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DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

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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*

Signature of owner (or authorized representative)

12/06/2021

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 Sections **2.3.8.A** of the Engineering Criteria Manual (ECM) is requested.

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 requested alternative is to allow the following cul-de-sac/non-through-road lengths, which include the length of road within the project plus the distance north on Raygor Road to Burgess Road.

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 request is to allow non-through streets with the following lengths:
 - Cul-de-sac "A" – 2,917 feet northeast of Raygor Rd
 - Cul-de-sac "B" – 2,690 feet northeast of Raygor Rd
 - Cul-de-sac "C" – 2,548 feet northeast of Raygor Rd
 - Cul-de-sac "D" – 2,993 feet northeast of Raygor Rd
- The cul-de-sac termination for each proposed internal street (relative to Raygor Road) would **exceed** the ECM standard of 1,600 feet by the following lengths:
 - Cul-de-sac "A" – 1,317 feet
 - Cul-de-sac "B" – 1,090 feet
 - Cul-de-sac "C" – 948 feet
 - Cul-de-sac "D" – 1,393 feet
- The proposed cul-de-sacs are shown in the attached exhibit (Figure 2 of the TIS).
- A letter from the fire district would be required as part of the request, such a letter may contain other elements required to support this request.

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 providing 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.

- 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 deviation will not adversely affect safety or operations.

- A letter from the fire district would be required as part of the request.
- 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.

- A letter from the fire district would be required as part of the request.
- 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.

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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.

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ECM ADMINISTRATOR COMMENTS/CONDITIONS:

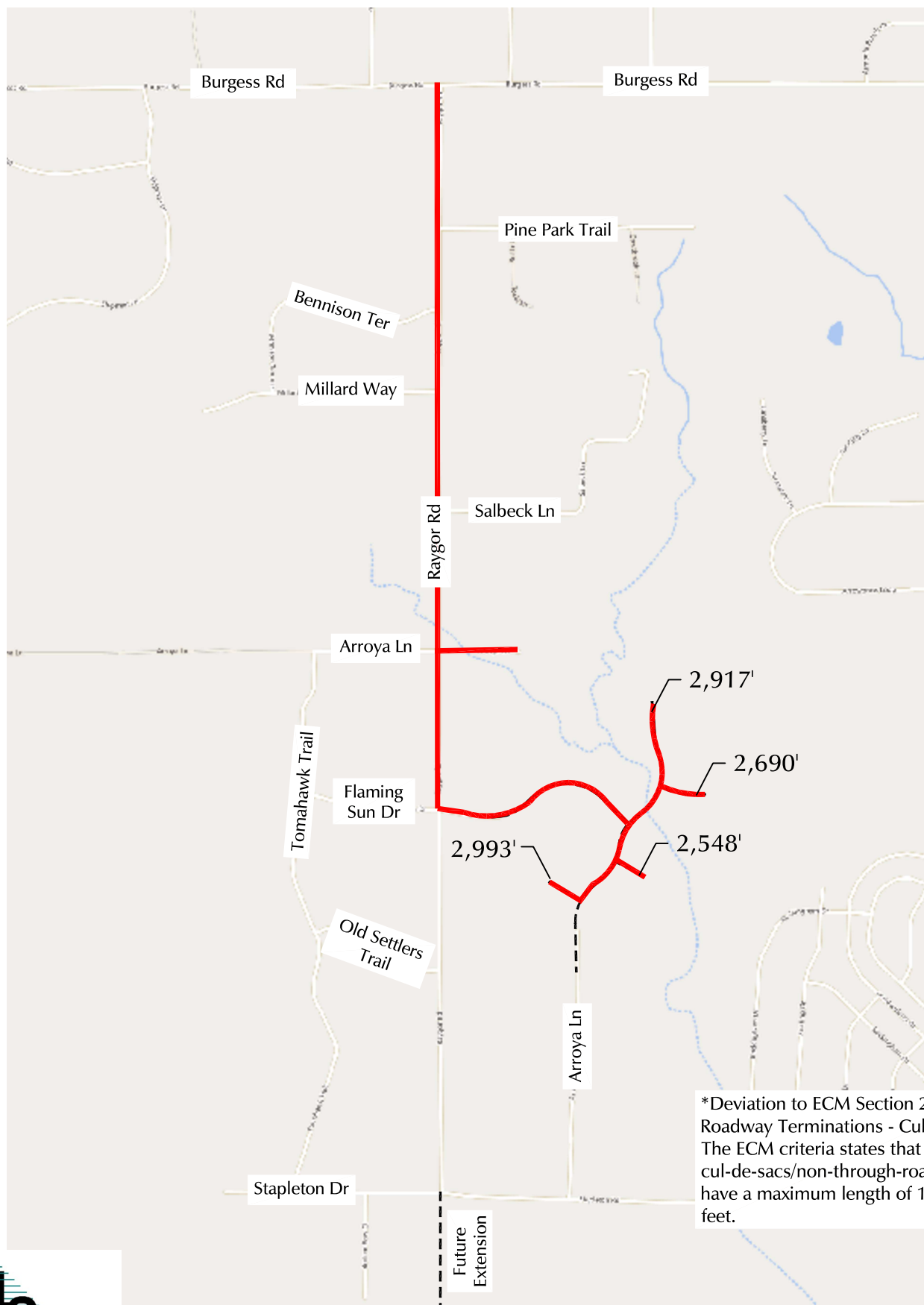
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Deviation Exhibit





Not to
scale



*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.

Exhibit 1

Deviation No. 2*

Eagleview Subdivision (LSC# S214750)



— Sections for which Deviation #2 is requested

X,XXX = Total Length of cul-de-sac from the Burgess/Raygor intersection