



Development Services Department
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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):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

Application Consideration:

CHECK IF APPLICATION MEETS CRITERIA FOR CONSIDERATION

The ECM standard is inapplicable to a particular situation.

JUSTIFICATION

The request to allow the right-of-way and the roadway cross section to be developed as a Rural Minor Collector roadway is reasonable due to the following conditions:

- 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.
- A Rural Minor Collector roadway right-of-way and cross section could accommodate the projected traffic volumes.
- The remainder of the roadway to the east to Black Forest would have projected volumes lower than 1,500 vehicles per day.
- Along with this request, the few lots planned to front this roadway would be required to provide circular/horseshoe driveways and/or the capability for vehicles to turn around on the lots so that backing maneuvers out of the driveways onto Stagecoach road would not be necessary.
- Given the sizes of these lots, parking along the roadway in front of these lots would rarely occur.
- The proposed Rural Minor Collector classification and associated roadway design elements would be more appropriate for this development than the next-higher classification. A Rural Major Collector would not be appropriate given the nature and continuity of the roadway, the design speed of 50 mph, the wider cross-section and right-of-way, etc.

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.

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. A Rural Minor Collector roadway right-of-way and cross section could accommodate the projected traffic volumes. The proposed Rural Minor Collector classification and associated roadway design elements would be more appropriate for this development than the next-higher classification. A Rural Major Collector would not be appropriate given the nature and continuity of the roadway, the design speed of 50 mph, the wider cross-section and right-of-way, etc.

The deviation will not adversely affect the public. The few lots planned to front this roadway would be required to provide

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by HOA covenants?

affect safety or operations.

circular/horseshoe driveways and/or the capability for vehicles to turn around on the lots so that backing maneuvers out of the driveways onto Stagecoach road would not be necessary.

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

The proposed cross section would be less costly to maintain than a higher classification roadway.

The deviation will not adversely affect aesthetic appearance.

The proposed right-of-way and cross section would be more aesthetically pleasing than with a right-of-way and cross section for a higher classification roadway.

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

Signature of applicant (if different from owner)

Date

~~_____~~
Signature of Engineer

9-14-16
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:

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____ Additional comments or information are attached.

DENIED by the ECM Administrator

MM Pi for the County Engineer Date 5/31/16

This request has been determined not to have met criteria for approval. A deviation from Section 2.3.2 of ECM is hereby denied. Comments:

Concerns with sight distance, access spacing/lot size/direct lot access.
Provide details on driveway locations, sight distance (plan).

____ Additional comments or information are attached.