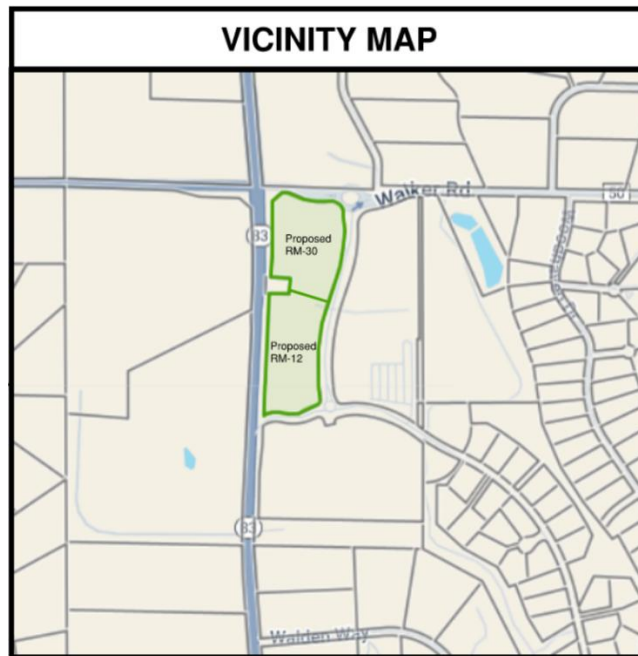


MA SUBDIVISION TRACT A

Map Amendment (Rezoning)

Letter of Intent

April 29, 2026



PCD File No. P262

MA Infrastructure LLC
1230 Scarsbrook Ct
Monument, CO 80132

OWNER: MA Infrastructure LLC
1230 Scarsbrook Ct
Monument, CO 80132

APPLICANT: Vertex Consulting Services, LLC
5825 Delmonico Dr., Suite 320
Colorado Springs, CO 80919

PROPERTY LOCATION: Southeast corner of the Highway 83 and Walker Road intersection

TAX SCHEDULE NO: 6115011001

ACREAGE: 7.79 acres proposed for RM-30 zoning

CURRENT ZONING: RR-5

PROPOSED ZONING: RM-30

UTILITY SERVICE:

Mountain View Electric Association (MVEA) provides electric service and Black Hills Energy provides natural gas service to the area. Walden Water and Sanitation District will provide water and wastewater services (see commitment letter).

REQUEST:

This is a request for approval of a map amendment (rezone) of 7.79 acres to the RM-30 (Residential Multi-Dwelling) zoning district. The applicant is also requesting approval of a deviation for access spacing on Jane Lundeen Drive.

Analysis and Justification:

The following is an analysis of the Map Amendment (Rezoning) criteria included within Section 5.3.5 of the El Paso County Land Development Code and justification for approval:

REZONING 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.”*

Your El Paso County Master Plan

Chapter 1 of Your El Paso Master Plan (2021) states that the Plan is “general in nature-it cannot tackle every issue in sufficient detail to determine every type of necessary action.” In addition, Chapter 1 goes on to state that the Plan “is intended to provide clearer and more coordinated policy, resulting in a document that effectively communicates County goals and identifies specific

actions to achieve both County-wide and local area objectives.” When taken together, these two statements suggest to the reader that the Plan may only address certain issues at a cursory level and that specific steps or actions for addressing such issues may not be offered within the Plan. However, that is not the case with this map amendment (rezoning) request, as identified below.

Chapter 3 Land Use

Key Area Analysis: “Tri-Lakes Key Area”

“Tri-Lakes” Key Area

A portion of the property is located within the Tri-Lakes Key Area. The Plan describes the key area as follows:

“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.*** (emphasis added)

The proposed Map Amendment (Rezoning) will help support the existing character of the Tri-Lakes Key Area by providing additional places of residence for those who commute to work in the Denver Metropolitan Area. The proposed rezoning combined with the immediately adjacent and concurrently proposed RM-12 rezoning will allow for a greater variety (mixture) of housing options in the area. Developing additional housing in the area will help strengthen the current residential market as well as generate increased sales for any existing and future commercial uses in the area.

The map below shows the relative location of the site with respect to the rest of the Tri-Lakes Key Area. The context provided by this exhibit indicates the importance of supporting the RM-30 rezoning due to the immediate adjacency of the site to Highway 83 and the Monument Academy Charter Academy, which is even more pertinent when compared to the rest of the Key Area. Other locations in the Tri-Lakes Key Area would not be appropriate for increased residential densities due to concerns over use-to-use or even zoning-to-zoning compatibility. As the Tri-Lakes Key Area continues to build out the most logical location for meaningful residential growth is along the

highway corridors on centralized services in unincorporated El Paso County, which is directly consistent with this map amendment (rezoning) request.



Area of Change Analysis: “Minimal Change: Developed”

The subject property is identified in the Areas of Change map within the Plan as being within the “Minimal Change: Developed” area of change.

“Minimal Change: Developed” 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.” (emphasis added)

While the Plan designates a portion of the subject property as “Minimal Change: Developed,” the existing conditions do not reflect a developed state. As shown in the aerial exhibit, the property is currently vacant and lacks the established development patterns described for this Area of Change. As such, the mapped boundary does not align with on-the-ground conditions and more closely

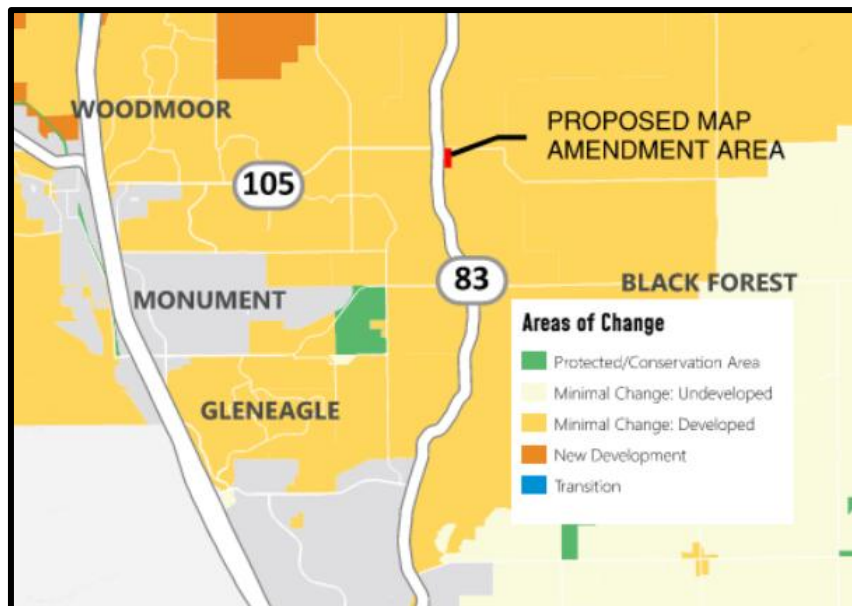
resembles an area appropriate for new development.

Notwithstanding this mapping inconsistency, any future development within the “Minimal Change: Developed” designation can maintain the overall established character as a result of the site’s existing contextual features rather than mimicking prior development patterns. The property fronts two major arterial highways (Highway 83 and Highway 105), it can be served by central water and wastewater, and it is directly adjacent to a well-established high school campus, all of which strongly influence the appropriate form, scale, and function of future development. This combination of influencing factors is unique to this specific property and is not something that is universally shared throughout the area. This means that the subject property can and should be viewed differently from some of the less dense single-family residential developments located primarily to the south and east.

Adjacency to the high school establishes an institutional land use context that supports development patterns compatible with:

- Daytime activity, pedestrian movement, and transit access,
- Building scale and spacing comparable to public or quasi-public uses, and
- Consideration of safety, visibility, and shared community use, such as pathways, open space edges, or complementary services.

Through these context-sensitive design responses, the overall character of the area can be maintained even as new development occurs. In this case, character is defined not by existing buildings on-site, but by the functional role of the two highway corridors, the presence of a major public facility, and a transition between mobility-focused infrastructure and neighborhood-serving uses. Development that acknowledges and reinforces these elements will be consistent with the intent of the “Minimal Change: Developed” designation while accommodating new development on vacant land.



Placetype Analysis: “Suburban Residential”

The subject property is shown on the Placetypes map of Your El Paso Master Plan as being within the Suburban Residential Placetype.

Page 28 of the Plan identifies the following land uses as being Primary Land Uses within the Suburban Residential Placetype:

- Single-Family Detached Residential with lot sizes smaller than 2.5 acres per lot, up to 5 units per acre.

In addition, the Placetype includes the following Supporting Land Uses:

- **Single-Family Attached**
- **Multifamily Residential**
- Parks/Open Space
- Commercial Retail
- Commercial Services
- Institutional

The Suburban Residential Placetype is described further on page 28 as follows:

“Suburban Residential is characterized by predominantly residential areas with mostly single-family detached housing. ***This placetype can also include limited single-family attached and multifamily housing, provided such development is not the dominant development type and is supportive of and compatible with the overall single-family character of the area.*** The Suburban Residential placetype generally supports accessory dwelling units. This placetype often deviates from the traditional grid pattern of streets and contains a more curvilinear pattern.

Although primarily a residential area, this placetype includes limited retail and service uses, typically located at major intersections or along perimeter streets. Utilities, such as water and wastewater services are consolidated and shared by clusters of developments, dependent on the subdivision or area of the County.

Some County suburban areas may be difficult to distinguish from suburban development within city limits. Examples of the Suburban Residential placetype in El Paso County are Security, Widefield, Woodmen Hills, and similar areas in Falcon.”

A review of this area of the County in the context of the mapped Placetypes in the County Master Plan reveals a significant amount of single-family residential development ranging from neighborhoods located immediately east and south of the subject property. The residential development within a 3-mile radius is all single-family detached. It is important to note, however, that the Suburban Residential Placetype also includes single-family attached and multi-family

residential as supporting land uses, which would be consistent with the proposed RM-12 and RM-30 rezoning requests as evidenced by the list of allowed land uses included above. The Suburban Residential Placetype-designated land located in this area of the County is already predominately developed with single family residential dwellings, suggesting that there is almost an overabundance of existing single family residential in the area when compared to the allowance for supporting single-family attached and multi-family residential land uses, of which there is basically none in the same area.

The 7.79 acres that make up the proposed rezoning area are estimated to represent less than 1% of the land included in the local Suburban Residential Placetype area. This means that the proposed development is not only a “Supporting Land Use” to the expansive single-family residential development that exists in the area today, but it can also be characterized as “Supportive” in terms of its size and scale in the context of the overall surrounding Suburban Residential Placetype area.

Inclusion of compatible, but not necessarily the same, residential land uses such as multi-family and attached single-family within the Suburban Residential Placetype demonstrates the overall vision of the Master Plan. There is no better location in this area to locate RM-12 and RM-30 zoned development than the subject property due to the adjacent to two state highways and the ability to be served by an existing central water and wastewater provider.

Chapter 4 Housing & Communities

In addition to supporting and being in compliance with the applicable Areas of Change, Key Area, and Placetype designations and policies in Chapter 3 of the Master Plan, the proposed rezoning is also in total alignment with the Residential Priority Development Area designation found in Chapter 4 of the Plan. The MA Subdivision property is identified as being within the Priority Development Area. Priority Development Areas are further defined in the Plan:

“El Paso County is expecting significant growth over the next 20 years. While large expanses of undeveloped land exist throughout the County, particularly in the Rural Plactype, development should be prioritized elsewhere to efficiently utilize and extend existing infrastructure, conserve water resources, and strengthen established neighborhoods. **This framework identifies specific locations throughout the County that should be prioritized first for new residential development to help accommodate growth.** While some priority development areas may be made up of a mix of plactypes, each area is driven by a predominant plactype that defines most of the area. The map shows some gaps between priority development areas and municipal boundaries. These areas are largely developed already and will continue to develop as necessary. In the following section, numbers are only intended to connect recommendations to the corresponding locations in the County. They are not a hierarchy of priority.”

Not only does the Master Plan support the specific rezoning request as proposed, but it also

expressly recommends prioritizing development of the subject property over many other areas in the County.

El Paso County Water Master Plan

The subject property is located within Planning Region 2 of the Water Master Plan, pursuant to Figure 3-1 on page 25, which includes Walden Water and Sanitation District along with several other central water providers. Table 5-3 of the Plan identifies that Region 2 has a current demand of 7,532 acre-feet per year and a current supply of 13,607 acre-feet per year, which results in current excess water supplies in the amount of 6,075 acre-feet per year. Tables 5-4 and 5-5 project Region 2 as continuing to have excess water supplies at year 2040 and at full buildout (2060) in the amount of 1,894 acre-feet and 353 acre-feet, respectively. A Water Resources Report is not required with a rezone application and, therefore, has not been provided. A finding of water sufficiency will be required at the subdivision stage of development.

El Paso County Parks Master Plan

The El Paso County Parks Master Plan (2022) does not depict any planned open space on, or adjacent to the subject property. The Plan depict a planned bicycle route along Highway 83 and Walker Road. Land dedication, or fees in lieu of land dedication are not required at the rezoning stage of development, but will be required at the final plat stage of development.

2024 Major Transportation Corridors Plan (MTCP)

Map 14. The 2045 Roadway Plan (Classification and Lanes) exhibit of the 2024 El Paso County Major Transportation Corridors Plan (MTCP) identifies Highway 83 to the west of the project as a “Principal Arterial” and Walker Road as a “Minor Arterial”.

Other Topical Elements of the County Master Plan

The proposed rezone is in compliance with the other topical elements of the County Master Plan, including the Master Plan for Mineral Extraction, and the El Paso County Wildlife Habitat Maps and Descriptors.

REZONING 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.*

County staff has not identified any issues regarding the proposed rezoning’s compliance with all applicable statutory provisions. Pursuant to state statute and El Paso County’s notification procedures, the County will cause the public hearing notice to be published in the newspaper

ensuring all statutory requirements have been satisfied.

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

The RM-30 (Residential Multi-Family) zone district is intended to accommodate moderate-density residential development in areas with access to transportation infrastructure and community services. The proposed rezoning of the MA Subdivision property to RM-30 is compatible with the existing and permitted land uses and zoning surrounding the site. The property's location along two major highway corridors, together with its adjacency to institutional uses and low-to-moderate intensity residential areas, creates an appropriate context for multi-family residential development at the proposed density. The surrounding land use pattern in all directions supports this transition.

North

Walker Road forms the northern boundary of the property and provides a clear physical and functional separation between the MA Subdivision and the residential parcel located to the north across the roadway. The approximately 20-acre parcel north of Walker Road is developed at a low residential density and is buffered from the subject property by the roadway right-of-way. This separation will appropriately serve as mitigation of any actual or perceived noise, traffic, and/or visual impacts, thus allowing the proposed RM-30-zoned development to coexist in harmony with the lower-density residential uses. Multi-family zoning is often appropriate along roadway corridors where transitions in residential intensity are expected and supported by infrastructure.

South

The land located immediately south of the property is vacant and proposed for RR-0.5 zoning. Monument Glamping 2, which is located farther to the south along the east side of Highway 83, consists of 24 glamping sites on approximately 5.95 acres and functions as a low-intensity lodging and residential-type use. The RM-30 district is compatible with these surrounding land uses and developed conditions, as both uses fall within the residential and lodging spectrum and can be designed to transition in scale and intensity. Site design standards such as setbacks, landscaping, and buffering can be incorporated later in the overall entitlement process to help ensure a gradual and compatible transition to lower-density uses to the south.

West

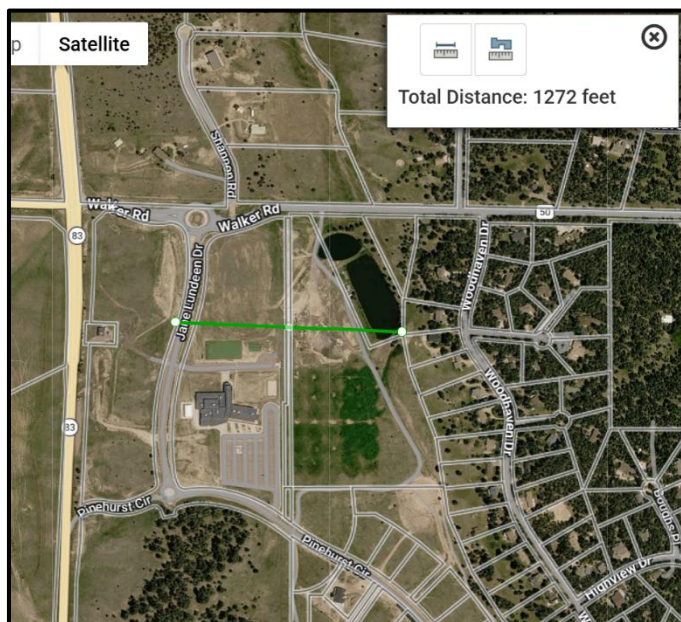
Highway 83 borders the property to the west and serves as a major regional transportation corridor. The highway right-of-way, which is approximately 120 feet wide, provides a substantial physical and visual separation between the proposed RM-30 development and

any land uses located west of the corridor. The property located across Highway 83 from the subject property is also undeveloped and immediately adjacent to Highway 105. Higher-density residential zoning is typically well-suited along highway corridors, where transportation access supports increased residential intensity and where roadway buffers mitigate potential land use conflicts. The presence of the highway as a manmade buffer between the subject property and any future development to the west will help mitigate any uses-to-use impacts and it ultimately reinforces the appropriateness of RM-30 zoning at this location.

East

The property is directly adjacent to Monument Academy, an established institutional use. Multi-family residential development is commonly located near schools, civic facilities, and similar institutional uses due to shared characteristics such as pedestrian activity, community orientation, and compatible daily use patterns. The proposed RM-30 zoning provides an appropriate residential edge to the school campus and supports housing opportunities for families, staff, and the broader community, further reinforcing land use compatibility.

Additionally, the school site and adjacent Wastewater Treatment Facility provide a buffer of approximately 1,270 feet (more than 4 football fields) from the existing Walden Neighborhood (see map below). The school site is a high point with the existing Walden neighborhood located downhill to the east and the proposed RM-30 development located downhill to the west. The view of the area proposed to be rezoned is obstructed by the existing topography.



The context of the surrounding land uses, as discussed above, demonstrates that the proposed RM-30 rezoning is compatible with existing and permitted land uses and zone districts. Physical separations created by roadways, planned transitions in residential density, existing adjacency to an institutional use, and access to major transportation corridors collectively support the proposed map amendment (rezoning). The RM-30 district allows for development that can be designed with sensitivity and respect to neighboring properties while supporting appropriate residential density in a location served by central water and wastewater infrastructure, convenient proximity to community facilities, and access to major transportation facilities..

REZONING CRITERIA #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.*

Table 5-5 of the Land Development Code identifies the density and dimensional standards of the RM-30 zoning district:

- Maximum Density: 30 DU/ac
- Minimum Lot Size: 5,000 sq ft ^{1,2}
- Front Setback: 25 ft ^{2,3}
- Side Setback: 15 ft ^{2,3}
- Rear Setback: 15 ft ^{2,3}
- Maximum Lot Coverage: 60%
- Maximum Height: 40 ft

1 Minimum lot area of 5,000 square feet applies to single-family detached dwellings, Two-family dwellings and the first 2 units of a multi-family development. An additional 1,000 square feet of lot area is required each additional dwelling unit within a multi-family development. The maximum multi-family density may not exceed 30 dwelling units per acre. All other uses are subject to a minimum lot area of 7,000 square feet. Central water and wastewater services are required regardless of lot size or conforming status.

2 If the building is established as or converted to condominium or townhome units in accordance with Chapter 7 of this Code, the building and lot shall meet the minimum lot area and setbacks requirements, but the individual units are not required to meet the minimum lot area, maximum lot coverage, or setback requirements. Within the zoning district, a 25 foot perimeter boundary setback shall be maintained around the entire development, but a zero foot setback is allowed along any internal lot line within the development.

3 The minimum distance between buildings shall be 10 feet.

The portion of the property proposed for RM-30 zoning can be readily developed pursuant to the RM-30 zoning without requiring deviations or variances from the density and dimensional standards identified above.