



Planning and Community  
Development Department  
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## DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

### Deviation No. 1 (Revised 2-29-20)

### PCD File No. PPR-0199

#### PROJECT INFORMATION

Project Name :	Monument Academy Charter School
Schedule No.(s) :	6100000245
Legal Description :	THAT PART OF NW4 LY ELY OF E R/W LN OF HWY 83 EX RD, E S 200 FT OF SE4NW4, EX 0.49 A TO AMERICAN TEL + TEL SEC 15-11-66

#### APPLICANT INFORMATION

Company :	WALDEN CORPORATION
Name :	Matt Dunston
	<input checked="" type="checkbox"/> Owner <input type="checkbox"/> Consultant <input type="checkbox"/> Contractor
Mailing Address :	1230 Scarsbrook Ct., Monument, CO 80132
Phone Number :	(719) 339-2410
FAX Number :	
Email Address :	mattdunston@hotmail.com

#### ENGINEER INFORMATION

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

**OWNER, APPLICANT, AND ENGINEER DECLARATION**

To the best of my knowledge, the information on this application and all additional or supplemental documentation is true, factual and complete. I am fully aware that any misrepresentation of any information on this application may be grounds for denial. I have familiarized myself with the rules, regulations and procedures with respect to preparing and filing this application. I also understand that an incorrect submittal will be cause to have the project removed from the agenda of the Planning Commission, Board of County Commissioners and/or Board of Adjustment or delay review until corrections are made, and that any approval of this application is based on the representations made in the application and may be revoked on any breach of representation or condition(s) of approval.

\_\_\_\_\_  
Signature of owner (or authorized representative)

\_\_\_\_\_  
Date

\_\_\_\_\_  
Engineer's Seal, Signature  
And Date of Signature

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

A deviation from the standards of or in Section 2.3.2 Design Standards by Functional Classification Engineering Criteria Manual (ECM) is requested. The deviation is for a new public street intersection on Walker Road.

Identify the specific ECM standard which a deviation is requested:

Table 2-4 Rural Minor Arterial Intersection Spacing

State the reason for the requested deviation:

The north frontage of the site along Walker Road is less than the required 1/4 mile spacing of intersections along a Minor Arterial roadway. Moreover, the roadway grades to the east would not meet ECM standards for intersection grades. Also, full-movement access will not be allowed to SH 83 west of the site and there are no other existing roads east and south of the site. The location has been proposed as this is the best location for the proposed modern roundabout intersection.

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

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

The deviation is for a new public street intersection on Walker Road. The intersecting street would be the proposed new north-south Urban Non-Residential Collector, Jane Lundeen Drive, just east of State Highway 83. The ECM-prescribed intersection spacing along a Rural Minor Arterial is one-quarter mile. This deviation request is to allow for an intersection to Walker Road 700 feet east of SH 83 and 185 west of Shannon Drive. The attached exhibit (copy of Figure 2 from the Monument Academy Traffic Impact Study) shows the proposed spacing.

Based on Table 2-4, the intersection spacing to a Rural Minor Arterial is 1/4 mile (1,320 feet). The proposed intersection of Walker Road and Jane Lundeen Drive is located 700 feet east of SH 83 (620 feet short of the required spacing) and 185 feet west of Shannon Drive (1,135 feet short of the required 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:

The north frontage of the site along Walker Road is less than the required 1/4 mile spacing of intersections along a Minor Arterial roadway. Moreover, the roadway grades to the east would not meet ECM standards for intersection grades. The location has been proposed as this is the best location for to the proposed modern roundabout intersection. Also, only a right-in-only access will be allowed to SH 83 west of the site and there are no other existing roads east and south of the site.

## 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 proposed location 700 feet east of SH 83 was selected as this is the best location for the proposed modern roundabout intersection. This location is near the crest of the vertical curve along Walker Road, which would have the most favorable intersection grades. The proposed design improves the exiting Shannon Road intersection which currently has substandard sight distance.

The deviation will not adversely affect safety or operations.

The proposed deviation will maintain the function of Walker Road as a Minor Arterial and will satisfy the CDOT goal of having primary access to development on the local jurisdiction cross street rather than the state highway. The queuing analysis contained in the TIS indicates that the proposed spacing will be sufficient to accommodate vehicle turning movements, projected vehicle queues, turn lanes of a sufficient length, and associated tapers. Please refer to the attached exhibit showing the recommended lane geometry on Walker Road. The proposed roundabout will mitigate the sight distance by slowing vehicles traveling along Walker Road. Also, the roundabout is being designed at a location to the south of the current crest vertical curve on the current roadway alignment.

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

The maintenance will not be adversely affected as the proposed public intersection spacing is not out of the ordinary and intersections are common at the top of hills in the Black Forest area.

The deviation will not adversely affect aesthetic appearance.

The aesthetic appearance will not be adversely affected as the proposed public intersection spacing is not out of the ordinary, and intersections are common at the top of hills in the Black Forest area. The proposed roundabout intersection has the potential to be more attractive than a conventional intersection.

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

The deviation meets the design intent and purpose of the intersection spacing criteria. The proposed design will improve the sight distance, provide sufficient spacing from the Walker Road/SH 83 intersection, and provide sufficient auxiliary laneage and stacking distances. The proposed deviation will maintain the function of Walker Road as a Minor Arterial, and will satisfy the CDOT goal of having primary access to development on the local jurisdiction cross street rather than the state highway.

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.

N/A

**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.

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**ECM ADMINISTRATOR COMMENTS/CONDITIONS:**

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## **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.

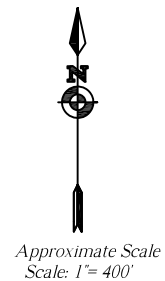
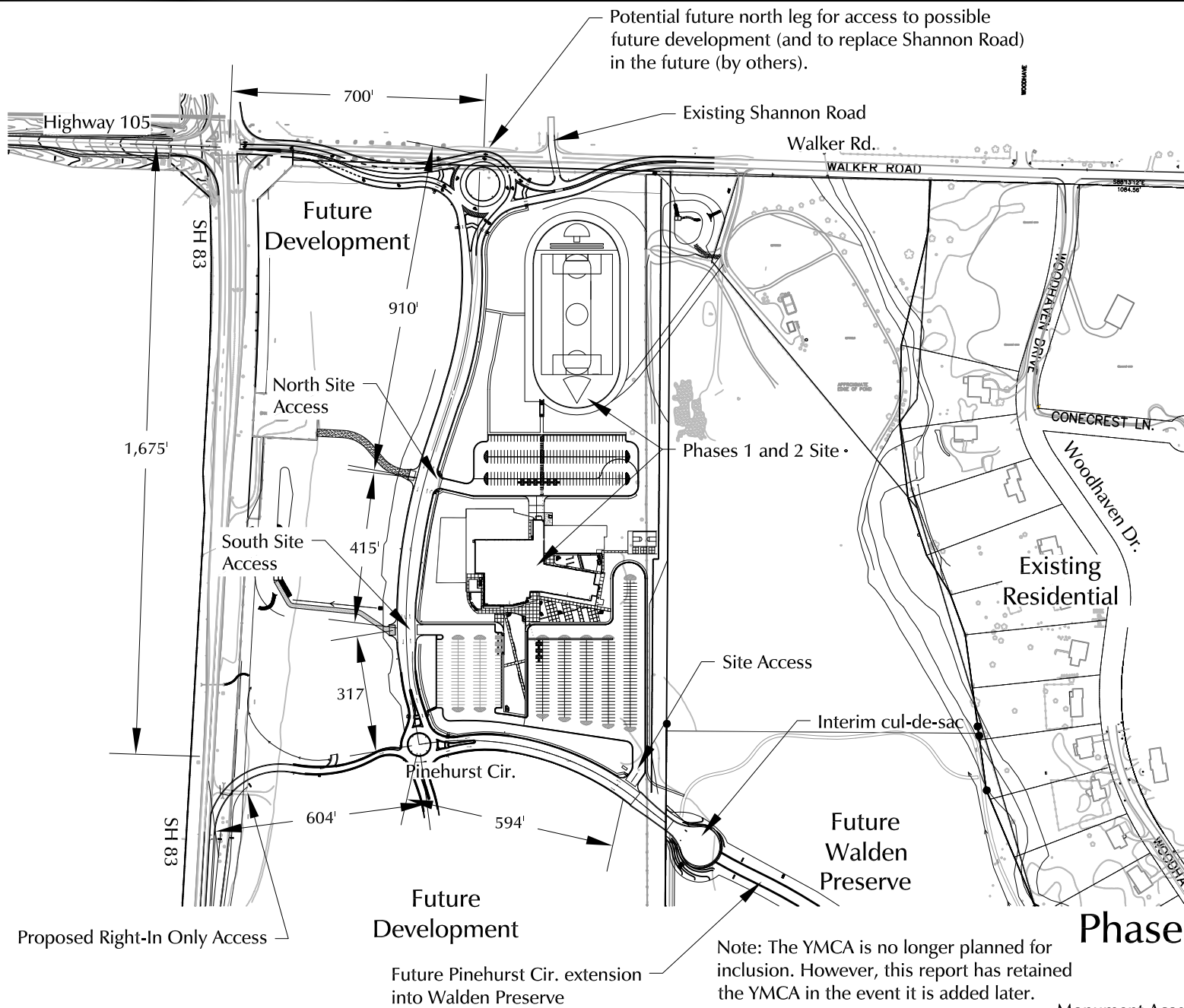


Figure 2

## Phases 1 and 2 Site Plan

Monument Academy (LSC #184820)





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## DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

### Deviation No. 2 (Revised 2-29-20)

### PCD File No. PPR-0199

#### PROJECT INFORMATION

Project Name :	Monument Academy Charter School
Schedule No.(s) :	6100000245
Legal Description :	THAT PART OF NW4 LY ELY OF E R/W LN OF HWY 83 EX RD, E S 200 FT OF SE4NW4, EX 0.49 A TO AMERICAN TEL + TEL SEC 15-11-66

#### APPLICANT INFORMATION

Company :	Walden Corporation
Name :	Matt Dunston
	<input checked="" type="checkbox"/> Owner <input type="checkbox"/> Consultant <input type="checkbox"/> Contractor
Mailing Address :	1230 Scarsbrook Ct., Monument, CO 80132
Phone Number :	(719)339-2410
FAX Number :	
Email Address :	mattdunston@hotmail.com

#### ENGINEER INFORMATION

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

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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

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Engineer's Seal, Signature  
And Date of Signature

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

A deviation from the standards of or in the following sections of the Engineering Criteria Manual (ECM) is requested: Sections 2.3.2 Design Standards by Functional Class; 2.4.1.B Access Spacing; 2.4.1.D Access Sight Distances.

Identify the specific ECM standard which a deviation is requested:

- Urban Non-Residential Collector - No Access Permitted (ECM Table 2-7);
- Accesses shall be separated by a distance equal to the entering sight distance values in Table 2-35;
- The entering sight distance necessary for the entering vehicle shall conform to Table 2-35 [This section applies to entering sight distance where a non-public road or driveway meets a public road].

State the reason for the requested deviation:

The deviation is needed based on the topography, site layout requirements and the need for separate access points for the school campus.

A single access to Pinehurst (an adjacent, proposed Local roadway) on the south side of the school would not provide sufficient and reasonable access for the school campus. No other local public or private roadway is available to provide additional access.

The proposed access points along Jane Lundeen are needed due to site layout requirements and the need for separate access points for staff parking, the planned limited bus service, student parking and parent drop-off and pick-up operations. It is essential for safety and capacity to provide separate access points for these functions.

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

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

**Proposed Alternative:**

-The proposed access plan is shown on the attached Figure 2 from the TIS Report.

- Based on the criteria contained in Table 2-7 no access is permitted to a Non-Residential Collector except where no local public or private roadway can provide access. The request is to allow school access points to Jane Lundeen Drive, the proposed non-residential Collector.

- The proposed school access spacing is based on meeting the criteria contained in ECM Table 2-35 Entering Sight Distance for Driveways. Based on a posted speed limit of 35 miles per hour, the required sight distance for passenger cars and pickup trucks is 350 feet and the required distance for single unit trucks is 455 feet. The deviation would allow for an access to Jane Lundeen Drive 317 feet north of Pinehurst Circle and 415 feet south of the next access point. The attached copy of Figure 2 from the Monument Academy Traffic Impact Study shows the proposed access spacing.

Comparison to ECM Standards: Based on a posted speed limit of 35 miles per hour and assuming a single unit truck as the design vehicle the required entering sight distance for access design is 455 feet. The requested south access location is 317 feet north of Pinehurst Circle and 415 feet south of the next access point to the north. This is 138 feet less than the required distance to the south and 40 feet less than the required distance to the north.

Applicable Regional or National Standards used as Basis: Table 2-7 of the ECM allows for intersection spacing of 330 feet on an Urban Non-Residential Collectors when intersecting public local roadways; AASHTO "A policy on Geometric Design of Highways and Streets" for speeds below 35 mph (for turning vehicle speeds).

## 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:

A deviation to the "No Access Permitted" criteria is needed as the southeast access to the parking lot to the proposed Pinehurst Circle, a local public street, would not provide sufficient access to the school. Additional access to Jane Lundeen Drive is necessary for safety and capacity. Aside from the proposed Pinehurst Circle, no other roadways are available to provide access. No direct access to Walker Road will be allowed.

## 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 would allow for separation of student traffic, parent drop-off/pick-up traffic and planned limited bus service for the proposed charter school. It is essential for safety and capacity to provide separate access points for these functions.

The deviation is for access points, and the spacing would be comparable to the ECM allowable spacing for local public streets along an Urban Non-Residential Collector street. The proposed spacing of 317 feet is 13 feet less than that 330-foot standard. Moreover, the intersection sight distance to the proposed mini-roundabout intersection to the south (Jane Lundeen/Pinehurst), would be acceptable given the roundabout design report information. As such, the access separation from the planned public street intersection to the south would be acceptable.

Auxiliary turn lanes will be provided where projected volumes exceed ECM thresholds requiring turn lanes.

The deviation will not adversely affect safety or operations.

The intersection of Jane Lundeen/Pinehurst Circle located 317 feet south of the proposed access will be a mini-roundabout intersection. All northbound traffic approaching the access will have just negotiated the mini-roundabout. The design speeds of vehicles within and exiting the mini roundabout have been calculated and are shown in the "fastest path" exhibits in the roundabout design report. . Table 2-35 of the ECM does not contain criteria for roadways with a posted speed limit of less than 35 mph. However, AASHTO publishes criteria for required distance based on approaching vehicles traveling at lower design speeds (including the reported "fastest path" speeds from the roundabout report. There is adequate entering sight distance to the north to see vehicles traveling from north of the school access north of the proposed access. The likely few motorists turning south from the middle school access just to the north will, at the point seen by a driver at the south access, be initially be traveling at a turning speed less than the posted speed limit of 35 mph.

The stopping sight distance between intersections would be adequate. Please refer to the attached sight distance figure from the TIS report.

One of the staff comments reads: "***A roundabout may also be desirable at the northernmost parking lot access, aligning with the future commercial access to the west; address as appropriate.***" Another mini roundabout at the northernmost parking lot access is an option that will be considered with future plans for development on the west side of Jane Lundeen. A mini roundabout at this location may be beneficial to the future development because this type of traffic control would make it easier for traffic exiting that new development to turn left and head northbound on Jane Lundeen. Likely the vast majority of all motorists that

The deviation will not adversely affect safety or operations.

will exit future development on the west side will want to turn left and exit to the north to Walker Road as there will be no right-out onto State Highway 83. Applications for future development on the west side of Jane Lundeen will address the staff comment **“with analysis of potential roundabouts at three locations along this road, address the use raised medians between them which would provide superior safety and traffic management benefits.”** The type of intersection(s) and level of further infrastructure improvements will depend on the land uses and trip generation. These are both unknown at this time.

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

The maintenance will not be adversely affected as the proposed access separation is comparable to standard local public road intersection spacing along Urban Non-Residential Collector roads.

Another County Staff comment reads: **“A right-in/right-out only access may be appropriate for the southern, YMCA parking lot access; address this option in the deviation request.”** Note: the YMCA is not proposed at this time. A right-in/right-out only access would not be practical and is not recommended for the following reasons: 1) the school will need the **southbound left-in** capability at both access points to Jane Lundeen. It would not be reasonable to force all traffic that would otherwise turn left at this access to the southeast corner access (or make a U-turn in the mini roundabout). This would unnecessarily add volume to the mini roundabout. The TIS recommends a circulation plan which includes a southbound left and a westbound right out at this access. Maintaining the full movement capability at this intersection would allow for maximum flexibility for the school circulation plan. Also, except for the peak periods before and after school, the turning volumes at this access would be relatively light.

Regarding the westbound **left-out turning movement** (and potential future straight westbound traffic movement), the south school access could potentially be signed for right turns only full time or only during the parent pick up and drop-off peak periods. The demand for this left-out movement would be minimal (potentially only by residents of Walden Preserve, Walden III, Settlers Ranch, and a potential future development south of the mini roundabout) as there will be no vehicular access onto SH 83 (right-in only restriction at Pinehurst/SH 83).

The deviation will not adversely affect aesthetic appearance.

The aesthetic appearance will not be adversely affected as the proposed access separation is comparable to standard local public road intersection spacing along local/collector roads.

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

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

The deviation meets the design intent and purpose of the "no access" standard. The school access points will be spaced similar to the 330' criteria for public local street spacing along Non-Residential Collector streets; The school access points will be constructed to a standard similar to a public local street intersection, with curb radii rather than ramp curb cuts. The access points will have satisfactory sight distance; Auxiliary turn lanes will be provided where projected volumes exceed ECM thresholds requiring turn lanes.

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.

N/A

**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.

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**ECM ADMINISTRATOR COMMENTS/CONDITIONS:**

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## **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.

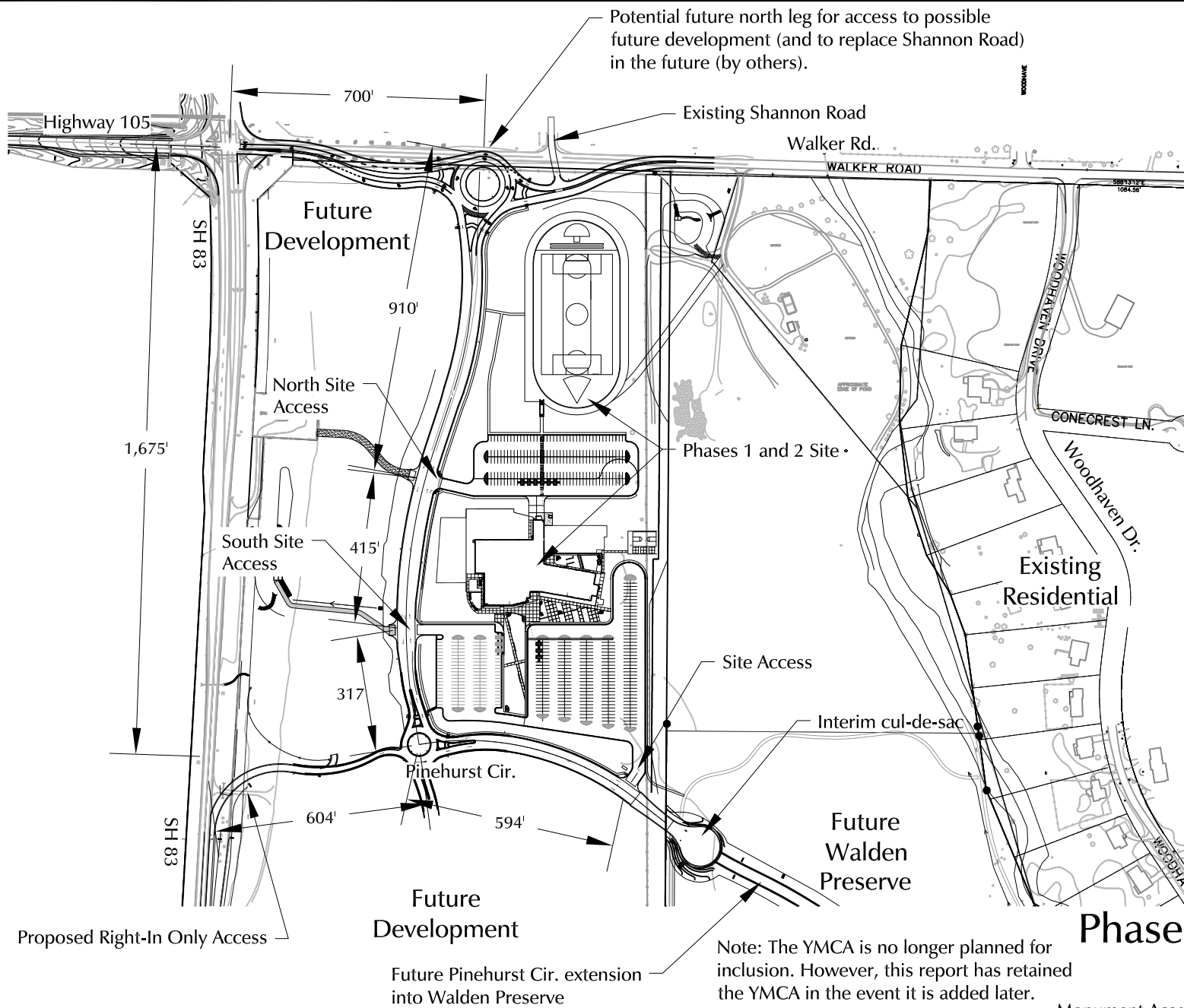
## **1.6. LIMITS OF APPROVAL**

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.

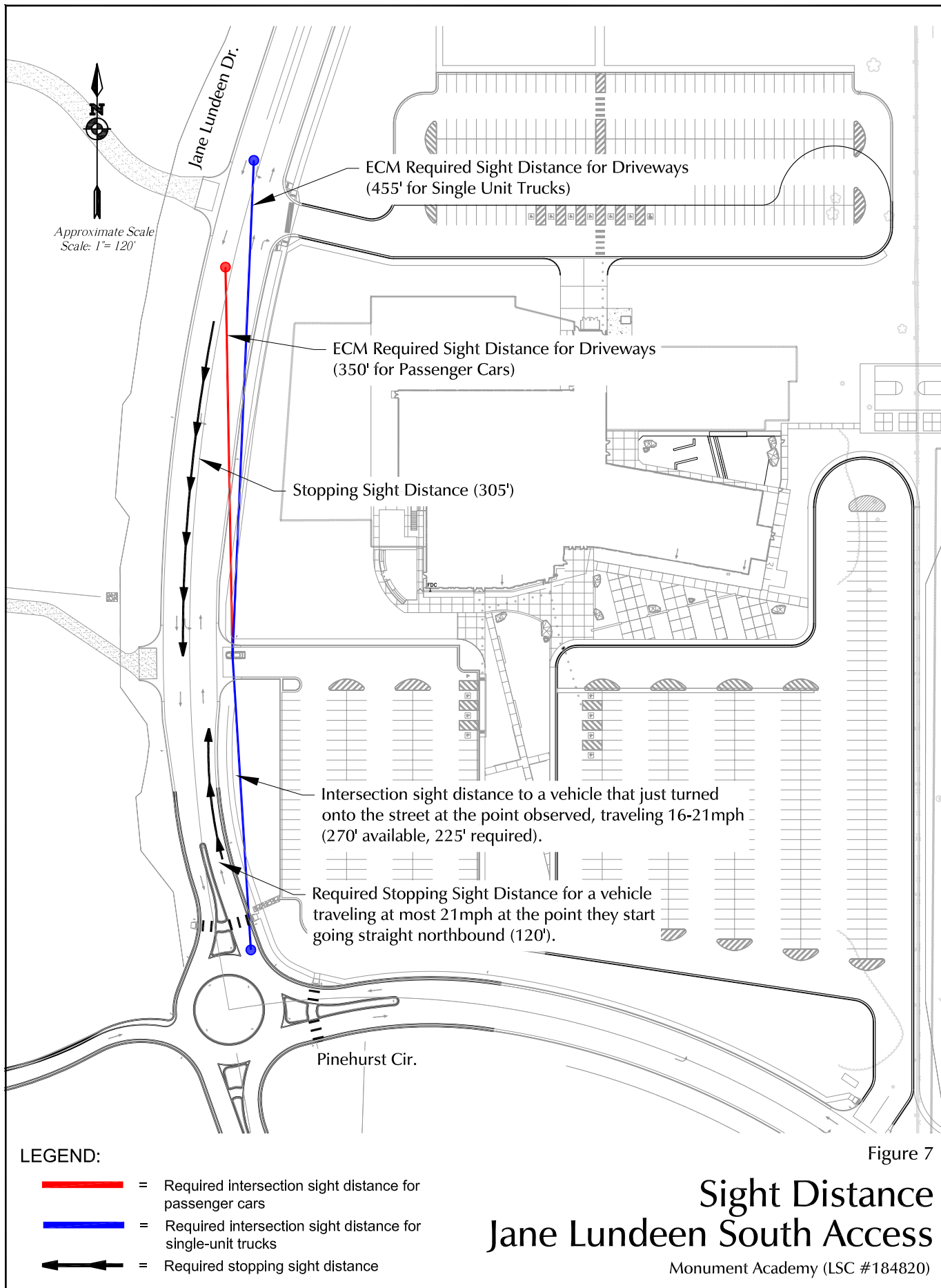




Approximate Scale  
Scale: 1" = 400'

Figure 2  
**Phases 1 and 2  
Site Plan**

Monument Academy (LSC #184820)





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## DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

### PROJECT INFORMATION – Deviation No. 3 (Pinehurst Circle) – Revised March 9, 2020 – PCD File No. CDR-20-001

Project Name :	Monument Academy
Schedule No.(s) :	61000-00-533
Legal Description :	Part of NW4 Ly Ely of R/W Ln of Hwy 83 Ex Rd, E S 200 Ft of SE4NW4, Ex 0.49 Ac to AT+T; Sec 15-11-66

### APPLICANT INFORMATION

Company :	Walden Corporation
Name :	Matt Dunston
	<input checked="" type="checkbox"/> Owner <input type="checkbox"/> Consultant <input type="checkbox"/> Contractor
Mailing Address :	1230 Scarsbrook Ct. Monument, CO 80132
Phone Number :	(719)-339-2410
FAX Number :	
Email Address :	mattdunston@hotmail.com

### ENGINEER INFORMATION

Company :	JPS Engineering, Inc.	Colorado P.E. Number :	29891
Name :	John P. Schwab, P.E.		
Mailing Address :	19 E. Willamette Avenue Colorado Springs, CO 80903		
Phone Number :	719-477-9429		
FAX Number :	719-471-0766		
Email Address :	john@jpsengr.com		

### OWNER, APPLICANT, AND ENGINEER DECLARATION

To the best of my knowledge, the information on this application and all additional or supplemental documentation is true, factual and complete. I am fully aware that any misrepresentation of any information on this application may be grounds for denial. I have familiarized myself with the rules, regulations and procedures with respect to preparing and filing this application. I also understand that an incorrect submittal will be cause to have the project removed from the agenda of the Planning Commission, Board of County Commissioners and/or Board of Adjustment or delay review until corrections are made, and that any approval of this application is based on the representations made in the application and may be revoked on any breach of representation or condition(s) of approval.

\_\_\_\_\_  
Signature of owner (or authorized representative)

\_\_\_\_\_  
Date

\_\_\_\_\_  
Engineer's Seal, Signature  
And Date of Signature

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

A deviation from the standards of or in Section **2.3.2** of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

Section 2.3.2 Design Standards by Functional Class

- Table 2-7 Urban Non-Residential Collector Design Speed and Centerline Curve Radius
- Section 2.2.4.B.4 Urban Non-Residential Collector Road Cross Section (Figure 2-14)
- The deviation is for the new public street segment of Pinehurst Circle extending easterly from SH83 to the intersection with Jane Lundeen Drive. The ECM-prescribed design speed is 40 MPH, and the ECM-prescribed minimum centerline radius is 565 feet, for an urban non-residential collector. This deviation request is to allow for a design speed of 25 MPH and a minimum centerline radius of 200 feet as depicted on the attached Plan & Profile Drawing (Sh. PP1). In conjunction with design of the approach to the proposed Mini-Roundabout, special cross-sections for this one-lane road segment have been developed as shown on the attached Typical Section Drawing (Sh. TY1).

State the reason for the requested deviation:

This segment of Pinehurst Circle transitions to an Urban Local classification on the east side of the Jane Lundeen Drive intersection, and traffic along this road segment will be approaching a school zone. The vertical design of the roadway profile needs to utilize a 25 MPH design speed in order to meet vertical curve design criteria, and the site is constrained by a major telephone line crossing which cannot be disturbed. The proposed centerline radius for the right-in only access connection from SH83 meets Urban Local standards.

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

The proposed design speed of 25 MPH and the proposed minimum centerline radius of 200 feet are both consistent with County standards for Urban Local roadways.

## 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:

This segment of Pinehurst Circle transitions to an Urban Local classification on the east side of the Jane Lundeen Drive intersection, and traffic along this road segment will be approaching a school zone. The vertical design of the roadway profile needs to utilize a 25 MPH design speed in order to meet vertical curve design criteria, and the site is constrained by a major telephone line crossing which cannot be disturbed. The proposed centerline radius for the right-in access connection from SH83 meets Urban Local standards.

## 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 proposed design speed and centerline radius are consistent with urban local roadway standards and reasonable for this location.

The deviation will not adversely affect safety or operations.

The proposed roadway improvements will be constructed to County standards, and the requested deviations will not adversely affect safety or operations.

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

Maintenance will not be adversely affected based on the proposed deviations.

The deviation will not adversely affect aesthetic appearance.

Aesthetic appearance will not be adversely affected based on the proposed deviations.

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

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

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.

This deviation has no impact on control measure requirements of the County's 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.

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ECM ADMINISTRATOR COMMENTS/CONDITIONS:

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## **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.

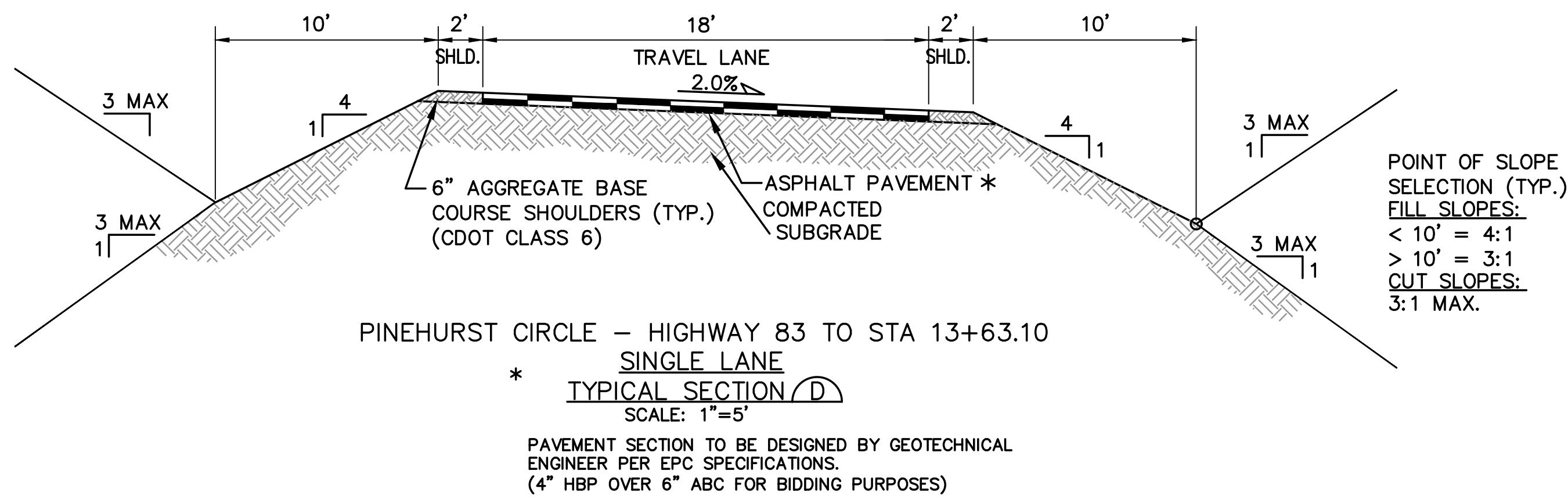
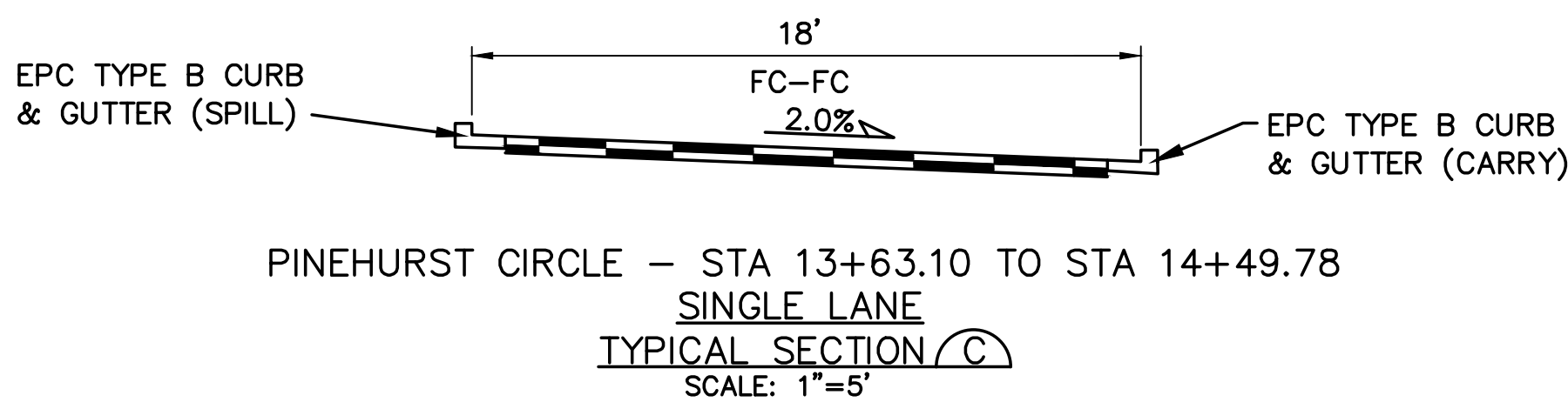
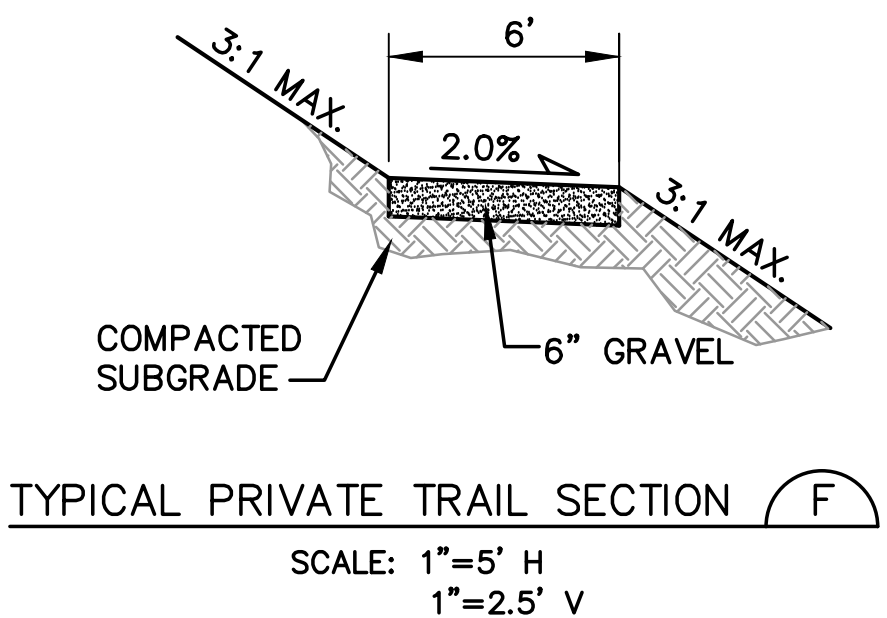
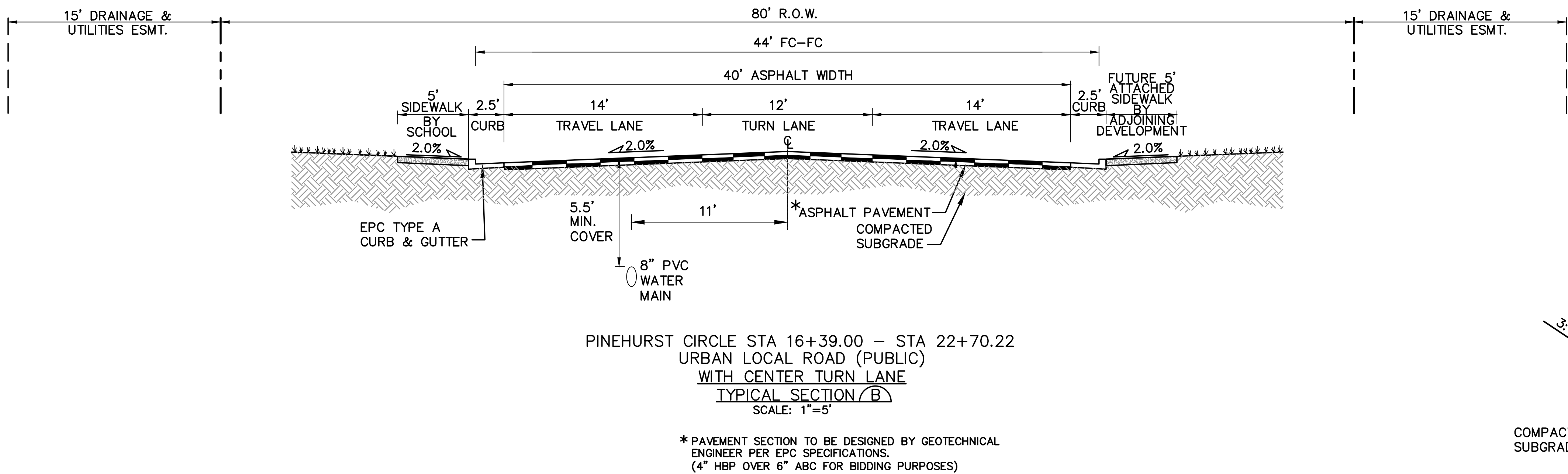
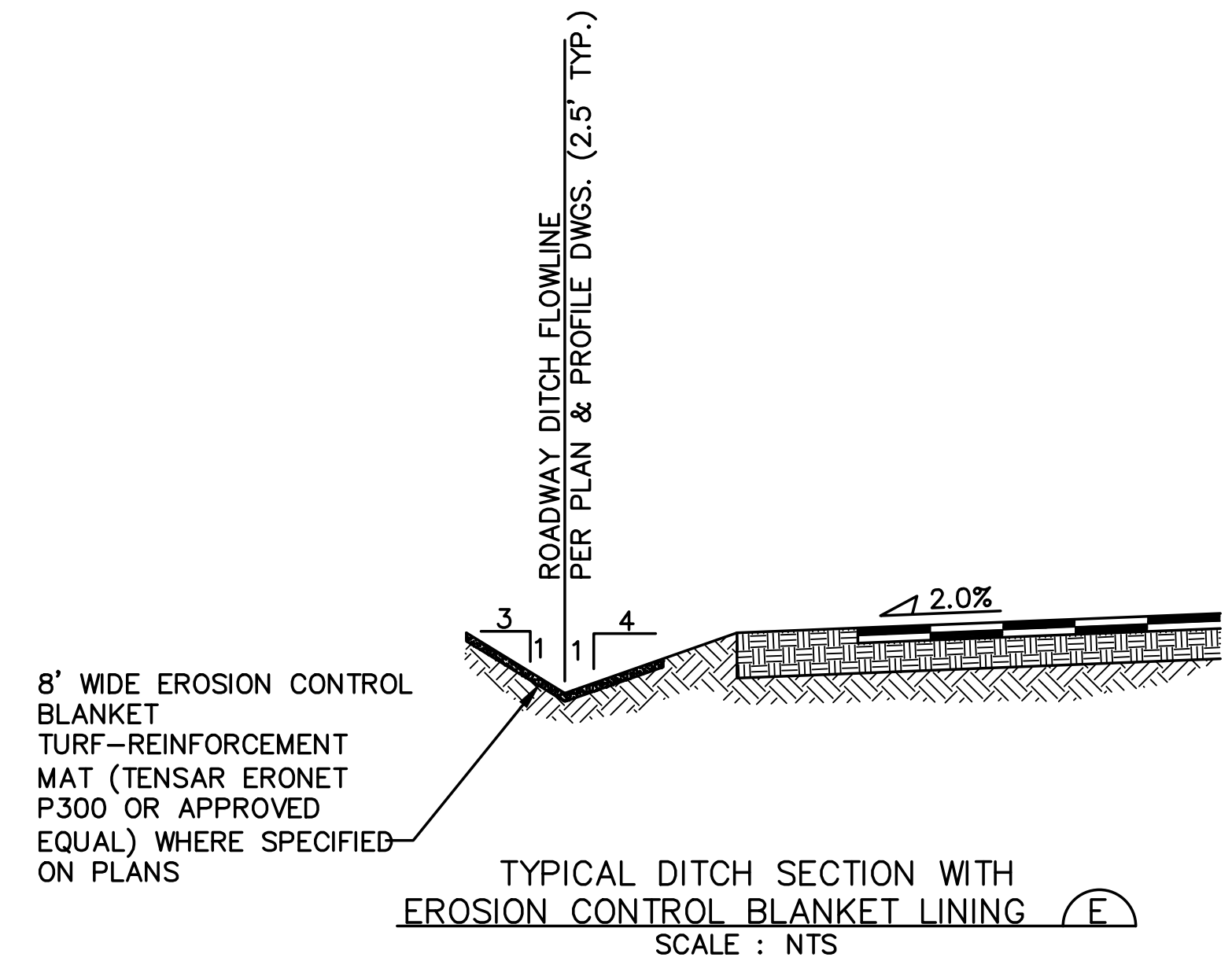
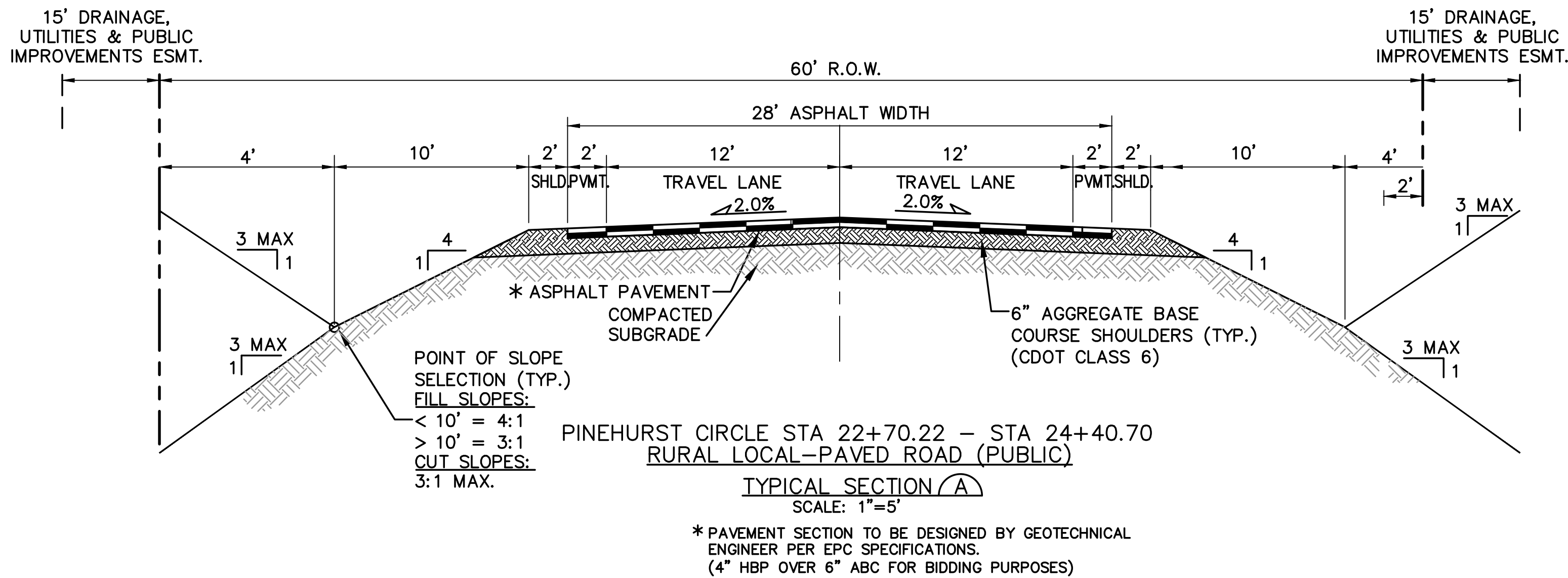
## **1.7. REVIEW FEES**

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.



MONUMENT  
ACADEMY  
HIGH SCHOOL

FOR CONSTRUCTION



DESIGN DATA

REFERENCE STANDARD

ROAD CLASSIFICATION:	URBAN LOCAL
DESIGN SPEED:	25 MPH ECM TABLE 2-7
POSTED SPEED:	25 MPH ECM TABLE 2-7
ROADWAY WIDTH:	30' EOA-EOA ECM TABLE 2-7
MIN. HORIZONTAL RADIUS:	200' ECM TABLE 2-5
MIN. GRADE:	0.5% ECM TABLE 2-7
MAX. GRADE:	8.0% ECM TABLE 2-7
MIN. K-VALUE (CREST):	12 ECM TABLE 2-13
MIN. K-VALUE (SAG):	26 ECM TABLE 2-15

REFERENCE STANDARD

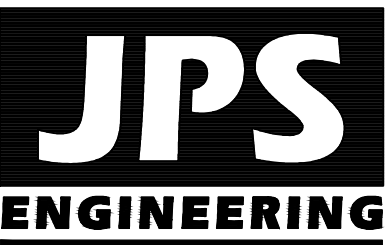
DESIGN DATA

ROAD CLASSIFICATION:	URBAN NON-RESIDENTIAL COLLECTOR
DESIGN SPEED:	40 MPH ECM TABLE 2-7
POSTED SPEED:	35 MPH ECM TABLE 2-7
ROADWAY WIDTH:	48' EOA-EOA ECM FIGURE 2-14
MIN. HORIZONTAL RADIUS:	565' ECM TABLE 2-5
MIN. GRADE:	0.5% ECM TABLE 2-5
MAX. GRADE:	6.0% ECM TABLE 2-5
MIN. K-VALUE (CREST):	44 ECM TABLE 2-13
MIN. K-VALUE (SAG):	64 ECM TABLE 2-15

*APPROVED DEVIATION:	URBAN LOCAL
ROAD CLASSIFICATION:	URBAN LOCAL
DESIGN SPEED:	25 MPH ECM TABLE 2-5
MIN. K-VALUE (CREST):	12 ECM TABLE 2-13
MIN. K-VALUE (SAG):	26 ECM TABLE 2-15

NO.	REVISION	BY	DATE
1	FOR PERMIT	JPS	4/01/19
2	COUNTY COMMENTS	JPS	4/29/19
3	COUNTY COMMENTS	JPS	8/09/19
4	COUNTY COMMENTS	JPS	3/12/20

PCD PROJECT NO. CDR-20-001



19 E. Willamette Ave.  
Colorado Springs, CO  
80903

PH: 719-477-9429  
FAX: 719-471-0766  
www.jsengr.com

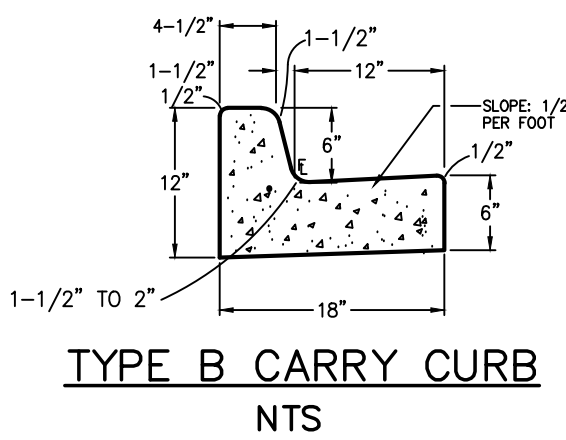
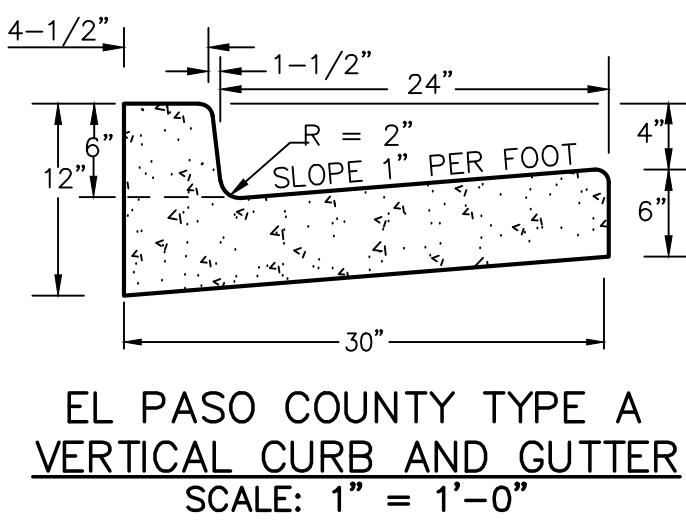
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CRP ARCHITECTS AIA  
100 E. St. Vrain, Suite 300  
Colorado Springs, Colorado 80903

TYPICAL SECTIONS &  
DESIGN DATA -  
PINEHURST CIRCLE

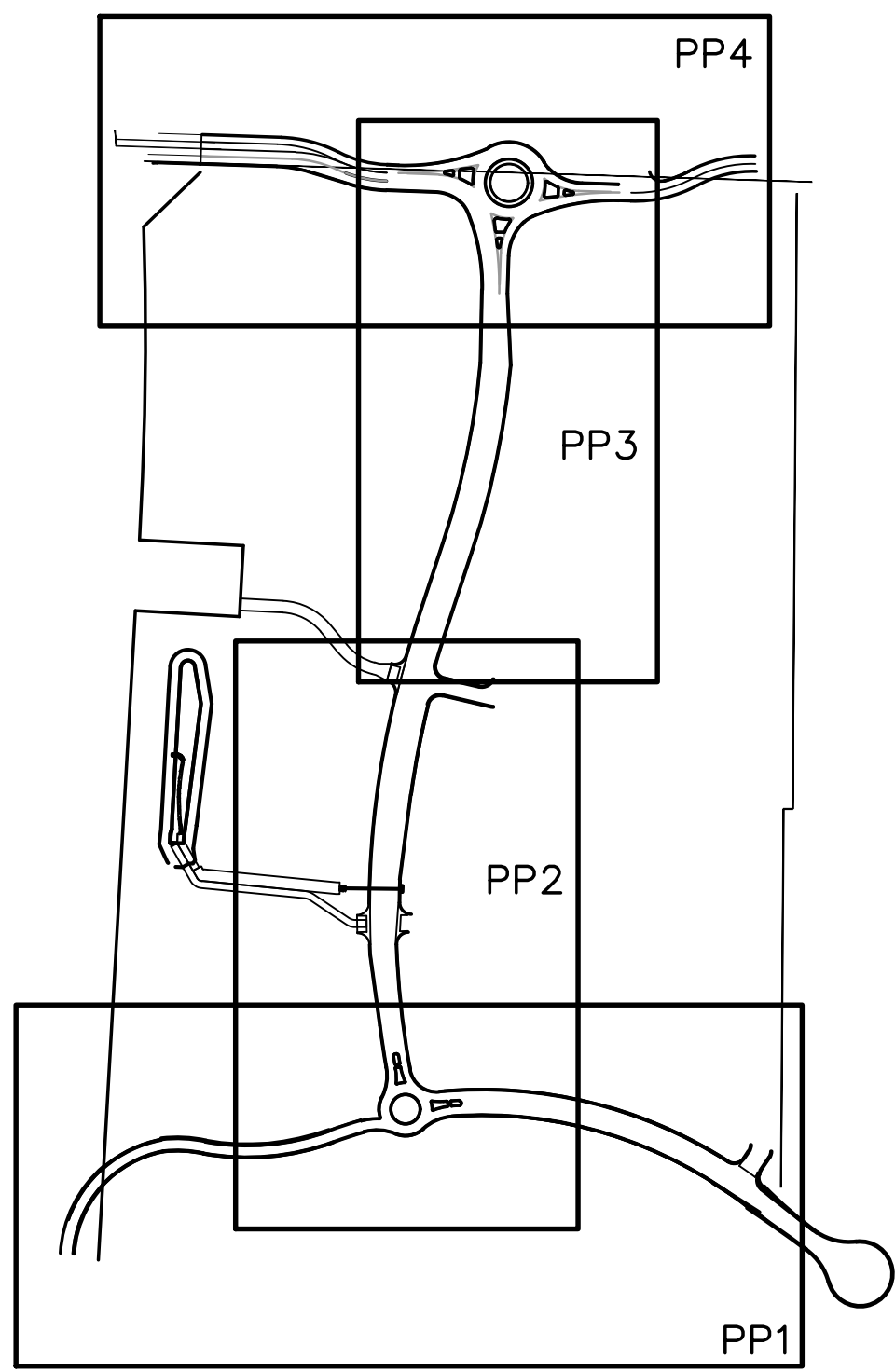
NORTH  
DATE: 12/21/18  
DRAWN BY: BJJ  
CHECKED BY: JPS  
REVISED: 3/12/20

TY1

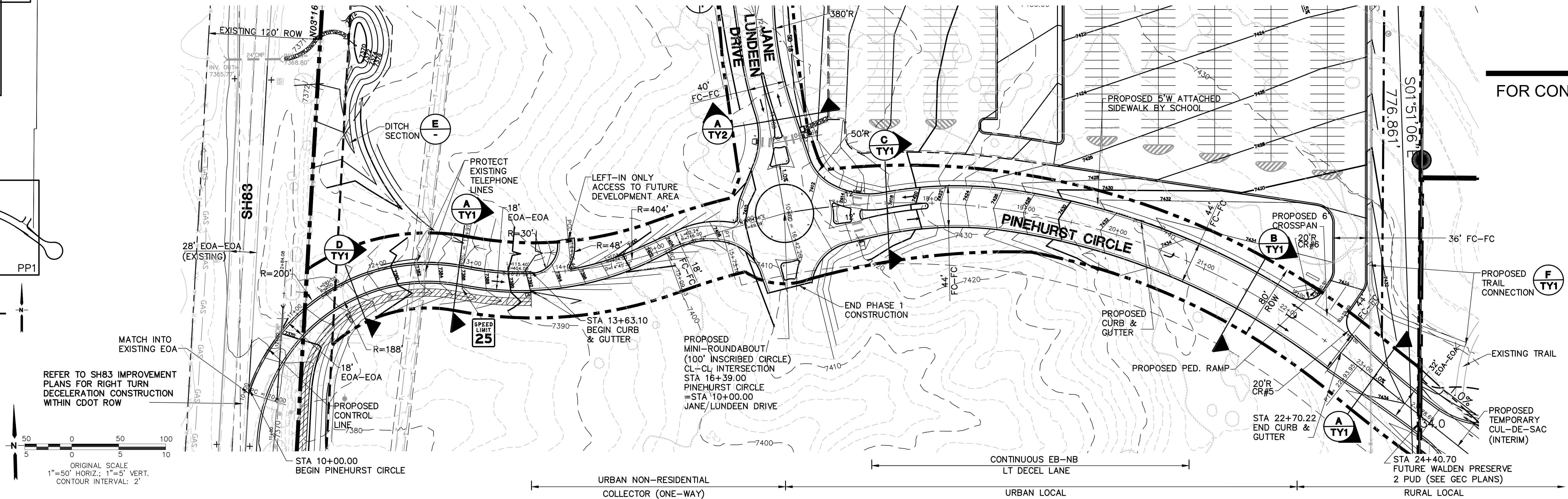


MONUMENT  
ACADEMY  
HIGH SCHOOL

FOR CONSTRUCTION



KEY MAP  
NOT TO SCALE



**Planning and Community  
Development Department  
2880 International Circle  
Colorado Springs, Colorado 80910**  
Phone: 719.520.6300  
Fax: 719.520.6695  
Website [www.elpasoco.com](http://www.elpasoco.com)

# DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

**PROJECT INFORMATION - Deviation No. 4 (Water Quality) – Revised March 16, 2020 – PCD File No. CDR-20-001**

Project Name : Monument Academy

Schedule No.(s) : 61000-00-533

Legal Description : Part of NW4 Ly Ely of R/W Ln of Hwy 83 Ex Rd, E S 200 Ft of SE4NW4, Ex 0.49 Ac to AT+T; Sec 15-11-66

## APPLICANT INFORMATION

Company : Walden Corporation

Name : Matt Dunston

☒ Owner      ☐ Consultant      ☐ Contractor

Mailing Address : 1230 Scarsbrook Ct.

Monument, CO 80132

Phone Number : (719)-339-2410

FAX Number :

Email Address : mattdunston@hotmail.com

## ENGINEER INFORMATION

Company : JPS Engineering, Inc.

Name : John P. Schwab, P.E.

Colorado P.E. Number : 29891

Mailing Address : 19 E. Willamette Avenue

Colorado Springs, CO 80903

Phone Number : 719-477-9429

FAX Number : 719-471-0766

Email Address : john@jpsengr.com

## OWNER, APPLICANT, AND ENGINEER DECLARATION

To the best of my knowledge, the information on this application and all additional or supplemental documentation is true, factual and complete. I am fully aware that any misrepresentation of any information on this application may be grounds for denial. I have familiarized myself with the rules, regulations and procedures with respect to preparing and filing this application. I also understand that an incorrect submittal will be cause to have the project removed from the agenda of the Planning Commission, Board of County Commissioners and/or Board of Adjustment or delay review until corrections are made, and that any approval of this application is based on the representations made in the application and may be revoked on any breach of representation or condition(s) of approval.

Signature of owner (or authorized representative)

Date \_\_\_\_\_

Engineer's Seal, Signature  
And Date of Signature

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

A deviation from the standards of or in Section **3.2.5** of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

Chapter 3 - Drainage; Appendix I - Stormwater Quality Policy & Procedures

Section 3.2.5.A - Space Planning; Section 3.2.5.E. Stormwater Quantity and Quality

This deviation request accounts for exclusion of limited impervious areas from Water Quality Capture Volume requirements. The limited areas are associated with required roadway improvements along segments of Walker Road where water quality treatment is not feasible based on topographic, utility, and right-of-way (ROW) constraints. Substantial on-site stormwater detention and water quality pond facilities are being provided to mitigate the overall drainage impacts from the development.

Additionally, the use of temporary sediment basins as non-standard BMPs in two locations (Temporary Water Quality Ponds M4 and M5) is based on ultimate plans for permanent stormwater detention and water quality facilities serving these locations.

State the reason for the requested deviation:

The limited impervious areas excluded from water quality treatment are associated with required roadway improvements along segments of Walker Road where water quality treatment is not feasible based on topographic, utility, and ROW constraints.

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

The recent update to ECM Section 3.2.5.E states that "Up to 20 percent, not to exceed one (1) acre, of an applicable development site may be excluded from Water Quality Capture Volume (WQCV) calculations when it has been determined that it is not practicable to capture runoff from portions of the site that will not drain towards a permanent control measure." The proposed deviation consists of excluding a Walker Road area of approximately 1.4 acres from water quality control measures, which exceeds the standard maximum excluded area. The excluded area is associated with Walker Road improvements, and this roadway area is heavily constrained by the existing topography, utilities, and limited ROW available. The impervious areas excluded from water quality control measures amount to approximately 2 percent of the total 70-acre limits of construction, and substantial on-site detention and water quality facilities are being provided in accordance with County standards.

In addition to the on-site stormwater detention facilities, a primary justification for exclusion of the roadway areas from new water quality control measures is that the existing drainage outfall points include lengthy vegetated buffer strips and/or grass-lined channels which serve as existing water quality control measures. The northeast segment of Walker Road discharges easterly to an existing vegetated buffer strip along the north side of Walker Road, which provides approximately 400 feet of vegetated buffer between the east end of roadway improvements and the existing downstream drainage channel. The west segment of Walker Road discharges to a 24-inch culvert at the northeast corner of the intersection of Walker Road and SH83. The 24" culvert flows west into a grass-lined ditch along the north side of Highway 105, and the existing ditch provides approximately 900 feet of vegetated buffer between the west end of roadway improvements and the existing downstream channel of West Cherry Creek.

## 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 area excluded from new water quality control measures is associated with Walker Road improvements, and this roadway area is heavily constrained by the existing topography, utilities, and limited ROW available. The impervious areas excluded from water quality control measures amount to only approximately 2 percent of the total 70-acre limits of construction, and substantial on-site detention and water quality facilities are being provided in accordance with County standards.

In addition to the on-site stormwater detention facilities, a primary justification for exclusion of the roadway areas from new water quality control measures is that the existing drainage outfall points include lengthy vegetated buffer strips and/or grass-lined channels which serve as existing water quality measures. The northeast segment of Walker Road discharges easterly to an existing vegetated buffer strip along the north side of Walker Road, which provides approximately 400 feet of vegetated buffer between the east end of roadway improvements and the existing downstream drainage channel. The west segment of Walker Road discharges to a 24-inch culvert at the northeast corner of the intersection of Walker Road and SH83. The 24" culvert flows west into a grass-lined ditch along the north side of Highway 105, and the existing ditch provides approximately 900 feet of vegetated buffer between the west end of roadway improvements and the existing downstream channel of West Cherry Creek.

## 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.

Recognizing the existence of downstream vegetated buffers and/or grass-lined channels which serve as water quality control measures, the proposed deviation regarding exclusion of limited impervious areas from new permanent water quality control measures achieves the intended result with comparable quality.

The deviation will not adversely affect safety or operations.

The proposed roadway and drainage improvements will be constructed to County standards, and the requested deviations will not adversely affect safety or operations.

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

The proposed deviation will have no significant impact on maintenance and its associated cost.

The deviation will not adversely affect aesthetic appearance.

Aesthetic appearance will not be adversely affected based on the proposed deviation.

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

Based on the large on-site stormwater detention facilities provided, along with the downstream vegetated buffers and/or grass-lined channels which serve as existing water quality control measures to mitigate Walker Road drainage impacts, the proposed deviation regarding exclusion of limited impervious areas from new permanent water quality control measures meets the design intent and purpose of the ECM standards.

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.

Construction of the on-site stormwater detention pond facilities, in conjunction with preservation of the existing downstream vegetated buffers and grass-lined channels which serve as water quality control measures, reasonably meets the applicable control measure requirements.

**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.

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**ECM ADMINISTRATOR COMMENTS/CONDITIONS:**

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## **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.

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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.

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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:

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The review shall ensure all criteria for approval are adequately considered and that justification for the deviation is properly documented.

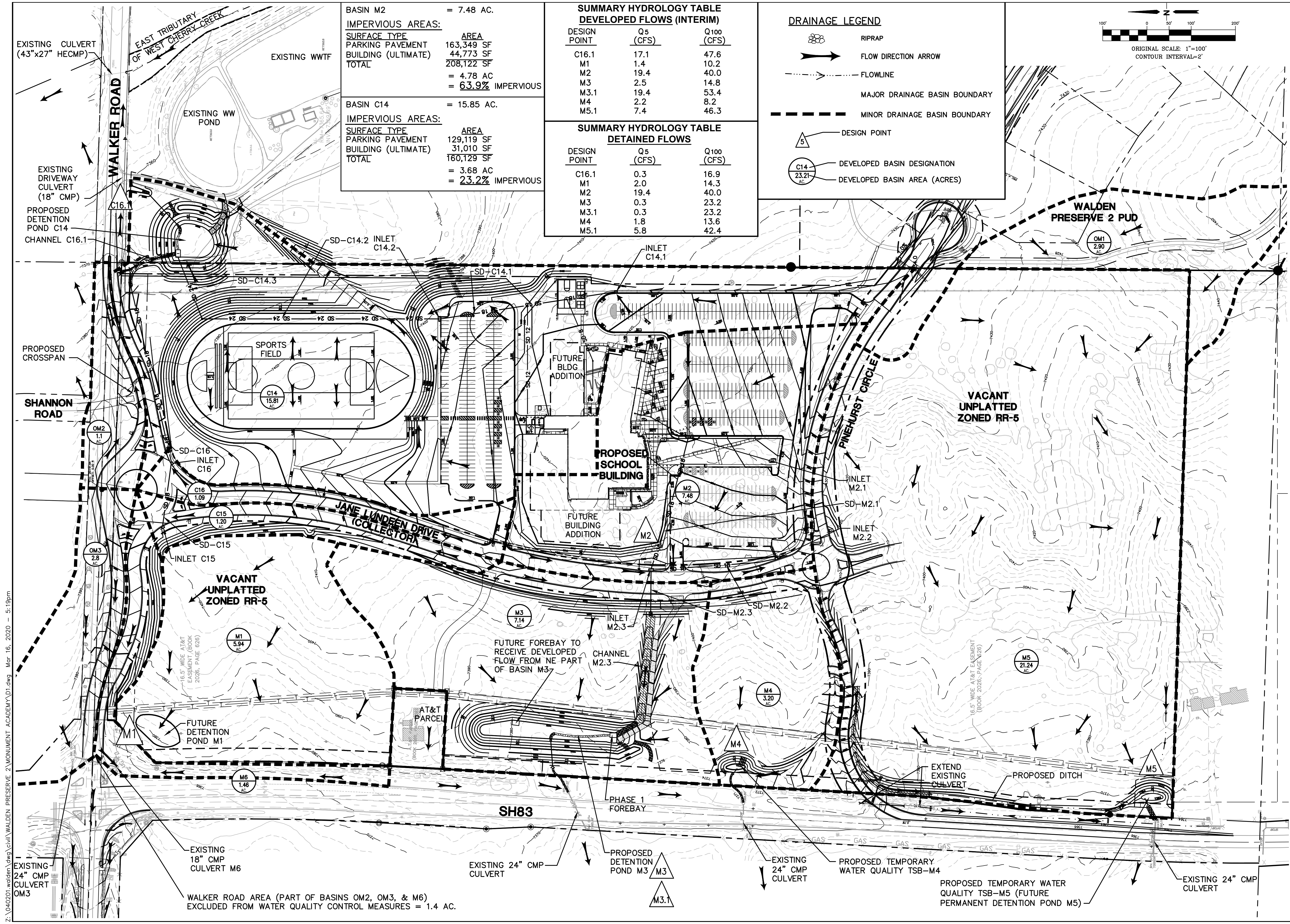
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Whether a request for deviation is approved as proposed or with conditions, the approval is for project-specific use and shall not constitute a precedent or general deviation from these Standards.

## **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.





BASIN M2		= 7.48 AC.
IMPERVIOUS AREAS:		
SURFACE TYPE	AREA	
PARKING PAVEMENT	163,349 SF	
BUILDING (ULTIMATE)	44,773 SF	
TOTAL	208,122 SF	
	= 4.78 AC	
	= <b>63.9%</b> IMPERVIOUS	

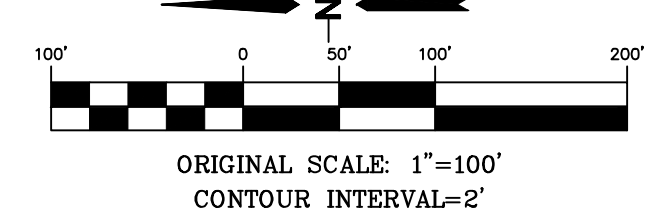
BASIN C14		= 15.85 AC.
IMPERVIOUS AREAS:		
SURFACE TYPE	AREA	
PARKING PAVEMENT	129,119 SF	
BUILDING (ULTIMATE)	31,010 SF	
TOTAL	160,129 SF	
	= 3.68 AC	
	= <b>23.2%</b> IMPERVIOUS	

SUMMARY HYDROLOGY TABLE DEVELOPED FLOWS (INTERIM)		
DESIGN POINT	Q5 (CFS)	Q100 (CFS)
C16.1	17.1	47.6
M1	1.4	10.2
M2	19.4	40.0
M3	2.5	14.8
M3.1	19.4	53.4
M4	2.2	8.2
M5.1	7.4	46.3

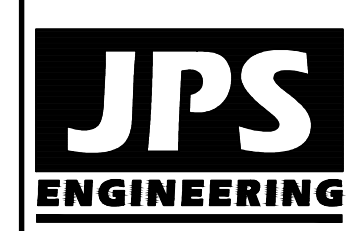
SUMMARY HYDROLOGY TABLE DETAINED FLOWS		
DESIGN POINT	Q5 (CFS)	Q100 (CFS)
C16.1	0.3	16.9
M1	2.0	14.3
M2	19.4	40.0
M3	0.3	23.2
M3.1	0.3	23.2
M4	1.8	13.6
M5.1	5.8	42.4

**DRAINAGE LEGEND**

- RIPRAP
- FLOW DIRECTION ARROW
- - - FLOWLINE
- - - MAJOR DRAINAGE BASIN BOUNDARY
- - - MINOR DRAINAGE BASIN BOUNDARY
- △ DESIGN POINT
- C14 23.21 AC DEVELOPED BASIN DESIGNATION
- OM1 2.90 AC DEVELOPED BASIN AREA (ACRES)



MONUMENT ACADEMY



19 E. Willamette Ave.  
Colorado Springs, CO 80903  
PH: 719-477-9429  
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CALL 48 HOURS BEFORE ANY EXCAVATION  
BEFORE YOU DIG, GRADE, OR EXCAVATE  
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MEMBER UTILITIES

No.	REVISION	BY	DATE

DEVELOPED DRAINAGE  
PLAN

HORZ. SCALE: 1"=100'	DRAWN: BJJ
VERT. SCALE: N/A	DESIGNED: JPS
SURVEYED: RAMPART	CHECKED: JPS
CREATED: 11/29/18	LAST MODIFIED: 3/16/20
PROJECT NO: 040201	MODIFIED BY: BJJ
SHEET:	

Z:\040201\walden\dwg\civil\walden PRESERVE 2\MONUMENT ACADEMY.D1.dwg Mor 16, 2020 -- 5:19pm