



**TOWN OF MONUMENT  
PLANNING COMMISSION MEETING AGENDA**

**WEDNESDAY, JULY 8, 2026 – 5:00 PM**

Monument Town Hall - Council Chambers  
645 Beacon Lite Road, Monument, Colorado 80132  
Participate In-Person or Via [Microsoft Teams](#)

- 1. Joint Study Session With Town Council Starting at 5:00 PM**
  - a. Joint Workshop - Design Standards, Metal Buildings - Jenna Gorney, Dan Ungerleider**
  
- 2. Call to Order, Pledge of Allegiance, Roll Call**
  
- 3. Approval of Minutes**
  - a. Meeting Minutes - June 10, 2026
  
- 4. Hearing Items**
  - a. Karl Malone Powersports Final Planned Unit Development (Public Hearing) - Jenna Gorney**
  - b. Conexus Lot 1 Filing 2 Final Planned Unit Development (Public Hearing) - Rey Medina**
  
- 5. New Business**
  
- 6. Public Comments For Items Not on the Agenda** *Individuals attending in person may raise their hand to indicate their desire to comment. Individuals attending via Teams may "raise their hand" digitally to comment via connected devices. Please lower your hand when finished with your comments. Comments are limited to 3 minutes.*
  
- 7. Reports, Communications and Announcements**
  
- 8. Adjournment**



## MEMORANDUM

TO: Planning Commission  
FROM: Jenna Gorney, Senior Planner  
DATE: July 8, 2026  
SUBJECT: Joint TC/PC Workshop – Design Standards for Metal Buildings

### BACKGROUND.

Pursuant to Council direction, the Planning Commission initiated a discussion in April regarding the implementation of design standards for metal buildings within the community. This directive followed several development proposals that incorporated metal building materials, causing challenges in the application of current standards. At present, the only applicable design standards for metal buildings are located within the Industrial Uses section of the code, which limits their broader applicability.

The Planning Commission first considered this topic during its April workshop. That discussion identified a number of foundational questions that required further evaluation prior to taking formal action. These included identifying the underlying purpose of the effort, clarifying whether metal as a material is the primary concern, and the appropriate level and method of regulation. Additional related considerations also emerged.

To further refine these issues, staff developed a survey for both Planning Commission and Town Council members. The survey was organized around five primary topic areas:

- 1) Policy Alignment and Process
- 2) Nature and Scope of Concern
- 3) Applicability and Design Standards
- 4) Definitions, Thresholds, and Code Consistency
- 5) Functional Benefits and Existing Conditions

The survey was intended to gather input on the outstanding questions identified during the initial discussion. Key themes from the results included:

- **A Desire for a Design-Focused Approach Over Prohibition**  
Emphasis on achieving quality design outcomes rather than restricting specific materials.
- **Integration with the Comprehensive Plan**  
Strong preference for addressing standards and policy direction through the Comprehensive Plan process before implementing code changes.

- **Objective and Clear Standards**  
Overall support for measurable, objective, and administratively reviewable standards instead of subjective design review.
- **Balance of Flexibility and Predictability**  
Desire for standards that allow design flexibility while maintaining consistent and predictable outcomes.
- **Architectural Quality and Compatibility as Primary Goals**  
Focus on overall architectural design and visual compatibility rather than the material itself.
- **Material Use Managed Through Percentages and Design Techniques**  
Interest in regulating materials (e.g., metal) through percentage limits and design strategies rather than outright bans.
- **Recognition of Functional and Performance Benefits**  
Acknowledgment of benefits such as durability, fire resistance, and cost efficiency in material selection.
- **Distinction Between Building Types and Material Applications**  
Need to clearly differentiate between architectural metal elements and pre-engineered building systems.

**Possible Next Steps and Staff Recommendation.**

1. Direct staff to draft and bring forward an ordinance amending Chapter 18 to relocate the Design Standards from the Industrial section into a newly established section titled “Design Standards for Mixed-Use and Nonresidential Uses.”
2. Consider Expanding these standards after the adoption of Monument 2040 Comprehensive Plan, incorporating additional public outreach and visual surveys to further define the community’s identity and vision.

**Attachments.**

1. Staff Memo
2. Workshop Presentation
3. Survey Results (Raw)

# Joint Workshop Planning Commission & Town Council

## Design Guidelines for Metal Building

Staff Presentation

Joint Workshop— 7/8/2026



## Current Code 18.04.150 B. – Industrial Uses, Building Features

- a) Metal buildings, or buildings which primary exterior surfaces are metal, shall not exceed twenty thousand (20,000) square feet in gross floor area before it is determined that provisions b, c, and d below apply
- b) Metal is prohibited as a primary exterior surface material on buildings that are visible from a street, park, open space, or trail unless the building meets section 1.a as stated above.
- c) Metal may be used as an accent material covering no more than twenty (20) percent of the facades when the building or buildings are visible from a street, park, open space. or trail. If metal is to be used along interior lot lines, such facades need to be integrated into the overall building design,



## Current Code 18.04.150 B. – Industrial Uses, Building Features

d. Principal Building Facades: Principal building facades shall include all building facades that face adjacent major arterials or interstates. When a building has more than one principal facade, such principal building facades shall be consistent in terms of design, materials, details, and treatment. Principal building facades associated with new construction shall meet the following standards:

Principal building facades shall avoid the use of undifferentiated surfaces by including at least three of the following design elements:

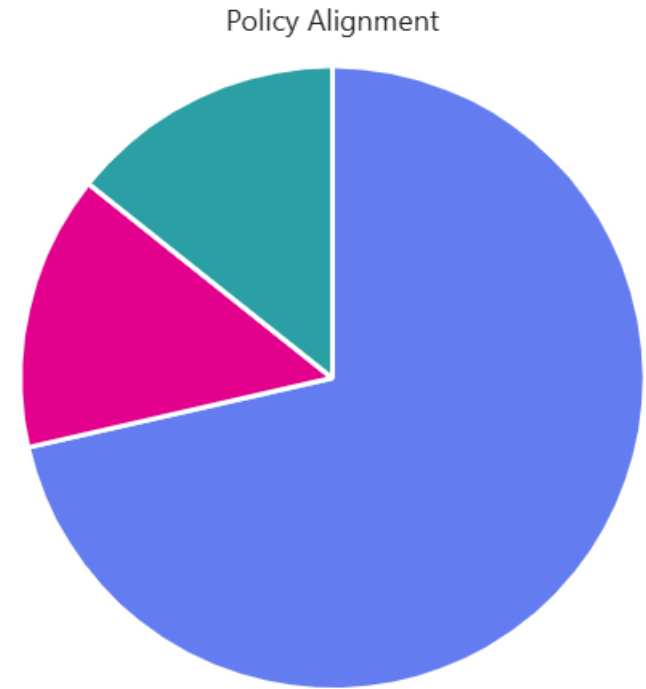
- i. Change in building height
- ii. Building step-backs or recesses
- iii. Fenestration
- iv. Change in building material, pattern, texture, and color; or
- v. Use of accent materials.



# Survey Results

## 1) Policy Alignment and Process Consensus:

Consensus: Policy should be addressed through the Comprehensive Plan update and followed by code amendments, with acknowledgment that some near-term action may also be needed to address current development pressures.

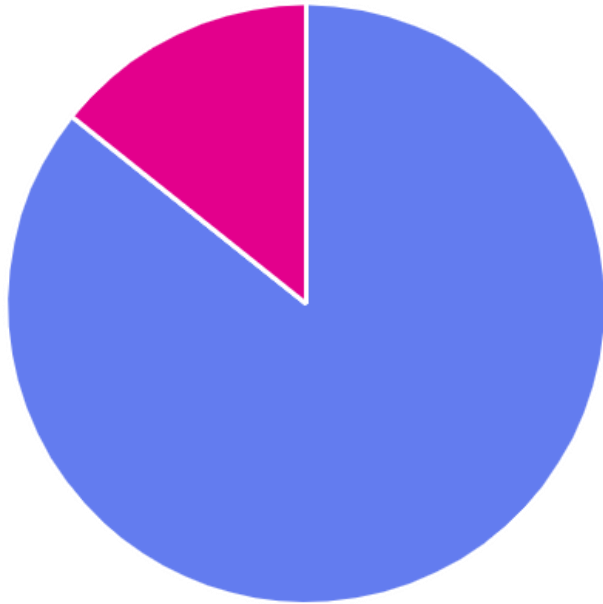


5 - Comprehensive Plan  
1 - Unsure  
1 - Immediate



# Survey Results

Nature of Concern



6 - Design Quality

1 - No Concern

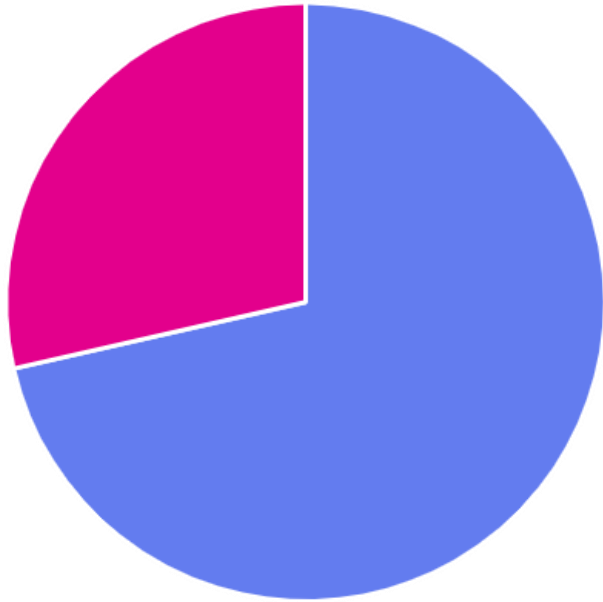
## 2) Nature and Scope of the Concern:

Consensus: The issue is architectural quality - not the use of metal itself. Metal is acceptable when well-designed. Standards should apply to all development types town-wide.



# Survey Results

Design Standards



6 - Enhanced Standards  
1 - Case-by-Case/Other

## 3) Applicability and Design Standards:

Consensus: Metal should be allowed with enhanced design standards, emphasizing:

- Architectural articulation and material variation
- Mixed-material façades
- Compatibility with surroundings



# Survey Results

## 4) Definitions, Thresholds, and Code Consistency:

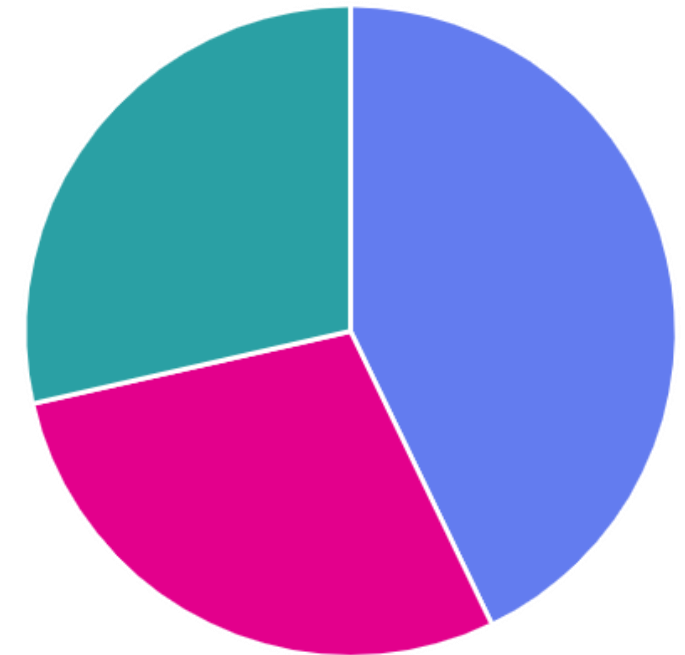
### Consensus:

- The definition of “metal building” must be updated (type, percentage, application)
- The current size threshold approach is not effective and should be revised or removed

### No clear consensus on:

- Exact replacement method (percentage vs threshold vs design-based)
- Whether standards should be fully uniform or context-sensitive

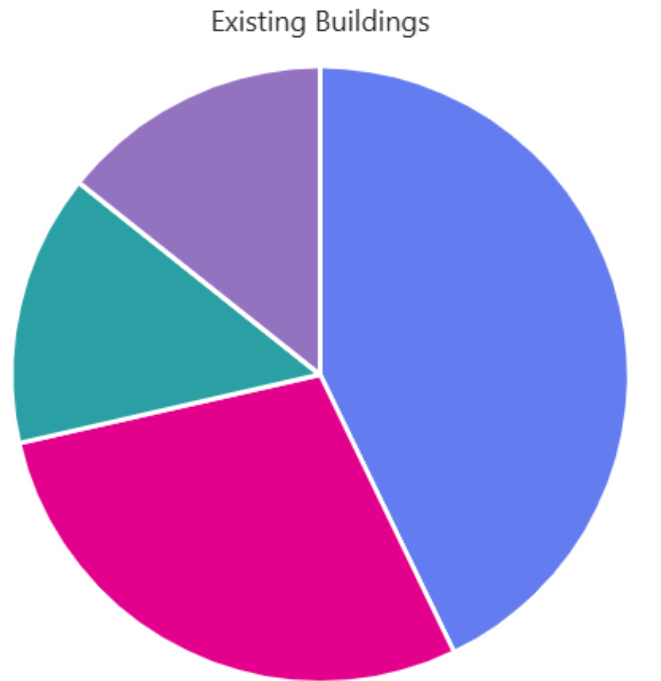
Threshold Approach



3 - Modify  
2 – Eliminate  
2 - Unsure



# Survey Results



3 - Nonconforming  
2 – Case-by-case  
1 – Upgrades  
1 - Other

## 5) Functional Benefits and Existing Conditions:

Consensus:

- Functional benefits (cost, durability, fire resistance) should be considered but secondary to design quality

No clear consensus on:

- Opinions split between legal nonconforming, upgrades, or case-by-case treatment





**METAL CLADDING**



# If any, which one of these images is the problem.

a.



b.



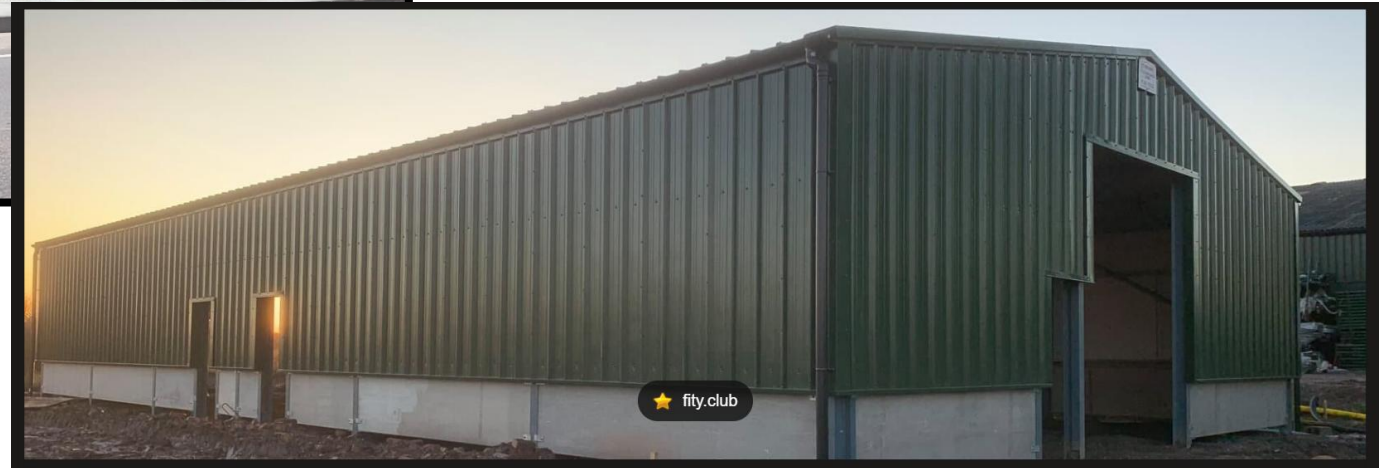
c.



# Which image is the problem, and why.



# Which image is the problem, and why.





# Additional Consensus Statements From Discussion ...



## Overall Consensus Statement:

The Town should move toward a design-based regulatory framework that allows the use of metal materials while ensuring high-quality architectural outcomes, supported by clear definitions, improved standards, and a balanced level of flexibility in application.

## Possible Next Steps and Staff Recommendation

1. Direct staff to draft and bring forward an ordinance amending Chapter 18 to relocate the Design Standards from the Industrial section into a newly established section titled “Design Standards for Mixed-Use and Nonresidential Uses.”
2. Consider expanding these standards after the adoption of Monument 2040 Comprehensive Plan, incorporating additional public outreach and visual surveys to further define the community’s identity and vision.



# QUESTIONNAIRE RESULTS

## A. Policy Alignment and Process

1. **Alignment with the Comprehensive Plan.** Should policy direction on metal buildings be addressed in Monument 2040 and later by a code amendment reflecting the new Comprehensive Plan?

5 Agree – Discuss in the Comprehensive Plan Update and Follow Up with a Title 18 update

1 Disagree – This should be addressed immediately

1 Unsure – Comment: Unsure about implications

**Comments:**

- Likely that the original intent of the current guidelines was to prevent metal sheds
- This issue will continue to arise. Take action now

## B. Nature and Scope of the Concern

2. **Primary Concern.** What is the primary concern related to metal buildings in Monument?

5 Architectural character / visual quality

0 Use of metal as a material

1 Both

1 No significant concern

**Comments:**

- This material is being used more frequently. Patterns and colors needed
- Introduce a percentage threshold

3. **Scope of Concern.** Is the concern focused primarily on industrial development, or on architectural outcomes across multiple development types?

0 Industrial development only

0 Multiple nonresidential development types

7 All development types

0 Not sure

**Comments:**

- may require an exception for storage
- be sure any changes are consistent with the Comprehensive Plan
- have an exception for storage unit development
- design should be consistent with adjacent development

## C. Applicability and Design Standards

4. **Applicability of Restrictions.** If restrictions on metal buildings are retained, where should they apply?

0 Industrial uses only

0 All nonresidential zoning districts

- 4 All zoning districts
- 3 Case-by-case through design review
- 0 No restrictions

**Comments:**

- must be clear standards
- concerns with any subjective review process
- approvals should remain administrative
- concerns with administrative approval

5. **Specific Material Concerns.** Knowing that all metal siding is not manufactured the same and can vary widely in appearance and functionality, are concerns related to particular types or applications of metal building materials?

- 5 Yes
- 1 No
- 0 Not sure

**Comments:**

- only concerned with architectural appeal
- Concerns with particular types of metal used
- would like to not see storage units throughout community
- streamline process, reduce subjectivity

6. **Core Concern.** Given the widespread use of metal in contemporary architecture, what is the core **concern** with allowing it in Monument?

- 2 Visual quality
- 0 Compatibility with surrounding development
- 0 Building scale or form
- 0 Community identity
- 1 No significant concern
- 4 Combination of all options except for “no significant concerns”

**Comment:**

- none- just want architectural quality

7. **Design Techniques vs. Material Prohibitions.** Should design techniques such as material variation, articulation, massing, façade modulation, and detailing be emphasized rather than prohibiting specific materials?

- 4 Strongly agree
- 2 Generally agree
- 0 Neutral

- 0 Generally disagree
- 0 Strongly disagree
- 1 Dependent on application/location

**Comment:**

- no prohibition without valid reason

8. **Enhanced Design Standards.** Should metal building materials be permitted if they are subject to enhanced design standards addressing appearance, scale, and compatibility?

- 5 Yes
- 1 No
- 1 Case-by-case

**Comments:**

- propose max percentage and additional design guidelines
- don't exclude storage units
- consider benefits: fire safety, speed to construct

9. **Material Combinations.** Should the Town require or encourage combinations of exterior materials such as stucco, stone, heavy timber, wood siding, or architectural metal to ensure visual diversity and compatibility?

- 2 Required
- 5 Encouraged
- 0 Not necessary
- 1 Other – add a material max percentage

**Comments:**

- should be standardized to blend in with natural environment
- standardization but allow flexibility for creativity
- dependent on the percentage allowed

10. **Metal Roofing.** Should metal roofing systems be permitted or encouraged because of benefits such as fire resistance, durability, and reduced insurance costs?

- 4 Encourage
- 2 Allow
- 1 Neutral
- 0 Discourage

**Comments:**

- allow for fire protection
- add as part of an overall mixed material requirement percentage

11. **Types of Metal Systems.** Should high-end architectural metal systems be treated differently than traditional pre-engineered metal building systems under the code?

- 4 Yes
- 1 No
- 2 Not sure

**Comments:**

- all should be looked at for architectural appeal

## D. Definitions, Thresholds, and Code Consistency

12. **Definition of a Metal Building.** Should the Town revise its definition of a “metal building” to address the following?

- 2 Distinctions between architectural metal cladding and traditional steel building systems
- 0 The percentage of exterior metal used to classify a structure as a metal building
- 0 How buildings with non-metal façades and metal roofs are categorized, particularly for larger buildings
- 5 All choices

13. **Size Thresholds.** If metal buildings are considered undesirable, how should the Town address the existing size threshold?

- 0 Maintain the current threshold
- 3 Modify the threshold
- 2 Eliminate the threshold
- 0 Prohibit certain building types regardless of size
- 1 Not Sure

**Comments:**

- discussion needed, not sure
- thresholds tend to be arbitrary
- option provided: modify the threshold to an agreed upon an applicable size in addition to case by case for metal buildings

14. **Regulatory Avoidance.** Does the current size threshold create opportunities to avoid regulation through incremental building design?

- 1 Yes
- 0 No
- 6 Not sure

15. **Code Consistency.** Should the Land Development Code address metal buildings consistently across industrial, commercial, and potentially residential uses?

- 3 Yes
- 2 No
- 0 Case-by-case
- 1 No Response
- 1 Not Sure

## E. Functional Benefits and Existing Conditions

16. **Functional Benefits.** Should the Town give greater consideration to the functional benefits of metal buildings, such as construction efficiency, fire resistance, durability, and cost effectiveness, when evaluating appropriateness?

1 Neutral

3 Yes

0 No

3 Balanced with aesthetic considerations

**Comments:**

- concern is with percentage, not exclusion

17. **Existing Buildings.** In the context of annexation or redevelopment involving existing metal buildings that exceed current thresholds, what approach should be considered to reduce legal risk and ensure fairness?

4 Allow as legal nonconforming

1 Require upgrades over time

1 Allow case-by-case exceptions

1 Other: defer to Attorney for guidance

18. **Overall Policy Alignment.** How can the Town best align potential code changes with the Comprehensive Plan's long-term goals while balancing aesthetic objectives, economic development, and land use policy?

**Comments:**

- Code updates now to avoid further discussion

- discuss at workshop

- align with comprehensive plan

- existing policy difficult but align changes with Comprehensive Plan



**TOWN OF MONUMENT PLANNING COMMISSION - DRAFT  
REGULAR MEETING**

Wednesday June 10th, 2026

Hybrid Meeting-In person and remote participation Via Microsoft TEAMS

**1. Call to order, Pledge of Allegiance, Roll Call:**

- a. Chair Egley called the meeting/hearing of the Planning Commission of the Town of Monument, Colorado, to order at 6:00 pm at Monument Town Hall and led those assembled in the Pledge of Allegiance.

PLANNING COMMISSION	TOWN STAFF
<b>PRESENT:</b> Vice-Chair Corey Petersen Commissioner Valerie Baumer Commissioner Donna Hatch Commissioner Martin Trujillo	Rey Medina, Planner Jenna Gorney, Senior Planner Dan Ungerleider, Director of Planning
<b>ATTENDED REMOTELY:</b>	
<b>ABSENT:</b> Chair Ray Egley Commissioner John Parr	

**2. Approval of Minutes/Agenda Modification**

- a. Move to approve the minutes of April 8<sup>th</sup>, 2026, Planning Commission Meeting.  
**Commissioner Petersen motioned to approve the minutes; Commissioner Trujillo seconded; passed 4-0.**

**3. New Business**

- a. N/A

**4. Hearing/Meeting Items**

- a. Public Hearing was open and closed with members of the public present.
- b. Staff Presentation: Request for the approval of the Major Amendment of the Falcon Commerce Center PUD Phase 2 and Request for the approval of the Santa Fe Meadows Final PUD, *Jenna Gorney, Senior Planner*.
  - i. Amendment modifies permitted uses in Area D from multifamily to a mix of single family detached and attached units.
  - ii. Density reduction exceeds 20%, triggering classification as a major amendment.
  - iii. Amendment is necessary to support the proposed Santa Fe Meadows Final PUD Plan.
  - iv. Development of 205 residential units (135 single-family detached and 70 townhomes).
  - v. Adequate infrastructure, traffic capacity, drainage, wildfire mitigation, and environmental review.
  - vi. Coordination with the U.S. Air Force Academy (USAFA), including required disclosures, navigation easements, and mitigation measures.
- c. Public Comments: N/A

d. Commissioner Comments:

Commissioner Hatch

- Asked clarifying questions regarding **HOA structure and operations**, specifically trash service coordination.
- Applicant confirmed:
  - HOA will manage trash services.
  - Service will be standardized for the community and funded through HOA dues.
- Asked about coordination with **Lewis-Palmer School District**:
  - Applicant and staff confirmed the district is a reviewing agency and had not submitted concerns.
  - Road design supports school bus circulation and access.
- Requested clarification on **parking adequacy**:
  - Specifically questioned 25 guest parking spaces for 70 townhomes.
  - Applicant noted no strict requirement exists; parking was maximized based on available space and supplemented by nearby street parking.

Commissioner Balmer

- Asked whether **parks and trail amenities** would be:
  - Publicly accessible or limited to residents.
- Applicant clarified:
  - Parks, trails, and open space are **open to the public**, particularly due to connectivity with the Santa Fe Trail system.
- Asked about **road ownership and maintenance**:
  - Clarified that:
    - Main roads will be public and maintained by the Town.
    - Private roads are limited to the townhome section.
- Raised concerns regarding:
  - **HOA parking enforcement practices**, particularly:
    - Overnight parking restrictions
    - Potential conflicts for residents with multiple vehicles
- Applicant responded:
  - HOA restrictions are primarily aimed at long-term storage (e.g., campers, inoperable vehicles), not typical daily parking needs.
  - Street parking remains available on public streets.

Commissioner Trujillo

- Raised multiple concerns focused on **U.S. Air Force Academy compatibility**, including:
  - Operational security
  - Drone use near installation boundaries
  - Long-term encroachment concerns
- Recommended:
  - Including **FAA drone guidance information** for residents as a low-cost mitigation measure.
- Discussed:
  - **Aircraft safety and accident potential**, noting potential risks even if low probability.
  - Encouraged additional coordination with USAFA on:
    - Air Installation Compatible Use Zone (AICUZ)-type considerations
    - Long-term mitigation strategies
- Highlighted broader issues of:

- Military installation encroachment
- Regional land conservation programs (e.g., collaboration with conservation organizations)
- Also raised concerns about:
  - **Trespassing and boundary enforcement**, noting:
    - Existing issues in nearby neighborhoods
    - Need for proactive mitigation (signage, coordination with USAFA)
- Applicant responded:
  - Confirmed ongoing coordination with USAFA representatives.
  - Agreed to incorporate signage, disclosures, and outreach materials.
  - Expressed willingness to include additional educational materials as suggested.

#### Vice Chair Peterson

- Expressed general support for the project, noting:
    - Reduced density compared to prior approvals.
    - Strong integration with open space and trail systems.
  - Asked technical questions regarding:
    - **Trail connections and width:**
      - Confirmed as 5-foot wide concrete connections transitioning to regional trail material.
  - Clarified:
    - Emergency access provisions and roadway connectivity:
      - Confirmed multiple options, including potential emergency access via trail corridors.
  - Indicated that prior commissioner questions had addressed most concerns.
- e. Commissioner Petersen made a motion:
- i. Motion: Vice Chair Peterson moved to recommend approval of the Falcon Commerce Center Phase 2 Major PUD Amendment to Town Council.
- f. Commissioner Hatch seconded the motion; motion passed (4-0).  
Vote Details:  
Petersen – Yes; based on project consistency with code requirements and reduced density.  
Baumer - Yes; based on staff findings listed in staff report.  
Hatch - Yes; based on staff finding facts and compliance with applicable criteria listed in code.  
Trujillo - Yes; based on staff finding facts #10, compatibility with surrounding use patterns, roadway, and utility systems.
- g. Commissioner Petersen made a motion:
- i. Motion: Vice Chair Peterson moved to recommend approval of the Santa Fe Meadows Final PUD Plan with conditions:
    - a) Approval of Major PUD Amendment by Town Council
    - b) Submission of geotechnical report addressing groundwater conditions
- h. Commissioner Baumer seconded the motion; motion passed (4-0).  
Vote Details:  
Petersen – Yes; based on consistency with prior motion and adequate conditions addressing technical concerns.  
Baumer - Yes; based on review criteria (2-8 and 10). Found project met development standards and integration requirements.  
Hatch - Yes; based on review criteria 1, 4 and 10. Found project aligned with applicable code requirements.  
Trujillo - Yes; based on review criteria 4 detailed in the staff report.

5. **Adjournment:** Commissioner Trujillo, seconded by Commissioner Hatch moved to adjourn the meeting/hearing of the Planning Commission at 7:45pm.

**Next Planning Commission Meeting: July 8<sup>th</sup>, 2026.**

**The public is welcome to attend either in person or online for the Planning Commission meetings. Town of Monument meetings/hearings Live Stream or video Meetings Online**

- **Monument meetings/hearings live stream or video meeting recordings can be found online** - Please follow this (YouTube) link to view all PC meetings/hearings: <http://bit.ly/2uZxjfa>
- **Streaming meetings:** Instructions can be found on the Town website: <https://www.townofmonument.org/263/Planning-Commission-Board-of-Adjustment>
- **Meeting Minutes:** Minutes taken by staff are action summaries. As per the Planning Commission Bylaws, all public meetings of the Commission shall be recorded by electronic device. Any person desiring to have a meeting recorded by a stenographic reporter, at his or her expense, may do so, provided that it does not otherwise disrupt the proceedings.

**IMPORTANT NOTE:** Accommodations for the hearing impaired can be made upon request with 24 hours' notice. Please call 719-481-2954.

**Reference:** All Development project information can be found on the town website at <https://www.townofmonument.org/235/Development-Projects>.

Note that each project application submitted to the Town of Monument is reviewed fully by the Planning Department Staff prior to placement on the agenda of the Planning Commission or Town Council. At the meetings/hearings, applicants and Staff will provide details such as possible conditions, density, development capacity and all current and previous approvals. This will include project referrals, which are completed prior to all projects to verify conformance and approval criteria before being brought forth to the Planning Commission.



## STAFF REPORT

**TO:** Planning Commission  
**FROM:** Jenna Gorney, Senior Planner  
**DATE:** July 8, 2026  
**SUBJECT:** Case # 2025-026 FPUD  
Request for the Approval of the Final Planned Unit Development for the Karl Malone Powersports. [Public Hearing]

<b>Applicant's Information.</b>	Cal Johnson, Legend Engineering 52 W 100 N Heber City, UT 84032
<b>Owner's Information.</b>	Cidney Hammer, KMAM Real Estate Commons LLC 11435 SO Lone Peak Parkway Draper, UT 84020
<b>Property Location.</b>	15871 Terrazzo Drive and 15789 Terrazzo Drive Lots 8 and 9, Terrazzo-Baja Commercial Development Property Schedule No. 7126002032 and 7126002033
<b>Development Area.</b>	3.29 acres: lot 8, plus 20 ft portion of lot 9 for development of shared access drive
<b>2017 Comprehensive Plan Designation.</b>	Business Campus (BC) on the west Parks, Trails, and Open Space (PR) on east
<b>Zoning Designation.</b>	Preliminary PUD - Santa Fe Park (Ordinance 10-2020) Terrazzo-Baja Commercial Development Final Plat, Resolution 28-2025
<b>Proposed Use.</b>	Commercial: Vehicle Service and Repair, Heavy Commercial: Vehicle Sales and Rental
<b>Surrounding Property Information.</b>	North – Vacant property within the Terrazzo-Baja Commercial Development West – Triview Administrative Building East – CDOT, I-25 Corridor South – Vacant property within the Terrazzo-Baja Commercial Development

**Staff Report – Karl Malone Powersports Final PUD2  
July 8, 2026**

**Requested Action(s).**

Request for the Approval of the Karl Malone Powersports  
Final PUD

**Executive Summary.**

The Applicant, Mr. Cal Johnson of Legend Engineering, on behalf of the owner of the subject property, KMAM Real Estate Commons LLC, is seeking Final Planned Unit Development (FPUD) approval for a Karl Malone Powersports (the “Development”) at 15871 Terrazzo Drive. Karl Malone Powersports is best characterized as a vehicle sales and service commercial use focused on recreational motorized equipment, combining showroom retail, repair services, and limited outdoor display. The development is a 2.96-acre development proposed on Lot 8 in the Terrazzo Baja Development north of Baptist Road. The proposed development includes a 30,000 square foot recreational vehicle sales and service building, associated parking, lighting and landscaping.

Sales tax revenue for the proposed use will be derived from the sale of parts, accessories, and merchandise. Sales tax revenue from the sale of ATVs, motorcycles or off-road vehicles are dependent on the location of registration.

**Public Notice.** Pursuant to [Chapter 18 - Land Development Code, Section 18.01.260.D and Table 1.2](#), which requires public notice at least fifteen (15) days prior to any public hearing for a land use change, be mailed to property owners with 500 feet and posted on the property. The Applicant has complied with the aforementioned notice requirements. A copy of the public notice is included with this report as Attachment 2.

**History/Background.**

The Terrazzo-Baja Commercial Development (aka Santa Fe Park) has a long-standing history of planning approvals. It was first approved for its intended uses through the Santa Fe Park Preliminary Planned Development Site Plan, adopted by Ordinance No. 10-2020 on July 20, 2020, and officially recorded on October 22, 2022 (Reception No. 220168972).

More recently, the Planning Commission approved a Sketch Plan for Santa Fe Park (Resolution No. 28-2025) that modified the existing Santa Fe Park PUD by reducing the number of individual lots. However, the overall acreage and land use remained unchanged. One key update in the Sketch Plan was a shift in drainage design-from a single, shared detention facility to individual lot-based drainage solutions.

The current proposal for the Karl Malone Powersports Final PUD Plan aligns with both the approved Preliminary PD Site Plan and the updated Sketch Plan as the Powersports store is categorized as the Commercial use of Vehicle Sales, Service, and Repair – Heavy per Land Development Code Chapter 18.07 – Definitions.

Each parcel within the Terrazzo Baja Commercial Development is required to obtain Final Planned Unit Development approval ([Sec. 18.03.460](#)) prior to the issuance of land development and building permits.

**Staff Report – Karl Malone Powersports Final PUD3**  
**July 8, 2026**

**Development Details.**

The Karl Malone Powersports Final PUD Plan proposes development of Lot 8 within the Terrazzo-Baja Commercial Development, including a 30-foot shared access easement with Lot 9. Ten (10) feet of the easement will be on Lot 8, with the remaining twenty (20) feet on Lot 9.

Lot 8 of the development is 2.96 acres and will include the proposed Powersports store, housing the showroom floor, sales offices and maintenance areas, as well as associated parking and landscaping.

While Terrazzo Drive currently ends in a dead-end cul-de-sac to the south of this proposed development, Terrazzo Drive will be extended, with utility mains being installed as part of the build-out of the approved Terrazzo-Baja Commercial Development Civil Plans. This work will be completed prior to construction of the Karl Malone Development.

The proposed development includes one (1) two-story building, including 15 service bays, a parts area, wash bay, showroom, offices, and break room space. Trash enclosure for the development is located north of the structure and in the rear half of the lot, shielding it from view while still maintaining necessary truck access.

The site includes a fenced-in portion at the rear (east) of the lot intended for temporary storage of recreation vehicles staged for repair. This area will be secured with a roll gate, will be partially covered by the awning of the building and secured with an opaque fence.

Building setbacks for the development comply with the Preliminary PUD and include a one hundred and eighteen (118) foot front yard setback, a one hundred and thirty-nine (139) foot internal side yard setback to the north, a thirty-one (31) foot side yard setback to the south and a fifty (50) foot setback from the I-25 corridor to the rear.

Water and sanitary sewer services for the Development will be provided by the Triview Metropolitan District. Stormwater generated by the site will be managed through a combination of underground and surface detention facilities. Specifically, runoff will be captured and detained in an underground detention system, supplemented by a surface detention component, the combined system discharges at a historic rate over seven days and outfall to the southwest corner of the Terrazzo-Baja development.

Access to the site from Terrazzo Drive will be constructed as part of the larger Terrazzo-Baja Commercial Development and is not included within the scope of this specific proposal. In addition, the applicant is proposing a shared access drive that will serve both Lot 8 and the adjacent Lot 9, thereby providing coordinated circulation between the two properties.

**Landscaping.** The proposed development includes foundation plantings, parking island end caps, property perimeter and landscaped frontage consisting of rock mulch and a street-frontage tree while allowing space for display vehicles.

Landscaping on the east property line fronting the I-25 corridor is comprised of twenty-five (25) foot buffer planting consisting of eight (8) trees and a large array of shrubs intended to provide an attractive view from the highway. The southern property line is not landscaped as this space accommodates the

**Staff Report – Karl Malone Powersports Final PUD4  
July 8, 2026**

shared access drive. The overall landscape design uses hardy native species that have been chosen from the Approved Plant List for the Town of Monument.

**Parking.** The Town's Land Development Code, Section 18.05.215, requires Motor Vehicle Sales, Service, facilities to provide one (1) parking stall for every 450 square feet of floor area, plus one additional stall for every ten outdoor vehicle display spaces. The total floor area, including the first floor and the small portion of the second floor dedicated to the parts area, is 30,897 square feet, resulting in a requirement of 69 parking spaces, plus one additional space to account for the eight outdoor display spaces located at the front of the property. This brings the total required parking to 70 spaces. The plan provides 71 parking spaces in total. To address parking demand associated with the service bays, the development also includes an outdoor storage area for staging recreational vehicles before and after repair. These queued RVs are not intended to occupy standard automobile parking spaces, and the designated outdoor storage area is found to be sufficient to accommodate this need.

**Snow Storage.** Snow storage requirements for the Development have been met. Land Development Code Section 18.05.245(10) requires one square foot of snow storage for every three square feet of parking, driveway, walkway, and/or loading area to be cleared. The combined pavement and sidewalk areas on the site require 25,166 square feet of snow storage. The available yard area, together with fifteen percent of the required parking, provides a total of 27,063 square feet of snow storage, thereby meeting the requirement.

**Signage.** The applicant proposes a signage plan that includes a single monument sign located at the primary entrance, supplemented by wall-mounted signage throughout the building. The proposed monument sign, measuring 80 square feet, complies with the requirements of Section 18.06.310 of the Land Development Code and is appropriately positioned outside of the required clear sight triangle. The sign will be enhanced with a landscaped area extending five feet around its base and constructed with pewter gray split-face block, featuring the Karl Malone Powersports name prominently displayed above individual product branding.

Wall signage is provided in accordance with the allowable 1.5 square feet per linear foot of building façade, eliminating the need for additional freestanding signage along the highway frontage. The wall signs incorporate black, red, blue, and yellow accent colors, which are designed to complement and contrast with the muted earth tones of the building's architecture, resulting in a cohesive and visually balanced overall signage program.

**Architecture.** Architecture for the Development exceeds standards requirements. The design includes equivalent architectural treatment on all four elevations including an attractive mix of varied roofline, pitches, and horizontal articulation. The large mix of materials includes wood and cement board siding, stucco, brick block in several colors, wood timber beams, and metal panel roof accents. All colors used in the design are natural and include no white.

**Traffic Analysis Report.** The Applicant provided a Traffic Impact Study for the Development. The Report, prepared by Hales Engineering (dated 6/4/2026) assessed impacts related to the roughly 31,000 sf Karl Malone Powersports store on Terrazzo Drive. The development is expected to generate about 866

**Staff Report – Karl Malone Powersports Final PUD5**  
**July 8, 2026**

weekday daily trips, including 64 trips during the morning peak hour and 72 trips during the evening peak hour. The analysis incorporates anticipated background growth, including nearby development and planned roadway connections such as the extension of Terrazzo Road and La Campana Drive. Based on the 2026 development conditions, both with and without the proposed development, all evaluated intersections are expected to operate at acceptable levels of service, and no roadway improvements or traffic mitigation measures are recommended.

**Stormwater Management.** The Applicant provided a Final Drainage Report for the development. The Report, prepared by Legend Engineering, dated January 21, 2026, concludes that the development has been designed in accordance with, and exceeding, the requirements of the El Paso County Drainage Criteria Manual.

Stormwater from the site will be managed using a combination of underground and surface detention facilities. Runoff will be captured in an underground system and supplemented by a surface detention component. The combined system will release flows at historic rates over a seven-day period and discharge at the southwest corner of the Terrazzo Baja development.

As shown in its calculations, a detention basin and underground detention system are proposed to be constructed to detain the 100-year storms using the 100-year historic discharge rate as a release rate. The Water Quality Capture Volume (WQCV) will be released at a rate to drain in a 40-hour time period.

Based on the current data and analysis included in the Applicant's January 2026 Report, Town Engineers concur with this assessment.

**Comprehensive Plan.** The majority of subject property is designated Business Campus (BC), with a slim buffer of Parks, Trails, and Open Space (PR) fronting the I-25 corridor, as designated by the Town's 2017 Comprehensive Plan.

A vehicle sales, rental, service, and heavy repair facility is generally consistent with the intent of the Business Campus (BC) designation, which accommodates more intensive commercial uses such as manufacturing, assembly, and fabrication when conducted within enclosed structures or appropriately screened from view.

The proposal also supports the Comprehensive Plan's objective to preserve western views. While the Preliminary PUD allows building heights up to 90 feet, the proposed development is limited to a two-story structure, demonstrating consistency with this aspect of the BC designation.

Overall, the proposed use aligns with both the 2017 Comprehensive Plan and the uses permitted under the approved Preliminary PUD, indicating that the development is compatible with and appropriate for the Business Campus designation.

**Analysis and Findings. Criteria for Review – 18.03.460 D. Final PUD Plans.**

Pursuant to section 18.03.460 D of the Land Development Code Final PUD Plans are reviewed in accordance with the applicable approval criteria set forth in the Land Development Code. Staff has evaluated the submitted application against these criteria and provides the following analysis and determination regarding the extent to which the proposal complies with each standard.

**Staff Report – Karl Malone Powersports Final PUD6**  
**July 8, 2026**

1. *The final PUD conforms to or is consistent with the Preliminary PUD*

The Final PUD Plan proposes commercial development including Auto Sales, Service and Repair as consistent with the approved uses defined in the Santa Fe Park Preliminary Plan.

2. *Circulation is designed for the type of traffic generated, safety, separation from living areas, convenience, access, handicap access, noise and exhaust control. Though generally discouraged, private internal streets may be considered where appropriate to the development. A proper institutional framework, such as a metropolitan or special district must be established for maintenance thereof for the life of any private streets. All streets shall be accessible by police and fire department and other emergency vehicles for emergency purposes, and to service vehicles such as trash trucks. Bicycle and pedestrian circulation and connections shall be provided*

The proposal includes on-site parking and circulation in accordance with the Land Development Code Standards for handicapped parking, drive aisle widths, turn radius and access. The site is accessible for first responders via two access options on Terrazzo Drive, and access to the trash enclosure on the north property line has been provided for with a clear drive aisle route.

3. *Functional parks, open space, and trails in terms of recreation, views, density relief, convenience, function, connectivity, and optimum preservation of natural features including trees, shrubs, wildlife habitat, scenic areas and riparian and drainage areas are provided in conformance with the Comprehensive Plan, the Parks, Trails, and Open Space Master Plan, and the Development Standards ([Chapter 18.05](#) of this title)*

The site includes substantial undeveloped space around the development perimeter, as well as a sidewalk along the right-of-way to be constructed as part of the Terrazzo-Baja Commercial Development Final Plat. Internal pedestrian circulation is supported by a 5-foot sidewalk extending from Terrazzo Drive, providing convenient access throughout the development.

4. *A variety of development and housing types and styles, and densities are proposed. Mixed land use is encouraged;*

While this area is not planned for residential use, the combination of retail, sales, and service contributes to the goal of mixed uses especially in locations that are auto-dependent.

5. *Privacy for individuals, families and neighbors is provided as appropriate;*

This element is not applicable.

6. *Building design in terms of orientation, spacing, materials, exterior color and texture, storage and lighting result in a quality architectural design that is compatible with the surrounding neighborhood. The placement of identical or similar residential models on any two adjoining lots along a street is discouraged;*

**Staff Report – Karl Malone Powersports Final PUD7**  
**July 8, 2026**

The proposal features high-quality architecture that incorporates earth-toned, natural materials along with variation in roof pitch, rooflines, and horizontal articulation to create visual interest on all four elevations. The design responds thoughtfully to the foothill landscape, blending seamlessly with the surrounding natural backdrop. Together, these elements result in a well-articulated building mass and an attractive visual presence appropriate for its location along the I-25 corridor and within the larger development area.

7. *The landscaping is a quality design that enhances the site and is compatible with the surrounding neighborhood as shown by amount, types, and materials used. Entrance features are encouraged. The proposed landscaping must not create maintenance problems and shall be suitable for the site and neighborhood including plant hardiness. A xeriscape design that will conserve water is required;*

Please see evaluation of the landscaping elements in the above landscaping section.

8. *Adequate off-street parking will be provided:*
- a. *Particularly for single-family residences in a PUD, required front-yard setbacks should be established and driveways should be arranged so as to provide off-street parking therein without causing parked autos to block sidewalks.*

Adequate parking facilities and access have been provided as required and the use will not facilitate any additional parking required off site. Appropriate setbacks have been maintained.

- b. *The Town may increase or decrease the normally required number of off-street parking spaces:*

Additional off street parking was not requested as, the applicant provided the required spaces.

9. *The final PUD has been shown to fit within the context of the planned land use pattern and roadway and utility systems of the larger surrounding area.*

The proposed Final PUD Plan is consistent with the approved Preliminary PUD and the broader development framework for Terrazzo-Baja Commercial Development. The automotive sales, service, and repair use aligns with the commercial uses approved for PUD. The site is served by Terrazzo Drive and is located north of the Baptist Road and I-25 corridor, providing appropriate access for the type of use proposed. A Traffic Generation Analysis determined that the development will not adversely impact the surrounding roadway network. Water and sewer service have been confirmed by the Triview Metropolitan District, demonstrating that adequate utility infrastructure is available to support the development.

**Staff Report – Karl Malone Powersports Final PUD8  
July 8, 2026**

**Finding of Fact and Staff Recommendation.**

After reviewing the Karl Malone Powersports Final PUD Plan, the following finding of fact has been made:

1. The request has met the applicable criteria identified in Section 18.03.460 D of the Land Development Code.

**Recommended Motion/Action.**

A motion to recommend Approval/Denial of the Karl Malone Powersports Final PUD, for property located on lots 8 and 9 in the Terrazzo Drive Commercial Development, supported by the referenced documents and the Finding of Fact listed in the staff report.

**Attachments.**

0. Staff Report
1. Staff Presentation ([link](#))
2. Applicant Narrative, prepared by Legend Engineering, dated May 1, 2026 ([link](#))
3. Final PUD Plan Set, prepared by Legend Engineering, dated June 9, 2026 ([link](#))
4. Maps ([link](#))
5. Public Notice Mailing Affidavit ([link](#))
6. Public Notice Posting Affidavit ([link](#))
7. Town Engineer Recommendation of Approval, dated June 12, 2026 ([link](#))
8. Transportation Impact Study (TIS), prepared by Hales Engineering, dated June 4, 2026 ([link](#))
9. ALTA Survey, prepared by Centennial Land Surveying, dated, 3/30/2024 ([link](#))
10. Final Drainage Report, prepared by Legend Engineering, dated January 21, 2026 ([link](#))
11. Geotechnical Report, prepared by Entech Engineering Inc., dated April 23, 2024 ([link](#))

**Plat History.**

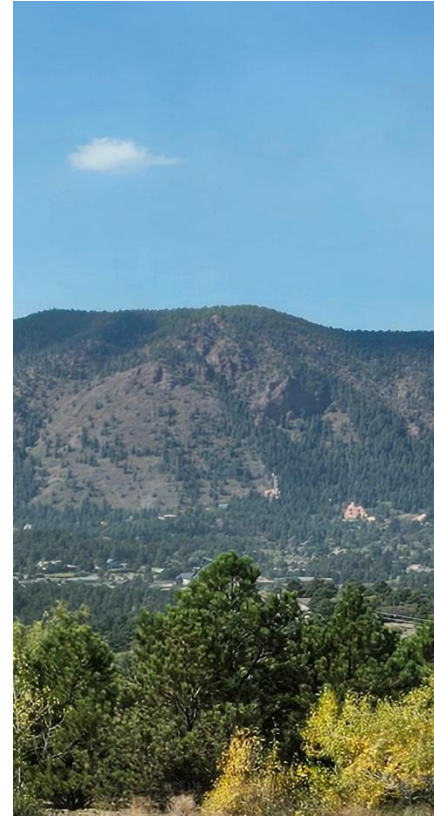
12. Santa Fe Park Preliminary PD, Approved July 7, 2020, Recorded on October 22, 2020, Reception No. 220168972, Ordinance 10-2020 ([link](#))
13. Sketch Plan for Terrazzo-Baja Commercial Development, Approved February 12, 2025, PC Resolution 02-2025 ([link](#))
14. Terrazzo-Baja Commercial Development Final Plat, Recorded May 16, 2025, Reception No. 225715517, [Resolution 28-2025](#),

# Karl Malone Powersports

## Final PUD Plan

## Staff Presentation

Planning Commission Meeting – 7/8/2026



# INTRODUCTION

The Applicant, Mr. Cal Johnson of Legend Engineering, on behalf of the owner of the subject property, KMAM Real Estate Commons LLC, is seeking Final Planned Unit Development (FPUD) approval for Karl Malone Powersports at 15871 Terrazzo Drive (Lot 8s and 9 in Terrazzo-Baja Commercial Development).

## Karl Malone Powersports

- A vehicle sales and service commercial use focused on recreational motorized equipment, combining showroom retail, repair services, and limited outdoor display. The development is a 2.96-acre development proposed on Lot 8 in the Terrazzo Baja Development north of Baptist Road.
- The proposed development includes a 30,000 square foot recreational vehicle sales and service building, associated parking, lighting, and landscaping.

Sales tax revenue for the proposed use will be derived from the sale of parts, accessories, and merchandise. Sales tax revenue from the sale of ATVs, motorcycles or off-road vehicles are dependent upon location of registration.



# PUBLIC HEARING NOTICE



Karl Malone Powersports  
Final PUD Plan  
File Number: 2025-026-FPUD

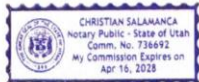
## AFFIDAVIT – MAILING Final PUD Plan

I, Jason Peterson, (print name) as the  owner  authorized agent, (check one) for the property located at property schedule number(s) 7126002032, and 712600203, in the Town of Monument, El Paso County, Colorado do hereby attest that I reviewed the records of the El Paso County Assessor on the day of June 15<sup>th</sup>, 2026, and have sent letters via first class U.S. mail to the owners of record for the properties within 500-feet of the perimeter property line of the proposed Final PUD Plan for Karl Malone Powersports , giving notice of forthcoming public hearings for Planning Commission on **July 8, 2026** and Town Council on **August 3, 2026** in compliance with Town Code Section 18.01.260-Public notice requirements., F. Mailed notice. on June 15<sup>th</sup>, 2026, which is at least 15 days prior to the date of the hearings.

Signed: Jason Peterson  
Print Name: Jason Peterson  
Owner (Authorized Agent (circle one))  
State of, Utah  
County of: Wasatch

Sworn and subscribed to before me, a Notary Public, by Jason R Peterson, this 15 day of 2026, who is either personally known to me or who has produced Utah DL as identification.

My Commission Expires: April 16 2028  
Notary Public for the State of Utah  
Print Name: Christian Sulamanca



Karl Malone Powersports  
Final PUD Plan  
File Number: 2025-026-FPUD

## AFFIDAVIT – POSTED NOTICE Final PUD Plan

I, David Schroeder, (print name) as the  owner  authorized agent, (check one) for the property located at property schedule numbers 7126002032, and 712600203, in the Town of Monument, El Paso County, Colorado do hereby attest that I installed, ONE sign along Old Denver Road, facing out to traffic, in compliance with Town Code Section 18.01.260-Public notice requirements., E. Posted Notice. On June 15 (month/day) ,2026, which is at least 15 days prior to the public hearing, scheduled for **Planning Commission on July 8, 2026**, and **Town Council on August 3, 2026**, for the proposed development application: Karl Malone Powersports Final PUD.

Signed: David H. Schroeder II  
Print Name: David H. Schroeder II  
Owner (Authorized Agent (circle one))  
State of, Colorado  
County of: El Paso

Sworn and subscribed to before me, a Notary Public, by David H. Schroeder, this 15<sup>th</sup> day of 2026, who is either personally known to me or who has produced \_\_\_\_\_ as identification.

My Commission Expires: 2/11/28  
Notary Public for the State of Colorado  
Print Name: Melissa Ruble



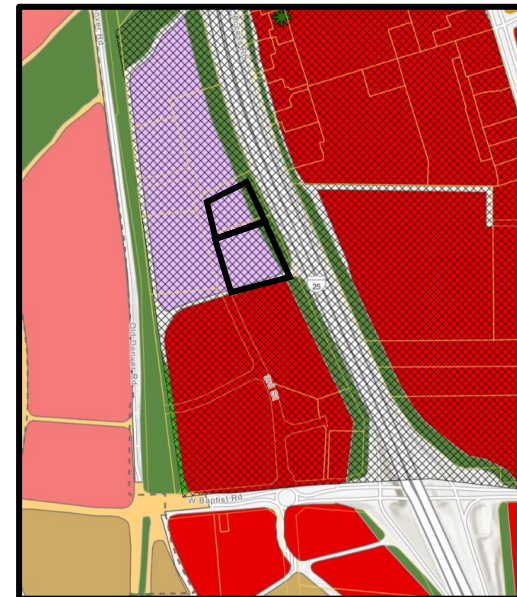
# SURROUNDING ZONING, LOCATION, LAND USE

- **North** – Vacant property within the Terrazzo-Baja Commercial Development
- **South** – Vacant property within the Terrazzo-Baja Commercial Development
- **East** – CDOT, I-25 Corridor
- **West** – Triview Administrative Building



2017 Future Land Use Plan

- BC - Business Campus
- CC - Community Commercial
- D - Downtown
- LI - Light Industrial/Warehouse
- LL - Large Lot Residential
- MU - Mixed Use
- PR - Parks, Trails, Open Space
- PS - Public/Quasi-public/Utility
- RA - Residential Attached
- SFD - Single Family Dwellings
- PS - (School) Public/Quasi-public/Utility



2017 CompPlan: Future Land Use

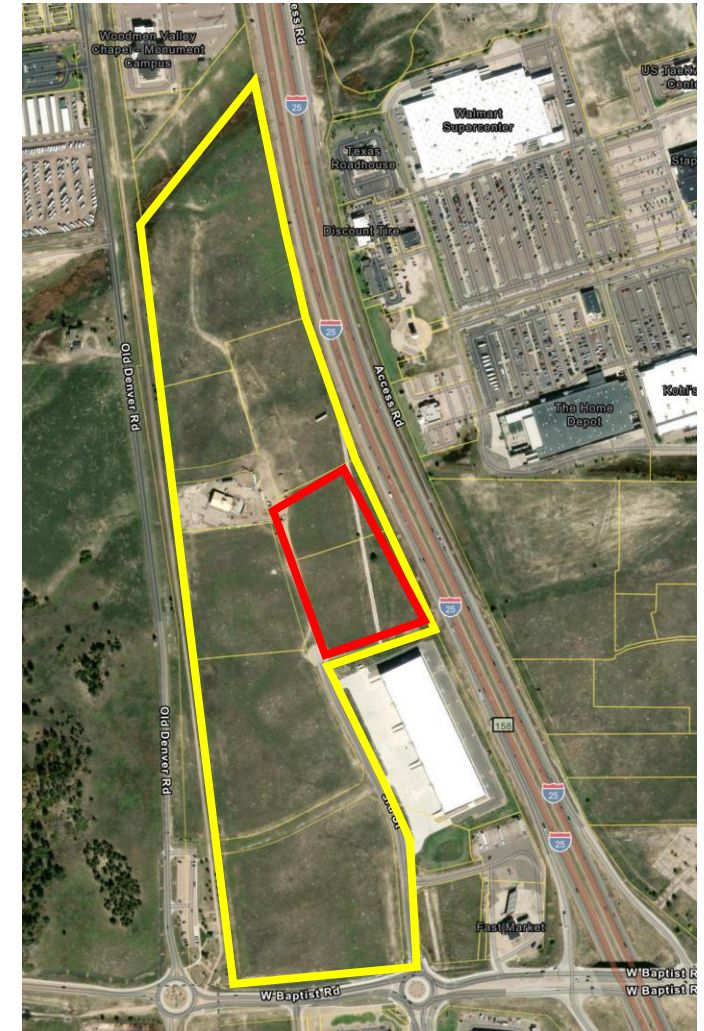
2017 Future Land Use Plan

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- PS - Public/Quasi-public/Utility
- RA - Residential Attached
- SFD - Single Family Dwellings
- PS - (School) Public/Quasi-public/Utility



# PROJECT DETAILS

# Location and Plat History





# PROJECT DETAILS

## Parking and Snow Storage

### SITE DATA

TOTAL LOT AREA:	348,451	SF	(8.00 ACRES)
FUTURE DEVELOPMENT AREA:	205,104	SF	(4.71 ACRES)
DEVELOPED AREA:	143,347	SF	(3.29 ACRES)
BUILDING AREA:	30,897	SF±	21.6%
PAVEMENT AREA:	72,279	SF±	50.4%
LANDSCAPE AREA:	40,171	SF±	28.0%

SNOW STORAGE REQUIRED:	25,166	SF
SNOW STORAGE PROVIDED:	27,063	SF

### BUILDING DATA

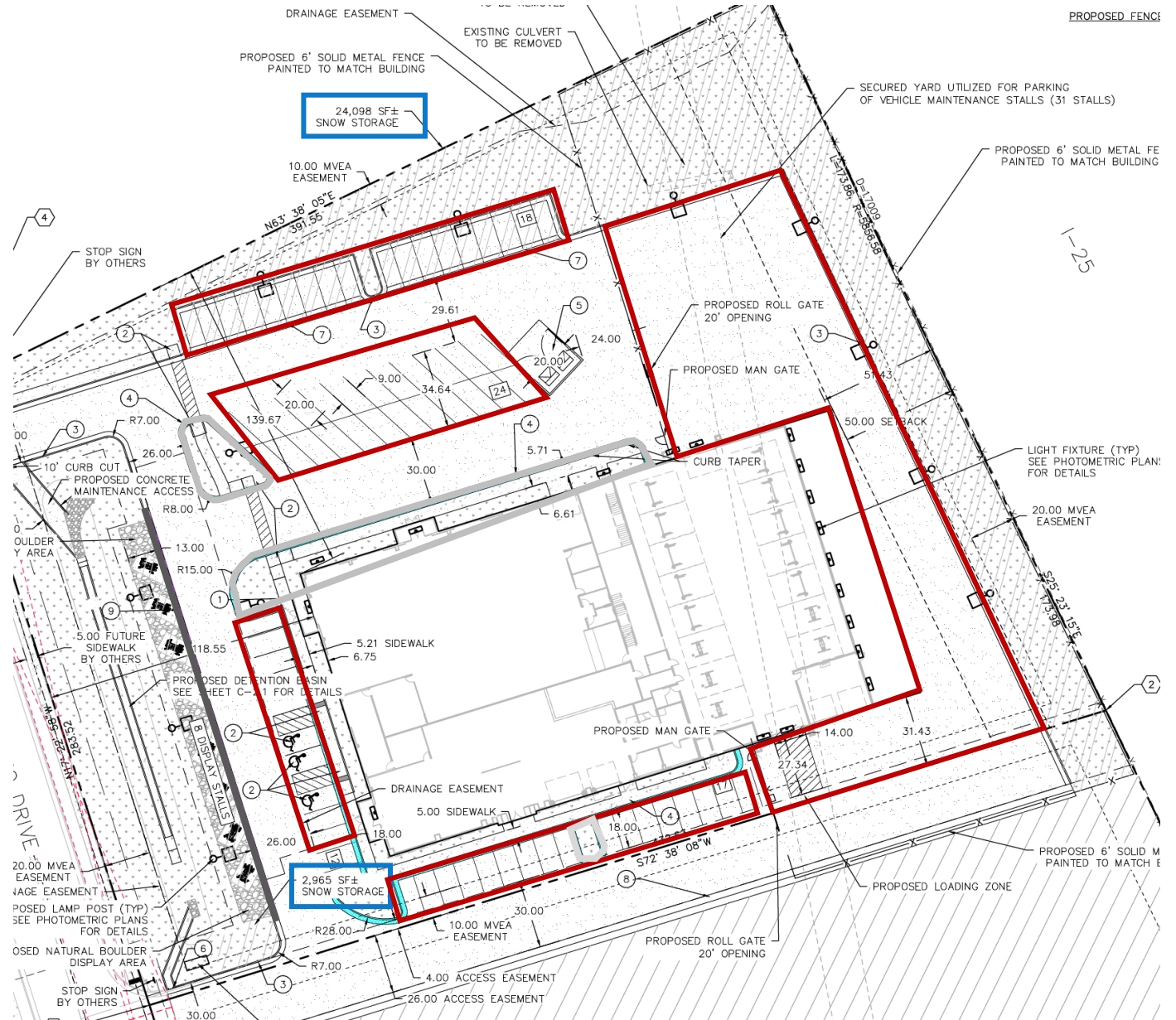
ZONE: PUD (PLANNED UNIT DEVELOPMENT)

### PARKING TABULATION

REQUIRED: 1 PER 10 VEHICLE OUTSIDE DISPLAY AREA PLUS  
1 PER 450 SF OF FLOOR AREA PLUS 4 SPACES PER  
MAINTENANCE SERVICE BAY

REQUIRED: 102 STALLS (8 OUTSIDE DISPLAY STALLS=0.8 STALLS  
 $18,630 / 450 = 41.4$  STALLS  
 $15 \times 4 = 60$  STALLS  
=102 TOTAL STALLS)

PROVIDED: 71 CUSTOMER STALLS (3 ADA STALLS)  
31 MAINTENANCE STALLS (IN REAR STORAGE YARD)  
102 TOTAL STALLS



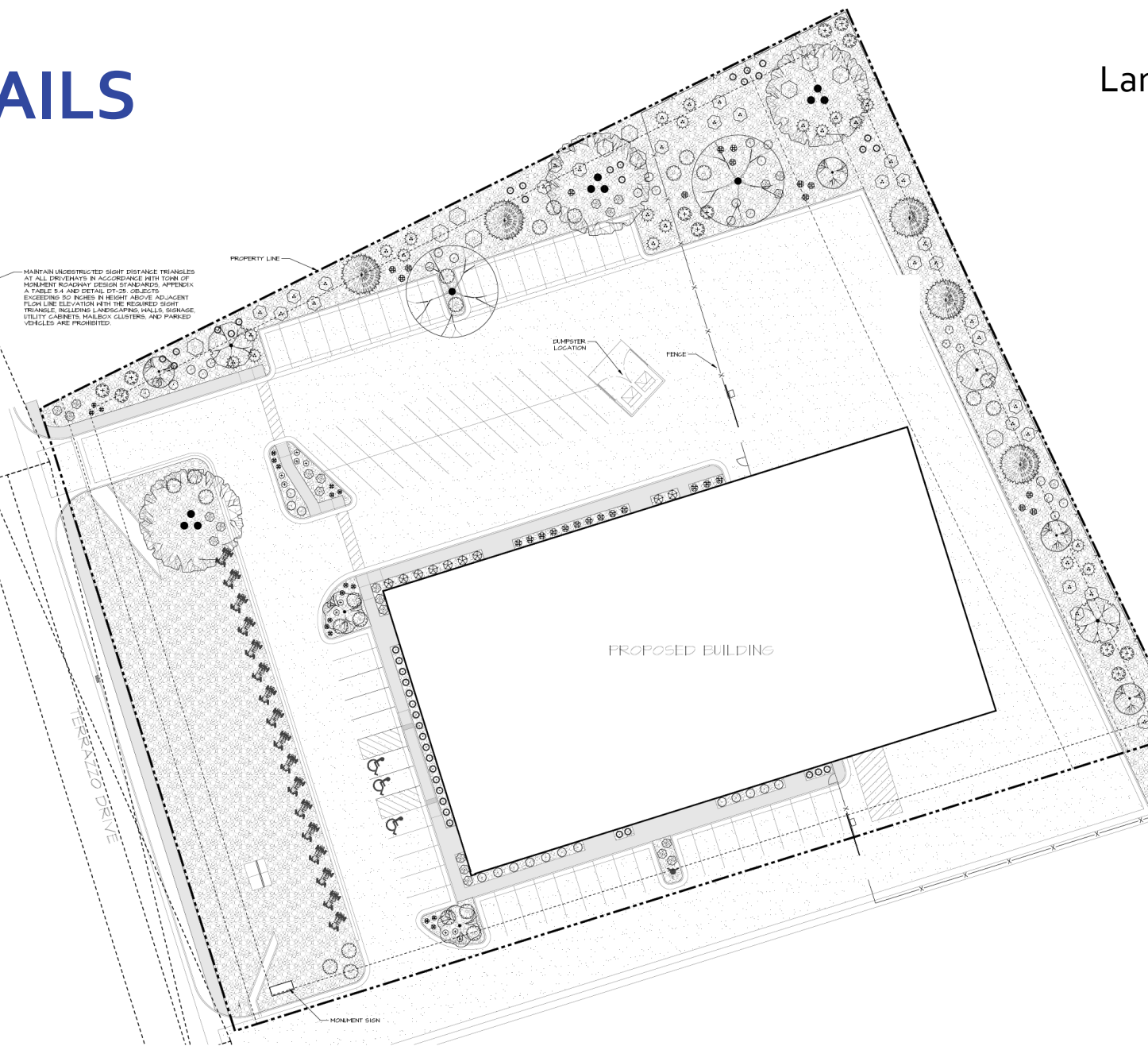
# PROJECT DETAILS

## Landscaping

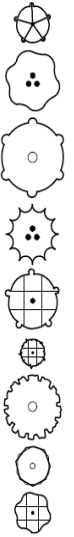
### PLANT SCHEDULE

SYMBOL	BOTANICAL / COMMON NAME
<b>TREES</b>	
	AMELANCHIER ARBOREA 'AUTUMN BRILLIAN'
	GLEDITSIA TRIACANTHOS INERMIS 'SHADE'
	MALUS X 'RADIANT' / RADIANT CRAB APPL
	MALUS X 'SPRING SNOW' / SPRING SNOW CI
	PICEA PUNGENS GLAUCA / BLUE COLORAD
	PRUNUS VIRGINIANA 'CANADA RED' / CANA
	ZELKOVA SERRATA 'GREEN VASE' / GREE'

MANTAIN UNDESTRUCTED SIGHT DISTANCE TRIANGLES AT ALL DRIVEWAYS IN ACCORDANCE WITH TOWN OF MONUMENT ROADWAY DESIGN STANDARDS, APPENDIX A, TABLE 6.4 AND DETAIL 07-26. OBJECTS EXCEEDING 30 INCHES IN HEIGHT ABOVE ADJACENT FLOOR LINE ELEVATION WITHIN THE REQUIRED SIGHT TRIANGLE INCLUDING LANDSCAPING, WALLS, SIGNAGE, UTILITY CABINETS, MAILBOX CLUSTERS, AND PARKED VEHICLES ARE PROHIBITED.



### SHRUBS



### GRASSES



### ANNUALS/PERENNIALS



### ROCK MULCH







# PROJECT DETAILS

Architecture, Elevations, and Color



NORTH ELEVATION  
SCALE: 1/8" = 1'-0"



SOUTH ELEVATION  
SCALE: 1/8" = 1'-0"



EAST ELEVATION



WEST ELEVATION

# PROJECT DETAILS

Perspective View



# PROJECT DETAILS

## Traffic Analysis

Hales Engineering 6/4/2026

- 31,000 sf Karl Malone development
- 866 weekday daily trips:  
64 trips morning peak hour  
72 trips evening peak hour

### Conclusions

- All evaluated intersections are expected to operate at acceptable levels of service, and no roadway improvements or traffic mitigation measures are recommended.

## Final Drainage Report

Legend Engineering January, 2026

- Runoff to be captured in underground system and supplemented by a surface detention component.
- Combined system will release flows at historic rates over a seven-day period and discharge at the southwest corner of the Terrazzo Baja development.

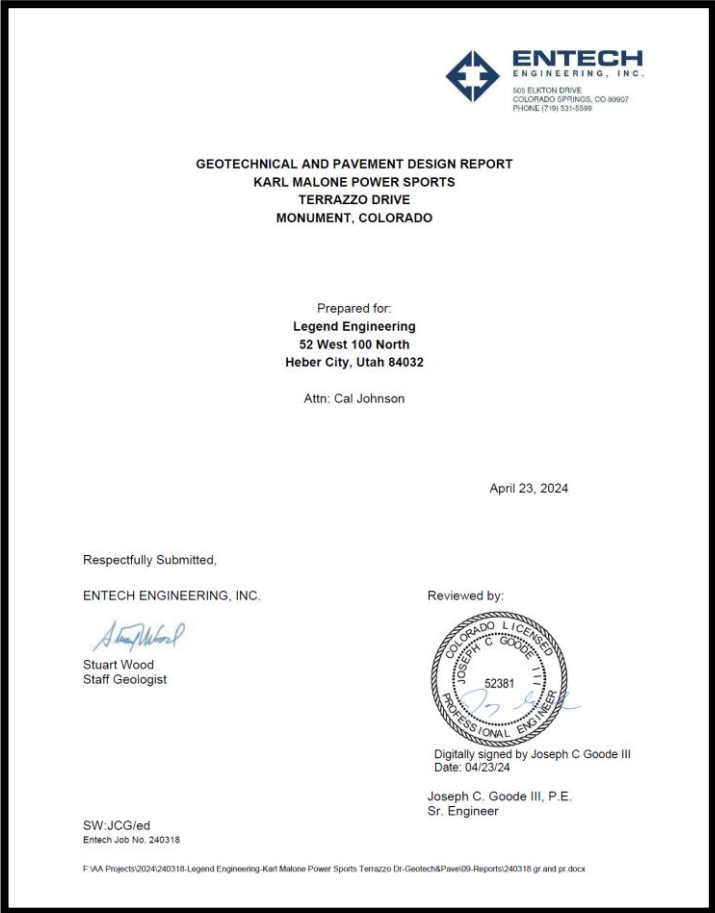
### Conclusions

- Designed in accordance with and exceeding the requirements of the El Paso County Drainage Criteria Manual



# PROJECT DETAILS

## Geotechnical Report



## Town Engineer Recommendation of Approval

Town Engineer’s review of the submittal documents culminated in approval of all technical documents.

Such submittal requirement has been included in the draft ordinance as a condition of approval for the Karl Malone Final PUD Plan.

## CRITERIA FOR REVIEW – Final PUD Plan §18.03.460

1. *The final PUD is consistent with the Preliminary PUD*
2. *Circulation is designed for the type of traffic generated, and emergency access*
3. *Functional parks, open space, and connectivity*
4. *A variety of development and housing types and styles is proposed*
5. *Privacy for individuals, families and neighbors is provided*
6. *Building design results in a quality architectural design*
7. *The landscaping is a quality design that enhances the site*
8. *Adequate off-street parking will be provided*
9. *The Town may increase or decrease off-street parking spaces*
10. *The final PUD has been shown to fit within the context of the planned land use pattern and roadway and utility systems of the larger surrounding area*



# RECOMMENDED MOTION/ACTION

**Motion:** Forward a recommendation of approval/denial to the Town Council for the Karl Malone Powersports Final PUD Plan, located on Lots 8 and 9 in the Terrazzo-Baja Commercial Development, supported by the referenced documents and the Finding of Fact as listed in the staff report.





## STAFF REPORT

**TO:** Planning Commission  
**FROM:** Rey Medina, Planner  
**DATE:** July 8, 2026  
**SUBJECT:** Case # 2026-004-FPUD  
Request for the Approval of the Conexus Lot 1 Filing 2 Final Planned Unit Development. [Public Hearing]

**Applicant's Information.**

Hillpointe, LLC  
Jason Alwine, NES  
619 N Tejon St. Suite 200  
Colorado Springs, CO 80903

**Owner's Information.**

Conexus LLC  
Eric Chekal  
2 N Cascade Ave  
Colorado Springs, CO 80903

**Property Location.**

No Address Available  
Property Schedule No. 7123311001

**Development Area.**

19.06 acres

**2017 Comprehensive Plan Designation.**

Business Campus (BC)

**Zoning Designation.**

Preliminary Planned Unit Development Plan for  
Conexus Phase 2 & 3, Resolution No. 11-2022 ([link](#))

**Proposed Use.**

Multifamily: High Density Residential

**Surrounding Property Information.**

North – Lot 4 of Conexus (undeveloped)  
West – Lot 2 of Conexus (Meritage Single Family  
Housing – Approved by Town Council)  
East – Interstate 25  
South – Tract B of Conexus (Stormwater Management)

**Requested Action(s).**

A Request for Approval of the Conexus Lot 1 Filing 2 Final  
Planned Unit Development located on property schedule  
No. 7123311001.

**Staff Report – Final PUD Conexus Lot 1 Filing 2 (FPUD)  
July 8, 2026**

**Executive Summary.**

The applicant, Hillpointe LLC, represented by Jason Alwine of NES Colorado, is requesting approval of a Final Planned Unit Development for Conexus Lot 1 Filing 2. This request pertains to the development of Lot 1 within the Conexus Phases 2 & 3 Preliminary PUD Plan. The proposed project encompasses a 19.1-acre parcel designated for High Density Residential use, with an allowed density range of 12 to 20.89 dwelling units per acre, permitting a maximum of 399 units. The applicant is proposing a total of 354 residential units, consisting of 312 apartment units and 42 townhome-style units. This development is intended to implement the residential vision established in the Preliminary PUD Plan while delivering a mix of housing types that supports community needs and aligns with the overall goals of the Conexus development.

**Public Notice.** Pursuant to [Chapter 18 - Land Development Code, Section 18.01.260.D and Table 1.2](#), which requires public notice at least fifteen (15) days prior to any public hearing for a land use change, be mailed to property owners within 500 feet and posted on the property. The Applicant has complied with the aforementioned notice requirements. A copy of the public notice is included with this report as Attachments 5 and 6.

**History/Background.**

The Conexus Phases 2 & 3 development has a well-established history of land use entitlements and coordinated planning approvals. The property was first rezoned from Regency Park PID (Planned Industrial Development) to Planned Development (PD) on September 8, 2020, through Town of Monument Ordinance 20-2020. This rezoning, along with the associated Sketch Plan, established a broad framework of permitted industrial, commercial, office, civic, and residential uses for the property.

A subsequent Preliminary Planned Unit Development (PUD) Plan for Conexus Phases 2 & 3 was approved on February 22, 2022, by Resolution 11-2022 and recorded on June 29, 2022. This approval followed an extensive public engagement process that included multiple meetings and revisions to the plan. The Preliminary PUD Plan refined the distribution of land uses, clarified development and design standards, and provided greater specificity regarding the intended build-out of the property. As part of this refinement, the plan included the realignment of Old Denver Road through the Conexus development to shift traffic away from the established neighborhoods to the west.

All prior approvals, including the PD zoning, Sketch PD Plan, and Preliminary PUD Plan, were evaluated within the context of the Town's 2017 Comprehensive Plan and were found to be consistent with its goals and policies.

A Final Plat for Conexus Filing No. 2, encompassing the entirety of the Conexus Phases 2 & 3 area, was recorded on September 15, 2022. This plat established the legal lots and tracts for the development in a manner consistent with the approved Preliminary PUD Plan.

**Staff Report – Final PUD Conexus Lot 1 Filing 2 (FPUD)  
July 8, 2026**

The current request for approval of the Final Planned Unit Development for Conexus Lot 1 Filing 2 represents the next step in implementing the land use vision and development framework established through these prior entitlements.

The Conexus Lot 1 Filing 2 Final Planned Unit Development is required to obtain Final Planned Unit Development approval ([Sec. 18.03.460](#)) prior to the issuance of land development and building permits.

**Development Details.**

The Conexus Lot 1 Filing 2 Final Planned Unit Development (PUD) proposes the construction of a high-density residential community on 19.06 acres within the approved Conexus Phases 2 & 3 development. Lot 1 contains several recorded easements that support utility service and site functionality, including a 20-foot Triview easement, 10-foot AT&T easement, 25-foot gas easement, 20-foot Mountain View Electric Association (MVEA) easement, and a 10-foot public improvement and utility easement. These easements were established through the Conexus Filing No. 2 Final Plat and remain in place to ensure coordinated utility access and long-term service reliability.

Building setbacks for the development comply with the standards established in the approved PUD and include a 25-foot setback along Old Denver Road to the west, a 50-foot setback along the I-25 corridor to the east, a 25-foot setback along the northern property line, and no applicable setback requirement along the southern boundary due to the presence of Tract B.

The approved PUD development standards limit building height on Lot 1 to a maximum of 75 feet. All proposed structures fall significantly below this threshold. The tallest apartment building has a maximum height of 41 feet, 10 inches, approximately 34 feet lower than the allowed maximum. The proposed townhome buildings have a maximum height of 28 feet, 5 inches, similar in scale to the recently approved residential development located immediately west of the site. These building heights ensure compatibility with surrounding development patterns and maintain the intended visual character of the Conexus neighborhood.

Lot 1 is also subject to a maximum lot coverage of 40 percent, as defined in the PUD. The proposed development includes 4.42 acres of building footprint area, resulting in a lot coverage of 23 percent. The reduced lot coverage supports the creation of a pedestrian-oriented residential environment and aligns with the design intent of the Preliminary PUD Plan.

In addition to the primary development area, Tract B, located along the southern portion of Filing 2, is designated for stormwater detention and functions as the primary drainage facility serving Lot 1. This tract was platted specifically for stormwater management and will continue to operate as part of the overall drainage system for the Conexus development.

Lot 1 is situated along Old Denver Road, a public roadway owned and maintained by the Town of Monument. Access into the site is provided from Old Denver Road, with internal circulation accommodated through a system of private driving aisles. These internal lanes are proposed at 26 feet in width, providing adequate space for two-way vehicular movement, emergency access, and resident circulation throughout the property. Overall, the proposed Final PUD for Conexus Lot 1 Filing 2 complies

**Staff Report – Final PUD Conexus Lot 1 Filing 2 (FPUD)**  
**July 8, 2026**

with all applicable development standards, including building height, lot coverage, setbacks, and easement requirements. The development advances the implementation of the Conexus Phases 2 & 3 vision by providing a balanced mix of residential density and internal circulation consistent with the previously approved PD zoning, Sketch PD Plan, Preliminary PUD Plan, and Final Plat.

**Landscaping.** The landscape design for Conexus Lot 1 Filing 2 has been developed to meet the requirements of the approved Preliminary PUD Plan while supporting the community’s goals for high-quality, visually cohesive, and sustainable residential environments. The Preliminary PUD Plan established required building and landscape setbacks along I-25, Old Denver Road, and the internal lot lines, all of which are reflected on the submitted Final PUD Plan and Landscape Plan. The proposed development meets or exceeds all required setbacks and buffer standards.

A key landscape requirement of the Preliminary PUD Plan is the minimum 50-foot-wide setback between the proposed industrial development on Lot 4 to the north and the proposed multifamily residential development on Lot 1. This setback must include a minimum 15-foot-wide landscape buffer. All inhabited apartment buildings are located outside this required separation, with the nearest residential building positioned approximately 86 feet from the shared property boundary. Two garage buildings are located approximately 39 feet from the northern property line; however, existing utility easements on Lot 4 prevent any industrial structures from being constructed within 50 feet of the subject development, ensuring that the intended separation between uses is preserved.

The required 15-foot landscape buffer along the northern boundary is incorporated into the Final PUD Plan and includes one evergreen tree per 25 linear feet, resulting in a total of 24 evergreen trees. These plantings provide year-round screening, soften views between the residential and industrial uses, and enhance the visual transition between land uses. All setback, landscape, and buffer requirements are illustrated on the submitted plans.

The plant palette for the development includes a diverse mix of deciduous trees, evergreen trees, ornamental trees, deciduous shrubs, evergreen shrubs, grasses, and perennials. Landscape standards are met through the installation of 177 trees, 1,375 shrubs, and 790 grasses, collectively providing 75 percent live ground plane coverage. This plant mix supports seasonal interest, long-term durability, and a cohesive landscape character throughout the site.

Irrigation details for the project are included in the Final PUD document beginning on page 15 of 37, outlining the system design, coverage, and water-efficiency measures that will support the establishment and long-term health of the landscape.

In total, the Final PUD Plan includes 7.2 acres of landscaped area, open space, or amenity space—representing 38 percent of the site area. This substantial allocation of landscaping contributes to a high-quality residential environment and supports the overall design intent of the Conexus Phases 2 & 3 development.

Landscape maintenance responsibilities are divided between the Conexus Metropolitan District and the owner of Lot 1. The landscaped area between the curb and sidewalk along Old Denver Road will be

**Staff Report – Final PUD Conexus Lot 1 Filing 2 (FPUD)  
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maintained by the Metropolitan District, ensuring consistent care along this public corridor. All internal landscaping, including open space, amenity areas, and buffer plantings, will be maintained by the Lot 1 property owner.

**Parking.** The Preliminary PUD Plan requires parking to comply with Town Code [Section 18.05.215](#), resulting in a minimum requirement of 552 spaces based on the mix of two and three-bedroom units. The Final PUD Plan significantly exceeds this requirement by providing a total of 728 parking spaces distributed across a variety of parking types, including 460 standard surface spaces, 22 ADA spaces, 76 garage spaces, 2 ADA-accessible garage spaces, 84 townhome driveway spaces, and 84 townhome garage spaces. The combination of surface, garage, and driveway parking ensures adequate capacity for residents and visitors while supporting the functional needs of the multifamily and townhome components of the development.

**Snow Storage.** Snow storage requirements for the development have been fully satisfied. In accordance with Land Development Code [Section 18.05.245\(10\)](#), one square foot of snow storage is required for every three square feet of parking, driveway, walkway, and loading area to be cleared. The applicant has provided a detailed snow-storage calculation chart on the cover sheet of the Final PUD, demonstrating compliance with these standards. Adequate snow-storage areas are incorporated throughout the site to ensure safe and effective winter operations.

**Signage.** All signage for the development shall comply with the standards outlined in [Chapter 18.06](#) of the Town's Municipal Code, as amended. The Planning Director is authorized to grant minor modifications of up to 20 percent to any applicable sign standard, subject to the approval criteria in [Section 18.06.220\(B\)](#) of the Municipal Code.

All signs will require the submittal of a separate sign permit application to the Planning Department for review and approval. The Conexus Property Owner will be responsible for the long-term maintenance of all entry signage.

**Noise.** The approved Preliminary PUD Plan requires that a noise study be completed for the proposed multifamily residential use on Lot 1. LSC Transportation Consultants, Inc. prepared a Traffic Noise Impact Study to evaluate potential noise exposure from Interstate 25 using the FHWA Traffic Noise Model. The analysis incorporated CDOT traffic volumes, a 20-year traffic growth projection to 2045, truck percentages, roadway geometry, existing topography, and proposed site grading.

Modeled noise levels were evaluated against CDOT's Category B exterior noise threshold of 66 dBA Leq(h), which applies to residential outdoor use areas. The study determined that several receiver locations within the development are predicted to exceed the 66 dBA threshold under future traffic conditions. The analysis further concluded that installation of a continuous noise barrier would reduce noise levels at all modeled locations to below the applicable threshold.

**Architecture.** The Conexus Phases 2 & 3 PUD establishes architectural and design standards intended to ensure high-quality, cohesive development throughout the project area. These standards prohibit the use of metal buildings for principal structures, although metal may be used for accessory buildings.

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All primary buildings are required to incorporate materials such as CMU block, concrete, brick, stone, stucco, wood, or cement siding on all four sides, and building colors must be drawn from an earth-tone palette, with accent colors permitted. The PUD also requires that outdoor storage areas, loading docks, and trash enclosures be fully screened through opaque structures, enhanced landscaping, or berming.

Design standards further require variety in architectural character across buildings while maintaining a consistent overall theme. Flat-roofed buildings must incorporate varied parapet heights or design elements to avoid uniform rooflines. All outdoor lighting must comply with [Sections 18.05.320](#) and [18.05.330](#) of the Town's Municipal Code, and parking lot lighting is limited to a maximum mounting height of 30 feet.

The architectural elevations included with the Final PUD Plan demonstrate full compliance with these standards. All principal buildings are stick-built and utilize a mix of materials, including lap siding, panel siding, board-and-batten, and stone veneer, to create visual interest and material diversity. Glazing is provided on all four sides of the residential buildings, with the exception of detached garages, which are designed for secure, functional use. The color palette consists of earth-tone hues consistent with PUD requirements. Variation in building scale, roof design, and parapet height is incorporated throughout the development. All rooftop mechanical equipment will be fully screened from view.

Additional architectural details are provided on Sheets 21–33 of the Final PUD document.

**Traffic Analysis Report.** The Traffic Technical Memorandum prepared by LSC Transportation Consultants, Inc. evaluates the transportation impacts of the proposed 354-unit multifamily and townhome development on Conexus Lot 1 Filing 2. The study analyzes existing roadway conditions, projected traffic volumes, access spacing, sight distance, and multimodal considerations along the realigned section of Old Denver Road, which will serve as the primary access to the site. Using the FHWA Traffic Noise Model and ITE Trip Generation (12th Edition), the study estimates the project will generate approximately 2,214 average weekday trips, which is 475 fewer daily trips than previously assumed in the 2022 Conexus PUD Traffic Impact Study. The analysis incorporates CDOT traffic projections to 2045, nearby approved developments, and the planned roadway realignment through the Conexus development.

The study concludes that both proposed site access points on the realigned Old Denver Road will operate at Level of Service (LOS) B or better under short-term total traffic conditions, meeting the Town's acceptable LOS standards. Required turn-lane improvements, including southbound left-turn lanes, are already incorporated into the approved construction plans, and right-turn volumes do not meet thresholds requiring additional lanes. The report also confirms that the long-term traffic analysis from the 2022 Master TIS remains conservative, as updated land-use assumptions generate fewer trips than originally projected. Overall, the study finds that the proposed development can be accommodated by the planned roadway network and that the recommended improvements will ensure safe and efficient traffic operations. These findings and recommendations were reviewed by the Town of Monument's contracted engineering consultant, IMEG, who concurred with the study's methodology and conclusions.

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**Stormwater Management.** The Stormwater Management Plan (SWMP) for Conexus Lot 1 outlines the required measures to manage stormwater during construction of the 19.06-acre multifamily development and to comply with Colorado Discharge Permit System (CDPS) requirements for sites disturbing more than one acre. The plan's primary purpose is to prevent sediment, erosion, and construction-related pollutants from leaving the site through the use of best management practices (BMPs). The property is currently undeveloped, lies outside the FEMA 500-year floodplain, and drains to an existing regional detention facility before ultimately discharging to Monument Lake. These conditions indicate no unusual hydrologic constraints and support the use of standard stormwater control practices.

The SWMP identifies typical construction pollutant sources and prescribes mitigation measures such as silt fencing, inlet protection, temporary sediment basins, stabilized staging areas, concrete washout containment, vehicle tracking controls, and dust suppression. Controls must be installed prior to land disturbance and maintained throughout construction, with inspections required at least every 14 days and after qualifying storm events. The plan concludes that stormwater impacts can be effectively managed through proper implementation and maintenance of BMPs, and that the project can comply with state and local stormwater regulations while minimizing off-site sediment transport and water-quality impacts.

Runoff from the site will be conveyed to the off-site full-spectrum detention facility located south of the project area, consistent with the approved Master FDR. The drainage design for the Monument – Old Denver Road improvements complies with the El Paso County Drainage Criteria Manual and the Mile High Flood District Manual. Analysis indicates that site runoff and associated storm drain infrastructure will not create adverse impacts to downstream or adjacent properties. The report's conclusions align with the drainage requirements established in the Master FDR.

**Comprehensive Plan.** The 2017 Town of Monument Comprehensive Plan designates the Conexus Phases 2 & 3 area, including Lot 1, as Business Campus (BC). This land-use category is primarily intended to support employment-generating uses such as office, research, and light commercial development, with residential uses envisioned only as complementary components that help create a balanced, master-planned environment. While the proposed multifamily and townhome development is not the central use anticipated within the Business Campus designation, it is consistent with the Plan's broader objective of integrating housing opportunities within proximity to future employment areas to reduce commute distances and support a more complete community. The Conexus master plan, approved after adoption of the Comprehensive Plan, further refines this vision by identifying Lot 1 specifically for high-density residential use, providing a more detailed land-use framework that guides development at the parcel level.

The Comprehensive Plan also emphasizes coordinated infrastructure, multimodal connectivity, and high-quality site and building design within Business Campus districts. The Conexus Lot 1 project supports these goals through its integration with the realigned Old Denver Road corridor, provision of internal pedestrian connections, and compliance with the architectural and landscape standards

**Staff Report – Final PUD Conexus Lot 1 Filing 2 (FPUD)  
July 8, 2026**

established in the Conexus PUD. Although residential development is not the primary focus of the Business Campus designation, the project aligns with the Plan’s policies encouraging mixed-use, master-planned areas that combine employment, services, and housing in a cohesive development pattern. In this context, the proposed Final PUD for Lot 1 is compatible with the Comprehensive Plan’s intent when considered alongside the more detailed land-use direction provided in the adopted Conexus PUD.

**ANALYSIS AND FINDINGS**

**Criteria for Review – 18.03.460 D. Final PUD Plans.**

Pursuant to [Section 18.03.460 D](#) of the Land Development Code Final PUD Plans are reviewed in accordance with the applicable approval criteria set forth in the Land Development Code. Staff has evaluated the submitted application against these criteria and provides the following analysis and determination regarding the extent to which the proposal complies with each standard.

*1. The final PUD conforms to or is consistent with the Preliminary PUD;*

The Conexus Lot 1 Filing 2 Final PUD is consistent with the land-use framework, development standards, and design intent established in the approved Preliminary PUD. The Final PUD maintains the designated high-density residential use, complies with the established building height and lot coverage limits, meets all required setbacks and landscape buffers, and incorporates the circulation, access, and open-space concepts anticipated in the Preliminary PUD. No deviations from the approved development program have been identified.

*2. Circulation is designed for the type of traffic generated, safety, separation from living areas, convenience, access, handicap access, noise and exhaust control. Though generally discouraged, private internal streets may be considered when appropriate to the development. A proper institutional framework, such as a metropolitan or special district must be established for maintenance thereof for the life of any private streets. All streets shall be accessible by police and fire department and other emergency vehicles for emergency purposes, and to service vehicles such as trash trucks. Bicycle and pedestrian circulation and connections shall be provided;*

Internal and external circulation has been designed to safely and efficiently accommodate the traffic generated by the proposed 354-unit development. The site will be served by two access points from the realigned Old Denver Road: a primary mid-site access near the planned amenity center and a secondary access at the northern boundary. In coordination with the Fire Department, the project provides adequate internal circulation and turnaround areas to ensure compliant fire access to all buildings. Bicycle and pedestrian connectivity are accommodated through multiple on-site access points that tie into the sidewalk planned along the east side of the realigned Old Denver Road.

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July 8, 2026**

3. *Functional parks, open space, and trails in terms of recreation, views, density relief, convenience, function, connectivity, and optimum preservation of natural features including trees, shrubs, wildlife habitat, scenic areas and riparian and drainage areas are provided in conformance with the Comprehensive Plan, the Parks, Trails, and Open Space Master Plan, and the Development Standards (Chapter 18.05 of this title);*

The Final PUD provides 7.33 acres of landscaped area, open space, and amenity space, representing 38 percent of the site. While most of this area consists of landscaped buffers, internal green spaces, and circulation-adjacent plantings rather than large, centralized park areas, these spaces collectively provide meaningful density relief, visual enhancement, and pedestrian connectivity throughout the development. Sidewalks link residents to the realigned Old Denver Road corridor and provide convenient access to the New Santa Fe Regional Trail, supporting multimodal mobility consistent with the Comprehensive Plan and the Parks, Trails, and Open Space Master Plan. Although the site does not contain significant natural features such as riparian corridors or mature vegetation, the landscape design incorporates drought-tolerant plantings, evergreen screening, and xeriscape principles that enhance the site and ensure long-term maintainability. Taken together, the open-space network and landscape design attempt to meet the intent of Town standards by providing functional, attractive, and sustainable outdoor spaces appropriate for a high-density residential development.

4. *A variety of development and housing types and styles, and densities are proposed. Mixed land use is encouraged;*

The project includes a mix of multifamily apartment buildings and attached townhomes, providing a range of housing types and densities within a single coordinated development. Architectural variation is incorporated through changes in building scale, rooflines, parapet heights, and material treatments.

5. *Privacy for individuals, families and neighbors is provided as appropriate;*

The site design incorporates appropriate setbacks, landscape buffers, and building orientation to ensure privacy for residents and adjacent properties. The required 50-foot separation between Lot 1 and the industrial uses on Lot 4 is exceeded for all inhabited buildings, and a 15-foot evergreen landscape buffer provides year-round screening. Internal building space, pedestrian pathways, and amenity areas are arranged to promote comfortable residential living conditions while minimizing visual and noise impacts between units and neighboring properties.

6. *Building design in terms of orientation, spacing, materials, exterior color and texture, storage and lighting result in a quality architectural design that is compatible with the surrounding neighborhood. The placement of identical or similar residential models on any two adjoining lots along a street is discouraged;*

**Staff Report – Final PUD Conexus Lot 1 Filing 2 (FPUD)  
July 8, 2026**

The Final PUD incorporates a high-quality architectural design consistent with the standards established in the Conexus Phases 2 & 3 PUD. All principal buildings are stick-built and utilize a mix of durable materials, including lap siding, panel siding, board-and-batten, and stone veneer which are applied on all four sides. The earth-tone color palette, varied parapet heights, and modulation of façades and rooflines provide visual interest and avoid repetitive building forms. Glazing is incorporated on all elevations, and rooftop mechanical equipment will be fully screened. Building spacing and orientation support privacy and compatibility with adjacent uses, while site lighting complies with Town lighting standards to minimize glare and off-site impacts. The architectural design achieves a cohesive character while avoiding identical building repetition along internal streets.

7. *The landscaping is a quality design that enhances the site and is compatible with the surrounding neighborhood as shown by amount, types, and materials used. Entrance features are encouraged. The proposed landscaping must not create maintenance problems and shall be suitable for the site and neighborhood including plant hardiness. A xeriscape design that will conserve water is required;*

The landscape plan provides a robust and diverse plant palette consisting of 177 trees, 1,375 shrubs, and 790 grasses, achieving 75% live ground-plane coverage. A mix of deciduous and evergreen trees, ornamental species, shrubs, grasses, and perennials creates year-round visual interest and effective buffering. The required 15-foot landscape buffer along the northern boundary includes evergreen screening at one tree per 25 linear feet, ensuring compatibility with adjacent industrial uses.

8. *Adequate off-street parking will be provided:*

The Final PUD provides 728 total parking spaces, exceeding the Town's minimum requirement of 552 spaces for the proposed unit mix. Parking is distributed across surface spaces, garages, ADA spaces, and townhome driveways, ensuring convenient access for residents and visitors. The combination of garage, driveway, and surface parking supports functional circulation and reduces reliance on on-street parking. The parking supply and layout meet Town standards and are appropriate for the density and design of the development.

9. *The Town may increase or decrease the normally required number of off-street parking spaces:*  
Not applicable. The Town has not requested additional off-street parking spaces for the dwelling units.

10. *The final PUD has been shown to fit within the context of the planned land use pattern and roadway and utility systems of the larger surrounding area.*

The proposed development is consistent with the land-use framework established in the Conexus Phases 2 & 3 PUD and integrates appropriately with the surrounding

**Staff Report – Final PUD Conexus Lot 1 Filing 2 (FPUD)  
July 8, 2026**

Conexus Development. The project connects directly to the realigned Old Denver Road corridor, incorporates internal pedestrian connections, and ties into planned utility infrastructure sized to support development within the Conexus area. The Traffic Technical Memorandum confirms that the roadway network can accommodate the project's traffic, and IMEG has reviewed and concurred with these findings.

**Findings of Fact and Staff Recommendation**

After reviewing Conexus Lot 1 Filing 2 Final Planned Unit Development, the following Findings of Fact has been made:

1. The request has met the applicable criteria identified in Section 18.03.460 Final PUD Plans of the Land Development Code.

**Recommended Motion/Action**

A motion to recommend Approval/Denial of Conexus Lot 1 Filing 2 Final Planned Unit Development, for property located on property schedule No. 7123311001, supported by the referenced documents and the Findings of Fact listed in the staff report.

**Attachments.** Link to Laserfiche Project Folder: [\[link\]](#)

0. Staff Report
1. Staff Presentation
2. Applicant Narrative, prepared by N.E.S. Inc, dated February 27, 2026
3. Final PUD Plan Set, prepared by N.E.S. Inc, dated June 3, 2026
4. Maps
5. Public Notice Mailing Affidavit
6. Public Notice Posting Affidavit
7. Town Engineer Recommendation of Approval, dated June 11, 2026.
8. Traffic Impact Study, prepared by LSC Transportation Consultants, dated 6/1/2026
9. Conexus lot 1 Title Commitment, prepared by Land Title Guarantee, dated, 2/2/2026
10. Stormwater Management Plan, prepared by Kimley Horn, dated February 2026
11. Conexus Drainage Report, prepared by Kimley Horn, dated May 2026
12. Grading and Erosion Control Plan, prepared by Kimley Horn, dated 6/3/2026

**History**

1. Final Plat for Conexus Filing No.2, Approved July 5, 2022, Resolution 54-2022 ([link](#))
2. Conexus Phase 2 & 3 Preliminary PUD 2022 ([link](#))
3. Ordinance 20-2020: Rezone sketch pd plan for Conexus Phase 2 & 3 ([link](#))
4. Resolution 11-2022: Approving preliminary PUD for Conexus Phase 2 & 3 ([link](#))

# Conexus Lot 1 Filing 2 Hillpointe

Final PUD Plan

Staff Presentation

Planning Commission Meeting – 7/8/2026



# INTRODUCTION

The applicant, Hillpointe LLC, represented by Jason Alwine of NES Colorado, is requesting approval of a Final Planned Unit Development for Conexus Lot 1 Filing 2. This request pertains to the development of Lot 1 within the Conexus Phases 2 & 3 Preliminary PUD Plan. The proposed project encompasses a 19.1-acre parcel designated for High Density Residential use, with an allowed density range of 12 to 20.89 dwelling units per acre, permitting a maximum of 399 units.

The applicant is proposing a total of 354 residential units, consisting of 312 apartment units and 42 townhome-style units.



# PUBLIC HEARING NOTICE



**Conexus Lot 1 Filing 2**  
**Final PUD Plan**  
 File Number: 2026-004-FPUD

### AFFIDAVIT – POSTED NOTICE Final PUD Plan

I, Andrew Netter, (print name) as the  owner  authorized agent, (check one) for the property located at property schedule number 7123311001, in the Town of Monument, El Paso County, Colorado do hereby attest that I installed, ONE sign along Old Denver Road, facing out to traffic, in compliance with Town Code Section 18.01.260-Public notice requirements., E. Posted Notice. On June 6 (month/day), 2026, which is at least 15 days prior to the public hearing, scheduled for Planning Commission on **July 8, 2026**, and Town Council on **August 3, 2026**, for the proposed development application: Conexus Lot 1 Filing 1, Final PUD Plan.

Signed: [Signature]  
 Print Name: Andrew Netter  
 Owner/Authorized Agent (circle one)  
 State of, Colorado  
 County of: El Paso

Sworn and subscribed to before me, a Notary Public, by Andrew Netter, this 23<sup>rd</sup> day of June, 2026, who is either personally known to me or who has produced \_\_\_\_\_ as identification.

My Commission Expires: September 15, 2026  
 Notary Public for the State of Colorado; County of El Paso  
 Print Name: Gwendolyn David Egbert [Signature]

GWENDOLYN DOWD EGBERT  
 NOTARY PUBLIC  
 STATE OF COLORADO  
 NOTARY ID 19954016648  
 MY COMMISSION EXPIRES SEPTEMBER 15, 2026



**Conexus Lot 1 Filing 2**  
**Final PUD Plan**  
 File Number: 2026-004-FPUD

### AFFIDAVIT – MAILING Final PUD Plan

I, Jason Alwine, (print name) as the  owner  authorized agent, (check one) for the property located at property schedule number(s) 7123311001, in the Town of Monument, El Paso County, Colorado do hereby attest that I reviewed the records of the El Paso County Assessor on the day of June 16, 2026 (month/day), 2026, and have sent letters via first class U.S. mail to the owners of record for the properties within 500-feet of the perimeter property line of the proposed Final PUD Plan for the Conexus Lot 1 Filing 2 Multifamily development, giving notice of forthcoming public hearings for Planning Commission on **July 8, 2026** and Town Council on **August 3, 2026** in compliance with Town Code Section 18.01.260-Public notice requirements., F. Mailed notice. on June 22, 2026, which is at least 15 days prior to the date of the hearings.

Signed: [Signature]  
 Print Name: Jason Alwine  
 Owner/Authorized Agent (circle one)  
 State of, Colorado  
 County of: El Paso

Sworn and subscribed to before me, a Notary Public, by Jason Alwine, this 22<sup>nd</sup> day of 2026, who is either personally known to me or who has produced \_\_\_\_\_ as identification.

My Commission Expires: September 15, 2026  
 Notary Public for the State of Colorado, County of El Paso  
 Print Name: Gwendolyn D Egbert [Signature]

GWENDOLYN DOWD EGBERT  
 NOTARY PUBLIC  
 STATE OF COLORADO  
 NOTARY ID 19954016648  
 MY COMMISSION EXPIRES SEPTEMBER 15, 2026



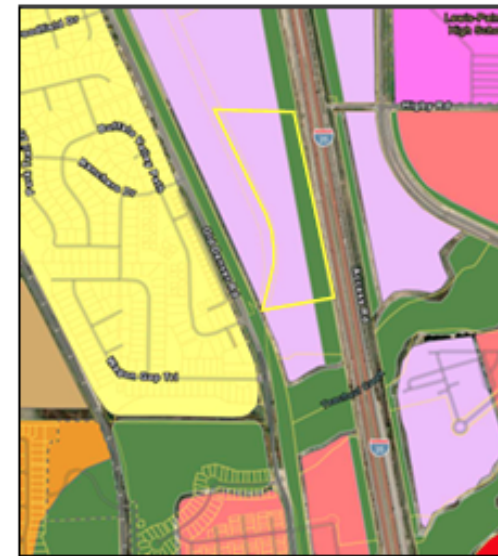
# SURROUNDING ZONING, LOCATION, LAND USE

- **North** – Lot 4 of Conexus (undeveloped)
- **South** – Tract B of Conexus (stormwater management)
- **East** – I-25 Corridor
- **West** – Lot 2 of Conexus (Meritage Single Family Housing – Approved by Town Council)



2017 Future Land Use Plan

- BC - Business Campus
- CC - Community Commercial
- D - Downtown
- LI - Light Industrial/Warehouse
- LL - Large Lot Residential
- MU - Mixed Use
- PR - Parks, Trails, Open Space
- PS - Public/Quasi-public/Utility
- RA - Residential Attached
- SFD - Single Family Dwellings
- PS - (School) Public/Quasi-public/Utility



2017 CompPlan: Future Land Use

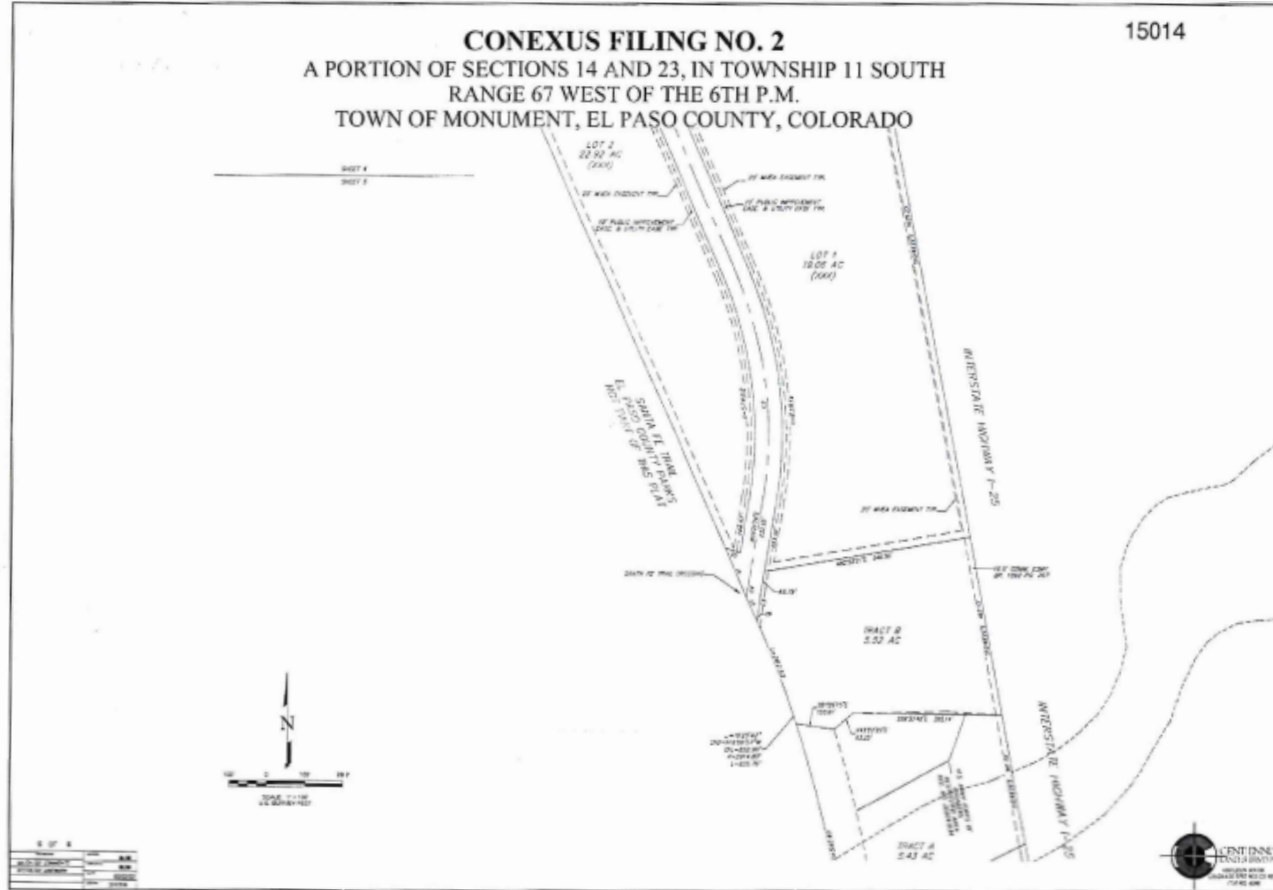
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# PROJECT DETAILS

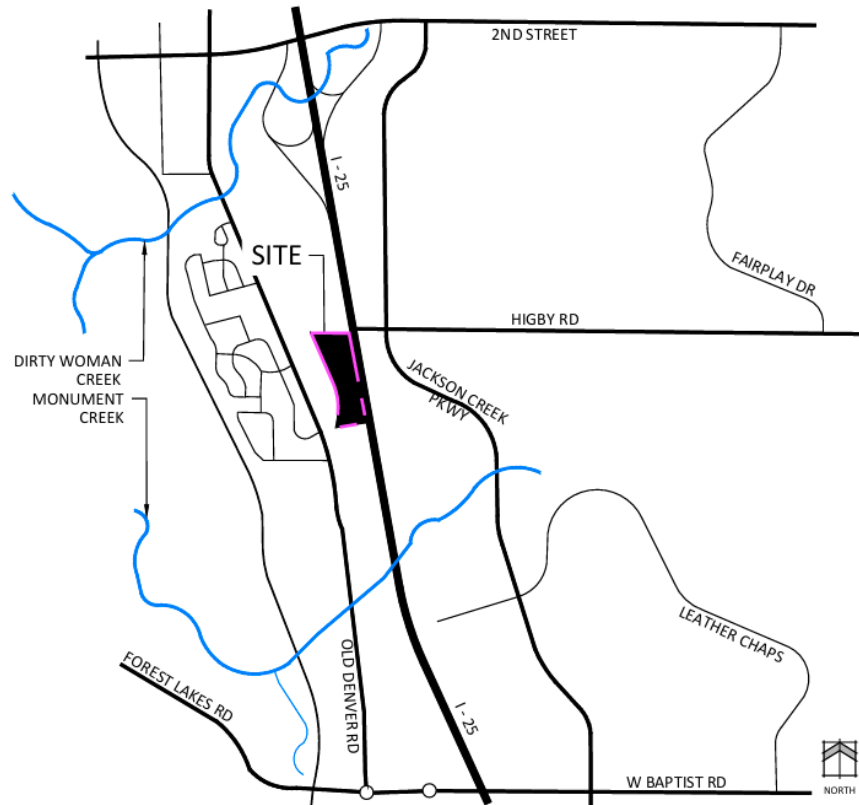
## Location and Plat History





# PROJECT DETAILS

## Parking and Snow Storage



### SITE DATA

TAX SCHEDULE NUMBER :	7123311001
TOTAL AREA:	19.06 AC
DRAINAGE BASIN:	TEACHOUT CREEK
ZONING:	PUD
PRELIMINARY PLAN:	CONEXUS PHASE 2 & 3
FIRE FLOW REQUIREMENT:	
DEVELOPMENT SCHEDULE:	2026 - 2028
EXISTING USE:	VACANT
PROPOSED USE:	MULTI-FAMILY RESIDENTIAL
MAX. DENSITY:	20.89 DU/AC
PROPOSED DENSITY:	18.53 DU/AC
MAX. BUILDING HEIGHT:	75 FT
PROPOSED BUILDING HEIGHT:	
APARTMENT:	41' - 10"
TOWNHOME:	28' - 5"
PROPOSED LOT COVERAGE:	4.42 AC (23%)
PARKING FORMULA:	354 UNITS
1.5 STALLS PER 2 BEDROOM	312 UNITS = 468 STALLS
2 STALLS PER 3 BEDROOM	42 UNITS = 84 STALLS
PARKING REQUIRED:	552 STALLS
PARKING PROVIDED	
STANDARD:	457 (22 ADA) SPACES
EV STALL:	4 SPACES
GARAGE:	74 (2 ADA) SPACES
TOWNHOME DRIVEWAY:	84 SPACES
TOWNHOME GARAGE:	84 SPACES
TOTAL PROVIDED:	727 SPACES
ADA REQUIRED	FOR 500-1,000, 2% OF TOTAL
ADA PROVIDED	24 ADA SPACES

### BUILDING SETBACKS

OLD DENVER ROAD (WEST)	25 FT
I-25 (EAST)	50 FT
NORTH	25 FT
SOUTH	N/A

### LANDSCAPE SETBACK| BUFFER

OLD DENVER ROAD (WEST)	20 FT SETBACK
I-25 (EAST)	25 FT SETBACK
NORTH	15 FT BUFFER
SOUTH	0 FT BUFFER

### SITE BY USE:

TOTAL BUILDING AREA:	4.42 AC (23%)
IMPERVIOUS PAVING AREA:	7.31 AC (38%)
OPEN SPACE/AMENITY:	7.33 AC (39%)

TOTAL IMPERVIOUS AREA: 11.73 AC (61%)

### SNOW STORAGE CALCULATION CHART

	SF	REQUIRED	PROVIDED
SIDEWALK	51, 401	NA	NA
TOWNHOME DRIVEWAYS	18, 731	NA	NA
SURFACE PARKING	121, 532	NA	25, 344
DRIVE ISLES	127, 195	42, 398	17, 107
TOTAL	-	42, 398	42, 451

### NOTES:













1. SNOW STORAGE PROVIDES ONE SQUARE FOOT OF STORAGE FOR EACH THREE SQUARE FEET OF AREA TO BE CLEARED.
2. THE PROPOSED SNOW STORAGE AREA FOR SURFACE PARKING IS CALCULATED BASED ON PARKING SPACES THAT EXCEED THE MINIMUM CODE-REQUIRED PARKING.
3. ON-SITE MAINTENANCE STAFF WILL BE RESPONSIBLE FOR CLEARING SNOW ACROSS THE SITE, INCLUDING WALKWAYS AND DRIVE AISLES.
4. IN THE EVENT OF A SIGNIFICANT SNOWSTORM, OFF-SITE SNOW HAULING MAY BE REQUIRED AND WILL BE COORDINATED BY THE SITE'S MAINTENANCE DEPARTMENT.













# PROJECT DETAILS

## Landscaping

### PLANT SCHEDULE INTERNAL

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	HEIGHT	WIDTH	SIZE	CONDITION
<b>DECIDUOUS TREES</b>							
	BM	33	ACER GRANDIDENTATUM / BIGTOOTH MAPLE	25'	25'	2" CAL.	B&B
	AC	23	ACER X FREEMANII 'CELZAM' / CELEBRATION® FREEMAN MAPLE	50'	35'	2" CAL.	B&B
	TF	11	CORYLUS COLURNA / TURKISH FILBERT	35'	25'	2" CAL.	B&B
	QC	23	QUERCUS COCCINEA 'SPLENDENS' / SPLENDENS SCARLET OAK	50'	20'	2" CAL.	B&B
	QU	16	QUERCUS ROBUR 'FASTIGIATA' / COLUMNAR ENGLISH OAK	50'	15'	2" CAL.	B&B
<b>EVERGREEN TREES</b>							
	JU	23	JUNIPERUS SCOPULORUM / ROCKY MOUNTAIN JUNIPER	25'	15'	6" HT.	B&B
	PF	13	PICEA PUNGENS 'FAT ALBERT' / FAT ALBERT COLORADO SPRUCE	35'	25'	6" HT.	B&B
	PR	31	PINUS ARISTATA / BRISTLECONE PINE	30'	15'	6" HT.	B&B
	PN	4	PINUS NIGRA / AUSTRIAN PINE	60'	40'	6" HT.	B&B
<b>ORNAMENTAL TREES</b>							
	MP	35	MALUS X 'PRAIRIFIRE' / PRAIRIFIRE CRABAPPLE	15'	15'	1.5" CAL.	B&B
	SS	20	MALUS X 'SPRING SNOW' / SPRING SNOW CRABAPPLE	20'	20'	1.5" CAL.	B&B
	SR	18	SYRINGA RETICULATA / JAPANESE TREE LILAC	25'	15'	1.5" CAL.	B&B




### DECIDUOUS SHRUBS

	AMA	34	AMELANCHIER ALNIFOLIA / WESTERN SERVICEBERRY	10'	10'	#5 CONT	CONT
	AMC	114	AMORPHA CANESCENS / LEADPLANT	3'	3'	#5 CONT	CONT
	CCB	79	CARYOPTERIS X CLANDONENSIS 'BLUE MIST' / BLUE MIST BLUEBEARD	3'	3'	#5 CONT	CONT
	CHP	86	CHRYSOTHAMNUS PULCHELLUS / SOUTHWESTERN RABBITBRUSH	4'	4'	#5 CONT	CONT
	DBC	86	DAPHNE X BURKWOODII 'CAROL MACKIE' / CAROL MACKIE DAPHNE	4'	4'	#5 CONT	CONT
	POC	217	PHYSOCARPUS OPULIFOLIUS 'CENTER GLOW' / CENTER GLOW NINEBARK	6'	6'	#5 CONT	CONT
	PFM	104	POTENTILLA FRUTICOSA 'MCKAY'S WHITE' / MCKAY'S WHITE BUSH CINQUEFOIL	3'	3'	#5 CONT	CONT
	PRB	134	PRUNUS PUMILA BESSEYI / WESTERN SAND CHERRY	5'	5'	#5 CONT	CONT
	RIB	162	RIBES ALPINUM / ALPINE CURRANT	5'	5'	#5 CONT	CONT
	RXR	157	ROSA X 'RADRAZZ' / KNOCK OUT® SI JSE	3'	2'	#5 CONT	CONT



### EVERGREEN SHRUBS

	JHB	175	JUNIPERUS HORIZONTALIS 'BLUE CHIP' / BLUE CHIP CREEPING JUNIPER	1'	6'	#5 CONT	CONT
	PMB	41	PINUS MUGO 'BIG TUNA' / BIG TUNA MUGO PINE	6'	5'	#5 CONT	CONT









### GRASSES

	CAO	227	CALAMAGROSTIS X ACUTIFLORA 'OVERDAM' / OVERDAM FEATHER REED GRASS	3'	2'	#3 CONT	CONT
	CHL	239	CHASMANTHIUM LATIFOLIUM / NORTHERN SEA OATS	3'	2'	#3 CONT	CONT
	BOG	327	HELICTOTRICHON SEMPERVIRENS / BLUE OAT GRASS	3'	3'	#3 CONT	CONT

### PERENNIALS

	COL	12	COREOPSIS LANCEOLATA / LANCELEAF TICKSEED	2'	2'	#1 CONT	CONT
	ECH	10	ECHINACEA PURPUREA / CONEFLOWER	3'	2'	#1 CONT	CONT
	GXB	16	GERANIUM X 'BROOKSIDE' / BROOKSIDE CRANESBILL	1.5'	1.5'	#1 CONT	CONT

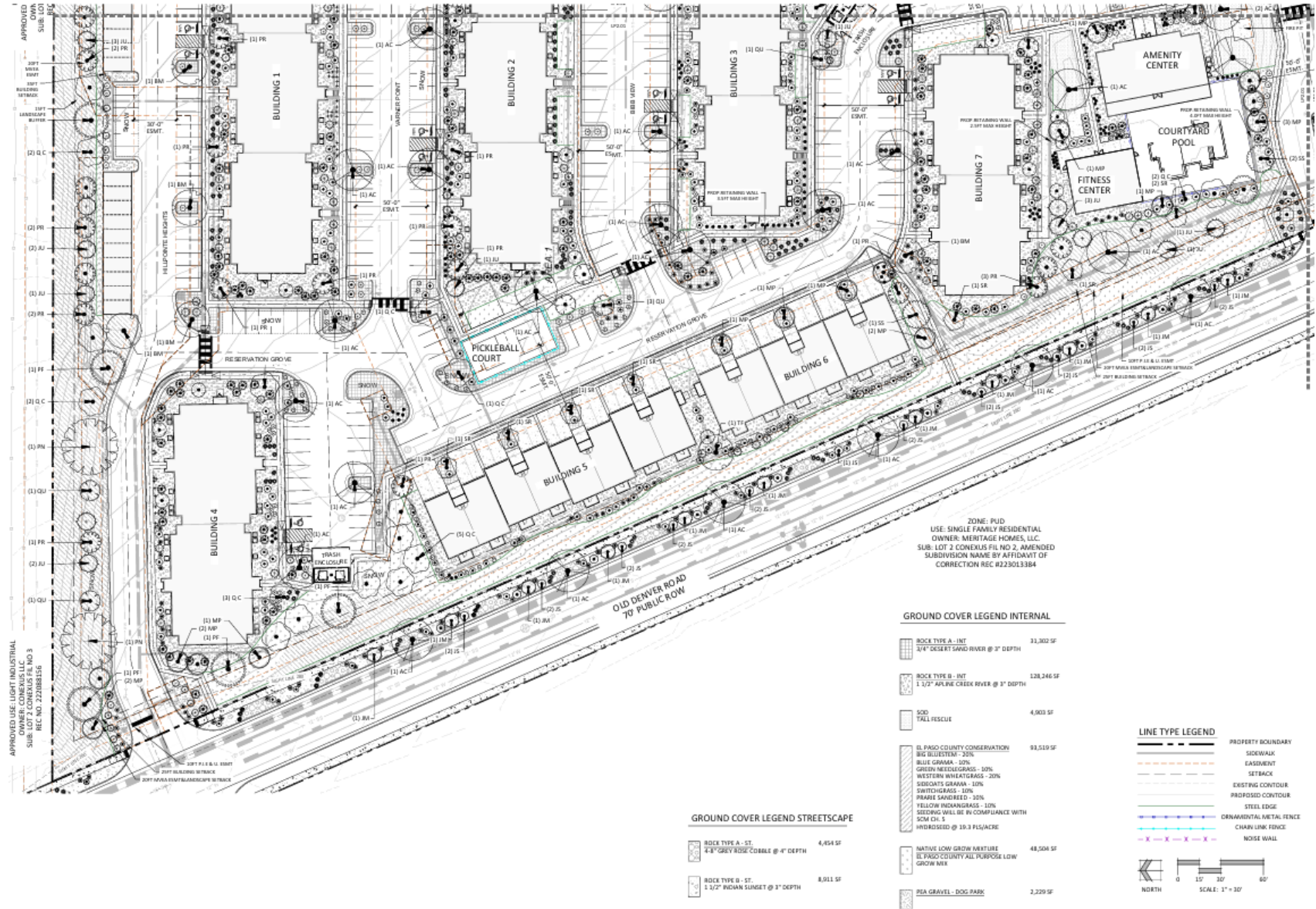
### PLANT SCHEDULE STREETScape

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	HEIGHT	WIDTH	SIZE	CONDITION
<b>DECIDUOUS TREES</b>							
	AC	11	ACER X FREEMANII 'CELZAM' / CELEBRATION® FREEMAN MAPLE	50'	35'	2" CAL.	B&B
<b>EVERGREEN TREES</b>							
	JM	20	JUNIPERUS SCOPULORUM 'MOONGLOW' / MOONGLOW JUNIPER	20'	12'	6" HT.	B&B
	JS	42	JUNIPERUS SCOPULORUM 'SKYROCKET' / SKYROCKET JUNIPER	15'	6'	6" HT.	B&B
<b>SHRUBS</b>							
	BMS	49	CARYOPTERIS X CLANDONENSIS 'BLUEMIST' / 'BLUEMIST' BLUEBEARD	3'	3'	5 GAL.	CONT
	CCT	26	COTONEASTER APICULATUS / CRANBERRY COTONEASTER	2'	5'	5 GAL.	CONT
	PMM	54	PINUS MUGO 'SLOW MOUND' / MOPS MUGO PINE	3'	3'	5 GAL.	CONT
	PBB	5	PRUNUS BESSEYI 'PAWNEE BUTTES' / CREEPING SAND CHERRY	2'	6'	5 GAL.	CONT
<b>GRASSES</b>							
	BOG	75	HELICTOTRICHON SEMPERVIRENS / BLUE OAT GRASS	3'	3'	#3 CONT	CONT



# PROJECT DETAILS

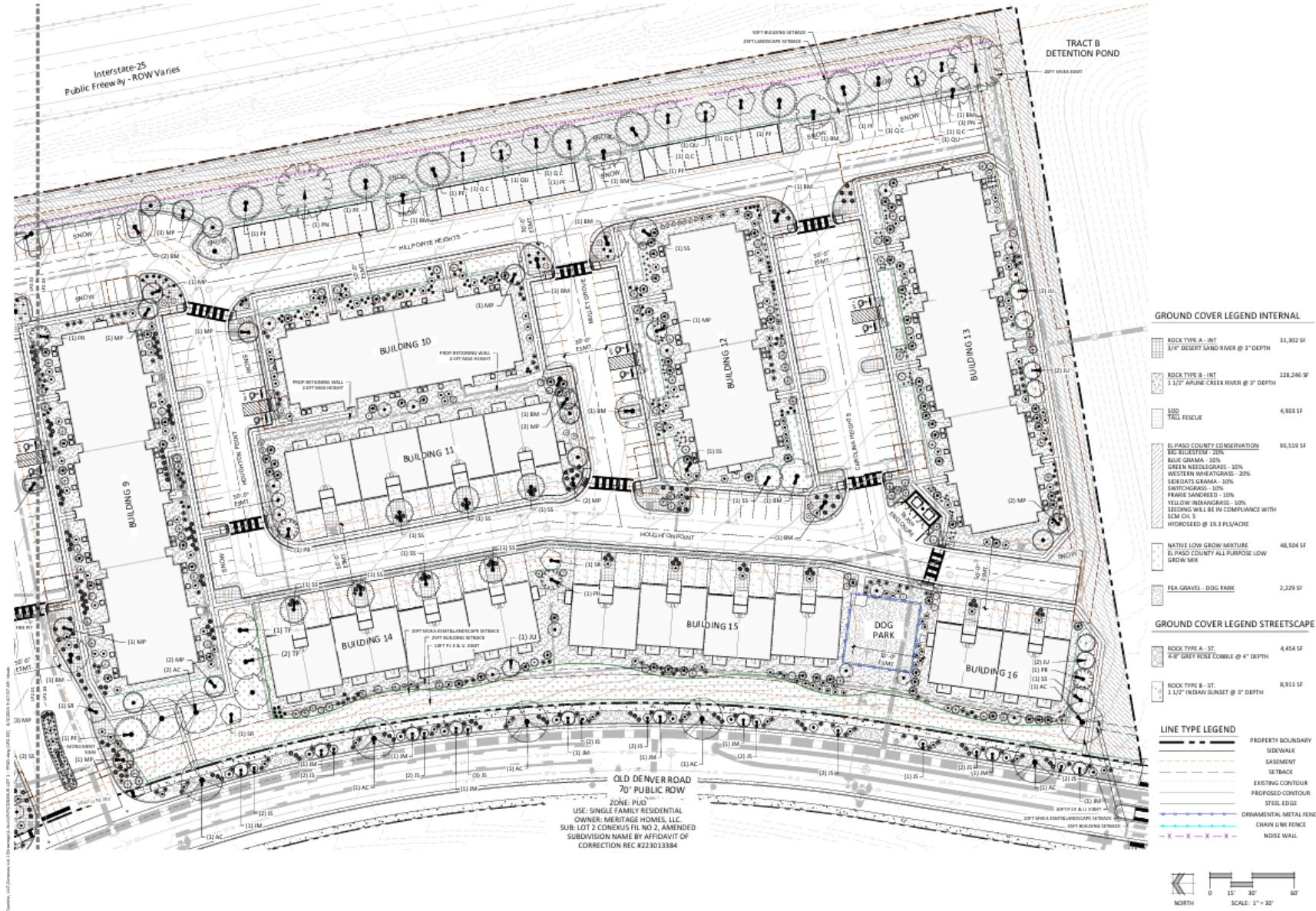
## Landscaping





# PROJECT DETAILS

## Landscaping



# PROJECT DETAILS

## Architecture



2 24 UNIT BUILDING - FRONT ELEVATION  
SCALE: 1" = 10'-0"

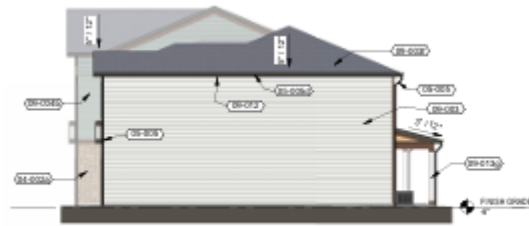


3 24 UNIT BUILDING - REAR ELEVATION



# PROJECT DETAILS

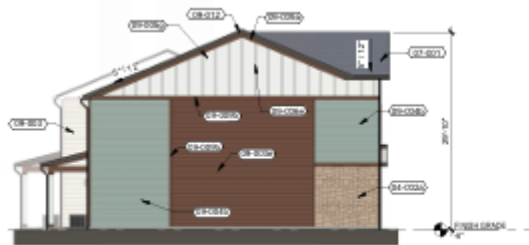
Architecture



4 8 UNIT TOWNHOME - RIGHT ELEVATION  
SCALE: 1/4" = 1'-0"



2 8 UNIT TOWNHOME - REAR ELEVATION  
SCALE: 1/4" = 1'-0"



3 8 UNIT TOWNHOME - LEFT ELEVATION  
SCALE: 1/4" = 1'-0"

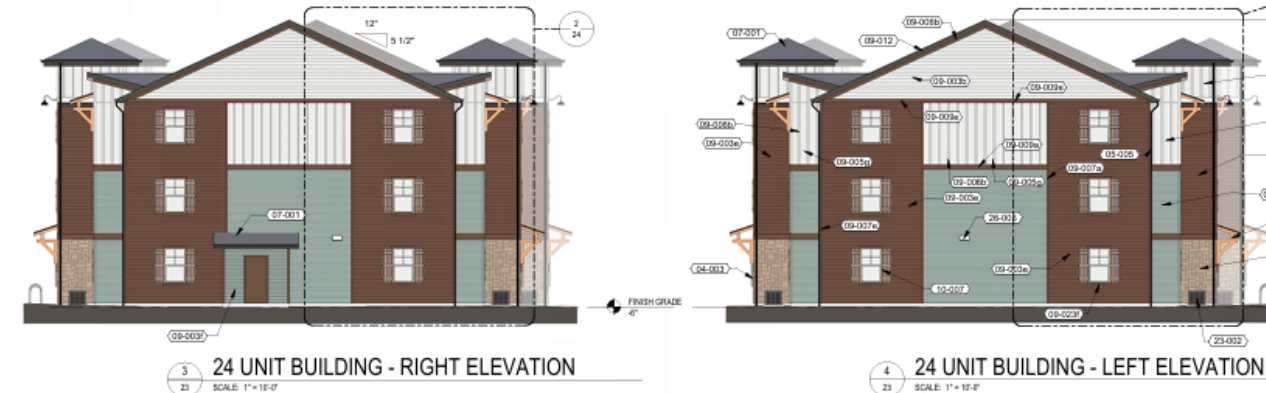
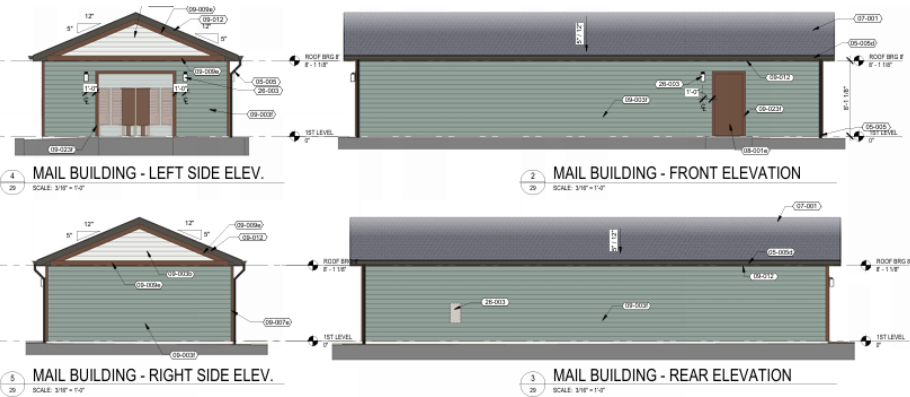
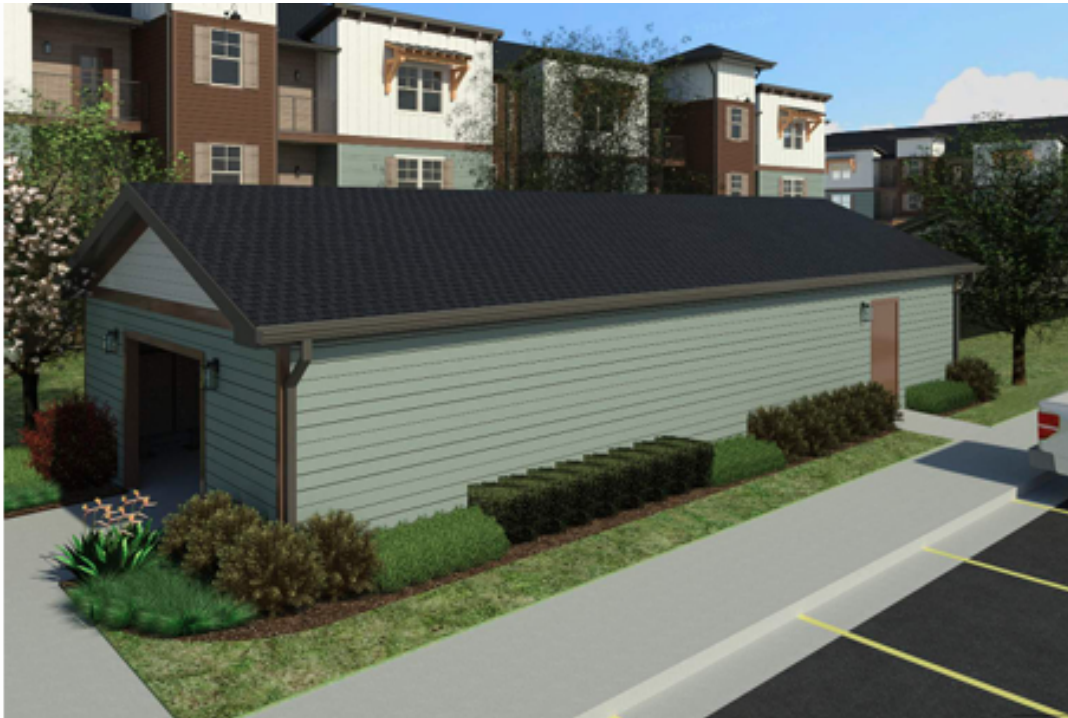


1 8 UNIT TOWNHOME - FRONT ELEVATION  
SCALE: 1/4" = 1'-0"



# PROJECT DETAILS

## Architecture



# PROJECT DETAILS



2 FITNESS CENTER - FRONT ELEVATION  
38 SCALE: 1/8" = 1'-0"



# PROJECT DETAILS

## Traffic Analysis

### LSC Transportation 6/1/2026

- The study estimates the project will generate approximately 2,214 average weekday trips, which is 475 fewer daily trips than previously assumed in the 2022 Conexus PUD Traffic Impact Study.

### Conclusions

- The study concludes that both proposed site access points on the realigned Old Denver Road will operate at Level of Service (LOS) B or better under short-term total traffic conditions, meeting the Town's acceptable LOS standards.

## Final Drainage Report

### Kimley Horn - February 2026

- SWMP ensures CDPS compliance for a 19.06-acre multifamily project by controlling erosion, sediment, and pollutants using standard BMPs.

### Conclusions

- Analysis indicates that site runoff and associated storm drain infrastructure will not create adverse impacts to downstream or adjacent properties.



## CRITERIA FOR REVIEW – Final PUD Plan §18.03.460

- 1. The final PUD is consistent with the Preliminary PUD*
- 2. Circulation is designed for the type of traffic generated, and emergency access*
- 3. Functional parks, open space, and connectivity*
- 4. A variety of development and housing types and styles is proposed*
- 5. Privacy for individuals, families and neighbors is provided*
- 6. Building design results in a quality architectural design*
- 7. The landscaping is a quality design that enhances the site*
- 8. Adequate off-street parking will be provided*
- 9. The Town may increase or decrease off-street parking spaces*
- 10. The final PUD has been shown to fit within the context of the planned land use pattern and roadway and utility systems of the larger surrounding area*



# RECOMMENDED MOTION/ACTION

**Motion:** Forward A motion to recommend approval/denial of Conexus Lot 1 Filing 2 Final Planned Unit Development, for property located on property schedule No. 7123311001, supported by the referenced documents and the Finding of Fact listed in the staff report.

