



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

Updated: 6/26/2019

Deviation No. 2 (Revised 2-29-20)

PCD File No. PPR-0199

PROJECT INFORMATION

Project Name : Monument Academy Charter School
Schedule No.(s) : 6100000245
Legal Description : THAT PART OF NW4 LY ELY OF E R/W LN OF HWY 83 EX RD, E S 200 FT OF SE4NW4, EX 0.49 A TO AMERICAN TEL + TEL SEC 15-11-66

APPLICANT INFORMATION

Company : Walden Corporation
Name : Matt Dunston
☒ Owner ☐ Consultant ☐ Contractor
Mailing Address : 1230 Scarsbrook Ct., Monument, CO 80132

Phone Number : (719)339-2410
FAX Number :
Email Address : mattdunston@hotmail.com

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 :
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.

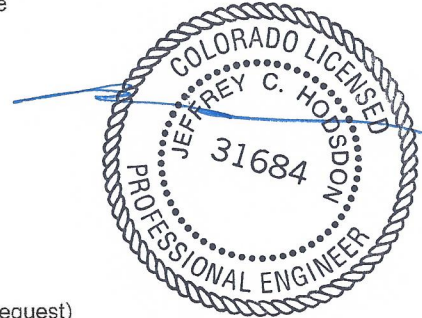
Matthew W. O'Neil

Signature of owner (or authorized representative)

4-8-20

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 the following sections of the Engineering Criteria Manual (ECM) is requested: Sections 2.3.2 Design Standards by Functional Class; 2.4.1.B Access Spacing; 2.4.1.D Access Sight Distances.

Identify the specific ECM standard which a deviation is requested:

- Urban Non-Residential Collector - No Access Permitted (ECM Table 2-7);
- Accesses shall be separated by a distance equal to the entering sight distance values in Table 2-35;
- The entering sight distance necessary for the entering vehicle shall conform to Table 2-35 [This section applies to entering sight distance where a non-public road or driveway meets a public road].

State the reason for the requested deviation:

The deviation is needed based on the topography, site layout requirements and the need for separate access points for the school campus.

A single access to Pinehurst (an adjacent, proposed Local roadway) on the south side of the school would not provide sufficient and reasonable access for the school campus. No other local public or private roadway is available to provide additional access.

The proposed access points along Jane Lundeen are needed due to site layout requirements and the need for separate access points for staff parking, the planned limited bus service, student parking and parent drop-off and pick-up operations. It is essential for safety and capacity to provide separate access points for these functions.

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

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

Proposed Alternative:

-The proposed access plan is shown on the attached Figure 2 from the TIS Report.

- Based on the criteria contained in Table 2-7 no access is permitted to a Non-Residential Collector except where no local public or private roadway can provide access. The request is to allow school access points to Jane Lundeen Drive, the proposed non-residential Collector.

- The proposed school access spacing is based on meeting the criteria contained in ECM Table 2-35 Entering Sight Distance for Driveways. Based on a posted speed limit of 35 miles per hour, the required sight distance for passenger cars and pickup trucks is 350 feet and the required distance for single unit trucks is 455 feet. The deviation would allow for an access to Jane Lundeen Drive 317 feet north of Pinehurst Circle and 415 feet south of the next access point. The attached copy of Figure 2 from the Monument Academy Traffic Impact Study shows the proposed access spacing.

Comparison to ECM Standards: Based on a posted speed limit of 35 miles per hour and assuming a single unit truck as the design vehicle the required entering sight distance for access design is 455 feet. The requested south access location is 317 feet north of Pinehurst Circle and 415 feet south of the next access point to the north. This is 138 feet less than the required distance to the south and 40 feet less than the required distance to the north.

Applicable Regional or National Standards used as Basis: Table 2-7 of the ECM allows for intersection spacing of 330 feet on an Urban Non-Residential Collectors when intersecting public local roadways; AASHTO "A policy on Geometric Design of Highways and Streets" for speeds below 35 mph (for turning vehicle speeds).

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:

A deviation to the "No Access Permitted" criteria is needed as the southeast access to the parking lot to the proposed Pinehurst Circle, a local public street, would not provide sufficient access to the school. Additional access to Jane Lundeen Drive is necessary for safety and capacity. Aside from the proposed Pinehurst Circle, no other roadways are available to provide access. No direct access to Walker Road will be allowed.

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 deviation would allow for separation of student traffic, parent drop-off/pick-up traffic and planned limited bus service for the proposed charter school. It is essential for safety and capacity to provide separate access points for these functions.

The deviation is for access points, and the spacing would be comparable to the ECM allowable spacing for local public streets along an Urban Non-Residential Collector street. The proposed spacing of 317 feet is 13 feet less than that 330-foot standard. Moreover, the intersection sight distance to the proposed mini-roundabout intersection to the south (Jane Lundeen/Pinehurst), would be acceptable given the roundabout design report information. As such, the access separation from the planned public street intersection to the south would be acceptable.

Auxiliary turn lanes will be provided where projected volumes exceed ECM thresholds requiring turn lanes.

The deviation will not adversely affect safety or operations.

The intersection of Jane Lundeen/Pinehurst Circle located 317 feet south of the proposed access will be a mini-roundabout intersection. All northbound traffic approaching the access will have just negotiated the mini-roundabout. The design speeds of vehicles within and exiting the mini roundabout have been calculated and are shown in the "fastest path" exhibits in the roundabout design report. . Table 2-35 of the ECM does not contain criteria for roadways with a posted speed limit of less than 35 mph. However, AASHTO publishes criteria for required distance based on approaching vehicles traveling at lower design speeds (including the reported "fastest path" speeds from the roundabout report. There is adequate entering sight distance to the north to see vehicles traveling from north of the school access north of the proposed access. The likely few motorists turning south from the middle school access just to the north will, at the point seen by a driver at the south access, be initially be traveling at a turning speed less than the posted speed limit of 35 mph.

The stopping sight distance between intersections would be adequate. Please refer to the attached sight distance figure from the TIS report.

One of the staff comments reads: ***"A roundabout may also be desirable at the northernmost parking lot access, aligning with the future commercial access to the west; address as appropriate."*** Another mini roundabout at the northernmost parking lot access is an option that will be considered with future plans for development on the west side of Jane Lundeen. A mini roundabout at this location may be beneficial to the future development because this type of traffic control would make it easier for traffic exiting that new development to turn left and head northbound on Jane Lundeen. Likely the vast majority of all motorists that

The deviation will not adversely affect safety or operations.

will exit future development on the west side will want to turn left and exit to the north to Walker Road as there will be no right-out onto State Highway 83. Applications for future development on the west side of Jane Lundeen will address the staff comment **“with analysis of potential roundabouts at three locations along this road, address the use raised medians between them which would provide superior safety and traffic management benefits.”** The type of intersection(s) and level of further infrastructure improvements will depend on the land uses and trip generation. These are both unknown at this time.

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

The maintenance will not be adversely affected as the proposed access separation is comparable to standard local public road intersection spacing along Urban Non-Residential Collector roads.

Another County Staff comment reads: **“A right-in/right-out only access may be appropriate for the southern, YMCA parking lot access; address this option in the deviation request.”** Note: the YMCA is not proposed at this time. A right-in/right-out only access would not be practical and is not recommended for the following reasons: 1) the school will need the **southbound left-in** capability at both access points to Jane Lundeen. It would not be reasonable to force all traffic that would otherwise turn left at this access to the southeast corner access (or make a U-turn in the mini roundabout). This would unnecessarily add volume to the mini roundabout. The TIS recommends a circulation plan which includes a southbound left and a westbound right out at this access. Maintaining the full movement capability at this intersection would allow for maximum flexibility for the school circulation plan. Also, except for the peak periods before and after school, the turning volumes at this access would be relatively light.

Regarding the westbound **left-out turning movement** (and potential future straight westbound traffic movement), the south school access could potentially be signed for right turns only full time or only during the parent pick up and drop-off peak periods. The demand for this left-out movement would be minimal (potentially only by residents of Walden Preserve, Walden III, Settlers Ranch, and a potential future development south of the mini roundabout) as there will be no vehicular access onto SH 83 (right-in only restriction at Pinehurst/SH 83).

The deviation will not adversely affect aesthetic appearance.

The aesthetic appearance will not be adversely affected as the proposed access separation is comparable to standard local public road intersection spacing along local/collector roads.

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

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

The deviation meets the design intent and purpose of the "no access" standard. The school access points will be spaced similar to the 330' criteria for public local street spacing along Non-Residential Collector streets; The school access points will be constructed to a standard similar to a public local street intersection, with curb radii rather than ramp curb cuts. The access points will have satisfactory sight distance; Auxiliary turn lanes will be provided where projected volumes exceed ECM thresholds requiring turn lanes.

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 2.2.1.B/D, 2.3.2 of the ECM is hereby granted based on the justification provided.

┌

└



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.

┌

└

┌

└

ECM ADMINISTRATOR COMMENTS/CONDITIONS:

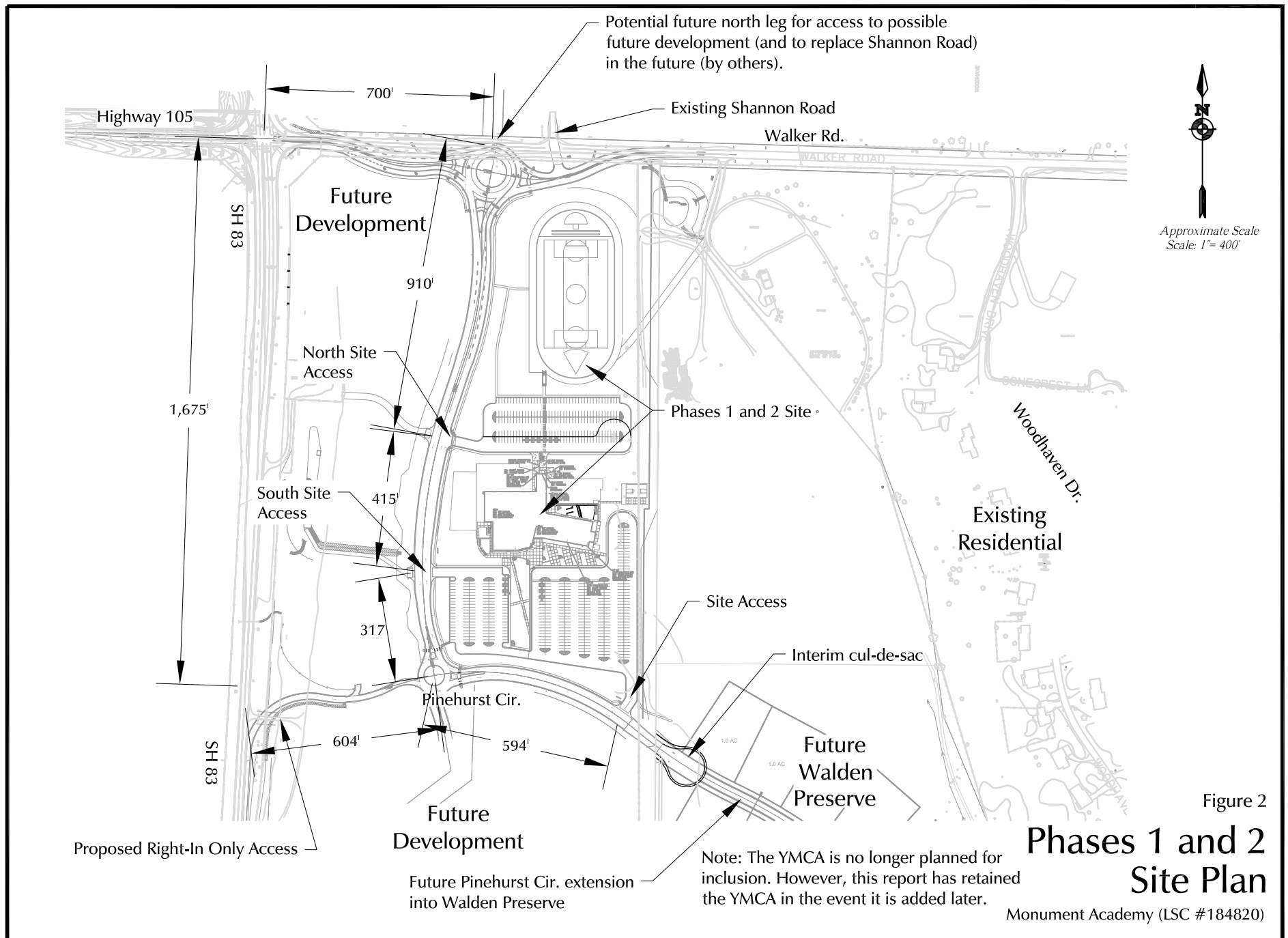


Figure 2

Phases 1 and 2 Site Plan

Monument Academy (LSC #184820)

