



Development Services Department
2880 International Circle
Colorado Springs, Colorado 80910

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Website www.elpasoco.com

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): n/a

Tax Schedule ID(s) #: 6100000527, 6100000526

Legal Description of Property:

TR IN SECS 34 & 35-11-66 DESC AS FOLS: BEG AT NE COR SD SEC 35, TH S 00<14'34" E 523.85 FT, TH ALG ARC OF CUR TO THE L HAVING A RAD OF 535.0 FT A C/A OF 38<24'48" WHICH CHORD BEARS S 33<01'51" W 358.69 FT, TH S 84<37'03" W 175.44, TH ALG ARC OF CUR TO THE R HAVING A RAD OF 615.0 FT A C/A OF 11<13'59" A DIST OF 120.57 FT, TH N 84<08'58" W 684.98 FT, TH ALG ARC OF CUR TO THE R HAVING A RAD OF 615.0 FT A C/A OF 25<13'51" A DIST OF 270.82 FT, N 58<55'07" W 166.51 FT, TH ALG ARC OF CUR TO THE L HAVING A RAD OF 535.0 FT A C/A OF 31<18'40" A DIST OF 292.37 FT, S 89<45'13" W 1674.58 FT, TH ALG ARC OF CUR TO THE L HAVING A RAD OF 1960.0 FT A C/A OF 24<52'43" A DIST OF 851.06 FT, TH S 64<53'30" W 459.47 FT, TH ALG ARC OF CUR TO THE R HAVING A RAD OF 1040.0 FT A C/A OF 21<22'27" A DIST OF 387.97 FT, TH S 86<15'57" W 645.0 FT M/L, TH RUN NLY 655.0 FT M/L TO A PT ON THE NLY LN OF SEC 34, TH N 89<46'13" E 2660.56 FT, N 89<45'50" E 2048.33 FT, N 44<21'15" E 120.12 FT, N 27<42'44" E 30.37 FT, N 83<51'56" E 62.76 FT, S 79<32'21" E 69.45 FT, S 46<40'23" E 153.82 FT N 89<48'10" E 270.47 FT TO POB

TR IN NE4 SEC 34-11-66 DESC AS FOLS: BEG AT NE4 SD SEC 34, TH N 89<57'36" W 635.0 FT M/L FOR POB, TH RUN SLY 6,550 FT M/L, S 86<15'57" W 47.0 FT M/L, TH ALG ARC OF CUR TO THE L HAVING A RAD OF 535.0 FT A C/A OF 51<05'38" A DIST OF 477.09 FT, TH S 35<10'18" W 291.93 FT, TH ALG ARC OF CUR TO THE R HAVING A RAD OF 615.0 FT A C/A OF 53<07'49" A DIST OF 570.29 FT, TH S 88<18'07" W 160.75 FT TO A PT ON THE ELY R/W LN OF HWY 83, N 01<41'53" W 90.0 FT TO SWLY COR LOT 1 WESTCOTT FIRE STATION NO 3, TH N 88<18'07" E 165.75 FT, TH ALG ARC OF CUR TO THE L HAVING A RAD OF 460.0 FT A C/A OF 54<10'43" A DIST OF 434.97 FT, TH ALG ARC OF CUR TO THE R HAVING A RAD OF 560.0 FT A C/A OF 15<19'05" A DIST OF 149.72 FT, TH N 38<00'00" W 141.67 FT, S 88<20'00" W 587.56 FT TO A PT ON ELY R/W LN SD HWY 83, N 01<41'53" W 446.49 FT, N 00<02'53" W 245.49 FT, TH ALG ARC OF CUR TO THE R HAVING A RAD OF 1380.65 FT WHICH CHORD BEARS S 87<06'46" E 181.38 FT, TH N 89<54'54" E 584.61 FT, S 89<57'36" E 720.0 FT M/L TO POB

**Approved for consideration
by the BOCC**

10/21/2016 9:19:02 AM

Subdivision or Project Name: Flying Horse at Shamrock Ranch

Section of ECM from Which Deviation is Sought: 2.3.2 Design Standards by Functional Classification - Table 2-5 for a Rural Major Collector Roadway: 1) Minimum Centerline Curve Radius; 2) "Access Permitted;" 3) Intersection Spacing; 2.3.4.A Vertical Curves.

Specific Criteria from Which a Deviation is Sought: The applicant requests use of Rural Minor Collector standards for the design elements of a Major Collector listed above from Table 2-5: Minimum Centerline Curve Radius, "Access Permitted," and Intersection Spacing; the applicant requests use of the Rural Minor Collector standard design speed for Vertical Curves per section 2.3.4.A.

Proposed Nature and Extent of Deviation: Given the challenging topography, the applicant requests modification to the above-listed design elements to be designed to Rural Minor Collector standards. Regarding the request for access, the length of the lot frontage through the two sections with direct lot access would be 315 feet, 305 feet, and 532 feet for the westernmost three lots proposed with direct frontage, and 921 feet, 550 feet, and 415 feet on the three lots just west of the proposed roundabout.

Regarding the driveway access for the six lots planned to front this roadway, the driveways entering Stagecoach will be limited and consolidated as much as is reasonable but will be determined by natural grade, drainage, and access sight distance. The locations will be determined with the plot plans and the building pads. There are a limited number of lot driveways shown for Stagecoach, which is comparable to other roads and areas within the county. The capability for vehicles to turn around on the lots will be provided such that backing maneuvers out of the driveways would not be necessary. This would be a requirement written into the HOA covenants including the regulation of "no backing onto the public roadway."

Per the County Engineer, the modification will be to allow direct lot access only for those lots where access to Stagecoach Road is the only option. Circular/horseshoe driveways will not be allowed.

Applicant Information:

Applicant: PRI #2, LLC

Email Address: DrewB@classichomes.com

Applicant is: ☒ Owner ☐ Consultant ☐ Contractor

Mailing Address: 6385 Corporate Drive, Colorado Springs

State: CO

Postal Code: 80919

Telephone Number: 785-3237

Fax Number: _____

Engineer Information:

Engineer: Jeffery C. Hodsdon, P.E., P.T.O.E.

Email Address: jeff@lsctrans.com

Company Name: LSC Transportation Consultants, Inc.

Mailing Address: 545 E Pikes Peak Ave, Suite 210, Colorado Springs

State: CO

Postal Code: 80903

Registration Number: 31684

State of Registration: Colorado

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 - Table 2-5 for a Rural Major Collector Roadway: 1) Minimum Centerline Curve Radius; 2) "Access Permitted;" 3) Intersection Spacing; 2.3.4.A Vertical Curves.

Specific Criteria from Which a Deviation is Sought: The applicant requests use of Rural Minor Collector standards for the design elements of a Major Collector listed above from Table 2-5: Minimum Centerline Curve Radius, "Access Permitted," and Intersection Spacing; the applicant requests use of the Rural Minor Collector standard design speed for Vertical Curves per section 2.3.4.A.

Proposed Nature and Extent of Deviation: Given the challenging topography, the applicant requests modification to the above-listed design elements to be designed to Rural Minor Collector Standards. Regarding the request for access, the length of the lot frontage through the two sections with direct lot access would be 315 feet, 305 feet, and

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532 feet for the westernmost three lots proposed with direct frontage, and 921 feet, 550 feet, and 415 feet on the three lots just west of the proposed roundabout.

Regarding the driveway access for the six lots planned to front this roadway, the driveways entering Stagecoach will be limited and consolidated as much as is reasonable but will be determined by natural grade, drainage, and access sight distance. The locations will be determined with the plot plans and the building pads. Each driveway would be required to obtain a driveway permit, provide the required sight distance, and other requirements of section 2.4.1. There are a limited number of lot driveways shown for Stagecoach, which is comparable to other roads and areas within the county. The capability for vehicles to turn around on the lots will be provided such that backing maneuvers out of the driveways would not be necessary. This would be a requirement written into the HOA covenants including the regulation of "no backing onto the public roadway."

Per the County Engineer, the modification will be to allow direct lot access only for those lots where access to Stagecoach Road is the only option. Circular/horseshoe driveways will not be allowed.

Reason for the Requested Deviation: The modification is requested due to the challenging topography and the narrow site boundary/dimensions through this section of the site.

Comparison of Proposed Deviation to ECM Standard: For the above-referenced design element, the difference is between the Rural Minor Collector standards and the Rural Major Collector standards.

Applicable Regional or National Standards used as Basis:

Application Consideration:

**CHECK IF APPLICATION
MEETS CRITERIA FOR
CONSIDERATION**

☐ The ECM standard is
inapplicable to a particular
situation.

JUSTIFICATION

☒ 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.

Given the challenging site topography, the request is to allow application of Rural Minor Collector standards for the following design elements from Table 2-5: Minimum Centerline Curve Radius, "Access Permitted," and Intersection Spacing; the applicant requests use of the Rural Minor Collector standard design speed for Vertical Curves per section 2.3.4.A.

- There would be a limited number of lots proposed to front this roadway and all would be on one side (the north side) of the roadway.
- The roadway would be single-loaded with no plans to develop lots along the south side of the roadway.
- The six lots planned to front this roadway directly would provide the capability for vehicles to turn around on the lots such that backing maneuvers out of the driveways would not be necessary. This would be a requirement written into the HOA covenants including the regulation of "no backing onto the public roadway."

- Regarding the driveway access for the six lots planned to front this roadway, the driveways entering Stagecoach will be limited and consolidated as much as is reasonable but will be determined by natural grade, drainage, and access sight distance. The locations will be determined with the plot plans and the building pads. Each driveway would be required to obtain a driveway permit, provide the required sight distance and other requirements of section 2.4.1. There are a limited number of lot driveways shown for Stagecoach, which is comparable to other roads and areas within the county.

- Per the County Engineer, the modification will be to allow direct lot access only for those lots where access to Stagecoach Road is the only option. Circular/horseshoe driveways will not be allowed.

☐ 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. See next paragraph.

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

The request to allow application of Rural Minor Collector standards for the specified design elements from Table 2-5 would be consistent with respect to that classification while the remainder of the roadway elements would remain as per the Rural Major Collector. Regarding the driveway access for the six lots planned to front this roadway, the driveways entering Stagecoach will be limited and consolidated as much as is reasonable but will be determined by natural grade, drainage, and access sight distance. The locations will be determined with the plot plans and the building pads. There are a limited number of lot driveways shown for Stagecoach, which is comparable to other roads and areas within the county.

- Per the County Engineer, the modification will be to allow direct lot access only for those lots where access to Stagecoach Road is the only option. Circular/horseshoe driveways will not be allowed.

The deviation will not adversely affect safety or operations.

The modified design elements would be consistent with the Rural Minor Collector standards, so if the county decides to post either curve warning sign or posted speed limit consistent with the Minor Collector, all modified design elements would be appropriate for the reduced design speed. The capability for vehicles to turn around on the lots will be provided such that backing maneuvers out of the driveways would not be necessary. This would be a requirement written into the HOA covenants including the regulation of "no backing onto the public roadway." Each driveway would be required to obtain a driveway permit, provide the required sight distance and other requirements of section 2.4.1.

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

The proposed cross section would be the same as the standard cross section.

The deviation will not adversely affect aesthetic appearance.

The requested modifications to design elements would result in improve aesthetics as they would have less impact on the existing terrain.

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

10-17-16

Signature of applicant (if different from owner)

Date

Signature of Engineer

Date

10/17/16

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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Colorado Springs, Colorado 80910

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General Property Information:

Address of Subject Property (Street Number/Name): N/A
Tax Schedule ID(s): #5100000334 plus other adjacent parcels
Legal Description of Property: NW4, NW4NE4, S2NE4, NW4SW4 SEC 31-11-65
Subdivision or Project Name: Flying Horse North at Shamrock Ranch

**Approved for consideration
by the BOCC**

10/24/2016 1:59:52 PM

Section of ECM from Which Deviation is Sought: 2.2.5.B.1 Rural and Urban Principal Arterial and Rural Minor Arterial Access Criteria Spacing.

Specific Criteria from Which a Deviation is Sought: Spacing of roads accessing a principal arterial or rural minor arterial that will result in a full-movement intersection shall be planned at one-half mile (one-quarter mile for rural minor arterials).

Proposed Nature and Extent of Deviation: The modification is requested to allow a proposed full-movement access to Black Forest Road (Rural Minor Arterial) 725 feet south of Black Forest Road/Terra Ridge Circle (south). This is 595 feet closer than the required one-quarter mile (1,320 feet) spacing. However, this would create two offset "T" intersections instead of one four-leg intersection, which in this situation would be preferable from a traffic operations and safety standpoint. The applicant will provide future access for parcel 5100000080 if/when the parcel is subdivided to eliminate the need for a continued access to Black Forest Road in the current driveway location.

Applicant Information:

Applicant: PRI #2, LLC
Applicant is: ☒ Owner ☐ Consultant ☐ Contractor
Mailing Address: 6385 Corporate Drive, Colorado Springs
Telephone Number: (719) 785-3237
Email Address: DrewB@classichomes.com
State: CO Postal Code: 80919
Fax Number: _____

Engineer Information:

Engineer: Jeffrey C. Hodsdon, P.E., P.T.O.E.
Company Name: LSC Transportation Consultants, Inc.
Mailing Address: 545 E Pikes Peak Ave, Suite 210, Colorado Springs
Registration Number: 31684
Telephone Number: (719) 633-2868
Email Address: jeff@LSCtrans.com
State: CO Postal Code: 80903
State of Registration: Colorado
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: 2.2.5.B.1 Rural and Urban Principal Arterial and Rural Minor Arterial Access Criteria Spacing.

Specific Criteria from Which a Deviation is Sought: Spacing of roads accessing a principal arterial or rural minor arterial that will result in a full-movement intersection shall be planned at one-half mile (one-quarter mile for rural minor arterials).

Proposed Nature and Extent of Deviation: Please refer to the attached intersection/access spacing and sight distance exhibits. Proposed full-movement access to Black Forest Road (Rural Minor Arterial), 725 feet south of Black Forest Road/Terra Ridge Circle (south). This is 595 feet closer than the required one-quarter mile (1,320 feet) spacing. However, this would create two offset "T" intersections instead of one four-leg intersection, which in this situation would be preferable from a traffic operations and safety standpoint. The applicant will provide future access for parcel

5100000080 if/when the parcel is subdivided to eliminate the need for a continued access to Black Forest Road in the current driveway location.

Reason for the Requested Deviation: The modification is required for the access location to be permitted at the requested location because the proposed spacing would result in less than the prescribed one-quarter mile spacing. Also, the ECM does not have a provision for use of an offset T intersection configuration instead of one four-leg intersection. Overall, the proposed offset T intersection access configuration would be preferable to a four-leg intersection at the bottom of a seven percent downgrade. The location for the access has been selected because of this and because it would result in a more than adequate intersection and stopping sight distance and shorter vehicle stopping distance when compared to the location across from Terra Ridge Circle (south) with the access proposed for the crest vertical curve instead of the bottom of the vertical curve.

Comparison of Proposed Deviation to ECM Standard: The access is proposed to be 595 feet closer than the required one-quarter mile (1,320 feet) spacing to the intersection to the north and about 430 feet closer than the quarter-mile spacing to the south.

Applicable Regional or National Standards used as Basis: NCHRP 500 Strategy 17.1 B.5.

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 location for the access has been selected as the preferred location for several reasons. It would result in a more than adequate intersection and stopping sight distance and shorter vehicle stopping distance when compared to the location across from Terra Ridge Circle (south) with the access proposed for the crest of the vertical curve instead of the bottom of the vertical curve. The access placement in this location would not interfere with any existing or proposed auxiliary turn lanes. The access spacing north to Terra Ridge Circle (south) and south to Country Estates Lane would be sufficient for safe operations and turning movements. This access would not require any auxiliary turn lanes. Also, a significant benefit to the request would be that the intersection would be a T intersection configuration and the existing intersection to the north would also remain a T intersection. The T intersection configurations would have fewer vehicle conflicts than a four-leg intersection at Terra Ridge Circle (south). The current left turn from existing Terra Ridge Circle (south) would have lower delay and the intersection would have significantly fewer conflict points than if a four-leg intersection were created at this location.

☐ 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.

See the following paragraph.

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The deviation will achieve the intended result with a comparable or superior design and quality of improvement. The deviation will not adversely affect safety or operations.

Please refer to the attached intersection/access spacing and sight distance exhibits. The location for the access has been selected because it would result in a more than adequate intersection and stopping sight distances and shorter vehicle stopping distance when compared to the location across from Terra Ridge Circle (south) with the access proposed for the crest of the vertical curve instead of the bottom of the vertical curve. The access placement in this location would not interfere with any existing or proposed auxiliary turn lanes. The access spacing north to Terra Ridge Circle (south) and south to Country Estates Lane would be sufficient for safe operations and turning movements. This access would not require any auxiliary turn lanes. Also, a significant benefit to the request would be that the intersection would be a T intersection configuration and the existing intersection to the north would also remain a T intersection. The offset T intersection configurations would have far fewer vehicle conflicts than a four-leg intersection at Terra Ridge Circle (south). According to NCHRP 500 Strategy 17.1. B4, (conversion of a 4-legged intersection to two offset T intersections), collision rates at a pair of two offset T intersections have been shown to have crash rates of 37 to 43 percent of the rates at a single, four-leg intersection with four approaches. There are certain conditions when offset T intersections should not be implemented, but for intersections such as the proposed intersection with what would be very low straight through volumes on the minor street, the offset T would be a better solution. Overall, the proposed offset T intersection access configuration would be preferable to a four-leg intersection created at the bottom of a seven percent downgrade. The provision for a shorter vehicle stopping distance with an uphill grade on the approach to an intersection would be preferable.

The applicant will provide future access for parcel 5100000080 if/when the parcel is subdivided to eliminate the need for a continued access to Black Forest Road in the current driveway location.

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

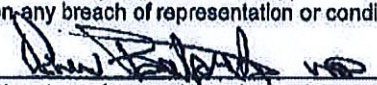
N/A

The deviation will not adversely affect aesthetic appearance.

N/A

Owner, Applicant and Engineer Declaration:

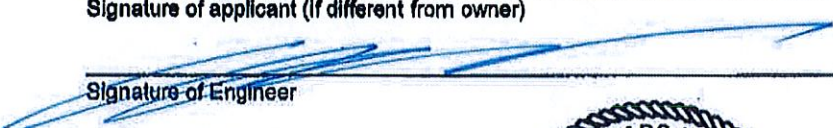
To the best of my knowledge, the information on this application and all additional or supplemental documentation is true, factual and complete. I am fully aware that any misrepresentation of any information on this application may be grounds for denial. I have familiarized myself with the rules, regulations 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)

10-24-16
Date

Signature of applicant (if different from owner)

Date


Signature of Engineer

10-24-16
Date

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.

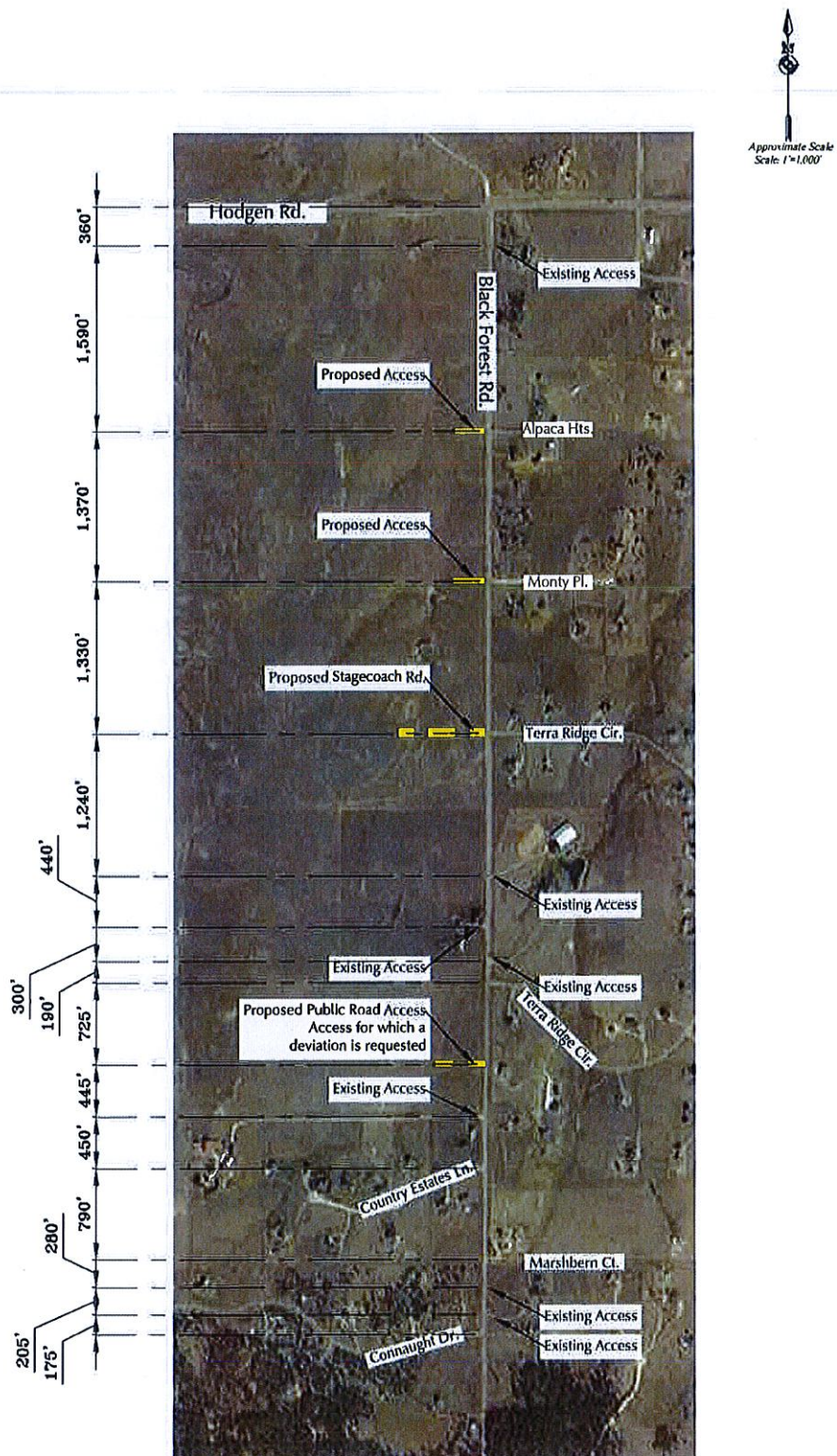
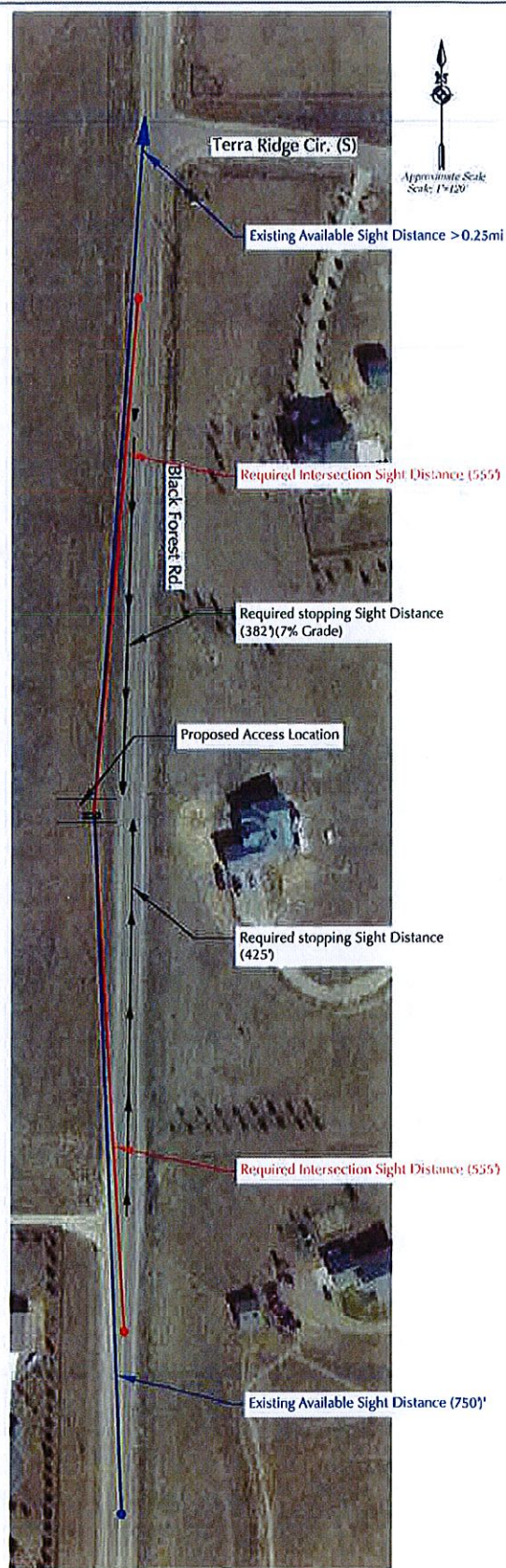
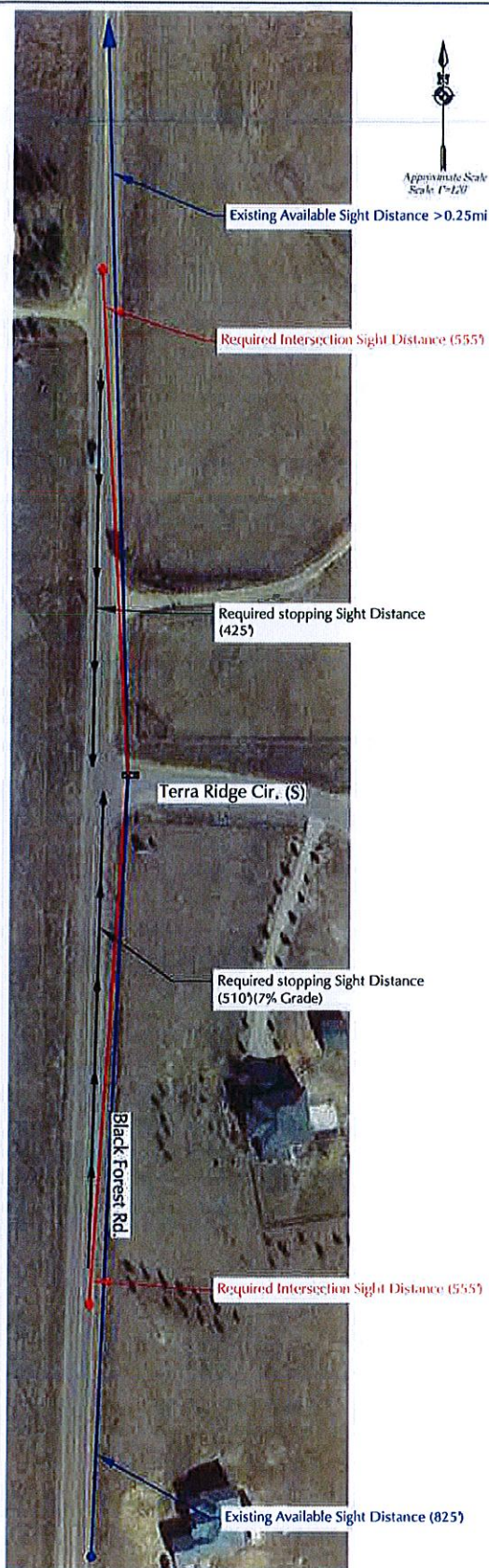


Figure 1
Black Forest Road Intersection/Access Spacing
 Flying Horse North (LSC #164050)



LEGEND:

- = Required intersection sight distance for passenger cars
- = Field measured sight distance
- = Required stopping sight distance



Sight Distance for Black Forest Road

Flying Horse North (LSC #164050)

Figure 2