



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): N/A
Tax Schedule ID(s) #: 5507206036
Legal Description of Property: PARCEL A WATERVIEW PUMP STATION EXEMPTION PLAT, AS AMENDED BY AFFIDAVIT OF CORRECTION REC #216083733

Subdivision or Project Name: Springs at Waterview

Section of ECM from Which Deviation is Sought: 2.2.5.D.1

Specific Criteria from Which a Deviation is Sought: Access spacing along a Major Collector roadway. On Major Collector roadways, the closest local roadway intersection to an arterial roadway shall be 660 feet (right of way line of Arterial to centerline of local roadway).

Proposed Nature and Extent of Deviation: Request for interim three-quarter movement (left-in/right-in/right-out) access point to Bradley Road approximately 505 east of Grinnell Boulevard (centerline spacing) to provide a second access to the proposed residential development north of Bradley Road. The Collector classification of Bradley Road in this location is per the approved Sketch Plan. The three quarter access is labeled as "interim" because the applicant is agreeable to the access being restricted in the future to right-in/right-out if Bradley Road is connected between Powers and Goldfield Drive.

Applicant Information:

Applicant: FRANK W HOWARD #2 LIMITED PARTNERSHIP LLLP Email Address:

Applicant is: Owner Consultant Contractor
Mailing Address: State: CO Postal Code:
Telephone Number: Fax Number:

Engineer Information:

Engineer: Jeffrey C. Hodsdon, P.E., PTOE Email Address: jchodsdon@lscs.com
Company Name: LSC Transportation Consultants, Inc.
Mailing Address: 516 North Tejon Street State: CO Postal Code: 80903
Registration Number: 31684 State of Registration: Colorado
Telephone Number: (719) 633-2868 Fax Number: (719) 633-5430

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

Section of ECM from Which Deviation is Sought: 2.2.5.D.1

Specific Criteria from Which a Deviation is Sought: Access spacing along a Major Collector roadway. On Major Collector roadways, the closest local roadway intersection to an arterial roadway shall be 660 feet (right of way line of Arterial to centerline of local roadway).

Proposed Nature and Extent of Deviation: Request for three-quarter movement (left-in/right-in/right-out) access point to Bradley Road approximately 505 feet east of Grinnell Boulevard (centerline spacing) to provide a second access to the proposed residential development north of Bradley Road. The Collector classification of Bradley Road in this

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SF-16-017

location is per the approved Sketch Plan. The three quarter access is labeled as "interim" because the applicant is agreeable to the access being restricted in the future to right-in/right-out if Bradley Road is connected between Powers and Goldfield Drive.

Reason for the Requested Deviation: The deviation is requested to provide a second point of access to the proposed residential development to be located east of Grinnell Boulevard, south of Goldfield Drive, west of Escanaba Drive and north of Bradley Road. The primary access would be to Escanaba Drive near the north end of the site. The deviation is requested as the required grading to provide a secondary access to Escanaba at the south end of the site would be cost-prohibitive and an undue hardship to the applicant. The estimated additional cost associated with a second access to Escanaba versus a second access to Bradley Road would be \$400,000 to \$500,000. Please refer to attached Exhibits A and B.

Comparison of Proposed Deviation to ECM Standard: The requested accesses would be approximately 505 feet east of Grinnell Boulevard (centerline spacing). The ECM criteria for a Major Collector is 660 feet from the right of way line of Arterial to centerline of local roadway (this proposed access). The distance from the centerline of Grinnell to the ROW line is about 75 feet - therefore the ECM required centerline spacing would be 735 feet.

Applicable Regional or National Standards used as Basis: _____

**Application Consideration:
CHECK IF APPLICATION MEETS CRITERIA FOR JUSTIFICATION
CONSIDERATION**

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.

The cost of required site grading to provide a secondary access to Escanaba at the south end of the site would be cost-prohibitive and an undue hardship to the applicant. The estimated additional cost associated with a second access to Escanaba versus a second access to Bradley Road would be \$400,000 to \$500,000. Please refer to attached Exhibits A and B.

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 request is based on the need to provide a second access to the proposed residential development.

The deviation will achieve the intended result with a comparable or superior design and quality of improvement. The intersection spacing would be sufficient to provide back-to-back left-turn lanes with sufficient vehicle stacking distances on Bradley Road for a westbound left-turn lane approaching Grinnell Boulevard and an eastbound left-turn lane (in the form of a striped two-way center left turn lane) approaching the proposed three-quarter movement access. The southbound left movement would be prohibited via a raised right turn channelizing island and no-left-turn signage/pavement markings.

The deviation will not adversely affect safety or operations.

The intersection would operate at a satisfactory level of service based on short-term and long-term traffic volume projections. The posted speed limit is 35 mph. The intersection spacing would be sufficient. The intersection spacing would be sufficient to provide back-to-back left-turn lanes with sufficient vehicle stacking distances on Bradley Road for a westbound left-turn lane approaching Grinnell Boulevard and an eastbound left-turn lane (in the form of a striped two-way center left turn lane) approaching the proposed three-quarter movement access. The southbound left movement would be prohibited via a raised right turn channelizing island and no-left-turn signage/pavement markings. The applicant is agreeable to the access being restricted in the future to right-in/right-out if Bradley Road is connected between Powers and Goldfield Drive.

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

The right turn channelizing island may require some minor maintenance with signs, striping and curb repairs.

The deviation will not adversely affect aesthetic appearance.

The access would not adversely affect aesthetic appearance.

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

12/20/16

Date

Signature of applicant (if different from owner)

12/20/16

Date

Signature of Engineer

12/20/16

Date

Engineer's Seal



Review and Recommendation:
APPROVED by the ECM Administrator W/CAUTION NOTED BELOW.

Date 15 MARCH 2017

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DSD File No. _____

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

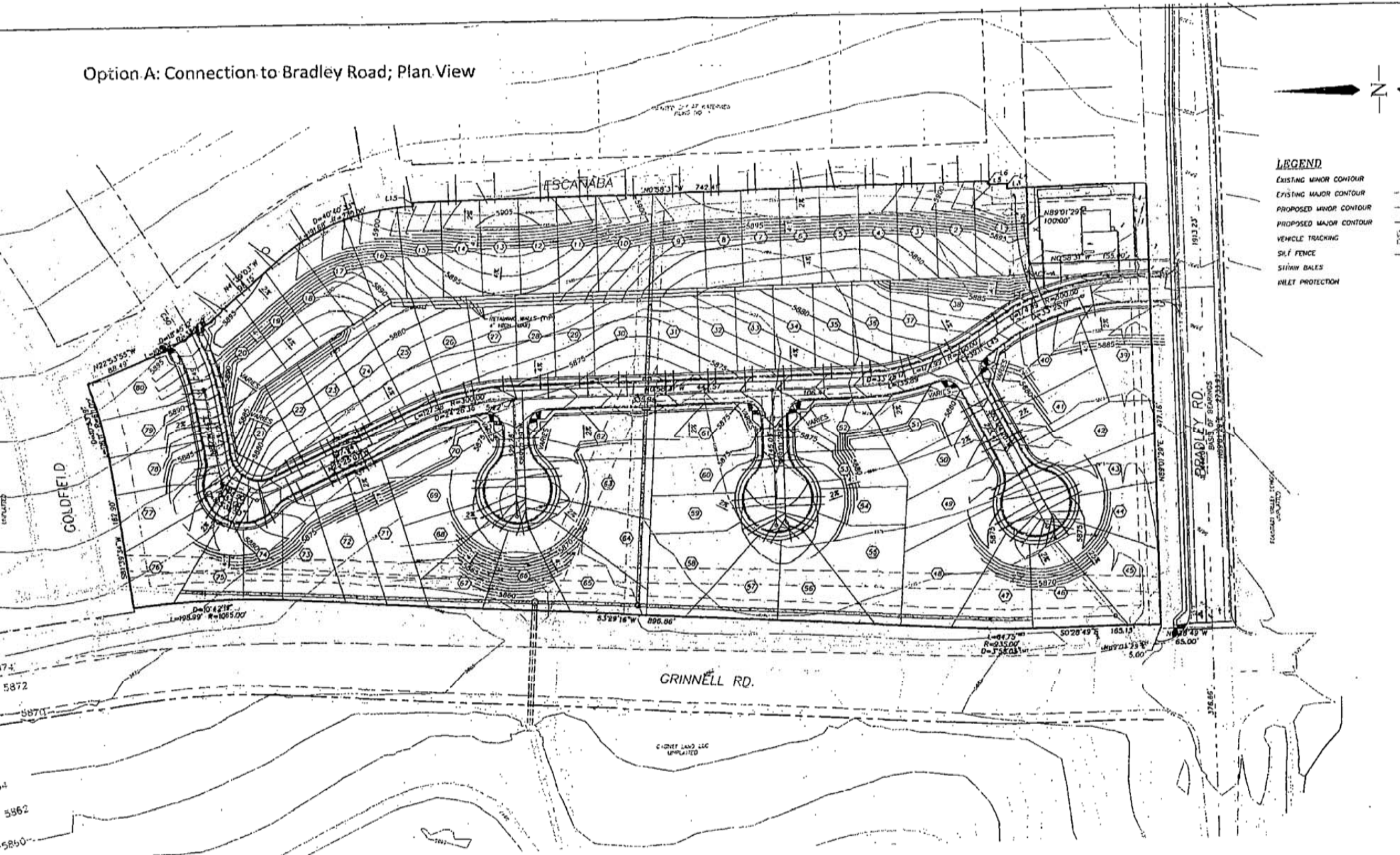
X CONDITION OF DEVIATION APPROVAL:
3/4 ACCESS MAY BE FURTHER RESTRICTED IF BRADLEY ROAD IS CONNECTED BETWEEN POWERS BLVD & GOLDFIELD DRIVE OR AS DETERMINED BY THE COUNTY ENGINEER.
____ Additional comments or information are attached.

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.

Option A: Connection to Bradley Road; Plan View



- LEGEND**
- EXISTING MINOR CONTOUR
 - EXISTING MAJOR CONTOUR
 - PROPOSED MINOR CONTOUR
 - PROPOSED MAJOR CONTOUR
 - VEHICLE TRACKING
 - SLIT FENCE
 - STRAW BALES
 - INLET PROTECTION

THE OWNER WILL COMPLY WITH THE REQUIREMENTS OF THE EROSION CONTROL PLAN.

DATE _____
 OWNER/REPRESENTATIVE _____
 COUNTY PLAN REVIEW IS PROVIDED ONLY FOR GENERAL CONFORMANCE WITH COUNTY DESIGN CRITERIA. THE COUNTY IS NOT RESPONSIBLE FOR THE ACCURACY AND ADEQUACY OF THE DESIGN, DIMENSIONS, AND/OR ELEMENTS WHICH SHALL BE CONFIRMED AT THE JOB SITE. THE COUNTY THROUGH THE APPROVAL OF THIS DOCUMENT ASSUMES NO RESPONSIBILITY FOR COMPLETENESS AND/OR ACCURACY OF THIS DOCUMENT.
 FILED IN ACCORDANCE WITH THE REQUIREMENTS OF THE D. RAGO COUNTY LAND DEVELOPMENT CODE, ORDINANCE CRITERIA, AND ENGINEERING CRITERIA MANUAL AS APPLICABLE.

DATE _____
 JENNIFER SWINE, P.E.
 COUNTY ENGINEER/TECH. ADMINISTRATOR

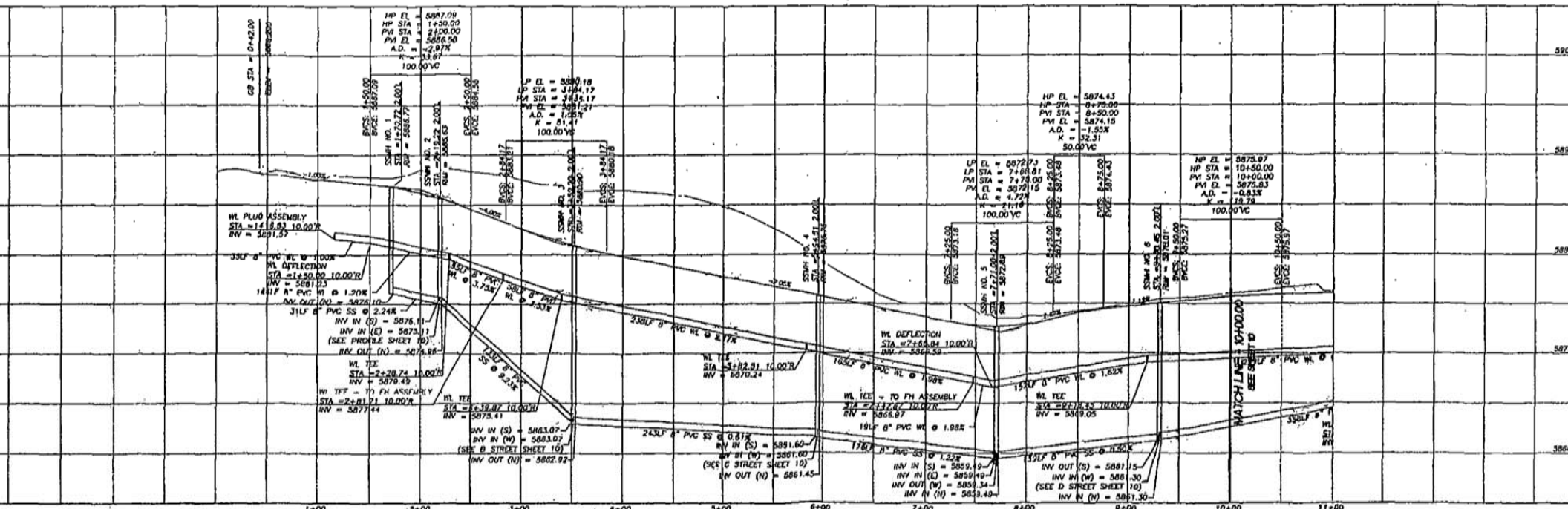
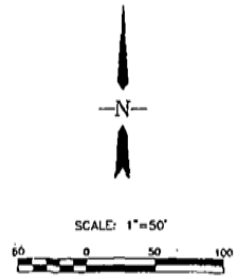
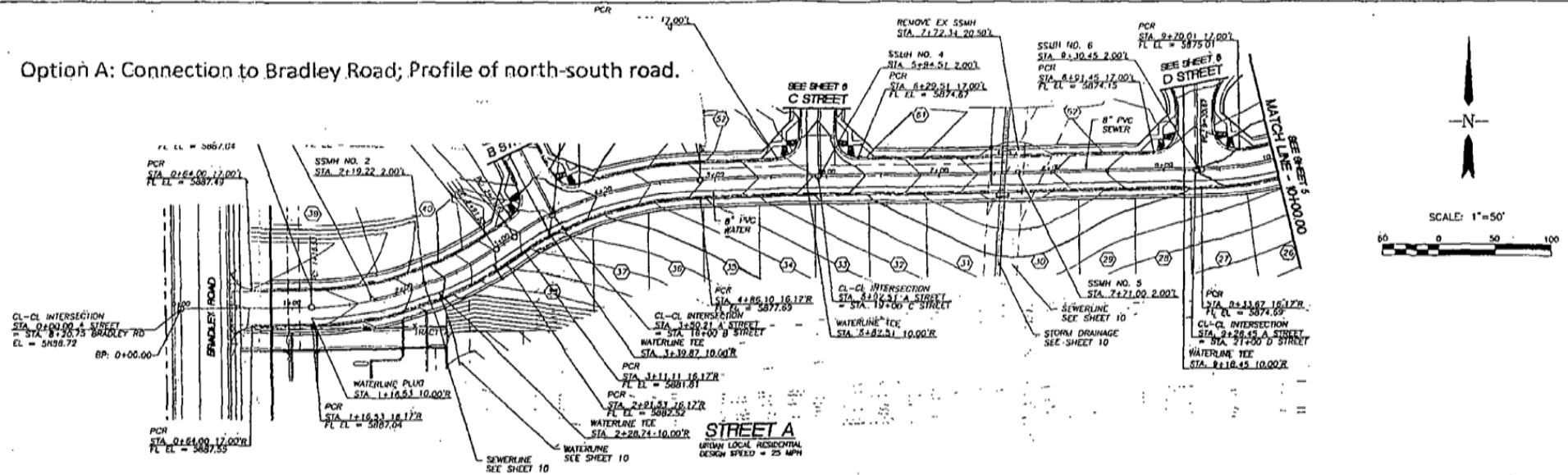
REVISIONS:		
NO.	DESCRIPTION	DATE

ENGINEER:
 DESIGNED BY: PAK/BG. DATE: 8-27-18.
 DRAWN BY: JMM/BG. DATE: 9-3-18.
 CHECKED BY: PAK. DATE: 9-20-18.
 48 HOURS BEFORE YOU DIG,
 CALL UTILITY LOCATORS
8-1-1
 CITY OF COLORADO SPRINGS DEPT. OF UTILITIES
 GAS, ELECTRIC, WATER AND WASTEWATER

DSB *Dakota Springs Engineering*
 PROJECT: THE SPRINGS AT WATERVIEW
 SHEET TITLE: GRINNELL & EROSION CONTROL PLAN
 FROM: 0/a TO: 0/a
 JOB NO.: 0001-02-18-01 SHEET 9 OF 9

CHARLES K. COCHRAN, P.E. 34997
 DATE _____
 THIS GRADING AND EROSION CONTROL PLAN WAS PREPARED UNDER MY DIRECTION AND SUPERVISION AND IS CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF. SUCH PLAN HAS BEEN PREPARED ACCORDING TO THE CRITERIA ESTABLISHED BY THE COUNTY FOR GRADING AND EROSION CONTROL PLANS. I ACCEPT RESPONSIBILITY FOR ANY LIABILITY CAUSED BY ANY NEGLIGENT ACTS, ERRORS OR OMISSIONS ON MY PART IN PREPARING THIS PLAN.

Option A: Connection to Bradley Road; Profile of north-south road.

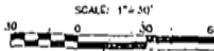
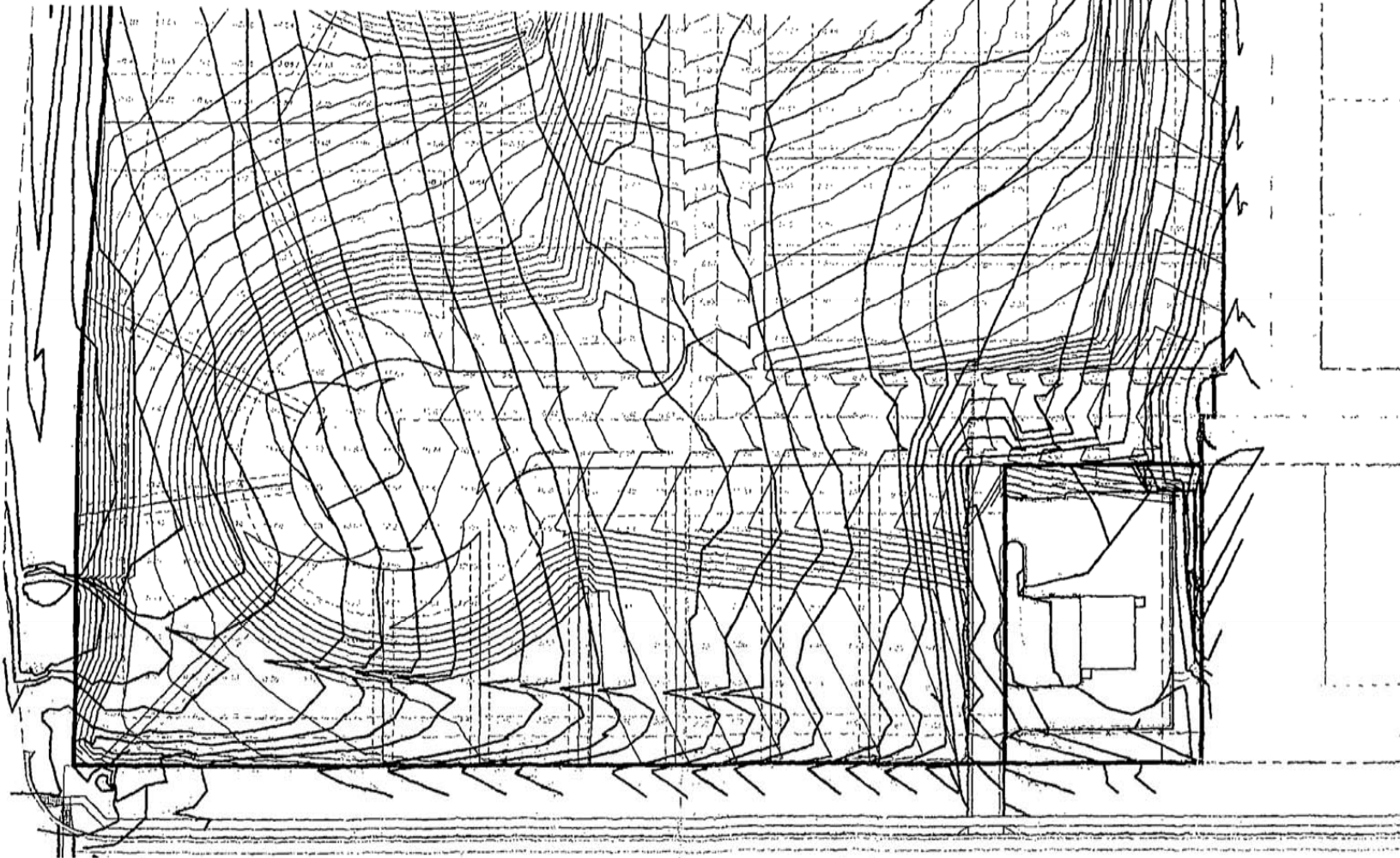


<p>DESIGN DATA:</p> <p>SIDEWALKS: WIDTH 5'</p> <p>LOCATION: ATTACHED</p> <p>DETACHED: 6" FROM P/L</p> <p>CURB TYPE 10 TO 30</p> <p>R/W WIDTH 30' +/- F/C</p> <p>STREET TYPE</p> <p>INVERT</p>	<p>ASPHALT THICKNESS:</p> <p>AC SURFACE</p> <p>AC BASE</p> <p>AGGREGATE BASE THICKNESS:</p> <p>CLASS 8</p> <p>CLASS 5</p> <p>CLASS 2</p>	<p>SCALE: HORIZONTAL 1"=50' VERTICAL 1"=5'</p> <p>BENCH MARK:</p>	<p>REVISIONS:</p> <table border="1"> <thead> <tr> <th>NO.</th> <th>DESCRIPTION</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	NO.	DESCRIPTION	DATE				<p>ENGINEER: DESIGNED BY: PAK/AG DATE: 8-27-18</p> <p>DRAWN BY: JBL/BO DATE: 8-27-18</p> <p>CHECKED BY: PAR DATE: 8-20-18</p> <p>48 HOURS BEFORE YOU DIG, CALL UTILITY LOCATORS</p> <p>8-1-1</p> <p>CITY OF COLORADO SPRINGS DEPT. OF UTILITIES GAS, ELECTRIC, WATER AND WASTEWATER</p>	<p>DSE Dakota Springs Engineering</p> <p>PROJECT: THE SPRINGS AT WATERVIEW</p> <p>SHEET TITLE: PLAN & PROFILE - STREET A</p> <p>FROM: 0+00.00 TO: 10+00.00</p> <p>JOB NO. 0001-02-18-01 SHEET 4 OF 19</p>
NO.	DESCRIPTION	DATE									

Option B: Connection to Escanaba (If Bradley Road Deviation is not approved);
Plan View

Additional "cut" on property of 39,000 yards

Additional Import of 32,000 yards.

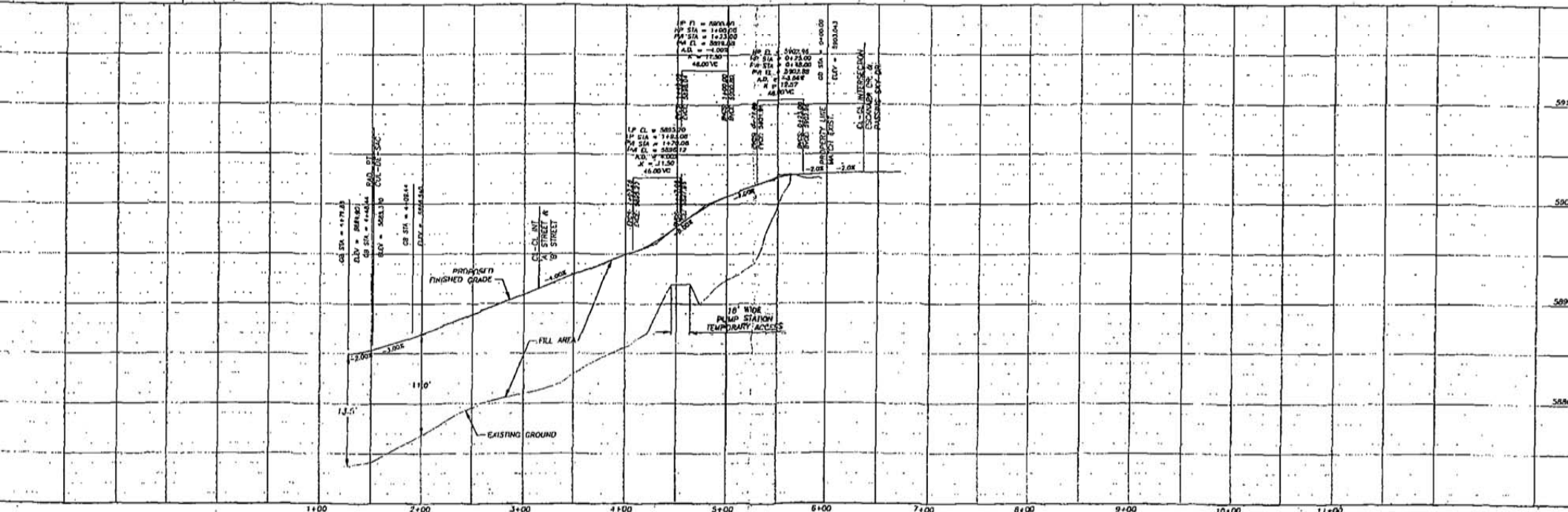
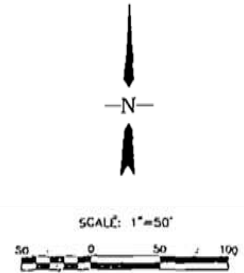
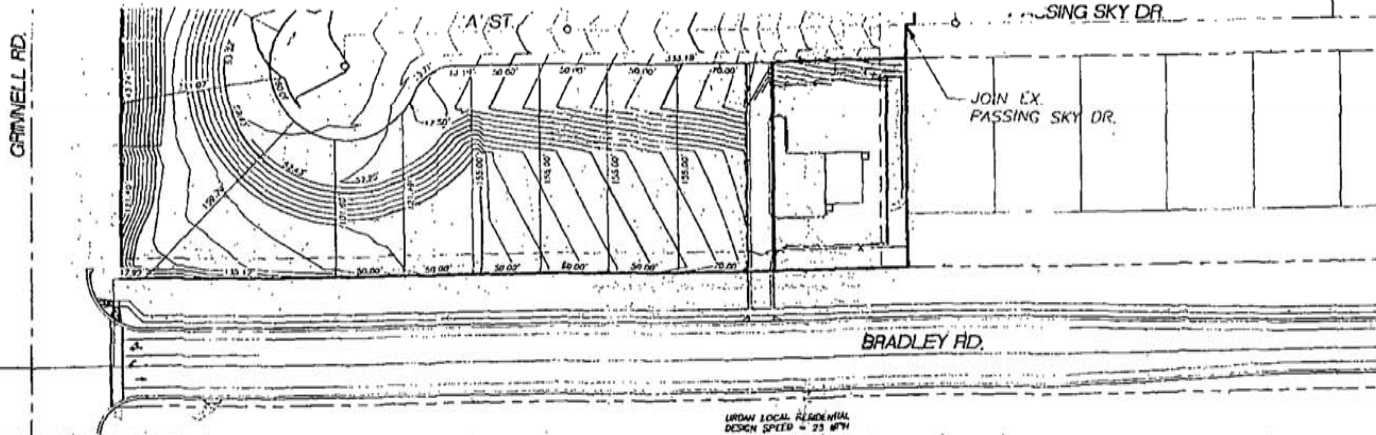


REVISIONS:		
NO.	DESCRIPTION	DATE

ENGINEER: PAK DATE: 12-8-16
 DESIGNED BY: PAK DATE: 12-8-16
 DRAWN BY: JBL DATE: 12-7-16
 CHECKED BY: PAK DATE: 12-8-16
 48 HOURS BEFORE YOU DIG.
 CALL UTILITY LOCATORS
 8-1-1
 CITY OF COLORADO SPRINGS DEPT. OF UTILITIES
 GAS, ELECTRIC, WATER AND WASTEWATER

DSE *Colorado Springs*
 Engineering
 31 N. HAZEL SUITE 500
 COLORADO SPRINGS, CO 80903
 P: (719) 597-2380
 F: (719) 597-2382
 PROJECT THE SPRINGS AT WATERVIEW
 SHEET TITLE GRADE COMPARISON EXHIBIT
 FROM N/A TO N/A
 JOB NO. DD01-02-18-01 SHEET 1 OF 1

Option B: Connection to Escanaba (If Bradley Road Deviation is not approved);
 Profile View of Connector Road to Escanaba



DESIGN: OWNER REVIEW _____ DATE: _____ DATE: _____	DESIGN DATA: SIDEWALKS: WIDTH 5' LOCATION: ATTACHED B DETACHED: 5' FROM P/S 0	ASPHALT THICKNESS: AC SURFACE _____ AC BASE _____	SCALE: HORIZONTAL 1"=50' VERTICAL 1"=5' BENCH MARK: _____	REVISIONS: NO. _____ DESCRIPTION _____ DATE _____	ENGINEER: DESIGNED BY: DAK/BS. DATE: 8-27-18 DRAWN BY: JMW/BS. DATE: 8-27-18 CHECKED BY: PAR. DATE: 9-20-18	DSE Dakota Springs Engineering PROJECT THE SPRINGS AT WATERVIEW SHEET TITLE PLAN & PROFILE - STREET A FROM 0+00.00 TO 10+00.00 JOB NO. 0001-02-16-01 SHEET 1 OF 19
DESIGN: DRAINAGE BASIN _____ AGREEMENT WITH SECTION 15-3-906 ROAD SPRINGS 19RD, AS AMENDED DATE: _____	CURB TYPE 1 0 2 0 3 0 R/W WIDTH 50' F/C F/C STREET TYPE FREEWAY	AGGREGATE BASE THICKNESS: CLASS 6 _____ CLASS 5 _____ CLASS 2 _____			48 HOURS BEFORE YOU GO, CALL UTILITY LOCATIONS CITY OF COLORADO SPRINGS DEPT. OF UTILITIES GAS, ELECTRIC, WATER AND WASTEWATER	