



Planning and Community  
Development Department  
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Colorado Springs, Colorado 80910  
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## DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

### PROJECT INFORMATION

Project Name :	Waterbury
Schedule No.(s) :	4200000417
Legal Description :	TR IN NW4, SW4 SEC 28, E2SE4 SEC 29, NW4 SEC 33-12-64 DESC AS FOLS: COM AT NW COR OF SD SEC 28, TH S 00<30'55" E 1319.39 FT TO NW COR OF S2NW4, S 89<47'08" E 588.96 FT TO A PT ON ELY R/W OF EASTONVILLE RD FOR POB, CON S 89<47'08" E 1605.16 FT, S 00<12'59" W 435.00 FT, S 89<47'01" E 139.63 FT, S 00<12'59" W 330.00 FT, N 89<47'01" W 350.00 FT, N 00<12'59" E 30.00 FT, N 89<47'01" W 435.00 FT, S 00<12'59" W 377.02 FT, S 12<05'17" E 298.63 FT, S 25<18'38" E 227.74 FT, S 37<45'39" E 249.37 FT, S 51<48'59" E 239.45 FT, S 24<21'29" W 365.46 FT, TH ALG ARC OF CUR TO THE L HAVING A RAD OF 965.00 FT AN ARC DIST OF 18.61 FT A C/A OF 01<06'18" WHICH CHORD BEARS N 26<38'08" E, TH S 25<31'50" W 699.86 FT, N 28<50'14" W 419.93 FT, S 39<02'37" W 269.86 FT, S 28<43'09" E 182.42 FT, S 20<34'25" E 144.94 FT, S 04<10'28" W 63.70 FT, TH ALG ARC OF CUR TO THE R HAVING A RAD OF 1465.00 FT AN ARC DIST OF 64.34 FT A C/A OF 02<30'59" WHICH CHORD BEARS N 07<06'03" E, S 09<37'02" W 70.00 FT, S 12<40'04" W 679.15 FT, S 10<45'49" E 120.00 FT, TH ALG ARC OF CUR TO THE L HAVING A RAD OF 1280.00 FT AN ARC DIST OF 336.84 FT A C/A OF 15<04'39" WHICH CHORD BEARS S 10<45'49" E, S 64<09'32" W 723.95 FT, N 10<22'31" E 439.41 FT, N 12<01'08" W 399.03 FT, N 18<38'16" W 326.29 FT, N 24<17'51" W 617.25 FT, N 30<04'30" W 382.89 FT, N 18<14'27" W 254.35 FT, N 28<23'01" W 429.55 FT TO A PT ON ELY R/W LN OF EASTONVILLE RD, N 38<15'31" E 549.80 FT TO A PT ON SLY LN OF NE4 SEC 29 S 89<54'34" E 310.49 FT, N 00<30'55" W 389.80 FT TO A PT ON ELY R/W LN OF EASTONVILLE RD, N 38<15'31" E 3.28 FT, N 37<34'53" E 508.84 FT, TH ALG ARC OF CUR TO THE L HAVING A RAD OF 1630.00 FT AN ARC DIST OF 589.68 FT A C/A OF 20<43'39" TO POB, EX THAT SLY POR CONV BY REC # 208025323, EX PT DESC BY REC # 217092201

### APPLICANT INFORMATION

Company :	4 Way Ranch Joint Venture, LLC
Name :	Peter Martz
	<input checked="" type="checkbox"/> Owner <input type="checkbox"/> Consultant <input type="checkbox"/> Contractor
Mailing Address :	P.O. Box 50223 Colorado Springs, CO 80949
Phone Number :	719-447-8773
FAX Number :	
Email Address :	pmartzlrg@comcast.net

### ENGINEER INFORMATION

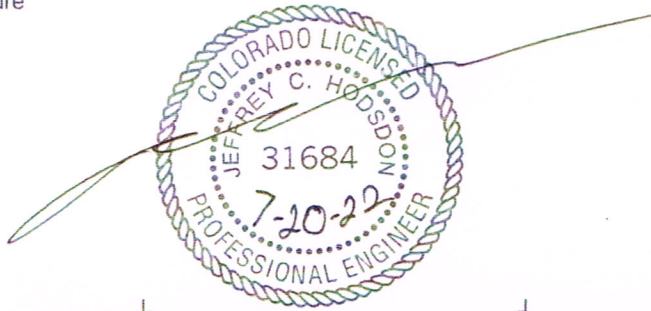
Company :	LSC Transportation Consultants, Inc		
Name :	Jeffrey C. Hodsdon	Colorado P.E. Number :	31684
Mailing Address :	2504 East Pikes Peak Avenue, Suite 304 Colorado Springs, CO 80909		
Phone Number :	719-633-2868		
FAX Number :	719-633-5430		
Email Address :	jeff@LSCtrans.com		

**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.

Patricia R. Monty \_\_\_\_\_ Date 7/21/22  
Signature of owner (or authorized representative)

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 **2.2.4.B.5 Roadway Functional Classifications and Urban/Rural Designations Urban Residential Collector and 2.3.2 Design Standards by Functional Class** of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

Typical Urban Residential Collector Cross Section shown in Figure 2-15 of the ECM and the design standards for an Urban Residential Collector shown in Table 2-7.

State the reason for the requested deviation:

The deviation will allow for partial turn movement direct access for lots adjacent to Saybrook Drive (a planned Urban Collector) as no local or private roadways or alleys would provide access.

Note: The street classification for this segment of Saybrook was established with the PUD Development Plan. The revised projections of ADT in this report show a future ADT of about 2,500, which is under the design ADT of an Urban Local Street (which allows lot access).

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

See the attached exhibit for the proposed modified cross section for Saybrook Drive.

The revised projections of ADT in this report show a future ADT of about 2,500, which is under the design ADT of an Urban Local Street (which allows lot access).

The typical cross section for an Urban Residential Collector provides for a 36' of pavement (excluding gutter pan) in 60' of right-of-way with no median.

The proposed cross section would provide for 25.5' of pavement in each direction (7.5' for parking including gutter pan, a 3' striped "buffer", a 5' bike lane, a 12' travel lane (exclusive of 1' concrete gutter pan) and a 15' median in 89' of right-of-way.

"No full movement parcel access is permitted where the local roadways can be expected to provide access. Where no local public or private roadways can provide access, partial turn movement access may be permitted. Intersection and access location and design are reviewed by the ECM Administrator to ensure roadway objectives are being met." The proposed median would restrict direct driveway access for lots adjacent to Saybrook to right-in/right-out only. The roundabout to the north and the median opening on the south would provide residents (of the lots along this section of Saybrook) opportunities for U-turns (to reverse direction of travel).

The proposed cross section will provide for on street parallel parking which is not allowed on Urban Residential Collectors based on the criteria contained in Table 2-6. The adjacent parking lane and striped buffer would provide space for drivers to back out of driveways without having to back into the through traffic lanes. The intention is that parking would be restricted in front of the driveways (obviously) and "upstream" a short distance from each driveway to allow for backing maneuver into the combined buffer and parking lane width.

#### 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:

Direct access to Saybrook Drive is needed as there would be no other local or private streets or alleys adjacent to these lots.

#### 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.

Direct lot access is needed to Saybrook Drive as there are no other local or private streets or alleys providing access. The proposed modified cross section will allow for needed access while preserving operation of through movements. The revised projections of ADT in this report show a future ADT of about 2,500, which is under the design ADT of an Urban Local Street, which allows lot access.

The deviation will not adversely affect safety or operations.

The proposed median will restrict the driveways for lots adjacent to Saybrook Drive to right-in/right-out only. Residents & guests will be able to utilize the planned roundabout to the north and the proposed median opening on the south end to make U-turns to travel in the desired direction. The proposed parking lane and 3' buffer between the parking lane and the bike lane will allow for vehicles to safely back out of their driveways without the need to back into the bike lane or travel lane.

The revised projections of ADT in this report show a future ADT of about 2,500, which is under the design ADT of an Urban Local Street, which allows lot access. The prior projected average weekday traffic volume on Saybrook Drive with the PUD development plan was 3,575 vehicles per day. This was only 575 vehicles per day over the design ADT of Urban Local streets which allow for direct driveway access. This ADT is also far below the 10,000 vehicle per day design ADT for an Urban Residential Collector.

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

There may be some additional cost to maintain the additional pavement width and raised median. The district will maintain the landscaping.

The deviation will not adversely affect aesthetic appearance.

The raised median will allow for landscaping, likely enhancing the aesthetic appearance

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

The proposed modified cross section will allow for needed lot access while maintaining efficiency of through movements.

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.


Water quality will be provided.

**REVIEW AND RECOMMENDATION:**

2.2.4.B.5 Roadway Functional Classifications and Urban/Rural Designations Urban Residential Collector and 2.3.2 Design Standards by Functional Class

**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.

<b>Approved</b> by Jeff Rice El Paso County Department of Public Works on behalf of Elizabeth Nijkamp, Deputy County Engineer	
04/27/2023 4:15:30 PM	

**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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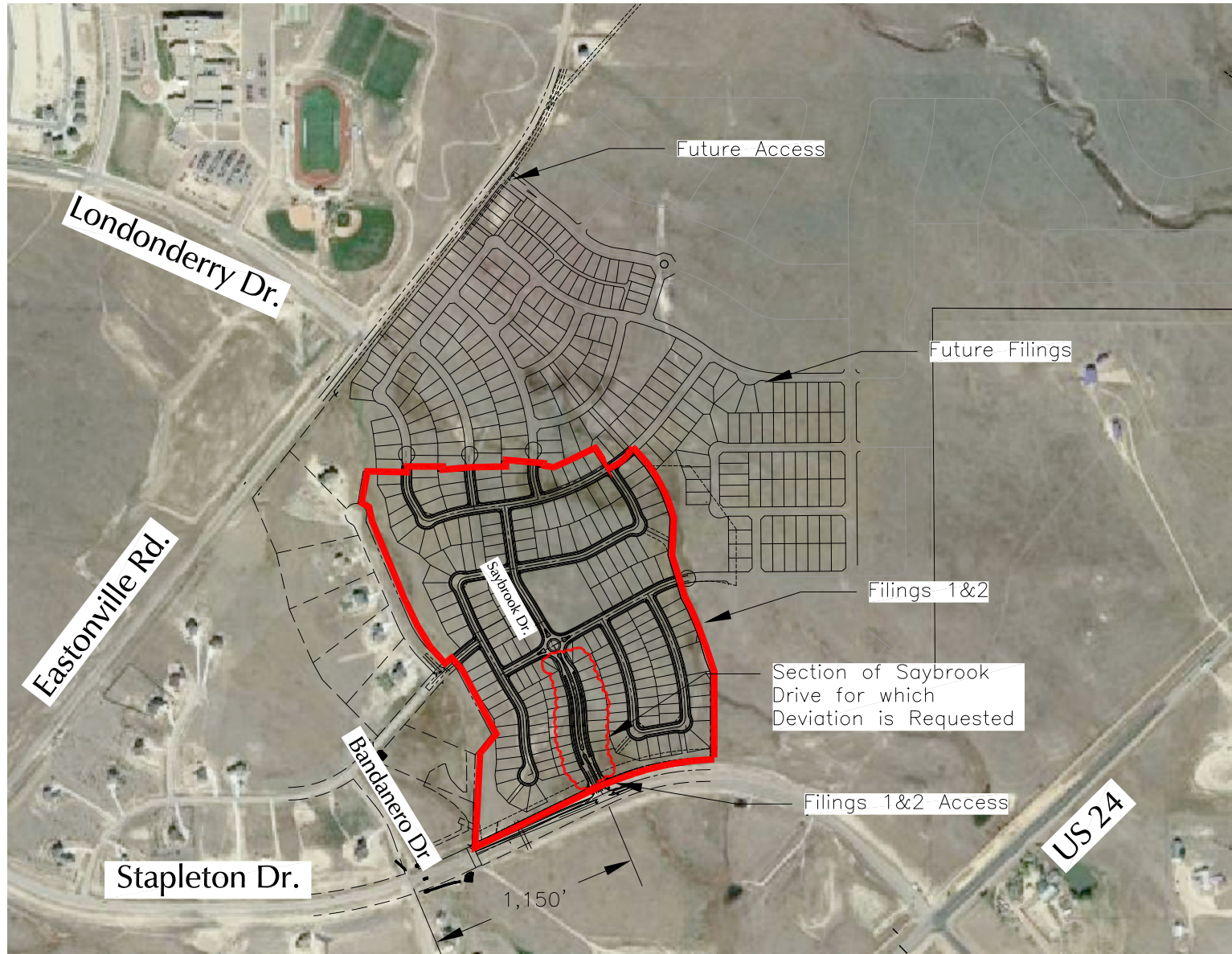
**ECM ADMINISTRATOR COMMENTS/CONDITIONS:**


# Deviation Exhibits

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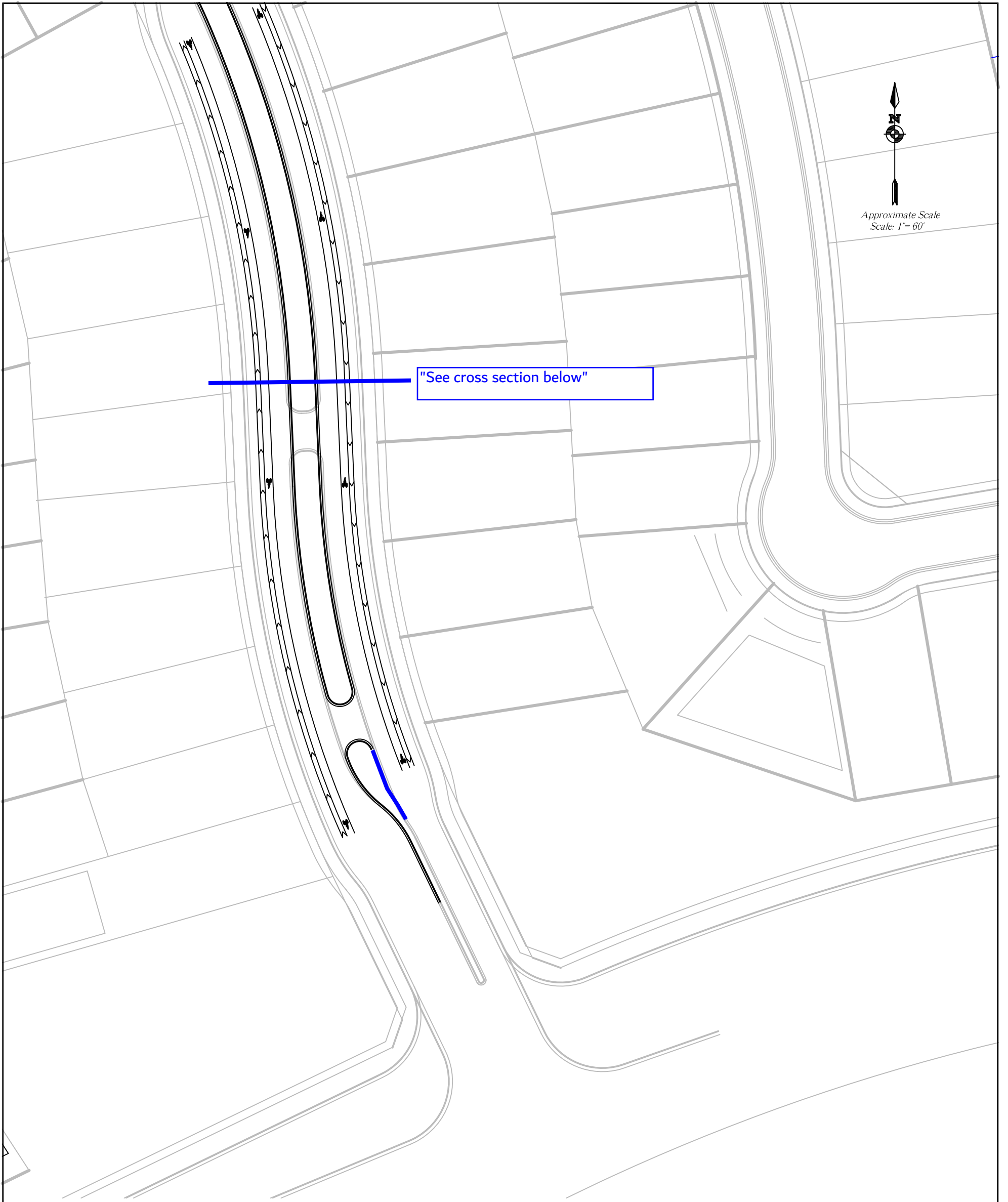


  
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 Scale: NTS

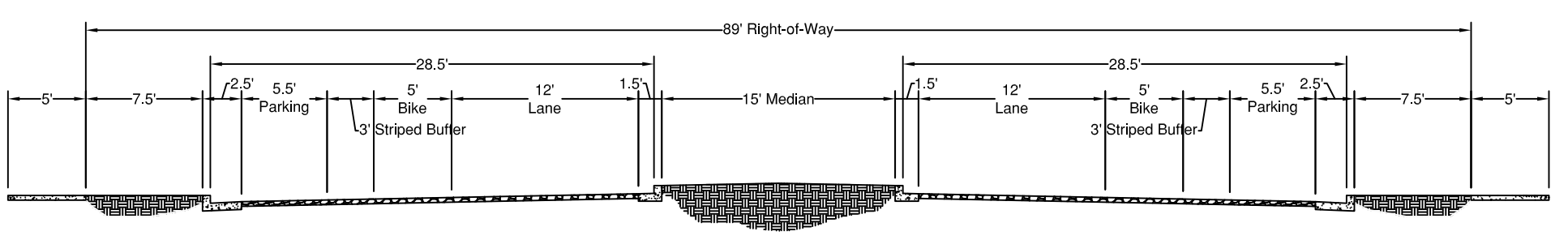
Deviation Exhibit No 1  
**Saybrook Drive Deviation Request Location**

Waterbury Filing Nos 1 and 2 (LSC #204220)





Approximate Scale  
Scale: 1" = 60'



Scale: 1" = 10'

Deviation Exhibit 2  
**Saybrook Drive**  
**Cross Section**  
 Waterbury (LSC #204220)