



Development Services Department  
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# DEVIATION REVIEW AND DECISION FORM

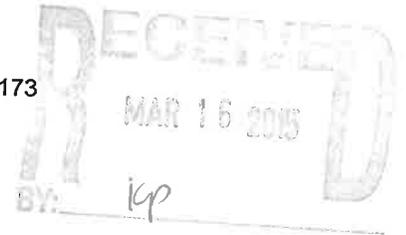
Procedure # R-FM-051-07  
Issue Date: 12/31/07  
Revision Issued: 00/00/00  
DSD FILE NO.:

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**General Property Information:**

Address of Subject Property (Street Number/Name):  
Tax Schedule ID(s) #: 52330-00-006/52000-00-231/52000-00-364/53000-00-222/53000-00-173  
Legal Description of Property: See Attached

Subdivision or Project Name: Sterling Ranch  
Subdivision Filing No. 1



Section of ECM from Which Deviation is Sought: SD\_2-3 Urban Non Residential Collector Roadway Standard Cross Section Drawing.

Specific Criteria from Which a Deviation is Sought: The use of a median entry feature (see attached exhibit) in the center area shown on the standard cross section as painted median.

Proposed Nature and Extent of Deviation: The proposed median entry feature (see attached exhibit) would be installed with the initial street construction. The standard cross section does not allow for a raised median or an entry structure in the ROW.

**Applicant Information:**

Applicant: SR Land, LLC; Gary Schnurr  
Applicant is:  Owner  Consultant  Contractor  
Mailing Address: 20 Boulder Crescent COLORADO SPRINGS

Email Address: jmorley3870@aol.com

Telephone Number: (719) 471-1742

State: CO Postal Code: 80903  
Fax Number: \_\_\_\_\_

**Engineer Information:**

Engineer: Virgil Sanchez, P.E.  
Company Name: M&S Civil Consultants  
Mailing Address: 102 E. Pikes Peak Ave. Ste 306, Colorado Springs  
Registration Number: 37160  
Telephone Number: (719) 955-5485

Email Address: virgils@mscivil.com

State: CO Postal Code: 80901  
State of Registration: Colorado  
Fax Number: (719) 444-8427

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

Section of ECM from Which Deviation is Sought: SD\_2-3 Urban Non Residential Collector Roadway Standard Cross Section Drawing.

Specific Criteria from Which a Deviation is Sought: The use of a median entry feature (see attached exhibit) in the center area shown on the standard cross section as painted median.

Proposed Nature and Extent of Deviation: The proposed median entry feature (see attached exhibit) would be installed with the initial street construction, extending about 550 feet east of Marksheffel Road to the intersection of Bynum Drive and then continuing east an additional 200 feet of median for transitional purposes.

Reason for the Requested Deviation: The applicant would like to install the entry feature shown in the attached exhibit to create a sense of arrival into the Sterling Ranch residential community.

Comparison of Proposed Deviation to ECM Standard: ECM 2.5.6.J states "raised medians may be placed in minor arterial, collector, and all local roadways. If medians are included, they shall be placed in the public right-of-way, and they must meet the following standards for design:" The criteria for approval below addresses the required elements within ECM section 2.5.6.J. The ECM standard does not address structures within the raised median, therefore additional justification is provided.

**Application Consideration:**

**CHECK IF APPLICATION MEETS CRITERIA FOR CONSIDERATION**

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.

**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.

This deviation is not financially based. It is more expensive to construct this entry structure.

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

The applicant would like to install the entry feature shown in the attached exhibit to create a sense of arrival into the Sterling Ranch residential community.

The deviation will not adversely affect safety or operations.

ECM 2.5.6.J states "raised medians may be placed in minor arterial, collector, and all local roadways. If medians are included, they shall be placed in the public right-of-way, and they must meet the following standards for design:"

1. No Obstruction- "The medians may not obstruct the design vehicle turns." The median island and entry feature would be placed in a location where design vehicle turns would not be obstructed. The construction of this entry feature would not adversely affect safety or operations.

2. Visibility - The medians must be placed such that the required visibility in the intersection is not obstructed.

The median island and entry feature would be placed in a location where the required ECM intersection sight distance would not be obstructed.

3. Undiminished Use - Medians must be placed so they do not diminish the intersection use. The median island and entry feature would not be diminishing.

4. Alignment - Lanes on one side of the intersection must align with the correct lanes on the opposite side of the intersection.

The median island and entry feature would be constructed such that the through lanes both east and westbound would align through the intersection of Bynum Drive.

5. Median Maintenance - Maintenance of median landscape will be limited at the discretion of the ECM Administrator. The maintenance would be the responsibility of the Sterling Ranch Metro District.

6. Public Use - The ECM Administrator may use these islands for roadway signing and may choose to remove the median if it is deemed necessary by the ECM.

The applicant understands the ECM administrator has the authority to install signs within the median island as necessary and that the median island and entry feature may be removed if it is shown to be a safety problem.

7. Additional Right-of-Way - Any additional right-of-way necessary to accommodate the medians shall be provided. The SD\_2-3 Urban Non Residential Collector Roadway Standard Cross Section Drawing requires a 80' ROW, whereas for the median entry way feature a 100' ROW is proposed and shall transition to an 80' ROW east of the proposed median.

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

The County will not need to maintain the median entry feature. This will be the responsibility of the Sterling Ranch Metro District.

The deviation will not adversely affect aesthetic appearance.

The entry feature design will be attractive - otherwise it wouldn't be a worthwhile addition.

**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

3/10/15

Signature of applicant (if different from owner)

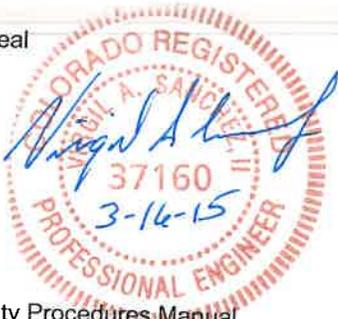
Date

Signature of Engineer

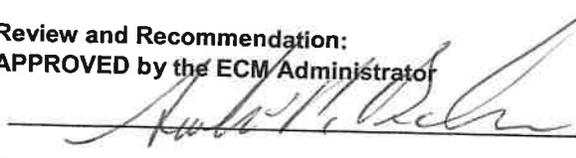
Date

3-16-15

Engineer's Seal



**Review and Recommendation:**  
**APPROVED** by the ECM Administrator

 \_\_\_\_\_ Date 3-17-15

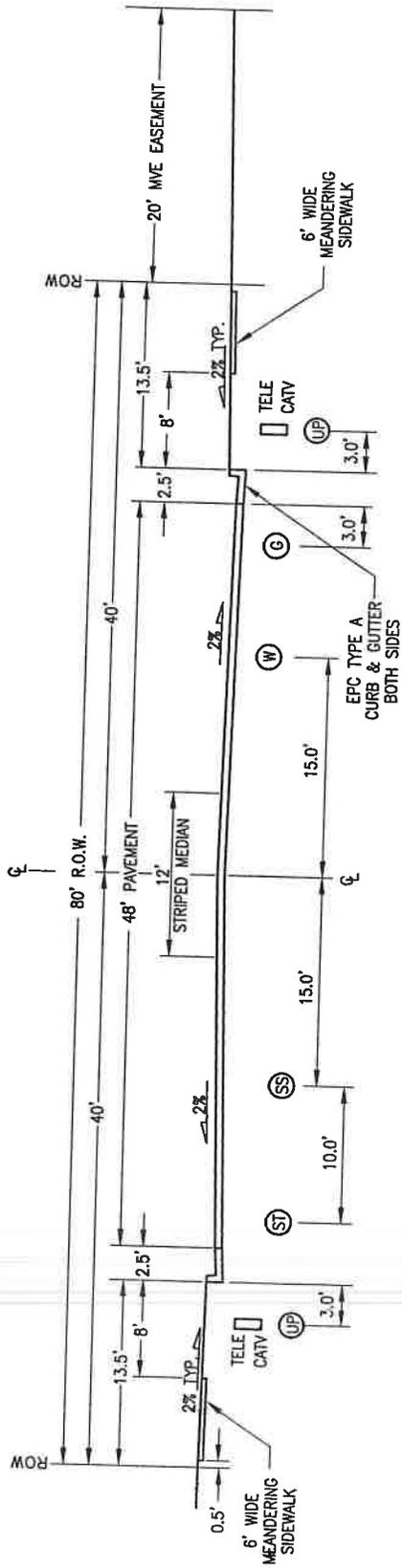
This request has been determined to have met the criteria for approval. A deviation from Section SP 2-3 of ECM is hereby granted based on the justification provided. Comments:  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

\_\_\_ 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.

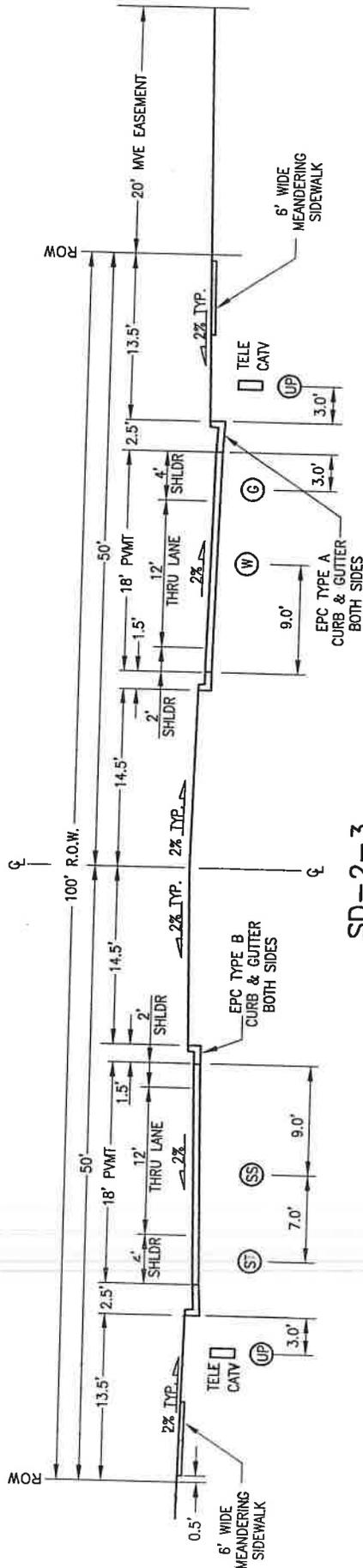


SD-2-3

URBAN NON-RESIDENTIAL COLLECTOR CROSS SECTION

SCALE: NTS

STERLING RANCH ROAD

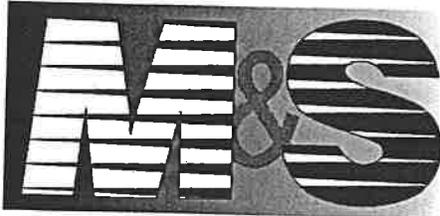


SD-2-3

SCALE: NTS

(MODIFIED) URBAN NON-RESIDENTIAL COLLECTOR CROSS SECTION

STERLING RANCH ROAD (ENTRY)



CIVIL CONSULTANTS, INC.

102 E. Pikes Peak Avenue, STE 306  
Colorado Springs, CO 80903  
Mail to: PO Box 1360  
Colorado Springs, CO 80901  
v 719.955.5485  
f 719.444.8427

M&S JOB NO. 09-001  
PRELIMINARY PLAN  
STERLING RANCH  
JANUARY 27, 2015

A PORTION OF LAND LYING WITHIN THE SOUTHEAST QUARTER OF SECTION 32 AND SECTION 33, TOWNSHIP 12 SOUTH, RANGE 65 WEST AND A PORTION OF THE NORTHWEST QUARTER OF SECTION 4 AND THE NORTHEAST QUARTER OF SECTION 5, TOWNSHIP 13 SOUTH, RANGE 65 WEST, BOTH OF THE 6<sup>TH</sup> P.M., EL PASO COUNTY, COLORADO, DESCRIBED AS FOLLOWS:

BASIS OF BEARINGS: BEARINGS ARE BASED ON THE NORTH LINE OF THE NORTHEAST QUARTER OF SECTION 27, TOWNSHIP 12 SOUTH, RANGE 65 WEST OF THE 6<sup>TH</sup> P.M., MONUMENTED AT ITS WEST END BY A 3 ¼" ALUMINUM CAP STAMPED 2006 ESI PLS 10376, AND AT ITS EAST END BY A 2 ¼" ALUMINUM CAP STAMPED PLS 4842, THE LINE BETWEEN THEM IS ASSUMED TO BEAR N89°05'36"E.

BEGINNING AT THE POINT OF INTERSECTION OF THE SOUTHEASTERLY RIGHT OF WAY LINE OF VOLLMER ROAD WITH THE WEST LINE OF THE EAST HALF OF THE NORTHWEST QUARTER OF SAID SECTION 33; THENCE N 39°33'48" E ON SAID SOUTHEASTERLY LINE OF VOLLMER ROAD, 2355.81 FEET TO THE FUTURE NORTHEASTERLY LINE OF BRIARGATE PARKWAY; THENCE ALONG THE NORTHEASTERLY LINE S50°26'12" E, 810.00 FEET; THENCE S 39°33'48" W, 130.00 FEET TO A POINT ON THE FUTURE SOUTHWESTERLY LINE OF SAID BRIARGATE PARKWAY; THENCE ALONG SAID SOUTHWESTERLY LINE S 50°26'12" E, 766.13 FEET;  
THENCE S 39°33'48" W, 15.00 FEET;  
THENCE S 14°40'14" E, 112.26 FEET;  
THENCE S 42°37'17" W, 138.57 FEET;  
THENCE S 31°50'18" W, 229.19 FEET;  
THENCE S 00°14'13" W, 243.48 FEET;  
THENCE S 59°31'52" W, 178.71 FEET;  
THENCE S 87°30'37" W, 117.08 FEET;  
THENCE S 65°02'48" W, 632.56 FEET;  
THENCE S 40°27'16" W, 150.60 FEET;  
THENCE S 50°58'40" W, 94.24 FEET;  
THENCE N 50°40'25" W, 72.52 FEET;  
THENCE N 19°39'33" W, 163.51 FEET;  
THENCE N 88°53'18" W, 56.14 FEET;

THENCE S 13°28'59" W, 371.46 FEET;  
THENCE S 04°22'24" E, 296.69 FEET;  
THENCE S 26°06'12" E, 393.42 FEET;  
THENCE S 02°44'27" W, 452.46 FEET;  
THENCE S 65°39'18" W, 252.42 FEET;  
THENCE S 60°18'33" W, 166.84 FEET;  
THENCE S 46°04'45" W, 252.38 FEET;  
THENCE S 35°47'33" W, 139.61 FEET;  
THENCE S 00°53'19" E, 131.63 FEET;  
THENCE S 15°27'56" E, 241.77 FEET;  
THENCE S 46°52'24" W, 128.28 FEET;  
THENCE S 17°53'47" E, 105.91 FEET;  
THENCE S 76°13'42" E, 278.31 FEET TO A POINT ON THE FUTURE NORTH LINE OF  
STERLING RANCH ROAD; THENCE ALONG SAID FUTURE NORTH LINE S 76°19'20"  
W, 306.51 FEET;  
THENCE S 13°40'40" E, 80.00 FEET TO A POINT ON THE FUTURE SOUTH LINE OF  
SAID STERLING RANCH ROAD;  
THENCE ALONG SAID SOUTH LINE S 76°19'20" W, 1369.09 FEET;  
THENCE 402.26 FEET ON THE ARC OF A 960.00 FOOT RADIUS TANGENTIAL CURVE  
TO THE LEFT, HAVING A CENTRAL ANGLE OF 24°00'30" AND A CHORD THAT  
BEARS S 64°19'05" W, 399.33 FEET;  
THENCE S 41°03'23" W, 60.83 FEET;  
THENCE 138.53 FEET ON THE ARC OF A 950.00 FOOT RADIUS NON-TANGENTIAL  
CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 08°21'18" AND A CHORD  
THAT BEARS S 44°32'10" W, 138.41 FEET;  
THENCE S 40°21'31" W, 402.59 FEET;  
THENCE S 49°38'29" E, 36.00 FEET TO A POINT ON THE FUTURE NORTHEASTERLY  
LINE OF MARKSHEFFEL ROAD;  
THENCE S 40°21'31" W, 160.00 FEET TO A POINT ON THE SOUTHWESTERLY LINE OF  
SAID MARKSHEFFEL ROAD;  
THENCE ALONG SAID SOUTHWESTERLY LINE N 49°38'29" W, 1460.04 FEET TO A  
POINT ON THE SOUTHEASTERLY LINE OF SAID VOLLMER ROAD; THENCE ALONG  
SAID SOUTHEASTERLY LINE N 40°15'29" E, 1808.28 FEET; THENCE S 49°23'02" E,  
19.51 FEET;  
THENCE 87.22 FEET ON THE ARC OF A 116.28 FOOT RADIUS NON-TANGENTIAL  
CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 42°58'40" AND A CHORD  
THAT BEARS S 70°52'23" E, 85.19 FEET TO THE WESTERLY LINE OF SAID SECTION  
33; THENCE S 00°08'10" E ON SAID WESTERLY LINE, 631.32 FEET TO A POINT ON  
THE SOUTH LINE OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER  
OF SAID SECTION 33; THENCE N 89°17'25" E ALONG SAID SOUTH LINE A  
DISTANCE OF 279.65;  
THENCE S 00°42'35" E, 241.35 FEET;  
THENCE S 02°02'55" W, 130.48 FEET;  
THENCE S 05°37'53" W, 90.96 FEET;  
THENCE S 01°55'19" W, 307.22 FEET;  
THENCE N 73°29'47" E, 11.27 FEET;  
THENCE S 16°30'13" E, 200.14 FEET TO A POINT ON SAID FUTURE NORTH LINE OF  
STERLING RANCH ROAD;

THENCE 368.93 FEET ON THE ARC OF A 1040.00 FOOT RADIUS NON-TANGENTIAL CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 20°19'30" AND A CHORD THAT BEARS N 66°09'35" E, 367.00 FEET;  
THENCE N 76°19'20" E ALONG SAID NORTH LINE, A DISTANCE OF 1284.09 FEET;  
THENCE N 13°40'40" W, 218.90 FEET;  
THENCE 134.76 FEET ON THE ARC OF A 420.00 FOOT RADIUS TANGENTIAL CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 18°23'00" AND A CHORD THAT BEARS N 22°52'10" W, 134.18 FEET;  
THENCE N 32°03'40" W, 152.06 FEET;  
THENCE 85.14 FEET ON THE ARC OF A 595.00 FOOT RADIUS TANGENTIAL CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 8°11'54" AND A CHORD THAT BEARS N 27°57'43" W, 85.07 FEET;  
THENCE S 83°22'30" W, 194.64 FEET;  
THENCE S 80°21'06" W, 59.99 FEET;  
THENCE S 85°53'10" W, 59.92 FEET;  
THENCE S 85°09'36" W, 54.23 FEET;  
THENCE N 04°50'24" W, 20.00 FEET TO THE WEST LINE OF THE EAST HALF OF THE WEST HALF OF SAID SECTION 33;  
THENCE ALONG SAID WEST LINE N 00°07'25" W, A DISTANCE OF 2414.11 FEET TO THE POINT OF BEGINNING; CONTAINING A CALCULATED AREA OF 7,939,381 SQUARE FEET (182.26 ACRES) MORE OR LESS.

SPENCER J. BARRON  
COLORADO REGISTERED PROFESSIONAL  
LAND SURVEYOR NO. 38141

DESCRIPTION PREPARED BY:  
M&S CIVIL CONSULTANTS, INC.  
102 EAST PIKES PEAK AVENUE, SUITE 306  
COLORADO SPRINGS, CO 80903

