



Development Services Department
2880 International Circle
Colorado Springs, Colorado 80910

**DEVIATION REVIEW
 AND DECISION FORM**

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Procedure # R-FM-051-07
 Issue Date: 12/31/07
 Revision Issued: 00/00/00

DSD FILE NO.:

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Deviation No. 2

REV. 2-8-19

General Property Information:

Address of Subject Property (Street Number/Name): 16390 Highway 83

Tax Schedule ID(s) #:6127000064

Legal Description of Property:

THAT PT N2N2 SEC 27-11-66 DESC AS FOLS; COM AT NW COR SD SEC 27, TH S88<54'14"E ALG N LN OF SD SEC 1974.02 FT TO THE NW COR OF THE E2NE4NW4 SD SEC 27, TH S 00<06'40"E ALG W LN OF SD E2 50.04 FT & POB, TH S00<06'40"E 1262.73 FT, S89<30'26"E 443.60 FT, N00<00'00"W 585.28 FT, N90<00'00"E 454.78 FT, S00<00'00"E 247.11 FT, N90<00'00"W 127.15 FT, S00<00'00"E 340.99 FT, TH S90<30'26"E 1212.80 FT, N00<24'12"W 393.03 FT, N02<29'28"W 870.43 FT TO S LN OF THE N 30.0 FT SD SEC 27, TH N88<54'17"W 856.46, S01<05'43"W 20.0 FT, N88<54'17"W 430.09 FT TO W LN NW4NE4 & POB

Subdivision or Project Name: Rollin' Ridge Estates

Section of ECM from Which Deviation is Sought: 2.3.2 Design Standards by Functional Classification

Specific Criteria from Which a Deviation is Sought: Table 2-5 - Intersection spacing along a Rural Minor Arterial.

Proposed Nature and Extent of Deviation: The ECM-prescribed intersection spacing along a Rural Minor Arterial is one-quarter mile. This deviation request is to allow a spacing of 360 feet instead of the ECM-prescribed one-quarter mile spacing. This spacing is for Cherry Crossing Drive between Hodgen Road and the first public road (Prayer Tree Trail) intersection to the south of Hodgen (Note: the east leg of this intersection will be the proposed north commercial access driveway-a private leg of a public street intersection).

Applicant Information:

Applicant: Carl Turse, TC&C, LLC

Email Address: carlturse@icloud.com

Applicant is: Owner Consultant Contractor

Mailing Address: 17572 Colonial Park Drive, Monument

State: CO

Postal Code: 80132

Telephone Number: 488-8600

Engineer Information:

Engineer: Jeffrey C. Hodsdon, P.E., PTOE

Email Address: jeff@LSCTrans.com

Company Name: LSC Transportation Consultants, Inc.

Mailing Address: 545 East Pikes Peak Ave. Suite 210 Colo Springs

State: CO

Postal Code: 80903

Registration Number: 31684

State of Registration: CO

Telephone Number: 719-633-2868

Fax Number: 719-633-5430

Explanation of Request (Attached diagrams, figures and other documentation to clarify request):

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Reason for the Requested Deviation: The deviation for the spacing less than one-quarter mile is needed as the entire depth of the site (south from Hodgen Road) is not one-quarter mile. The 360-foot intersection spacing is requested as this would allow the first public road (Prayer Tree Trail) intersection south of Hodgen Road to be closer and a more reasonable distance south from Hodgen Road given the size/scale of the proposed development.

Comparison of Proposed Deviation to ECM Standard: The proposed centerline intersection spacing along Cherry Crossing Drive between Hodgen Road and this first public street intersection is 360 feet. This spacing is 960 feet short of the ECM standard intersection spacing of one-quarter mile.

Applicable Regional or National Standards used as Basis: The following is additional justification for the proposed modifications to the ECM standard intersection spacing criteria for the standard Rural Minor Arterial:

Excerpts from "Highway Functional Classification Concepts, Criteria and Procedures (2013) FHWA."

2.2.1 Access versus Mobility

"While most roadways offer both 'access to property' and 'travel mobility' services, it is the roadway's primary purpose that defines the classification category to which a given roadway belongs."

2.3 Other important Factors Related to Functional Classification Usage (Annual Average Daily Traffic [AADT] Volumes and Vehicle Miles of Travel [VMT])

"...While there is a general relationship between the functional classification of a roadway and its annual average daily traffic volume, two roads that carry the same traffic volume may actually serve very different purposes and therefore have different functional classifications."

This short roadway is intended to provide access. The function of the County's standard/unmodified Minor Arterial is more on the side of "mobility"- very different purposes in this case.

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 deviation for the spacing less than one-quarter mile is needed as the entire depth of the site (south from Hodgen Road) is not one-quarter mile. Also, there will be no direct commercial site access permitted to State Highway 83 or Hodgen Road given the classifications of these roads. Given the smaller size/scale of the proposed commercial and residential developments, the shorter distance proposed from Hodgen south to the first public road intersection is necessary so as not to impose undue hardship on the applicant due to site layout/efficiency issues. The site is only about 1,250 feet deep (north/south

dimension) and as such, this north/south roadway is 950 feet long and is a dead end. South of the south commercial access driveway, the roadway tapers to a Rural Local cross section. Please refer to the attached spacing exhibit. The length of the balance of the public road is about 900 feet (Prayer Tree Trail is the only additional public road).

Also, the north and main commercial access driveway (which would form the east (private) leg of this public street intersection) needs to be as close as possible to Hodgen Road to create a marketable and sustainable commercial site (from the perspective of ease of customer 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.

The deviation is based on the limited depth of the site (south from Hodgen Road) -- less than one-quarter mile, access limitations/restrictions on the two adjacent arterial roads, site layout/efficiency considerations of a smaller site, and the need to provide reasonable/convenient commercial access for customers.

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

The proposed 360-foot intersection spacing between Hodgen and the first intersection (Prayer Tree Trail) would provide a superior design considering the smaller size/scale of the proposed commercial and residential developments.

The 360-foot spacing is requested as this would allow for 1) a row of residential lots northwest of the first internal intersection; 2) a second commercial access to the south; 3) residential lots to the south; and 4) a primary commercial access closer to Hodgen Road (this access would be a private east leg of this public street intersection). This closer commercial access would translate to shorter customer travel time/distance in and out of the commercial center from Hodgen Road. Allowing the shorter intersection spacing from Hodgen Road would provide superior commercial site marketability and sustainability (from the perspective of ease of customer accessibility).

- The roadway is not planned to extend to the south of this property.
- This roadway will only serve a relatively small residential development and a small commercial center. The roadway will basically be for local access with a length of 950 feet (ending in a cul-de-sac/dead end). Most traffic will turn left into and right out of the private commercial access driveway, which will form the east leg of this public road intersection located 360 feet south of Hodgen Road (centerline spacing).

The deviation will not adversely affect safety or operations.

The 2040 queuing analysis contained in the TIS indicates that the proposed intersection spacing will be sufficient to accommodate vehicle turning movements, projected vehicle queues, turn lanes of sufficient length and associated tapers (please refer to separate deviation for turn lane lengths), and sufficient intersection and stopping sight distance. Please refer to the attached exhibit showing the intersection spacing for this section of Cherry Crossing Drive.

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

This deviation will not adversely affect maintenance with respect to snow plowing - snow plows will be able to use the cul-de-sacs at the end of each street to turn around. The maintenance associated with the number of intersections along Cherry Crossing Drive would be the same as with no deviation. The north access is a public street intersection and the south access will be a private access point.

The deviation will not adversely affect aesthetic appearance.

The aesthetic appearance will not be adversely affected as the proposed public intersection spacing is comparable to typical local road intersection spacing along local/collector roads.

Owner, Applicant and Engineer Declaration:

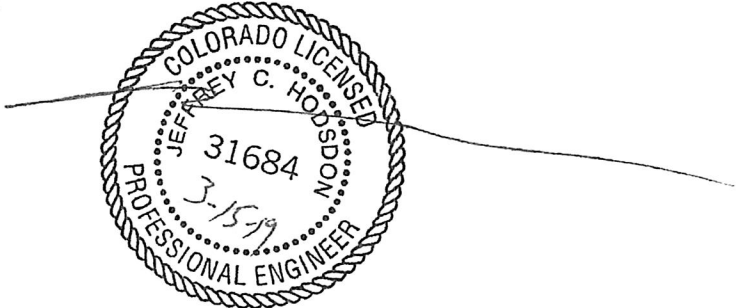
To the best of my knowledge, the information on this application and all additional or supplemental documentation is true, factual and complete. I am fully aware that any misrepresentation of any information on this application may be grounds for denial. I have familiarized myself with the rules, regulations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

Chris Turk _____ 3-19-2019
Signature of owner (or authorized representative) Date

Signature of applicant (if different from owner) Date

Signature of Engineer 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:

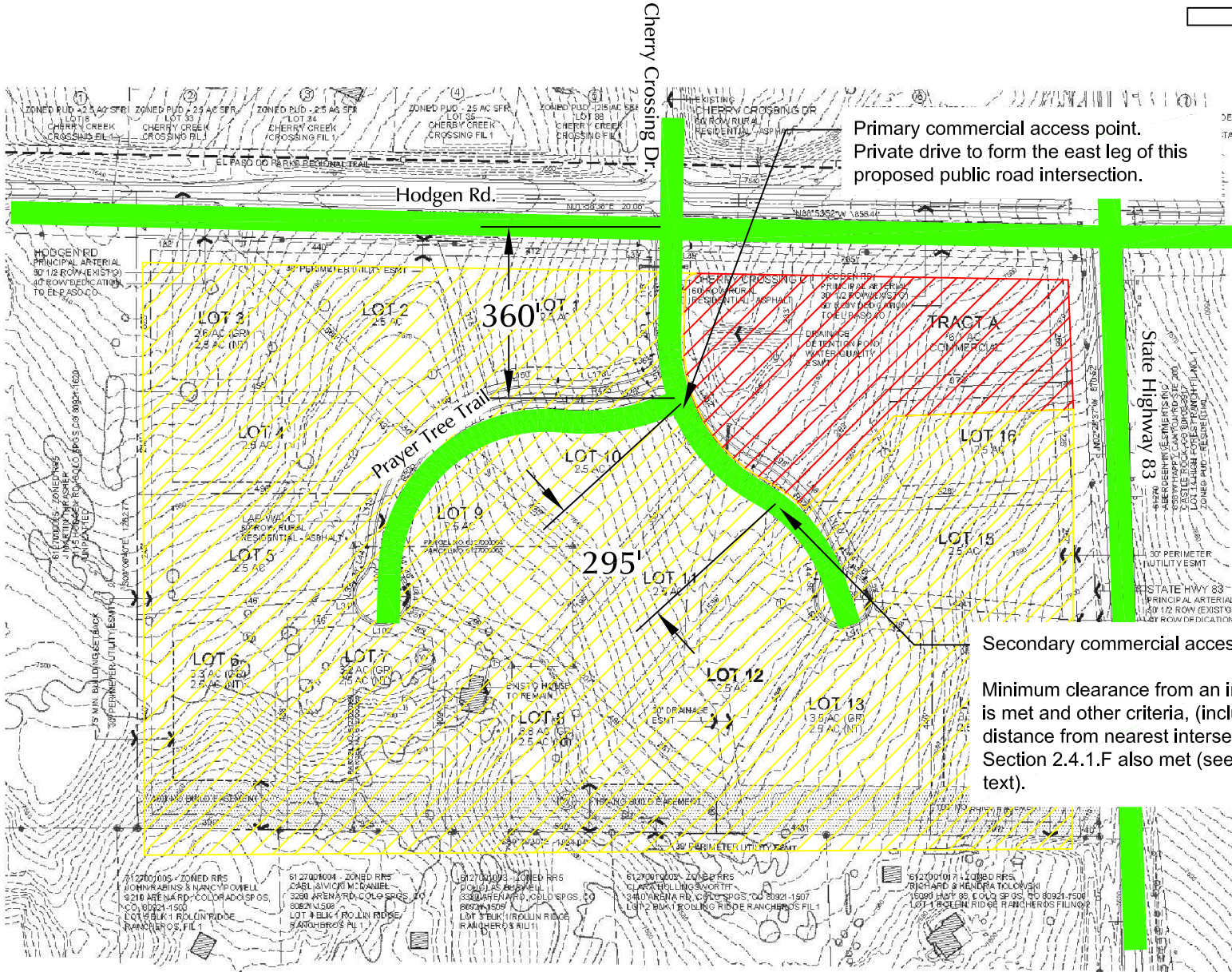
Additional comments or information are attached.

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.



Primary commercial access point.
Private drive to form the east leg of this proposed public road intersection.

Secondary commercial access point.

Minimum clearance from an intersection is met and other criteria, (including site distance from nearest intersection) in Section 2.4.1.F also met (see deviation text).

LEGEND:

- = Commercial Development Site
- = Residential Development Site

Cherry Crossing Drive Intersection Spacing

Rollin Ridge Estates (LSC #174470)