX-A released at rates of 11.3 cfs and 28.2 cfs for the 5-year and 100-year storm events respectively. The proposed flows for the on-site sub basins is 18.25 cfs and 41.95 cfs for the 5-year and 100-year storm events respectively. These proposed flows are accounted for in the design of the existing detention basin.

Flows from pond outlet should compare to flows at DP6 not drainage basin EX-A.

Flows do not match with drainage map.

TRAFFIC

The Windermere Subdivision requests to be placed in the 10 mill Traffic Improvement District related to the Road Impact Fee program.

Not shown on SDP.

The Windermere subdivision is accessed via 1 full-movement access points from Antelope Ridge Drive on the west side of the subdivision. The north direct access points lines up with the existing intersections along Mardale Lane, approximately 200 and 550 feet east of Antelope Ridge.

A Traffic Analysis prepared by LSC Transportation Consultants Inc. shows that all site access points will operate at satisfactory levels of service as stop-sign-controlled intersections based on the projected short term and 2040 total traffic volumes. The intersection of North Carefree Circle & Antelope Ridge does not currently operate at an acceptable level of service for the southbound left-turn AM peak flow. Warrants for a signal however, are not currently met. Warrants for a signal are anticipated to be met by, but not before 2040. See the TIS for further explanation. The proposed road improvements required for site development will be restriping on Antelope Ridge to provide southbound left-turn lanes approaching each of the two site access points and adding a northbound right-turn lane at the north access. No other offsite traffic improvements are proposed.

Please show as proposed on SDP.

The developer agrees to provide escrow or direct contribution to the City of Colorado Springs for the future anticipated signal at the intersection of Marksheffel Rd and N. Carefree Circle. The developer will comply with the City's requirements at the final plat stage.

Land Development Code

PARKING

The project provides off-street parking as required by El Paso County, Section 6.2.5. The project requires two (2) parking spaces per dwelling unit, which will include one (1) guest space per four (4) units. Twenty-six (26) guest parking is required, a total of thirty-nine (39) guest parking spaces are provided.

Please include missing ADA information and remove highlight.

ADA

ADA parking space per, which will be provided. All units will provide two (2) garage parking spaces and will comply with ADA standards. The project provides and has been planned for the parking and access in compliance of the ADA and Federal and State accessibility laws. Walk and access has been provided in associated site office.

SITE LIGHTING

All site lighting will meet the EPC design standards and shall be submitted in accordance with submittal requirements for (photometrics) lighting plans. The current site lighting will be limited to architectural lighting fixed over the unit front doors and over the garage doors. No other site lighting planned. Light fixtures shall be arranged and positioned such that the light sources are concealed and fully shielded as to so minimized impacts to adjacent properties and rights-of-way. Light fixtures are required to be full cutoff. See sample details.

LANDSCAPING

The project provides landscaped areas per El Paso County code. The plan provides the minimum required landscape setbacks along all front and side frontages. The planting design will provide a combination of trees, (deciduous/evergreen) fencing, grass and shrubs. The project also reflects the 25' setback along roadway frontage. See landscape sheets for further details. The application also requests minor tree and shrub substitutions.

SITE SIGNAGE

A separate signage program and application will be provided under separate application. No sign locations have been identified at this time.

WAVIER

One waiver is proposed with this subdivision: **Waiver is not needed as access is through driveways, not roads.**

Waiver Request #1 – A waiver from Section 8.4.4.E.3 of the Land Development Code (LDC) to allow for a private road.

Waiver Approval Criteria (Private Road/Access)

- ***The waiver does not have the effect of nullifying the intent and purpose of this Code;***

The waiver request does not have the effect of nullifying the intent and purpose of the Code, which is the preservation and improvement of the public health, safety and general welfare of the citizens and businesses of El Paso County; to ensure that public facilities and services are available concurrent with development and will have a sufficient capacity to serve the proposed subdivision, and, in so doing, ensure that current residents will be required to bear no more than their fair share of the cost of providing the facilities and services by requiring the developer to pay fees, furnish land, or establish mitigation measures to cover the development's fair share of the capital facilities needs generated by the development.

The proposed private roads would exist solely to serve the residents access to the proposed lots (104 lots in total).

- ***The waiver will not result in the need for additional subsequent waivers;***

No additional waivers are needed to support the private road/access waiver.

- ***The granting of the waiver will not be detrimental to the public safety, health, or welfare or injurious to other property;***

The private road will meet all applicable dimensional criteria of the public standard urban local roadway. Additionally, the proposed private road access adheres to all applicable criteria to provide adequate turning capabilities for emergency vehicles.

- ***The conditions upon which the request for a waiver is based are unique to the property for which the waiver is sought and are not applicable to other property;***

The proposed private road is intended only to serve the residents access to the proposed lots. Public access would not be necessary or feasible given the nature of the constraints associated with the site. There is no benefit to the public to provide access through the proposed site as there is no efficient connectivity to other adjacent parcels or developments. These conditions create a unique, cumulative circumstance upon the property, which are not applicable to other properties.

- ***A non-economical hardship to the owner would result from a strict application of this Code;***

The requested waiver are not related to any specific economic hardships.

- ***The waiver will not in any manner vary the zoning provisions of this Code; and***

The waiver will not vary any zoning provisions of the Code.

- ***The proposed waiver is not contrary to any provision of the Master Plan.***

The waiver is not contrary to any provision of the Master Plan.

DEVIATION

A deviation from the standards of or in Section **2.3 Roadway Design** of the Engineering Criteria Manual (ECM) is requested. The request to proposed design changes to the typical urban local and urban local (low volume) cross section to allow for a townhome layout consistent with the layout within the CSU standard cross sections, which allows 42 feet from face of building to face of building. The proposed design allows for a more dense townhome community, which is not currently available in the County standard cross sections. The proposed design has four different cross sections throughout the Site. However, the main intent of all the cross sections is to follow as closely to the Urban Local (Low Volume) and typical CSU private street cross sections (typically used in townhome applications) as the basis for design.

The four proposed cross sections are as follows:

1. 26 foot roadway with townhomes on two sides, 8 foot garage apron, for a minimum of 42 feet between face of building to face of building. This is a 2 foot increase of pavement width from the Urban Local (Low Volume) standard
2. 26 foot roadway with townhomes on one sides, 8 foot garage apron on one side, standard curb and gutter on the opposite side. This is a 2 foot increase of pavement width from the Urban Local (Low Volume) standard
3. 28 foot roadway with standard curb and gutter on both sides and an attached sidewalk on one side, as applicable. This cross section is intended for the main drive at the entrance to the site where the low volume ADT threshold is not meet. This is a 2 foot reduction from the standard 30 foot pavement width of the Urban Local standard. There are townhomes accessed from this roadway on one side.
4. 24 foot roadway with standard curb and gutter on both sides and an attached sidewalk on one side, as applicable. This cross section is intended for the main drive at the entrance to the site where the low volume ADT threshold is not meet. This is a 4 foot reduction from the standard 30 foot pavement width of the Urban Local standard.

There is no current cross section with the County standards allowing for a dense townhome application. The following are reasons why the proposed changes are consistent with the intent of ECM design standards

- The roadways are only internal. There is no through traffic or planned extensions to other adjacent properties. This means that only the residents and guests of these townhomes will provide traffic on the roadways
- The proposed dimensions and layout meet fire standards by Falcon Fire District

Proposed dimensions are suitable for the needed utility design. Cherokee Metro District has seen the layout and has given preliminary support. Cherokee Metro follows the Colorado Springs Utilities standards with a few exceptions. Because the utility layout follows a standard CSU cross section, they are in preliminary support.

The roadway design criteria have been reviewed and found to result in a comparable design and performance of the standard CSU utility cross section (generally used for townhome applications). Additionally, the design tries to incorporate the standard urban local and urban local low volume roadway cross sections, as applicable. A modified cross section will be provided for the proposed streets that includes all required pedestrian facilities and utilities to serve the subdivision in addition to each individual lot.

The proposed modifications will not adversely affect safety or operations of the proposed roads. Adequate pedestrian access and circulation has been provided. Road widths and associated geometries accommodate emergency vehicle use and maneuverability.

The deviation will not adversely affect maintenance and cost. The modification doesn't not include any component or features which require specialized maintenance activities and/or equipment.

The planned roads will not adversely affect aesthetic appearance within the proposed development. The street and modified cross section (increased width) is incorporated into the overall design concept.

Proposed street/road design modifications meet the design intent and purpose of the ECM standards. Required roadway, pedestrian, and utility components are included in the proposed cross sections.

The proposed design modifications do not change the ability to remain consistent with the control measure requirements of the Couty MS4 permit. All the runoff from the proposed roadways will be

captured and receive water quality treatment provided by an existing detention pond. 100-year Detention will be provided by the existing detention pond. The drainage system has been designed in a way to capture impervious surfaces throughout the site.