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DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

PROJECT INFORMATION

2b

Project Name : Sterling Ranch East Community Center Parkland Area Phase 1
Schedule No.(s) : 5233410022
Legal Description : TR. B STERLING RANCH EAST FIL. NO. 1

APPLICANT INFORMATION

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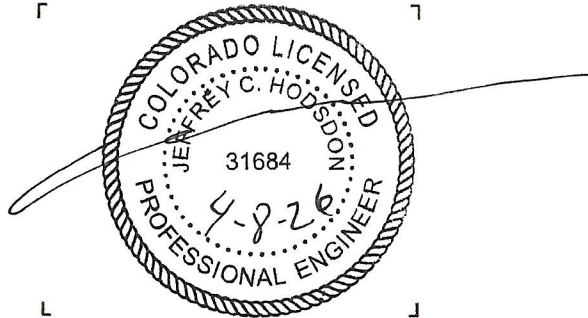
OWNER, APPLICANT, AND ENGINEER DECLARATION

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)

Part 1: 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 point to Sterling Ranch Road, an Urban Non-Residential Collector Street: A full-movement access point is proposed to the west (north) side of Sterling Ranch Road located approximately 340 feet southeast of Laguna Niguel Way. The access will provide access to the regional park site.

Part 2: Turn Bay Lengths: A deviation from the standards of or in Section 2.3.7.D.1 of the Engineering Criteria Manual (ECM) is requested. The request is for modification to the existing striping/markings to incorporate center, two-way left-turn lane (TWLTL) striping across the proposed park access. The left turn lane (including 8" white lane line and arrow pavement markings) would remain unchanged. The transition taper for the left-turn lane at Laguna Niguel Way would be modified to accommodate the change which allow for 1) a striping-gap-type lane-transition taper (of 65') (this type of taper is common with TWLTL configurations) in lieu of the ECM standard 96' reverse-curve bay taper (8:1 taper ratio) and 2) vehicle storage within the ECM-standard lane length (rather than decel plus storage).

Deviation Exhibit 1 (attached) graphically summarizes the proposed striping/markings modifications and the detailed elements of the deviation request. Queue analysis report printouts are also attached, for reference.

Identify the specific ECM standard which a deviation is requested:

Part 1

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** to Urban Non-Residential Collector roadways. This standard is reflected in ECM Table 2-7 (Roadway Design Standards for Urban Collectors and Locals).

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, **commercial** access is requested to an Urban Non-Residential Collector.

Part 2

2.3.7.D.1 Turn Lane Design

The design elements for a left turn lane are the bay taper, lane length, storage length, which in combination makes up the left turn lane.

State the reason for the requested deviation:

Part 1

The deviation is requested as no direct access is allowed to Sterling Ranch Road. The proposed regional park needs two access points (the other access is to Laguna Niguel).

Part 2

The deviation is needed as the ECM standard requires full deceleration length **plus** vehicle storage distance **plus** transition taper for the northeast-bound left-turn lane approaching Laguna Niguel and the proposed access location and associated centerline spacing from Laguna Niguel Way would not allow the full ECM-standard auxiliary-lane taper to remain in place as striped in the field. Note: this deviation would not necessitate a change to the existing left-turn lane as defined by the current 8" white lane line and arrow pavement markings,

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

Part 1

The alternative is to provide primary **access** to Sterling Ranch Road 340 feet southeast of Laguna Niguel Way. Note: The access plan for the park also includes a secondary access on Laguna Niguel Way (an Urban Local street).

- 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, commercial-type, **non-residential/public park** 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.*

Part 2

Please refer to **Deviation Exhibit 1** for design details. The proposed alternative is for modification to the existing striping/markings to include a change to TWLTL striping across the access. Also, the left-turn taper at Laguna Niguel Way would be modified to accommodate the change which allow for 1) a striping-gap-type lane transition taper of 65' (this type of taper is common with TWLTL configurations in leu of the ECM-standard straight or bay-type tapers. Although this deviation would not necessitate a change to the **existing** (as-striped) left-turn lane as defined by the current 8" white lane line and arrow pavement markings, this deviation would also, 2) "memorialize" the current condition of vehicle storage within the ECM-standard lane length (rather than decel. plus storage).

The proposed left-turn lane would have abbreviated lane and taper lengths. The ECM standard is 155-foot lane plus 50-foot minimum storage (the **ECM** requires 50' minimum storage for any turn lane), plus 160-foot taper (or 96' bay taper - ECM Table 2-26 allows for a taper ratio of 8:1 for tangent bay tapers in constrained locations. Based on a lane width of 12- feet, the 8:1 ratio would result in a 96-foot tangent-bay taper). The proposed 65-foot-long gap-type taper would be about 30 feet short of the ECM standard.

References to National and State Standards:

The TWLTL striping across the proposed access to the park conforms to the *Manual on Uniform Traffic Control Devices (MUTCD)*.

Refer to MUTCD Figure 3B-7 for reference. The following are some applicable text line items from the MUTCD within these referenced sections (refer to the manual for complete text).

Section 3B.05 Pavement Markings for Two-Way Left-Turn Lane

Two-way left-turn lane markings should not extend to intersections (see definition in Section 1C.02).

Two-way left-turn lanes may be transitioned to mandatory left-turn lanes as shown in Figure 3B-7 or painted median islands where they approach an intersection.

<Definitions section>

Section 1C.02 Definitions of Words and Phrases Used in this Manual

63. *Driveway*—an access from a roadway to a building, site, or abutting property.

113. *Intersection*—intersection is defined as follows:

...
(b) *The junction of an alley, driveway, or site roadway with a public roadway or highway shall not constitute an intersection, unless the public roadway or highway at said junction is controlled by a traffic control device. [Sterling Ranch Road will not be controlled by a traffic control device- Stop sign only for the access/for traffic exiting the park]*

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

The lane remains 155' - vehicle storage within the ECM standard lane length (rather than decel **plus** storage). i.e., the request is to allow use of the proposed, standard 155' deceleration distance for vehicle storage, when a queue forms, rather than having storage in addition to the deceleration distance.

Comparison to the ECM:

ECM requires 50' minimum storage for any turn lane.

City of Colorado Springs – Traffic Criteria Manual

Storage Lengths for left turn lanes

The length of a left turn lane for all city streets, other than expressways, shall be based on providing adequate storage length. Deceleration length is not to be included for the left turn lane design.

CDOT Access Code:

25' based on 25 left turning vehicles per hour during the PM peak.

Also, the left-turn taper at Laguna Niguel Way would be modified to accommodate the change to a striping-gap-type lane transition taper (of 65') (this type of taper is common with TWLTL configurations) in lieu of the ECM-standard 96' reverse curve bay taper (8:1 taper ratio).

The 65' gap/taper is a recommended site-specific length to allow the TWLTL striping to extend 30' additional feet past the PC at the access (verses terminating the TWLTL striping at the start of a 96-foot taper for the left-turn lane at Laguna Niguel Way).

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:

Part 1

Given the size and scale of the park facilities, direct access to Sterling Ranch Road is needed and logical. This request for access is part of the overall plan for the park, which also includes a secondary access on Laguna Niguel Way (an Urban Local street). Without the requested access to Sterling Ranch Road, all park traffic would otherwise be loaded to Laguna Niguel Way, to which individual homes access directly (except for the short segment connecting to Sterling Ranch Road).

The type of access point requested is full-movement, commercial-type access, 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 criteria indicate that parcel access locations can be reviewed by the ECM Administrator.

Part 2

The turn lane length deviations are a function of spacing. Several aspects were considered when selecting the park access location.

- The location allows for a longer spacing dimension between the access and Lubbock Trail (460 feet) which geometrically contains the back-to-back left turn movements. At the intersection of Lubbock/Sterling Ranch Road, the southwest-bound left turn volume will likely be a function of the future school traffic circulation plan. Depending on possible use of Lubbock Trail as part of that plan, there is the potential for significant school-peak turning volume and associated left-turn school-peak-period queuing to occur in the future within the center, striped median between Lubbock Trail and the proposed park access. Lengthening this spacing (which shortens the spacing between the access and Laguna Niguel Way) maximizes the LT stacking distance at Lubbock Trail. As a result, some minor deviation elements are requested for the LT lane at Laguna Niguel Way. This is a beneficial "trade-off" and are reasonable because 1) there are not back-to-back left turn lanes between Laguna Niguel Way – only the left turn onto Laguna Niguel Way - as this access (as a T intersection to the northwest), 2)The projected left turn volume at Laguna Niguel Way is relatively low, partly because there are two other downstream intersections to that subdivision to distribute the left turn volume. Also, with the single-family land use served

by Laguna Niguel Way and the other downstream intersections, the future trips entering from Sterling Ranch Road (and the resulting left turn volume) are much more **predictable** than the trips and resulting turning movements into the future school site.

The lane remains 155' - vehicle storage **within** the ECM standard lane length (rather than decel **plus** storage).

Also, the left-turn taper at Laguna Niguel Way would be modified to accommodate the change which allow for 1) a striping-gap-type lane transition taper (of 65') (this type of taper is common with TWLTL configurations) in leu of the ECM standard 96' reverse curve bay taper (8:1 taper ratio). This is proposed as a site-specific adjustment.

Both are requested as a function of the proposed access location and centerline spacing, which overall is a better alternative.

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.

Part 1

Given the size and scale of the park facilities, direct access to Sterling Ranch Road is needed and logical. This request for access is part of the overall plan for the park, which also includes a secondary access on Laguna Niguel Way (an Urban Local street). Without the requested access to Sterling Ranch Road, all park traffic would otherwise be loaded to Laguna Niguel Way to which individual homes access directly.

The type of access point requested is full-movement, commercial-type access, 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 will not adversely affect safety or operations.

The request would be for access located 340 feet southwest of Laguna Niguel Way. While this request is for an "access," the centerline spacing would be consistent with ECM standard minimum spacing of local streets.

The existing taper striping would be modified to accommodate the access per the attached deviation exhibit.

ECM Section 2.4.1 access criteria states the following five access design guidelines:

Adequate Spacing

The ECM indicates that accesses shall be separated by a distance equal to the entering sight-distance values in Table 2-35.

The distance proposed between Laguna Niguel Way and the access would meet the ECM required stopping sight distance for vehicles approaching on Sterling Ranch Road from the northeast (305'). Figure 3 from the TIS shows this sight-distance analysis for the proposed access. Also, the Minimum Sight Distance Along Roadway of 250' per Table 2-33 would be met.

As shown in the sight distance analysis, the required entering sight distance from the drivers eye at the access (455') would be met in both directions to approaching through vehicles on Sterling Ranch Road.

Proper Alignments

The proposed site-access point will be aligned at 90 degrees to the Sterling Ranch Road centerline.

Coordinated Widths with Its Intended Use

The ECM requires a minimum 25-foot width for a commercial access point on a Non-Residential Collector roadway. The site-access drive is proposed to be 34-feet and would meet this criterion.

Clearances from Intersection

Access to commercial or industrial parcels fronting Non-Residential Collector roadways shall be located within the range of 115-480 feet from the point of curvature or point of tangency of the curb line of adjacent intersections. The ECM indicates that the clearance will depend on the sight distance, driveway location with respect to the intersection, intersection control, and posted speed limit. In all cases, a minimum corner clearance of 50 feet shall be provided. The location of the access point is within the range specified in the ECM.

The deviation will not adversely affect safety or operations.

Part 2

2.3.7.E.1,2 Turn Lane Design

The ECM standard is 155-foot lane plus 160-foot taper, plus storage. Please refer to the attached Deviation Exhibit.

The proposed design incorporates a change to TWLTL striping across the access. Given the spacing to Laguna Niguel Way, the left-turn taper at Laguna Niguel Way would be modified to accommodate the change which allow for 1) a striping-gap-type lane transition taper (of 65') (this type of taper is common with TWLTL configurations) in leu of the ECM standard 96' reverse curve bay taper (8:1 taper ratio) and 2) the lane to remain as currently striped. This deviation would not necessitate a change to the **existing** (as-striped) left-turn lane as defined by the current 8" white lane line and arrow pavement markings. This deviation would "memorialize" the current condition of vehicle storage within the ECM-standard lane length (rather than decel. plus storage).

Deviation Exhibit 1 (attached) graphically summarizes the proposed striping/marketing modifications and the detailed elements of the deviation request. The projected queue lengths are a maximum of 31 feet approaching both the proposed site access and Laguna Niguel Way. Please refer to the attached queuing analysis reports for complete details.

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

The deviation will not affect maintenance or maintenance costs as the street width (amount of paving) will not change.

The deviation will not adversely affect aesthetic appearance.

This access point will not affect the aesthetics. This will be a park access.

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

This proposed site access and location relative to the adjacent public street intersections, would meet the five access/driveway design guidelines stated in ECM Section 2.4.1. The requested turn-lane deviation elements for the left-turn lane at Laguna Niguel Way would be reasonable and would be a beneficial "trade-off" to increase the back-to-back left-turn queuing distance between the access and Lubbock Trail for reasons listed above.

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 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 2.2.5.D & 2.3.2 of the ECM is hereby granted based on the justification provided.

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P.E.
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County Engineer designee
Date: 2026.04.22 09:45:24-06'00'
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Daniel Torres, P.E.

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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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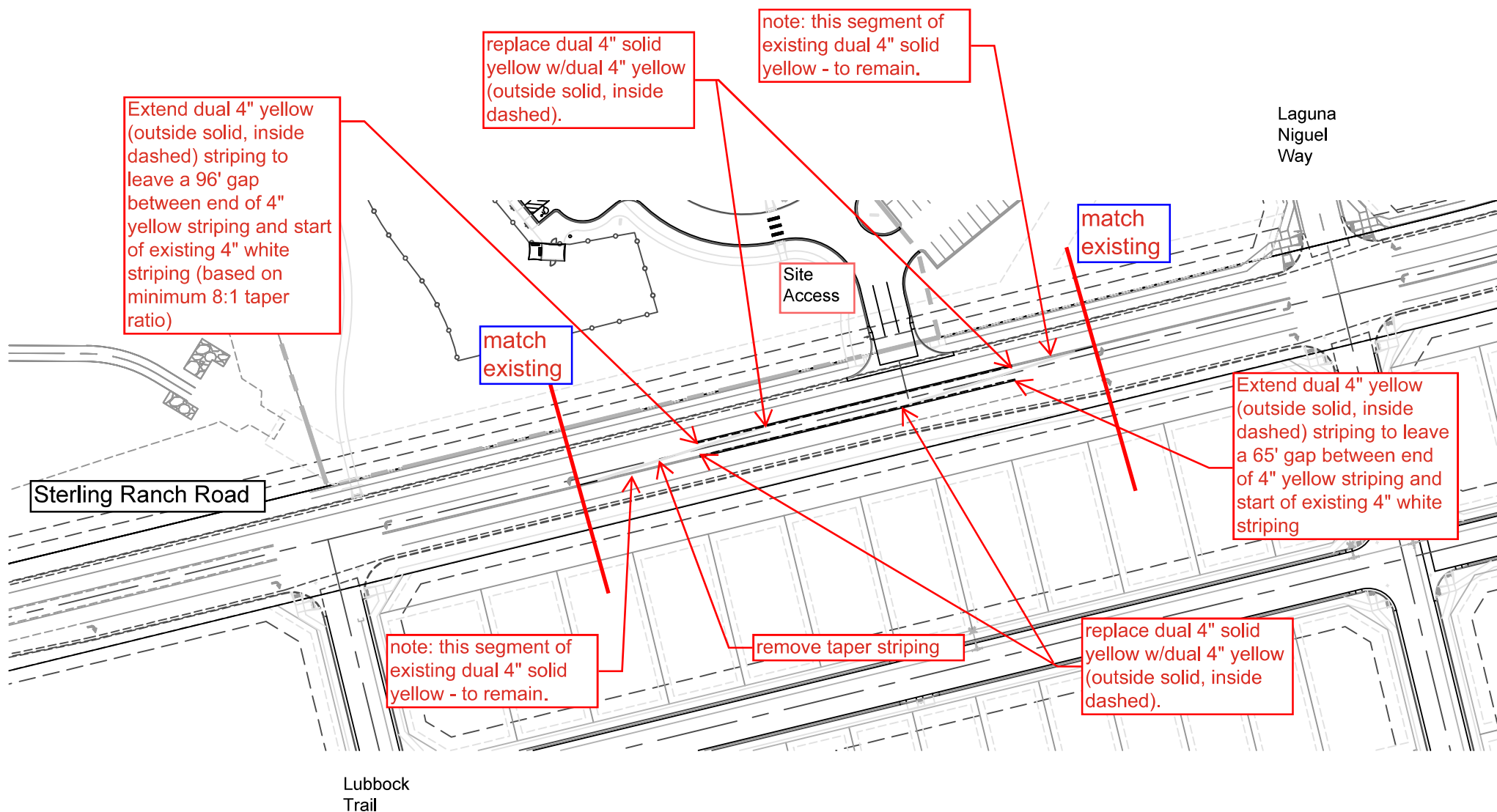
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ECM ADMINISTRATOR COMMENTS/CONDITIONS:

Deviation Exhibit





Deviation Exhibit No. 1