



CROSSROADS NORTH PRELIMINARY PLAN

LETTER OF INTENT

PCD File No. SP207

APPLICANT-OWNER/CONSULTANT INFORMATION:

OWNER

COLORADO SPRINGS EQUITIES, LLC
90 S. CASCADE AVENUE, SUITE 1500
COLORADO SPRINGS, CO 80903

PLANNING

KIMLEY-HORN & ASSOCIATES
2. NORTH NEVADA AVENUE, SUITE 900
COLORADO SPRINGS, CO 80903

ENGINEERING

MS CIVIL CONSULTANTS
102 E. PIKES PEAK, 5TH FLOOR
COLORADO SPRINGS, CO 80903

SURVEYING

CLARK LAND SURVEYING, INC
177 S. TIFFANY DRIVE, UNIT 1
PUEBLO WEST, CO 81007

PARCELS NOS: 5408001008, 5408001029, 5408001032, 5408001033, 5408001034, 5408001041, 5408001042, 5408001050, 5408001051, 5408001052

SITE/BACKGROUND INFORMATION

The ±44.34 acres included in preliminary plan area (parcels) is zoned CR, within the Commercial Airport Overlay District (CAD-O). The parcels are located southwest corner of intersections of U.S. State Highway 24 and Marksheffel road and is also located at the northwest corner of the intersection of U.S. State Highway 24 and U.S. Highway 94 (see vicinity map insert and map exhibit for details).

Overall site was previously platted as Lots 7, 12-20 under the Hillcrest Acres Plat recorded as Reception No. 153860.

A request to rezone 22.06 acres of the preliminary plan area from the M (4.83 AC) and I-2 (17.23 AC) zones to the CR CAD-O zoning district was approved by the Board of County

Commissioners on May 25, 2021 (Resolution No. 21-210). With the approved zone change, it is fitting to provide smaller lots for commercial uses.

Request & Justification

Colorado Springs Equities, LLC ("The Applicant") requests approval of the Crossroads North Preliminary Plan that includes fifteen (15) commercial lots, Four (4) tracts for stormwater detention/water quality, public and private rights-of-way, road improvements including sidewalks as depicted on road cross sections, utility infrastructure, landscape buffers, and a preliminary landscape plan. The preliminary plan also includes offsite detention and stormwater improvements on City of Colorado Springs property south of Air Lane associated with the ROW and related off-site grading. The pond development will occur within existing and future easements to be provided in partnership with the City of Colorado Springs.

The applicant requests that the preliminary plan approval include the following:

- Findings of sufficiency with respect to water quality, quantity, and dependability are requested with the preliminary plan approval;
- Authorization to submit a final plat(s) for administrative approval subject to findings that the location and design of the public improvements proposed in connection with the subdivision are adequate to serve the needs and mitigate the effects of the development;
- BOCC authorization of pre-development authorization to install wet and dry utilities. Early grading has been submitted under a separate application process.
- Approval of the following Deviation Requests:
 1. Permit the use of the Urban residential Collector for Air Lane ROW and improvements instead of the nonresidential Collector cross section
 2. Internal Private Roads and sections

The preliminary plan provides a preliminary landscape plan that identifies required buffers, streetscape locations, typical details, and cross sections. Roadway landscaping requirements may be collateralized as public subdivision improvements to be owned/maintained by Crossroads Metro District 2. Future individual lot landscaping will be submitted on a per site basis which shall conform to this overall preliminary landscape plan.

The preliminary plan has been designed to conform to the density and dimensional requirements of the CR zone which include:

- Setbacks: 50' front yard; 25' side/rear yards (0' from internal side/rear lot line within the same zone)
- Height: 45'
- Roadway Landscape Buffer/Setback Requirements:

Ex./Prop. Road	Roadway Classification	Landscaping Buffer/Setback	Req. Trees*/ Linear Foot of Frontage
US 24	Expressway, Principal Arterial	25 feet	1 per 20 feet
Marksheffel Rd	Major Arterial	25 feet	1 per 20 feet
Air Lane	Non-Arterial	10 feet	1 per 30 feet
Crossroad Road (s)	Non-Arterial	10 feet	1 per 30 feet

*(min. 1/3 trees shall be evergreen)

Overlay Zone

The Site Falls Under the Commercial Airport Overlay District (CAD-O) Zone, Subzone APZ-2, Allowed uses under the APZ-2 uses consist of, but are not limited to, Office, Commercial and Warehouse uses. As identified in Chapter 4, 4.3.1 Table 4-7.

The preliminary plan also provides direct access to Crossroads North per two proposed access points. One from a southern full movement access along Marksheffel Road approximately 1,000 feet north of SH-94 and a second full-movement access along Marksheffel Road approximately 2,000 feet north of SH-94.

At the 3/4 movement access intersection for Crossroads North along Marksheffel Road. See the related traffic study for public improvements and related access deviation enclosed. All on-site and off-site roadway, signing, striping, and signal improvements shall be incorporated into the Civil Drawings, and conform to El Paso County and/or CDOT standards as applicable, as well as the Manual on Uniform Traffic Control Devices – 2009 Edition (MUTCD).

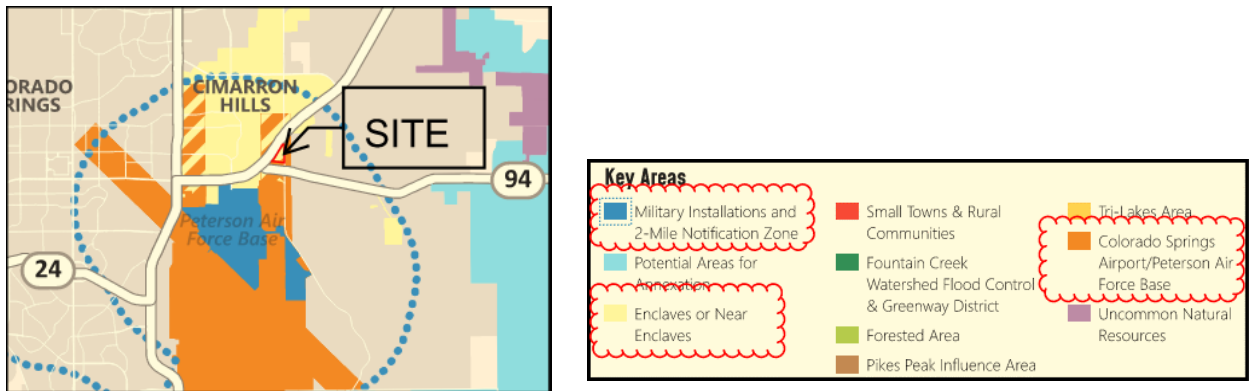
PRELIMINARY PLAN REVIEW/APPROVAL CRITERIA & JUSTIFICATION

- ***The proposed subdivision is in general conformance with the goals, objectives, and policies of the Master Plan;***
 The subdivision generally conforms to the goals conformance with the goals, objectives, and policies of the Master Plan, which includes the Your El Paso Master Plan and Water Master Plan as discussed below.

Your El Paso Master Plan Conformance

Key Area(s): *The site is located within overlapping boundaries of the following Key Areas:*

- A. Enclaves/Near Enclaves**
- B. Colorado Springs Airport/Peterson Air Force Base**
- C. Military Installations and 2-mile Notification Zone**



A. Enclaves/Near Enclaves *The character and intensity of new development or redevelopment in these enclaves should match that of the development in the municipality surrounding it.*

Surrounding land uses include a Southern Delivery System Water Treatment Plant on the eastern boundary opposite of Marksheffel; service oriented commercial and light industrial land uses located north and west of the site opposite US 24; and vacant land owned by the City of Colorado Springs on the south opposite of Air Lane. Ongoing coordination efforts exist between the City and developer to develop an ±18 acre sports park. these negotiations may extend beyond approval of the preliminary plan and future final plats for the Crossroads North project.

B. Colorado Springs Airport/Peterson Air Force Base *The County should continue to prioritize nonresidential growth in this area to help expand the Employment Center in unincorporated El Paso County. Employment Centers not only provide additional job opportunities for County residents, but it expands the County’s tax base, providing more opportunities to address other County issues*

such as upgrades to infrastructure, expansion of services and development of new roadways.

The project proposes commercial development in the CR-CAD-O zone.

C. Military Installations and 2-mile Notification Zone

JLUS Recommendations

- Manage encroachment issues from nearby development that could impact utility infrastructure, transportation routes, and that may generate vertical obstructions beneath airspace utilized by flight operations.
- Implement consistent and compatible zoning regulations for land areas within Accident Potential Zones (APZs).

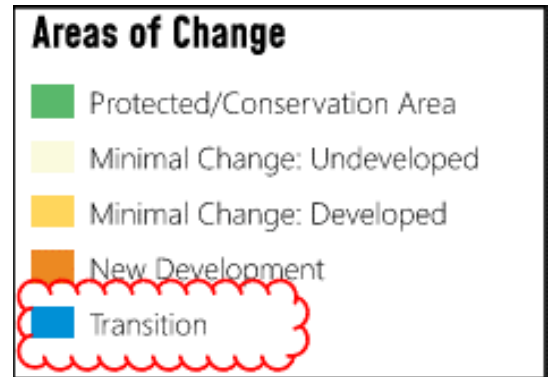
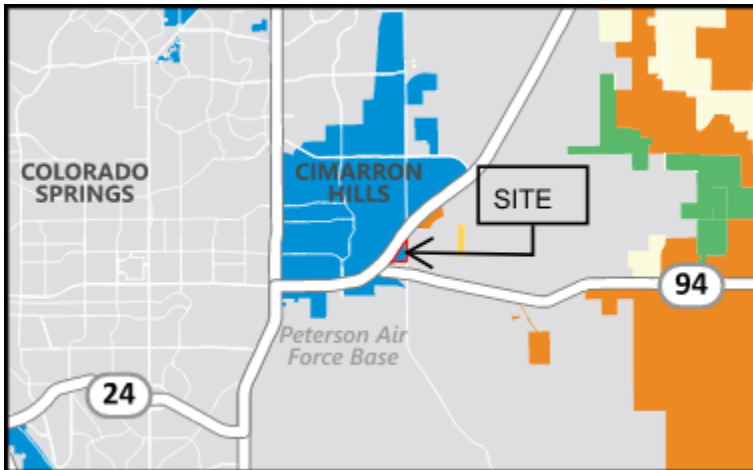
Core Principle: Foster effective working relationships with military installations to support planning efforts and mutual success.

Goal 6.1 - Support compatible land uses within and in close proximity to bases and associated facilities.

No military encroachment issues have been identified by Peterson AFB. Vertical development will be in accordance with existing height restrictions in the CAD-O zone. The commercial zoning is compatible with Peterson AFB operations and JLUS recommendations. No review comments have been provided to date from Peterson AFB.

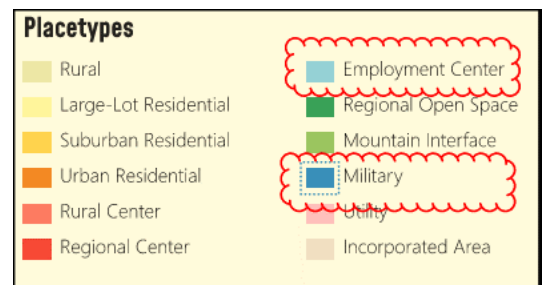
Areas of Change:

Transition: *Transition areas are fully developed parts of the County that may completely or significantly change in character. In these areas, redevelopment is expected to be intense enough to transition the existing development setting to an entirely new type of development.*



BOCC approval of the rezone of parcels included in the preliminary plan area from the M to the CR (CAD-O) zone for consolidation of land under a single zone for future commercial development. Prior to the current development application, zoning and ownership of the parcels were fragmented. The current entitlement efforts are placing underutilized property into production as a unified commercial development.

Placetype: Employment Center (within Military Impact Buffer)



PLACETYPES	LAND USES																				
	Agriculture	Family/Homesite	Estate	Single Family Detached	Single Family Attached	Multi-Family	Mixed Use	Restaurant	Commercial Retail	Commercial Service	Supporting Retail	Entertainment and Arts	Office	Light Industrial/Business Park	Heavy Industrial	Military Operation	Parks and Open Space	Natural and Paleontological	Institutional	Utility	
Rural	●	●	○																		○
Large-Lot	○			●					○	○							○				
Suburban				●	○	○			○	○							○				○
Urban Residential				●	●	○	○	○	○	○			○				○				○
Rural Center				●	○	○		●	●	●											●
Regional Center				○	●	●	●	●	●	●			○								○
Employment Center									○	○	○		●	●	●						
Regional Open Space																●	●				
Mountain Interface				○					○	○	○					●	●				○
Military				○	○	●		○	○	○	○	○	●	●	●	●	○				○
Utility																○					●

● Primary Land Use: More prominent and play a pivotal role in characterizing that placetype
 ○ Supporting Land Use: Less prevalent and serve to support the primary land use.

Primary land

uses within this Placetype, include office, light industrial/business park, and heavy industrial. Supporting land uses include restaurant, commercial retail, Commercial Service. Planned uses within the Crossroads North preliminary plan include supporting retail and service uses within the Employment Center Placetype. this is consistent with the Area(s) of Change (Transition) whereby “redevelopment is expected to be intense enough to transition the existing development setting to an entirely new type of development”.

WATER MASTER PLAN CONSIDERATIONS:

Required analysis, reports, and documentation of service commitments, including available water supply information has been provided in support of the objectives, goals and policies of the El Paso County Water Master Plan.

Policy 6.0.7 – Encourage the submission of a water supply plan documenting an adequate supply of water to serve a proposed development at the earliest stage of the development process as allowed under state law. The water supply plan should be prepared by the applicant in collaboration with the respective water provider.

A water supply plan (water resources report) including water supply information summary that documents the planned and committed water supply from Cherokee Metropolitan District is adequate to meet the needs of the development.

Policy 6.0.10 – Encourage land use proposals to expressly declare water source(s), quality, quantity, and sustainability in terms of years and number of single-family equivalents.

Water service is planned from Cherokee Metropolitan District. Adequate water resources in terms of quality, quantity, and sustainability are available to adequately serve the proposed development.

Policy 6.0.11– Continue to limit urban level development to those areas served by centralized utilities.

Land uses within the existing Crossroads development area is served by centralized utilities. The Crossroads at Meadowbrook development will be served by the existing utility providers.

The development area is in REGION 5 as identified on the El Paso County Water Master Plan Planning Regions Map and is within the Cherokee Metropolitan District (CMD) Service Area. Region 5 consists of areas served by CMD and is not expected to experience significant growth by 2060. However, the District may expand water and sewer service to growth areas outside of Region 5. No specific growth map was created for Region 5; these areas are shown in other maps.

Table 3: CMD Commitments before addition of new development

Commitments	AFY
In-District (2015)	2693
Committed Since 2015	590.7
Schriever Air Force Base	537
Kane	200
Tipton	225
Construction	25
Parks	25
Total	4295.7

With 4,443.0 AFY of exportable supply and 4,295.7AFY of commitments, CMD has a water balance of 147.3 AFY remaining for additional commitments.

CMD has committed to allocate 49.6 AF/YR for the proposed development out of its current supplies. It should be noted that the district has committed to serve development within the proposed development boundaries since the property was annexed into the district (Recorded April 25, 1984 in Book 3862 at Page 949, and July 10, 1984 in Book 3892 at Page 529).

CMD has a collection of wells, pump stations, conveyance pipelines, storage tanks, and treatment facilities to deliver potable water to its customers.

- The subdivision is consistent with the purposes of this current Code;**
 The stated purpose of the preliminary plan is to provide an in-depth analysis of the proposed division of land including a refinement of the design considering the geologic hazards, environmentally sensitive areas, source of required services, vehicular and pedestrian circulation, and relationship to surrounding land uses. Necessary reports including, but not limited to drainage, grading and erosion control, water/wastewater resource reports, traffic impact analysis, and the preliminary plan have been provided in order to review and refine the design of the subdivision taking into account the review of the referenced documents, plans, and reports in order to guide the design of the development to meet the intent and purposes of the preliminary plan as stated in the Code.

- The subdivision is in conformance with the subdivision design standards and any approved sketch plan;**
 The subdivision conforms to the design standards of the Code with approval of the private road waivers and associated deviations. The Falcon Fire Protection Department has reviewed the private road cross sections and does not object to the roadway design or circulation pattern. The proposed development is neither within or adjacent to any approved and/or valid sketch plans.

- A sufficient water supply has been acquired in terms of quantity, quality, and dependability for the type of subdivision proposed, as determined in accordance with the standards set forth in the water supply standards [C.R.S. § 30-28-133(6)(a)] and the requirements of Chapter 8 of this Code**

The preliminary plan is within the Cherokee Metropolitan District service boundaries. A commitment to provide water service has been provided by the District. The District has identified adequate water resources to serve the proposed development. Offsite improvements to extend service lines to the site are being installed now and it is anticipated that water will be on site the end of the first quarter of 2024. Plans to extend service lines is an ongoing regional planning effort (separate project with the District) for infrastructure extensions to bring water under highway SH24 and SH94. It is anticipated that the BOCC will be able to make the required water findings during the preliminary plan application review. See associated water commitment letter from CCMD.

- A public sewage disposal system has been established and, if other methods of sewage disposal are proposed, the system complies with state and local laws and regulations, [C.R.S. § 30-28-133(6) (b)] and the requirements of Chapter 8 of this Code;**

The subdivision will connect into an existing public sewage disposal system what has been installed together with other public improvements associated with Crossroads Preliminary Plan and its many development phases and filings. The existing system

complies with state and local laws and regulations, statutory requirements, and the requirements of Chapter 8 of the County Land Development Code.

- **All areas of the proposed subdivision, which may involve soil or topographical conditions presenting hazards or requiring special precautions, have been identified and the proposed subdivision is compatible with such conditions. [C.R.S. § 30-28-133(6)(c)];**

All areas of the proposed subdivision which may involve soil or topographical conditions presenting hazards or requiring special precautions, have been identified and the proposed subdivision is compatible with such conditions or will achieve compatibility through compliance with recommendations of corresponding reports and plans or by conditions of approval by the BOCC..

- **Adequate drainage improvements complying with State law [C.R.S. § 30-28-133(3)(c)(VIII)] and the requirements of this Code and the ECM are provided by the design;**

Adequate drainage improvements have been provided by the subdivision design, including but not limited to, stormwater, detention, and/or water quality control facilities, all of which meet stormwater requirements established by the state in addition to meeting the requirements of the County Code and ECM. Detention facilities have been designated within two (2) tracts identified as Tracts B, & C on the Preliminary Plan. Ownership and maintenance of all drainage facilities and improvements shall be provided by the Meadowbrook Crossing Metropolitan District. Additional off-site drainage facilities are located on Lot 8 and Lot 11 Hillcrest Acres which are located on the south side of Air Lane. These lots are City owned and are within the land area slated for development as a sports park. The Meadowbrook Crossing Metropolitan District will secure the associated easements with City of Colorado Springs.

- **The location and design of the public improvements proposed in connection with the subdivision are adequate to serve the needs and mitigate the effects of the development;**

The location and design of the public improvements proposed in connection with the subdivision are adequate to serve the needs and mitigate the effects of the development. Referenced public improvements include, but are not necessarily limited to, grading and erosion control, stormwater runoff and drainage and detention/water quality facilities, transportation and roadway related improvements, utility service delivery infrastructure and related improvements. The preliminary plan provides the extension of local public roads into the subdivision which provide access and frontage to lots, open spaces, and detention facilities. Public road cross sections include ADA compliant sidewalk improvements (per local conditions and standards), together with all required wet and dry public utilities.

- **Legal and physical access is or will be provided to all parcels by public rights-of-way or recorded easement, acceptable to the County in compliance with this Code and the ECM;**

Legal and physical access is and will be provided to all parcels by planned public rights-of-way. Two (1) full and (1) 3/4-movement access point along Marksheffel is provide with the preliminary plan.

The proposed 3/4-movement access is consistent with the access point depicted on the Marksheffel Access Management Plan. The 3/4-movement provides a second point of ingress/egress for the development from Marksheffel. No access is permitted from the development directly to Highways 24 and 94. Air Lane establishes the southern and primary access point that supports the development area.

The approved deviation with conditions is attached to this letter of intent for reference. See traffic report for additional support of the request.

A second deviation is requested to use an urban residential collector cross section for Air Lane instead of a rural non-residential collector cross section. Additional discussion of the deviations is included in the preliminary plan criteria for private internal roads.

- **The proposed subdivision has established an adequate level of compatibility by (1) incorporating natural physical features into the design and providing sufficient open spaces considering the type and intensity of the subdivision; (2) incorporating site planning techniques to foster the implementation of the County's plans, and encourage a land use pattern to support a balanced transportation system, including auto, bike and pedestrian traffic, public or mass transit if appropriate, and the cost effective delivery of other services consistent with adopted plans, policies and regulations of the County; (3) incorporating physical design features in the subdivision to provide a transition between the subdivision and adjacent land uses; (4) incorporating identified environmentally sensitive areas, including but not limited to, wetlands and wildlife corridors, into the design; and (5) incorporating public facilities or infrastructure, or provisions therefore, reasonably related to the proposed subdivision so the proposed subdivision will not negatively impact the levels of service of County services and facilities;**

The proposed subdivision has established an adequate level of compatibility by (1) incorporating natural physical features into the design and providing sufficient open spaces considering the type and intensity of the subdivision where practical; (2) incorporating site planning techniques to foster the implementation of the County's plans, and encourage a land use pattern to support a balanced transportation system, including auto, bike and pedestrian traffic, public or mass transit if appropriate, and the cost effective delivery of other services consistent with adopted plans, policies and regulations of the County; (3) incorporating physical design

features in the subdivision to provide a transition between the subdivision and adjacent land uses; (4) incorporating identified environmentally sensitive areas, including but not limited to, wetlands and wildlife corridors, into the design; and (5) by incorporating public facilities or infrastructure, or provisions therefore, reasonably related to the proposed subdivision so the proposed subdivision will not negatively impact the levels of service of County services and facilities;

- **Necessary services, including police and protection, recreation, utilities, open space and transportation system, are or will be available to serve the proposed subdivision;**

Necessary services which include, police and fire protection, recreation, utilities, open space and transportation system, are and will be available to serve the proposed subdivision. Required service commitments have been provided in support of the development application. The Applicant is coordinating ongoing negotiations with the City of Colorado Springs to develop a sports park on City properties adjacent to the southern side of the Air Lane ROW. These negotiations are occurring concurrently with the Crossroads North development application review; however, final plans, agreements, and permitting are likely to extend beyond the preliminary plan and final plat approval process for this development application.

- **The subdivision provides evidence to show that the proposed methods for fire protection comply with Chapter 6 of this Code; and**

The subdivision provides evidence via commitment letters from Cimarron Hills Fire Protection District for emergency and fire service and Cherokee Metropolitan District for water for fire suppression as well as preliminary plan layout and design of access and utilities demonstrate show that the proposed methods for fire protection comply with Chapter 6 of the County Code.

- **The proposed subdivision meets other applicable sections of Chapter 6 and 8 of this Code.**

The proposed subdivision meets other applicable sections of Chapter 6 and 8 of the County Code or otherwise approved with conditions imposed by the BOCC.

Private Road Details and Private Road Waivers and Justification

1. Waiver to Sections 8.4.4.C. and 8.4.4.E.3 of the Code to allow for private roads that are not proposed to be built to public road standards. Considerations:

- Section 8.4.4.C, *Public Roads Required*, of the Code states: “Divisions of land, lots and tracts shall be served by public roads.”
- Section 8.4.4.E.3, *Private Road Allowances*, of the Code states: “Generally, private roads shall be constructed and maintained to ECM standards except as may be otherwise determined in the waiver.
 - a) Criteria: *Right-of-way width where suitable alternative provisions are*

made for pedestrian walkways and utilities;

The waiver includes a non-standard non-residential cross section within a 60-foot-wide tract instead of lying within an 80-foot ROW. All required roadway, sidewalk, stormwater, and utility improvements and easements are located within the 60-foot cross section.

b) Design speed where it is unlikely the road will be needed for use by the general public;

No variation is proposed.

c) Standard section thickness minimums and pavement type where suitable and perpetual maintenance provisions are made;

No variation is proposed.

d) Maximum and minimum block lengths; and

No variation is proposed.

e) Maximum grade.

No variation is proposed.

WAIVER APPROVAL CRITERIA

- ***The waiver does not have the effect of nullifying the intent and purpose of this Code;***

The waiver requests do not have the effect of nullifying the intent and purpose of the Code which is the preservation and improvement of the public health, safety and general welfare of the citizens and businesses of El Paso County; to ensure that public facilities and services are available concurrent with development and will have a sufficient capacity to serve the proposed subdivision, and, in so doing, ensure that current residents will be required to bear no more than their fair share of the cost of providing the facilities and services by requiring the developer to pay fees, furnish land, or establish mitigation measures to cover the development's fair share of the capital facilities needs generated by the development.

The private roads will be constructed by the Developer and dedicated to the Crossroads Metropolitan Districts Nos. 1 & 2 for maintenance and ownership.

- ***The waiver will not result in the need for additional subsequent waivers;***
No additional waivers are needed to support the private road waiver.

The applicant proposes to place private roads (non-residential collectors) within a 50-foot public access and utilities tract where an 80-foot right of way would be required. The Code and ECM require private roads to meet public road standards unless otherwise approved by a deviation. Deviation requests

have been submitted for the use of a private non-standard cross section. The waver Criteria and Justification:

- ***The granting of the waiver will not be detrimental to the public safety, health, or welfare or injurious to other property;***
 The transportation impacts were analyzed in the Crossroads Mixed Use Traffic Study Letter, prepared by Kimley-Horn dated May 24, 2021 which found the proposed private roads suitable to meet projected traffic demands of the Crossroads Mixed-Use development.
- ***The conditions upon which the request for a waiver is based are unique to the property for which the waiver is sought and are not applicable to other property;***
 The proposed waiver is based on the responding to market demands, maintain infill design flexibility to integrate the proposed mix of multifamily and commercial land uses, and maximize spatial constraints created by incorporating multiple buffers required to accommodate multiple zone districts and to achieve compatibility among commercial, industrial, multi-family, and single-family land uses.
- ***A non-economical hardship to the owner would result from a strict application of this Code;***
 The requested waivers are not related to any specific economic hardships.
- ***The waiver will not in any manner vary the zoning provisions of this Code; and***
 The waiver will not vary any zoning provisions of the Code.
- ***The proposed waiver is not contrary to any provision of the Master Plan.***
 The waivers are not contrary to any provision of the Master Plan.

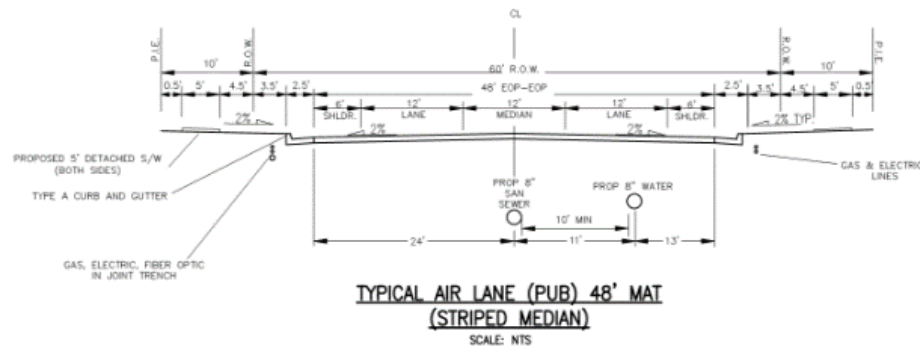
The applicant is requesting the following deviations

1. A deviation from the standard Urban Non-Residential Collector Roadway Cross Section for Air Lane is requested. The standard cross section includes two travel lanes (12'), a striped median (12'), and two shoulders (6') within a 48-foot wide pavement mat; two 2.5-foot curb and gutter at the end of the pavement mat, two eight (8) foot (typical) landscape/tree lawns, two five (5) foot detached sidewalks all within an 80-foot ROW

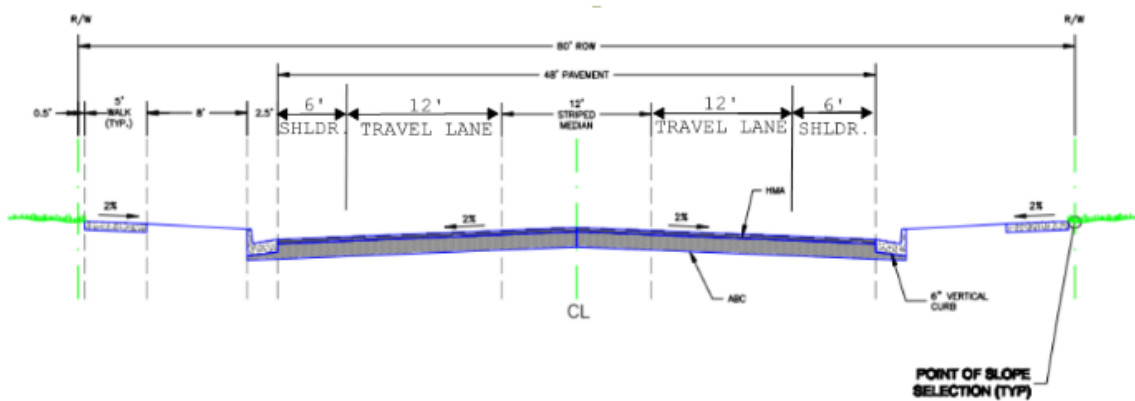
The deviation is being requested in order to create a more efficient development in terms of land devoted to transportation facilities and to maximize land for commercial land uses on an irregularly shaped infill development parcel.

The proposed private road cross section includes the following deviation(s) from standard ECM Standards for an urban residential collector section. Requesting.

- 60-foot ROW. Typical cross section is within an 80-foot Public ROW.
- 48-foot pavement width, where typical cross section has a 48' pavement width. No change.
- Two 12-foot travel lanes with two 6' shoulders, where typical cross section has two 12-foot travel lanes with two 6' shoulders. No Change
- Striped 12' median, whereas typical cross section has 12' striped median. No change.
- 5-foot detached sidewalk, where typical cross section has 5' detached sidewalks, No Change.
- Two 10' Public Improvement Easements, whereas typical cross section contains none.
- Two 8' landscape/tree lawns. Typical cross section has two 8' landscape/tree lawns.
- Typical cross section intersection spacing is 660' or 330' when intersecting local roadways. The layout of all of the commercial lots is not known at this time. Therefore, a deviation for the future applications will be necessary. Access spacing will also need to be considered. (Table 2-35).



2. A deviation from the standard Urban Non-Residential Collector Roadway Cross Section for Pro Omnibus Heights and Semper Supra Point is requested. The standard cross section includes two travel lanes (12'), a striped median (12'), and two shoulders (6') within a 48-foot wide pavement mat; two 2.5-foot curb and gutter at the end of the pavement mat, two eight (8) foot (typical) landscape/tree lawns, two five (5) foot detached sidewalks all within an 80-foot ROW. A deviation from the minimum centerline radius for Urban Non-Residential Collector Roadways is also requested. The minimum radius is 565 feet.



Roadway Design Parameters
 Design Speed: 40 mph
 Posted Speed: 35 mph
 Maximum ADT: 20,000
 Design Vehicle: WB-50

SCALE: NOT TO SCALE

The deviation is being requested in order to create a more efficient development in terms of land devoted to transportation facilities and to maximize land for commercial land uses on an irregularly shaped infill development parcel.

The proposed private road cross section includes the following deviation(s) from standard ECM Standards for an urban residential collector section. Requesting;

- 60-foot Tract. Typical cross section is within an 80-foot Public ROW.
- 36 foot pavement width, where typical cross section has a 48' pavement width.
- Two 12-foot travel lanes with NO 6' shoulders, where typical cross section has two 12-foot travel lanes with two 6' shoulders.
- Striped 12' median, whereas typical cross section has 12' striped median. No Change.
- 5-foot detached sidewalk, where typical cross section has 5' detached sidewalks, No Change.
- 200' minimum centerline radius (standard for urban local roadways) whereas typical cross section is 565' minimum centerline radius.
- Two 5' Public Improvement Easements, whereas typical cross section has none.
- Two 8' landscape/tree lawns. Typical cross section has two 8' landscape/tree lawns. No change.
- 25 MPH design speed/25 MPH posted speed (urban local), whereas typical cross section is 40/35 MPH.
- Typical cross section intersection spacing is 660' or 330' when intersecting local roadways. The layout of all of the commercial lots is not known at this time. Therefore, a deviation for the future applications will be necessary. Direct lot access allowance in conformance with ECM Section 2.4 is implied with this deviation for Lots 4-9. Additional access spacing may also need to be considered. (Table 2-35)
- Parking will not be permitted. No Change

Justification for the requested deviations for Pro Omnibus Heights and Semper Supra Point include:

- More efficient use of land for infill development
- Facilitate a commercial design and lot configuration that responds to market demands and maintains infill design flexibility to integrate the proposed commercial and future park land uses
- To reduce spatial constraints created by incorporating multiple buffers required to accommodate multiple zone districts (mixed use development)
- To minimize vehicle dominance of the street realm and streetscape in order to promote pedestrian dominance and orientation with the site plan design and development phase
- Lower design speed and posted speed is more appropriate for high density commercial development with frequent driveway access points and slower speeds through drive aisles
- Typical cross section intersection spacing is 660' or 330' when intersecting local roadways. The layout of all the commercial lots is not known at this time. Therefore, a deviation for the future applications will be necessary. Access spacing will also need to be considered. (Table 2-35)