



Planning and Community
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**DEVIATION REQUEST
 AND DECISION FORM**

Updated: 6/26/2019

2

PROJECT INFORMATION

Project Name : Eagleview Subdivision
 Schedule No.(s) : 5226000001), 5226000001)
 Legal Description : N2NW4 EX WLY 620.0 FT SEC 26-12-65,S2NW4 EX WLY 620.0 FT SEC 26-12-65

APPLICANT INFORMATION

Company : PT Eagleview LLC
 Name : Joseph W. Desjardin, PE
 Owner Consultant Contractor
 Mailing Address : 1864 Woodmoor Drive, Suite 100
 Monument, CO 80132
 Phone Number : 719-476-0800
 FAX Number : N/A
 Email Address : JDesJardin@proterraco.com

ENGINEER INFORMATION

Company : LSC Transportation Consultants, Inc.
 Name : Jeffrey C. Hodsdon Colorado P.E. Number : 31684
 Mailing Address : 2504 E. Pikes Peak Ave, Suite 304
 Colorado Springs, CO 80909
 Phone Number : 719-633-2868
 FAX Number : 719-633-5430
 Email Address : jeff@LSCtrans.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.

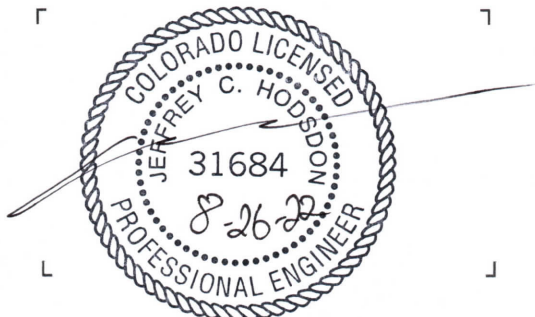
✓ *Joseph W. Desjardin*

08/26/2022

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)

DEVIATION No. 2 - A deviation from the standards of or in Sections **2.3.8.A** of the Engineering Criteria Manual (ECM) is requested. Please refer to **Deviation Exhibit 1**. Two other deviation exhibits are also included. These are introduced and referenced below.

Identify the specific ECM standard which a deviation is requested:

2.3.8.A Roadway Terminations - Cul-de-Sacs

The ECM criteria states that rural cul-de-sacs/non-through-roads shall have a maximum length of 1,600 feet.

State the reason for the requested deviation:

The deviation is needed as the cul-de-sac/non-through-street lengths proposed would exceed the ECM standard. There are currently no other/secondary road connections providing access to this parcel.

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

- The request is to allow “non-through streets” (combination of Raygor Road plus connecting roads) with the following lengths:
 - Burgess Road to the east end of the Arroya Ln. extension into the northwest corner of the site – 6,180 feet.
 - Burgess Road to the north end of South Arroya Lane – 9,175 feet
 - Burgess Road to the Acequia Court cul-de-sac – 9,490 feet
 - Burgess Road to the Chamita Trail cul-de-sac - 9,350 feet
 - Burgess Road to the Presa Lane cul-de-sac – 9,800 feet
- The “non-through street” lengths above would **exceed** the ECM standard of 1,600 feet by the following lengths:
 - East end of the Arroya Lane – 4,580
 - North end of South Arroya Lane cul-de-sac – 7,575 feet
 - Acequia Court cul-de-sac – 7,890 feet
 - Chamita Trail cul-de-sac – 7,750 feet
 - Presa Lane cul-de-sac – 8,200 feet
- The proposed “non-through street” lengths are shown in the attached **Deviation Exhibit 1**
- The requested alternative is to provide an emergency access easement as shown in **Deviation Exhibit 2**.
- Please refer to the attached copy of an email from the fire district (**Deviation Exhibit 3**).
- The applicant is proposing some improvements to Raygor Road between Burgess and Pine Park Trail. These improvements will provide a level of improved accessibility from the north for fire and emergency vehicle equipment by increasing the roadway width (with pavement and gravel shoulders) on the north segment of Raygor with the highest ADT.
- The deviation would only be needed until the Raygor connection south to Stapleton is established in the future (assuming Stapleton/Briargate also constructed), or another road connection is made.

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:

- There are currently no other/secondary road connections or available ROW to provide secondary access to this parcel.

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 applicant is proposing to provide an emergency access easement as shown in Deviation Exhibit 2.
- Although these would only be a single route in/out of the area of Raygor between Arroya and Burgess, there would be multiple connections south of the Arroya/Raygor intersection. A secondary connection is proposed from the south via an extension of north-to-south Arroya Lane, as shown in the attached deviation exhibit. This will allow passenger, maintenance, and emergency vehicles to access the cul-de-sacs in the event that the segment of Flaming Sun Drive between Raygor Road and (future) Arroya Lane or Raygor south of Arroya were to be blocked/inaccessible.
- The deviation would only be needed until the Raygor connection south to Stapleton is established in the future (assuming Stapleton/Briargate also constructed), or another road connection is made. The timing of this future connection is unknown but would likely be established with The Ranch development.

The deviation will not adversely affect safety or operations.

- Please refer to the attached copy of an email from the fire district (**Deviation Exhibit 3**).
- The intersection level of service for northbound traffic at Burgess/Raygor is projected to be LOS C for the northbound approach based on the short-term total traffic condition (B during the afternoon peak hour) with all traffic using Raygor at Burgess for access/egress.

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

- The deviation will not adversely affect maintenance cost as only the project traffic would be added to Raygor in the short term (whereas if another connection were established, additional traffic could potentially be added to Raygor (as in the long term, at which point, the deviation would no longer apply).

The deviation will not adversely affect aesthetic appearance.

- Aesthetic appearance would not be altered with this deviation as the roads connecting to the site would remain unchanged. The road connections into the site from Raygor would be improved along with the construction of the subdivision roads.

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

- Please refer to the attached copy of an email from the fire district (**Deviation Exhibit 3**).
- The applicant is proposing to provide an emergency access easement as shown in **Deviation Exhibit 2**.
- The deviation would only be needed until the Raygor connection south to Stapleton is established in the future (assuming Stapleton/Briargate also constructed), or another road connection is made.

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.

- The requested deviation meets control measure requirements of Part I.E.3 and Part I.E.4 of the MS4 Permit. Grading and Erosion Control Plans and SWMP Report will provide protection of existing conditions and erosion control measures per standards.

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.

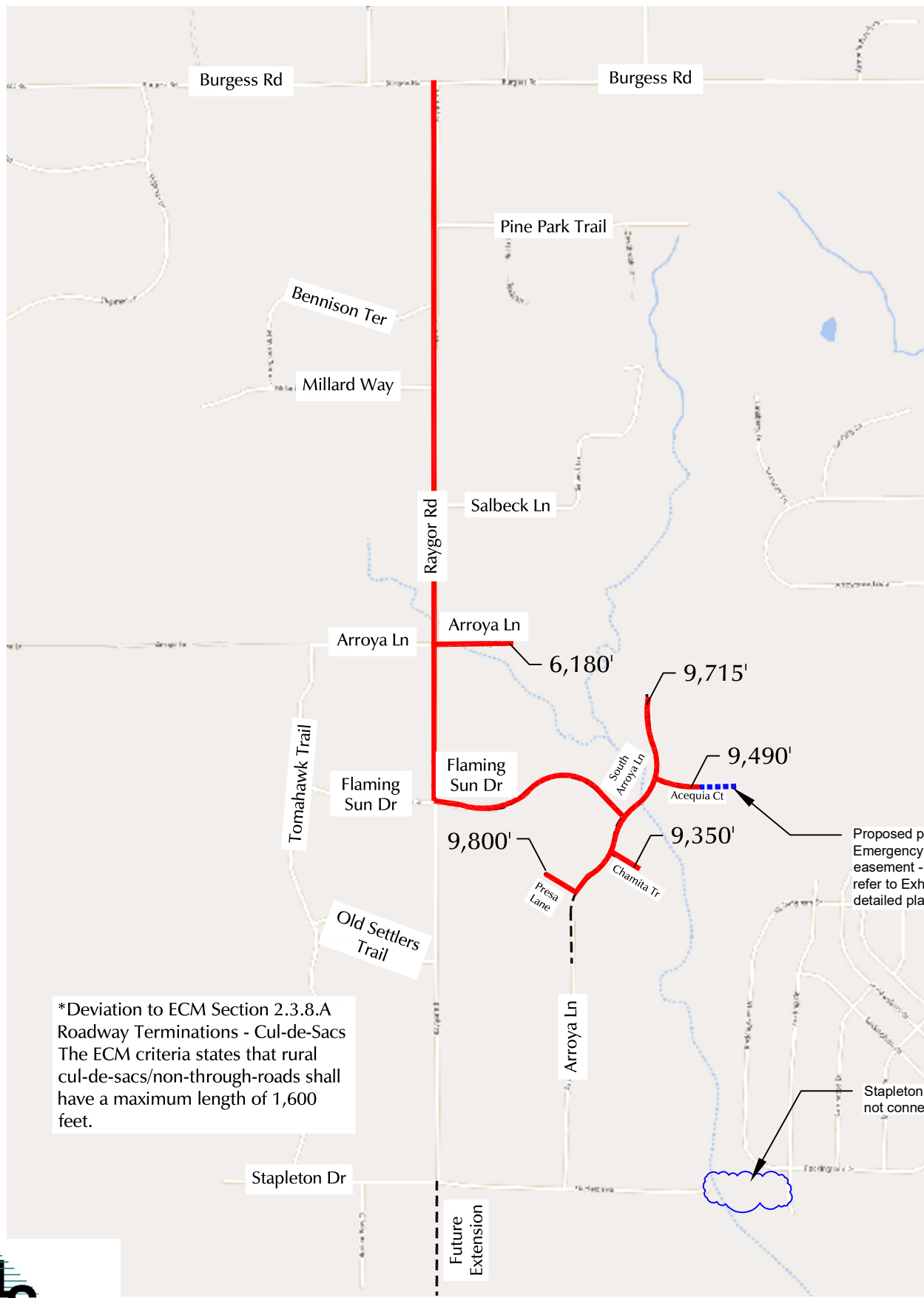
Γ	⌋
L	J

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	⌋
L	J

ECM ADMINISTRATOR COMMENTS/CONDITIONS:



*Deviation to ECM Section 2.3.8.A Roadway Terminations - Cul-de-Sacs
 The ECM criteria states that rural cul-de-sacs/non-through-roads shall have a maximum length of 1,600 feet.

Proposed private 40' Emergency Access easement - Please refer to Exhibit 2 for detailed plan sheet.

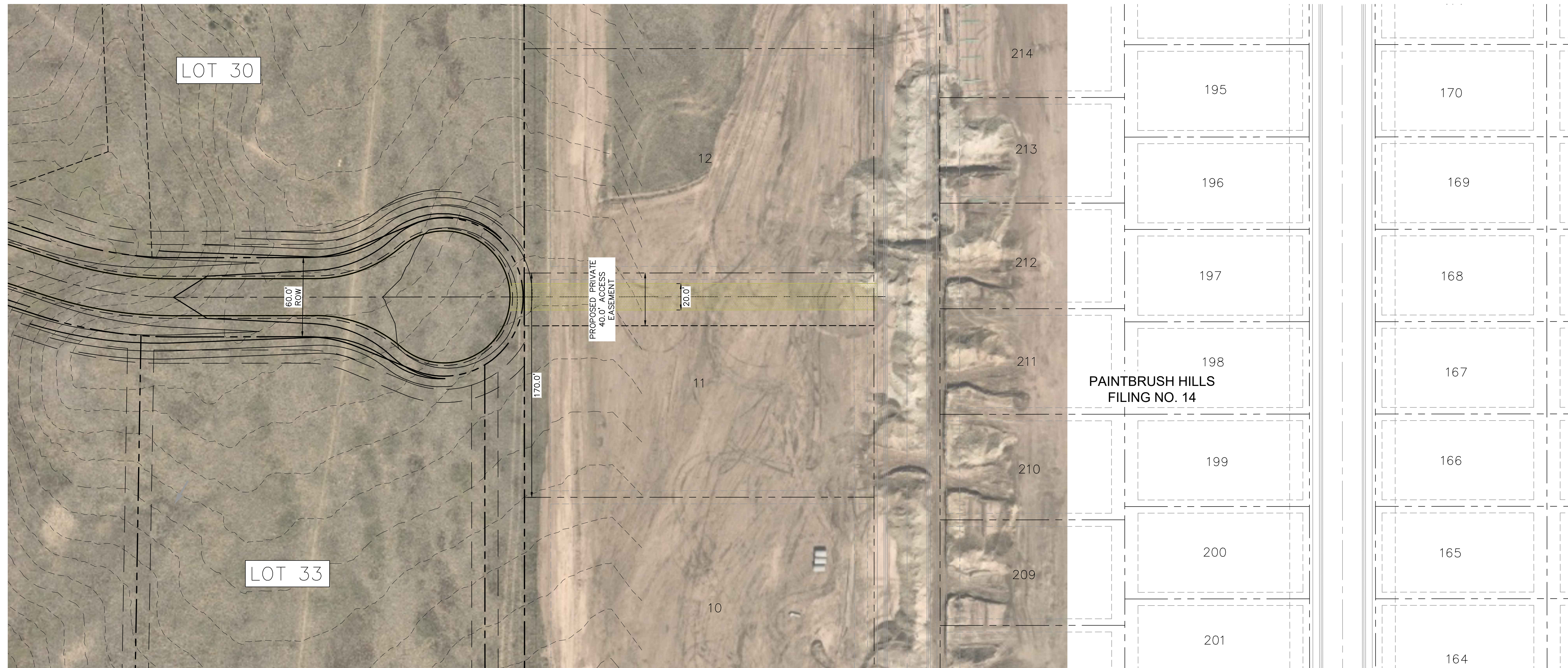
Stapleton Dr. does not connect.



— Sections for which Deviation #2 is requested
 X,XXX = Total Length of cul-de-sac from the Burgess/Raygor intersection

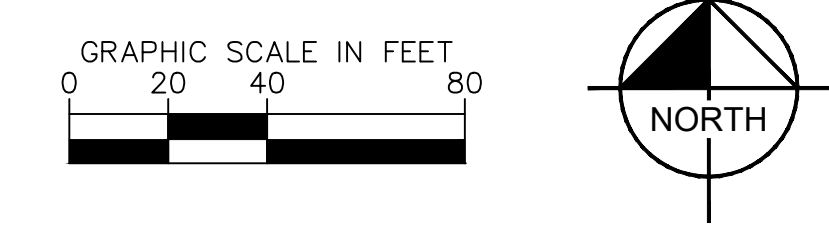
Exhibit 1
Deviation No. 2*
 Eagleview Subdivision (LSC# S214750)

K:\COS_Civil\196288000_Eagleview\CADD\Exhibits\EagleviewTraffic Exhibits.dwg Kofford, Kevin 6/28/2022 2:54 PM



ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	EXTENDED COST
<u>PROPERTY</u>					
1	PURCHASE OF PRIVATE EASEMENT (LOT 11)	SF	\$0.85	1,600	\$9,010.00
<u>CONSTRUCTION COSTS</u>					
2	EARTHWORK/EMBANKMENT FILL (1.78 CY PER LF OF ROADWAY)	CY	\$15.00	507	\$7,605.00
3	CLASS 6 BASE COURSE (8" DEPTH)	CY	\$56.00	120	\$6,720.00
4	ACCESS CHAIN GATE	EA	\$8,000.00	2	\$16,000.00
5	MOBILIZATION (~5%)	LS	\$3,000.00	1	\$3000.00
6	REMOVAL OF ACCESS (WHEN STAPLETON IS COMPLETED)	LS	\$10,000.00	1	\$10000.00
7	YEARLY MAINTENANCE	LS	\$5,000.00	1	\$5,000.00
PROJECT CONSTRUCTION BID ITEMS COST					\$48,325.00
CONTINGENCIES (20%) (CONSTRUCTION ITEMS)					\$9,665.00
TOTAL PROJECT COST					\$67,000.00

Deviation Exhibit 2



EAGLEVIEW
 EL PASO COUNTY, COLORADO
 CONSTRUCTION DOCUMENTS
 EMERGENCY ACCESS

PRELIMINARY
 FOR REVIEW ONLY
 NOT FOR CONSTRUCTION

 Kimley-Horn and Associates, Inc.

PROJECT NO.
 196106001
 SHEET

2021 KIMLEY-HORN AND ASSOCIATES, INC.
 2 North Nevada Avenue Suite 300
 Colorado Springs, Colorado 80903 (719) 453-0180

DESIGNED BY: MJK
 DRAWN BY: MJK
 CHECKED BY: KRK
 DATE: 10/XX/2021

NO.	REVISION	BY	DATE	APPR

Deviation Exhibit 3

From: Trent Harwig <THarwig@falconfirepd.org>
Sent: Monday, August 8, 2022 2:31 PM
To: Joe DesJardin <JDesJardin@proterraco.com>; Charlie Williams <cwilliams@proterraco.com>
Cc: Andrew Biggs <abiggs@proterraco.com>
Subject: RE: Eagleview

CAUTION EXTERNAL: This sender is located outside of your organization.

Water:

I believe the Woodmen Hills Hydrant is hot 100% of the time. IF so, it can serve as your required fire water source.

Emergency Access:

I have no problem with emergency access to the east through lot 11 but Falcon Fire is not requiring it. You have two access points, (three counting the short access at the north west corner) from this proposed new subdivision. Both end out on Raygor with only has one access point to the north however and maybe that is why the County is requesting an emergency access. Emergency access proposed is ok with Falcon Fire if required by the County.

Shared drive access:

Lots 11 and 12 appears to be ok. That is just two flag stems that individually connect to the main road with a flag stem under 150 feet in length so no turn around is required.

Lots 35, 36 and 37. Ideally the cul de sac extends to the corner of lots 35 and 36 with an individual lot flag stem to lot 37 as an option. See turn around and fire access road requirements below.

Lots 31 and 32. This access is the one we have the most issue with. See fire access road requirements below. Each lot should have direct access individually to the main road. Flag stem lots are acceptable. Access serving more than one address are not driveways, they are Fire Apparatus Access Roads and are required to meet the Fire Code and County requirements for fire access roads.

APPENDIX D - FIRE APPARATUS ACCESS ROADS

SECTION D102 – REQUIRED ACCESS

Section D102.1 Access and Loading. Amend Section D102.1 to read as follows: “D102.1. Access and Loading. Facilities, buildings or portions of buildings hereafter constructed shall be accessible to fire department apparatus by way of an approved fire apparatus access road with an asphalt, concrete or other approved driving surface capable of supporting the imposed load of fire apparatus weighing at least 75,000 pounds with a minimum single axle weight of 27,000 pounds.”

Section D103.1 Access Road Width with a Hydrant. Delete Section D103.1 in its entirety.

Figure D103.1 Dead-End Fire Apparatus Access Road Turnaround. Delete Figure D103.1 and replace with the following:

FIGURE D103.1 MINIMUM DEAD-END FIRE APPARATUS ACCESS ROAD TURNAROUND.

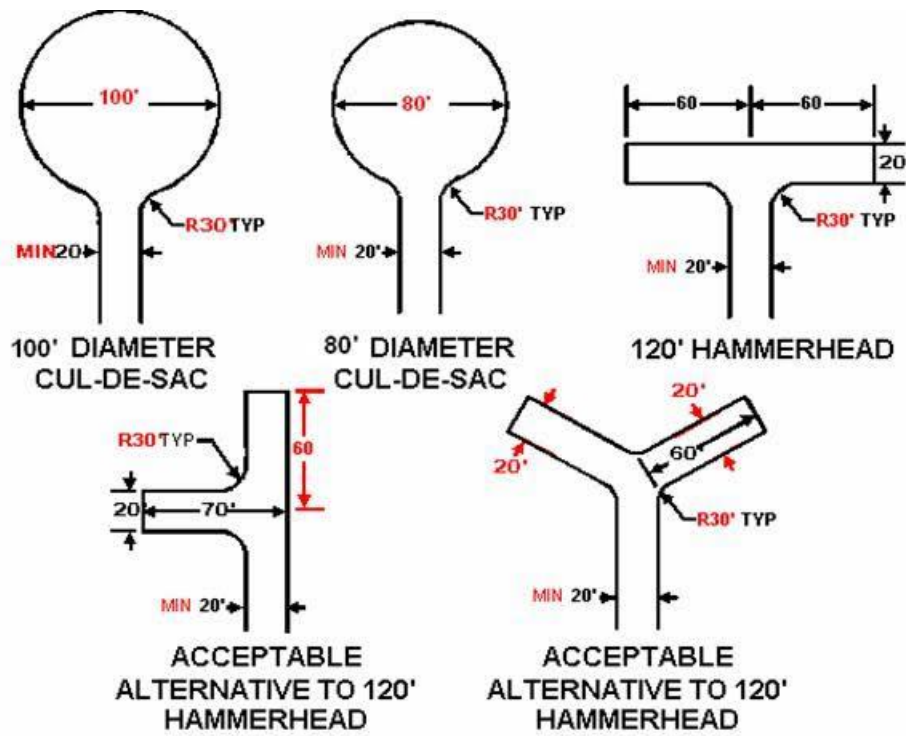


Table D103.4 Requirements for Dead-End Fire Apparatus Access Roads. Delete Table D103.4 and replace with the following:

TABLE D103.4 MINIMUM REQUIREMENTS FOR DEAD-END FIRE APPARATUS ACCESS ROADS

DEAD-END LENGTH (FEET)	MINIMUM ROAD WIDTH (FEET)	APPROVED TURNAROUND OPTIONS (See Figure D103.1)
0 - 150	20	NONE REQUIRED
151 - 500	20	1) 120-FOOT HAMMERHEAD 2) 60-FOOT "Y" 3) 80- FOOT DIAMETER CUL-DE-SAC FOR DEAD-ENDS WITH CURB AND GUTTER 4) 100-FOOT DIAMETER CUL-DE-SAC FOR DEAD-ENDS WITHOUT CURB AND GUTTER
501 - 750	20	100-FOOTDIAMETER CUL-DE-SAC (ADDITIONAL INTERMEDIATE TURNAROUNDS MAY BE REQUIRED)
OVER 750		SPECIAL FIRE DEPARTMENT APPROVAL IS REQUIRED

Trent Harwig

Trenton L. Harwig

Fire Chief

Falcon Fire Protection District

7030 Old Meridian Road

Falcon, Colorado 80831

719-495-4050 phone

719-495-3112 fax

www.falconfirepd.org



From: Joe DesJardin <JDesJardin@proterra.com>

Sent: Monday, August 8, 2022 8:22 AM

To: Trent Harwig <THarwig@falconfirepd.org>; Charlie Williams <cwilliams@proterra.com>

Cc: Andrew Biggs <abiggs@proterra.com>

Subject: RE: Eagleview

Good morning Chief – what do you think, is the easement on Lot 11 adequate for emergency access?



Joseph W. DesJardin, PE

Director of Entitlements

m: 307 899 2020 **o:** 719.476.0800

w: proterracolorado.com



From: Joe DesJardin
Sent: Thursday, July 28, 2022 3:12 PM
To: Trent Harwig (tharwig@falconfirepd.org) <tharwig@falconfirepd.org>; Charlie Williams <cwilliams@proterra.com>
Cc: Andrew Biggs <abiggs@proterra.com>
Subject: Eagleview

Trent – thanks for visiting today on the phone. Let me know if you would like to see different maps.

Hi Chief – the attached preliminary plan for Eagleview was approved in 2006 and has expired. We have submitted for “reconsideration”. Thanks for your previous will-serve letter. We are now proposing a secondary emergency access be provided by connecting our eastern cul-de-sac to Paint Brush Hills Filing 14 by a chained gravel road across Lot 11. This is a temporary solution until Raygor is extended south to a future Stapleton Boulevard. Please let us know a convenient time for Charlie and I to stop by for a brief discussion. The County is looking for a letter from the District to endorse this solution as well as shared driveway turn arounds and to confirm you can access the fire hydrant on existing Stapleton Road for water supply.



Joseph W. DesJardin, PE

Director of Entitlements

m: 307 899 2020 **o:** 719.476.0800

w: proterracolorado.com



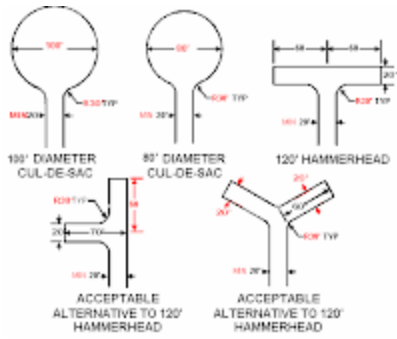


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