



**MA Subdivision Tract A Rezoning to RM-12 (P261)**  
**MA Subdivision Tract A Rezoning to RM-30 (P262)**

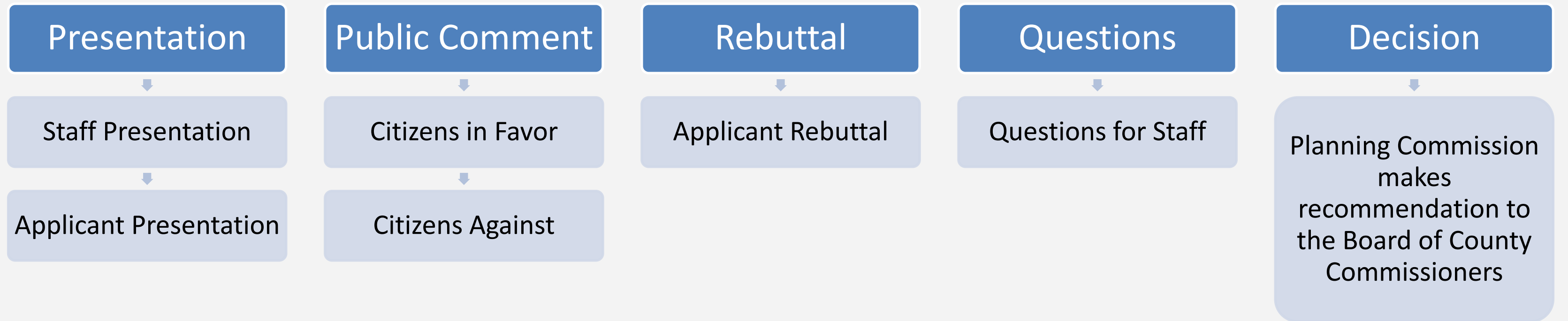


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# Hearing Procedures





# Criteria of Approval

## Section 4.2.6 Approval Criteria for Map Amendment (Rezoning)

- The application is in general conformance with the El Paso County Master Plan including applicable Small Area Plans or there has been a substantial change in the character of the neighborhood since the land was last zoned;
- The rezoning is in compliance with all applicable statutory provisions, including but not limited to C.R.S. § 30-28-111 § 30-28-113, and § 30-28-116;
- The proposed land use or zone district is compatible with the existing and permitted land uses and zone districts in all directions; and
- The site is suitable for the intended use, including the ability to meet the standards as described in Chapter 5 of the Land Development Code, for the intended zone district.



# Request

- A request by MA Infrastructure, LLC for approval of a Map Amendment (Rezoning) of 7.56 acres from RR-5 (Residential Rural) to RM-12 (Residential Multi-Dwelling) and
- A Map Amendment (Rezoning) of 7.79 acres from RR-5 (Residential Rural) to RM-30 (Residential Multi-Dwelling).
- The property is located at the southeast corner of the intersection of Walker Road and Highway 83.
- Water sufficiency is not required with a Map Amendment.



# RM-12 MAP

## MA Subdivision Tract A RM-12 Map Amendment

A Portion of the East Half of the Northwest Quarter of Section 15, Township 11 South Range 66 West of the 6th P.M., in El Paso County, Colorado

### LEGAL DESCRIPTION:

That portion of Tract A of MA Subdivision, recorded at Reception No. 223715214, on November 1, 2023, lying south of the centerline of the access easement recorded at Reception No. 222080438 on June 10, 2022, both in the official records of the El Paso County Clerk and Recorder, and shown across said Tract A, located in the East Half of the Northwest Quarter of Section 15, Township 11 South Range 66 West of the 6th P.M., in El Paso County, Colorado, additionally described as follows:

Beginning at a point on westerly line of said Tract A on the southerly line of the AT&T Parcel as described in Book 2086 at Page 528 in said official records:

THENCE the following two (2) courses coincident with said southerly line, and the easterly line of said AT&T Parcel:

- 1) S88°46'06"E a distance of 148.40 feet;
- 2) N03°04'22"E, non-tangent with the following described curve, a distance of 15.00 feet to the centerline of said access easement;

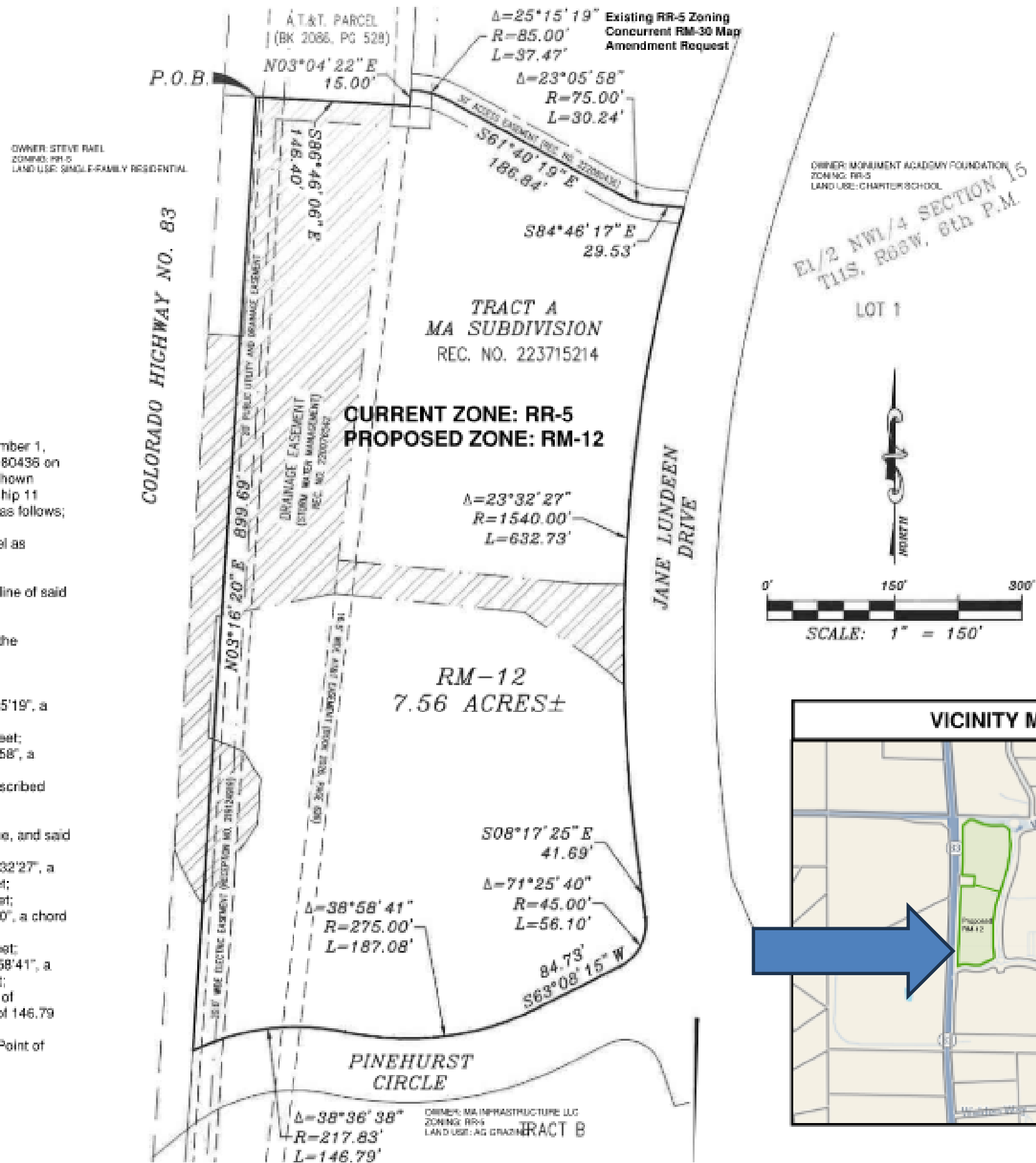
THENCE the following four (4) courses coincident with said centerline:

- 1) Along the arc of a curve to the right, having a radius of 85.00 feet, a central angle of 25°15'19", a chord bearing of S74°17'59"E a distance of 37.16 feet, and an arc distance of 37.47 feet;
- 2) S61°40'19"E, tangent with the last and following described curves, a distance of 188.84 feet;
- 3) Along the arc of a curve to the left having a radius of 75.00 feet, a central angle of 23°05'58", a chord bearing of S73°13'18"E a distance of 30.03 feet, and an arc distance of 30.24 feet;
- 4) S84°46'17"E, tangent with the last described curve and non-tangent with the following described curve, a distance of 29.53 feet, to the easterly line of said Tract A;

THENCE the following seven (7) courses coincident with said easterly line, the southerly line, and said westerly line of said Tract A:

- 1) Along the arc of a curve to the left, having a radius of 1540.00 feet, a central angle of 23°32'27", a chord bearing of S03°28'29"W, a distance of 628.29 feet; and an arc distance of 632.73 feet;
- 2) S08°17'25"E, tangent with the last and following described curves, a distance of 41.69 feet;
- 3) Along the arc of a curve to the right having a radius of 45.00 feet, a central angle 71°25'40", a chord bearing of S27°25'25"W a distance of 52.54 feet, and an arc distance of 56.10 feet;
- 4) S63°08'15"W, tangent with the last and following described curves, a distance of 84.73 feet;
- 5) Along the arc of a curve to the right having a radius of 275.00 feet, a central angle of 38°58'41", a chord bearing of S82°37'36"W a distance of 183.49 feet, and an arc distance of 187.08 feet;
- 6) Along the arc of a reverse curve to the left having a radius of 217.83 feet, a central angle of 38°36'38", a chord bearing of S82°48'38"W a distance of 144.03 feet, and an arc distance of 146.79 feet;
- 7) N03°16'20"E, non-tangent with the last described curve, a distance of 899.69 feet to the Point of Beginning.

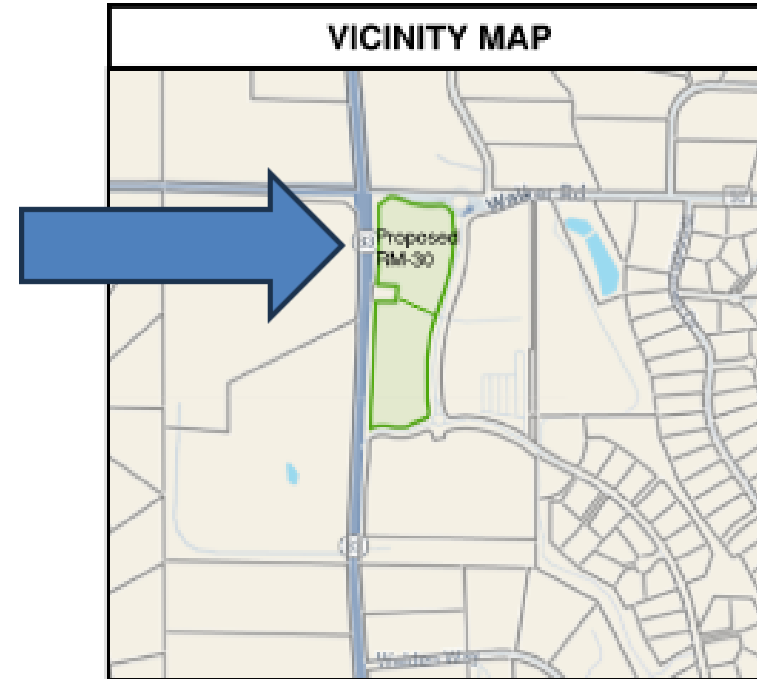
Said parcel contains 7.56 acres more or less.





# RM-30 MAP

## MA Subdivision Tract A RM-30 Map Amendment A Portion of the East Half of the Northwest Quarter of Section 15, Township 11 South Range 66 West of the 6th P.M., in El Paso County, Colorado



**LEGAL DESCRIPTION:**

That portion of Tract A of MA Subdivision, recorded at Reception No. 223715214, on November 1, 2023, lying north of the centerline of the access easement recorded at Reception No. 222080438 on June 10, 2022, both in the official records of the El Paso County Clerk and Recorder, and shown across said Tract A, located in the East Half of the Northwest Quarter of Section 15, Township 11 South Range 66 West of the 6th P.M., in El Paso County, Colorado, additionally described as follows:

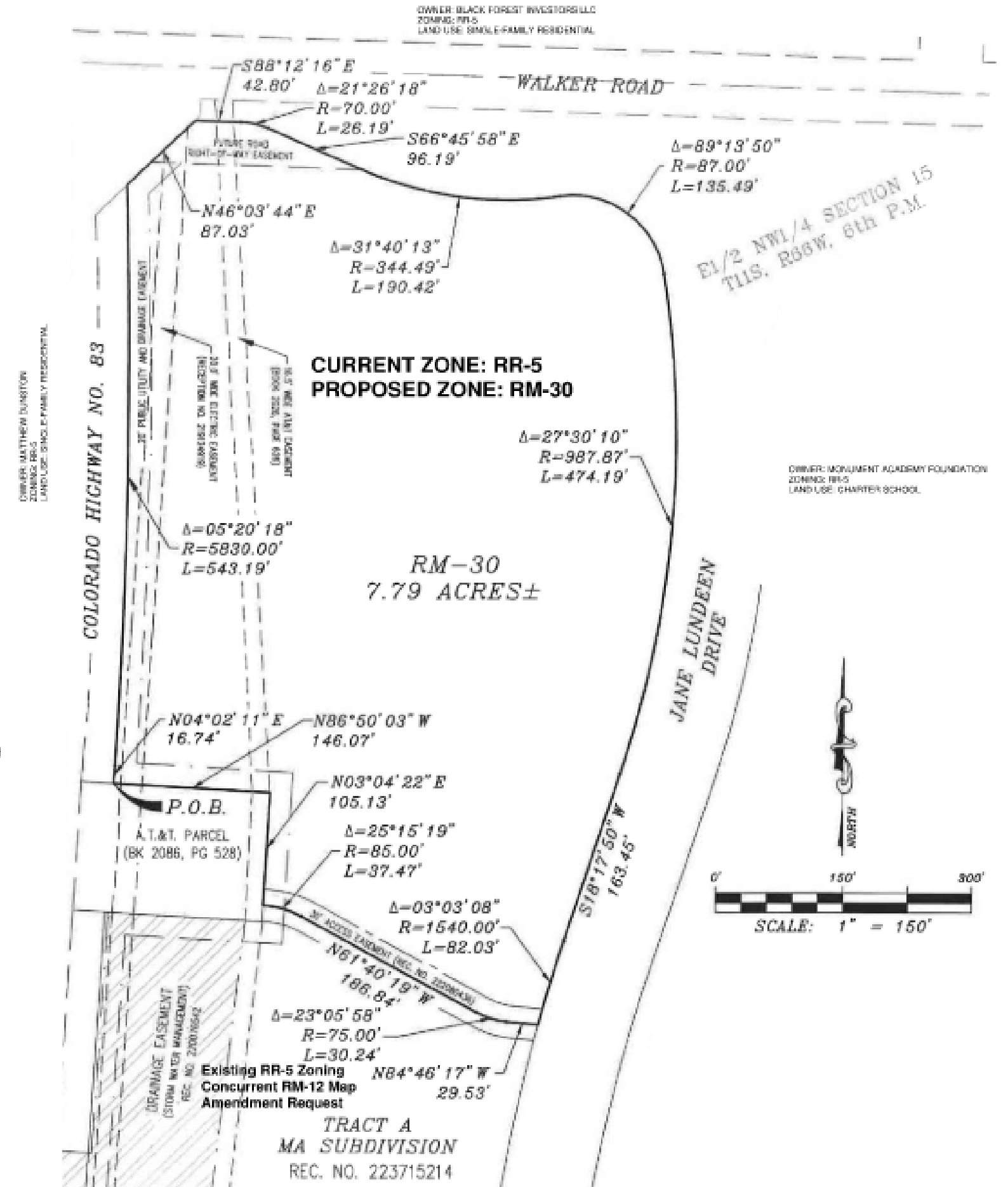
Beginning at a point on westerly line of said Tract A on the northerly line of the AT&T Parcel as described in Book 2086 at Page 528 in said official records:

- THENCE the following eleven (11) courses coincident with said westerly line, and the northerly and easterly lines of said Tract A:
- 1) N04°02'11" E, tangent with the following described curve, a distance of 16.74 feet;
  - 2) Along the arc of a curve to the left, having a radius of 5830.00 feet, a central angle of 05°20'18", a chord bearing of N00°33'35" E a distance of 543.00 feet, and an arc distance of 543.19 feet;
  - 3) N46°03'44" E, a distance of 87.03 feet;
  - 4) S88°12'16" E, non-tangent with the following described curve, distance of 42.80 feet;
  - 5) Along the arc of a curve to the right, having a radius of 70.00 feet, a central angle of 21°26'18", a chord bearing of S77°29'07" E a distance of 26.04 feet, and an arc distance of 26.19 feet;
  - 6) S66°45'58" E, tangent with the last and following described curves, a distance of 96.19 feet;
  - 7) Along the arc of a curve to the left, having a radius of 344.49 feet, a central angle of 31°40'13", a chord bearing of S82°36'04" E a distance of 188.00 feet, and an arc distance of 190.42 feet;
  - 8) Along the arc of a reverse curve to the right, having a radius of 87.00 feet, a central angle of 89°13'50", a chord bearing of S53°48'15" E a distance of 122.21, and an arc distance of 135.49 feet;
  - 9) Along the arc of a tangent curve to the right, having a radius of 987.87 feet, a central angle of 27°30'10", a chord bearing of S04°32'45" W a distance of 489.65 feet, and an arc distance of 474.19 feet;
  - 10) S18°17'50" W, tangent with the last and following described curve, a distance of 163.45 feet
  - 11) Along the arc of a curve to the left, having a radius of 1540.00 feet, a central angle of 03°03'08", a chord bearing of S16°46'16" W a distance of 82.02 feet, and an arc distance of 82.03 feet to the centerline of said access easement;

- THENCE the following four (4) courses coincident with said centerline:
- 1) N84°46'17" W, non-tangent with the last described curve and tangent with the following described curve, a distance of 29.53 feet;
  - 2) Along the arc of a curve to the right having a radius of 75.00 feet, a central angle of 23°05'58", a chord bearing of N73°13'18" W a distance of 30.03 feet, and an arc distance of 30.24 feet;
  - 3) N61°40'19" W, tangent with the last and following described curves, a distance of 186.84 feet;
  - 4) Along the arc of a curve to the left, having a radius of 85.00 feet, a central angle of 25°15'19", a chord bearing of N74°17'59" W a distance of 37.16 feet, and an arc distance of 37.47 feet, to the easterly line of said AT&T Parcel;

- THENCE the following two (2) courses coincident with said easterly line, and the northerly line of said parcel:
- 1) N03°04'22" E, non-tangent with the last described curve, a distance of 105.13 feet;
  - 2) N86°50'03" W, a distance of 146.07 feet to the Point of Beginning.

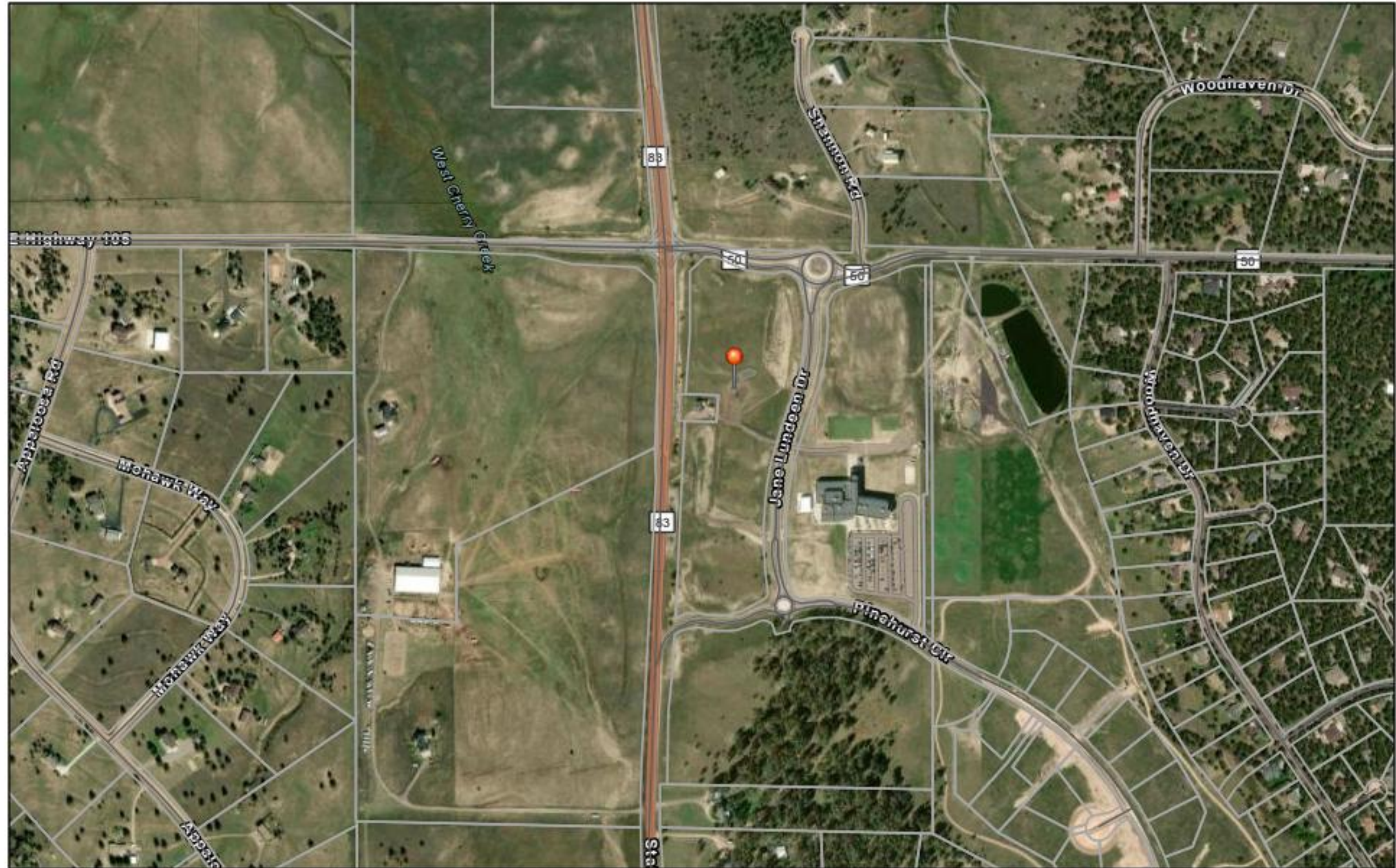
Said parcel contains 7.79 acres more or less.





# AERIAL

## Aerial Map

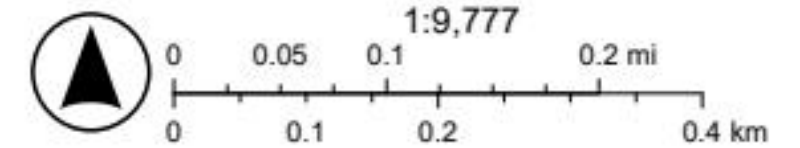


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- County Roads
- Parcels
- World Imagery

- High Resolution 60cm Imagery
- High Resolution 30cm Imagery
- Citations

2.4m Resolution Metadata



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Vantor





# DIMENSIONAL STANDARDS

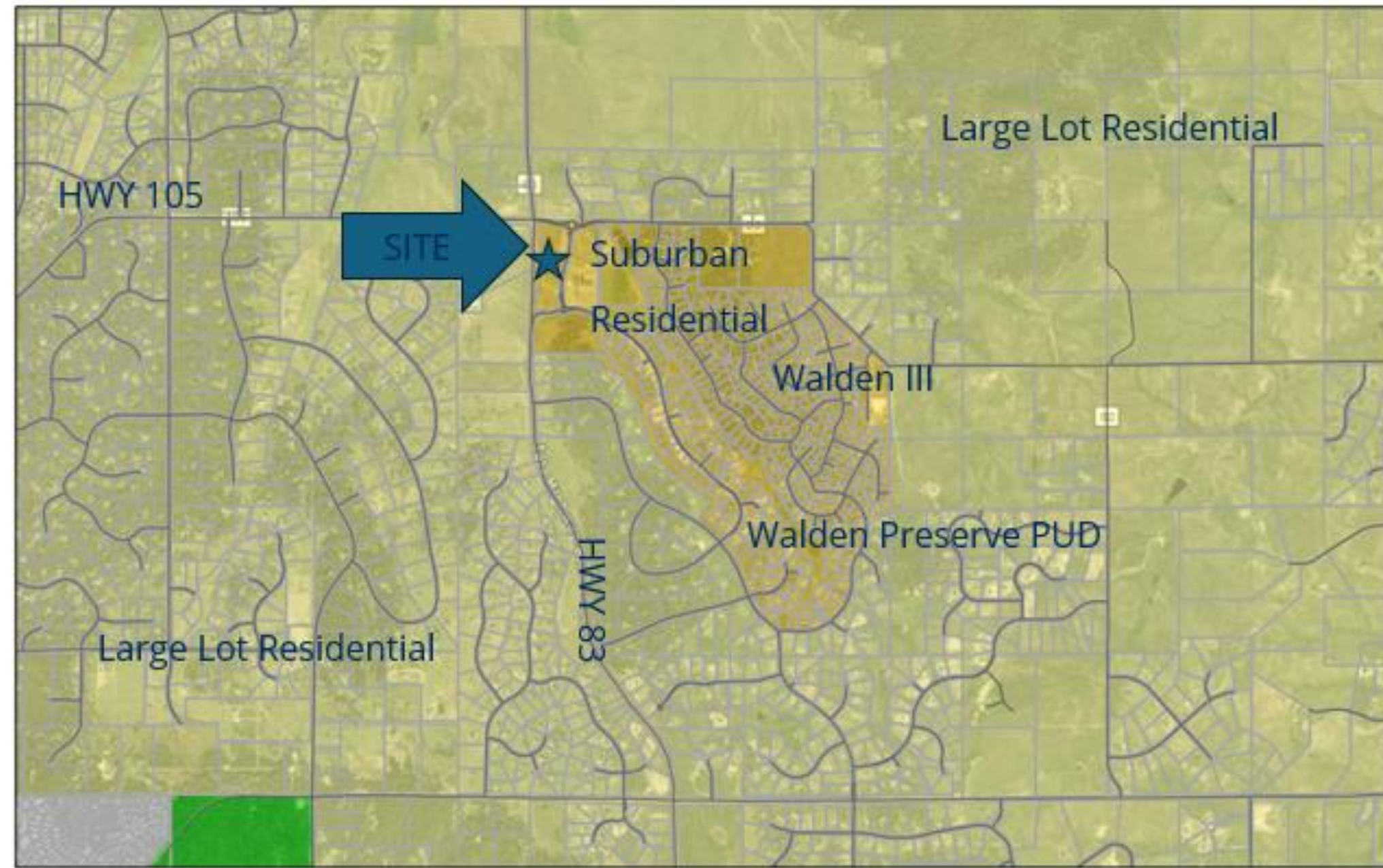


Dimensional Standards	Existing Zoning District:	Proposed Zoning District:	Proposed Zoning District:
	RR-5 (Residential Rural)	RM-12 (Residential Multi-dwelling)	RM-30 (Residential Multi-dwelling)
Minimum Lot Size	5 acres	3,500 square feet <sup>8,13</sup>	5,000 square feet <sup>9,13</sup>
Minimum Width at Front Setback	200 ft	35 ft	75 ft
Front Setback	25 ft	20 ft <sup>10, 13</sup>	25 ft <sup>10, 13</sup>
Rear Setback	25 ft	15 ft <sup>10, 13</sup>	15 ft <sup>10, 13</sup>
Side Setback	25 ft	5 ft <sup>10, 13</sup>	15 ft <sup>10, 13</sup>
Maximum Lot Coverage	25%	70%	60%
Maximum Height	30 ft	40 ft	40 ft



# Master Plan: Placetype Map

Placetypes Map

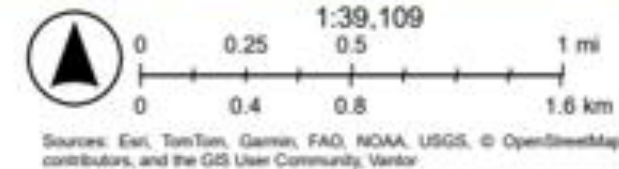


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- County Roads
- Parcels
- Placetypes
- Suburban Residential
- Incorporated Area
- Regional Open Space
- Incorporated Cities
- Large-Lot Residential

- World Imagery
- Low Resolution 15m Imagery
- High Resolution 60cm Imagery
- High Resolution 30cm Imagery

- Citations
- 9.6m Resolution Metadata





# Master Plan: 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 multi-family 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
- Multi-family Residential
- Parks/Open Space
- Commercial Retail
- Commercial Service
- Institutional



# Master Plan: Priority Development Areas

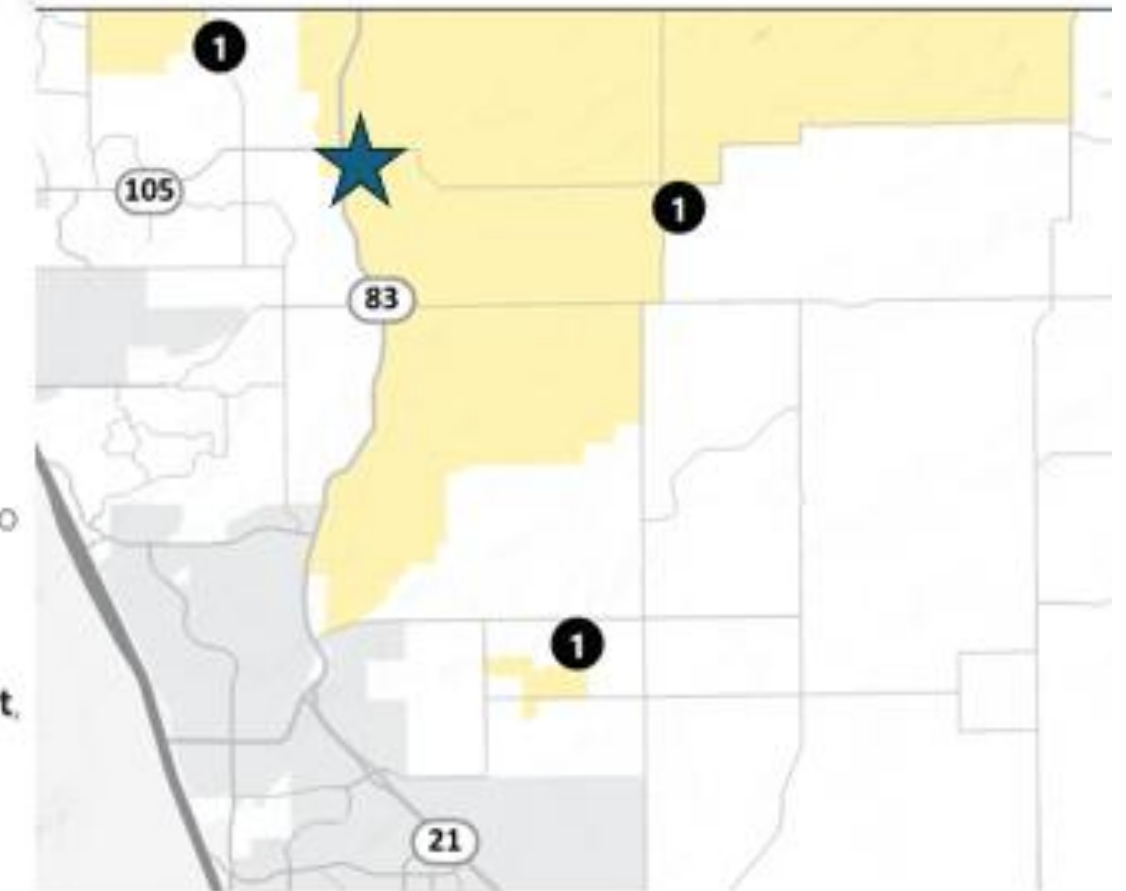
## Black Forest/North Central Area Large-Lot Residential Priority Development Area

### Large-Lot Residential Priority Development Areas

#### ❶ *Black Forest/North Central Area*

Black Forest is a community with one of the strongest and most well-established characters in El Paso County. This area is built around protecting the forest and preserving its rural quality. Due to this natural amenity, many new residents seek to live in this area when moving to the County.

- Careful planning is required to **promote health of natural areas, especially the forest**, while accommodating new development for future residents.
- The County should **maintain existing and expand the Large-Lot Residential placetype in this area** in a development pattern that matches the existing character of the developed Black Forest community.
- **Commercial nodes should be considered where appropriately served by the transportation network** in the northern area to provide commercial goods and services within closer proximity to the population in this area. This would reduce unnecessary travel to other parts of the County and establish key commercial areas within the communities that need them.





# Priority Development Area Reference

## Placetype: Large-Lot Residential

*The Large-Lot Residential placetype consists almost entirely of residential development and acts as the transition between placetypes. Development in this placetype typically consists of single-family homes occupying lots of 2.5 acres or more, and are generally large and dispersed throughout the area so as to preserve a rural aesthetic. The Large-Lot Residential placetype generally supports accessory dwelling units as well. Even with the physical separation of homes, this placetype still fosters a sense of community and is more connected and less remote than Rural areas. **Large-Lot Residential neighborhoods typically rely on well and septic, but some developments may be served by central water and waste-water utilities. If central water and wastewater can be provided, then lots sized less than 2.5 acres could be allowed if;***

- 1.) the overall density is at least 2.5 acres/lot,*
- 2.) the design for development incorporates conservation of open space, and*
- 3.) it is compatible with the character of existing developed areas.*

*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. While the Large-Lot Residential placetype is defined by a clear set of characteristics, the different large-lot areas that exist throughout the County can exhibit their own unique characters based on geography and landscape.*



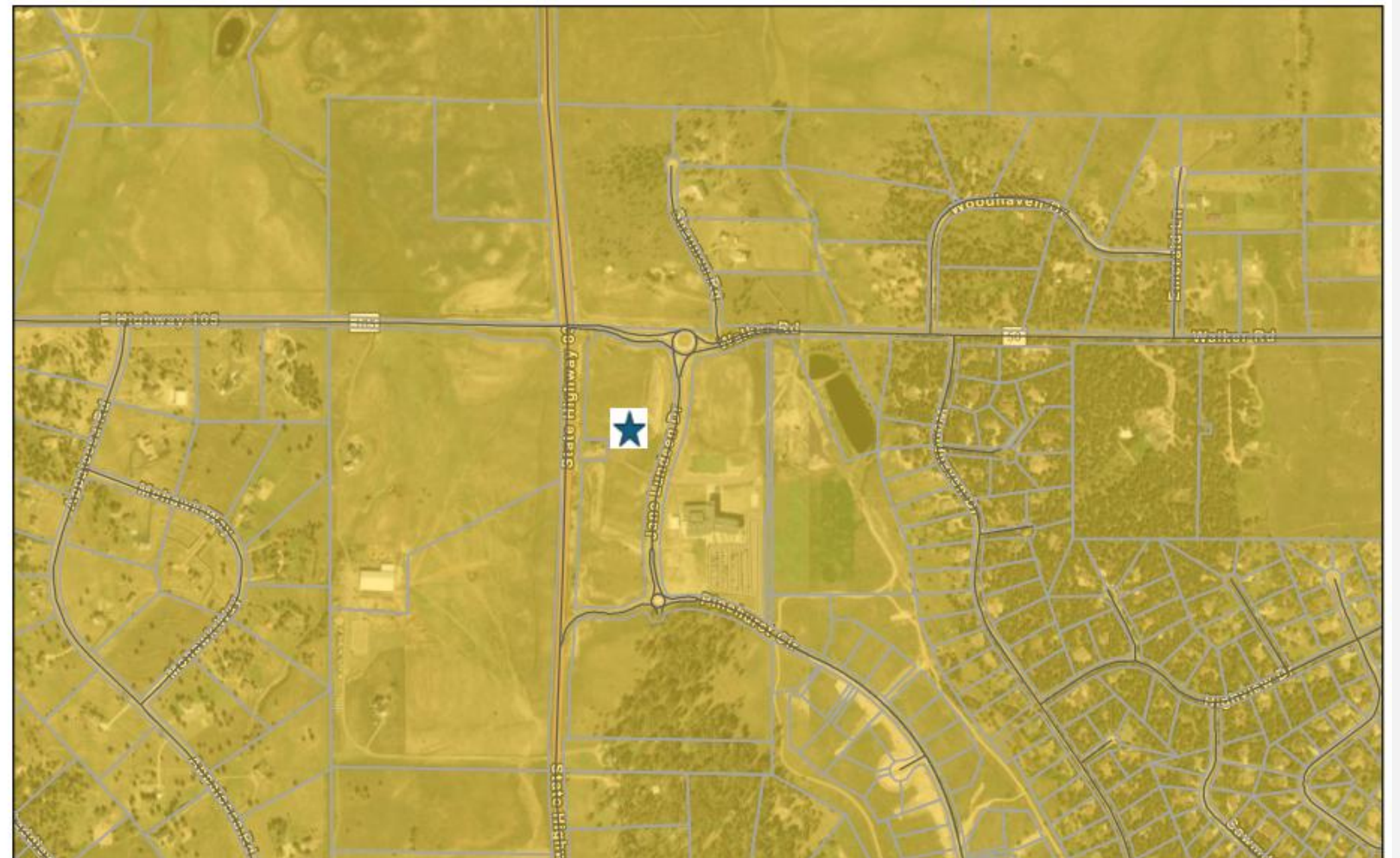
# Master Plan: Area of Change

## Minimal Change: Developed

*These areas have undergone development and have an established character. Developed areas of minimal change are largely built out but may include isolated pockets of vacant or underutilized land.*

*These key sites are likely to see more intense infill development with a mix of uses and scale of redevelopment that will significantly impact the character of an area. For example, a large amount of vacant land in a suburban division adjacent to a more urban neighborhood may be developed and change to match the urban character and intensity so as to accommodate a greater population. The inverse is also possible where an undeveloped portion of a denser neighborhood could redevelop to a less intense suburban scale. **Regardless of the development that may occur, if these areas evolve to a new development pattern of differing intensity, their overall character can be maintained.***

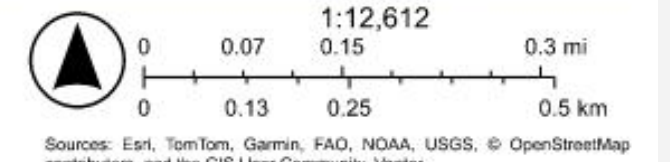
Areas of Change Map



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- Override 1
- County Roads
- Parcels
- Areas Of Change
- Minimal Change: Developed
- World Imagery

High Resolution 60cm Imagery  
High Resolution 30cm Imagery  
Citations



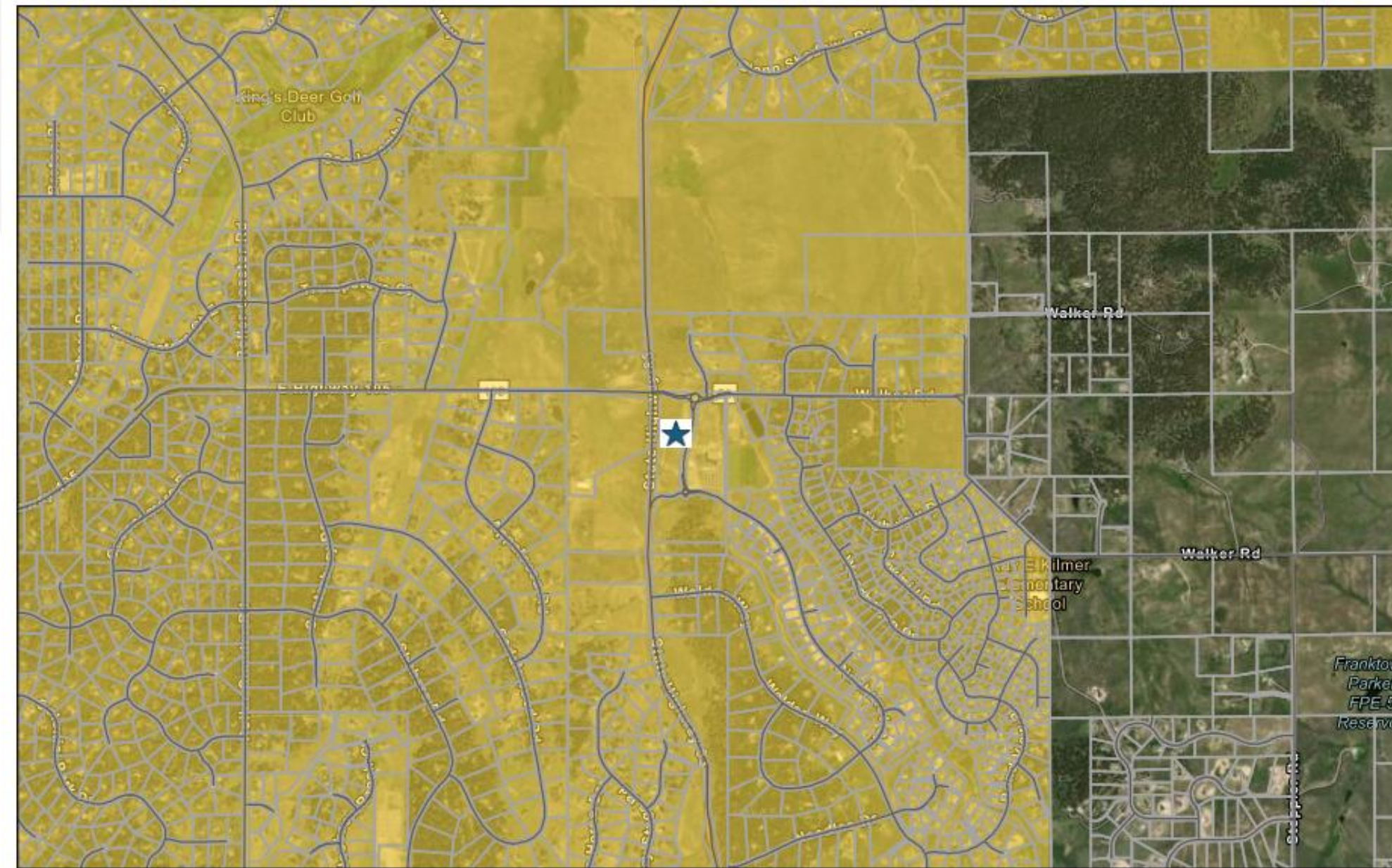


# Master Plan: Key Area

## Tri-Lakes Area

*Tri-Lakes is the northern gateway into the County along Interstate 25 and Highway 83. It is situated between Pike National Forest, the United States Air Force Academy, and Black Forest. With significant suburban development and some mixed-use development, this Key Area supports the commercial needs of many of the residents in northern El Paso County. **Tri-Lakes also serves as a place of residence for many who commute to work in the Denver Metropolitan Area.** It is also an activity and entertainment center with the three lakes (Monument Lake, Woodmoor Lake, and Palmer Lake) that comprise its namesake and direct access to the national forest. **Tri-Lakes is the most well-established community in the northern part of the County with a mixture of housing options, easy access to necessary commercial goods and services, and a variety of entertainment opportunities. Future development in this area should align with the existing character and strengthen the residential, commercial, employment, and entertainment opportunities in the adjacent communities of Monument, Palmer Lake, and Woodmoor.***

Key Areas Map

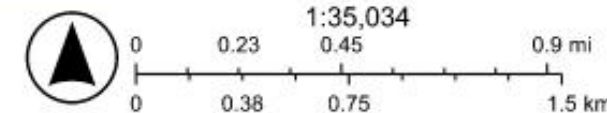


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- County Roads
- Parcels
- KeyAreas
- Tri-Lakes Area

- World Imagery
- Low Resolution 15m Imagery
- High Resolution 60cm Imagery

- High Resolution 30cm Imagery
- Citations
- 9.6m Resolution Metadata

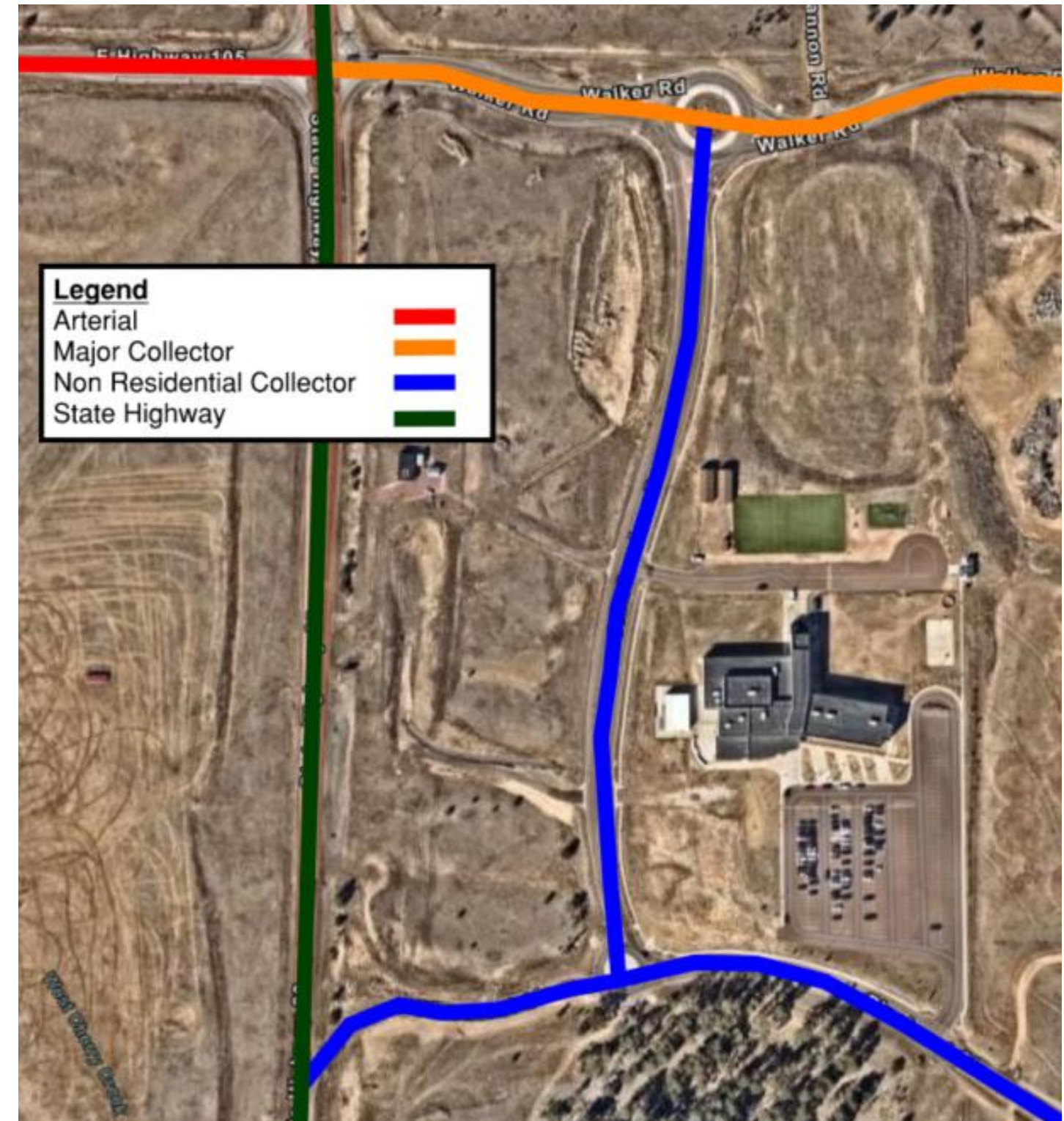


Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Vantor



# TRANSPORTATION

- The property is located at the southeast corner of Highway 83 and Walker Road.
- Walker Road is a county-maintained paved major collector road.
- Access to the property is proposed to be from Jane Lundeen Drive on the east and Pinehurst Circle on the south. No direct lot access is to be permitted to Highway 83 or Walker Road.
- A Traffic Impact Study was required and submitted with the application.
- Improvements at Highway 83 and Walker Road have been identified with the proposed development having responsibility for the improvements or providing escrow to CDOT for future improvements.
- El Paso County Road Impact Fees, as approved by Resolution 25-337, are applicable.





# DRAINAGE

- The property is located in the West Cherry Creek (CYCY0400) drainage basin.
- The West Cherry Creek drainage basin does not have associated drainage basin or bridge fees.
- A drainage report and grading erosion control plan is not required with a Map Amendment (Rezoning) request but will be reviewed with the subsequent development applications.
- This site is not located in a Floodplain





# Applicant

<b>OWNER:</b>	<b>REPRESENTATIVE:</b>
MA Infrastructure LLC 1230 Scarsbrook Ct Monument, CO 80132	Vertex Consulting Services, LLC 5825 Delmonico Dr., Suite 320 Colorado Springs, CO 80919
<b>Planning Commission Hearing Date:</b>	<b>6/18/2026</b>
<b>Board of County Commissioners Hearing Date:</b>	<b>7/23/2026</b>



# Criteria of Approval

## Section 4.2.6 Approval Criteria for Map Amendment (Rezoning)

- The application is in general conformance with the El Paso County Master Plan including applicable Small Area Plans or there has been a substantial change in the character of the neighborhood since the land was last zoned;
- The rezoning is in compliance with all applicable statutory provisions, including but not limited to C.R.S. § 30-28-111 § 30-28-113, and § 30-28-116;
- The proposed land use or zone district is compatible with the existing and permitted land uses and zone districts in all directions; and
- The site is suitable for the intended use, including the ability to meet the standards as described in Chapter 5 of the Land Development Code, for the intended zone district.

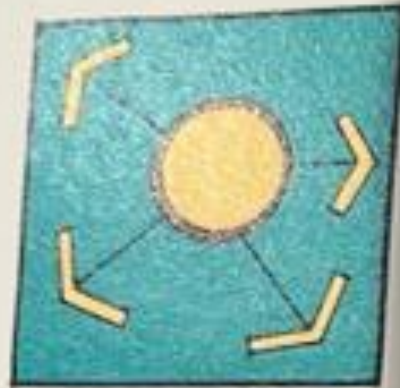


# Expired Black Forest Preservation Plan





# Expired Black Forest Preservation Plan



Encourage residential densities that are compatible with existing development. Encourage new development that compliments landscape features.



Orient residential structures in timbered areas to preserve open space and maintain overall site character.



If low density development occurs, structures should be low profile and oriented with drainage features.



Discourage through-traffic.



Potential location for commercial uses which are specifically geared toward the needs of local residents.



Planned commercial node.



# Plan

development (one dwelling unit per five (5) acres, overall density). Medium and high density urban developments are considered inappropriate and not in keeping with the intent of the Plan. Existing and planned low density residential development in and adjacent to the Timbered Area edge should be adequately buffered. Any uses adjacent to Highway 83 should be compatible with its potential function as a major regional transportation corridor. Because it is influenced by a major drainage feature and characterized by high relief the parcel immediately adjacent to the intersection of Highway 83 and Shoup Road should be developed with special care. A significant portion of this property will need to be retained as open space or as a low intensity use. As in the Northgate Cooperative Area development of this planning unit should not take place in a manner which would detract from long panoramic views to the Front Range. More specific visual design recommendations are included for Visual Unit #8 in the Visual Design Recommendations section of this chapter.

## 5. Spruce Hill/Highway 83 Corridor

This unit is defined as the area north of the Timbered Area, east of Highway 83 and west of the divide between the East and West Cherry Creek basins. It is characterized by undulating "stair-step" topography which gradually rises in an easterly direction. Much of the area is forested. Emphasis in this unit should be on residential uses which preserve and compliment these unique landscape features by focusing on the forested rather than the open areas. To accomplish this clustering should be encouraged, and

large scale tract housing projects should be avoided. Densities comparable to those in the Walden III Subdivision (on the order of one dwelling unit per acre) would be appropriate if development is carefully sited and it can be shown that adequate services can be provided. Commercial projects should be approved only if they are clearly oriented toward the needs of local residents. Those commercial activities which meet this criterion should be encouraged to locate only at the intersections of Hodgen and Walker Roads with State Highway 83. Access to these potential commercial centers should be designed so that satisfactory through traffic movements are maintained. A rustic or rural design theme is suggested for any commercial development in this area. Finally, due to possible topographic constraints, each individual commercial site should be separately evaluated for feasibility. Visual recommendations for this unit correspond to those prepared for Visual Units 1 and 2.

Uses within this planning unit should be consistent with the Non-Urban development supported by the 1986 Update of the Douglas County Master Plan and the lower density residential uses shown in the Tri-Lakes Comprehensive Plan. Although higher densities are not anticipated in this area at this time, Highway 83 should be protected to allow it to function as a major regional transportation corridor in the future.

## 6. Northern Grasslands

As depicted on the Concept Plan the northern grasslands are defined as the area north of the Timbered Area, east of Spruce Hill Corridor and west of the line separating Ranges 64 and 65 West.