



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

A deviation from the standards of or in Section 2.5.2.C.4 of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

2.5.2.C.4 Mid-Block Ramps on Local Roadways. Curb ramps on local roadways shall be spaced no greater than 600 feet apart. Where spacing is greater than 600 feet, mid-block curb ramps shall be provided at spacings that minimize travel distances between curb ramps. Private accesses may be used for these access points where the access is designed to meet curb ramp requirements. The pavement markings and signing required by the ECM and MUTCD shall be provided for mid-block curb ramps.

State the reason for the requested deviation:

Additional Mid-Block ramps were added on the roadways (Echoing Grass Way & Sunlit Meadow Trail), near the future mailbox kiosk location on Emerald Glen Lane, and between the proposed pocket park and future elementary school on Fox Den Way. Several other locations, that exceed the 600' maximum, a deviation is requested. We feel that Buffalo Hills & Prairie Pine are shorter lengths and although exceeding the 600', that a midblock crossing on the tighter curves is less desirable and less safe for pedestrians with little or no material benefit to the public. Fox Den & Hoof Hallow are adjacent to the future school site and **it is our opinion that the school will prefer children to cross at the major, more controlled (crossing guarded) intersections versus children using unprotected mid-block locations.**

**If approved, developer may be required to provide escrow for future installation if pedestrian patterns are not as anticipated. Adequate ROW / easements will be needed to allow for future installation.**

Explain the proposed alternative and compare as basis):

The proposed alternative to the ECM standard is to not add mid-block crossings at all locations longer than 600 feet. Numerous ramps options are still being provided, however some of these locations will be 600 + feet between ramps. An exhibit has been provided to show the locations provided and not provided including lengths between ramps.

**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 proposed deviation is requested because we feel the ECM standard in certain particular situations within Antelope Ridge creates a pedestrian safety concern. Mid-Block ramps were added on the longer roadways (Echoing Grass Way & Sunlit Meadow Trail) and near the future mailbox kiosk location on Emerald Glen Lane. Several other locations, that exceed the 600' maximum, a deviation is requested. We feel that Buffalo Hills & Prairie Pine are shorter lengths and although exceeding the 600' a midblock crossing on the tighter curves is less desirable and less safe for pedestrians with little or no material benefit to the public. Additionally, mail box kiosks on these streets will be located at the ends of the streets near proposed crosswalks. Fox Den & Hoof Hallow are adjacent to the future school site and it is our opinion that the school will prefer children to cross at the major, more controlled (crossing guarded) intersections versus children using unprotected mid-block locations.

**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 achieve the intended result with a comparable or superior design and quality of improvement. The deviation will allow for better visibility and pedestrian safety on the shorter, tighter radius roadways. The deviation will provide increased safety and direct children to cross at major/controlled intersections to the future school site.

The deviation will not adversely affect safety or operations.

The proposed deviation is requested because the current ECM standard will adversely affect safety at particular roadways and pedestrian situations within Antelope Ridge.

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

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

The deviation will not adversely affect aesthetic appearance.

The requested deviation will not adversely affect aesthetic appearance.

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

The deviation will meet the design intent and purpose of the ECM as the proposed alternative will be far safer for pedestrians and school walkers with only exceeding the ramp to ramp spacing by short distances.

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.

Water quality requirements will be met regardless of the pedestrian refuge alternative.

**REVIEW AND RECOMMENDATION:**

**Approved by the ECM Administrator**

This request has been determined to have met the criteria for approval. A deviation from Section 2.5.2.C.4 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 2.5.2.C.4 of the ECM is hereby denied.

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**ECM ADMINISTRATOR COMMENTS/CONDITIONS:**

## **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.

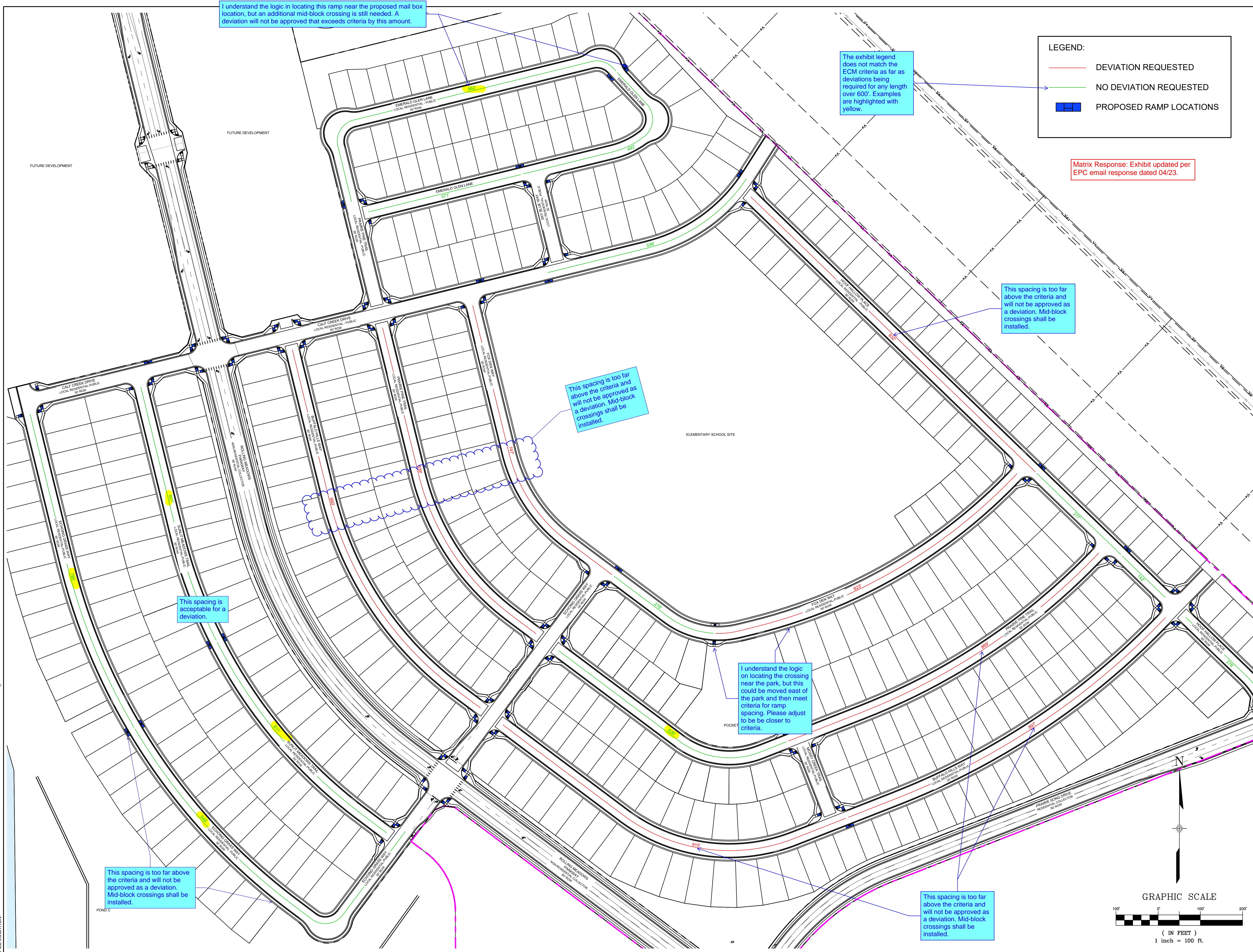
## **1.6. LIMITS OF APPROVAL**

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.

FILE LOCATION: S:\24.1129.029 ROLLING MEADOWS-BULL HILL PHASE-1 PUD\SP600 CAD\0505 EXHIBITS\DEVIATION\_2 EXHIBIT.DWG



I understand the logic in locating this ramp near the proposed mail box location, but an additional mid-block crossing is still needed. A deviation will not be approved that exceeds criteria by this amount.

The exhibit legend does not match the ECM criteria as far as deviations being required for any length over 600'. Examples are highlighted with yellow.

**LEGEND:**

- DEVIATION REQUESTED
- NO DEVIATION REQUESTED
- PROPOSED RAMP LOCATIONS

Matrix Response: Exhibit updated per EPC email response dated 04/23.

This spacing is too far above the criteria and will not be approved as a deviation. Mid-block crossings shall be installed.

This spacing is too far above the criteria and will not be approved as a deviation. Mid-block crossings shall be installed.

This spacing is acceptable for a deviation.

I understand the logic on locating the crossing near the park, but this could be moved east of the park and then meet criteria for ramp spacing. Please adjust to be closer to criteria.

This spacing is too far above the criteria and will not be approved as a deviation. Mid-block crossings shall be installed.

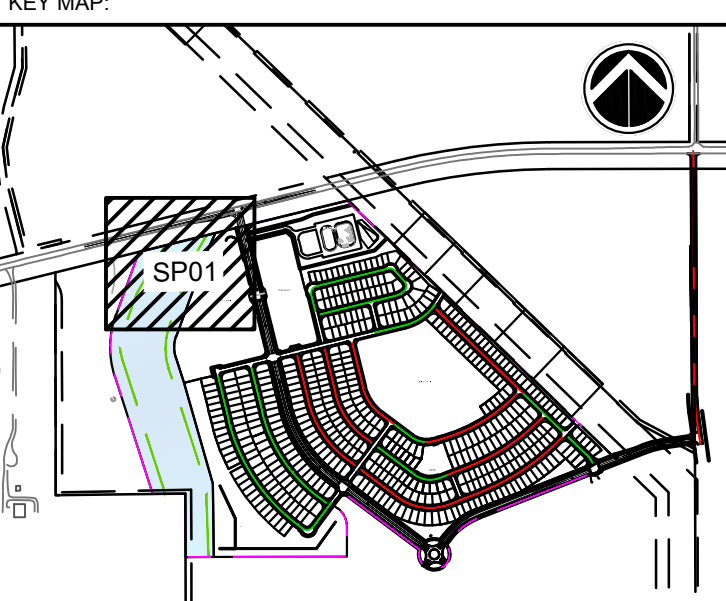
This spacing is too far above the criteria and will not be approved as a deviation. Mid-block crossings shall be installed.

CONSULTANTS:  
 PLANNER/ LANDSCAPE ARCHITECT/ CIVIL ENGINEER:  
  
 2435 RESEARCH PARKWAY, SUITE 300  
 COLORADO SPRINGS, CO 80920  
 PHONE: (719) 575-0100  
 FAX: (719) 575-0208

OWNER/DEVELOPER:  
**The Landhuis Company**  
 212 N Wahatch Dr., Suite 301  
 Colorado Springs, CO 80903  
 (719) 635-3200

APPROVAL:

KEY MAP:



PROJECT:  
**ANTELOPE RIDGE AT BULL HILL  
 PUD AND PRELIMINARY PLAN**  
 EL PASO COUNTY, COLORADO  
 AUGUST 2025

REVISION HISTORY:

NO.	DATE	DESCRIPTION	BY
1	11/26/2025	REVISED PER COUNTY COMMENTS	RAF

DRAWING INFORMATION:  
 PROJECT NO: 24.1129.029  
 DRAWN BY: JS  
 CHECKED BY: RF  
 APPROVED BY: JA

### DEVIATION EXHIBIT

**DEV2**  
 SHEET 1 OF 1

PCD FILE NO:

