



Planning and Community
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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

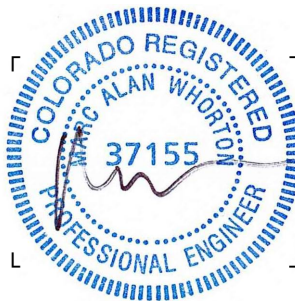
PROFESSIONAL ENGINEER INFORMATION

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.

Engineer's Seal, Signature
And Date of Signature



12/19/2024

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 public safety or surrounding property;
- The deviation will not adversely affect the health, safety, or general welfare of the community;
- The deviation will not adversely affect the environment.

These 1 items can be removed as they are changes to the LDC. ECM administrator does not approve/disapprove LDC requirements, only ECM.

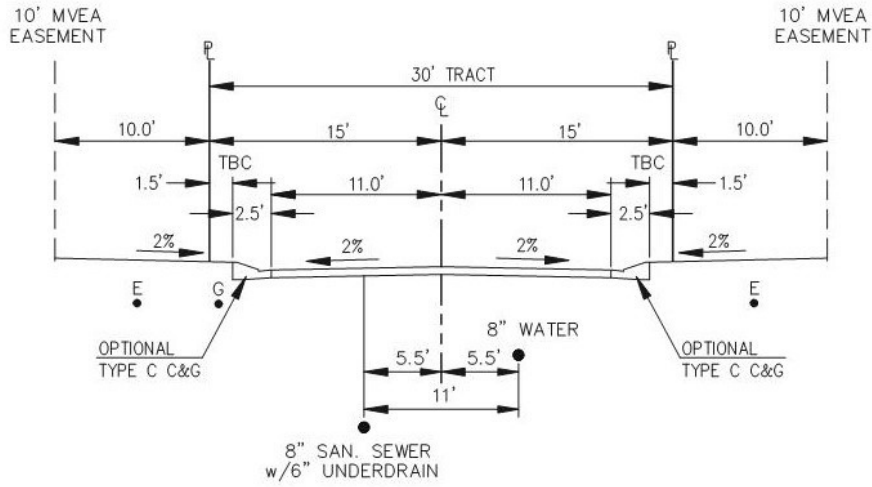
Deviations from the standards in Chapter 2 of the Engineering Criteria Manual (ECM) and Chapter 8 of the Land Development Code (LDC) are requested. Describe the specific standard for which a deviation is requested and state the reason for the deviation:

- 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.
- 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, thus, the following represent the private road standards:
Revise this one to reference low volume road standard and section is deviating from it.
- LDC 6.2.5.C.3(g)**
Reason: **No backing into Public Right-of-Way**
This development includes a dense single-family residential development that does not allow as much on-street parking. Off-street parking is provided for units that do not back into public and private streets.
Revise this one to be a deviation to standard road section and ROW width will only be 40'.
- 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.
- 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.
- 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:

- 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.
- 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)
- Reference City of Colorado Springs Residential Alley Standard for similar criteria (Fig. 20, City of C.S. Traffic Criteria Manual)



PRIVATE ROAD (30' WIDE TRACT)

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

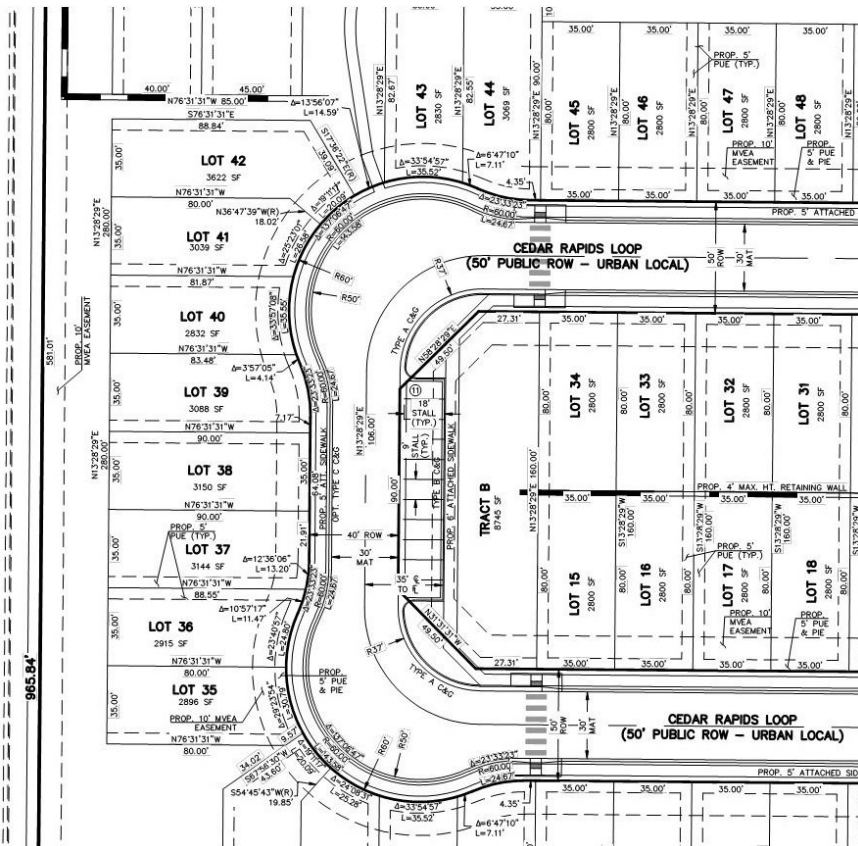
3. LDC 6.2.5.C.3(g) Special Standards:

No backing into Public Right-of-Way

This development includes a dense single-lane roadway that does not allow as much on-street parking. Off-street parking stalls are provided on private streets. The following represents the public Right-of-Way but are allowed to back into the site specific public Right-of-Way that functions as an Urban Local (low volume) roadway:

Revise this one to be a deviation to standard road section, ROW width.

(Just change section and title, I think the actual justification & exhibit are fine)



- 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.

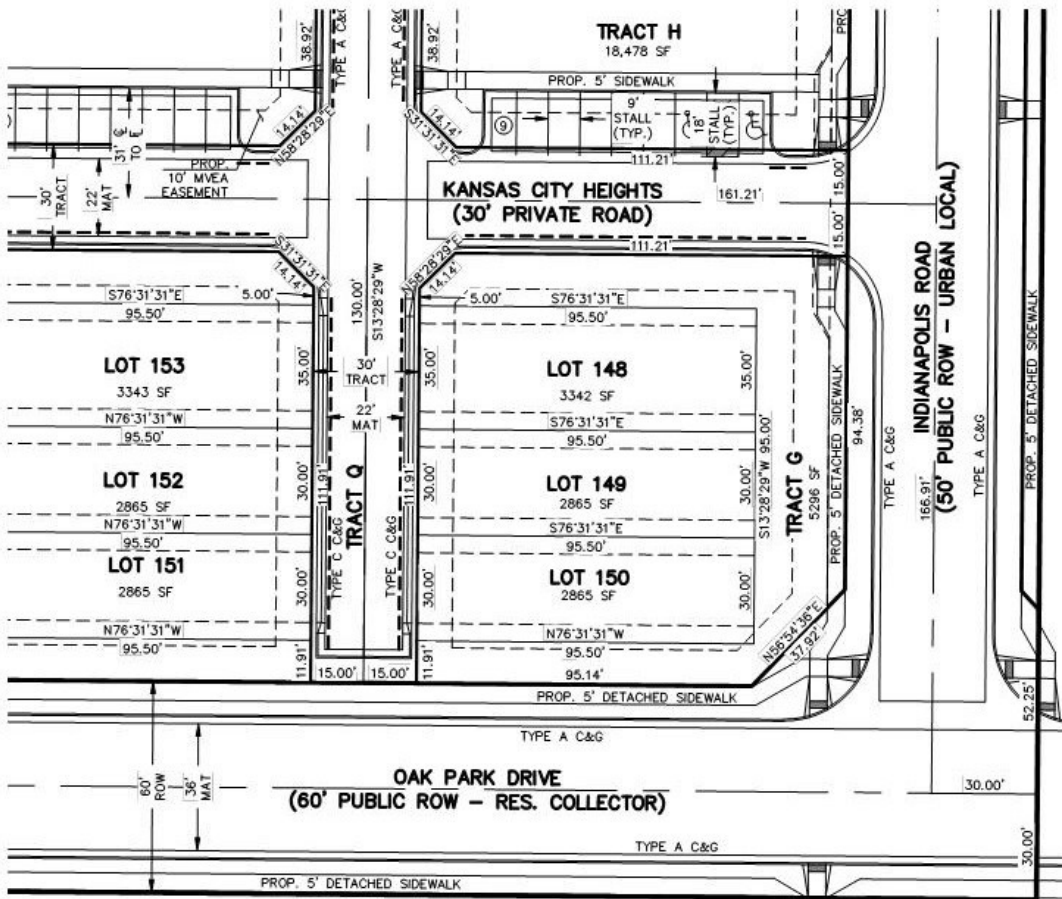
5. ECM 2.3.8.A

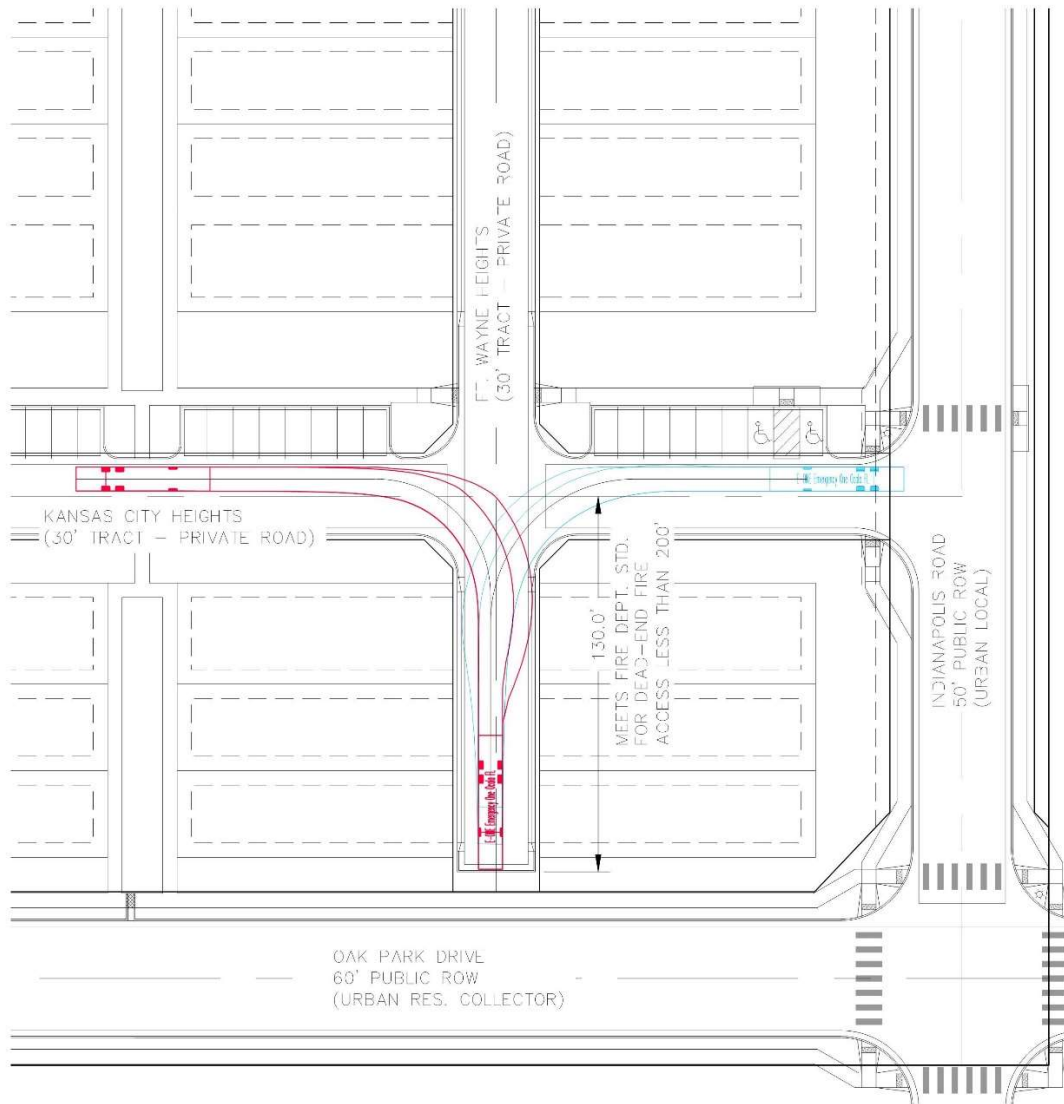
Special Standards:

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
- Reference Fire truck turning exhibit below (Meets Fire Dept. std. for dead-end road)





Fire Truck Turning Exhibit

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:

Yes	No	N/A	
<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: