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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
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Phone Number :	(719) 575-0100
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ENGINEER INFORMATION

Company :	Core Engineering Group		
Name :	Richard Schindler, P.E.	Colorado P.E. Number :	33997
Mailing Address :	15004 1st 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 a…n may be grounds for denial. I have familiarized …d filing this application. I also understand that a…da of the Planning Commission, Board of County …re made, and that any approval of this application is… any breach of representation or condition(s) of ap…

Staff believes that access via Bradley road near the Power Line easement provided a better access for heavy-duty vehicles/equipment. Has this been investigated and/or has the City denied access from Bradley Road? If the City will not grant access, please provide correspondence from them.

Should the County grant access, the driveway access design will be restricted, such as the driveway width at the ROW, curb cuts would not be allowed, increased pavement section at roadway etc. Please free to give me a call so that we can discuss.

_____ _____

Signature of own…

Engineer's Seal, …
And Date of Sign…

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.

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.

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.

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

POWERLINE EASEMENT

GAS

GAS

GAS

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

159.2'

457.3'

25'

60'

PROPOSED GRAVEL ACCESS DRIVE

PROPOSED SWING BARRIER

350' SIGHT TRIANGLE

ROLLING MEADOWS/ BULL HILL
PHASE 1

ROLLING MEADOWS/ BULL HILL
PHASE 1

Non-Residential Collector (80' ROW)

ROLLING MEADOWS/ BULL HILL
PHASE 1

SUBSTATION PROPERTY

POWERLINE EASEMENT

ROLLING MEADOWS/ BULL HILL
PHASE 1

ROLLING MEADOWS/ BULL HILL
PHASE 1

N

GRAPHIC SCALE

100 0 50 100 200

(IN FEET)
1 inch = 100 ft.

ROLLING MEADOWS/ BULL HILL

Matrix
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S:\24.1129.029 Rolling Meadows-Bull Hill Phase-1 PUDSP\500 CADD\505 Exhibits
RMBH_Stand Alone Deviation_Substation

TRAFFIC DEVIATION EXHIBIT

October 24, 2024

FUTURE PHASES - ROLLING MEADOWS/ BULL HILL

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

POWERLINE EASEMENT

GAS

SUBSTATION PROPERTY

Non-Residential Collector (60' ROW)

CHANNEL / FLOODPLAIN

ROLLING MEADOWS/ BULL HILL PHASE 1 MULTI-FAMILY 12-24 DU/AC

ROLLING MEADOWS/ BULL HILL PHASE 1 HIGH-DENSITY RESIDENTIAL 12-24 DU/AC

ROLLING MEADOWS/ BULL HILL PHASE 1

SCHOOL SITE

N

GRAPHIC SCALE

200 0 100 200 400

(IN FEET)
1 inch = 200 ft.

ROLLING MEADOWS/ BULL HILL

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RMBH_Stand Alone Deviation_Substation2

TRAFFIC DEVIATION EXHIBIT 2

January 20, 2025