



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

**Special Standard
PUD Zoning District**

Project Name: GRANDVIEW PHASE II

PCD File No.: PUDSP-236

APPLICANT INFORMATION

Company: MELODY HOMES, INC.	Name: RILEY HILLEN
Mailing Address: 9555 S. KINGSTON CT, STE 200 ENGLEWOOD, CO 80112	
Email Address: RHILLEN@DRHORTON.COM	Phone Number: 303-503-4903

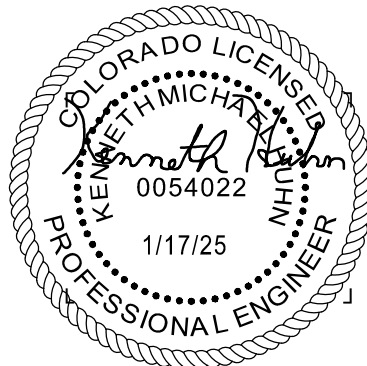
PROFESSIONAL ENGINEER INFORMATION

Company: HR GREEN DEVELOPMENT, LLC	Name: KEN HUHN, PE	P.E. Number (CO): 54022
Mailing Address: 1975 RESEARCH PKWY, STE 160 COLORADO SPRINGS, CO 80920		
Email Address: KHUHN@HRGREEN.COM	Phone Number: 720-602-4965	

DESIGN ENGINEER STATEMENT

The attached special standards were prepared under my direction and supervision and are correct to the best of my knowledge and belief. The special standards can accomplish design objectives equivalent to or exceeding the County Engineering Criteria Manual, meet the professional standard of care and do not compromise public safety or accessibility. I accept responsibility for any liability caused by any negligent acts, errors, or omissions in preparing these special standards.

Engineer's Seal, Signature
And Date of Signature



DEVIATION REQUEST (Attach diagrams, figures, and other documentation to clarify request)

Per ECM section 5.8.7, the deviation must not be detrimental to public safety or injurious to surrounding property. The applicant must include supporting information demonstrating compliance with **all of the following criteria**:

1. The request for a deviation is not based exclusively on financial considerations;
2. The deviation will achieve the intended result with a comparable or superior design and quality of improvement;
3. The deviation will not adversely affect safety or operations;
4. The deviation will not adversely affect maintenance and its associated cost; and
5. The deviation will not adversely affect aesthetic appearance.

Deviation from the standards in Table 2.7 of the Engineering Criteria Manual (ECM) is requested. Describe the specific ECM standard for which a deviation is requested and state the reason for the deviation:

Deviation from Table 2-7. The table lists a minimum 565' centerline radius for An Urban Residential Collector Roadway. The deviation proposes a centerline radius of 301' at one location along the collector segment at the western end of Dawlish Drive, between Eastonville Road and Marazion Way. Dawlish Drive was previously classified as an Urban Local roadway in the approved Phase 1 Traffic Study, but changes to the layout of Phase 2 to the east have led to a classification change based on ADT being slightly over the 3,000 VPD threshold.

- 1.) The request saves one lot and maintains previously approved configuration with Phase 1 PUD.
- 2.) The pavement and Right of Way widths are designed to Urban Residential Collector standards to adequately convey traffic volumes as intended with the standard design of Urban Residential Collectors.
- 3.) Vehicular safety will be improved by reducing the speed to 25 mph (Local Roadway) entering the curve. Pedestrian safety is increased by shifting the sidewalk further from the roadway throughout this section.
- 4.) The resulting deviation of centerline radius will not impact maintenance and associated cost.
- 5.) The deviation has minimal impact to aesthetic appearance, however, more landscaping in the larger tree lawn will improve aesthetics.

An excerpt from the most recent traffic study and exhibit of the proposed location of the deviation are shown below:

Excerpt of Figure 13 of Traffic Impact Analysis for Phases 2-3

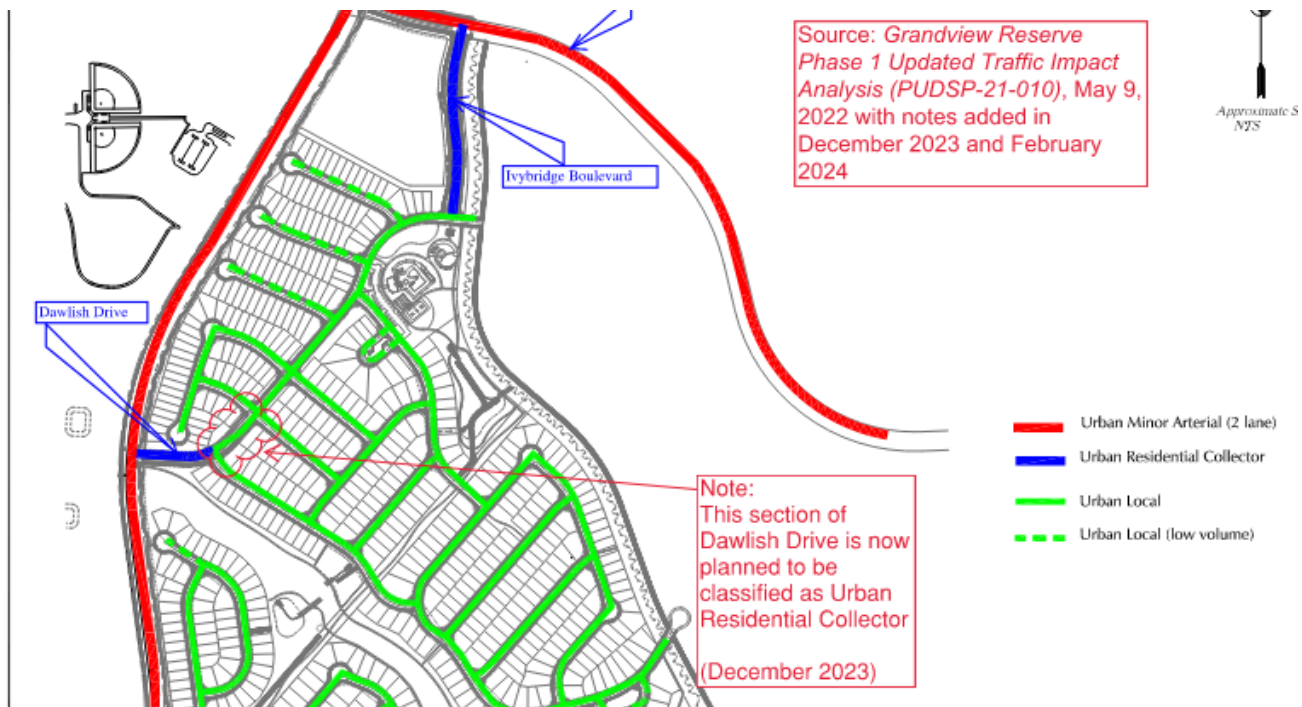
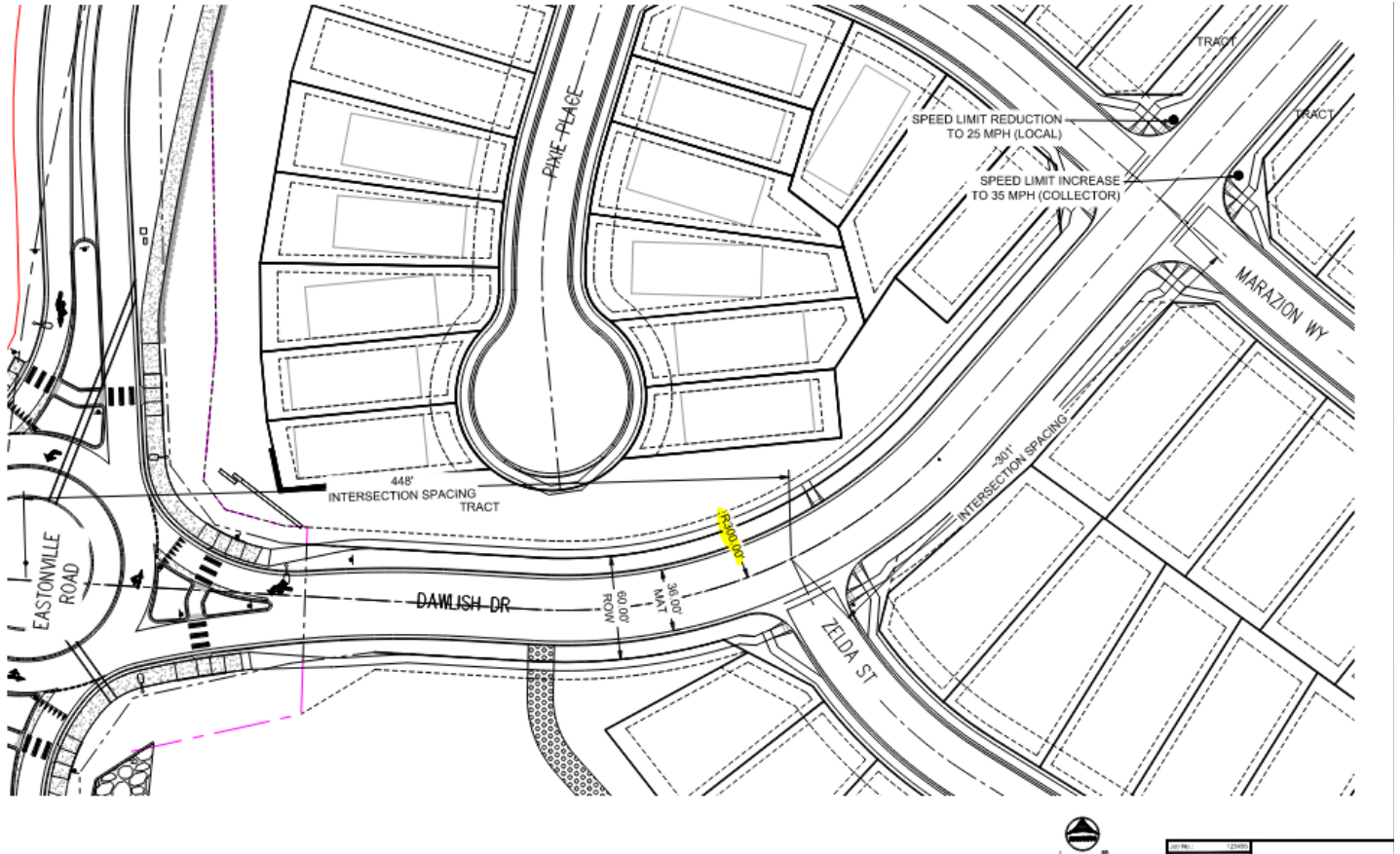


Exhibit of Deviation Location



Describe in detail the proposed special standards to apply within the proposed PUD zone:

No special standards apply within the proposed PUD zone.

FOR OFFICIAL USE ONLY

CRITERIA FOR APPROVAL

Per ECM section 5.8.7, the deviation must not be detrimental to public safety or injurious to surrounding property. The applicant has demonstrated that:

Yes	No	N/A	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The request for a deviation is not based exclusively on financial considerations.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The deviation will achieve the intended result with a comparable or superior design and quality of improvement.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The deviation will not adversely affect safety or operations.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The deviation will not adversely affect maintenance and its associated cost.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The deviation will not adversely affect aesthetic appearance.

RECOMMENDATION:

The ECM Administrator recommends [Approval / Denial] of the special standard(s) proposed for this PUD Zoning District.

Joshua Palmer, P.E.
County Engineer / ECM Administrator

Date

ECM ADMINISTRATOR COMMENTS:



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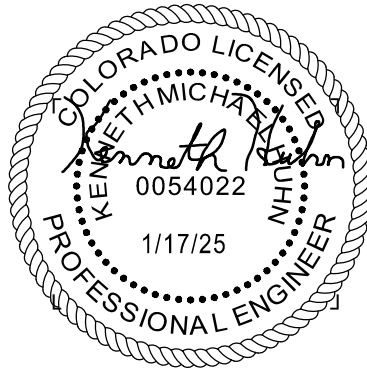
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Engineer's Seal, Signature
 And Date of Signature



DEVIATION REQUEST (Attach diagrams, figures, and other documentation to clarify request)

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1. The request for a deviation is not based exclusively on financial considerations;
2. The deviation will achieve the intended result with a comparable or superior design and quality of improvement;
3. The deviation will not adversely affect safety or operations;
4. The deviation will not adversely affect maintenance and its associated cost; and
5. The deviation will not adversely affect aesthetic appearance.

Deviation from the standards in Table 2.7 of the Engineering Criteria Manual (ECM) is requested. Describe the specific ECM standard for which a deviation is requested and state the reason for the deviation:

Deviation from Table 2-7. The table lists a minimum 330' intersection spacing for an Urban Residential Collector Roadway intersecting a local roadway. The deviation proposes an intersection spacing of approximately 301' along the collector segment at the western end of Dawlish Drive between the Zelda Street (Local) and Marazion Way (Local) intersections. Dawlish Drive was previously classified as an Urban Local roadway in the approved Phase 1 Traffic Study, but changes to the layout of Phase 2 to the east have led to a classification change based on ADT being slightly over the 3,000 VPD threshold.

- 1.) The deviation is not based on financial considerations and is intended to maintain the previously approved configuration with Phase 1 PUD.
- 2.) The pavement and Right of Way widths are designed to Urban Residential Collector standards to adequately convey traffic volumes as intended with the standard design of Urban Residential Collectors.
- 3.) Vehicular safety will be improved by reducing the speed to 25 mph (Local Roadway) prior to entering the segment of Dawlish between Zelda Street and Marazion Way. Pedestrian safety is increased by shifting the sidewalk further from the roadway throughout this section.
- 4.) The resulting deviation of intersection spacing at one location has an insignificant impact maintenance and associated cost.
- 5.) The deviation has minimal impact to aesthetic appearance, however, more landscaping in the larger tree lawn will improve aesthetics.

An excerpt from the most recent traffic study and exhibit of the proposed location of the deviation are shown below:

Excerpt of Figure 13 from Traffic Impact Analysis for Phases 2-3

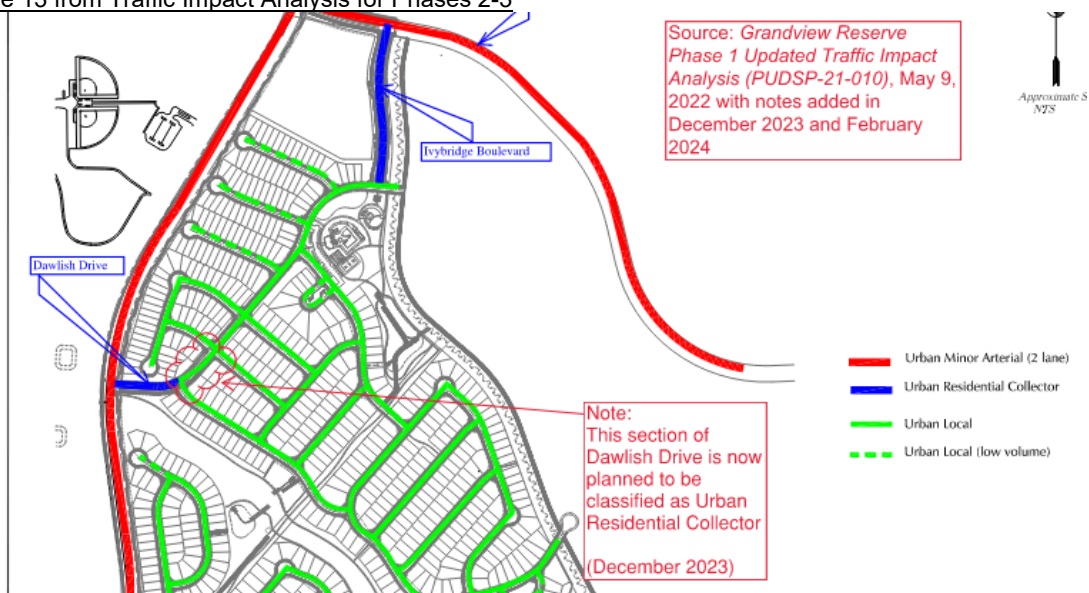
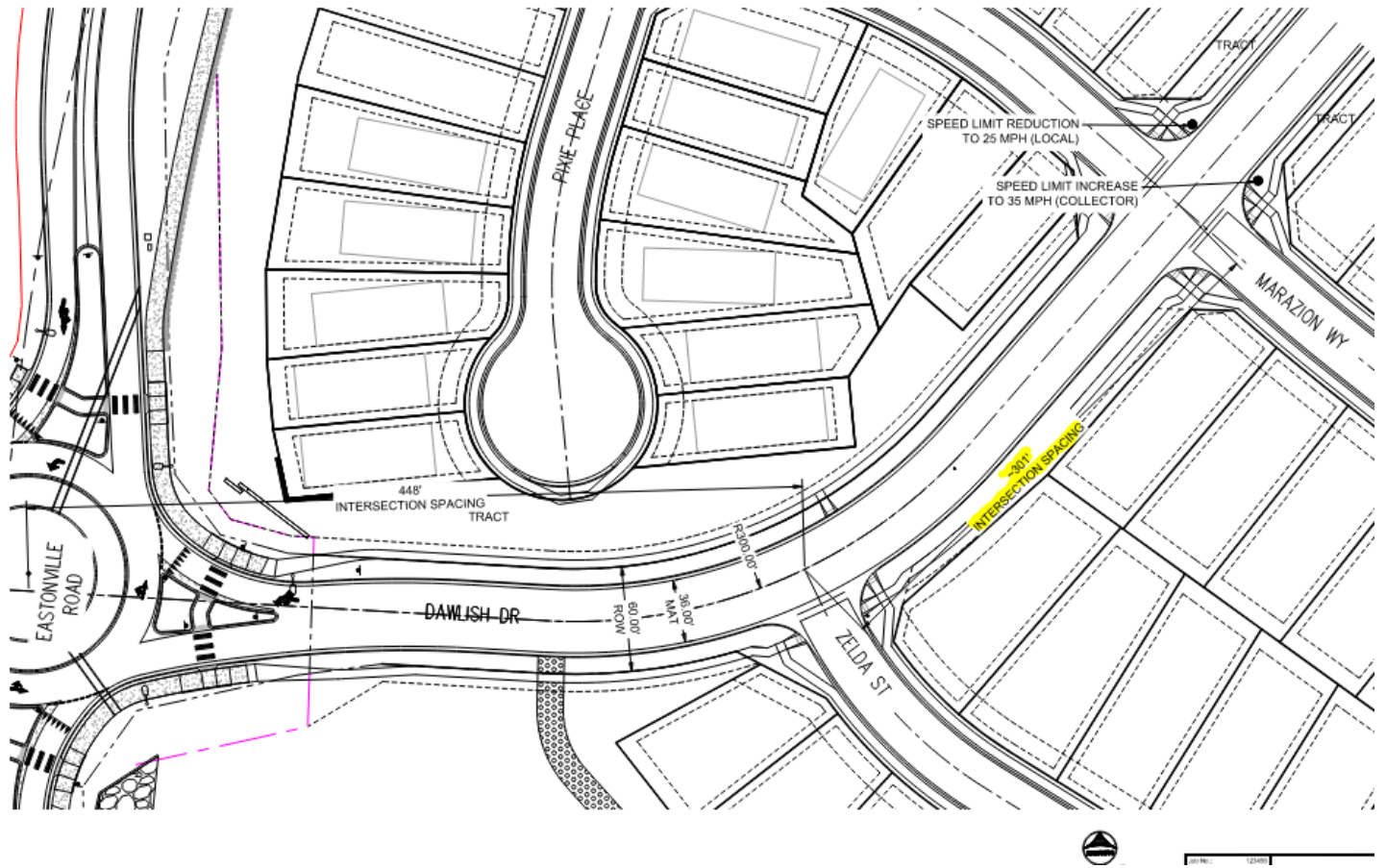


Exhibit of Deviation Location



Describe in detail the proposed special standards to apply within the proposed PUD zone:

No special standards apply within the proposed PUD zone.

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Yes	No	N/A	
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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The deviation will achieve the intended result with a comparable or superior design and quality of improvement.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The deviation will not adversely affect safety or operations.
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RECOMMENDATION:

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Joshua Palmer, P.E.
County Engineer / ECM Administrator

Date

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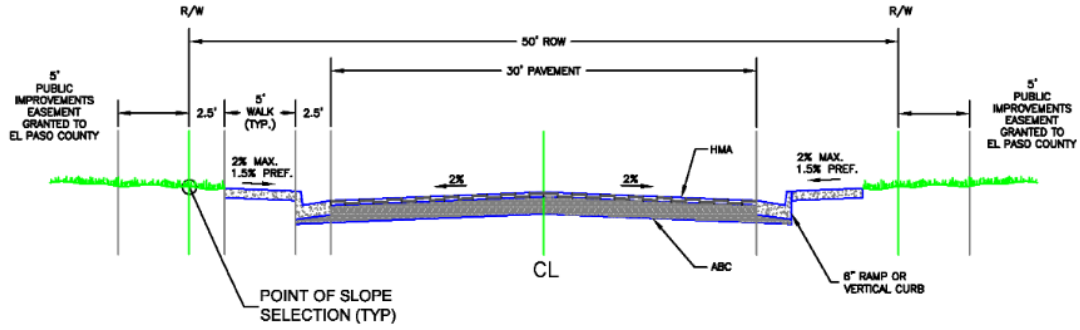
Deviation from the standards in Section 2.3.2 of the Engineering Criteria Manual (ECM) is requested. Describe the specific ECM standard for which a deviation is requested and state the reason for the deviation:

This Deviation is for Grange Tr. only.

Deviation from Figure SD_2-2: Typical Urban Local Roadway Cross Section. The figure shows the typical cross section with a right of way width of 50', attached 5' sidewalk, and a tree lawn of 2.5'. The Modified Urban Local Roadway Cross Section proposes a right of way width of 65' to encompass a larger 10' tree lawn and detached 5' sidewalk. The standard and modified cross sections are shown below. This Deviation is for Grange Tr. only.


- 1.) The deviation increases financial obligations for the roadway by adding increased landscaping area.
- 2.) The proposed cross section is comparable to county standards by providing sufficient lanes to safely convey peak volumes of traffic as determined by the traffic study.
- 3.) The deviation promotes pedestrian safety by increasing separation of the sidewalk from the roadway.
- 4.) The deviation will have insignificant effects on maintenance as the mat width remains the same.
- 5.) The deviation provides more usable green space/landscaping for a more aesthetically pleasing entrance to the subdivision.

Standard Roadway Section



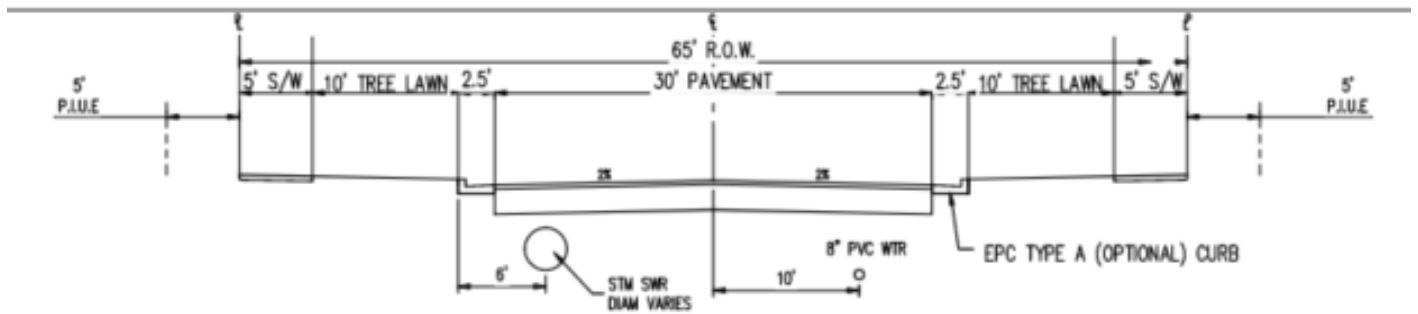
Roadway Design Parameters
 Design Speed: 25 mph
 Posted Speed: 25 mph
 Maximum ADT: 3,000
 Design Vehicle: WB-50

SCALE: NOT TO

6/23/20 ID: Jennifer E. Irvine PUBLIC WORKS	Urban Local Roadway Standard Cross Section	
	REVISION DATE: 6/23/20 FILE NAME: SD_2-2	

23-20)

Modified Roadway Section



GRANGE TR.
MODIFIED NEIGHBORHOOD STREET: 65' R.O.W. STREET SECTION
DETACHED SIDEWALK(URBAN LOCAL)
 N.T.S.

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RECOMMENDATION:

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Joshua Palmer, P.E.
County Engineer / ECM Administrator

Date

ECM ADMINISTRATOR COMMENTS: