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## DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

### PROJECT INFORMATION

Project Name :	Ponderosa at Lorson Ranch Filing No. 3
Schedule No.(s) :	5514301027
Legal Description :	TR L PONDEROSA AT LORSON RANCH FIL NO 1

### APPLICANT INFORMATION

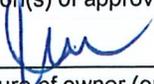
Company :	Lorson LLC
Name :	Jeff Mark
	<input checked="" type="checkbox"/> Owner <input type="checkbox"/> Consultant <input type="checkbox"/> Contractor
Mailing Address :	212 North Wahsatch Avenue, Suite 301 Colorado Springs, CO 80903
Phone Number :	(303) 210-7747
FAX Number :	
Email Address :	JMark@landhuisco.com

### ENGINEER INFORMATION

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

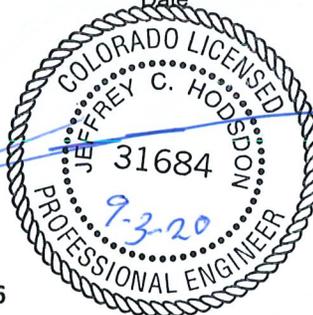
### OWNER, APPLICANT, AND ENGINEER DECLARATION

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.

 \_\_\_\_\_ Date 9/3/20

Signature of owner (or authorized representative)

Engineer's Seal, Signature  
And Date of Signature



**DEVIATION REQUEST** (Attach diagrams, figures, and other documentation to clarify request)

The deviation request is to allow application of the sight distance criteria from Table 2-35 *Entering Sight Distance for Driveways (Access Design)* in lieu of Table 2-21 Intersection Sight Distance to the Winter Gem Grove (proposed private street) connections to Old Glory Drive (a public street). Figure 3 from the TIS report is attached as an exhibit.

A deviation from the standards of or in Section **2.3.6.G** of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

*2.3.6.G - This section applies to intersections where one public road meets a second public road. The intersection sight distance provides for vehicles to enter traffic and accelerate to the average running speed. Intersection sight distances shall be measured as shown on Figure 2-23. The intersection sight distance shall be as shown in Table 2-21.*

State the reason for the requested deviation:

The criteria contained in Section 2.3.6.G applies where one public road meets a second public road. Winter Gem Grove is proposed as a private street/drive even though the subject leg of the intersection will be built to County Urban Local standards. Use of the criteria contained in Table 2-21 is problematic due to the constraints associated with this "left over" infill parcel on the inside of a horizontal curve with no other street connections. A requirement to apply sight lines per Table 2-21 would significantly impact the site and the site development/layout significantly.

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

Per Table 2-21 the required intersection sight distance for roadway with a design speed of 40 miles per hour is 445 feet. Per Table 2-35 the required entering sight distance for passenger cars on a two-lane roadway with a posted speed limit of 35 miles per hour is 350 feet. This is about 95 feet less than the distance required by Table 2-21.

The standards contained in Table 2-35 of the ECM are consistent with the criteria for intersection sight distance contained in the Colorado State Highway Access Code, Table 4-2 Entering Sight Distance

**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:

Use of the criteria contained in Table 2-21 is problematic due to the constraints of this "left over" parcel on the inside of a curve with no other street connections – conforming to the sight lines per Table 2-35 are acceptable (and would meet CDOT criteria) and use of sight lines per Table 2-21 would impact the site and the site development/layout significantly.

**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 available sight distance at the proposed access points would meet the requirements for driveways per Table 2-35 of the ECM and would meet the entering sight distance criteria from the State Highway Access Code. Old Glory Drive/Winter Gem (private) (southwest access and northeast access) will not be *"intersections where one public road meets a second public road"* for which ECM section 2.3.6.G applies.

The deviation will not adversely affect safety or operations.

The available sight distance at the proposed access points would meet the requirements for driveways per Table 2-35 of the ECM and would meet the entering sight distance criteria from the State Highway Access Code.

Additionally, keeping landscaping low behind lots 7-16 and 27-36 (between the back of the sidewalk and the closest individual lot line will provide some additional sight distance beyond that required in Table 2-35.

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

The deviation will not adversely affect maintenance costs as the areas along Old Glory in the ROW will need to be maintained to keep lines of sight clear with either criteria.

The deviation will not adversely affect aesthetic appearance.

The deviation will improve the aesthetic appearance as the open area between Old Glory and the development improvements will be less with the deviation.

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

The criteria contained in Section 2.3.6.G applies where one public road meets a second public road. Winter Gem Grove is proposed as a private drive. The subject leg of the intersection will be essentially a "driveway" built to County Local Standards therefore the use of Table 2-35 Entering Sight Distance for Driveways (Access Design) meets the design intent of the ECM standard.

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.

**REVIEW AND RECOMMENDATION:**

**Approved by the ECM Administrator**

This request has been determined to have met the criteria for approval. A deviation from Section 2.3.6.G 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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**APPROVED**  
**Engineering Department**

*10/18/2020 2:03:39 PM*

*dsdnijkamp*

**EPC Planning & Community  
Development Department**

**ECM ADMINISTRATOR COMMENTS/CONDITIONS:**

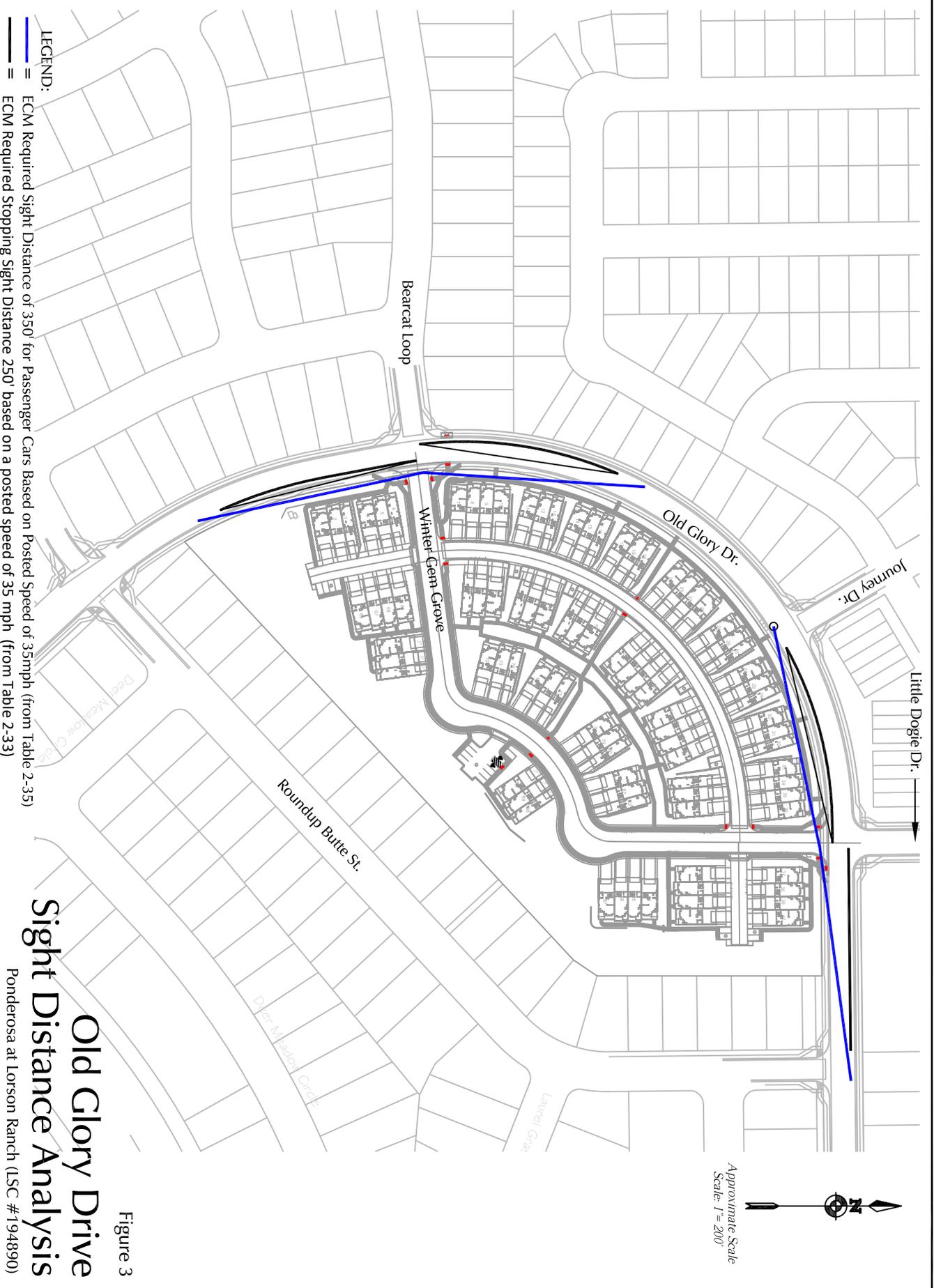


Figure 3

# Old Glory Drive Sight Distance Analysis

Ponderosa at Lorson Ranch (LSC #194890)