



Development Services Department
2880 International Circle
Colorado Springs, Colorado 80910

**DEVIATION REVIEW
AND DECISION FORM**

Phone: 719.520.6300
Fax: 719.520.6695
Website www.elpasoco.com

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

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General Property Information:

Address of Subject Property (Street Number/Name): Hoofprint Road
Tax Schedule ID(s) #: 43310-00-006, -010, -011, -016, -017
Legal Description of Property: Parts of Section 31 and 32, T13S, R64W

Subdivision or Project Name:
The Reserve at Corral Ranch

Section of ECM from Which Deviation is Sought: Section 2.3.8.A. Cul-de-Sacs
Specific Criteria from Which a Deviation is Sought: Maximum Length of Cul-de-Sac
Proposed Nature and Extent of Deviation: Solberg Court has a proposed length of approximately 1,225 feet on the south side of Hoofprint Road, which exceeds the maximum cul-de-sac length of 1,000 feet specified for rural roads in the ECM.

Applicant Information:

Applicant: Corral Ranch Development Company Email Address: kunstle@comcast.net
Applicant is: Owner Consultant Contractor
Mailing Address: 102 S. Tejon, Suite 750, Colorado Springs State: CO Postal Code: 80903
Telephone Number: (719) Fax Number:

Engineer Information:

Engineer: John P. Schwab, P.E. Email Address: john@jpsengr.com
Company Name: JPS Engineering, Inc.
Mailing Address: 19 E. Willamette Avenue State: CO Postal Code: 80903
Registration Number: CO# 29891 State of Registration: CO
Telephone Number: (719)-477-9429 Fax Number: (719)-471-0766

Explanation of Request (Attached diagrams, figures and other documentation to clarify request):

Section of ECM from Which Deviation is Sought: Section 2.3.8.A. Cul-de-Sacs
Specific Criteria from Which a Deviation is Sought: Maximum Length of Cul-de-Sac
Proposed Nature and Extent of Deviation: Solberg Court has a proposed length of approximately 1,225 feet on the south side of Hoofprint Road, which exceeds the maximum cul-de-sac length of 1,000 feet specified for rural roads in the ECM.

Reason for the Requested Deviation: The proposed rural residential subdivision consists of 31 lots on a 156.5-acre property, with a minimum lot size of 5 acres. The length of Solberg Court is based on the proposed rural subdivision street layout, and is the length required to provide driveway service to the proposed lots.

Comparison of Proposed Deviation to ECM Standard: Proposed maximum cul-de-sac length of 1,225 feet exceeds ECM Standard by approximately 225 feet.

Applicable Regional or National Standards used as Basis: N/A

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.

We recommend revision of ECM Section 2.3.8 to allow for longer cul-de-sacs in rural residential subdivisions, such that the ECM standards are consistent with the maximum number of lots allowed on a dead-end road. Solberg Court south of Hoofprint Road serves a total of 14 lots. El Paso County Land Development Code Section 8.4.4.D allows a maximum number of 25 lots fronting on a dead-end road. As such, the ECM maximum cul de sac length criteria are inconsistent with the LDC criteria for maximum number of lots on a cul de sac.

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. | The Reserve at Corral Ranch is a proposed rural residential subdivision with 5-acre lot sizes, and the proposed length of cul-de-sac is appropriate based on the low density of the subdivision. |
| The deviation will achieve the intended result with a comparable or superior design and quality of improvement. | The requested deviation will provide a quality public road constructed to accepted municipal standards. The proposed roadway will meet County standards for rural gravel public roads. |
| The deviation will not adversely affect safety or operations. | The proposed length of cul de sac is a minimal deviation from the standard maximum length, and will not adversely affect safety or operations. |
| The deviation will not adversely affect maintenance and its associated cost. | The proposed deviation will reduce total public roadway length by not requiring construction of excessive lengths of additional public roads, which will reduce maintenance cost to the County over time. |
| The deviation will not adversely affect aesthetic appearance. | The proposed deviation will reduce total road length and area, which will improve the aesthetic appearance of the subdivision. |

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 _____

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

Signature of Engineer [Signature] _____ Date 5/11/12 _____

Engineer's S



Review and Recommendation:

APPROVED by the ECM Administrator

[Signature] _____ Date 5-22-12 _____

This request has been determined to have met the criteria for approval. A deviation from Section 2.3.8.A 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.



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Legal Description of Property: Parts of Section 31 and 32, T13S, R64W

Subdivision or Project Name:
The Reserve at Corral Ranch

Section of ECM from Which Deviation is Sought: Section 2.2.7.B.2.
Specific Criteria from Which a Deviation is Sought: Road Paving Policy - Existing Roads
Proposed Nature and Extent of Deviation: The Reserve at Corral Ranch Subdivision proposes not to pave the existing off-site gravel roads impacted by the subdivision, including South Blaney Road.

Applicant Information:

Applicant: Corral Ranch Development Company Email Address: kunstle@comcast.net
Applicant is: Owner Consultant Contractor
Mailing Address: 102 S. Tejon, Suite 750, Colorado Springs State: CO Postal Code: 80903
Telephone Number: (719) Fax Number:

Engineer Information:

Engineer: John P. Schwab, P.E. Email Address: john@jpsengr.com
Company Name: JPS Engineering, Inc.
Mailing Address: 19 E. Willamette Avenue State: CO Postal Code: 80903
Registration Number: CO# 29891 State of Registration: CO
Telephone Number: (719)-477-9429 Fax Number: (719)-471-0766

Explanation of Request (Attached diagrams, figures and other documentation to clarify request):

Section of ECM from Which Deviation is Sought: Section 2.2.7.B.2.
Specific Criteria from Which a Deviation is Sought: Road Paving Policy - Existing Roads
Proposed Nature and Extent of Deviation: The Reserve at Corral Ranch Subdivision proposes not to pave the existing off-site gravel roads impacted by the subdivision, including South Blaney Road.
Reason for the Requested Deviation: The proposed rural residential subdivision consists of 31 lots on a 156.5-acre property, with a minimum lot size of 5 acres. According to the traffic study by LSC, the proposed subdivision is projected to generate a total Average Daily Traffic (ADT) of 295, which is not significantly above the 200 ADT limit requiring asphalt paving of new roads according to County standards. Access to the subdivision will be provided by extension of Hoofprint Road through the site. Hoofprint Road currently terminates as a gravel public road at both the north and east boundaries of the property, and the immediately surrounding area consists entirely of gravel roads. Hoofprint Road extends north to South Blaney Road, which is also an existing gravel road.
Comparison of Proposed Deviation to ECM Standard: ECM Section 2.2.7.B.2. states that existing roadways shall be paved where "any development causes an existing gravel road to exceed a projected ADT of 200." The Reserve at Corral Ranch Subdivision has committed to participate in the County-wide Transportation Impact Fee Program. Fees collected from this and other area-wide development projects will collectively be used to complete the upgrade of off-site County roads and paving of South Blaney Road will ultimately occur as part of a future County upgrade of this road to rural major collector standards.

Applicable Regional or National Standards used as Basis: N/A

Application Consideration:

El Paso County Procedures Manual
Procedure # R-FM-051-07
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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.

We recommend revision of ECM Section 2.2.7.B.2. to delete the requirement for paving of existing gravel roads for projects that participate in the County-wide transportation impact fee program. The proposal not to pave the existing off-site gravel roads is reasonable based on the limited traffic generated by this rural residential subdivision, and the existence of gravel roads throughout the surrounding area.

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.

The Reserve at Corral Ranch is a proposed rural residential subdivision, and the proposed gravel paving of both on-site and off-site roads is consistent with the rural character of the surrounding area.

The deviation will achieve the intended result with a comparable or superior design and quality of improvement.

The existing roads surrounding The Reserve at Corral Bluffs currently function adequately as gravel public roads.

The deviation will not adversely affect safety or operations.

The existing gravel road conditions would be expected to encourage slower traffic and enhance safety within the area.

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

El Paso County currently maintains the existing gravel road surface of South Blaney Road and the surrounding public roads in this area, so maintaining the existing gravel paving would not require the County to mobilize different maintenance equipment.

The deviation will not adversely affect aesthetic appearance.

The existing gravel paving complements the rural nature of the Corral Bluffs area.

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 _____

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

Signature of Engineer *[Handwritten Signature]* _____ Date 5/11/12

Engineer's Seal



Review and Recommendation:

APPROVED by the ECM Administrator

[Handwritten Signature] _____ Date 5-22-12

This request has been determined to have met the criteria for approval. A deviation from Section 2.2.7.B.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.



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Subdivision or Project Name:
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Section of ECM from Which Deviation is Sought: Section 2.2.7.B.2.
 Specific Criteria from Which a Deviation is Sought: Road Paving Policy - Existing Roads
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Applicant Information:

Applicant: Corral Ranch Development Company Email Address: kunstle@comcast.net
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 Reason for the Requested Deviation: The proposed rural residential subdivision consists of 31 lots on a 156.5-acre property, with a minimum lot size of 5 acres. According to the traffic study by LSC, the proposed subdivision is projected to generate a total Average Daily Traffic (ADT) of 176 based on field-collected data, which is below the 200 ADT limit requiring asphalt paving of new roads. Access to the subdivision will be provided by extension of Hoofprint Road through the site. Hoofprint Road currently terminates as a gravel public road at both the north and east boundaries of the property, and the immediately surrounding area consists entirely of gravel roads. Hoofprint Road extends north to South Blaney Road, which is also an existing gravel road.

Comparison of Proposed Deviation to ECM Standard: ECM Section 2.2.7.B.2. states that existing roadways shall be paved where "any development causes an existing gravel road to exceed a projected ADT of 200." According to the LSC Traffic Study, existing traffic on South Blaney Road has an ADT of 205 (LSC Figure 3), and the short-term total traffic will increase to an ADT of 326 (LSC Figure 7) with the proposed subdivision. The Reserve at Corral Ranch Subdivision has committed to participate in the County-wide Transportation Impact Fee Program. Fees collected from this and other area-wide development projects will collectively be used to complete the upgrade of off-site County roads and paving of South Blaney Road will ultimately occur as part of a future County upgrade of this road to rural major collector standards.

Applicable Regional or National Standards used as Basis: N/A

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The existing gravel paving complements the rural nature of the Corral Bluffs area.