



**Planning and Community  
 Development Department**  
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**Special Standard  
 PUD Zoning District**

**Project Name: Villages at Sterling Ranch**

**PCD File No.: PUDSP-226**

**APPLICANT INFORMATION**

Company: Classic SRJ Land, LLC	Name: Loren Moreland
Mailing Address: 2138 Flying Horse Club Dr. Colorado Springs, CO 80921	
Email Address: Lmoreland@classichomes.com	Phone Number: 719-592-9333

**PROFESSIONAL ENGINEER INFORMATION**

Company: Classic Consulting	Name: Marc A. Whorton, P.E.	P.E. Number (CO): 37155
Mailing Address: 619 N. Cascade Ave. Colorado Springs, CO 80903		
Email Address: Mwhorton@classicconsulting.net	Phone Number: 719-785-0790	

**DESIGN ENGINEER STATEMENT**

The attached special standards were prepared under my direction and supervision and are correct to the best of my knowledge and belief. The special standards can accomplish design objectives equivalent to or exceeding the County Engineering Criteria Manual, meet the professional standard of care and do not compromise public safety or accessibility. I accept responsibility for any liability caused by any negligent acts, errors, or omissions in preparing these special standards.

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Engineer's Seal, Signature  
 And Date of Signature

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

Per ECM section 5.8.7, the deviation must not be detrimental to public safety or injurious to surrounding property. The applicant must include supporting information demonstrating compliance with **all of the following criteria**:

- The request for a deviation is not based exclusively on financial considerations;
- The deviation will achieve the intended result with a comparable or superior design and quality of improvement;
- The deviation will not adversely affect safety or operations;
- The deviation will not adversely affect maintenance and its associated cost; and
- The deviation will not adversely affect aesthetic appearance.

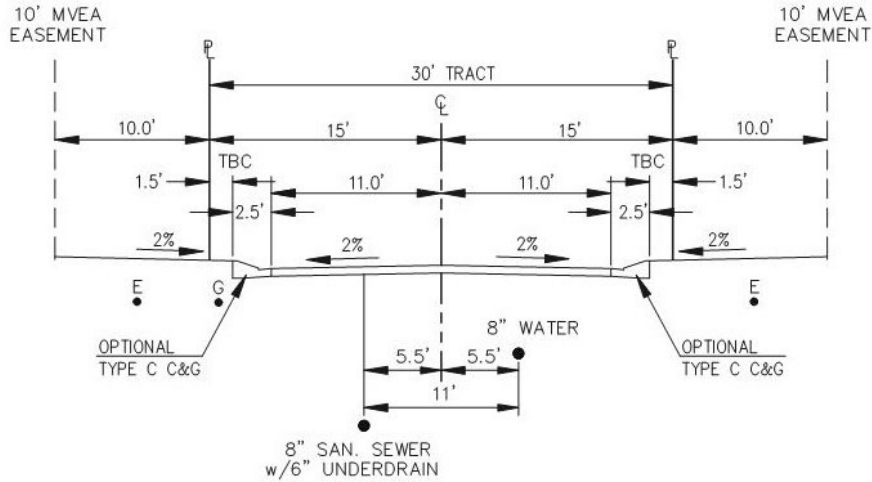
Deviations from the standards in Chapter 2 of the Engineering Criteria Manual (ECM) and Chapter 8 of the Land Development Code (LDC) are requested. Describe the specific standard for which a deviation is requested and state the reason for the deviation:

- 1. LDC 8.4.4 (C)**  
**Reason:** **Public roads required – division of land, lots and tracts shall be served by public roads**  
This development includes units that front a private open space tract and are rear loaded from a 30' wide private drive functioning as an alley.
- 2. LDC 8.4.4 (E)(3)**  
**Reason:** **Private roads to meet County standards**  
Private roads functioning as an alley cannot meet all County public road standards.
- 3. LDC 6.2.5.C.3(g)**  
**Reason:** **No backing into Public Right-of-Way**  
This development includes a dense single-family community with public and private roads that do not allow as much on-street parking. Off-street parking stalls are provided from both the public and private streets.
- 4. ECM 2.2.4.B.7**  
**Reason:** **Typical Urban Local (low volume) Road Section**  
Private roads functioning as an alley cannot meet all the County public road standards for an Urban Local (low volume) Road.
- 5. ECM 2.3.8.A**  
**Reason:** **Hammerhead turnarounds are not permitted as permanent roadway terminations**  
This development includes access from private roads that provide turnaround ability for the residents and Fire District but not general public.
- 6. ECM 2.5.2.C.2**  
**Reason:** **Accessible curb ramps – 4-way intersections required ped. Ramps on all four corners**  
This development includes two 4-way intersections where private streets intersect public streets, however, there are no sidewalks within the private streets as they function more like an alley. Therefore, crossing of the public street at these intersections may not be the best design from a pedestrian standpoint.

Describe in detail the proposed special standards to apply within the proposed PUD zone:

- 1. LDC 8.4.4 (C)**  
**Special Standards:** **Public roads required – division of land, lots and tracts shall be served by public roads**  
Some lots within this development will be directly accessed from private roads within a 30' wide tract. These specific lots will directly abut the private road tract that will be owned and maintained by the Sterling Ranch Metropolitan District. These private roads then connect directly with Public Right-of-Way.
- 2. LDC 8.4.4 (E)(3)**  
**Special Standards:** **Private roads to meet County standards**  
Private roads functioning as an alley cannot meet all County public road standards, thus, the following represent the private road standards:
  - 30' wide Private Road Tract owned and maintained by Metro. District
  - Pavement mat = 22.0'
  - Optional Type C C&G each side
  - Curb Return radius = 15'
  - Pavement design per County stds.
  - Design/Posted Speed = 20 mph

- No sidewalks or parking (Sidewalks provided to front of unit facing open space tract / Off-street parking stalls provided throughout site)



Include reference to City detail for alley

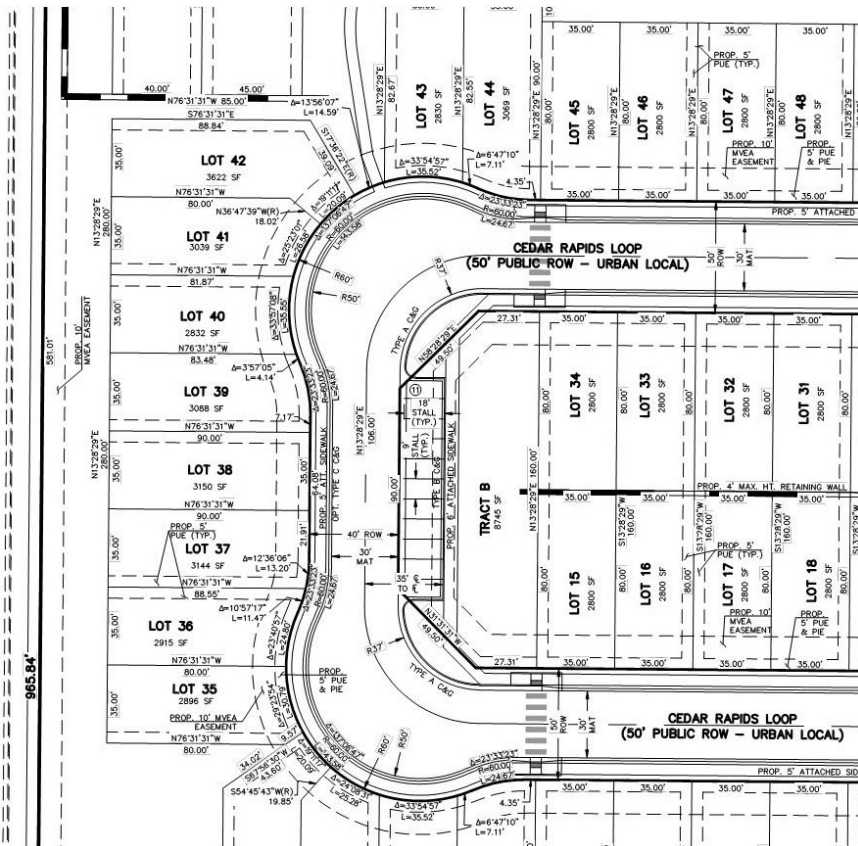
**PRIVATE ROAD (30' WIDE TRACT)**

OWNED & MAINTAINED BY THE STERLING RANCH METRO. DISTRICT  
N.T.S.  
NO PARKING ALLOWED

**3. LDC 6.2.5.C.3(g) Special Standards:**

**No backing into Public Right-of-Way**

This development includes a dense single-family community with public and private roads that do not allow as much on-street parking. Off-street parking stalls are provided from both the public and private streets. The following represents the off-street parking stalls constructed outside the public Right-of-Way but are allowed to back into the site specific 40' public Right-of-Way that functions as an Urban Local (low volume) roadway:



- 40' ROW adjacent to parking stalls
- 30' pavement mat remains consistent
- 20' parking depth provided to allow parking outside of public ROW
- Parking stalls within adjacent tract owned and maintained by Metro. District.

**4. ECM 2.2.4.B.7  
Special Standards:**

**Typical Urban Local (low volume) Road Section**

Private roads functioning as an alley cannot meet all the County public road standards for an Urban Local (low volume) Road. The special standards described in item 2. above represent the proposed private road design standards.

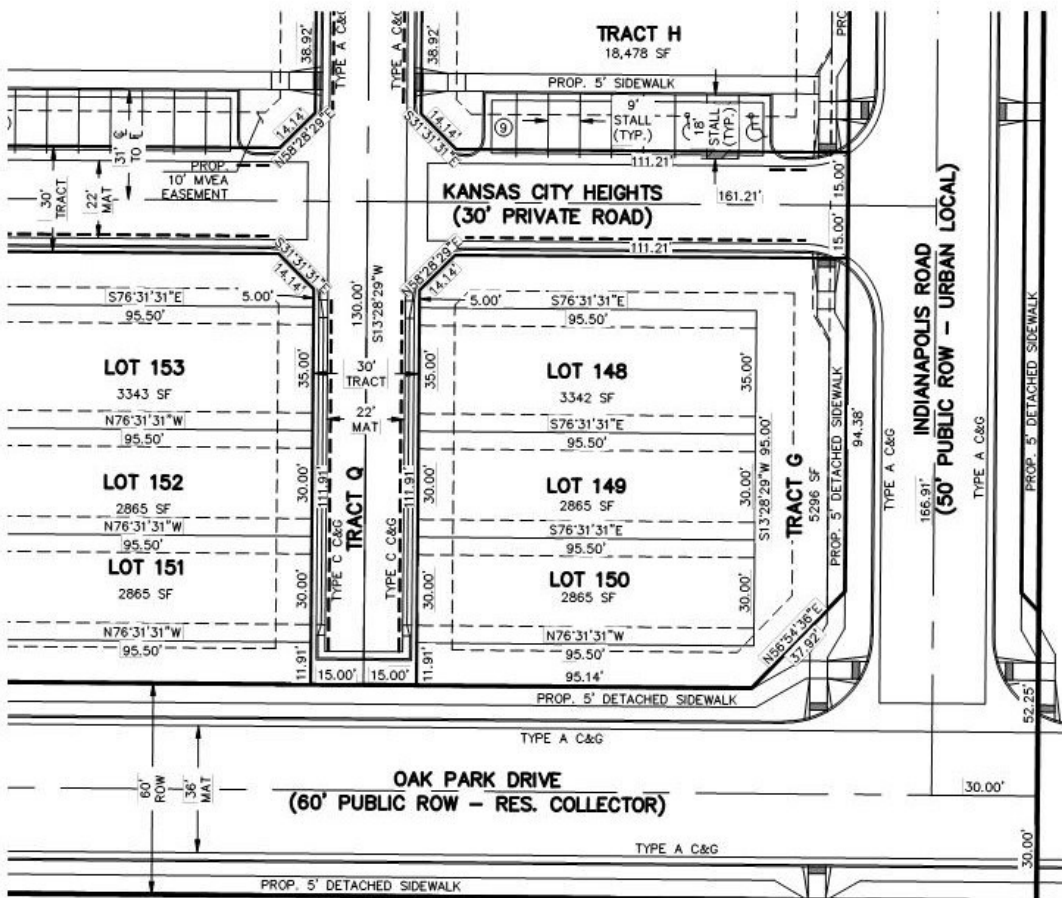
**5. ECM 2.3.8.A  
Special Standards:**

**Hammerhead turnarounds are not permitted as permanent roadway terminations**

This development includes access from private roads that provide turnaround ability for the residents and Fire District but not general public. The following are the design standards for the private roadways with hammerhead turnarounds:

- Max. distance for turnaround = 130'
- Adjacent private driveways provide turnaround ability for residents
- Meets Fire District turnaround standards and lot access with adjacent public ROW
- Curb Return Radius = 15'
- Pavement mat = 22' with opt. Type C C&G each side

Provide exhibit for fire truck movements and letter from fire dept stating they are ok with design, if you can get it.



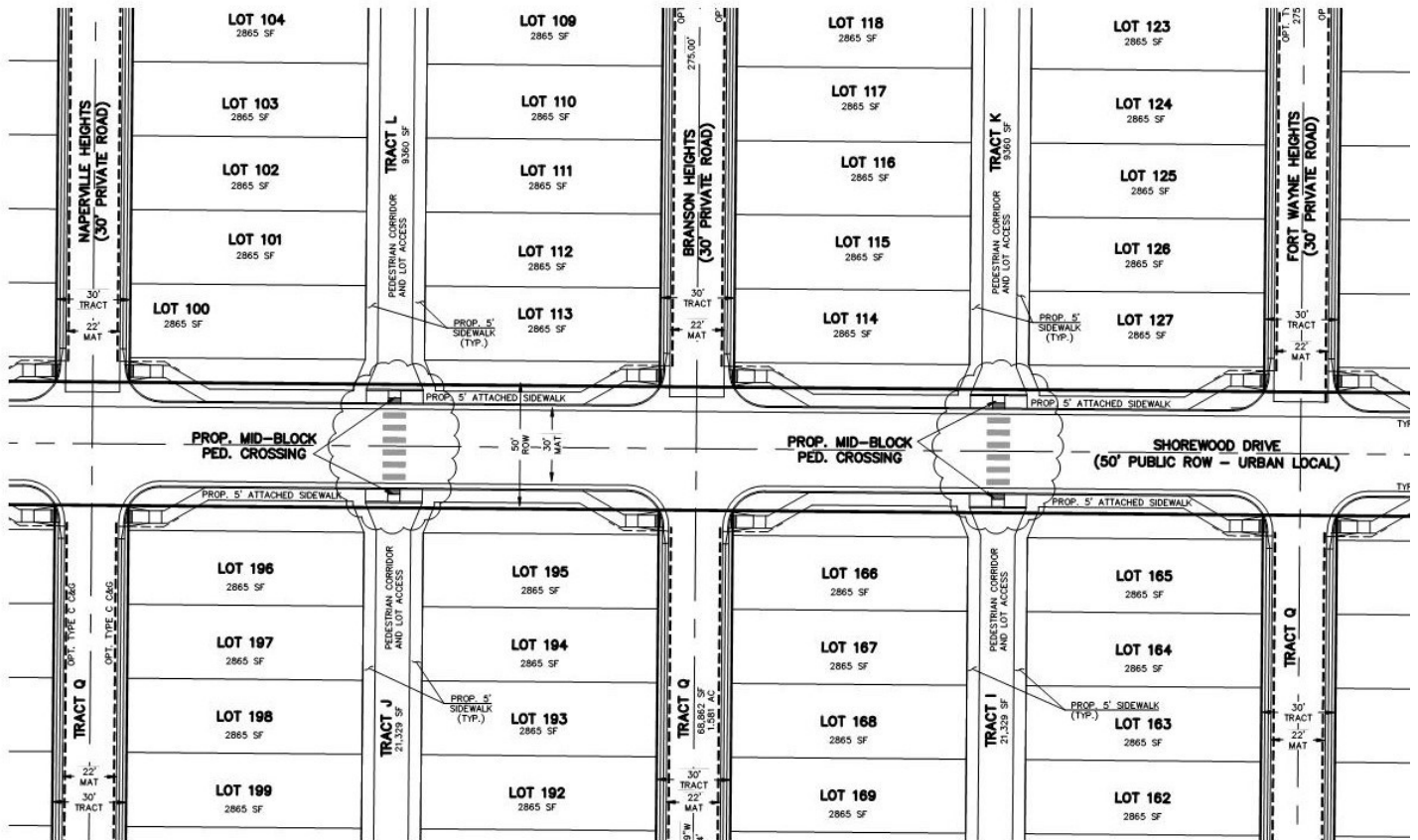
6. ECM 2.5.2.C.2

Special Standards:

Accessible curb ramps – 4-way intersections required ped. Ramps on all four corners

This development includes two 4-way intersections where private streets intersect public streets, however, there are no sidewalks within the private streets as they function more like an alley. Therefore, crossing of the public street at these intersections may not be the best design from a pedestrian standpoint. The following special standards are proposed for these specific intersections:

- The private roads function more as an alley with no sidewalks either side. This rear loaded product provides sidewalks at the front of the units within open space tracts. Thus, the need for sidewalk crossings at these private street intersections is mainly to cross the private roadway and ped ramps are provided for this at each intersection.
- Mid-block pedestrian crossings of the public roadway are proposed to align with the pedestrian corridors within the open space tracts that provide sidewalk connection to the front of the units.
- The distance between the proposed mid-block ped. ramp crossings of the public road is only 250', similar to the County std. intersection distance.
- Additional signage and striping will be added for these two mid-block crossings.



**FOR OFFICIAL USE ONLY**

**CRITERIA FOR APPROVAL**

Per ECM section 5.8.7, the deviation must not be detrimental to public safety or injurious to surrounding property. The applicant has demonstrated that:

<b>Yes</b>	<b>No</b>	<b>N/A</b>	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The request for a deviation is not based exclusively on financial considerations.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The deviation will achieve the intended result with a comparable or superior design and quality of improvement.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The deviation will not adversely affect safety or operations.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The deviation will not adversely affect maintenance and its associated cost.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The deviation will not adversely affect aesthetic appearance.

**RECOMMENDATION:**

The ECM Administrator recommends [Approval / Denial] of the special standard(s) proposed for this PUD Zoning District.

\_\_\_\_\_  
Joshua Palmer, P.E.  
County Engineer / ECM Administrator

\_\_\_\_\_  
Date

**ECM ADMINISTRATOR COMMENTS:**