



Development Services Department
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DEVIATION REVIEW AND DECISION FORM

Procedure # R-FM-051-07
 Issue Date: 12/31/07
 Revision Issued: 00/00/00

DSD FILE NO.:

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General Property Information:

Address of Subject Property (Street Number/Name): N/A
 Tax Schedule ID(s) #: 5200000321,5200000324,5200000323
 Legal Description of Property:

TR IN SEC 35-12-65 DESC AS FOLS: BEG AT NE COR OF SD SEC 35, TH S 00<12'22" W ALG E LN OF NE4 OF SD SEC 35 2643.90 FT TO E4 COR OF SD SEC 35, S 00<12'33" W ALG E LN OF SE4 2643.60 FT TO SE COR OF SD SEC 35, S 89<34'54" W ALG S LN OF SE4 2638.11 FT TO S4 COR OF SD SEC 35, S 89<34'54" W ALG S LN OF SW4 424.39 FT, N 00<25'55" W 545.21 FT, N 89<34'05" E 45.25 FT, N 00<00'17" W 311.11 FT, N 89<52'55" E 92.56 FT, N 00<00'03" W 325.47 FT, N 00<00'31" E 70.00 FT, S 89<59'29" E 274.88 FT, N 00<02'28" E 336.98 FT, S 89<59'51" E 7.74 FT, N 00<00'28" W 337.09 FT, N 89<59'33" W 49.08 FT, N 00<00'27" E 70.00 FT, N 07<08'13" E 394.81 FT, N 90<00'00" W 235.18 FT, N 11<46'53" E 262.72 FT, TH ALG ARC OF CUR TO R HAVING A RAD OF 140.00 FT AN ARC DIST OF 96.60 FT A C/A OF 39<31'59" WHOSE LONG CHORD BEARS N 31<32'52" E 94.69 FT, N 51<19'55" E 504.71 FT, N 43<44'56" W 326.42 FT, S 51<19'03" W 111.64 FT, N 38<41'08" W 70.00 FT, N 44<54'11" W 291.95 FT, TH ALG ARC OF CUR TO L HAVING A RAD OF 2817.31 FT AN ARC DIST OF 105.85 FT A C/A OF 02<09'10" WHOSE LONG CHORD BEARS N 46<49'47" E 105.84 FT, N 45<45'12" E 254.70 FT, N 44<09'40" W 120.02 FT, N 45<51'17" E 1422.13 FT, TH ALG ARC OF CUR TO R HAVING A RAD OF 2060.00 FT AN ARC DIST OF 1141.83 FT A C/A OF 31<45'30" WHOSE LONG CHORD BEARS N 61<43'05" E 1127.27 FT TO N LN OF NE4 OF SD SEC 25, TH S 88<32'26" E ALG SD N LN OF NE4 776.76 FT TO POB, TOG WITH EASEMENTS BY REC #204166504

ALL SEC 35-12-65, EX RDS CONV TO COUNTY BY BK 3615-387, TOG WITH NON-EXCLUSIVE EASEMENTS FOR RD PURPOSES, EX TRS CONV BY REC #204166504, REC# 204191191 & REC# 205048346

TR IN SEC 35-12-65 DESC AS FOLS: COM AT S4 COR SD SEC 35, TH S 89<34'54" W 424.39 FT FOR POB, TH CONT ON SD COURSE 678.16 FT, N 00<00'00" E 2971.40 FT, TH ALG ARC OF CUR TO THE L HAVING A RAD OF 3176.22 FT A C/A OF 17<00'39" WHICH CHORD BEARS N 57<40'48" E 939.54 FT, S 44<54'11" E 291.95 FT, S 38<41'08" E 70.0 FT, N 51<19'03" E 111.64 FT, S 43<44'56" E 326.42 FT, S 51<19'55" W 504.71 FT, TH ALG ARC OF CUR TO THE L HAVING A RAD OF 140.0 FT A C/A OF 39<31'59" WHICH CHORD BEARS S 31<32'52" W 94.69 FT, S 11<46'53" W 262.72 FT, S 90<00'00" E 235.18 FT, S 07<08'13" W 394.81 FT, S 00<00'27" W 70.0 FT, S 89<59'33" E 49.08 FT, S 00<00'28" E 337.09 FT, N 89<59'51" W 7.74 FT, S 00<02'28" W 336.90 FT, N 89<59'29" W 274.88 FT, S 00<00'31" W 70.0 FT, S 00<00'03" E 325.47 FT, S 89<52'55" W 92.56 FT, S 00<00'17" E 311.11 FT, S 89<34'05" W 45.25 FT, S 00<25'55" E 545.21 FT TO POB

Subdivision or Project Name: The Ranch Sketch Plan

Section of ECM from Which Deviation is Sought: 2.2.5.B.1

Specific Criteria from Which a Deviation is Sought: Intersection spacing along a Principal Arterial

Proposed Nature and Extent of Deviation: Request for full-movement, future public street intersections along the planned future Stapleton Drive/Briargate Parkway (a planned four-lane, Urban Principal Arterial) with the intersection spacing dimensions shown on the proposed Sketch Plan. The centerline spacings from east to west from the Stapleton/Towner intersection to the planned future intersection of Banning Lewis Parkway/Briargate shown on the Sketch Plan are 2,550 feet, 2,900 feet, 1,550 feet and 2,200 feet. Please refer to attached exhibit. The first intersection west of Towner is shown as a conventional four-leg, full-movement intersection and the proposed

accessibility.

provision for access to the west. The planned Stapleton Drive/Briargate Parkway extension to the west is shown on the MTCP, but no ROW currently exists. Also, there are two drainageways which run through the site. The proposed intersections have been positioned between these drainageways.

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.

If at least one of the criteria listed above is not met, this application for deviation cannot be considered.

Criteria for Approval:

PLEASE EXPLAIN HOW EACH OF THE FOLLOWING CRITERIA HAVE BEEN SATISFIED BY THIS REQUEST

The request for a deviation is not based exclusively on financial considerations.

The request is based on the need to provide adequate access and circulation for the proposed development given the topographic, landownership and available right-of-way constraints described in the previous section.

The deviation will achieve the intended result with a comparable or superior design and quality of improvement.

The intersection spacing of the first intersection west of Towner would only be 90 feet short of the half-mile standard. This would not be a significant departure from the standard - even from the perspective of signal spacing. The spacing between the two proposed roundabouts and the proposed west roundabout and the future Banning Lewis Ranch/Briargate intersection would not be problematic. Signal progression would not be relevant through these planned roundabout intersections, and the spacing would be more than sufficient for tapers, transitions, and any auxiliary turn lanes on the westbound approach to Banning Lewis Parkway. The proposed roundabout spacing would exceed the spacing of the Research Parkway roundabouts in Wolf Ranch (City of Colorado Springs). The provision for two roundabouts instead of one would allow roundabouts to be utilized as traffic control devices - with one roundabout intersection, the roundabout capacity would likely be exceeded.

The deviation will not adversely affect safety or operations.

The deviation would not adversely affect operations or safety as the signal spacing on the east side of the project is within 90 feet of meeting the one-half mile standard. The roundabout spacing is less than one-half mile, however, signal progression would not be relevant through these planned roundabout intersections and the spacing would be more than sufficient for tapers, transitions, and any auxiliary turn lanes on the westbound approach to Banning Lewis Parkway; The provision for two roundabouts instead of one would allow roundabouts to be utilized as traffic control devices - with one roundabout intersection, the roundabout capacity would likely be exceeded. In general, roundabout intersections have safety benefits when compared to signalized intersections; The shorter-than half mile spacing may potentially be better than half-mile spacing as the segment lengths between them may reduce speeds and the amount of acceleration and deceleration behavior between the roundabouts when compared to longer distance between them.

The deviation will not adversely affect maintenance and its associated cost.

The deviation with the associated roundabouts would allow for lower ongoing maintenance cost without the need to power and maintain a traffic signal. The maintenance cost of two roundabouts would be greater than one roundabout, however one roundabout would most likely not meet ECM or HCM standards for capacity.

The deviation will not adversely

The proposed spacing with associated roundabouts would not adversely affect the

affect aesthetic appearance.

aesthetic appearance as roundabouts are generally more aesthetically appealing than traffic signal poles and can be landscaped to be significantly more aesthetically appealing.

Owner, Applicant and Engineer Declaration:

To the best of my knowledge, the information on this application and all additional or supplemental documentation is true, factual and complete. I am fully aware that any misrepresentation of any information on this application may be grounds for denial. I have familiarized myself with the rules, regulations and procedures with respect to preparing and filing this application. I also understand that an incorrect submittal will be cause to have the project removed from the agenda of the Planning Commission, Board of County Commissioners and/or Board of Adjustment or delay review, and that any approval of this application is based on the representations made in the application and may be revoked on any breach of representation or condition(s) of approval.

[Signature] V.P. 5/21/19
Signature of owner (or authorized representative) Date

Signature of applicant (if different from owner) Date

Signature of Engineer Date

Engineer's Seal



Review and Recommendation:
APPROVED by the ECM Administrator

<p>Approved <small>by Elizabeth Nijkamp El Paso County Planning and Community Development on behalf of Jennifer Irvine, County Engineer, ECM Administrator</small></p> <p>07/03/2019 6:50:21 AM</p> <p style="text-align: right;"><small>Date</small></p>	
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This request has been determined to have met the criteria for approval. A deviation from Section
_2.2.5.B.1 of ECM is hereby granted based on the justification provided. Comments:

This approval is conditional with the use of the proposed
roundabouts. If roundabouts are removed, the approval is
revoked.

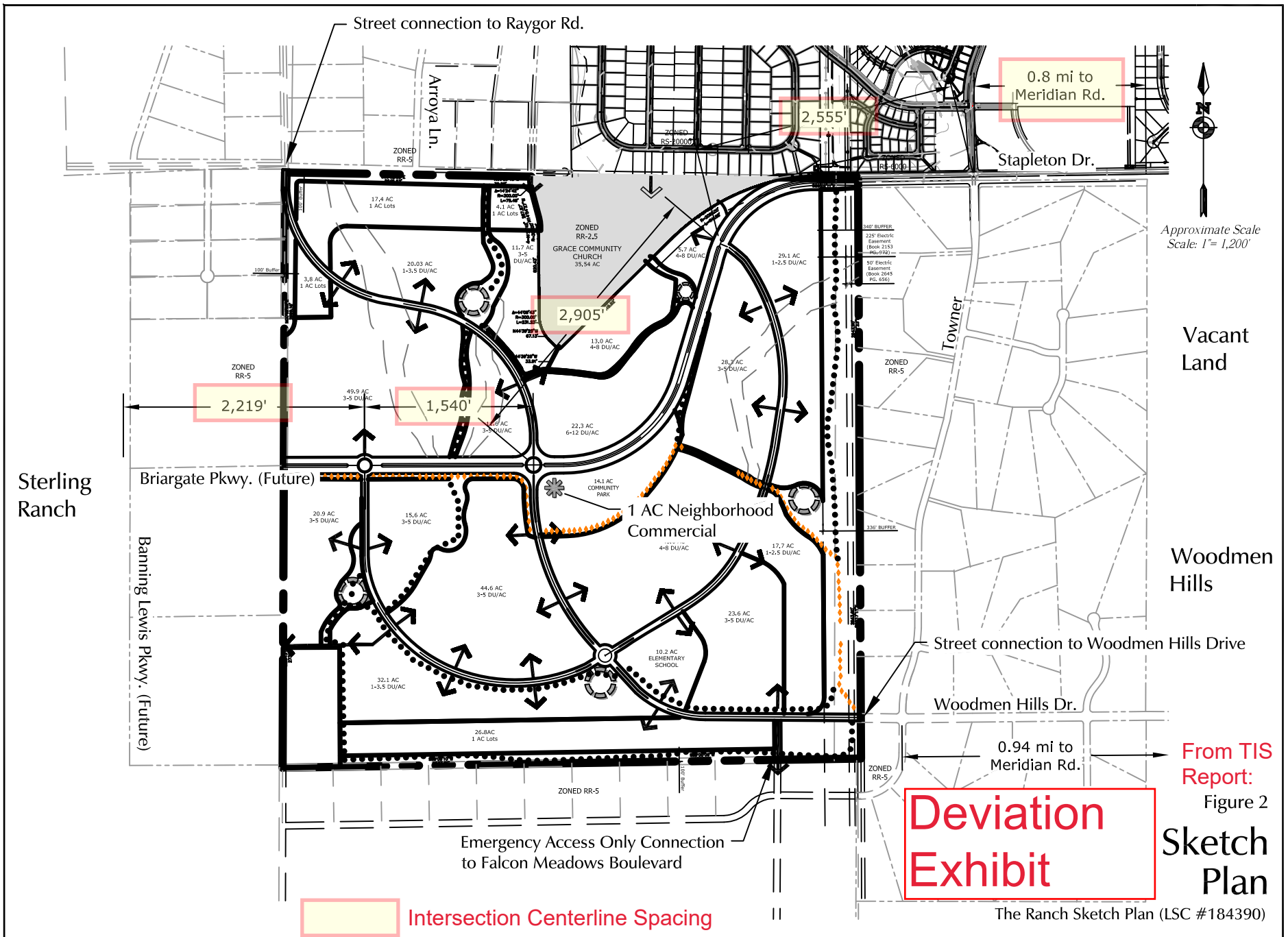
___ Additional comments or information are attached.

DENIED by the ECM Administrator

Date _____

This request has been determined not to have met criteria for approval. A deviation from Section
_____ of ECM is hereby denied. Comments:

___ Additional comments or information are attached.



Intersection Centerline Spacing

Deviation Exhibit

From TIS Report:
Figure 2
Sketch Plan

The Ranch Sketch Plan (LSC #184390)