



**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

PROJECT INFORMATION

Project Name : Village at Lorson Ranch Filing 1
Schedule No.(s) : 5515413054
Legal Description : See Attached

APPLICANT INFORMATION

Company : Matrix Design Group
Name : Jason Alwine
☐ Owner ☒ Consultant ☐ Contractor
Mailing Address : 2435 Research Parkway, Suite 300, Colorado Springs, CO 80920

Phone Number : (719) 575-0100
FAX Number :
Email Address : jason.alwine@matrixdesigngroup.com

ENGINEER INFORMATION

Company : Core Engineering Group
Name : Richard Schindler, P.E. Colorado P.E. Number : 33997
Mailing Address : 15004 1st Avenue S.
Burnsville, MN 55306

Phone Number : (719) 570-1100
FAX Number :
Email Address : Rich@ceg1.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)

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 2.5.2.F.2 of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

2.5.2.F.2 Maximum Crosswalk Length and Pedestrian Refuge Areas. The maximum length for any crosswalk shall be 48 feet. Any roadway crossing longer than 48 feet shall be provided with pedestrian refuge areas. Pedestrian refuge areas shall be created in medians or splitter islands to increase pedestrian safety. Vehicle turning radii shall be considered in the design of pedestrian refuge areas.

State the reason for the requested deviation:

2 of the 4 crossing locations at the intersection of Fontaine Blvd and Carriage Meadows Drive will have a crossing length slightly greater than 48 feet. (See attached exhibit)

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

The proposed alternative to the ECM standard is requested because of the considerable amount of modification and expansion to accommodate pedestrian refuge pork chop islands at all 4 sides of the intersection. Modification would include relocation of (2) 6'x12' concrete electric vaults, relocate a 25' long Type R inlet, relocate a 5' long Type R inlet and reconstruct a portion of storm sewer, additional pavement/curb/sidewalk reconstruction and expansion, and ROW taking at 3 of the 4 intersection corners. MVEA has preliminarily indicated that relocation of the 2 vaults could reach the \$300k-\$400k range and they are not sure they could physically do the modification within the area. Currently, two pedestrian refuge islands are located at the north, west and east crossing of Fontaine Blvd. The proposed alternative provides pedestrian refuge at the north and west crossings would meet the 48' or less crosswalk criteria. The east crossing would meet the 48' or less criteria on the south leg however on the north leg would exceed the 48' by approximately 8 feet. At a pedestrian rate of 3.5 feet per second, the extra time required to cross this distance is approximately 2.4 seconds. The south crossing would exceed the 48' by approximately 20 feet. At a pedestrian rate of 3.5' per second, the extra time required to cross this distance is approximately 5.7 seconds. No school sites or parks are near these crosswalks, and we believe the requirement of full pedestrian refuge pork chop islands would be excessive for this specific existing location. Corner refuge islands that will accommodate the WB-67 design vehicle necessary for the Fontaine Boulevard arterial classification will provide large radius turns that imply motorists can accelerate even though there is no receiving acceleration lane. Additionally, the configuration of the large radius corner refuge islands will make it difficult for motorists executing right-turns out of the Carriage Meadows intersection approaches to view oncoming vehicles because of the orientation of their vehicle at a greater than 90-degree angle to the direction of oncoming traffic.

EPC will not accept this additional length

Please provide backup for the required radius to accommodate the WB - 67 design vehicle

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:

The proposed deviation is requested because of the considerable amount of modification and expansion to accommodate pedestrian refuge pork chop islands at all 4 sides of the intersection. Modification would include relocation of (2) 6'x12' concrete electric vaults, relocate a 25' long Type R inlet, relocate a 5' long Type R inlet and reconstruct a portion of storm sewer, additional pavement/curb/sidewalk reconstruction and expansion, and ROW taking at 3 of the 4 intersection corners. Addition of corner refuge islands will also make the sight of oncoming traffic from the Carriage Meadows intersection approaches more difficult to see than not installing the corner islands.

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 will achieve the intended result with a comparable or superior design and quality of improvement. The deviation will allow for better visibility of oncoming traffic for right-turns out of the Carriage Meadows Drive intersection approaches. Currently, two pedestrian refuge areas exist when crossing Fontaine Blvd. The proposed alternative provides pedestrian refuge at the north, west and east crossings (see attached exhibit). The north and west crossings would meet the 48' or less crosswalk criteria. The east crossing would meet the 48' or less criteria on the south leg however on the north leg would exceed the 48' by approximately 8 feet. At a pedestrian rate of 3.5 feet per second, the extra time required to cross this distance is approximately 2.4 seconds. The south crossing would exceed the 48' by approximately 20 feet. At a pedestrian rate of 3.5' per second, the extra time required to cross this distance is approximately 5.7 seconds. No school sites or parks are near these crosswalks, and we believe the requirement of full pedestrian refuge pork chop islands would be excessive for this specific existing location.

The deviation will not adversely affect safety or operations.

The deviation will not adversely affect safety or operations. Addition of the corner pedestrian refuge islands would have a greater negative impact to safety and operations than not installing them. The north and west crossings would meet the 48' or less crosswalk criteria. The east crossing would meet the 48' or less criteria on the south leg however on the north leg would exceed the 48' by approximately 8 feet. At a pedestrian rate of 3.5 feet per second, the extra time required to cross this distance is approximately 2.4 seconds. The south crossing would exceed the 48' by approximately 20 feet. At a pedestrian rate of 3.5' per second, the extra time required to cross this distance is approximately 5.7 seconds. No school sites or parks are near these crosswalks, and we believe the requirement of full pedestrian refuge pork chop islands would be excessive for this specific existing location.

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

The deviation will not adversely affect maintenance and its associated cost as the proposed alternative is a more compact and manageable area. Removal of the corner refuge island requirements will actually lower ongoing maintenance and its associated costs.

The deviation will not adversely affect aesthetic appearance.

The requested deviation will not adversely affect aesthetic appearance.

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

The deviation will meet the design intent and purpose of the ECM as the proposed alternative will be far easier for cars and pedestrians to navigate with only exceeding the crosswalk length by a very small amount.

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 requirements will be met regardless of the pedestrian refuge alternative.

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.

┌

┐

└

┘

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:

--

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

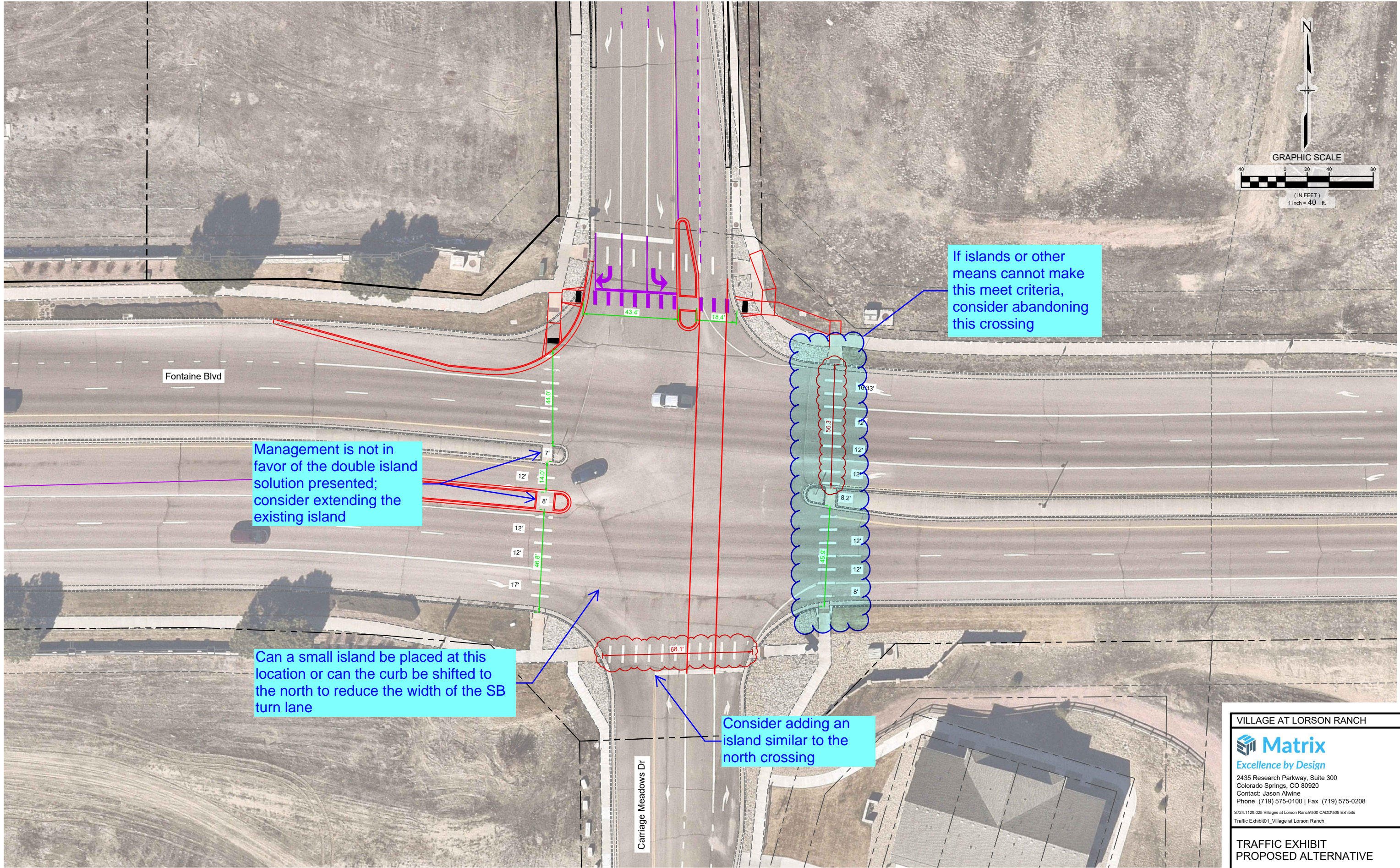
The review shall ensure all criteria for approval are adequately considered and that justification for the deviation is properly documented.

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.



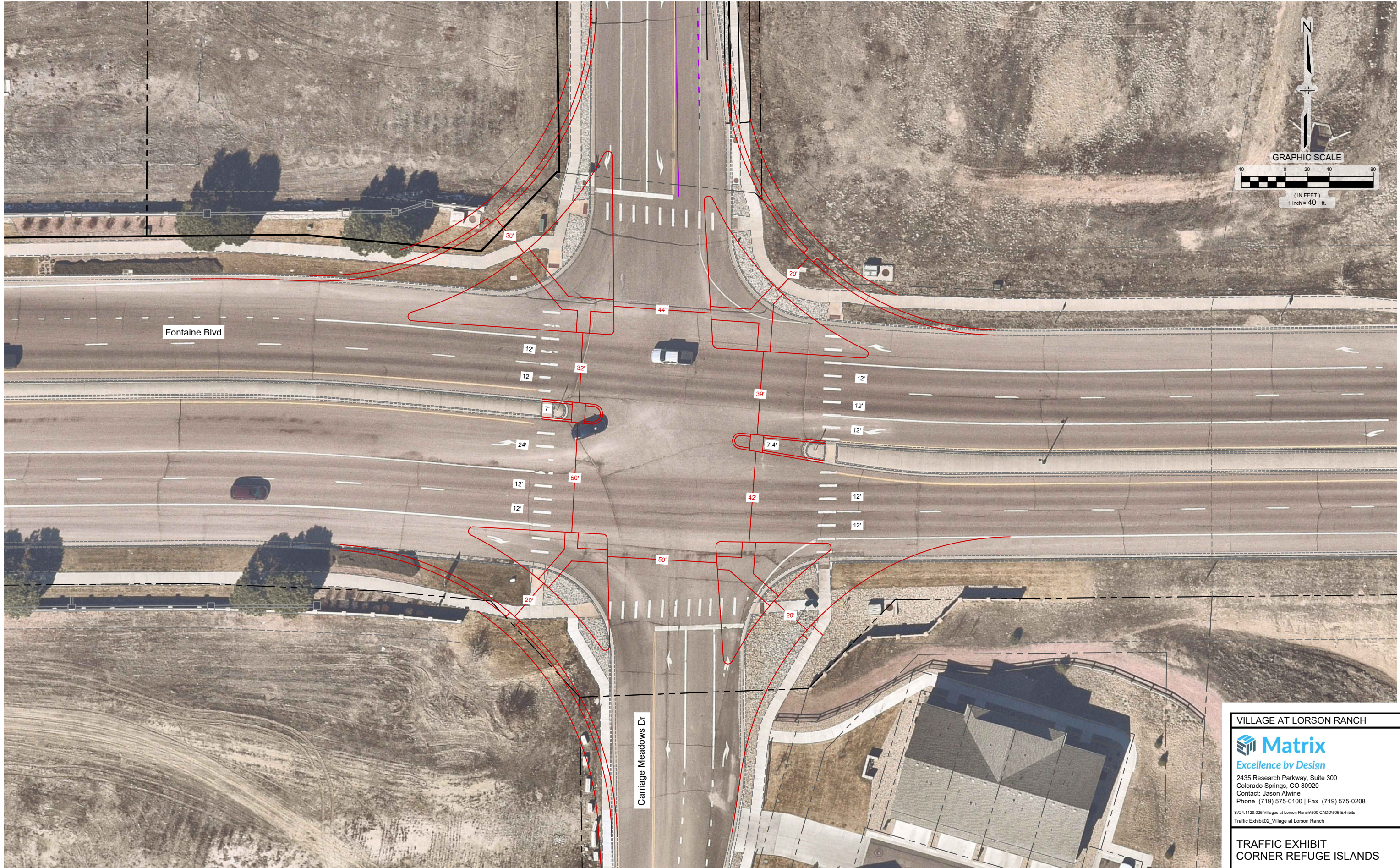
VILLAGE AT LORSON RANCH



2435 Research Parkway, Suite 300
Colorado Springs, CO 80920
Contact: Jason Alwine
Phone (719) 575-0100 | Fax (719) 575-0208
S:\24.1129.025 Villages at Lorson Ranch\500 CADD\505 Exhibits
Traffic Exhibit01_Village at Lorson Ranch

TRAFFIC EXHIBIT
PROPOSED ALTERNATIVE

June 4, 2024



VILLAGE AT LORSON RANCH



2435 Research Parkway, Suite 300
Colorado Springs, CO 80920
Contact: Jason Alwine
Phone (719) 575-0100 | Fax (719) 575-0208
S:\24.1129.025 Villages at Lorson Ranch\500 CADD\505 Exhibits
Traffic Exhibit02_Village at Lorson Ranch

TRAFFIC EXHIBIT
CORNER REFUGE ISLANDS

June 4, 2024