



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

A deviation from the standards of and **Section 2.5.2.C.4: Mid-Block Ramps on Local Roadways**- of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

A deviation from the maximum mid-block ped ramp spacing on local roadways (600') is requested. An excerpt of the standard is provided below.

4. **Mid-Block Ramps on Local Roadways.** Curb ramps on local roadways shall be spaced no greater than 600 feet apart. Where spacing is greater than 600 feet, mid-block curb ramps shall be provided at spacings that minimize travel distances between curb ramps. Private accesses may be used for these access points where the access is designed to meet curb ramp requirements. The pavement markings and signing required by the ECM and MUTCD shall be provided for mid-block curb ramps.

State the reason for the requested deviation:

The deviation is being requested to avoid utility service, lot layout, and drainage infrastructure constraints typically associated with a residential subdivision. The deviation will assist with promoting a reasonable sidewalk layout to accommodate pedestrian traffic from a logical access point that is considered comparable or superior to that of the ECM standards.

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

The proposed layout includes the following deviation(s) from standard ECM Standards for mid-block pedestrian ramp spacing. Requesting;

- 611' maximum spacing. Standard maximum spacing is 600' for local roadways.

**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:

Justification for the requested deviations for an increase in the maximum ped ramp spacing include:

- Only 11' further of a traveling distance compared to maximum 600' (~2% distance increase)
- Proposed access point (ped ramp) location avoids conflict with drainage structures, potentially ponded area (at the BFP low-point), and steep grading areas
- Avoids adding additional ramp within lot frontage of the affected area which would further conflict with utility services and driveway placement
- Not adding an additional ramp eliminates marginal maintenance increase for the additional ramp
- Provides a convenient, middle-access point for pedestrian traveling from open-space area to public facilities on Sterling Ranch Road
- Only occurs at one location (SE corner) on-site

**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 maximum ped ramp spacing will achieve a comparable level of performance as the standard distance with respect to the following:

- **Pedestrian ramp traffic volume accommodation** – There is an insignificant marginal decrease in the pedestrian traffic capacity (as compared to providing an additional ramp). but is not anticipated to cause safety concerns or any major changes to typical pedestrian patterns.
- **Pedestrian traffic patterns** – One fewer ramp will not significantly influence traffic patterns within the affected area. For instance, an added ped ramp at the low-point of BFP would likely be avoided in a rainfall event due to ponding.
- **Central Access Point** – Deviation still allows the ability to provide comparable means of travel from the on-site, open-space area to Sterling Ranch Road public facilities by providing a central pedestrian access point.
- **Alternative(s) Solution Comparison** – adding an additional ramp within the affected area will cause drainage/utility conflicts and potentially increase maintenance dues to close proximity to this infrastructure (more tedious) and inexperienced personnel may damage nearby structures. Relocating ramp to meet 600' maximum is not practical because the provided Tract serves as pedestrian access to Sterling Ranch Road as well as the most practical sanitary main tie in location.

The deviation will not adversely affect safety or operations.

The deviation will not adversely affect safety or roadway operations. Safety and roadway operations would be negatively affected with adding an additional ramp since the added crossing location would provide another conflict point. Also, 11' of an increase in the travel distance would have a comparable level of safety and necessary operations as meeting the 600' maximum.

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

Deviation will not affect maintenance and its associated cost. Maintenance is less than providing an additional ramp. It is also likely less than the alternative of relocating the ramp out of the associated Tract since the ramp would be in closer proximity to other infrastructure and driveways.

The deviation will not adversely affect aesthetic appearance.

Deviation will not affect aesthetic appearance of the impacted roadway section.

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

The deviation meets the intent by providing a layout nearly identical to the standards that provides comparable volume accommodation, pedestrian traffic patterns, and provides a central access point that is convenient for travel from on-site, open-space areas to public facilities on Sterling Ranch Road. Based on the negligible distance increase, maintenance effects, and the comparable level of performance previously discussed, this alternative would provide a superior solution.

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. Water quality treatment for the site discharge is provided at the downstream Pond W-5.

**REVIEW AND RECOMMENDATION:**

**Approved by the ECM Administrator**

This request has been determined to have met the criteria for approval. A deviation from **Chapter 2, and Appendix F, SD 4-4** 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 **Chapter 2, and Appendix F, SD 4-4** 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.

# DEVIATION EXHIBIT: MID-BLOCK PED RAMP SPACING

