Planning and Community Development Department
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DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

PROJECT INFORMATION

Revised 10-14-2022 (updated Exhibit No. 1)

Project Name :	Waterbury Filings 1 and 2
Schedule No.(s) :	4200000417
Legal Description :	TR IN NW4, SW4 SEC 28, E2SE4 SEC 29, NW4 SEC 33-12-64 DESC AS FOLS: COM AT NW COR OF SD SEC 28, TH S 00<30'55" E 1319.39 FT TO NW COR OF S2NW4, S 89<47'08" E 588.96 FT TO A PT ON ELY R/W OF EASTONVILLE RD FOR POB, CON S 89<47'08" E 1605.16 FT, S 00<12'59" W 435.00 FT, S 89<47'01" E 139.63 FT, S 00<12'59" W 330.00 FT, N 89<47'01" W 350.00 FT, N 00<12'59" E 30.00 FT, N 89<47'01" W 435.00 FT, S 00<12'59" W 377.02 FT, S 12<05'17" E 298.63 FT, S 25<18'38" E 227.74 FT, S 37<45'39" E 249.37 FT, S 51<48'59" E 239.45 FT, S 24<21'29" W 365.46 FT, TH ALG ARC OF CUR TO THE L HAVING A RAD OF 965.00 FT AN ARC DIST OF 18.61 FT A C/A OF 01<06'18" WHICH CHORD BEARS N 26<38'08" E, TH S 25<31'50" W 699.86 FT, N 28<50'14" W 419.93 FT, S 39<02'37" W 269.86 FT, S 28<43'09" E 182.42 FT, S 20<34'25" E 144.94 FT, S 04<10'28" W 63.70 FT, TH ALG ARC OF CUR TO THE R HAVING A RAD OF 1465.00 FT AN ARC DIST OF 64.34 FT A C/A OF 02<30'59" WHICH CHORD BEARS N 07<06'03" E, S 09<37'02" W 70.00 FT, S 12<40'04" W 679.15 FT, S 10<45'49" E 120.00 FT, TH ALG ARC OF CUR TO THE L HAVING A RAD OF 1280.00 FT AN ARC DIST OF 336.84 FT A C/A OF 15<04'39" WHICH CHORD BEARS S 10<45'49" E, S 64<09'32" W 723.95 FT, N 10<22'31" E 439.41 FT, N 12<01'08" W 399.03 FT, N 18<38'16" W 326.29 FT, N 24<17'51" W 617.25 FT, N 30<04'30" W 382.89 FT, N 18<14'27" W 254.35 FT, N 28<23'01" W 429.55 FT TO A PT ON ELY R/W LN OF EASTONVILLE RD, N 38<15'31" E 549.80 FT TO A PT ON SLY LN OF NE4 SEC 29 S 89<54'34" E 310.49 FT, N 00<30'55" W 389.80 FT TO A PT ON ELY R/W LN OF EASTONVILLE RD, N 38<15'31" E 3.28 FT, N 37<34'53" E 508.84 FT, TH ALG ARC OF CUR TO THE L HAVING A RAD OF 1630.00 FT AN ARC DIST OF 589.68 FT A C/A OF 20<43'39" TO POB, EX THAT SLY POR CONV BY REC # 208025323, EX PT DESC BY REC # 217092201

APPLICANT INFORMATION

Company :	4 Way Ranch Joint Venture, LLC
Name :	Mr. Peter Martz
	☒ Owner ☐ Consultant ☐ Contractor
Mailing Address :	P.O. Box 50223
	Colorado Springs, CO 80949
Phone Number :	719-491-3150
FAX Number :	
Email Address :	pmartzlrg@comcast.net

ENGINEER INFORMATION

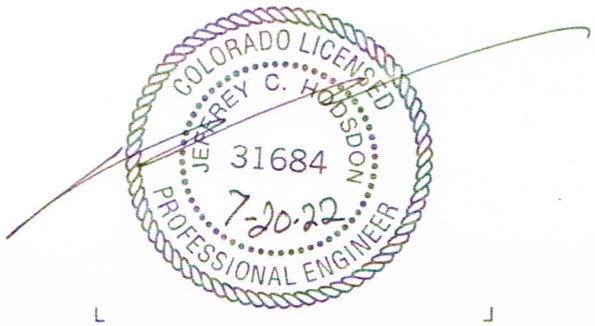
Company :	LSC Transportation Consultants, Inc		
Name :	Jeffrey C. Hodsdon	Colorado P.E. Number :	31684
Mailing Address :	2504 E. Pikes Peak Ave, Suite 304		
	Colorado Springs, CO 80909		
Phone Number :	719-633-2868		
FAX Number :	719-633-5430		
Email Address :	jeff@LSCtrans.com		

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.

Signature of owner (or authorized representative) — Date: 7/21/22

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 Section **2.3.7.E.1 & 2** of the Engineering Criteria Manual (ECM) is requested. The requested deviation is to allow left- and right-turn bays on the southbound Saybrook approach to Stapleton to be designed for required stacking/storage distance plus a compact bay taper design in order to minimize the impact to on-street parking and lots fronting Saybrook.

This deviation was previously approved. A copy of the prior approved deviation is attached to the end of this deviation for reference. The projected southbound approach volumes at Saybrook/Stapleton used in the analysis to support the prior approved deviation are essentially the same as the corresponding projected volumes in the current TIS report.

The first attached exhibit is a copy of the laneage exhibit depicting the deviation request. The second exhibit is a copy of the Saybrook proposed cross section with on-street parking and lot frontage that would be impacted without this deviation.

Identify the specific ECM standard which a deviation is requested:

ECM Section 2.3.7.E.1: The design elements for a left turn lane are the bay taper, lane length, storage length, which in combination makes up the left turn lane. The proposed design would provide required stacking/storage distance only plus a compact bay taper design.
ECM Section 2.3.7.E.2: The design elements for right turn and deceleration lanes are the approach taper, lane length, storage length, which in combination makes up the right turn lane. The proposed design would provide required stacking/storage distance only plus a compact bay taper design.

State the reason for the requested deviation:

The deviation is needed to minimize the impact full-length, standard turn lanes would have to on-street parking and lots fronting Saybrook (please refer to the attached deviation exhibits).

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

The ECM requires turn lanes to include deceleration distance plus stacking distance plus taper length. Based on a design speed of 30 mph (posted speed would also be 30 mph) and the turning volumes, the ECM criteria for turn lanes requires a southbound right-turn lane length of 165 to 190 feet (115 feet of deceleration distance plus 50 to 75 feet of storage) plus a 120-foot taper for a total right turn length of 285 to 310 feet and a southbound left-turn lane length of 165 to 190 feet plus a 120-foot taper for a total left turn length of 285 to 310 feet. The proposed left- and right-turn lanes are 100 feet long plus a 60 foot compact bay taper for a total lane length of 160 feet. This is 125 to 150 feet shorter than the ECM criteria.

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:

The deviation is requested in order to minimize the impact to on-street parking and lots facing Saybrook. Deceleration distance is not necessary as explained below. Compact tapers are also reasonable and preferred on this planned urban street.

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.

Given the site-specific situation, LSC's judgement is that these lane lengths could be shortened to provide stacking distance only and still achieve the intended result of separating turning traffic from through traffic.

The adjacent southbound through lane is likely to see relatively low volume as most southbound traffic will turn left or right. Also, once signalized, the side street will likely have limited signal phase time compared to Stapleton Road. Drivers will expect a "stop condition" at Stapleton. Given these two factors, driver expectancy will be to reduce speed approaching the intersection even without the ECM deceleration distance. Note: The queuing analysis from the 2013 PUD development plan TIS report (utilized as basis for the previously-approved deviation) actually indicated a buildout need for about 100 feet of stacking to accommodate the projected queues, rather than 50 to 75 per ECM. The projected southbound approach volumes at Saybrook/Stapleton are essentially the same as the corresponding projected volumes in the current TIS report.

The deviation will not adversely affect safety or operations.

Most southbound vehicles will be turning left or right at Stapleton, and with either a stop-sign on the southbound approach, or a future traffic signal, southbound motorist will expect a stop condition at Stapleton. The side street will likely have limited signal green time. Given these two factors combined with the 30 mph speed limit, the planned urban development and roundabout to the north along Saybrook, driver expectancy will be to reduce speed approaching the intersection even without the ECM deceleration distance.

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

As the proposed lanes are shorter than those required by the ECM the associated maintenance costs would be lower.

The deviation will not adversely affect aesthetic appearance.

Turn bays with only the necessary length for the situation would improve aesthetics of the area by reducing the width and surface area of asphalt.

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

All the above factors make this situation different from an access or intersection along a higher speed collector or arterial where a deceleration length component is important. The deviation exhibits show both southbound and left- and right-turn bays on Saybrook on the approach to Stapleton. The southbound left-turn lane would have sufficient stacking length to accommodate over 95 percent of the southbound left vehicle queues during the peak hour. The southbound right-turn lane would have sufficient stacking length to accommodate the southbound right-turn vehicle queues. Both lanes would be of sufficient length such that the entry to the lanes would not be blocked by the southbound through lane queue except perhaps in an unusual situation.

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.

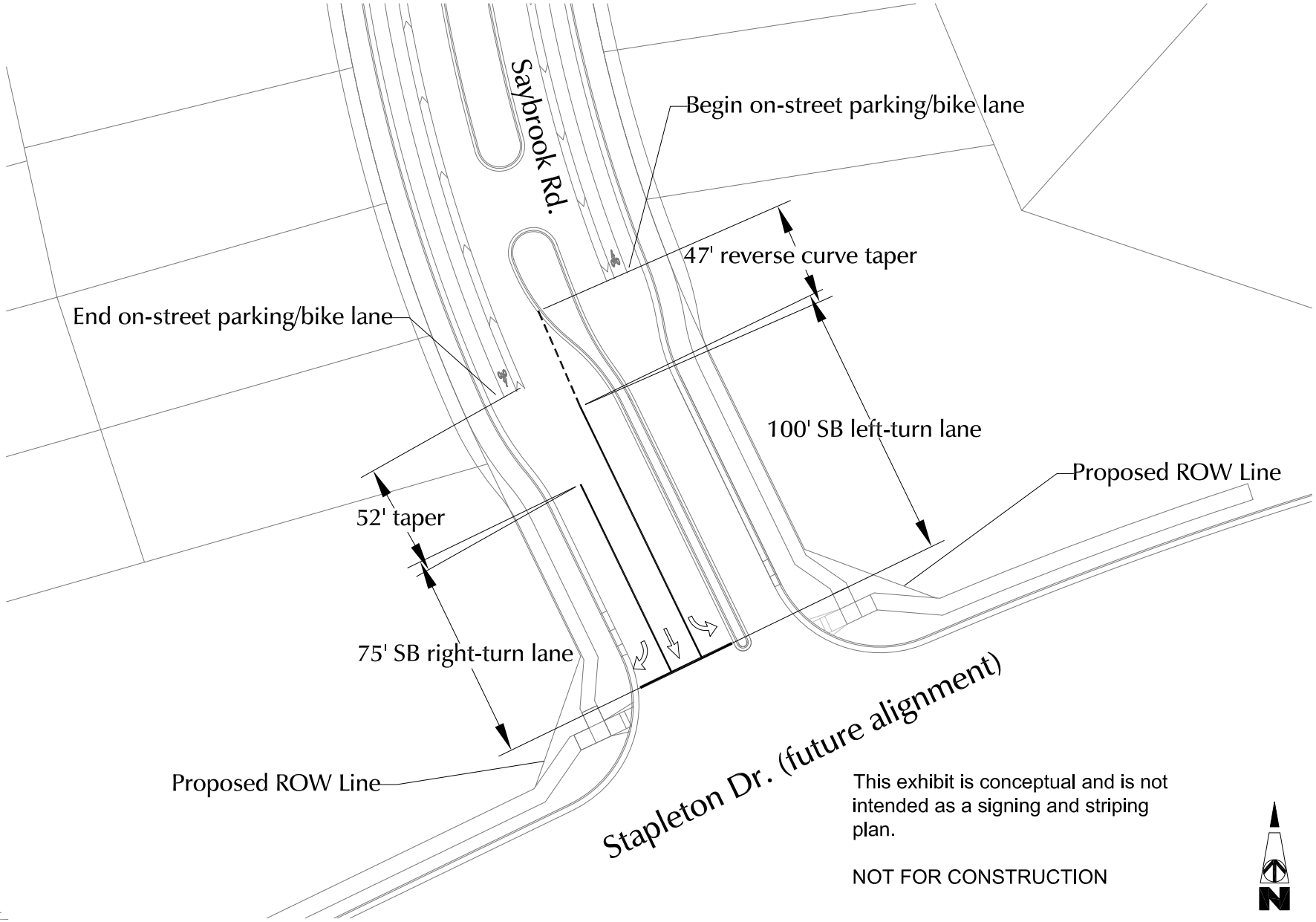
Water quality will be provided.

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.

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.

ECM ADMINISTRATOR COMMENTS/CONDITIONS:



This exhibit is conceptual and is not intended as a signing and striping plan.

NOT FOR CONSTRUCTION

N

Not to Scale

Recommended Turn Bay Geometry
Saybrook Road at Stapleton Drive

Waterbury Filing Nos. 1 and 2

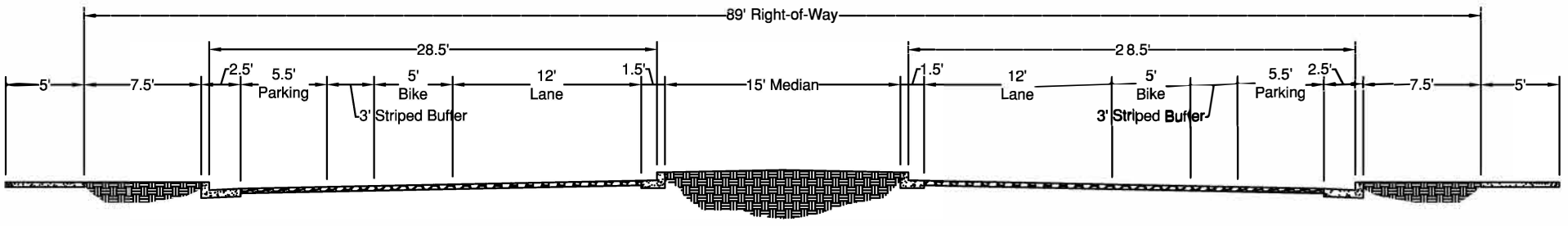
Deviation Exhibit 1

LSC # 204220

LSC TRANSPORTATION CONSULTANTS, INC.

"See cross section below"

Approximate Scale
Scale: 1"= 60'



Scale: 1"= 10'

Deviation Exhibit 2

Saybrook Drive Cross Section

Waterbury Filing Nos. 1 & 2 (LSC #204220)

NEW DOC

Development Services Department
2880 International Circle
Colorado Springs, Colorado 80910

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Website www.elpasoco.com

DEVIATION REVIEW AND DECISION FORM

Procedure # R-FM-051-07
Issue Date: 12/31/07
Revision Issued: 00/00/00
DSD FILE NO.:

Prior Deviation - For southbound turn bays on Saybrook at Stapleton - Still Applicable. This one was approved.

General Property Information:
Address of Subject Property (Street Number/Name): 0 Eastonville Road
Tax Schedule ID(s) #:4200000367, 4200000366, 4200000349, 4200000326
Legal Description of Property: See Attached
Subdivision or Project Name: Waterbury
(formerly 4 Way Ranch)

Section of ECM from Which Deviation is Sought: 2.3.7.E.1 &.2 Intersections - Turn Lane Design Elements.
Specific Criteria from Which a Deviation is Sought: The design elements for a left turn lane are the bay taper, lane length, storage length, which in combination makes up the left turn lane. The design elements for a right turn and deceleration lanes are the approach taper, lane length, storage length, which in combination makes up the right turn lane.
Proposed Nature and Extent of Deviation: The requested deviation is to allow left and right turn bays on the southbound Saybrook approach to Stapleton to be designed for required stacking/storage distance plus a compact bay taper design in order to minimize the impact to on-street parking and lots fronting Saybrook (see attached exhibit)

Applicant Information:
Applicant: 4 Way Ranch Joint Venture,LLC (Peter Martz) Email Address: pmartzlrg@comcast.net
Applicant is: __X___ Owner _____ Consultant _____ Contractor
Mailing Address: P.O. Box 50223 Colorado Springs State: CO Postal Code: 80949
Telephone Number: (719) 491-3150 Fax Number:_____

Engineer Information:
Engineer: Jeffrey C. Hodsdon Email Address: jeff@lsccs.com
Company Name: LSC Transportation Consultants, Inc.
Mailing Address: 516 N. Tejon St., Colorado Springs State: CO Postal Code: 80903
Registration Number: 31684 State of Registration: CO
Telephone Number:719-633-2868 Fax Number:719-633-5430

Explanation of Request (Attached diagrams, figures and other documentation to clarify request):
Section of ECM from Which Deviation is Sought: 2.3.7.E.1 &.2 Intersections - Turn Lane Design Elements.
Specific Criteria from Which a Deviation is Sought: The design elements for a left turn lane are the bay taper, lane length, storage length, which in combination makes up the left turn lane. The design elements for a right turn and deceleration lanes are the approach taper, lane length, storage length, which in combination makes up the right turn lane.
Proposed Nature and Extent of Deviation: The requested deviation is to allow left and right turn bays on the southbound Saybrook approach to Stapleton to be designed for required stacking/storage distance plus a compact bay taper design.
Reason for the Requested Deviation: The deviation is requested in order to minimize the impact to on-street parking and lots fronting Saybrook (see attached exhibit).
Comparison of Proposed Deviation to ECM Standard: The ECM requires turn lanes to include deceleration distance plus stacking distance plus taper length. Based on a design speed of 30 mph (posted speed would also be 30 mph) and the turning volumes, the ECM criteria for turn lanes requires a southbound right-turn lane length of 165 to 190 feet (115 feet of deceleration distance plus 50 to 75 feet of storage) plus a 120-foot taper and a southbound left-turn lane length of 165 to 190 feet plus a 120-foot taper. LSC's judgment is that given the particular situation, these lane lengths could be shortened to provide stacking distance only. Note: The traffic simulation actually indicates a 2035 need for about 100 feet of stacking to accommodate the projected queues, rather than 50 to 75 per ECM

requirements. The right turn lane stacking need would be 50 to 75 feet
Applicable Regional or National Standards used as Basis:

Application Consideration:

CHECK IF APPLICATION MEETS CRITERIA FOR CONSIDERATION	**JUSTIFICATION**
☐ 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.	The deviation is requested in order to minimize the impact to on-street parking and lots facing Saybrook. Deceleration distance is not necessary as explained below. Compact tapers are also reasonable and preferred on this planned urban street.

If at least one of the criteria listed above is not met, this application for deviation cannot be considered.

Criteria for Approval:

PLEASE EXPLAIN HOW EACH OF THE FOLLOWING CRITERIA HAVE BEEN SATISFIED BY THIS REQUEST	
The request for a deviation is not based exclusively on financial considerations.	This request is not based on cost. The request is being made to minimize the impact to on-street parking and lots fronting Saybrook.
The deviation will achieve the intended result with a comparable or superior design and quality of improvement.	Most southbound vehicles will be turning left or right at Stapleton, and with either a Stop-sign on the southbound approach, or a future traffic signal, southbound motorists will expect a stop condition at Stapleton. The side street will likely have limited signal green time. Given this combined with the 30 mph speed limit, the urban development along Saybrook, and the fact that the street was approved through deviation as a lower speed collector street with on-street parking, deceleration distance should not be needed.
The deviation will not adversely affect safety or operations.	All these factors make this situation different from an access or intersection along a higher speed collector or arterial where a deceleration length component is important. The Preliminary Plan shows both southbound left- and right-turn bays on Saybrook on the approach to Stapleton. The southbound left-turn lane would have sufficient stacking length to accommodate over 95 percent of the southbound left vehicle queues during the peak hour. The southbound right-turn lane would have sufficient stacking length to accommodate the southbound right-turn vehicle queues. Both lanes would be of sufficient length such that the entry to the lanes would not be blocked by the southbound through lane queue except perhaps in an unusual situation.
The deviation will not adversely affect maintenance and its associated cost.	Not Applicable.
The deviation will not adversely affect aesthetic appearance.	Not Applicable.

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, 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.

Signature of owner (or authorized representative) _____ Date 6/26/13

Signature of applicant (if different from owner) _____ Date _____

Signature of Engineer _____ Date _____

Engineer's Seal

COLORADO REGISTERED
JEFFREY C HODSON
31684
PROFESSIONAL ENGINEER

Review and Recommendation:
APPROVED by the ECM Administrator

_____ Date 7-16-13

This request has been determined to have met the criteria for approval. A deviation from Section 2.3.7.E.1+2 of ECM is hereby granted based on the justification provided. Comments:

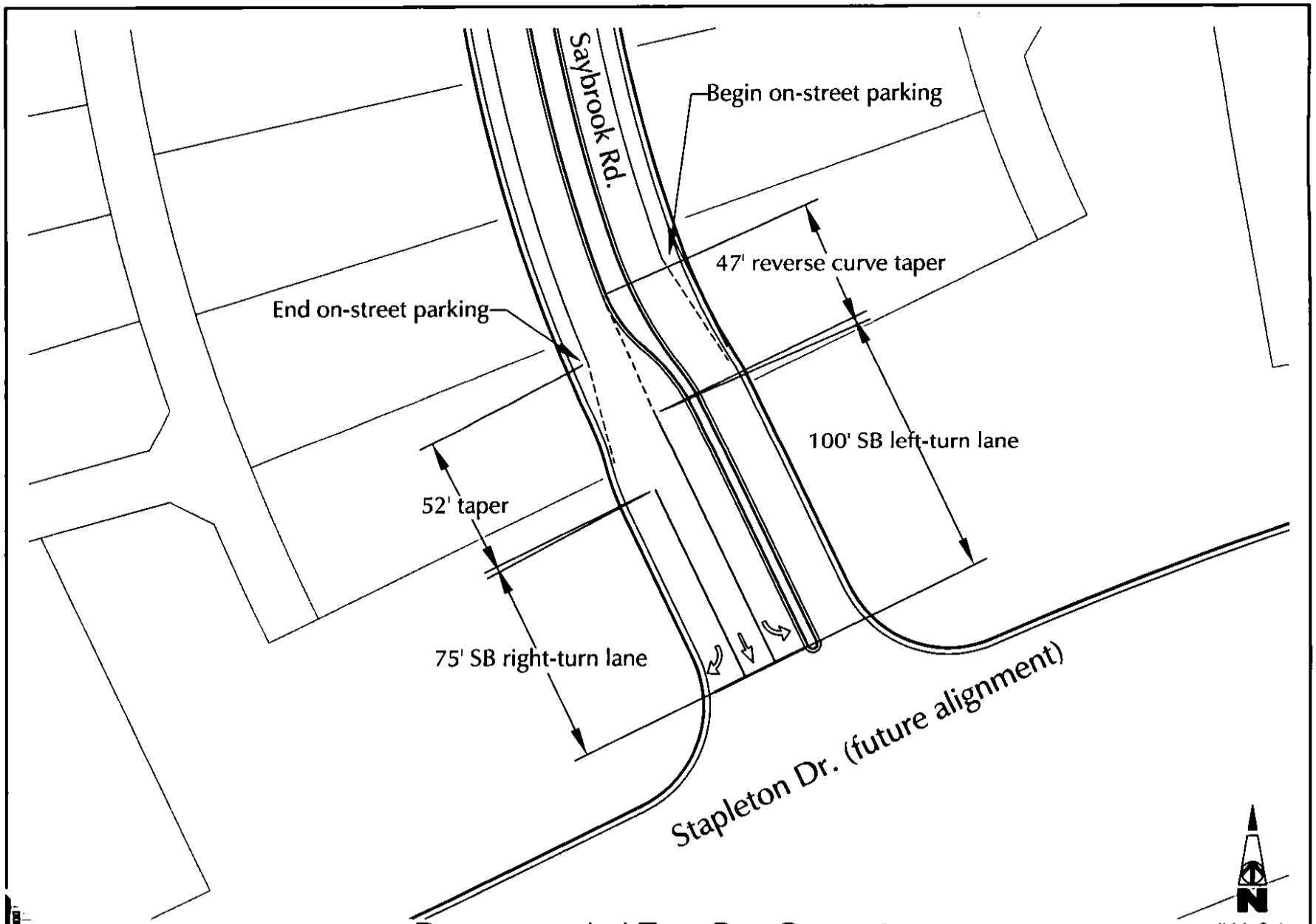
____ Additional comments or information are attached.

DENIED by the ECM Administrator

_____ Date _____

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

____ Additional comments or information are attached.



Recommended Turn Bay Geometry
Saybrook Road at Stapleton Drive
Waterbury Preliminary Plan No. 1

Deviation Exhibit
LSC # 134200

TRANSPORTATION CONSULTANTS, INC.