



Planning and Community
Development Department
2880 International Circle
Colorado Springs, Colorado 80910
Phone: 719.520.6300
Fax: 719.520.6695
Website www.elpasoco.com

DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

PROJECT INFORMATION

2a

Project Name :	The Commons at Falcon Field	Deviation No. 2a - Rev. 4/3/2024; 2/9/2024; 11/27/2023 (Note: was previously part of Deviation 2 dated 6/2/2023)
Schedule No.(s) :	4307000001 and 4307200015	
Legal Description :	<p>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</p> <p>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</p>	

APPLICANT INFORMATION

Company :	FALCON FIELD LLC	
Name :	Jim Berger	
	<input checked="" type="checkbox"/> Owner <input type="checkbox"/> Consultant <input type="checkbox"/> Contractor	
Mailing Address :	3230 Electra Drive Colorado Springs, CO 80906	
Phone Number :	719-330-4000	
FAX Number :	719-633-2221	
Email Address :	papaberg34@aol.com with a copy to pja5713@gmail.com	

ENGINEER INFORMATION

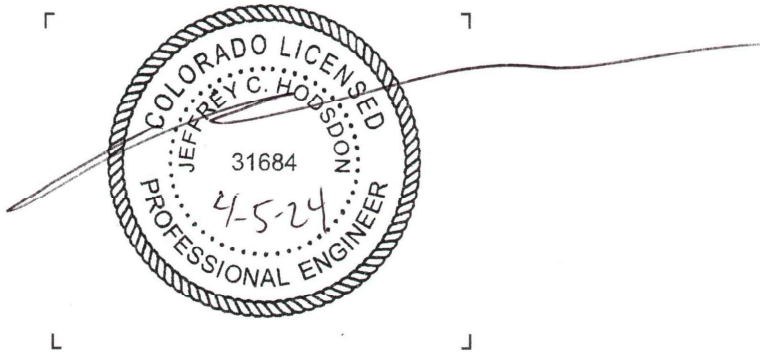
Company :	LSC Transportation Consultants, Inc.	Colorado P.E. Number :	31684
Name :	Jeffrey C. Hodsdon		
Mailing Address :	2504 E. Pikes Peak Ave Suite 304 Colorado Springs, CO 80909		
Phone Number :	719-633-2868		
FAX Number :	719-633-5430		
Email Address :	jeff@LSCtrans.com		

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.

Signature of owner (or authorized representative)  Date 4/10/24

Engineer's Seal, Signature
And Date of Signature



DEVIATION REQUEST 2a (Attach diagrams, figures, and other documentation to clarify request)

DEVIATION No. 2a – Access to a Collector Street (Rev. 4/3/2024; 2/9/2024; 6/2/2023; Original 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 a right-in-only access point to the planned extension on Woodmen Road (as an Urban Non-Residential Collector Street within the Falcon Field development). This proposed right-in-only access would be located between the US Highway 24/Woodmen Road intersection and the planned roundabout (365' centerline spacing from US Highway 24). This access would provide ingress for the three commercial lots on the west side of Woodmen Road (extended into the site).

This deviation is one of four submitted with this application. Deviation Exhibit A (attached) graphically summarizes all four deviation requests, including this one. This requested access point (driveway) is shown on this exhibit. Deviation Exhibits 2a-1 and 2a-2 and AutoTurn Exhibit No. 4 are also attached and are referenced below.

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:

This deviation is needed as the ECM standard is no access to Non-Residential Collector streets. Non-Residential Collector streets are proposed within the development adjacent to the commercial areas:

- 1) to provide access to this development **and**
- 2) to provide a street stub to allow for a future access connection to serve the adjacent parcel to the west **and**
- 3) to provide a replacement for the Rio Lane connection to US Highway 24 per the *US 24 Access Management Plan* (with the replacement connection being the south leg of the Woodmen/US Highway 24 intersection).

The applicant is requesting this access, in addition to the full-movement access on Retail Row Street, as no direct parcel access will be allowed to US Highway 24. Without this deviation, the only other access would be the one to Retail Row Street near the southwest corner of the proposed three commercial lots (the "back corner" with respect to the proposed connection to the Woodmen Road/US Highway 24 intersection). This would hamper the marketing viability of the site and competitiveness in the market, of the development, especially any potential "convenience business" use on the "hard corner" of US Highway 24/Woodmen (extended). The proposed right-in-only access would provide a secondary (but superior, from a commercial business perspective) entry point in addition to the other access to Retail Row Street.

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 is for a right-in-only access point to the planned extension on Woodmen Road (as an Urban Non-Residential Collector Street within the Falcon Field development). This proposed right-in-only access would be located on the west side of Woodmen Road (extended into the site) between the US Highway 24/Woodmen Road intersection and the planned roundabout at Retail Row Street. The spacing, based on a future four-lane lane US Highway 24, would be 365 feet (centerline to centerline), about 260 feet from the end of the radius of the eastbound right-turn lane on US 24 (to the centerline of the access) and about 180 feet from the end of the radius of the eastbound right-turn lane on US 24 to beginning of the corner radius of the access.

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

A partial-turn, right-in-only access is requested and left turns would be physically prevented. There would be no vehicles turning onto Woodmen Road (extended), as the access would be an entrance only.

The proposed raised center median on Woodmen Road (extended) will physically prevent left-turning movements into the access. Left turns out (or right turns out) will not occur as the access drive will be one-way-in only with on-site signage, markings and channelization as needed.

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

Allowing this access point would be necessary 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 to the west (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).

The proposed right-in-only access point would provide low-impact, low conflict secondary entry point to the commercial lot areas west of Woodmen. The site plan should be designed with careful consideration for the right-in access drives such that traffic can freely enter the site (with adequate stopping sight distance internally) and not queue back onto the main entry street. Any internal lot/parking bay access will need to be carefully evaluated with site design (site development plan stage), especially if close to the entry radius of these right-in access points.

A minimum of 80' of distance from the end of the entry radius to the first driveway would provide the stopping sight distance for a vehicle entering at 15 mph. Additional distance would be needed to account for the back of any internal vehicle queues which may form. A distance of about 175-200 feet from the end of the entry radius to an intersection with a north/south internal access drive

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

would likely be optimal, but a shorter entry throat or distance to the first internal lot driveway may also meet the above-mentioned objectives, depending on the internal street configuration, land uses and associated trip generation.

This alternative is superior to the potential alternative of two access points on Retail Row Street. If an alternative of two access points to Retail Row Street were implemented, then given the limited site frontage distance along Retail Row Street, one of those two would need to be next to or at the roundabout. This would not be an acceptable situation as the access would be on the side of the departure lane, and an inadequate distance downstream.

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 applicant is requesting this access to improve access to the site as no direct parcel access will be allowed to US Highway 24. Without this deviation, there would only be access to/from one side (the south side) of the development*. This would hamper the marketing viability of the site and competitiveness in the market, of the development, especially any potential "convenience business" use on the "hard corner" of US Highway 24/Woodmen (extended).

*As described above: This alternative is superior to the potential alternative of two access points on Retail Row Street. If an alternative of two access points to Retail Row Street were implemented, then given the limited site frontage distance along Retail Row Street, one of those two would need to be next to or at the roundabout. This would not be an acceptable situation as the access would be on the side of the departure lane, and an inadequate distance downstream.

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.

This deviation for a turn-restricted, right-in-only access to Woodmen Road (extended into the site) would provide significantly better accessibility to the site, especially for a potential "convenience business" on the corner lot. There will be no allowable direct access to US Highway 24.

The right-in-only access would also provide a secondary entry point for emergency services and reduce traffic demand at the roundabout and at the full-movement main access to the south that is not signalized.

Removing trips before they reach the roundabout intersection (and the south site access) will be beneficial for the following reasons:

- The access would remove some trips from the main inbound/southbound roundabout approach.
- There would still be only one point of **exit** from this commercial parcel on Retail Row Street. This will reduce the SW-bound approach volume (SW-bound right turns) at that main access which will reduce delay for the SE-bound approach (exiting traffic). Vehicle conflicts will be reduced at this intersection.
- This will leave more available capacity at the roundabout for use by the background traffic from the parcels to the southwest that would use the southbound approach to the roundabout. The applicant will be helping CDOT implement the Access Control Plan by providing a street stub to the parcel to the southwest to provide an alternative to direct US Highway access.
- This will leave more available capacity at the roundabout for use by background traffic on Rio Lane/Road that will be using the southbound approach to the roundabout as part of a new travel route needed with the closure of Rio Lane/US Highway 24. The applicant will be helping CDOT by implementing the Access Control Plan.
- The allowance for the right-in-only access will create a necessary, additional access option, thereby reducing the resulting traffic at what would otherwise be a single access point to this commercial parcel. The access would allow for significantly better emergency-vehicle access to the site, which would enhance public safety.

The deviation will not adversely affect safety or operations.

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. Entering sight distance would not apply as this is proposed as a right-in-only (entry-only) access. Stopping sight distance from ECM table 2-17 has been used in this analysis.

Exhibit 2a-2 shows the sight-distance analysis for the proposed access. As shown in this exhibit, this access would meet the criteria for stopping sight distance (ECM Table 2-17) when considering the anticipated design speed of traffic turning from the US Highway 24/Woodmen Road intersection (or traveling straight across US Highway 24 from the north side of the US Highway 24/Woodmen intersection).

Proper Alignments

The proposed site-access point 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.

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 drive would be one-way (entry) only. Therefore, 25 feet would not be necessary. The entry width and driveway radii will be designed to accommodate design vehicles. Please refer to the attached AutoTurn Exhibit No. 4 which shows an entering WB-50 truck path. The width shown in the exhibit is 15 feet of pavement (19 feet flowline to flowline). This can be adjusted as needed at the design stage.

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.

This proposed right-in-only access spacing, based on a future four-lane lane US Highway 24, would be about 240 feet from the end of the radius of the eastbound right-turn lane on US Highway 24 (to the centerline of the access) and about 180 feet from the end of the radius of the eastbound right-turn lane on US Highway 24 to beginning of the corner radius of the access. The location of the access point is within the range specified in the ECM.

2.3.7.E.1,2 Turn Lane Design (please refer to Deviation No. 3 for additional detail)

The proposed 365-foot spacing south of US Highway 24 would be able to accommodate a right-turn bay to separate right-turning traffic from inbound through traffic (traffic that would enter the roundabout) on this section of Woodmen Road.

The proposed right-turn lane would have abbreviated lane and taper lengths. The ECM standard is 155-foot lane plus 160-foot taper, plus storage. Deviation Exhibit 2a-1 shows the proposed lengths. The lane would be about 130 feet plus a 55-foot bay taper. The abbreviated length will be mitigated by the proposed 50-foot corner radius. Please refer to Deviation No. 3, which addresses turn lane design.

The proposed raised center median on Woodmen Road (extended) will physically prevent left-turning movements into of the access. Left turns out (or right turns out) will not occur as the access drive will be one-way-in only with on-site signage, markings, and channelization as needed.

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

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

The deviation will not adversely affect aesthetic appearance.

This access point will be maintained by the commercial center owner/manager.

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

Although the ECM criteria specifies “no access” to a Non-Residential Collector Street, the criteria does indicate that “*Where no local public or private roadway can provide access, temporary or partial turn movement parcel access may be permitted.*” Although public roadway access will be provided on the south side of the site to Retail Row Street, given no direct access US Highway 24 and given the size and type of development (shopping center/convenience commercial), the access would not be “**reasonable** access” (especially for convenience-type land uses on the “hard corner” of US Highway 24/Woodmen). A partial turn, right-in-only access is requested and left turns would be physically prevented. There would be no vehicles turning onto Woodmen Road (extended), as the access would be an entrance only. The section above details the safety and operational considerations.

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 [2.2.5.D, & 2.3.2](#) of the ECM is hereby granted based on the justification provided.

Γ Γ

L J

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.

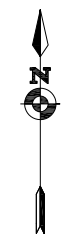
Γ Γ

L J

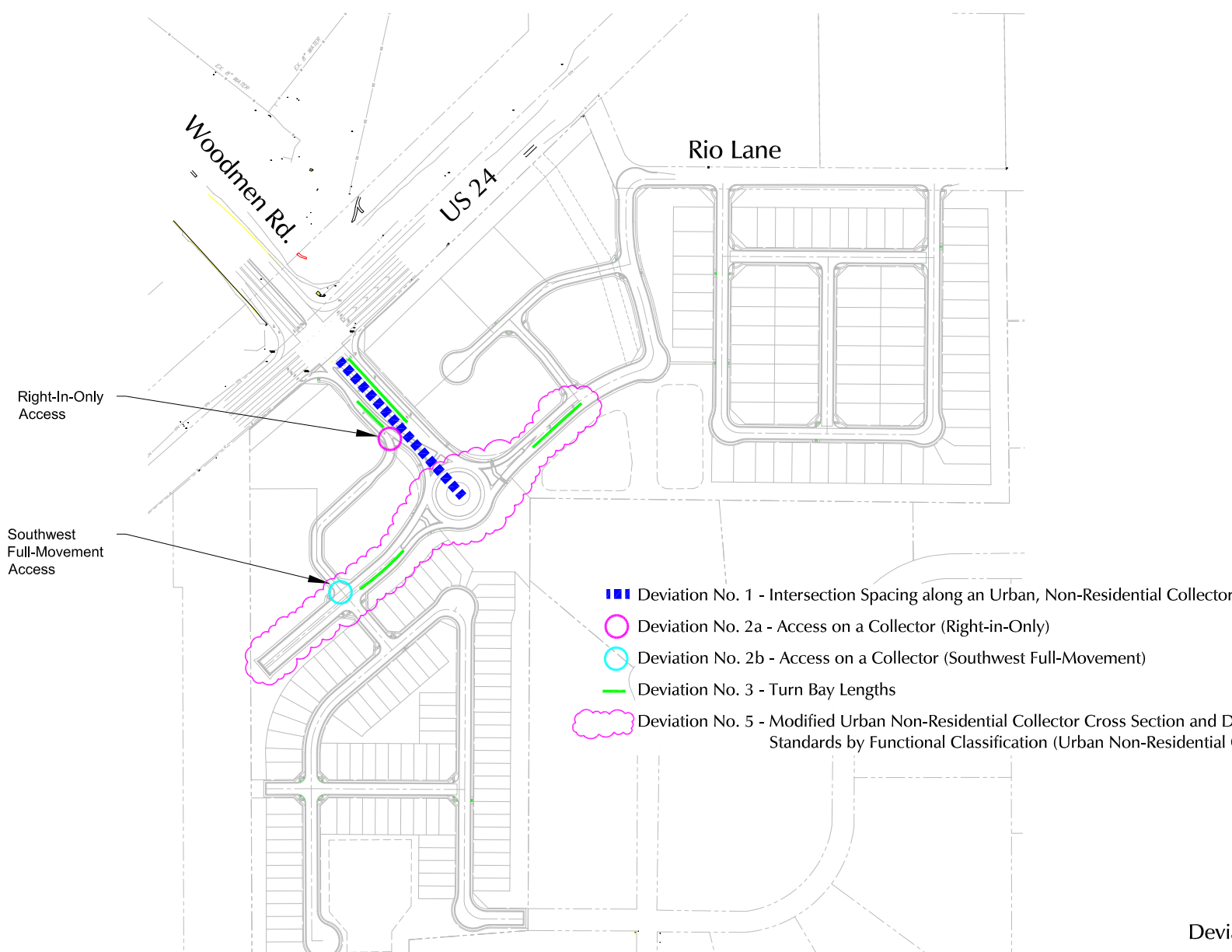
ECM ADMINISTRATOR COMMENTS/CONDITIONS:

Deviation Exhibits





Not to scale



- Deviation No. 1 - Intersection Spacing along an Urban, Non-Residential Collector
- Deviation No. 2a - Access on a Collector (Right-in-Only)
- Deviation No. 2b - Access on a Collector (Southwest Full-Movement)
- Deviation No. 3 - Turn Bay Lengths
- ☁ Deviation No. 5 - Modified Urban Non-Residential Collector Cross Section and Design Standards by Functional Classification (Urban Non-Residential Collector)

Deviation Requests 1, 2a, 2b, 3, and 5

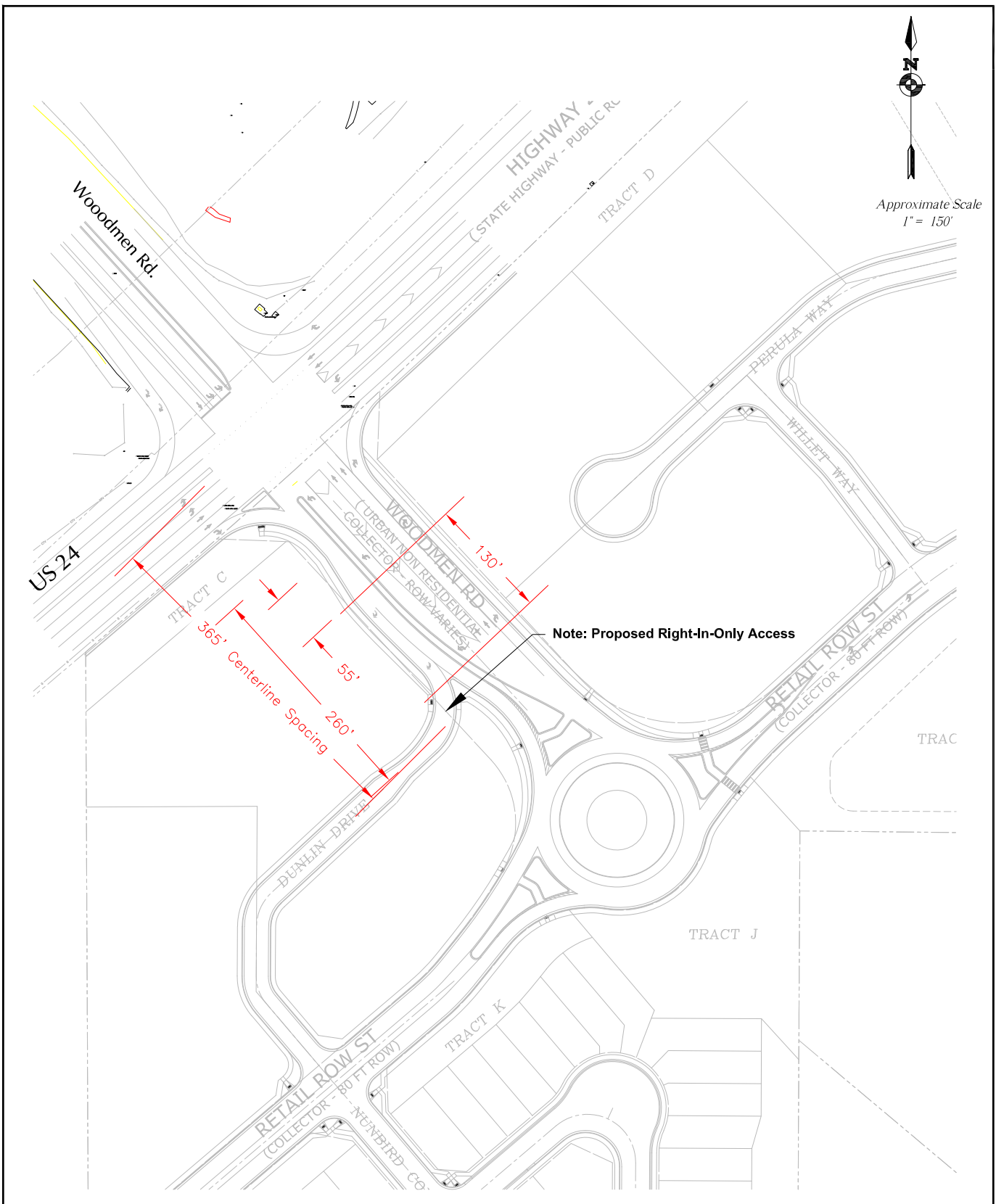
Deviation Exhibit A

Commons at Falcon Field (LSC# 234220)





Approximate Scale
1" = 150'



Note: Proposed Right-In-Only Access

Deviation Exhibit 2a-1

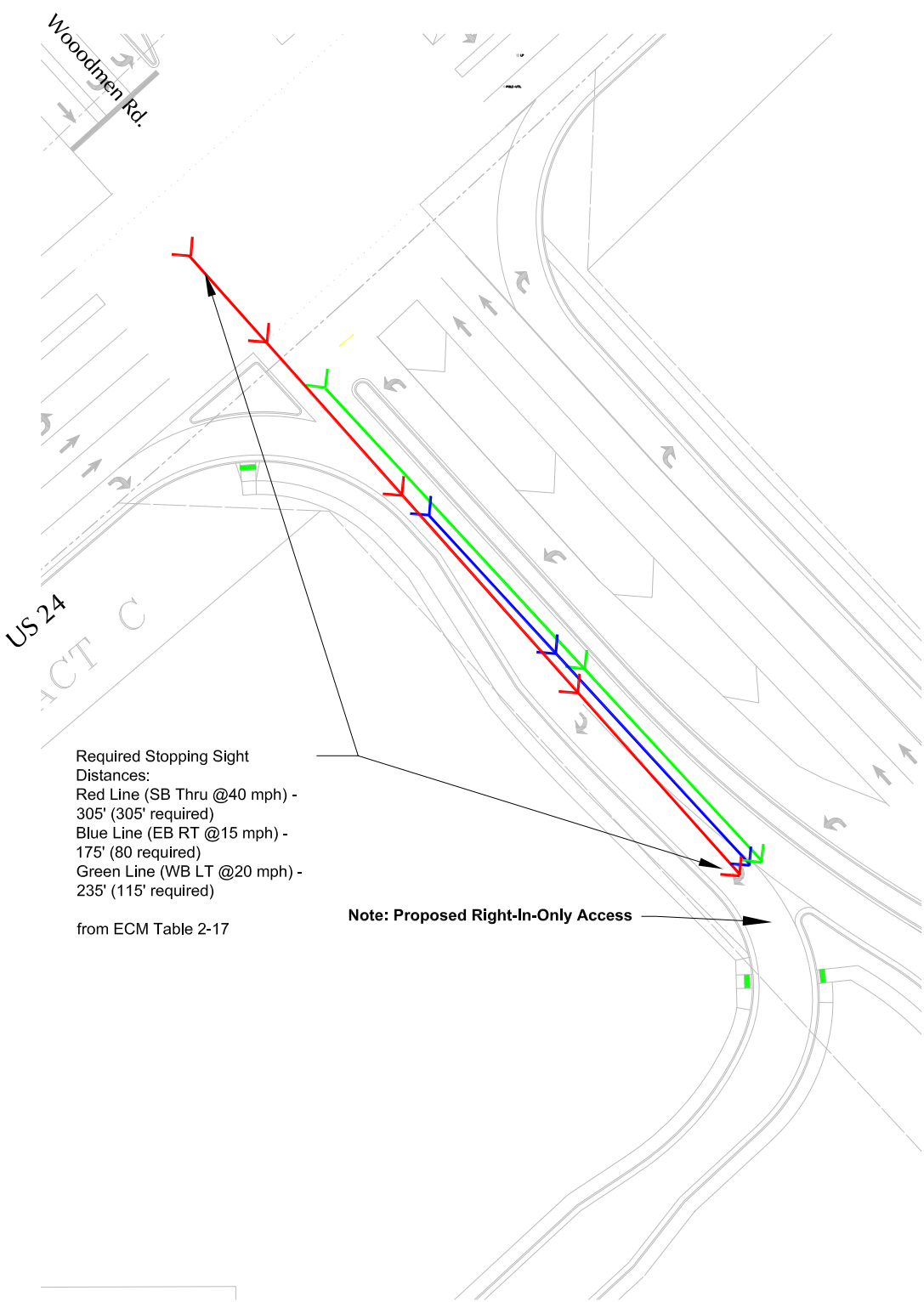
Right-In-Only Access Spacing/Laneage (Southbound Approach)

Commons at Falcon Field (LSC# 234220)





Approximate Scale
1" = 60'



Required Stopping Sight
Distances:
Red Line (SB Thru @40 mph) -
305' (305' required)
Blue Line (EB RT @15 mph) -
175' (80 required)
Green Line (WB LT @20 mph) -
235' (115' required)
from ECM Table 2-17

Note: Proposed Right-In-Only Access

Deviation Exhibit 2a-2

Right-In-Only Access Stopping Sight Distance

Commons at Falcon Field (LSC# 234220)



AutoTurn Exhibit

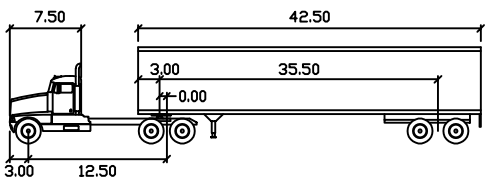




Approximate Scale
Scale: 1" = 60'

LEGEND:

- = Vehicle Body Clearance (1 foot) (Dot)
- = Vehicle Body
- = Front Tires
- = Rear Tires



WB-50

	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 17.7
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		

Dunlin Dr.

Woodmen Rd

AutoTurn Exhibit 4

WB-50 AutoTurn Movements

Commons at Falcon Field (LSC #234220)

