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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; rev. 4/3/2024 (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"/> Owner <input type="checkbox"/> Consultant <input type="checkbox"/> Contractor	
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ENGINEER INFORMATION

Company :	LSC Transportation Consultants, Inc.	Colorado P.E. Number :	31684
Name :	Jeffrey C. Hodsdon		
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OWNER, APPLICANT, AND ENGINEER DECLARATION

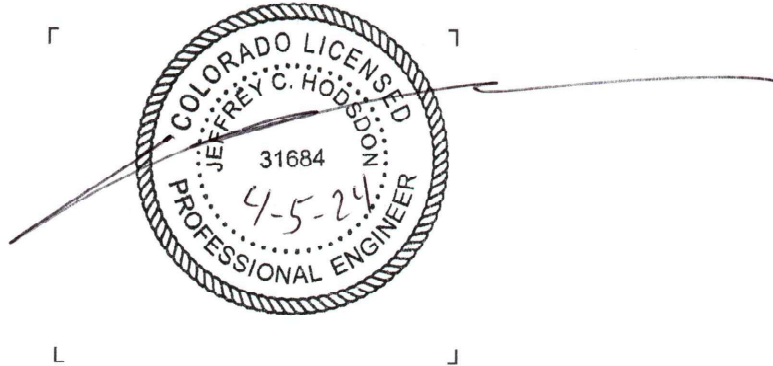
To the best of my knowledge, the information on this application and all additional or supplemental documentation is true, factual and complete. I am fully aware that any misrepresentation of any information on this application may be grounds for denial. I have familiarized myself with the rules, regulations 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 by breach of representation or condition(s) of approval.

4/10/24

Signature of owner (or authorized representative)

Date

Engineer's Seal, Signature
And Date of Signature



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

DEVIATION No. 2b – Access to a Collector Street (Rev. 4/3/2024; 2/9/2024; 6/2/2023; Original 1/4/2020): A deviation from the standards of or in Sections **2.2.5.D** and **2.3.2 (Table 2-7)** of the Engineering Criteria Manual (ECM) is requested. Requests for access are reviewed by the ECM Administrator as per ECM Section 2.2.4.B.4. The request is for the following access point to proposed Urban Non-Residential Collector Streets within the Falcon Field development: A full-movement access point is proposed to the planned Non-Residential Collector Retail Row Street located approximately 475 west of the proposed roundabout and will provide access to the three commercial lots north of the collector. This access would align with a proposed public Urban Local Street, Nunbird Ct., that will extend south of Retail Row Street.

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 2b-1 and 3-2, and AutoTurn Exhibit No. 5 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:

The deviation is requested primarily as no direct lot access will be allowed to US Highway 24, and 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 Retail Row Street. Non-Residential Collector streets are proposed to provide access to this development and the adjacent parcel to the west and provide for a replacement Rio Lane connection to US Highway 24 to the Woodmen/US Highway 24 intersection per the *US 24 Access Management Plan*. This deviation is needed to provide access to Retail Row Street (a proposed Non-Residential Collectors) for the proposed three commercial lots west of the extension of Woodmen Road. This deviation would allow for the commercial lot access.

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

- Table 2-7: Roadway Design Standards for Urban Collectors and Locals indicates for an Urban Non-Residential Collector Roadway: No access permitted.
- The standards indicate “Where no local public or private road exists, temporary or partial turn movement parcel access may be permitted.”
- Collector access Criteria indicates: This criterion indicates that single-family residence access to major collector roadways is not permitted. However, **commercial** access is requested to an Urban Non-Residential Collector.
- Intersection and parcel access locations and design are reviewed by the ECM Administrator to ensure roadway objectives are being met.

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.

REVIEW AND RECOMMENDATION:

Approved by the ECM Administrator

This request has been determined to have met the criteria for approval. A deviation from Section [2.2.5.D & 2.3.2](#) of the ECM is hereby granted based on the justification provided.

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Denied by the ECM Administrator

This request has been determined not to have met criteria for approval. A deviation from Section _____ of the ECM is hereby denied.

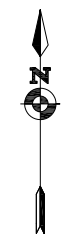
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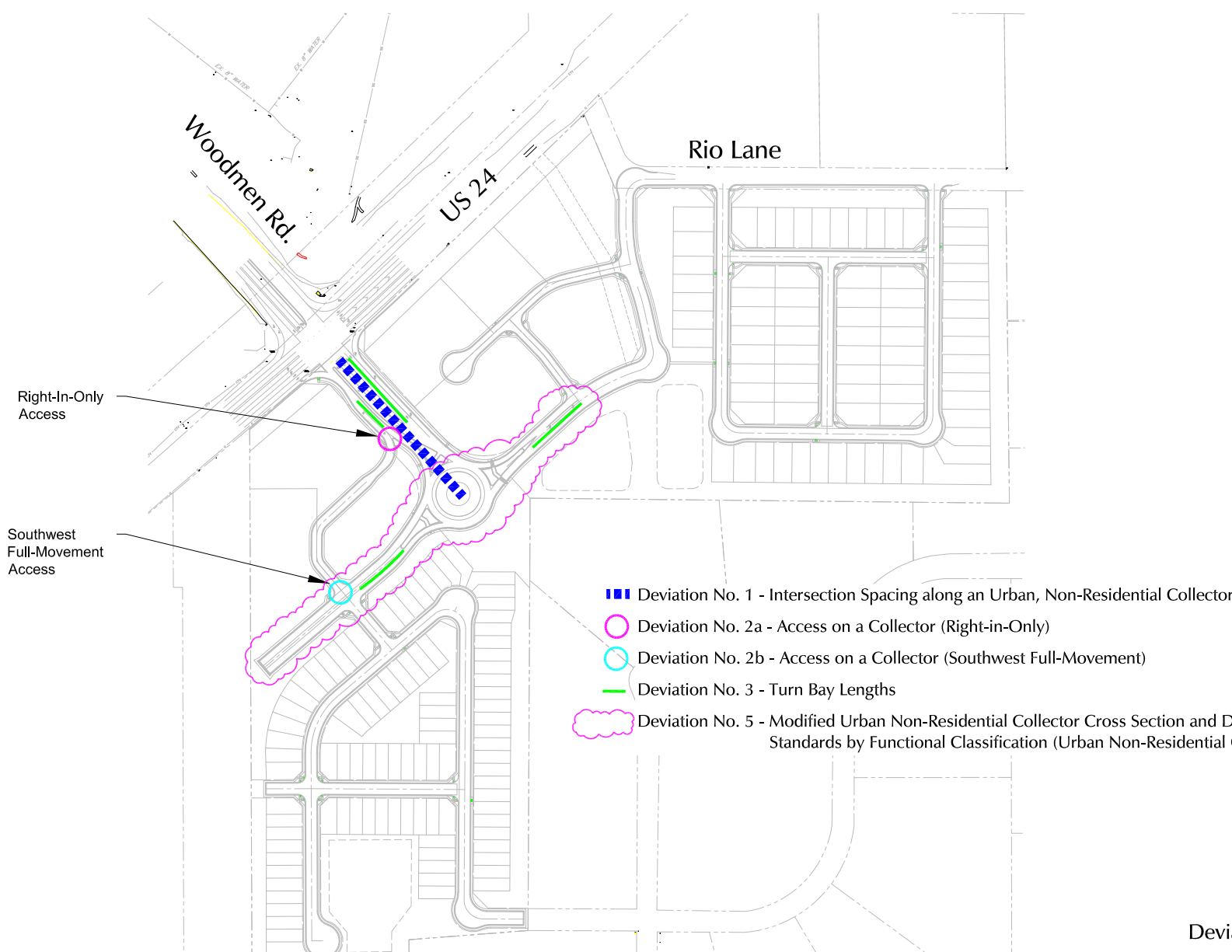
ECM ADMINISTRATOR COMMENTS/CONDITIONS:






Deviation Exhibit





Not to scale



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

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

Deviation Exhibit A

Commons at Falcon Field (LSC# 234220)





Approximate
Scale
1" = 100'

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).

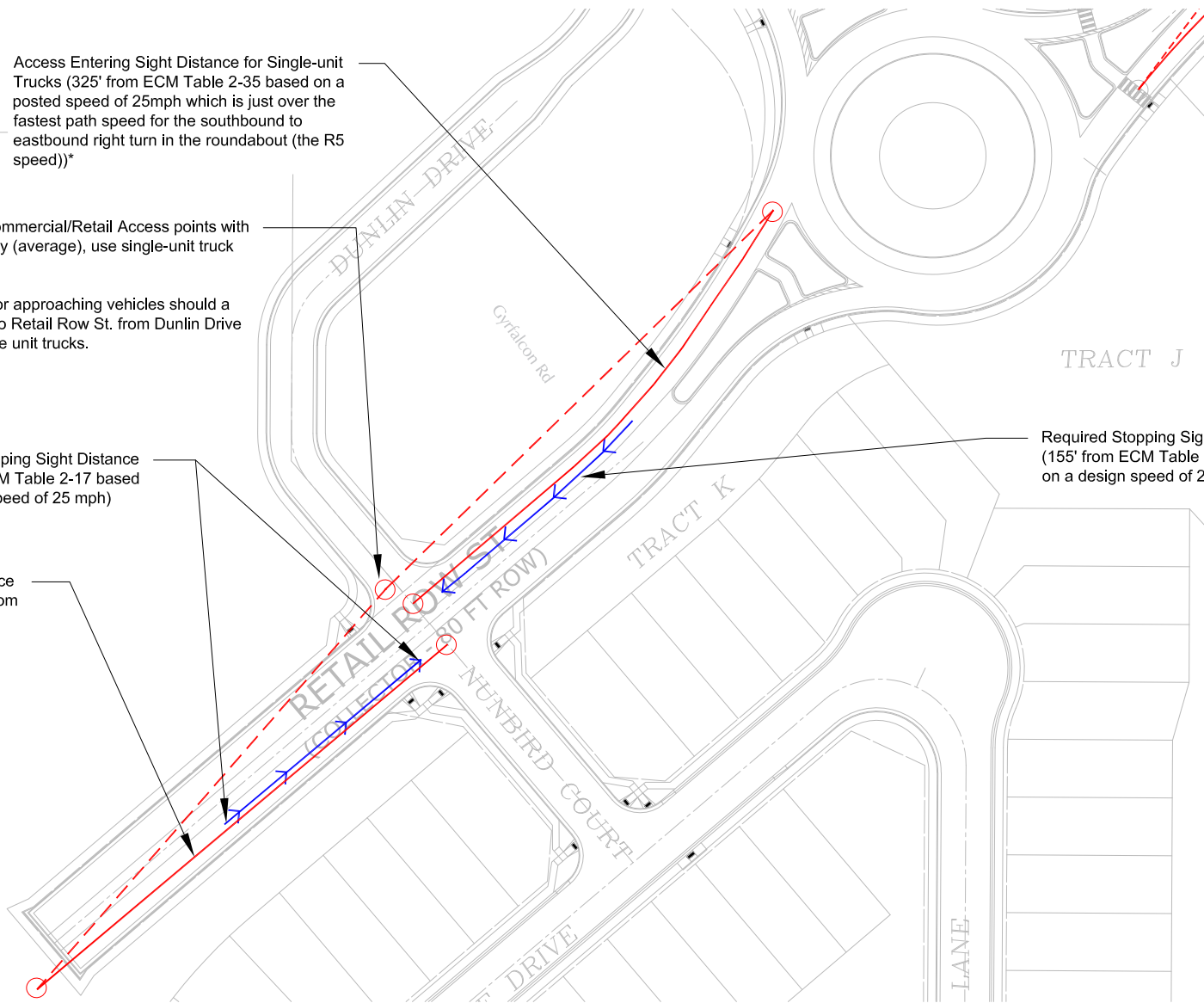
There would be sufficient SSD for approaching vehicles should a multi-unit truck begin turning onto Retail Row St. from Dunlin Drive based on sight distance for single unit trucks.

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

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

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

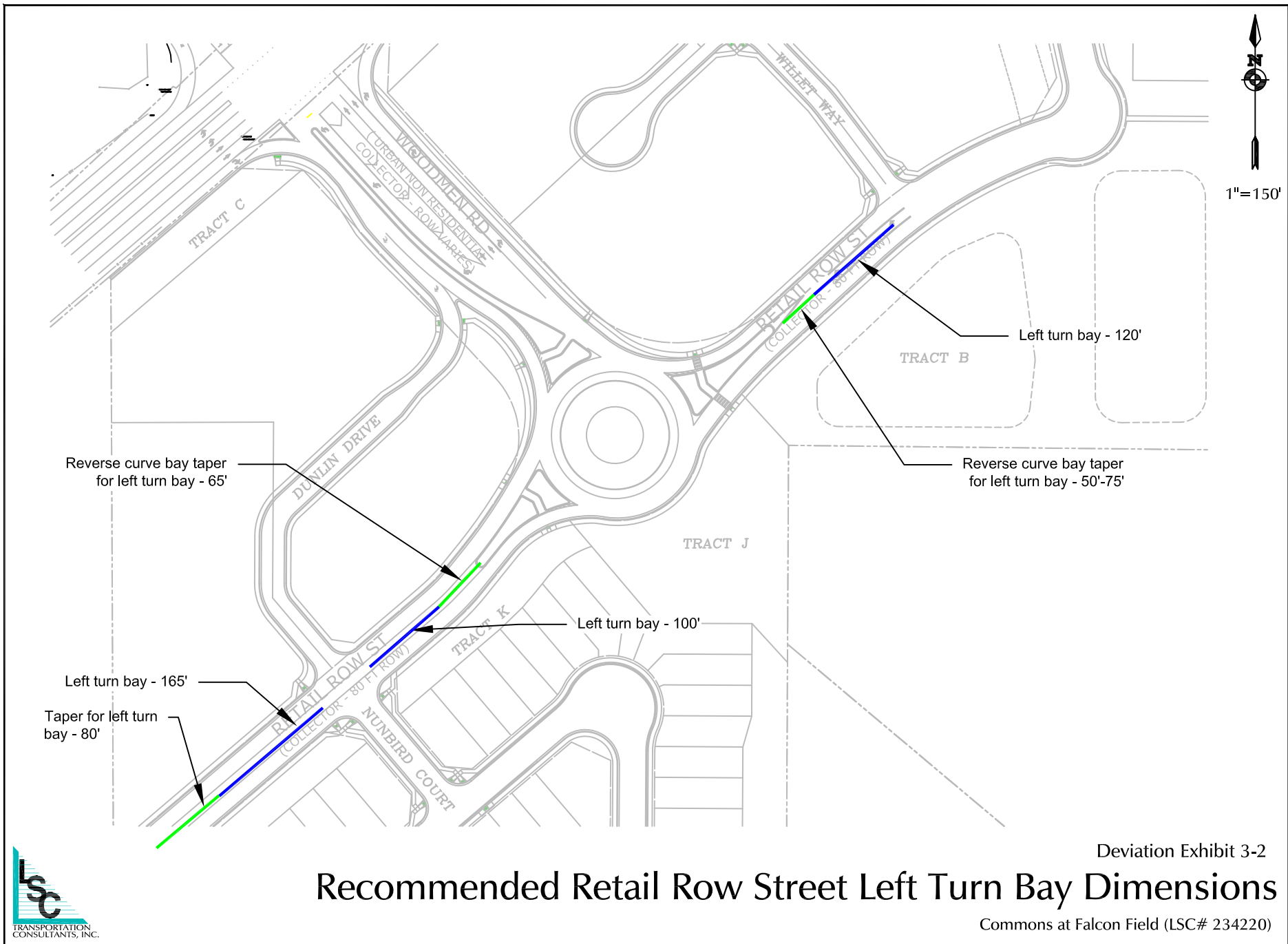
*Note: based on AASHTO criteria, the departure sight distance to the left is 312' for a design speed of 25 mph. [AASHTO Green Book Section 9.5.3.2.1



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

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





Recommended Retail Row Street Left Turn Bay Dimensions

Deviation Exhibit 3-2

Commons at Falcon Field (LSC# 234220)

AutoTurn Exhibit

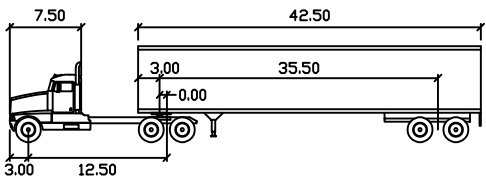




Approximate Scale
Scale: 1" = 60'

LEGEND:

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



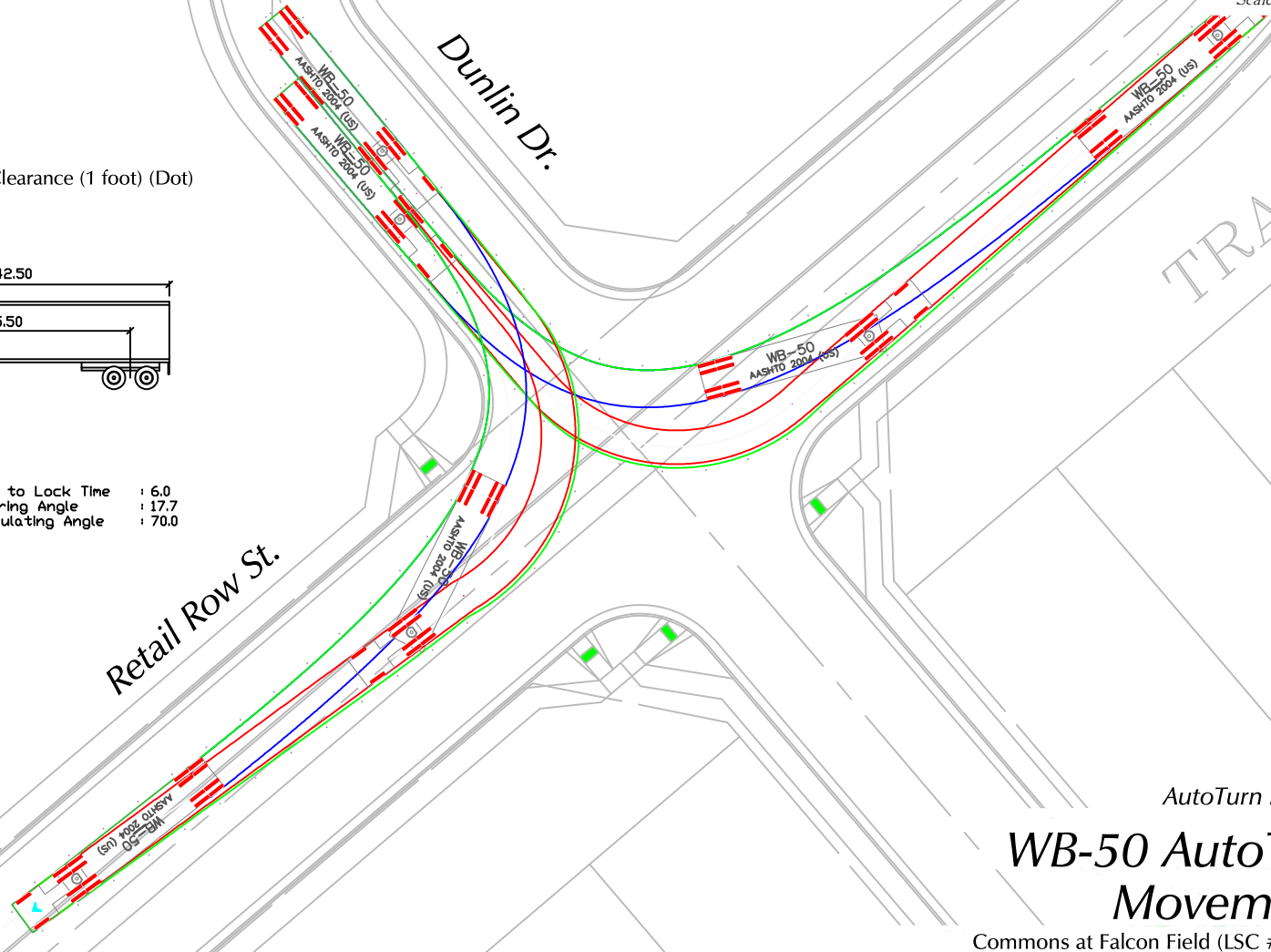
WB-50

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

Retail Row St.

Dunlin Dr.

TRACT



AutoTurn Exhibit 5

WB-50 AutoTurn Movements

Commons at Falcon Field (LSC #234220)

