



Development Services Department  
2880 International Circle  
Colorado Springs, Colorado 80910

Phone: 719.520.6300  
Fax: 719.520.6695  
Website www.elpasoco.com

## DEVIATION REVIEW AND DECISION FORM

Procedure # R-FM-051-07  
Issue Date: 12/31/07  
Revision Issued: 00/00/00

**DSD FILE NO.:**

--	--	--	--	--	--	--	--

**REV. 9-21-18**

**General Property Information:**

Address of Subject Property (Street Number/Name): 111680 Woodmen Road E.

Tax Schedule ID(s): # 5300000589

Legal Description of Property:

SE4SE4 SEC 1-13-65 INCLUDING THAT PART OF BLK 1  
FALCON LY WITHIN THE SE4SE4 SEC 1-13-65, EX PT CONV TO  
R/W BY REC #204062427 & WOODMEN METRO BY  
REC # 207116129

Subdivision or Project Name: Falcon Marketplace

Section of ECM from Which Deviation is Sought: 2.2.5.B.1 Rural and Urban Principal Arterial and Rural Minor Arterial Access Criteria Spacing.

Specific Criteria in Which Deviation is Sought: Spacing of roads accessing a principal arterial or rural minor arterial that will result in a full-movement intersection shall be planned at one-half mile (one-quarter mile for rural minor arterials).

Proposed Nature and Extent of Deviation: The deviation is a request to allow a proposed full-movement access to Meridian Road (Principal Arterial) 1,245 feet (one-quarter mile) north of Woodmen Road aligning with Eastonville Road at the existing Meridian/Eastonville full-movement intersection.

**Applicant Information:**

Applicant: Hummel Investments LLC

Email Address: steve@hummelinvestments.com

Applicant is: ☒ Owner ☐ Consultant ☐ Contractor ☐

Mailing Address: 8117 Preston Road, Suite 120, Dallas

State: TX

Postal Code: 75225

Telephone Number: (214) 416-9820

Fax Number: (214) 416-9824

**Engineer Information:**

Engineer: Jeffery C. Hodsdon, P.E., PTOE

Email Address: jeff@LSCtrans.com

Company Name: LSC Transportation Consultants, Inc.

Mailing Address: 545 E Pikes Peak Ave, Suite 210, Colorado Springs

State: CO

Postal Code: 80903

Registration Number: 31684

State of Registration: Colorado

Telephone Number: (719) 633-2868

Fax Number: (719) 633-5430

**Explanation of Request (Attached diagrams, figures and other documentation to clarify request):**

Please refer to attached overall site exhibit.

Please refer to the accompanying traffic impact study (TIS) for details and the traffic operations analysis. The TIS also includes exhibits requested by staff showing intersection/access spacing, acceleration and deceleration lengths and sight distance. The applicable exhibits are attached to this deviation.

El Paso County Procedures Manual

Procedure # R-FM-051-07

Issue Date: 12/31/07

Revision Issued: SP-17-001 - Deviation #1 - Eastonville Road Full Access (Rev. 9-21-18)

Section of ECM from Which Deviation is Sought: 2.2.5.B.1 Rural and Urban Principal Arterial and Rural Minor Arterial Access Criteria Spacing

Specific Criteria from Which a Deviation is Sought: Spacing of roads accessing a principal arterial or rural minor arterial that will result in a full-movement intersection shall be planned at one-half mile.

Proposed Nature and Extent of Deviation: The deviation is a request to allow a proposed full-movement access to Meridian Road (Principal Arterial) 1,245 feet (one-quarter mile) north of Woodmen Road aligning with Eastonville Road at the existing Meridian/Eastonville full-movement intersection.

Reason for the Requested Deviation: The requested full-movement access (and fourth (west) leg of the Meridian/Eastonville intersection) would provide the primary site access to the development located immediately adjacent to and southwest of the intersection, as well as any redevelopment that may occur in Falcon Ranchettes.

Comparison of Proposed Deviation to ECM Standard: The access is 1,395 feet closer than the required one-half mile (2,640 feet).

Applicable Regional or National Standards used as Basis: City of Colorado Springs "Traffic Criteria Manual" - Section 3.2 Access Control - City Streets - The design, number, and location of access drives shall be approved by City Engineering. The number of access drives shall be a balance to allow for efficient traffic flow while providing adequate access to private property. City Engineering realizes that the adequacy of access points is a critical issue in the economic success of commercial developments and redevelopment areas. 1. Provisions of Access – Property owners have the right of reasonable access to the public street system. This manual provides standards for approving access to the City street system based on the street classification. If a property cannot be served by any access point meeting these standards, City Engineering shall designate access point(s) based on traffic safety; operational needs, economic development, and conformance to as much of the requirements of these guidelines as possible. Access drives shall not be approved for parking or loading areas that require backing movements in a public street right-of-way except for single-family or duplex residential uses on local streets.

"Colorado State Highway Access Code" 3.10 CATEGORY NR-A - Non-Rural Principal Highway - (3) The desirable standard for the spacing of all intersecting public ways and other accesses that will be full movement, or have the potential for signalization, is one-half mile intervals and based upon section lines where feasible. Exceptions to this one-half mile standard may be permitted when the proposal documents that there are no other reasonable alternatives to achieve a one-half mile interval, or that an additional signal is necessary.

**Application Consideration:**

**CHECK IF APPLICATION MEETS CRITERIA FOR CONSIDERATION**

**JUSTIFICATION**

☐ 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.

The "Meridian Road (North) Corridor Plan" (December 2009) recommends a west extension of Eastonville creating a full-movement access on the west side of Meridian to serve commercial development.

☐ 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.

---

---

---

---

If at least one of the criteria listed above is not met, this application for deviation cannot be considered.

**Criteria for Approval:**

**PLEASE EXPLAIN HOW EACH OF THE FOLLOWING CRITERIA HAVE BEEN SATISFIED BY THIS REQUEST**

The request for a deviation is not based exclusively on financial considerations.	Cost is not a factor in this situation, the applicant is willing to bear the cost of roadway improvements necessary for the development and use of this site, and share in the cost of regional improvements at the described intersection.
The deviation will achieve the intended result with a comparable or superior design and quality of improvement. The deviation will not adversely affect safety or operations.	The "Meridian Road (North) Corridor Plan" (December 2009) recommends a west extension of Eastonville creating a full-movement access on the west side of Meridian to serve commercial development. The deviation for the one-quarter mile spacing, as opposed to the one-half mile spacing, would not adversely affect safety or operations. This is already a full-movement intersection. Left- and right-turn deceleration lanes will be provided.
The deviation will not adversely affect maintenance and its associated cost.	The deviation would not significantly affect maintenance or costs with the exception of traffic signal operation and maintenance. It is important to note that this access would serve a commercial center, and PPRTA sales tax revenues would be generated.
The deviation will not adversely affect aesthetic appearance.	Aesthetic appearance will not be adversely affected.

**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, 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

9/21/18

Signature of applicant (if different from owner)

Date

Signature of Engineer

Date

Engineer's Seal



**Review and Recommendation:**  
**APPROVED by the ECM Administrator**

Approved  
by Elizabeth Nijkamp  
El Paso County Planning and Community Development  
on behalf of Jennifer Irvine, County Engineer, ECM Administrator



09/26/2018 5:14:31 PM  
Date

This request has been determined to have met the criteria for approval. A deviation from Section 2.2.5.B.1 of ECM is hereby granted based on the justification provided. Comments:

Conditions:

- The proposed traffic signal shall be shown to meet warrants at the time of initiation.
- The proposed traffic signal shall be interconnected to and coordinated with the Meridian Road/Woodmen Road signal.
- Developer shall be responsible for signal timing/programming, coordination and corrections, at the direction of the ECM Administrator, until the time of final County acceptance.
- Developer shall be responsible for coordinating electric service and transfer of account to the County at the time of preliminary acceptance.
- This access is subject to future modification in accordance with ECM, LDC, State Access Code (as adopted by reference), and Colorado CRS requirements.
- An access permit may be required prior to construction of this intersection.
- Pavement design shall be based on Non-Residential Collector requirements, at minimum.
- Additional requirements may apply at the time of final design, at the discretion of the ECM Administrator.

\_\_\_\_ Additional comments or information are attached.

**DENIED by the ECM Administrator**

\_\_\_\_ Date

This request has been determined not to have met criteria for approval. A deviation from Section \_\_\_\_\_ of ECM is hereby denied. Comments:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_ Additional comments or information are attached.

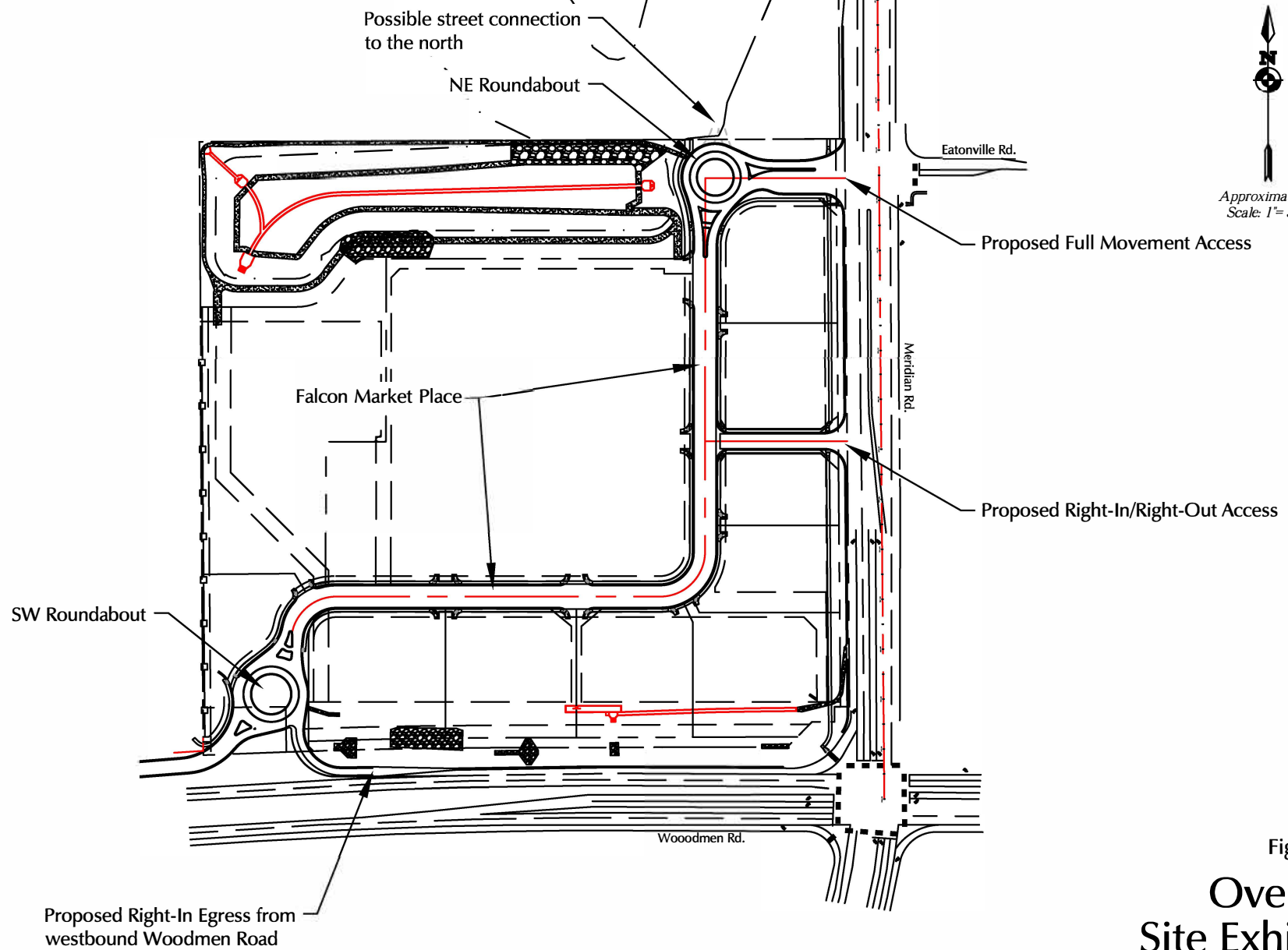


Figure 1

# Overall Site Exhibit

Falcon Marketplace (LSC #164350)



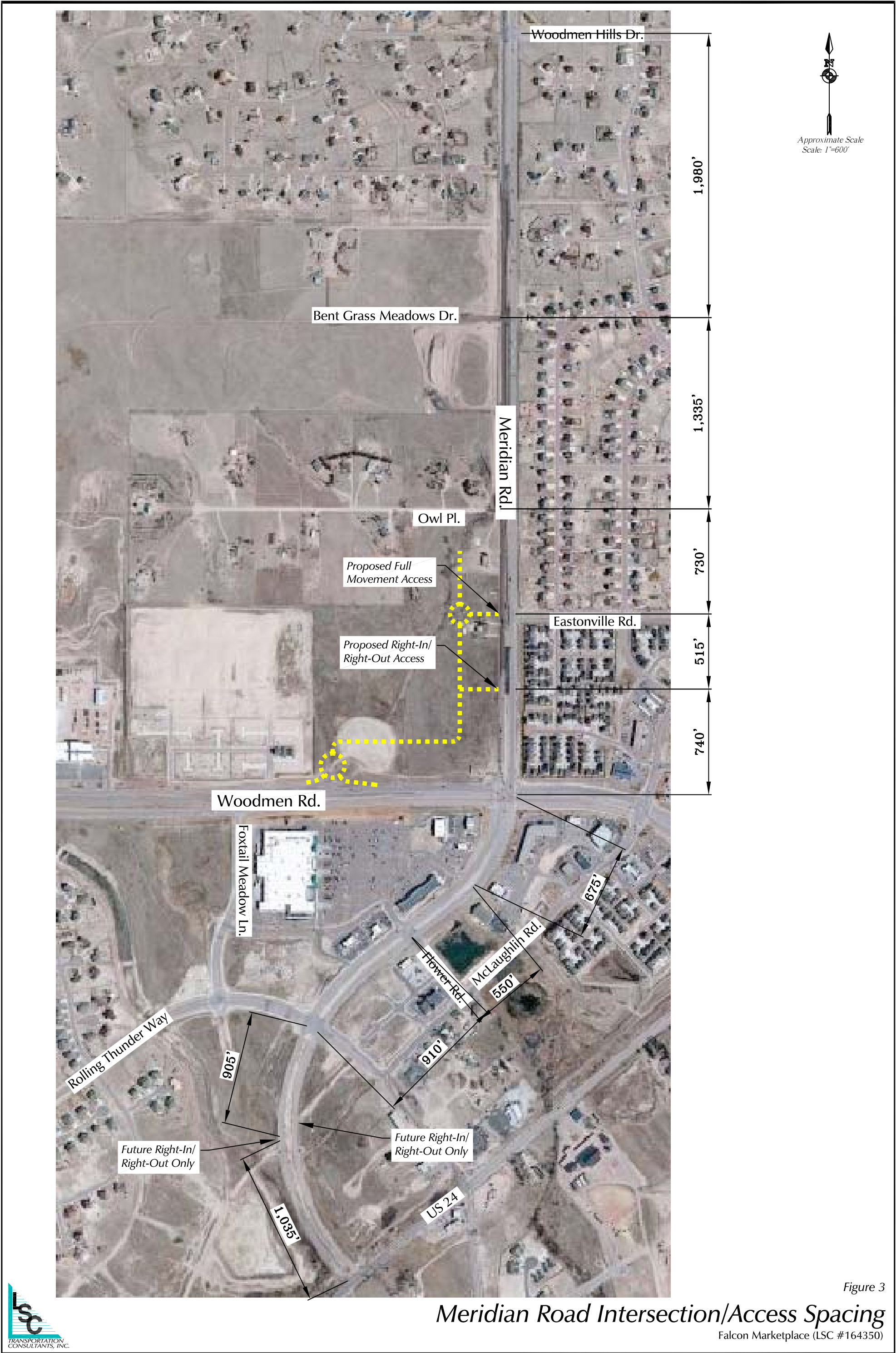
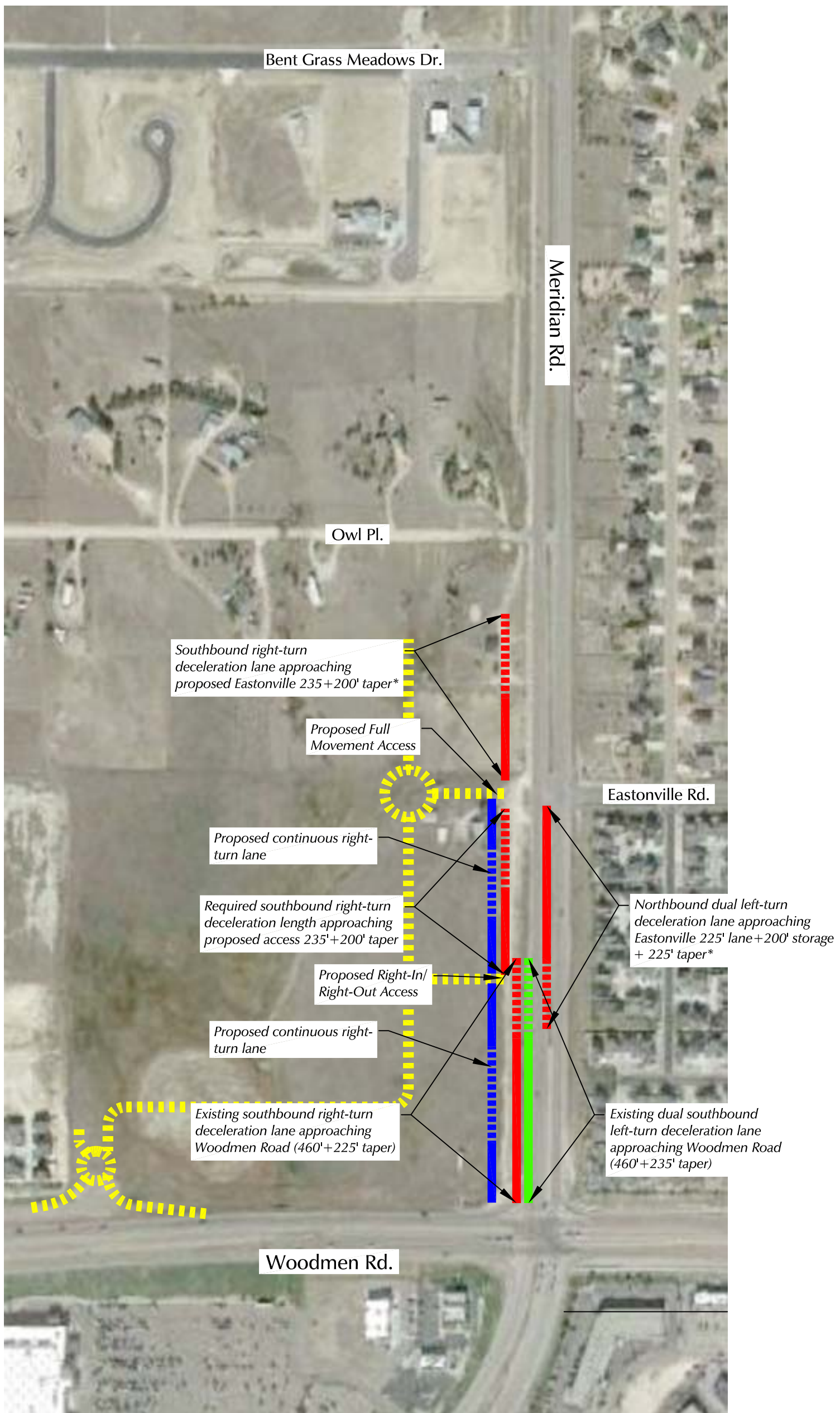
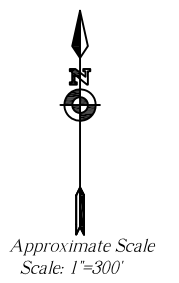


Figure 3

# Meridian Road Intersection/Access Spacing

Falcon Marketplace (LSC #164350)



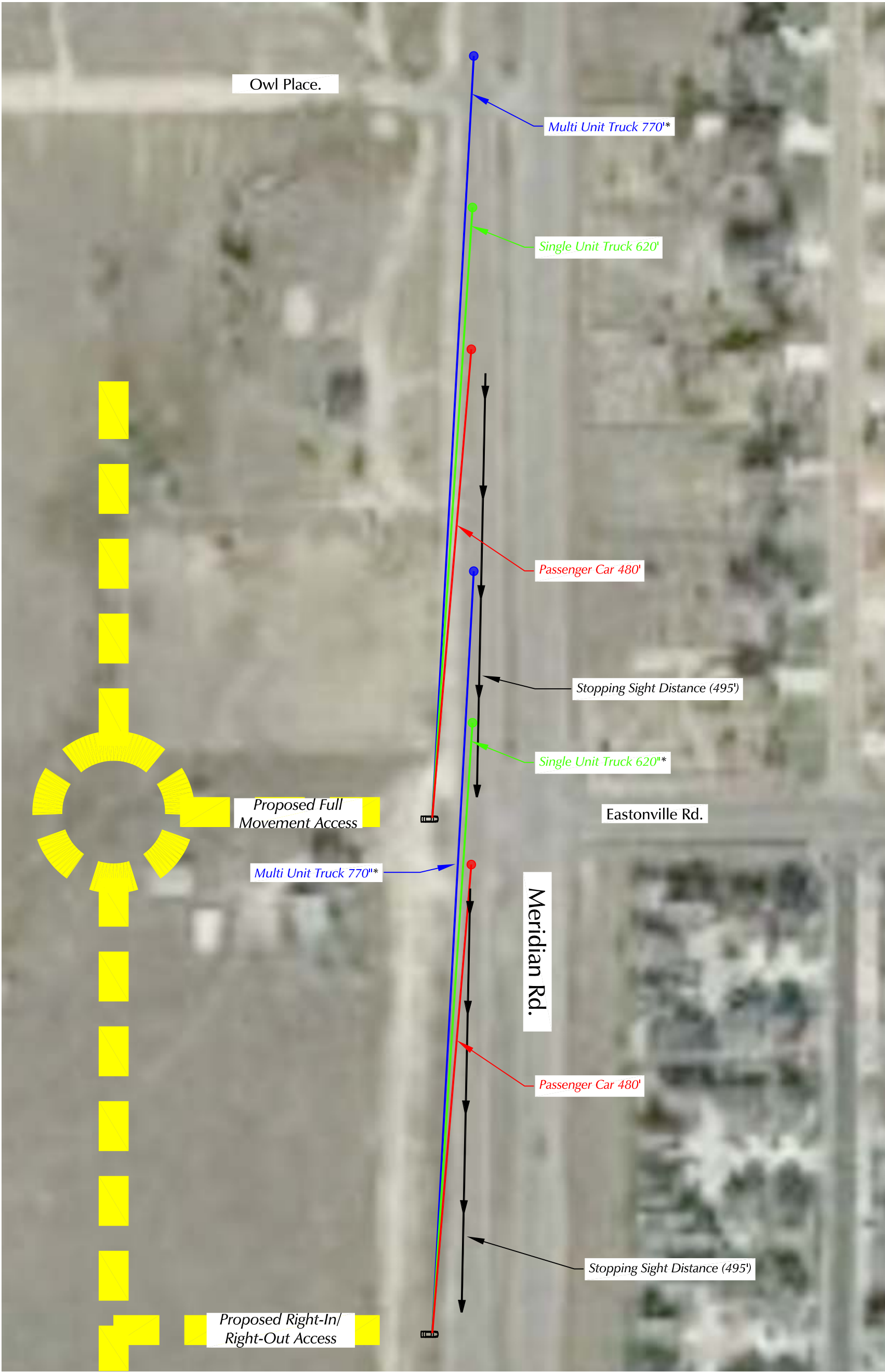
Note: Lane lengths from the Meridian Road (North) Corridor Plan (December 2009). Also assumes an anticipated post-development speed limit of 45mph (50mph design speed).

Figure 23

## Accel/Decel Distances for Meridian Road North of Woodmen Road

Falcon Marketplace (LSC #164350)





LEGEND:

- Red line = Required intersection sight distance for passenger cars
- Green line = Required intersection sight distance for single-unit trucks
- Blue line = Required intersection sight distance for multi-unit trucks
- Black arrow = Required stopping sight distance

Based on an anticipated post-development speed limit of 45mph (50 mph design speed)

Sight Distance for Meridian Road

Falcon Marketplace (LSC #164350)

Figure 4

