

Planning and Community Development Department 2880 International Circle Colorado Springs, Colorado 80910

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Website www.elpasoco.com

DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

PROJECT INFORMATION

Project Name: Crossroads Preliminary Plan

Schedule No.(s): 5408007005

Legal Description: A portion of Tract B 24/94 Business Park Fil No. 1, as amended by affidavit of correction rec. #219097386

APPLICANT INFORMATION

Company: Colorado Springs Equities, LLC

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ENGINEER INFORMATION

Company: KIMLEY-HORN

Name: JEFFREY PLANCK Colorado P.E. Number: 53006

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DENVER, CO 80237

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FAX Number:

Email Address : Jeff.Planck@kimley-horn.com

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 until corrections are made, 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.

Kelly Nelson, Development Manager
Signature of owner (or authorized representative)

6-25-21

Date

Engineer's Seal, Signature And Date of Signature



Add file no SP-20-011

PCD File No.

DEVIATION REQUEST (Attach diagrams, figures, and other documentation to clarify request)

A deviation from the standards of or in Section 2.2.5.D and Table 2-7 of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

The applicant requests approval of a deviation of ECM Section 2.2.5.D and Table 2-7 to authorize commercial driveway access from the onto Southern Rail Point and Pacific Rail Point, private non-residential collectors.

Table 2-7, Roadway Design Standards for Urban Collectors and Locals (Abridged Excerpt)

Criteria	Collectors		Local	
	Non-Residential	Residential	Local	Local (low volume)
Access Permitted	No 5	No 5	Yes	Yes
6 Where no local public or private roadway can be permitted	provide access, to	emporary or	partial turn r	movement parcel access may

(Note: Table 2.7 is included as an attachment for complete reference)

State the reason for the requested deviation:

The deviation is requested to approve access from the proposed commercial lots onto private roads classified as non-residential collectors. The nonresidential collector classification is based on the projected commercial traffic volumes of approximately 10,000 ADT. The site has been designed to facilitate cross lot access and circulation between future uses which will reduce the amount of internal circulation needed on the private streets.

Explain the proposed alternative and compare to the ECM standards (May provide applicable regional or national standards used as basis):

The ECM standard would require additional local (private equivalent) roads to intersect the proposed nonresidential collectors (Sothern Rail Point and Pacific Rail Point) which would significantly reduce the amount of land area needed to develop commercial land uses.

No direct access is permitted to public roads which are adjacent to the commercial development area, specifically. Meadowbrook Parkway on the north, Newt Drive on the east, and US Highway 24 on the south. The projected commercial ADT will require any internal roads to accommodate the projected traffic volumes as identified in the TIS. Incorporation of private roads in lieu of internal access easements allows traffic internal ingress and egress to and from the commercial area to be centralized on the private roads.



Define the minimum corner clearance from the intersections the future lot site development plans are allowed to be or state it shall meet ECM criteria. See ECM 2.4.1.F.2 for criteria.

- Note: Review Lot 10 and Lot 1 and discuss with the traffic engineer to see if the ECM min clearance of 50 ft is suitable.

Define the access width of the future driveways accessing the private roads or state it shall meet ECM criteria. See ECM 2.4.1.E for criteria.

LIMITS OF CONSIDERATION

(At least one of the conditions listed below must be met for this deviation request to be considered.)

a ⊠ in	☐ The ECM standard is inapplicable to the particular situation. ☐ Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship and an equivalent lternative that can accomplish the same design objective is available and does not compromise public safety or accessibility. ☐ 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.
T T (\$	The deviation is necessary to provide access to the affected parcels which would otherwise be prohibited from adjacent streets. The ECM standard would require additional local (private equivalent) roads to intersect the proposed nonresidential collectors Sothern Rail Point and Pacific Rail Point) which would significantly reduce the amount of land area needed to develop commercial and uses.
P ir ir	lo direct access is permitted to public roads which are adjacent to the commercial development area, specifically. Meadowbrook larkway on the north, Newt Drive on the east, and US Highway 24 on the south. The projected commercial ADT will require any internal roads to accommodate the projected traffic volumes as identified in the TIS. Incorporation of private roads in lieu of internal access easements allows traffic internal ingress and egress to and from the commercial area to be centralized on the rivate roads.
CRI	TERIA FOR APPROVAL
con supp	ECM section 5.8.7 the request for a deviation may be considered if the request is not based exclusively on financial siderations . The deviation must not be detrimental to public safety or surrounding property. The applicant must include porting information demonstrating compliance with all of the following criteria :
T to	The deviation will achieve the intended result with a comparable or superior design and quality of improvement. The private roads are functioning as enhanced driveways for internal circulation between lot clusters, centralize access locations of Meadowbrook Parkway, and integrate commercial traffic into the larger circulation system in a manner that does not impeded, estrict, or negatively impact traffic flows and/or operations at the Newt/Meadowbrook and Newt/US 24 intersections.
T	he deviation will not adversely affect safety or operations.
T M ir	The deviation will not adversely affect safety or operations. The deviation will not adversely impact safety or operations of the nearby supporting road network or intersections on Meadowbrook Drive, Newt Drive, or US Highway 24. Access to the internal private nonresidential collector roads channels incoming and outgoing traffic onto Meadowbrook Parkway in a manner that traffic can circulate into and out of the development while maintaining acceptable levels of service to impacted intersections.

The deviation will not adversely affect maintenance and its associated cost.				
The deviation will not affect maintenance and its associated cost. Access will be maintained by the Crossroads Metropolitan				
District Nos. 1 & 2.				
The deviation will not adversely affect aesthetic appearance.				
The deviation will not affect aesthetic appearance of the impacted roadway section. Roadw be provided to enhance the streetscape of the impacted roadway sections.	ay and Entry Feature landscaping will			
be provided to enhance the executedpe of the impacted reading sections.				
The deviation meets the design intent and purpose of the ECM standards.				
Assess leagtion will meet all the ECM standards, not included in this deviation				
Access location will meet all the ECM standards, not included in this deviation.				
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REVIEW AND RECOMMENDATION:

Approved by the ECM Administrator		
This request has been determined to have met the hereby granted based on the justification provided	e criteria for approval. A deviation from Section	of the ECM is
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L	J	
Denied by the ECM Administrator This request has been determined not to have methereby denied.	t criteria for approval. A deviation from Section	of the ECM is
Γ	٦	
L	Т	
ECM ADMINISTRATOR COMMENTS/CONDITIO	NS:	

1.1. PURPOSE

The purpose of this resource is to provide a form for documenting the findings and decision by the ECM Administrator concerning a deviation request. The form is used to document the review and decision concerning a requested deviation. The request and decision concerning each deviation from a specific section of the ECM shall be recorded on a separate form.

1.2. BACKGROUND

A deviation is a critical aspect of the review process and needs to be documented to ensure that the deviations granted are applied to a specific development application in conformance with the criteria for approval and that the action is documented as such requests can point to potential needed revisions to the ECM.

1.3. APPLICABLE STATUTES AND REGULATIONS

Section 5.8 of the ECM establishes a mechanism whereby an engineering design standard can be modified when if strictly adhered to, would cause unnecessary hardship or unsafe design because of topographical or other conditions particular to the site, and that a departure may be made without destroying the intent of such provision.

1.4. APPLICABILITY

All provisions of the ECM are subject to deviation by the ECM Administrator provided that one of the following conditions is met:

- The ECM standard is inapplicable to a particular situation.
- Topography, right-of-way, or other geographical conditions or impediments impose an undue 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.
- 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.

1.5. TECHNICAL GUIDANCE

The review shall ensure all criteria for approval are adequately considered and that justification for the deviation is properly documented.

1.6. LIMITS OF APPROVAL

Whether a request for deviation is approved as proposed or with conditions, the approval is for project-specific use and shall not constitute a precedent or general deviation from these Standards.

1.7. REVIEW FEES

A Deviation Review Fee shall be paid in full at the time of submission of a request for deviation. The fee for Deviation Review shall be as determined by resolution of the BoCC.

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