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**Pinehurst Circle RV Garage
Dimensional Variance & Plat Note Waiver
Letter of Intent**

May 8, 2026

Owner:
Pagosa Revocable Living Trust
4082 Pinehurst Circle
Colorado Springs, CO 80908

PDC File No. BOA26XX

Planner: Vertex Consulting Services, Nina Dossey
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Tax Schedule No: 61150-10-017
Acreage: 1.01 Acres
Zoning: PUD (Planned Unit Development)

Site Location:

The property is located west of Pinehurst Circle and north of the El Paso County Regional Trail. The subject property is located within the Walden Homeowners Association (HOA), which enforces specific guidelines regarding the storage and visibility of recreational vehicles and trailers. According to the HOA regulations, “No recreational vehicles (RV’s, bus, camping trailers, boat trailer, running gear, boat or accessories) or hauling trailers are allowed to be parked in the community unless parked in a closed garage or screened from view from adjacent streets and nearby lots. Recreational vehicles being used by visitors may be parked outdoors for 10 days without special permission of the Board.” These restrictions limit the visibility of such vehicles within the neighborhood and require substantial enclosed storage solutions. As a result, the Walden development is characterized by homes with larger than average garage capacities, including RV garages, which accommodate the Walden covenants. It is for this reason that the Walden HOA has written a letter of support for the Dimensional Variance request (see additional exhibits).

Request:

Vertex Consulting Services, on behalf of Pagosa Revocable Living Trust, is respectfully submitting a dimensional variance and plat note waiver request to allow for a rear setback of 10 feet where 25 feet is required.

Justification:

The purpose of this application is to request approval of a dimensional variance to allow for an RV garage to encroach into the rear setback. The pages that follow address each one of the Dimensional Variance criteria included within Section 5.5.2 of the El Paso County Land Development Code. Please note that the criteria is listed with the conjunction “or”. Per 1.14.5 of the Land Development Code ““Or” indicates that the connected items or provisions may apply singularly or in combination”, meaning only one criteria must be met for the Board of Adjustment to approve the request.

The variance provides only reasonably brief, temporary relief; or

The proposed variance is for a permanent structure, therefore, this criteria does not

apply.

The variance request includes an alternative plan, standards or conditions that substantially and satisfactorily mitigate the anticipated impacts or serve as a reasonably equivalent substitute for current zoning requirements; or

The applicant seeks approval for a reduced rear setback of 10 feet for the proposed RV garage, where a 25-foot setback is otherwise required. The requested dimensional variance meets the review criteria by providing an alternative plan that substantially and effectively mitigates anticipated impacts while serving as a reasonable—and ultimately superior—substitute for the existing PUD zoning requirements. Strict compliance with this standard would force relocation of the garage to the front of the existing residence, requiring removal of substantial established landscaping and causing the garage to become the dominant visual element from the street. This outcome would be inconsistent with, and disruptive to, the established character of the Walden development (see additional exhibits).

In contrast, the proposed location to the rear of the property takes advantage of the site's unique characteristics, including a 245-foot setback from the street and an upward sloping topography. These features significantly limit the visibility of the structure from public viewpoints, thereby preserving the visual integrity of the neighborhood streetscape (see additional exhibits). Furthermore, if the garage were constructed in a location compliant with the full setback requirement, it would be positioned approximately 20 feet from the El Paso County Regional Trail (see additional exhibits). Such proximity would negatively impact the privacy and recreational experience of trail users.

The proposed placement minimizes these impacts while preserving existing site improvements and landscaping. As such, it not only functions as a reasonable equivalent substitute to the strict application of zoning standards but represents a more thoughtful and context-sensitive design solution. From both a visual and functional standpoint, the proposed location is clearly better than any alternative that would meet current setback requirements.

Some other unique or equitable consideration compels that strict compliance not be required.

The requested dimensional variance is justified under the review criteria that some other unique or equitable consideration compels that strict compliance not be required. In this case, the configuration of the existing home and site layout creates a practical limitation

on where an RV garage can reasonably be constructed. Specifically, the current placement of the residence significantly restricts the available buildable area to the rear of the home, making it difficult to accommodate a structure of this size while meeting the full 25-foot setback requirement.

Additionally, the orientation of the existing driveway—aligned toward the western lot line instead of the southern front property line—further constrains feasible design options. This alignment does not allow for an attached RV garage addition that is at the same setback as the dwelling. As a result, compliance would force a design that is either impractical or incompatible with the established improvements on the property. These existing conditions are unique to the property and were not created by the property owner. Requiring strict adherence to setback requirements would effectively preclude a reasonable and functional RV addition, despite the property's suitability for such use. The proposed reduced setback allows for a cohesive and practical design that works with the existing home and driveway configuration, thereby addressing these site-specific constraints while maintaining overall compatibility with the surrounding area.