



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) **Access to a Collector Street (2/12/2022):** A deviation from the standards of or in Sections 2.2.5.D of the Engineering Criteria Manual (ECM) is requested. There are currently three ninety-degree parking spaces in front of the existing building and these are proposed to remain, but require approval of this deviation request. Please refer to the attached Deviation Exhibit. The exhibit is the current site plan with notation related to the deviation request. The site plan shows these parking spaces, and as part of this plan, a proposed 40-foot-wide driveway (curb cut) is proposed for access to these parking spaces. A six-inch rolled asphalt curb is proposed along Southmoor drive to the south of this 40-foot access opening to physically restrict access. Also, signage at the driveway will be added indicating "No Backing Out into Southmoor Drive."

Identify the specific ECM standard which a deviation is requested:

A deviation from the standards of or in Sections 2.2.5.D and 2.3.2 (Table 2-7) of the *Engineering Criteria Manual (ECM)* is requested. Requests for access are reviewed by the *ECM* Administrator as per *ECM* Section 2.2.4.B.4.

2.3.2 Design Standards by Functional Classification  
Table 2-7: Roadway Design Standards for Urban Collectors and Locals  
Criteria for an Urban Non-Residential Collector Roadway: No access permitted.

Standard 2.3.2 does not permit access on Urban Non-Residential Collector roadways. This standard is reflected in *ECM* Table 2-7 (Roadway Design Standards for Urban Collectors and Locals).

2.2.4.B.4 Roadway Functional Classifications and Urban/Rural Designations – Urban Roadways - Non-Residential Collector  
Intersection and parcel access locations and design are reviewed by the *ECM* Administrator to ensure roadway objectives are being met.

State the reason for the requested deviation:

There are currently three ninety-degree parking spaces in front of the existing building and these are proposed to remain. These are requested to remain in place for customers. These are important to the business operation.

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

The parking area south of the building will be formalized and access to this lot will be better defined. The three spaces in front of the existing building are proposed to remain. The site plan shows three ninety-degree parking spaces. A proposed 40-foot-wide driveway (curb cut) is proposed for access to these parking spaces. The remainder of the site frontage with open access to Southmoor Drive near these parking spaces will be closed off with new 6-inch, rolled asphalt curb so that only the 40-foot-wide access opening can be used). Also, signage at the driveway will be added indicating "No Backing Out into Southmoor Drive."

These are depicted in the attached deviation exhibit and on the attached site plan exhibit:

- *ECM* criteria: Table 2-7: Roadway Design Standards for Urban Collectors and Locals indicates for an Urban Non-Residential Collector Roadway: No access permitted. Comparison to criteria: A 40-foot-wide access is proposed.
- *ECM* criteria: The standards indicate "Where no local public or private road exists, temporary or partial turn movement parcel access may be permitted." Comparison to criteria: A 40-foot access is proposed to serve the front three parking spaces.
- Collector access Criteria indicates: This criterion indicates that single-family residence access to major collector roadways is not permitted. Comparison to criteria: commercial access is requested to an Urban Non-Residential Collector.
- Intersection and parcel access locations and design are reviewed by the *ECM* Administrator to ensure roadway objectives are being met.

Although Southmoor Drive is classified by the *ECM* as a Collector (design ADT of 3,000 vehicles/day), the roadway functions similar to a Local roadway and has a design ADT of 750 vehicles/day. Existing traffic volumes on Southmoor Drive adjacent to the site reflect an actual ADT of approximately 420 vehicles/day.

The head-in parking spaces are set back from the edge of the roadway and the proposed 40-foot-wide driveway (curb cut) proposed for access to these parking spaces will control and limit vehicular turning movements so that only the 40-foot-wide access opening can be used. Please refer to the deviation exhibits.

#### 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 shape of the site limits the design of the parking areas. The business needs the spaces in front for the viability of the business. The company employs a minimum of 24 office staff members and field employees who will travel to/from the site for work via private vehicle. Crews then travel to job sites in company vehicles. The number of available parking spaces within the southern portion of the property (26) would not be able to accommodate more than two additional visiting vehicles.

#### 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.

These head-in parking spaces allow customers and/or visitors easier access to the company's main building. As shown in the deviation exhibits, the head-in spaces are set back from the roadway. The proposed 40-foot-wide driveway (curb cut) proposed for access to these parking spaces will control and limit vehicular turning movements so that only the 40-foot-wide access opening can be used. Please refer to the deviation exhibits.

The deviation will not adversely affect safety or operations.

As shown in the deviation exhibit:

- The head-in spaces are set back from the roadway, which leaves a “buffer” area sufficient for backing maneuvers.
- Signage at the driveway will be added indicating "No Backing Out into Southmoor Drive."
- The proposed 40-foot-wide driveway (curb cut) proposed for access to these parking spaces will control and limit vehicular turning movements so that only the 40-foot-wide access opening can be used.
- A six-inch rolled asphalt curb is proposed along Southmoor drive to the south of this 40-foot access opening to physically restrict access.
- The adjacent Southmoor Drive carries low (local level) volumes and that will most likely not change.
- The applicant will be required to install signs indicating that backing out onto the street is prohibited.

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

The proposed parking spaces in front of the property would be maintained by the applicant.

The deviation will not adversely affect aesthetic appearance.

Spacing will not negatively affect the aesthetic or general appearance of the road corridor. The deviation is consistent with the character of the area.

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

The existing parking spaces along Southmoor Drive would meet the design intent and purpose of *ECM* standards if they were to remain, as proposed in this deviation. Traffic volumes on Southmoor Drive are relatively low, and several measures (listed above) will limit the access location and backing maneuvers onto Southmoor Drive.

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.

The requested deviation meets control measure requirements of Part I.E.3 and Part I.E.4 of the MS4 Permit. Grading and Erosion Control Plans and SWMP Report will provide protection of existing conditions and erosion-control measures per standards.

Construction of the roadways and development of the site will be required to meet the above sections of the MS4 permit. The spacing deviation requested in itself does not involve any disturbance.

**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.

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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:

[Empty rectangular box for ECM Administrator Comments/Conditions]

# Exhibits

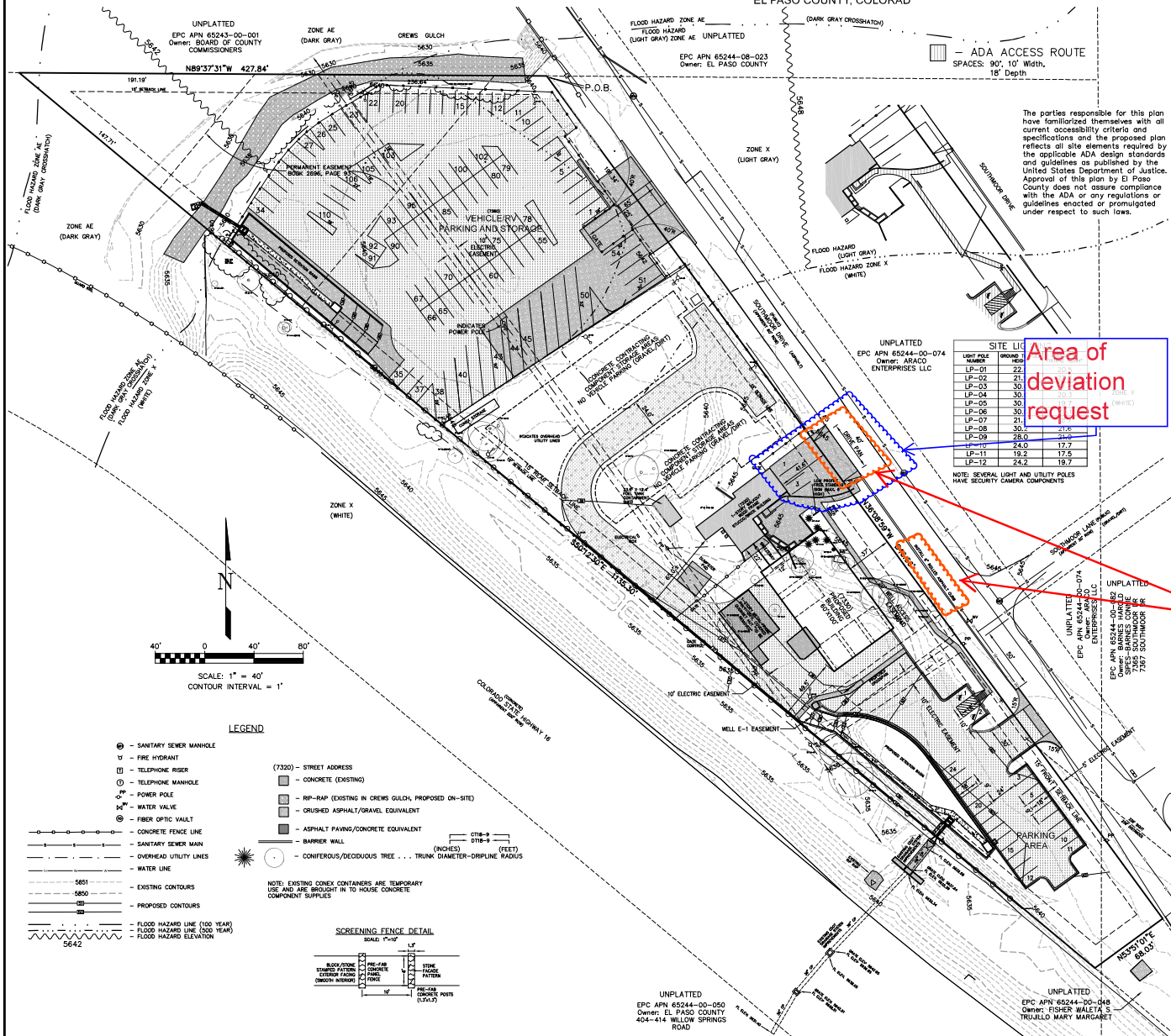
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# ARACO CONCRETE

SITE DEVELOPMENT PLAN  
EL PASO COUNTY, COLORADO



**Area of deviation request**

SITE LLC	LIGHT FILE NUMBER	ORIGIN
LP-01	22	
LP-02	21	
LP-03	30	
LP-04	30	
LP-05	30	
LP-06	30	
LP-07	21	
LP-08	30	21%
LP-09	28.0	24%
LP-10	24.0	17%
LP-11	19.2	17.5%
LP-12	24.2	19.7%

NOTE: SEVERAL LIGHT AND UTILITY POLES HAVE SECURITY CAMERA COMPONENTS

**PARCEL DESCRIPTION:** 7470 Southmoor Drive  
A PARCEL COMBINATION of El Paso County's Parcel No. 65244-00-053, 065 and 073 being a portion of the Southwest Quarter of the Southeast Quarter (SW4SE4) of Section 24, Township 15 South, Range 66 West of the 6th P.M., as described by document (CC Deed, Book 2450, Page 633 and Deed, Book 1480, Page 431, El Paso County, Colorado records) and EXCEPT Southmoor Drive (a.k.a. Old Colorado Springs and Pueblo Road - 60' public roadway, that parcel described by document (CC Deed, Book 2354, Page 912, said El Paso County records) and that parcel described by document (Court Order Acquisition CDO Project No. S 0016(34) Parcel No. 5, Book 2596, Page 89, said records), situate in El Paso County, Colorado, more particularly described as follows:

Beginning at the intersection of the Northerly line of said Section 24's SW4SE4 with the Southwesterly right-of-way line of said Southmoor Drive (all bearings in this description are relative to said SW4SE4's Northerly line, which bears N89°37'31"W assumed); thence N89°37'31"W along said Northerly line, said line also being coincident with the Northerly line of said Book 2450, Page 633's parcel, 427.84 feet to a point on a Northeasterly line of said Book 2696, Page 89's parcel; thence S50°12'30"E along said parcel's Northeasterly line, 1135.30 feet to a point on the Northeasterly line of said Book 2354, Page 912's parcel; thence N53°51'01"E along said parcel's Northeasterly line, 68.03 feet to a point on said Southmoor Drive's Southwesterly right-of-way line; thence N36°08'59"W along said Southwesterly right-of-way line, said line also being coincident with the Northerly line of said Book 1480, Page 431's parcel and as extended Northeasterly, 846.66 feet to the Point of Beginning and the terminus point of this description;

Containing 4.201 acres (183,006 square feet), more or less.

**SITE DATA:**  
EXISTING ZONE: M (INDUSTRIAL-OBSOLETE)  
EXISTING USE: INDUSTRIAL OFFICE COMPLEX SETBACK REQUIREMENTS: Front, Side and Rear  
LOT AREA REQUIREMENTS: None Yard = 15'-0" minimum  
BUILDING HEIGHT REQUIREMENTS: 50' maximum allowed; Existing Building = 18.5' over  
BUILDING COVERAGE: 12.7%  
EXISTING BUILDING AREA: 4,201 SQ. FT. (100% COVERAGE)  
PROPOSED BUILDING AREA: 4,201 SQ. FT.  
TOTAL PARKING: 12,000 SQ. FT.

**PARKING REQUIREMENTS:** per A.P.C. 5-100.0000 Parking  
C. Public Buildings = 1 Space Per 50 Square Feet  
F. All other commercial uses = 1 Space Per 200 Square Feet  
Parking Required Per C. = 3 Parking Required Per F. = 6  
PARKING PROVIDED: VEHICLE/RV STORAGE = 110 parking spaces (minimum size = 10' X 20' (except where noted otherwise), 24' minimum width drive aisles); OFFICE/MAINTENANCE = 3 parking spaces; EMPLOYEE/VISITOR PARKING AREA = 24 parking spaces including 2 ADA spaces (1 van accessible); TOTAL = 137 vehicle parking spaces plus 2 bicycle parking spaces. Substandard-sized spaces (\*) within VEHICLE/RV PARKING AND STORAGE AREA will be used for small vehicles/trailers.

- NOTES:**
- FEDERAL EMERGENCY MANAGEMENT AGENCY, Flood Insurance Rate Map Number 08041C0091 F, effective date March 1, 1997, indicates the 1997 in the vicinity of this parcel of land to be a Zone X - light grey (Areas of 500 year flood; areas of 100 year flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 100 year flood), Zone AE - Dark Grey (Base flood elevations determined) and Zone AE - Dark Grey cross-hatched (flooded areas in Zone AE).
  - BENCHMARK: NGS '11 347', found NGS brass cap set in top of concrete post 0.8' above street, 3 miles Northwest along the Denver and Rio Grande Western Railroad from the Station at Fountain, 4-1/2 poles Northwest of Milepost 85, 21' Northeast of the Northeast of 1/4 of 7.5' North of a signal cone, 32.7' Southwest of a telephone pole, 2.6' Southeast of a witness post; Elevation = 5662.75 (NAVD 88 datum).
  - Water and sanitary sewer services to be provided by the WIDEFELD WATER AND SANITATION DISTRICT; Gas service will be provided by BLACK HILLS ENERGY; Electric service will be provided by the CITY OF FOUNTAIN. Fire protection to be provided by the SECURITY FIRE PROTECTION DISTRICT.
  - The mid-secondary 40' wide access point drive pgn is to allow three (3) employee parking spaces with signage indicating "No Backing Out into Southmoor Drive". The mid-secondary 40' wide access point drive pgn is to allow three (3) employee parking spaces with signage indicating "All Truck/RV and/or Truck Vehicles Right Turn Only" respectively.

**OWNER/SUB**  
Arturo Acosta (7470 Southmoor Drive, Fountain, CO 80826)  
2/21/2022 PCD File No.: PPR1950

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NO.	DATE	REVISIONS	BY	DATE
1	02/21/2022	INITIAL DESIGN	NA	NA
2	02/21/2022	UNPLATTED DATA	NA	NA
3	02/21/2022	PLANNING	NA	NA
4	02/21/2022	EDITS	NA	NA
5	02/21/2022	EDITS	NA	NA
6	02/21/2022	EDITS	NA	NA

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**ARACO CONCRETE**  
SITE DEVELOPMENT PLAN  
A PORTION OF THE SOUTHWEST QUARTER OF SECTION 24,  
TOWNSHIP 15 SOUTH, RANGE 66 WEST OF THE 6TH P.M.,  
EL PASO COUNTY, COLORADO

Project No.: 17033  
Sheet: 1 of 1