



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 |

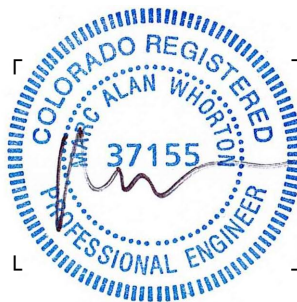
PROFESSIONAL ENGINEER INFORMATION

| | | |
|--|--------------------------------|----------------------------|
| 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



1/17/2025

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) are requested. Describe the specific standard for which a deviation is requested and state the reason for the deviation:

- 1. 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. Also, this development includes a dense single-family community with both public and private roads that does not allow as much on-street parking. However, off-street parking stalls are provided from both the public and private streets.
- 2. 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.
- 3. 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.

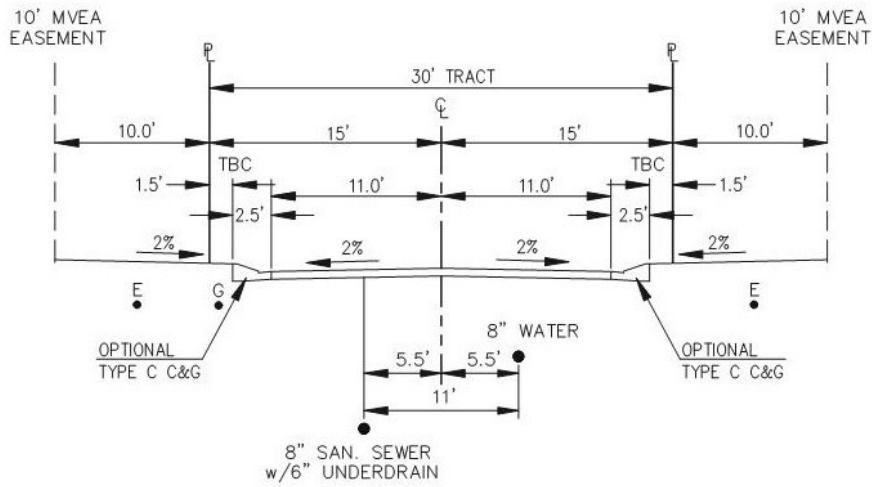
Describe in detail the proposed special standards to apply within the proposed PUD zone:

- 1. ECM 2.2.4.B.7**
Special Standards:

Typical Urban Local (low volume) Road Section
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)

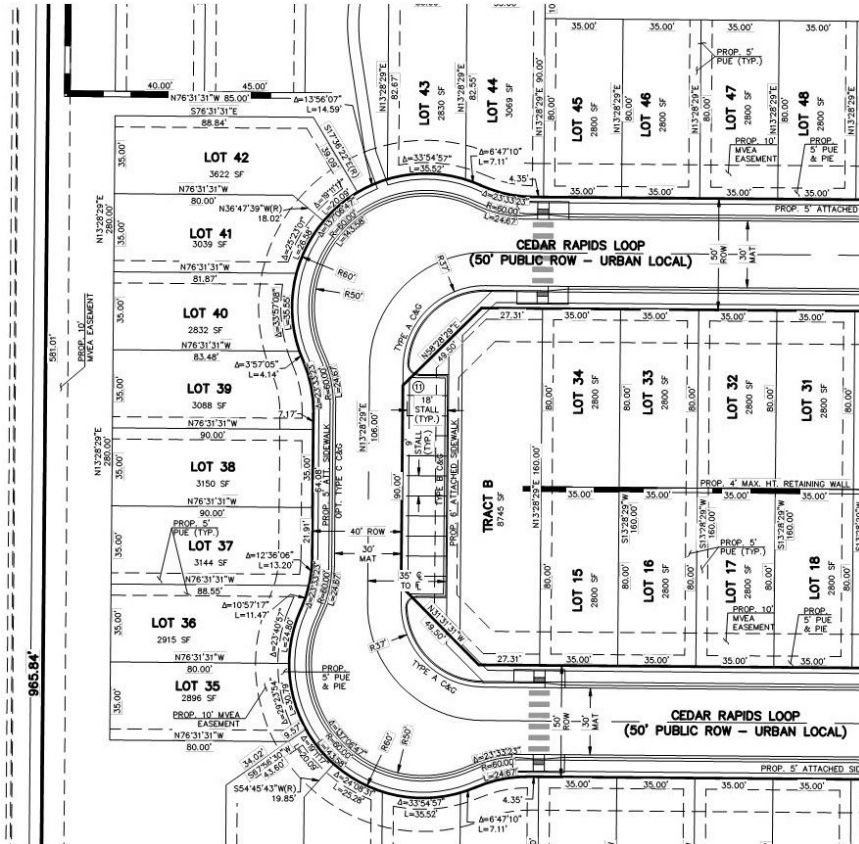
See proposed Private Road Section below:



PRIVATE ROAD (30' WIDE TRACT)

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

Also, 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:



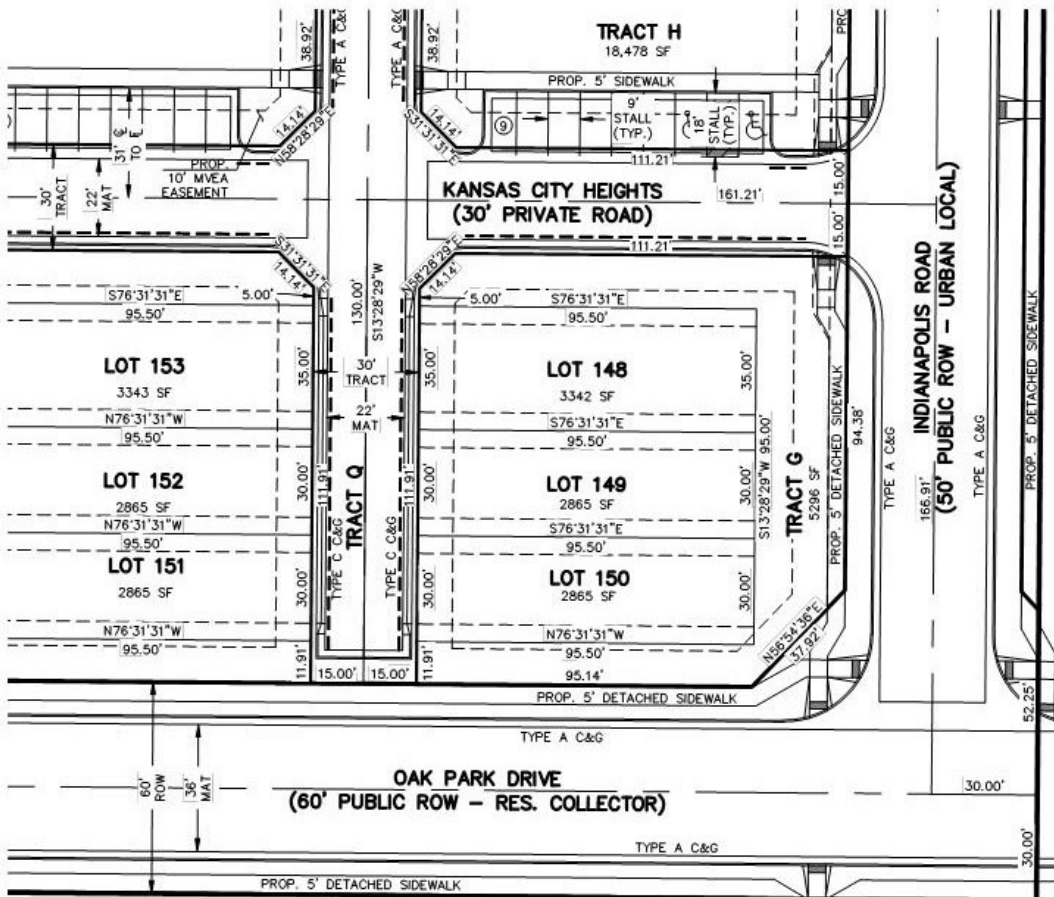
- 40' ROW adjacent to parking stalls
- 30' pavement mat remains consistent
- 20' parking depth provided to allow parking outside of public ROW
- Parking stalls within adjacent tract owned and maintained by Metro. District.

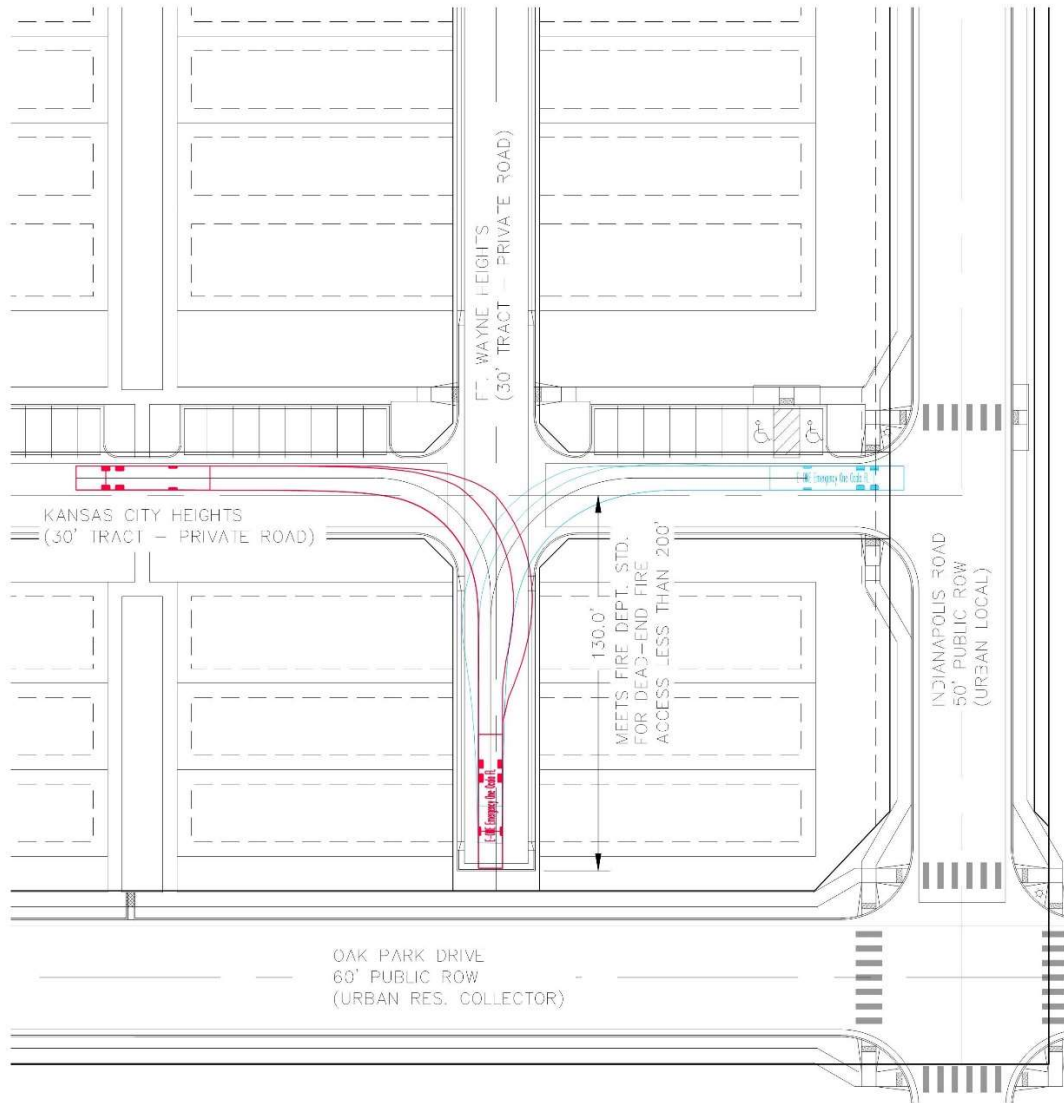
**2. ECM 2.3.8.A
Special Standards:**

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

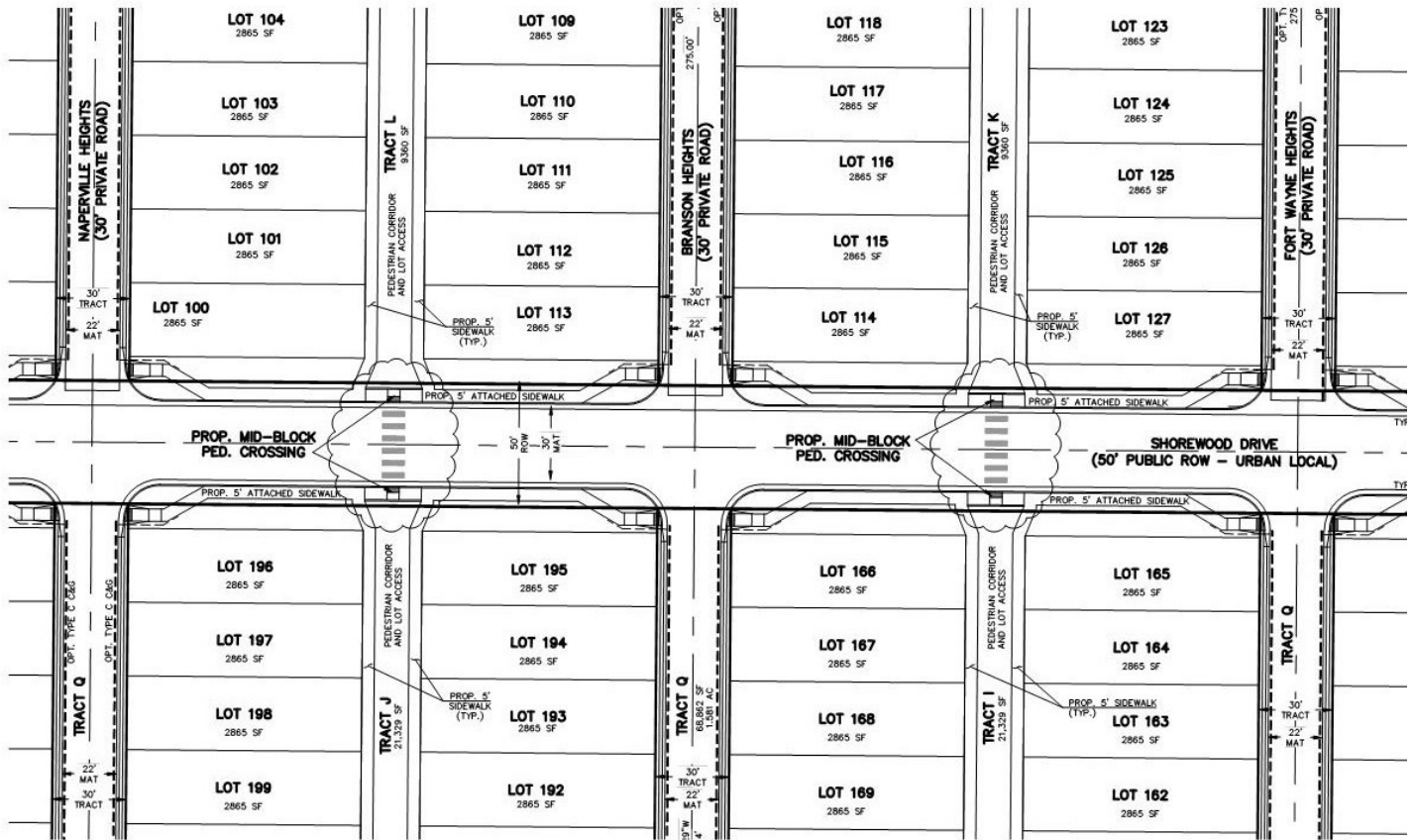
3. ECM 2.5.2.C.2

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.



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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: