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**DEVIATION REQUEST
AND DECISION FORM**

Updated: 6/26/2019

PROJECT INFORMATION

Project Name : Rolling Meadows/ Bull Hill Phase-1 (Antelope Ridge at Bull Hill)
 Schedule No.(s) : 5500000324
 Legal Description : A portion of the above schedule number.

APPLICANT INFORMATION

Company : Matrix Design Group
 Name : Jason Alwine
 Owner Consultant Contractor
 Mailing Address : 2435 Research Parkway, Suite 300, Colorado Springs, CO 80920
 Phone Number : (719) 575-0100
 FAX Number :
 Email Address : jason.alwine@ma

After discussion with Engineering Manager, staff would not support a deviation for a permanent access at the proposed location off the non-residential collector roadway. A temporary access can be granted during construction at the proposed location with a permanent access from the interior roadway cul-de-sac.

ENGINEER INFORMATION

Company : Core Engineering
 Name : Richard Schindler
 Mailing Address : 15004 1st Avenue
 Burnsville, MN 55305
 Phone Number : (719) 570-1100
 FAX Number :
 Email Address : Rich@ceg1.com

ber : 33997

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

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

A deviation from the standards of or in Section 2.3.2 of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

2.3.2 Design Standards by Functional Classification
Table 2-7 Roadway Design Standards for Urban Collectors and Locals
Access Permitted: No
Access Spacing: See Table 2-35

State the reason for the requested deviation:

To permit an access drive on the future non-residential collector (Rolling Meadows Parkway) for access to the proposed Substation Tract. The access drive is approximately 159' south of the Bradley Road intersection and 457' north of the future local road intersection. The drive will serve the electrical substation for access during construction as well as routine access by service vehicles several times a month post-construction. The access drive with its proximity to Bradley Road will provide the necessary access for the delivery of large substation equipment by heavy-duty trailer. After construction, the access drive will provide convenient service access for MVEA and Tri-State trucks that visit the substation several times a month. The location of the drive will keep this type of monthly service traffic off the internal streets of the residential neighborhoods. The service vehicles will be the size of F350-F600 trucks or similar. Use by larger trucks and equipment will be rare. The proposed access drive will also be gated with a swing barrier or similar for additional safety and security. The swing barrier will be set approximately 60' from the lip of the non-residential collector. (see attached exhibit)

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

The proposed alternative to the ECM standard is requested because of the specialized need for the access drive to serve both heavy-duty trailers during construction and then the routine service trucks moving forward. A 350-ft sight triangle to the south is shown on the attached exhibit. The infrequent use of the access drive will not negatively impact traffic operations or safety. The larger heavy-duty trailers during construction will be accompanied by additional vehicles to help facilitate appropriate maintenance of traffic measures as the large equipment enters the site. After construction, the routine service vehicles will utilize the access drive as a right in/ right out.

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 deviation will nullify substation related trips on the internal residential streets as well as provide the necessary proximity to Bradley Road for the heavy-duty trailers to access the substation tract during construction. The access drive is approximately 159' south of the Bradley Road intersection and 457' north of the future local road intersection. The drive will serve the electrical substation during construction as well as routine access by service vehicles several times a month post-construction. The access drive with its proximity to Bradley Road will provide the necessary access for the delivery of large substation equipment by heavy-duty trailer. After construction, the access drive will provide convenient service access for MVEA and Tri-State trucks that visit the substation several times a month. The location of the drive will keep this type of monthly service traffic off the internal streets of the residential neighborhoods. The service vehicles will be the size of F350-F600 trucks or similar. The routine service vehicles will utilize the access drive as a right in/ right out. Use by larger trucks and equipment will be rare. The proposed access drive will also be gated with a swing barrier or similar for additional safety and security. The swing barrier will be set approximately 60' from the lip of the non-residential collector.

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 deviation will achieve the intended result with a comparable design and quality of improvement. The deviation will nullify substation related trips on the internal residential streets as well as provide the necessary proximity to Bradley Road for the heavy-duty trailers to access the substation tract during construction. The routine service vehicles will utilize the access drive as a right in/ right out.

The deviation will not adversely affect safety or operations.

The deviation will not adversely affect safety or operations. The deviation will nullify substation related trips on the internal residential streets as well as provide the necessary proximity to Bradley Road for the heavy-duty trailers to access the substation tract during construction. The larger heavy-duty trailers during construction will be accompanied by additional vehicles to help facilitate appropriate maintenance of traffic measures as the large equipment enters the site. The proposed access drive will also be gated with a swing barrier or similar for additional safety and security.

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

The deviation will not adversely affect maintenance and its associated cost as the access drive will be privately maintained.

The deviation will not adversely affect aesthetic appearance.

The requested deviation will not adversely affect aesthetic appearance. Landscape and streetscape will help soften the access drive from view of Bradley Road and the adjacent future residential.

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

The deviation will meet the design intent and purpose of the ECM. The ECM states that while access to a major roadway should be avoided, right-in/ right-out and three quarter movement access may be permitted as a deviation.

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.

Water quality requirements will be met regardless of the substation access drive.

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.

FUTURE PHASES - ROLLING MEADOWS/ BULL HILL

Bradley Road (planned as Arterial in EPC 2040 MTCP) 210' ROW

ROLLING MEADOWS/ BULL HILL PHASE 1

SUBSTATION PROPERTY

ROLLING MEADOWS/ BULL HILL PHASE 1

Non-Residential Collector (80' ROW)

ROLLING MEADOWS/ BULL HILL PHASE 1

ROLLING MEADOWS/ BULL HILL PHASE 1

ROLLING MEADOWS/ BULL HILL PHASE 1

ROLLING MEADOWS/ BULL HILL

Matrix
Excellence by Design

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S:\24.1129.029 Rolling Meadows-Bull Hill Phase-1 PUDSP600 CADD\505 Exhibits
RMBH_Stand Alone Deviation_Substation

TRAFFIC DEVIATION EXHIBIT

October 24, 2024

