Department of Public Works
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Colorado Springs, Colorado 80910
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DEVIATION REQUEST AND DECISION FORM

Updated: 6/23/2026

PROJECT INFORMATION

Project Name :	FLYING HORSE FILING NO. 9
Schedule No.(s) :	6136000008, 6136004042, 6136000009, 6136005039
Legal Description :	FLYING HORSE FILING NO. 9

APPLICANT INFORMATION

Company :	PRI #2, LLC.
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	☒ Owner ☐ Consultant ☐ Contractor
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ENGINEER INFORMATION

Company :	HR GREEN DEVELOPMENT, LLC.		
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Email Address :	RICHIE.LYON@HRGREEN.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

PCD File No. SF2625

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:

Old Stagecoach Road from Shortwall Drive to Allen Ranch Road (approximately 3,782 feet or corridor).
2.3.2 Design Standards by Function Classification, Table 2-5, Rural Major Collector Roadway (Minimum Centerline Curve Radus, Access Permitted, Intersection Spacing); 2.3.4.A Vertical Curves.

The applicant requests use of Rural Minor Collector standards for the design elements of Old Stagecoach Road, a Major Collector listed above from Table 2-5: “Minimum Centerline Curve Radius”, "Access Permitted", and “Intersection Spacing”; the applicant requests use of Rural Minor Collector standard design speed for Vertical Curves per section 2.3.4.A.

State the reason for the requested deviation:

Given the challenging topography, the applicant requests modification to the above-listed design elements to be designed to Rural Minor Collector standards for Old Stagecoach Road between Shortwall Drive and Allen Ranch Road. Regarding the request for access, the length of the lot frontage on the north side of Old Stagecoach Road through the two sections with direct lot access is 420 feet, 490 feet, and 519 feet for the westernmost three lots proposed with direct frontage, and 425 feet, 466 feet, and 275 feet on the three lots just west of the existing roundabout. The length of the lot frontage on the south side of Old Stagecoach Road through the two sections with direct lot access is 383 feet, 259 feet, 278 feet, and 280 for the westernmost four lots proposed with direct frontage, and 532 feet, 250 feet, 251 feet, and 250 feet on the four lots just west of the existing roundabout.

In regard to Old Stagecoach Road’s right-of-way (ROW) - private property frontages and roadside ditches along Old Stagecoach Road are already established. Widening of the roadway would therefore encroach into private properties and reduce existing ditch widths. Additionally, the current pavement width appears to provide a larger than the standard minor collector standard.

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

The alternative design uses the Rural Minor Collector standards for the design elements of a Major Collector listed above from Table 2-5: Minimum Centerline Curve Radius, "Access Permitted", and Intersection Spacing; the applicant requests use of Rural Minor Collector standard design speed for Vertical Curves per section 2.3.4.A.

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:

Given the site topography, the request is to allow application of Rural Minor Collector standards for the following design elements from Table 2-5 for Old Stagecoach Road: Minimum Centerline Curve Radius, "Access Permitted," and Intersection Spacing; the applicant requests use of the Rural Minor Collector standard design speed for Vertical Curves per section 2.3.4A
• There is a limited number of lots that front this roadway.
• The fourteen lots that front this roadway directly provide the capability for vehicles to turn around on the lots such that backing maneuvers out of the driveways would not be necessary. This is a requirement written into the HOA covenants including the regulation of “no backing onto the roadway”.
• Regarding the driveway access for the fourteen lots that front this roadway, the driveways entering Old Stagecoach Road are limited and consolidated as much as is reasonable but determined by natural grade, drainage, and access sight distance. The locations have been determined with the plot plans and the building pads. Each driveway has been required to obtain a driveway permit, provide the required sight distance and other requirements of section 2.4.1. There are a limited number of lot driveways shown for Old Stagecoach Road, which is comparable to other roads and areas within the County.
• Per the County Engineer, the modification will be to allow direct lot access only for those lots where access to Old Stagecoach Road the only option. Circular/horseshoe driveways are not allowed.
• Private properties and roadside ditches already exist along Old Stagecoach Road, preventing the roadway from being widened any further.

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 request to allow application of Rural Minor Collector standards for the specified design elements from Table 2-5 would be consistent with respect to that classification while the remainder of the roadway elements would remain as Rural Major Collector. Regarding the driveway access for the fourteen lots that front this roadway, the driveways entering Old Stagecoach Road are limited and consolidated as much as is reasonable but are determined by natural grade, drainage, and access sight distance. The locations are determined with the plot plans and the building pads. There are a limited number of lot driveways shown for Old Stagecoach Road, which is comparable to other roads and areas within the County. Per the County Engineer, the modification will be to allow direct lot access only for those lots where access to Old Stagecoach Road the only option. Circular/horseshoe driveways are not allowed. Moreover, the current pavement width appears to provide a larger than the standards minor collector section.

The deviation will not adversely affect safety or operations.

The modified design elements would be consistent with the Rural Minor Collector standards, so if the county decides to post either curve warning sign or posted speed limit consistent with the Minor Collector, all modified design elements would be for the reduced design speed. The capability for vehicles to turn around on the lots will be provided such that backing maneuvers out of the driveways would not be necessary. This would be a requirement written into the HOA covenants including the regulation of "no backing onto the public roadway". Each driveway would be required to obtain a driveway permit, provide the required sight distance and other requirements of section 2.4.1.

From a traffic-operations perspective – all study intersections along Old Stagecoach Road are projected to operate with exceptional delay (level of service A) under current roadway and intersection conditions. Therefore, no improvements to Old Stagecoach Road are warranted from a traffic-operations perspective.

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

The proposed section would be the same as the standard cross section.

The deviation will not adversely affect aesthetic appearance.

The requested modifications to elements would result in improve aesthetics as they would have less impact on the existing terrain.

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

The requested deviation meetings the design intent and purpose of the ECM standards and the alternative utilizes criteria from 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 will not affect the control measure requirements of Part I.E.3 and Part I.E.4 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.

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.

ECM ADMINISTRATOR COMMENTS/CONDITIONS:

PCD File No. _SF2625___

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.

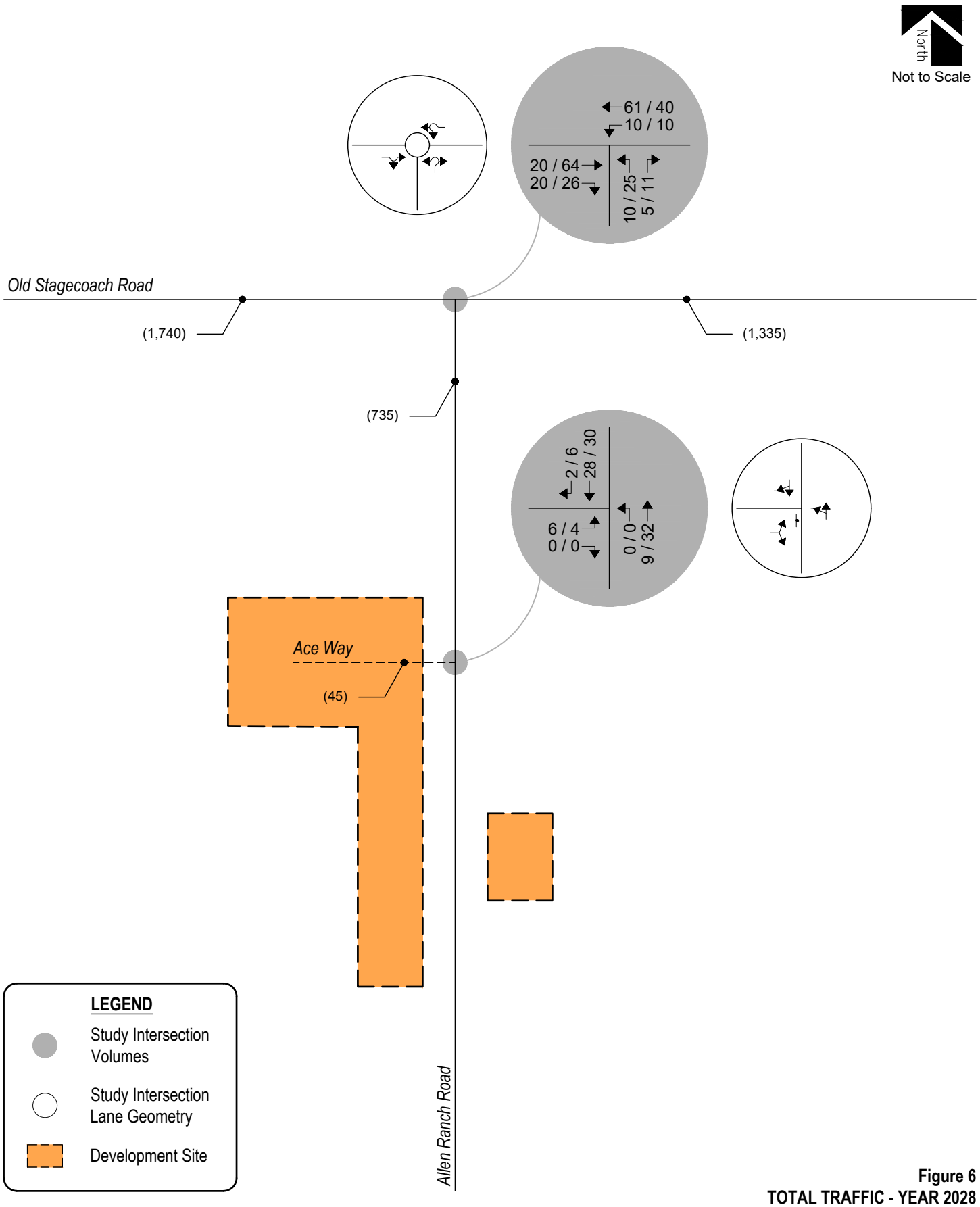
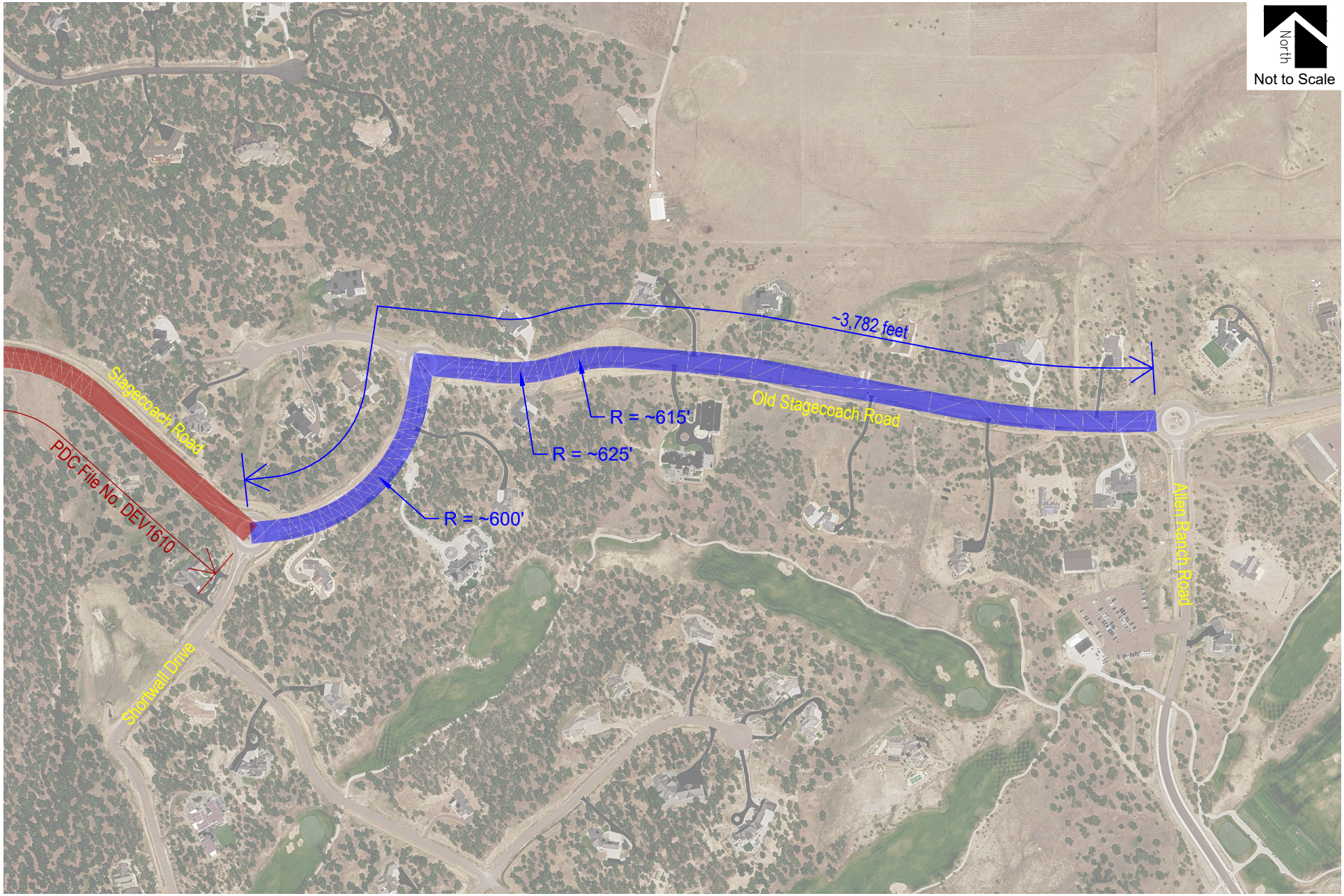


Figure 6
TOTAL TRAFFIC - YEAR 2028
Volumes & Intersection Geometry
AM / PM Peak Traffic Hour
(ADT) : Average Daily Traffic



FLYING HORSE NORTH FILING 9
Transportation Memorandum

SM ROCHA, LLC
Traffic & Transportation Engineering

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November 2026