

## FINAL PLAT

### LETTER OF INTENT

DECEMBER 2024

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**OWNER:**

ELITE PROPERTIES OF AMERICA, INC.  
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**APPLICANT:**

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**SITE DETAILS:**

**TSN:** 7136001045

**ACREAGE:** 6.57 AC

**CURRENT ZONING:** R-4 (RECENTLY APPROVED FOR PUD PER PUDSP243)

**CURRENT USE:** VACANT LAND

**REQUEST**

N.E.S. Inc. on behalf of Classic Communities requests approval of the following applications:

1. Final Plat for 49 single-family lots on the 6.57-acre property, equating to a density of approximately 7.5 dwelling units per acre.
2. A finding of water sufficiency with the PUD Development/Preliminary Plan, thus this Final Plat to be approved administratively.

## LOCATION

Urban Landing is located east of the intersection of Spanish Bit Drive and Struthers Road in the Gleneagle community. Spanish Bit Drive forms the northern boundary of the property. Across Spanish Bit Drive is a Big R retail store and 4.5 acres of planned commercial development. To the east of the property is the 2.5-acre lot Chaparral Hills rural residential subdivision (.4 du/ac), an enclave surrounded by suburban residential and commercial uses. To the south is the Struthers Ranch suburban residential subdivision (zoned PUD with a net residential density of 5.5 du/ac), as well as the proposed Cathedral Rock Church and Rocky Mountain Cycle Plaza. The property is bounded on the west by Struthers Road and Interstate-25, across which the planned Falcon Commerce Center will be located. The site comprises approximately 6.57 acres.



## HISTORY

The site was zoned R-4 (Planned Development District) in 1975 and was accompanied by a Plot Plan for Jackson Creek Junction that covered a much broader, 376-acre area that spanned both sides of I-25. At that time, the site was identified as part of a 67-acre area of medium density housing at a density of 7.5 du/ac. This density was not expressed as a maximum density.

In 2021, it was proposed to rezone the site from R-4 to RM-30 to accommodate 120 units in five multi-family apartment buildings along with a daycare center. Based on input from the community, this proposal was revised and decreased to RM-12 zoning to allow 47 single-family units. Ultimately, residents of surrounding neighborhoods felt that R-12 zoning was too dense, and requested the site not

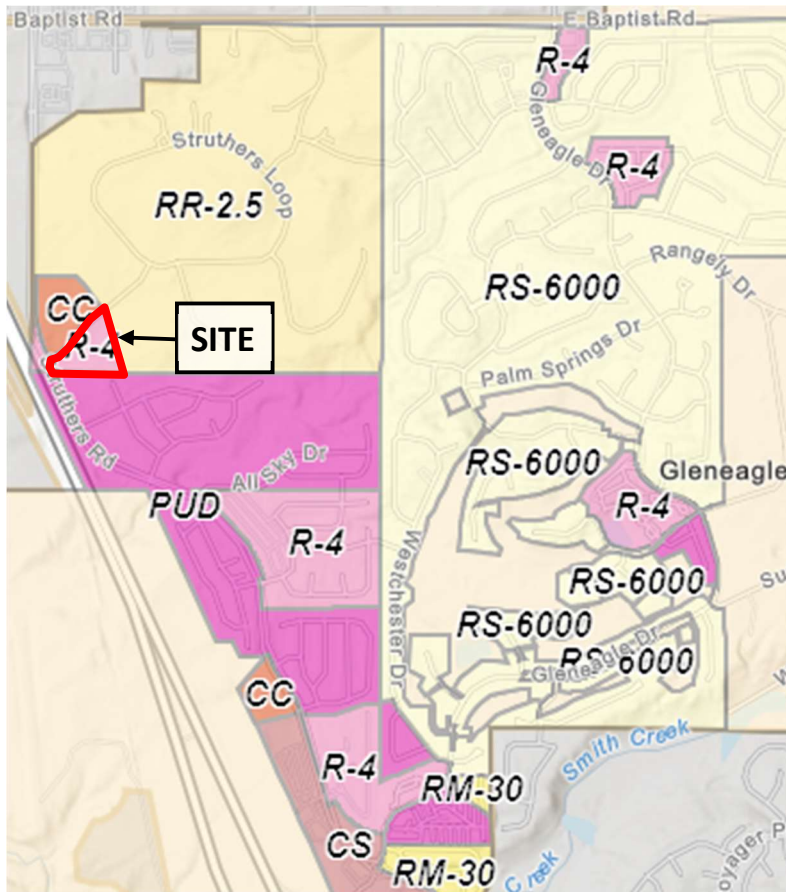
exceed the density of the R-4 zoning. As such, the project was then reimagined as a PUD with 49 single-family units and 1.82 acres of useable open space. This density is consistent with the 7.5 DU/AC originally planned for the R-4 zone. This PUD Plan (PUDSP243) was recently approved by El Paso County Planning Commission December 5, 2024 (Resolution No. PUDSP243) and Board of County Commissioners.

### COMMUNITY OUTREACH

On December 1, 2023, N.E.S. Inc. distributed a letter to approximately 21 neighbors within a 500-foot radius of the site to notify them of a Neighborhood Open House to discuss the proposed PUD/Preliminary Plan for Urban Landing (at that time, called Urban Edge). The Neighborhood Open House was held Tuesday, December 12<sup>th</sup>, 2023 from 5:30pm until 7:00pm at the Fairfield Inn & Suites located at 15275 Struthers Road. Representatives from the owner/applicant, NES, and Classic Consulting Engineering & Surveyors LLC were available to review the project design and process and to address questions. Only one member of the public attended.

### PROJECT DESCRIPTION

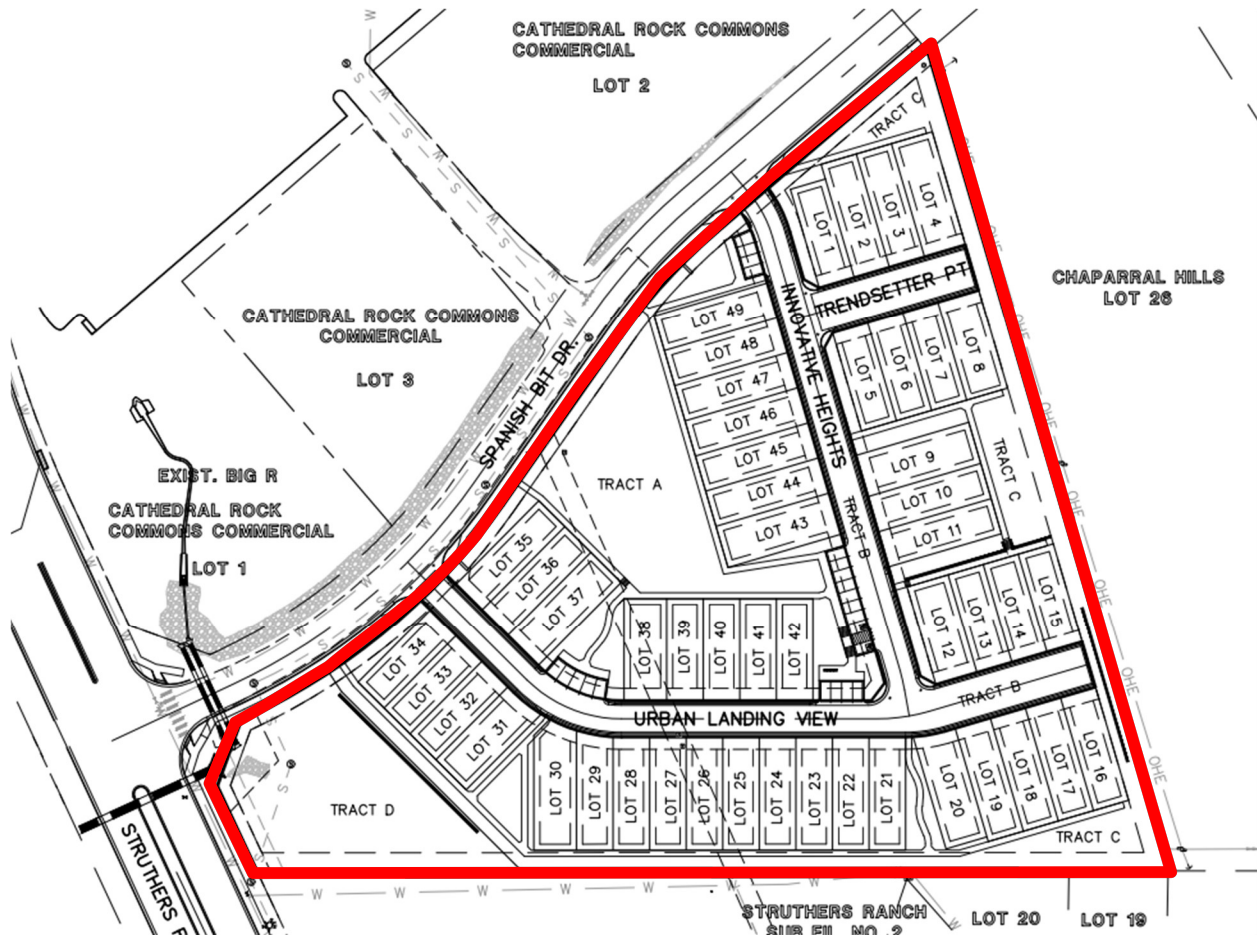
The site is now zoned PUD (Planned Unit Development) per the above PC Resolution.



The PUD zoning allows for flexibility in the dimensional and design standards to accommodate the proposed small, single-family product and associated neighborhood parks. This new product range for Classic Homes has been purposely designed to meet the growing demand for more housing choice at attainable price points and lower maintenance homes. The project will provide an innovative neighborhood model that reflects both changing market conditions and the surrounding urban fabric of single-family residential and commercial zoning.

The Final Plat proposes 49 units on 6.57 acres; a density of 7.5 dwelling units per acre. This is consistent with the 1975 Plot Plan for Jackson Creek Junction. The maximum height of

the buildings is 30 feet, and each unit will have a two-car garage or two parking stalls on the lot. An additional 22 guest parking spaces are provided within the development, two of which are ADA-accessible. Building footprints will not exceed 800 square feet, excluding the garage. Maximum lot coverage is 70%. 1.82 acres will be provided as useable open space in Tracts A, C, and D, which includes a detention pond. These areas will be owned and maintained by the Urban Landing HOA.



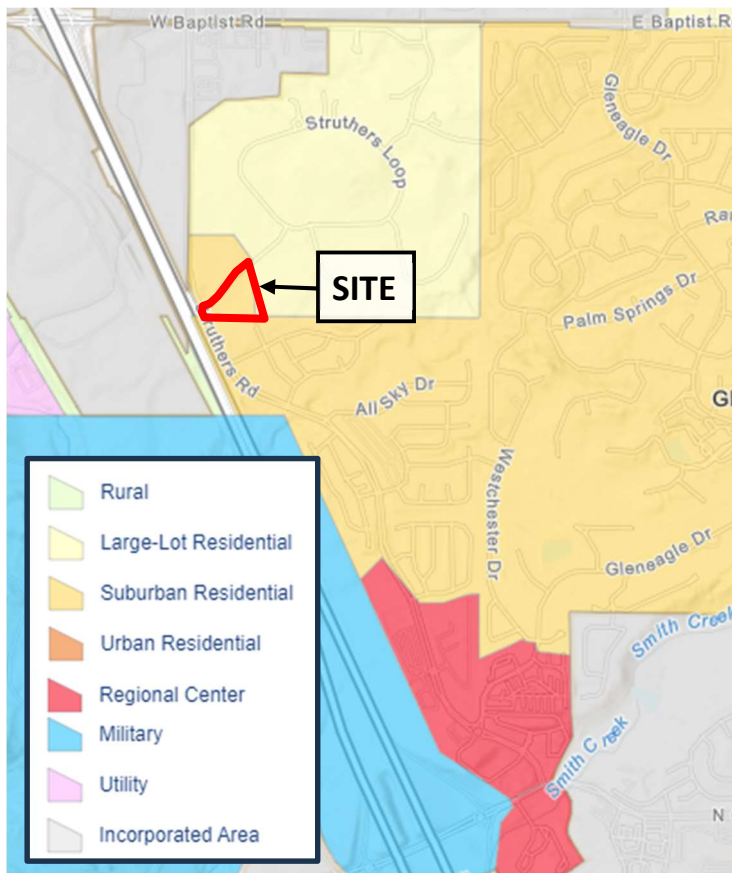
Each lot will have a 14-17 foot front setback, a 5-foot side setback, and a minimum 10-foot rear setback. Standard side yard setbacks apply to lots adjacent to a tract. The site will have a 15-foot landscape buffer to adjacent residential uses on the east and south and a 10-foot landscape buffer adjacent to public rights-of-way on the north and east. A retaining wall with a maximum height of four feet will be located on the east side of the site. A retaining wall with a maximum height of 10 feet will be located on Tract D between the proposed detention pond and Lots 31-34. A five-foot wide sidewalk will extend around the perimeter of the site on its north and east sides along Spanish Bit Drive and Struthers Road.

**PUD/PRELIMINARY PLAN CONSISTENCY:**

The Urban Landing Preliminary Plan for 49 single family dwelling units on 6.57 acres was recently approved December 5, 2024. The proposed gross density of this development is 7.5 DU/AC and is consistent with the densities on the approved Preliminary Plan.

**ACCESS AND CIRCULATION:** The site will have two full-movement access points onto Spanish Bit Drive. Access A will be located at the intersection of Spanish Bit Drive and the existing Big R store’s access drive. Access B will be located west of this intersection and east of Struthers Road on Spanish Bit Drive.

**COMPATIBILITY/TRANSITIONS:** The site is surrounded by residential and commercial development of various densities. The majority of the surrounding region is within the Suburban Residential placetype, which has a primary land use of single-family detached residential with lots smaller than 2.5 acres per lot, up to 5 units per acre. Supporting uses include single-family attached, multifamily residential, commercial retail, and commercial services.



These supporting uses predominate the immediate vicinity to the north and south. To the north, across Spanish Bit Drive, is an existing Big R retail store and 4.5 acres of planned commercial development. To the south, immediately abutting the site, is the proposed Cathedral Rock Church and Rocky Mountain Cycle Plaza, a powersports vehicle dealer. Also to the south of Urban Landing is the Struthers Ranch PUD, which slightly exceeds the typical Suburban Residential placetype primary land use density at 5.5 du/ac. Though located within the limits of the Town of Monument, the areas west and north of the site have consistent uses as well. The planned Falcon Commerce Center will be located across I-25 to the west, and a commercial center containing retail uses, fast food restaurants, a hotel, and The

Marq at Monument Ridge apartment complex is located at the intersection of W Baptist Road and Struthers Road.

Further south is the Gleneagle Regional Center placetype, which has primary land uses that include restaurant, commercial, entertainment, and multi-family residential. Supporting uses include office, institutional, mixed-use, and single-family attached residential. The 2021 Your El Paso County Master Plan specifically describes the Gleneagle Regional Center as “an extension of the regional commercial

development at the northern edge of Colorado Springs.” Moreover, “Overall, the County should expand this Regional Center to include larger commercial development, including large retail centers to support more residents and travelers along Interstate 25.”

The County Master Plan recognizes and encourages a trend of intensifying development along Struthers Road and I-25, which Urban Landing supports. With a density of 7.5 du/ac, the project is compatible with not only the density of the 1975 Plot Plan for Jackson Creek Junction, but also with other residential properties along the Struthers Road corridor, including the Marq at Monument Ridge apartment complex to the north, and the Struthers Ranch, Summer Glen, Falcon View, Ridge Point, and Sunrise Townhomes subdivisions to the south, among others, which range from 5.5 du/ac to 16.4 du/ac. These developments, as well as RS-6000 zoned properties to the east, surround the RR-2.5-zoned Chapparal Hills rural residential subdivision, which is an anomalous Large-Lot Residential enclave. The small, residential lots of Urban Landing will buffer Chapparal Hills from Struthers Road while promoting more attainable, dense housing with easy access to I-25 and within close proximity to existing commercial centers.

**TRAFFIC:** A Traffic Impact Analysis was prepared for the site by SM Rocha, LLC in 2024 and is included in this submittal. The Study provides an analysis of anticipated project impacts concludes the following:

- The proposed Preliminary Plan will generate 462 total daily trips, with 34 trips occurring during the peak morning hour and 46 trips occurring during the peak afternoon hour.
- An analysis of future traffic conditions indicates that the addition of site-generated traffic is expected to create no negative impacts on traffic operations for the existing and surrounding roadway system upon roadway and intersection control improvements assumed within this analysis. The study intersections are projected to operate at future levels of service comparable to Year 2044 background traffic conditions.
- Projected 2044 traffic operations with the project indicate that the stop-controlled intersection of Struthers Road with Spanish Bit Drive has turn movement operations at or better than LOS B during the morning peak traffic hour and LOS A during the afternoon peak traffic hour. Exceptions include the westbound left and right turning movement, which operates at LOS F during the afternoon peak traffic hour due to the through traffic volume along Struthers Road and the stop-controlled nature of the intersection. The stop-controlled intersection of Spanish Bit Drive with the Big R Stores access drive has turn movement operations at LOS B or better during both peak traffic hours.
- By Year 2044 without the proposed development, the stop-controlled intersection of Struthers Road and Spanish Bit Drive expects turn movement operations at or better than LOS B during the morning peak traffic hour and LOS A during the afternoon peak traffic hour. Exceptions would include the westbound left and right turning movement which operates at LOS E during the afternoon peak traffic hour.

An existing Development Agreement for the adjacent Big R Stores to the north defines off-site improvements and cost participation for potential Struthers Road and Spanish Bit Drive improvements, including the construction or modification of auxiliary lanes along Struthers Road and the paving of

Spanish Bit Drive from the Big R Stores’ east property line to Urban Landing’s east property line. In addition to these improvements, potential public improvements for Urban Landing include the following, which would be paid for through a cost sharing agreement or participation in a cost-recovery with other adjacent owners benefitting from the Struthers off-site improvements:

INTERSECTION/ ROADWAY	PUBLIC IMPROVEMENT	TIMING	RESPONSIBILITY
Struthers Road	Construct northbound right turn lane on Struthers Road at Spanish Bit Drive	When warranted	Cathedral Rock Commons Commercial
	Lengthen southbound left turn lane on Struthers Road at Spanish Bit Drive	When 95 <sup>th</sup> percentile queuing exceeds existing lane length	Cathedral Rock Commons Commercial
Spanish Bit Drive	Pave Spanish Bit Drive east to eastern edge of property line	With Site Development	Urban Landing
	Install curb, gutter, and sidewalk along northside of Spanish Bit Drive	With Development North of Spanish Bit Drive	Cathedral Rock Commons Commercial
	Install curb, gutter, and sidewalk along southside of Spanish Bit Drive	With Site Development	Urban Landing

**WATER:** This site will be served by Donala Water & Sanitation District Area A. A commitment letter for water is included in this submittal. A finding of water sufficiency with the PUD and Preliminary Plan is requested, with subsequent Final Plat to be approved administratively. Donala has sufficient supply and infrastructure in the area to serve this development. The total commitment is 16.13 acre-feet.

A Water Resources Report, provided by Classic Consulting, is included in this submittal. It is expected that 49 residential units less than 3,500 sf in size will generate an annual demand of 9.8 acre-feet, and 2.53 acres of active net irrigation will result in an annual demand of 6.33 acre-feet. In total, the site has an annual demand of 16.13 acre-feet. Donala’s current water supply is 3,216 acre-feet per year, with an estimated annual demand of 1,922 acre-feet per year in 2023, resulting in an excess of 1,294.3 acre-feet per year for additional buildout.

**WASTEWATER:** Public sewage disposal is addressed in the Wastewater Disposal Report prepared by Classic Consulting. The average daily maximum month flows are expected to be 8,027 gallons per day. The wastewater commitment from Donala is 8,027 gal/day on an average daily-maximum monthly basis. The additional flow expected from this project results in a total loading of 75.3% of Donala’s total owned capacity. Sufficient supply is available as demonstrated by the wastewater commitment letter.

**OTHER UTILITIES:** Mountain View Electric Association, Inc. will supply electricity service. The utility commitment letter is submitted with this application. The site will rely on electric service only and will not have natural gas connections.

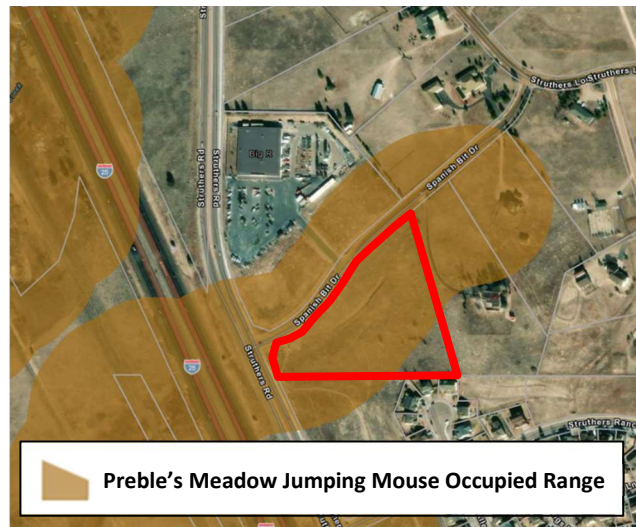
**DRAINAGE:** The majority of the site is located within the Jackson Creek Drainage Basin. The drainage improvements associated with the project are consistent with the Master Development Drainage Plan. The drainage improvements are designed to the most current El Paso County Engineering Criteria Manual, the Black Forest Drainage Basin Planning Study, the City of Colorado Springs/El Paso County Drainage Criteria Manual, and the Urban Storm Drainage Criteria Manual. See Preliminary Drainage Report by Classic Consulting for more details.

**FLOODPLAIN:** This site is not within a designated F.E.M.A. Floodplain as determined by the flood insurance rate map, community panel number 08041C0287G, effective December 7, 2018.

**WETLANDS:** The National Wetlands Inventory indicates there is an intermittent, seasonally flooded riverine system that is located on a small portion of the western edge of the site. This designation indicates a channel that contains flowing water during only part of the year, and in which surface water may be present early in the growing season but is absent by the end of the growing season in most years. This stream is non-jurisdictional because it is not adjacent to a navigable waterway, nor does it have a significant nexus to a navigable waterway. The stream will be filled as part of the project's site development.



**WILDLIFE:** According to the Colorado Parks and Wildlife Species Activity Map, the site falls within the overall range of black bear, elk, mountain lion, mule deer, and white-tailed deer. The site is also within the overall range of Preble's meadow jumping mouse and is within the species' Occupied Range according to the El Paso County Planning and Community Development Application Map. However, the Urban Landing site is not within an area of Critical Habitat designation. Moreover, the site has no perennial water source nor a mid-story sapling/shrub vegetative layer, which are both critical requirements for Preble's Meadow Jumping Mouse. The site does not offer suitable habitat and is therefore exempt from Section 1.106.6 of the El Paso County Land Development Code. There is no other known habitat for threatened or endangered species on the project site.





**WILDFIRE:** The fire risk on this site is low to moderate according to the Colorado State Forest Service Wildfire Risk Viewer. Developed areas will be landscaped and irrigated, reducing wildfire hazard potential. New landscaping will meet Firewise recommendations for separation.

**GEOLOGIC HAZARDS:** No geologic hazards were identified that are believed to preclude development of the site. Two soil types and two bedrock types were encountered in the 17 test borings drilled for the subsurface investigation. Highly expansive clays have been encountered in the area. Groundwater was encountered in three of the test borings but will likely not affect the construction of shallow foundation systems on the site. Deep utility excavations may encounter water. These conditions can be mitigated with engineering design and construction methods commonly employed in the area. More information is provided in the Subsurface Soil Investigation prepared by Entech Engineering, Inc.

**VEGETATION:** The majority of the site has been disturbed and does not contain trees. There is a small patch of shrubs in the western corner of the site next to an existing drainage pipe. All new plantings on the site will be native species. All tracts will be owned and maintained by the Urban Landing HOA.

**TRAILS AND OPEN SPACE:** There are 1.82 acres of useable open space provided within the PUD. Per Section 4.2.6.F.8 of the LDC, a minimum of 10% of the gross PUD development area shall be set aside as open space, 25% of which must be contiguous and useable. Based on these requirements, the 6.57-acre site requires 0.65 acres of open space, .16 acres of which must be contiguous. The project satisfies these requirements. Approximately 150 feet from the site's western property line, the County-proposed Jackson Creek Regional Trail is located along Struthers Road and will connect to the existing New Santa Fe Regional Trail.

**DISTRICTS SERVING THE PROPERTY:**

The following districts will serve the property:

- Academy School District 20
- Donala Area A Sanitation and Water District
- Tri-Lakes Monument Fire District
- Mountain View Electric Association

**PUD MODIFICATIONS:**

Chapter 4.2.6.F.2.h of the LDC allows for a PUD modification of a general development standard in the LDC or criteria of the ECM. The following PUD Modifications are requested:

**PUD MODIFICATION TABLE (AS ALLOWED BY LDC SECTION 4.2.6.(F)(2)(g))**

LDC/ECM SECTION	CATEGORY	STANDARD	MODIFICATION	JUSTIFICATION
1 LDC CHAPTER 8.4.4(E)(2)	PRIVATE ROADS REQUIRE WAIVER	USE OF PRIVATE ROADS SHALL BE LIMITED.	PRIVATE ROADS PROPOSED TO SERVE THIS COMMUNITY	PRIVATE ROADS PROVIDE MORE FLEXIBILITY FOR THE DEVELOPMENT TO ACCOMMODATE THE UNIQUE COMMUNITY HOMES PROPOSED ON THE SITE. THE PRIVATE ROADS WILL BE OWNED AND MAINTAINED BY THE HOA.
2 LDC CHAPTER 8.4.4(E)(3)	PRIVATE ROADS TO MEET COUNTY STANDARDS	PRIVATE ROADS SHALL BE CONSTRUCTED AND MAINTAINED TO ECM STANDARDS	ROAD WIDTH AND ROADWAY TERMINATIONS (SEE 3 AND 4 BELOW)	
3 ECM SECTION 2.2.4.B.7, FIGURE 2-17, TABLE 2-7 ECM SECTION 2.3.8	URBAN LOCAL (LOW VOLUME) CROSS SECTION ROADWAY TERMINATION CUL-DE-SAC REQUIRED	24' PAVED WIDTH, 12' LANE WIDTH  CUL-DE-SAC AT ANY DEAD-END ROADWAY	22' PAVED WIDTH (MIN.) 11' LANE WIDTH (MIN.)  SHORT DEAD-END PRIVATE ROADWAY DOES NOT TRIGGER TURN-AROUND PER MONUMENT FIRE AND FIRE CODE.	A SMALLER PRIVATE ROAD CROSS SECTION STILL MEETS THE INTENT OF COUNTY LOCAL ROAD STD. THE SHORT DEAD-END PRIVATE ROADS ALLOW FOR ADEQUATE RESIDENT ACCESS WITH NO TURN-AROUND REQ. PER FIRE CODE.
4 8.4.4.C PUBLIC ROADS REQ. LDC CHAPTER	LOT AREA AND DIMENSIONS	LOTS TO HAVE FRONTAGE ON AND ACCESS FROM A PUBLIC ROAD	LOTS UTILIZING PRIVATE SHARED DRIVEWAYS WILL NOT HAVE DIRECT FRONTAGE ON OR ACROSS FROM A PUBLIC ROAD	THE PROPOSED UNIQUE LOT CONFIGURATION AND COMMUNITY DESIGN REFLECT THE NEED FOR PRIVATE ROADWAYS THAT DIRECTLY CONNECT TO PUBLIC STREETS.
5 LDC CHAPTER 6.2.2.B	ROADWAY LANDSCAPE REQUIREMENTS	STREET TREES REQUIRED ON RESIDENTIAL STREETS WITH URBAN DENSITY	NO STREET TREES ARE PROPOSED AS THE STREETS PROVIDE REAR GARAGE ACCESS TO THE LOTS AND THERE IS NO ROOM FOR TREE PLANTINGS	THE PUD ZONE IS INTENDED TO PROVIDE DESIGN FLEXIBILITY TO CREATE COMPACT LAYOUTS WITH MORE COMMON OPEN SPACE. THE LANDSCAPE PLAN INCLUDES AMPLE TREE AND SHRUB PLANTINGS IN COMMON TRACTS AND THE FRONT YARD OF THE LOTS WILL BE LANDSCAPED.

**PUD Modification Justification:**

The proposed modifications and deviations support the identified benefits in Chapter 4.2.6.F.2.h by allowing a more efficient layout that promotes the construction of an attainable housing product and the creation of a more compact and livable environment with community open spaces that benefit the overall community.

The proposed unique lot configuration and community design reflect the need for shared, 30-foot wide private roads that directly connect to public streets. These private roads will deviate from the requirements of ECM Section 2.2.4.B.7 by having a typical paved width of 22 feet and a lane width of 11 feet. All private roads will be owned and maintained by the Urban Landing HOA. No street trees are proposed as The private streets provide rear garage access to the lots, which limits the ability to provide street trees as required by LDC Chapter 6.2.2.B. To compensate, the landscape plan includes ample tree and shrub plantings in common open space tracts and the front yard of the lots will be landscaped.

**RELATIONSHIP TO THE ADOPTED COUNTY MASTER PLANS**

The relevant County Plans for Urban Landing are the Your El Paso Master Plan, the Water Master Plan, the 2040 Major Transportation Corridor Plan, and the El Paso County Parks Master Plan.

### Your El Paso Master Plan



Your El Paso County Master Plan designates the site as a Suburban Residential placetype, which has a primary land use of single-family detached residential with lot sizes smaller than 2.5 acres and up to 5 units per acre. Supporting uses include single-family attached, multifamily residential, and parks/open space. The Suburban Residential placetype is characterized by predominantly residential areas with mostly single-family detached housing and 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

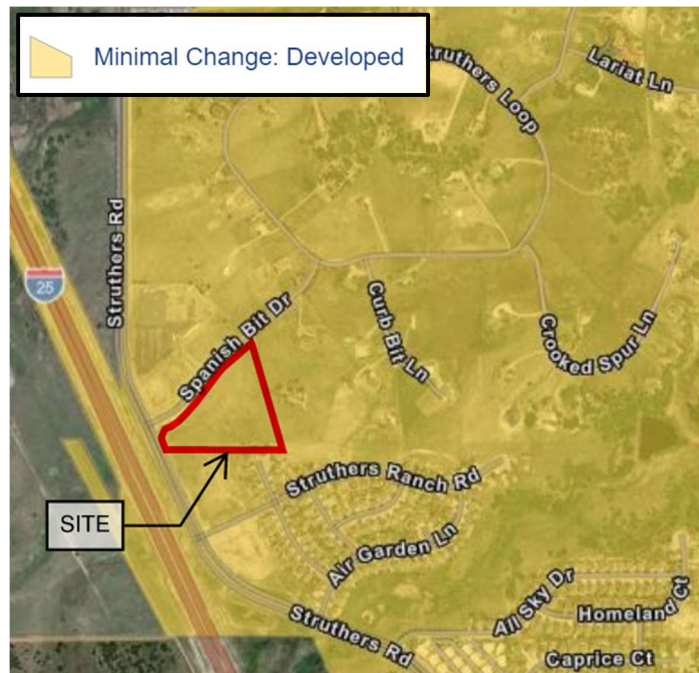
or along perimeter streets. The proposed Urban Landing development is consistent with this character because it maintains the form of a single-family detached residential neighborhood while providing a density transition to the adjacent retail and service uses located in the commercial centers on the north and south sides of the intersection of Spanish Bit Drive and Struthers Road. Although the proposed density is greater than 5 du/ac, the character of the product is similar to high density single-family attached, which is an allowable supporting use in this placetype.



This site is located within the Tri-Lakes area on the Key Areas map, which is characterized by significant suburban development and some mixed-use development. The Tri-Lakes area is the most well-established community in the northern part of El Paso County with a mixture of housing options, easy access to necessary commercial goods and services, and a variety of entertainment options. The Plan notes that 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. The proposed Urban Landing development

will provide an alternative housing option to the 2.5-acre single-family lots to the east and north, and the smaller single-family homes in the PUD and R-4 zoning to the south, which generally range from approximately 7,000 – 12,000 square feet lots. The Urban Landing development will strengthen and diversify the housing options in Gleneagle and the surrounding region by offering single-family detached homes on lots that range from approximately 2,520 – 3,555 square feet, thereby expanding homeownership opportunities to young families, single people, and those looking to age in place. The additional households will also support existing commercial and employment businesses.

This site also lies in an area of Minimal Change - Developed on the Areas of Change map. This designation recognizes pockets of undeveloped areas and the high likelihood of intense future infill development that will significantly impact the character of an area. The Plan specifically sites an example for this area in which “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 Urban Landing development will represent an infill



development as it is surrounded by existing development. While the proposal is denser than the existing Chaparral Hills and Struthers Ranch single-family subdivisions to the east and south, it represents a more urban transition to the existing and planned commercial land uses immediately to its north and south.

The Urban Landing Final Plat supports Your El Paso Master Plan core principles, goals, and objectives by ensuring compatibility with the surrounding neighborhoods, increasing the diversity of housing types, supporting aging-in-place, and promoting more walkable communities with access to employment centers and amenities.

### Core Principle 1: Land Use & Development

*Goal LU1: Ensure compatibility with established character and infrastructure capacity.*

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

- *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.*

The Urban Landing development will integrate within the present spectrum of adjacent uses: single family detached housing of various densities, commercial uses, and a faith-based organization. The project's location along Struthers Road, which is classified as a minor arterial roadway, and proximity to I-25 ensures that residents living at Urban Landing will have adequate access to public street infrastructure. The project is consistent with the density of the 1975 Plot Plan for Jackson Creek Junction and is within the planned capacity of areas road and utility infrastructure.

### Core Principle 2: Housing and Communities

*Goal HC1. Promote development of a mix of housing types in identified areas.*

- *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 HC1-5: Focus detached housing development in Large-Lot Residential and Suburban Residential areas given the increasing infrastructure and environmental constraints associated with such development to help maintain the established character of rural communities.*

*Goal HC3. Locate attainable housing that provides convenient access to goods, services, and employment.*

- *Objective HC3-1: Emphasize redevelopment of smaller enclaves to denser urban residential uses such as multifamily and single-family attached dwelling units where compatible and appropriate in the context of the existing neighborhood, which may also require parcel consolidation if existing businesses leave.*

- *Objective HC3-3: Redevelopment in the smaller enclaves should emphasize residential development first and then accommodate supporting uses.*

*Goal HC4. Support aging-in-place housing options to meet residents' needs through all stages of life.*

- *Objective HC4-1: Denser housing development should occur in Suburban Residential, Urban Residential, Rural Center, and Regional Center placetypes.*
- *Objective HC4-3: Support the development of housing types that further support aging in place.*

The Gleneagle and Monument areas will benefit from Urban Landing's addition to the availability of housing options, particularly in the Suburban Residential placetype. The project's high-density, single-family homes provide an appropriate transition in density from the existing, larger-lot single-family homes to the east and south, to the more intense commercial development immediately north and south of the site. Open space within the development preserves areas for recreation on-site. In addition, the smaller lots proposed by the development in conjunction with HOA maintenance creates a living situation with fewer and less taxing property maintenance demands, which provides a needed housing option to allow those of all ages and abilities to remain in the neighborhoods and areas they desire.

#### Core Principle 4: Transportation & Mobility

*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.*

- *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.*

*Goal TM2. Promote walkability and bike ability where multimodal transportation systems are feasible.*

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

The new sidewalks along Spanish Bit Drive will connect to the existing infrastructure on Struthers Road and will provide residents with continuous, safe walking spaces, relieving the need for dangerous commutes within and alongside the roadway. The project is within a one-mile walking or bicycling distance from King Soopers, Walgreens, Big R, churches, banks, and multiple fast-food restaurants, encouraging walkability and bike ability in an interconnected, multi-use neighborhood.

#### Core Principle 5: Community Facilities

*Goal CF13. Ensure adequate provision of utilities to manage growth and development.*

- *Objective CF13-2: Promote urban level development in areas served by centralized utilities.*
- *Objective CF13-4: Locate new development where it can take advantage of existing or proposed water supply projects that would allow shared infrastructure costs.*

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*Goal CF14. Use best management practices to protect water quality, conserve water, minimize impacts of flooding, and beautify El Paso County.*

- *Objective CF14-6: Encourage development that incentivizes and incorporates water-efficient landscaping principles.*
- *Objective CF14-16: Stormwater detention, retention ponds, or other best management practices (BMPs) should be required to minimize flooding, maximize infiltration, and minimize water quality impacts from impervious surface contaminants.*

Urban Landing is an infill project that will connect to existing utilities, minimizing the need to construct new infrastructure. At 7.5 single family detached homes per acre, the development introduces an appropriately urban density while reflecting the more traditionally suburban scale of surrounding neighborhoods. The landscaping will incorporate native and drought-tolerant design to maximize the water efficiency of the site. A retention pond will be located on-site to minimize flooding, maximize infiltration, and minimize water quality impacts from impervious surface contaminants.

### **Water Master Plan**

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

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

The Water Resources Report prepared by Classic Consulting and submitted with the PUD Preliminary Plan application provides calculations on the potable water supply. The quality of the water produced by the Donala Sanitation District for domestic and commercial consumption is subject to regulations prescribed by the CDPHE that limit the amount of certain contaminants in treated or untreated water. The water distribution system design for this project will conform to all applicable criteria set forth by El Paso County and Donala Sanitation District.

*Goal 4.2 – Support the efficient use of water supplies.*

*Goal 4.5 – Plan for water resources in a thoughtful way that recognizes the non-renewable nature of water resources in the area, accommodates existing and historical uses, and allows for sustainable, planned growth.*

The project will emphasize water-efficient landscaping and xeriscape design to accommodate the soils and arid conditions of the region. As an infill development, Urban Landing will connect to existing water infrastructure and will have a density consistent with the Plot Plan created for the site nearly 50 years ago.

*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.*

*Policy 6.0.11 – Continue to limit urban level development to those areas served by centralized utilities.*

The project is located within the State of Colorado Division of Water Resources Region 2 (Monument Area). The El Paso County Water Master Plan specifically states: “Region 2, located in the northwest corner of El Paso County, is expected to experience significant growth through 2060. The I-25 corridor passes through the center of the region and offers optimal growth areas in and around the Towns of Palmer Lake and Monument. Growth is anticipated along both the east and west sides of I-25 by 2040.”

The WMP notes that Region 2 has a current water supply of 13,607 acre-feet per year and a current demand of 7,532 acre-feet per year. The 2040 water supply is projected to be 20,516 acre-feet per year and the projected demand is 11,713 acre-feet.

### **2040 Major Transportation Corridor Plan**

The 2040 Improvements map does not identify any roadway improvement to the site or its immediate vicinity. The 2060 Corridor Preservation map shows I-25 as a Freeway and nearby Baptist Road as a Principal Arterial.

### **El Paso County Parks Master Plan**

The Parks Master Plan does not identify any proposed parks or candidate open space on this site. The area north of the site, south of the intersection of Baptist Road and Struthers Road, is identified as a candidate open space area, as is the land on the western side of Interstate Highway 25. The proposed 9.28-mile Jackson Creek Regional Trail is proposed on the west side of Struthers Road, approximately 150 feet from the proposed Urban Landing property line. This trail is imagined to start at Highway 105, following the Jackson Creek Parkway south to Baptist Road before splitting into two segments; one of which will connect to the New Santa Fe Regional Trail, and the other will connect to the City’s trail system at the Northgate Open Space.

## **PROJECT JUSTIFICATION**

### **Final Plat Approval Criteria - Chapter 7.2.3(f)**

**1. The subdivision is in conformance with the goals, objectives, and policies of the Master Plan;**

The relevant County Plans for Urban Landing Filing No. 1 Final Plat are Your El Paso County Master Plan, the County Water Master Plan, the 2040 Major Transportation Corridor Plan, and the County Parks Master Plan. The project is in general conformity with these plans as described above.

**2. The subdivision is in substantial conformance with the approved preliminary plan;**

Urban Landing Filing No. 1 is consistent with the Urban Landing PUD Preliminary Plan and substantially conforms with the plans. The Urban Landing PUD Preliminary Plan illustrates a similar lot layout with the same number of lots and comparable lot sizes. The intended uses and acreages of the proposed Tracts are consistent between the Preliminary Plan and the Final Plat which includes tracts for open space, parking, and access.



- 3. The subdivision is consistent with the subdivision design standards and regulations and meets all planning, engineering, and surveying requirements of the County for maps, data, surveys, analyses, studies, reports, plans, designs, documents, and other supporting materials;**

The Final Plat is in conformance with the subdivision design standards of the Land Development Code; A few PUD Modifications are requested as described above, otherwise, all development standards are met. All relevant reports and studies have been included with the application submittal demonstrating conformance with all other planning, engineering, and surveying requirements of the County.

- 4. Either a sufficient water supply has been acquired in terms of quantity, quality, and dependability for the type of subdivision proposed, as determined in accordance with the standards set forth in the water supply standards [C.R.S. § 30-28-133(6)(a)] and the requirements of Chapter 8 of this Code, or, with respect to applications for administrative final plat approval, such finding was previously made by the BoCC at the time of preliminary plan approval;**

The finding of water sufficiency for this subdivision will be approved with the PUD Preliminary Plan for Urban Landing which allows this plat to be reviewed and approved administratively.

- 5. A public sewage disposal system has been established and, if other methods of sewage disposal are proposed, the system complies with State and local laws and regulations, [C.R.S. § 30-28-133(6)(b)] and the requirements of Chapter 8 of this Code;**

A public sewage disposal system has been established for the proposed 49 lots into the Donala Water and Wastewater District public sewer system with the District owning the infrastructure.

- 6. All areas of the proposed subdivision which may involve soil or topographical conditions presenting hazards or requiring special precautions have been identified and that the proposed subdivision is compatible with such conditions [C.R.S. § 30-28-133(6)(c)];**

A Soils and Geology Report was completed for the site and included with the application submittal. As described above, the geologic hazard conditions encountered at the site include loose soils, expansive soils, areas of erosion, groundwater, potentially unstable slopes, and radon. Suggestions for mitigation are included in the Soils, Geology, and Geologic Hazard Study. However, the report finds that development at the site can be achieved if these conditions are mitigated.

- 7. Adequate drainage improvements are proposed that comply with State Statute [C.R.S. § 30-28-133(3)(c)(VIII)] and the requirements of this Code and the ECM;**

All drainage improvements required for this project comply with State Statute, the code, and the ECM. A Drainage Report detailing the improvements is included with the application submittal.

- 8. Legal and physical access is provided to all parcels by public rights-of-way or recorded easement, acceptable to the County in compliance with this Code and the ECM;**

Access to the subdivision will be via a combination of public rights-of-way and private tracts. Public ROW will be constructed to meet County standards and the private tracts are designed to be sufficient for access and will be maintained by the HOA.

- 9. Necessary services, including police and fire protection, recreation, utilities, and transportation systems, are or will be made available to serve the proposed subdivision;**

All necessary services are available to serve the proposed subdivision. Commitment letters from utility service providers are included with the application submittal including will-serve letters from Donala Water and Wastewater District for water and wastewater services and MVEA for electric. No gas service will be extended to the site as these units are planned to be served by electric only. The site is within the Monument Fire Protection District which will provide emergency services to the subdivision. As noted above, access to the site will be provided via a combination of public rights-of-way and private tracts. Public ROW will be constructed to County standards, the private tracts are designed to be sufficient for access.

**10. The final plans provide evidence to show that the proposed methods for fire protection comply with Chapter 6 of this Code;**

The water supply system proposed in this subdivision will be part of the Donala municipal water system. This system used for domestic and fire use will be installed and maintained in accordance with NFPA standards. The fire flow provided is based on the fire authority (Monument Fire Protection District) using the locally adopted codes from the City of Colorado Springs Fire Dept. Additionally, all residential structures will be constructed within 500 feet of a fire hydrant located adjacent to the public roadway. A Fire Protection Report is included with this application submittal.

**11. Off-site impacts were evaluated and related off-site improvements are roughly proportional and will mitigate the impacts of the subdivision in accordance with applicable requirements of Chapter 8;**

This subdivision has also elected to be included in the 5 mill PID under the County Road Impact Fee Program. All on and off-site drainage has been evaluated and presented in the Urban Landing Filing No. 1 Final Drainage Report.

**12. Adequate public facilities or infrastructure, or cash-in-lieu, for impacts reasonably related to the proposed subdivision have been constructed or are financially guaranteed through the SIA so the impacts of the subdivision will be adequately mitigated;**

Construction drawings submitted with this Plat Application and the FAE and financial guarantee will be provided to the County based on the SIA prior to Plat recordation

**13. The subdivision meets other applicable sections of Chapter 6 and 8; and**

This subdivision meets all other applicable sections of the LDC, Chapters 6 and 8

**14. The extraction of any known commercial mining deposit shall not be impeded by this subdivision [C.R.S. §§ 34-1-302(1), et seq.]**

The extraction of any known commercial mining deposit will not be impeded by this subdivision.