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DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

PROJECT INFORMATION

Project Name : Paint Brush Hills Fil 14

Schedule No.(s) : 5226101009

Legal Description : TR E PAINT BRUSH HILLS FIL NO 13 E

APPLICANT INFORMATION

Company : The Landhuis Company

Name : Jeff Mark

☒ Owner ☐ Consultant ☐ Contractor

Mailing Address : 212 North Wahsatch Avenue, Suite 301
Colorado Springs, CO 80903

Phone Number : 719-635-3200

FAX Number :

Email Address : jmark@landhuisco.com

ENGINEER INFORMATION

Company : LSC Transportation Consultants, Inc.

Name : Jeffrey C. Hodsdon

Colorado P.E. Number : 31684

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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)

1-13-21
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 Section **2.3.2** of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

2.3.2 Design Standards by Classification

Table 2-7 Intersection spacing on an Urban Local is 175 feet

State the reason for the requested deviation:

Due to the shape of the site, the need to create larger lots along the west boundary of the property, and the need to tie into existing Keating Drive, the resulting street and lot layout resulted in an Urban Local/Urban Local street intersection slightly below the 175-foot spacing criteria. Exhibit 1 shows the location of the proposed deviation.

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

The intersection of Country Manor Drive/Keynes Drive is proposed about 161 feet east of Keating Drive (centerline to centerline). This is 14 feet short of the ECM minimum spacing for an Urban Local. Exhibit 2 shows the proposed spacing.

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:

Due to the shape of the site, the need to create larger lots along the west boundary of the site, and the need to tie into existing Keating Drive, the resulting street and lot the resulting street layout resulted in an Urban Local/Urban Local street intersection slightly below the 175-foot spacing criteria.

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 intersection spacing will not impact turn-lane design as no auxiliary turn lanes are anticipated to be required on Keynes Drive and can meet the required stopping sight distance. The spacing proposed is also between two T-intersections, which is a different situation than two consecutive four-leg intersections along a Local street. Keating/Keynes is a "T" intersection and all eastbound traffic will slow and stop at Keating. Keynes/Country Manor is a T intersection with no street leg extending south. As such, there will be no accompanying westbound left-turning traffic (except for turns into an individual lot driveway) normally associated with a four-leg intersection.

The deviation will not adversely affect safety or operations.

The available stopping sight distance from the start of the pavement on the west leg of Keating/Keynes to the centerline of Country Manor/Keynes is about 149.5'. The required stopping sight distance from Table 2-17 of the ECM is 155 feet, based on a design speed of 25 mph. As Keating/Keynes is a "T" intersection all westbound traffic on Keynes Drive approaching Country Manor Drive will have either just turned right or left from Country Manor Drive. The turning speed for these movements is likely between 9 and 20 mph. Using the assumptions stated in Table 2-17 (break reaction distance predicted on a time of 2.5 seconds and a deceleration rate of 11.2 feet/second) the calculated maximum speed from which a full stop could be achieved within 149.5 feet is 24.7 mph. Exhibit 3 shows the sight distance analysis.

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

The deviation will not impact maintenance costs. The minor spacing difference from the standard will not affect maintenance operations/costs and the street cross sections and intersection radii/corners will be built to County standards

The deviation will not adversely affect aesthetic appearance.

The slightly closer intersection spacing (14 feet) will not have a noticeable difference and the street cross sections and intersection radii/corners will be built to County standards.

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

The proposed intersection spacing will not impact turn-lane design as no auxiliary turn lanes are anticipated to be required and can meet the required stopping sight distance. The intent and purpose of the standard is likely related to the sight distance. The site-specific condition with two T-intersections reduces need for the full 175' distance.

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.

N/A

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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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

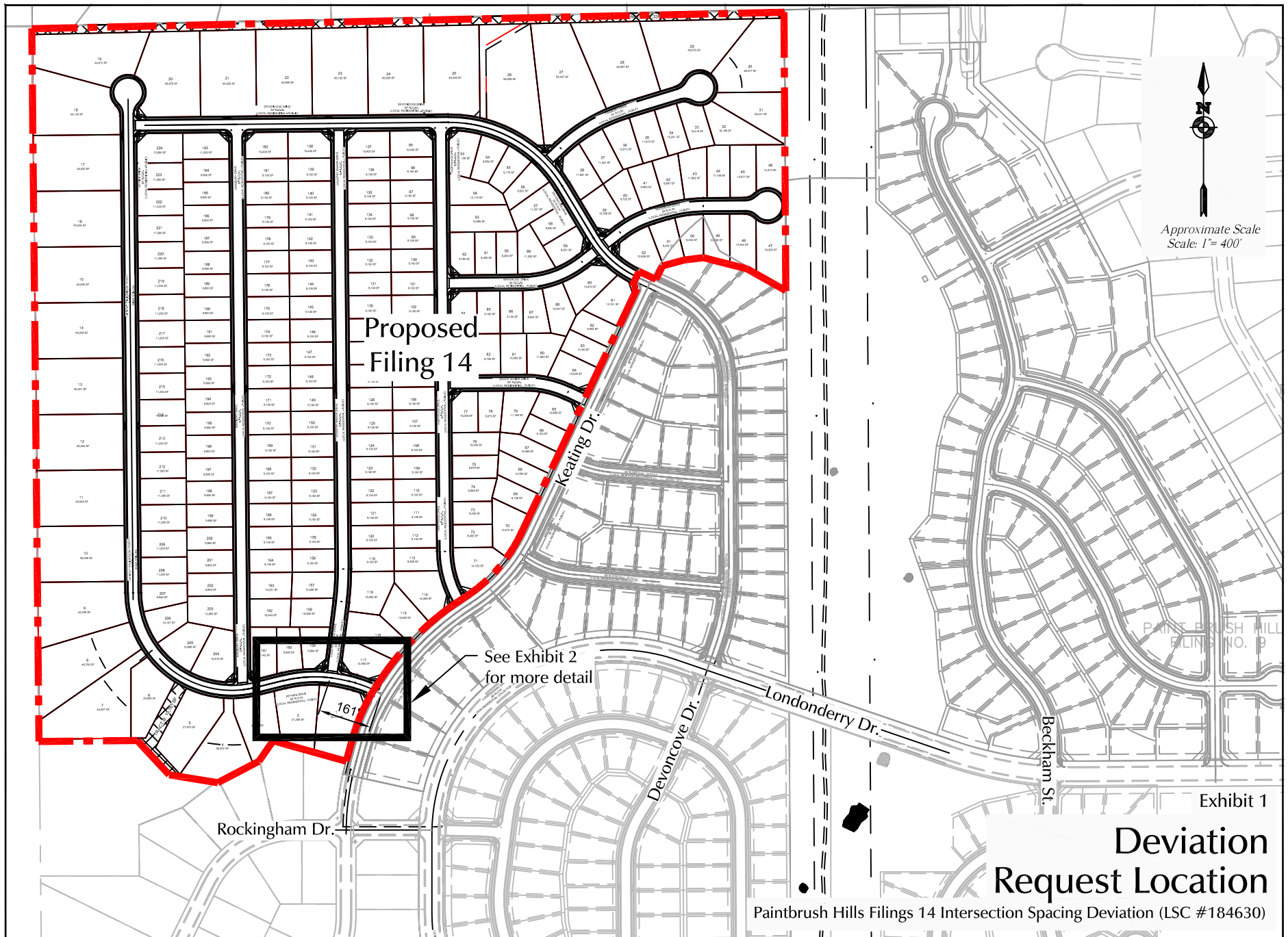
Whether a request for deviation is approved as proposed or with conditions, the approval is for project-specific use and shall not constitute a precedent or general deviation from these Standards.

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.

Exhibits





Approximate Scale
Scale: 1" = 400'

PAINT BRUSH HILLS
FILINGS NO. 19

Exhibit 1

Deviation Request Location

Paintbrush Hills Filings 14 Intersection Spacing Deviation (LSC #184630)

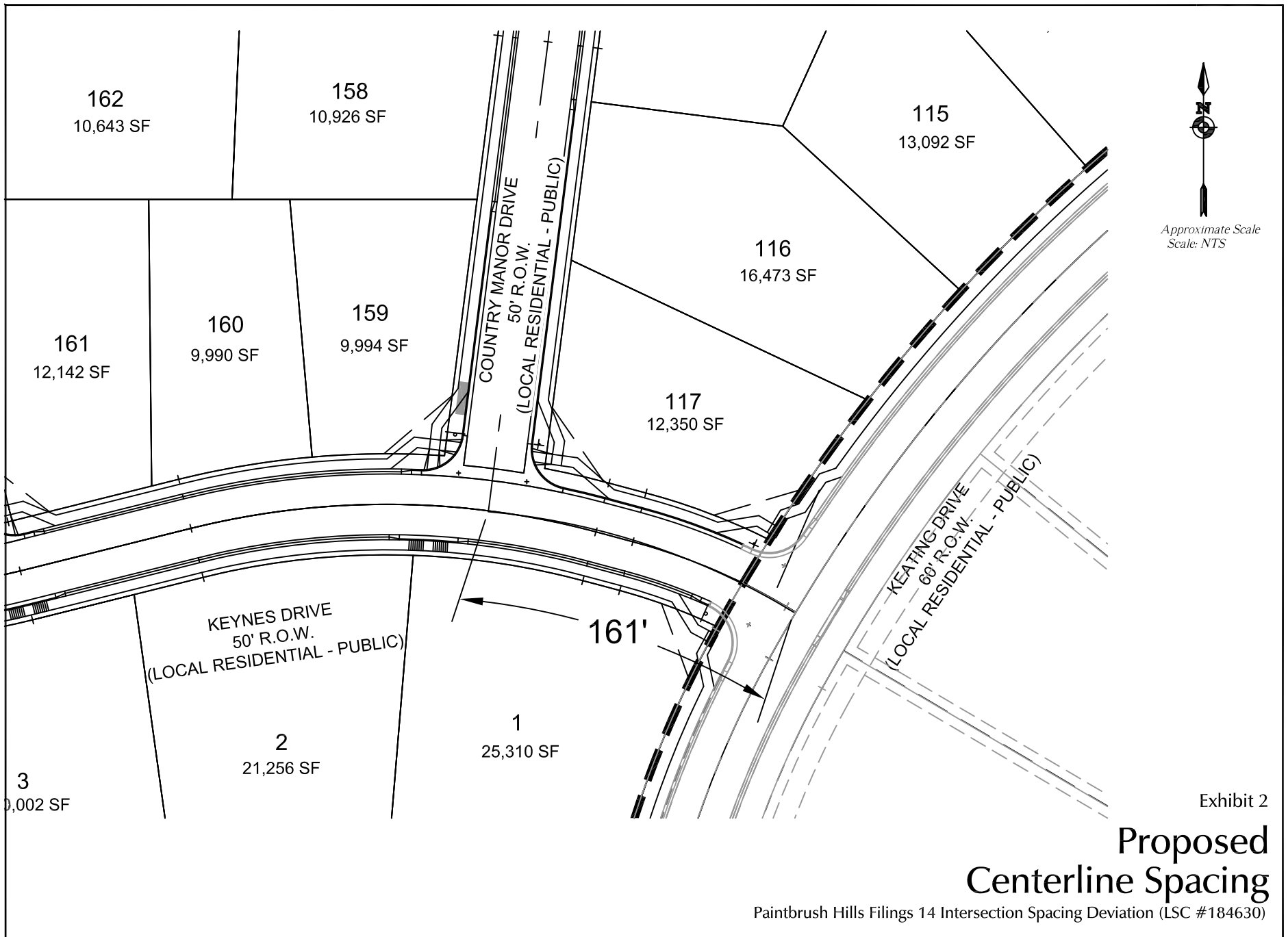


Exhibit 2

Proposed Centerline Spacing

Paintbrush Hills Filings 14 Intersection Spacing Deviation (LSC #184630)

