

Needles Highway 83

RR-2.5 Map Amendment (Rezone)



Planning Commission

Recommendation for Approval 6-3

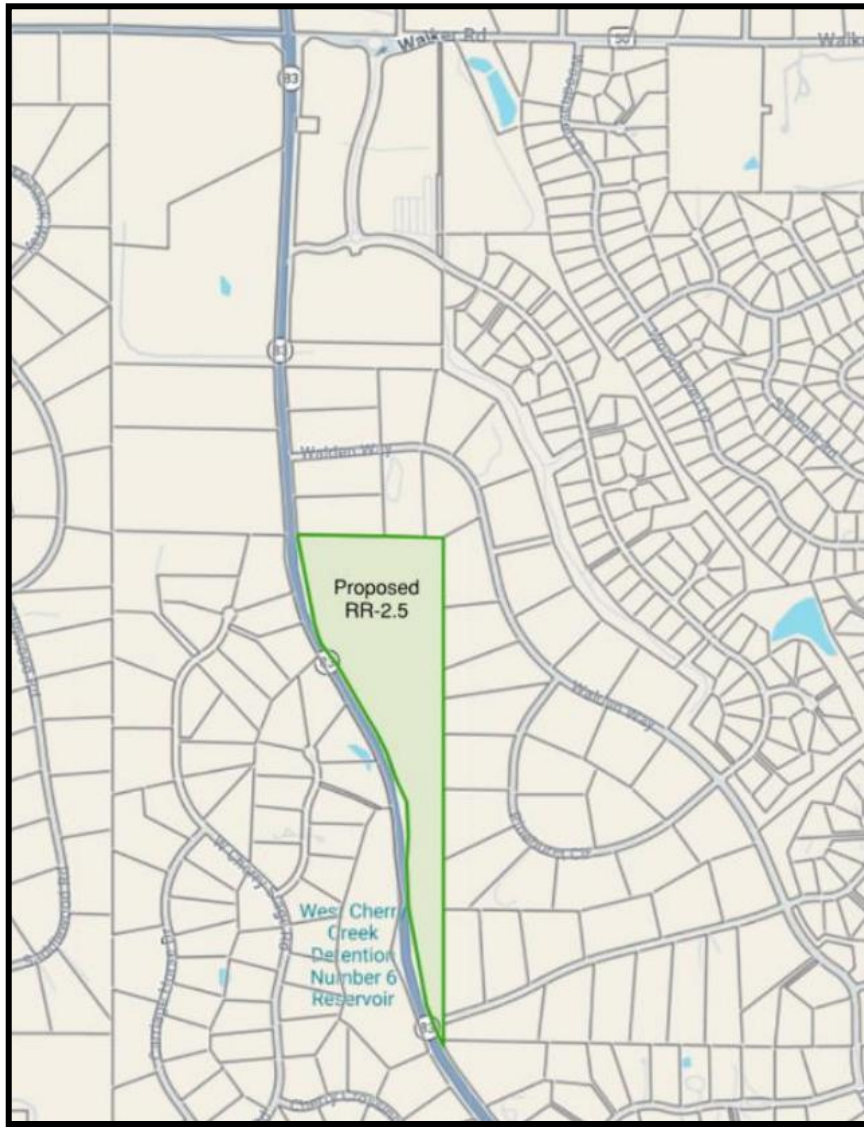
September 3, 2026

Planning Commission Dissenting Votes

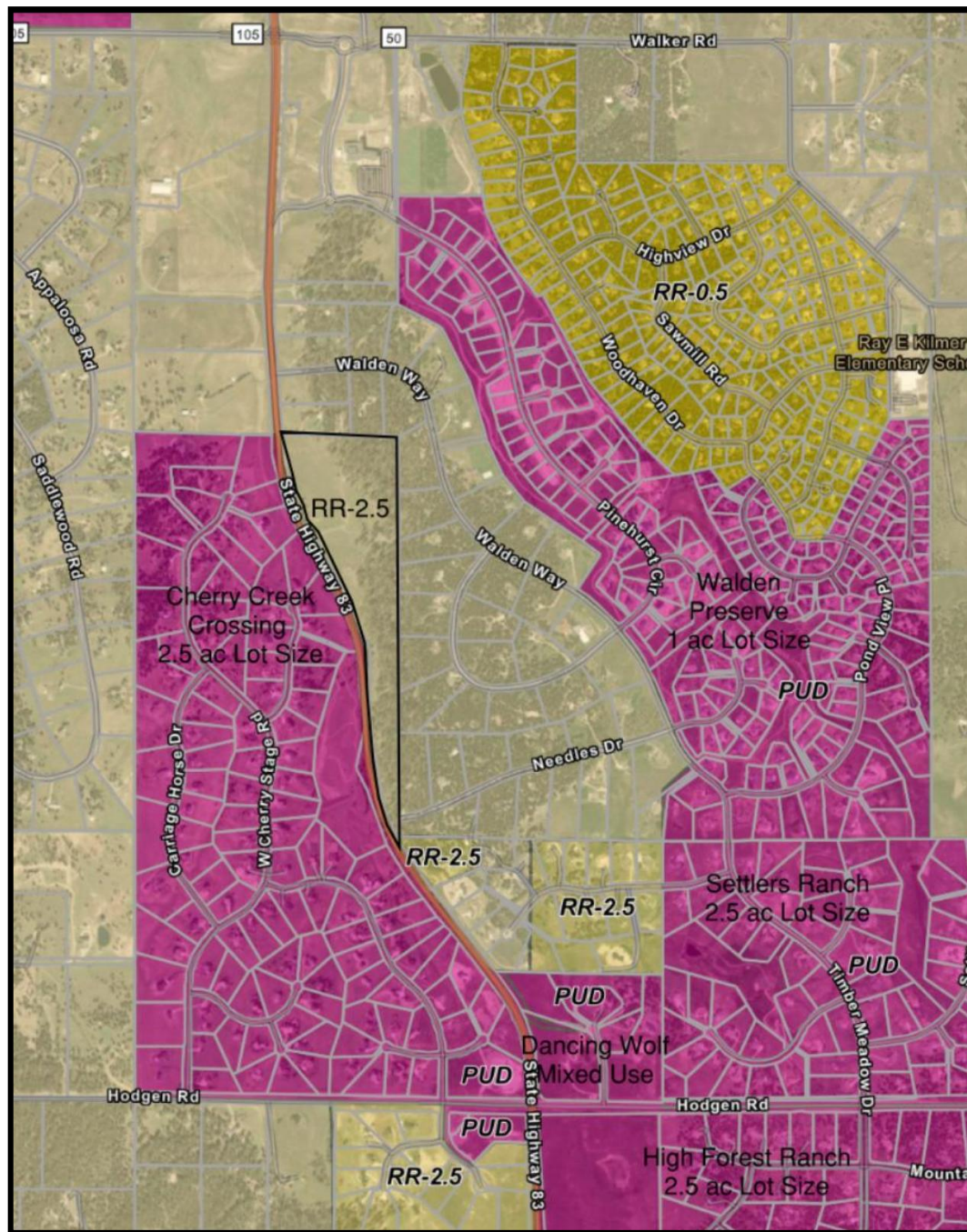
- Rationale for the three dissenting votes was not provided.
- Three commissioners did not speak during the hearing.
- The Chair requested a rationale for the dissenting votes; none was provided.

Public Comment

- Primarily concerns to be addressed with subdivision (e.g. access, fire mitigation, water)
- Concerns regarding increase in traffic



Proposed Zoning

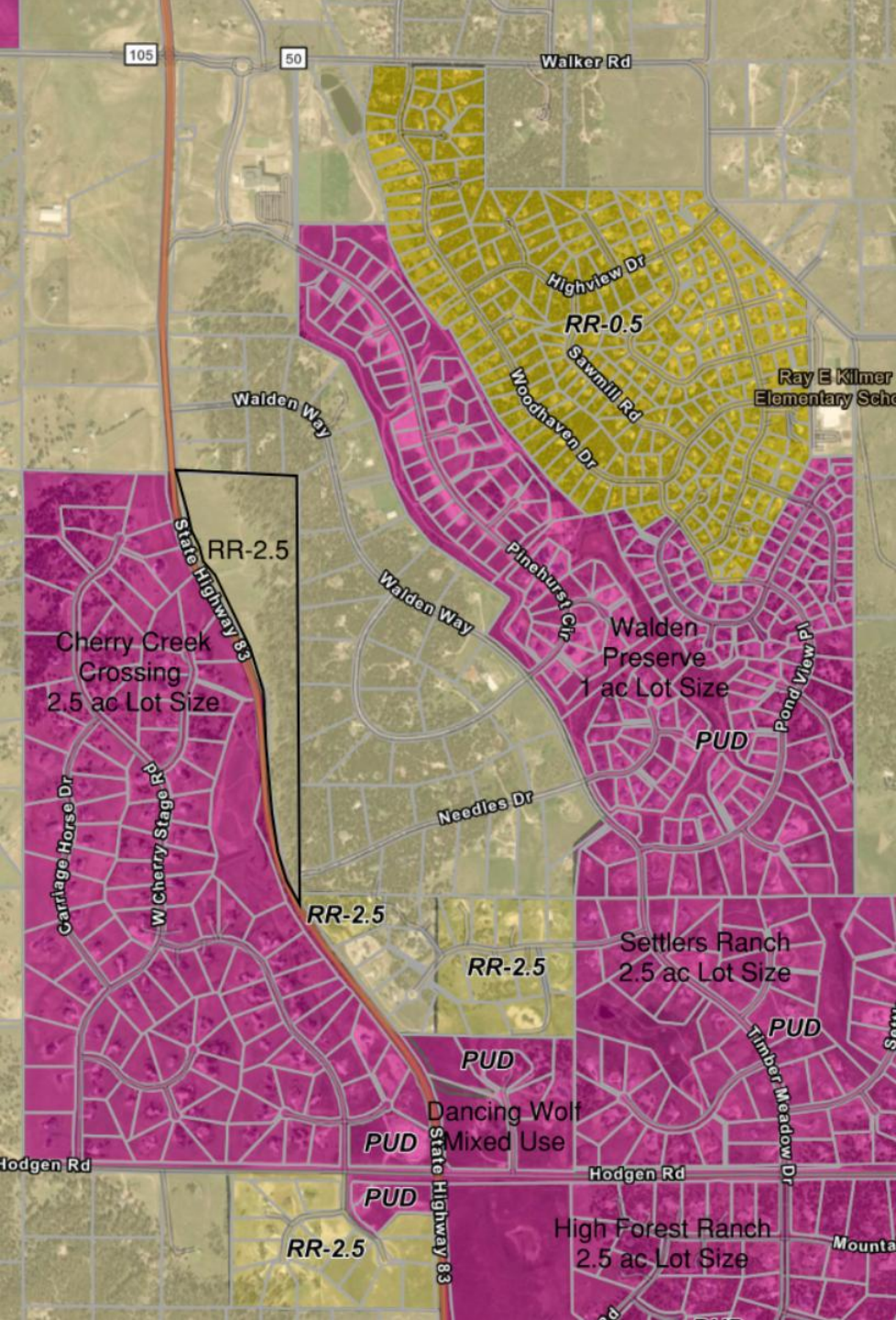


Surrounding Zoning

Map Amendment (Rezone) Review Criteria

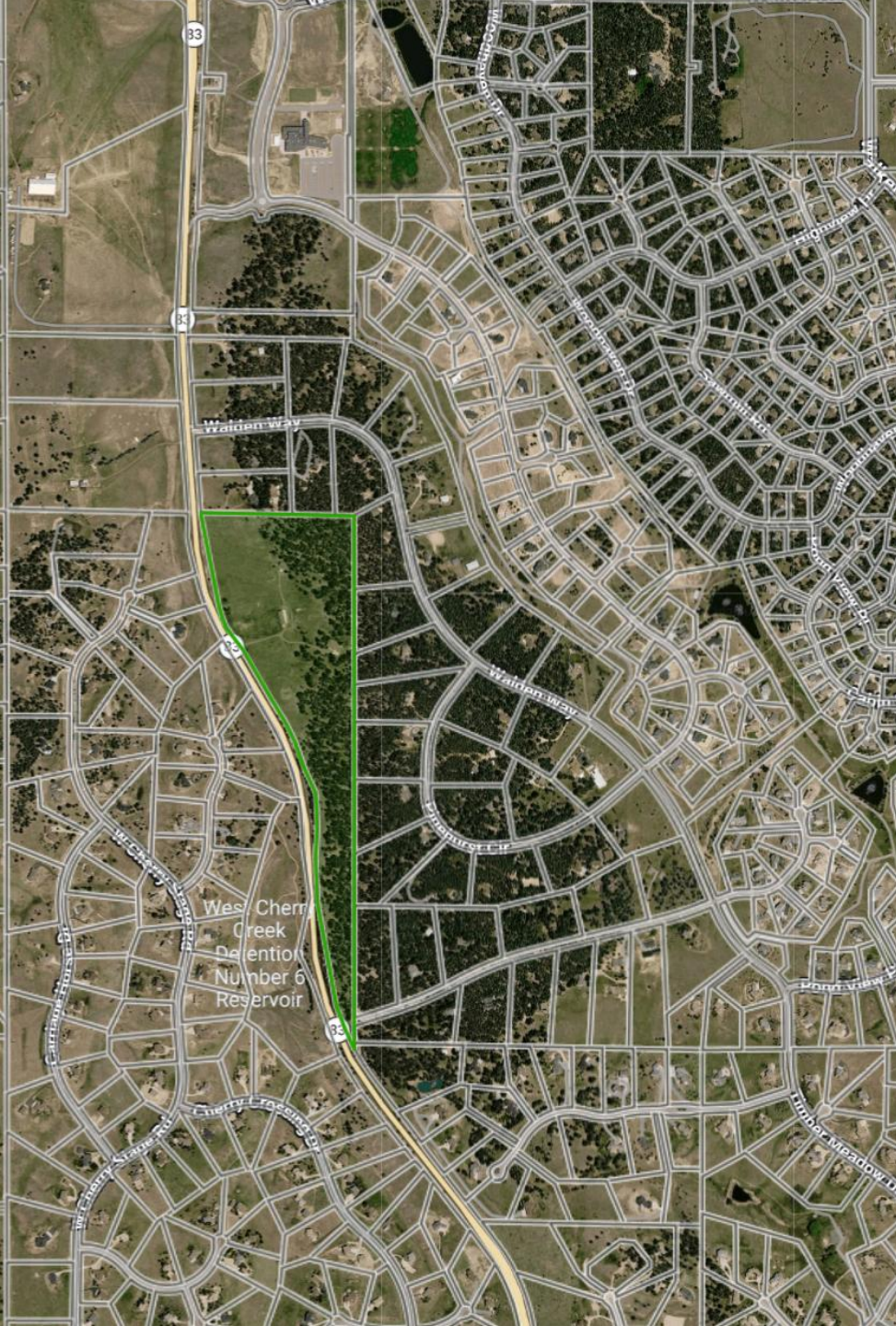
Map Amendment Criteria

1. 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.



Tri-Lakes Key Area

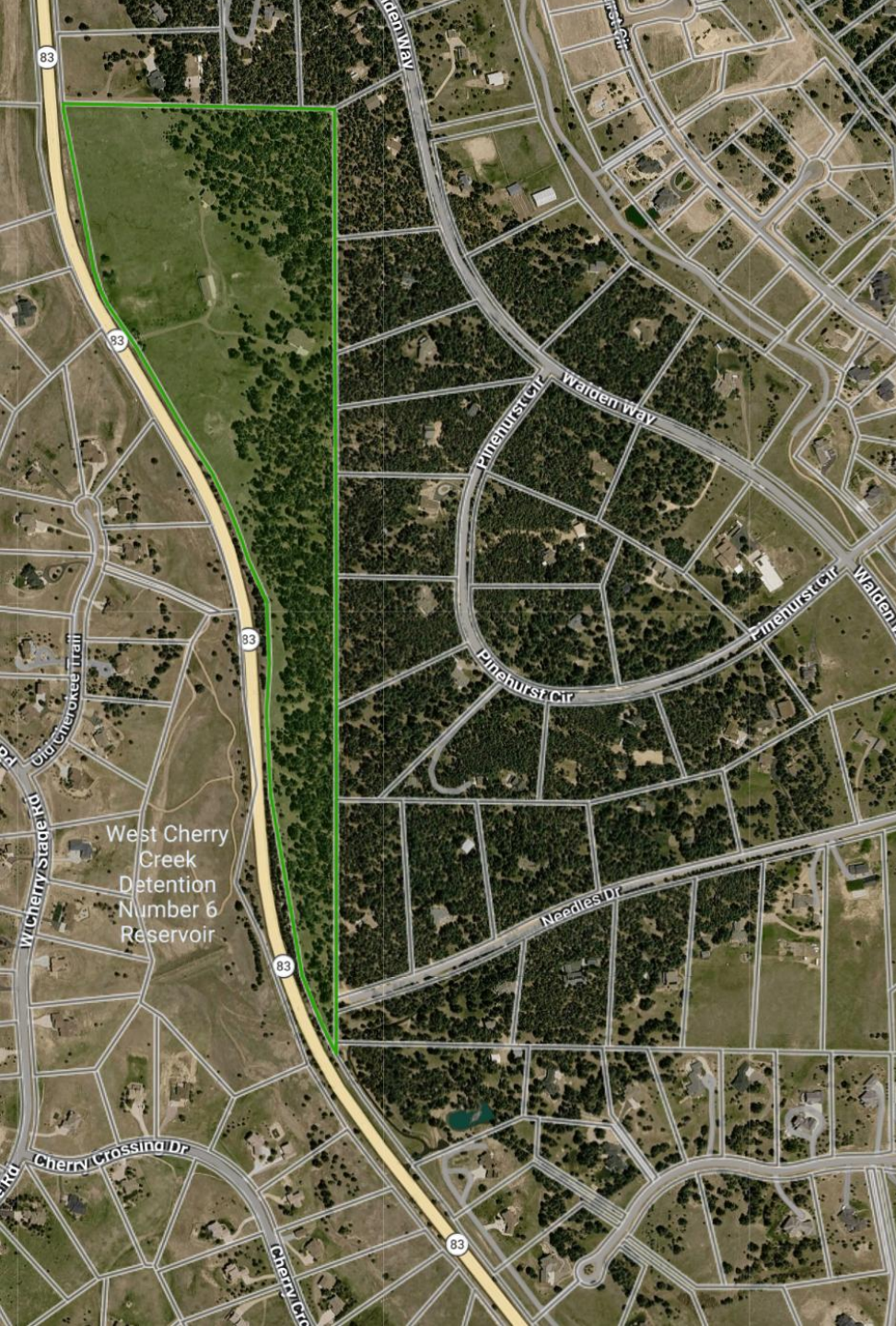
Tri-Lakes is the northern gateway into the County along Interstate 25 and Highway 83. It is situated between Pike National Forest, the United States Air Force Academy, and Black Forest. With significant suburban development and some mixed-use development, this Key Area supports the commercial needs of 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.**



Area of Change

Page 21 of the Plan characterizes areas of “Minimal Change: Developed” by stating:

“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.**”



Placetype

The Large-Lot Residential Placetype is described on page 26 as follows:

*“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.”

Priority Development Areas

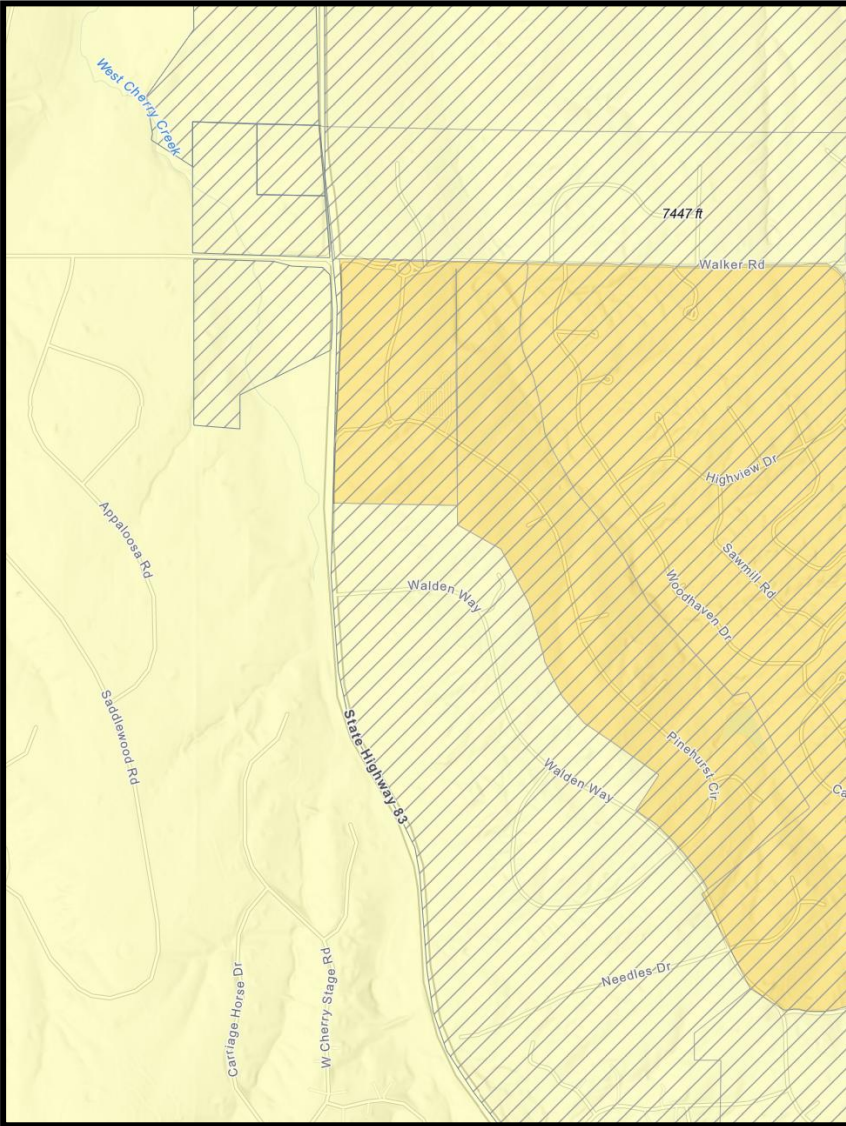
The Black Forest/North Central Area is described further on page 57 as follows:

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 place type** 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.



Map Amendment Criteria

2. 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.



Map Amendment Criteria

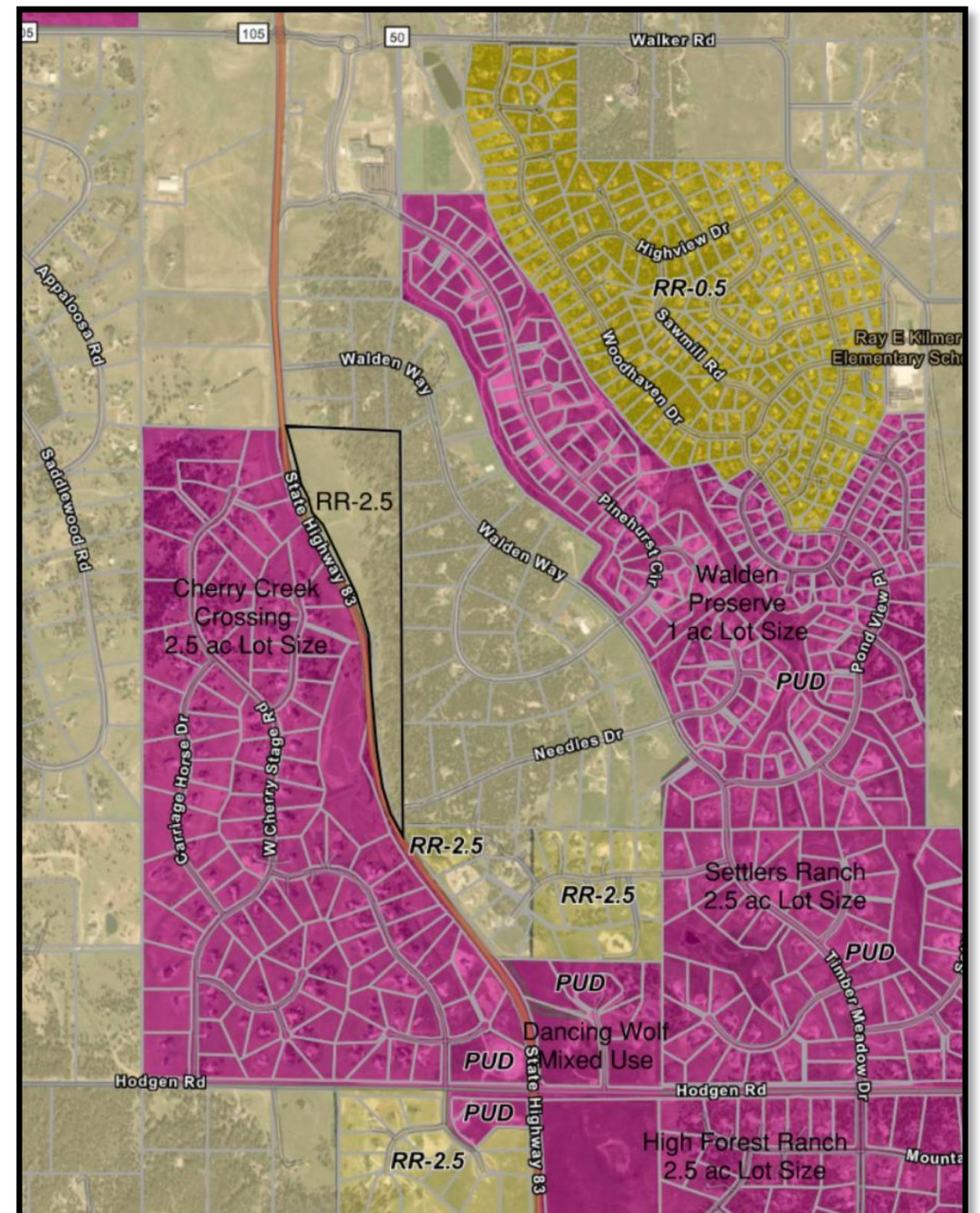
3. The proposed land use or zone district is compatible with the existing and permitted land uses and zone districts in all directions.

Existing and Permitted Land Uses

- Rural Residential
- Single-family Residential

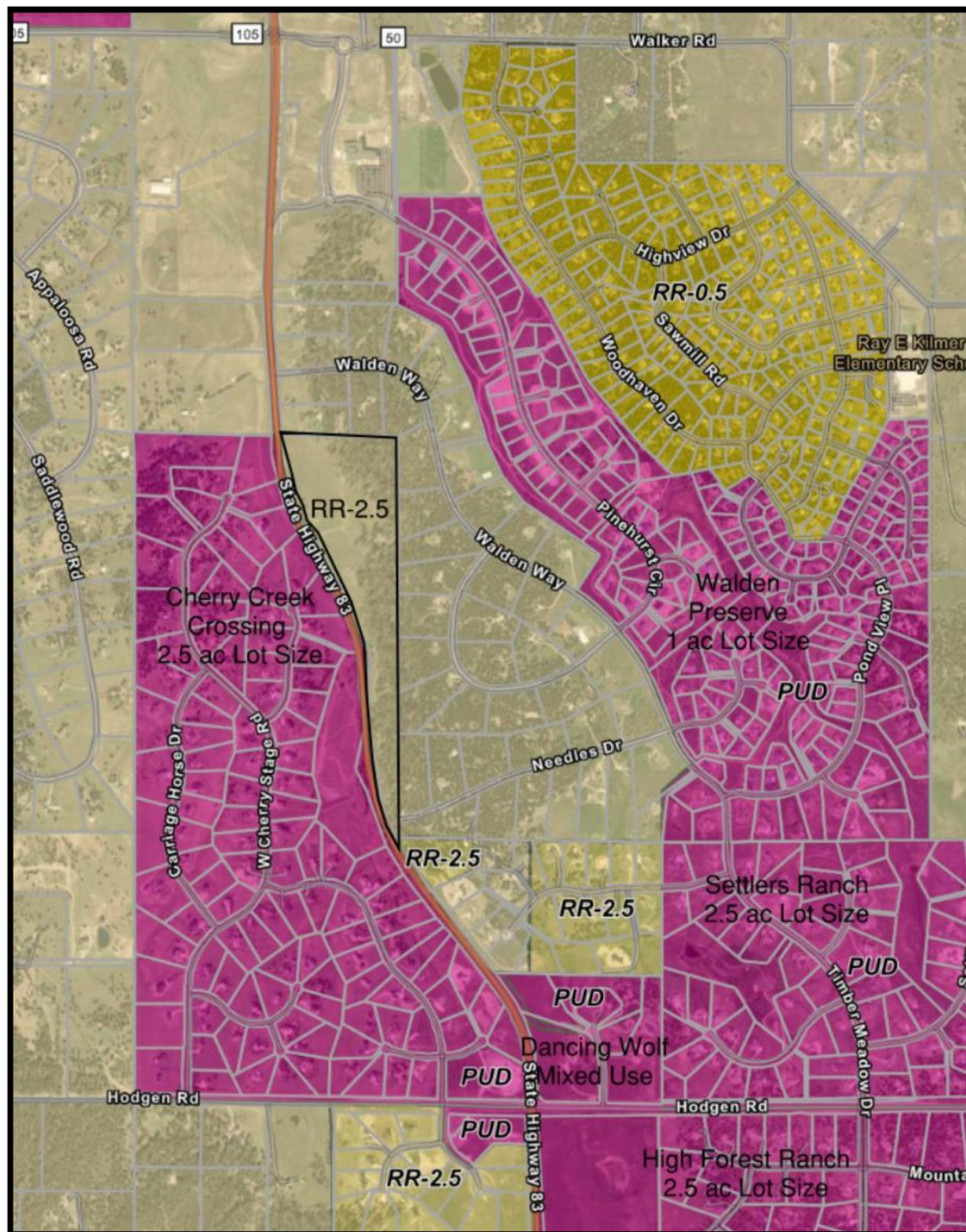
Proposed Land Uses

- Rural Residential
- Single-family Residential



4. 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

- Minimum lot size: 2.5 acres
- Front Setback: 25 feet
- Side Setback: 15 feet
- Rear Setback: 25 feet
- Maximum Height: 30 feet



Questions Regarding Zoning Criteria?

Existing Traffic

Table 2 – Intersection Capacity Analysis Summary – Background Traffic – Year 2028

INTERSECTION LANE GROUPS	LEVEL OF SERVICE	
	AM PEAK HOUR	PM PEAK HOUR
Hodgen Road / Timber Meadow Drive (Stop-Controlled)		
Eastbound Left	A	A
Westbound Left	A	A
Northbound Left, Through, and Right	C	D
Southbound Left, Through, and Right	B	B
Timber Meadow Drive / Needles Drive (Stop-Controlled)		
Eastbound Left, Through and Right	A	A
Westbound Left, Through and Right	A	A
Northbound Left, Through and Right	A	A
Southbound Left, Through, and Right	A	A
State Highway 83 / Existing Access (Stop-Controlled)		
Westbound Left and Right	B	B
Southbound Left and Through	A	A
State Highway 83 / Walden Way (Stop-Controlled)		
Westbound Left and Right	B	C
Southbound Left and Through	A	A

Key: Stop-Controlled Intersection: Level of Service

Proposed Traffic

Table 5 – Intersection Capacity Analysis Summary – Total Traffic – Year 2028

INTERSECTION LANE GROUPS	LEVEL OF SERVICE	
	AM PEAK HOUR	PM PEAK HOUR
Hodgen Road / Timber Meadow Drive (Stop-Controlled)		
Eastbound Left	A	A
Westbound Left	A	A
Northbound Left, Through, and Right	C	D
Southbound Left, Through, and Right	C	B
Timber Meadow Drive / Needles Drive (Stop-Controlled)		
Eastbound Left, Through and Right	A	A
Westbound Left, Through and Right	A	A
Northbound Left, Through and Right	A	A
Southbound Left, Through, and Right	A	A
State Highway 83 / Walden Way (Stop-Controlled)		
Westbound Left and Right	B	C
Southbound Left and Through	A	A

Key: Stop-Controlled Intersection: Level of Service



Recommended Improvements

Roadway and intersection improvement recommendations were assessed pursuant to roadway descriptions in Section I, projected peak hour traffic volumes, level of service results, projected 95th percentile queue lengths, and per requirements defined within the County's ECM.

When considering Year 2028 total traffic conditions, no public improvements to the surrounding roadway network were identified to be needed, therefore none are being recommended with this development.

Table 4 – Trip Generation Summary

ITE CODE	LAND USE	SIZE	24 HOUR	TOTAL TRIPS GENERATED					
				AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
210	Single-Family Detached Housing	14 DU	127	3	7	10	8	5	13
Total			127	3	7	10	8	5	13

Key: DU = Dwelling Units.
Note: All data and calculations above are subject to being rounded to nearest value.