



**Planning and Community  
Development Department**  
2880 International Circle  
Colorado Springs, Colorado 80910

**DEVIATION REQUEST  
AND DECISION FORM**

Updated: 6/26/2019

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**PROJECT INFORMATION**

Project Name :	Grandwood Ranch
Schedule No.(s) :	6119000003
Legal Description :	S2N2, EX PT TO HIGBY RD CONV BY REC# 205092691 W/MR SEC 19-11-66

**APPLICANT INFORMATION**

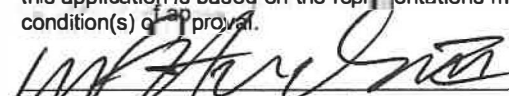
Company :	Grandwood Enterprises
Name :	Bill Herebic
	<input checked="" type="checkbox"/> Owner <input type="checkbox"/> Consultant <input type="checkbox"/> Contractor
Mailing Address :	270 Lodgepole Way Monument, CO 80232
Phone Number :	719-651-9152
FAX Number :	N/A
Email Address :	Herebic5@msn.com

**ENGINEER INFORMATION**

Company :	LSC Transportation Consultants, Inc.	Colorado P.E. Number :	31684
Name :	Jeffrey C. Hodsdon		
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.

  
Signature of owner (or authorized representative)

6-27-2020  
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**

Cul-de-sacs shall have a maximum length of 1,600 feet for rural condition. The request is to allow a non-through street, Grandwood Drive, with a length of 2,542 feet. Please refer to Deviation 2 Exhibit. An emergency-use only connection is proposed from the end of the cul-de-sac to Higby Road, as shown in the exhibit.

State the reason for the requested deviation:

- Challenging topography on the site and along the adjacent Higby Road, including vertical and horizontal curves
- Preservation of natural land features within the site – which is the reason for the two separate proposed development areas
- El Paso County intersection spacing requirement for Minor Arterials
- Except for the Higby Road frontage and a right-of-way stub connection to Cambrook Ct., no other opportunity for a public road connection exists.
- A road connection via existing platted ROW in Bent Tree to Cambrook Ct. was investigated as an option. However, such a connection would result in excessive slopes and grading within private lots.
- The layout of 2.5-acre lots (which are significantly greater than suburban or urban lots), the shape of the parcel and the developable area force the proposed road layout. An alternate layout that would meet the standard would be impractical.
- A second connection of Grandwood Drive to Higby Road would bring three separate intersections within approximately 1900-feet. A deviation request for intersection spacing with Grandwood Drive for one single connection. A second connection to Higby Road would create a difficult travel-way.
- Tri-Lakes Fire department has stated preference of an emergency access only connection opposed to an additional intersection along Higby Road.

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

- The cul-de-sac termination on the east access (located 2,542 feet from Higby Road) would exceed the ECM standard of 1,600 feet by 942 feet.
- The proposed cul-de-sac is shown in the attached exhibit Figure 2 (site plan).
- An emergency-use only connection is proposed from the end of the cul-de-sac to Higby Road, as shown in the attached deviation exhibit.
- A knuckle has been provided along Grandwood Drive for intermediate vehicle use. This will allow passenger, maintenance and emergency vehicles make use of without having to travel to full cul-de-sac length.
- Twenty-one 2.5-acre lots would access this proposed cul-de-sac roadway. Five of these lots would also have frontage along Higby Road, although the homesite driveway accesses would be taken from the proposed internal road.
- Please refer to the attached letter from the fire district.

**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:

- Sensitive natural features within the site to the west that are required of preservation.
- Limited connectivity to public roads. Although there is an established public right-of-way northeast to Cambrook Ct., a road connection to Cambrook Ct. via this ROW in Bent Tree would result in excessive slopes into private property. See attached Exhibit by Matrix Design Group showing extensive slope work that would be required.
- Challenging topography and existing intersections along Higby Road that prevents access spacing from meeting County requirements for intersection spacing and sight distance.
- Twenty-one total lots would access the cul-de-sac. The Land Development Code indicates, "A corner lot is not counted in the maximum number of lots on a dead-end road when the fire department determines that adequate emergency access is provided to the corner lot by an alternative road." Five of these lots would also have frontage along Higby Road, although the homesite driveway access would be taken from the proposed internal road.
- An emergency-use only connection to Higby Road is proposed. Please refer to the attached letter from the fire district.

### 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 proposed subdivision roadway will be built to county standards.
- An emergency-use only connection is proposed to Higby Road.
- A midblock knuckle will be constructed to compensate for the extended cul-de-sac.
- The proposed number of dwelling units (21 units) on a non-through street would not exceed the limit (25 units) established by the Land Development Code. Therefore, an LDC waiver would not be necessary.

The deviation will not adversely affect safety or operations.

- The projected ADT of 232 vehicles/day (vpd) would be relatively low and significantly lower than the design ADT for a Rural Local road (750 vpd).
- An emergency-use-only connection to Higby Road is proposed. Please refer to the attached letter from the fire district.
- A knuckle has been proposed along Grandwood Drive for intermediate vehicle use. This will allow passenger, maintenance and emergency vehicles make use of without having to travel to full cul-de-sac length.

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

- The deviation will not adversely affect maintenance cost as the roadway will be built to county Rural Local roadway standards and a county-standard cul-de-sac "bulb" will be constructed at the terminus of the road (which will accommodate County maintenance vehicles and snow plows).
- The owner's association will maintain the emergency access connection.

The deviation will not adversely affect aesthetic appearance.

- The roadway will be built to Rural Local roadway standards.
- The subdivision has been designed to minimize the disturbance of natural features on the site. The approval of the deviation will result in a more aesthetically appealing project due to preservation of natural features.
- The owner's association will be responsible for maintaining the emergency access road and easement (including the aesthetic appearance).
- The deviation would result in significantly better aesthetic appearance than a resulting road connection up to Cambrook Court. See attached Exhibit by Matrix Design Group showing extensive slope work that would be required

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

The intent can be met, given the relatively low traffic volume and the addition of the emergency-only connection. The number of lots does not exceed the threshold number requiring a waiver of the Land Development Code.

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:**

## **1.1. PURPOSE**

The purpose of this resource is to provide a form for documenting the findings and decision by the ECM Administrator concerning a deviation request. The form is used to document the review and decision concerning a requested deviation. The request and decision concerning each deviation from a specific section of the ECM shall be recorded on a separate form.

## **1.2. BACKGROUND**

A deviation is a critical aspect of the review process and needs to be documented to ensure that the deviations granted are applied to a specific development application in conformance with the criteria for approval and that the action is documented as such requests can point to potential needed revisions to the ECM.

## **1.3. APPLICABLE STATUTES AND REGULATIONS**

Section 5.8 of the ECM establishes a mechanism whereby an engineering design standard can be modified when if strictly adhered to, would cause unnecessary hardship or unsafe design because of topographical or other conditions particular to the site, and that a departure may be made without destroying the intent of such provision.

## **1.4. APPLICABILITY**

All provisions of the ECM are subject to deviation by the ECM Administrator provided that one of the following conditions is met:

- 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.
- 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.

## **1.5. TECHNICAL GUIDANCE**

The review shall ensure all criteria for approval are adequately considered and that justification for the deviation is properly documented.

## **1.6. LIMITS OF APPROVAL**

Whether a request for deviation is approved as proposed or with conditions, the approval is for project-specific use and shall not constitute a precedent or general deviation from these Standards.

## **1.7. REVIEW FEES**

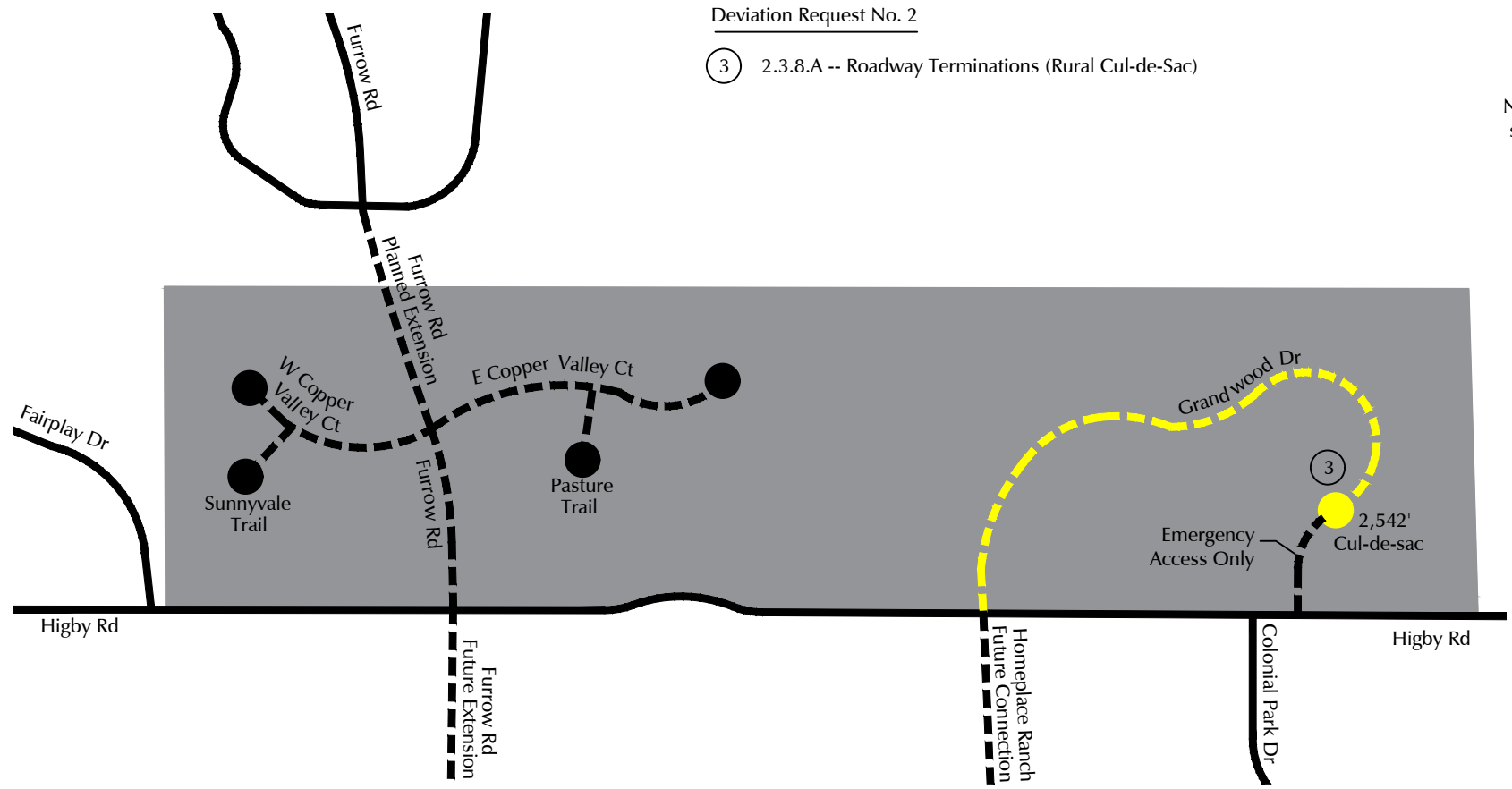
A Deviation Review Fee shall be paid in full at the time of submission of a request for deviation. The fee for Deviation Review shall be as determined by resolution of the BoCC.








Not to scale

Deviation Request No. 2

③ 2.3.8.A -- Roadway Terminations (Rural Cul-de-Sac)

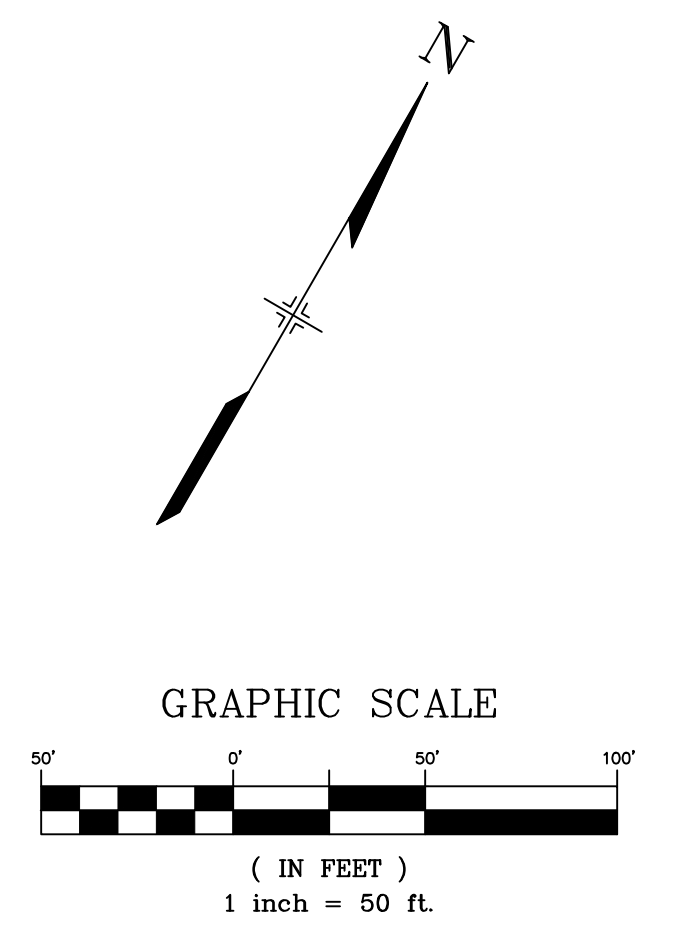
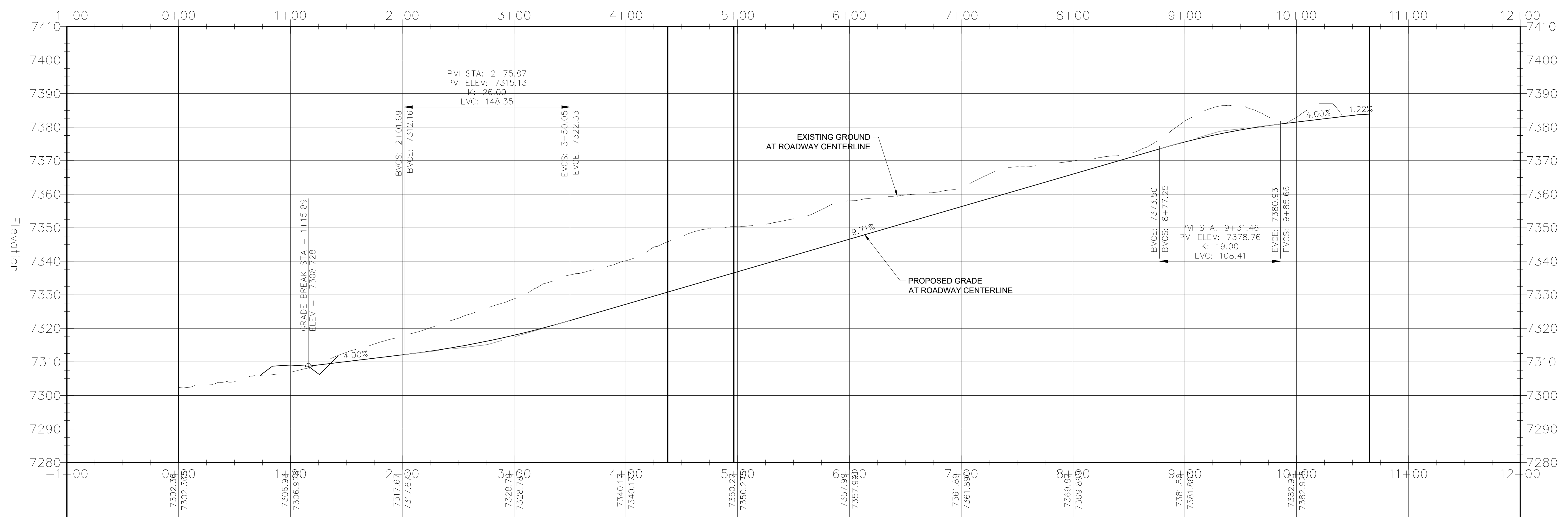
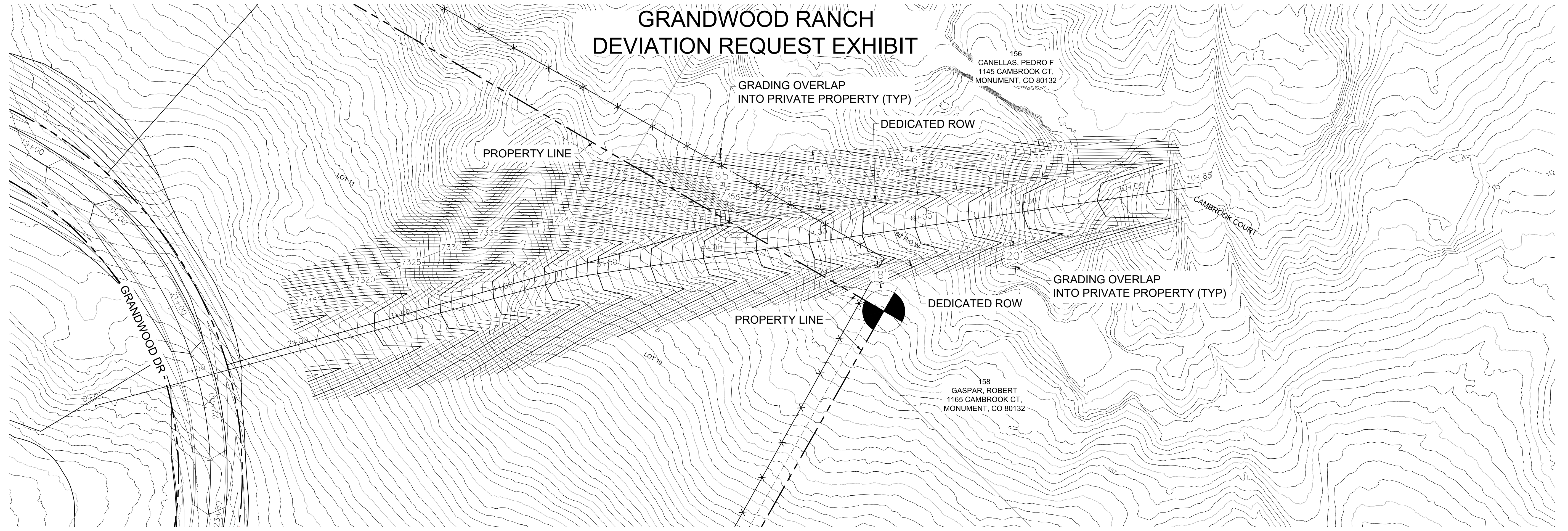


-  Existing roadway
-  Proposed roadway
-  Portion of roadway for which deviation is requested
-  Site property boundary
-  Proposed length of non-through street



Deviation Exhibit 2  
**Length of Cul-de-Sac**  
 Grandwood Ranch (LSC# 185020)

# GRANDWOOD RANCH DEVIATION REQUEST EXHIBIT





**TRI-LAKES MONUMENT FIRE PROTECTION DISTRICT**

16055 Old Forest Point, Suite 103

Monument, CO 80132

Bus: (719) 484-0911 Fax (719) 481-3456



Jamey Bumgarner, Fire Marshal

March 9, 2020

Grandwood Ranch Secondary Access

The letter is to confirm our support for the secondary emergency access into the proposed Grandwood Ranch Subdivision from Higby Road. This proposed location between lots 5 and 6 will provide access to emergency responders during a response to an emergency. The new site will also assist responders during evacuation by giving more direct access if needed.

Should you have additional questions, please feel free to contact me.

Respectfully,

Jamey Bumgarner

Fire Marshal