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DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

PROJECT INFORMATION

1

Project Name :	The Commons at Falcon Field	Deviation No. 1	Date: 11/27/2023 rev. 2/9/2024
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

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ENGINEER INFORMATION

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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



DEVIATION REQUEST 1 (Attach diagrams, figures, and other documentation to clarify request)

DEVIATION No. 1 – Intersection Spacing (Rev. 2/9/2024; 11/17/2023; 6/2/2023; Original 1/4/2020): 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 – **Part 1a:** a full-movement, roundabout intersection on a proposed Non-Residential Collector street 580 feet south of the Woodmen Road/US Highway 24 intersection (centerline spacing – estimated, following widening of US Highway 24 to four lanes). **Part 1b:** a full-movement intersection (access to commercial lots- Willet Way) on a proposed Non-Residential Collector street 235 feet west of the Retail Row Street/Rio Lane intersection (centerline spacing).

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 1-1, 1-2, and 1-3 which graphically shows this Deviation request No. 1, parts 1a and 1b. Deviation Exhibits 3-1, 3-2 and 3-3 are also attached and are referenced below.

Identify the specific ECM standard which a deviation is requested:

2.2.5.D Collector Access Standards

For Part 1a: On major collector roadways, the closest roadway intersection to an arterial roadway shall be 660 feet (right-of-way line of arterial to centerline of local roadway);

For Part 1b: On major collector roadways, local roadway intersection spacing shall be 330 feet (centerline spacing).

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: 660 feet intersection spacing, 330 feet between Local roadways.

Standard 2.3.2 requires 660-foot spacing between intersections for Urban Non-Residential Collector roadways. This standard is reflected in ECM Table 2-7 (Roadway Design Standards for Urban Collectors and Locals). The spacing between local roadways is 330 feet.

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.

State the reason for the requested deviation:

This deviation is needed to assist with implementation of the CDOT *US 24 Access Management Plan* but doing so within several **property and access constraints** (including no lot access to US Highway 24 or the Woodmen Road entry street).

Part 1a: The roundabout location is limited due to the shape of the properties and the locations of the property lines. The main entry drive connecting this roundabout to the US Highway 24/Woodmen Road intersection needs to be a Non-Residential collector, rather than just an access to the development, for several reasons explained in the justification section below. Additionally, the extension of Woodmen Road as a Non-Residential Collector street is proposed to provide access to this development and the adjacent parcel(s) to the west to assist with implementation of the CDOT *US 24 Access Management Plan*;

Part 1b: The spacing between the proposed Rio Lane connection into the site and the proposed three-quarter-movement intersection (access to proposed commercial lots, treated as a **public street connection** per staff comment/the LDC) is requested due to the need 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*; the need to create a circuitous connection to replace the existing Rio Lane connection, and the need to provide two access points to the commercial area. To meet the above goals and work within the **property and access constraints** (no access to US Highway 24 or the Woodmen Road entry street) this spacing deviation is necessary.

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

Part 1a: The standard indicates a minimum of 660 feet intersection spacing along Urban Non-Residential Collectors. The request would be for an intersection spacing of approximately 580 feet between the US Highway 24/Woodmen Road intersection and the new intersection with Retail Row Street (estimated, following the future widening of US Highway 24 to four lanes). Please refer to the attached Deviation Exhibit 1-1.

The CDOT comment memo dated May 5, 2023 did not indicate that this proposed spacing from the US Highway 24/Woodmen Road needed would be unacceptable. Our understanding from prior meetings with CDOT and comment letters is that this spacing is acceptable to CDOT with the conditions/requirements outlined in the comment memo. The proposed spacing exceeds 300 feet from the end of the radius at the intersection of US Highway 24/Woodmen.

Part 1b: The standard indicates a minimum of 330 feet intersection spacing for Local streets along Urban Non-Residential Collectors. The three-quarter-movement intersection (access to commercial lots) on a proposed Non-Residential Collector street is proposed at a spacing of 235 feet west of the Retail Row Way/Rio Lane intersection (centerline spacing).

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:

Part 1a: The deviation is needed as the roundabout location is limited due to the shape of the properties and the locations of the property lines. The main entry drive connecting this roundabout to the US Highway 24/Woodmen Road intersection will be a non-residential collector. 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*. A Non-Residential Collector street is necessary for the replacement Rio Lane connection and the main entry to this development. Also, a street stub for a future street connection to the adjacent parcel to the west, will also benefit US Highway 24 access management by providing access to the adjacent parcel other than a direct access to US Highway 24.

Part 1b: The spacing is requested due to the need 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*; the need to create a circuitous connection to replace the existing Rio Lane connection, and the need to provide two access points to the commercial area. To meet the above goals and work within the **property and access constraints** (no access to US Highway 24 or the Woodmen Road entry street) this spacing deviation is necessary.

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 spacing of 580 feet allows for necessary turn lanes and storage at the US Highway 24/Woodmen Road intersection. These lanes are shown in Deviation Exhibit 1-2 and the lane lengths are a separate deviation request (Deviation Request No. 3). The roundabout at the main internal intersection ensures that there will not be excessive queuing to impact the US Highway 24/Woodmen Road intersection. The cross section includes additional lanes to reduce the potential overall queue lengths within this 602-foot distance. Please refer to Deviation Exhibit 3-3, which presents the results of the queuing analysis.

Allowing the intersection spacings (needed due to property and access constraints) 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 to/from the west (which would also benefit US Highway 24 access management).

The requested spacing of 235 feet will allow for the intended result of providing the replacement connection for Rio Lane due to the closure of Rio Lane at US Highway 24, providing two access points to the commercial lots, and provide a functional and efficient residential lot layout. This project will be providing a public benefit with the 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. The plan also provides two access points to the five commercial lots. Options to accomplish these objectives are limited due to the shape of the properties and the locations of the property lines.

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 Street ending as a T intersection at Jacamar Place, and
- No proposed south leg of the intersection of Willet Way/Retail Row Way.
- The reduced design speed as presented in Deviation No. 5 (new).

The deviation will not adversely affect safety or operations.

The request would be for intersection spacing of 580 feet. The roadway has been designed to allow for sufficient turn lanes that accommodate projected 95th percentile queues. Please refer to Deviation Exhibit 3-32, which presents the results of the queuing analysis.

Part 1b:

The request would be for intersection spacing of 236 feet. Despite the advantageous plan-specific conditions identified in the "Limits of Consideration" section, the proposed spacing would be 95 feet short of the ECM standard.

- There would not be conflicting left-turn movements between the intersections of Retail Row Street/Willet Way and Retail Row Street/Rio Lane, as there is no proposed south leg of the intersection of Retail Row Street/Willet Way and, thus, no westbound left turns between these two intersections within the 236' distance.
- Eastbound traffic along Retail Row Street will be slowing within this 236-foot section on the approach to Jacamar Place as there will be a stop sign for traffic on that approach. This is because Retail Row Street will end as a T intersection at Jacamar Place.
- Westbound traffic will turn onto this 236-foot segment of Retail Row Street at a slower speed than the general design speed of an Urban Local street, as **all** traffic will have turned right from Rio Lane or left or right from Jacamar Place.
- Negligible traffic will turn left from Rio Lane (southbound) to Retail Row Street (eastbound) at the intersection of Retail Row Street/Rio Lane. Turning movements at this intersection will be eastbound left onto Rio Lane or southbound right from Rio Lane onto westbound Retail Row Street (**away from** this subject 236-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 reduced design speed as presented in Deviation No. 5 (new).
- The stopping sight distance along Retail Row Street westbound approaching the intersection of Retail Row Street/Rio Lane will be acceptable, given the speed at which motorists will enter the westbound departure lane of the intersection of Retail Row Street/Jacamar Place.

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

The deviation will not affect maintenance or maintenance costs as multiple approach lanes to a major intersection are typical. The southbound lanes approaching the roundabout will be analyzed at the design stage to ensure County snowplows and other maintenance vehicles can be accommodated.

Regarding Part 1b:

The deviation will have little effect on maintenance or maintenance costs as the proposed spacing is only 95 feet short of the standard and there would be no south leg of the intersection of Retail Row Street/Willet Way 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 multiple approach lanes and wider cross sections on the approach to a major intersection are typical.

Part 1b: 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 proposed lane design will accommodate the projected queues between US Highway 24 and the roundabout intersection, which meets the intent and purpose of the ECM intersection spacing standard back from an arterial roadway.

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.

Γ _____ 7

L _____ 7

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 _____ 7

L _____ 7

ECM ADMINISTRATOR COMMENTS/CONDITIONS:

County approvals are conditional on CDOT approval.

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

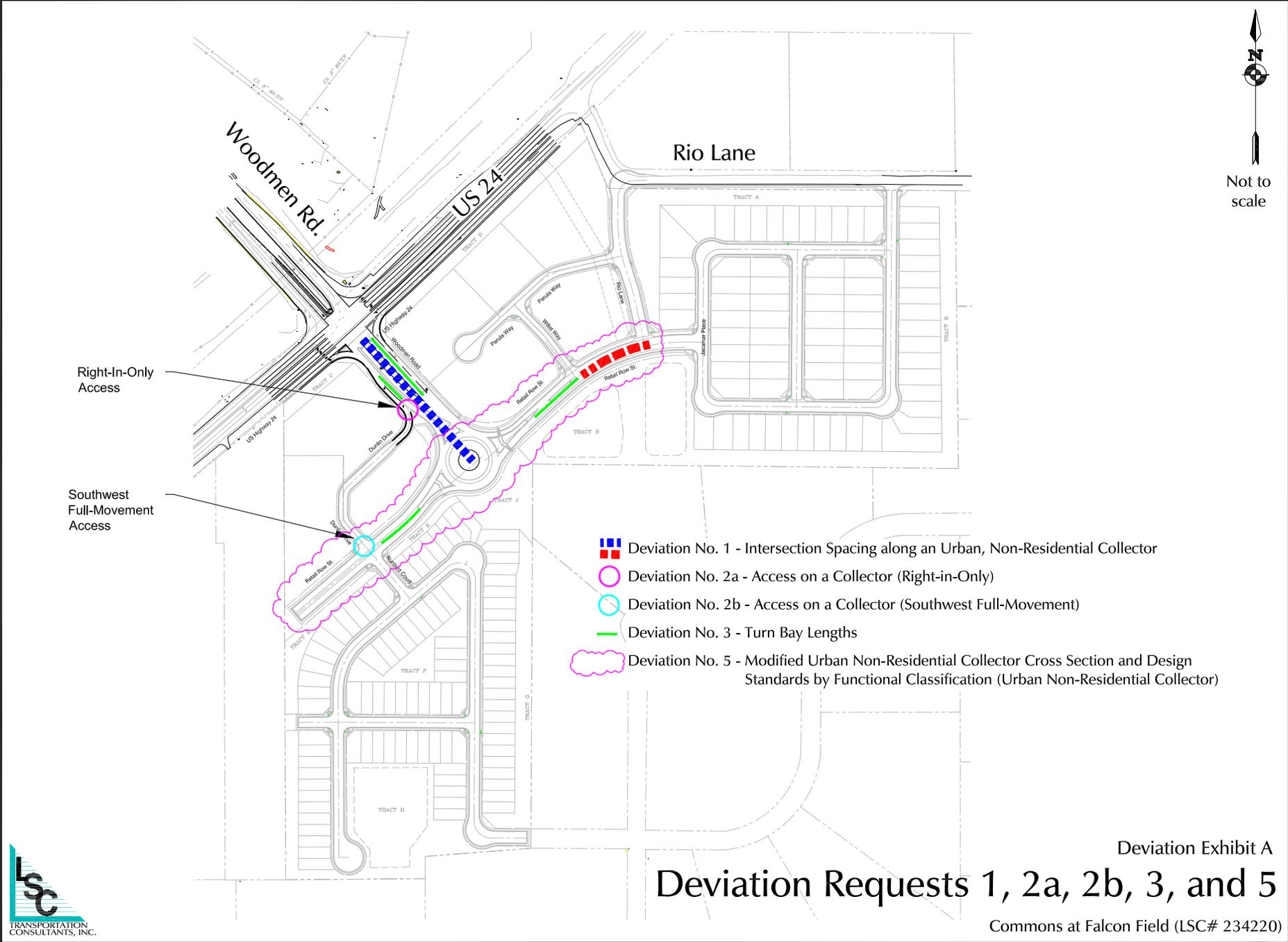
A Deviation Review Fee shall be paid in full at the time of submission of a request for deviation. The fee for Deviation Review shall be as determined by resolution of the BoCC.

Deviation Exhibits





Not to scale



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

Deviation Exhibit A

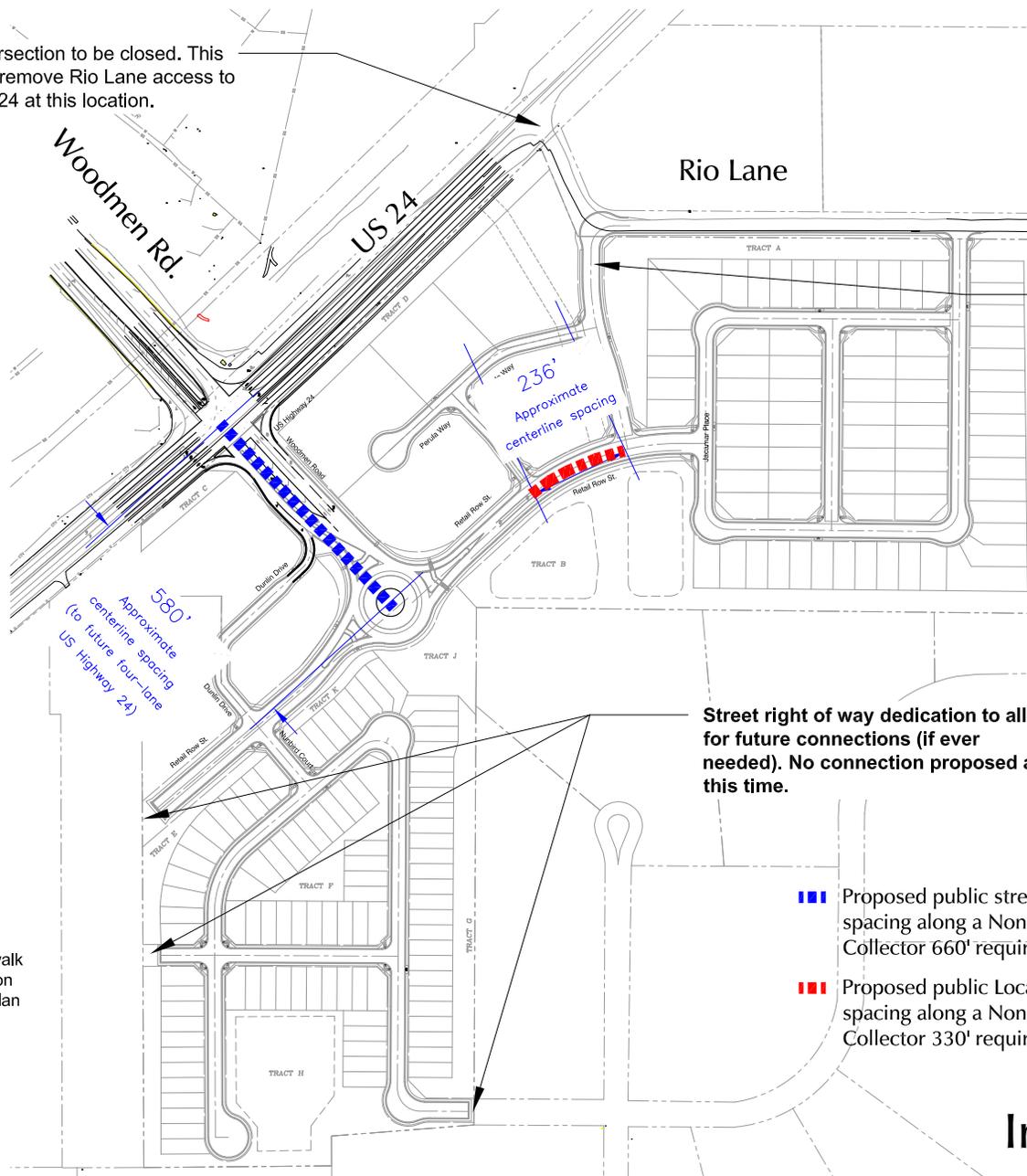
Commons at Falcon Field (LSC# 234220)



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



Not to scale



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

580'
Approximate
centerline spacing
(to future four-lane
US Highway 24)

236'
Approximate
centerline spacing

Street right of way dedication to allow for future connections (if ever needed). No connection proposed at this time.

- ■ ■ Proposed public street intersection spacing along a Non-residential Collector 660' required, 580' proposed.
- ■ ■ Proposed public Local street intersection spacing along a Non-residential Collector 330' required, 236' proposed.

Note: Ped ramp and sidewalk locations will be adjusted on the updated Preliminary Plan

Deviation Exhibit 1-1

Intersection Spacing

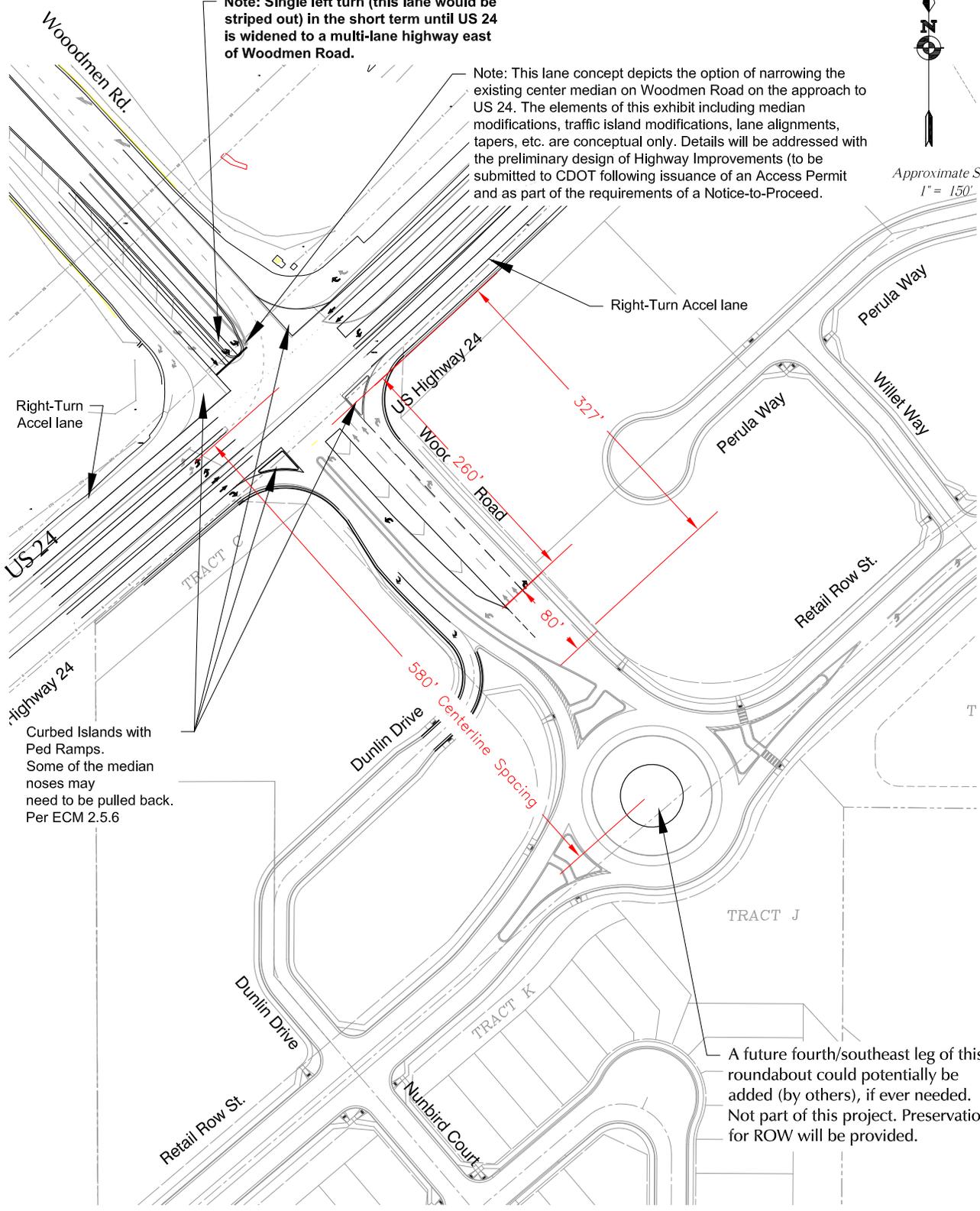
Commons at Falcon Field (LSC# 234220)



Approximate Scale
1" = 150'

Note: Single left turn (this lane would be striped out) in the short term until US 24 is widened to a multi-lane highway east of Woodmen Road.

Note: This lane concept depicts the option of narrowing the existing center median on Woodmen Road on the approach to US 24. The elements of this exhibit including median modifications, traffic island modifications, lane alignments, tapers, etc. are conceptual only. Details will be addressed with the preliminary design of Highway Improvements (to be submitted to CDOT following issuance of an Access Permit and as part of the requirements of a Notice-to-Proceed.



Right-Turn Accel lane

Right-Turn Accel lane

Curbed Islands with Ped Ramps. Some of the median noses may need to be pulled back. Per ECM 2.5.6

TRACT J

A future fourth/southeast leg of this roundabout could potentially be added (by others), if ever needed. Not part of this project. Preservation for ROW will be provided.

Note: Ped ramp and sidewalk locations will be adjusted on the updated Preliminary Plan

Deviation Exhibit 1-2

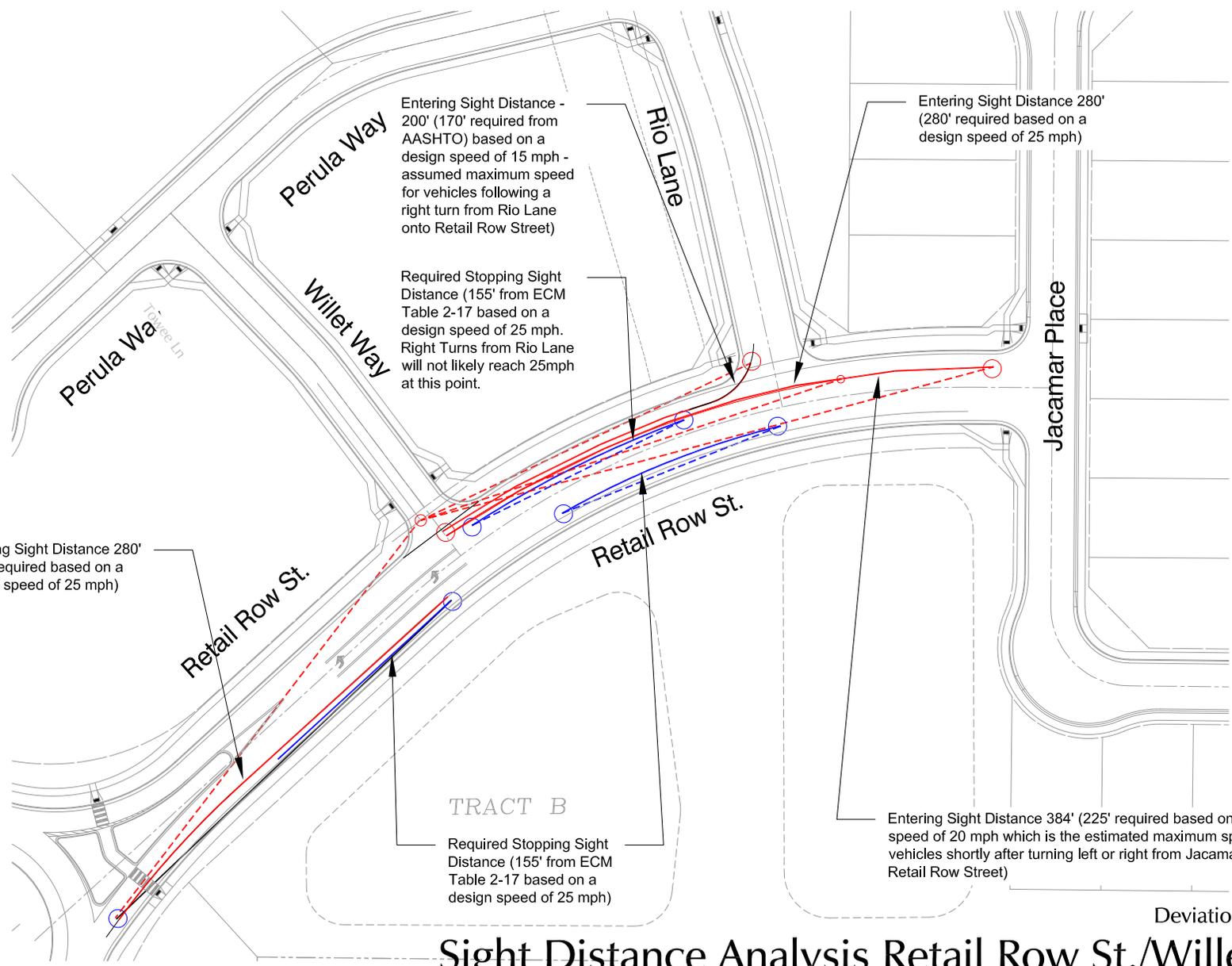
Turn Bay Lengths at US 24/Woodmen (northbound/exiting approach)



Commons at Falcon Field (LSC# 234220)



1"=100'



Entering Sight Distance - 200' (170' required from AASHTO) based on a design speed of 15 mph - assumed maximum speed for vehicles following a right turn from Rio Lane onto Retail Row Street)

Required Stopping Sight Distance (155' from ECM Table 2-17 based on a design speed of 25 mph. Right Turns from Rio Lane will not likely reach 25mph at this point.

Entering Sight Distance 280' (280' required based on a design speed of 25 mph)

Entering Sight Distance 280' (280' required based on a design speed of 25 mph)

TRACT B

Required Stopping Sight Distance (155' from ECM Table 2-17 based on a design speed of 25 mph)

Entering Sight Distance 384' (225' required based on a design speed of 20 mph which is the estimated maximum speed for vehicles shortly after turning left or right from Jacamar Place to Retail Row Street)

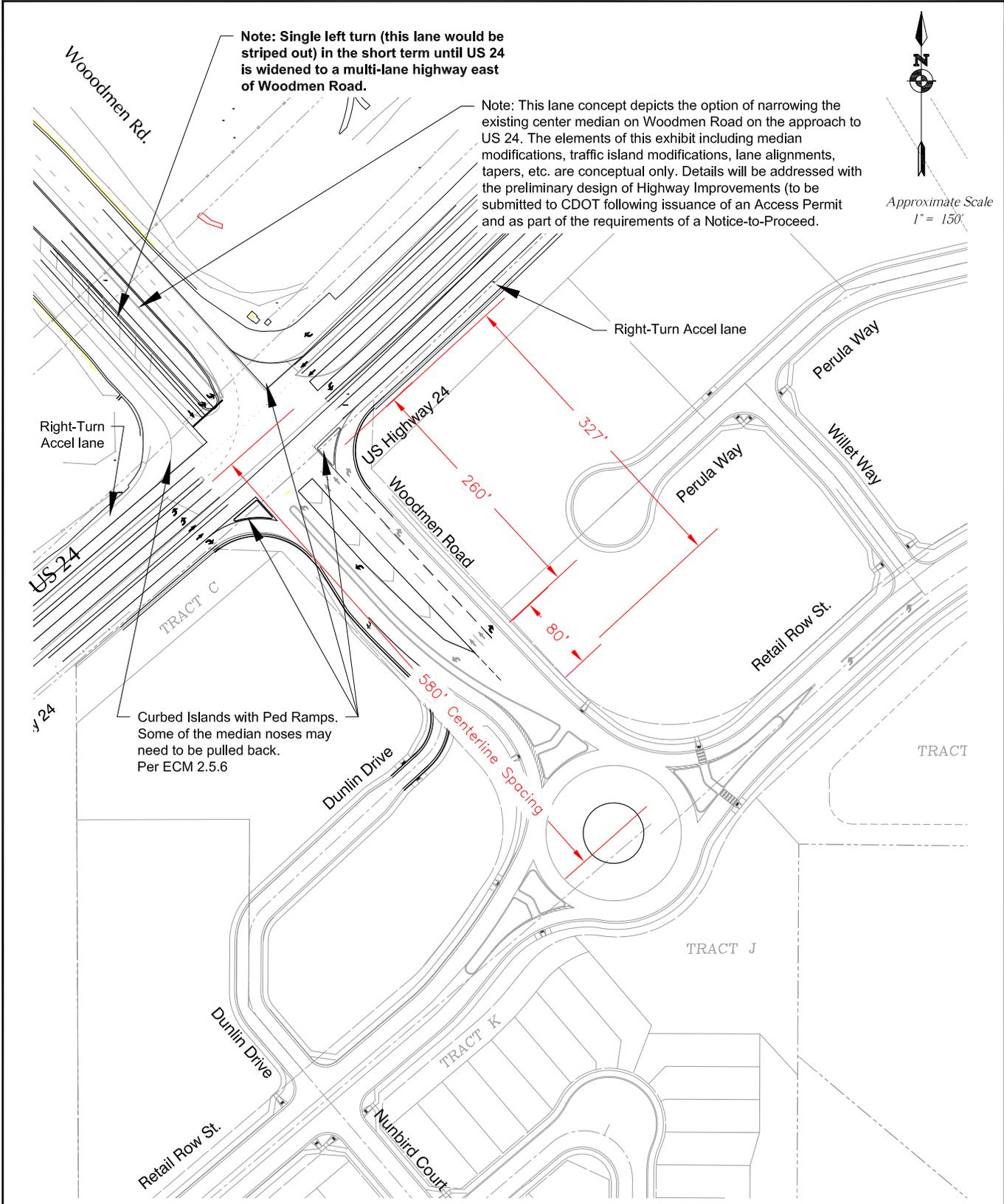
Deviation Exhibit 1-3

Sight Distance Analysis Retail Row St./Willet Way and Retail Row St./Rio Lane

Note: Ped ramp and sidewalk locations will be adjusted on the updated Preliminary Plan



Commons at Falcon Field (LSC# 234220)



Note: Single left turn (this lane would be striped out) in the short term until US 24 is widened to a multi-lane highway east of Woodmen Road.

Note: This lane concept depicts the option of narrowing the existing center median on Woodmen Road on the approach to US 24. The elements of this exhibit including median modifications, traffic island modifications, lane alignments, tapers, etc. are conceptual only. Details will be addressed with the preliminary design of Highway Improvements (to be submitted to CDOT following issuance of an Access Permit and as part of the requirements of a Notice-to-Proceed.

Approximate Scale
1" = 150'

Curbed Islands with Ped Ramps. Some of the median noses may need to be pulled back. Per ECM 2.5.6

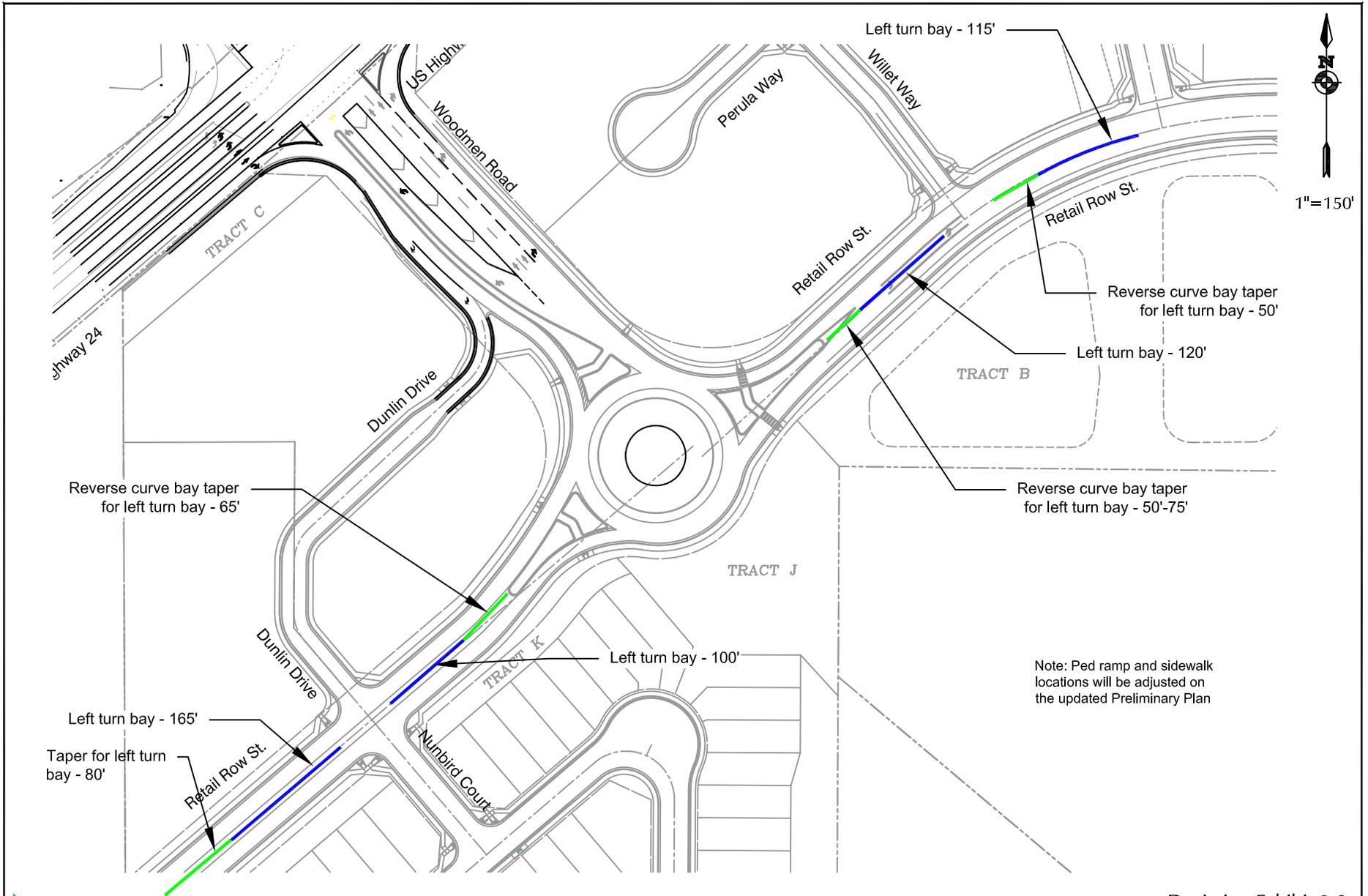
Note: Ped ramp and sidewalk locations will be adjusted on the updated Preliminary Plan

Deviation Exhibit 3-1

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

Commons at Falcon Field (LSC# 234220)





Recommended Retail Row Street Left Turn Bay Dimensions

Deviation Exhibit 3-2

Commons at Falcon Field (LSC# 234220)



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DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

PROJECT INFORMATION

2a

Project Name :	The Commons at Falcon Field	Deviation No. 2a - Rev. 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

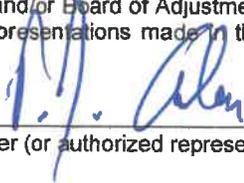
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Name :	Jim Berger	
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Mailing Address :	3230 Electra Drive Colorado Springs, CO 80906	
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ENGINEER INFORMATION

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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)

2/12/24

Date

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. 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 _____ 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

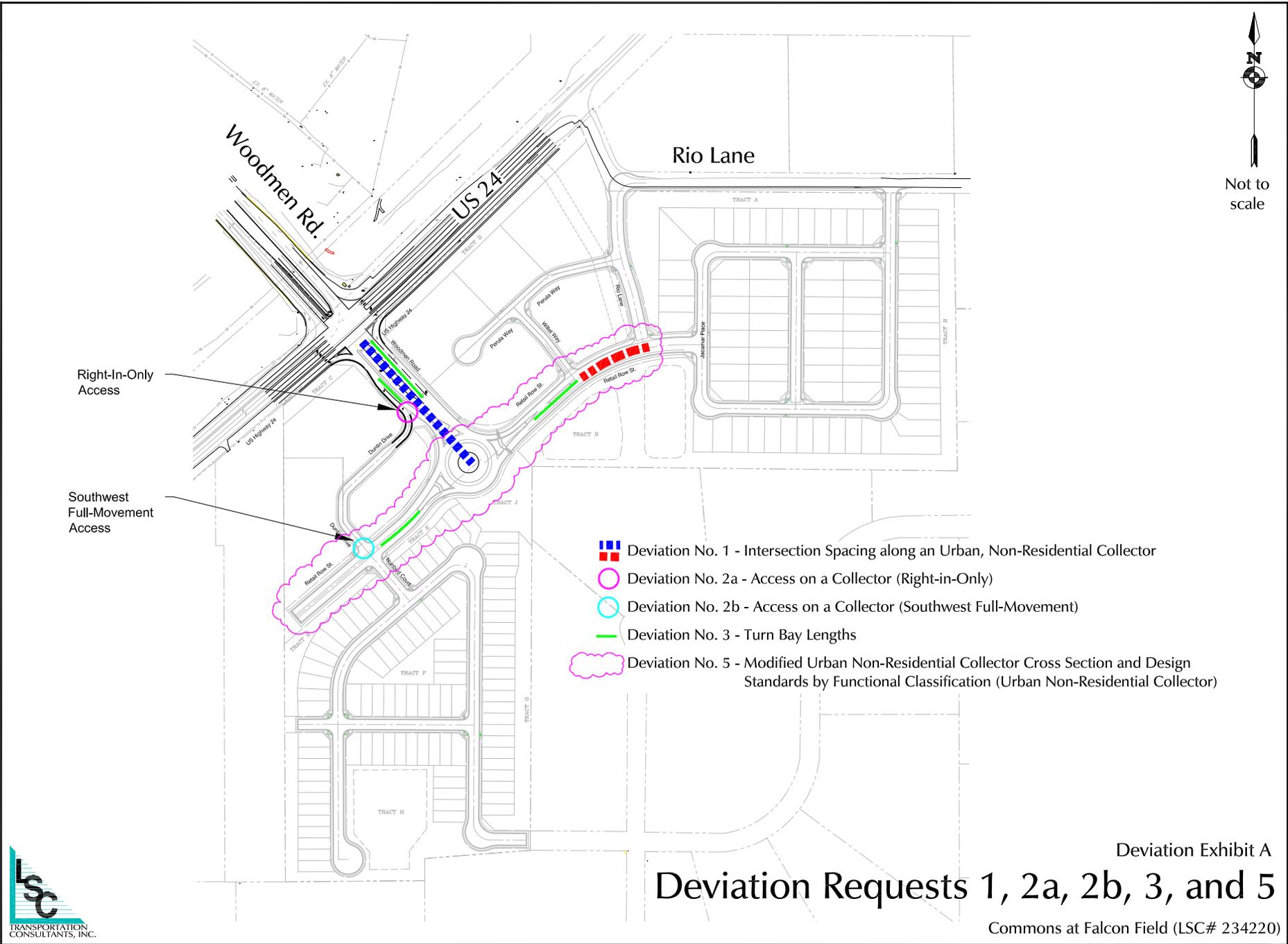
ECM ADMINISTRATOR COMMENTS/CONDITIONS:

Deviation Exhibits





Not to scale

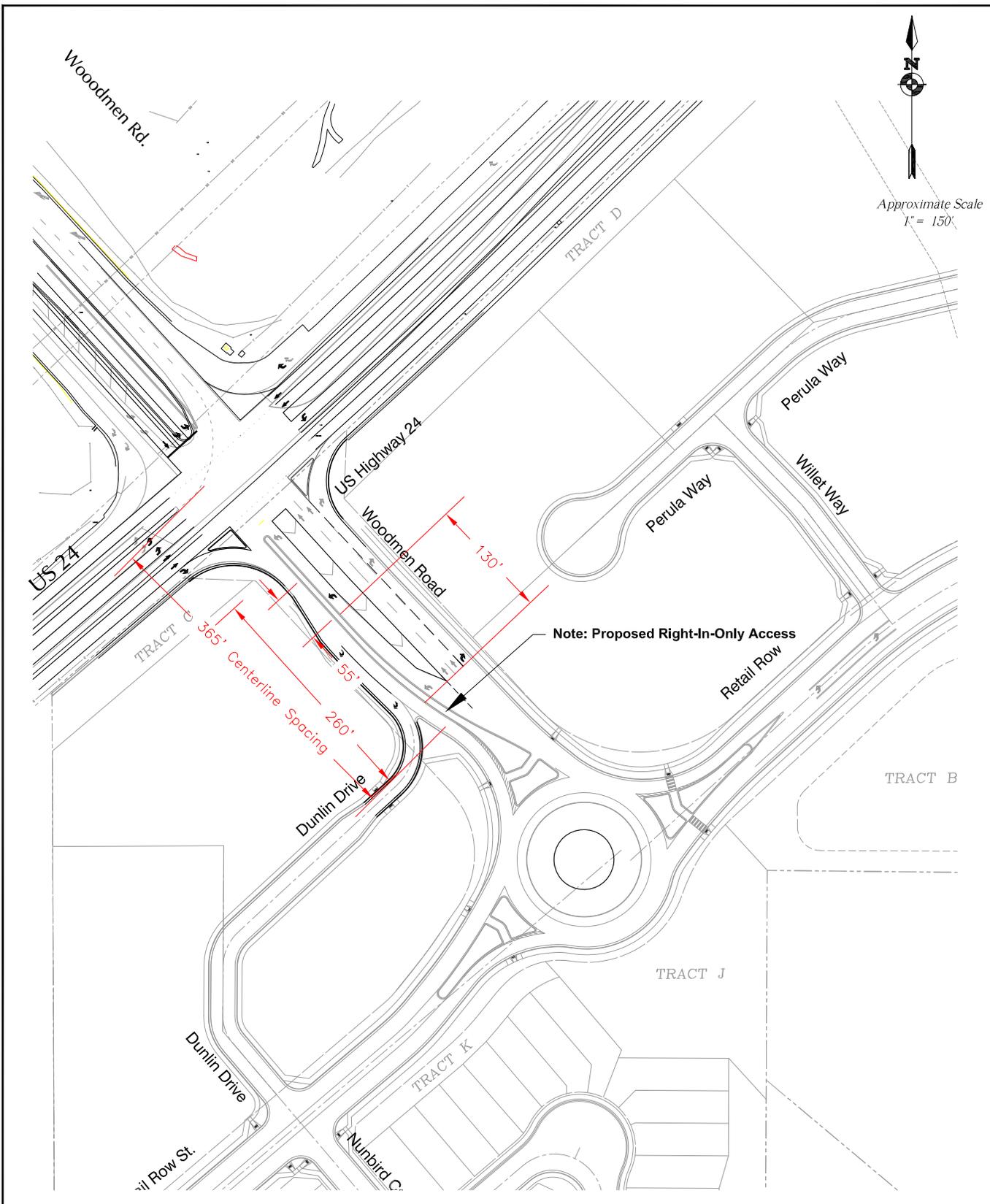


Deviation Requests 1, 2a, 2b, 3, and 5

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



Approximate Scale
1" = 150'



Note: Ped ramp and sidewalk locations will be adjusted on the updated Preliminary Plan

Deviation Exhibit 2a-1

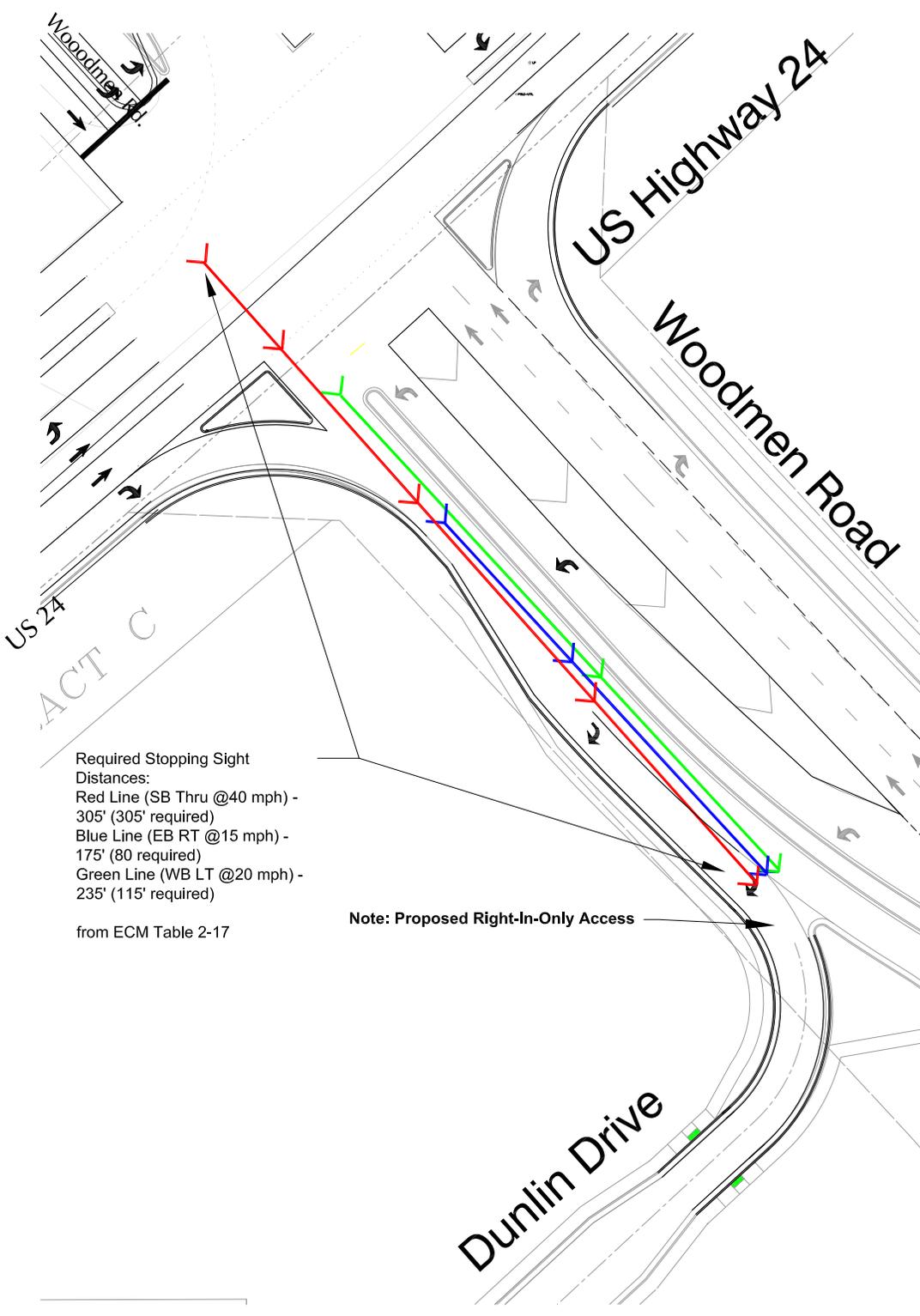
Right-In-Only Access Spacing/Laneage (Southbound Approach)

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

Note: Ped ramp and sidewalk
locations will be adjusted on
the updated Preliminary Plan

Right-In-Only Access Stopping Sight Distance

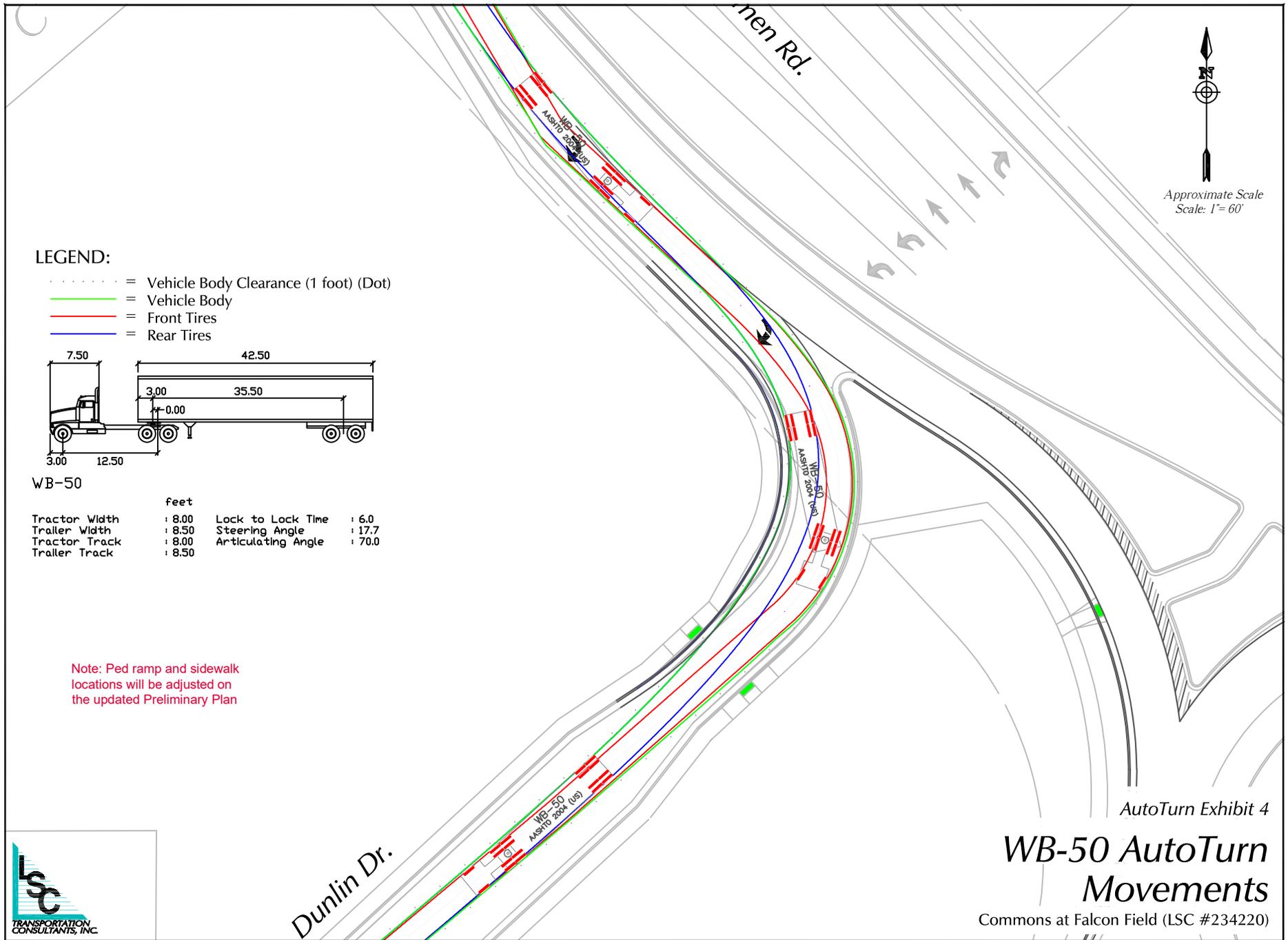
Deviation Exhibit 2a-2

Commons at Falcon Field (LSC# 234220)



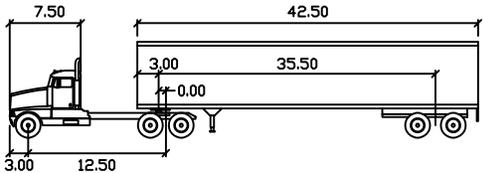
AutoTurn Exhibit





LEGEND:

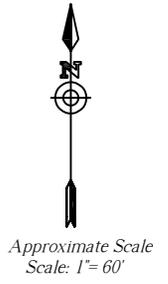
- = Vehicle Body Clearance (1 foot) (Dot)
- = Vehicle Body
- = Front Tires
- = Rear Tires



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	

Note: Ped ramp and sidewalk locations will be adjusted on the updated Preliminary Plan



AutoTurn Exhibit 4

WB-50 AutoTurn Movements

Commons at Falcon Field (LSC #234220)





Planning and Community
Development Department
2880 International Circle
Colorado Springs, Colorado 80910
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Website www.elpasoco.com

DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

PROJECT INFORMATION

2b

Project Name :	The Commons at Falcon Field	Deviation No. 2b – 2/9/2024 (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"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mailing Address :	3230 Electra Drive Colorado Springs, CO 80906		
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FAX Number :	719-633-2221		
Email Address :	papaberg34@aol.com with a copy to pja5713@gmail.com		

ENGINEER INFORMATION

Company :	LSC Transportation Consultants, Inc.	
Name :	Jeffrey C. Hodsdon	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	

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.

This request is for a full-movement access point along the roadway. Given the proposed preliminary plan, there would be **no egress** from these three lots unless the deviation is approved. Left-turn auxiliary turn lanes will be installed as required.

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). This full-movement access on the north side will align with the planned public Urban Local street on the south side – Nunbird Court.

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.

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. Given the proposed preliminary plan, there would be no egress from these three lots unless the deviation is approved. If the right-in-only access proposed with Deviation No. 2a is approved, this will provide a second entry point and an entry point from (and egress to) Retail Row Street.

The deviation is necessary as no direct lot access will be allowed to US Highway 24. 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*. Additionally, the Non-Residential Collector streets will provide access to this development and a street stub allowing for a future connection to the adjacent parcel to the west. 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.

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.

Access is needed for the proposed three commercial lots west of Woodmen Road. Given the proposed preliminary plan, there would be no egress from these three lots unless the deviation is approved. If the right-in-only access proposed with Deviation No. 2a is approved, this will provide a second entry point and an entry point from (and egress to) Retail Row Street.

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 475 feet west of the roundabout.

ECM Section 2.4.1 access criteria states the following five access design guidelines:

Adequate Spacing

This access would align with the proposed public street on the south side of Retail Row Street.

The ECM indicates that accesses shall be separated by a distance equal to the entering sight-distance values in Table 2-35.

Exhibit 2b-1 shows a sight-distance analysis for the proposed access. As shown in this exhibit, this access would meet the criteria for stopping sight distance when considering the anticipated design speed of traffic turning from the roundabout.

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 (30 feet wide minimum) would meet this criterion. The driveway radii of 20 feet is shown per Deviation No. 5. The attached AutoTurn Exhibit No. 5 shows the turns at the access based on AutoTurn truck-turning template of the design vehicle (WB-50 multi-unit truck).

Clearances from Intersection

This access would form the north leg of a proposed public street intersection as it would align with a proposed public street on the south side of Retail Row Street.

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. The location of the access point is within the range specified in the ECM.

2.3.7.E.1.2 Turn Lane Design

The ECM standard is 155-foot lane plus 160-foot taper, plus storage. The attached Deviation Exhibit 3-2. Please refer to Deviation No. 3 for additional details.

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 not affect the aesthetics as unnecessary access or "curb cuts" are not proposed, i.e., the street would not look "cluttered" with curb cuts.

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

This proposed site access would 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.

Deviation Exhibit



US Hwy

Access Entering Sight Distance for Single-unit Trucks (325' 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))

ECM Table 2-36 indicates for Commercial/Retail Access points with less than multi-unit trucks per day (average), use single-unit truck (which is shown on the exhibit).

There would be sufficient SSD for approaching vehicles should a multi-unit truck begin turning onto Retail Row St. from Dunlin Drive based on sight distance for single unit trucks.

Required Stopping Sight Distance (155' from ECM Table 2-17 based on a design speed of 25 mph)

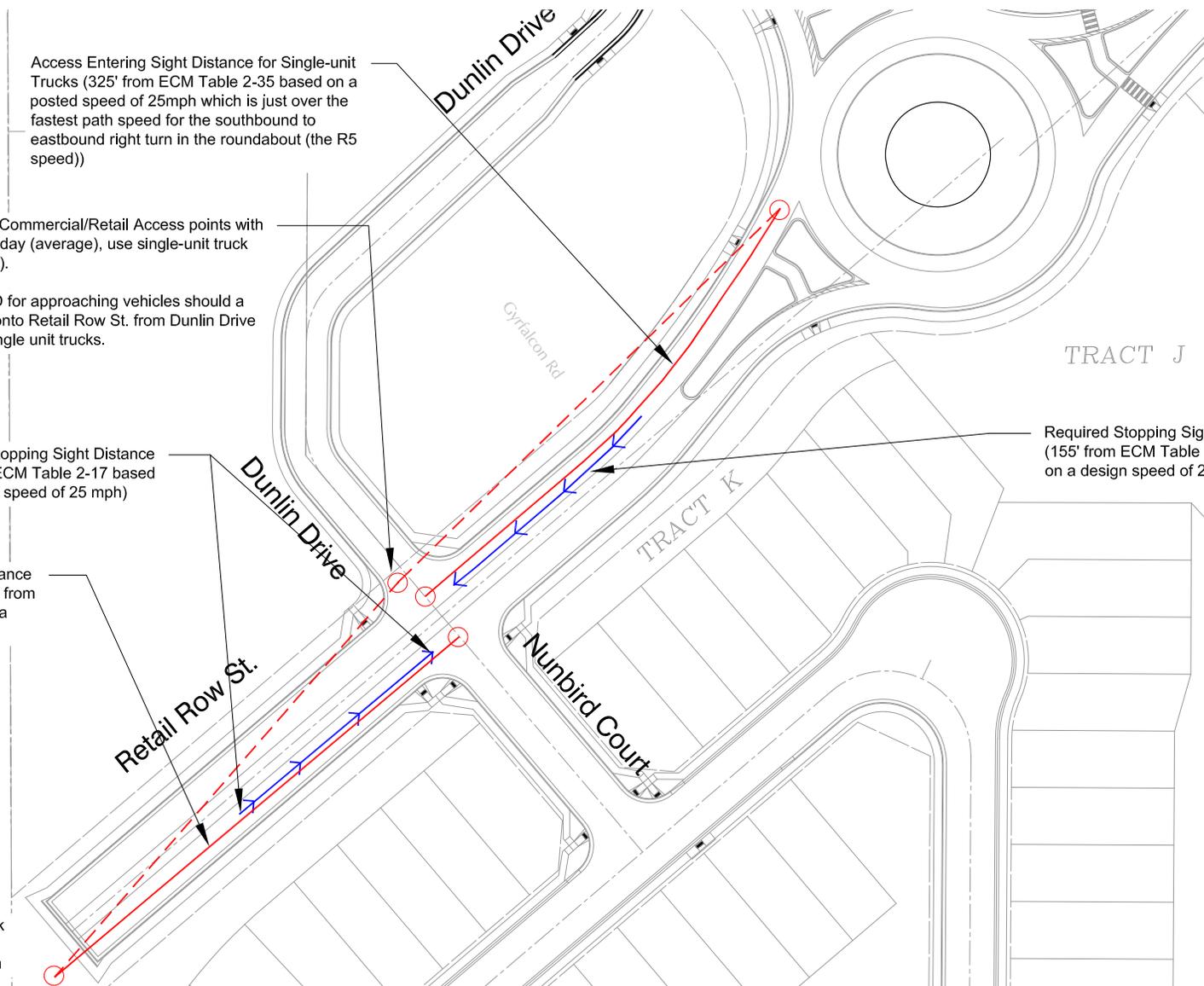
Access Entering Sight Distance for Single-unit Trucks (325' from ECM Table 2-35 based on a posted speed of 25mph)

Required Stopping Sight Distance (155' from ECM Table 2-17 based on a design speed of 25mph)

Note: Ped ramp and sidewalk locations will be adjusted on the updated Preliminary Plan

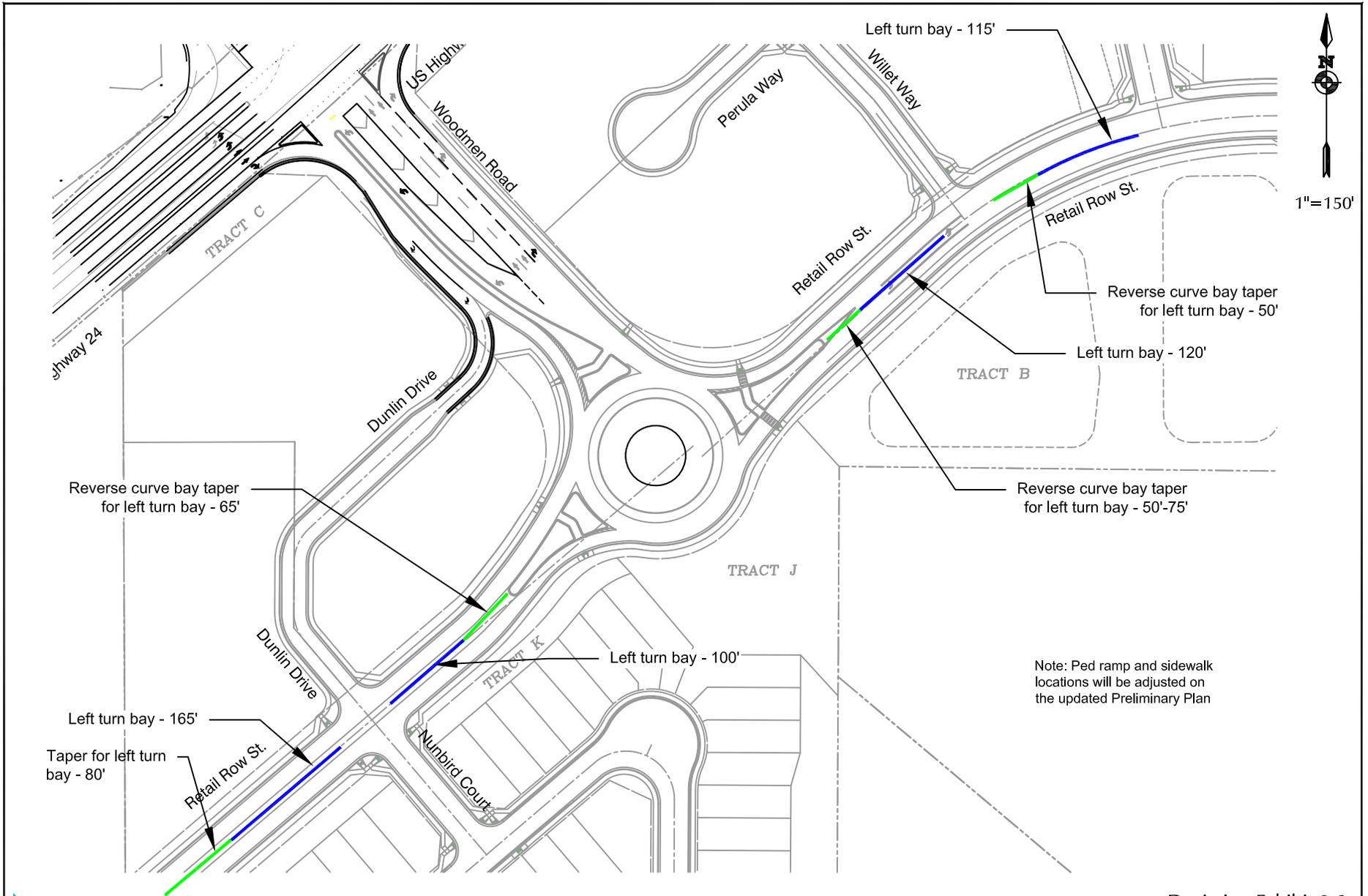


Approximate Scale
1" = 100'



Sight Distance Analysis Retail Row St./Dunlin Dr./Nunbird Ct.

Deviation Exhibit 2b-1
Commons at Falcon Field (LSC# 234220)



Deviation Exhibit 3-2 Recommended Retail Row Street Left Turn Bay Dimensions

Commons at Falcon Field (LSC# 234220)

AutoTurn Exhibit



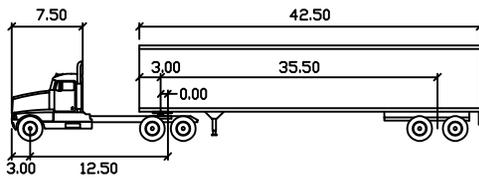
76



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	

Note: Ped ramp and sidewalk locations will be adjusted on the updated Preliminary Plan

Retail Row St.

Dunlin Dr.

TRACT

32

33

AutoTurn Exhibit 5

WB-50 AutoTurn Movements

Commons at Falcon Field (LSC #234220)





**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

3

Project Name :	The Commons at Falcon Field	Deviation No. 3	Date: 2/9/2024
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		
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ENGINEER INFORMATION

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Mailing Address :	2504 E. Pikes Peak Ave Suite 304 Colorado Springs, CO 80909	
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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) 2/12/24
 Date

 Engineer's Seal, Signature
 And Date of Signature



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

DEVIATION No. 3 – Turn Bay Lengths (Rev. 2/9/2024; 11/27/2023; 6/2/2023; Original 1/4/2020): A deviation from the standards of or in Section 2.3.7.D.1 of the Engineering Criteria Manual (ECM) is requested. The request is for abbreviated left-turn lane lengths, which allow for adequate vehicle storage, but do not include full deceleration distance plus storage.

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 3-1, 3-2, and 3-3 which graphically show this Deviation request No. 3. Queue analysis report printouts are also attached, for reference.

Identify the specific ECM standard which a deviation is requested:

2.3.7.D.1 Turn Lane Design

State the reason for the requested deviation:

The deviation is needed as the proposed intersection and access spacing limits the ability to provide full deceleration length plus vehicle storage distance plus transition taper for the left-turn lanes approaching US Highway 24/Woodmen and the two full-movement site-access points east and west of the roundabout. The site-specific conditions would not necessitate the full deceleration length plus vehicle storage distance plus transition taper for these left-turn lanes.

- The ECM requires left-turn lanes on the northbound approach to Woodmen Road and approaching the proposed commercial site-access points on Retail Row Street extending east and west from the roundabout for the proposed access.
- The deviation request is to allow:
- An abbreviated westbound left-turn lane length and westbound left-turn-bay taper length at Retail Row Way/Nunbird Street (west of the roundabout).
- At Retail Row Way/Willet Way (the access east of the roundabout), the request is also to allow an abbreviated bay taper length.
- Additionally, the request is to 1) allow the ECM standard 115 deceleration distance within the proposed 120' lane 2) to allow use the deceleration distance for vehicle storage, when a queue forms, rather than having storage in addition to the deceleration distance. The request is based on the results of the queuing analysis and the proposed site-specific conditions with the roundabout (eliminating the need for back-to-back left-turn lanes between the access points and the roundabout).
- Please refer to the attached Deviation Exhibits 3-1, 3-2, and 3-3. The request requires a deviation as the ECM prescribes deceleration length plus vehicle storage distance plus transition taper for left-turn lanes on Collector roadways where turn lanes are required per section 2.3.7.D.1.

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

The deviation request is to allow an abbreviated left-turn lane and bay taper length at access Retail Row Way/Nunbird Street. At Retail Row Way/Willet Way, the request is also to allow an abbreviated bay taper length. Additionally, the request is to 1) allow the ECM standard 115' deceleration distance within the combination of the proposed 120' lane and 2) to allow use the deceleration distance for vehicle storage, when a queue forms, rather than having storage **in addition to** the deceleration distance.

- Please refer to **Deviation Request No. 5**, which is a request for a modified cross section and resulting reduced design speed on Retail Row Way. Provided that deviation is approved, the ECM standard for a 25-mph design speed limit is 115 feet of full-width lane plus an 80-foot bay taper plus storage distance. The turn-lane geometry for the left-turn lanes is shown in the attached Deviation Exhibit 3-2. The projected queue lengths are shown in Deviation Exhibit 3-3. Please refer to the attached queuing analysis reports for complete details. In this situation, the requested elements of this deviation would be reasonable.
-
- ECM Table 2-26 allows for a taper ratio of 8:1 for tangent bay tapers in constrained locations. Based on a lane width of 12 feet, the 8:1 ratio would result in a prescribed 80-foot tangent bay taper. The proposed 50-75-foot-long taper would be 5 to 30 feet short of the ECM standard. The tapers would be designed with the roundabout, its splitter islands, and exit lanes. Given the constrained location of the access east of the roundabout, the requested overlapping use of the turn bay for deceleration and storage would also be reasonable and not unexpected by motorists using this roadway. The proposed right-in access would provide an additional entry point for those lots, thus providing an alternative to motorists in the unlikely chance the subject eastbound left-turn bay is filled with queued vehicles.

The CDOT comment memo dated May 5, 2023 indicated the following with respect to the auxiliary turn lanes on the northbound approach to the US Highway 24/Woodmen Road:

“The site will require an access permit for the construction of the 4th leg of Woodman and the closure of Rio Lane. The applicant will be responsible for constructing improvements as described in the TIS, namely:

- *EB to SB right turn deceleration lane.*
- *NB to EB right turn acceleration lane.*
- *Signalization of 4th leg of the intersection.*
- *Laneage as described in the TIS for the NB Woodmen movement.”*

This request also includes an abbreviated southbound right-turn lane for the proposed right-in-only access (Deviation No. 2a). Please refer to that separate deviation request for details regarding the access, but to summarize, the proposed right-turn lane would be about 130 feet plus a 55-foot bay taper.

The proposed 365-foot centerline spacing of the proposed right-in-only access 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 115-foot lane plus 80-foot bay taper, plus storage. Deviation Exhibit 3-2 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 custom, compound corner radius.

The larger-than-standard, 50-foot corner radius, would allow for right turns from Woodmen Road (extended) onto the internal access drive at a higher turning speed, which would result in a reduced speed differential between southbound (inbound) through traffic and inbound right-turning traffic. This will mitigate the shorter length of the taper and right-turn bay and provide for a much easier right-turn movement. Right-turn-lane stacking distance is not needed, as the turn off Woodmen Road (extended) will be a “free” movement (except for the infrequent need to yield to crossing pedestrians). The pedestrian crossing of this access should be clearly visible to upstream (entering) traffic on the segment of Woodmen Road entering the site. However, low pedestrian volumes are anticipated.

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 is needed as the proposed intersection and access spacing limits the ability to provide full deceleration length plus vehicle storage distance plus transition taper for the left-turn lanes approaching US Highway 24/Woodmen and the two full-movement site-access points east and west of the roundabout. The site-specific conditions would not necessitate the full deceleration length plus vehicle storage distance plus transition taper for these left-turn lanes.

As the upstream intersection adjacent to the two full-movement access points and Woodmen/US Highway 24 for which the subject turn lanes are requested and the approach to US Highway 24/Woodmen Road is planned as a modern one-lane roundabout, back-to-back left-turn lanes along these Non-Residential Collector streets will not be required. Please refer to Deviation Exhibit 3-2.

The turn-bay lengths on the approach to Woodmen/US Highway 24 are a function of the spacing between Woodmen and the proposed roundabout, and the spacing between the intersections is constrained. Please refer to Deviation Exhibit 3-2 for the proposed turn-bay lengths and Deviation Exhibit 3-3 for the estimated queue lengths. The distance is constrained by the roundabout location which is limited due to the shape of the properties and the locations of the property lines. Please refer to the separate Deviation No. 1 for intersection spacing.

The spacing between the roundabout and the two proposed access points is limited by the dimensions of the site and the need to provide a shared full-movement access for the planned commercial lots on each side of the main entry drive. Also, with no access permitted to US Highway 24 and no full-movement access to the main entry drive, the full-movement access points are forced onto the internal cross street. Given these constraints, it is necessary to allow the access as close as feasible to the entry roundabout and not pushed to the far rear corners of the development.

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 is needed as the proposed intersection and access spacing limits the ability to provide **full deceleration length plus** vehicle storage distance **plus** transition taper for the on-site left-turn lanes. The site-specific conditions would not necessitate the full deceleration length plus vehicle storage distance plus transition taper for these left-turn lanes. As the upstream intersection adjacent to the two full-movement access points and Woodmen Road/US Highway 24 for which the subject turn lanes are requested and the approach to US Highway 24/Woodmen Road is planned as a modern one-lane roundabout, back-to-back left-turn lanes along these Non-Residential Collector streets will not be required. The projected queues could be accommodated by the proposed turn lanes. The proposed bay-taper length is close to the length allowable by the ECM and vehicle speeds exiting the roundabout will be reduced from the standard Non-Residential Collector design speed. Also, per Deviation No. 5 the design speed of Retail Row Street would be reduced.

The deviation will not adversely affect safety or operations.

- The 2043 horizon year queueing analysis indicates that the proposed left-turn lane lengths for the access points will be able to accommodate the projected queues. Please refer to the attached queueing analysis reports. The turn-lane geometry for the left-turn lanes would be about 120 feet with a 50-75-foot reverse curve taper at Retail Row Way/Willet and about 100 feet with about a 65-foot reverse curve taper for the westbound left turn lane at access Retail Row Way/Nunbird Street. These are as shown in the attached Deviation Exhibit 3-2. The projected queue lengths are shown in Deviation Exhibit 3-3. The proposed turn-lane dimensions as explained above as elements of this deviation would work acceptably and would not adversely affect safety or operations. The tapers would be designed with the roundabout, its splitter islands, and exit lanes. However, the preliminary concept indicates bay-taper lengths of about 50-75 feet. These lengths would be appropriate for the situation and will not adversely affect safety or operations.
- The 2043 horizon year queueing analysis indicates that the proposed left-turn lane lengths for the northbound approach to the Woodmen Road/US Highway 24 intersection will be able to accommodate the projected queues. The queue lengths shown on Deviation Exhibit 3-3 would not exceed the lane-length dimensions shown on Deviation Exhibit 1-2.

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

The deviation will not affect maintenance or maintenance costs as the placement and alignment will be typical. These turn bays are accommodated within the standard Non-Residential Collector cross section.

The deviation will not adversely affect aesthetic appearance.

The abbreviated turn bays will not affect the aesthetics as they will have typical geometrics and alignment.

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

The proposed lane design will accommodate the projected queues between Woodmen and the roundabout intersection, which meets the intent and purpose of the ECM intersection spacing standard back from an arterial (in roadway).

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.

- []
-
-
-
- L]
-

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.

- []
-
-
-
- L]
-
-

• ECM ADMINISTRATOR COMMENTS/CONDITIONS:

-

Deviation Exhibits

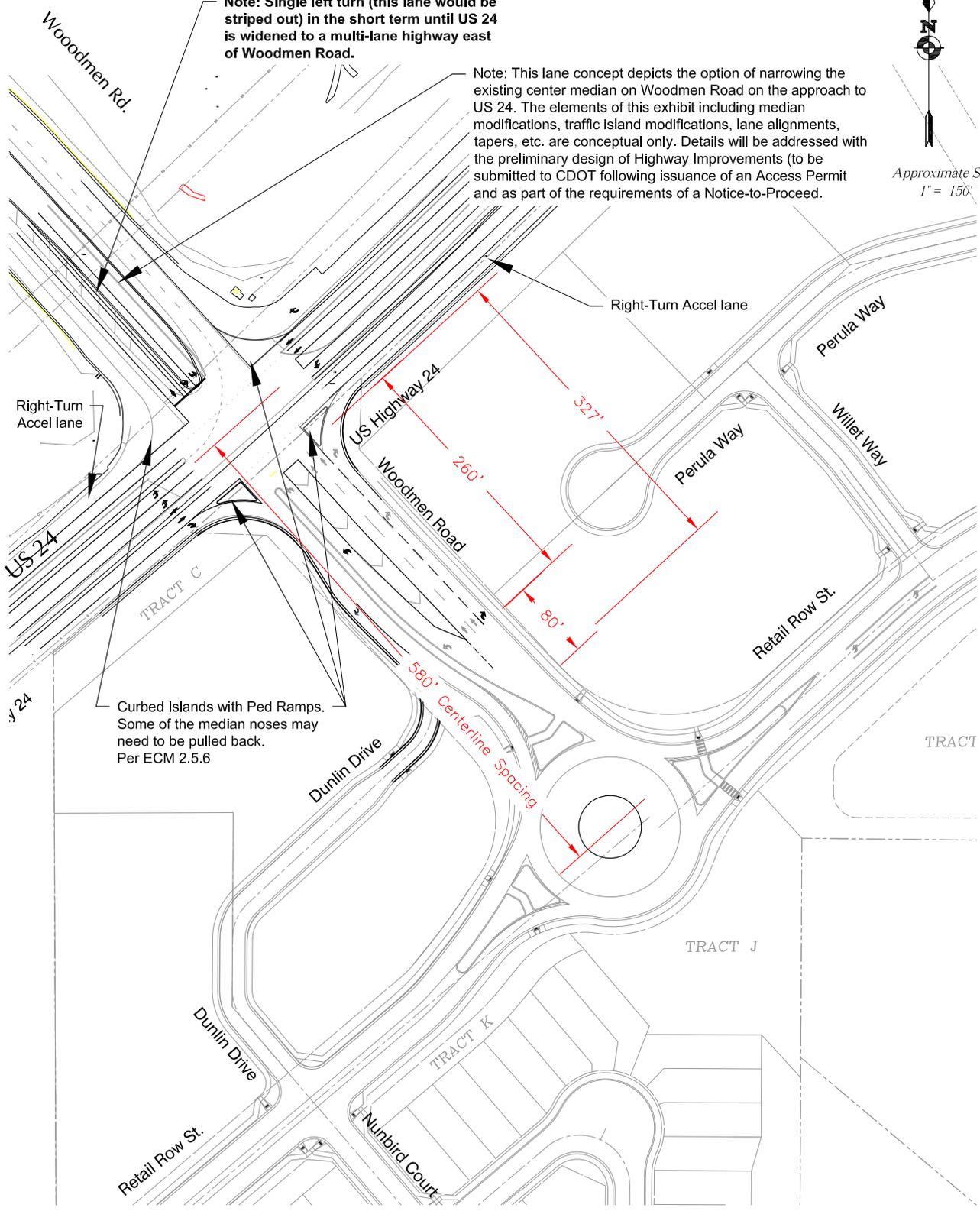




Approximate Scale
1" = 150'

Note: Single left turn (this lane would be striped out) in the short term until US 24 is widened to a multi-lane highway east of Woodmen Road.

Note: This lane concept depicts the option of narrowing the existing center median on Woodmen Road on the approach to US 24. The elements of this exhibit including median modifications, traffic island modifications, lane alignments, tapers, etc. are conceptual only. Details will be addressed with the preliminary design of Highway Improvements (to be submitted to CDOT following issuance of an Access Permit and as part of the requirements of a Notice-to-Proceed.



Curbed Islands with Ped Ramps. Some of the median noses may need to be pulled back. Per ECM 2.5.6

Note: Ped ramp and sidewalk locations will be adjusted on the updated Preliminary Plan

Deviation Exhibit 3-1

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

Commons at Falcon Field (LSC# 234220)

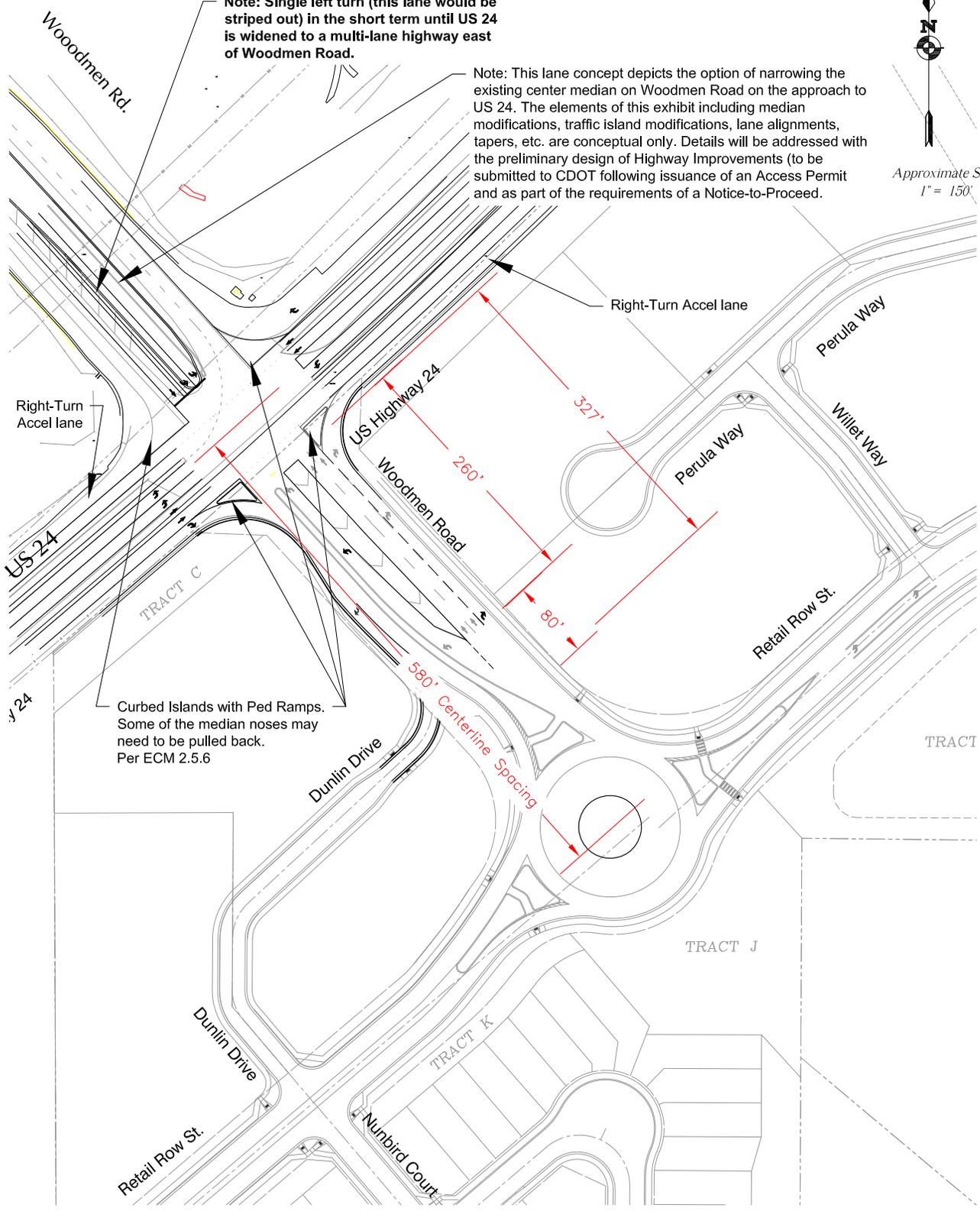




Approximate Scale
1" = 150'

Note: Single left turn (this lane would be striped out) in the short term until US 24 is widened to a multi-lane highway east of Woodmen Road.

Note: This lane concept depicts the option of narrowing the existing center median on Woodmen Road on the approach to US 24. The elements of this exhibit including median modifications, traffic island modifications, lane alignments, tapers, etc. are conceptual only. Details will be addressed with the preliminary design of Highway Improvements (to be submitted to CDOT following issuance of an Access Permit and as part of the requirements of a Notice-to-Proceed.



Curbed Islands with Ped Ramps. Some of the median noses may need to be pulled back. Per ECM 2.5.6

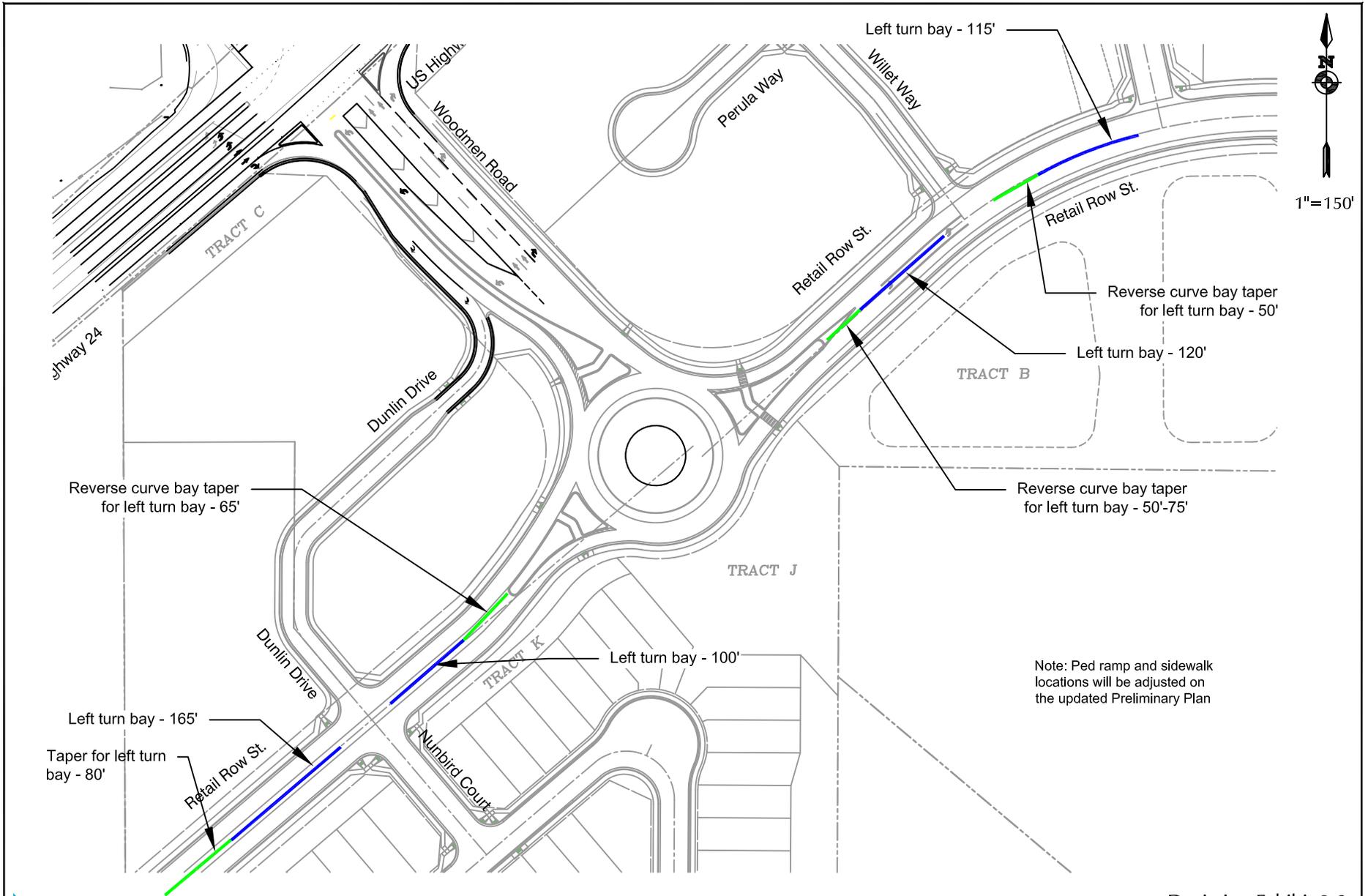
Note: Ped ramp and sidewalk locations will be adjusted on the updated Preliminary Plan

Deviation Exhibit 3-1

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

Commons at Falcon Field (LSC# 234220)





Recommended Retail Row Street Left Turn Bay Dimensions

Deviation Exhibit 3-2

Commons at Falcon Field (LSC# 234220)



Queuing Reports



Intersection: 1: Nunbird Ct/Dunlin Dr & Retail Row St

Movement	WB	NB	SB
Directions Served	L	LTR	LTR
Maximum Queue (ft)	17	55	38
Average Queue (ft)	1	27	15
95th Queue (ft)	10	52	39
Link Distance (ft)		143	96
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	190		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Retail Row St & Willet Way

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	35	57
Average Queue (ft)	5	21
95th Queue (ft)	24	48
Link Distance (ft)		174
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	120	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Retail Row St & Rio Ln

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	25	68
Average Queue (ft)	2	27
95th Queue (ft)	12	54
Link Distance (ft)		472
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 1: Nunbird Ct/Dunlin Dr & Retail Row St

Movement	WB	NB	SB
Directions Served	L	LTR	LTR
Maximum Queue (ft)	34	34	70
Average Queue (ft)	10	15	35
95th Queue (ft)	33	40	61
Link Distance (ft)		143	96
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (ft)	190		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Retail Row St & Willet Way

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	47	69
Average Queue (ft)	9	36
95th Queue (ft)	34	61
Link Distance (ft)		174
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	120	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Retail Row St & Rio Ln

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	24	57
Average Queue (ft)	1	35
95th Queue (ft)	10	55
Link Distance (ft)		472
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: US 24 & Woodmen Rd

Movement	EB	EB	EB	B31	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	L	L	T	T	L	T	T	L	L	T	T	T
Maximum Queue (ft)	328	339	272	4	137	186	196	243	258	443	476	492
Average Queue (ft)	227	243	131	0	51	97	113	112	144	216	261	280
95th Queue (ft)	309	323	218	3	104	156	171	194	229	355	405	415
Link Distance (ft)			643	433		452	452			2146	2146	2146
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350	350			260			855	855			
Storage Blk Time (%)	0	0										
Queuing Penalty (veh)	0	0										

Intersection: 9: US 24 & Woodmen Rd

Movement	NB	B36	B36	B36	SB	SB	SB	SB	SB
Directions Served	R	T	T	T	L	T	T	T	R
Maximum Queue (ft)	64	10	11	11	255	392	401	379	95
Average Queue (ft)	7	0	0	0	77	259	250	216	3
95th Queue (ft)	36	8	8	8	171	365	355	325	69
Link Distance (ft)		539	539	539		1706	1706	1706	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	600				700				375
Storage Blk Time (%)								1	
Queuing Penalty (veh)								2	

Zone Summary

Zone wide Queuing Penalty: 3

Queuing and Blocking Report
AM Peak Hour

2044 Total Traffic
AM Peak Hour

Intersection: 9: US 24 & Woodmen Rd

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	NB
Directions Served	L	L	T	L	T	T	L	L	T	T	T	R
Maximum Queue (ft)	195	218	222	103	93	117	231	240	162	192	208	25
Average Queue (ft)	109	128	97	44	45	52	123	147	57	86	104	1
95th Queue (ft)	184	200	176	85	85	93	203	218	135	170	185	11
Link Distance (ft)			643		452	452			2146	2146	2146	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350	350		260			855	855				600
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 9: US 24 & Woodmen Rd

Movement	B36	B36	SB	SB	SB	SB	SB
Directions Served	T	T	L	T	T	T	R
Maximum Queue (ft)	9	14	116	284	270	246	25
Average Queue (ft)	0	0	39	188	177	143	1
95th Queue (ft)	7	10	83	258	252	229	18
Link Distance (ft)	539	539		1706	1706	1706	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			700			375	
Storage Blk Time (%)							
Queuing Penalty (veh)							

Zone Summary

Zone wide Queuing Penalty: 0



**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

5

Project Name :	The Commons at Falcon Field	Deviation No. 5 (1 st Submittal)	Date: 2/7/2024
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

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Phone Number :	719-633-2868	
FAX Number :	719-633-5430	
Email Address :	jeff@LSCtrans.com	

Identify the specific ECM standard which a deviation is requested:

- 2.2.4.B.4 - Urban Non-Residential Collector Cross Section;
- 2.3.2 - Design Standards by Functional Classification (Urban Non-Residential Collector in Table 2-7, specifically) including - 2.3.3.C (Design Speed)
- 2.3.7.F.1 Curb Radii (in Table 2-31)

The elements of these other deviations, in combination with the modified cross section, also factor into the proposed change to the standard design speed of Retail Row Street:

- 2.2.5.D - Roadway Access Criteria - Collector Access Standards; (**See Deviation No. 2b**)
- 2.3.7.B - Intersection Spacing/General Access Standards; **See Deviation No. 1**
- 2.2.3.7.D.5 - Conflicts between Exclusive Turn Lanes; **See Deviation No. 3**
- 2.2.3.7.E Turn Lane Design; and **See Deviation No. 3**

State the reason for the requested deviation:

Reason for the Requested Deviation: The deviation requests modifications to the design standards of an Urban Non-Residential Collector Street. This deviation is needed to assist with implementation of the CDOT *US 24 Access Management Plan* but doing so within several **property and access constraints** (including no lot access to US Highway 24 or the Woodmen Road entry street).

The spacing between the proposed Rio Lane connection into the site, the proposed Willet Way, and the proposed roundabout, as well as between the proposed roundabout, Dunlin Drive, and the west property boundary, is such that a reduction in design speed consistent with the resulting access/intersection spacing is needed. The access points to proposed commercial lots from Retail Row Way are needed due to the need 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* (Retail Row Street will also provide future access to parcels to the west, which will help implementation of the *Access Management Plan*), the need to create a circuitous connection to replace the existing Rio Lane connection, and the need to provide two access points to the commercial area. To meet the above goals and work within the **property and access constraints** (no access to US Highway 24 or the Woodmen Road entry street) this deviation is necessary.

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

2.2.4.B.4 Urban Non-Residential Collector Cross Section;

- R.O.W. - 50 feet (with six-foot public improvement easements on each side) instead of 80 feet.
- Paved Width - 44 feet instead of 48 feet.
- Outside Shoulder Width - Four-foot outside shoulders instead of six-foot outside shoulders.
- Sidewalks - Attached six-foot sidewalks instead of five-foot detached sidewalks.

2.3.2 Design Standards by Functional Classification (Urban Non-Residential Collector in Table 2-7, specifically) including -

- R.O.W. - 50 feet instead of 80 feet; 50 feet (with six-foot public improvement easements on each side) on the short access drive extending west from the proposed RI/RO access.
- Paved Width - 44 feet instead of 48 feet; 30 feet instead of 48 feet on the short access drive extending west from the proposed RI/RO access.
- Outside Shoulder Width - Four-foot outside shoulders instead of six-foot outside shoulders.
- Sidewalks - Attached six-foot sidewalks instead of five-foot detached sidewalks.

- 2.3.3.C - Design Speed – Design speed of 25 mph instead of 40 mph.

2.3.7.F.1 Curb Returns-Radii (ECM Table 2-31): 20 feet instead of 25 feet. Please refer to attached AutoTurn exhibits

This deviation is similar to the one approved for Falcon Market Place (PCD File No. SP 17-001),

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:

Several factors necessitate this deviation.

This deviation is needed to assist with implementation of the CDOT *US 24 Access Management Plan* but doing so within several **property and access constraints** (including no lot access to US Highway 24 or the Woodmen Road entry street).

The spacing dimensions between the proposed Rio Lane connection into the site (the Rio Lane/Retail Row Street intersection), the proposed the proposed Willet Way, and the proposed roundabout, as well as between the proposed roundabout, Dunlin Drive, and the west property boundary, is such that a reduction in design speed consistent with the resulting access/intersection spacing is needed.

The access points to proposed commercial lots from Retail Row Way are needed due to the requirement 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*, the need to create a circuitous connection to replace the existing Rio Lane connection, and the need to provide two access points to the commercial area. To meet the above goals and work within the **property and access constraints** (no access to US Highway 24 or the Woodmen Road entry street) significant relief from the ECM standards, and thus this and the other deviations, is necessary.

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 facilitate the closure of Rio Lane at US Highway 24 and assist with implementation of other elements of the CDOT *US 24 Access Management Plan*.

The elements of the deviation and the other deviations go along with a reduced design speed of the street.

The function of the street will also be reduced from that of the standard Non-Residential Collector. However, the volume of through traffic served by this street is far below the 20,000 vehicles per day of a standard Non-Residential Collector. Providing the replacement Rio Lane connection to US Highway 24 will be an improvement over the current situation where the current Rio Lane intersection does not meet the Colorado State Highway Access Code intersection spacing criteria. Providing the street stub to the west assists with implementation of other elements of the CDOT *US 24 Access Management Plan*.

The deviation will not adversely affect safety or operations.

The narrowing of the cross section, along with the other deviations, the centrally located roundabout, and the relatively short segments of Collector Street on either side of the roundabout will work together to slow the travel speeds at which most drivers will be comfortable driving, and thus the proposed lower design speed is reasonable. The Autoturn truck-turning exhibits and the sight distance exhibits demonstrate that the proposed deviation will not adversely affect traffic operations or safety.

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

The width of the street will be reduced from the standard Non-Residential cross section and, as such, there will be less pavement to maintain.

The deviation will not adversely affect aesthetic appearance.

Aesthetic appearance would be improved as the width of asphalt pavement would be reduced.

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

The proposed elements of this deviation combined with the other deviations, will be consistent with the requested modification to the standard design speed of Retail Row Way.

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.

Γ

⌋

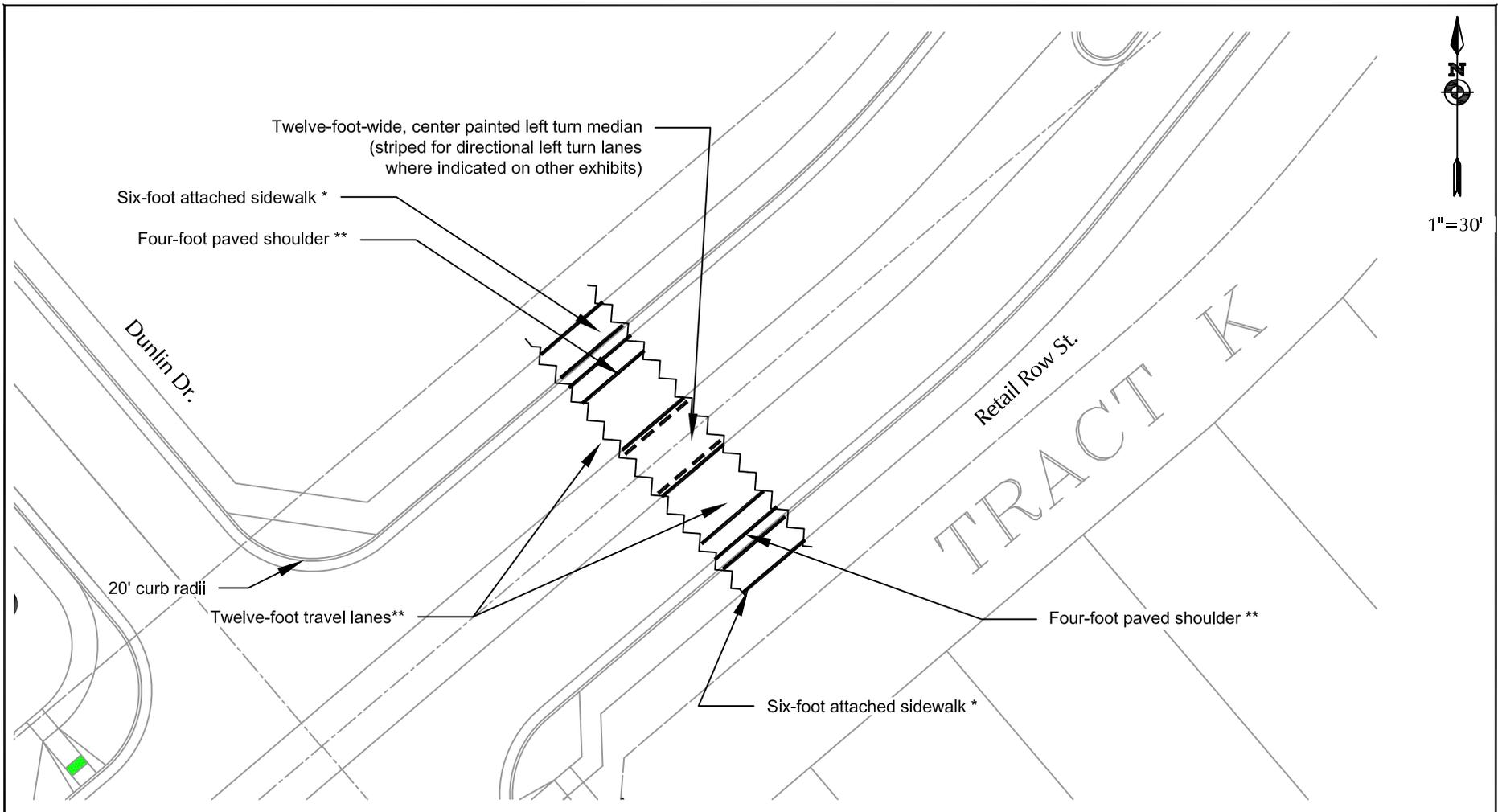
L

⌋

ECM ADMINISTRATOR COMMENTS/CONDITIONS:

Deviation Exhibits





*except adjacent to roundabout circulating lane where buffer between curb and sidewalk/concrete path is required
 **sections east and west of the roundabout geometric elements (including splitter islands) - not applicable within roundabout approach and departure lanes as widths are based on roundabout-specific design criteria.

Note: Ped ramp and sidewalk locations will be adjusted on the updated Preliminary Plan

Proposed Retail Row Street Cross Section (Typical)

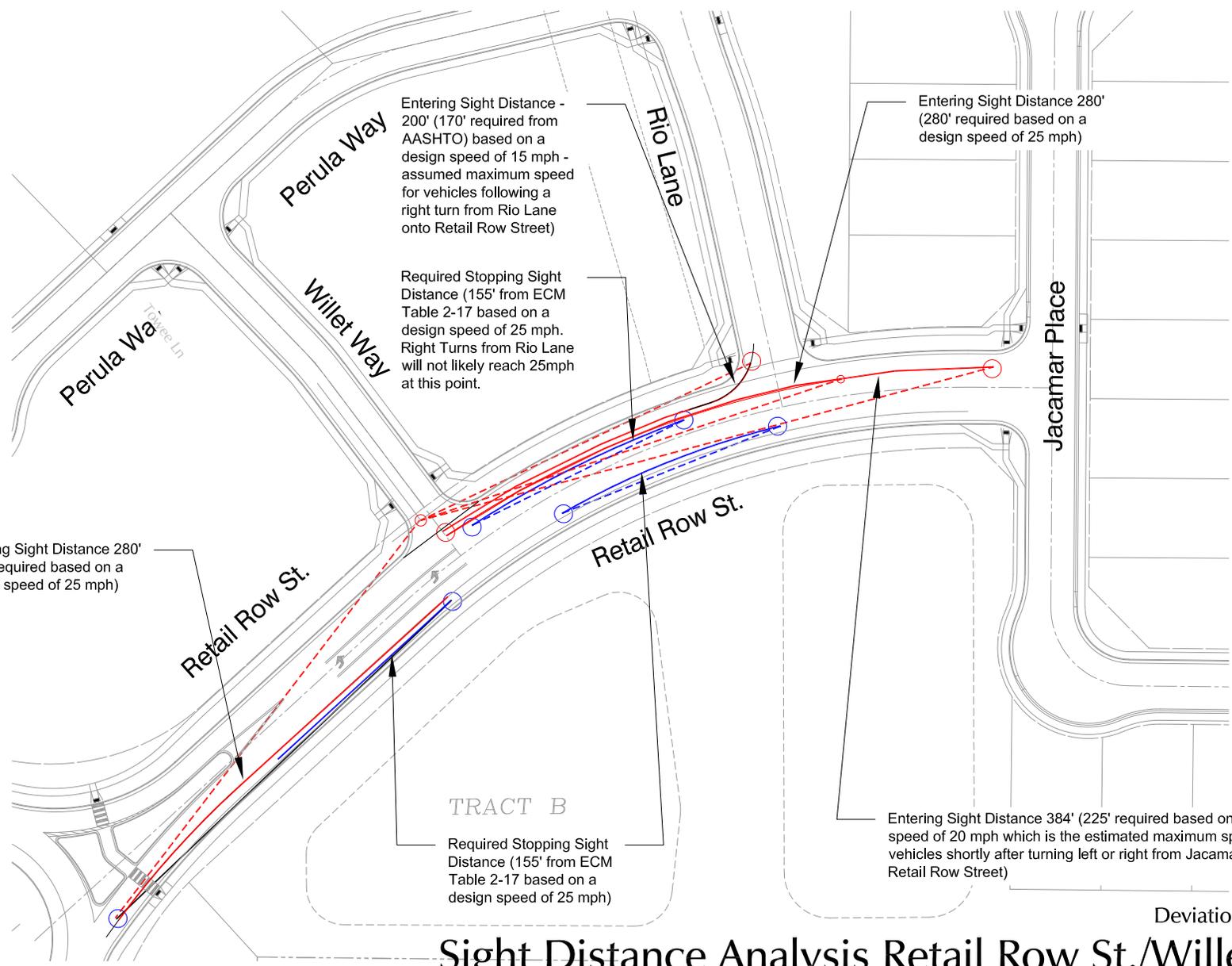
Deviation Exhibit 5-1

Commons at Falcon Field (LSC# 234220)





1"=100'



Sight Distance Analysis Retail Row St./Willet Way and Retail Row St./Rio Lane

Deviation Exhibit 1-3

Commons at Falcon Field (LSC# 234220)

Note: Ped ramp and sidewalk locations will be adjusted on the updated Preliminary Plan



US Hwy

Access Entering Sight Distance for Single-unit Trucks (325' 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))

ECM Table 2-36 indicates for Commercial/Retail Access points with less than multi-unit trucks per day (average), use single-unit truck (which is shown on the exhibit).

There would be sufficient SSD for approaching vehicles should a multi-unit truck begin turning onto Retail Row St. from Dunlin Drive based on sight distance for single unit trucks.

Required Stopping Sight Distance (155' from ECM Table 2-17 based on a design speed of 25 mph)

Access Entering Sight Distance for Single-unit Trucks (325' from ECM Table 2-35 based on a posted speed of 25mph)

Note: Ped ramp and sidewalk locations will be adjusted on the updated Preliminary Plan

Dunlin Drive

Gyr Falcon Rd

Dunlin Drive

Retail Row St.

Nunbird Court

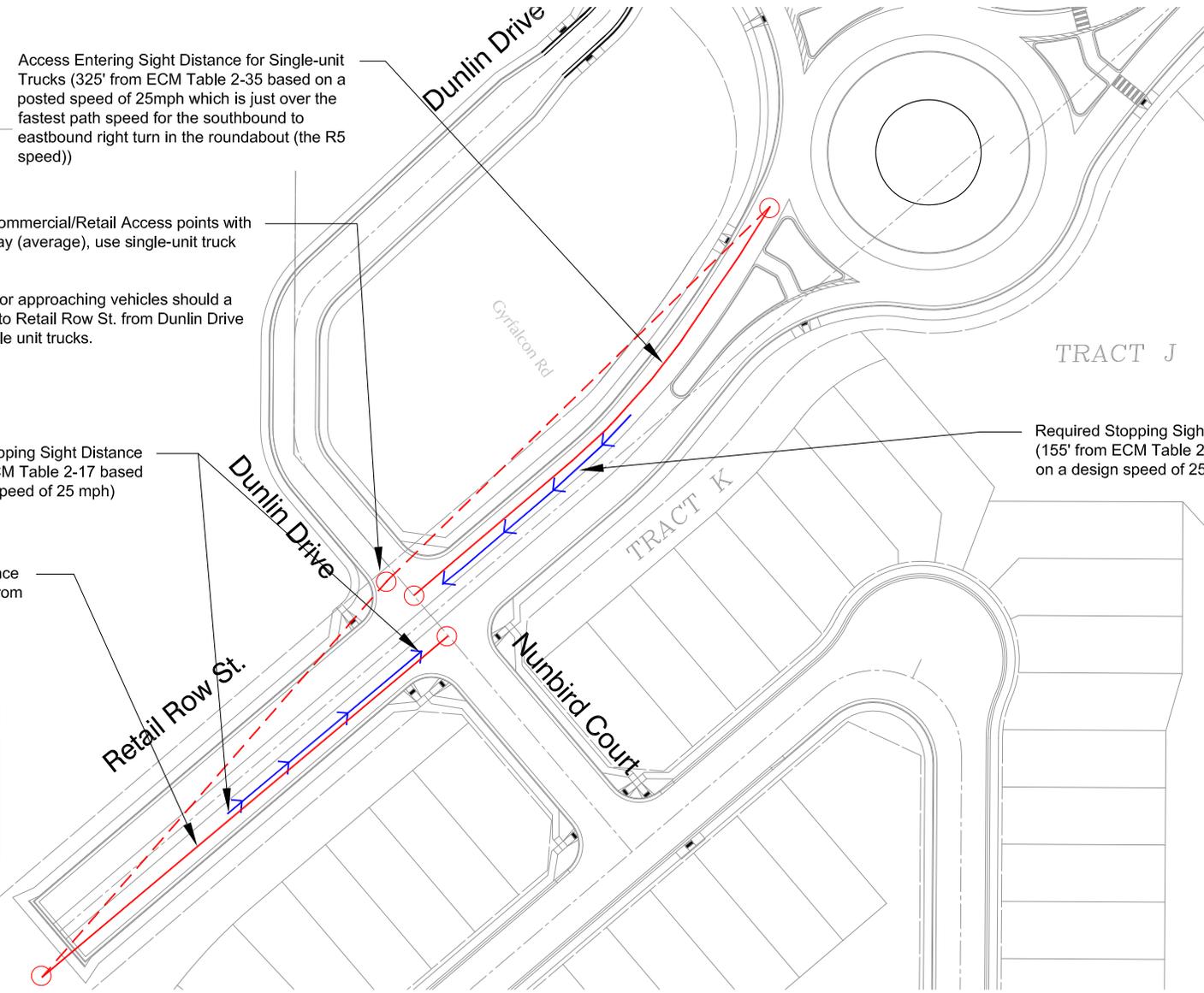
TRACT J

TRACT K



Approximate Scale
1" = 100'

Required Stopping Sight Distance (155' from ECM Table 2-17 based on a design speed of 25mph)



Deviation Exhibit 2b-1

Sight Distance Analysis Retail Row St./Dunlin Dr./Nunbird Ct.

Commons at Falcon Field (LSC# 234220)

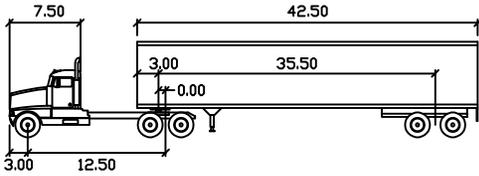


AutoTurn Exhibits



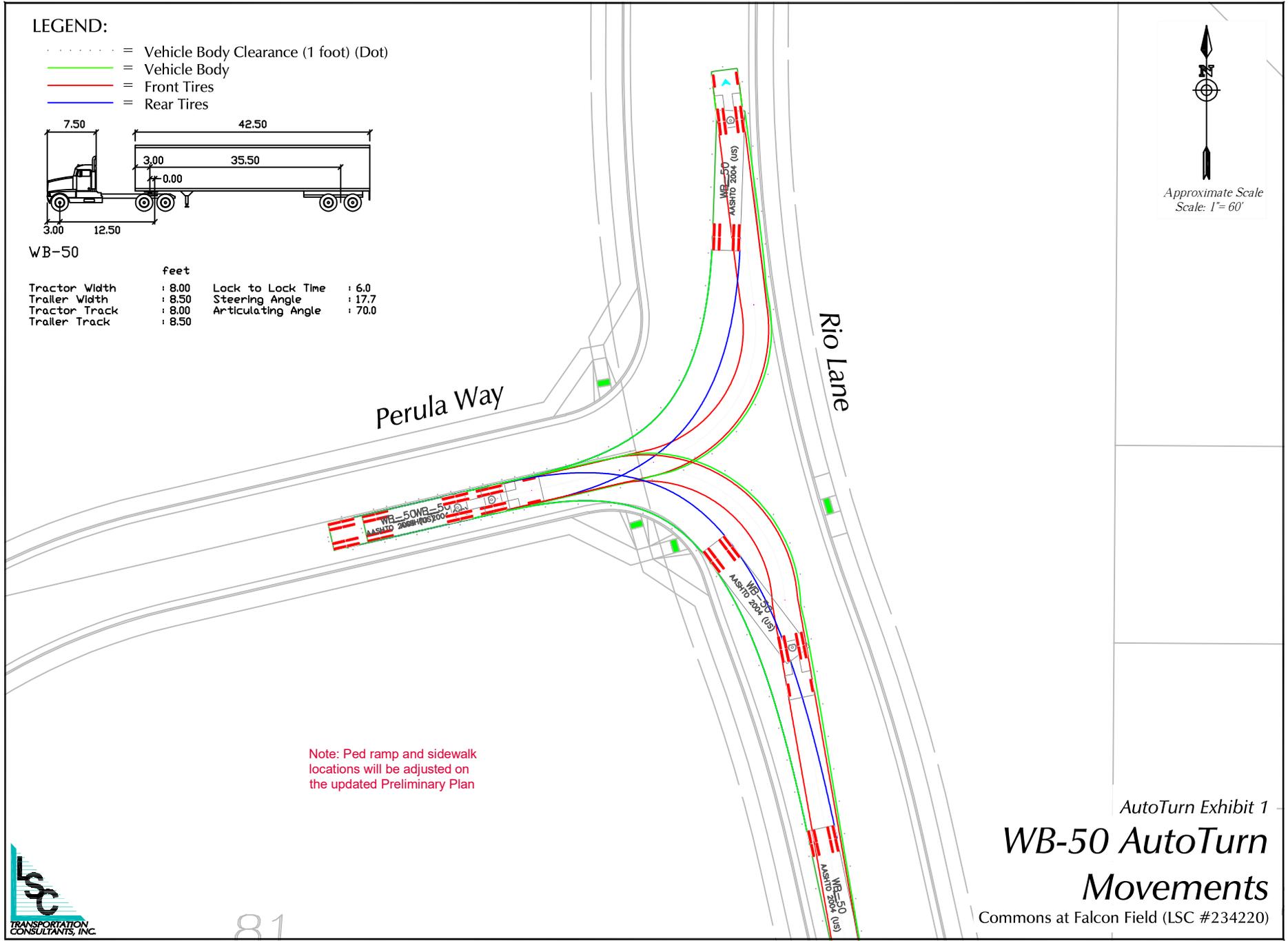
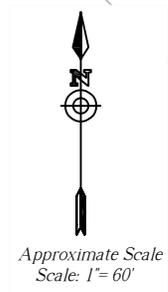
LEGEND:

-  = 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	

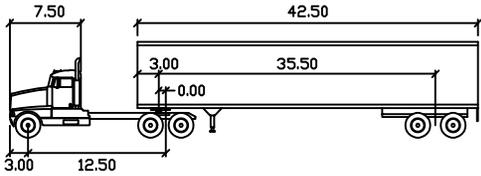


Note: Ped ramp and sidewalk locations will be adjusted on the updated Preliminary Plan

AutoTurn Exhibit 1
WB-50 AutoTurn
Movements
 Commons at Falcon Field (LSC #234220)

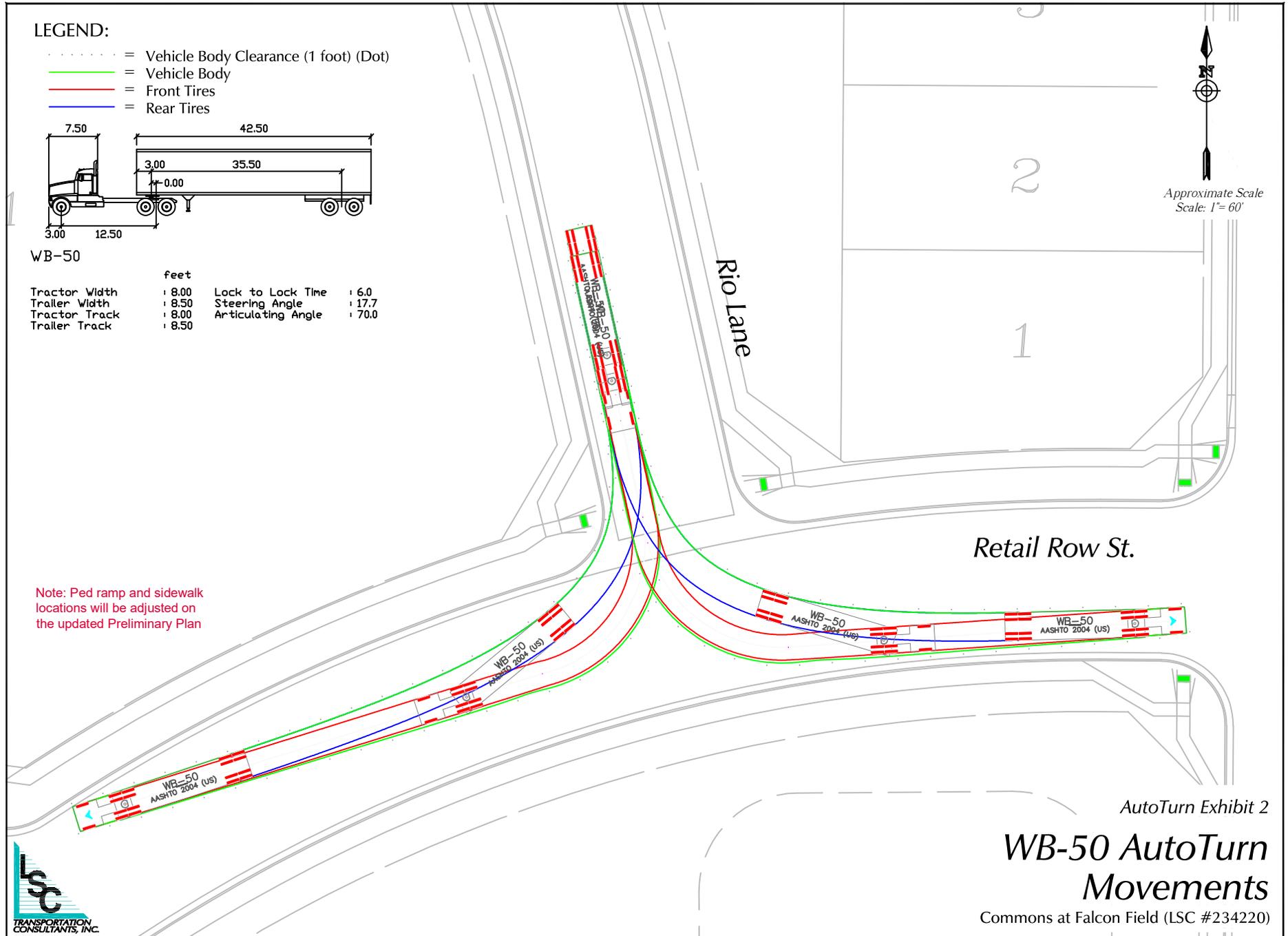
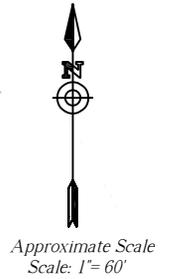
LEGEND:

- = 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		



Note: Ped ramp and sidewalk locations will be adjusted on the updated Preliminary Plan

Retail Row St.

Rio Lane

AutoTurn Exhibit 2

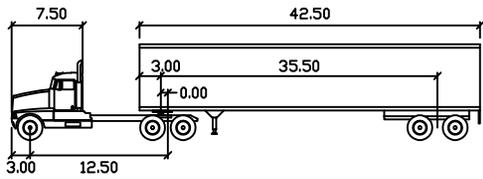
WB-50 AutoTurn Movements

Commons at Falcon Field (LSC #234220)



LEGEND:

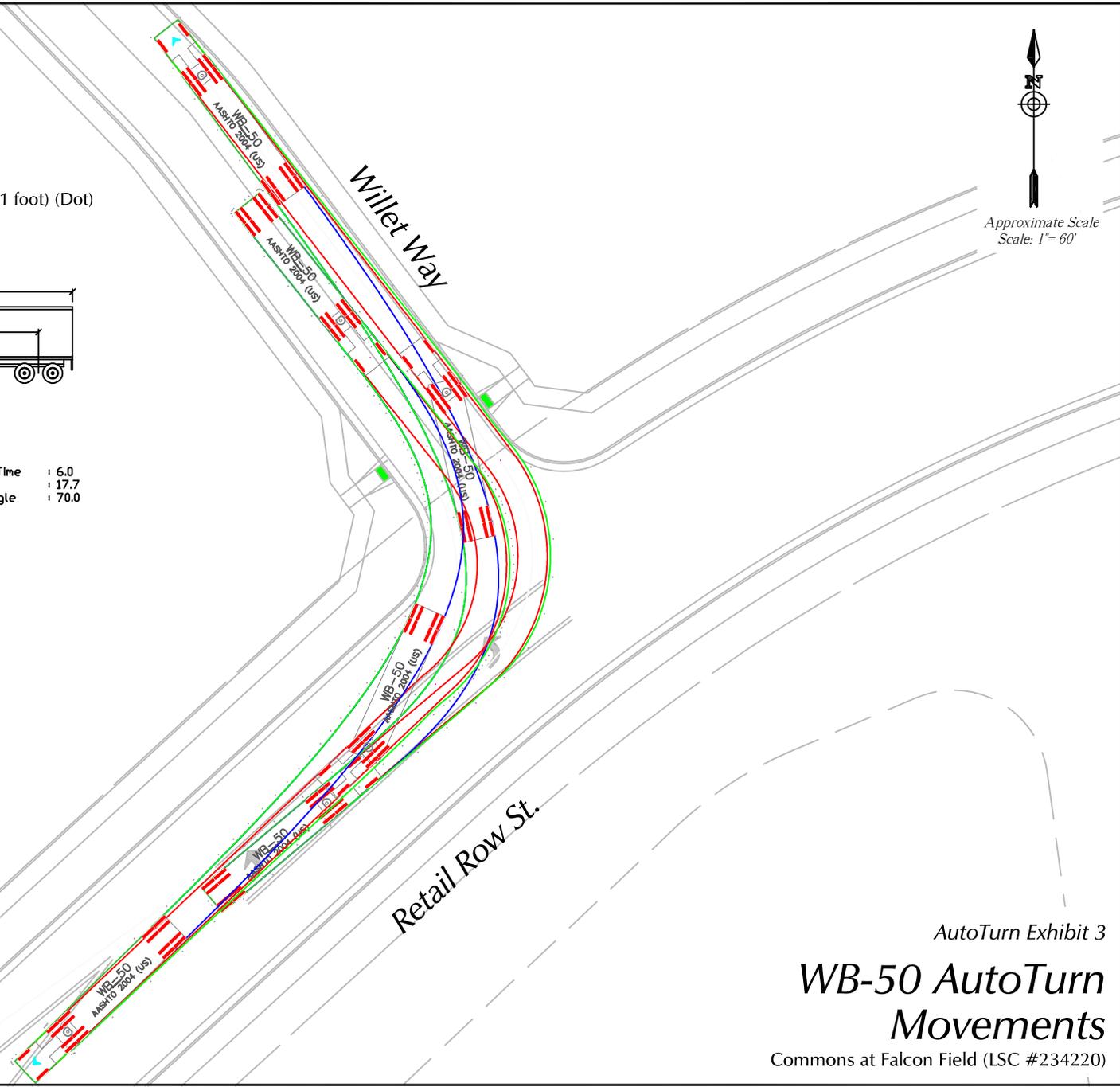
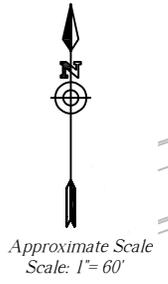
- = Vehicle Body Clearance (1 foot) (Dot)
- = Vehicle Body
- = Front Tires
- = Rear Tires



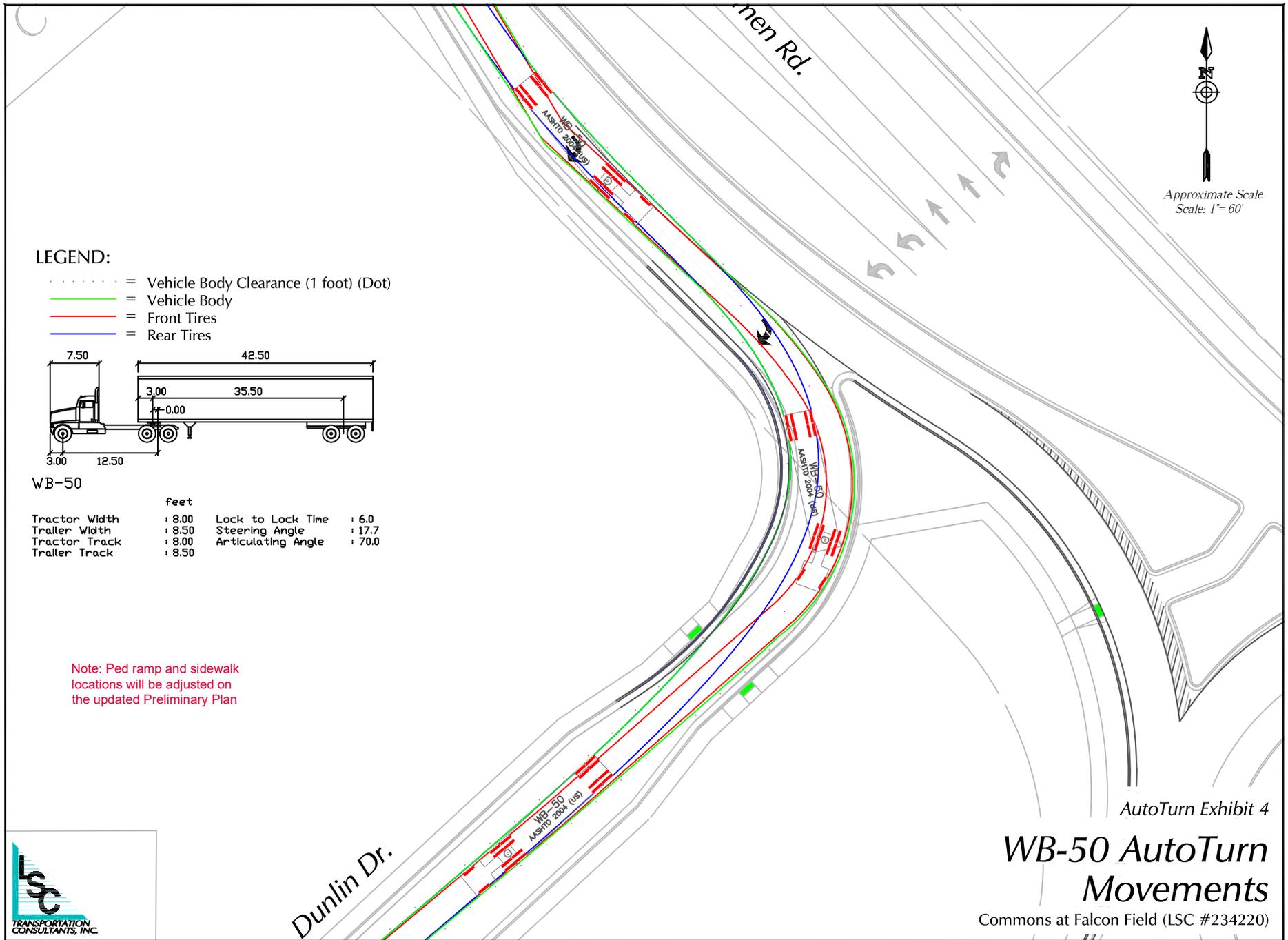
WB-50

	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	

Note: Ped ramp and sidewalk locations will be adjusted on the updated Preliminary Plan

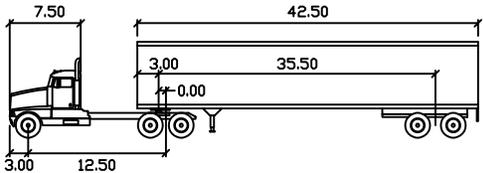


AutoTurn Exhibit 3
**WB-50 AutoTurn
 Movements**
 Commons at Falcon Field (LSC #234220)



LEGEND:

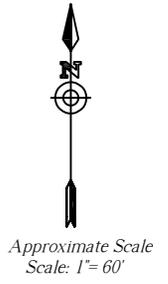
- = Vehicle Body Clearance (1 foot) (Dot)
- = Vehicle Body
- = Front Tires
- = Rear Tires



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	

Note: Ped ramp and sidewalk locations will be adjusted on the updated Preliminary Plan



AutoTurn Exhibit 4

WB-50 AutoTurn Movements

Commons at Falcon Field (LSC #234220)



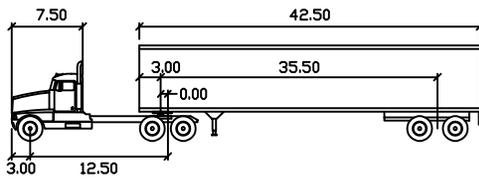
76



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	

Note: Ped ramp and sidewalk locations will be adjusted on the updated Preliminary Plan

Retail Row St.

Dunlin Dr.

TRACT

32

33

AutoTurn Exhibit 5

WB-50 AutoTurn Movements

Commons at Falcon Field (LSC #234220)

