
SCHMIDT PUD DEVELOPMENT PLAN / PRELIMINARY PLAN

LETTER OF INTENT

MAY 2026

APPLICANT	OWNERS		CONSULTANT:
Turkey Canon Quarry Inc	Turkey Canon Quarry Inc	Sugar Daddy's LLC	N.E.S. Inc.
20 Boulder Crescent St.	20 Boulder Crescent St.	1601 N Franklin St	619 North Cascade Ave.
Colorado Springs, CO 80903	Colorado Springs, CO 80903	Colorado Springs, CO. 80907	Colorado Springs, CO 80903

SITE DETAILS:

TSN: 5200000577 & 5200000570

ACREAGE: 58.6 ACRES

CURRENT ZONING: RS-5000 & RM-12

PROPOSED ZONING: PUD

CURRENT USE: VACANT

REQUEST

N.E.S. Inc. on behalf of Turkey Canon Quarry Inc and Sugar Daddy's LLC requests approval of the following applications:

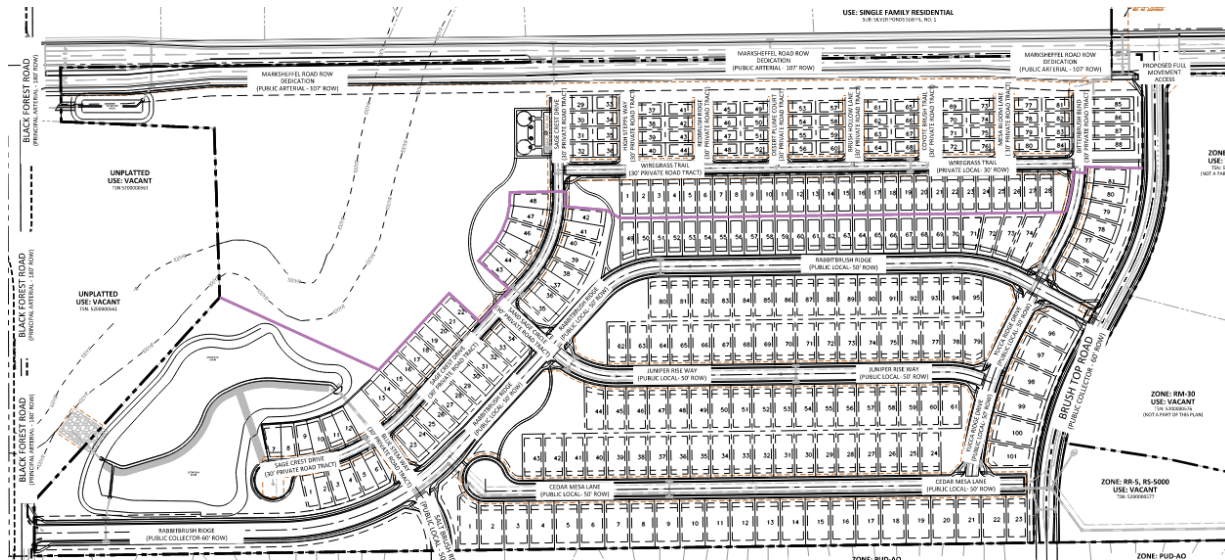
1. The Schmidt PUD Development Plan/Preliminary Plan, a 270-unit development with 48 attached and 222 detached single-family homes and tracts for private roads, open space, trails, utilities, landscaping, and stormwater detention.
2. A rezone from RS-5000 and RM-12 to PUD (Planned Unit Development).
3. Finding of water sufficiency and administrative approval of Final Plat.
4. Early grading and installation of utilities

LOCATION



The Schmidt PUD Preliminary/Development Plan includes 72.979 acres located east of Black Forest Road and just south of the proposed extension of Research/Marksheffel Rd. A portion of Cottonwood Creek runs through the northwest corner of the property. The project site is adjacent to large lot rural residential to the north, urban detached single-family to the south, a future multi-family site to the east and a vacant parcel to the west across Black Forest Rd.

PROJECT DESCRIPTION AND CONTEXT



The proposed project includes a PUD Preliminary and Development Plan comprised of 72.979 acres and PUD rezone comprised of 60.763 acres. The PUD Preliminary and Development Plan includes 270 lots including 48 attached single-family lots and 222 detached single-family lots of varying size and a density of 4.44 du/ac. Multiple tracts are proposed and intended for various uses including future development, utilities, parks, open-space, private roads, and stormwater detention. The PUD is split by an East/West Road (Rabbitbrush) that connects to Black Forest Rd to the west and future Brush Top to the East. The

proposed lots to the north of this road are compact detached and attached single-family lots. These lots range in size from 2,166 sf for the individual duplex lots to 3,700 sf for detached single-family lots. These smaller lots will be accessed from a private road network that connects to Rabbitbrush. The lots on the south portion of the site are larger detached single-family lots that range in size from 5,250 sf and 6,900 sf. These lots will be accessed from public roads.

Parking will be provided on each individual lot, either within a driveway or inside an attached two-car garage where driveway lengths are less than 20'. The 48 attached single-family units require 12 additional off street parking stalls to provide sufficient guest parking for the units. 13 guest parking stalls, including 2 ADA stalls, are provided. On-street parking is only allowed on the public residential roads in the development.

Proposed roadways are a mix of public and private. All public roadways are designated as public local with 50' ROW and 5' easements. Brush Top, on the east edge of the development will connect to future Marksheffel Rd and no lots have direct driveway access to Brush Top or Marksheffel. Units that do not front a public roadway will be serviced by 30' private residential access roads. Permanent cul-de-sacs are proposed where it is not feasible for public roadways to connect. PUD Modification requests for the use of private roads, roadway widths and terminations, private road cross section dimensions, lot frontage on and access from a public road.

The Schmidt PUDSP includes a portion of the Marksheffel Road extension from its intersection with Vollmer/Brush Top intersection on the east edge of the development. The southern half of Marksheffel Road will be dedicated with the first Final Plat associated with Schmidt. The remainder of Marksheffel Rd from Brush Top to Black Forest will be developed in conjunction with bridge design and construction as agreed to in an Intergovernmental Agreement between the City and County. A 6' concrete panel noise wall is proposed along Marksheffel Road for noise mitigation and privacy. The proposed wall will be constructed with the directly adjacent segments of Marksheffel Rd.

COMPATIBILITY/TRANSITIONS: Schmidt has been intentionally designed to concentrate the higher density residential development along future Marksheffel Road, a principal arterial, and transition to more typical suburban development to the south. This is consistent with the existing zoning designations of RM-12 on the north portion of the site which allows medium to high density development and RS-5000 to the south which allows lower density single-family development with a minimum lot size of 5,000sf. The project site sits significantly below the future Marksheffel Road and will eventually be screened by a 6' noise wall which will also visually screen the future development from the larger lots to the north across future Marksheffel Road.

The proposed duplexes are situated along Cottonwood Creek and the future stormwater detention pond. The larger detached single-family lots are situated on the south portion of the property and will directly abut the existing detached single-family lots in the Trails at Forest Meadows subdivision within the City of Colorado Springs. The Land Development Code requires a 15' buffer between different zones. A combined 15' building setback and buffer is provided on the southernmost lots. The character of the Trails at Forest Meadows neighborhood is substantially similar to the proposed neighborhood and an existing opaque fence provides a visual buffer between subdivisions. The property to the east is zoned

RM-30 and planned for multi-family development. The Schmidt PUD includes a 10' landscape setback along Brush Top Road which will provide a visual screen and buffer from the property.

ACCESS: Proposed access to the development is provided at the following locations: one right-in/right-out access onto Black Forest Road, one full-movement access onto Brush Top Road, and one full-movement access drive to the south via Salt Brush Road. Internal roadways will provide direct access to each individual lots. The internal roadways are a combination of public and private.

TRAFFIC: A Traffic Generation Analysis for the Schmidt PUDSP was prepared by SM Rocha in June of 2026 analyzing proposed project impacts and consistency with previous traffic assumptions when the site was rezoned to RS-5000 and RM-12.

The Traffic Study concludes the following:

- The site is subject to the El Paso County Road Impact Fee Program (Resolution 24-377), as amended. An option for payment will be selected in conjunction with Final Plat applications.
- The Schmidt PUDSP is projected to generate about 2,346 new external vehicle trips on the average weekday. This is about 902 fewer vehicle trips per day than were assumed for the same area in the earlier Schmidt Rezone study.
- It is recommended that the proposed Rabbitbrush Ridge (from Brush Top Road to Salt Brush Road) provide an urban local roadway classification with a 60-foot right-of-way (ROW). West of Salt Brush Road and considering the proposed intersection of Rabbitbrush Ridge and Black Forest Road, it is recommended that the proposed east-west roadway provide a residential collector roadway classification with a 60-foot ROW
- Additional recommended improvements include: Restripe northbound right turn lane along Black Forest Road at Access A (Rabbitbrush Ridge)
- Analysis of existing traffic conditions indicates that all signalized intersections operate under LOS B or better during the morning peak traffic hour and LOS D or better during the afternoon peak traffic hour. Exceptions include the Black Forest Road intersection with E Woodmen Road which provides overall operations at LOS E during the morning peak traffic hour. All stop-controlled intersections within the study area operate with turn movements at or better than LOS C during their respective peak traffic periods
- Analysis of future traffic conditions indicates that the addition of site-generated traffic is expected to create no negative impact to traffic operations for the existing and surrounding roadway system upon roadway and intersection control improvements assumed within this analysis. With all conservative assumptions defined in this analysis, the study intersections is projected to operate at future levels of service comparable to Year 2045 background traffic conditions. Proposed site accesses have long term operations at LOS C or better during peak traffic periods and upon build-out.

AIR QUALITY: The proposed residential use will not negatively impact air quality. The proposed development is located within a developing area with convenient access to Vollmer Rd, Black Forest Road, and Marksheffel Road, providing shorter travel time to employment and commercial facilities.

OTHER UTILITIES: The site is within the service area of Mountain View Electric Association, Inc. for electricity supply, and is within the service area of Colorado Springs Utilities for natural gas supply. Will serve letters are included with the submittal.

DRAINAGE: A Preliminary Drainage Report and Master Development Drainage Plan were prepared for the Schmidt PUDSP and included with this submittal. A full spectrum regional detention pond is provided in Tract A in the southwest corner of the site. This pond will capture stormwater via public and private storm sewer. An interim condition of Pond A will be constructed with CDR2413 prior to the Schmidt PUD project. The interim condition of Pond A will provide water quality & detention for Marksheffel Road Segment M3 and Brush Top Road. With the Schmidt PUD, Pond A will be expanded to provide water quality and detention for the entire PUD area, Marksheffel Road Segment M4 and the assumed developed condition of the Stonebridge parcel. The expansion of Pond A will occur with the initial final plat of the Schmidt PUD area. Marksheffel Road Segment M4 & M6 improvements will occur in the future along with City of Colorado Springs coordination on the Segment M5 bridge at the Cottonwood Creek crossing. However, Pond A will be sized for the assumed, ultimate build out of Segment M4. A preliminary design of Pond B provides water quality and detention to Segment M5 & M6. Additional coordination with the City during the construction drawing phase of M6 will dictate Pond B's final location and design.

The development of the proposed site does not significantly impact any downstream facility or property to an extent greater than that which currently exists in the pre-development conditions. All drainage facilities within this report were sized according to the Drainage Criteria Manuals and the full-spectrum storm water quality requirements.

FLOODPLAIN: A portion of the Cottonwood Creek Channel runs through the site and is within Zone AE which is a regulatory floodway. The area of the site to be developed is not within a designated FEMA Floodplain as determined by the flood insurance rate map, community panel number 08041C0529G, effective December 7, 2018.

WILDLIFE: Development of the project area will result in some unavoidable impacts to wildlife, particularly species that rely on the site's predominant grassland habitats, which are expected to be reduced as urbanization occurs. While species such as deer, foxes, bears, and coyotes may experience adverse effects from increased development adjacent to wildland areas, some suburban-adapted wildlife, including certain bird species, may benefit from additional landscaping, planted trees, and residential bird feeders. Planned open space features, including the park, floodplain, detention pond, and Cottonwood Creek corridor, will help preserve portions of existing grassland and wetland habitat and provide opportunities for wildlife use. Sensitive species are not expected to be disproportionately affected, as few were observed on the site, and species such as the black-tailed prairie dog, burrowing owl, and Preble's meadow jumping mouse are not anticipated to occur within the project area. In addition, implementation of stormwater management measures will help protect downstream water quality and may create seasonal aquatic habitats that benefit waterfowl, amphibians, and other aquatic species.

WILDFIRE: The primary wildland fuel type is dry climate grassland. The Colorado State Forest Service has determined a moderate wildfire hazard potential for the site. The fire intensity scale is moderate. Development of the site will reduce available wildfire fuels in this area.

GEOLOGIC HAZARDS: The Soils & Geology Study prepared by Entech Engineering Inc. included in this submittal found that the existing geologic engineering and geologic conditions will impose some constraints on the development and construction of the site but that majority of these conditions can be mitigated through proper engineering design and construction practices. The proposed development and use are consistent with anticipated geologic and engineering geologic conditions.

This site was found to be suitable for the proposed development; however, geologic conditions in certain areas will impose some minor constraints on development and land use. These include areas of artificial fill, loose collapsible soils, potentially expansive soils, potentially unstable slopes, and a mapped floodplain. In general, development can be achieved if the observed geologic conditions on site are either properly mitigated or avoided.

SCHOOLS: The Schmidt PUDSP is within School District 20. Nearby Development will provide land dedication for School District 20 to support this growing area of the community. The subject property does not have adequate acreage for a school site and fees will be paid at the time of Final Plat recordation.

TRAILS AND OPEN SPACE:

The Schmidt PUDSP provides 12.87 acres of open space which is 21.8% of the total development area. 8.99 AC is considered contiguous open space which is 41% of the total open space. The open space is connected by pedestrian sidewalks that weave throughout the development. Parks and trails will be owned and maintained by the Stonebridge Metro Districts 1 & 2.

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 60.763 acre PUD Development requires 6.07 acres of open space, 1.51 of which must be contiguous, usable open-space. The project satisfies these requirements.

DISTRICTS/ENTITIES SERVING THE PROPERTY:

The following districts will serve the property:

- Academy School District 20
- Mountain View Electric Association
- City of Colorado Springs Utilities Department – Gas
- Stonebridge Metro Districts 1 & 2
- Black Forest Fire Protection District

PUD MODIFICATIONS

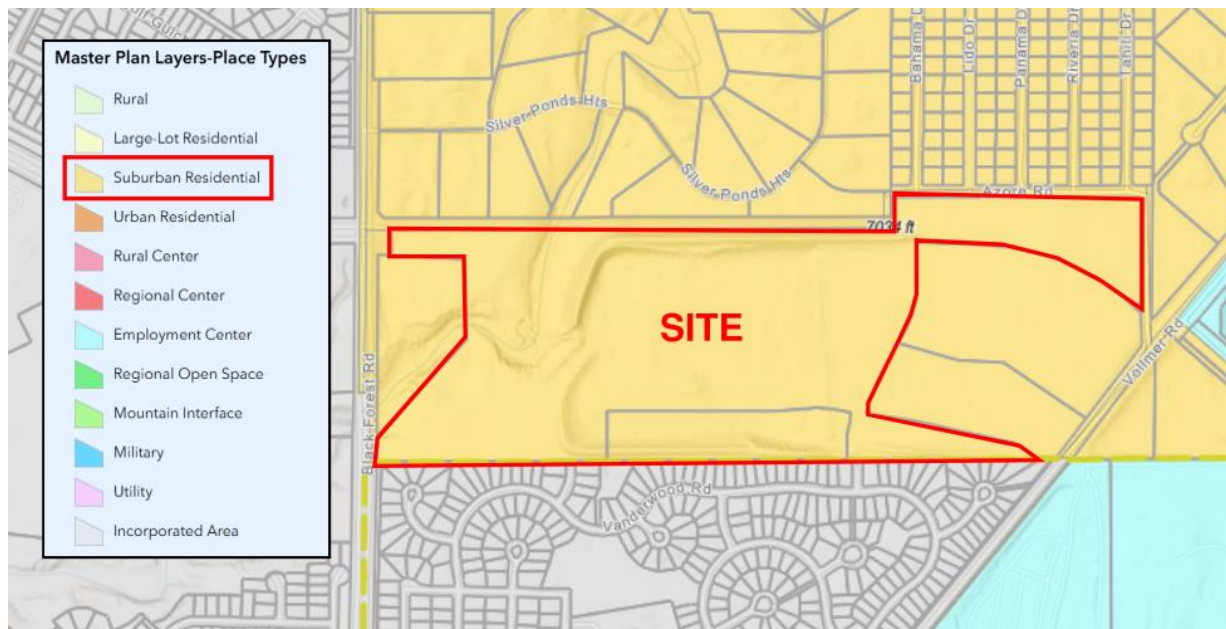
Chapter 4.2.6.F.2.g of the Land Development Code (LDC) allows for a PUD modification of a general development standard in the LDC or criteria of the Engineering Criteria Manual (ECM). The proposed modifications identified in the table below support the identified benefits in Chapter 4.2.6.F.2.h by allowing 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.

LDC / ECM Section	Category	Standard	Modification	Justification
LDC Chapter 8.4.4.E.2	Private Roads Require Waiver	Use of Private Roads shall be limited	Private Roads proposed to serve only portions of 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 metropolitan district.
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 (see below)	
8.4.4.C Public Roads Req	Lot Area and Dimensions	Lots to have frontage on and	Lots to have access to private roads	The proposed unique lot configuration and community design reflect the need for private roadways that directly connect to public streets.
ECM Section 2.2.4.B.7 Figure 2-17	Typical Urban Local (Low Volume) Cross Section	24' paved width, 12' lane width	23' paved width, 11.5' lane width	The reduced roadway widths allow for greater density and a unique style of development that emphasizes access to open space and pedestrian connectivity
LDC Section 6.2.2.G1(a)	Buffer between zone districts	1 tree/30' of lots adjacent to a zone district boundary	15' buffer and opaque fence	The development to the south is substantially similar to the adjacent proposed development. There is an existing opaque fence which provides visual screening between developments.

The proposed unique lot configuration and community design reflect the need for private roads that directly connect to public streets. The Preliminary Plan proposes 30' shared private drives to connect attached and detached single-family lots to public roadways. All private drives will be owned and maintained by the Stonebridge Metro District No. 1. Because of the limited depth, dead end design, and private use, no design speed will be posted on private roads.

RELATIONSHIP TO THE ADOPTED COUNTY MASTER PLANS

YOUR EL PASO MASTER PLAN



The new County Master Plan denotes the site as a suburban residential placetype, which consists of predominantly single-family homes up to a density of 5 du/ac, with supporting uses including attached single-family, multi-family, neighborhood commercial, and parks. The Schmidt PUDSP proposes a mix of single-family detached and attached residential units, which is consistent with the intent of this placetype.

This area is located within a priority development area and is denoted as a “new development area” on the Areas of Change map. New development areas take place on largely undeveloped land adjacent to built-out areas. These Schmidt PUDSP is designed to integrate with and compliment adjacent development.

The PUD Preliminary Plan is consistent with Core Principle 1, Land Use and Development, which seeks to “manage growth to ensure a variety of compatible land uses that preserve all character areas of the county,” in addition to goal 1.1, “ensure compatibility with established character and infrastructure capacity.”

It is also consistent with Core Principle 2, Housing & Communities, which seeks to “preserve and develop neighborhoods with a mix of housing types”, as well as Goal 2.1 to “Promote development of a mix of housing types in identified 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 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.

Water and wastewater will be provided by Falcon Area Water and Wastewater Authority (FAWWA). All Stonebridge Metro Districts 1 & 2 assets will be allocated to FAWWA. The Schmidt PUD and Preliminary Plan includes 270 lots which fall into high density development ratios for small lots.

The project is located within Region 3, Falcon Area, containing 4 growth areas projected to be completed by 2040, three areas to be completed by 2060, and two other growth areas located on the north and south sides of Falcon Highway directly east of Falcon. Specifically, the Water Master Plan states:

“Region 3 contains four growth areas west of Falcon projected to be completed by 2040. Other areas of 2040 growth are projected for the north-central part of the region west of Highway 24 extending from Falcon to 4-Way Ranch. North of Falcon along Highway 24, growth is projected by 2060 on both sides of the highway. Just west of Falcon, another small development is projected by 2060 on the north and south sides of Woodmen Road. On the east side of Highway 24, three separate areas of growth are projected for development by 2060, with the largest of the three spanning from south of Judge Orr Road to east of Peyton Highway into Region 4c. This development will likely consist of 35-acre lots that will require individual wells to use Denver Basin groundwater. The other two growth areas will be located on the north and south sides of Falcon Highway directly east of Falcon.”

Region 3 has a current water supply of 7,164-acre feet per year and a current demand of 4,494-acre feet per year. The 2040 water supply is projected to be 7,921-acre feet per year and the project demand is 6,403-acre feet. The 2060 water supply is projected to be 8,284-acre feet per year and the projected demand is 8,307-acre feet.

The FAWWA water system has only been in operation for three years, so little-to-no usable historic information would be reliable for unique, long-term planning. However, substantial nearby data from the Falcon area is available for use. As of the end of 2022, the system had approximately only 350 active users. Therefore, initial projections have been based on area-wide water user characteristics and a linear buildout rate. This rate is considered to be an average annual rate that might be reasonably maintainable over a 10-year period. The average growth rate is projected as 180 units added per year.

- 2040 Scenario: Based on the above factors, the FAWWA system might conservatively anticipate serving 3,710 SFEs in the year 2040. This number is a service area projection and includes the Retreat and The Ranch, as well as the main Sterling Ranch residents. This would require no additional water.
- 2060 Scenario: Based on the same factors, the Sterling system might be expected to serve 7,310 SFEs within its expanded service area, which includes the Retreat and The Ranch. This would be substantially greater than the actual Sterling Ranch. The annual acre-foot requirement might be

679 annual AF, but supply would include water from The Ranch which has not yet been added to inventory.

FAWWA currently has no system interconnections. However, in the Water Resources Report completed by RESPEC in April 2024 and updated in August 2024, FAWWA's main supply source is centralized at a point that both Cherokee Metropolitan District and Woodmen Hills Metropolitan District have adjacent major storage and delivery facilities. It is possible that future agreements could be made.

2045 MAJOR TRANSPORTATION CORRIDOR PLAN

The 2045 Functional Classification map shows the extension of Marksheffel Road as a Non-County Maintained Road. Marksheffel Road is a City of Colorado Springs Principal Arterial and will be extended from Black Forest Road to Vollmer Road. This project will include construction of a portion of Marksheffel Road between Vollmer Road and Black Forest Rd. The 2045 Functional Classification Map shows Vollmer Road as an Urban Major Collector.

EL PASO COUNTY PARKS MASTER PLAN

The Parks Master Plan does not identify any proposed parks or candidate open space on this site or in the vicinity. The Master Plan does identify a proposed bike route along the future Marksheffel Road with the intent to connect to a proposed bike route along Vollmer Road. A 10' wide sidewalk is proposed on the south side of the Marksheffel Road which will fulfill the intent of the proposed Bike Lane in the Trails Master Plan.

The Schmidt PUDSP provides 12.87 acres of open space which is 21.6% of the total development area. 8.99 AC is considered contiguous open space which is 69% of the total open space. The open space is connected by pedestrian sidewalks that weave throughout the development. Parks and trails will be owned and maintained by the Stonebridge Metro Districts 1 & 2.

PROJECT JUSTIFICATION

Chapter 4.2.6.E of the LDC allows the combination of a preliminary plan with a PUD development plan, provided all review and approval standards for both the PUD development plan and preliminary plan are met.

PUD ZONING CRITERIA

Villages at Sterling Ranch is consistent with the PUD zoning approval criteria set forth in Chapter 4.2.6.D of the LDC as follows:

1. THE PROPOSED PUD DISTRICT ZONING ADVANCES THE STATE PURPOSES SET FORTH IN THIS SECTION.

The Schmidt PUDSP will advance the following purposes of the PUD District designation:

- *To permit adjustment to changing public and private needs and to foster the ability to provide development patterns which are more compatible with and effective in meeting such needs;*
- *To improve the design, character and quality of new development with flexibility by varying lot size, building heights, setback controls and other site development requirements;*

- *To encourage innovations in residential, commercial, and industrial development and renewal so that the growing demands of the population may be met by greater variety in type, design, and layout of buildings including mixed use and traditional neighborhood design and by the conservation and more efficient use of open space ancillary to said buildings;*
- *To provide housing of all types and designs to be located in proximity to employment and activity centers such as shopping, recreational, and community centers, healthcare facilities, and public transit;*
- *To achieve development economies to minimize impacts on existing infrastructure and to encourage the most efficient use of public infrastructure while limiting the costs of providing services and to reduce the burden on existing streets and utilities by more efficient development;*
- *To ensure that provision is made for beneficial open space, to provide for active, usable open spaces, and to preserve open areas;*

A PUD zone allows more flexible development standards than afforded by straight zoning districts. This greater design flexibility enables the Schmidt development to provide a variety of housing types with shared community amenities that meets a growing need and demand for higher density detached and attached single-family housing with quality access to open space and maintained amenities such as trails and open space. The variety of housing types proposed within the Schmidt PUDSP expands the housing options and price points which satisfies a need for existing and future El Paso County home buyers looking for more attainable housing.

The variety of lot sizes and product type allows for an efficient use of space allowing for additional open-space while providing transitions from existing development. Majority of the proposed open-space takes advantage of the Cottonwood Creek Channel in the northwest corner of the site but smaller pockets of open-space are dispersed throughout the site. The unique layout of the smaller single-family attached and detached residential lots provides a more livable environment so that each lot has adequate access to common open space and sidewalks

2. THE APPLICATION IS IN GENERAL CONFORMITY WITH THE MASTER PLAN;

The relevant County master plan documents for the Schmidt PUPSP are Your El Paso County Master Plan, the El Paso County Water Master Plan, the El Paso County Major Transportation Corridor Plan, and the El Paso County Parks Master Plan. As addressed above, the Schmidt PUD Preliminary is in general conformity with these plans

3. THE PROPOSED DEVELOPMENT IS IN COMPLIANCE WITH THE REQUIREMENTS OF THIS CODE AND ALL APPLICABLE STATUTORY PROVISIONS AND WILL NOT OTHERWISE BE DETRIMENTAL TO THE HEALTH, SAFETY, OR WELFARE OF THE PRESENT OR FUTURE INHABITANTS OF EL PASO COUNTY;

The stated purpose of the Code is to preserve and improve the public health, safety and general welfare of the residents of El Paso County. The Schmidt PUDSP development is appropriately located along Marksheffel Road and Black Forest Road. It provides a transition between the single-family lots to the south and future Marksheffel Road to the north. The combination of lots in the PUDSP

provide more housing options and greater housing attainability to benefit of El Paso County residents.

PUD modifications and waivers to the LDC are requested for the use of private roads, alterations to the dimensional requirements for typical urban local cross sections, permanent hammerhead turnarounds, and lots that do not front on public roads. These modifications and waivers are described above.

- 4. THE SUBJECT PROPERTY IS SUITABLE FOR THE INTENDED USES AND THE USE IS COMPATIBLE WITH BOTH THE EXISTING AND ALLOWED LAND USES ON THE NEIGHBORING PROPERTIES, WILL BE IN HARMONY AND RESPONSIVE WITH THE CHARACTER OF THE SURROUNDING AREA AND NATURAL ENVIRONMENT; AND WILL NOT HAVE A NEGATIVE IMPACT UPON THE EXISTING AND FUTURE DEVELOPMENT OF THE SURROUNDING AREA;**

The Schmidt PUDSP is intentionally designed to concentrate the higher density residential and more intense uses along Marksheffel Road, a principal arterial. The location of the higher density lots along the north side of the property provides a buffer and transition from the lower density detached single-family use proposed in the south portion of the property and the existing detached single-family lots at the Trails at Forest Meadows. The overall density of the site is 4.64 du/ac which is appropriate for the surrounding area.

- 5. THE PROPOSED DEVELOPMENT PROVIDES ADEQUATE CONSIDERATION FOR ANY POTENTIALLY DETRIMENTAL USE TO USE RELATIONSHIPS (E.G. COMMERCIAL USE ADJACENT TO SINGLE FAMILY USE) AND PROVIDES AN APPROPRIATE TRANSITION OR BUFFERING BETWEEN USES OF DIFFERING INTENSITIES BOTH ON-SITE AND OFF-SITE WHICH MAY INCLUDE INNOVATIVE TREATMENTS OF USE TO USE RELATIONSHIPS;**

Schmidt South provides a buffer and transition from the lower density detached single family proposed in the Trails at Forest Meadows to the south and the higher density lots in Schmidt North provide a transition from the major arterial, Marksheffel Rd.

While the density is slightly higher, this project is a characteristically similar use to the proposed traditional single-family lots to the south and is adequately separated from the larger lot residential to the north, across Marksheffel Rd and the Multi-family to the east. The proposed units are limited to 35-feet building height, which is compatible with the surrounding single-family development. A 6-foot concrete panel wall is proposed along Marksheffel Rd to buffer traffic noise and provide privacy.

- 6. THE ALLOWED USES, BULK REQUIREMENTS AND REQUIRED LANDSCAPING AND BUFFERING ARE APPROPRIATE TO AND COMPATIBLE WITH THE TYPE OF DEVELOPMENT, THE SURROUNDING NEIGHBORHOOD OR AREA AND THE COMMUNITY;**

The units are limited to 35-feet building height, which is compatible with the adjacent developments. As a mixed attached and detached single-family development, Schmidt provides a transition from the traditional single-family lots to the south and is adequately separated from the larger lot residential to the north, across Marksheffel Rd and the Multi-family to the east.

A 25' building and landscape setback is included along Marksheffel Rd to provide an appropriate setback from the street and to create an attractive streetscape. This setback will include a 6' noise wall that will provide visual separation from the proposed development to the existing homes to the north.

7. AREAS WITH UNIQUE OR SIGNIFICANT HISTORICAL, CULTURAL, RECREATIONAL, AESTHETIC OR NATURAL FEATURES ARE PRESERVED AND INCORPORATED INTO THE DESIGN OF THE PROJECT;

The Natural Features report completed by Bristlecone Ecology in May 2026 and is included with this submittal. The report found that the topography of the site is characterized by sparse flat to rolling grasslands, an old gravel pit that has been graded, and a stream and riparian corridor associated with Cottonwood Creek. The floodplain associated with Cottonwood Creek is the most significant natural feature on the site and includes steep slopes leading down to the channel of Cottonwood Creek, which are composed of sandy soils and are quite unstable and eroding. There are steep cutbanks on the sides of the floodplain in some areas. In other areas there are more gentle slopes on the sides of the channel. The cutbanks and other steep areas represent significant topographic constraints to development, and are not proposed to be developed. The channel will be included in a separate tract intended for future channel stabilization and open-space. The remainder of the site is flat and has been grubbed and graded. Besides the above-described features, there were few other natural landforms or significant topography on the site. There were no rock outcroppings, cliffs, or other significant geologic features on the site.

8. OPEN SPACES AND TRAILS ARE INTEGRATED INTO THE DEVELOPMENT PLAN TO SERVE AS AMENITIES TO RESIDENTS AND PROVIDE A REASONABLE WALKING AND BIKING OPPORTUNITIES;

The Schmidt PUDSP provides 12.87 acres of open space which is 21.8% of the total development area. 8.99 AC is considered contiguous open space which is 41% of the total open space. The open space is connected by pedestrian sidewalks that weave throughout the development. Parks and trails will be owned and maintained by the Stonebridge Metro Districts 1 & 2.

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 60.763 acre PUD Development requires 6.07 acres of open space, 1.51 of which must be contiguous, usable open-space. The project satisfies these requirements.

9. THE PROPOSED DEVELOPMENT WILL NOT OVERBURDEN THE CAPACITIES OF EXISTING OR PLANNED ROADS, UTILITIES AND OTHER PUBLIC FACILITIES (E.G. FIRE PROTECTION, POLICE PROTECTION, EMERGENCY SERVICES, AND WATER AND SANITATION), AND THE REQUIRED PUBLIC SERVICES AND FACILITIES WILL BE PROVIDED TO SUPPORT THE DEVELOPMENT WHEN NEEDED;

All required utilities are available to the development and the required will serve letters are provided. The proposed project will not negatively impact the levels of service of County services and facilities. The applicant will be required to participate in the Countywide Transportation Improvement Fee Program to offset impacts of development.

10. THE PROPOSED DEVELOPMENT WOULD BE A BENEFIT THROUGH THE PROVISION OF INTERCONNECTED OPEN SPACE, CONSERVATION OF ENVIRONMENTAL FEATURES, AESTHETIC FEATURES AND HARMONIOUS DESIGN, AND ENERGY EFFICIENT SITE DESIGN;

The project proposes interconnected sidewalks throughout the community that connect the park and open spaces to the sidewalks throughout the development. The proposed pocket park within the development is adjacent to the Cottonwood Creek Channel, taking advantage of the existing channel and west facing views. The channel will remain undeveloped and serve as additional open space for the development.

11. THE PROPOSED LAND USE DOES NOT PERMIT THE USE OF ANY AREA CONTAINING A COMMERCIAL MINERAL DEPOSIT IN A MANNER WHICH WOULD UNREASONABLY INTERFERE WITH THE PRESENT OR FUTURE EXTRACTION OF SUCH DEPOSIT UNLESS ACKNOWLEDGED BY THE MINERAL RIGHTS OWNER;

There are no mineral rights owners on this property.

12. ANY PROPOSED EXCEPTION OR DEVIATION FROM THE REQUIREMENTS OF THE ZONING RESOLUTION OR THE SUBDIVISION REGULATIONS IS WARRANTED BY VIRTUE OF THE DESIGN AND AMENITIES INCORPORATED IN THE DEVELOPMENT PLAN AND DEVELOPMENT GUIDE; AND

PUD modifications are requested of LDC Chapter 8.4.4(E)(2), 8.4.4(E)(3), and 8.4.4(C) as well as ECM Section 2.2.4.B.7 and 2.3.8. The justification for these is described above.

The proposed PUD modifications allow for an efficient lot layout for higher density attached and detached single family uses that will create more open space, allow for a more efficient pedestrian system through open space tracts, and create an overall more livable environment. Sidewalks and trails are proposed throughout the development providing connection to all tracts and the proposed pocket park.

13. THE OWNER HAS AUTHORIZED THE APPLICATION.

Yes.

PRELIMINARY PLAN REVIEW CRITERIA

The Schmidt PUD Preliminary Plan is consistent with the approval criteria in Section 7.2.1.D.2.e of the LDC as follows:

1. THE PROPOSED SUBDIVISION IS IN GENERAL CONFORMANCE WITH THE GOALS, OBJECTIVES, AND POLICIES OF THE MASTER PLAN;

See above analysis.

2. THE SUBDIVISION IS CONSISTENT WITH THE PURPOSES OF THIS CODE;

See above analysis. The proposed development complies with the requirements of the LDC and will not be detrimental to the health, safety, or welfare of the present or future inhabitants of El Paso County. The project offers additional and more attainable housing choice in a growing part of the El Paso Community.

3. THE SUBDIVISION IS IN CONFORMANCE WITH THE SUBDIVISION DESIGN STANDARDS AND ANY APPROVED SKETCH PLAN;

This project is not within a Sketch Plan. The project is consistent with the applicable Master Plans.

4. 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;

A sufficient water supply is available as demonstrated by the water supply commitment letter provided by the FAWWA and the Water resources report provided by RESPEC. A finding of water sufficiency is requested with this PUDSP to allow administrative approval of the final plat.

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.

The wastewater commitment is for 39,044 gal/day on an average daily-maximum monthly basis. Sufficient supply is available as demonstrated by the water and sewer service commitment letter. Public sewage disposal is further addressed in the Wastewater Report prepared by RESPEC and JDS Hydro. All water and wastewater services will be provided by FAWWA.

6. ALL AREAS OF THE PROPOSED SUBDIVISION, WHICH MAY INVOLVE SOIL OR TOPOGRAPHICAL CONDITIONS PRESENTING HAZARDS OR REQUIRING SPECIAL PRECAUTIONS, HAVE BEEN IDENTIFIED AND THE PROPOSED SUBDIVISION IS COMPATIBLE WITH SUCH CONDITIONS. [C.R.S. §30-28-133(6)(c)];

The Soils, Geology, and Geologic Hazard Study prepared by Entech Engineering Inc. included in this submittal found that the site is generally suitable for development. Some areas of the proposed subdivision have been found to be impacted by geologic conditions, which will impose some constraints to development. Hazards observed include artificial fill, collapsible soils, expansive soils, areas of erosion, groundwater, potential unstable slopes, and radon. Suggestions for mitigation are included in the Soils, Geology, and Geologic Hazard Study.

In areas of high groundwater, foundations must have a minimum 30-inch depth for frost protection. Subsurface perimeter drains are recommended to help prevent the intrusion of water into the areas below grade, where high subsurface moisture conditions are anticipated periodically. Any grading in these areas should be done to direct surface flow around construction to avoid areas of ponded water. A minimum separation of 1 foot between foundation components and groundwater is recommended.

7. ADEQUATE DRAINAGE IMPROVEMENTS COMPLYING WITH STATE LAW [C.R.S. §30-28- 133(3)(c)(VIII)] AND THE REQUIREMENTS OF THIS CODE AND THE ECM ARE PROVIDED BY THE DESIGN;

These matters are addressed in the Drainage Report prepared by Classic Consulting. The drainage conditions and improvements associated with the Villages at Sterling Ranch were fully studied in the approved Sterling Ranch East Filing No. 5 Preliminary Drainage Report, which has been included as a reference attachment to the Preliminary Drainage Report filed with this submittal. A full spectrum regional detention pond is provided off-site to the south, along the southern boundary of the overall Sterling Ranch property within Sterling Ranch East Filing 5. This pond was previously located at the intersection of Sterling Ranch Road and Lake Tahoe Drive and is designed to handle the lots within Villages at Sterling Ranch as well as future adjacent residential development. All drainage facilities within this report were sized according to the Drainage Criteria Manual and the full-spectrum storm water quality requirements.

8. THE LOCATION AND DESIGN OF THE PUBLIC IMPROVEMENTS PROPOSED IN CONNECTION WITH THE SUBDIVISION ARE ADEQUATE TO SERVE THE NEEDS AND MITIGATE THE EFFECTS OF THE DEVELOPMENT;

The public improvements proposed with this subdivision are all adequate to serve the needs of the proposed development. Public streets are proposed that will provide access to the lots within the Villages at Sterling Ranch either directly or via private shared driveways. The required water and wastewater infrastructure and other utilities will be extended to serve the development by the Sterling Ranch master developers. The design of all public improvements meets the County's or relevant service providers' design standards.

The traffic report completed by LSC demonstrates a need to construct two auxiliary turn lanes on Sterling Ranch Road. Per the study, one 155-foot long northbound right-turn deceleration lane plus a 160-foot taper and a 220-foot long southbound left turn lane plus a 160-foot taper along Sterling Ranch Road will be required.

9. LEGAL AND PHYSICAL ACCESS IS OR WILL BE PROVIDED TO ALL PARCELS BY PUBLIC RIGHTS-OF-WAY OR RECORDED EASEMENT, ACCEPTABLE TO THE COUNTY IN COMPLIANCE WITH THIS CODE AND THE ECM;

All units will be rear loaded either onto a public street or private street. All private streets will provide a direct connection to a public street. Private streets with dead ends are utilized where public streets are not feasible with the lot layout. The PUD modification and justification for lots not having access to a public street is included above.

10. THE PROPOSED SUBDIVISION HAS ESTABLISHED AN ADEQUATE LEVEL OF COMPATIBILITY BY

a. INCORPORATING NATURAL PHYSICAL FEATURES INTO THE DESIGN AND PROVIDING SUFFICIENT OPEN SPACES CONSIDERING THE TYPE AND INTENSITY OF THE SUBDIVISION;

The Natural Features report completed by Bristlecone Ecology in April of 2022 found no unique or significant historical, cultural, aesthetic or natural features to be preserved. The report found no existing wetland habitat or expected impact to any jurisdictional aquatic species. There is no suitable habitat for endangered species and the site is within the Colorado Springs Block Clearance Zone for Preble's Meadow Jumping Mouse.

The Villages PUD provides 8.46 acres of usable open space, including a 3.4-acre park (Tract A) connected by pedestrian sidewalks that weave throughout the development. A series of smaller tracts and open spaces are located throughout the development and at the ends of blocks to provide small open spaces between the residential roadways and the proposed lots. All roadways include 5' pedestrian sidewalks and connections to the Sterling Ranch parks and trails system, including Sand Creek Regional Trail. Parks and trails will be owned and maintained by the Sterling Ranch Metro District.

b. INCORPORATING SITE PLANNING TECHNIQUES TO FOSTER THE IMPLEMENTATION OF THE COUNTY'S PLANS, AND ENCOURAGE A LAND USE PATTERN TO SUPPORT A BALANCED TRANSPORTATION SYSTEM, INCLUDING AUTO, BIKE AND PEDESTRIAN TRAFFIC, PUBLIC OR MASS TRANSIT IF APPROPRIATE, AND THE COST-EFFECTIVE DELIVERY OF OTHER SERVICES CONSISTENT WITH ADOPTED PLANS, POLICIES AND REGULATIONS OF THE COUNTY;

5-foot sidewalks are included throughout the project and connect to the proposed Sterling Ranch community trails and the Sand Creek Regional Trail, which provide opportunities for pedestrian and bicycle transportation. The compact layout of The Villages allows for additional open space including a 3.4-acre park, and ease of connectivity to Sterling Ranch Parks and Trail. This development is an integral part of the overall Sterling Ranch development and provides a needed higher-density single-family housing in the area to provide a variety of housing options and price points in the community to meet the needs of present and future El Paso County residents.

c. INCORPORATING PHYSICAL DESIGN FEATURES IN THE SUBDIVISION TO PROVIDE A TRANSITION BETWEEN THE SUBDIVISION AND ADJACENT LAND USES;

Sterling Ranch has been intentionally designed to concentrate the higher density residential and more intense uses along the major arterials and intersections. In this part of Sterling Ranch East, the primary intersection is Briargate Parkway and Sterling Ranch Road. The location of the higher density Villages at the southeast quadrant of this intersection provides a buffer and transition from the lower density detached single family proposed in Sterling Ranch East Preliminary Plan to the west and to the major arterial street of Briargate Parkway north. The higher density Villages product will be compatible with the proposed 35-acre K-8 school site immediately west of Briargate Parkway. North of the Villages is an offsite full spectrum detention basin, which will transition to future lower density single-family residential proposed within Sterling Ranch to the east. The proposed Villages at Sterling Ranch is a similar density to the Foursquare project in the northwest quadrant of the intersection of Briargate Parkway and Sterling Ranch Road. A 25' building and landscape setback is included along Briargate Parkway to provide an appropriate setback from the street and to create an attractive streetscape and entrance to the residential development.

d. INCORPORATING IDENTIFIED ENVIRONMENTALLY SENSITIVE AREAS, INCLUDING BUT NOT LIMITED TO, WETLANDS AND WILDLIFE CORRIDORS, INTO THE DESIGN; AND

There are no unique or significant historical, cultural, recreational, aesthetic or natural features to be preserved. No significant wetlands or endangered species habitat was found at this site.

Connections to the Sand Creek Channel and Sterling Ranch Parks and Trails systems are provided by internal trails and sidewalk connections.

e. INCORPORATING PUBLIC FACILITIES OR INFRASTRUCTURE, OR PROVISIONS THEREFORE, REASONABLY RELATED TO THE PROPOSED SUBDIVISION SO THE PROPOSED SUBDIVISION WILL NOT NEGATIVELY IMPACT THE LEVELS OF SERVICE OF COUNTY SERVICES AND FACILITIES;

The traffic report completed by LSC demonstrates a need to construct an auxiliary turn lane along Sterling Ranch Road approaching Oak Park Drive. Required improvements include a 155-foot-long northbound right-turn lane deceleration lane. Additionally improvements are recommended though not required. The reports relating to water supply, wastewater treatment, and drainage demonstrate that there will be no negative impact on the levels of service of County services and facilities.

11. NECESSARY SERVICES, INCLUDING POLICE AND FIRE PROTECTION, RECREATION, UTILITIES, OPEN SPACE AND TRANSPORTATION SYSTEMS, ARE OR WILL BE AVAILABLE TO SERVE THE PROPOSED SUBDIVISION;

Water and sanitary service is provided by the FAWWA. Natural gas is provided by Colorado Springs Utilities. Adequate police and fire protection are also provided. The required will serve letters are included with this submittal.

12. THE SUBDIVISION PROVIDES EVIDENCE TO SHOW THAT THE PROPOSED METHODS FOR FIRE PROTECTION COMPLY WITH CHAPTER 6 OF THIS CODE; AND

The proposed subdivision meets the applicable sections of these parts of the Code. The site lies within the Black Forest Fire Protection District. A service commitment letter from the District and a Fire Protection Report are included with the submittal.

13. THE PROPOSED SUBDIVISION MEETS OTHER APPLICABLE SECTIONS OF CHAPTER 6 AND 8 OF THIS CODE.

The proposed subdivision meets the applicable sections of these parts of the Code, subject to the requested PUD modification request.