

DEVIATION REQUEST (Attach diagrams, figures, and other documentation to clarify request)

A deviation from the standards of or in Section **2.2.5.C – Urban Minor Arterial Access Criteria** of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

Section 2.2.5.C of the ECM states the following:
“Spacing of roads accessing an urban minor arterial that will result in a full movement intersection shall be planned at one-quarter mile. However, one parcel access shall be granted to each existing lot, if it does not create safety or operational problems. The parcel access will provide for right turns only. The access may allow for left turns in (three-quarters movement) if the addition of left turns will improve the operation at an adjacent full movement intersection and meet appropriate design standards.”

The proposed shared private access road for the proposed minor subdivision is located approximately 700 feet from the nearest intersection (Latigo Blvd. to the North). The proposed spacing deviates from the standard which states the required spacing shall be “one-quarter mile” (1,320 feet).

State the reason for the requested deviation:

The reason for the requested deviation is to allow for the proposed location of the proposed shared private access road shown in the project construction documents.

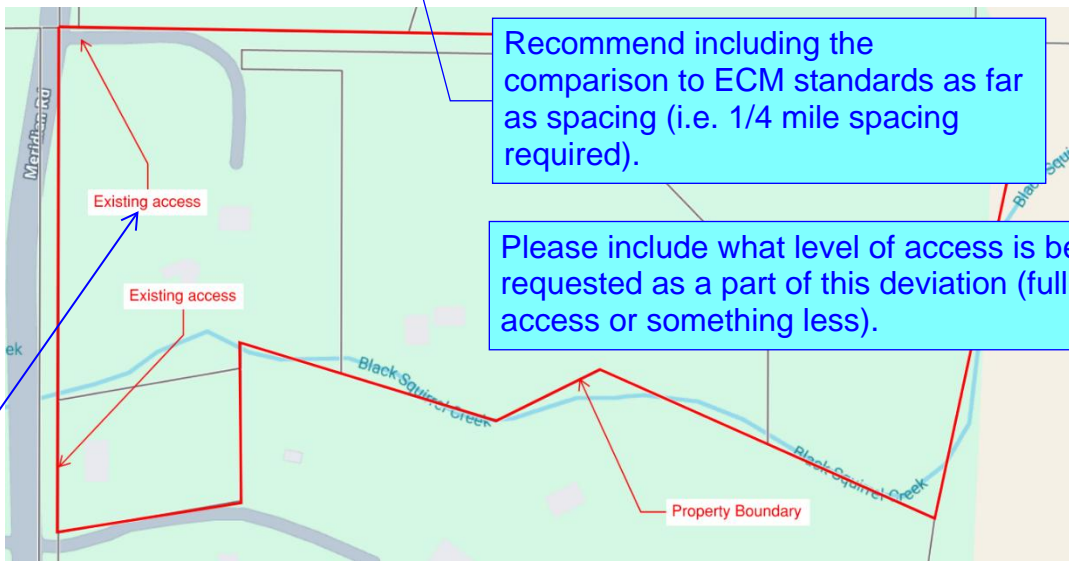
Recommend moving highlighted text under reason for the requested deviation.

Recommend including that this is the most feasible location for this access due to the following constraints...

Consider removing or amending.

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

The proposed shared private access road will be located in the same location as the existing driveway (see below). The proposed road will provide access to all existing and proposed lots within the proposed minor final plat subdivision. The proposed private road meets all applicable design criteria per El Paso County standards and local fire department regulations. In existing conditions, there is currently an existing gravel/dirt road in the same location (see below graphic from EPC Assessor) as the proposed access road location. The existing access road currently provides access to three (3) existing parcels and is located approximately 700 feet from the nearest intersection (Latigo Blvd. to the North).



Recommend including the comparison to ECM standards as far as spacing (i.e. 1/4 mile spacing required).

Please include what level of access is being requested as a part of this deviation (full access or something less).

It would be helpful if the figure showed Latigo Blvd spacing since that is why a deviation is needed.

Please label the access point for which the deviation is requested.

LIMITS OF CONSIDERATION

(At least one of the conditions listed below must be met for this deviation request to be considered.)

The justification is weaker for making the case that the ECM standard is not applicable. Recommend removing this and only including the last 2 points in justification.

- The ECM standard is inapplicable to the particular situation.
 - Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship on the applicant and an 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 ECM standard is inapplicable to the particular situation because there is already an existing access road in place for the existing parcels to access Meridian Rd. The proposed shared private access road will meet all applicable design criteria per El Paso County and regulations for local fire department access and circulation design.

Topography and geographical conditions impose an undue hardship that an equivalent alternative that can accomplish the same design objective. There is an existing 100-foot transmission easement running through the property from west to east, and an existing 20-foot electric easement running north to south on the west end of the property. Also, there is a significant grade difference from the two existing building structures adjacent to Meridian Rd and the bridge over the Upper Black Squirrel Creek. The electric easements and the change in topography make it extremely difficult to move the access to the south. Moving the access to the south does not provide a functionally better or safer intersection. The same design objective can be accomplished with the location of the proposed access and does not compromise public safety or accessibility given the existing driveway has served the parcels with no problems historically.

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 existing easements, existing building structures, and existing creek all pose design and construction problems for an access road and even if the proposed access was moved to the south, the intersection spacing requirement still would not be met at 1000 feet. This would also cause undue hardship as the owner would need to demolish the existing historic building structures, trees would need to be removed, electric easements would require unnecessary encroachments, and excessive cut/fill would be required to accommodate the existing grades adjacent to Upper Black Squirrel Creek.

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 location for the access road will achieve the intended result with comparable design and quality of improvement given that the proposed location is in the same location as the existing access road for the site. The proposed access road will be paved asphalt for the first 50 feet off Meridian Rd. and then gravel for the remainder with a 50-foot cul-de-sac at the end to allow for fire department vehicular movements. The asphalt paving will help reduce sediment tracking onto Meridian Rd. which should help improve safety. The proposed access is an improvement to the existing conditions and providing a safe, efficient, and stable alternative for the current and future residents of the existing and proposed lots.

Current justification with using the existing location and paving is a weaker justification. Recommend using sight distance comparisons and access suitability in justification. Is the proposed access location more suitable than an access point further south? The constraints of new access points to the south can also be reiterated from what was written above.

The deviation will not adversely affect safety or operations.

Historically, the existing access road has provided a safe alternative for the residents of the existing parcels. There are no known issues for the location of the existing access road. The proposed access road will be in the same location with an upgraded design to geometry, road material, and drainage. The proposed road will meet all applicable design criteria per El Paso County typical section standards and local fire department regulations.

See previous comment regarding sight distance and access suitability.

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

The deviation will not adversely affect maintenance and its associated cost because the proposed access road is design per El Paso County typical section standards. The first 50 feet off Meridian Rd. will be paved asphalt and the remainder will be gravel. There is also a proposed roadside ditch to convey stormwater runoff to match historic patterns along the road as to mitigate the potential for any erosional issues. The proposed access road exceeds the existing conditions in terms of design and engineering.

The deviation is for the access location and the paving of the first 50 feet will be required regardless of access location.

Recommend amending this to state that the deviation is for approval of access location and will not impact roadway maintenance.

Consider including highlighted yellow text in this justification.

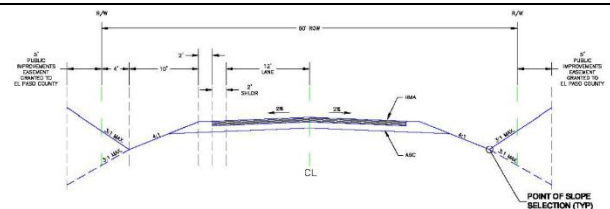
The deviation will not adversely affect aesthetic appearance.

The deviation request pertains only to the location of the proposed access road in proximity to the nearest intersection (Latigo Blvd. to the north). If anything, the aesthetic appearance will be increased to that of the existing access road because the first 50 feet will be paved asphalt.

Highlighted purple text refers to something not covered in this deviation.

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

The deviation meets the design intent and purpose of the ECM standards. The proposed shared private road is intended to provide access to the future residents of the proposed minor final plat subdivision. The design of the proposed road adheres to the typical section standards of the ECM (Rural Local Roadway) and local fire department regulations for access and circulation.



Roadway Design Parameters
Design Speed: 30 mph
Posted Speed: 30 mph
Maximum ADT: 750
Design Vehicle: WB-80

SCALE: NOT TO SCALE

See previous comments. Justification should be focused on sight distance and access location suitability. Especially the site distance toward Latigo, since that is the purpose of this deviation.

DATE APPROVED: 12/31/05	Rural Local Roadway	
DESIGNER: John A. McCarty	Standard Cross Section	
REVISION DATE: 12/22/05	FILE NAME: SD_2-11	

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.

No stormwater water quality or detention facilities are proposed as a part of this project. Therefore, the control measures associated with Part I.E.3 and Part I.E.4 of the County's MS4 permit are not applicable.

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:

1.1. PURPOSE

The purpose of this resource is to provide a form for documenting the findings and decision by the ECM Administrator concerning a deviation request. The form is used to document the review and decision concerning a requested deviation. The request and decision concerning each deviation from a specific section of the ECM shall be recorded on a separate form.

1.2. BACKGROUND

A deviation is a critical aspect of the review process and needs to be documented to ensure that the deviations granted are applied to a specific development application in conformance with the criteria for approval and that the action is documented as such requests can point to potential needed revisions to the ECM.

1.3. APPLICABLE STATUTES AND REGULATIONS

Section 5.8 of the ECM establishes a mechanism whereby an engineering design standard can be modified when if strictly adhered to, would cause unnecessary hardship or unsafe design because of topographical or other conditions particular to the site, and that a departure may be made without destroying the intent of such provision.

1.4. APPLICABILITY

All provisions of the ECM are subject to deviation by the ECM Administrator provided that one of the following conditions is met:

- 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.

1.5. TECHNICAL GUIDANCE

The review shall ensure all criteria for approval are adequately considered and that justification for the deviation is properly documented.

1.6. LIMITS OF APPROVAL

Whether a request for deviation is approved as proposed or with conditions, the approval is for project-specific use and shall not constitute a precedent or general deviation from these Standards.

1.7. REVIEW FEES

A Deviation Review Fee shall be paid in full at the time of submission of a request for deviation. The fee for Deviation Review shall be as determined by resolution of the BoCC.