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# DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

## PROJECT INFORMATION

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Project Name :	Foundation Lutheran Church	Date: 10/31/2023
Schedule No.(s) :	5225208001	
Legal Description :	TR C PAINT BRUSH HILLS FIL NO 13 A	

## APPLICANT INFORMATION

Company :	RMG – Rocky Mountain Group	
Name :	Jennifer Zezlina, RA, AIA	
	<input type="checkbox"/> Owner <input checked="" type="checkbox"/> Consultant <input type="checkbox"/> Contractor	
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## ENGINEER INFORMATION

Company :	LSC Transportation Consultants, Inc.	Colorado P.E. Number :	31684
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FAX Number :	719-633-5430		
Email Address :	jeff@LSCtrans.com		

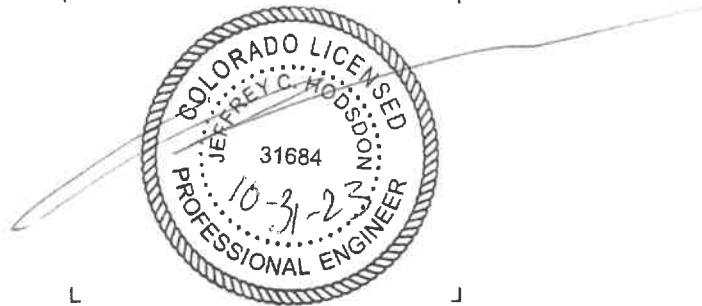
**OWNER, APPLICANT, AND ENGINEER DECLARATION**

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.

Jennifer A. Zylince  
Signature of owner (or authorized representative)

October 31, 2023  
Date

Engineer's Seal, Signature  
And Date of Signature



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

**Access to a Collector Street:** A deviation from the standards of or in Sections **2.2.5.D** and **2.3.2 (Table 2-7)** of the Engineering Criteria Manual (ECM) is requested. Requests for access are reviewed by the ECM Administrator as per ECM Section 2.2.4.B.4. The request is for the following access points to proposed Urban Non-Residential Collector Streets: Two full-movement access points are proposed – one each to Londonderry Drive and Towner Avenue - both Non-Residential Collector streets. Please refer to the attached copy of Figure 2 of the TIS report.

This deviation is part of the resubmittal of this application.

Identify the specific ECM standard which a deviation is requested:

**2.3.2 Design Standards by Functional Classification**

Table 2-7: Roadway Design Standards for Urban Collectors and Locals

Criteria for an Urban Non-Residential Collector Roadway: No access permitted

Standard 2.3.2 does not permit access on Urban Non-Residential Collector roadways. This standard is reflected in ECM Table 2-7 (Roadway Design Standards for Urban Collectors and Locals).

**2.2.4.B.4 Roadway Functional Classifications and Urban/Rural Designations – Urban Roadways - Non-Residential Collector Intersection and parcel access locations and design are reviewed by the ECM Administrator to ensure roadway objectives are being met.**

**2.2.5.D Roadway Access Criteria – Collector Access Standards:**

This criterion indicates that *single-family residence access to major collector roadways is not permitted*. However, in this case, non-residential (church) access points are requested to Urban Non-Residential Collectors (one on each street).

State the reason for the requested deviation:

The deviation is requested as the property only has frontage on two Collector streets, with no ability to access a local street. This deviation is needed to provide access to the property. There is no other legal access.

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

- Table 2-7: Roadway Design Standards for Urban Collectors and Locals indicates for an Urban Non-Residential Collector Roadway: No access permitted.
- The standards indicate “Where no local public or private road exists, temporary or partial turn movement parcel access may be permitted”
- Collector access Criteria indicates: This criterion indicates that single-family residence access to major collector roadways is not permitted. However, in this case, non-residential access is requested to an Urban Non-Residential Collector.
- Intersection and parcel access locations and design are reviewed by the ECM Administrator to ensure roadway objectives are being met.

The request would be for two full-movement access points as shown in the attached figure. Left-turn auxiliary turn lanes would be provided at these access points.

The type of access points would be “commercial-level/institutional” access points, which would not involve vehicles backing onto the street as is typical with single-family individual lot access points (referenced in ECM section 2.2.5.D).

The access points are proposed to align with an existing public street and an existing driveway.

The criteria indicate that parcel access locations can be reviewed by the ECM Administrator.

Allowing access points to both Collector streets would be beneficial as it would better distribute Sunday service traffic and provide two options for general ingress/egress and for emergency vehicle accessibility (for public safety).

Please refer to the TIS report for sight distance evaluation, level of service analysis and auxiliary turn lane needs analysis. Attached are concepts for restriping for left turn lanes at the proposed access points (taken from the TIS report).

#### 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:

Without a deviation, the property has no legal access. The deviation is requested as the property only has frontage on two Collector streets, with no ability to access a local street. This deviation is needed to provide access to the property.

#### 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 access points will allow for access to the property.

The access points are proposed to align with an existing public street and an existing driveway.

Allowing access points to both Collector streets would be beneficial as it would better distribute Sunday service traffic and provide two options for general ingress/egress and for emergency vehicle accessibility (for public safety).

The deviation will not adversely affect safety or operations.

The peak traffic period for the proposed land use will be on Sunday mornings, when the baseline/background traffic is significantly lower than during the weekday peak hours. The proposed use is projected to generate low volumes of traffic during school and weekday peak periods.

Allowing access points to both Collector streets would be beneficial as it would better distribute Sunday service traffic and provide two options for general ingress/egress and for emergency vehicle accessibility (for public safety).

Please refer to the TIS report for sight distance evaluation, level of service analysis and auxiliary turn lane needs analysis. Attached are concepts for restriping for left turn lanes at the proposed access points (taken from the TIS report).

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

The deviation will not affect maintenance or maintenance costs as these access points would be maintained by the Church.

The deviation will not adversely affect aesthetic appearance.

The access points will not affect the aesthetics as the driveways would be built to meet county requirements.

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

The deviation is requested as the property only has frontage on two Collector streets, with no ability to access a local street. This deviation is needed to provide access to the property. There is no other legal access.

The request would be for two full-movement access points as shown in the attached figure. Left-turn auxiliary turn lanes would be provided at these access points.

The type of access points would be "commercial-level/institutional" access points, which would not involve vehicles backing onto the street as is typical with single-family individual lot access points (referenced in ECM section 2.2.5.D).

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 applicant can confirm if the requested deviation meets control measure requirements of Part I.E.3 and Part I.E.4 of the MS4 Permit.

**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:**

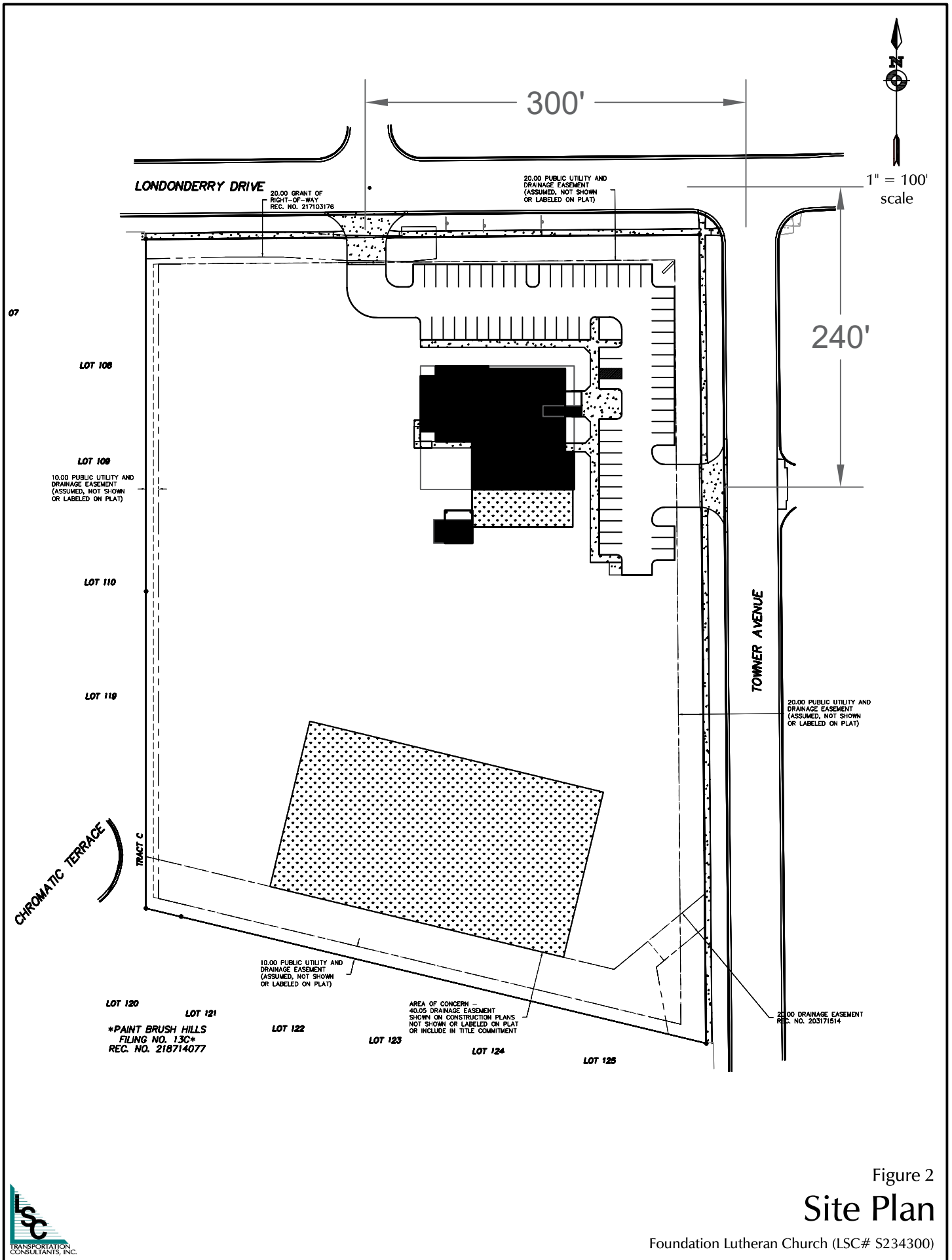


Figure 2  
**Site Plan**

Foundation Lutheran Church (LSC# S234300)





Approximate  
Scale  
1" = 50'

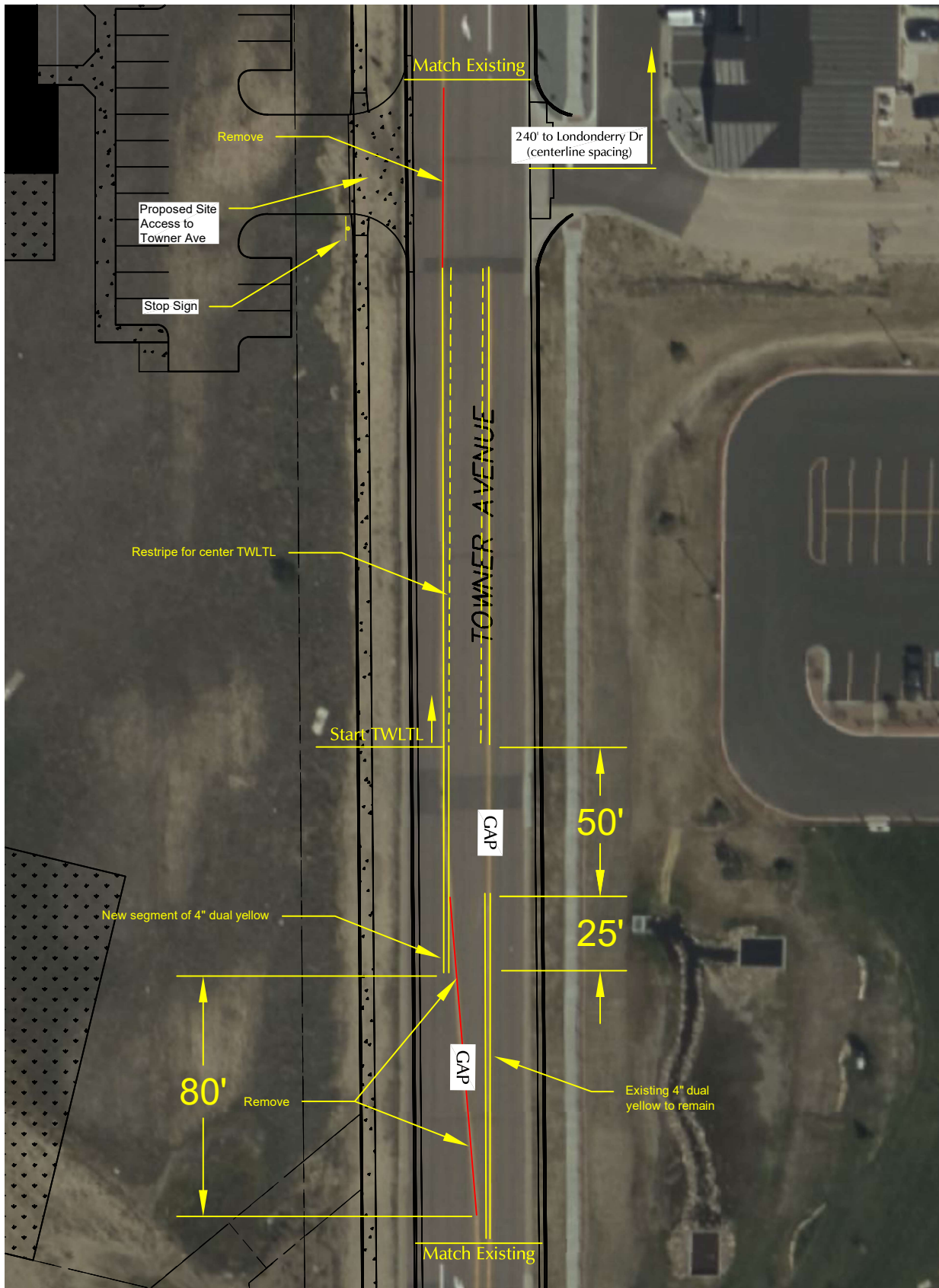


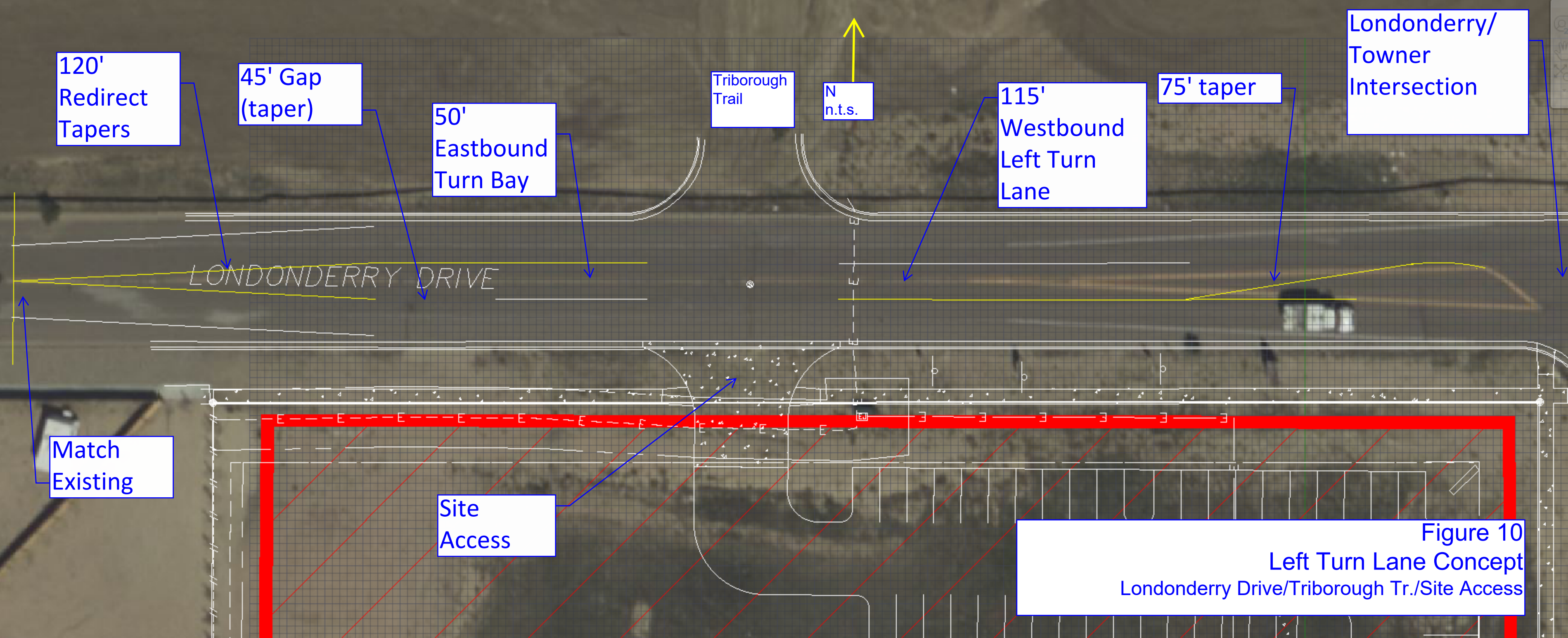
Figure 9

# Proposed Restriping on Towner Ave at the Site Access



Concept only, not for  
construction.

Foundation Lutheran Church (LSC# S234300)



120'  
Redirect  
Tapers

45' Gap  
(taper)

50'  
Eastbound  
Turn Bay

Triborough  
Trail

N  
n.t.s.

115'  
Westbound  
Left Turn  
Lane

75' taper

Londonderry/  
Towner  
Intersection

LONDONDERRY DRIVE

Match  
Existing

Site  
Access

Figure 10  
Left Turn Lane Concept  
Londonderry Drive/Triborough Tr./Site Access