



Planning and Community
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DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

PROJECT INFORMATION

Project Name : Homestead North Phase 1 SP-20-008
Schedule No.(s) : 5228000030
Legal Description : THAT PT SE4 SEC 28-12-65 & PT N2N2 SEC 33-12-65 LY ELY OF ELY R/W LN OF VALLMER RD DESC AS FOLS:
COM AT NE COR SE4 SEC 28, TH S 89<0831W ON N LN 128.37 FT, S 20<4157E 261.04 FT, S 36<3659W 139.21
FT, S 17<4007W 65.20 FT, S 17<1441E 84.16 FT, S 17<1743E 155.83 FT, S 09<1039W 166.63 FT, S 08<2217E
157.75 FT, S 19<0907E 155.42 FT, S 17<3820W 312.28 FT, S 26<2812W 345.04 FT, S 55<4729W 233.14 FT, S
40<4613W 162.69 FT, S 03<5910E 264.69 FT, N 89<0245W 390.33 FT, S 43<1502W 394.30 FT, S 01<3742W 124.40
FT, S 29<3049W 240.16 FT, S 24<3652W 161.87 FT, S 12<0249W 98.11 FT, S 01<3845W 162.43 FT TO NELY R/W
LN OF FUTURE BRIARGATE PKWY/ STAPLETON RD, TH N 50<2612W 1338.23 FT, N 39<3348E 1161.48 FT, TH
ALG ARC OF CUR TO THE L HAVING A RAD OF 830.0 FT A C/A OF 14<21'25" WHICH CHORD BEARS N
31<2651E 207.44 FT, THE ALG ARC OF CUR TO THE L HAVING A RAD OF 774.82 FT A C/A OF 14<05'58" WHICH
CHORD BEARS N 17<4124E 190.19 FT, N 11<0640E 1021.80 FT, TH ALG ARC OF CUR TO THE L HAVING A
RAD OF 980.0 FT OF C/A OF 7<48'21" WHICH CHORD BEARS N 07<1230E 133.41 FT TO N LN SE4 SD SEC 28,
TH N 89<0831E 1198.84 FT TO POB

APPLICANT INFORMATION

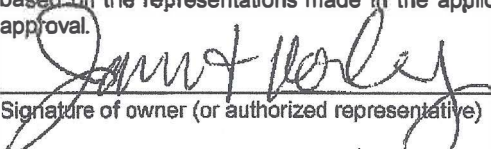
Company : Morley-Bentley Investments, LLC
Name : Jim Morley
☒ Owner ☐ Consultant ☐ Contractor
Mailing Address : 20 Boulder Crescent, 1st Floor
Colorado Springs, CO 80903
Phone Number : 719-491-3024
FAX Number :
Email Address : jmorley3870@aol.com

ENGINEER INFORMATION

Company : LSC Transportation Consultants, Inc
Name : Jeffery C. Hodsdon
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Colorado Springs, CO 80909
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FAX Number : (719) 633-5430
Email Address : jeff@lsctrans.com
Colorado P.E. Number : 31684

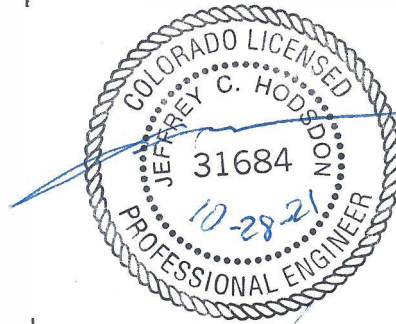
OWNER, APPLICANT, AND ENGINEER DECLARATION

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

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 2.2.5.C (and 2.3.2) of the *Engineering Criteria Manual (ECM)* is requested. The request is for a right-in only access to Vollmer Road 704 feet north of Briargate Parkway and 704 feet south of a proposed full-movement intersection (Sam Bass Drive). Please refer to the attached exhibits. Also, please refer to the TIS report prepared for this project for additional information.

Identify the specific ECM standard which a deviation is requested:

2.2.5.C Roadway Access Criteria - Urban Minor Arterial Access Criteria
2.3.2 Design Standards by Classification Table 2-6 Intersection spacing on an Urban Minor Arterial is $\frac{1}{4}$ mile (1,320 feet)

State the reason for the requested deviation:

Exhibit 1 shows the location of the Homestead North development and Exhibit 2 shows the location of the proposed right-in only access that will require a deviation to the *ECM* criteria. The applicant is requesting this access to reduce the out-of-direction travel to the southern portion of the development for motorists arriving from the south, west, or southwest. As there is not sufficient intersection spacing for an eastbound left turn from Briargate Parkway (Stapleton) at Wheatland Drive, this access would be a good alternative to improve to accessibility to the southern portion of the site. Future residents in the southern portion of the site would not need to travel about one-quarter mile up Vollmer Road, turn right at Sam Bass Drive, and backtrack through the north portion of the subdivision to reach the homes in the southern portion. Exhibit 3 shows the traffic routes with and without the proposed right-in only access.

The right-in-only connection would have a northbound right-turn deceleration lane on Vollmer and very minimal impact to Vollmer operations as only the right-in turning movement would be allowed.

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

The deviation is to request a right-in only intersection to Vollmer Road about 704' feet north of Briargate Parkway and 704' south of a proposed full-movement intersection (Sam Bass Drive). This is about 616 feet less than the *ECM* standard.

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 site has no access to the east due to a drainage area (Sand Creek). Access to the south is limited due to the classification of Briargate Parkway as an Urban Principal. The access to Briargate Parkway is limited to right-in/right-out only as the spacing is insufficient for an eastbound left turn from Briargate Parkway (Stapleton Drive) at Wheatland Drive

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.

The proposed 704' spacing would be able to accommodate a right-turn deceleration lane on Vollmer Road that meets the *ECM* criteria for an Urban Minor Arterial.

The deviation will not adversely affect safety or operations.

The right in only connection would have a northbound right-turn deceleration lane on Vollmer that meets *ECM* criteria and very minimal impact to Vollmer operations, as only the right-in turning movement would be allowed.

Exhibit 4 shows a sight-distance analysis for the proposed right-in only intersection of Vollmer Road/Jane Kirkham Drive and the first internal intersection to the east (Jane Kirkham Drive/Texas Jack Drive). As shown in this exhibit, these intersections meet the criteria for both stopping sight distance and intersection sight distance.

Exhibit 5 shows the projected 2040 total traffic volumes, lane geometry, and level of service for key intersections in the vicinity of the site. All of the intersections analyzed are projected to operate at LOS D or better for all movements as stop-sign-controlled intersections.

Exhibit 6 shows the proposed cross-section for Jane Kirkham Drive.

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

The deviation will not impact maintenance costs. The street cross sections and intersection radii/corners will be built to County standards

The deviation will not adversely affect aesthetic appearance.

The deviation will not impact aesthetic appearance. The street cross sections and intersection radii/corners will be built to County standards

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

The proposed intersection spacing will not impact turn-lane design.

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.

N/A

REVIEW AND RECOMMENDATION:

Approved by the ECM Administrator

This request has been determined to have met the criteria for approval. A deviation from Section 2.2.5.C
2.3.2 of the ECM is hereby granted based on the justification provided.

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APPROVED
Engineering Department

12/16/2021 11:00:08 AM

dsdnijkamp

**EPC Planning & Community
Development Department**

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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.

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ECM ADMINISTRATOR COMMENTS/CONDITIONS:

The approval is conditioned on final approval from the Fire District.

Deviation Exhibits

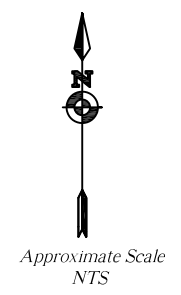
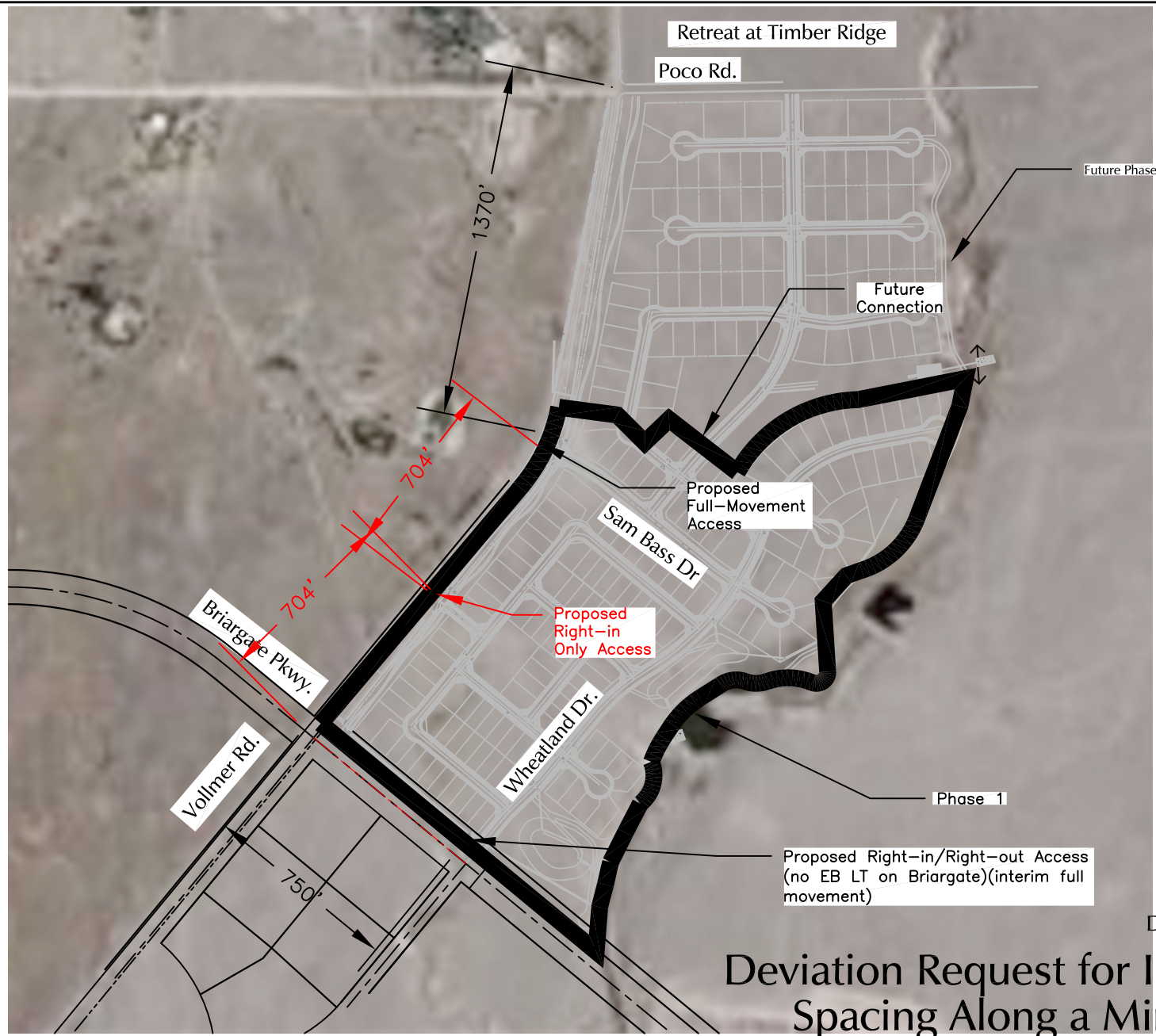


Approximate Scale
Scale: 1"= 3,000'

Deviation Exhibit No. 1

Vicinity Map

Homestead North Phase 1 (LSC #204380)



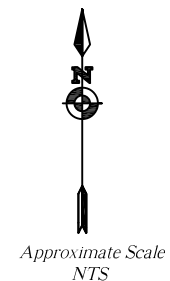
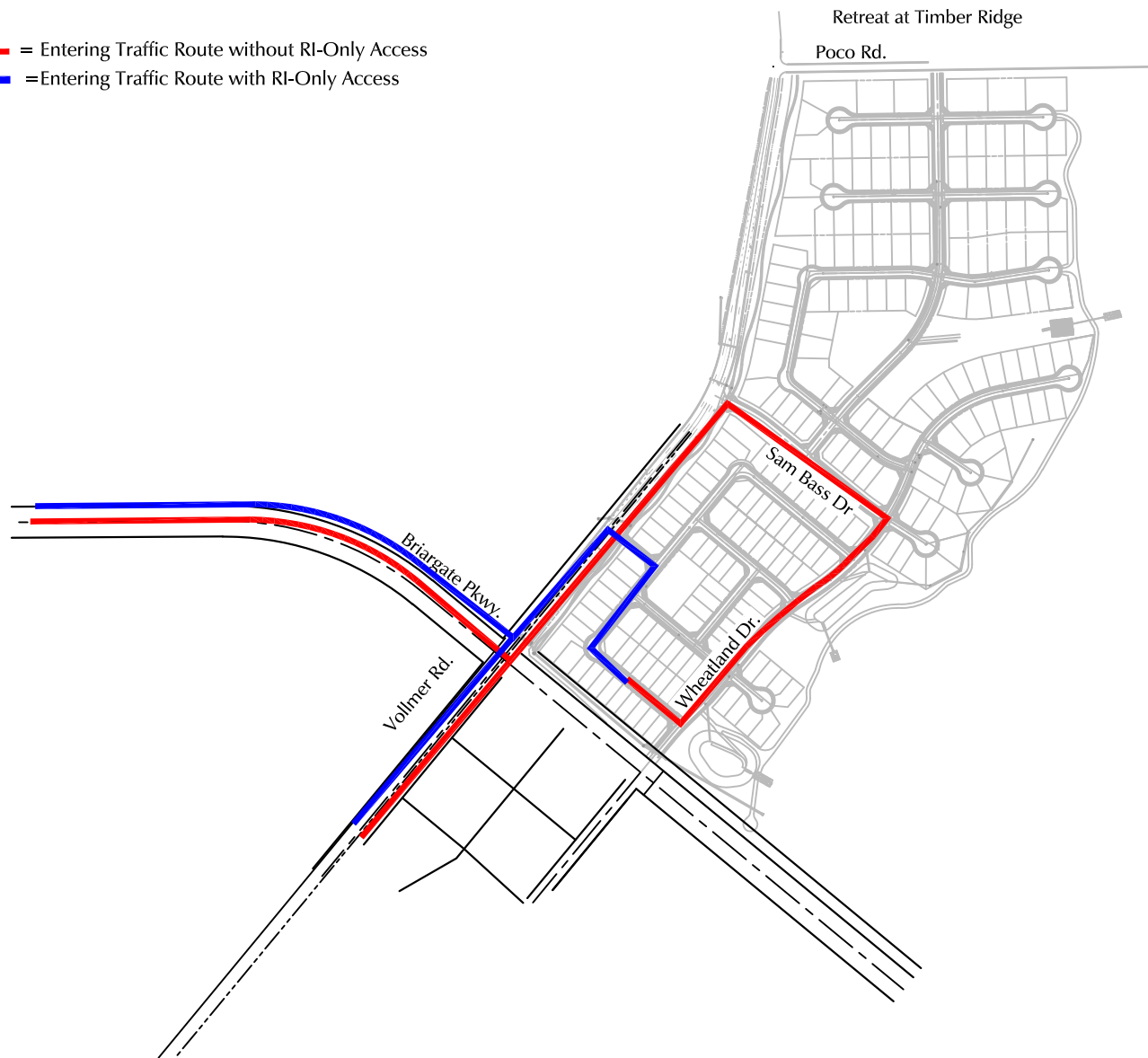
Deviation Exhibit No. 2

Deviation Request for Intersection Spacing Along a Minor Arterial

Homestead North Phase 1 (LSC #204380)

LEGEND:

- = Entering Traffic Route without RI-Only Access
- = Entering Traffic Route with RI-Only Access



Deviation Exhibit No. 3

Traffic Routes With and Without the Deviation

Homestead North Phase 1 (LSC #204380)

LEGEND:

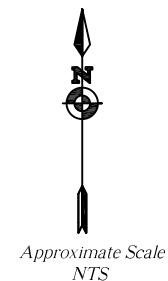
— = ECM Required Intersection Sight Distance

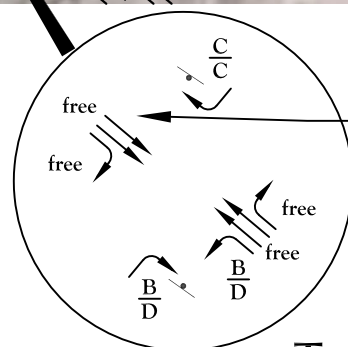
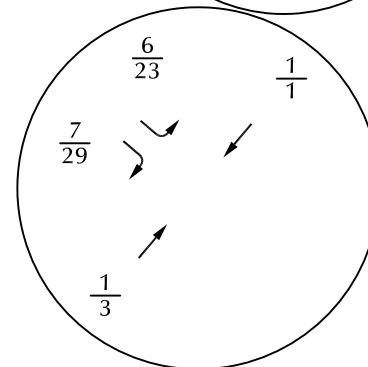
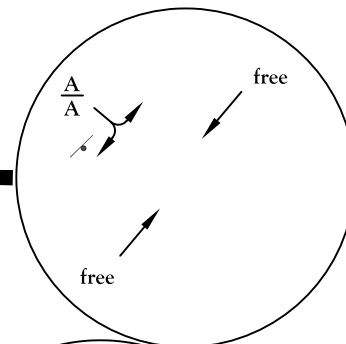
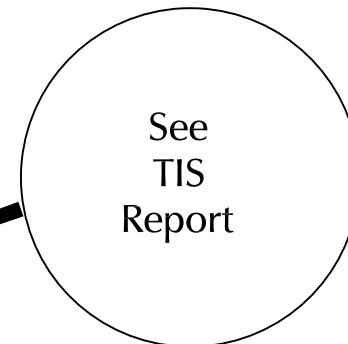
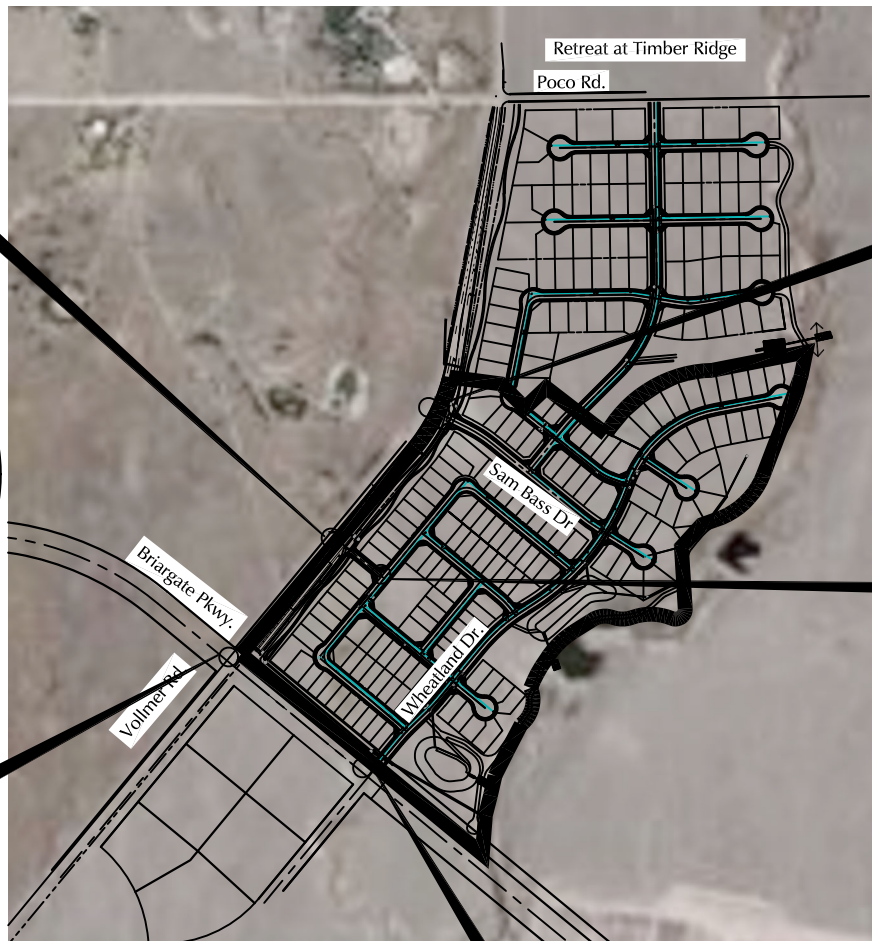
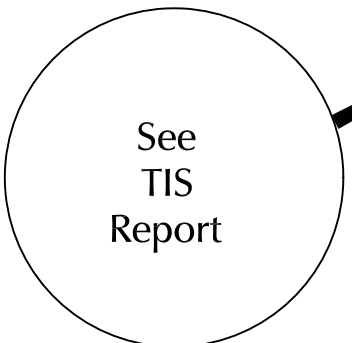
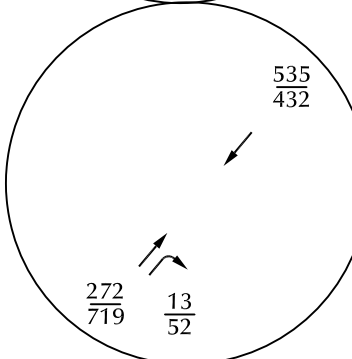
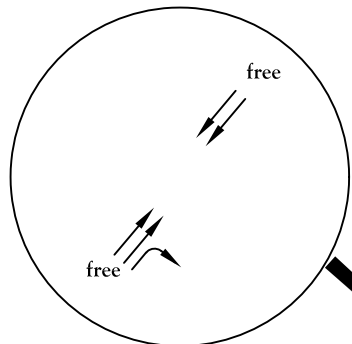
←←←← = ECM Required Stopping Sight Distance

305' based on
design speed of
40 mph (from
Table 2-17)

280' based on
design speed of
25 mph (from
Table 2-21)

155' based on
design speed of
25 mph (from
Table 2-17)





LEGEND:

⊥ = Stop Sign = Traffic Signal

$\frac{A}{B}$ = AM Individual Movement Peak-Hour Level of Service

PM Individual Movement Peak-Hour Level of Service

$\frac{C}{D}$ = AM Entire Intersection Peak-Hour Level of Service

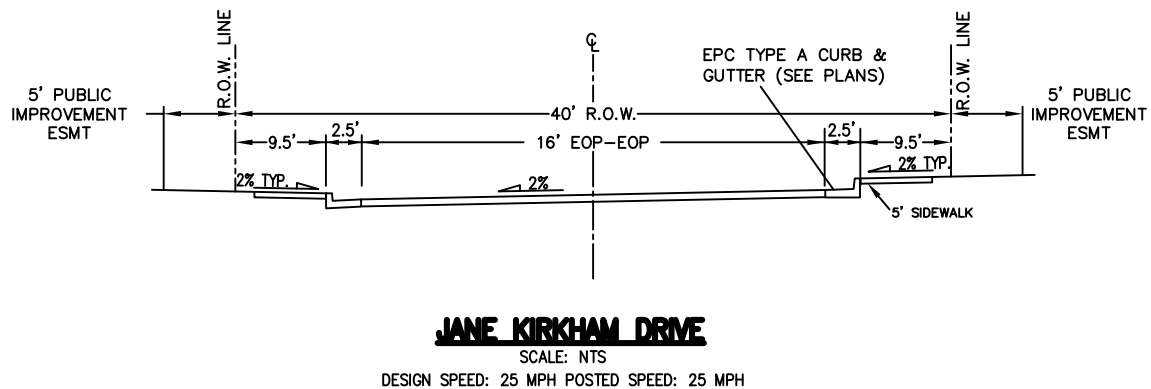
PM Entire Intersection Peak-Hour Level of Service

$\frac{XX}{XX}$ = AM Weekday Peak-Hour Traffic (vehicles per hour)

PM Weekday Peak-Hour Traffic (vehicles per hour)



Approximate Scale
NTS



Note: One way, eastbound traffic only between Vollmer Road and Texas Jack Drive

Deviation Exhibit No. 6
Jane Kirkham Drive Typical Section*
 Homestead North Phase 1 (LSC #204380)