



Planning and Community
Development Department
2880 International Circle
Colorado Springs, Colorado 80910
Phone: 719.520.6300
Fax: 719.520.6695
Website www.elpasoco.com

DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

PROJECT INFORMATION

Project Name :	Koinonia Ranch Minor Subdivision
Schedule No.(s) :	5219000059
Legal Description :	TRACT IN SW4 OF SEC 19-12-65 AS FOLS, BEG AT A PT 3300 FT W + 30 FT N OF SE COR OF SD SEC, TH W + PARA TO S LN OF SD SEC 660 FT, N + PARA TO E LN OF SEC TO A PT 30 FT S OF E-W C/L OF SEC, E PARA TO SD E-W C/L 660 FT, TH S PARA TO E LN OF SEC TO POB

APPLICANT INFORMATION

Company :	KOINONIA RANCH LLC
Name :	Sally Bartels
	<input checked="" type="checkbox"/> Owner <input type="checkbox"/> Consultant <input type="checkbox"/> Contractor
Mailing Address :	3647 Tuscanna Grove Colorado Springs, CO 80920-2820
Phone Number :	719-332-0628
FAX Number :	N/A
Email Address :	3rdbelle@gmail.com

ENGINEER INFORMATION

Company :	LSC Transportation Consultants, Inc.	Colorado P.E. Number :	31684
Name :	Jeffrey C. Hodsdon		
Mailing Address :	2504 E. Pikes Peak Ave, Suite 304 Colorado Springs, CO 80909		
Phone Number :	719-633-2868		
FAX Number :	719-633-5430		
Email Address :	jeff@LSCtrans.com		

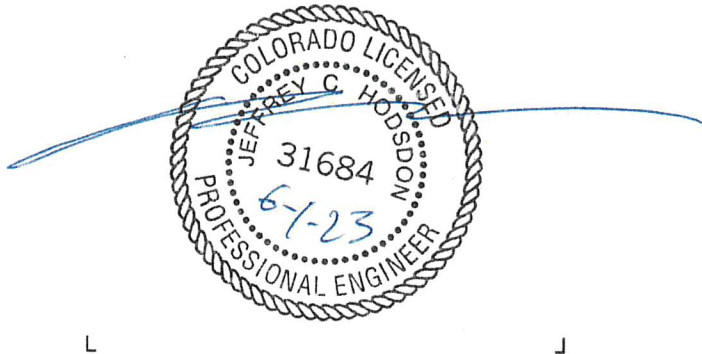
OWNER, APPLICANT, AND ENGINEER DECLARATION

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.

Sarah B Bartels
Signature of owner (or authorized representative)

9/13/23
Date

Engineer's Seal, Signature
And Date of Signature



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

A deviation from the standards of or in Sections **2.2.7.B.2** of the *Engineering Criteria Manual (ECM)* is requested to allow Existing Old Ranch Road between Black Forest Road and the site to remain a **gravel** roadway. Please refer to the attached Deviation Exhibits 1-7 for additional details.

Identify the specific ECM standard which a deviation is requested:

2.2.7.B.2 Pavement Design – Road Paving Policy – Existing Roads
Existing roadways shall be paved where:

- Any development causes an existing gravel road to exceed a projected ADT of 200 (Note: the extent of paving will be determined by the ECM Administrator based on the Transportation Impact Study [Section 2.2.3]).
- In accordance with the terms and conditions of BoCC Resolution 07-495 regarding the Resident Participation Program.

State the reason for the requested deviation:

The applicant is requesting that Existing Old Ranch Road between Black Forest Road and the site to remain a **gravel** roadway as this would maintain the rural character of the area and a gravel road would maintain suitability of the roadway for equestrian use.

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

The requested alternative is to allow existing Old Ranch Road to remain a gravel roadway west of Black Forest Road. See Deviation Exhibits 1-7 for the roadway segment location and additional details.

LIMITS OF CONSIDERATION

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

- 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 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.

Provide justification:

ECM 2.2.7.B.2 states, *Existing roadways shall be paved where:*

- Any development causes an existing gravel road to exceed a projected ADT of 200 (Note: the extent of paving will be determined by the ECM Administrator based on the Transportation Impact Study [Section 2.2.3]).
- In accordance with the terms and conditions of BoCC Resolution 07-495 regarding the Resident Participation Program.

The roadway has a projected ADT of less than the 200 ADT generally west of the Saddle Club within the proposed 20-year design life.

CRITERIA FOR APPROVAL

Per ECM section 5.8.7 the request for a deviation may be considered if the request is **not based exclusively on financial considerations**. The deviation must not be detrimental to public safety or surrounding property. The applicant must include supporting information demonstrating compliance with **all of the following criteria**:

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

The projected ADT generally west of the Saddle Club is below the 200 ADT threshold, at which the *ECM* requires roadways to be paved.

The deviation will not adversely affect safety or operations.

Old Ranch Road with the projected ADT of between 200 and 300 vehicles per day will not adversely affect safety or operations if maintained to County gravel road standards. Additional level of dust mitigation may be needed.

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

A gravel roadway may need additional maintenance with traffic over 200 vehicles per day. This cost could be borne by the two proposed new developments on a pro-rata share basis.

The deviation will not adversely affect aesthetic appearance.

Any impacts to the aesthetic appearance would be minimal, as the roadway will be maintained as a County gravel road.

The deviation meets the design intent and purpose of the ECM standards.

As the ADT is projected to be over the 200-vpd threshold but would be between 200 and 300 ADT. With an agreement for participation in dust control and additional maintenance participation, projected ADT of between 200 and 300 vehicles per day will not adversely affect safety or operations. Keeping the roadway **gravel** would maintain the rural character of the area and a gravel road would maintain suitability of the roadway for equestrian use.

The deviation meets the control measure requirements of Part I.E.3 and Part I.E.4 of the County's MS4 permit, as applicable.

The requested deviation meets control-measure requirements of Part I.E.3 and Part I.E.4 of the MS4 Permit. Grading and Erosion Control Plans and SWMP Report will provide protection of existing conditions and erosion control measures per standards.

REVIEW AND RECOMMENDATION:

Approved by the ECM Administrator

This request has been determined to have met the criteria for approval. A deviation from Section _____ of the ECM is hereby granted based on the justification provided.

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Denied by the ECM Administrator

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

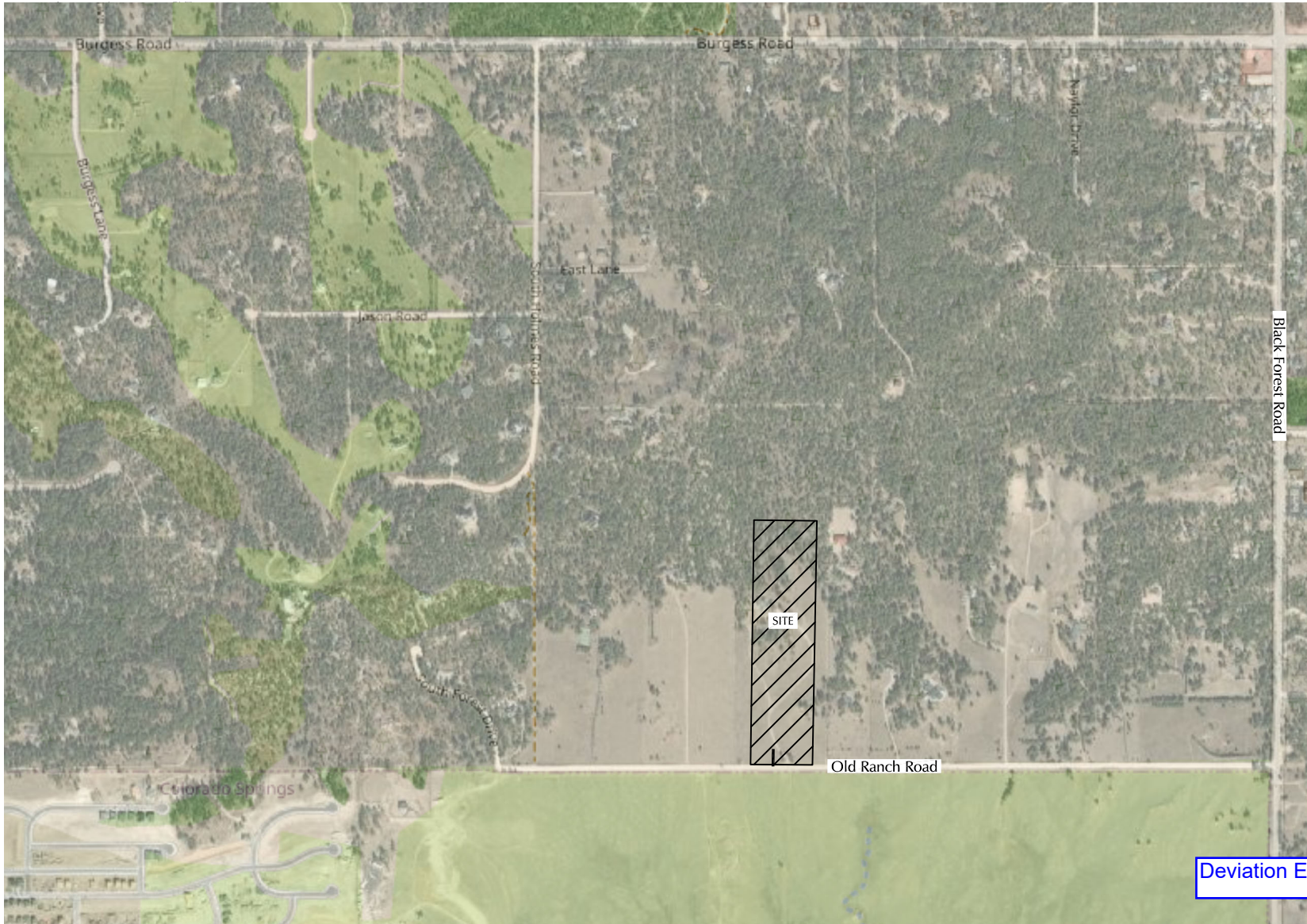
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ECM ADMINISTRATOR COMMENTS/CONDITIONS:

Deviation Exhibits



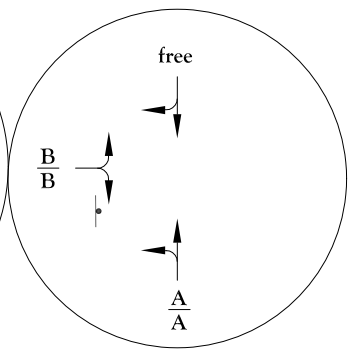
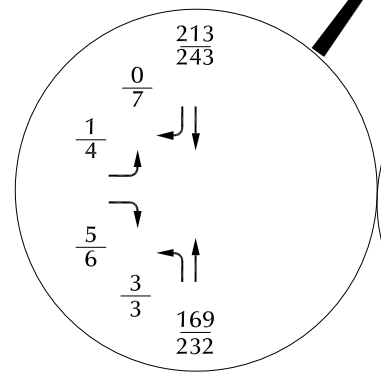
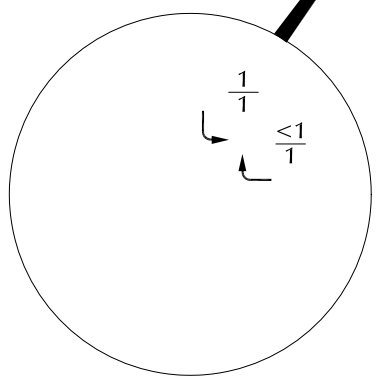
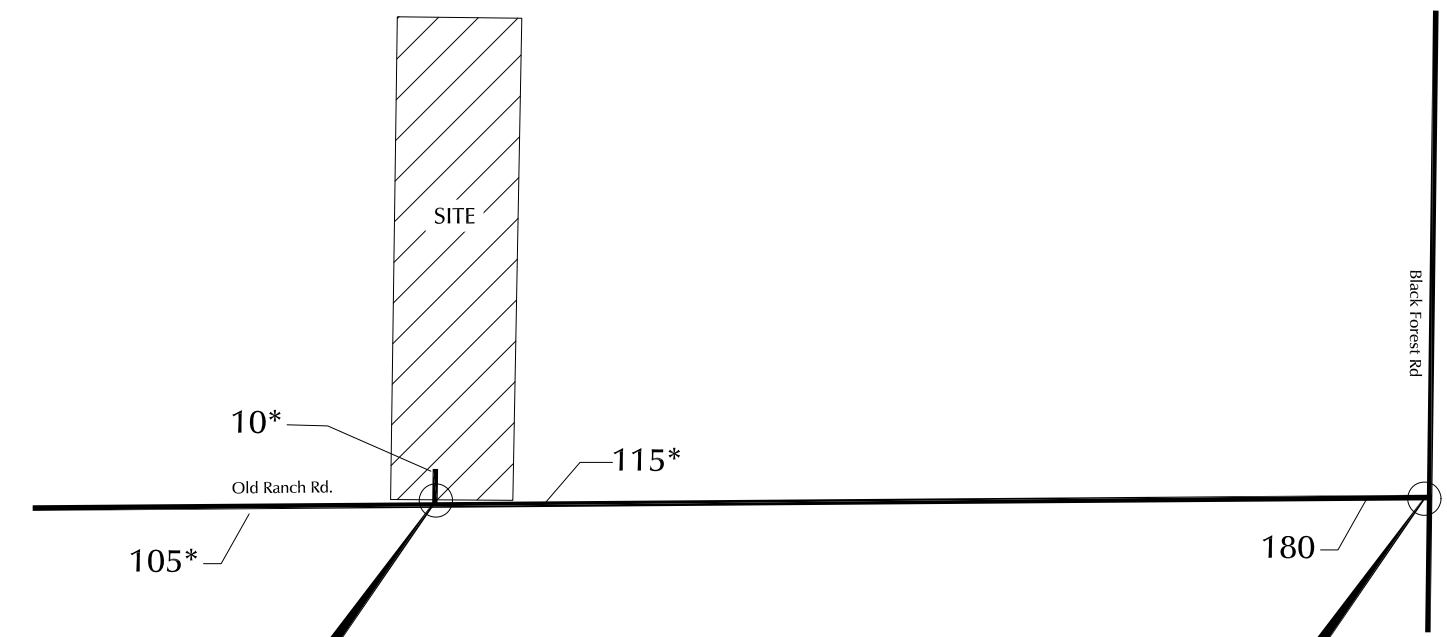
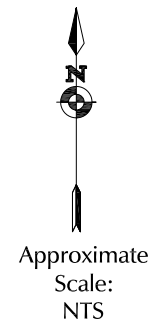


Deviation Exhibit No. 1

Figure 1

Vicinity Map

Koinonia Ranch Minor Subdivision (LSC# 204710)



LEGEND: $\frac{XX}{XX}$ = AM Peak-Hour Traffic (veh/hr) / PM Peak-Hour Traffic (veh/hr) Counts by LSC 12/2022

$\frac{A}{B}$ = AM Individual Movement Peak-Hour Level of Service / PM Individual Movement Peak-Hour Level of Service

XXX = Average Weekday Traffic (vehicles per day) *Estimated by LSC

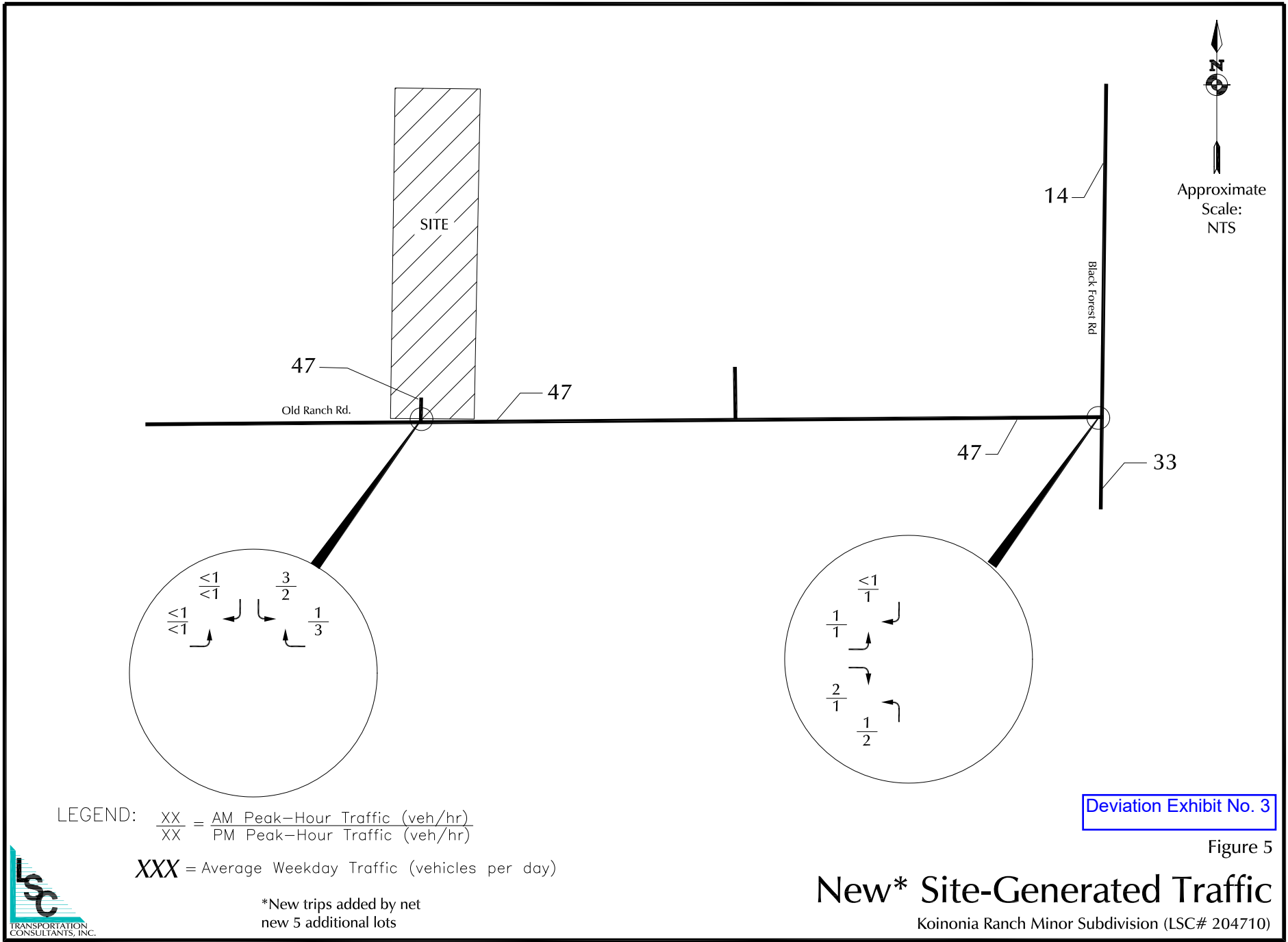
Deviation Exhibit No. 2

Figure 3

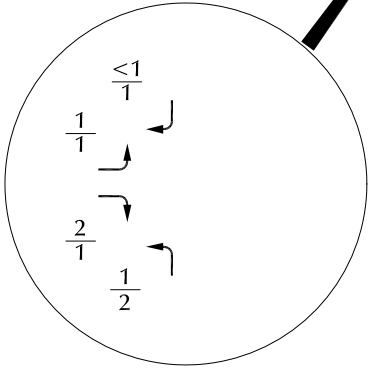
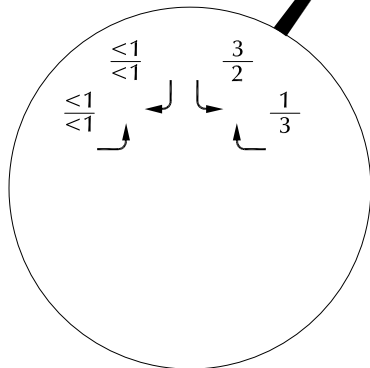
Existing Traffic Conditions

Koinonia Ranch Minor Subdivision (LSC# 204710)





Approximate Scale: NTS



LEGEND: $\frac{XX}{XX} = \frac{\text{AM Peak-Hour Traffic (veh/hr)}}{\text{PM Peak-Hour Traffic (veh/hr)}}$

XXX = Average Weekday Traffic (vehicles per day)

*New trips added by net new 5 additional lots

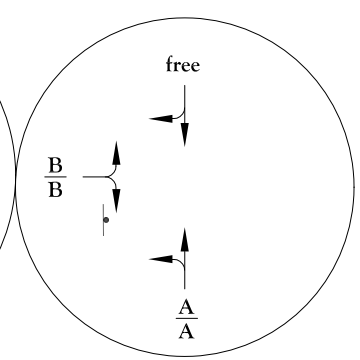
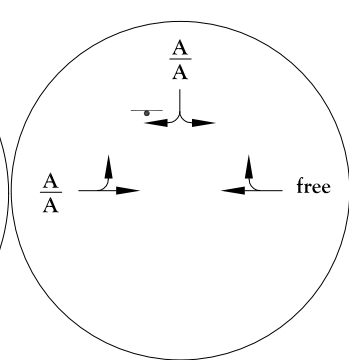
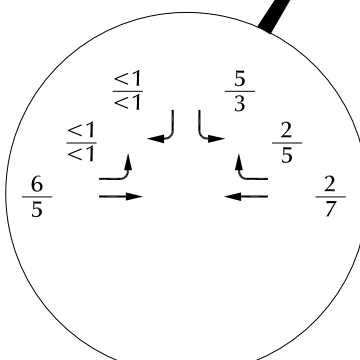
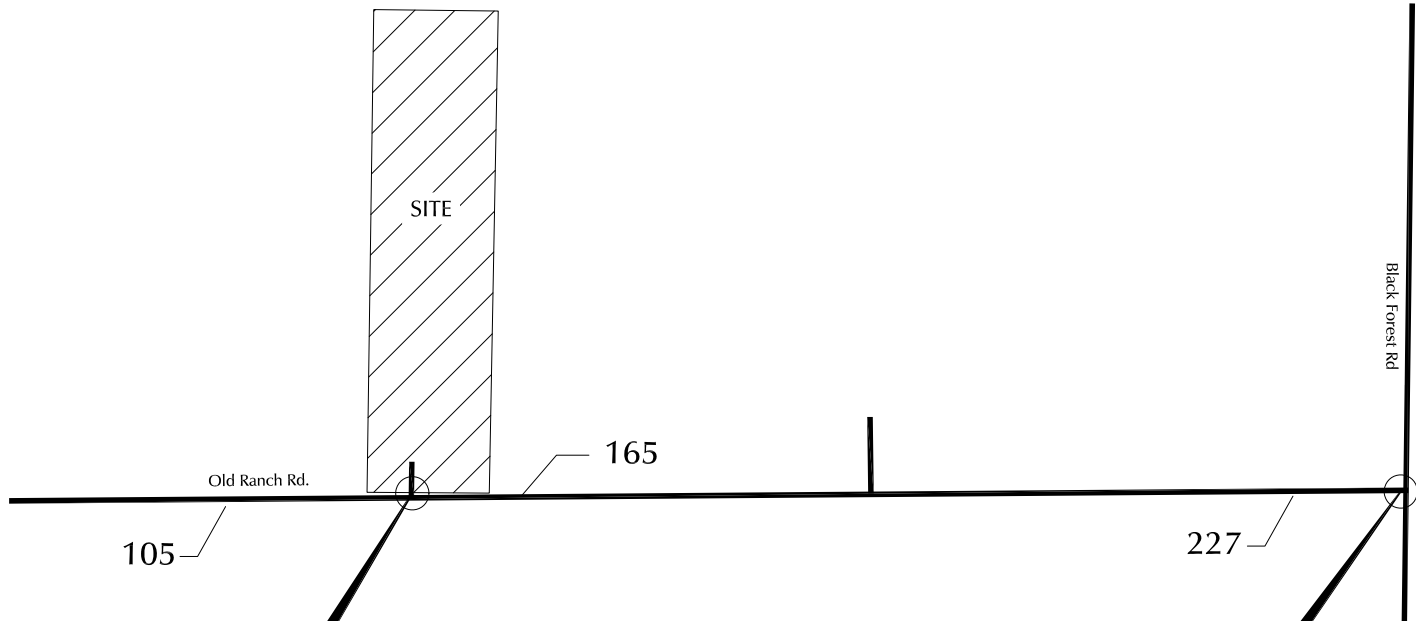
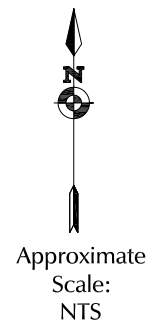
Deviation Exhibit No. 3

Figure 5

New* Site-Generated Traffic

Koinonia Ranch Minor Subdivision (LSC# 204710)





LEGEND: $\frac{XX}{XX}$ = AM Peak-Hour Traffic (veh/hr)
 $\frac{XX}{XX}$ = PM Peak-Hour Traffic (veh/hr)

$\frac{A}{A}$ = AM Individual Movement Peak-Hour Level of Service
 $\frac{B}{B}$ = PM Individual Movement Peak-Hour Level of Service

XXX = Average Weekday Traffic (vehicles per day)

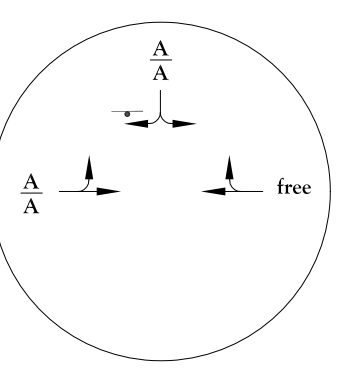
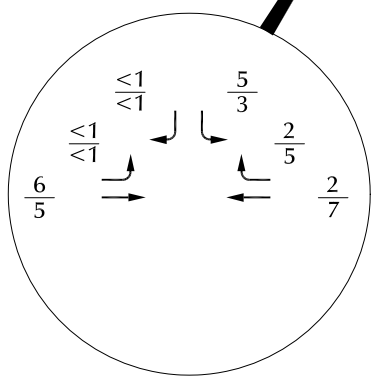
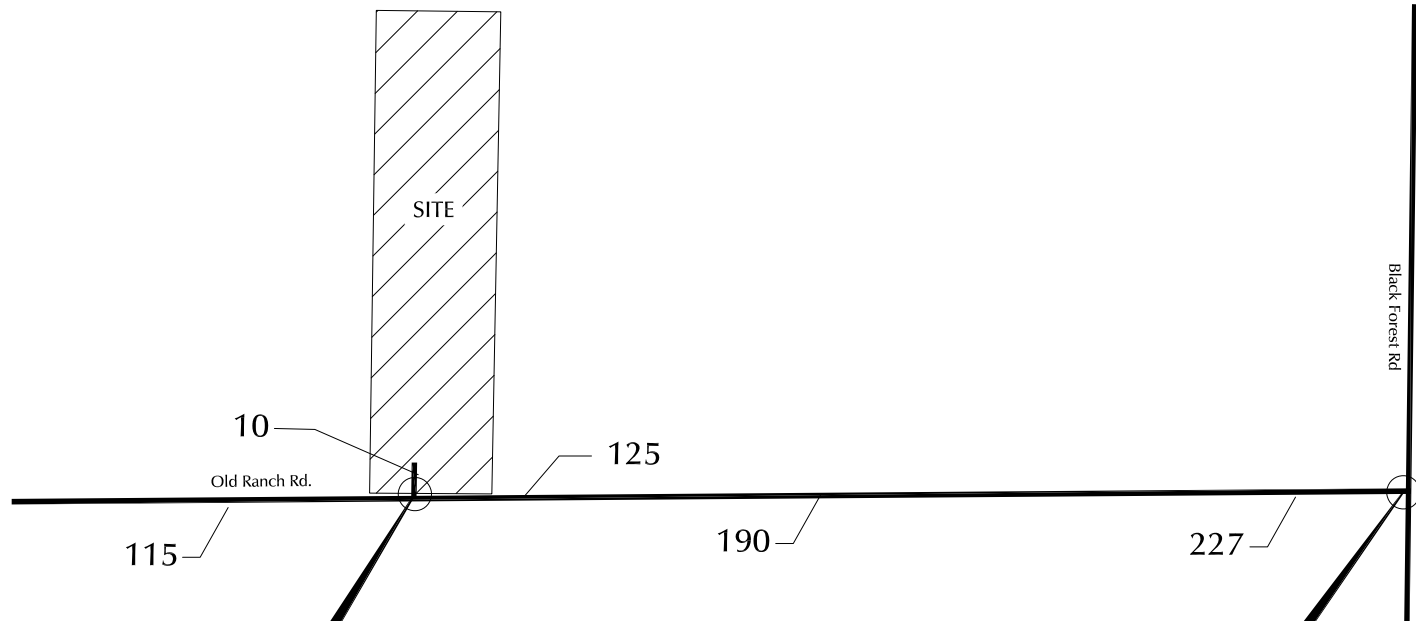
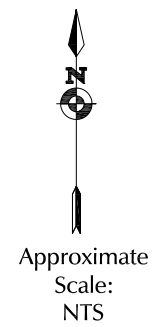
Deviation Exhibit No. 4

Figure 6

Short-Term Total Traffic Conditions

Koinonia Ranch Minor Subdivision (LSC# 204710)





LEGEND: $\frac{XX}{XX} = \frac{\text{AM Peak-Hour Traffic (veh/hr)}}{\text{PM Peak-Hour Traffic (veh/hr)}}$
 $\frac{A}{B} = \frac{\text{AM Individual Movement Peak-Hour Level of Service}}{\text{PM Individual Movement Peak-Hour Level of Service}}$
 XXX = Average Weekday Traffic (vehicles per day)

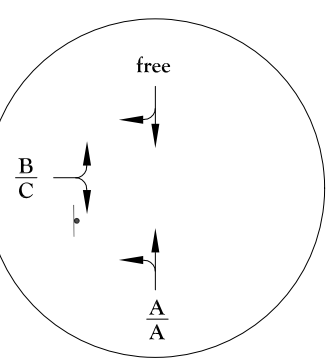
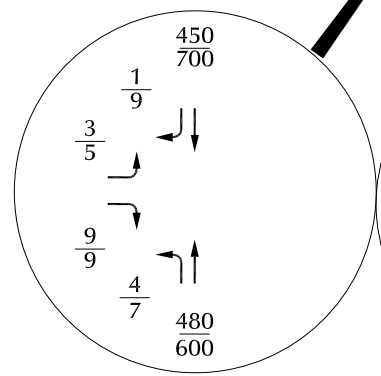
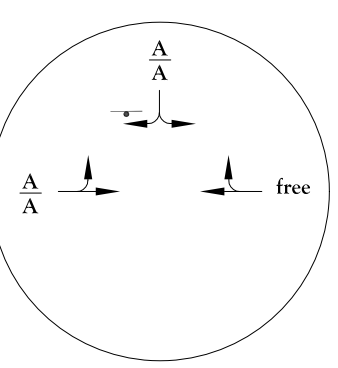
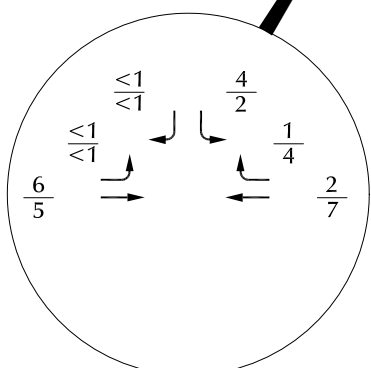
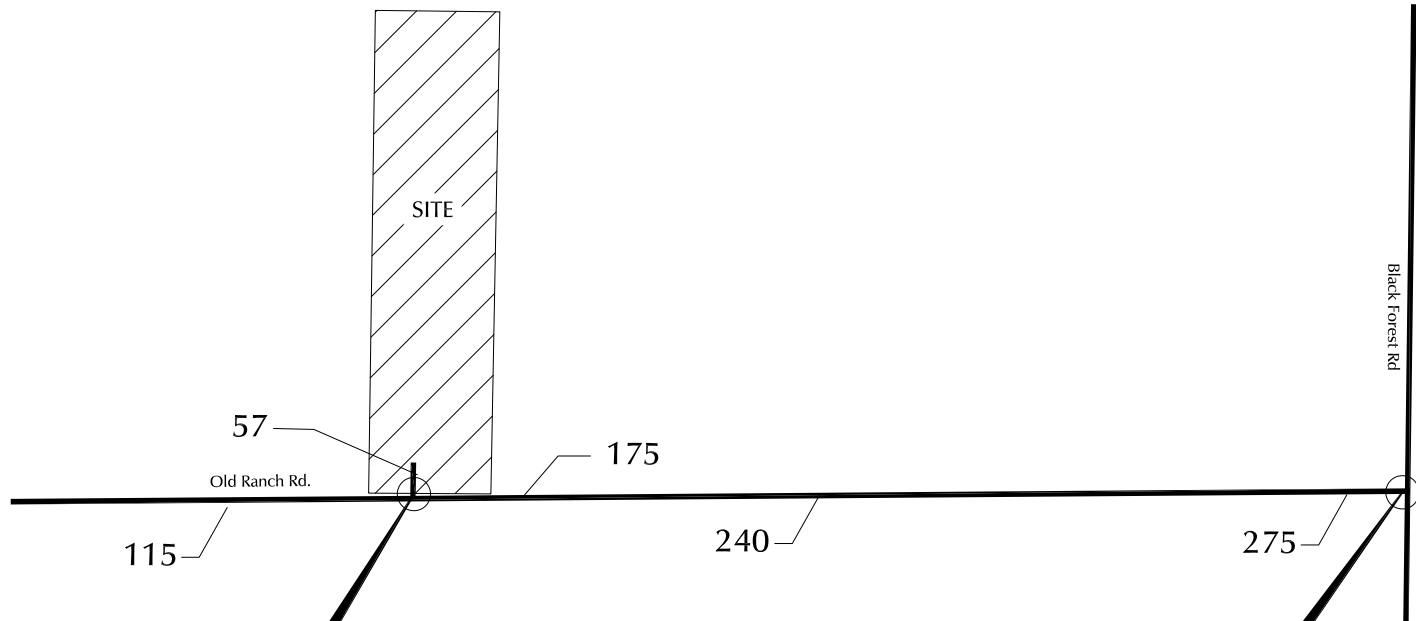
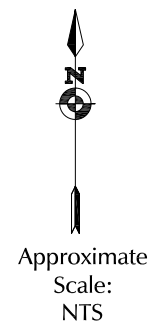
Deviation Exhibit No. 5

Figure 7

2043 Background Traffic Conditions

Koinonia Ranch Minor Subdivision (LSC# 204710)





LEGEND: $\frac{XX}{XX}$ = AM Peak-Hour Traffic (veh/hr)
 $\frac{XX}{XX}$ = PM Peak-Hour Traffic (veh/hr)
 $\frac{A}{A}$ = AM Individual Movement Peak-Hour Level of Service
 $\frac{B}{B}$ = PM Individual Movement Peak-Hour Level of Service
 XXX = Average Weekday Traffic (vehicles per day)

Deviation Exhibit No. 6

Figure 8

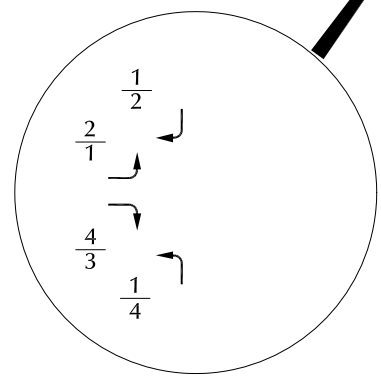
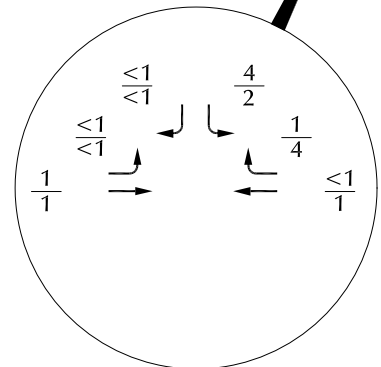
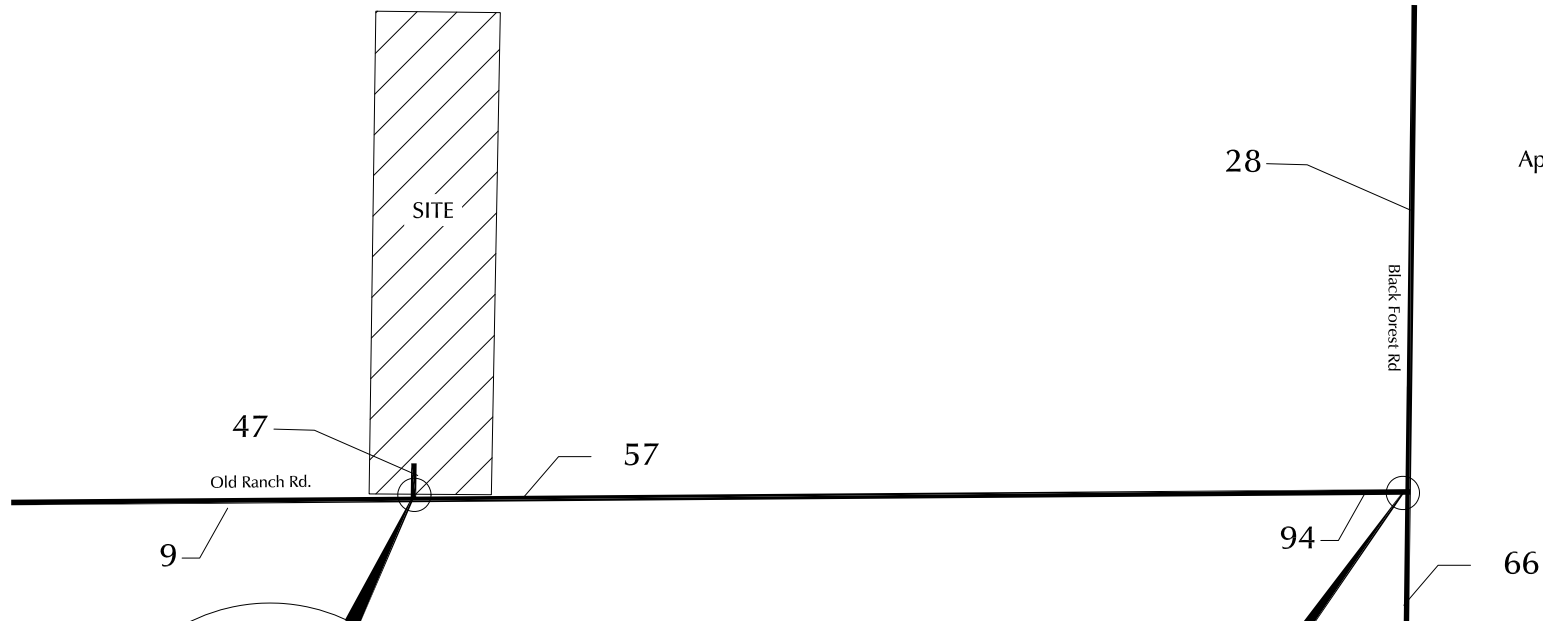
2043 Total Traffic Conditions

Koinonia Ranch Minor Subdivision (LSC# 204710)





Approximate Scale: NTS



LEGEND: $\frac{XX}{XX}$ = AM Peak-Hour Traffic (veh/hr)
 $\frac{XX}{XX}$ = PM Peak-Hour Traffic (veh/hr)
 XXX = Average Weekday Traffic (vehicles per day)

Note: Represents total traffic for 10 new lots on Old Ranch Rd (5 lots from Koinonia Ranch, 4 lots from Black Forest Subdivision, and 1 additional vacant lot).

Deviation Exhibit No. 7

Appendix Figure 3

Total Projected New Traffic

Koinonia Ranch Minor Subdivision (LSC# 204710)

