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April 26, 2006

El Paso County Development Services Division
Attn: Robert Wolf
2880 International Circle
Colorado Springs, CO 80910

SUBJECT: Ellicott Town Center – Roadway Design Deviation Request

Dear Robert:

This letter is provided to request roadway design deviations as reflected in the Overall PUD, Phase 1 PUD, and Phase 1 Preliminary Plan for the Ellicott Town Center development.

A. Desired Deviation

The Ellicott Town Center development requests deviations from various roadway standards delineated in the El Paso County “Engineering Criteria Manual (ECM).” The proposed deviations are generally associated with the new urbanist development scheme of the project.

B. Reason for Requested Deviation

The proposed roadway design deviations are requested based on the new urbanist development program, which seeks to create a pedestrian-friendly community.

C. Condition Authorizing Consideration

In accordance with ECM Section 5.9.6, the requested deviations are authorized for consideration based on conformance with the proposed PUD Development Plan and general conformance with existing County standards. The proposed roadway design deviations are supported by the traffic study prepared by LSC.

D. Comparison between County’s Existing Standard and Proposed Deviation

(See attached table)

The requested deviations are justified by the Traffic Study for the project prepared by LSC. The traffic study demonstrates that traffic operations through the proposed couplet will provide an acceptable level of service while creating the desired Town Center entry to the project. The proposed road cross-sections conform with accepted road widths utilized successfully in similar new urbanist development projects.

E. Criteria for Approval

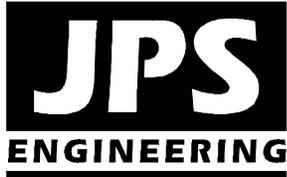
The ECM criteria for approval are met as follows:

- “The request for a deviation is not based exclusively on financial considerations.” *The proposed roadway deviations are based primarily on supporting the proposed development plan and smart growth principles.*
- “The deviation will achieve the intended result with a comparable or superior design and quality of improvement.” *The proposed deviations support the pedestrian-friendly nature of the overall development plan, which results in a superior design.*
- “The deviation will not adversely affect safety or operations.” *The proposed roadway deviations will generally improve pedestrian safety and will not adversely affect traffic operations.*
- “The deviation will not adversely affect aesthetic appearance.” *The proposed deviations will enhance the streetscape resulting in improved aesthetic appearance.*

Please call if you have any questions or need any additional information.

Sincerely,
JPS Engineering, Inc.

John P. Schwab, P.E.



ELLICOTT TOWN CENTER – SUMMARY OF PROPOSED ROADWAY DESIGN DEVIATIONS

Roadway (Classification)	Applicable Design Criteria (ECM Table 2-6 / 2-7)	Proposed Deviation ¹
New Log Road (Minor Arterial)	Intersection Configuration	One-Way Couplet Configuration (Non-standard intersection geometry)
	Typical Road Section (ROW and paved width) / Intersection Configuration (62' paved width; 100' ROW standard)	2-lane; 1-way Couplet at Town Center with divided right-of-way and park in median
	Centerline Curve Radius (565' standard urban; 1,505' standard rural)	Minimum radius of 400' proposed at Couplet transitions
	Sidewalk Width (6' detached standard)	15' attached sidewalk along Couplet at Town Center
	Bike Lanes Permitted (typically not allowed)	Bike lanes allowed
	Access Spacing	Non-standard access spacing permitted per proposed PUD
	Intersection Spacing (1/4 mile standard)	Less than 1/4-mile spacing permitted per proposed PUD
	Parking (typically not allowed)	On-street parallel parking allowed along Couplet at Town Center
	Curb Return Radius (30' standard)	15' min. radius at bulb-outs

Roadway (Classification)	Applicable Design Criteria (ECM Table 2-6 / 2-7)	Proposed Deviation ¹
Village Main Street (Non-Residential Collector) In Commercial Area Only	Typical Road Section (ROW and paved width) / Intersection Configuration (30' paved; 60' ROW standard)	36' paved width in 70' ROW per proposed PUD ¹
	Parking (typically not allowed)	On-street parallel parking allowed along commercial blocks only
	Direct lot access (typically not allowed)	Direct lot access permitted
	Sidewalk Width (5' attached standard)	15' attached sidewalk along commercial segment of Main Street
Springs East Road (Minor Residential Collector)	Typical Road Section (ROW) (60' ROW standard)	70' ROW
	Direct lot access (typically not allowed)	Direct lot access permitted
Ellicott Town Center Boulevard (Minor Residential Collector)	Typical Road Section (ROW and paved width) / Intersection Configuration (30' paved; 60' ROW standard)	Divided Boulevard section at selected locations per proposed PUD
	Curb Return Radius (20'-25' standard)	15' min. radius at bulb-outs
Typical Residential Street (Minor Residential Collector)	Sidewalk Width (5' attached standard)	5' detached sidewalk
	Bike Lanes Permitted (typically not allowed)	Bike lanes allowed along Boulevards and Main Street
	Curb Return Radius (20' standard)	15' min. radius at bulb-outs
Intersections (General)	Roadway Width	Bulb-Outs

¹ Refer to attached Typical Road Sections

JUSTIFICATION FOR PROPOSED DEVIATIONS (BY LSC):

The proposed deviation requests are driven by the intent to create a "town center" where the street frontage would become part of the activity area and the streets would not be a barrier between uses. The concept is to encourage pedestrian movements by making it easy and comfortable to be both along the streets or crossing the streets. Town Center elements such as sidewalk cafés, restaurants with outdoor seating along the street frontage, etc. are enormously popular in the Colorado Springs downtown area., where on-street parking is part of the street design.

The results of the LSC couplet analysis indicate that travel speeds would be lower through the couplet, and overall travel time through the couplet would be slightly higher than with a County standard arterial with auxiliary turn lanes and no parking and a single intersection at Main Street.

Lower travel speeds are essential to create the "town center" concept, but cannot be achieved by simply posting a speed limit sign with a slower speed. Roadway geometrics, streetscape design, and the addition of on-street parking will all contribute to slower speeds. Providing on street parking zones will obviously generate parking maneuvers, which can create temporary interference of the movement of through traffic. However, with slower travel speeds, vehicle braking distance and reaction distances for motorists upstream of parking maneuvers are greatly reduced. A second through lane in each direction would be added through the couplet to provide additional intersection capacity for through movements and space for these parking maneuvers to occur.

The activity along the street frontage and the sidewalk area in turn helps to reduce the travel speeds and calms the traffic, while the reduced travel speeds and calmed traffic are essential to create the concept of a streetside activity area and integrated pedestrian-friendly town center. Aside from creating a safer, more pedestrian-friendly environment, slower speeds will also decrease vehicle noise, which is important for the success of street-side activity areas such as outdoor patios. On street parking helps to create a buffer between the traveled way on the street and activity on the sidewalk. Other streetscape design elements such as street trees, street lighting, street furniture, tree-lawn areas, "build-to" lines for the buildings in relation to the street and building height should all be a consideration, as the combination of all these elements create the streetscape and the resulting "traffic calming" effect. A properly designed streetscape gives the perception that the street corridor is part of an integrated multi-use, multi-modal activity center not a corridor solely intended for moving through traffic at a high speed.

The couplet geometry with the tighter radii than is standard for a rural minor arterial will also help to reduce travel speeds through geometric alignments while helping to define the entrance to the town center area. The use of curb extensions/bulb-outs at intersections instead of left and right auxiliary turn lanes will reduce travel speeds and greatly reduce the pedestrian crossing distance, while the use of

two through lanes in each direction will help maintain intersection capacity over a single through lane. The creation of two one way street segments on New Log Road will also be a benefit to pedestrian movements. The operational analysis indicates that traffic signals could be easily coordinated with the one-way couplet street configuration.