



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

Updated: 6/26/2019

PROJECT INFORMATION

Project Name : Meadowlake Industrial Park

Schedule No.(s) : 4300000553; 4300000552; 4300000548; 4300000551

Legal Description : A PORT OF THE E2 OF SEC 09-13-64; BEG AT NE COR OF SEC 9-13-64, TH S 00<43'37" W ALG THE E LN OF SD SEC 9 1491.36 FT, N 89<40'19" W 2638.19 FT, N 00<48'03" E 1400 FT M/L TO THE N4 COR OF SD SEC 9, TH S 89<40'19" E 2636.27 FT TO POB, EX THAT PT CONV BY REC # 205103778

A PORT OF THE E2 OF SEC 09-13-64 DESC AS FOLS: BEG AT THE NE COR OF SD SEC 9; TH S 00<43'37" W ALG THE E LN OF SD SEC 9 1491.36 FT FOR POB; TH CONTINUE CONT S 00<43'37" W ALG SD E LN 1808.88 FT, N 89<45'08" W 2406.04 FT, N 19<30'09" W 675.81 FT TO A PT ON THE W LN OF SD E2, N 00<48'03" E ALG SD W LN 1176.51 FT, TH S 89<40'19" E PARA WITH THE LN OF SD E2 2638.19 FT TO POB

TR IN SE4 SEC 09-13-64 DESC AS FOLS: COM AT S4 COR SD SEC 9, TH S 89<55'52" E ALG THE S LN OF SD SEC 1050.14 FT FOR POB, TH N 32<07'38" W 373.95 FT, N 19<35'42" W 1766.29 FT, S 89<50'41" E 1196.78 FT TO THE C/L OF AN UNNAMED CREEK, TH ALG SD CREEK C/L S 09<17'32" E 46.27 FT, S 16<07'27" W 189.07 FT, S 23<29'33" E 125.51 FT, S 10<27'21" E 127.58 FT, S 37<14'31" E 149.67 FT, S 02<42'06" E 86.62 FT, S 12<41'10" W 80.47 FT, S 40<29'22" E 112.23 FT, S 05<28'59" W 188.95 FT, S 12<10'23" W 99.25 FT, S 29<44'12" E 60.69 FT, S 06<58'02" E 163.83 FT, S 24<32'28" E 54.44 FT, S 01<34'53" W 63.60 FT, S 34<30'01" E 46.78 FT, S 16<45'07" E 243.57 FT, S 01<07'26" W 226.17 FT, S 04<03'16" W 29.44 FT TO A PT ON S LN OF SEC 9, TH N 89<55'52" W ALG SD S LN 705.61 FT TO POB

TR IN S2 SEC 9-13-64 DESC AS FOLS: BEG AT SE COR OF SD SEC 9, TH N 89<50'19" W 2643.14 FT TO S4 COR OF SD SEC 9, TH CONT N 89<50'19" W 1320.84 FT, TH N 00<52'11" E 2644.16 FT TO A PT ON N LN OF SW4 OF SD SEC 9, TH S 89<45'08" E 1317.64 FT TO THE CENTER OF SD SEC 9, TH S 00<48'03" W 662.14 FT, S 89<45'08" E 2610.77 FT TO E LN OF SD SEC 9, TH S 00<43'37" W 1975.98 FT TO POB, EX THAT PT CONV BY REC #204036388 AKA TRS B,C & D, EX PART CONV TO COUNTY BY REC #206118930

APPLICANT INFORMATION

Company : Meadowlake Developments, LLC

Name : Kevin O'Neil ATTN: Craig Dossey

Owner Consultant Contractor

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FAX Number :

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ENGINEER INFORMATION

Company : LSC Transportation Consultants, Inc.

Name : Jeffrey C. Hodsdon, P.E. Colorado P.E. Number: 31684

Mailing Address : 2504 E. Pikes Peak Ave., Suite 304
Colorado Springs, CO 80909

Phone Number : 719-633-2868

FAX Number : 719-633-5430

Email Address : Jeff@LSCtrans.com

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.

Kevin O'Neil
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)

The applicant is requesting approval of a planned public street connection to the west side of Curtis Road ¼ mile north of Falcon Highway. The request is for right-in/right-out intersection with Curtis Road. Please refer to the attached exhibit (Figure 2 from the TIS report).

A deviation from the standards of or in Section 2.2.5.B.1 of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

Spacing of roads accessing a Principal Arterial – one-half mile spacing
Spacing of roads accessing a principal arterial or rural minor arterial that will result in a full movement intersection shall be planned at one-half mile (one-quarter mile for rural minor arterials).

State the reason for the requested deviation:

The deviation is requested to support the plan and the land uses proposed. The deviation would allow for a more practical and viable access plan for the development given site specific conditions, street frontage and limited access to Falcon Highway, and limited other roadway connections. The deviation will allow for at least a right-in/right-out intersection and street connection adjacent to the CS commercial area, which will allow for adequate access, circulation and "viability" for retail/commercial uses on the northwest corner of Curtis/Falcon Highway. It will minimize to the extent possible, "mixing" of passenger vehicle traffic and industrial traffic at the north access by allowing traffic arriving from the north to enter via this right-in/right-out access. It will allow traffic to exit to the south and east (via a southbound left turn at the Curtis/Falcon Highway intersection) without having to use the north access.

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

The proposed alternative is for a right-in/right-out public street intersection with Curtis Road ("access" to the west side of Curtis Road) ¼ mile north of Falcon Highway.

The spacing would be 1,300 feet shorter than the ECM standard for Principal Arterials.

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:

Given the shape of the development site, the "long side" of the site is adjacent to Curtis Road, the Principal Arterial, which has stricter access spacing of one-half mile. The proposed use is commercial/industrial along this section of Curtis Road. It is most likely that commercial uses most in need of good access would be located on the corner of Falcon Highway and Curtis Road. The access to Falcon Highway is shown as a three-quarter movement, due to limited intersection sight distance to the west from that access (substandard for trucks – left turn from a stop condition), limited site frontage along Falcon Highway, and it would not be practical for commercial uses to have the first access on Curtis Road north of Falcon Highway a half-mile to the north. Additional access is needed. The proposed access plan shows the main full-movement access located one-half mile north of Falcon Highway and over one-half mile south of the Saddlehorn access to the north.

The access will minimize to the extent possible (without introducing left turns to/from Curtis Road), the "mixing" of passenger-vehicle traffic and industrial traffic at the north access by allowing traffic arriving from the north to enter via this right-in/right-out access. It will allow traffic to exit to the south and east (via a southbound left turn at the Curtis/Falcon Highway intersection) without having to use the north access.

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 requested access would provide superior circulation for the site, reduce turning movements and mixing of passenger vehicles and trucks at the proposed north (full movement) intersection on Curtis Road. Traffic generated by retail/service/commercial land uses in the southeast corner of the site could reasonably exit by turning right out of this access on Curtis as there is no option for turning left out of the access on Falcon Highway to travel east or south of the site (due to substandard intersection sight distance to the west for trucks). The proposed right-in/right-out access would benefit operations at the north full-movement access on Curtis Road.

The deviation will not adversely affect safety or operations.

This deviation is for a restricted right-in/right-out intersection. The TIS report shows auxiliary turn lanes associated with this access and acceptable levels of service. The right-in/right-out basically eliminates any chance of needing to signalize this intersection, which is one of the primary reasons for the *ECM* half-mile spacing criteria (the half-mile spacing criteria was established in-large-part for good signal progression). Southbound right-turn lanes would likely be constructed in the form of continuous acceleration/deceleration lanes between the north access and this right-in/right-out as well as between this access and Falcon Highway. This would allow the right-turning movements to occur outside of the through travel lanes, for safety.

Also, the improved access and circulation associated with this access, if approved, would likely improve emergency vehicle response times and would provide another option for access to the area for emergency vehicles.

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

Right-in/right-out intersections are common and the access and connecting street would be constructed to county standards (including turning/corner radii) to accommodate County Public Works maintenance and snow removal vehicles. The improved area circulation (with approval of this access) would benefit County maintenance and snowplow vehicles as well.

The deviation will not adversely affect aesthetic appearance.

The access could be constructed using standard materials and design techniques, so aesthetic appearance would not be affected. The ¼ mile spacing would not detract from the aesthetics of the Curtis Road corridor.

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

This deviation meets the intent to discourage full-movement, potentially signalized intersections at less than half-mile spacing. The proposed restriction to right-in/right-out basically eliminates any chance of needing to signalize this intersection, which is one of the primary reasons for the *ECM* half-mile spacing criteria (the half-mile spacing criteria was established in-large-part for good signal progression). Note: the revised access plan shows the main, full-movement access to Curtis (which has the potential to be signalized in the future) at one-half mile north of Falcon Highway and just over one-half mile south of the Saddlehorn access to the north. As identified above, there are safety benefits associated with this right-in/right-out.

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 will be provided.

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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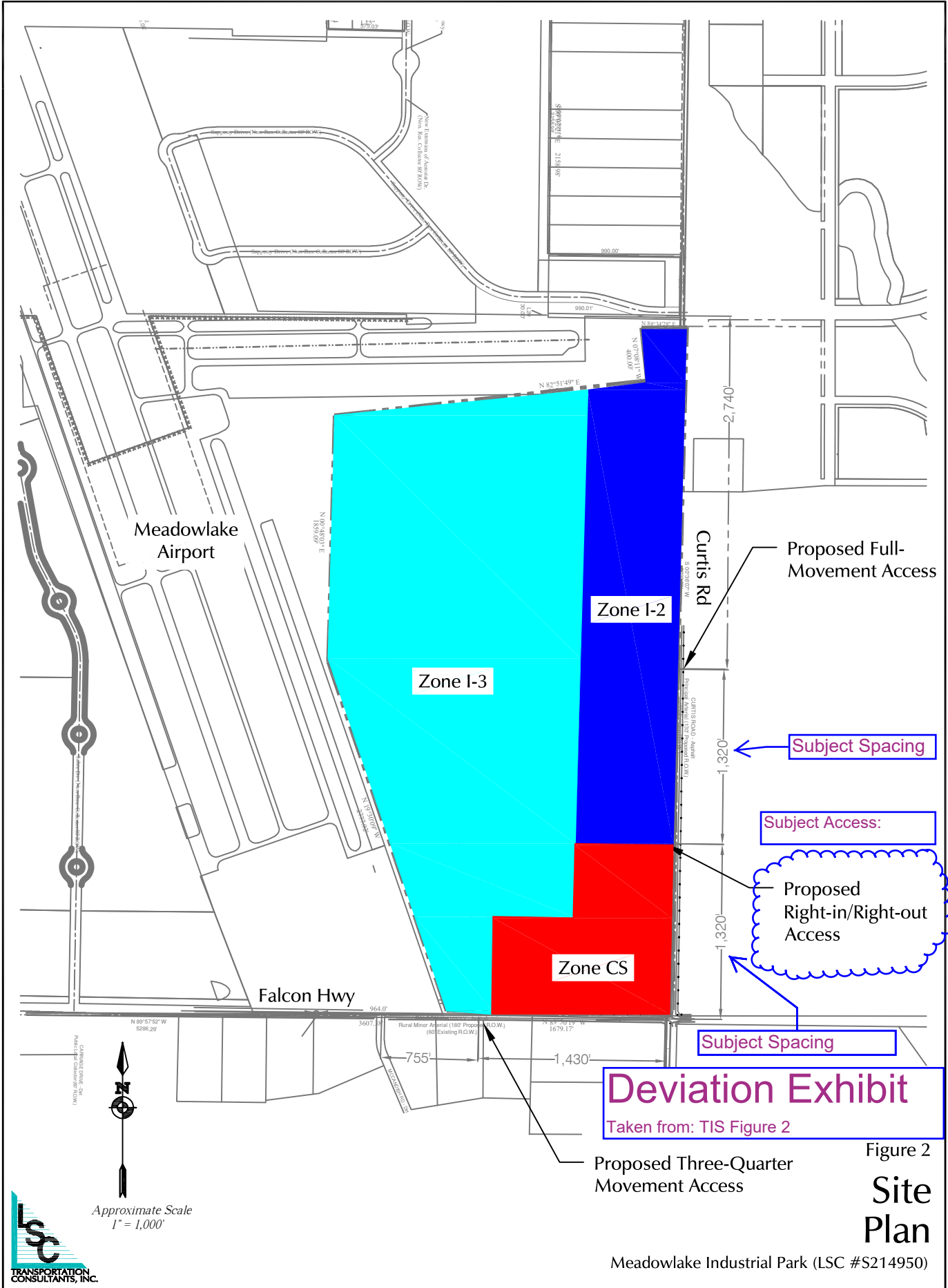
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ECM ADMINISTRATOR COMMENTS/CONDITIONS:

Deviation Exhibit





Deviation Exhibit
 Taken from: TIS Figure 2

Proposed Three-Quarter Movement Access

Figure 2
Site Plan

Meadowlake Industrial Park (LSC #S214950)



Approximate Scale
 1" = 1,000'