

**MEGGAN HERINGTON, AICP, EXECUTIVE DIRECTOR**  
**PLANNING AND COMMUNITY DEVELOPMENT**

**TO: El Paso County Planning Commission**  
**Jay Carlson, Chair**

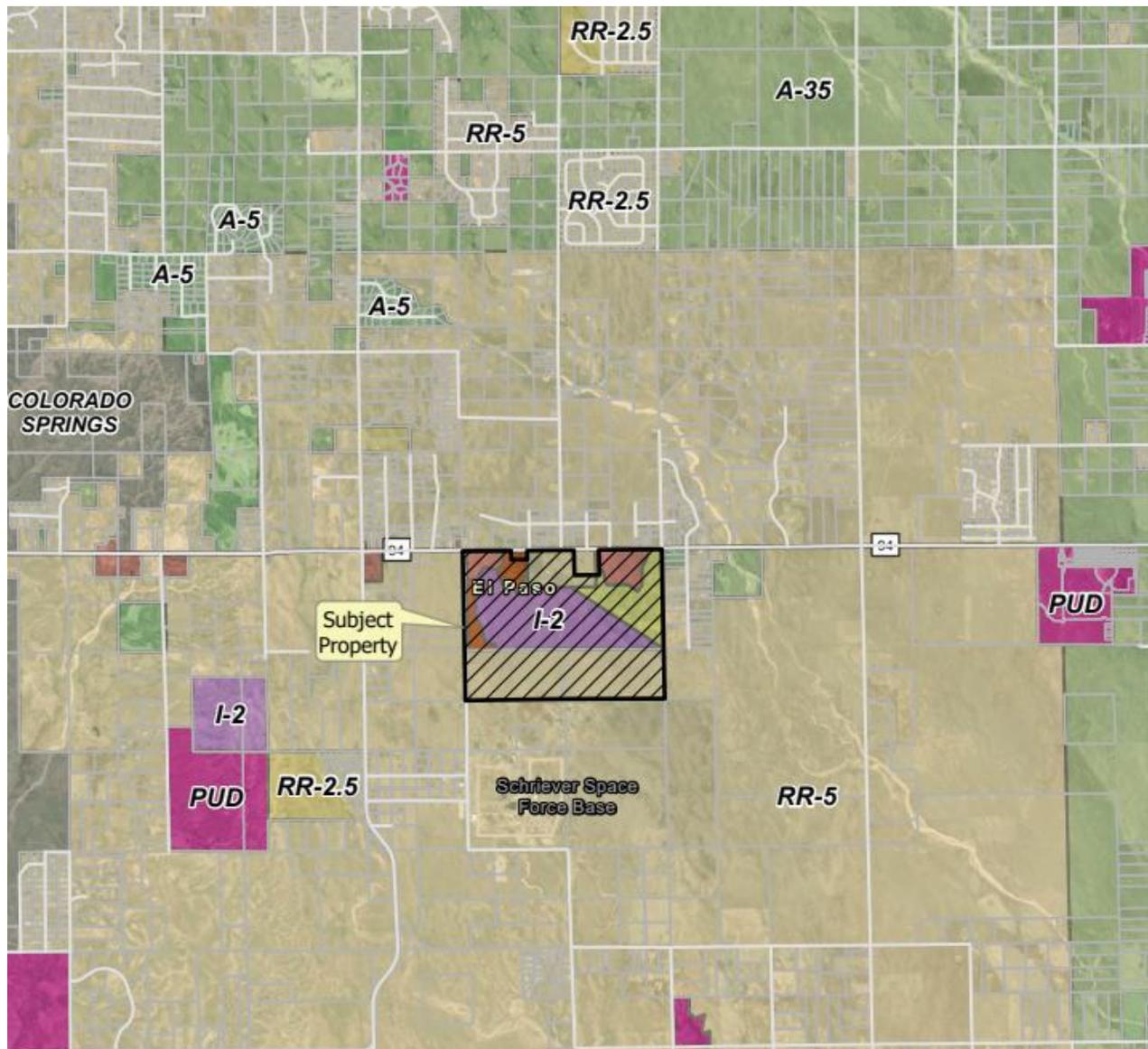
**FROM: Ryan Howser, AICP, Principal Planner**  
**Bret Dilts, PE, Senior Engineer**

**RE: Project File Number: SKP242**  
**Project Name: Flying Horse East Phase 1 Sketch Plan**  
**Parcel Numbers: 4400000438, 4400000360, and 4400000374**  
**Commissioner District: 4**

<b>OWNER:</b>	<b>REPRESENTATIVE:</b>
Flying Horse Land Company, LLC 2138 Flying Horse Club Drive Colorado Springs, CO, 80921	HR Green Development, LLC 1975 Research Parkway, Suite 230 Colorado Springs, CO, 80920
<b>Planning Commission Hearing Date:</b>	<b>6/19/2025</b>
<b>Board of County Commissioners' Hearing Date:</b>	<b>TBD</b>

## EXECUTIVE SUMMARY

A request by Flying Horse Land Company, LLC for approval of an 1821.3-acre Sketch Plan consisting of approximately 818 acres of residential uses, 31.2 acres of commercial uses, 89.9 acres of institutional uses, 521.1 acres of land designated as mixed-use, 47.7 acres of right-of-way, 30.6 acres of open space/parks, 96.6 acres of land dedicated to stormwater detention, and 186.1 acres of land set aside for preservation of the natural floodway that flows through the property. At full build-out, the maximum development potential contemplated within the Sketch Plan area consists of 4,973 dwelling units, a maximum potential gross density of 6 dwelling units per acre. The property is zoned RR-5 (Residential Rural), CR (Commercial Regional), CC (Commercial Community), RS-5000 (Residential Suburban), and I-2 (Limited Industrial), and is located at 16661 Highway 94, Colorado Springs, CO, 80930.



Zoning Map

**A. AUTHORIZATION TO SIGN:** There are no items requiring signature associated with this request.

**B. APPROVAL CRITERIA**

The Planning Commission and Board of County Commissioners shall determine that the following criteria for approval outlined in Section 7.2.1 of the El Paso County Land Development Code (as amended), have been met to approve a Sketch Plan:

- *The proposed subdivision is in general conformance with the goals, objectives, and policies of the Master Plan;*
- *The proposed subdivision is in conformance with the requirements of this Code;*
- *The proposed subdivision is compatible with existing and proposed land uses within and adjacent to the sketch plan area;*
- *The water supply report provides sufficient information to identify probable compliance with the water supply standards and identifies any need for additional water supplies;*
- *Services are or will be available to meet the needs of the subdivision including, roads, police and fire protection, schools, recreation facilities, and utility service facilities;*
- *The soil is suitable for the subdivision;*
- *The geologic hazards do not prohibit the subdivision, or can be mitigated;*
- *The subdivision will not interfere with the extraction of any known commercial mining deposit [C.R.S. §34-1-302(1), et seq.];*
- *The design of the subdivision protects the natural resources or unique landforms;*
- *The proposed methods for fire protection are adequate to serve the subdivision; and*
- *The subdivision is appropriate and the design is based on mitigating the constraints of topography, soil types, geologic hazards, aggregate resources, environmental resources, floodplain, airplane flight overlays, or other constraints.*

## C. BACKGROUND

The property subject to the Sketch Plan proposal is currently zoned RR-5 (Residential Rural), CR (Commercial Regional), CC (Commercial Community), RS-5000 (Residential Suburban), and I-2 (Limited Industrial). Presently, no Sketch Plans, Preliminary Plans, or Final Plats have been approved on the subject property to implement the existing zoning. The applicant is now proposing a Sketch Plan to implement a new development proposal.

The applicant proposes a range of residential densities within the Sketch Plan boundary. Of the 818 acres allocated toward residential uses, 136.6 acres are identified on the Sketch Plan as “suburban low density residential,” consisting of a maximum density of 3 dwelling units per acre, 457.1 acres are identified as “suburban medium density residential,” consisting of a maximum density of 5 dwelling units per acre, 142.5 acres are identified as “urban med-high density residential,” consisting of a maximum density of 8 dwelling units per acre, and 81.8 acres are identified as “urban high density residential,” consisting of a maximum density of 14 dwelling units per acre.

The property is located on the north side of and immediately adjacent to Schriever Space Force Base (SFB). Schriever SFB was sent a review referral and expressed concerns regarding buffering of the potential land uses from the Base property, drainage impacts, and traffic impacts. Further analysis of the proposed project’s relationship with Schriever SFB is provided below in the analysis of the Your El Paso Master Plan (2021).

If the current Sketch Plan proposal is approved, the applicant will be required to submit Map Amendment (Rezoning) applications, Preliminary Plans, and Final Plats to implement the various phases of development within the Sketch Plan area.

## D. LAND DEVELOPMENT CODE AND ZONING ANALYSIS

Section 7.2.1 of the El Paso County Land Development Code (as amended) states:

*The sketch plan is the first step of the approval process for larger or more complex divisions of land. The sketch plan process reviews, at a conceptual level, the feasibility and design characteristics of the proposal based on the standards set forth in this Code... The review examines the feasibility of the division of land including review of the schematic design, ability to obtain water and sanitation, location of geologic hazards, identification of environmentally sensitive areas and wildlife habitat areas, source of required services, vehicular and pedestrian circulation, relationship to surrounding land uses, evaluation of wildfire hazards and conformance with the requirements of this Code and Master Plan. During this step, public hearings are held before the Planning Commission and the BoCC.*

The Sketch Plan application meets the Sketch Plan submittal requirements, the standards for Divisions of Land in Chapter 7, and the standards for Subdivision in Chapter 8 of the El Paso County Land Development Code (as amended).

## E. MASTER PLAN COMPLIANCE

### 1. Your El Paso County Master Plan

#### a. Placetype Character #1: Suburban Residential

*Suburban Residential is characterized by predominantly residential areas with mostly single-family detached housing. This placetype can also include limited single-family attached and multifamily housing, provided such development is not the dominant development type and is supportive of and compatible with the overall single-family character of the area. The Suburban Residential placetype generally supports accessory dwelling units. This placetype often deviates from the traditional grid pattern of streets and contains a more curvilinear pattern.*

*Although primarily a residential area, this placetype includes limited retail and service uses, typically located at major intersections or along perimeter streets. Utilities, such as water and wastewater*

*services are consolidated and shared by clusters of developments, dependent on the subdivision or area of the County.*

*Some County suburban areas may be difficult to distinguish from suburban development within city limits. Examples of the Suburban Residential placetype in El Paso County are Security, Widefield, Woodmen Hills, and similar areas in Falcon.*

### **Recommended Land Uses:**

#### *Primary*

- *Single-family Detached Residential with lots sizes smaller than 2.5 acres per lot, up to 5 units per acre*

#### *Supporting*

- *Single-family Attached*
- *Multifamily Residential*
- *Parks/Open Space*
- *Commercial Retail*
- *Commercial Service*
- *Institutional*

### **b. Placetype Character #2: Military**

*Land use and development near and immediately adjacent to existing military installations, as well as their ancillary facilities, require additional consideration with regard to the compatibility of development and the potential for impacts or interference with military lands and potential future military base missions. The five military installations in the County, Cheyenne Mountain Air Force Station, Fort Carson, Peterson Air Force Base, Schriever Air Force Base, and the U.S. Air Force Academy (USAFA), each function of their own accord.*

*Most include a mix of residential and other supporting uses in addition to their core military functions. In total they serve over 151,000 active-duty, National Guard, Reserve, retired military*

*personnel, contracts, and other related tenants throughout Colorado's Front Range. The County continues to partner with all of the installations to maintain compatible use transitions and buffers adjacent to each installation through open space protection and site-specific development restrictions. Base Realignment and Closure (BRAC) is a key factor in the Military placetype. This is the only placetype that proposes to describe primary and supporting land uses for areas around and near the placetype, which causes overlap with adjacent placetypes.*

### **Recommended Land Uses:**

#### *Primary*

- *Military Operation*
- *Office*
- *Light Industrial*
- *Multifamily Residential*

#### *Supporting*

- *Single-family Detached Residential*
- *Single-family Attached Residential*
- *Commercial Retail*
- *Commercial Service*
- *Entertainment*
- *Institutional*
- *Parks and Open Space*

### **c. Area of Change Designation: New Development**

*These areas will be significantly transformed as new development takes place on lands currently largely designated as undeveloped or agricultural areas. Undeveloped portions of the County that are adjacent to a built out area will be developed to match the character of that adjacent development or to a different supporting or otherwise complementary one such as an employment hub or business park adjacent to an urban neighborhood.*

**d. Key Area Influences:** Potential Areas for Annexation

*A significant portion of the County's expected population growth will locate in one of the eight incorporated municipalities. As the largest municipality in El Paso County, Colorado Springs is expected to grow in population over the next several decades. As a result of this growth, Colorado Springs, and other municipalities including Fountain and Monument, will need to annex parts of unincorporated County to plan for and accommodate new development. This will either occur through new development within existing municipal limits or the annexation of subdivisions in unincorporated parts of the County.*

*This Key Area outlines the portions of the County that are anticipated to be annexed as development occurs. It is imperative that the County continue to coordinate with the individual cities and towns as they plan for growth. Collaboration with the individual communities will prevent the unnecessary duplication of efforts, overextension of resources, and spending of funds. The County should coordinate with each of the municipalities experiencing substantial growth the development of an intergovernmental agreement similar to that developed with Colorado Springs.*

**e. Other Implications (Priority Development, Housing, etc.):** Schriever Air Force Base Suburban Residential Priority Development Area

*Growth along Highway 94 is expected to continue over the life of this Plan, particularly as operations expand at Schriever Air Force Base. Residential development can support its employees, both military personnel and contractors.*

- *Suburban development should be **prioritized to help increase density in this area** with smaller-lot sizes, attached housing, and multifamily apartments.*
- *Efficient use of land helps **preserve open space and reduce impacts on the critical missions** being performed at Schriever Air Force Base and adjacent rural areas.*
- *The **Rural Center in Ellicott should be expanded** to support the daily commercial needs of residents.*

- *Additional **commercial uses should be developed at the Highway 94 and Enoch Road intersection in a manner compatible with and supportive of base operations as well as the anticipated suburban residential development.***
- *The County should **prioritize the construction of roads as necessary** to improve connectivity to and support the operations of the installation.*

## **f. Analysis**

The property is located within the Suburban Residential placetype. The Suburban Residential placetype comprises the County's traditional residential neighborhoods with supporting commercial uses at key intersections. The proposed residential density and supporting commercial and mixed-use areas are consistent with the Suburban Residential placetype recommended land uses. However, the Sketch Plan includes areas identified as "urban med-high density residential" and "urban high density residential" that exceed the recommended residential density of the Suburban Residential placetype.

The property is also located within the Military placetype due to its proximity to Schriever Space Force Base. The Military placetype identifies additional residential and non-residential uses that may be appropriate in the area; however, maximum densities are not defined within the placetype. Comments received by Schriever SFB express concerns regarding the buffering of the potential uses within the Sketch Plan boundary. Specific comments are provided as an attachment to this report. The Military placetype emphasizes the importance of compatible use transitions and buffers adjacent to the installations. The Sketch Plan does not identify any specific buffers along the Base boundary; however, according to the applicant's letter of intent, the inclusion of nonresidential uses along the Base boundary is intended to limit the 24-hour human presence along the Base boundary. More specific coordination and identification of compatible use transitions and buffers will be necessary at the Preliminary Plan stage of development for those areas adjacent to the Base.

The level of change proposed with the Sketch Plan is consistent with the level of change identified in the Area of Change, as the character of the area is expected to be transformed. This area is not adjacent to a built-out area; however, the Master Plan identifies as a priority that land designated as New Development is likely to significantly change in character.

The property is located within the Potential Areas of Annexation Key Area. While the applicant is not pursuing annexation at this time, and the City of Colorado Springs has not expressed interest in the project annexing at this time, the proposed development, with its mix of suburban- and urban-scale elements, is compatible with the level of development that would be expected in an area to be considered for annexation. As properties nearby may annex, they may present similarly scaled developments as the proposed Sketch Plan.

The property is located within the Schriever Air Force Base Suburban Residential Priority Development Area. This area prioritizes suburban-scale developments but also emphasizes higher densities than may normally be located within the Suburban Residential placetype may also be acceptable. This Priority Development Area recommends that commercial uses be developed along Highway 94. The Sketch Plan proposes small commercial nodes in areas along Highway 94 but includes the majority of its nonresidential contemplation on the south side of the property, where adjacent to the Schriever SFB boundary. The Master Plan emphasizes the importance of the County's partnership with the military installations; as such, Schriever SFB has been and will continue to be of key involvement during the development process.

Relevant goals and objectives are as follows:

***Objective LU1-2*** – Continue to partner with all of the military installations to maintain compatible use transitions and buffers adjacent to each installation through open space protection and site-specific development restrictions.

***Goal LU3*** – Encourage a range of development types to support a variety of land uses.

***Goal LU3 Specific Strategy Priority*** – The New Development areas will be significantly transformed as new development takes place on lands currently largely designated as

*undeveloped or agricultural areas. Undeveloped portions of the County that are adjacent to a built out area should be developed to match the character of that adjacent development or to a different supporting or otherwise complementary one such as an employment hub or business park adjacent to an urban neighborhood.*

**Objective LU3-1** – *Development should be consistent with the allowable land uses set forth in the placetypes first and second to their built form guidelines.*

**Objective LU3-3** – *The Suburban Residential placetype should be characterized by predominantly residential areas with mostly single-family detached housing.*

**Objective HC1-4** – *In Suburban Residential areas, clustered development should be encouraged to increase density while also preserving open space and such development should consist of a mix of single-family detached, single-family attached, and multifamily units.*

**Objective HC4-1** – *Denser housing development should occur in Suburban Residential, Urban Residential, Rural Center, and Regional Center placetypes.*

**Objective TM1-4** – *Encourage sidewalks and other multimodal facilities in all new development in placetypes, as appropriate, and upgrade existing infrastructure to these types of facilities when maintenance is needed.*

**Objective TM1-6** – *Continue to support transportation projects along Highway 94, South Academy Boulevard, and other major access corridors in order to maintain safety and support the readiness of military installations and their missions, which includes supporting current efforts underway as part of the Military Access, Mobility and Safety Improvement Project.*

**Objective TM2-1** – *Transportation improvements should prioritize active modes of transportation and connections to local destinations over vehicular travel and regional trips.*

**Objective CFI3-5** – *Continue to improve coordination with fire districts, developers, and other groups to ensure that new development provides appropriate fire suppression water supplies and infrastructure.*

**Objective CFI3-9** – *Ensure wastewater treatment systems will be properly operated and maintained and that they will not exceed the maximum treatment capacity if future growth is planned.*

**Objective E2-2** – All future water planning efforts should reference the Water Master Plan to ensure alignment with its key policies and recommendations.

**Objective M1-1** – Continue to include military installation representatives in regional planning efforts such as transportation plans, master plans, and facilities planning to ensure compatibility among future desired development and military operations.

**Objective M1-2** – Educate local planning staff and elected officials on the effects of incompatible development on military operations.

**Objective M1-3** – Prioritize improving and expanding the capacity of existing roads or construct new roads to improve connectivity to and support of Schriever AFB operations.

**Goal M2 Specific Strategy** – Consult with Schriever AFB to ensure utility and other infrastructure projects promote compatibility with their operations. Private utility providers should be included in this coordination when necessary.

**Goal M2 Specific Strategy** – Coordinate with Schriever AFB to address key corridors including Curtis, Irwin, Bradley, and Enoch Roads.

## 2. Water Master Plan Analysis

The El Paso County Water Master Plan (2018) has three main purposes; better understand present conditions of water supply and demand; identify efficiencies that can be achieved; and encourage best practices for water demand management through the comprehensive planning and development review processes. Relevant goals and policies are as follows:

**Goal 1.1** – Ensure an adequate water supply in terms of quantity, dependability and quality for existing and future development.

**Policy 1.1.1** – Adequate water is a critical factor in facilitating future growth and it is incumbent upon the County to coordinate land use planning with water demand, efficiency and conservation.

**Goal 1.2** – Integrate water and land use planning.

**Policy 5.2.4** – Encourage the locating of new development where it can take advantage of existing or proposed water supply projects that would allow shared infrastructure costs.

**Policy 5.5.1** – Discourage individual wells for new subdivisions with 2.5 acre or smaller average lot sizes, especially in the near-surface aquifers, when there is a reasonable opportunity to connect to an existing central system, alternatively, or construct a new central water supply system when the economies of scale to do so can be achieved.

**Policy 6.0.1** – Continue to require documentation of the adequacy or sufficiency of water, as appropriate, for proposed development.

The Water Master Plan includes demand and supply projections for central water providers in multiple regions throughout the County. The property is located within Planning Regions 4c and 8 of the Plan; however, the area in the vicinity of the property is not an area anticipated to experience growth by 2040. The applicant has received commitment letters from Cherokee Metropolitan District for water and wastewater services. See the water section below for a summary of the water findings and recommendations.

### **3. Other Master Plan Elements**

The El Paso County Wildlife Habitat Descriptors (1996) identifies the parcels as having a low wildlife impact potential. US Fish & Wildlife, Colorado Parks and Wildlife, and El Paso County Community Services, Environmental Division were each sent a referral and have provided comments. El Paso County Community Services, Environmental Division requires that the applicant provide a U.S. Army Corps of Engineers (USACE) permit prior to project commencement. A noxious weed management plan will also be required with subsequent subdivision applications.

The Master Plan for Mineral Extraction (1996) identifies eolian deposits and upland deposits in the area of the subject parcels. A mineral rights certification was prepared by the applicant indicating that, upon researching the records of El Paso County, no severed mineral rights exist.

## **F. PHYSICAL SITE CHARACTERISTICS**

### **1. Hazards**

Geologic hazards and constraints were reviewed with the Sketch Plan. The property is not exposed to any geologic hazards or geotechnical constraints that would preclude the proposed development. However, it should be noted that due to the size of the development, more specific studies will be required with subsequent applications to ensure that all geologic hazards and constraints are identified and properly mitigated prior to project commencement. Colorado Geological Survey reviewed the application and has no substantial comments at this time. The FEMA floodplain located on the property is recommended to be included as a no-build area on subsequent subdivision applications.

### **2. Floodplain**

The property contains a defined Zone A floodplain as determined from review of the FEMA Flood Insurance Rate Map panel number 08041C0785G and 08041C0805G, dated December 7, 2018.

### **3. Drainage and Erosion**

The site drains into three major drainage basins: Livestock Company (CHWS0400), Drennan (CHDS0400), and Upper East Chico (CHEC0400). None of these basins have been studied, however the Livestock Company and Upper East Chico basins are included in the El Paso County drainage basin fee program. Fees will be due at the time of Final Plat(s) recordation.

Per the Master Development Drainage Plan, stormwater runoff from the site will be collected via proposed public storm sewer systems and will be directed into 15 onsite full spectrum detention facilities for water quality and flood control to mitigate the impact of drainage from the development. Additional details for the detention basin designs will be required with each Preliminary Plan and Final Plat application within the development.

A grading and erosion control plan is not required at the time of the Sketch Plan submittal but shall be submitted at the subdivision stage of the development.

#### **4. Transportation**

The development is subject to the El Paso County Road Impact Fee program (Resolution No. 24-377). The master traffic impact study estimates the development will generate approximately 39,250 average daily trips. Upon assumed development build-out, signalization of the State Highway 94 intersections with Slocum Road and Drake Drive, and at Enoch Road intersections with proposed site access points may be warranted. Said intersections should be monitored as development progresses to determine when or if traffic signals are appropriate.

As analyzed in the master traffic impact study, it is recommended that both State Highway 94 and Enoch Road be improved to provide four through lanes by year 2030.

### **G. SERVICES**

#### **1. Water**

Findings of sufficiency with respect to water quality, quantity, and dependability are not required with consideration of a Sketch Plan. Findings of sufficiency will be made with subsequent Preliminary Plan and/or Final Plat approvals for development within the Sketch Plan area. Water is proposed to be provided by Cherokee Metropolitan District.

#### **2. Sanitation**

Sanitation is proposed to be provided by Cherokee Metropolitan District.

#### **3. Emergency Services**

The property is within the Ellicott Fire Protection District, which is committed to providing fire protection services to the proposed development. The District was sent a referral and did not provide a response. Fire Protection Reports are required to be submitted alongside Preliminary Plans and Final Plats; fire protection requirements will be re-analyzed at each stage of development.

#### **4. Utilities**

Mountain View Electric Association (MVEA) provides electrical service to the property. MVEA was sent a referral and has no outstanding comments. Black Hills Energy (BHE) provides natural gas services to the property. BHE was sent a referral and did not provide a response.

#### **5. Metropolitan Districts**

The property is not currently located within the boundary of a Metropolitan District.

#### **6. Parks/Trails**

Land dedication and fees in lieu of park land dedication are not required for a Sketch Plan application.

#### **7. Schools**

Land dedication and fees in lieu of school land dedication are not required for a Sketch Plan application.

### **H. STATUS OF MAJOR ISSUES**

There are no major issues.

### **I. RECOMMENDED CONDITIONS AND NOTATIONS**

Should the Planning Commission and the Board of County Commissioners find that the request meets the criteria for approval outlined in Section 4.2.6, and Section 7.2.1 of the El Paso County Land Development Code (as amended), staff recommends the following conditions and notations:

#### **CONDITIONS**

1. Development of the property within the Sketch Plan, including, but not limited to, Map Amendments, Preliminary Plans, and Final Plats shall be in general or substantial conformance with the approved Flying Horse East Phase 1 Sketch Plan. Amendments to the Sketch Plan may only be made subject to the limitations contained in the El Paso County Land Development Code (as amended).

2. Developer shall comply with federal and state laws, regulations, ordinances, review and permit requirements, and other agency requirements, if any, of applicable agencies including, but not limited to, the Colorado Division of Wildlife, Colorado Department of Transportation, U.S. Army Corps of Engineers and the U.S. Fish and Wildlife Service regarding the Endangered Species Act, particularly as it relates to the Preble's Meadow Jumping Mouse as a listed species.
  
3. All outstanding comments shall be addressed prior to final approval of the Sketch Plan.

## **NOTATIONS**

1. Applicable park, school, transportation, drainage, bridge, and traffic fees shall be paid to the El Paso County Planning and Community Development Department at the time of recording any Final Plat.
  
2. Access locations and roadway classifications are conceptual only and will be determined at the time of Preliminary Plan review. Final locations and classifications of roadways will be subject to more detailed land use design and subdivision review.

## **J. PUBLIC COMMENT AND NOTICE**

The Planning and Community Development Department notified 36 adjoining property owners on June 5, 2025 for the Planning Commission meeting. Responses will be provided at the hearing. Notifications for the Board of County Commissioners hearing will be sent out at a later date when the Board of County Commissioners hearing date has been determined.

## **K. ATTACHMENTS**

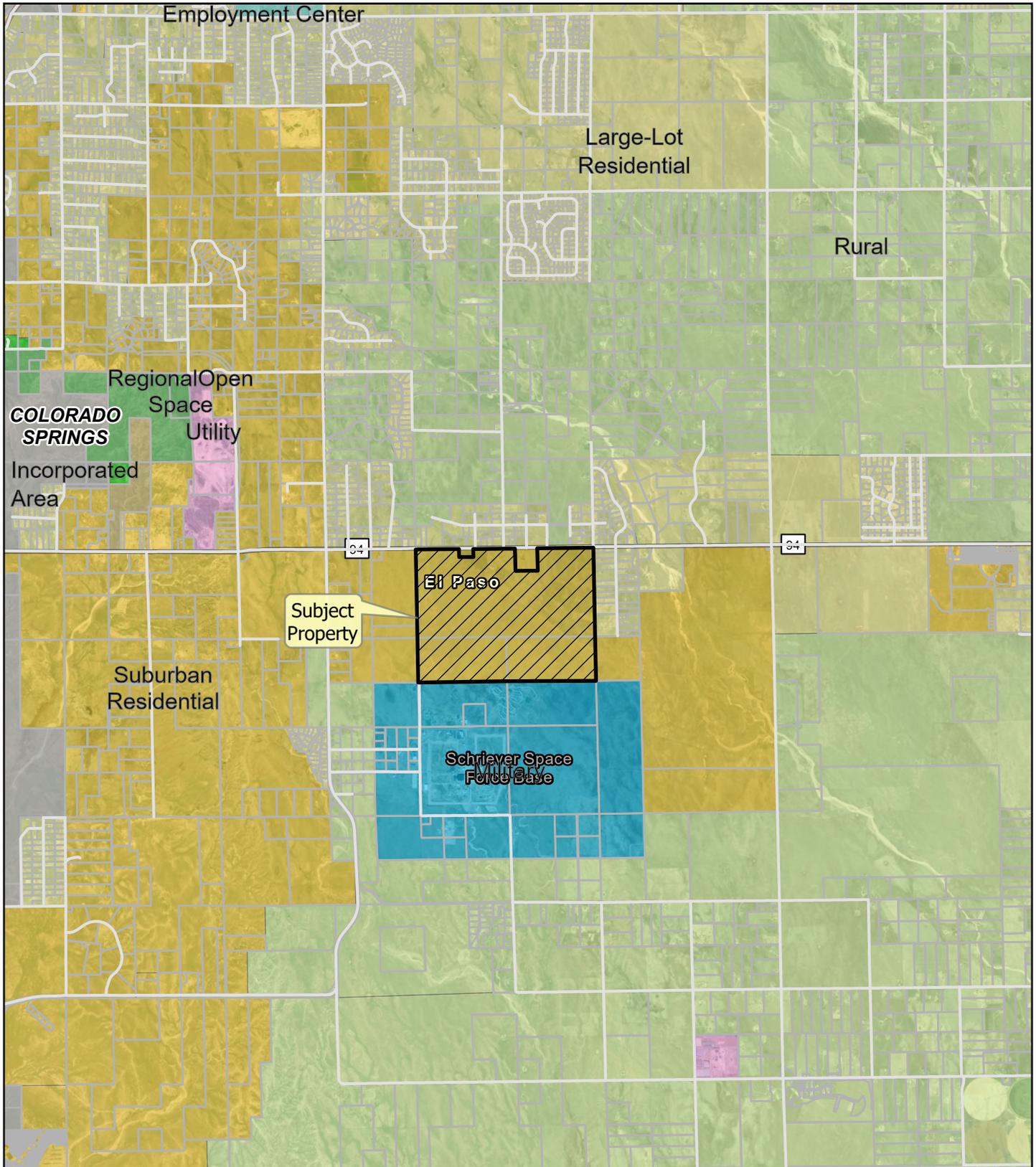
Map Series

Sketch Plan

Letter of Intent

Schriever Space Force Base Comment Letter

Draft Resolution



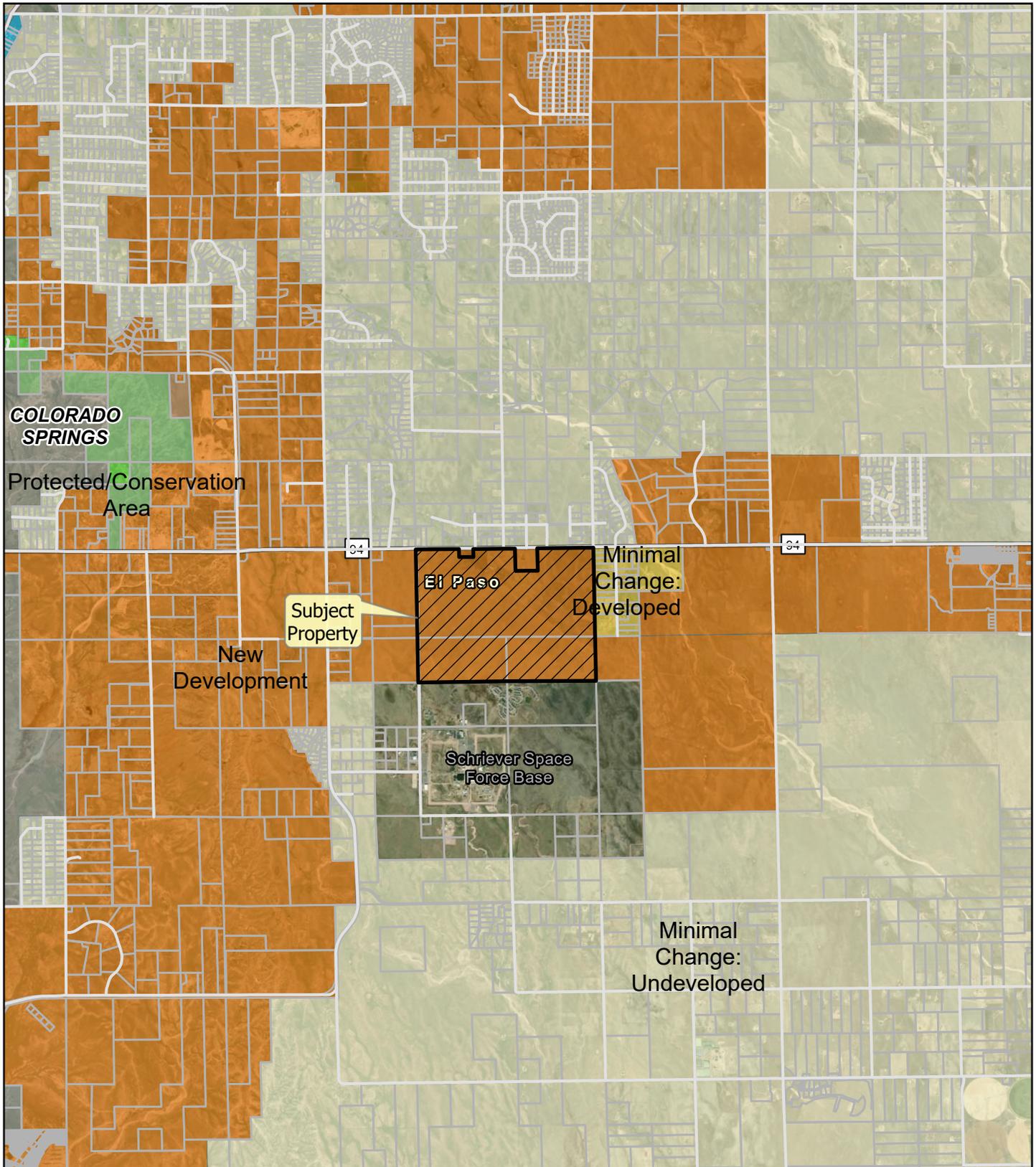
# Placetype Map

File No. SKP242

Map Series No. 2



0 0.4 0.8 1.6 Miles



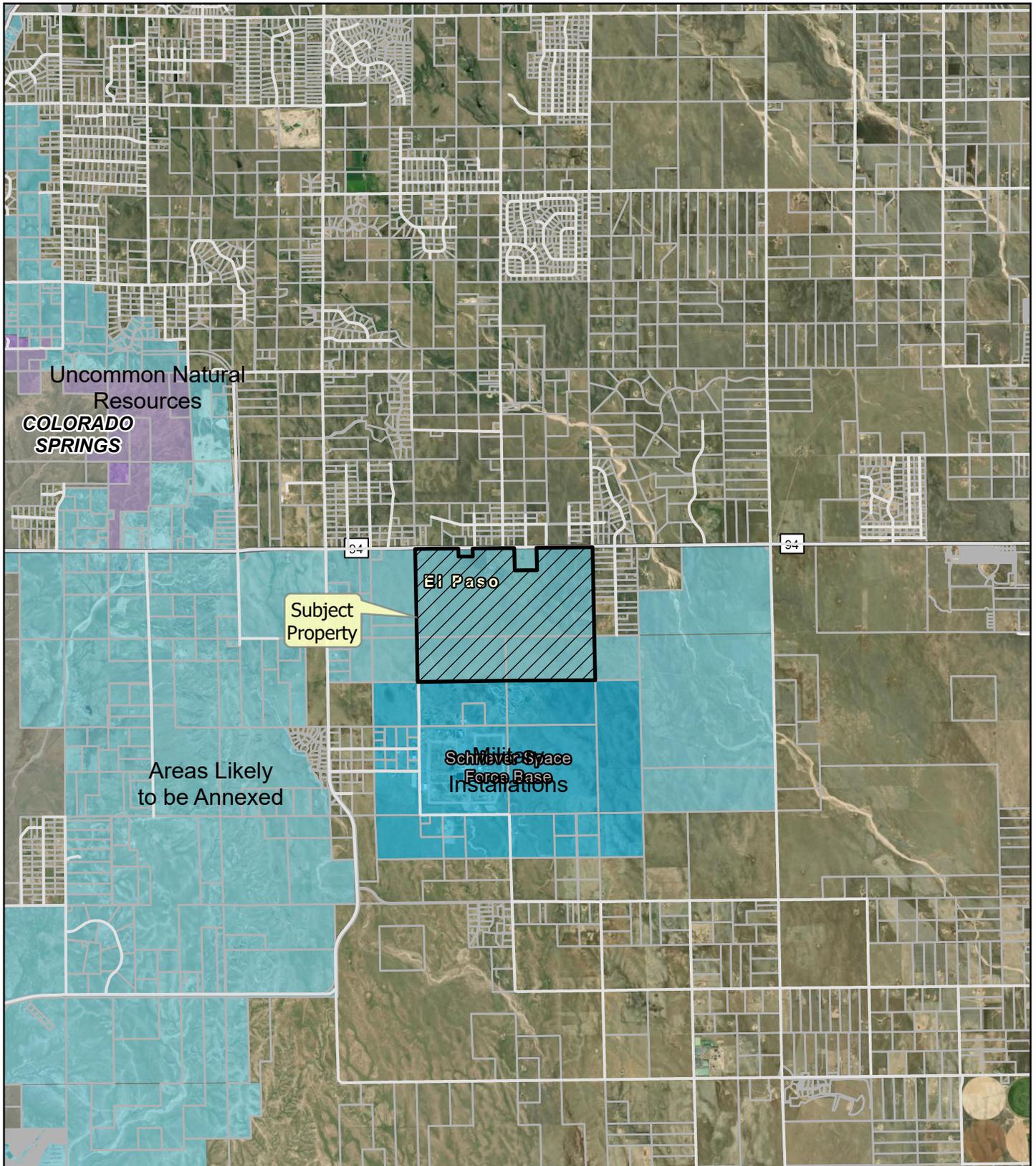
# Area of Change Map

File No. SKP242

Map Series No. 2



0 0.4 0.8 1.6 Miles



# Key Area Map

File No. SKP242

Map Series No. 3



0 0.4 0.8 1.6 Miles

# FLYING HORSE EAST - SKETCH PLAN

ALL OF SECTION 13, TOWNSHIP 14 SOUTH, RANGE 64 WEST OF THE 6<sup>TH</sup> P.M., LESS AND EXCEPT THE EAST HALF OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER AND THE WEST HALF OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER, COUNTY OF EL PASO, STATE OF COLORADO

## GENERAL NOTES

1. PORTIONS OF THIS PROPERTY ARE LOCATED WITHIN A DESIGNATED FEMA FLOODPLAIN (ZONE A) AS DETERMINED BY THE FEMA NATIONAL FLOOD INSURANCE PROGRAM FLOOD INSURANCE MAP NUMBERS '08041C0785G' AND '08041C0805G' WITH AN EFFECTIVE DATE OF DECEMBER 7, 2018.
2. THE EXISTING FLOODPLAIN IDENTIFIED IN THE SITE IS INTENDED TO BE A NO BUILD AREA. NO IMPROVEMENTS TO THIS FLOODPLAIN ARE ANTICIPATED AT THIS TIME FOR THE DEVELOPMENT.
3. ELECTRIC SERVICES WILL BE PROVIDED BY MOUNTAIN VIEW ELECTRIC ASSOCIATION.
4. NATURAL GAS SERVICES WILL BE PROVIDED BY BLACK HILLS ENERGY.
5. WATER & WASTEWATER SERVICES WILL BE PROVIDED BY CHEROKEE METROPOLITAN DISTRICT. FUTURE PRELIMINARY PLANS WILL DEFINE THE NECESSARY OFF-SITE IMPROVEMENTS REQUIRED FOR THIS SKETCH PLAN AREA. A DETAILED SIGNED LETTER OF COMMITMENT HAS BEEN PROVIDED FROM CHEROKEE METROPOLITAN DISTRICT OUTLINING THEIR REQUIREMENTS AND THE DEVELOPER'S REQUIREMENTS.
6. ALL PROPOSED ACCESS LOCATIONS AND ROADWAYS ARE CONCEPTUAL AND SUBJECT TO CHANGE WITH FUTURE PRELIMINARY PLANS.
7. ALL PROPOSED ROADWAYS ARE PLANNED TO BE PUBLIC AND CONFORM TO THE STANDARDS OUTLINED WITHIN THE ENGINEERING CRITERIA MANUAL.
8. ALL IDENTIFIED PUBLIC PARKS, OPEN SPACE, AND TRAIL CORRIDORS WILL BE MAINTAINED BY THE DEVELOPER, FUTURE METROPOLITAN DISTRICT, FUTURE HOMEOWNER'S ASSOCIATION AND/OR THEIR ASSIGNS. PUBLIC PARK SITES ARE CONCEPTUAL AND SUBJECT TO CHANGE WITH FUTURE PRELIMINARY PLAN APPLICATIONS.
9. NO HISTORICAL, CULTURAL, OR ARCHEOLOGICAL SITES OF INTEREST HAVE BEEN IDENTIFIED WITHIN THIS SITE.
10. A 25' REGIONAL TRAIL EASEMENT IS PROPOSED ALONG THE SOUTHERN RIGHT-OF-WAY OF HIGHWAY 94. A REGIONAL TRAIL AGREEMENT WILL BE PROPOSED WITH FUTURE FINAL PLAN APPLICATIONS.

## LEGAL DESCRIPTION

ALL OF SECTION 13, TOWNSHIP 14 SOUTH, RANGE 64 WEST OF THE 6<sup>TH</sup> P.M., LESS AND EXCEPT THE EAST HALF OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER AND THE WEST HALF OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER, COUNTY OF EL PASO, STATE OF COLORADO;  
**CONTAINING A CALCULATED AREA OF 597.4 ACRES**

ALL OF SECTION 14, TOWNSHIP 14 SOUTH, RANGE 64 WEST OF THE 6<sup>TH</sup> P.M., LESS AND EXCEPT THAT PART CONVEYED TO THE COUNTY OF EL PASO, STATE OF COLORADO, FOR ROAD PURPOSES, BY DEED RECORDED FEBRUARY 24, 1937 IN BOOK 910 AT PAGE 506; AND FURTHER EXCEPT THAT PART CONVEYED TO THE STATE DEPARTMENT OF HIGHWAYS DIVISION OF HIGHWAYS, STATE OF COLORADO, FOR ROAD PURPOSES, BY INSTRUMENT(S) RECORDED MAY 16, 1985 IN BOOK 5010 AT PAGE 60; AND RECORDED MAY 16, 1985 IN BOOK 5010 AT PAGE 62; AND RECORDED JUNE 13, 1988 IN BOOK 5518 AT PAGE 1209; AND FURTHER EXCEPT THAT PART AS SET FORTH IN DEED RECORDED OCTOBER 5, 1994 IN BOOK 6639 AT PAGE 1323 MORE PARTICULARLY DESCRIBED AS FOLLOWS: A PORTION OF THAT TRACT OF LAND DESCRIBED IN BOOK 3856 AT PAGE 205 OF THE EL PASO COUNTY RECORDS AND LOCATED IN THE NORTH ONE-HALF (N 1/2) OF SECTION 14, TOWNSHIP 14 SOUTH, RANGE 64 WEST, OF THE 6<sup>TH</sup> P.M., COUNTY OF EL PASO, STATE OF COLORADO, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF SAID SECTION 14; THENCE N01°13'32"W, ALONG THE EAST LINE OF SAID SECTION 14, A DISTANCE OF 5216.50 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY LINE OF COLORADO STATE HIGHWAY NO. 94 AS DESCRIBED IN SAID BOOK 3856 PAGE 205; THENCE S89°55'59"W, ALONG SAID LINE, A DISTANCE OF 1800.37 FEET TO THE POINT OF BEGINNING OF THE TRACT HEREIN DESCRIBED; THENCE S01°13'51"E, A DISTANCE OF 473.30 FEET; THENCE S89°55'59"W, A DISTANCE OF 845.02 FEET; THENCE N01°13'51"W, A DISTANCE OF 473.30 FEET TO A POINT ON SAID RIGHT OF WAY LINE; THENCE N89°55'59"E, ALONG SAID LINE A DISTANCE OF 845.02 FEET TO THE POINT OF BEGINNING, COUNTY OF EL PASO, STATE OF COLORADO.  
**CONTAINING A CALCULATED AREA OF 596.9 ACRES**

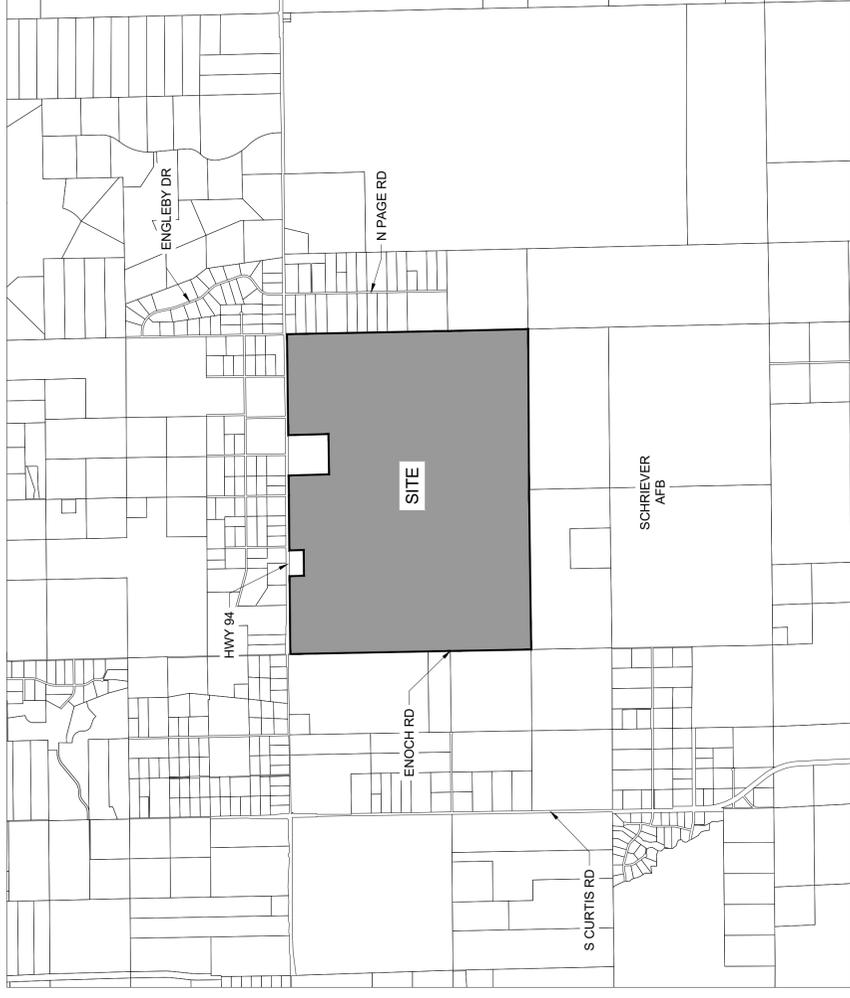
THE NORTH HALF OF SECTION 23, TOWNSHIP 14 SOUTH, RANGE 64 WEST OF THE 6<sup>TH</sup> P.M., COUNTY OF EL PASO, STATE OF COLORADO;  
**CONTAINING A CALCULATED AREA OF 308.4 ACRES**

THE NORTH HALF OF SECTION 24, TOWNSHIP 14 SOUTH, RANGE 64 WEST OF THE 6<sup>TH</sup> P.M., COUNTY OF EL PASO, STATE OF COLORADO;  
**CONTAINING A CALCULATED AREA OF 318.6 ACRES**

**CONTAINING A TOTAL LAND AREA OF 1,821.3 ACRES MORE OR LESS.**

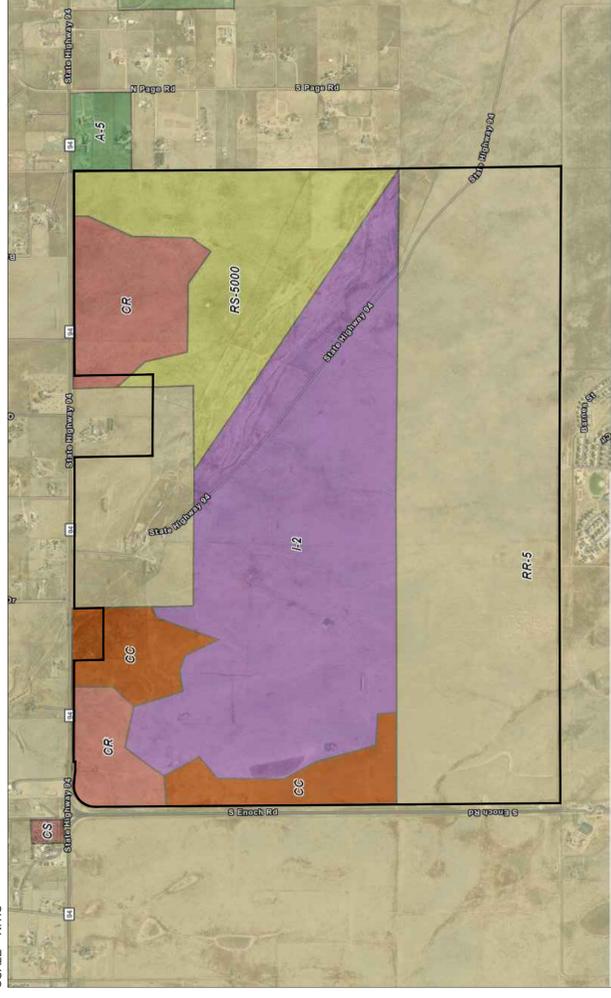
## VICINITY MAP

SCALE = N.T.S.



## ZONING MAP

SCALE = N.T.S.



## SHEET INDEX

- SHEET 1 - COVER SHEET & NOTES
- SHEET 2 - SKETCH PLAN
- SHEET 3 - ADJACENT OWNERS PLAN
- SHEET 4 - INFORMATIONAL SITE MAPS
- SHEET 5 - INFORMATIONAL SITE MAPS

## SITE DATA

PARCEL NUMBERS: 4400000438 / 4400000360 / 4400000374  
 SITE ACREAGE: 1821.3 AC  
 EXISTING LAND USE: VACANT / AGRICULTURE  
 EXISTING ZONING: CC / CR / I-2 / RS-5000

LAND USE SUMMARY					
LAND USE CATEGORY	ACREAGE	SITE PERCENT RANGE (DU/AC)	DENSITY RANGE (DU/AC)	UNIT RANGE	
RESIDENTIAL PARCELS					
SUBURBAN LOW DENSITY RES.	136.6 AC.	7.5%	1.00	2.89	137
SUBURBAN MEDIUM DENSITY RES.	457.1 AC.	25.1%	3.00	4.99	1371
URBAN MED-HIGH DENSITY RES.	142.5 AC.	7.8%	5.00	7.99	713
URBAN HIGH DENSITY RES.	81.8 AC.	4.5%	8.00	14.00	654
<b>RESIDENTIAL PARCELS SUB-TOTAL</b>	<b>818.0 AC.</b>	<b>44.9%</b>			<b>2875</b>
NON-RESIDENTIAL PARCELS					
COMMERCIAL	31.2 AC.	1.7%			
INSTITUTION	89.9 AC.	4.9%			
MIXED-USE	521.1 AC.	28.6%			
<b>NON-RESIDENTIAL SUB-TOTAL</b>	<b>642.3 AC.</b>	<b>35.3%</b>			
ROAD R.O.W. (MAJOR ROADS)	47.7 AC	2.6%			
OPEN SPACE/PARKS	30.6 AC.	1.7%			
DRAINAGEWAY W/ 100' BUFFER	186.1 AC.	10.2%			
DETENTION	96.6 AC.	5.3%			
<b>TOTAL</b>	<b>1821.3 AC</b>	<b>100.0%</b>			<b>4973</b>

OWNER/DEVELOPER:  
 FLYING HORSE LAND COMPANY, LLC  
 2138 FLYING HORSE CLUB DRIVE  
 COLORADO SPRINGS, CO 80921

TRANSPORTATION CONSULTANT:  
 SM ROCHA LLC  
 DENVER, CO 80211  
 303.458.9788

PLANNER/LANDSCAPE ARCHITECT:  
 HR GREEN DEVELOPMENT, LLC  
 1975 RESEARCH PARKWAY SUITE 220  
 COLORADO SPRINGS, CO 80920  
 719.531.5599

SURVEY CONSULTANT:  
 EDWARD JAMES SURVEYING INC.  
 926 ELKTON DRIVE  
 COLORADO SPRINGS, CO 80907  
 719.531.5599

CIVIL ENGINEER:  
 HRGREEN DEVELOPMENT, LLC  
 1975 RESEARCH PARKWAY SUITE 220  
 COLORADO SPRINGS, CO 80920  
 720.602.4965

WATER / WASTEWATER SERVICES:  
 CHEROKEE METROPOLITAN DISTRICT  
 NATURAL GAS SERVICE:  
 BLACK HILLS ENERGY

ECOLOGIST:  
 BRISTLECONE ECOLOGY  
 2023 W. SCOTT PLACE  
 DENVER, CO 80211  
 971.237.3906

ELECTRICAL SERVICE:  
 MOUNTAIN VIEW ELECTRIC ASSOCIATION

PRELIMINARY  
 NOT FOR CONSTRUCTION

LAND USE REVIEW FILE NO: SKP242

DRAWN BY:	JAG	JOB DATE:	3/13/2025	NO.	DATE	BY	REVISION DESCRIPTION
APPROVED:	BKP	JOB NUMBER:	211032				
CAD DATE:	4/23/2025						
CAD FILE:	\\hrgreen.com\HRG\Draws\2024\211032\CAD\Drawings\Sketch-Plan\Sketch-Plan.dwg						

**HRGreen**  
 HR GREEN - COLORADO SPRINGS  
 7222 COMMERCE CENTER DR. SUITE 220  
 COLORADO SPRINGS CO 80919  
 PHONE: 719.822.6222  
 FAX: 844.275.1057

**FLYING HORSE EAST**  
 FLYING HORSE LAND COMPANY, LLC  
 EL PASO COUNTY, COLORADO

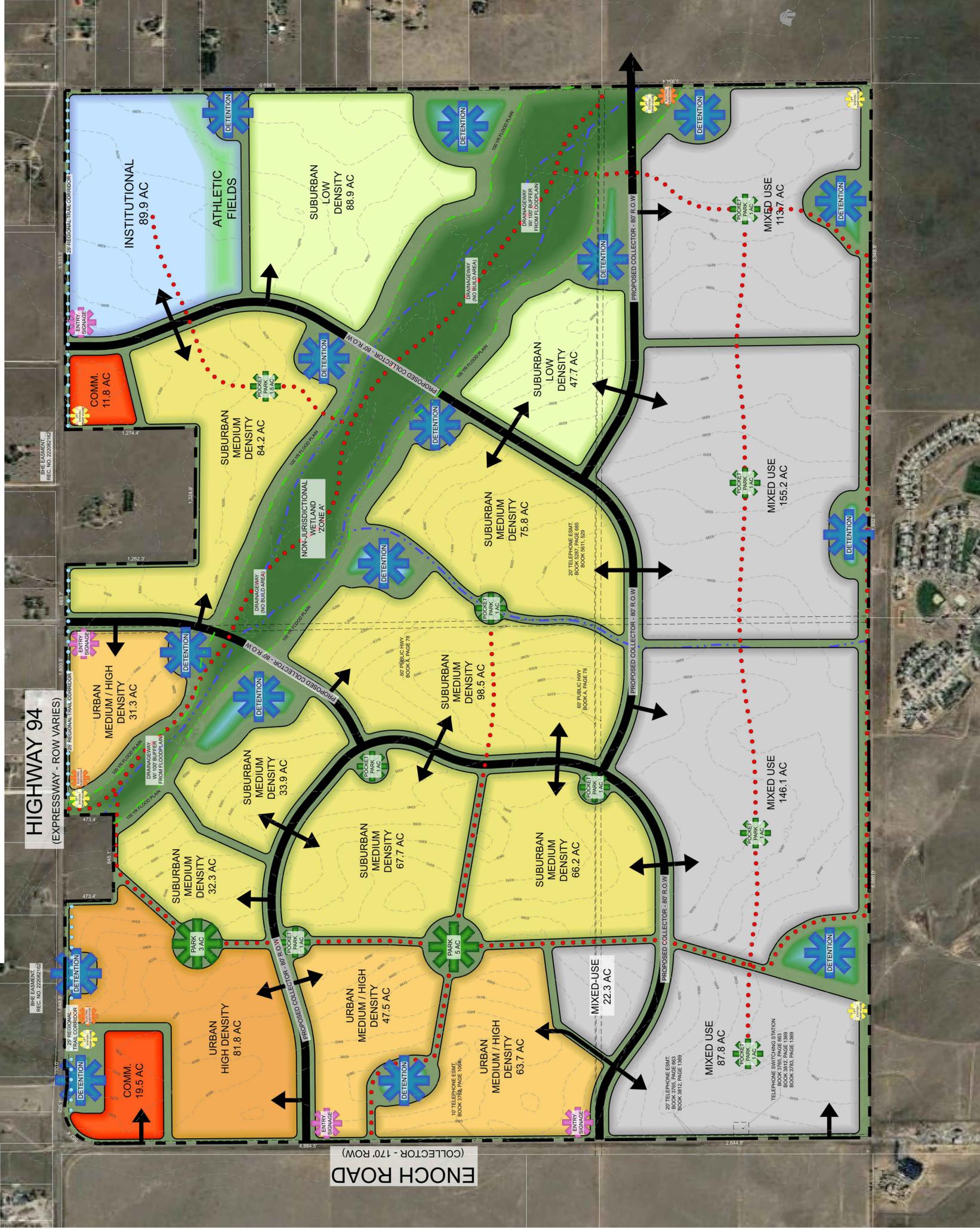
FLYING HORSE EAST - SKETCH PLAN  
 COVER SHEET & NOTES

SHEET  
**SP.01**

1

# FLYING HORSE EAST - SKETCH PLAN

ALL OF SECTION 13, TOWNSHIP 14 SOUTH, RANGE 64 WEST OF THE 6<sup>TH</sup> P.M., LESS AND EXCEPT THE EAST HALF OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER AND THE WEST HALF OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER, COUNTY OF EL PASO, STATE OF COLORADO



SYMBOL	LAND USE CATEGORY	ACREAGE	SITE PERCENT RANGE (DU/AC)	DENSITY	UNIT RANGE
<b>RESIDENTIAL PARCELS</b>					
[Green]	SUBURBAN LOW DENSITY RES.	136.6 AC	7.5%	1.00	2.99
[Light Green]	SUBURBAN MEDIUM DENSITY RES.	457.1 AC	25.1%	3.00	4.99
[Yellow-Green]	SUBURBAN MED-HIGH DENSITY RES.	142.5 AC	7.8%	5.00	7.99
[Orange]	URBAN HIGH DENSITY RES.	81.8 AC	4.5%	8.00	14.00
[Red]	<b>RESIDENTIAL PARCELS SUB-TOTAL</b>	<b>818.0 AC</b>	<b>44.9%</b>		
<b>NON-RESIDENTIAL PARCELS</b>					
[Red]	COMMERCIAL	31.2 AC	1.7%		
[Blue]	INSTITUTION	89.9 AC	4.9%		
[Light Blue]	MIXED-USE	521.1 AC	28.6%		
[Green]	<b>NON-RESIDENTIAL SUB-TOTAL</b>	<b>642.3 AC</b>	<b>35.3%</b>		
[Green]	ROAD R.O.W. (MAJOR ROADS)	47.7 AC	2.6%		
[Light Green]	OPEN SPACE/PARKS	30.6 AC	1.7%		
[Light Green]	DRAINAGEWAY W/ 100' BUFFER	186.1 AC	10.2%		
[Blue]	DETECTION	96.6 AC	5.3%		
	<b>TOTAL</b>	<b>1821.3 AC</b>	<b>100.0%</b>		
					2975 - 4973

NOTE: ACCESS LOCATIONS, ROADWAYS, DETENTION SIZING, ZONING BUBBLES...ETC. SHOWN ARE CONCEPTUAL AND ARE SUBJECT TO CHANGE.



PRELIMINARY  
NOT FOR CONSTRUCTION

LAND USE REVIEW FILE NO: SKP242

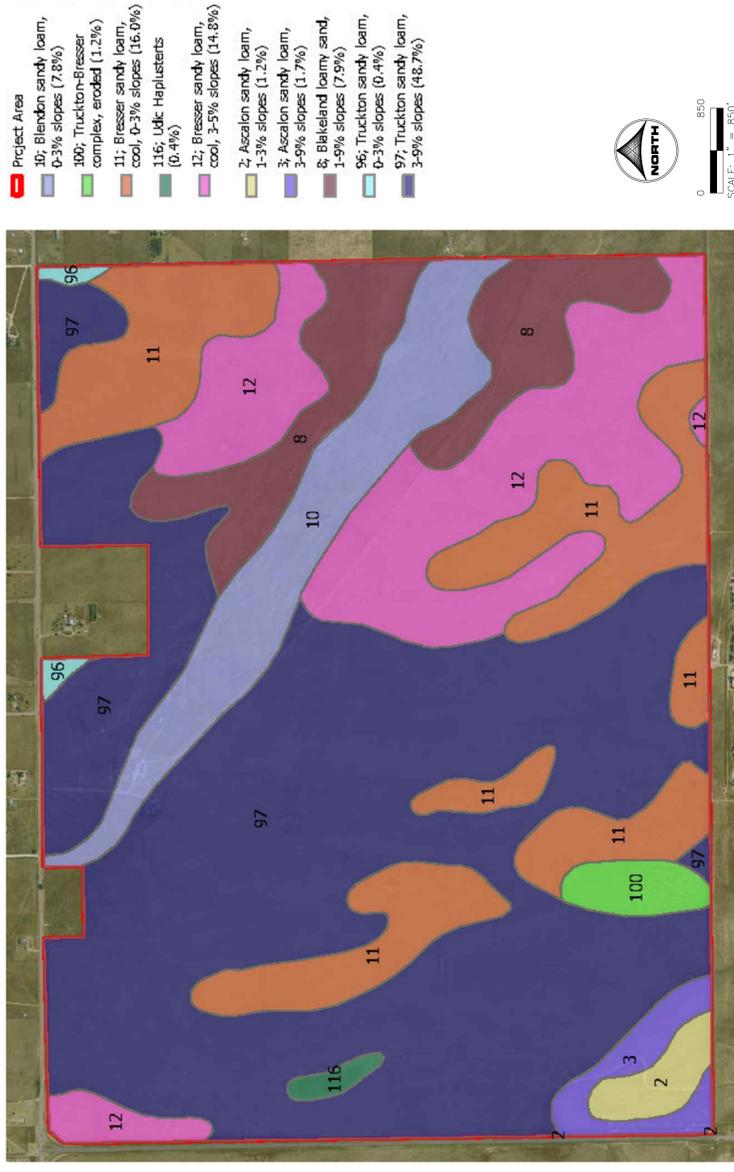
DRAWN BY: JAG APPROVED: BKP CAD DATE: 4/23/2025 CAD FILE: \\hrgreen.com\HRG\Baba\2025\11033\CAD\Drawings\Sketch-Plan\Sketch-Plan	JOB DATE: 3/13/2025 JOB NUMBER: 211032	NO. DATE BY REVISION DESCRIPTION		HR GREEN - COLORADO SPRINGS 7222 COMMERCE CENTER DR. SUITE 220 COLORADO SPRINGS CO 80919 PHONE: 719.622.6222 FAX: 844.273.1057	FLYING HORSE EAST FLYING HORSE LAND COMPANY, LLC EL PASO COUNTY, COLORADO	FLYING HORSE EAST - SKETCH PLAN SKETCH PLAN	SHEET SP.02 2
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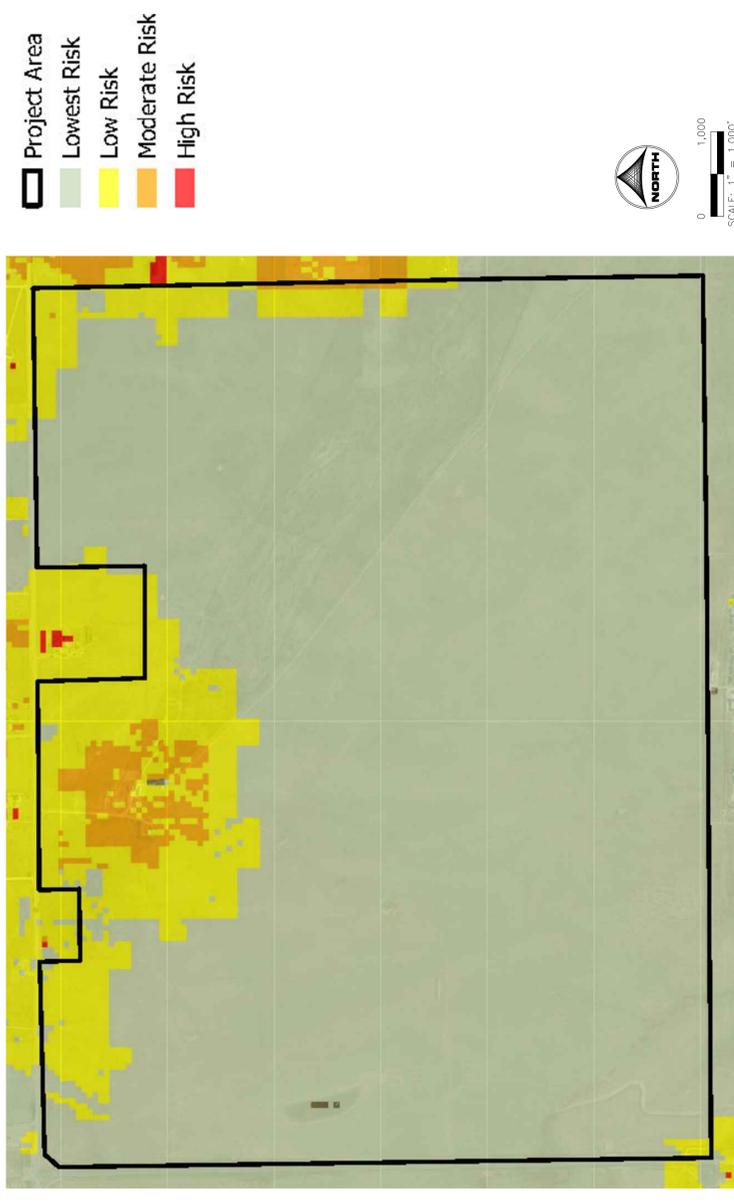
# FLYING HORSE EAST - SKETCH PLAN

ALL OF SECTION 13, TOWNSHIP 14 SOUTH, RANGE 64 WEST OF THE 6<sup>TH</sup> P.M., LESS AND EXCEPT THE EAST HALF OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER AND THE WEST HALF OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER, COUNTY OF EL PASO, STATE OF COLORADO

SOIL TYPES MAP



WILDFIRE RISK MAP



WILDLIFE MAP



FEMA FLOOD HAZARD MAP



DRAWN BY: JAG	JOB DATE: 3/13/2025
APPROVED: BKP	JOB NUMBER: 211032
CAD DATE: 4/23/2025	FILE: \\vgreen.com\HRG\Baba\2021\1032\CAD\DWG\Sketch-Plan\Sketch-Plan.dwg
CAD FILE: \\vgreen.com\HRG\Baba\2021\1032\CAD\DWG\Sketch-Plan\Sketch-Plan.dwg	

NO.	DATE	BY	REVISION DESCRIPTION

**ENTECH**  
ENGINEERING, INC.

FLYING HORSE EAST  
FLYING HORSE LAND COMPANY, LLC  
EL PASO COUNTY, COLORADO

FLYING HORSE EAST - SKETCH PLAN  
INFORMATIONAL SITE MAPS

SHEET  
SP.04

4

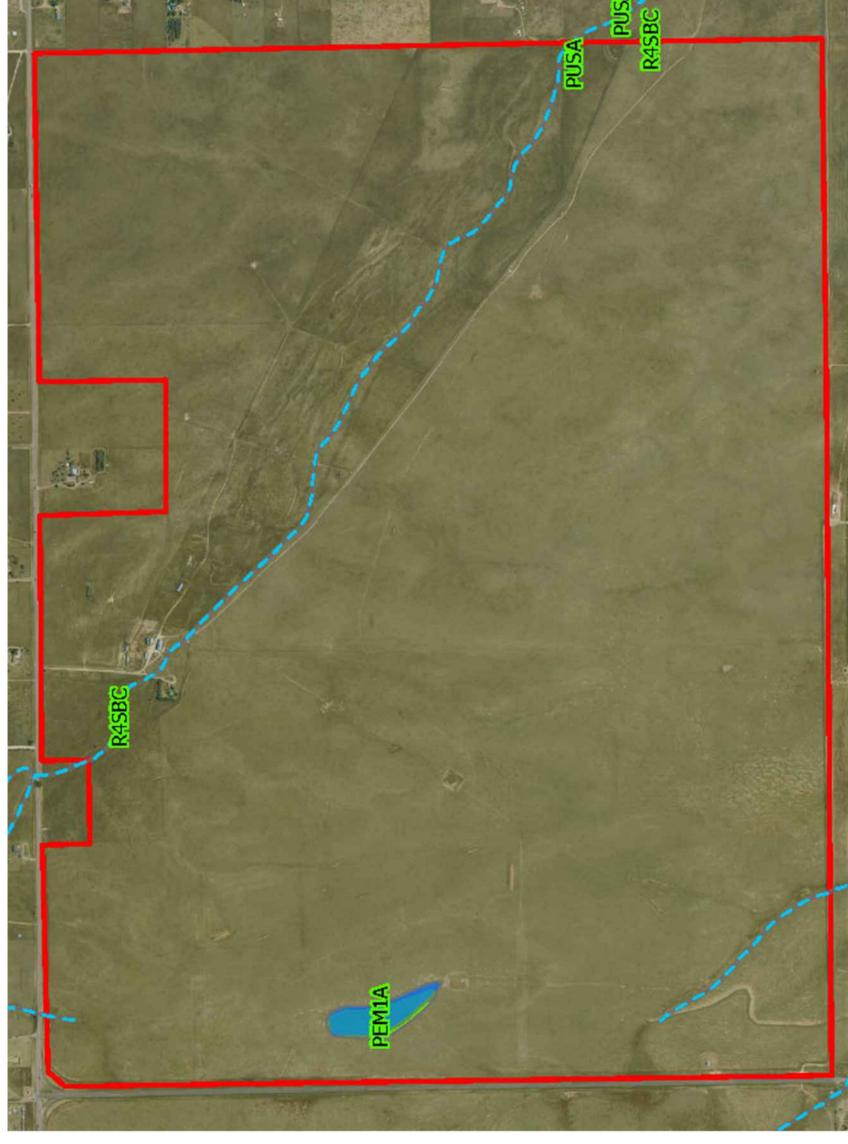
LAND USE REVIEW FILE NO: SKP242

PRELIMINARY  
NOT FOR CONSTRUCTION

# FLYING HORSE EAST - SKETCH PLAN

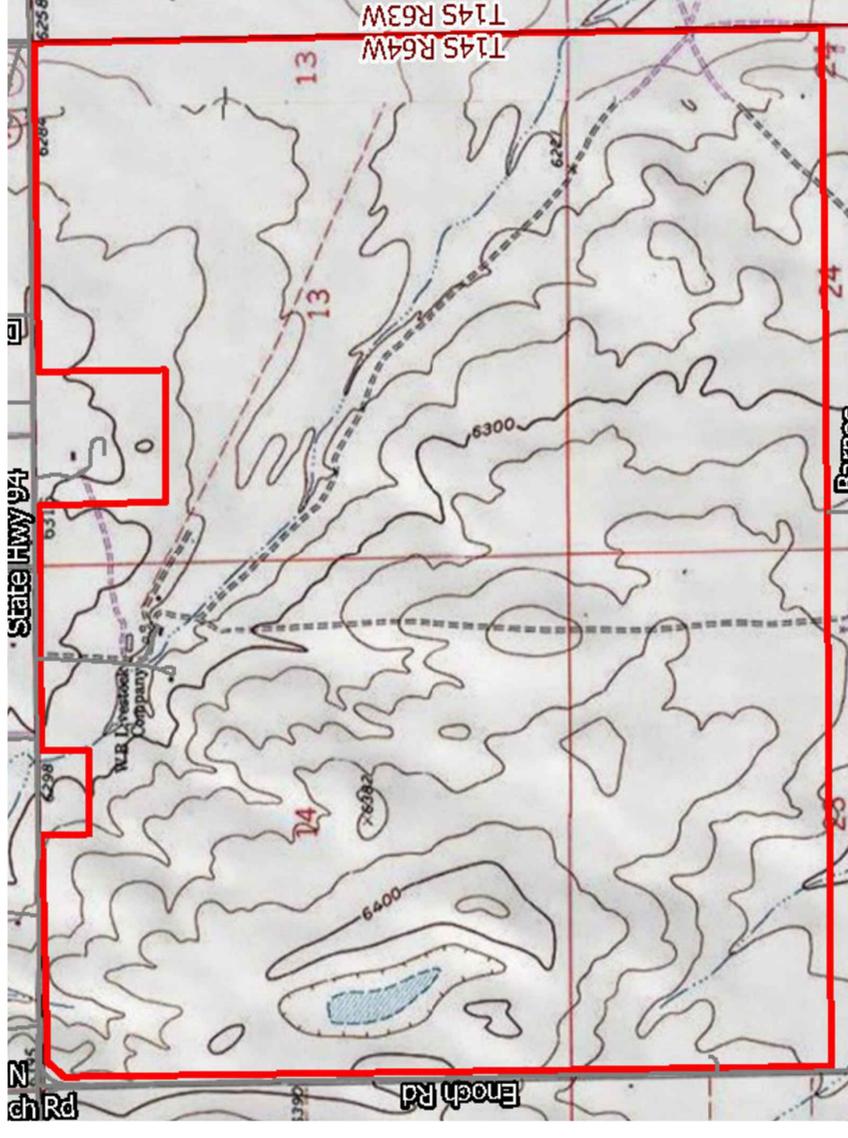
ALL OF SECTION 13, TOWNSHIP 14 SOUTH, RANGE 64 WEST OF THE 6<sup>TH</sup> P.M., LESS AND EXCEPT THE EAST HALF OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER AND THE WEST HALF OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER, COUNTY OF EL PASO, STATE OF COLORADO

NATIONAL WETLAND/HYDROGRAPHY MAP



- ▭ Project Area
- ▭ National Wetlands
- ▭ National Hydrography I
- - - Stream/River
- - - Artificial Path
- ▭ Lake/Pond

TOPOGRAPHY MAP



HR GREEN Xrefs: xpr-1-arsh-dm01-sr-x-concept-west

DRAWN BY: JAG  
APPROVED: BKP  
CAD DATE: 4/23/2025  
CAD FILE: \\vgreen.com\HRG\Data\2021\1032\CAD\Drawgs\Sketch-Plan\Sketch-Plan

DATE: 3/13/2025  
JOB NUMBER: 211032

8 1/8" IS ONE INCH ON OFFICIAL DRAWINGS. IF NOT ONE INCH, ADJUST SCALE ACCORDINGLY.

NO.	DATE	BY	REVISION DESCRIPTION



FLYING HORSE EAST  
FLYING HORSE LAND COMPANY, LLC  
EL PASO COUNTY, COLORADO

FLYING HORSE EAST - SKETCH PLAN  
INFORMATIONAL SITE MAPS

SHEET  
SP.05

5

LAND USE REVIEW FILE NO: SKP242

PRELIMINARY  
NOT FOR CONSTRUCTION

# FLYING HORSE EAST

## Sketch Plan

### Letter of Intent

April 23, 2025

Owner:

**Flying Horse Land Company, LLC**

Applicant:

**HR Green Development, LLC**



PCD File Numbers:

**SKP242**

## Owner / Applicant Information

### Owner:

Company: Flying Horse Land Company, LLC.  
Contact Person: Mr. Drew Balsick  
Email: DrewB@classichomes.com  
Telephone No.: (719) 785-3237

### Applicant

Company: HR Green Development, LLC  
Contact Person: Mr. Blaine Perkins  
Email: blaine.perkins@hrgreen.com  
Telephone No.: (719) 394-2430

## Property Tax Schedule Nos.

The following property is included in this filing: Schedule No. 4400000438, 4400000360 & 4400000374

## Reports Included by Reference

- *Soils and Geology Study, Flying Horse East - Sketch Plan* by Entech Engineering, Inc.
- *Wastewater Disposal Report, Flying Horse East* by HR Green Development, LLC.
- *Flying Horse East Traffic Impact Study* by SM Rocha, LLC.
- *Natural Features and Wetlands Report* by Bristlecone Ecology
- *Flying Horse East MDDP* by HR Green Development, LLC.

## Application Request

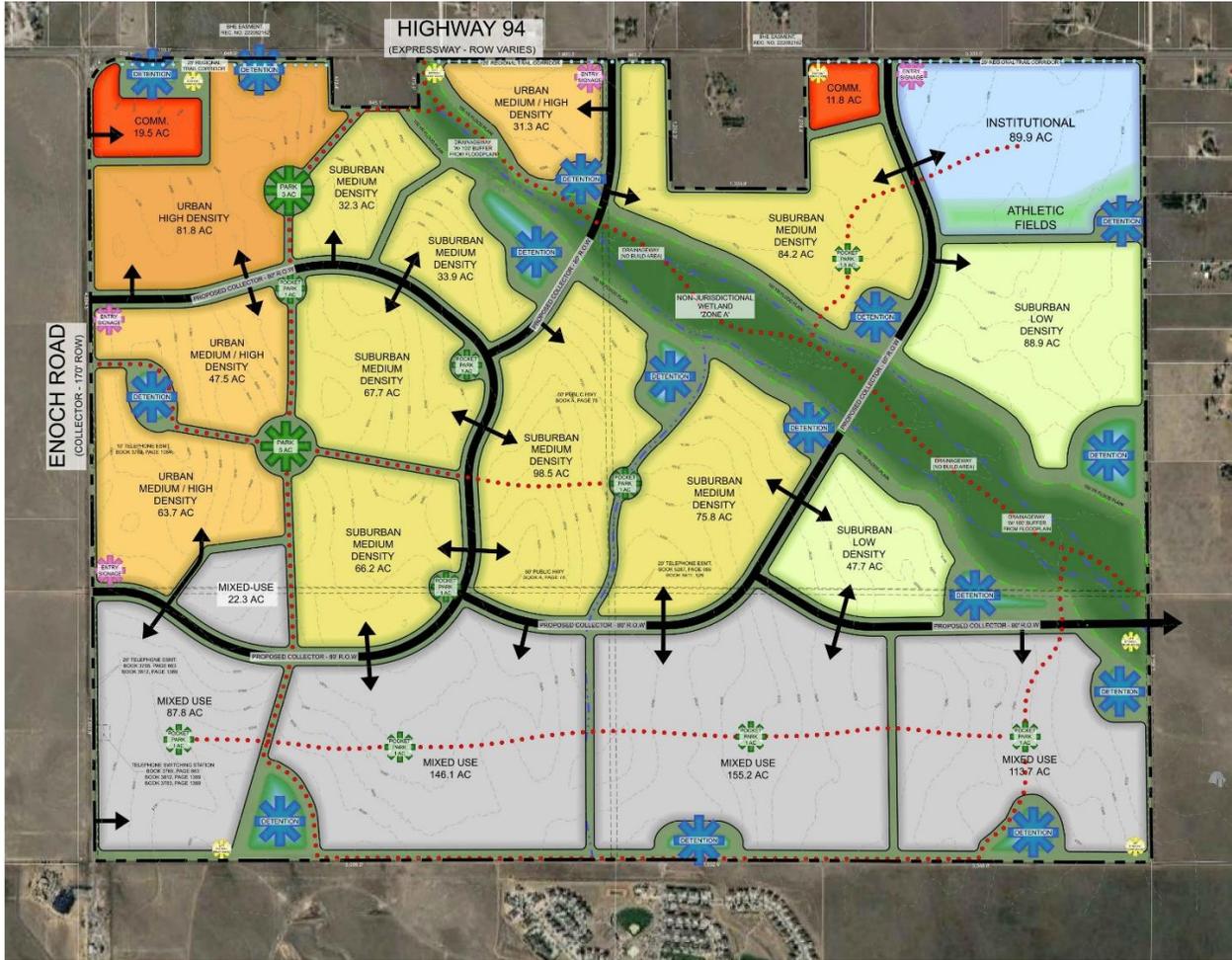
HR Green Development, LLC on behalf of Flying Horse Development, LLC requests approval on the following application within El Paso County.

- A Sketch Plan consisting of 1,821.3-acres, more or less, with a density range of 2,875 – 4,973 dwelling units to be approved for Flying Horse East.

## Project Description & Location

The overall Flying Horse East parcel (hereafter called “FHE”) is generally located east of Enoch Road and south of Highway 94 in El Paso County, CO. FHE is bounded to the south by Schriever Air Force Base and to the east by Rolling Hills Ranch Estates. The total overall FHE community consists of approximately 1,821.3-acres in its entirety. A variety of land uses are proposed within this Sketch Plan including a range of residential densities, commercial, mixed-use (mixture of neighborhood and area-serving residential and nonresidential businesses, services, and activities), and a future school site. An interconnected system of trail corridors linking open spaces and public park sites will be provided offering recreation amenities and enhancing the quality of life. The current road configuration is based upon the anticipated road classifications and the required intersection spacing per El Paso County Engineering Criteria. A master development drainage plan has been submitted with the sketch plan application which assisted the placement of current detention pond facilities.

## FLYING HORSE EAST SKETCH PLAN



### LAND USE SUMMARY

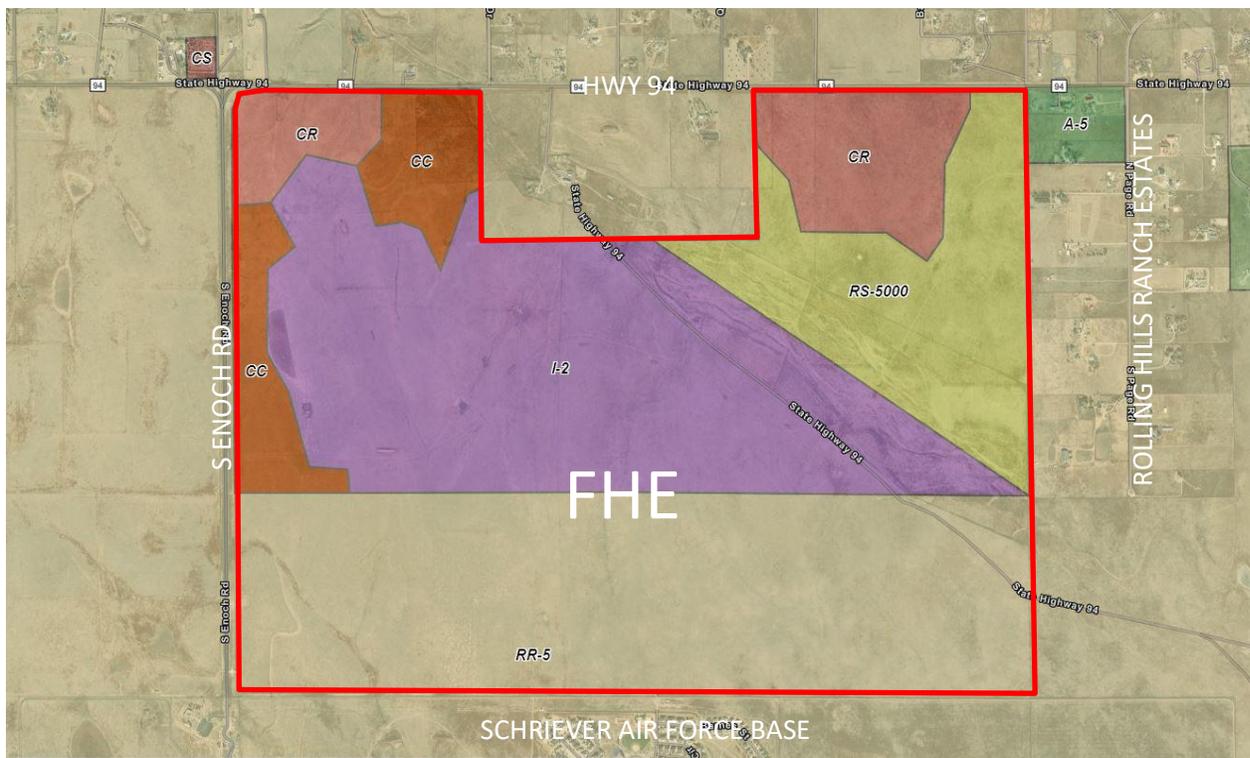
SYMBOL	LAND USE CATEGORY	ACREAGE	DENSITY PERCENT RANGE (DU/AC)		UNIT RANGE	
RESIDENTIAL PARCELS						
	SUBURBAN LOW DENSITY RES.	136.6 AC.	7.5%	1.00	2.99	137 - 408
	SUBURBAN MEDIUM DENSITY RES.	457.1 AC.	25.1%	3.00	4.99	1371 - 2281
	URBAN MED-HIGH DENSITY RES.	142.5 AC.	7.8%	5.00	7.99	713 - 1139
	URBAN HIGH DENSITY RES.	81.8 AC.	4.5%	8.00	14.00	654 - 1145
<b>RESIDENTIAL PARCELS SUB-TOTAL</b>		<b>818.0 AC.</b>	<b>44.9%</b>			2875 - 4973
NON-RESIDENTIAL PARCELS						
	COMMERCIAL	31.2 AC.	1.7%			
	INSTITUTION	89.9 AC.	4.9%			
	MIXED-USE	521.1 AC.	28.6%			
<b>NON-RESIDENTIAL SUB-TOTAL</b>		<b>642.3 AC.</b>	<b>35.3%</b>			
	ROAD R.O.W. (MAJOR ROADS)	47.7 AC.	2.6%			
	OPEN SPACE/PARKS	30.6 AC.	1.7%			
	DRAINAGEWAY W/ 100' BUFFER	186.1 AC.	10.2%			
	DETENTION	96.6 AC.	5.3%			
<b>TOTAL</b>		<b>1821.3 AC</b>	<b>100.0%</b>			2875 - 4973

NOTE: ACCESS LOCATIONS, ROADWAYS, DETENTION SIZING, ZONING BUBBLES...ETC. SHOWN ARE CONCEPTUAL AND ARE SUBJECT TO CHANGE.

## ZONING

The current parcels that make up FHE consist of a variety of zoning districts including CR (Commercial Regional), CC (Commercial Community), I-2 (Limited Industrial), RR-5 (Residential Rural), and RS-5000 (Residential Suburban). The proposed Sketch Plan seeks a PUD (Planned Unit Development) zone allowing a variety of land uses which will provide the appropriate transitions between the existing properties surrounding the site. In the proposed Sketch Plan, the lowest density range residential areas (Suburban Low) and future school site are purposefully located along the eastern edge abutting the rural lots within the Rolling Hills Ranch Estates subdivision. A variety of other residential land uses are provided as transitions within the FHE boundary including, suburban medium, urban medium-high, and urban high areas. It is expected that these land uses will provide a range of single-family detached, single-family attached, two-family (Duplex), townhomes and apartment units based on the appropriate dwelling unit per acre range identified. Mixed Use is proposed along the southern property boundary which is a complimentary use adjacent to Schriever Air Force Base. Limiting 24-hour human interaction next to the base will assist in the level of privacy that is desired. Several meetings have occurred with Schriever Air Force Base to discuss appropriate land use placement and buffer from the base. Solutions for a fair agreement between both parties have been proposed and will continue to be discussed with the development of FHE. Various commercial and high-density nodes are proposed near major road intersections providing easy access to Enoch Road and Highway 94. The commercial and high-density will be appropriately buffered from the adjacent rural residential to transition the intensity in use.

## ZONING MAP



## SUBDIVISION CIRCULATION & ACCESS POINTS

SM Rocha, LLC Traffic and Transportation Consultants, prepared a master traffic analysis for FHE Sketch Plan, which can be found within the submittal documents. Based on the proposed bubble plan layout, there are two major roadway connections planned on Highway 94 and Enoch Road. Per the anticipated traffic volumes of the associated developments, the status of these roads has yet to be determined but it is anticipated they will be a collector status at a minimum. Each of these roads have been identified as Access A – D within said report. These intersections shall be monitored throughout the life of the project to determine if future signalization is needed and the appropriate timing of when that installation should occur.

Analysis of future traffic conditions from the Traffic Impact Study prepared by SM Rocha indicates that the addition of site-generated traffic is expected to create minimal impact to traffic operations for the existing and surrounding roadway system upon roadway and intersection control improvements assumed within this analysis. With all conservative assumptions defined in this analysis, the study intersections are projected to operate at future levels of service comparable to Year 2045 background traffic conditions. Proposed site accesses have long-term operations at LOS D or better during peak traffic periods, upon build-out, and with consideration for the recommended improvements. Exceptions include various northbound and southbound turning movements which operate at LOS E and LOS F during their respective peak traffic hours. Various study intersections are shown to operate below the County's LOS D design objective during their respective short-term and long-term scenarios.

Recommended roadway and intersection control improvements associated with the proposed Flying Horse East development were considered. Considering how there are no known committed or planned improvements for the study area roadways and intersections, it is unknown exactly what improvements are specific to the Flying Horse East sketch plan. It is assumed that once Pikes Peak Area Council of Governors (PPACG) and other applicable governments commit to and define timelines for specific roadway improvements, and once specific site plans within Flying Horse East become defined, recommended improvements associated with the Flying Horse East sketch plan can be further defined at that time.

As analyzed within the proposed mitigations provided in the Traffic Impact Study, it is recommended that both State Highway 94 and Enoch Road be widened from two to four through lanes by Year 2030. In review of the projected ADTs along Enoch Road as illustrated in Figure 13 of the Traffic Impact Study, against Section 2.3.2 of the County's ECM, it is recommended that Enoch Road be improved to provide a four-lane principal arterial roadway classification. Recommended intersection geometry for Year 2030 and 2045 total traffic conditions is included for reference in Appendix G of the Traffic Impact Study.

## FLOODPLAIN

Portions of Flying Horse East lie within a designated floodplain zone A per the FEMA flood insurance rate map 08041CO785G and 08041CO805G, effective date December 7, 2018.

### GEOLOGIC HAZARDS

While more site-specific soils reports and plat notes will be provided at a later stage of development to have a greater understanding of the geologic risks and mitigate constrained areas, the preliminary soil reports showed that the site was found to be suitable for development with appropriate mitigation and avoidance. It is the opinion of the Geotechnical Engineer that the existing geologic engineering and geologic conditions will impose some constraints on the development and construction of the site. However, these conditions can be avoided by construction and others can be mitigated through proper engineering design and construction practices. Based on the anticipated geologic and engineering geologic conditions appropriate mitigation measures identified in the Soils and Geology Report will be adhered to. This project will not interfere with the extraction of mineral deposits.

### MINERAL RIGHTS CERTIFICATION

A mineral rights certification affidavit was submitted with the FHE Sketch Plan application showing that there is no mineral estate owners associated with the property.

### WATER & WASTEWATER

FHE will be served by the Cherokee Metropolitan District for both water and wastewater service. A signed agreement and letter of intent from Cherokee has been included with this application. Within this letter of intent there are number of obligations for both the developer and Cherokee in order to provide the necessary service to the development. Based on the current replacement plan and negotiations with Cherokee it is anticipated to have a sufficient renewable water supply. Given the latest changes within Cherokee, it is anticipated to further conversations and correspondence to ensure everything meets or exceeds the requirements set forth. Additionally, a number of lift stations for future wastewater service have been identified with this Sketch Plan application and associated Wastewater Disposal Report. These locations are not final and are subject to change with future applications and amendments.

### DRAINAGE

A Master Development Drainage Plan prepared by HR Green Development, LLC was submitted with this application for FHE. This MDDP schematically addressed on-site and off-site drainage patterns using the existing topography and proposed land use plan for the overall drainage design. Individual preliminary and final drainage reports will better define the planning areas as the site is developed. Currently, a number of proposed detention facilities have been identified on the submitted Sketch Plan but are subject to change as further analysis and layout changes are made.

### SCHOOLS

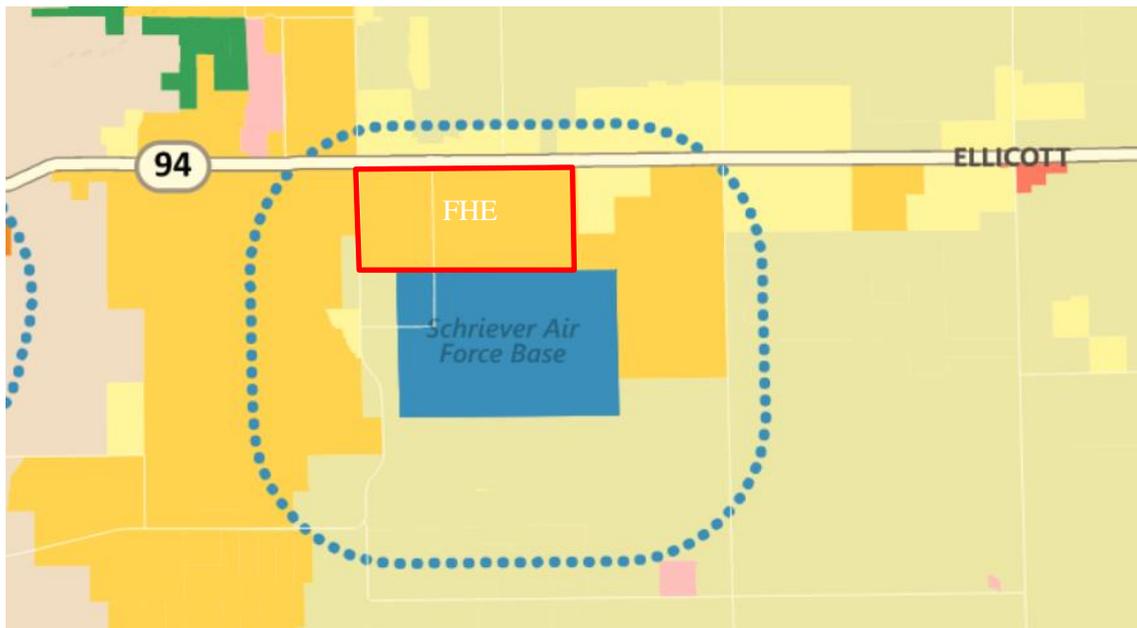
FHE in its entirety lies within the Ellicott School District #22. A future school site has been identified within this Sketch Plan in anticipation of additional resources that will be needed to serve the growth associated with this development. Ongoing discussions with Ellicott School District #22 will take place as part of this application to determine the exact acreage needed or fees in lieu of.

### ECOLOGIC/WILDLIFE ANALYSIS

Per with wildlife and wetlands report provided by Bristlecone Ecology, some wildlife will inevitably be affected by future development. The main consideration for wildlife that is present on the site today is the presence of the Black-Tailed Prairie Dog that was observed during the site visit. These animals are listed on the species of concern, however no burrowing owls, which typically inhabit these colonies during certain months of the year, were observed to be present. Additional site reconnaissance will need to be conducted in order to determine that no burrowing owls are found. The implementation of the necessary drainage facilities and improving the planned drainage corridors will improve the aquatic resources and wildlife in the area. While the existing grasslands on the site today will be impacted the most, carefully planned open space corridors, park sites and natural open space areas that will be preserved are expected to limit this loss as much as possible. More detailed information regarding all wildlife and wetland analysis can be found within the associated reports of this application.

## EL PASO COUNTY MASTER PLAN

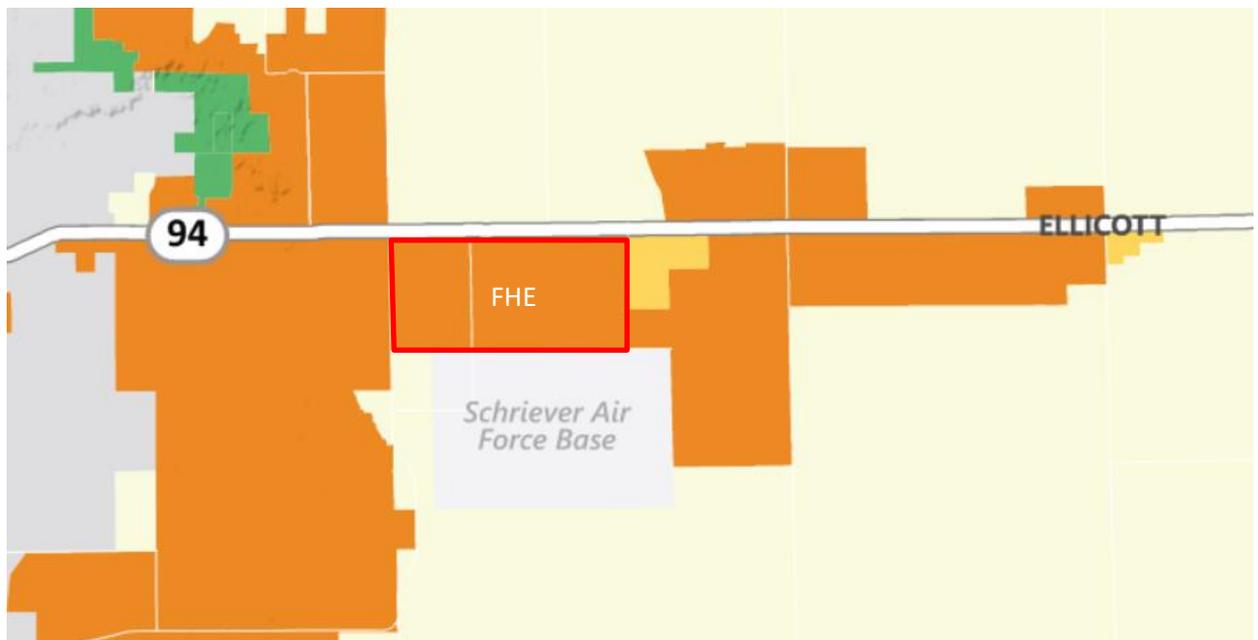
Per the 2021 'Your El Paso County Master Plan' FHE is listed as a Suburban Placetype. The majority of proposed land uses identified in the Sketch Plan conform with both the primary and supporting land uses listed under this placetype. Although it is expected for this whole area to undergo 'new development' it is still important to understand the existing land uses surrounding the site today. The lowest planned density allowing the largest lot sizes is located near the existing Rollings Hills Ranch Estates subdivision to provide the adequate land use transition. All four land use density ranges proposed will allow single-family detached, attached and multi-family housing options. The planned commercial hubs and institutions were located at key ingress/egress points along Highway 94 while the proposed Mixed-Use areas are located adjacent to Schriever Air Force Base to minimize 24/7 human interaction. A variety of parks, trail corridors and natural open spaces will continue to be provided and modified as necessary for the development.



PLACETYPES	LAND USES																			
	Agriculture	Manufacturing	Office	Single Family Detached	Single Family Attached	Multi-Family	Medium Use	Recreation	Commercial Retail	Commercial Service	Public Commercial	Entertainment and Arts	Office	Light Industrial/Business Park	Heavy Industrial	Utility	Parks and Open Space	Health and Biotechnology	Utility	
Rural	●	●	○																	
Large-Lot	○			●					○	○										
<b>Suburban</b>				●	○	○			○	○										
Urban Residential				●	●	○			○	○			○							
Rural Center				●	○	○			●	●										●
Regional Center				○	●	○			●	●			○							○
Employment Center									○	○			●	●	●					
Regional Open Space																				●
Mountain Interface				○					○	○		○								○
Military				○	○	●			○	○		○	●	●						○
Utility																				●

● Primary Land Use: More prominent and play a pivotal role in characterizing that placetype  
 ○ Supporting Land Use: Less prevalent and serve to support the primary land use

The FHE subdivision lies within the New Development category for the areas of change listed in the current master plan. Per this designation, “these areas will be significantly transformed as new development takes place on lands currently largely designated as undeveloped or agricultural areas. Undeveloped portions of the County that are adjacent to a built-out area will be developed to match the character of that adjacent development or to a different supporting or otherwise complimentary one such as an employment hub or business park adjacent to an urban neighborhood.” FHE furthers the current trend of expanding county development to the east where it is needed to serve existing facilities. Given its close proximity to Schriever Air Force Base and Ellicott the proposed Sketch Plan will provide new residential subdivisions, commercial / mixed use employment hubs, and schools in areas of current and future need.



The EPC Master Plan also identifies key areas within the county for priority of development. FHE is listed as a “priority development area” for housing and communities within this graphic. More specifically, FHN is located within the suburban residential priority development area #5: Schriever Air Force Base. Based on the description of this area it is expected to see continued growth and change, particularly as Schriever Air Force Base personnel and operations expand. Below are a number of key potential characters of this priority development area that should be addressed and match the current configuration of the FHE Sketch Plan.

- Suburban development should be **prioritized to help increase density in this area** with smaller-lot sizes, attached housing, and multi-family apartments.
- Additional **commercial uses should be developed at the Highway 94 and Enoch Road** intersection in a manner compatible with and supportive of base operations as well as the anticipated suburban residential development.
- The County should **prioritize the construction of roads as necessary** to improve connectivity to and support the operations of the installation.



#### WATER MASTER PLAN

The El Paso County Water Master Plan (WMP) identifies eight different planning regions in the County. FHE falls within regions 4c and 8 which includes portions of southeast Colorado Springs and Ellicott. As previously mentioned, both water and wastewater services will be provided by Cherokee Metro District via the signed letter of intent that was agreed upon. Ongoing discussions with Cherokee will take place throughout this application to ensure all services are provided and adequate for future development.

## Project Justification

Per Chapter 7.2.1(D)(c) the following criteria listed below outline the approval process for a Sketch Plan within El Paso County.

1. THE PROPOSED SUBDIVISION IS IN GENERAL CONFORMANCE WITH THE GOALS, OBJECTIVES, AND POLICIES OF THE MASTER PLAN;

See above analysis under the Master Plan section.

2. THE PROPOSED SUBDIVISION IS IN CONFORMANCE WITH THE REQUIREMENTS OF THIS CODE;  
The proposed FHE Sketch Plan conforms to all applicable code requirements for El Paso County.
3. THE PROPOSED SUBDIVISION IS COMPATIBLE WITH EXISTING AND PROPOSED LAND USES WITHIN AND ADJACENT TO THE SKETCH PLAN AREA;

The Sketch Plan proposes a mix of densities and intensities in land use to support current and future demand in accordance with the County Master Plan. Most proposed land uses are recommended for the suburban placetype of the County Master Plan. The proposed densities of the Sketch Plan are higher than the surrounding large rural lots, reflecting the evolving nature of the area from rural to suburban, as identified in the County Master Plan. Open space corridors are provided where the Sketch Plan development is directly adjacent to existing rural lots to provide sufficient buffer between differing densities. Where the proposed development is separated by a major roadway such as Highway 94, setbacks, landscaping and the roadway itself will create transition between densities. A variety of parks, trail corridors and natural open spaces will continue to be provided and modified as necessary for the development. Mixed Use is not identified as a recommended land use in the Suburban Residential placetype. The Mixed Use serves as a transition from the Military operations to the Suburban Residential Land uses proposed to the north. Proposed major roadways buffer the Mixed Use from the Suburban placetype land uses proposed elsewhere on the Sketch Plan.

4. THE WATER SUPPLY REPORT PROVIDES SUFFICIENT INFORMATION TO IDENTIFY PROBABLE COMPLIANCE WITH THE WATER SUPPLY STANDARDS AND IDENTIFIES ANY NEED FOR ADDITIONAL WATER SUPPLIES;

Cherokee Metropolitan District will be providing water service needs for this development. If additional analysis and correspondence determines that upgrades are needed for a sufficient water source, then those will be handled on a case by case basis. The signed letter of intent for service explicitly outlines all of the obligations for both the developer and Cherokee as summarized below:

1. FHE and Cherokee will negotiate whether FHE will be included as part of Cherokee or supplied via extraterritorial agreement.
2. Water rights used to provide water service to FHE must be approved for use in Cherokee's pending replacement plan case (Case No. 08GW71).
3. Cherokee retains all right, title and interest in and to all water provided for use at FHE.
4. FHE will plan, design, and construct, subject to Cherokee's approval, the potable water distribution system within the FHE development.
5. FHE will fund and assist in the planning, design, and construction of the water infrastructure necessary for Cherokee to produce and deliver the raw water supplies that will meet the

projected build-out demands at FHE, and to deliver potable water to FHE, including water quality treatment to the appropriate potable drinking water standards.

6. FHE will pay a water development charge for the cost of the water rights that will be used to provide the subject water supply to FHE.
  7. FHE will pay applicable infrastructure tap fees based on inclusion or extraterritorial service agreements.
  8. FHE must enter into a wastewater treatment agreement with Cherokee and all wastewater flows must flow to the Cherokee Wastewater Treatment Facility.
  9. FHE will plan, design, and construct, subject to Cherokee's approval, the wastewater infrastructure necessary to connect to Cherokee's wastewater system and to meet the projected build-out wastewater demand at FHE.
  10. To the extent an expansion of wastewater treatment capacity at Cherokee's Water Reclamation Facility is necessary to provide wastewater service to FHE, FHE will fund FHE's proportionate costs associated with planning, design, and construction of an expansion of the wastewater treatment capacity at Cherokee's Water Reclamation Facility, as well as any necessary upsizing of any wastewater collection and/or delivery infrastructure.
5. SERVICES ARE OR WILL BE AVAILABLE TO MEET THE NEEDS OF THE SUBDIVISION INCLUDING, ROADS, POLICE, AND FIRE PROTECTION, SCHOOLS RECREATIONAL FACILITIES, AND UTILITY SERVICE FACILITIES;

Additional roadway improvements determined by both the County and CDOT will be established this application. These will continue to be monitored on a timing basis to ensure they are completed at the appropriate time. Both Police and Fire services will come from Ellicott. IF additional land or fees in lieu of are needed then they will be finalized with the Sketch Plan approval. A large school site has already been planned for the anticipated build out of the subdivision.

6. THE SOIL IS SUITABLE FOR THE SUBDIVISION;

Per the submitted Soils and Geology report prepared by Entech Engineering, it is their opinion that the existing geologic engineering and geologic conditions will impose some constraints on development and construction of the site. The majority of these conditions can be mitigated through proper engineering design and construction practices. The proposed development and use are consistent with anticipated geologic and engineering geologic conditions.

7. THE GEOLGIC HAZARDS DO NOT PROHIBIT THE SUBDIVISION, OR CAN BE MITIGATED;

See above under number 6.

8. THE SUBDIVISION WILL NOT INTERFERE WITH THE EXTRACTION OF ANY KNOWN COMMERCIAL MINING DEPOSIT;

There will be no interference with the extraction of any known commercial mining deposits with this proposed application.

9. THE DESIGN OF THE SUBDIVISION PROTECTS THE NATURAL RESOURCES OR UNIQUE LANDFORMS;

The main natural resource and unique landform within FHE is the natural drainage corridor and

floodplain that bisects the property. Minimal road crossings have been planned to mitigate the amount of disturbance within this corridor. Future trails will be planned accordingly providing residents with the ability to interact with the corridor in a safe manner. Aquatic wildlife that currently exists in this area today will benefit from the stormwater facilities and runoff mitigation that is planned. Natural open spaces, trail corridors and planned park sites will also be planned to recapture the lost grasslands.

**10. THE PROPOSED METHODS FOR FIRE PROTECTION ARE ADEQUATE TO SERVE THE SUBDIVISIONS;  
AND**

Ellicott Fire Protection District will serve FHE. Appropriate fire hydrant locations will be identified on future Preliminary/PUD plans providing the necessary means to address any future fire hazards. These hydrants will obtain water from the Cherokee central water system. Additional land or fees in lieu of will be decided upon with the Ellicott Fire Protection District during the review of this application.

**11. THE SUBDIVISION IS APPROPRIATE AND THE DESIGN IS BASED ON MITIGATING THE CONSTRAINTS OF TOPOGRAPHY, SOIL TYPES, GEOLOGIC HAZARDS, AGGREGATE RESOURCES, ENVIRONMENTAL RESOURCES, FLOODPLAIN, AIRPLANE FLIGHT OVERLAYS, OR OTHER CONSTRAINTS.**

See above analysis.

## Conclusion

The FHE Sketch Plan, as proposed, is harmonious and consistent with the surrounding land uses. The FHE Sketch Plan complies with the requirements of the proposed PUD zone district and, is consistent with the intent and purpose of the Land Development Code.

Please contact me at 719.394.2434 with any questions or comments.

Sincerely,

**Brynhildr Halsten, PLA**

Planning & Landscape Architecture Project Manager  
HR Green® | Building Communities. Improving Lives.



1975 Research Parkway | Suite 160 | Colorado Springs, CO 80920

Direct 719.394-2434 | Cell 720-602-6300

[HRGREEN.COM](http://HRGREEN.COM)



**DEPARTMENT OF THE AIR FORCE  
UNITED STATES SPACE FORCE  
SPACE BASE DELTA 1**

16 May 2025

Colonel David Berríos  
Deputy Commander  
Space Base Delta 1  
210 Falcon Parkway, Suite 323  
Schriever SFB, CO 80912

Mr. Ryan Howser, AICP  
Planner III  
El Paso County Planning and Community Development  
2880 International Circle  
Colorado Springs, CO 80910

Dear Mr. Howser

Thank you for notifying Schriever Space Force Base (SFB) of the Flying Horse East (FHE) Phase 1 Sketch Plan project (File Number SKP242). We have not yet received specific responses to concerns noted in our 29 Jan 25 comments letter. We appreciate the opportunity to review this proposed development application and offer the following comments for project documents that were included in the 18 Mar 25 El Paso County (EPC) Electronic Development Application Review Program notice:

**Revised Letter of Intent (12 Mar 25):**

a) The revised letter of intent does not mention how key EPC Master Plan principles will be addressed in the development plan. Schriever SFB staff participated in the Pikes Peak Area Council of Governments Joint Land Use Study from 2015-2019 and the EPC Master Plan update from 2019-2021 to promote compatible development in the vicinity of our military installation. Schriever SFB requests that the development plan specifically address the attached highlighted statements from the EPC Master Plan promoting protection of critical missions, compatible development via compatible use transitions, open space buffers, and transportation corridor connectivity aspects that are included in goals, objectives, and strategies of the EPC Master Plan.

b) Please consider the benefits of the Department of Defense Readiness and Environmental Protection Integration (REPI) Program, described on page 64 of the EPC Master Plan. The REPI Program preserves Schriever SFB's military missions by supporting cost-sharing agreements between the Department of the Air Force, other Federal agencies, state and local governments, and private conservation organizations to avoid land use conflicts, address environmental restrictions that limit military activities, and increase installation resilience to extreme weather events. Palmer Land Conservancy (PLC) is Schriever SFB's Eligible Entity and is authorized to partner with willing surrounding landowners to consider buffer partnerships to preserve compatible land uses and natural habitats near Schriever SFB that help sustain our critical, at-risk military mission capabilities, and improve resilience.

**SEMPER SUPRA**

**Title Commitment (20 Dec 24):** Parcel B exception 61 (Reception No. 218045885) includes a road access permit for Tierra Vista Communities/Tri-Group as the Holder that expires 5 Nov 2040. Schriever SFB asks that this alternate egress route be maintained in any future plans.

**Revised Sketch Plan (14 Mar 25):** A small open space strip of land is identified just north of the installation. Please provide details for planned open space setback distances from the installation perimeter, potential building heights, and other compatibility aspects. Consider an open space buffer, in conjunction with the REPI program and PLC, *instead of* the proposed Mixed Use land use as a more compatible transition. Since lower density development is proposed adjacent to Rolling Hills Ranch Estates, we request a similar approach adjacent to Schriever SFB. Also, please consider relocating the two identified sewer lift stations further north to prevent potential flooding or odors impacting Schriever SFB if the lift stations malfunction.

**Soils and Geology Study (20 Dec 24):** Consider applying appropriate dust control measures during construction activities to not obscure the sky above the horizon.

**Revised Master Traffic Impact Study (13 Mar 25):** Over 7,000 personnel are employed on Schriever SFB. Adding two full movement access intersections and other potential access drives into the FHE site along Enoch Road could significantly degrade the level of service and potentially impact mission readiness for not just Schriever SFB, but other installations in the region. Table 7, 2030 State Highway 94 and Enoch Road intersection capacity ranges from Level of Service (LOS) “C” (acceptable flow, with some delay possible) during the morning peak hour to LOS “F” (severe congestion, near gridlock) during the afternoon peak hour. Table 8, 2045 State Highway 94 and Enoch Road intersection capacity is LOS “F” for both morning and afternoon peak hours. Please provide specific improvements to maintain existing traffic operations levels of service (ideally no worse than “C”), particularly along the Enoch Road corridor and at the State Highway 94 and Enoch Road intersection.

**Revised Master Development Drainage Plan (14 Mar 25):**

a) We understand that the intent is for flows from the proposed FHE site will be limited to historic flows, the increased cumulative runoff volume could expedite potential erosion or channel movement. Two small drainage tributaries flow from the FHE site through Schriever SFB. The proposed large-scale Mixed Use land use (65% impervious), adjacent to Schriever SFB’s northern boundary, could exacerbate this. Please mitigate any potential drainage, including damage to the existing installation perimeter security fence and drainage outfalls onto Schriever SFB.

b) While adhering to Senate Bill 15-212 draining requirements (all drains must be within 72 hours for the five-year storm or within 120 hours for storm events greater than the five-year storm), please consider the potential for standing water, mosquito breeding, and increased disease vector risks to Schriever SFB residents and personnel from large drainage detention ponds adjacent to the installation boundary and near Schriever housing.

**SEMPER SUPRA**

Thank you again for the opportunity to review and comment. Schriever SFB endeavors to partner and work toward development that is compatible -- development that neither creates public safety issues nor negatively impacts military operations. If you have any questions, please contact our Community Planner, Mr. Darren Horstmeier, 719-567-3186, darren.horstmeier@spaceforce.mil.

Sincerely

**BERRIOS.DAV** Digitally signed by  
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DAVID BERRÍOS, Colonel, USAF  
Deputy Commander

Attachment:  
El Paso County Master Plan Excerpts

**SEMPER SUPRA**

# OUR EL PASO WASTEWATER PLAN

ADOPTED May 26, 2021



# PLACETYPE: MILITARY

*The Military placetype consists of the installations and the supporting land uses that surround them. Military installations are major land owners and employers and to help support sustainable growth in the community they must also be adequately supported.*

## Character

Land use and development near and immediately adjacent to existing military installations, as well as their ancillary facilities, require additional consideration with regard to the compatibility of development and the potential for impacts or interference with military lands and potential future military base missions. The five military installations in the County, Cheyenne Mountain Air Force Station, Fort Carson, Peterson Air Force Base, Schriever Air Force Base, and the U.S. Air Force Academy (USAF), each function of their own accord.

Most include a mix of residential and other supporting uses in addition to their core military functions. In total they serve over 151,000 active-duty, National Guard, Reserve, retired military personnel, contractors, and other related tenants throughout Colorado's Front Range. The County continues to partner with all of the installations to maintain compatible use transitions and buffers adjacent to each installation through open space protection and site-specific development restrictions. Base Realignment and Closure (BRAC) is a key factor in the Military placetype. This is the only placetype that proposes to describe primary and supporting land uses for areas around and near the placetype, which causes overlap with adjacent placetypes.

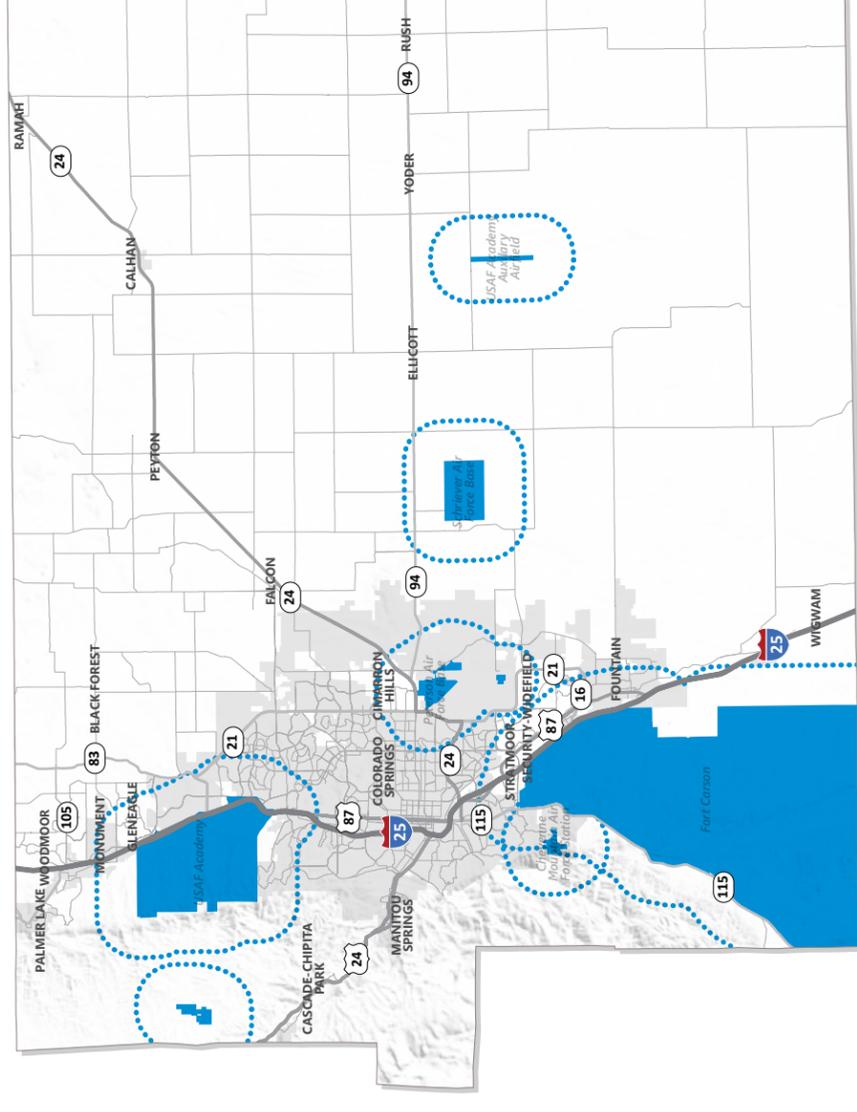
## Land Uses

### Primary

- Military Operation
- Office
- Light Industrial
- Multifamily Residential

### Supporting

- Single-family Detached Residential
- Single-family Attached Residential
- Restaurant
- Commercial Retail
- Commercial Service
- Entertainment
- Institutional
- Parks and Open Space





# MILITARY

## Placetype Characteristics

- A** Major roadways such as state highways, County roads, and City streets are paved. County roads that provide access to military installations that do not meet current standards will be improved.
- B** Each installation within the placetype has strategic access points entering and exiting base areas to ensure mission security and mitigate congestion onto major arterials.

- C** Sidewalks and pathways provide a network to connect facilities.
- D** Primarily low-rise military facilities and multifamily housing with accessory support buildings.
- E** Buildings are oriented towards the street and building entrances are highly visible.
- F** Buildings along an entire block follow uniform setbacks from the street.

- G** Security screening is setback from sidewalks and adjacent residential.
- H** Buffer landscaping is provided in the setback and screening occurs for areas of development.
- I** Areas off-base within the two-mile notification zone follow the built form characteristics of the respective placetypes but may incorporate additional requirements due to proximity to each of the respective installations.

## Additional Design Considerations

- ADA accessibility is required and may be provided as depicted within the typical design cross sections for the function of the road.
- Stormwater infrastructure adheres to best management practices and is strategically integrated into the layout of each installation and into the design of all development within and in close proximity to each installation.
- Site fencing prohibits access from surrounding non-military properties.

## Function of Supporting Uses

The Military placetype is unique and includes some commercial businesses that the individual installations deem appropriate on a case-by-case basis. Commercial uses within each installation serve the residents and employees. For areas off base, commercial businesses provide the same function, however at a smaller scale with grocery stores, restaurants, and a host of local retail and service shops. These are often clustered together instead of standalone.



#### 4 Highway 94

Similar to the Suburban Residential area along Woodmen Road, proximity to Colorado Springs also helps designate this section of unincorporated County for the same placetype. Availability of land, need to accommodate a growing population, and general adjacency to compatible uses support the identification of this area for suburban style development. Additionally, a significant portion of land directly west of this area, as well as land within this area, has the potential to be annexed by the City of Colorado Springs.

- **Suburban residential should be prioritized** here to provide a transitional buffer between the City and less-dense unincorporated County to the east, helping to protect its rural character.
- The County should **consider allowing attached housing units throughout this area on a case-by-case basis** depending on the size and scale of each development.
- **Supporting commercial uses should be considered particularly along Highway 94** to serve the community and the works and residents at Schriever Air Force Base.

#### 5 Schriever Air Force Base

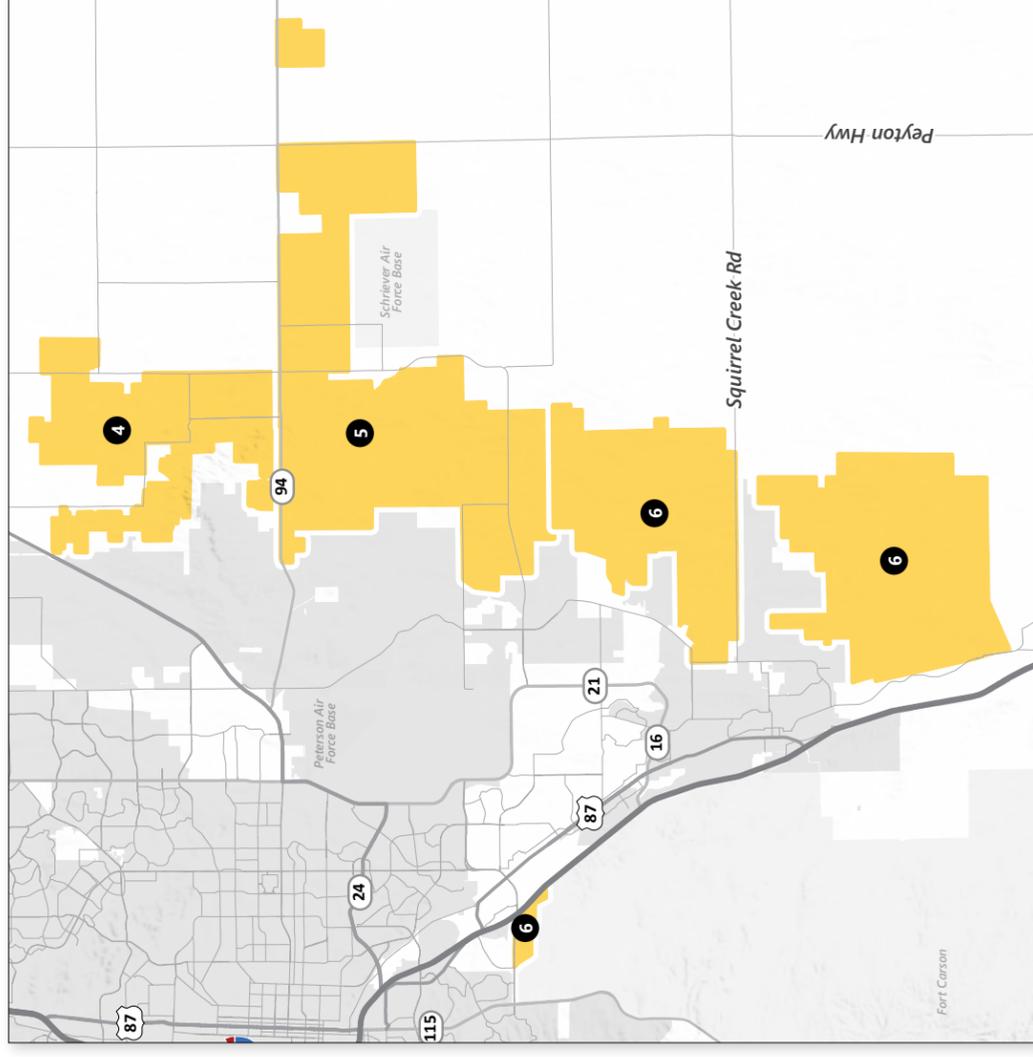
Growth along Highway 94 is expected to continue over the life of this Plan, particularly as operations expand at Schriever Air Force Base. Residential development can support its employees, both military personnel and contractors.

- Suburban development should be **prioritized to help increase density in this area** with smaller-lot sizes, attached housing, and multifamily apartments.
- **Efficient use of land helps preserve open space and reduce impacts on the critical missions** being performed at Schriever Air Force Base and adjacent rural areas.
- The **Rural Center in Ellicott should be expanded** to support the daily commercial needs of residents.
- **Additional commercial uses should be developed at the Highway 94 and Enoch Road** intersection in a manner compatible with and supportive of base operations as well as the anticipated suburban residential development.
- The County should **prioritize the construction of roads as necessary** to improve connectivity to and support the operations of the installation.

#### 6 Fountain Area

The City of Fountain is expected to accommodate a portion of the County's anticipated population growth over the life of this Master Plan. To do so, Fountain has the opportunity to expand south and east along Hanover Road between Squirrel Creek Road and Hanover Road. To match the existing development pattern of the City, this area should be considered for Suburban Residential development. This area includes unincorporated land in the County that is prioritized for future annexation.

- The County should **prioritize Suburban Residential in this area** to support annexation of this area into Fountain.
- **Denser development** should be allowed if compatible with the existing development pattern in Fountain and central water and sewer services are extended.



Suburban Residential Priority Development Areas

## Environmental Compatibility

El Paso County's greatest asset is its abundance of natural resources. While new residential development is necessary to accommodate the County's expected population growth it must not negatively impact the natural environment. Ensuring compatibility between the built and natural environment is a key component of *Your El Paso Master Plan*.

## Rural Character

Natural areas are an important part of the County's rural character, a character that defines El Paso County for residents and visitors alike. It is a critical County asset that residents, particularly in unincorporated areas, wish to see maintained. Preserving this character requires a targeted approach to planning for housing including a diligent review of all future development requests. When a developer begins the planning process, the County must continue to carefully analyze each proposal for compatibility with the natural environment and the rural character.

## Department of Defense REPI Program

Military bases may participate in the Department of Defense (DoD)'s Readiness and Environmental Protection Inegration (REPI) Program, which is a key tool for combating encroachment that can limit or restrict military training, testing, and operations. The REPI Program preserves and enhances these military missions by helping remove or avoid land-use conflicts near installations, ranges, and their associated facilities, range infrastructure, and airspace, as well as addressing regulatory restrictions that inhibit military activities.

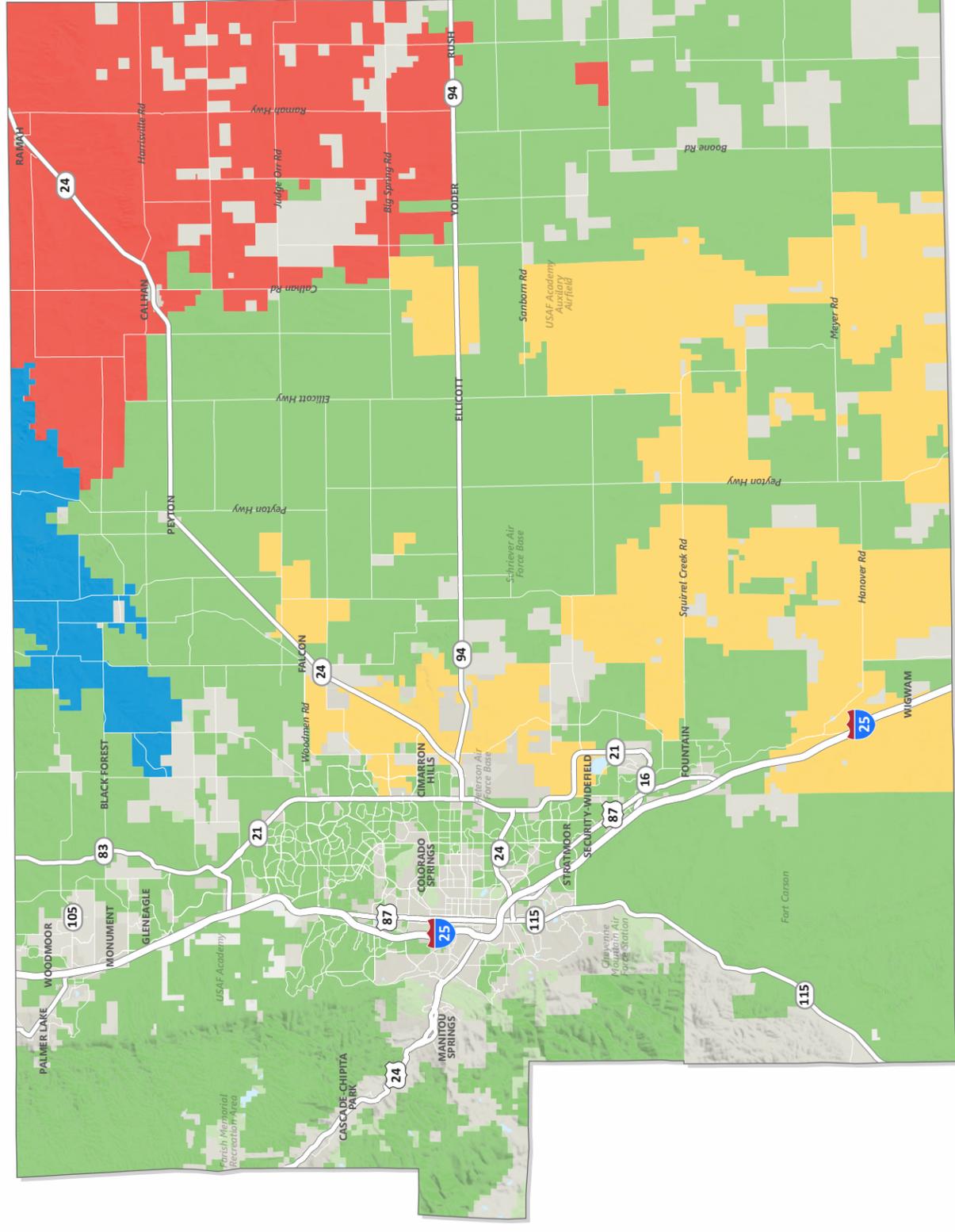
REPI projects contribute to the longevity of working farms, forests, and ranchlands; increase recreational and open space opportunities for nearby residents and military families; and protect against military relocations that would adversely affect the local economy.

## Conservation Easements

A conservation easement is a voluntary legal agreement that limits certain types of uses or prevents development from taking place on a piece of property in perpetuity. For example, a rural residential property owner or a farmer could transfer the development rights of their property to a nonprofit organization while still maintaining ownership. This ensures long-term preservation of the property's open space.

Conservation easements protect farmland and sensitive environmental features, preserve open spaces, and reduce sprawl. Some conservation easement properties can also be suitable candidates for regional trails, parks, and open spaces. While easements are most useful in rural areas, select locations within urban and suburban areas could also be appropriate, particularly forested and environmentally sensitive land. Several land trusts or land conservancy organizations operate within El Paso County, including Mountain Area Land Trust, Palmer Land Conservancy, El Paso County Conservation District, and Central Colorado Conservation District.

During appropriate discussion with residents and property owners the County should emphasize the use of conservation easements to protect open space and farmland. When development is proposed within a suburban area or in large lot residential areas adjacent growth areas, density bonuses should also be considered in exchange for allocating areas for conservation. Additionally, a developer or property owner can achieve conservation through PUD zoning with the County. The County should act as a coordinating body between the multiple conservation entities active within the region to streamline policies, identify recreation opportunities, identify land for purchase/transfer, and centralize properties into a singular GIS database.



### Conservation Districts

- Central Colorado Conservation District
- Double El Conservation District
- El Paso County Conservation District
- Kiowa Conservation District



## Responsibilities & Maintaining Roads

Roadways in El Paso County are maintained by a variety of jurisdictions.

- **Major roads that are state or U.S. highways are maintained by CDOT** and include I-25, US 24, State Highway 83 (SH 83), SH 94, SH 105, SH 115, and SH 21 (Powers Boulevard).
- **Connector roads in the incorporated areas of the County are primarily maintained by the municipalities** they are located within.
- Many of the **arterial roads connecting incorporated municipalities are owned and maintained by the El Paso County DPW.**
- County **arterial, collector, local roads in unincorporated parts of the County are maintained by the Department of Public Works.**

There are jurisdictional responsibilities assigned to ensure roads are properly maintained in the County, however, funding has been a consistent challenge for the County to keep up with road maintenance demands. Thus, highlighting a real need to share responsibilities with municipalities to maintain at a minimum County roadways segments that are within their municipal boundary or develop agreements with the municipalities to maintain roadways within and near enclaves. In addition to taking responsibility of existing County roads, as municipalities grow and annex adjacent lands for development it is critical that they also take responsibility to maintain the roadways within, or otherwise primarily serving, these annexed areas rather than leave them to the County or PPRTA.

## Lack of Funding

Roughly 4,335 lane miles of bridges and roads are owned by the County and managed by the Department of Public Works (DPW). This includes 266 bridges, about 109,000 linear feet of drainage ditches, over 382,000 feet of drainage pipe, over 24 miles of guardrail, 29,000 traffic control signs, 92 traffic signals, and over 22,000 acres of right-of-way. To properly maintain this extensive network the DPW needs to conduct pavement overlays on approximately 70 to 100 miles of road per year (about 10 percent of the system). Currently the DPW has funding to conduct payment overlays on about 20 miles of road each year. As the roadway network expands, DPW's capacity to fund maintenance projects will become even more strained.

Currently, roadway needs exceed available funding. Identifying funding sources for County infrastructure projects is an important subject requiring continuous study. Finding State and Federal sources of grant funding is paramount to keeping up with the infrastructure maintenance and expansion needs of the County into the future. Transportation infrastructure improvements also effect cyclist and pedestrian access as well as overall safety. Denser development also encourages multimodal transportation, affects transportation infrastructure needs, and can incentivize annexation.

The County should continue to actively seek out Federal and State funding sources to supplement maintenance and the expansion of the roadway network. Funding sources should not only serve to close the current gap but provide continued dollars to deal with maintenance into the future. Multimodal transportation should also be required with all new projects as there are specific federal funding opportunities for these types of project. The County should also prioritize denser development adjacent to municipal limits to encourage annexation.

## Relationship with CDOT

El Paso County shares responsibility for operation, maintenance, construction, planning for, and funding of roads within its jurisdiction. A strong collaborative relationship is critical to ensure that the complete and multimodal transportation systems work throughout the County. Regional transportation plans, either through PPACC or the Central Front Range, are shared with CDOT for inclusion in the Statewide Transportation Plan. Additionally, the Planning Department invites CDOT to Early Assistance meetings at the beginning of the development process, where traffic can affect state highways, to establish a fair share of costs for signals or improvements that are triggered by development applications. The County should continue its close relationship with CDOT to ensure the maintenance and development of a complete transportation network throughout El Paso County.

## Defense Access Roads

Considering the multitude of military installations in the County, planning for the future of transportation infrastructure in the region must prioritize defense access roads. Major corridors provide important access to military installations that balance access with functionality like Highway 94 and Bradley Road providing key access to Schriever Air Force Base, I-25 providing access to the Air Force Academy, and I-25 and Mesa Ridge Parkway providing access to Fort Carson. Regional transportation decisions related to defense access roads have major implications. In order to maintain safety and support the readiness of military installations and their missions, El Paso County should continue to support transportation projects along Highway 94, South Academy Boulevard, and other major access corridors. This includes supporting current efforts now underway as part of the Military Access, Mobility and Safety Improvement Project.

# 9

## *Inside this Chapter*

*Regional Coordination (page 111)*

*Cheyenne Mountain Air Force Station (page 112)*

*Schriever Air Force Base (page 112)*

*Fort Carson (page 113)*

*Peterson Air Force Base (page 114)*

*U.S. Air Force Academy (page 115)*

# MILITARY

The military installations in El Paso County are a key part of **Your El Paso Master Plan**. Military installations within El Paso County play a defining economic role within the County. Because of this, El Paso County has worked to support its military installations through its land use, transportation, and natural resource planning. As the County continues to grow, ongoing efforts to support effective, coordinated planning efforts with military installations should help to maintain the quality of life of County residents, a robust economic base, and the viability of the key military missions that take place within the region.

**Core Principle:** Foster effective working relationships with military installations to support planning efforts and mutual success.

**Goal 6.1** - Support compatible land uses within and in close proximity to bases and associated facilities.

**Goal 6.2** - Ensure coordinated planning efforts for transportation impacts and access.

## Regional Coordination & State Law

The State of Colorado has established several key laws that require coordination as it relates to compatible land use development, transportation, and intergovernmental support pertaining to military installations. Along these lines, El Paso County should continue to proactively engage local military installations formally and informally through its land use planning processes, including at the pre-application stage of development when possible. The County has also established mutual aid agreements with local military installations in a variety of areas, including emergency response and transportation.

The County also recently participated in the Pikes Peak Area Council of Governments (PPACG) 2018 Colorado Springs Regional Land Use Study (JLUS), a community-driven, cooperative, strategic plan for its five military installations. The comprehensiveness and relative of the JLUS establish it as a key component of this Master Plan, however the JLUS is a separate PPACG document that is not being formally adopted as a part of this Master Plan. As such, key recommendations have been included in this chapter, where appropriate. In some cases, these items may be pursued by the County independently, while state and local government, the installations, or other stakeholders may be needed for successful implementation on other items.

The JLUS provides four recommendations relevant to regional coordination efforts that are applicable to El Paso County:

- Manage future transportation projects that could affect gate traffic and associated stormwater impacts.
- Ensure transportation projects leave at least one access route unaffected by interference from road construction at any given time.
- Continue to include military installation representatives in regional planning efforts such as transportation plans, master plans, and facilities planning to ensure compatibility among future desired development and military operations.
- Educate local planning staff and elected officials on the effects of incompatible development on military operations.

### Cheyenne Mountain Air Force Station

<b>Date Established</b>	1967
<b>Land Area</b>	568 acres
<b>Total Population</b>	150

### Schriever Air Force Base (AFB)

<b>Date Established</b>	1985
<b>Land Area</b>	3,840 acres
<b>Total Population</b>	9,053
<b>Personnel</b>	over 7,255
<b>Economic Impact</b>	\$766,254,782

### Fort Carson

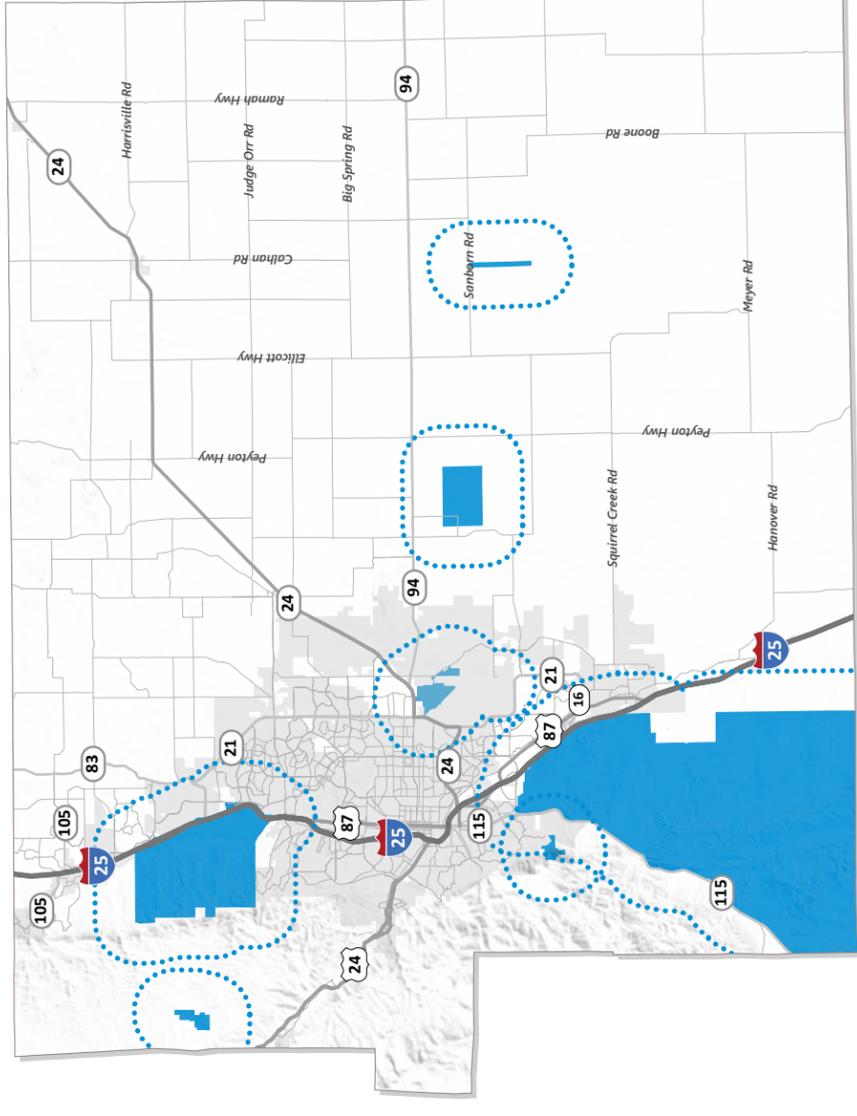
<b>Date Established</b>	1942
<b>Land Area</b>	137,404 acres
<b>Total Population</b>	98,409

### Peterson Air Force Base (AFB)

<b>Date Established</b>	1942
<b>Land Area</b>	1,457 acres
<b>Total Population</b>	18,303

### U.S. Air Force Academy (USAFA)

<b>Date Established</b>	1954
<b>Land Area</b>	19,322 acres
<b>Total Population</b>	25,000



## Military Installations

- 2-Mile Notification Zone
- Installation

## Cheyenne Mountain Air Force Station

Cheyenne Mountain AFS hosts the North American Aerospace Defense Command (NORAD), U.S. Strategic Command, U.S. Air Force Space Command and U.S. Northern Command (USNORTHCOM). Cheyenne Mountain AFS is located in southern Colorado Springs and is located adjacent to Cheyenne Mountain State Park. Its core functions are housed underground within the Cheyenne Mountain Complex where it performs global warning functions. Cheyenne Mountain AFS is under the command of the 21st Space Wing located at Peterson Air Force Base.

### Transportation & Access

Highway 115 serves as the major thoroughfare connecting to NORAD Road leading to Cheyenne Mountain AFS. Maintaining a high level of service along Highway 115 is a key priority for the base. El Paso County should continue to participate in discussions with installation representatives and CDOT regarding proposed changes along Highway 115 that could impact the installation.

### Compatible Land Use

105 acres of undeveloped land within the County are located within the two-mile buffer area of Cheyenne Mountain AFS. El Paso County should coordinate with Cheyenne Mountain AFS on development proposals in this area, in particular proposed telecommunications facilities or infrastructure that could impact the installation due to potential radio frequency spectrum interference. In addition, the County should work with Cheyenne Mountain AFS and other partners regionally to address wildfire risks along the mountain range.

### JLUS Recommendations

- Create a fire mitigation plan with residents (potential fire-resistant materials, defensible space, fire suppression systems, etc.) to reduce potential wildfire impacts in neighborhoods adjacent to installations and training areas.
- Craft a wildfire mitigation and watershed preservation plan for higher elevation forest areas west of the installation to include insect infestation management
- Support national defense goals to improve the resilience and sustainability of local installation plans through maintenance and future infrastructure development.

## Schriever Air Force Base (AFB)

Schriever AFB is located in central El Paso County approximately 10 miles east of the City of Colorado Springs, and it is the only military installation entirely surrounded by unincorporated area. U.S. Space Force units stationed at Schriever AFB perform both space and cyberspace warfighting operations in support of the military worldwide in support of programs such as Global Positioning System (GPS) and the worldwide Air Force Satellite Control Network. Schriever AFB employs over 7,255 personnel and has an annual economic impact of approximately \$767 million dollars.

### Utility Development

El Paso County should consult with Schriever AFB to ensure utility and other infrastructure projects promote compatibility with their operations. This includes transportation infrastructure that may induce incompatible urban growth, as well as development (including energy or communications infrastructure) that may generate radio frequency interference or physically block key look angles of ground-based systems located on base. Private utility providers should be included in this coordination when necessary.

### Transportation & Access

In order to maintain safety and support the readiness of Schriever AFB missions, El Paso County should continue to support CDOT transportation improvement projects along Highway 94. This includes current efforts now underway as part of the Military Access, Mobility and Safety Improvement Project. In addition to Highway 94, the County should coordinate with Schriever AFB to address other key corridors including Curtis, Irwin, Bradley, and Enoch Roads.

### Compatible Land Use

El Paso County should coordinate with Schriever AFB on all land use development within the two-mile notification buffer (as required by state law). In addition, as noted in the Peterson AFB section, the County should coordinate with Schriever AFB on land use proposals located between Schriever AFB and Peterson AFB to ensure radio frequency interference does not compromise mission requirements.

### JLUS Recommendations

- Evaluate current methods for addressing road safety issues associated with trash-hauling activities on Highway 94.
- Support national defense goals to improve the resilience and sustainability of local installation plans through maintenance and future infrastructure development.
- Pursue conservation partnering opportunities for compatible land use buffering under flight training areas and other critical areas as needed.
- Identify specific needed improvements to safety and capacity of State Highway 94 pursuant of CDOT studies.

## Land Use

**Core Principle: Manage growth to ensure a variety of compatible land uses that preserve all character areas of the County.**

### Goal LU1.

**Ensure compatibility with established character and infrastructure capacity.**

#### Objectives

**Objective LU1-1:** Some areas of the County should be planned for new development, while other areas should be preserved, protected, or see little new development.

**Objective LU1-2:** Continue to partner with all of the military installations to maintain compatible use transitions and buffers adjacent to each installation through open space protection and site-specific development restrictions.

**Objective LU1-3:** Protected/Conservation Areas should be preserved due to their local, ecological, or historical influence.

#### Specific Strategies:

- **Priority:** Due to its unique nature and overall importance, the Mountain Interface placetype must be appropriately preserved to help maintain the natural beauty of the County and protect the habitats of its abundant and diverse wildlife. New development within the Mountain Interface placetype must be well managed against the necessity of preservation and protection of this unique environmental area of the County.
- Fountain Creek should continue to be protected by limiting development in and near the Fountain Creek Watershed, Flood Control, and Greenway District boundaries. Any proposed development within the District will need to adhere to the District's land use standards to prevent or otherwise mitigate any negative impacts.
- All new development and redevelopment in the Forested Area should strictly adhere to the transportation and infrastructure, stormwater requirements, built form, and transition guidelines outlined in their appropriate placetypes. Each development proposal should also be reviewed on a case-by-case basis to determine its specific impact on the Forested Area and the established character of the individual community.
- Corral Bluffs should be considered as an open space buffer to preserve the character of the adjacent rural areas to the east.
- Extending the boundaries of Paint Mines Park should be considered to help preserve this distinct County amenity and provide more public open space in the future.
- New development and any redevelopment in Forested Areas should be of a lower intensity to mitigate any impacts on the Forest, properly manage stormwater, provide safe access to major roads and state highways for the traveling public and emergency response vehicles and adhere to the strictest building codes to prevent any hazards such as fires and soil erosion related to poor planning, design, and construction.
- The Minimal Change: Undeveloped areas should experience some redevelopment of select underutilized or vacant sites adjacent to other built-out sites, but such redevelopment will be limited in scale so as to not alter the essential character.
- Ensure appropriate density and use transitions for new development that occurs between differing placetypes.
- Conservation design (or clustered development) should routinely be considered for new development within the Large-Lot Residential placetype to provide for a similar level of development density as existing large-lot areas while maximizing the preservation of contiguous areas of open space and the protection of environmental features.

#### Objectives

**Objective LU2-1:** Continue to coordinate with the individual cities and towns as they plan for growth. Collaboration with the individual communities will prevent the unnecessary duplication of efforts, overextension of resources, and spending of funds.

**Objective LU2-2:** The character and intensity of new development or redevelopment in County enclaves should match that of the development in the municipality surrounding it.

**Objective LU2-3:** Prioritize the annexation of existing unincorporated County enclaves as opportunities arise.

#### Specific Strategies:

- **Priority:** Continue to prioritize nonresidential growth in the Colorado Springs Airport area to help expand the employment center in unincorporated El Paso County.
- **Priority:** Coordinate with the U.S. Forest Service and the City of Colorado Springs to identify opportunities for the County to help ensure Pikes Peak is preserved and maintained as both a natural amenity and an economic asset.
- Coordinate with each of the municipalities experiencing substantial growth the development of an intergovernmental agreement similar to that developed with Colorado Springs.
- Regularly revisit discussions with the City of Colorado Springs and other municipalities regarding possible annexation of enclaves or development of intergovernmental agreements to explore means to finance improvements and service debt to make annexation a feasible consideration.
- Coordinate future development adjacent and within the Peterson Air Force Base flight area buffer with the military installations to ensure growth doesn't negatively impact the primary functions of Peterson Air Force Base.

# Transportation & Mobility

**Core Principle:** Connect all areas of the County with a safe and efficient multimodal transportation system.

## Goal TM1.

**Establish a transportation network that connects all areas to one another, emphasizing east-west routes, reducing traffic congestion, promoting safe and efficient travel.**

### Objectives

**Objective TM1-1:** Ongoing coordination should continue to occur at all levels of government in order to maintain open lines of communication and to ensure transportation projects align with the desires of the community.

**Objective TM1-2:** Continue to stay involved as a member of the PPRTA.

**Objective TM1-3:** Continue to prioritize the improvements listed in MITCP.

**Objective TM1-4:** Encourage sidewalks and other multimodal facilities in all new development in placetypes, as appropriate, and upgrade existing infrastructure to these types of facilities when needed.

**Objective TM1-5:** Continue the close relationship with CDOT to ensure the maintenance and development of a complete transportation network throughout El Paso County.

**Objective TM1-6:** Continue to support transportation projects along Highway 94, South Academy Boulevard, and other major access corridors in order to maintain safety and support the readiness of military installations and their missions, which includes supporting current efforts underway as part of the Military Access, Mobility and Safety Improvement Project.

**Objective TM1-7:** Help facilitate communication between the other airports to prevent conflicts between their operations and those of Colorado Springs Airport, Meadow Lake Airport, and all military installations.

**Objective TM1-8:** Apply 1041 powers as given through the Colorado General Assembly to ensure that local government maintains a seat at the table on rail projects and that placement of such corridors maximizes economic opportunities for the communities.

### Specific Strategies:

- **Priority:** Review and update the Master Transportation Corridor Plan (MTCP) regularly to ensure that it can be relied upon over the Master Plan if conflicts arise.
- As proposed roadway improvements are planned and developed, the guidelines and standards associated with their classification and function should be considered to the degree practical and appropriate.
- Continue working with Pikes Peak Area Council of Governments (PPACG) and participating on its various committees to ensure coordination occurs on all transportation plans and projects in the El Paso County.
- Work with Colorado Department of Transportation (CDOT) to complete its list of east-west priority projects along Highway 94 and Highway 24. These include widening a portion of Highway 94 between US 24 and Enoch Road to add passing and turn lanes set to be completed in up to four years and the widening of a section of Highway 24 east through Falcon to four lanes set to be completed in five to ten years.
- Conduct a study to identify possible new roadways that create more east-west and north-south connections to ensure the east side of the County has efficient access to Colorado Springs and other County destinations.
- Continue to require that new subdivision developments in the County have multiple points of access to existing roadways to minimize congestion and improve emergency access. They should be sited in a manner that improves connectivity to adjacent areas.
- Encourage existing subdivisions to find ways to expand points of access and open up connections to neighboring developments and subdivisions such as through stub roads or easements where a burden would not be placed on existing roads.
- Undertake a reassessment of facility needs and compliance as projects in the current Meadow Lake Airport Master Plan near completion to continue strengthening this asset.
- Continue to utilize the 2013 Colorado Springs Airport Master Plan to ensure compatibility between future development and airport operations.
- Help facilitate the development of the railyard located adjacent to the Fort Carson spur of the shared BSNF and UP line.

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# Military

## Core Principle: Foster effective working relationships with military installations to support planning efforts and mutual success.

### Goal M1.

Support compatible land uses within and in close proximity to bases and associated facilities.

#### Objectives

**Objective M1-1:** Continue to include military installation representatives in regional planning efforts such as transportation plans, master plans, and facilities planning to ensure compatibility among future desired development and military operations.

**Objective M1-2:** Educate local planning staff and elected officials on the effects of incompatible development on military operations.

**Objective M1-3:** Prioritize improving and expanding the capacity of existing roads or construct new roads to improve connectivity to and support of Schriever AFB operations.

#### Specific Strategies:

- Continue to participate in discussions with installation representatives and CDOT regarding proposed changes along Highway 115 that could impact the installation.
- Coordinate with Schriever AFB on all land use development within the two-mile notification buffer (as required by state law).
- Implement consistent and compatible zoning regulations for land areas within Accident Potential Zones (APZs).
- Continue to pursue conservation and compatible land use buffering efforts with Fort Carson through various programs and initiatives, including the Sentinel Landscape Program and Army Compatible Use Buffer (ACUB).
- Notify Peterson AFB of renewable energy developments, including in areas beyond the state-required two-mile notification zone.
- Coordinate land use development applications located between Peterson AFB and Schriever AFB to limit radio frequency spectrum impacts.
- Manage encroachment issues from development that can interfere with operations on Runway 13/31 at Peterson AFB and special-use aircraft taking off in hot weather.
- Limit commercial or industrial uses that pose a security threat to Colorado Springs Airport and Peterson AFB operations (storage, shipping, truck trailers, etc.).
- Coordinate with the Air Force Academy to ensure that proposed development within the Academy's formally designated accident potential zones remain compatible with airfield activities.
- Potential impacts near the Academy within and beyond its Clear Zone and Accident Potential zones should be minimized by limiting the intensification of current low-density residential or agricultural land uses.
- Potential impacts near the Bullseye Auxiliary Airstrip (south of Sanborn Road approximately 5 miles southeast of Ellicott), which supports practice landings, take-offs and touch-and-goes of airmanship program participants, should be minimized by limiting the intensification of current low-density residential or agricultural land uses.
- Collaborate with Pikes Peak Regional Building Department to review and update Regional Building Department Guidelines and policies that may impact military air operations during the construction process.
- Coordinate with the Air Force Academy to ensure its training areas in eastern El Paso County are preserved.
- Coordinate on land use development projects north of the Air Force Academy to ensure compatibility with the activities that regularly occur within Jack's Valley, an outdoor training complex and small arms training range.

#### Objectives

**Objective M2-1:** Manage future transportation projects that could affect gate traffic and associated stormwater impacts.

**Objective M2-2:** Continue to work with CDOT to prioritize transportation improvements along the routes that serve military bases.

**Objective M2-3:** Cooperate with CDOT and the Pikes Peak Area Council of Governments (PPACG) to meet regional military transportation needs.

#### Specific Strategies:

- **Priority:** Ensure transportation projects leave at least one access route unaffected by interference from road construction at any given time.
- Work with Cheyenne Mountain AFS and other partners regionally to address wildfire risks along the mountain range.
- Consult with Schriever AFB to ensure utility and other infrastructure projects promote compatibility with their operations. Private utility providers should be included in this coordination when necessary.
- Continue to support CDOT transportation improvement projects along Highway 94 in order to maintain safety and support the readiness of Schriever AFB missions.
- Coordinate with Schriever AFB to address key corridors including Curtis, Irwin, Bradley, and Enoch Roads.
- Coordinate with Fort Carson, the Fountain Creek Watershed District, and Colorado Springs Utilities, where possible, to reduce stormwater impacts from new development. These groups should also partner together to implement the Monument Creek Watershed Restoration Plan (particularly in the upper watershed where possible), develop regional criteria, and improve flood monitoring practices.
- Work with Fort Carson, CDOT, and local municipalities to improve the safety and effectiveness of the transportation network along major Highway 115 and I-25.
- Improve Charter Oak Ranch Road outside Gate 19 at Fort Carson.
- Evaluate current methods for addressing road safety issues associated with trash-hauling activities on Highway 94.
- Develop an alternate rail connection to Fort Carson to support redundant and increased rail service.
- Facilitate public outreach and communication from Peterson AFB regarding PFOAs and water-quality issues.
- Where possible, El Paso County should coordinate with the Air Force Academy, the Town of Monument, the Fountain Creek Watershed District, and Colorado Springs Utilities to reduce stormwater impacts from new development. These groups should also partner together to implement the Monument Creek Watershed Plan (particularly in the upper watershed where possible), develop regional criteria, and improve flood monitoring practices.
- El Paso County should continue to support coordination efforts with the Academy, CDOT, and the City of Colorado Springs to ensure that transportation infrastructure and operations can meet the demands of the Academy's workforce and its visitors.
- Create a fire mitigation plan with residents (potential fire-resistant materials, defensible space, fire suppression systems, etc.) to reduce potential wildfire impacts in neighborhoods adjacent to installations and training areas.
- Craft a wildfire mitigation and watershed preservation plan for higher elevation forest areas surrounding each installation to include insect infestation management.

'S' = Short-Term (1-3 Years) 'M' = Mid-Term (3-5 Years) 'L' = Long-Term (5+ Years) 'O' = Ongoing

SKETCH PLAN (RECOMMEND APPROVAL)

\_\_\_\_\_ moved that the following Resolution be adopted:

BEFORE THE PLANNING COMMISSION

OF THE COUNTY OF EL PASO

STATE OF COLORADO

RESOLUTION NO. SKP242  
FLYING HORSE EAST PHASE 1

WHEREAS, Flying Horse Land Company, LLC did file an application with the El Paso County Planning and Community Development Department for approval of a Sketch Plan for property in the unincorporated area of El Paso County as described in Exhibit A, which is attached hereto and incorporated herein by reference; and

WHEREAS, a public hearing was held by this Commission on June 19, 2025; and

WHEREAS, based on the evidence, testimony, exhibits, consideration of the Master Plan for the unincorporated area of the County, presentation and comments of the El Paso County Planning and Community Development Department and other County representatives, comments of public officials and agencies, comments from all interested persons, comments by the general public, and comments by the El Paso County Planning Commission members during the hearing, this Commission finds as follows:

1. The application was properly submitted for consideration by the Planning Commission;
2. Proper posting, publication, and public notice were provided as required by law for the hearing before the Planning Commission;
3. The hearing before the Planning Commission was extensive and complete, that all pertinent facts, matters, and issues were submitted, and that all interested persons and the general public were heard at that hearing;
4. All exhibits were received into evidence;
5. All data, surveys, analyses, studies, plans, and designs as are required by the State of Colorado and El Paso County have been submitted, reviewed, and found to meet all sound planning and engineering requirements of the El Paso County Subdivision Regulations.

6. For the above-stated and other reasons, the proposed Sketch Plan is in the best interest of the health, safety, morals, convenience, order, prosperity and welfare of the citizens of El Paso County.

WHEREAS, this Commission further finds that the request meets the criteria for approval outlined in Section 7.2.1.D.1.c of the Land Development Code ("Code") (as amended), as follows:

1. The proposed Subdivision is in general conformance with the goals, objectives, and policies of the Master Plan;
2. The proposed Subdivision is in conformance with the requirements of the Code;
3. The proposed Subdivision is compatible with existing and proposed land uses within and adjacent to the Sketch Plan area;
4. The water supply report provides sufficient information to identify probable compliance with the water supply standards and identifies any need for additional water supplies;
5. Services are or will be available to meet the needs of the Subdivision including, roads, police and fire protection, schools, recreation facilities, and utility service facilities;
6. The soil is suitable for the Subdivision;
7. The geologic hazards do not prohibit the Subdivision, or can be mitigated;
8. The Subdivision will not interfere with the extraction of any known commercial mining deposit [C.R.S. § 34-1-302(1), et seq.];
9. The design of the Subdivision protects the natural resources or unique landforms;
10. The proposed methods for fire protection are adequate to serve the Subdivision; and
11. The Subdivision is appropriate and the design is based on mitigating the constraints of topography, soil types, geologic hazards, aggregate resources, environmental resources, floodplain, airplane flight overlays, or other constraints.

NOW, THEREFORE, BE IT RESOLVED, that the El Paso County Planning Commission recommends that the application of Flying Horse Land Company, LLC for approval of a Sketch Plan for property in the unincorporated area of El Paso County as described in Exhibit A, meets the criteria for approval outlined in Section 7.2.1.D.1.c of the Land Development Code and be approved by the El Paso County Board of County Commissioners with the following conditions and notations:

CONDITIONS

1. Development of the property within the Sketch Plan, including, but not limited to, Map Amendments, Preliminary Plans, and Final Plats shall be in general or substantial conformance with the approved Mayberry Sketch Plan. Amendments to the Sketch Plan may only be made subject to the limitations contained in the El Paso County Land Development Code (as amended).
2. Developer shall comply with federal and state laws, regulations, ordinances, review and permit requirements, and other agency requirements, if any, of applicable agencies including, but not limited to, the Colorado Division of Wildlife, Colorado Department of Transportation, U.S. Army Corps of Engineers and the U.S. Fish and Wildlife Service regarding the Endangered Species Act, particularly as it relates to the Preble's Meadow Jumping Mouse as a listed species.
3. All outstanding comments shall be addressed prior to final approval of the Sketch Plan.

NOTATIONS

1. Applicable park, school, transportation, drainage, bridge, and traffic fees shall be paid to the El Paso County Planning and Community Development Department at the time of recording any Final Plat.
2. Access locations and roadway classifications are conceptual only and will be determined at the time of Preliminary Plan review. Final locations and classifications of roadways will be subject more detailed land use design and subdivision review.

BE IT FURTHER RESOLVED that this Resolution and the recommendations contained herein shall be forwarded to the El Paso County Board of County Commissioners for its consideration.

\_\_\_\_\_ seconded the adoption of the foregoing Resolution.

The roll having been called, the vote was as follows: (circle one)

Sarah Brittain Jack	aye / no / non-voting / recused / absent
Jim Byers	aye / no / non-voting / recused / absent
Jay Carlson	aye / no / non-voting / recused / absent
Jeffrey Markewich	aye / no / non-voting / recused / absent
Eric Moraes	aye / no / non-voting / recused / absent
Bryce Schuettpelz	aye / no / non-voting / recused / absent
Wayne Smith	aye / no / non-voting / recused / absent
Tim Trowbridge	aye / no / non-voting / recused / absent
Christopher Whitney	aye / no / non-voting / recused / absent

The Resolution was adopted by a vote of \_\_\_\_ to \_\_\_\_ by the El Paso County Planning Commission, State of Colorado.

DONE THIS 19th day of June, 2025, at Colorado Springs, Colorado.

EL PASO COUNTY PLANNING COMMISSION

By: \_\_\_\_\_  
Chair

EXHIBIT A

ALL OF SECTION 13, TOWNSHIP 14 SOUTH, RANGE 64 WEST OF THE 6TH P.M., LESS AND EXCEPT THE EAST HALF OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER AND THE WEST HALF OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER, COUNTY OF EL PASO, STATE OF COLORADO;

ALL OF SECTION 14, TOWNSHIP 14 SOUTH, RANGE 64 WEST OF THE 6TH, P.M., LESS AND EXCEPT THAT PART CONVEYED TO THE COUNTY OF EL PASO, STATE OF COLORADO, FOR ROAD PURPOSES, BY DEED RECORDED FEBRUARY 24, 1937 IN BOOK 910 AT PAGE 506; AND FURTHER EXCEPT THAT PART CONVEYED TO THE STATE DEPARTMENT OF HIGHWAYS DIVISION OF HIGHWAYS, STATE OF COLORADO, FOR ROAD PURPOSES, BY INSTRUMENT(S) RECORDED MAY 16, 1985 IN BOOK 5010 AT PAGE 60; AND RECORDED MAY 16, 1985 IN BOOK 5010 AT PAGE 62; AND RECORDED JUNE 13, 1988 IN BOOK 5518 AT PAGE 1209; AND FURTHER EXPECT THAT PART AS SET FORTH IN DEED RECORDED OCTOBER 5, 1994 IN BOOK 6539 AT PAGE 1323 MORE PARTICULARLY DESCRIBED AS FOLLOWS: A PORTION OF THAT TRACT OF LAND DESCRIBED IN BOOK 3856 AT PAGE 205 OF THE EL PASO COUNTY RECORDS AND LOCATED IN THE NORTH ONE-HALF (N 1/2) OF SECTION 14, TOWNSHIP 14 SOUTH, RANGE 64 WEST, OF THE 6TH P.M., COUNTY OF EL PASO, STATE OF COLORADO, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF SAID SECTION 14; THENCE N01°13'32"W, ALONG THE EAST LINE OF SAID SECTION 14, A DISTANCE OF 5216.50 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY LINE OF COLORADO STATE HIGHWAY NO. 94 AS DESCRIBED IN SAID BOOK 3856 PAGE 205; THENCE S89°55'59"W, ALONG SAID LINE, A DISTANCE OF 1800.37 FEET TO THE POINT OF BEGINNING OF THE TRACT HEREIN DESCRIBED; THENCE S01°13'51"E, A DISTANCE OF 473.30 FEET; THENCE S89°55'59"W, A DISTANCE OF 845.02 FEET; THENCE N01°13'51"W, A DISTANCE OF 473.30 FEET TO A POINT ON SAID RIGHT OF WAY LINE; THENCE N89°55'59"E, ALONG SAID LINE A DISTANCE OF 845.02 FEET TO THE POINT OF BEGINNING, COUNTY OF EL PASO, STATE OF COLORADO.

THE NORTH HALF OF SECTION 23, TOWNSHIP 14 SOUTH, RANGE 64 WEST OF THE 6TH P.M., COUNTY OF EL PASO, STATE OF COLORADO;  
THE NORTH HALF OF SECTION 24, TOWNSHIP 14 SOUTH, RANGE 64 WEST OF THE 6TH P.M., COUNTY OF EL PASO, STATE OF COLORADO;