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Grandview Reserve Phases 2 & 3  
Preliminary Plan & PUD  
Traffic Impact Analysis  
PUDSP-23-006 & PUDSP-24-001  
(LSC #S234340)  
August 13, 2024

**Traffic Engineer's Statement**

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



**Developer's Statement**

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

Boyan Rudo

8/15/24  
Date

of Rex Road will be developed with the same number of residential dwelling units as was assumed in the Master TIS for the area that includes the currently-proposed school site south of Rex Road.

### Site Access

Three new public-street connections (Edenvale Place, Grange Trail, and Wishaw Place) are proposed to an extension of Rex Road as part of Phase 2 and 3. Figure 2b shows the proposed intersection spacing on Rex Road.

Based on the criteria contained in the El Paso County *Engineering Criteria Manual (ECM)*, the required intersection spacing for Minor Arterial roadways is  $\frac{1}{4}$  mile (1,320 feet). The proposed public-street access points to Eastonville Road meet the intersection spacing criteria. The Phase 1 TIS assumed a potential future access for parcels north of Rex Road about 650 feet east of Ivybridge Drive and 875 feet west of the first new proposed access point for Phase 1 (Ivybridge Boulevard). This future access would require a deviation to the *ECM* standards.

Figure 2c shows the planned internal street connections between Phase 1 and Phases 2/3, the street connections to the portion of Rex Road to be constructed, and phasing/timing of connections to the Phase 1 street network. The master-planned road connection to US Highway 24 will be completed later with future phases (beyond Phase 3).

One change is proposed to the **Phase 1** street network as part of the current planning for Phases 2 and 3. As noted in the attached copy of Figure 13 from the *Grandview Reserve Phase 1 Updated Traffic Impact Analysis (PUDSP-21-010)*, dated May 9, 2022, Dawlish Drive is now planned to be classified as an Urban Residential Collector from Eastonville Road to Ivybridge Drive. This change has been made as part of the site design and planning process to ensure interim Phases 2 and 3 trips/traffic volumes can be accommodated by the previously planned Phase 1 streets.

### Pedestrian and Bicycle Accommodations

UPDATED

There are two existing school Falcon School District 29 sites located within two miles of the site, Falcon High School and Meridian Ranch Elementary. A future Falcon School District 29 K-8 school is planned just north of Falcon High School. These schools are located north of Londonderry Drive and west of Eastonville Road. A future Peyton School District 23jt school site is located within the currently-proposed Grandview Reserve Phase 3 area. There is also a regional park located just west of the site.

The likely pedestrian path to the Falcon School District 49 school sites and to the park site is Eastonville Road to Londonderry Drive. There are currently sidewalks and school crossings on Londonderry Drive. There are currently no sidewalks on Eastonville Road. However, the *2016 Major Transportation Corridors Plan (MTCP)* shows a proposed primary regional trail along this corridor. The cross section for Eastonville Road north of Stapleton Drive recommended in the *Eastonville Road Conceptual Design Report* dated April 2021 includes an 8-foot detached

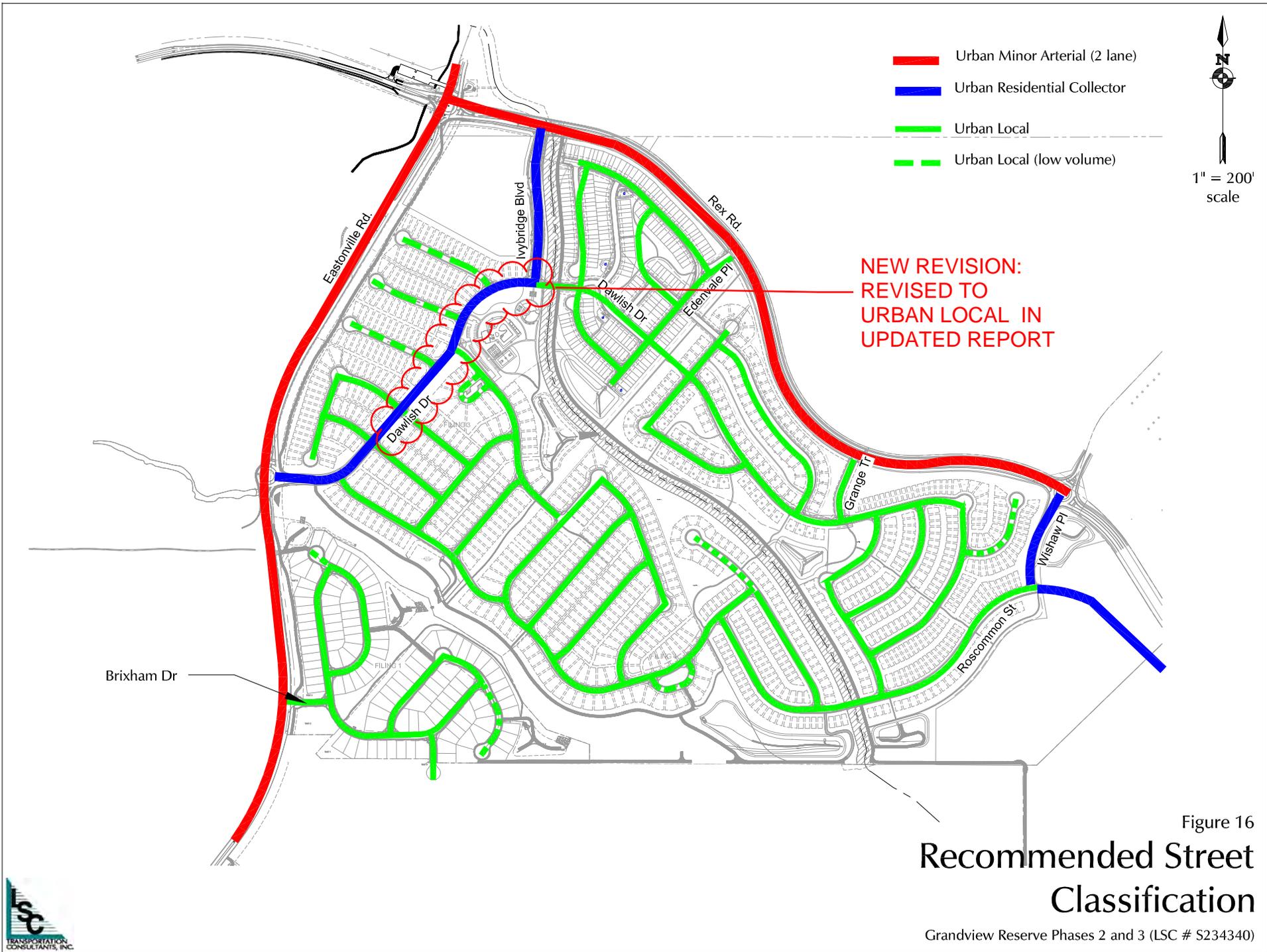


Figure 16  
**Recommended Street  
 Classification**

Grandview Reserve Phases 2 and 3 (LSC # S234340)

## MULTI-MODAL AND PEDESTRIAN/BIKE TRANSPORTATION

- A park n' ride facility is planned for a site near Meridian Road and US Hwy 24.
- The Rock Island Regional Trail passes adjacent to the site.
- Many of the area County roads have been or will be upgraded to provide paved shoulders for cyclists. Stapleton and Elbert Road are shown as future "bike routes".
- The 2024 MTCP shows multiuse shoulders (greater than 4 feet) along Stapleton Road Londonderry Drive and Eastonville south of Stapleton Road (to Snaffle Bit Road).
- The 2024 MTCP includes an *Unincorporated El Paso County Targeted Sidewalk Gap Analysis* (MTCP Figure 33). This area is one of the focus areas with missing sidewalks along Eastonville Road, Stapleton Road, and the east end of Londonderry Drive.
- The MTCP shows a future primary regional trail along Eastonville Road. Another future primary regional trail is shown extending west from Eastonville Road though Meridian Ranch.
- The US Hwy 24 PEL study also includes multi-modal elements. The 2024 MTCP shows the Rock Island Trail along Highway 24.
- All of the internal streets within Grandview Reserve Phases 1 through 3 will have sidewalks that will connect to Rex Road and/or Eastonville Road. The Waterbury system shown in Figure 2 will also connect to the future Waterbury Road south in addition to connections to Rex Road and Eastonville Road.

HRG Response:  
Deviation submitted with this resubmittal

## DEVIATIONS TO ECM CRITERIA

The following deviations to the criteria contained in the El Paso County *Engineering Manual (ECM)* have been submitted as part of this application:

- Cross section of an Urban Minor Arterial for Rex Road adjacent to the site.
- **Typical Urban Local cross section: The roadway where this modified section would be utilized will be an entry road for the subdivision. The increased right-of-way width will allow for a detached sidewalk which will allow for an enhancement of the landscaping along the entryway.**
- Two waivers to the requirement for all "T" intersections to have a minimum of three access ramps.

Please submit this deviation; did not see it with this round of submittals

## TRANSPORTATION IMPROVEMENT FEE PROGRAM

### Project Fees

This project will be required to participate in the El Paso County Road Improvement Fee Program. Grandview Reserve will join the ten-mil PID. The ten-mil PID building-permit fee portion associated with this option is \$1,458 per multi-family dwelling unit and \$1,221 per single-family dwelling unit. The total building-permit fee would be \$626,940 for the 430 townhomes and duplexes within Phase 2 and \$393,162 for the 322 single-family lots within Phase 3. It is likely

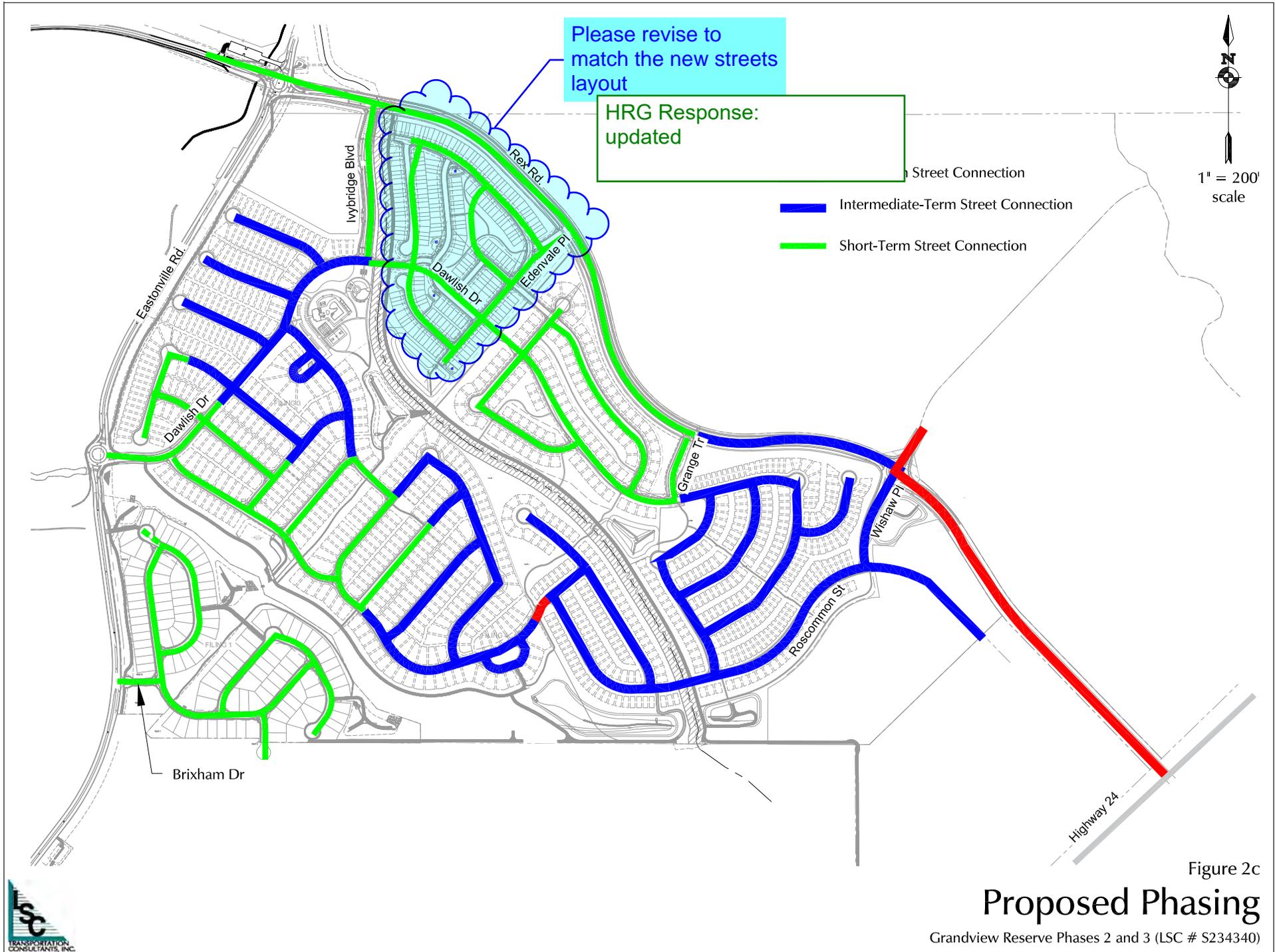


Figure 2c

# Proposed Phasing

Grandview Reserve Phases 2 and 3 (LSC # S234340)



# V3\_TIS.pdf Markup Summary

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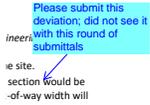
## Engineer (3)

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**Author:** Bret  
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typical Urban Local cross section: The roadway where this modified section would be



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Please revise to match the new streets layout