

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

A deviation from the standards of the ECM in **Chapter 2.2.5.E** is requested.

Identify the specific DCM standard which a deviation is requested:

Intersection spacing (Urban Local to Collector Roadway)
Intersection spacing (Urban Local to Arterial Roadway)

State the reason for the requested deviation:

An urban local intersection is planned 190' away from collector road (CL to CL) rather than the required 200'. This design is based on a standard single family lot depth of 125' along with a 10' tract adjacent to the collector road. (Reference the Preliminary Plan – Autumn Sky Lane connection between Dines Blvd. and Sunlit Prairie Dr.)

An urban local intersection is planned 282' away from a rural arterial (ROW to CL) rather than the required 330'. This design again is based on a standard single family lot depth of 125' along with a park tract adjacent to the arterial road. (Reference the Preliminary Plan – Dines Blvd. connection between Wheatfield Walk Lane and Vollmer Road)

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

The proposed alternative is to maintain a reasonable lot depth of 125' along with a 10' open space tract adjacent to the collector roadway as required for double frontage lots. This CL-CL distance between intersections then equals 190' rather than the 200' criteria.

The proposed alternative is again to maintain a reasonable lot depth of 125' along with a park tract between the lots and Vollmer Road as required by the 50' buffer and park as shown on the approved Jaynes Property Sketch Plan (SKP225) This ROW-CL distance between intersections then equals approximately 282' rather than the 330' criteria. Incidentally, the CL-CL distance equals 332'.

LIMITS OF CONSIDERATION

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

- The DCM 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:

In urban single family developments it is standard practice to have typical lot depths or 100'-120'. In this portion of the project, the lots are double frontage lots and an additional open space tract (10' in this case) is planned adjacent to the collector roadway. Thus, the 125' lot depth and 10' tract determined the 190' CL-CL spacing. (Reference the Preliminary Plan – Autumn Sky Lane connection between Dines Blvd. and Sunlit Prairie Dr.)

The southern portion of the project has a similar condition, however, there is a park planned between the lots and Vollmer Road. The 125' lot depths and the varying width of the park in this area determine the 282' ROW-CL spacing. (Reference the Preliminary Plan – Dines Blvd. connection between Wheatfield Walk Lane and Vollmer Road)

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.

Financial consideration has no bearing on this deviation as it is purely a function of industry standard single family lots depths and reasonable open space/park tract width that determines the 190' and 282' distances.

The minimal discrepancy in intersection distances will not have any significant affect of how these intersections function and will result in a comparable design.

The deviation will not adversely affect safety or operations.

This deviation will not adversely affect safety or operations as it results in a comparable design.

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

This deviation will not adversely affect maintenance, in-fact there is less roadway to maintain.

The deviation will not adversely affect aesthetic appearance.

The requested deviations will not adversely affect the aesthetic appearance of the roadway corridor.

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

The requested deviation still meets the design intent and purpose of the ECM, as the request is minimal change from the criteria.

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.

This deviation has no affect on the County's MS4 permit as the collected runoff from these stretches of roadway will still be routed directly into a proposed SWQ facility.

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.

Γ

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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.

Γ

Γ

L

J

ECM ADMINISTRATOR COMMENTS/CONDITIONS:

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.



619 N. Cascade Avenue, Suite 200
Colorado Springs, Colorado 80903
(719) 785-0790

RETREAT AT PRAIRIE RIDGE
PRELIMINARY PLAN PARCEL
JOB NO. 1305.00-09
MARCH 21, 2024
PAGE 1 OF 3

EXHIBIT "A"
LEGAL DESCRIPTION

A PARCEL OF LAND BEING LOCATED IN A PORTION OF THE SOUTH HALF OF SECTION 28 AND THE NORTHWEST QUARTER OF SECTION 33, TOWNSHIP 12 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN, EL PASO COUNTY, COLORADO, BEING ALSO A PORTION OF LAND SURVEY PLAT RECORDED UNDER RECEPTION NO. 211900027, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BASIS OF BEARINGS: THE SOUTH LINE OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 28, TOWNSHIP 12 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN, BEING MONUMENTED AT THE WEST END WHICH IS THE SOUTHWEST CORNER OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 28, BY A 3-1/4" ALUMINUM SURVEYORS CAP STAMPED "ESI PLS 10376, 2006" AND AT THE EAST END, WHICH IS A 30' WITNESS CORNER TO THE EAST OF THE EAST QUARTER CORNER OF SAID SECTION 28, BY A 3-1/4" ALUMINUM SURVEYORS CAP STAMPED "ESI 10376, 2006", IS ASSUMED TO BEAR N89°08'28"E, A DISTANCE OF 1326.68 FEET.

COMMENCING AT THE CENTER-EAST 1/16 CORNER OF SAID SECTION 28, TOWNSHIP 12 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN, EL PASO COUNTY, COLORADO;

THENCE S83°37'56"W, A DISTANCE OF 62.10 FEET TO A POINT ON THE NORTH LINE OF THE SOUTH HALF OF SECTION 28 SAID POINT BEING THE NORTHEASTERLY CORNER OF LAND SURVEY PLAT RECORDED UNDER RECEPTION NO. 211900027 SAID POINT BEING ALSO IN THE WESTERLY RIGHT OF WAY LINE OF VOLLMER ROAD AND BEING THE **POINT OF BEGINNING**;

THENCE ON SAID WESTERLY RIGHT OF WAY LINE THE FOLLOWING FOUR (4) COURSES:

1. THENCE S09°36'29"W, A DISTANCE OF 114.58 FEET;
2. THENCE S11°14'07"W, A DISTANCE OF 1052.73 FEET;
3. THENCE ON THE ARC OF A CURVE TO THE RIGHT WHOSE CENTER BEARS N78°41'41"W, HAVING A DELTA OF 27°06'29", A RADIUS OF 603.83 FEET AND A DISTANCE OF 285.69 FEET;
4. THENCE S38°19'09"W, A DISTANCE OF 1,375.53 FEET;
5. THENCE S39°06'28"W, A DISTANCE OF 376.53 FEET;
6. THENCE S40°36'08"W, A DISTANCE OF 1,729.38 FEET TO A POINT ON THE WEST LINE OF THE EAST HALF OF THE NORTHWEST QUARTER OF SAID SECTION 33;

THENCE N00°07'28"W, ON SAID WEST LINE, A DISTANCE OF 1,440.85 FEET TO A POINT ON THE WEST LINE OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SAID SECTION 28;

THENCE N00°16'33"W, ON SAID WEST LINE, A DISTANCE OF 2,611.38 FEET TO A POINT ON THE NORTH LINE OF THE SOUTH HALF OF SECTION 28;

THENCE N89°13'54"E, ON SAID NORTH LINE, A DISTANCE OF 717.48 FEET TO THE EXTERIOR BOUNDARY OF LOT 1 OF JAYNES SUBDIVISION RECORDED IN PLAT BOOK X-3 AT PAGE 96;

THENCE ON THE SAID EXTERIOR BOUNDARY THE FOLLOWING THREE (3) COURSES:

1. THENCE S00°46'12"E, A DISTANCE OF 544.44 FEET;
2. THENCE N89°13'29"E, A DISTANCE OF 400.05 FEET;
3. THENCE N00°46'54"W, A DISTANCE OF 544.39 FEET TO THE SAID NORTH LINE OF THE SOUTH HALF OF SECTION 28;

THENCE N89°13'54"E, ON SAID NORTH LINE, A DISTANCE OF 1,457.61 FEET TO THE **POINT OF BEGINNING.**

THE DESCRIPTION ABOVE PRODUCES A CALCULATED AREA OF 6,191,054 SQUARE FEET, (142.12705 ACRES) OF LAND MORE OR LESS AND IS DEPICTED ON THE ATTACHED GRAPHICAL EXHIBIT FOR REFERENCE.



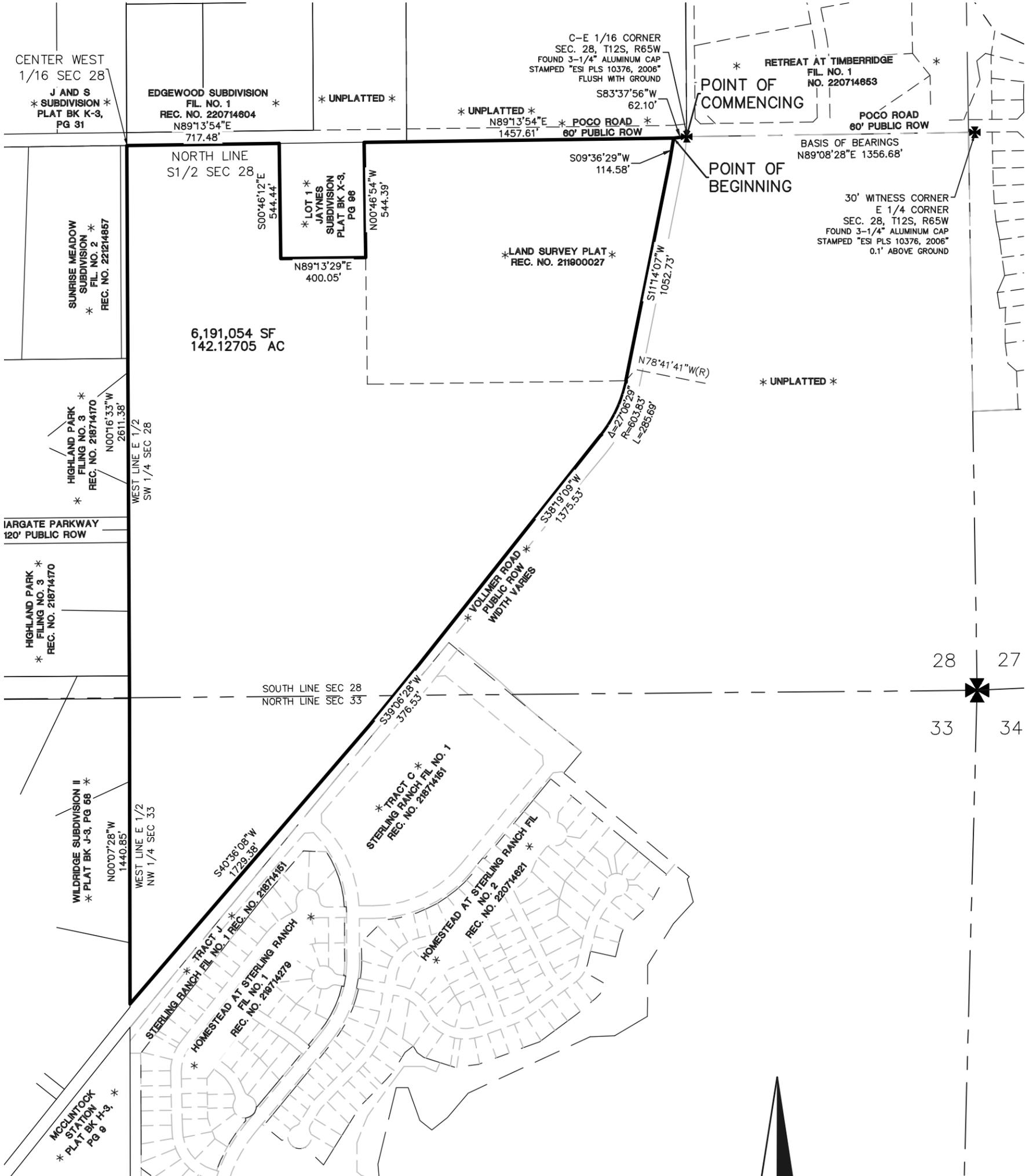
ROBERT L. MEADOWS, JR., PLS 34977
PREPARED FOR AND ON BEHALF OF
CLASSIC CONSULTING
ENGINEERS AND SURVEYORS



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RETREAT AT PRAIRIE
 RIDGE PRELIMINARY
 PLAN PARCEL
 JOB NO. 1305.00-09
 MARCH 21, 2024
 SHEET 3 OF 3

EXHIBIT "B"



SCALE: 1" = 500'

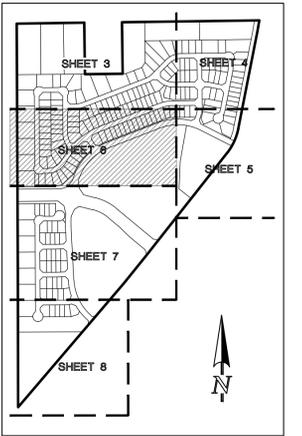
CCES, LLC DOES NOT EXPRESS NOR IMPLY ANY WARRANTY WITH THE ABOVE WRITTEN LEGAL DESCRIPTION AND EXHIBIT. THE LEGAL DESCRIPTION WAS WRITTEN FOR INFORMATIONAL PURPOSES ONLY AND DOES NOT DEPICT A MONUMENTED LAND SURVEY.

RETREAT AT PRAIRIERIDGE FILINGS 1-3

A PORTION OF THE SOUTHWEST QUARTER OF SECTION 28 AND THE NORTHWEST QUARTER OF SECTION 33,
TOWNSHIP 12 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN, EL PASO COUNTY, STATE OF COLORADO

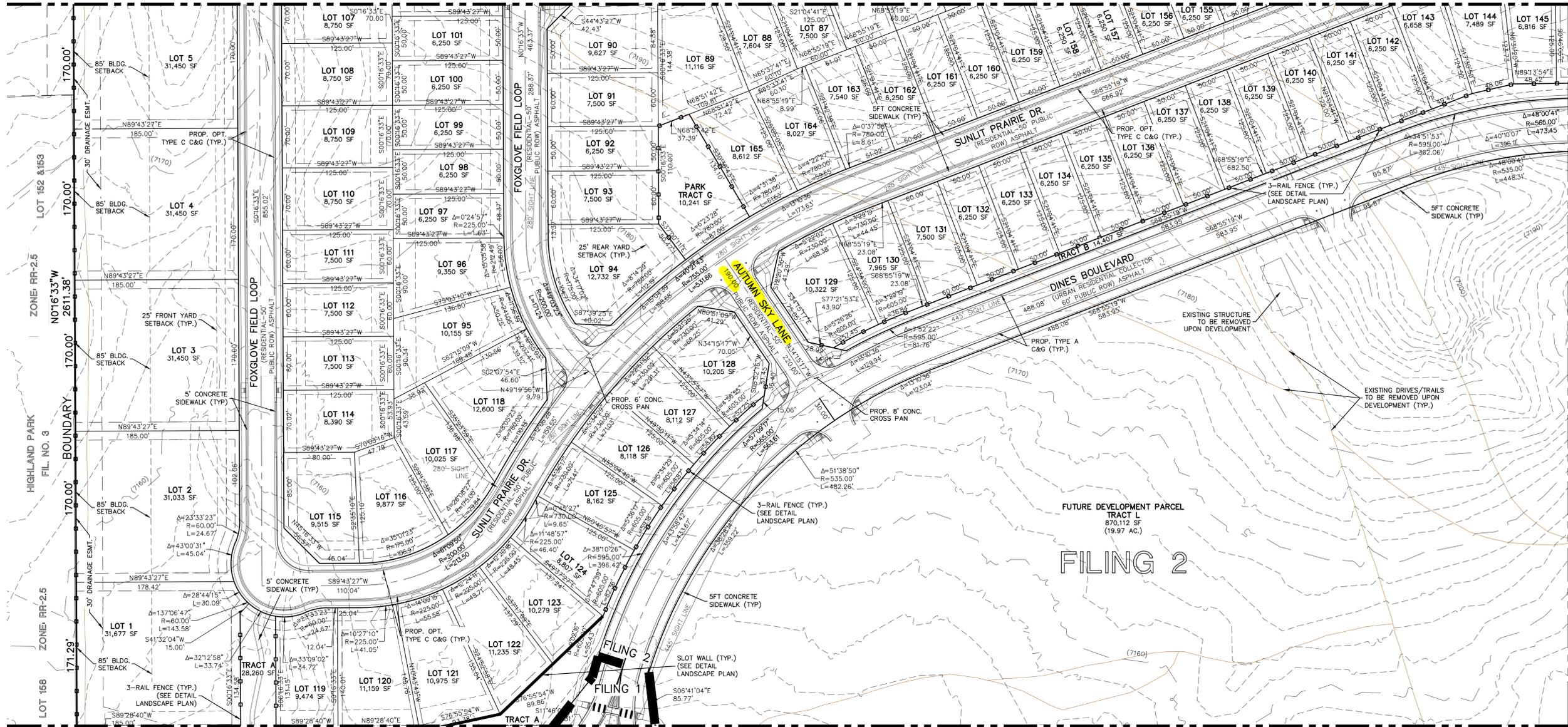
PRELIMINARY PLAN

MARCH 2024



SHEET INDEX
N.T.S.

MATCHLINE~ (SEE SHEET 3)

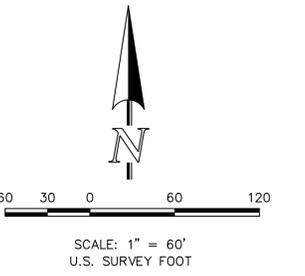
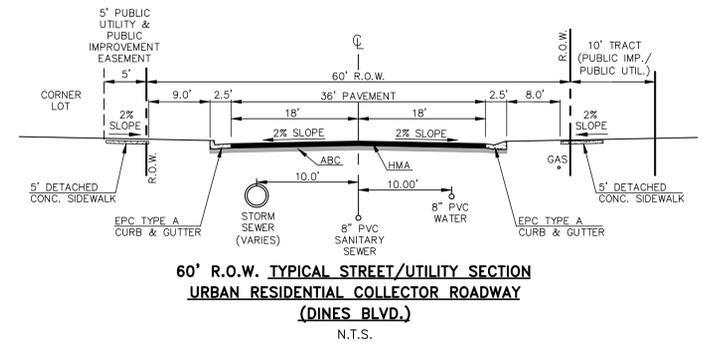
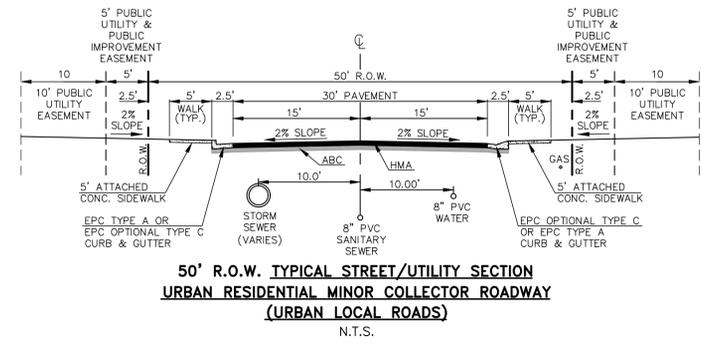


EASEMENT NOTES

- ALL LOTS WITHIN FILING 2 (RS-6000 ZONE) WILL HAVE THE FOLLOWING ESMTS. AS SHOWN UNLESS OTHERWISE NOTED:
 5' SIDE YARD PUBLIC UTIL./ DRAINAGE ESMT.
 5' FRONT PUBLIC IMP. ESMT.
 15' FRONT PUBLIC UTIL. ESMT.
 7' REAR YARD PUBLIC UTIL./ DRAINAGE ESMT.
- LOTS 1-5 (RR-0.5 ZONE) HAVE THE FOLLOWING ESMTS. AS SHOWN:
 10' SIDE YARD PUBLIC UTIL./ DRAINAGE ESMT.
 5' FRONT PUBLIC IMP. ESMT.
 15' FRONT PUBLIC UTIL. ESMT.
 10' REAR YARD PUBLIC UTIL./ DRAINAGE ESMT.

MATCHLINE~ (SEE SHEET 5)

MATCHLINE~ (SEE SHEET 7)



RETREAT AT PRAIRIERIDGE FILINGS 1-3			
PRELIMINARY PLAN			
FILING 1 & 2			
DESIGNED BY	MAW	SCALE	DATE
DRAWN BY	MAW	(H) 1" = 60'	SHEET 6 OF 28
CHECKED BY	(V) 1" = N/A	JOB NO.	1305.10

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