



Planning and Community
Development Department
2880 International Circle
Colorado Springs, Colorado 80910
Phone: 719.520.6300
Fax: 719.520.6695
Website www.elpasoco.com

DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

Rev: 2023-06-01

PROJECT INFORMATION

Project Name : Koinonia Ranch Minor Subdivision
Schedule No.(s) : 5219000059
Legal Description : TRACT IN SW4 OF SEC 19-12-65 AS FOLS, BEG AT A PT 3300 FT W + 30 FT N OF SE COR OF SD SEC,
TH W + PARA TO S LN OF SD SEC 660 FT, N + PARA TO E LN OF SEC TO A PT 30 FT S OF E-W C/L
OF SEC, E PARA TO SD E-W C/L 660 FT, TH S PARA TO E LN OF SEC TO POB

APPLICANT INFORMATION

Company : KOINONIA RANCH LLC
Name : Sally Bartels
☒ Owner ☐ Consultant ☐ Contractor
Mailing Address : 3647 Tuscanna Grove
Colorado Springs, CO 80920-2820
Phone Number : 719-332-0628
FAX Number : N/A
Email Address : 3rdbelle@gmail.com

ENGINEER INFORMATION

Company : LSC Transportation Consultants, Inc.
Name : Jeffrey C. Hodsdon
Mailing Address : 2504 East Pikes Peak Avenue, Suite 304
Colorado Springs, CO 80909
Phone Number : 719-633-2868
FAX Number : 719-633-5430
Email Address : jeff@LSCtrans.com
Colorado P.E. Number : 31684

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)

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. The request is to allow a proposed non-through road to provide access to the lots in this proposed subdivision with a length of 2,542 feet. Please refer to the Deviation Exhibit 1.

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.

State the reason for the requested deviation:

- No adjacent or connecting public road ROW available, except for Old Ranch Road
- Old Ranch Road is currently a non-through street itself.

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 would be located 1,625 feet from Old Ranch Road would exceed the *ECM* standard of 1,600 feet by 25 feet. With Old Ranch Road also being a non-through street, the additional distance of about 3,700 feet would also be part of the "cul-de-sac length" for a total of 5,325 feet from Black Forest Road.
- If and when Old Ranch Road is connected to Milam Road to the West, the cul-de-sac length would be 1,625 feet from Old Ranch Road and would only exceed the *ECM* standard of 1,600 feet by 25 feet.
- The proposed cul-de-sac is shown in the attached exhibit Figure 1 (site plan).
- Six lots (five new homes) from this subdivision would access this proposed cul-de-sac roadway.

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:

- No adjacent or connecting public road ROW available, except for Old Ranch Road; Old Ranch Road is currently a non-through street itself.
- El Paso County is planning a future (through) connection to Milam Road to the west. The timing is not known.

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.
- The proposed number of dwelling units with this subdivision would be five new units (six total). The total served by Old Ranch Road would be 25, which would include the six from this site plus 9 existing to the east, 9 existing to the west, and 1 on a currently undeveloped lot just west of this site along Old Ranch Road, on a non-through street would not exceed the limit (25 units) established by the Land Development Code. Therefore, a waiver for this particular roadway would not be necessary with this application. There is currently an application pending for 4 potential additional dwelling units on the east end near Black Forest Road that would put the total at 29.

The deviation will not adversely affect safety or operations.

- The projected ADT of 57 vehicles per day (vpd) on this subdivision road would be relatively low. The projected future total ADT just west of Old Ranch Road (the highest volume on the non-through street prior to Old Ranch connection to Black Forest Road) is 275 vpd.
- Old Ranch Road will remain single-loaded on the north side.
- A letter from the fire district will be required. The applicant has requested this letter and it is our understanding that the fire district prefers to wait to review until the application is submitted. Attached is the proposed location of a proposed stern on the site.

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 roadway standards and maintained by the HOA. The roadway will include a County-standard cul-de-sac "bulb" constructed at the terminus of the road (which will accommodate County maintenance vehicles and snowplows).

The deviation will not adversely affect aesthetic appearance.

- The roadway will be built to County roadway standards.

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

- The intent can be met considering Old Ranch is planned to extend west to Milam Road and **with that extension** the proposed length would be within 25 feet of the standard. Also, in the interim, the traffic volume on Old Ranch Road will remain low and it will essentially be single-loaded on the north side.
- 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 proposed deviation requests have no impact on control measure requirements specified by the County's MS4 Permit.
- Appropriate stormwater control measures will be implemented by the project in accordance with the approved Drainage Report and Drainage Plans.

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:

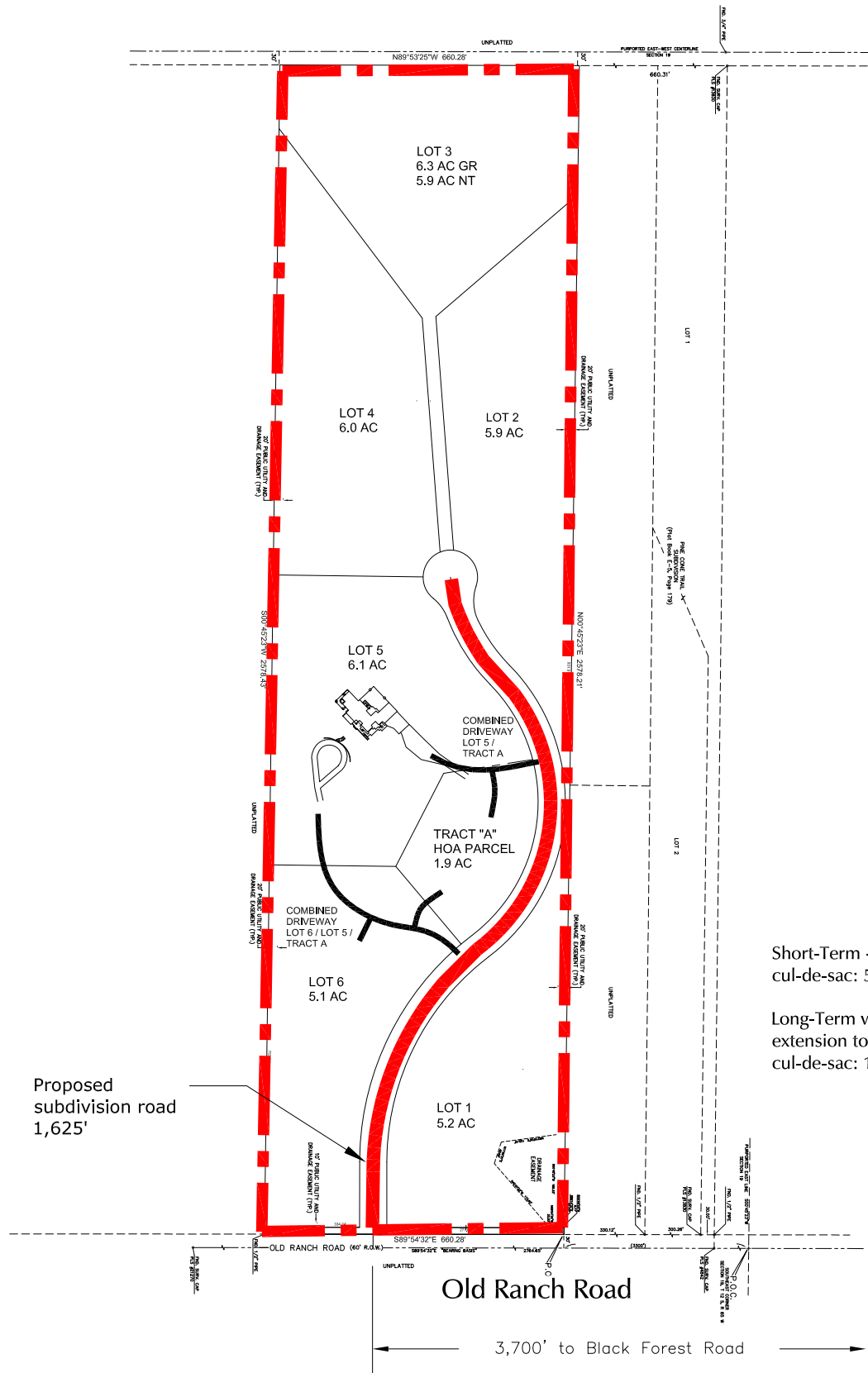
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Deviation Exhibit





Approximate
Scale:
1" = 350'



Short-Term - Combined length of
cul-de-sac: 5,325'

Long-Term with Old Ranch
extension to Milam - Length of
cul-de-sac: 1,625'



Deviation Exhibit 1
Length of Cul-de-Sac
Koinonia Ranch Minor Subdivision (LSC# 204710)



Black Forest Fire Rescue Protection District

11445 Teachout Road
Colorado Springs, Colorado 80908
Ph-719.495.4300
Email- firemarshal@bffire.org
Web- www.bffire.org

"Always Ready, Always Forward, Always Learning."

Office of the Fire Marshal

October 18th, 2022

James Oakden
M.V.E., Inc
Re: Koinonia Ranch

Mr. Oakden,

Black Forest Fire Rescue will approve the 1,660-foot Cul-de-sac for your property located on Old Ranch Road in Black Forest. Based on the location of the firefighting water cistern, the length of the Cul-de-sac does not adversely affect the firefighting capabilities of Black Forest Fire Rescue.

If any additional information is required, please contact the Fire Marshal at firemarshal@bffire.org.

Respectfully,

James Rebitski
Deputy Fire Chief

LSC Responses to Deviation Redline Comments



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DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019



Rev: 2022-07-12

PROJECT INFORMATION

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TH W + PARA TO S LN OF SD SEC 660 FT, N + PARA TO E LN OF SEC TO A PT 30 FT S OF E-W C/L
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ENGINEER INFORMATION

Company : LSC Transportation Consultants, Inc.
Name : Jeffrey C. Hodsdon
Mailing Address : 2504 East Pikes Peak Avenue, Suite 304
Colorado Springs, CO 80909
Phone Number : 719-633-2868
FAX Number : 719-633-5430
Email Address : jeff@LSCtrans.com
Colorado P.E. Number : 31684

LSC Responses to Deviation Redline Comments

Page: 1

 Number: 1 Author: jchodsdon Subject: Sticky Note Date: 6/1/2023 10:41:31 AM
LSC RESPONSES to Deviation Redline Comments.

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:

- No adjacent or connecting public road ROW available, except for Old Ranch Road; Old Ranch Road is currently a non-through street itself.
- El Paso County is planning a future (through) connection to Milam Road to the west. The timing is not known.
- The Wolf Ranch Master Plan shows a future realignment of the east end of Old Ranch Road. This would not significantly shorten the cul-de-sac length. However, the start of the non-through street would be at Wolf Lake Drive/Old Ranch Road – a future intersection to be designed to City standards. See attached exhibit.

There are more than 10 units along Old Ranch Road and Forest Drive. Revise statement to include all units that use Old Ranch Road for access.

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.
- The proposed number of dwelling units (six units, plus the 10 along Old Ranch Road to the east) on a non-through street would not exceed the limit (25 units) established by the Land Development Code. Therefore, a waiver would not be necessary.

Per TIS the ADT will be 78 vpd. Revise to be consistent with TIS.

The deviation will not adversely affect safety or operations.

- The projected ADT of 56 vehicles per day (vpd) on this subdivision road would be relatively low. The projected total ADT just west of Old Ranch Road (the highest volume on the non-through street prior to Old Ranch connection to Black Forest Road) is 275 vpd.
- Old Ranch Road will remain single-loaded on the north side.
- A letter from the fire district will be required. The applicant has requested this letter and it is our understanding that the fire district prefers to wait to review until the application is submitted. Attached is the proposed location of a proposed stern on the site.

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 roadway standards and maintained by the HOA. The roadway will include a County-standard cul-de-sac "bulb" constructed at the terminus of the road (which will accommodate County maintenance vehicles and snowplows).

The deviation will not adversely affect aesthetic appearance.


- The roadway will be built to County roadway standards.

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


- The intent can be met considering Old Ranch is planned to extend west to Milam Road and **with that extension** the proposed length would be within 25 feet of the standard. Also, in the interim, the traffic volume on Old Ranch Road will remain low and it will essentially be single-loaded on the north side.
- The number of lots does not exceed the threshold number requiring a waiver of the Land Development Code.

 Number: 1 Author: lpackman Subject: Callout Date: 8/18/2022 1:18:24 PM


There are more than 10 units along Old Ranch Road and Forest Drive. Revise statement to include all units that use Old Ranch Road for access.

 Author: jchodsdon Subject: Sticky Note Date: 6/1/2023 10:38:54 AM

LSC Response: This section has been revised. Please refer to the updated deviation form.

 Number: 2 Author: lpackman Subject: Callout Date: 8/10/2022 8:39:05 AM

Per TIS the ADT will be 78 vpd. Revise to be consistent with TIS.

 Author: jchodsdon Subject: Sticky Note Date: 6/1/2023 10:39:58 AM


LSC Response: The TIS and the deviation have been revised. The two documents now match.

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 proposed deviation requests have no impact on control measure requirements specified by the County's MS4 Permit.
- Appropriate stormwater control measures will be implemented by the project in accordance with the approved Drainage Report and Drainage Plans.

Provide a letter of support from the Fire District to allow the length of the cul-de-sac in the next submittal.

1

 Number: 1 Author: lpackman Subject: Text Box Date: 8/10/2022 8:08:12 AM

Provide a letter of support from the Fire District to allow the length of the cul-de-sac in the next submittal.

 Author: jchodsdon Subject: Sticky Note Date: 6/1/2023 12:22:03 PM

LSC Response: This note in the deviation has been revise. Please refer to the updated deviation form.



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Email Address : jeff@LSCtrans.com
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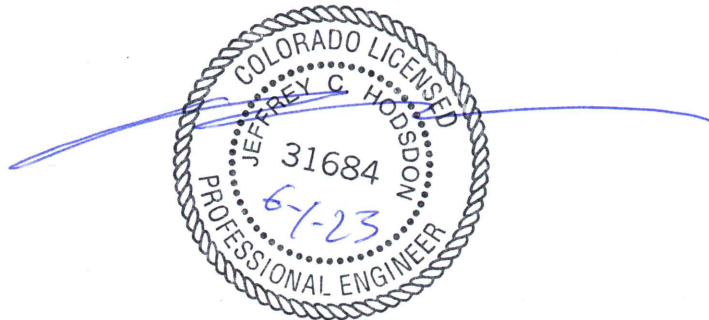
OWNER, APPLICANT, AND ENGINEER DECLARATION

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)

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 **2.2.7.B.2** of the *Engineering Criteria Manual (ECM)* is requested to allow Existing Old Ranch Road between Black Forest Road and the site to remain a **gravel** roadway. Please refer to the attached Deviation Exhibits 1-7 for additional details.

Identify the specific ECM standard which a deviation is requested:

2.2.7.B.2 Pavement Design – Road Paving Policy – Existing Roads

Existing roadways shall be paved where:

- Any development causes an existing gravel road to exceed a projected ADT of 200 (Note: the extent of paving will be determined by the ECM Administrator based on the Transportation Impact Study [Section 2.2.3]).
- In accordance with the terms and conditions of BoCC Resolution 07-495 regarding the Resident Participation Program.

State the reason for the requested deviation:

The applicant is requesting that Existing Old Ranch Road between Black Forest Road and the site to remain a **gravel** roadway as this would maintain the rural character of the area and a gravel road would maintain suitability of the roadway for equestrian use.

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

The requested alternative is to allow existing Old Ranch Road to remain a gravel roadway west of Black Forest Road. See Deviation Exhibits 1-7 for the roadway segment location and additional details.

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:

ECM 2.2.7.B.2 states, *Existing roadways shall be paved where:*

- Any development causes an existing gravel road to exceed a projected ADT of 200 (Note: the extent of paving will be determined by the ECM Administrator based on the Transportation Impact Study [Section 2.2.3]).
- In accordance with the terms and conditions of BoCC Resolution 07-495 regarding the Resident Participation Program.

The roadway has a projected ADT of less than the 200 ADT generally west of the Saddle Club within the proposed 20-year design life.

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 projected ADT generally west of the Saddle Club is below the 200 ADT threshold, at which the *ECM* requires roadways to be paved.

The deviation will not adversely affect safety or operations.

Old Ranch Road with the projected ADT of between 200 and 300 vehicles per day will not adversely affect safety or operations if maintained to County gravel road standards. Additional level of dust mitigation may be needed.

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

A gravel roadway may need additional maintenance with traffic over 200 vehicles per day. This cost could be borne by the two proposed new developments on a pro-rata share basis.

The deviation will not adversely affect aesthetic appearance.

Any impacts to the aesthetic appearance would be minimal, as the roadway will be maintained as a County gravel road.

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

As the ADT is projected to be over the 200-vpd threshold but would be between 200 and 300 ADT. With an agreement for participation in dust control and additional maintenance participation, projected ADT of between 200 and 300 vehicles per day will not adversely affect safety or operations. Keeping the roadway **gravel** would maintain the rural character of the area and a gravel road would maintain suitability of the roadway for equestrian use.

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:

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Deviation Exhibits



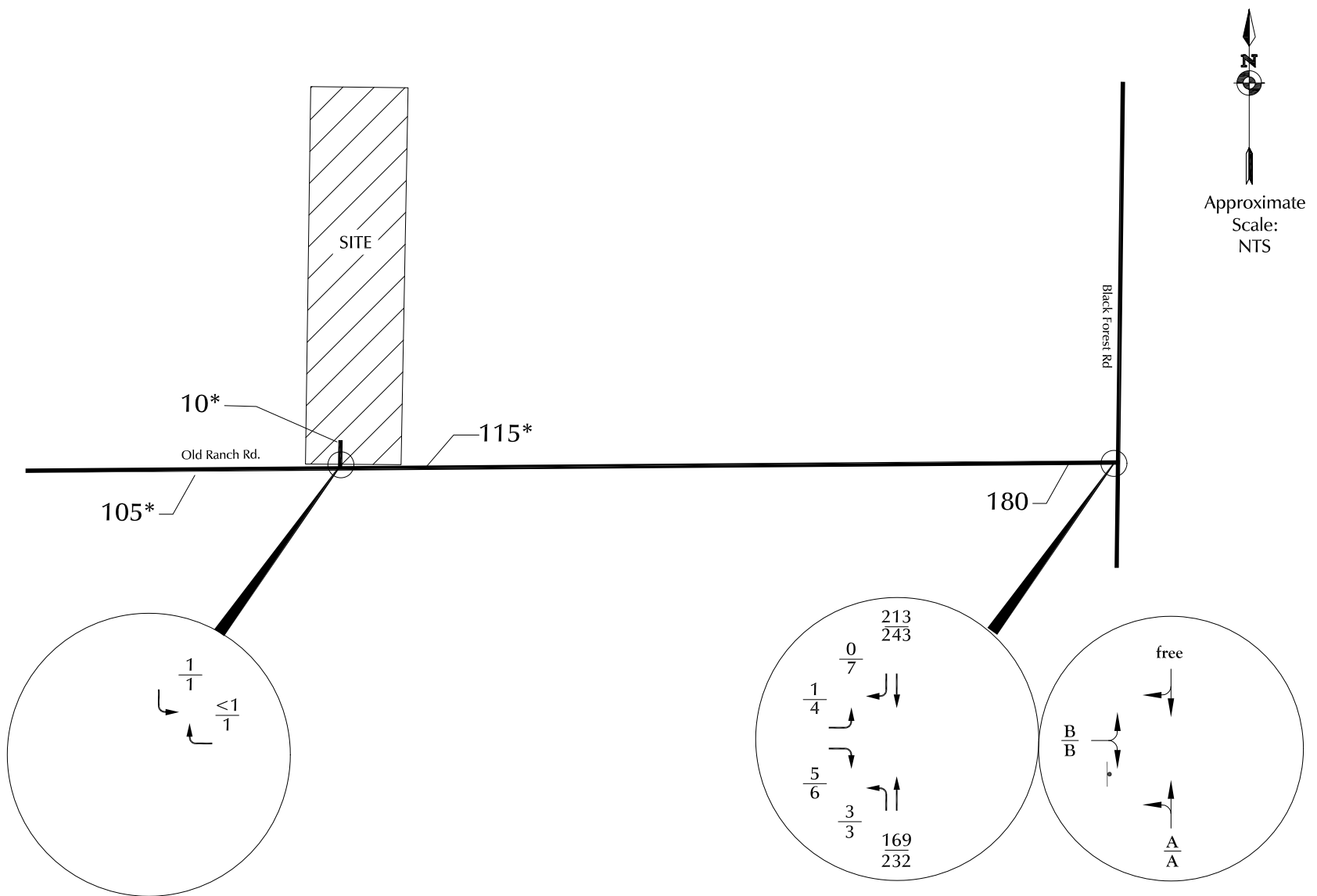


Deviation Exhibit No. 1

Figure 1

Vicinity Map

Koinonia Ranch Minor Subdivision (LSC# 204710)



Approximate
Scale:
NTS

LEGEND: $\frac{XX}{XX}$ = AM Peak-Hour Traffic (veh/hr) / PM Peak-Hour Traffic (veh/hr) Counts by LSC 12/2022

$\frac{A}{B}$ = AM Individual Movement Peak-Hour Level of Service / PM Individual Movement Peak-Hour Level of Service

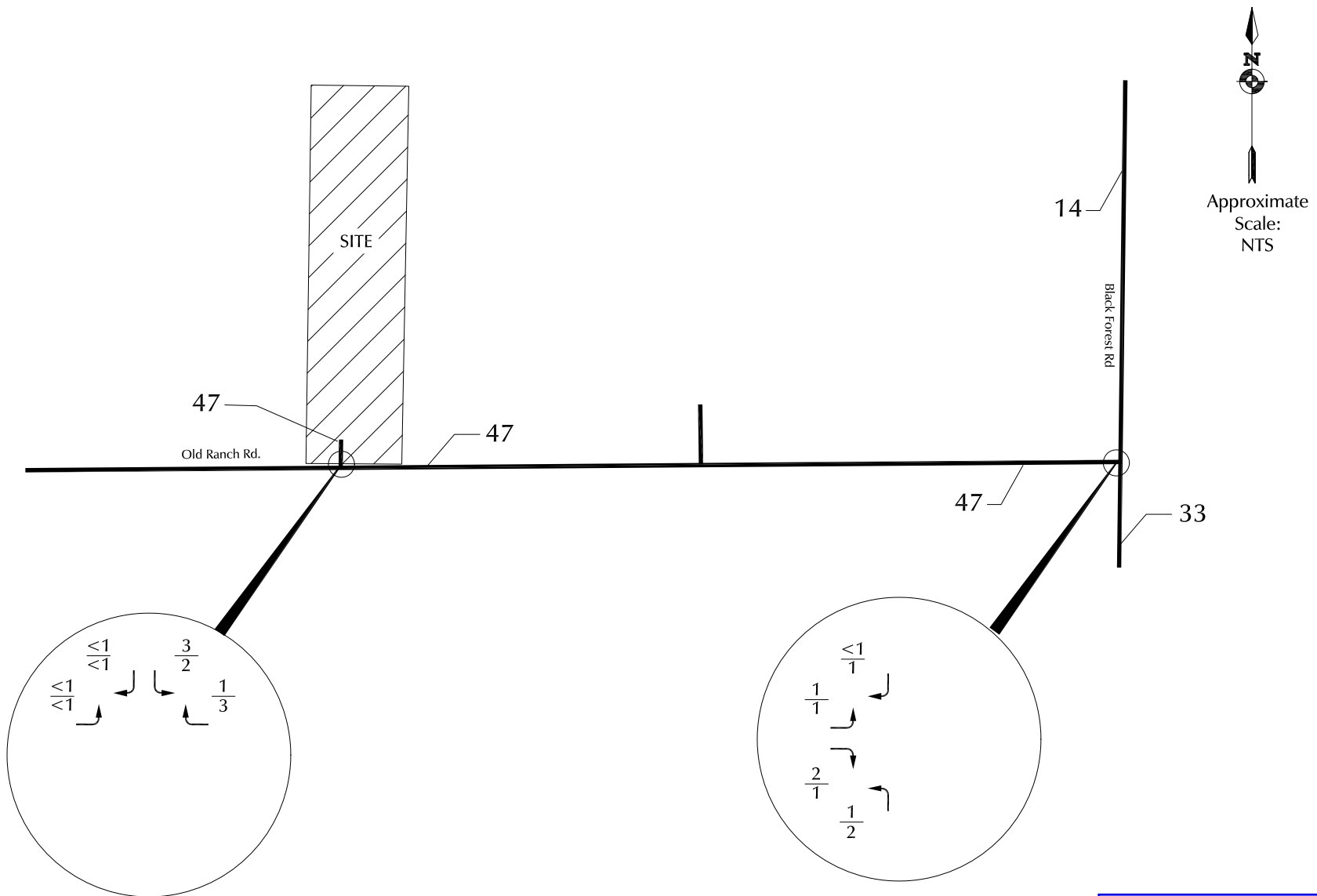
XXX = Average Weekday Traffic (vehicles per day) *Estimated by LSC

Deviation Exhibit No. 2

Figure 3

Existing Traffic Conditions

Koinonia Ranch Minor Subdivision (LSC# 204710)



LEGEND: $\frac{XX}{XX} = \frac{\text{AM Peak-Hour Traffic (veh/hr)}}{\text{PM Peak-Hour Traffic (veh/hr)}}$

XXX = Average Weekday Traffic (vehicles per day)

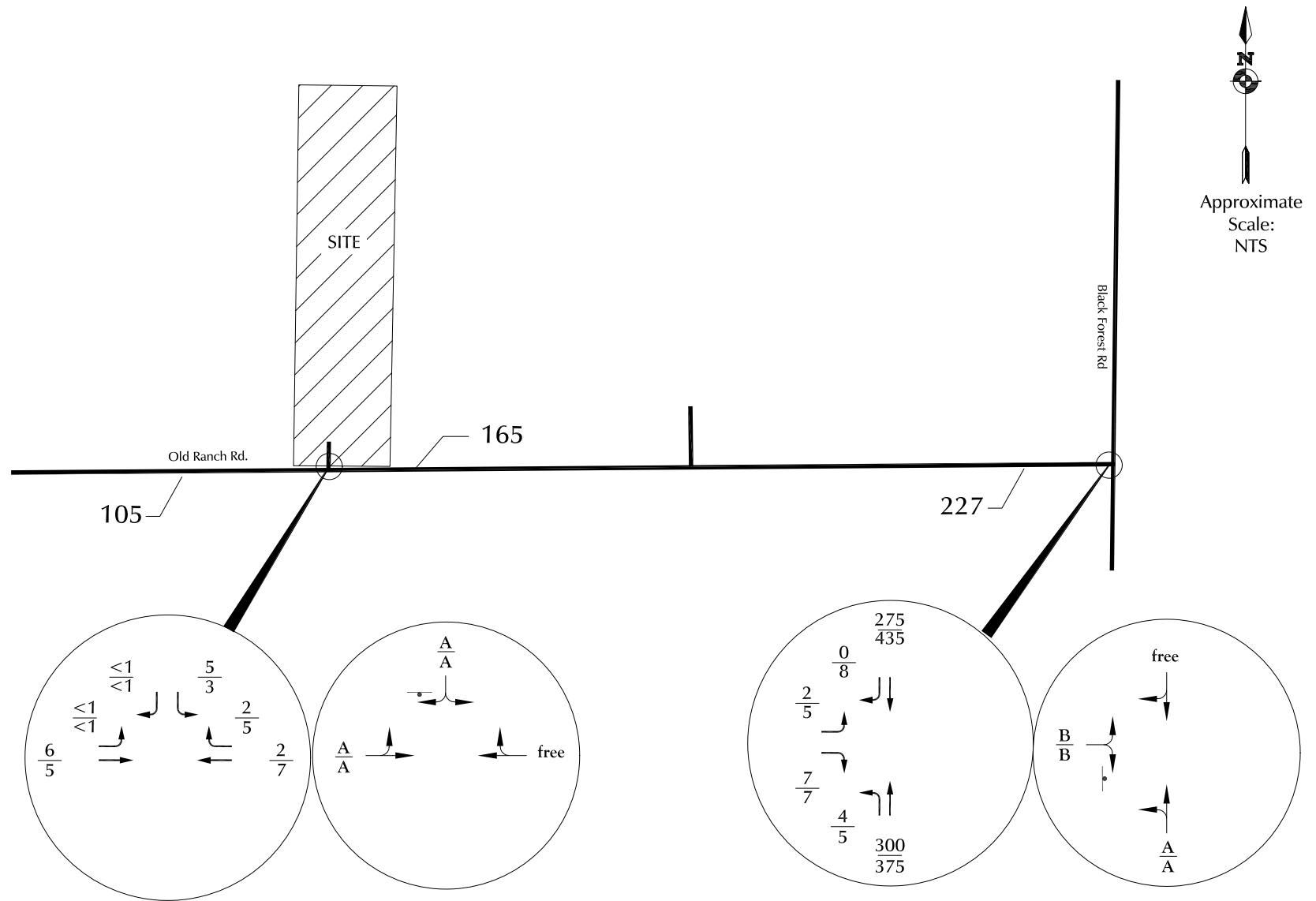
*New trips added by net
new 5 additional lots

Deviation Exhibit No. 3

Figure 5

New* Site-Generated Traffic

Koinonia Ranch Minor Subdivision (LSC# 204710)

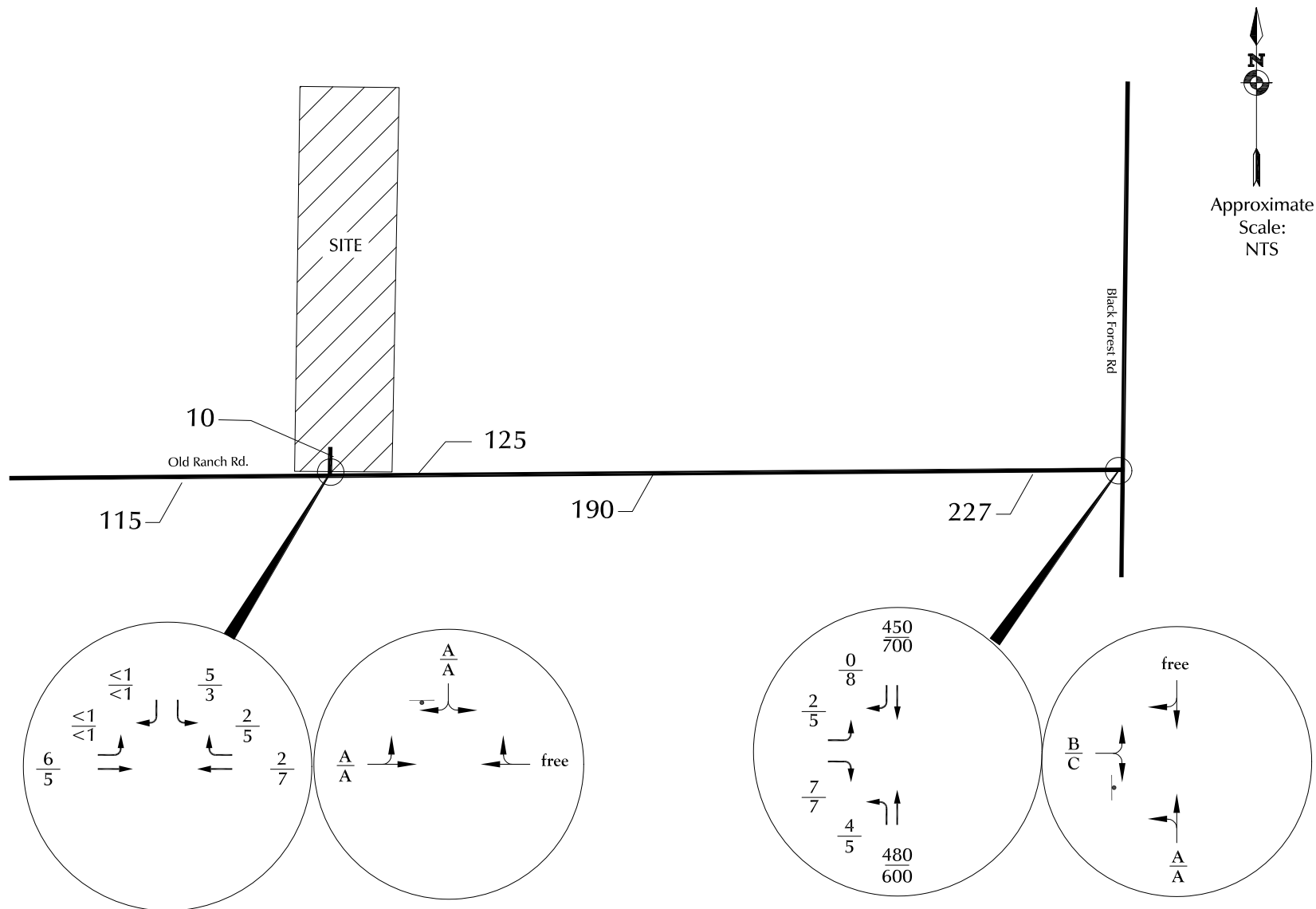


Deviation Exhibit No. 4

Figure 6

Short-Term Total Traffic Conditions

Koinonia Ranch Minor Subdivision (LSC# 204710)



LEGEND: $\frac{XX}{XX}$ = AM Peak-Hour Traffic (veh/hr)
 PM Peak-Hour Traffic (veh/hr)

$\frac{A}{B}$ = AM Individual Movement Peak-Hour Level of Service
 PM Individual Movement Peak-Hour Level of Service

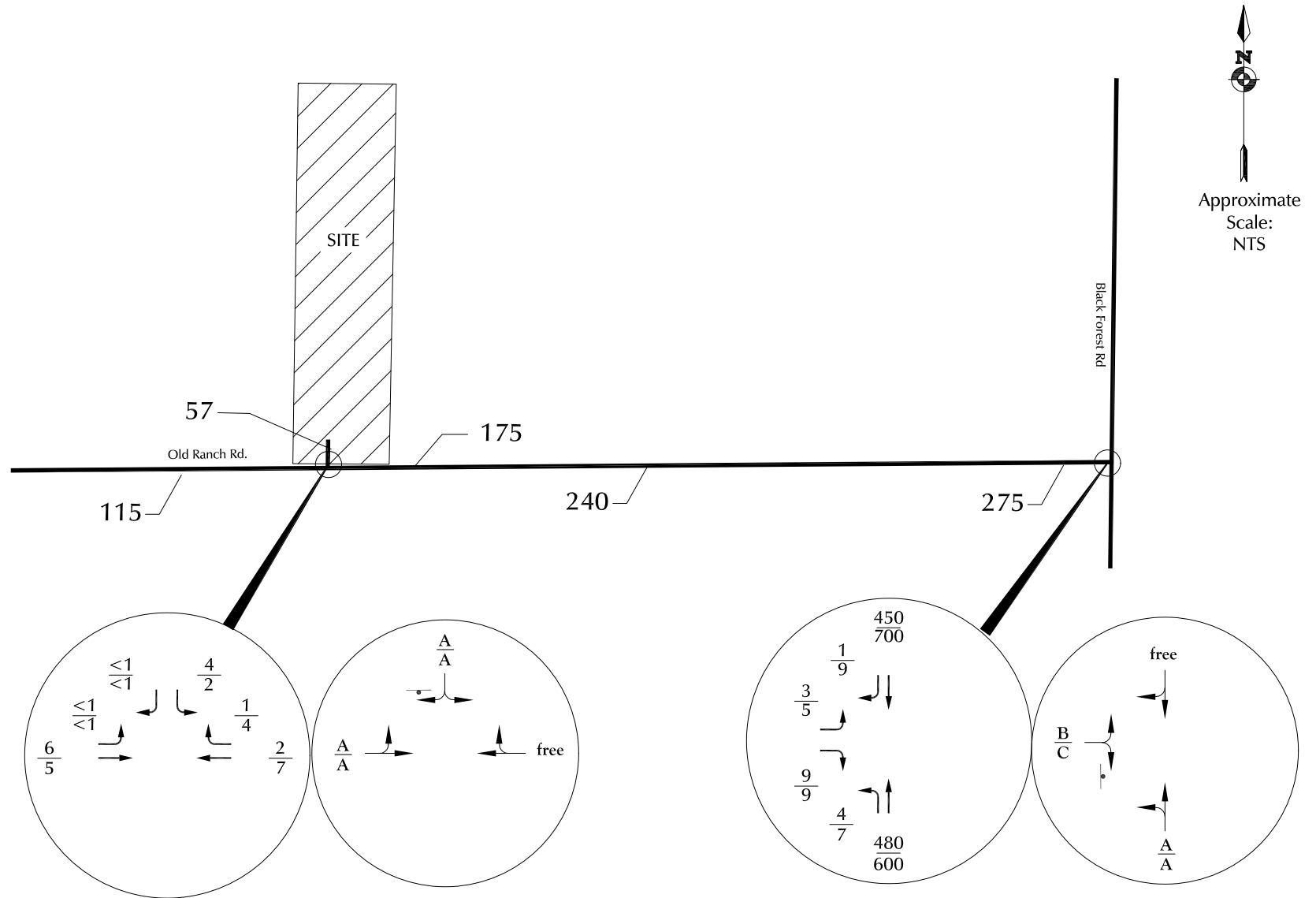
XXX = Average Weekday Traffic (vehicles per day)

Deviation Exhibit No. 5

Figure 7

2043 Background Traffic Conditions

Koinonia Ranch Minor Subdivision (LSC# 204710)

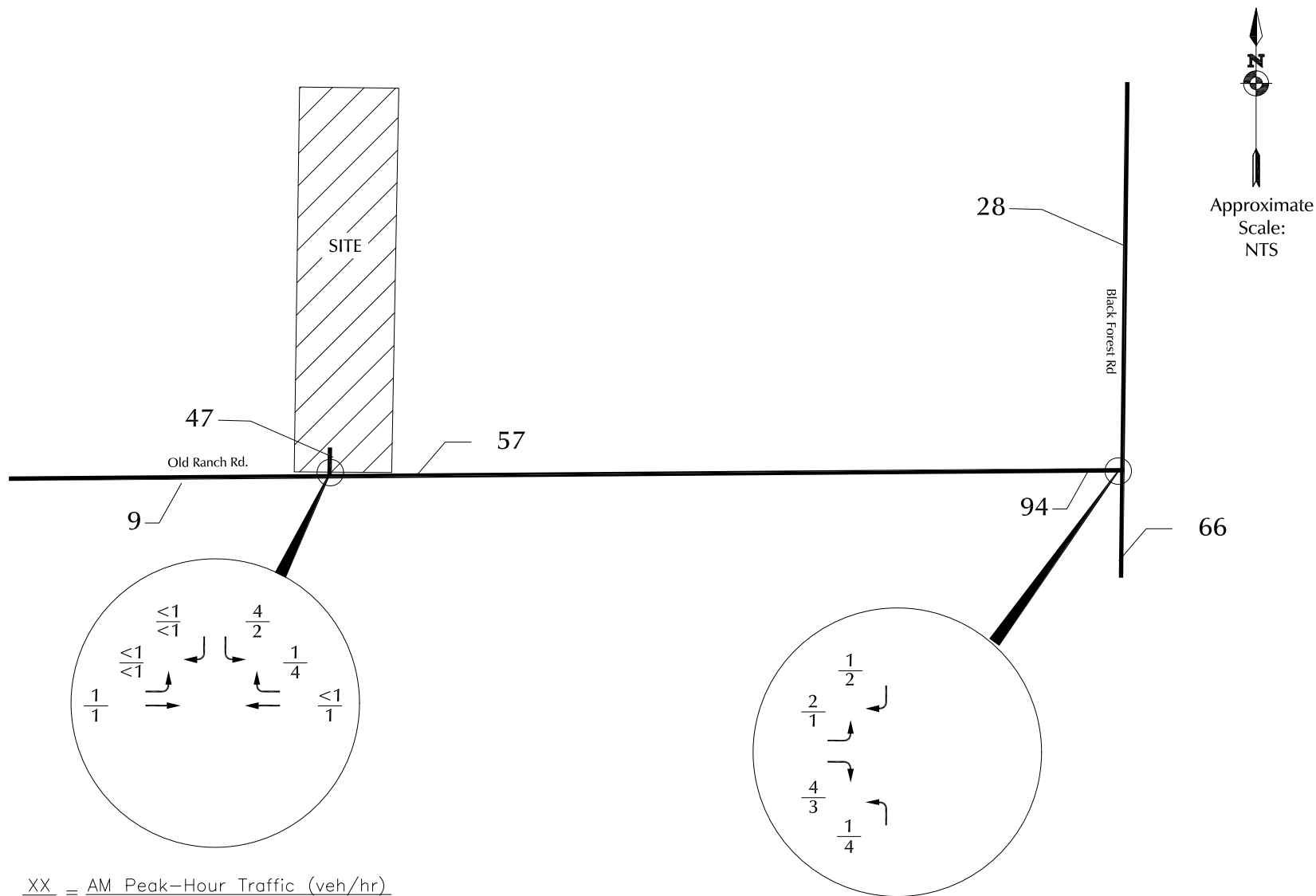


Deviation Exhibit No. 6

Figure 8

2043 Total Traffic Conditions

Koinonia Ranch Minor Subdivision (LSC# 204710)



Deviation Exhibit No. 7

Appendix Figure 3

Total Projected New Traffic

Koinonia Ranch Minor Subdivision (LSC# 204710)