



**Development Services
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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): 0 Lake Woodmoor Drive

Tax Schedule ID(s) #: 7114107015; 7114100016

Legal Description of Property: North Parcel: ALL THE BEACH AT WOODMOOR

South Parcel:

THAT TRACT IN N2NE4 OF SEC 14-11-67 LY SELY OF LAKE WOODMOOR DR, NLY OF E-W C/L OF NE4, AND WLY OF TRACT CONV BY BK 2467-942, EX THAT PT DESC AS FOLS: BEG AT INTSEC OF SLY R/W LN OF WOODMOOR DR & MOST NLY PT OF LOT 6 BROOKMOOR FIL NO 2, TH N 66<23'04" E ALG SD SLY R/W LN 110.25 FT, S 35<06'49" E 53.75 FT, TH S 89<54'47" W 131.93 FT TO POB

Subdivision or Project Name: The Beach at Woodmoor

Section of ECM from which Deviation Is Sought: 2.3.2 Table 2.7

Specific Criteria from which a Deviation Is Sought: Minimum centerline curve radius for an Urban Local Low Volume street.

Proposed Nature and Extent of Deviation: Allow a reduced centerline radius (a 65-foot centerline radius) for the Urban Local Low Volume subdivision street south of Lake Woodmoor Drive – standard is 100 feet.

Applicant Information:

Applicant: Lake Woodmoor Holdings LLC Email: CHumphrey@laplatallc.com
Applicant Is: Owner Consultant Contractor
Mailing Address: 1755 Telstar Drive, Suite 211, Colorado Springs State: CO Postal Code: 80920
Telephone Number: 719-867-2256 Fax Number: N/A

Engineer Information:

Applicant: Jeffrey C. Hodsdon Email Address: jeff@LSCtrans.com
Company Name: LSC Transportation Consultants, Inc.
Mailing Address: 545 E Pikes Peak Ave, Colorado Springs State: CO Postal Code: 80903
Registration Number: 31684 State of Registration: Colorado
Telephone Number: 719-633-2868 Fax Number: 719-633-5430

SF-17-015

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

Section of ECM from which Deviation Is Sought: 2.3.2 Table 2.7

Specific Criteria from which a Deviation Is Sought: Minimum centerline curve radius for an Urban Local Low Volume street.

Proposed Nature and Extent of Deviation: Allow a reduced centerline radius (a 65-foot centerline radius) for the Urban Local Low Volume subdivision street south of Lake Woodmoor Drive – standard is 100 feet.

Reason for the Requested Deviation: Both the north and south parcels have limited site frontage and the south parcel is also constrained by parcel shape. There is an unpaved school parking lot access forming the south leg of the intersection. The southern portion of the subdivision will not have access to this unpaved roadway because it is school district property. The proposed public street for the south parcel also requires a cul-de-sac, which has been added to the plans. Given the numerous constraints and per a meeting with the County Engineer, the proposed reduction of the centerline radius was an agreed-upon change that will make the lot layout work.

Comparison of Proposed Deviation to ECM Standard: The request is for a 65-foot centerline radius for the Urban Local Low Volume subdivision street south of Lake Woodmoor Drive – standard is 100 feet.

Applicable Regional or National Standards Used as Basis: N/A

Application Consideration:

CHECK IF APPLICATION MEETS CRITERIA FOR CONSIDERATION

The ECM standard is inapplicable to a particular situation

N/A

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.

Both the north and south parcels have limited site frontage and the south parcel is also constrained by parcel shape. There is an unpaved school parking lot access forming the south leg of the Lake Woodmoor Drive/Lower Lake Road intersection. The southern portion of the subdivision will not have access to this unpaved roadway because it is school district property.

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 is not met, this application for deviation cannot be considered.

Criteria for Approval:

PLEASE REQUEST 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 make the site plan/lot plan work within both site constraints and the County requirement for a standard cul-de-sac turnaround.

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

The street will be comparable as the width and other design elements will meet County standards and a standard cul-de-sac turnaround will also be provided.

The deviation will not adversely affect safety or operations

The reduction of the centerline radius from 100 feet to 65 feet will not affect safety or operations. This will be a low volume street with a relatively short length. Please refer to the attached AutoTurn vehicle turning analysis exhibits.

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

The deviation would not adversely affect maintenance as snow plows would be able to navigate the proposed curve.

The deviation will not adversely affect aesthetic appearance.

The deviation would not adversely affect aesthetics.

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.

Neil S. Eakman
Signature of owner (or authorized representative) 11/2/17
Date

Signature of applicant (if different from owner) Date

Jeffrey C. Hobson
Signature of Engineer 11/2/17
Date

Engineer's Seal



Review and Recommendation:

APPROVED by the ECM Administrator
[Signature]
Date 10 JAN 2018

This request has been determined to have met the criteria for approval. A deviation from Section 2.3.2 TABLE 2.7 of ECM is hereby granted based on the justification provided. Comments:

CONDITION: APPROVAL CONDITIONED ON MEETING ALL OTHER COUNTY LOCAL LOW VOLUME URBAN CLASSIFICATION CRITERIA FOR PUBLIC ROADWAYS AND ACCOMODATION OF SNOW PLOW TURNING MOVEMENTS. DEVIATION WILL BE VOID IF FINAL PLAN IS NOT APPROVED BY BOCC (SF-17-015).

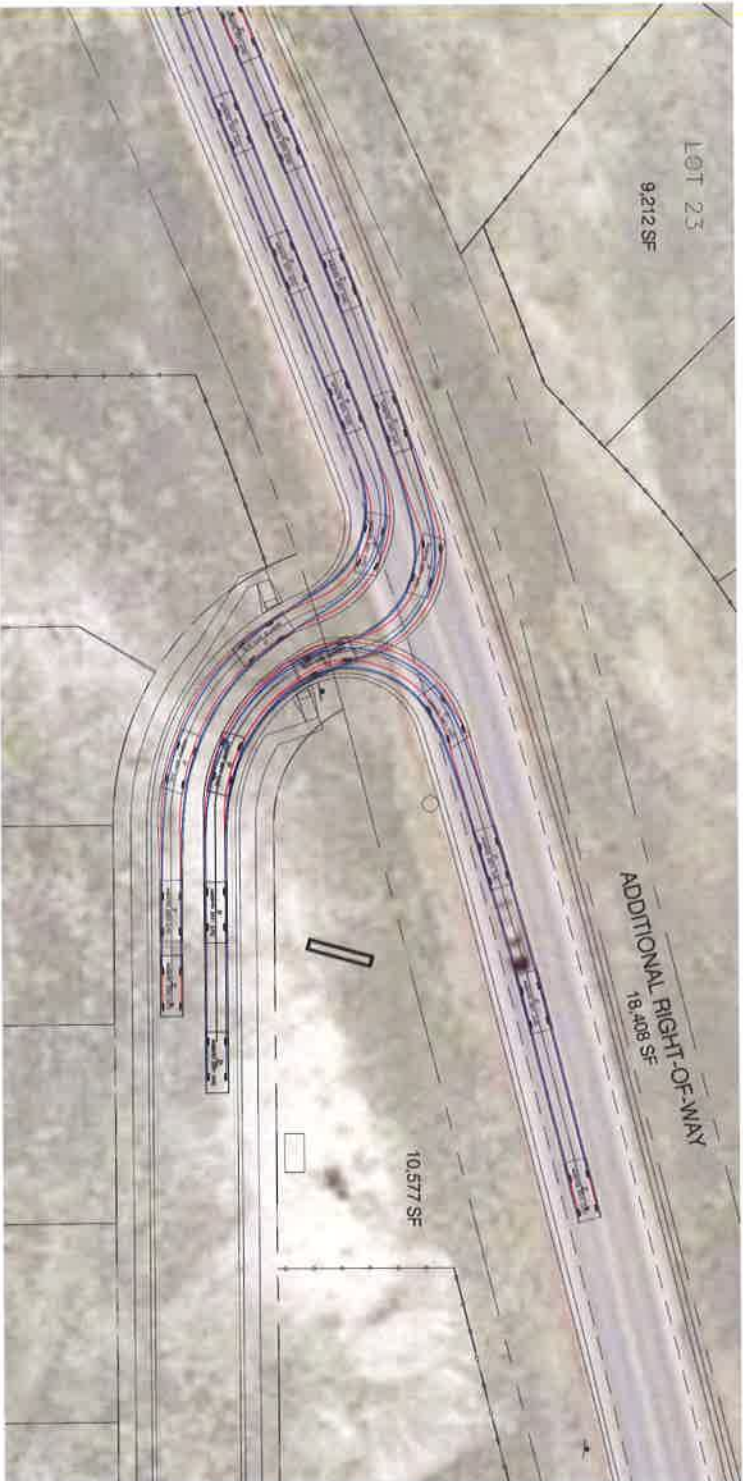
Additional comments or information are attached

DENIED by the ECM Administrator

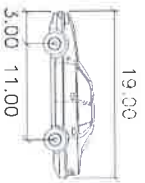
Date _____

This request has been determined not to have met the criteria for approval. A deviation from Section _____ of ECM is hereby denied. Comments:

Additional comments or information are attached.



Approximate Scale
Scale: 1" = 60'



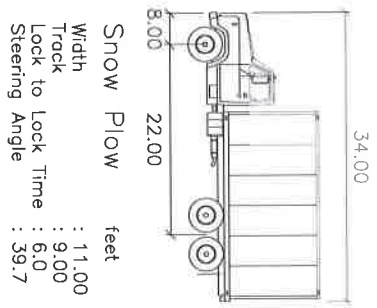
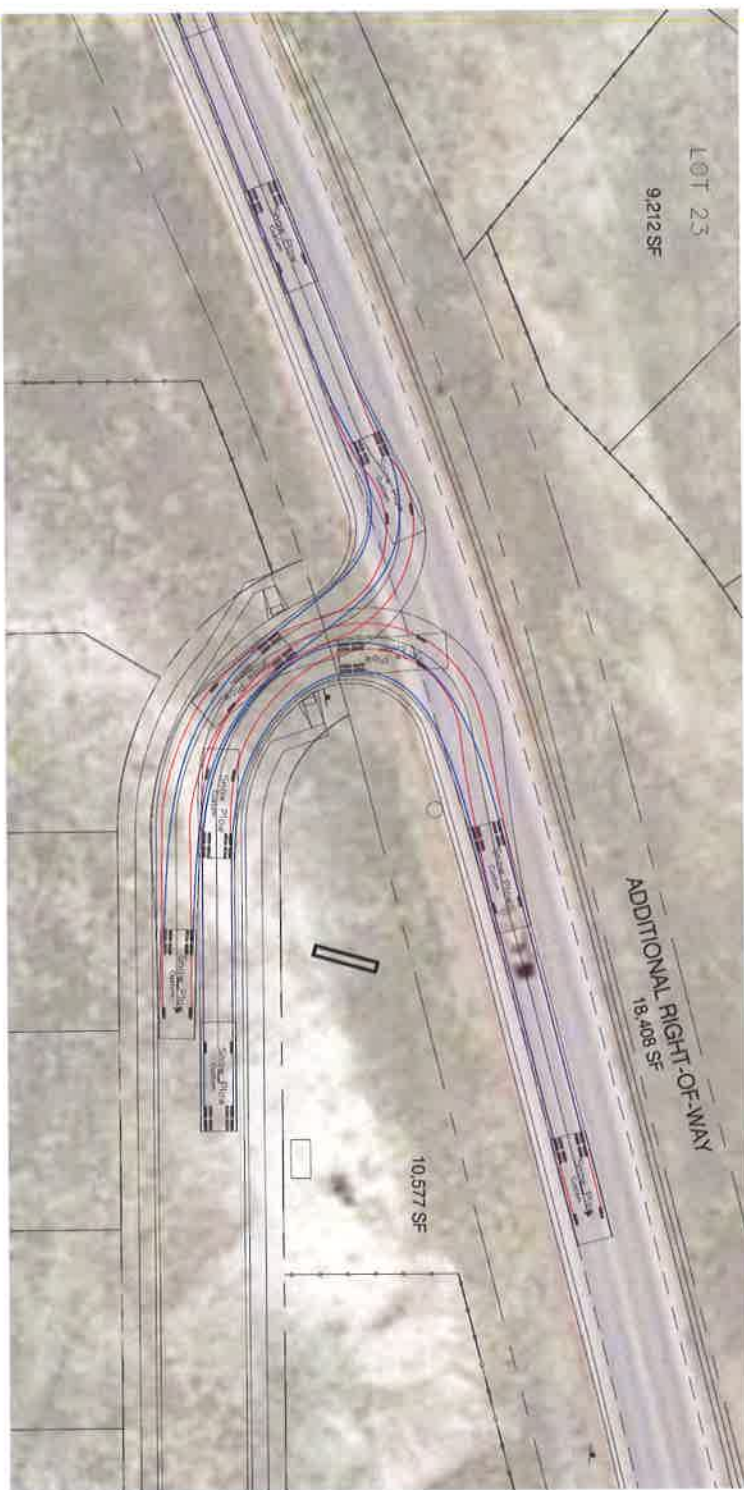
| P | feet |
|-------------------|--------|
| Width | : 7.00 |
| Track | : 6.00 |
| Lock to Lock Time | : 6.0 |
| Steering Angle | : 31.6 |

Figure 10

Passenger Car Auto Turn Movements

Woodmoor Beach (LSC #164800)





Approximate Scale
 Scale: 1" = 60'

Figure 11
Snow Plow
Auto Turn Movements
 Woodmoor Beach (LSC #164800)