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DEVELOPMENT

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CHURCH AT BENT GRASS MEADOWS: SITE DEVELOPMENT PLAN

LETTER OF INTENT, PPR2622

NOVEMBER 11, 2026

OWNER/DEVELOPER:
FAL Realty LLC
211 N Robinson Ave
Oklahoma City, OK 73102
info@seed.services

CONSULTANT:
HR Green Development, LLC
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Colorado Springs, CO 80920
Blaine.perkins@hrgreen.com

SITE DETAILS

- TSN: 5301000026
- Address: Bent Grass Meadows Drive
- Acreage: 2.07 Acres
- Zoning: CS (CS253)
- Current Use: Vacant

- TSN: 5301000033
- Address: Bent Grass Meadows Drive
- Acreage: 6.25 Acres
- Zoning: CS (CS253)
- Current Use: Vacant

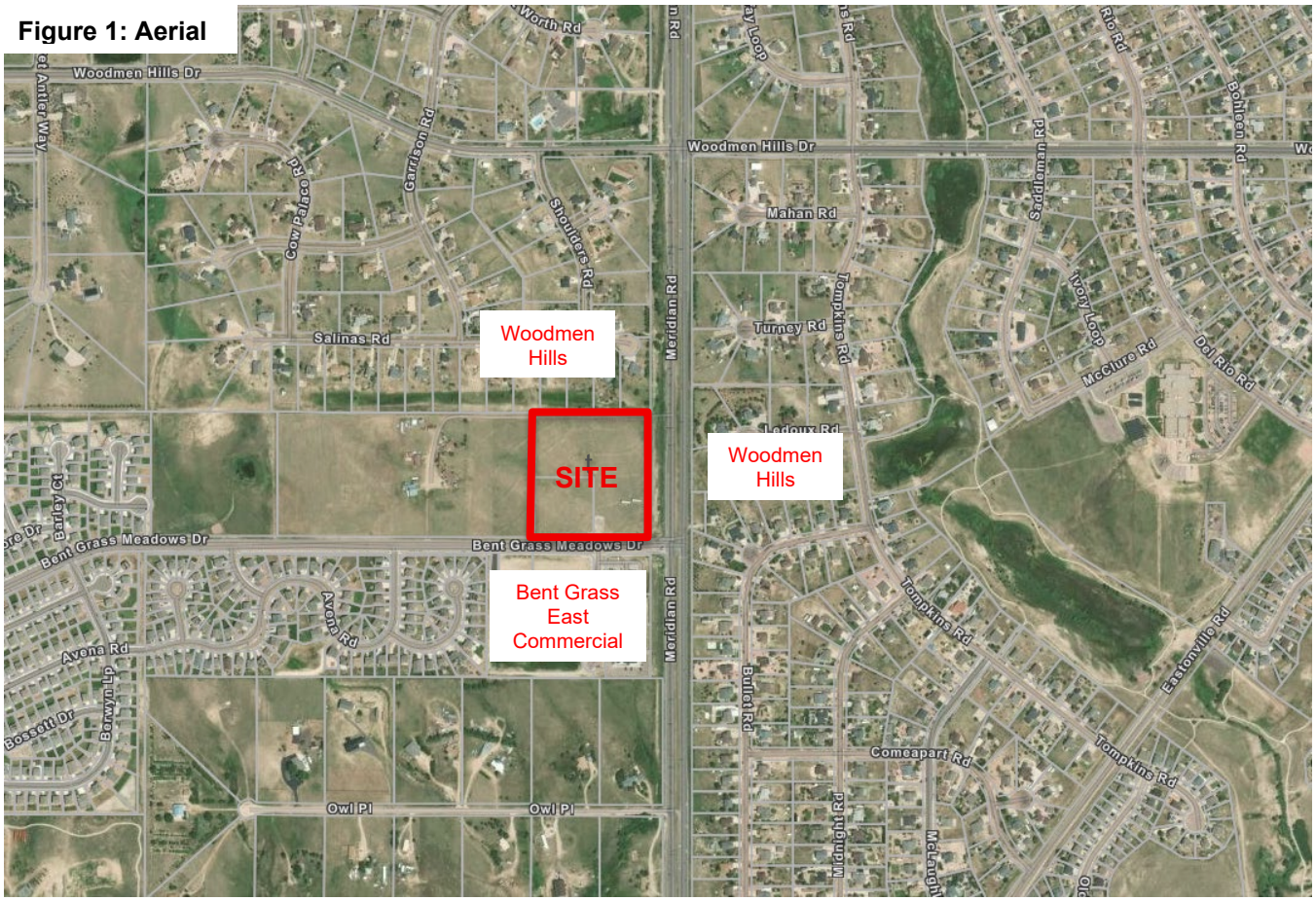
APPLICATION REQUEST

- HR Green on behalf of FAL Realty, LLC requests approval of a Site Development Plan (PPR2622) for 8.34007 acres comprising two parcels.

SITE LOCATION

The site is located is located west of Meridian Road an Urban Principal Arterial and north of Bent Grass Meadows Drive an Urban Minor Collector. The residential Woodmen Hills neighborhood is north of the site and across Merdian Road. To the west is an 18-acre residential property containing a manufactured home and outbuildings. South across Bent Grass Meadows Drive sits the Bent Grass East commercial center.

Figure 1: Aerial



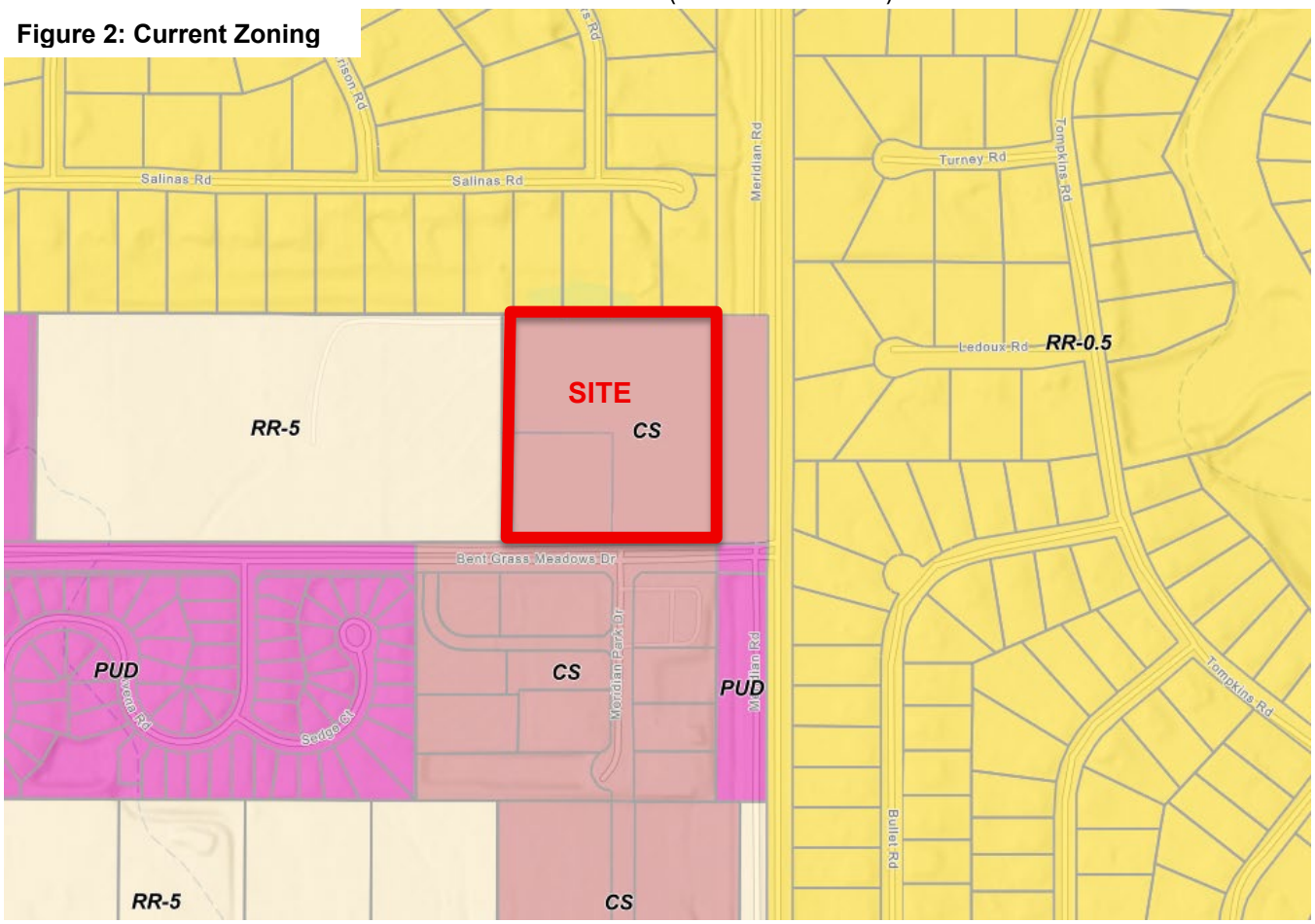
PROJECT DESCRIPTION & CONTEXT

The proposal is to develop the site for a church known as Church at Bent Grass Meadows. The Church at Bent Grass Meadows documents included with this submittal for the Site Development Plan (PPR2622) provide more details on proposed improvements and operations.

Zoning:

The properties are currently vacant and recently zoned CS (CS253). South of the properties the Bent Grass East Commercial properties are zoned CS. The property to the west is zoned RR-5. The residential to the north and east across Merdian Road are zoned RR-0.5 (Residential Rural).

Figure 2: Current Zoning



Access:
Access to the development is proposed via two access drives onto Bent Grass Meadows Drive: one full-movement access aligning with Meridian Park Drive, and one right-in/right-out access approximately 280 feet west of Meridian Park Drive.

Traffic:
A Traffic Impact Study prepared by SM Rocha is included with the Final Plat application (SF268). The Traffic Impact Study analysis of future traffic conditions indicates that the addition of site-generated traffic is expected to create minimal negative impact on traffic operations for the existing and surrounding roadway system, with roadway and intersection control improvements assumed within this analysis. The Traffic Impact Study notes roadway improvements associated with site development are expected to be limited to site access and frontage as required by the governing agency. With all conservative assumptions defined in the Traffic Impact Study analysis, the study intersections are projected to operate at future levels of service comparable to Year 2045 background traffic conditions. The development is subject to road impact fees. The road impact fees are estimated to be $43,271.80 and must be paid at the last land use approval.

Operations:
The proposed church will be approximately 39,338 square feet in size, supporting a maximum of 750 attendees. Services are anticipated to be held on Sundays, with the first service at 8:30 am and the final at 5:30 pm. Other activities throughout the week include youth services/outings and special events.

Parking:
The parking table from the Site Development Plan outlines the requirements and proposed parking on site; they are summarized below. There is sufficient space in the proposed parking areas to provide the parking required for the proposed use, as will be outlined in the Site Development Plan. The parking requirement is calculated at a ratio of 4 seats per 1 parking space (4:1) as noted in the chart below.

PARKING SPACE CALCULATIONS								
AREA TYPE	# OF SEATS	PARKING SPACE:SEAT	REQUIRED SPACES	PROVIDED SPACES	ADA STANDARD STALLS REQ'D.	ADA VAN STALLS REQ'D	ADA STANDARD STALLS PROVIDED	ADA VAN STALLS PROVIDED
RELIGIOUS INSTITUTION	750	1:4	188	440	7	2	7	2

Utilities:
A site-specific preliminary utility plan, prepared by HR Green, is included with the Site Development Plan (PPR 2622) application. This utility plan shows internal connections on the site that will ultimately connect into future main lines within Bent Grass Meadows Drive. Electric services will be provided by Mountain View Electric, gas services will be provided by Colorado Springs Utilities, and water/wastewater will be provided by the Woodmen Hills Metropolitan District.

Wetlands & Floodplain:
There are no wetlands within the project boundaries. The site is located in Zone X (FEMA Floodplain Map No. 08041C0553G dated December 7, 2018), indicating the flood risk of the site is deemed by FEMA to be 'minimal'.

Wildlife:
A Natural Features Report prepared by Bristlecone Ecology is included with the Final Plat application (SF 268). Noted in the Natural Features Report is the presence of nesting substrates for migratory birds, including burrowing owls, present in the form of open grasslands, which are expected to be used by some migratory birds during the breeding season. It is not known whether burrowing owls nest on the site, but one was observed utilizing a burrow during the site visit. Further study would be required to determine if burrowing owls actively nest on the site. Burrowing owls are a state-listed species and are also protected under the MBTA. A focused survey for burrowing owls following Colorado Parks and Wildlife's Recommended Survey Protocol and Actions to Protect Nesting Burrowing Owls is recommended to determine whether there are any active nests within the colony prior to construction. The site is not suitable habitat for any Federally listed threatened or endangered species.

The Natural Features Report also recommends that vegetation clearing/grubbing/grading of the site occur outside of the nesting season (March 15th to July 31st) to avoid disturbing nesting migratory birds. If such timing restrictions are not possible, the Natural Features Report recommends conducting a migratory bird nesting survey during the nesting season to ensure impacts to nesting birds do not occur. Ground-nesting songbirds are expected to use the available grasslands at the site, and surveys should be conducted to avoid disturbance.

Wildfire:
The primary wildland fuel type is grassland. The Colorado State Forest Service has determined a moderate-high wildfire hazard potential and listed a moderate risk, as this area is currently undisturbed grassland. Development of the site will reduce the available wildfire fuels in this area.

Drainage:
A drainage report, prepared by HR Green, will be submitted with this Site Development Plan (PPR 2622) application showing conformance with the current EPC standards. Full spectrum detention is provided by the proposed private extended detention basin. Water quality treatment is provided for all applicable areas of the site except for excluded areas which do not exceed 20 percent of the development site or 1 acre per the El Paso County base design standard requirements. All proposed drainage facilities meet or exceed the current EPC standards.

Geologic Hazards:
A Soils and Geology Report is included with the Subdivision Plat (SF268) application. Within this report is a detailed analysis showing the current potential geologic hazard constraints and mitigation measures that will be necessary for development.

Mineral Rights Certification:
A mineral rights certification affidavit was submitted with the applications showing that there was no mineral estate owner on the property.

Landscaping
Landscaping for the site will be shown on the provided Landscape Drawings within the SDP application. A twenty-foot landscape setback along Meridian Road and a ten-foot landscape setback along Bent Grass Meadows Drive have been identified on the landscape drawings. The required five-percent internal landscaping has been met with appropriate internal trees and shrubs on site. Thirty-one motor vehicle trees are required on-site based on the number of parking spaces provided. One tree is required for every fifteen parking spaces in parking lots with fifteen or more parking spaces. As 440 parking spaces are provided, the number of required motor vehicle trees is thirty.

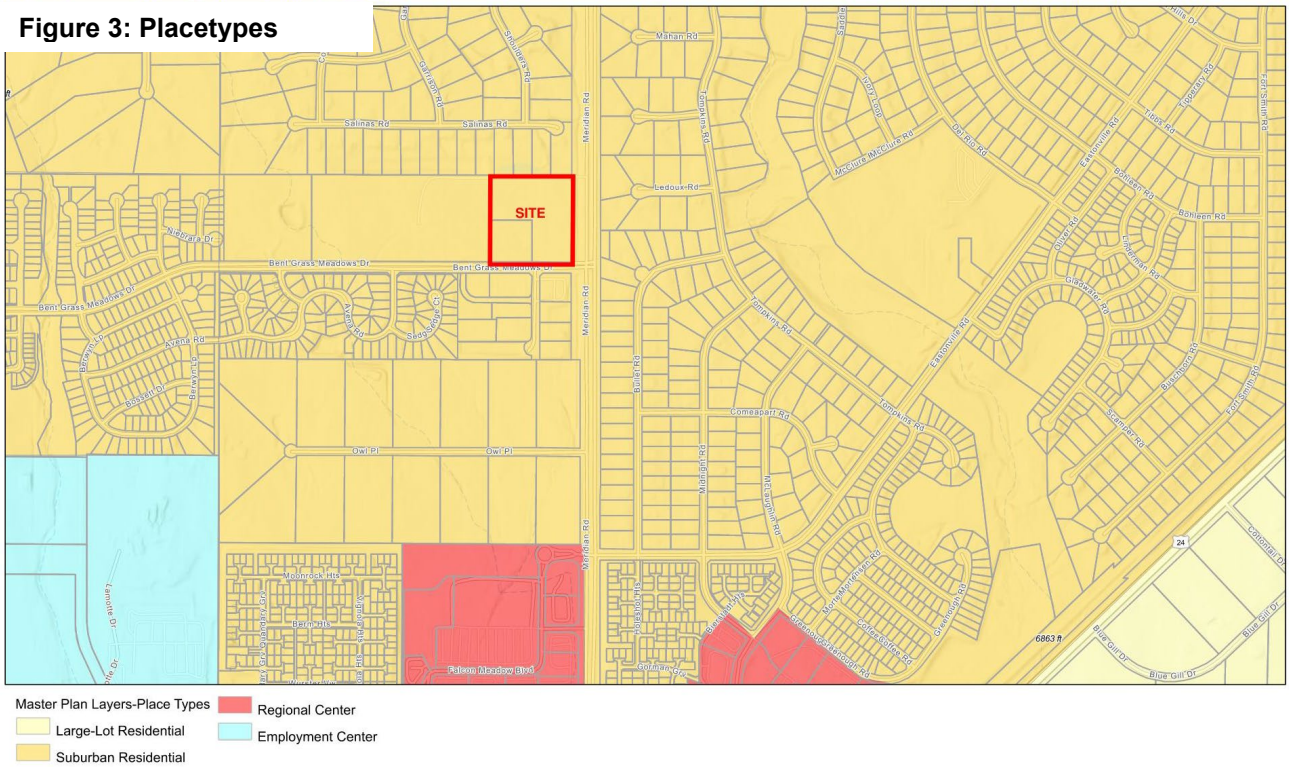
Districts Serving the Property:
The following districts will serve the property:

- El Paso County School District 49
- Mountain View Electric Association
- City of Colorado Springs Utilities Department – Gas
- Woodmen Hills Metro District – water and wastewater
- Falcon Fire Protection District

CONFORMANCE WITH GOALS, OBJECTIVES, AND POLICIES OF MASTER PLANS

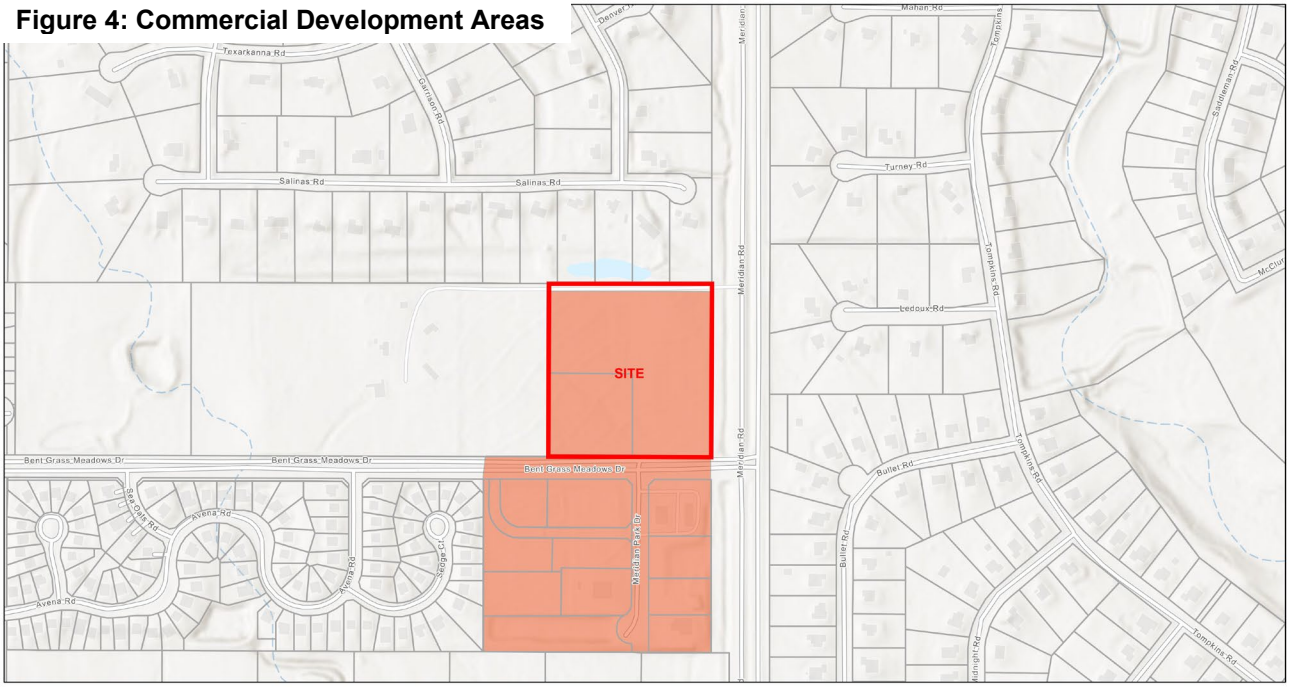
EL PASO COUNTY MASTER PLAN - The proposed church is a supporting land use type to the surrounding Single-Family Detached Residential land use and complementary to the existing commercial uses to the south. The proposed church is consistent with the character and objectives of the Suburban Residential Place type by providing services along the perimeter street, Meridian Road, and near the commercial intersection of Meridian Road and Woodmen Road. The properties are less than half a mile north of the Regional Center Placetype at the intersection of Meridian Road and Woodmen Road. It is anticipated that the residential parcel to the west will eventually be redeveloped for higher-density residential or commercial uses. Proposed landscaping and buffering will provide compatibility through separation until the future development occurs. The Meridian Road corridor separates the site from fully developed residential use to the east. The site will be developed in accordance with El Paso County buffering requirements to be determined during the development process. The site layout and architectural design will provide visual appeal and consistency with the Bent Grass Commercial to the south, creating a cohesive commercial frontage along Meridian Road.

Figure 3: Placetypes



The properties are identified as a Commercial Development Area in the Master Plan. The proposed development supports the character of the key area by providing similar land uses occurring along Meridian Road.

Figure 4: Commercial Development Areas



WATER MASTER PLAN

- *Goal 1.1 – Ensure an adequate water supply in terms of quantity, dependability and quality for existing and future development.*
- *Goal 3.1 – Promote cooperation among water providers to achieve increased efficiencies on infrastructure.*
- *Goal 3.2 – Promote cooperation among water providers to achieve increased efficiencies on treatment.*
- *Goal 5.1 – Identify the potential water supply gap at projected full development build-out (2060).*
- *Goal 5.4 – Promote the long-term use of renewable water.*
- *Goal 5.5 – Identify any water supply issues early on in the land development process.*
- *Goal 6.0 – Require adequate water availability for proposed development.*
- *Policy 6.0.8 – Encourage development patterns and higher density, mixed use developments in appropriate locations that propose to incorporate meaningful water conservation measures.*

The project is located in Region 3 and is served by the Woodmen Hills Metro District. The district meets or exceeds all state and federal regulations. They strive to cooperate with surrounding providers and customers to ensure proper conservation and storage. Such actions intended to conserve water include the construction of a new water treatment facility and seasonal irrigation policies for all residential and

commercial properties. The proposed development will meet all standards set by local, state, and federal regulations. The developer seeks to maintain quality ground and drinking water, contribute to the local economy, and ensure resource use is sustainable. The applicant understands the water needs for the proposed development. Available data and the water commitment letters for the final plat will allow for predictable water demand to be calculated and compared with availability in the surrounding area.

EL PASO COUNTY PARKS MASTER PLAN - The El Paso County Parks Master Plan does not identify any County master-planned facilities that would be impacted by this project. The proposed Meridian Road Bicycle Route follows North Meridian Road from north to south. This proposed route would not impact the subject property, as it would be accommodated within the public right-of-way.