

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

A deviation from the standards of or in Section 2.5.2.(C3) of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

All "T" intersections shall have a minimum of four curb ramps.

State the reason for the requested deviation:

Allow only two pedestrian ramps to be constructed at the T-intersection of Luneth Drive and Shunka Lane. Installation of a ramp at this intersection crossing Luneth Drive is not feasible as the grading cannot meet ADA requirements along the ADA curb returns as well as conflicts with several large existing drainage structures.

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

The proposed alternative is to construct pedestrian ramps crossing Shunka Lane and no ramps crossing Luneth Drive at this T-intersection. The ECM standard is for T-intersections to have a minimum of four curb ramps. The full pedestrian crossing at Luneth Drive and Akela Lane is approximately 120' feet away and provides a much safer intersection for pedestrian movements.

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 intersection is in close proximity of another intersection with all the required ramps proposed/constructed. Installation of a ramp at this intersection crossing Luneth Drive is not feasible as the grading cannot meet ADA requirements along the ADA curb returns as well as conflicts with several large existing drainage structures. The additional two ramps may also be a safety concern as the removed crossing is at the edge of a large curve. The full pedestrian crossing at Luneth Drive and Akela Lane is approximately 120' feet away and provides a much safer intersection for pedestrian movements.

The standard does not impose any particular hardship on the applicant. However, it will be more beneficial to pedestrian continuity and public safety.

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.

Elimination of two of the four ramps at this intersection will not impede pedestrian movements and will result in safer pedestrian crossing due to grading concerns and the inability to meet ADA slope requirements (where required). The additional ramps may also be a safety concern as the removed crossing is at the edge of a large curve. A pedestrian will be able to cross at an alternate location within approximately 120' of the eliminated ramps.

The deviation will not adversely affect safety or operations.

Elimination of two of the four ramps at this intersection will not impede pedestrian movements and will result in safer pedestrian crossing due to grading concerns and the inability to meet ADA slope requirements (where required). The additional ramps may also be a safety concern as the removed crossing is at the edge of a large curve. A pedestrian will be able to cross at an alternate location within approximately 120' of the eliminated ramps.

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

Maintaining fewer pedestrian ramps will be less expensive.

The deviation will not adversely affect aesthetic appearance.

Fewer pedestrian ramps will not visually affect the intersection's appearance nor prevent adequate, safe pedestrian movements.

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 elimination of ramps at the intersections will not impede pedestrian movements and will result in safer pedestrian crossing.

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 pedestrian ramp elimination.

REVIEW AND RECOMMENDATION:

Approved by the ECM Administrator

This request has been determined to have met the criteria for approval. A deviation from Section 2.5.2.(C2) 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 2.5.2.(C2) of the ECM is hereby denied.

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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

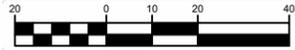
Whether a request for deviation is approved as proposed or with conditions, the approval is for project-specific use and shall not constitute a precedent or general deviation from these Standards.

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.



GRAPHIC SCALE



(IN FEET)
1 inch = 40 ft.

LORSON LLC NOMINEE
FOR MURRAY
FOUNTAIN LLC
ZONING (PUD)

LOT 7
4,026 sq. ft.

LOT 6
4,548 sq. ft.

LOT 5
6,239 sq. ft.

TRACT D
6,724 sq. ft.

LOT 4
4,044 sq. ft.

LOT 3
3,063 sq. ft.

LOT 2
3,063 sq. ft.

LOT 1
3,063 sq. ft.

TRAPPED DRIVE - EX 80' R.O.W.
(RESIDENTIAL COLLECTOR - PUBLIC)

CREEKSIDE
SOUTH AT
LORSON RANCH
FILING NO. 1
ZONING (PUD)

LUNETH DRIVE - EX 50' R.O.W.
(LOCAL RESIDENTIAL - PUBLIC)

AKELA LANE - EX 50' R.O.W.
(LOCAL RESIDENTIAL - PUBLIC)

CREEKSIDE
SOUTH AT
LORSON RANCH
FILING NO. 1
ZONING (PUD)

CREEKSIDE
SOUTH AT
LORSON RANCH
FILING NO. 1
ZONING (PUD)

REMOVE/ DO NOT
CONSTRUCT RAMP
(SEE DEVIATION
REQUEST 1)

SHUNKA LANE - EX 50' R.O.W.
(LOCAL RESIDENTIAL - PUBLIC)

CREEKSIDE AT LORSON RANCH F02

Matrix
Excellence by Design

2435 Research Parkway, Suite 300
Colorado Springs, CO 80920
Contact: Jason Alwine
Phone (719) 575-0100 | Fax (719) 575-0208

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Creekside at Lorson Ranch F02_Deviation Exhibit-1

DEVIATION 1
EXHIBIT

07 / 18 / 2022