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**DEVIATION REVIEW  
AND DECISION FORM**

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): VOLLMER RD  
Tax Schedule ID(s) #: 5228000019  
Legal Description of Property: SE4NE4 SEC 28-12-65  
Subdivision or Project Name: RETREAT/TRAILS AT TIMBER RIDGE

Section of ECM from Which Deviation is Sought: 2.3.2 Design Standards by Functional Classification and 2.2.4 Roadway Functional Classifications and Urban/Rural Designations.

Specific Criteria from Which a Deviation is Sought: Section 2.3.2 Table 2-7: ROW on an Urban Residential Collector street and no Median on Residential Collector Streets; 2.2.4.B.5 Typical Urban Residential Cross Section.

Proposed Nature and Extent of Deviation: The proposed deviation is to allow an 80-foot right-of-way for the proposed east/west collector street, an 8-foot-wide center raised median, and a meandering 5-foot detached sidewalk instead of a detached sidewalk with a uniform 4-foot buffer area from the curb.

**Applicant Information:**

Applicant: ARROYO INVESTMENTS LLC Email Address: pmartzlrg@comcast.net  
Applicant is:  Owner  Consultant  Contractor  
Mailing Address: 1283 KELLY JOHNSON BLVD State: CO Postal Code: 80920  
Telephone Number: (719) 491-3150 Fax Number: \_\_\_\_\_

**Engineer Information:**

Engineer: Jeffrey C. Hodsdon Email Address: jeff@lscs.com  
Company Name: LSC Transportation Consultants, Inc.  
Mailing Address: 545 East Pikes Peak Ave., Colorado Springs State: CO Postal Code: 80903  
Registration Number: 31684 State of Registration: CO  
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: 2.3.2 Design Standards by Functional Classification and 2.2.4 Roadway Functional Classifications and Urban/Rural Designations.

Specific Criteria from Which a Deviation is Sought: Section 2.3.2 Table 2-7: ROW on an Urban Residential Collector street and no Median on Residential Collector Streets; 2.2.4.B.5 Typical Urban Residential Cross Section.

Proposed Nature and Extent of Deviation: The proposed deviation is to allow an 80-foot right-of-way for the proposed east/west collector street, an 8-foot-wide center raised median, and a meandering 5-foot detached sidewalk instead of a detached sidewalk with a uniform 4-foot buffer area from the curb. Please refer to the attached cross section and plan view exhibits.

Reason for the Requested Deviation: The overall intent of the community plan is to avoid streets lined with back fences instead of homes. As such, a good portion of the frontage of the proposed Collector streets is planned to have TND-style homes fronting the streets (no driveways fronting, however). The proposed deviation would allow the paved width in excess of the area used for the driving lanes to be used for on-street parking.

Comparison of Proposed Deviation to ECM Standard: The proposed deviation is to allow an 80-foot ROW instead of the standard 60-foot ROW for the proposed east/west Urban Residential Collector street, an 8-foot-wide center raised median instead of no median, which is the standard, and a meandering 5-foot detached sidewalk instead of a detached sidewalk with a uniform 4-foot buffer area from the curb. The overall landscaped area between the curb and the right-of-way line would be expanded to accommodate the meandering sidewalk and additional landscaping areas.

Applicable Regional or National Standards used as Basis:

**Application Consideration:**

**CHECK IF APPLICATION MEETS CRITERIA FOR CONSIDERATION**

**JUSTIFICATION**

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.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
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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 change is required to allow the applicant to construct a main entry street with enhanced landscaping in a raised center median and along the sides of the street to create a more prominent and attractive entry to the community.

**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.

This deviation is requested to allow the applicant to construct a more prominent and attractive entry to the community. This will assist with the marketing of the project, but will remain for the benefit of the future residents, their guests, and the community as a whole.

The deviation will achieve the intended result with a comparable or superior design and quality of improvement.

This deviation will create a superior design as it will create a more prominent and attractive entry to the community. One through lane in each direction will be provided along with a paved outside shoulder, consistent with the standard. The other design elements will be the same except the streetscape area will be expanded and the detached sidewalk will follow a meandering alignment rather than a straight alignment. The raised median would work well for a seamless connection to the raised splitter islands for the proposed roundabout.

The deviation will not adversely affect safety or operations.

This proposed Collector street would have an 8-foot-wide raised center median. The landscaping for this median and the roadside landscaping would need to meet sight distance criteria. The street would have one through lane in each direction along with a paved outside shoulder, consistent with the standard. The median noses at intersections would be designed to accommodate turning passenger vehicles and the design vehicle for this classification. The other design elements of the Urban Residential Collector street cross section would be the same except the streetscape area will be expanded and the detached sidewalk will follow a meandering alignment rather than a straight alignment. The median would be expanded to 17 feet (including a 12-foot-wide left-turn lane and 5-foot raised median nose) where left-turn lanes are required per ECM turn lane criteria.



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

The median and additional landscaping would increase the maintenance cost, however the metro district would be responsible for maintenance rather than the County.

The deviation will not adversely affect aesthetic appearance.

The landscaped median and enhanced streetscape would result in a more 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)

Date

Signature of applicant (if different from owner)

Date

Signature of Engineer

Date

4/13/17

Engineer's Seal



**Review and Recommendation:**  
**APPROVED** by the ECM Administrator

*[Handwritten Signature]*

Date **14 SEPT 2017**

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:

*\* Left turn lane bays shall be provided where required.*



**CONDITIONS** noted

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.

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

The median and additional landscaping would increase the maintenance cost, however the metro district would be responsible for maintenance rather than the County.

The deviation will not adversely affect aesthetic appearance.

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Signature of owner (or authorized representative) \_\_\_\_\_ Date 6/26/17

Signature of applicant (if different from owner) \_\_\_\_\_ Date \_\_\_\_\_

Signature of Engineer \_\_\_\_\_ Date 6/27/17

Engineer's Seal



**Review and Recommendation:**  
**APPROVED by the ECM Administrator**

\_\_\_\_\_ Date \_\_\_\_\_

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:  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_. 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.



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Legal Description of Property: SE4NE4 SEC 28-12-65  
Subdivision or Project Name: RETREAT/TRAILS AT TIMBER RIDGE

Section of ECM from Which Deviation is Sought: 2.2.5.D Collector Access Standards; 2.3.2 Design Standards by Functional Classification.

Specific Criteria from Which a Deviation is Sought: Table 2-5 identifies a minimum intersection spacing of 660 feet along a Rural Minor Collector roadway.

Proposed Nature and Extent of Deviation: Staff has requested that Arroya Lane be planned as a potential future Rural Minor Collector Roadway east of Vollmer Road. Table 2-5 identifies a minimum intersection spacing of 487 feet along Arroya Lane between the easternmost proposed public street on the south side and the access to the ten lots on the north side.

### Applicant Information:

Applicant: ARROYO INVESTMENTS LLC Email Address: pmartzlrg@comcast.net  
Applicant is:  Owner  Consultant  Contractor  
Mailing Address: 1283 KELLY JOHNSON BLVD State: CO Postal Code: 80920  
Telephone Number: (719) 491-3150 Fax Number: \_\_\_\_\_

### Engineer Information:

Engineer: Jeffrey C. Hodsdon Email Address: jeff@lscs.com  
Company Name: LSC Transportation Consultants, Inc.  
Mailing Address: 545 East Pikes Peak Ave., Colorado Springs State: CO Postal Code: 80903  
Registration Number: 31684 State of Registration: CO  
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### Explanation of Request (Attached diagrams, figures and other documentation to clarify request):

Section of ECM from Which Deviation is Sought: 2.2.5.D Collector Access Standards; 2.3.2 Design Standards by Functional Classification.

Specific Criteria from Which a Deviation is Sought: Table 2-5 identifies a minimum intersection spacing of 660 feet along a Rural Minor Collector roadway.

Proposed Nature and Extent of Deviation: Staff has requested that Arroya Lane be planned as a potential future Rural Minor Collector Roadway east of Vollmer Road. Table 2-5 identifies a minimum intersection spacing of 487 feet along Arroya Lane between the easternmost proposed public street on the south side and the access to the ten lots on the north side.

### Reason for the Requested Deviation:

Comparison of Proposed Deviation to ECM Standard: The proposed spacing would be 487 feet which would be 173 feet closer than the required 660-foot spacing.

El Paso County Procedures Manual  
Procedure # R-FM-051-07  
Issue Date: 12/31/07  
Revision Issued: 00/00/00

PVD-17-003

Applicable Regional or National Standards used as Basis:

**Application Consideration:**

**CHECK IF APPLICATION MEETS CRITERIA FOR CONSIDERATION**

**JUSTIFICATION**

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.

The locations for the easternmost access on the south side of Arroya and the easternmost access on the north side have been selected to maximize the distance between the two while considering the constraints of Sand Creek, the east property line, the angled property line on the west side of the portion of the property planned for ten lots, the required centerline radius for a rural local roadway (for the north side lots), the required lot sizes and the desired lot layout. The combination of these constraints will necessitate the 487-foot offset between these two planned intersections. The access placement in this location would not interfere with any existing or proposed auxiliary turn lanes. The access spacing would be sufficient for safe operations and turning movements. Neither access is likely to require left-turn auxiliary turn lanes.

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.

**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 deviation is not based exclusively on financial considerations -- it is requested due to topographic and property ownership constraints combined with required lot sizes and the desired lot layout.

The deviation will achieve the intended result with a comparable or superior design and quality of improvement.

The location for the access has been selected to maximize the distance between the two while considering the constraints. The access placement in this location would not interfere with any existing or proposed auxiliary turn lanes. Neither access is likely to require left-turn auxiliary turn lanes.

The deviation will not adversely affect safety or operations.

The proposed offset of 487 feet will not adversely affect safety or operations of the future Rural Minor Collector. The access placement in this location would not interfere with any existing or proposed auxiliary turn lanes. Neither intersection is likely to require left-turn auxiliary turn lanes. The proposed spacing of the intersections at 487 feet exceeds the ECM-prescribed stopping sight distance along Arroya Lane.

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

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

The deviation will not adversely affect aesthetic appearance.

The deviation 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) Date

\_\_\_\_\_  
Signature of applicant (if different from owner) Date

\_\_\_\_\_  
Signature of Engineer Date 4/17/17

Engineer's Seal



**Review and Recommendation:**  
APPROVED by the ECM Administrator

*[Handwritten Signature]*

Date 14 SEPT 2017

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:

LEFT TURN MOVEMENTS IN AND OUT OF THE ROADS CONNECTING TO ARROYA LANE MAY BE PROHIBITED AT A FUTURE DATE BY THE COUNTY ENGINEER.

CONDITIONS NOTED  
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:

\_\_\_\_\_  
\_\_\_\_\_  
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Additional comments or information are attached.

