



**Planning and Community
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**DEVIATION REQUEST
AND DECISION FORM**

Updated: 6/26/2019

After discussion with the engineering manager and County engineer the proposed intersection spacing would be denied. There is no geographical constraint that precludes the applicant from meeting criteria as this is an undeveloped parcel.

PROJECT INFORMATION

Project Name : The Commons at Falcon Field Deviation No. : 19-00000001

Schedule No.(s) : 4307000001 and 4307200015

Legal Description : TRACT IN SEC 7-13-64 DESC AS FOLS: BEG AT NW COR OF LOT 13 ARROWHEAD ESTATES FIL NO 1; TH S 00<46'12" W 197.28 FT ALG WLY LN OF SD LOT 13 TO A PT, N 41<58'50" W 798.01 FT TO SELY R/W LN OF US HWY 24, TH ALG SD SELY R/W LN ALG ARC OF CUR TO L SD CUR BEING CONCAVE TO NW HAVING A RAD OF 5800.00 FT AN ARC DIST OF 193.53 FT A C/A OF 01<54'42" WHICH CHORD BEARS N 47<22'56" E 193.52 FT, N 46<25'11" E 760.04 FT TO INTSEC SD SELY R/W LN OF US HWY 24 & WLY R/W LN OF RIO LN, TH SLY ALG SD R/W OF RIO LN S 22<22'28" E 219.81 FT, S 89<10'21" E 1071.23 FT TO NW COR OF LOT 14 OF FALCON RANCH ESTATES SUB, S 00<10'51" E 705.04 FT ALG WLY LN OF SD LOT 14 & LOT 13 FALCON RANCH ESTATES SUB TO THE MOST NLY NW COR OF LOT 10 ARROWHEAD ESTATES FIL NO 1, TH CONT S 00<10'51" E 151.74 FT, TH N 88<55'44" W 1314.29 FT TO POB

TRACT IN SEC 7-13-64 DESC AS FOLS: COM AT NW COR OF LOT 13 ARROWHEAD ESTATES FIL NO 1; TH S 00<46'12" W 197.28 FT FOR POB; TH CONT S 00<46'12" W 988.14 FT, S 86<00'46" W 327.52 FT, S 00<25'05" W 68.17 FT, N 89<59'43" W 430.45 FT, N 00<14'15" E 1475.39 FT TO SELY R/W LN OF US HWY 24, TH ALG SD SWLY R/W LN N 50<05'41" E 125.34 FT, TH ALG ARC OF CUR TO L SD CUR BEING CONCAVE TO NW HAVING A RAD OF 5800.00 FT AN ARC DIST OF 178.20 FT A C/A OF 01<45'37" WHICH CHORD BEARS N 49<13'05" E 178.19 FT, TH S 41<58'50" E 798.01 FT TO POB

APPLICANT INFORMATION

Company : FALCON FIELD LLC
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 Owner Consultant Contractor

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ENGINEER INFORMATION

Company : LSC Transportation Consultants, Inc.
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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

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

DEVIATION No. 4 – Intersection Spacing (6/2/2023): A deviation from the standards of or in Sections **2.2.5.D** and **2.3.2** of the Engineering Criteria Manual (ECM) is requested. The request is for a deviation from the ECM standard intersection spacing along an Urban Local Street Retail Row Way- east of Kite Place less than the ECM prescribed 175-foot centerline spacing along an Urban Local Street.

This deviation is one of four submitted with this application. Deviation Exhibit A (attached) graphically summarizes all four deviation requests, including this one. Please refer to the attached Deviation Exhibits G1 and G2 which graphically show this Deviation request No. 4.

Note: Based on the classification map in the TIS (from the rezone and the current TIS for the preliminary plan) LSC had shown the segment of Retail Row Way between Merlin Way and Kite Place as an Urban Local street. The map shows Retail Row Way west of Merlin Way as a Non-Residential Collector (through the commercial area).

Identify the specific ECM standard which a deviation is requested:

2.2.5.E Rural and Urban Local Roadways

Roads shall not intersect urban local roadways closer than 175 feet from each other (centerline to centerline) [...] On an urban local roadway, the closest intersection to a collector roadway shall be at least 200 feet (centerline to centerline).

2.3.2 Design Standards by Functional Classification

Table 2-7: Roadway Design Standards for Urban Collectors and Locals
Criteria for an Urban Local Roadway: 175 foot intersection spacing.

Standard 2.3.2 requires 175 foot spacing between intersections for Urban Local roadways. This standard is reflected in ECM Table 2-7 (Roadway Design Standards for Urban Collectors and Locals).

State the reason for the requested deviation:

The requested spacing of 160 feet is due to need to provide a functional and efficient residential lot layout while providing the replacement connection for Rio Lane due to the closure of Rio Lane at US Highway 24; The reason is that this project is providing for a replacement Rio Lane connection to US Highway 24 to the Woodmen/US Highway 24 intersection per the *US 24 Access Management Plan*. Two access points are needed to serve the proposed 74 lots, while meeting the goal of creating a street connection to Rio Road. As Rio Lane will be closed at US Highway 24, the Falcon Field plan will maintain connectivity to US Highway 24 and Woodmen Road for residents along Rio Road, while discouraging cut-through traffic from the site to Falcon Highway. Options to accomplish these objectives are limited due to the shape of the properties and the locations of the property lines.

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

The standard indicates a minimum of 175 feet intersection spacing along Urban Local streets.

The request would be for an intersection spacing of approximately 160 feet along Retail Row Street between Merlin Way and Kite Place. Please refer to the attached Deviation Exhibit G2. The requested spacing would be 15 feet short of the standard.

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.

This does not appear to be an obstacle anymore as the channel is intended to be replaced with a storm pipe (box culvert) allowing the use of the land above

Provide justification:

The deviation is needed to meet the goals listed in the section "State the reason for the requested deviation." Options for meeting all objectives is limited due to the shape of the properties, the locations of the property lines and perhaps **most significantly, the drainage channel running north/south through the site.**

This alternative can accomplish the same design objective without compromising public safety or accessibility. This is because of the plan-specific proposed conditions with:

- The layout of the streets and associated predominant traffic movements,
- Retail Row Way ending as a T intersection at Kite Place, and
- No proposed south leg of the intersection of Merlin Way/Kite Place.

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.

A superior design and quality of improvement will result as

- This will allow this project to provide for a replacement Rio Lane connection to US Highway 24 to the Woodmen/US Highway 24 intersection per the *US 24 Access Management Plan*.
- This will allow for two access points, which are needed to serve the proposed 74 lots,
- This will create a street connection to Rio Road. As Rio Lane will be closed at US Highway 24, the Falcon Field plan will maintain connectivity to US Highway 24 and Woodmen Road for residents along Rio Road,
- This will discourage cut-through traffic from the site to Falcon Highway.

The deviation will not adversely affect safety or operations.

The request would be for intersection spacing of 160 feet. Despite the advantageous plan-specific conditions identified in the "Limits of Consideration" section, the proposed spacing would only be 15 feet short of the ECM standard.

- There would not be conflicting left-turn movements between the intersections of Retail Row Way/Merlin Way and Retail Row Way/Kite Place as there is no proposed south leg of the intersection of Merlin Way/Retail Row Way and thus no westbound left turns between these two intersections within the 160' distance.
- Eastbound traffic along Retail Row Way will be slowing within this 160' section on the approach to Kite Place as there will be a stop sign for traffic on that approach. This is because Retail Row Way will end as a T intersection at Kite Place.
- Westbound traffic will turn onto this 160-foot initial segment of Retail Row Way at a slower speed than the general design speed of an Urban Local street as **all** traffic will have turned left or right from Kite Place.
- Negligible traffic will turn left from Merlin Way (southbound) to Retail Row Way (eastbound) at the intersection of Retail Row Way/Merlin Way. Turning movements at this intersection will be eastbound left onto Merlin Way or southbound right from Merlin Way onto westbound Retail Row Street (**away from** this subject 160-foot segment of street). These two turning movements are less complex and require less intersection sight distance than a left turn from the minor street (which will be negligible given the proposed area street layout).
- The stopping sight distance along Retail Row Way westbound approaching the intersection of Retail Row Way/Merlin Way will be acceptable, given the speed at which motorists will enter the westbound departure lane of the intersection of Retail Row Way/Kite Place.

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

The deviation will have little effect on maintenance or maintenance costs as the proposed spacing is only 15 feet short of the standard and there would be no south leg of the intersection of Retail Row Way/Merlin Way to maintain. The proposed project street layout, with the deviation, would allow for the through connection between Rio Road and the Woodmen Road/US Highway 24 intersection, which would be beneficial to County Maintenance vehicles.

The deviation will not adversely affect aesthetic appearance.

The shorter access spacing will not affect the aesthetics as the intersections would be constructed to County standards.

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

The proposed intersection spacing, given the site specific characteristics will allow the greater objectives mentioned above to be met, not adversely affecting operations or safety given the analysis presented in that section of this deviation.

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 _____ 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:

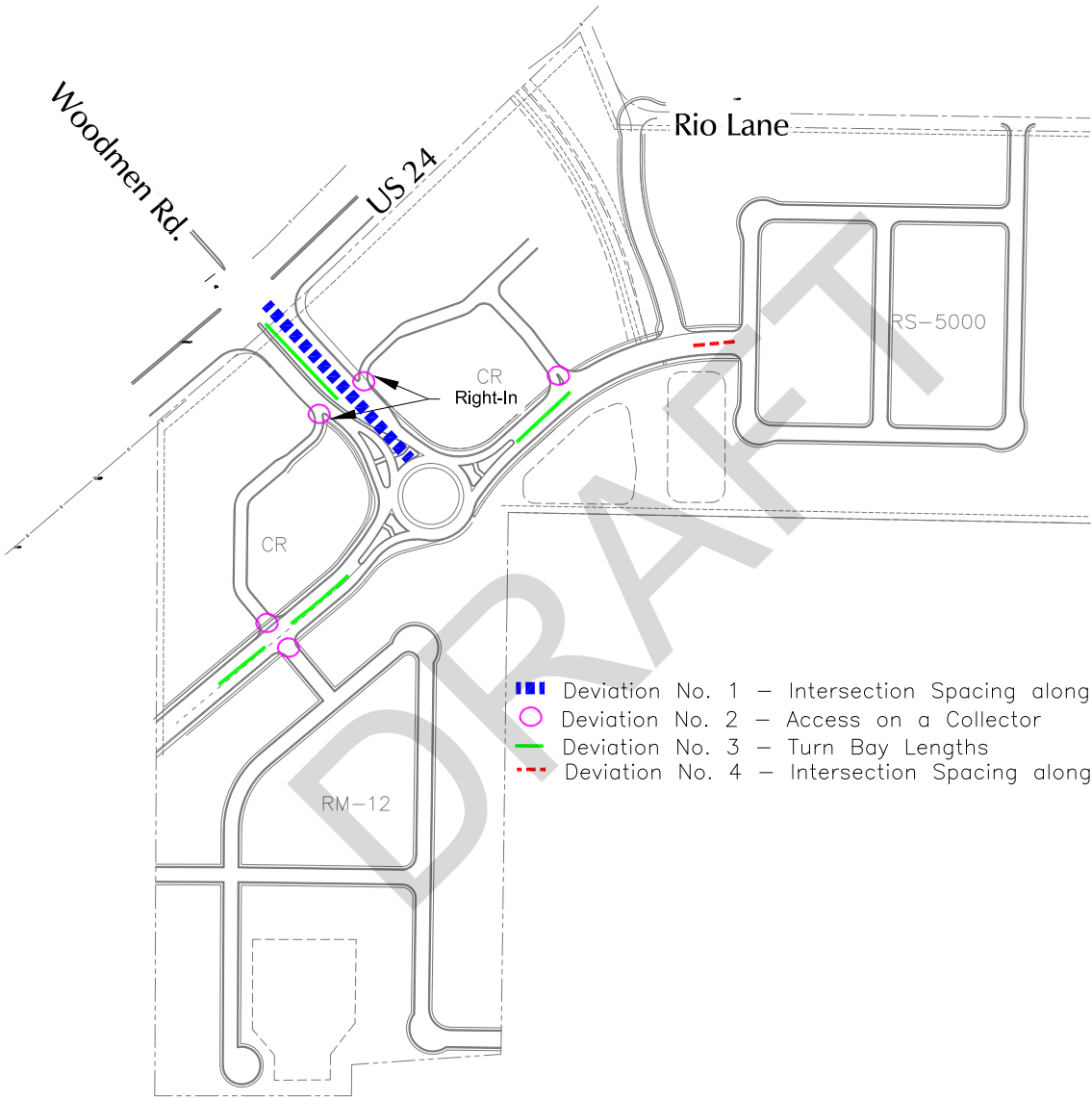
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Deviation Exhibits

DRAFT



Not to scale



-  Deviation No. 1 – Intersection Spacing along an Urban, Non-residential Collector
-  Deviation No. 2 – Access on a Collector
-  Deviation No. 3 – Turn Bay Lengths
-  Deviation No. 4 – Intersection Spacing along an Urban Local Street

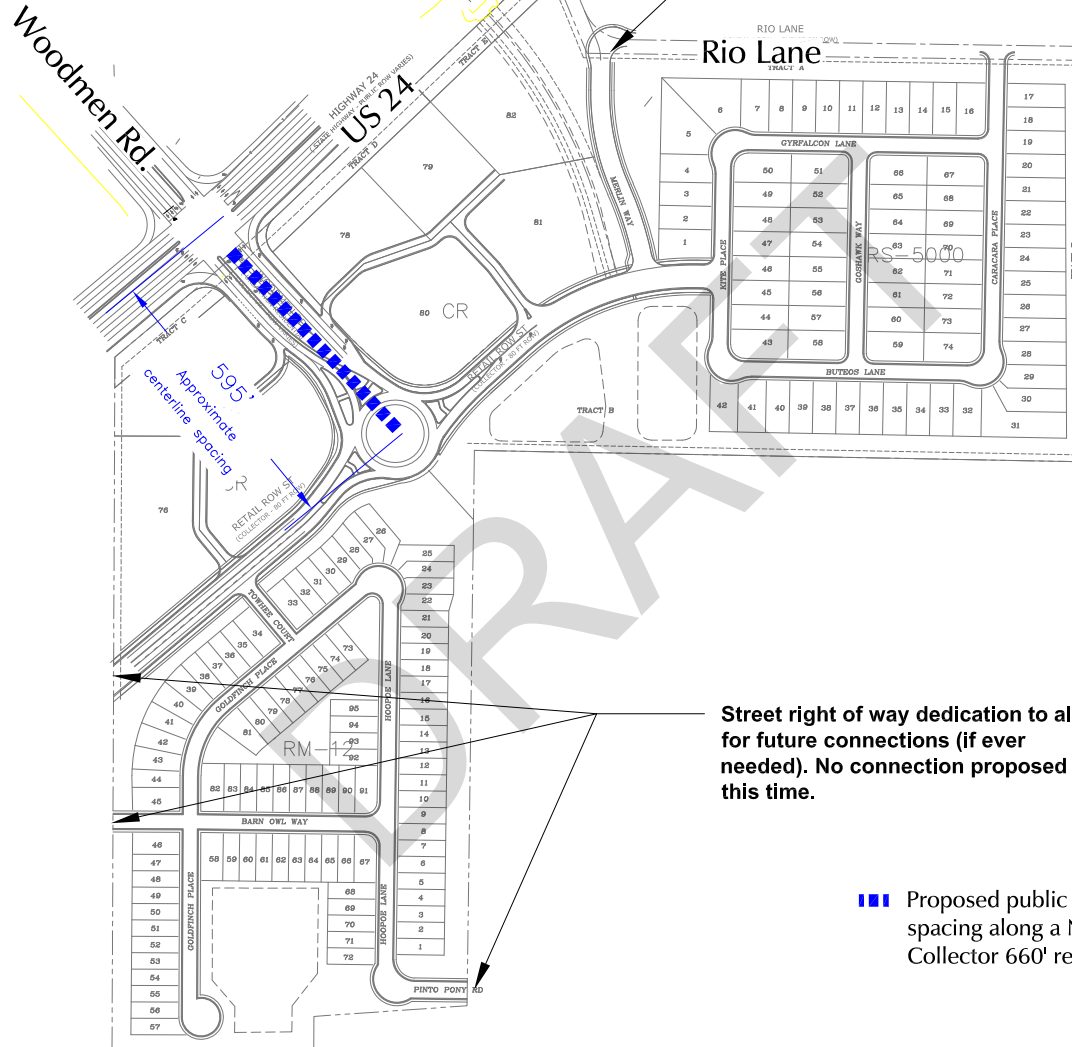
Deviation Exhibit A
Deviation Requests

Commons at Falcon Field (LSC# 234220)



Intersection to be closed. This will remove Rio Lane access to US 24 at this location.

New public street connection to Rio Lane in conjunction with closure of the US Highway 24/Rio intersection.



■ Proposed public street intersection spacing along a Non-residential Collector 660' required, 584' proposed.



Not to scale



Access Entering Sight Distance for Multi-unit Trucks (425' from ECM Table 2-35 based on a posted speed of 25mph which is just over the fastest path speed for the southbound to eastbound right turn in the roundabout (the R5 speed))

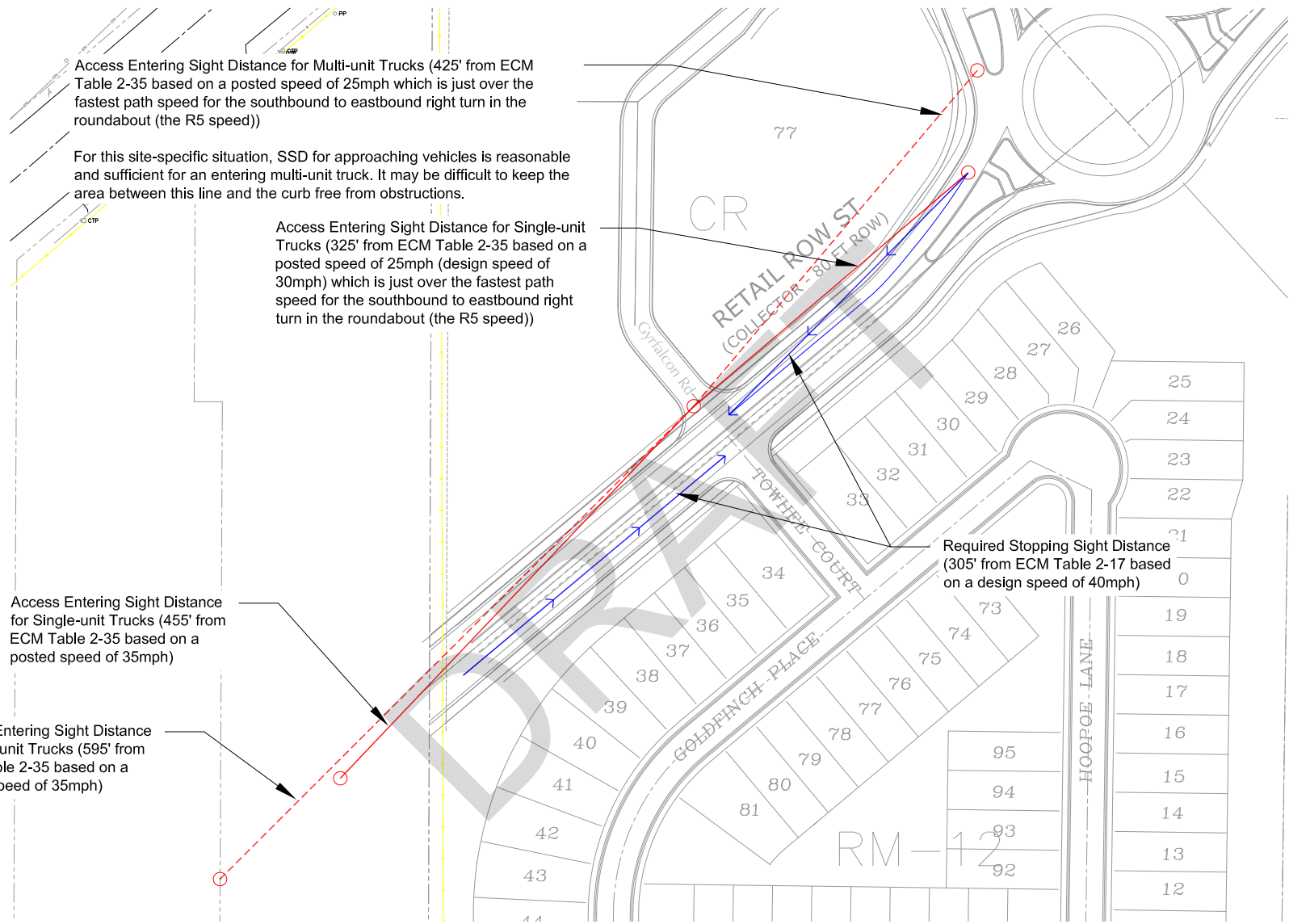
For this site-specific situation, SSD for approaching vehicles is reasonable and sufficient for an entering multi-unit truck. It may be difficult to keep the area between this line and the curb free from obstructions.

Access Entering Sight Distance for Single-unit Trucks (325' from ECM Table 2-35 based on a posted speed of 25mph (design speed of 30mph) which is just over the fastest path speed for the southbound to eastbound right turn in the roundabout (the R5 speed))

Access Entering Sight Distance for Single-unit Trucks (455' from ECM Table 2-35 based on a posted speed of 35mph)

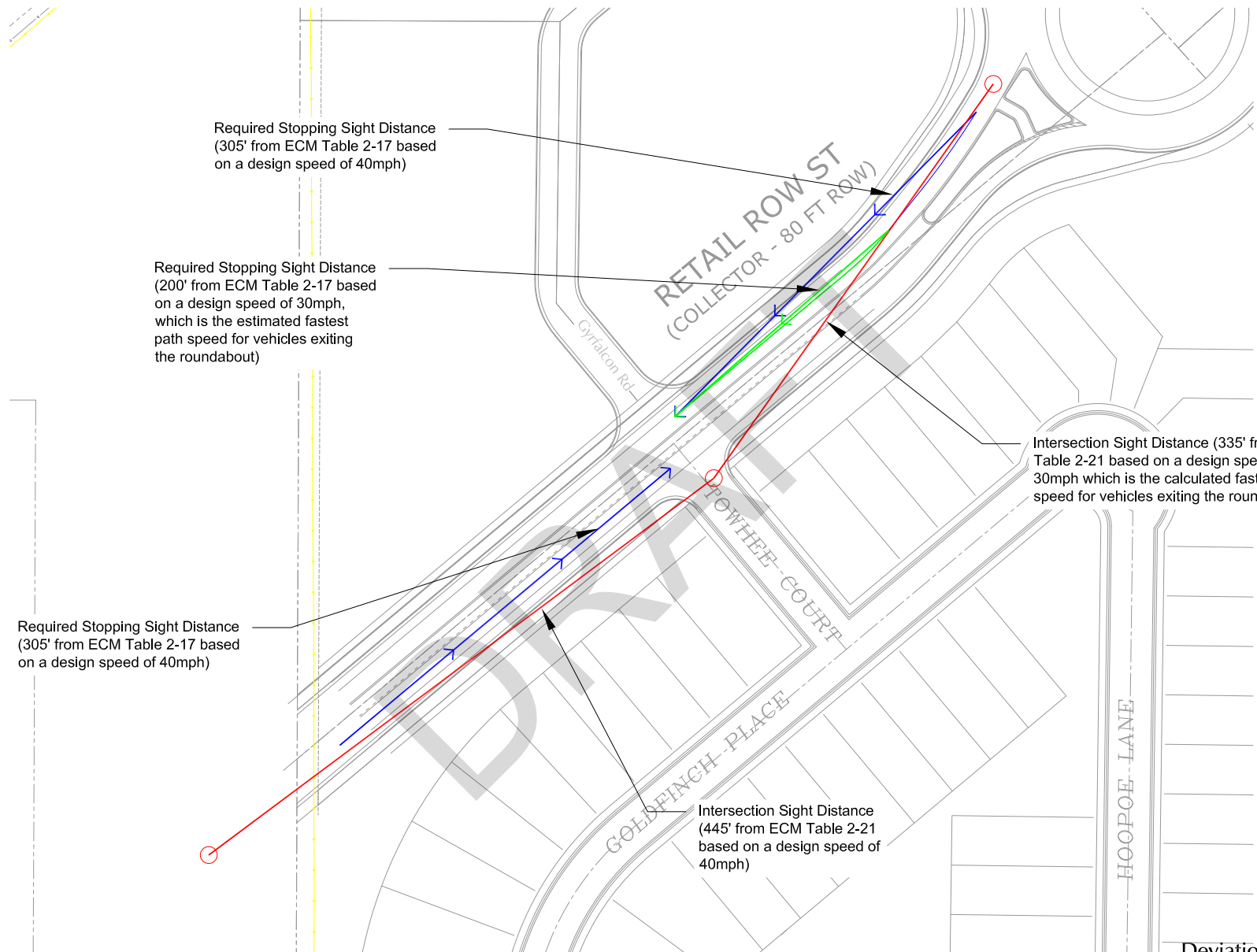
Access Entering Sight Distance for Multi-unit Trucks (595' from ECM Table 2-35 based on a posted speed of 35mph)

Required Stopping Sight Distance (305' from ECM Table 2-17 based on a design speed of 40mph)



Sight Distance Analysis Retail Row/Gryfalcon

Deviation Exhibit D1
Commons at Falcon Field (LSC# 234220)



Required Stopping Sight Distance
(305' from ECM Table 2-17 based
on a design speed of 40mph)

Required Stopping Sight Distance
(200' from ECM Table 2-17 based
on a design speed of 30mph,
which is the estimated fastest
path speed for vehicles exiting
the roundabout)

Required Stopping Sight Distance
(305' from ECM Table 2-17 based
on a design speed of 40mph)

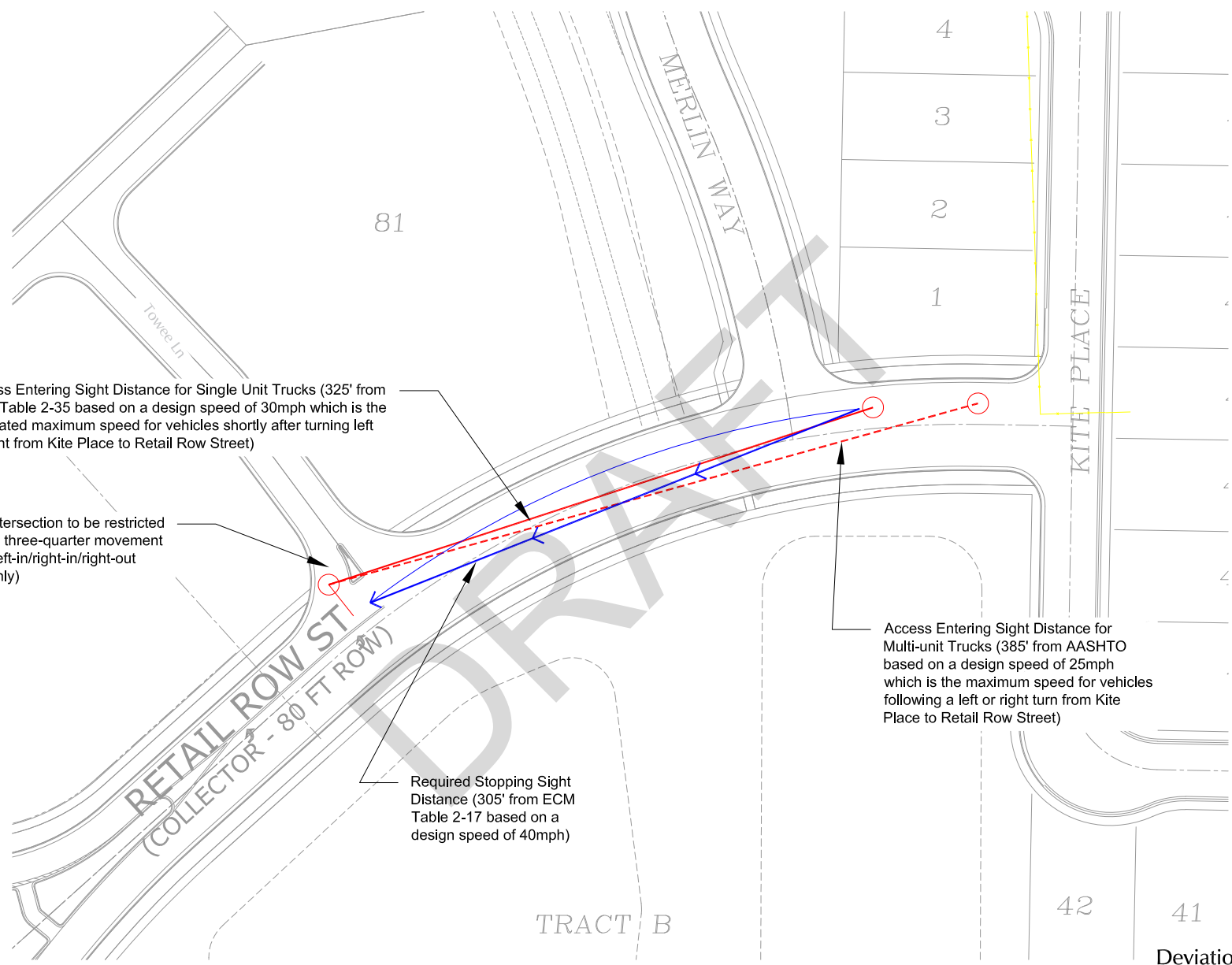
Intersection Sight Distance (335' from ECM
Table 2-21 based on a design speed of
30mph which is the calculated fastest path
speed for vehicles exiting the roundabout)

Intersection Sight Distance
(445' from ECM Table 2-21
based on a design speed of
40mph)



Sight Distance Analysis Retail Row/Towhee Ct

Deviation Exhibit D2
Commons at Falcon Field (LSC# 234220)



Access Entering Sight Distance for Single Unit Trucks (325' from ECM Table 2-35 based on a design speed of 30mph which is the estimated maximum speed for vehicles shortly after turning left or right from Kite Place to Retail Row Street)

Intersection to be restricted to three-quarter movement (left-in/right-in/right-out only)

Required Stopping Sight Distance (305' from ECM Table 2-17 based on a design speed of 40mph)

Access Entering Sight Distance for Multi-unit Trucks (385' from AASHTO based on a design speed of 25mph which is the maximum speed for vehicles following a left or right turn from Kite Place to Retail Row Street)

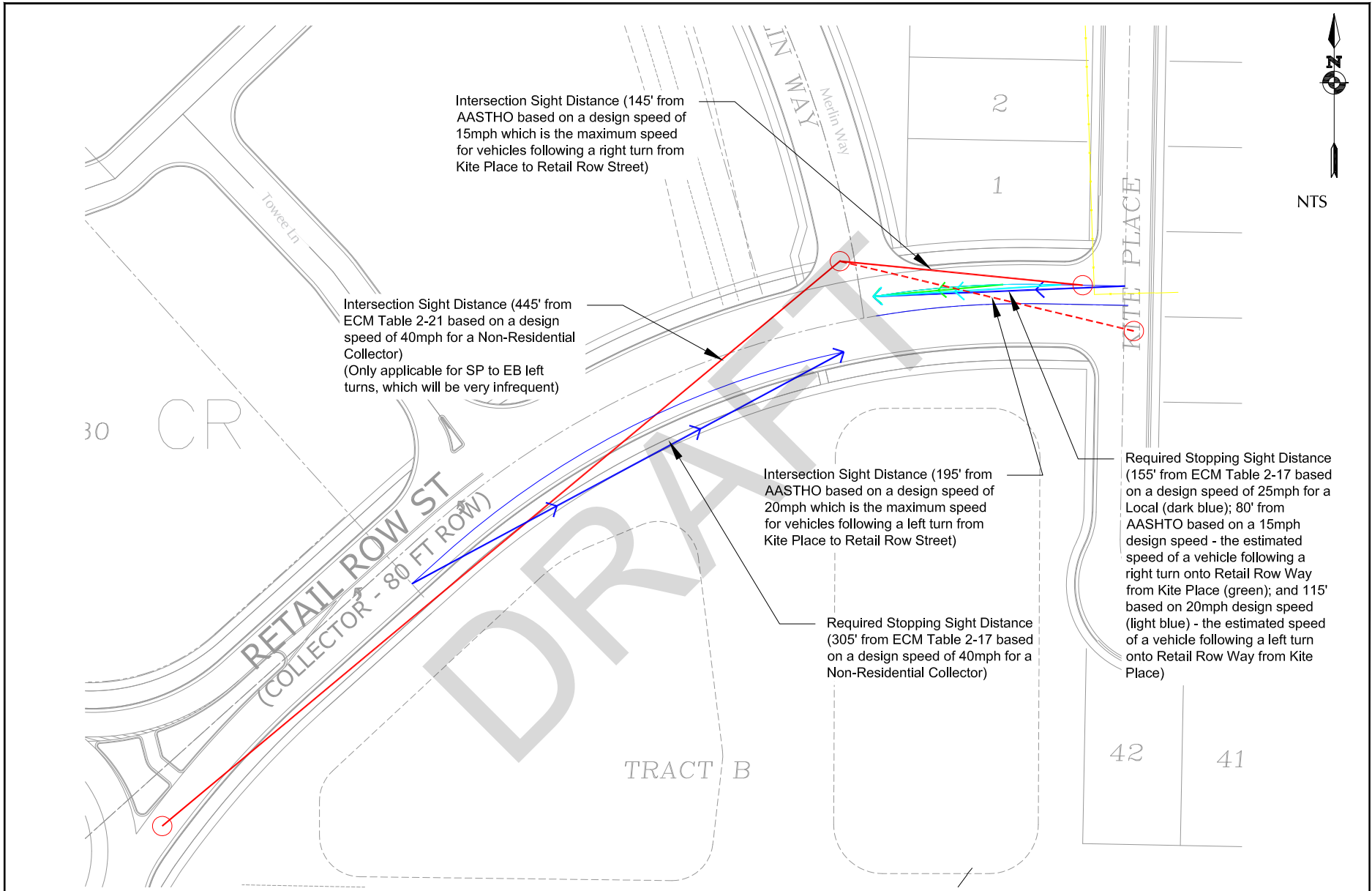
TRACT B

Deviation Exhibit D3

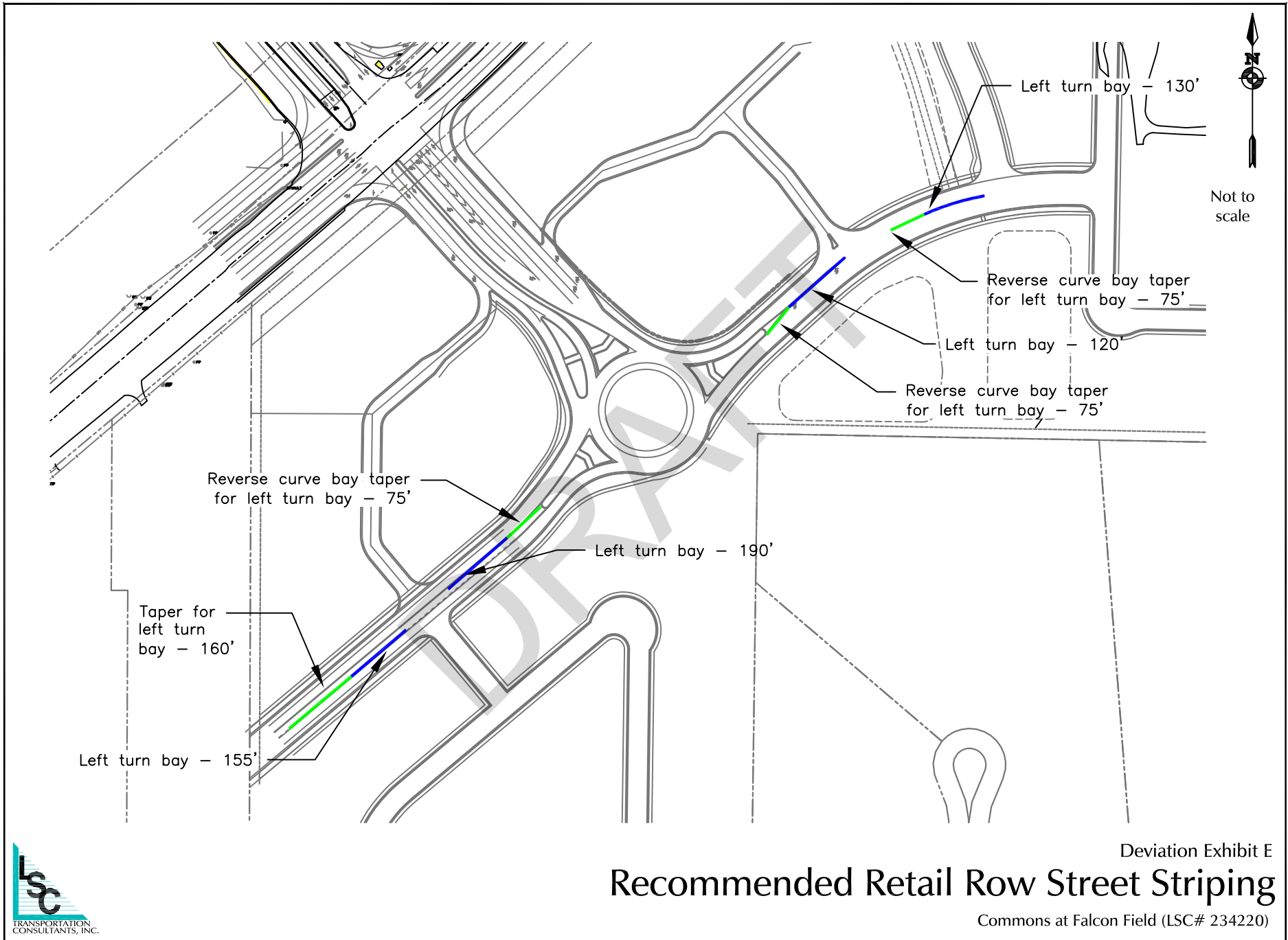
Sight Distance Analysis Retail Row/Towee Ln

Commons at Falcon Field (LSC# 234220)





Sight Distance Analysis Retail Row/Merlin Way



Connection to US Highway 24, to be closed.

New public street connection to Rio Lane in conjunction with closure of the US Highway 24/Rio intersection.



Not to scale

Woodmen Rd.

Channel

US 24

Rio Lane

"Two access points required"

Existing Lots

Rio Road

See exhibit G2

Existing Lots

Existing lot lines along this site

Replacement Rio Road/Rio Lane connection to US Highway 24

Subject street segment

Deviation Exhibit G1

Deviation No. 4: Constraints & Justification

Commons at Falcon Field (LSC# 234220)



