



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

A deviation from the standards of or in Section 2.4 of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

2.4.1B Access Spacing. Accesses shall be separated by a distance equal to the entering sight distance values in Table 2-35. When turn lanes are present or will be needed in the future, the accesses shall be separated by a sufficient distance so that exclusive turn lanes including tapers will not overlap. Access shall not be permitted within a turn lane. Warrant criteria, design, and construction of turn lanes shall be governed by the requirements contained in Section 2.3.7D.

2.4.1D Access Sight Distances. Accesses and specific turn movements shall not be permitted where the sight distance is not adequate to allow the safe movement of a motorist using or passing the access. Any potentially obstructing objects, such as but not limited to advertising signs, structures, trees, and bushes, shall be designed, placed, and maintained at a height not to interfere with the sight distance needed by any vehicle using the access. Reconstruction of the horizontal and vertical curvature along the roadway or side slopes adjacent to the roadway may be necessary to increase sight distances.

State the reason for the requested deviation:

To permit a right-in/right-out access from Fontaine Boulevard into the Lorson Ranch Commercial parcel.

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 a desire by the owner/ developer to provide a more direct and secondary access point into the Lorson Ranch Commercial parcel and reduce the amount of commercial traffic using Carriage Meadows Drive (collector).

**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 deviation will help reduce the amount of commercial traffic on Carriage Meadows Drive. Additionally, the right-in/right-out access point is half-way (approximately 520' feet) between the intersections of Marksheffel Road and Carriage Meadows Drive. All of the turn movements will take place in an existing auxiliary lane where speeds are already reduced and nowhere near the design speeds of Fontaine Boulevard.

**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 help reduce the amount of commercial traffic on Carriage Meadows Drive. Additionally, the right-in/right-out access point is half-way (approximately 520' feet) between the intersections of Marksheffel Road and Carriage Meadows Drive. The required entering sight distance of driveways for passenger cars and pickup trucks is 540' on a four-lane roadway at 45 mph. All of the turn movements will take place in an existing auxiliary lane where speeds are already reduced and nowhere near the design speeds of Fontaine Boulevard. The entering site distance is reduced to 420' at 35 mph therefore the entering site distance of approximately 520' should be sufficient . The proposed right-in/right-out will not impair the auxiliary lane design onto Carriage Meadows Drive.

The deviation will not adversely affect safety or operations.

The deviation will not adversely affect safety or operations. The deviation will help reduce the amount of commercial traffic on Carriage Meadows Drive. Additionally, the right-in/right-out access point is half-way (approximately 520' feet) between the intersections of Marksheffel Road and Carriage Meadows Drive. All of the turn movements will take place in an existing auxiliary lane where speeds are already reduced and nowhere near the design speeds of Fontaine Boulevard. An additional pedestrian crossing will be required along the south side of Fontaine Boulevard at the proposed right-in/right-out driveway. Appropriate pedestrian safety including adequate entering sight distance will be accommodated. The turn lane for Carriage Meadows Drive will function appropriately and will not create public safety issues.

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

The deviation will not adversely affect maintenance and its associated cost as the right-in/right-out access will only add a small amount of additional pavement within the R.O.W.

The deviation will not adversely affect aesthetic appearance.

The requested deviation will not adversely affect aesthetic appearance. The right-in/right-out access from Fontaine Boulevard will be negligible in appearance and only add a small amount of additional pavement within the R.O.W.

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 additional right-in/right-out access provides adequate intersection sight distance clearance of approximately 520'. The right-in/right-out is centered between Marksheffel Drive and Carriage Meadows Drive and will not create sight distance issues at either intersection. The required entering sight distance of driveways for passenger cars and pickup trucks is 540' on a four-lane roadway at 45 mph. All of the turn movements will take place in an existing auxiliary lane where speeds are already reduced and nowhere near the design speeds of Fontaine Boulevard. The entering site distance is reduced to 420' at 35 mph therefore the entering site distance of approximately 520' should be sufficient. The proposed right-in/right-out will not impair the auxiliary lane design onto Carriage Meadows Drive.

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 right-in/right-out access.

**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.

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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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**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.

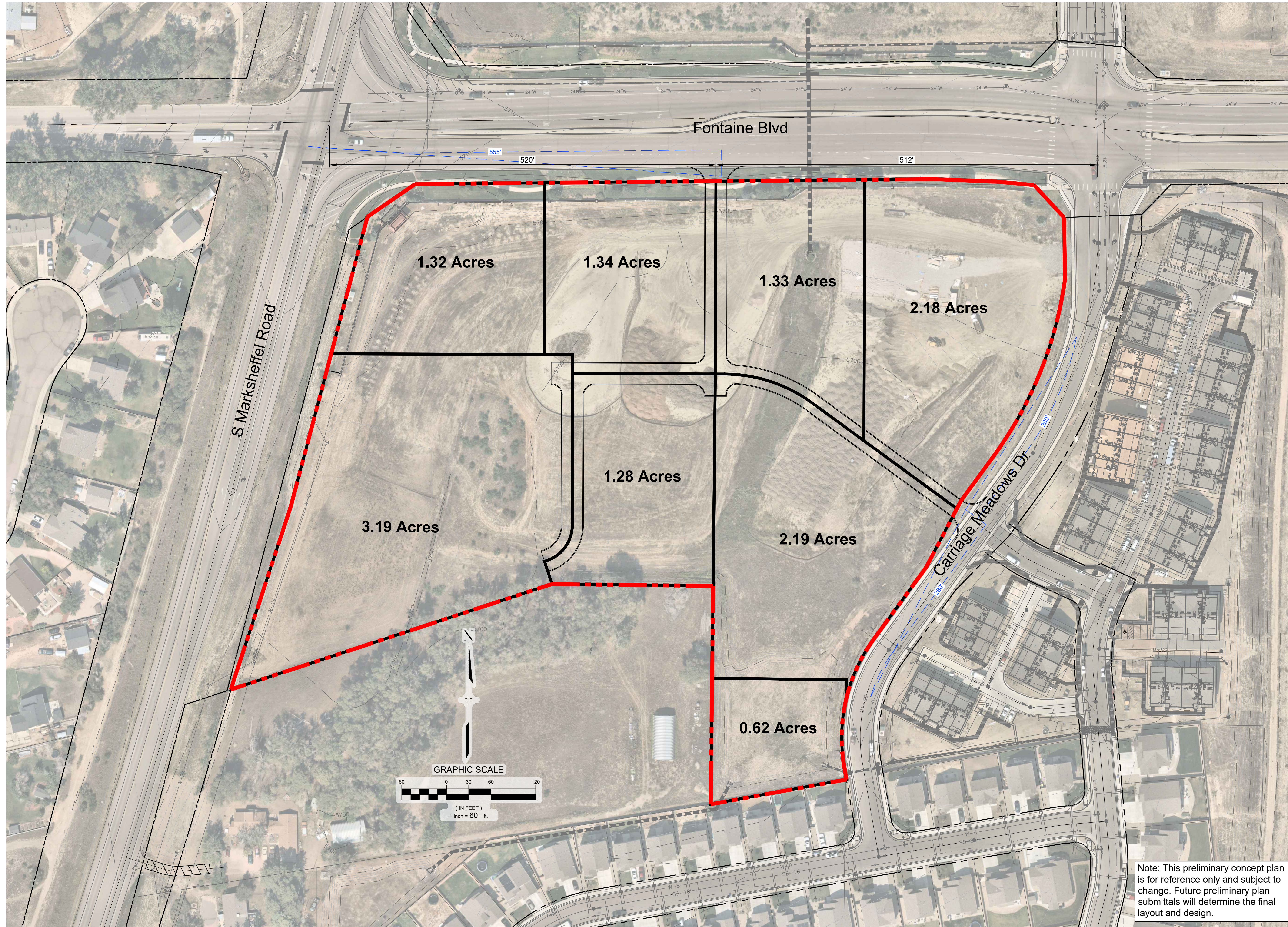
## **1.6. LIMITS OF APPROVAL**

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.

# LORSON RANCH COMMERCIAL CONCEPT DRAWING



Note: This preliminary concept plan is for reference only and subject to change. Future preliminary plan submittals will determine the final layout and design.

CONSULTANTS:

PLANNER/ LANDSCAPE ARCHITECT/ CIVIL ENGINEER:



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OWNER/DEVELOPER:

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212 N WAHSATCH DR., SUITE 301  
COLORADO SPRINGS, CO 80903  
(719) 635-5200

APPROVAL:

VICINITY MAP:



PROJECT:

LORSON RANCH COMMERCIAL  
CONCEPT DRAWING

EL PASO COUNTY, COLORADO  
JUNE 03, 2022

REVISION HISTORY:

NO.	DATE	DESCRIPTION	BY
0	06/10/2022	INITIAL SUBMITTAL	RAF
1	10/07/2022	SECOND SUBMITTAL	RAF

DRAWING INFORMATION:

PROJECT NO: 22.1129.022

DRAWN BY: RAF

CHECKED BY: JRA

APPROVED BY: JRA

SHEET TITLE:

CONCEPT  
DRAWING

CP01

SHEET 01 OF 01

PCD FILE NO.: