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DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

PROJECT INFORMATION

Project Name :	Falcon Field
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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PCD File No. _____

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)

DEVIATION No. 2 – Access to a Collector Street (1/4/2020): 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 points to proposed Urban Non-Residential Collector Streets within the Falcon Field development: Two full-movement access points are proposed to the planned Non-Residential Collectors. One access point will be located approximately 385 feet east of the proposed roundabout and will provide access north of the collector. Another access will be located approximately 475 west of the proposed roundabout and will provide access both north and south of the collector. Additionally, two right-in only access points are proposed to be located approximately halfway between the roundabout and the US Highway 24/Woodmen Road intersection.

This deviation is one of four submitted with this application. Deviation Exhibit A (attached) graphically summarizes all four deviation requests, including this one. Each of the access points (driveways) requested are shown on this exhibit.

Identify the specific ECM standard which a deviation is requested:

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

2.2.4.B,4 Roadway Functional Classifications and Urban/Rural Designations – Urban Roadways - Non-Residential Collector
Intersection and parcel access locations and design are reviewed by the ECM Administrator to ensure roadway objectives are being met.

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.

State the reason for the requested deviation:

The deviation is requested primarily as no direct access will be allowed to US Highway 24. The Pinto Pony Road right-of way will not be used due to impacts to residents. Non-Residential Collector streets are proposed to provide access to this development and the adjacent parcel to the west and 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 deviation is needed to provide access to the parcels from the proposed Non-Residential Collectors. This deviation would allow for the parcel access.

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

- 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 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.

The request would be for two full-movement access points and two right-in-only access points along the roadway. Left-turn auxiliary turn lanes at the access points will be installed.

The type of access points would be commercial access points, which would not involve vehicles backing onto the street as is typical with single-family access points (referenced in ECM section 2.2.5.D)

The criteria indicate that parcel access locations can be reviewed by the ECM Administrator.

Allowing the access points would be beneficial as it would assist with the implementation of the *US 24 Access Management Plan* with the Rio Lane replacement connection to US Highway 24 and allowance for adjacent parcel access (which would also benefit US Highway 24 access management).

Criteria for driveways in ECM Section 2.4.1 access criteria would be met (refer to the section below "The deviation will not adversely affect safety or operations" for additional details.

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:

Access is needed for proposed development.

The deviation is necessary as no direct access will be allowed to US Highway 24 (except for the connection aligning with Woodmen Road on the north side). The only other available public ROW is Pinto Pony Road and Rio Lane. The Pinto Pony Road right-of way will not be used due to impacts to residents. 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*. Although Rio Lane is a local roadway, given the development traffic within the site, Non-Residential Collector streets are proposed to provide access to this development and potentially for the adjacent parcel to the west. The development will not access the existing north/south section of Rio Lane and the street network is being designed to discourage cut-through traffic and encourage commercial traffic to utilize the new street connection to the Woodmen Road/US Highway 24 intersection. Due to the planning of these streets, they are shown as Non-Residential Collectors. Therefore, this deviation is needed to provide access to the parcels from the proposed Non-Residential Collectors. This deviation would allow for the parcel access. For the primary access to each portion of the site east and west of the roundabout, a restricted turn access will not work because at least one **full-movement** access with left-turn capabilities is needed. Entering and exiting vehicles need access to/from US Highway 24/Woodmen Road intersection as most site-generated traffic will come to/from this intersection. The right-in-only access points are proposed to supplement the full-access points because no access to US Highway 24 will be allowed, and the full-movement access points will not work between US Highway 24 and the roundabout due to spacing. The roundabout location is limited due to the shape of the properties and the locations of the property lines. The proposed right-in-only access points would provide low-impact, low conflict secondary entry points to the commercial lot areas. The

site plan should be designed with careful consideration for the right-in access drives such that traffic can freely enter the site and not queue back onto the main entry street. Any internal lot/parking bay access will need to be carefully evaluated with site design, especially if close to the entry radius of these right-in access points.

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 access points will allow for access to the property, while maintaining movement to/from the primary direction of travel for vehicles generated by the site.

Criteria for driveways in ECM Section 2.4.1 access criteria would be met (refer to the section below "The deviation will not adversely affect safety or operations" for additional details.

The deviation will not adversely affect safety or operations.

The request would be for access located 385 feet east of the roundabout and 475 feet west of the roundabout.

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.

Based on a posted speed limit of 30 mph, the prescribed spacing would be 300 feet for passenger cars, 390 feet for single-unit trucks, and 510 feet for multi-unit trucks. The proposed distance between the site access points and the roundabout is greater than the stopping sight distance required for passenger vehicles. Please refer to the sight distance subsection below.

The criteria also indicates that *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.* The proposed lengths of the turn lanes between the roundabout and the site access points are addressed in Deviation No. 3 (and are shown in Deviation Exhibits C and E).

Proper Alignments
All proposed site access points should be aligned at 90 degrees to the adjacent roadway centerline. The adjacent roadway grades are essentially level. Vertical alignment criteria in ECM Section 2.4.1.C.2 shall be met for the driveway.

Clear Sight Distances
Site improvements, such as signs, on-street parking, and landscaping, should not impede the required sight-distance lines of sight. Based on a posted speed limit of 30 mph, the minimum sight distance for passenger cars would be met at all access points. Deviation Exhibits D1 through D4 present the access sight distance analysis. Regarding the sight distance for vehicles exiting using the north side access west of the roundabout, the line of sight required for sight distance cuts across the inside of the proposed horizontal curve in the proposed street segment between the roundabout and the access point. This line of sight for passenger vehicles shown on Exhibits D-1 and D-2 (the line on D-2 governs), should be used for site design. Any landscaping or objects over 18 inches high, parking, monument signs, other site improvements, structures, etc. should be kept north of this line-of-sight. The lines of sight needed for the ECM prescribed sight distance for single- and multi-unit trucks shown in Exhibits D-3 and D-4 cut across the planned development parcel significantly. In the case of the line of sight shown on Exhibit D-4 especially, it would be difficult to limit site improvements to maintain this line of sight to the northeast . However, given this site-specific situation, and the likely low volume of multi-unit trucks using this access and the nature and function of this street, stopping sight distance for vehicles approaching this access is reasonable and sufficient. Vehicles exiting the upstream roundabout onto the street segment approaching this access would be able to see a truck entering the street with sufficient time to slow/stop to allow the truck to complete the turn from the access onto the roadway (sufficient stopping sight distance). LSC recommends placement of an intersection ahead sign (MUTCD W2-1) upstream of the access with a supplemental distance plate displaying the distance to the access.

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 drives (30 feet wide minimum) would meet this criterion. The driveway radii will be designed for the design vehicle based on AutoTurn truck-turning templates of the design vehicle (WB-62 multi-unit trucks).

The deviation will not adversely affect safety or operations.

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. Please refer to the sight-distance evaluation above, which considers these elements. Also considered are the necessary turn-bay lengths for the access points. These turn-bay lengths are addressed in Deviation No. 3 (and are shown in Deviation Exhibits C and E).

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

The deviation will not affect maintenance or maintenance costs as these access points would be maintained by the commercial center owner/manager.

The deviation will not adversely affect aesthetic appearance.

The access points will not affect the aesthetics as unnecessary access or “curb cuts” are not proposed. IE the street would not look “cluttered” with curb cuts.

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

The streets within the development will carry too much traffic to be classified as local. However, the property still needs access points to serve the development. With the realignment of Rio Lane, it is not feasible for any local roads to provide access.

The proposed site access would also meet all five access design guidelines stated in ECM Section 2.4.1.

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.

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.

ECM ADMINISTRATOR COMMENTS/CONDITIONS:

PCD File No. _____

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.

Exhibits

TRANSPORTATION
CONSULTANTS, INC.

N

Not to scale

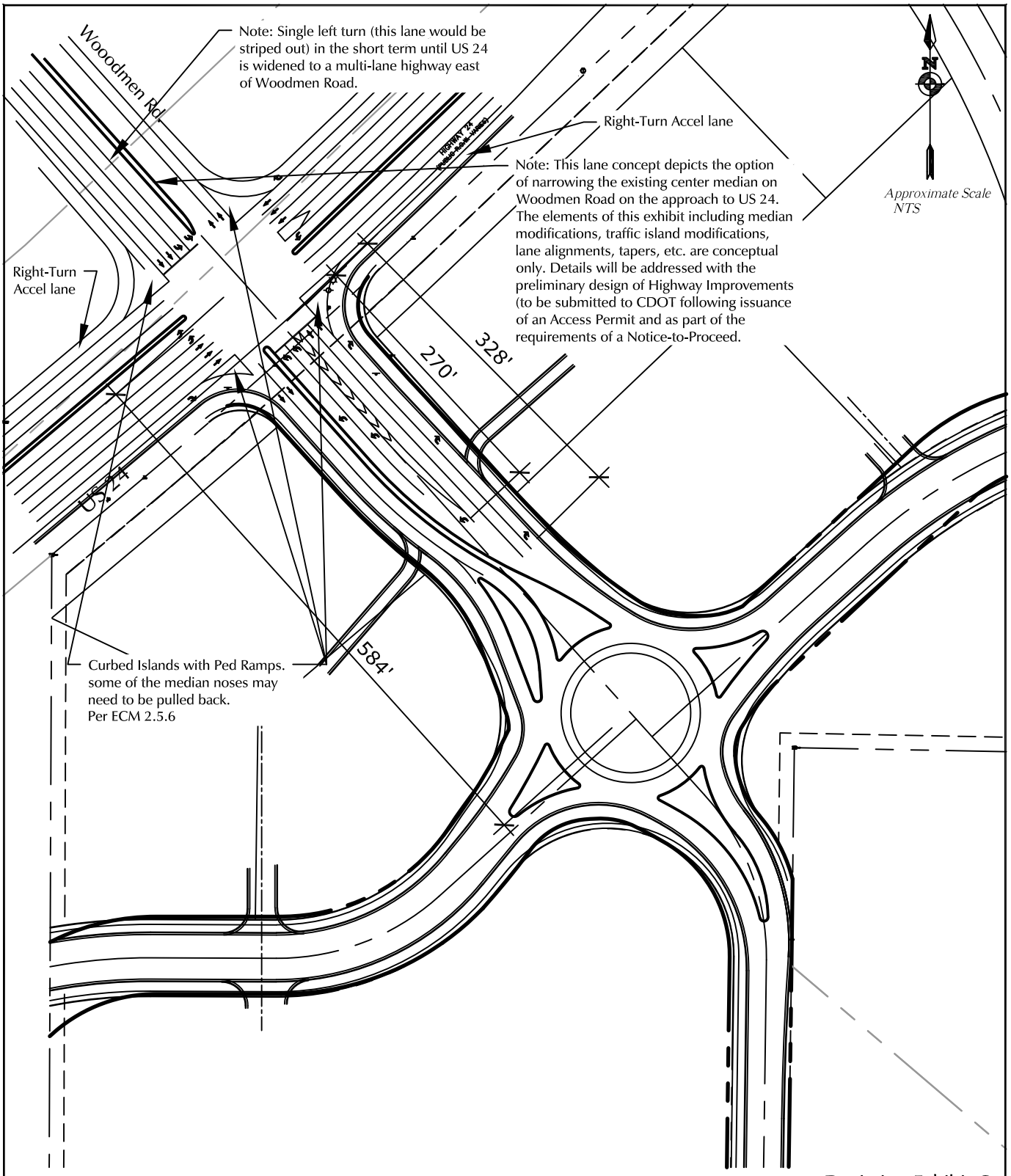
Deviation No. 1 – Intersection Spacing
Deviation No. 2 – Access to a collector
Deviation No. 3 – Turn Lane Lengths
Deviation No. 4 – Modified Cross Section

TRANSPORTATION CONSULTANTS, INC.

Deviation Exhibit A

Deviation Requests

Falcon Field (LSC# 204120)

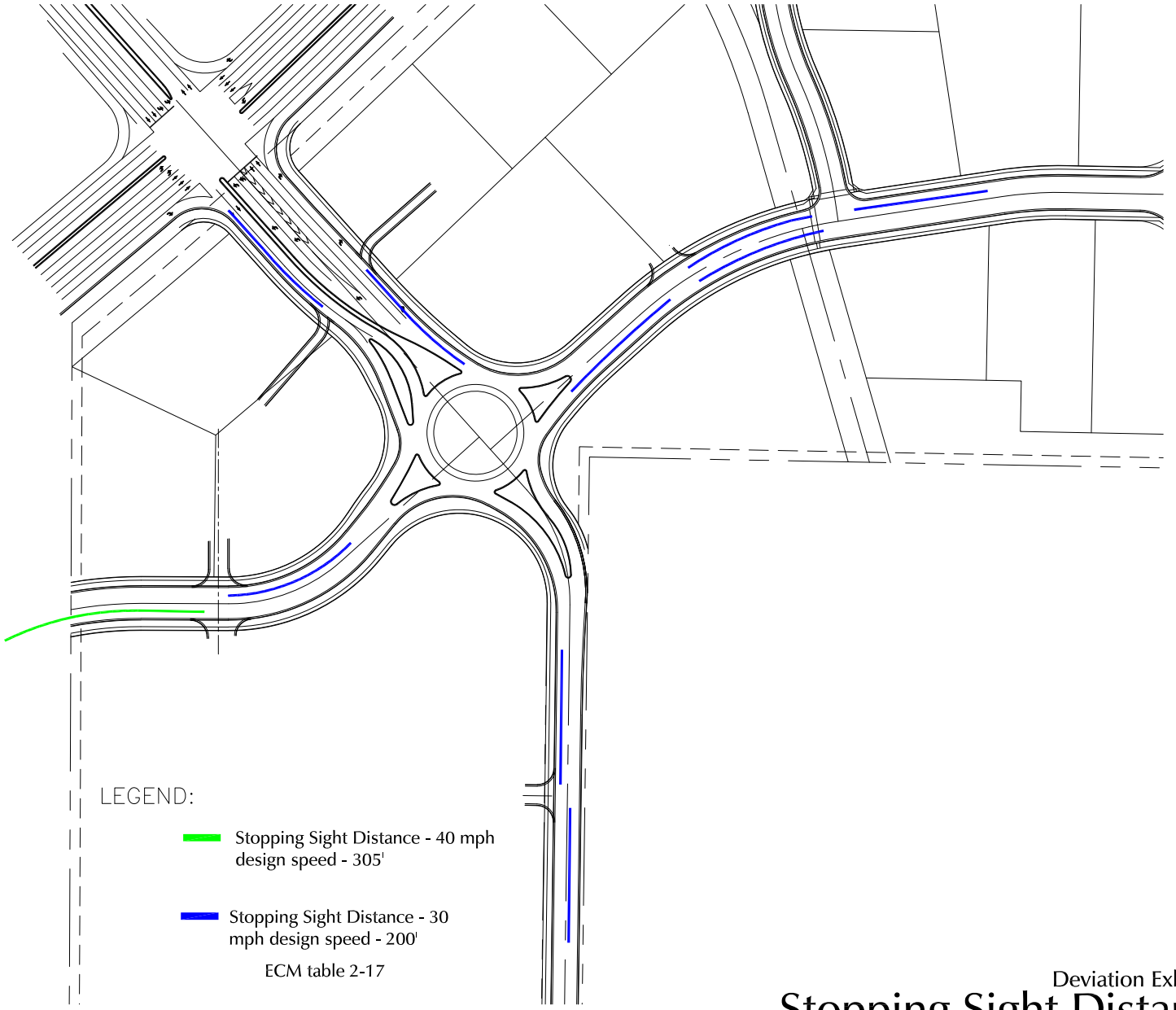


Deviation Exhibit C

Turn Bay Lengths at US 24/Woodmen (northbound/exiting approach)

(Falcon Field LSC #204120)

TRANSPORTATION CONSULTANTS, INC.



N

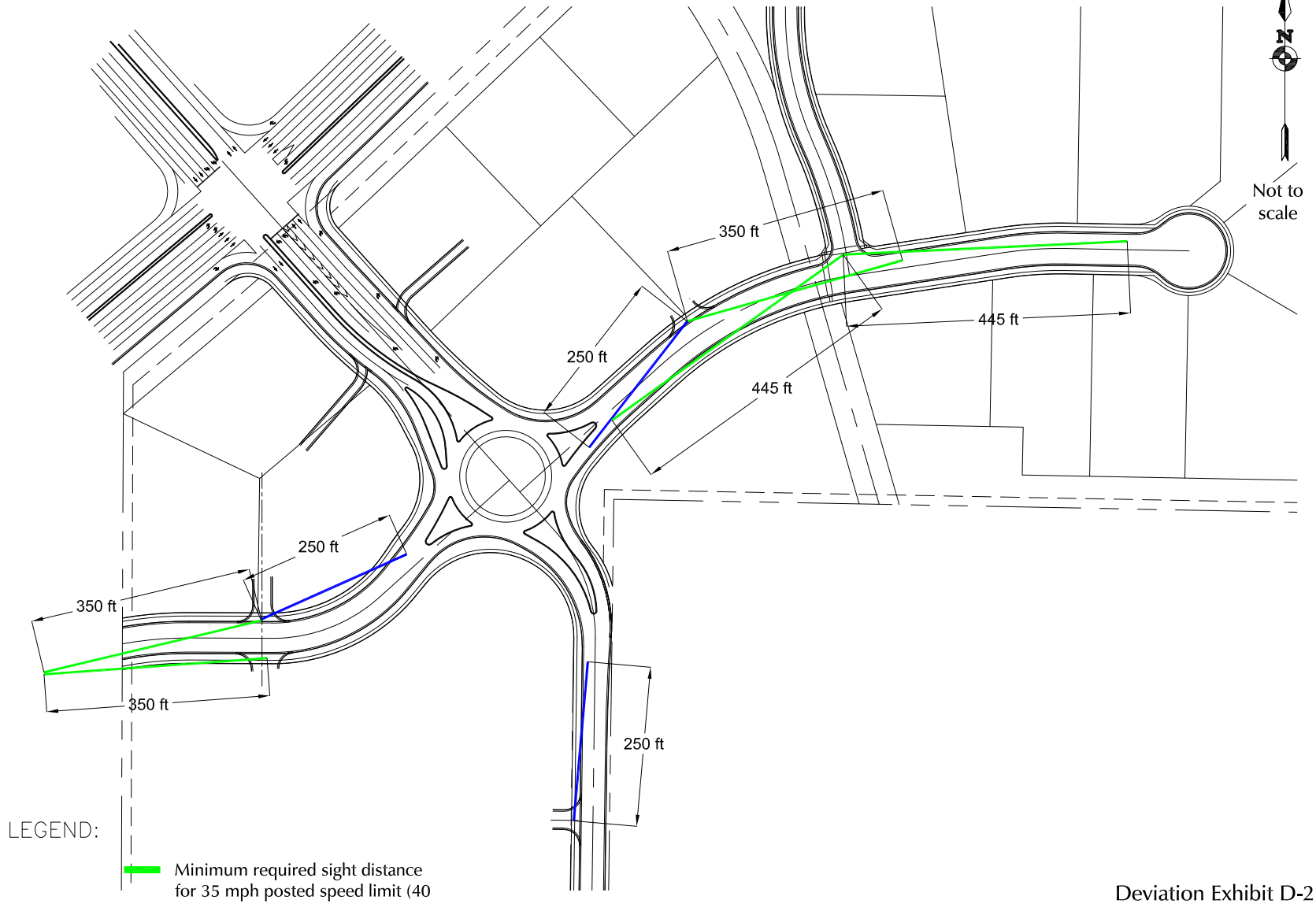
Not to scale

LSC TRANSPORTATION CONSULTANTS, INC.

Deviation Exhibit D-1

Stopping Sight Distances

Falcon Field (LSC# 204120)



LEGEND:

Minimum required sight distance for 35 mph posted speed limit (40 mph design speed).

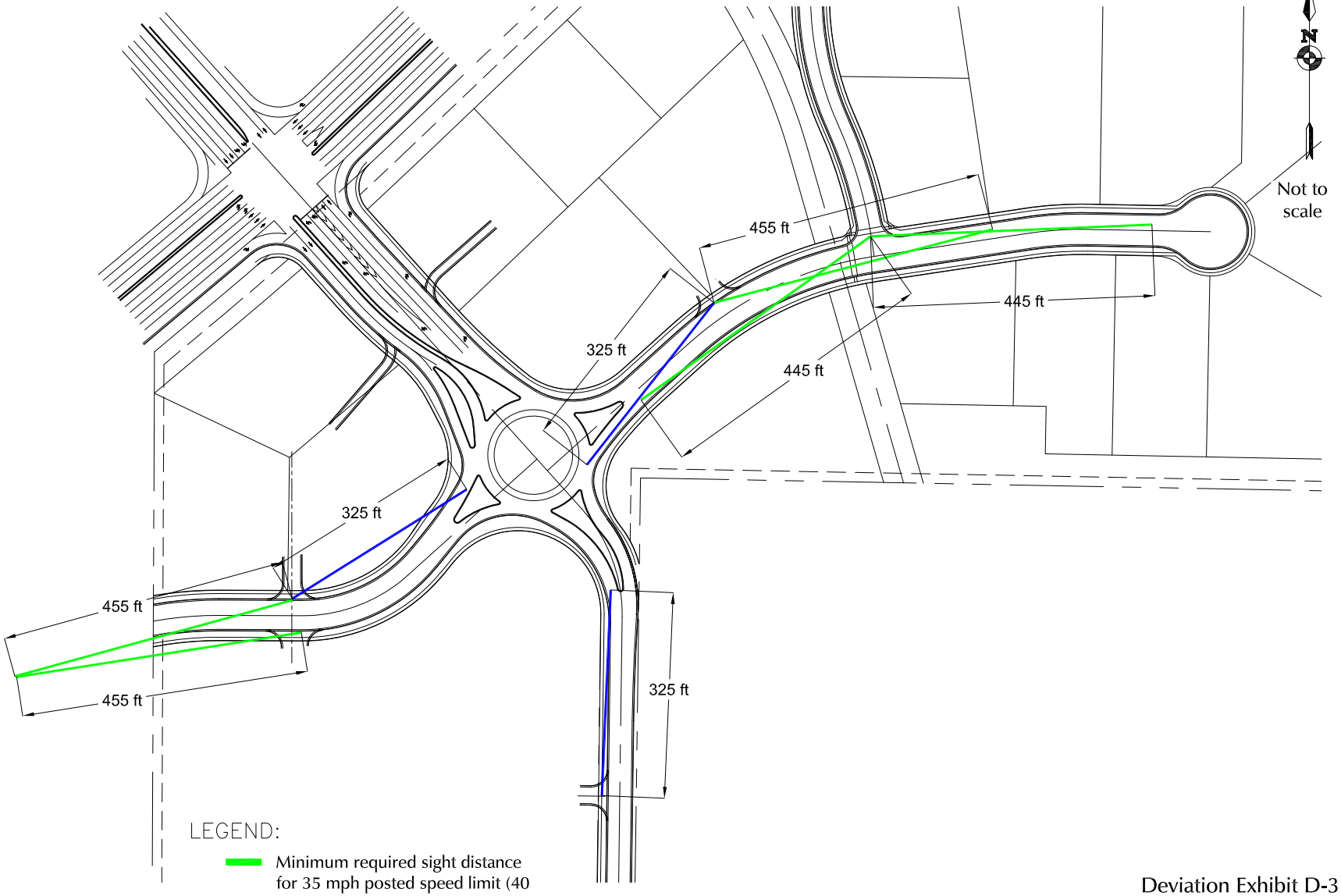
Minimum sight distance for 30 mph design speed. It is estimated that vehicles exiting the roundabout will not be traveling faster than 25 mph. (ECM tables 2-35 and 2-21)

TRANSPORTATION CONSULTANTS, INC.

Deviation Exhibit D-2

Access Entering Sight Distances Passenger Cars

Falcon Field (LSC# 204120)

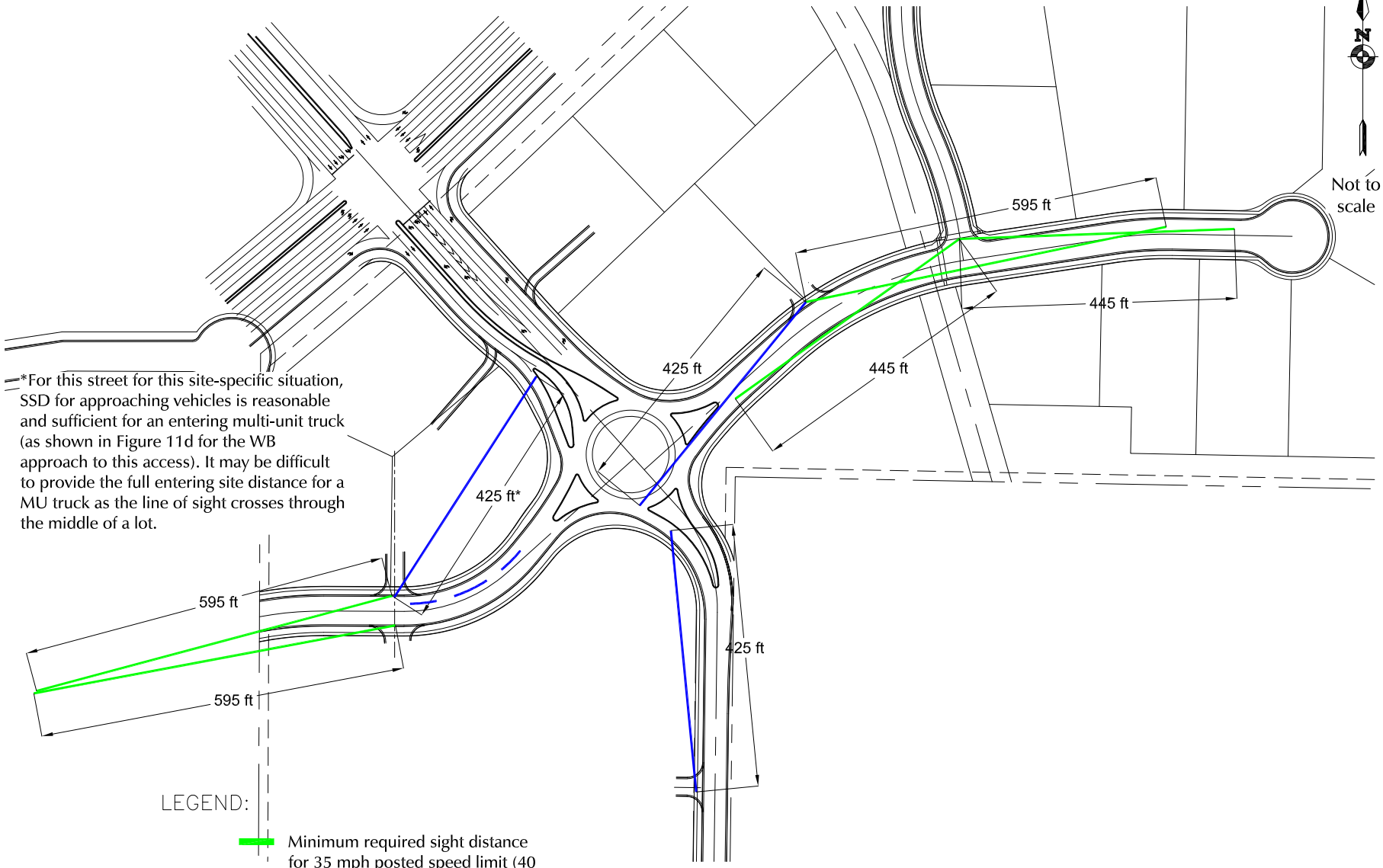


Deviation Exhibit D-3

Access Entering Sight Distances Single-Unit Trucks

Falcon Field (LSC# 204120)

LSC TRANSPORTATION CONSULTANTS, INC.

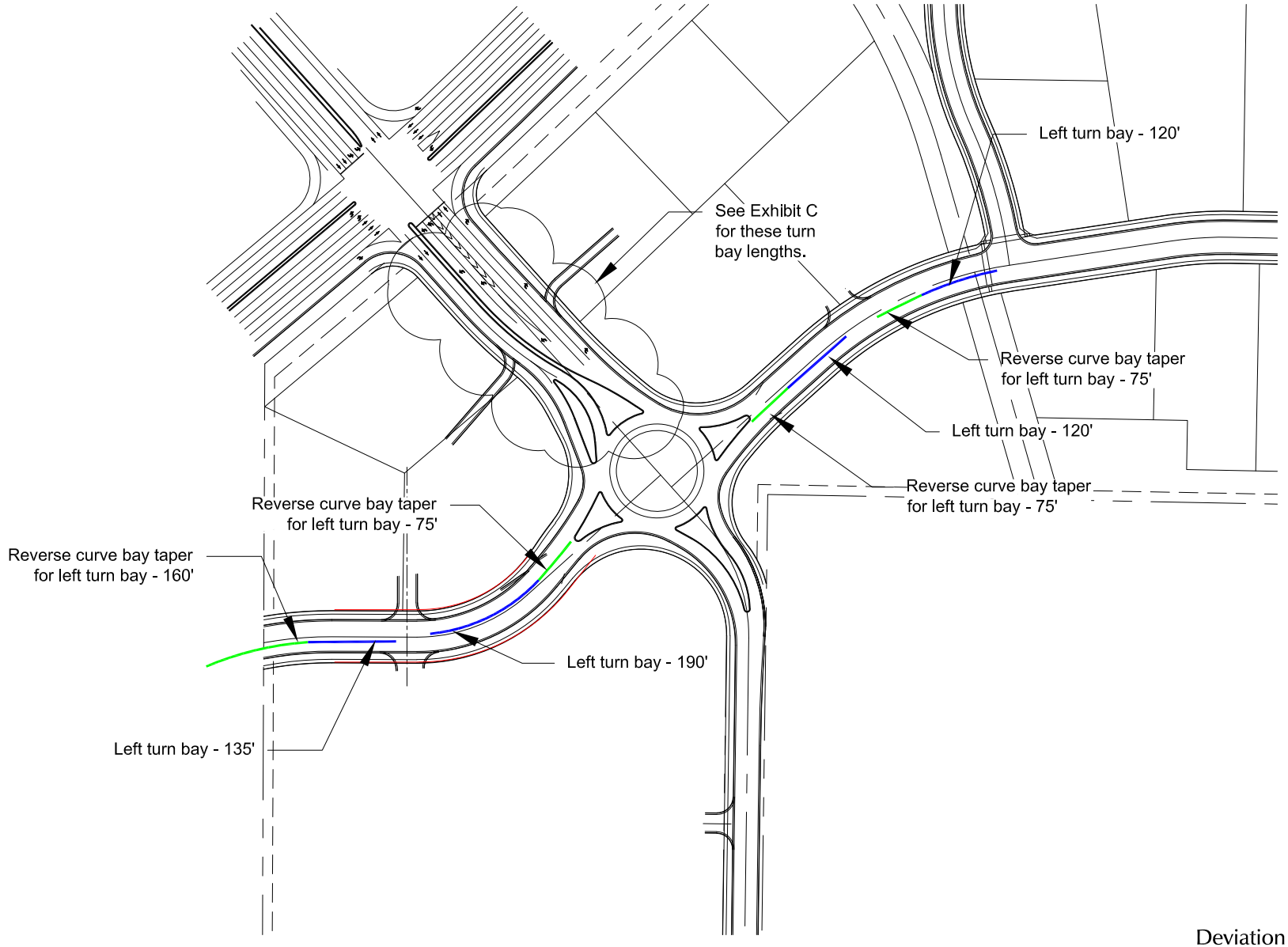


LSC TRANSPORTATION CONSULTANTS, INC.

Deviation Exhibit D-4

Access Entering Sight Distances Multi-Unit Trucks

Falcon Field (LSC# 204120)



Deviation Exhibit E

Access Point Turn Bay Lengths

Falcon Field (LSC# 204120)

LSC TRANSPORTATION CONSULTANTS, INC.