



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**
(Judge Orr Deviation)
Updated: 6/26/2019

PROJECT INFORMATION

Project Name : Villas at Aspen Trails
Schedule No.(s) : 5509200003
Legal Description : TR IN SEC 19-15-65 DESC AS FOLS: BEG AT THE NE COR OF LEGACY HILL DR AS PLATTED IN THE TRAILS AT ASPEN RIDGE FIL. NO. 1 ALSO BEING THE SLY ROW LN OF BRADLEY RD, TH N74-20-48E 425.01 FT, TH S15-39-12E 429.99 FT, TH S74-20-48W 360.01 FT, TH ALG THE ARC OF A CUR TO THE R HAVING A RAD OF 75.00 FT, A C/A OF 60-04-25, ARC DIST OF 75.00 FT, WHICH CHORD BEARS N75-37-00W, ARC DIST OF 75.08 FT, TH N15-39-12W 392.40 FT TO THE POB

APPLICANT INFORMATION

Company : ROS EQUITY HOLDINGS- INDEPENDENCE LLC
Name : [REDACTED]
 Owner Consultant Contractor
Mailing Address : 17 S WAHSATCH AVE
Colorado Springs, CO, 80903
Phone Number : [REDACTED]
Fax Number : [REDACTED]
Email Address : [REDACTED]

ENGINEER INFORMATION

Company : LSC Transportation Consultants, Inc.
Name : Jeffrey C. Hodsdon
Mailing Address : 2504 E. Pikes Peak Ave, 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.

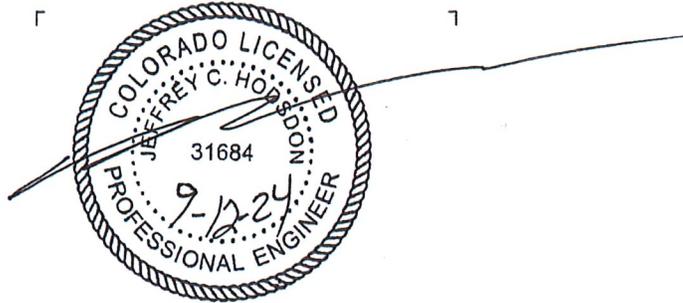
[Handwritten Signature]

9-16-2024

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)

The deviation is for the four street segments which form a loop within the project. Private internal streets are proposed, and as required, this deviation covers several design elements of the site layout and internal street plans which don't meet *ECM* public-street criteria for standard Urban Local (Low Volume) streets. The deviation request is for slightly narrower street widths, omission of sidewalks, no on-street parallel parking, proposed unit driveways with shorter-than-*ECM*-standard access clearance from intersections and a non-standard roadway termination design.

Identify the specific *ECM* standard which a deviation is requested:

- 2.2.4.B.7 & SD_2-1, the standard cross section for Urban Local (Low Volume) streets.
- 2.3.2 (*Design Standards by Function Classification*) Table 2-7: Roadway Design Standards for Urban Local (Low Volume) streets
- 2.5.2.B.3 Pedestrian Facilities – Sidewalks – Sidewalks on both sides of the roadway.
- 2.4.1.F.1 Access Clearance from Intersections – Residential
- 2.3.8.A Roadway Terminations

State the reason for the requested deviation:

The plan shows four connected internal private streets which form a loop configuration and some project-specific cross-section and other design elements contained in *ECM* Table 2-7 are requested as they that do not meet *ECM* criteria for public Urban Local (Low Volume) streets.

Notably, these include:

- The provision for "no sidewalks" is needed within this deviation as sidewalks are required on public Urban Local (Low Volume) streets per *ECM* criteria.
- A deviation is needed due to the proposed on-street parking restriction (no on-street parallel parking) as the *ECM* standard is for "parking allowed" on both sides of Urban Local (Low Volume) streets. Note: Ninety-degree, head-in parking spaces are proposed in two specific locations to accommodate required guest parking.

The **Access Clearance from Intersections - Residential** deviation is needed as several driveways do not meet the criteria in *ECM* section 2.4.1.F.1, which states that *access to residential corner lots shall be located a minimum of 10 feet from the point of curvature or point of tangency of the curb line at the intersection.*

The deviation for the **roadway termination** in the southwest corner is needed as the proposed is non-standard. The standard is needed to accommodate required guest parking, the unit configuration and the overall site layout.

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

The following is a comparison between the *ECM* standard and the proposed design of the private internal street loop. These are summarized graphically in Deviation Exhibit 1.

Criteria	Urban Local (Low Volume)	Proposed Design
Design speed	20 mph	15 mph
Posted speed	20 mph	15 mph
Lane width	12'	10.5'
Right-of-way	60' (w'5' easements)	N/A
Paved width	24'	21'
Sidewalk width	5' attached	No Sidewalks
Parking permitted	Yes	No*

*No on-street, parallel parking.

The *ECM* standard requires on-street parking. The proposed alternative is for no on-street parallel parking as sufficient parking will be provided by unit garages and driveways and with head-in guest/overflow parking spaces located in the northeast and southwest corners as shown on the site plan.

Non-Standard Roadway Termination: The proposed alternative, shown in the attached **Deviation Exhibit 2**, would modify the elements of standard roadway termination as shown. A copy of the *ECM* Urban Local roadway termination (SD_2_77) is also attached for reference. The standard plan sheet shows several standard dimensions, including the curve data for successive arcs which form the cul-de-sac "bulb". The proposed design shows the street segment extending to the emergency access gate, with parking spaces on the north side, forming a "hammerhead" type design.

Access Clearance from Intersections - Residential. Several individual unit driveways for corner units are shown closer than the *minimum of 10 feet from the point of curvature or point of tangency of the curb line at the intersection*. These are noted on **Deviation Exhibits 1**. Note regarding the northeast and northwest corner intersections: These are intended as intersections, even though the north legs are only roadway stubs. Please refer to **Deviation Exhibit No. 3** for a detail of the northeast corner intersection.

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:

There is a limited area to incorporate buildings, patio areas, green-space, guest parking, and internal vehicle and pedestrian circulation. The four connected internal streets within the project are proposed to be private and integrated with the other elements of the site plan. Streets connecting to individual lots are needed, but the developer wants to create a "contained" community and does not want public streets running through the project or have units fronting an existing public street (there are limitations to this anyway due to *ECM* criteria). This limits the workable space for all site-plan elements. The integrated site plan would not work if the streets were required to be designed to meet *ECM* criteria for Urban Local (Low Volume) streets. These streets and street corridors are not intended to serve the public, but rather for private use by residents and guests. Also, a slower than 20-mph design speed is envisioned for these short street segments. Modifying the design elements of these street segments is intended to reduce speeds and allow for multi-modal use by residents and guests, while accommodating fire-district vehicles and equipment and the design vehicle of a Local (Low Volume) street.

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 site plan shows the internal, private streets integrated with buildings, patio areas, green-space, guest parking, and internal vehicle and pedestrian circulations. These streets and street corridors are not intended to serve the public, but rather for private use by residents and guests. The street segments are short but form a loop for good circulation. A slower than 20-mph design speed is envisioned for these short street segments (15 mph). Modifying the design elements of these street segments is intended to reduce speeds and allow for multi-modal use by residents and guests, while accommodating fire-district vehicles and equipment and the design vehicle of a Local (Low Volume) street (Please refer to attached AutoTurn exhibits).

The deviation will not adversely affect safety or operations.

Sight distance lines of sight will need to be kept clear of any sight-distance obstructions, including landscaping, signage, structures, fencing, parking areas, etc.

Sidewalks are omitted because the proposed community will be private, the internal streets will be low-volume with no through traffic and no non-resident vehicular or pedestrian traffic, low-speed streets, the intent for multi-use streets by residents and guests (not the public). On-street parking will be prohibited, allowing space within the streets for pedestrians and other non-motorized users while accommodating fire-district vehicles and equipment.

Also, regarding the parking restriction - no on-street parallel parking - sufficient parking will be provided in garages, driveways, and at the corners in head-in guest/overflow parking spaces.

LSC recommends *MUTCD* "No Outlet" Sign be installed at the entrance to the parking area/emergency access connection in the southwest corner of the complex.

The Access Clearance from Intersections - Residential deviation is needed as several corner lot driveways do not meet the criteria in *ECM* section 2.4.1.F.1, which states that access to residential corner lots shall be located a minimum of 10 feet from the point of curvature or point of tangency of the curb line at the intersection. As noted above, the northeast and northwest corner intersections are intended as *intersections* even though the north legs are only roadway stubs. The applicant intends to utilize stop signs as proposed as mitigation for the corner-lot driveway clearance and as the sight-distance triangles needed for uncontrolled intersections would not be available – the corner lot driveways would be within the sight triangle for what would otherwise be an uncontrolled intersection sight-triangle. Please refer to detail shown on Deviation Exhibit 3.

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

The design elements will not affect the maintenance cost, as the roadway will be private and not maintained by the County.

The deviation will not adversely affect aesthetic appearance.

The design elements are intended to maximize the aesthetics and quality of the project.

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

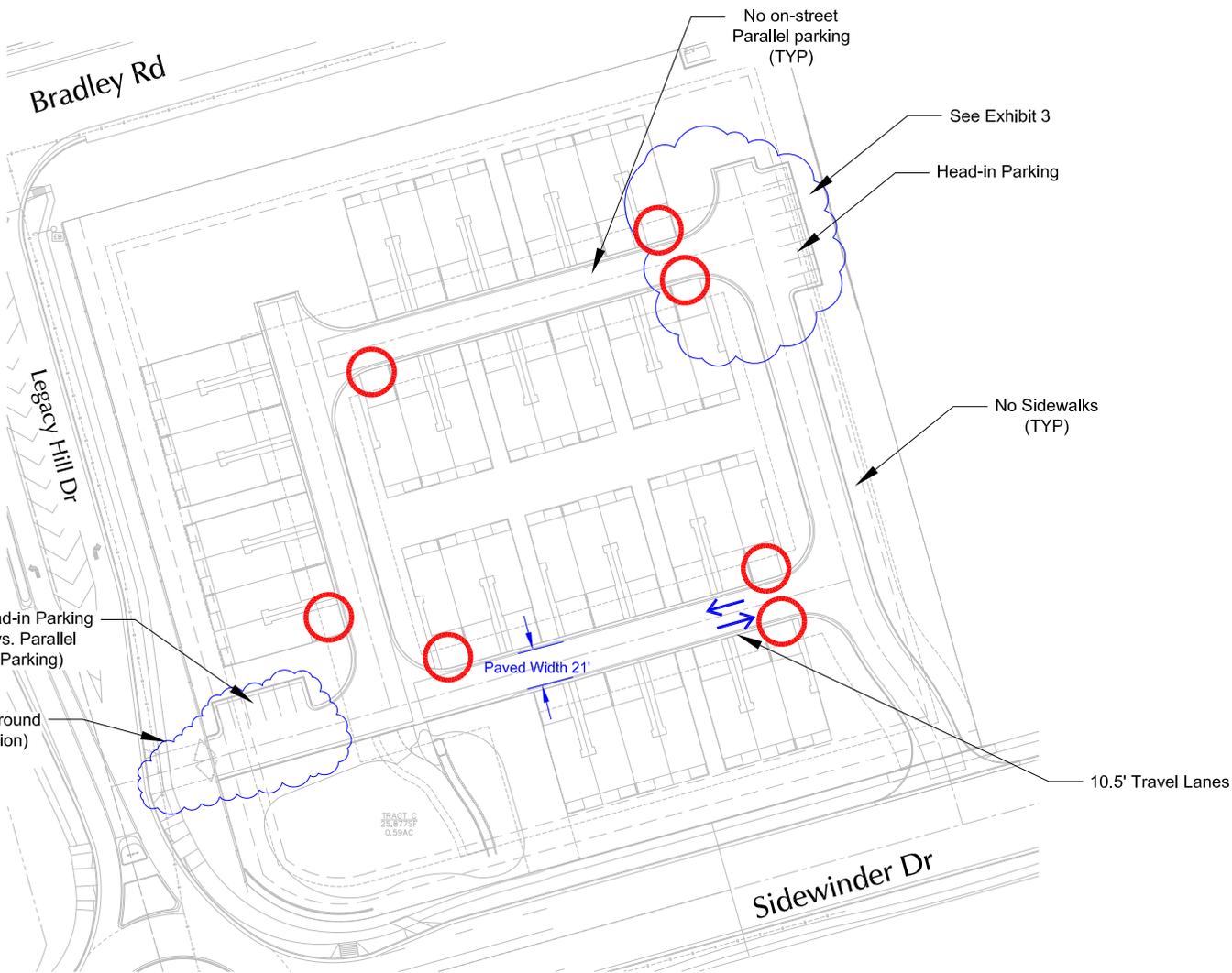
The proposed design elements for this segment are intended for private roads within a self-contained community and will be consistent with a low-speed, low volume, short-length streets within an integrated urban-type development. The street design allows for multi-modal use by residents/guests and is designed to accommodate access by fire-district trucks and equipment.

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. Construction of the roadways and development of the site will be required to meet the above sections of the MS4 permit. The deviation requested in itself does not involve any disturbance.

Deviation Exhibit





Approximate Scale
1" = 150'

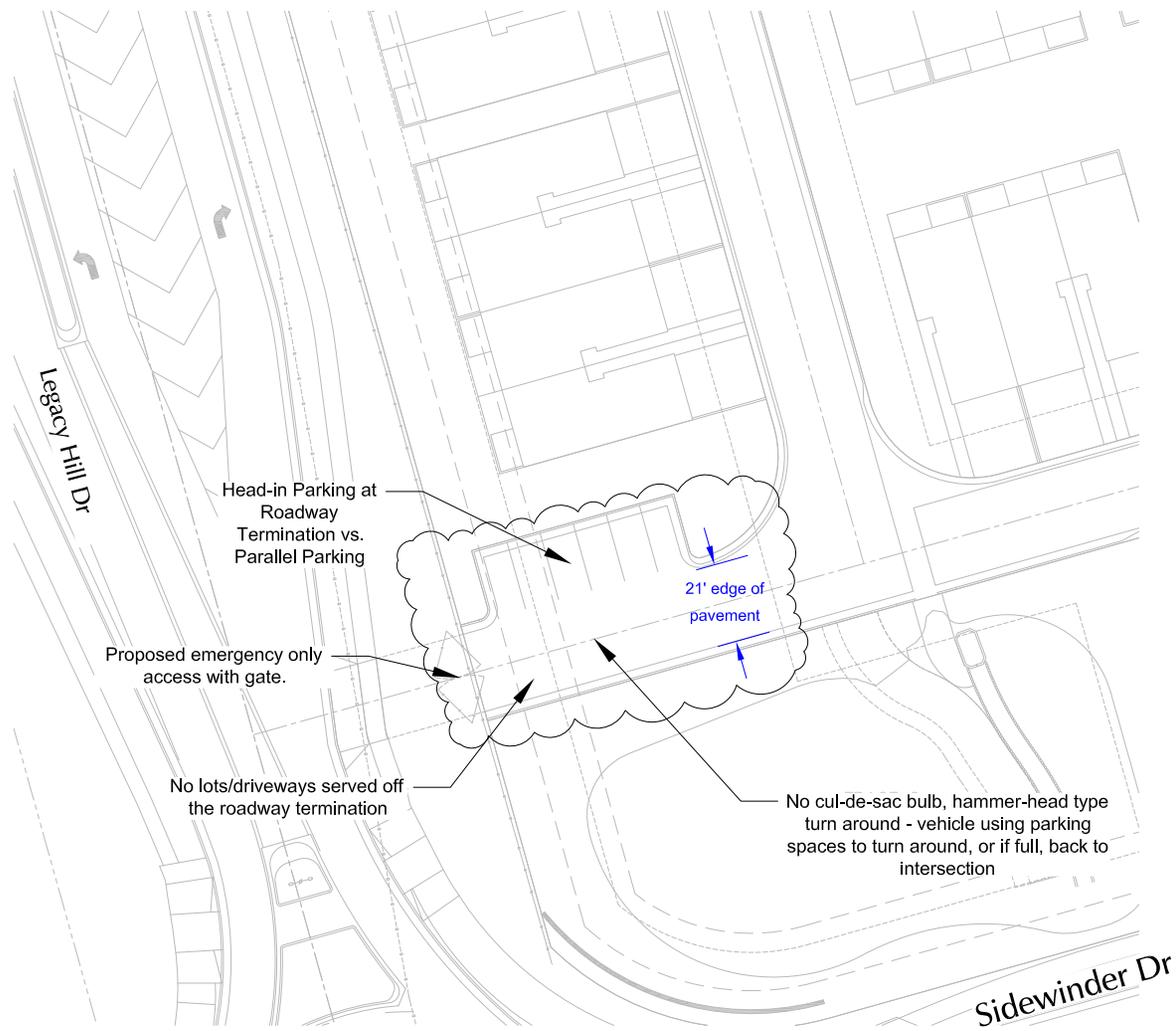
 Corner Lot Driveways closer than 10' from the point of curvature or point of tangency of the curb line at the intersection.

Deviation Exhibit 1
Summary of Deviation Elements
 Villas at Aspen Trails (LSC# S234390)





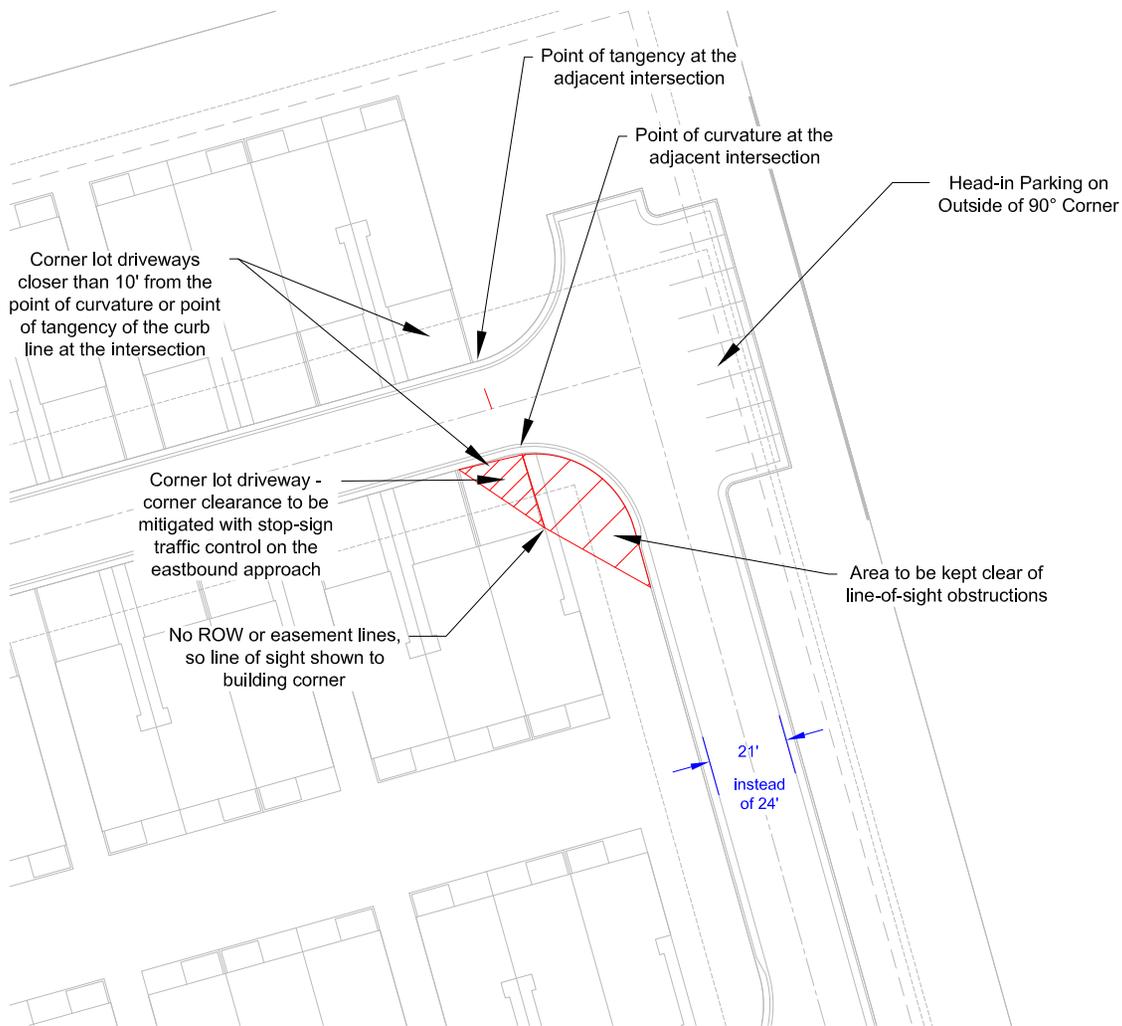
Approximate
Scale
1" = 50'



Proposed Roadway Termination Design* vs. Standard Cul-de-Sac

*Connects to emergency-only access

Deviation Exhibit 2
Villas at Aspen Trails (LSC# S234390)



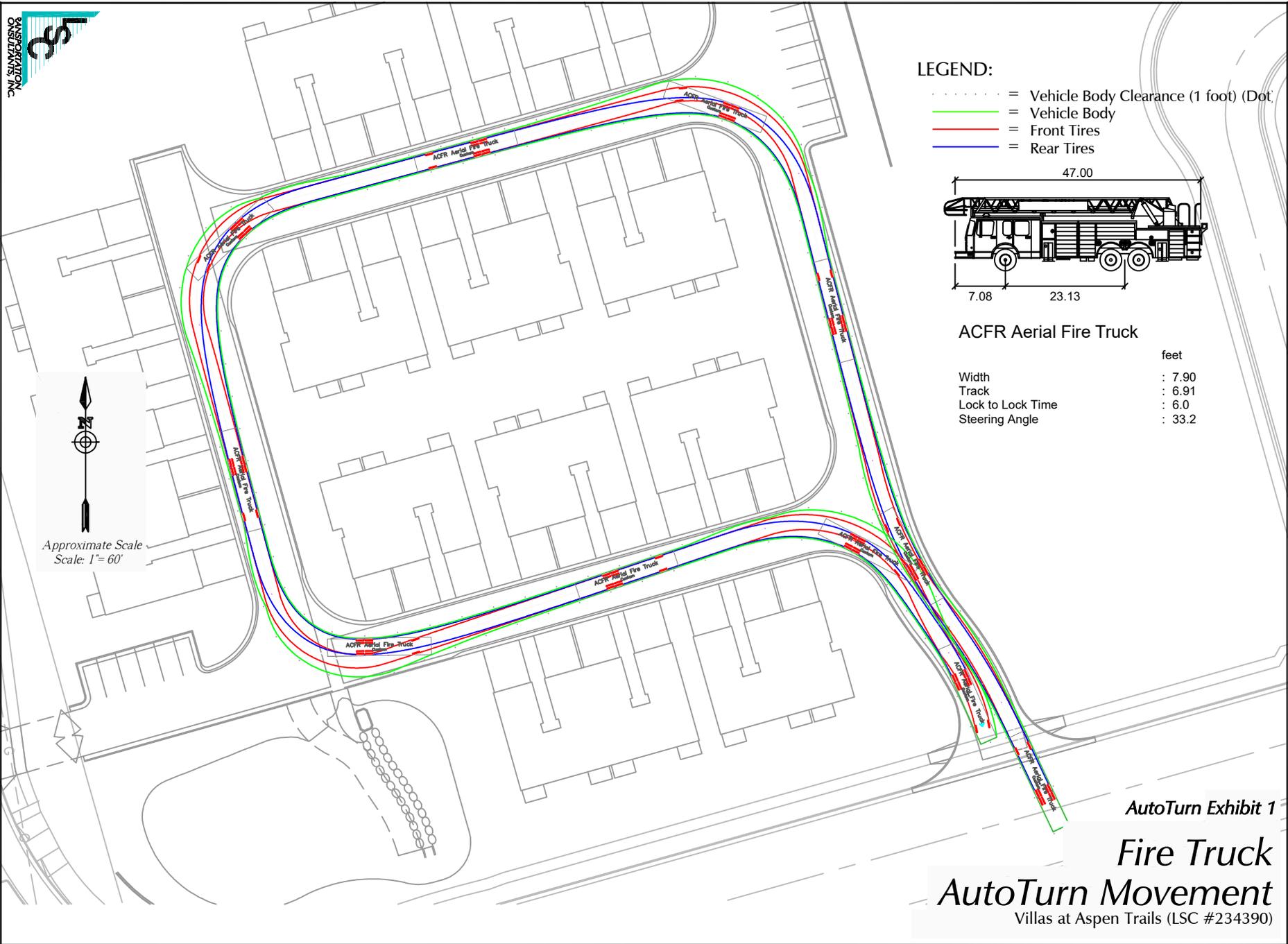
Approximate Scale
1" = 50'

Deviation Exhibit 3
**Corner Lot Driveway Detail -
 Clearance from the Intersection**

Villas at Aspen Trails (LSC# S234390)

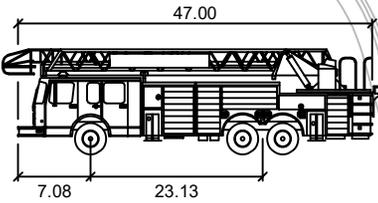
AutoTurn Exhibits





LEGEND:

- = Vehicle Body Clearance (1 foot) (Dot)
- = Vehicle Body
- = Front Tires
- = Rear Tires



ACFR Aerial Fire Truck

	feet
Width	: 7.90
Track	: 6.91
Lock to Lock Time	: 6.0
Steering Angle	: 33.2

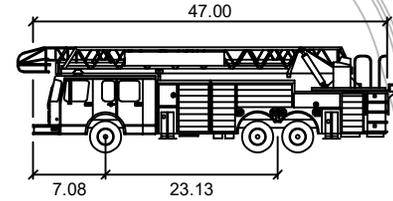
Approximate Scale
Scale: 1" = 60'

AutoTurn Exhibit 1

Fire Truck
AutoTurn Movement
Villas at Aspen Trails (LSC #234390)

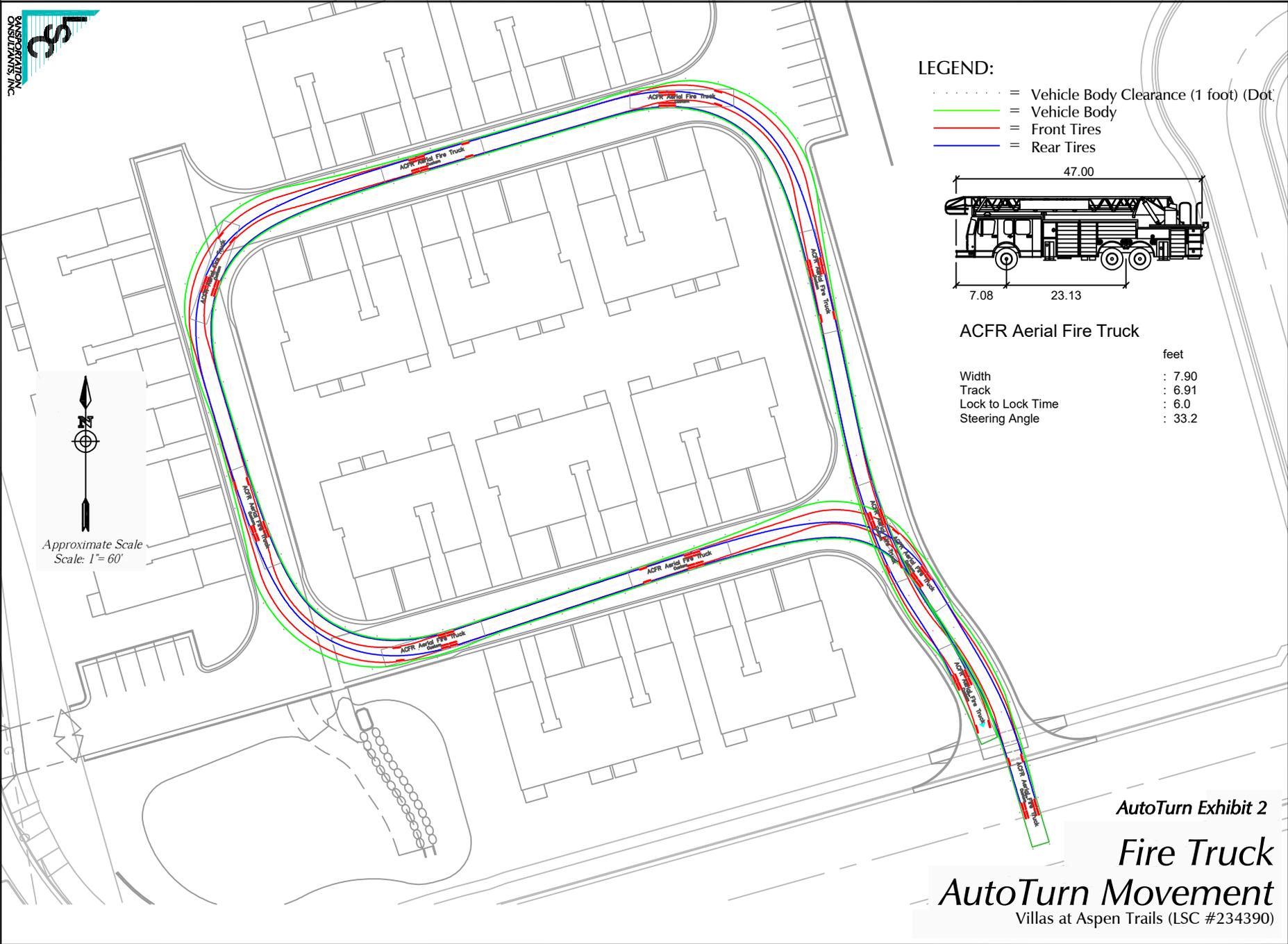
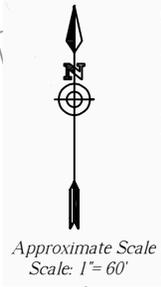
LEGEND:

- = Vehicle Body Clearance (1 foot) (Dot)
- = Vehicle Body
- = Front Tires
- = Rear Tires



ACFR Aerial Fire Truck

	feet
Width	: 7.90
Track	: 6.91
Lock to Lock Time	: 6.0
Steering Angle	: 33.2



AutoTurn Exhibit 2

Fire Truck
AutoTurn Movement
Villas at Aspen Trails (LSC #234390)