



Planning and Community  
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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@matrixdesigngroup.com

## ENGINEER INFORMATION

Company : Core Engineering Group

Name : Richard Schindler, P.E.

Colorado P.E. Number : 33997

Mailing Address : 15004 1<sup>st</sup> Avenue S.  
Burnsville, MN 55306

Phone Number : (719) 570-1100

FAX Number :

Email Address : Rich@ceg1.com

## 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)

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

And

2.4.1.B Roadway Access Design | Access Design Criteria | Access Spacing

State the reason for the requested deviation:

To permit utility services only access drive on the future non-residential collector (Rolling Meadows Parkway) to allow maintenance and equipment delivery access to the Tri-State/ Mountain View Electric Assoc. (MVEA) Substation Tract. The substation construction is a needed infrastructure improvement to meet both existing and proposed electricity demand in the area. The access drive is approximately 159' south of the Bradley Road intersection and 457' north of the internal local road intersection serving Antelope Ridge. The access only drive will serve the electrical substation during construction as well as routine access by Tri-State/ MVEA service vehicles. The service vehicles, similar to a F350 or F550 truck, will access the site routinely twice a month with additional visits as needed. In addition, larger crane trucks, manlifts, generators, and heavy-duty trailers access the site on a 5-to-10-year cycle as needed to repair or replace equipment. The possibility of a mobile substation and tractor trailer with a combination weight of more than 100,000 lbs. may be required during emergencies.

The access drive with its proximity to Bradley Road will provide the necessary ingress/ egress for the delivery of large substation equipment by heavy-duty trailer. After construction, the access drive will provide direct service access for MVEA and Tri-State trucks that visit the substation for those routine system checkups. The location of the drive will keep this type of monthly service traffic off the internal streets of the residential neighborhoods limiting conflict between maintenance trucks and everyday residential use.

The proposed access drive will be gated with a swing barrier or similar for additional safety and security. There will be no public access or public parking permitted or provided. The swing barrier will be set approximately 60' from the lip of the non-residential collector to allow entering service trucks to be completely free of everyday traffic. (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 due to the limited use and the specialized need for the access drive to serve both heavy-duty trailers during construction as well as the service trucks. The proposed access serves only the substation and will not provide access into any public use area or provide neighborhood traffic into the Antelope Ridge development. A 350-ft sight triangle to the south is shown on the attached exhibit showing adequate sight lines for exiting service vehicles. The very limited and infrequent use of the access drive will not negatively impact daily traffic operations or safety. The larger heavy-duty trailers during construction will be accompanied by additional vehicles to help facilitate appropriate traffic control measures, such as Flag Persons, as the large equipment enters the site. The service vehicles will utilize the access drive as a right in/ right out.

The ECM Standards as written would force all service vehicles, similar to a F350 or F550 truck, in addition to the larger crane trucks, manlifts, generators, and heavy-duty trailers through the residential neighborhood. This could create conflict with homeowners and pedestrians, including school traffic as an elementary site is proposed adjacent to the internal roadway network access El Paso County is suggesting be used. In addition, routing large crane trucks and other oversized vehicles through the neighborhood not designed to accommodate these turning movements would further impact the community. Permitting access via Rolling Meadows Drive eliminates this conflict potential.

The proposed access drive will be restricted to a 16-foot-wide concrete pad at the ROW where the access drive intersects the non-residential collector. The 16-foot-wide access drive portion and sidewalk, within the ROW, will be constructed of reinforced concrete rated for large heavy-duty vehicles. The access drive outside the ROW shall be gravel construction and may be wider than 16 feet. Additionally, the substation access will utilize rolled (mountable) curb. The rolled curb may begin and extend outside of the 16-foot-wide access restriction to allow for occasional turning movements of the large heavy-duty delivery vehicles. Additionally, road base and non-vegetative landscape materials may be utilized on both sides of the 16-foot-wide concrete access to help stabilize the turning movements of the large heavy-duty delivery vehicles. Details, including autoturn exhibits for the large vehicles, shall be provided with the CD's at the subdivision stage.

**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:

To permit a utility services only access drive on the future non-residential collector (Rolling Meadows Parkway) to allow maintenance and equipment delivery access to the Tri-State/ Mountain View Electric Assoc. (MVEA) Substation Tract. The substation construction is a needed infrastructure improvement to serve both existing and proposed electricity demand in the area. The access drive is approximately 159' south of the Bradley Road intersection and 457' north of the internal local road intersection serving Antelope Ridge. The access only drive will serve the electrical substation during construction as well as routine access by Tri-State/ MVEA service vehicles. The service vehicles, similar to a F350 or F550 truck, will access the site routinely twice a month with additional visits as needed. In addition, larger crane trucks, manlifts, generators, and heavy-duty trailers access the site on a 5-to-10-year cycle as needed to repair or replace equipment.

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. After construction, the access drive will provide direct service access for MVEA and Tri-State trucks that visit the substation. The location of the drive will keep this type of monthly service traffic off the internal streets of the residential neighborhoods.

The substation and the proposed access is a unique and special situation that is not commonly found to be part of normal subdivision design or planning. As stated, the substation is a crucial public utility infrastructure asset that will serve both existing and proposed consumers, residential and commercial. The substation location and access point was carefully chosen in direct coordination with Tri-State and MVEA to meet their criteria for such a facility. Careful consideration was given to the access, constructability, safety, proximity to major corridors such as Bradley Road and the existing power line corridor, and limited nature of vehicle traffic for this facility.

**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 as the amount of vehicular trips anticipated to enter/ exit the site via the proposed access is negligible. While it is acknowledged that potential conflicts with turning movements as part of the intersection may occur, this conflict will be very limited and seldom as trip generation can be measured monthly rather than daily or hourly. The service vehicles, similar to a F350 or F550 truck, will access the site routinely twice a month with additional visits as needed. Even a weekly trip to the site by a service vehicle poses almost no impact on traffic movements or traffic safety. This site will not be permitted for use by the public.

The proposed access drive will be gated with a swing barrier or similar for additional safety and security. There will be no public access or public parking permitted or provided. The swing barrier will be set approximately 60' from the lip of the non-residential collector. (see attached exhibit)

The deviation will not adversely affect safety or operations.

The deviation will not adversely affect safety or development traffic operations due to the very limited frequency of use. 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. 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 built, owned and maintained.

The deviation will not adversely affect aesthetic appearance.

The requested deviation will not adversely affect aesthetic appearance. Landscape buffering and streetscape plantings will help soften the appearance of the access drive as well as provide screening along Bradley Road and the adjacent future residential development.

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 substation and the proposed access is a unique and special situation not commonly found to be part of normal subdivision design or planning. The substation location and access point was carefully chosen in direct coordination with Tri-State and MVEA to meet their criteria for such a facility. Careful consideration was given to the access, constructability, safety, proximity to major corridors such as Bradley Road and the exiting power line corridor, and limited nature of vehicle traffic for this facility.

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 location.

**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.

Γ \_\_\_\_\_ 7

L \_\_\_\_\_ 7

**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.

Γ \_\_\_\_\_ 7

L \_\_\_\_\_ 7

**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 Principal Arterial in ConnectCOS) 210' ROW

PROPOSED ROLLED CURB (EXTENTS TO BE DETERMINED WITH THE CD SUBMITTAL)

PROPOSED REINFORCED CONCRETE SIDEWALK (EXTENTS TO BE DETERMINED WITH THE CD SUBMITTAL)

PROPOSED 16-FOOT-WIDE REINFORCED CONCRETE APRON

PROPOSED GRAVEL ACCESS DRIVE

PROPOSED SWING BARRIER

PROPOSED ROAD BASE AND NON-VEGETATIVE LANDSCAPE AREAS

350' SIGHT TRIANGLE

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

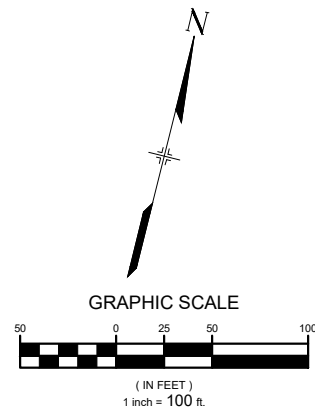
**Matrix**  
Excellence by Design

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S:\24.1129.029 Rolling Meadows-Bull Hill Phase-1 PUDSP600 CADD\505 Exhibits  
RMBH\_Stand Alone Deviation\_Substation5

TRAFFIC DEVIATION EXHIBIT

March 5, 2025





PROPOSED ROLLED CURB  
(EXTENTS TO BE DETERMINED  
WITH THE CD SUBMITTAL)

PROPOSED REINFORCED CONCRETE SIDEWALK  
(EXTENTS TO BE DETERMINED WITH THE CD SUBMITTAL)

PROPOSED 16-FOOT-WIDE REINFORCED CONCRETE APRON

PROPOSED GRAVEL ACCESS DRIVE

PROPOSED SWING BARRIER

PROPOSED ROAD BASE  
AND NON-VEGETATIVE  
LANDSCAPE AREAS

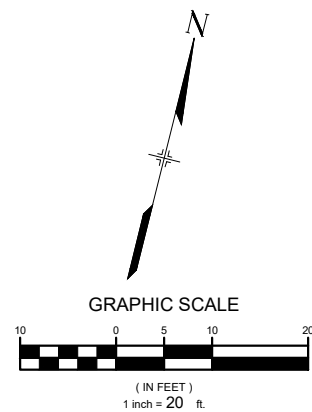
350' SIGHT TRIANGLE

457.3'

60'

25'

16'



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\_Substation5

TRAFFIC DEVIATION EXHIBIT

March 5, 2025

**From:** [Alazzeh, Zaker](#)  
**To:** [Scott Barnhart](#); [Shevock, Brian](#)  
**Cc:** [Ross Friend](#); [Jason Alwine](#)  
**Subject:** RE: Bull Hill Subdivision - El Paso County Deviation Request  
**Date:** Tuesday, February 18, 2025 11:48:17 AM  
**Attachments:** [image004.png](#)  
[image005.png](#)

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**CAUTION:** This email originated from outside of Matrix Design Group. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Scott,

I have confirmed with Todd. The city will not want the access to be utilized from Bradley Road.

**Zaker Alazzeh, P.E.**  
*Traffic Engineering Manager/Deputy City Traffic Engineer*  
*City of Colorado Springs*  
*(719) 385-5468*



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**From:** Scott Barnhart <[scott\\_barnhart@matrixdesigngroup.com](mailto:scott_barnhart@matrixdesigngroup.com)>  
**Sent:** Wednesday, February 12, 2025 8:10 AM  
**To:** Alazzeh, Zaker <[Zaker.Alazzeh@coloradosprings.gov](mailto:Zaker.Alazzeh@coloradosprings.gov)>; Shevock, Brian <[Brian.Shevock@coloradosprings.gov](mailto:Brian.Shevock@coloradosprings.gov)>  
**Cc:** Ross Friend <[Ross\\_Friend@matrixdesigngroup.com](mailto:Ross_Friend@matrixdesigngroup.com)>; Jason Alwine <[jason\\_alwine@matrixdesigngroup.com](mailto:jason_alwine@matrixdesigngroup.com)>  
**Subject:** Bull Hill Subdivision - El Paso County Deviation Request

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Zaker and Brian:

Matrix is working on a deviation request through El Paso County to get an access to a proposed electrical substation approved. Matrix is requesting that the access be from the proposed north/south running non-residential collector (see attached PDF). El Paso County prefers that the access come from Bradley Road. Since Bradley Road is a City roadway per the recently approved Karman Line annexation, the County will allow the request if the City objects to the substation access coming from Bradley Road, which is classified as a Principal Arterial in ConnectCOS.

Disadvantages to access from Bradley Road include:

- Width of future Bradley Road

- Future Bradley Road likely a divided roadway (City Principal Arterial)
- Higher speed of current and future Bradley Road
- Approximately 6-ft grade difference between Bradley Road and the substation

Additionally, the substation site will have extremely large truck traffic during construction and during any future emergencies. After that, traffic will be more in line with a Ford F-350 truck for routine maintenance.

Can the City provide a comment on their preference for the electrical substation access location?

Thank you.



**Scott D. Barnhart, PE (CO, AZ, CA), PTOE**

**Deputy Director of Transportation Services**

Matrix Design Group, Inc.

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