

## HANCOCK & DELTA REZONE

### PROJECT STATEMENT

JUNE, 2019

#### REQUEST

N.E.S. Inc. on behalf of Front Row Properties LLC & Norcal Capital Corp request the approval of the following applications:

1. A Master Plan Amendment to replace the southernmost Business Park and Commercial areas with Multi-Family and Commercial.
2. A Zone Change from C-5/CR (Intermediate Business with Conditions of Record); C-5 P (Intermediate Business Planned Provisional Overlay); and PBC (Planned Business Center) to PUD (Planned Unit Development).
3. A PUD Concept Plan to allow Multi-Family Residential and Commercial.

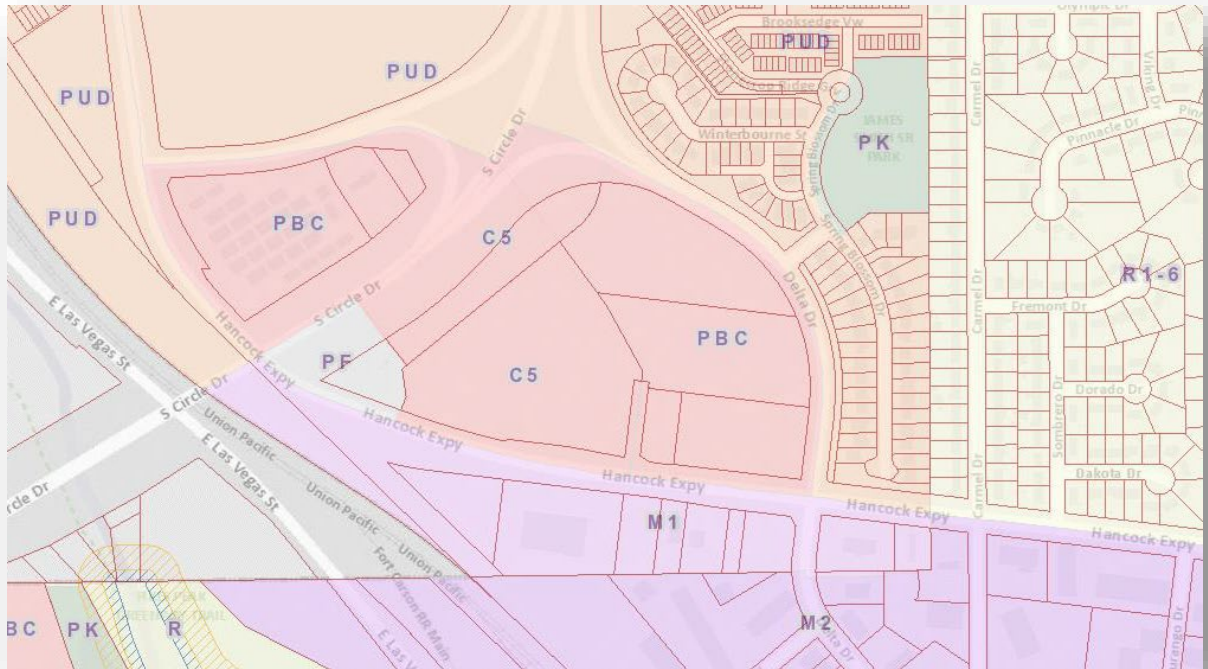
#### LOCATION & CONTEXT

The site is located east of the intersection of South Circle Drive and South Union Boulevard. It has a frontage on Delta Drive to the east, Hancock Expressway to the south and Circle Drive. The property is approximately 18.6 acres and is currently vacant. The adjacent parcel at the southeast corner is under development for a Maverik Gas Station & Convenience Store. The site lies in a mixed-use area with the Parkview at Spring Creek residential neighborhood to the east and north, commercial and industrial/warehouse development to the south. The railroad and associated sidings are located to the west, beyond which is the Pikes Peak Greenway Trail, El Polmar Youth Sports Complex, and a mobile home park to the west.



## ZONING

The property consists of three zones C-5/CR, C-5 P, and PBC. The C-5/CR zoning restricts the property to All Office and Office Use Types, Business Office Support Services, Business Park, Custom Manufacturing (no outside storage), Religious Institutions, Research and Development Services in addition to no outside storage. The C-5 P allows C-5 uses with no restrictions but includes a Planned Provisional Overlay for a utility fee. The remainder of the site is zoned PBC without restrictions. The site is surrounded by a mix zone districts consisting of PBC, PUD, M1/CR, and PF.



## PROJECT DESCRIPTION

The project proposes to change the zoning and provide a PUD concept plan in order to accommodate a mix of commercial and residential uses on the site. The proposed change provides a better utilization of the currently vacant property. Commercial uses are proposed along Hancock adjacent to the Maverik Gas Station. Multi-family residential is proposed on the balance of the site providing a transition from the single-family neighborhoods to the north and north-east and the commercial and industrial / warehouse uses to the south.

Zoning for the multi-family portion is developed based on the R-5 standards of the zoning code. The commercial will be based on the PBC zone standards and limited to uses listed on the PUD Concept Plan. Access to the commercial will be provided by the existing full movement access at Hancock and Auburn Sky Way, in addition to a proposed second full movement access further to the west along Hancock. The multi-family will be accessed from the Auburn Sky Way access and from a proposed access along Delta Drive, aligning with Spring Bluff Road. The proposed development will coordinate with the City project to

reconstruct the bridge on Circle Drive over Hancock Expressway and convert the intersection of Circle Drive and Delta Drive to a signalized intersection. Trail connections from the multi-family area to the proposed City trail on Circle Drive will provide an opportunity for enhanced pedestrian and bicyclist mobility as well as access to the bus route along Circle Drive. These connections provide opportunity for residence to access the various employment centers in the area.

The site is a good location for multi-family due to the proximity of transit services, schools, and parks. The nearest bus stop is approximately ½ a mile away connecting to bus line 15. Seven schools ranging from elementary to high school are located within a 1-mile radius of the site. The nearest elementary school and high school are between ½ mile and ¾ mile away respectively. The existing schools will be supported by the multi-family with many of the schools and the district as a whole under capacity. Four neighborhood parks, the El Pomar Sports Complex, and the Pikes Peak Greenway Trail are located within 1 mile of the site.



## PROJECT JUSTIFICATION

### Zone Change Criteria (Section 7.5.603. B)

#### **A. THE ACTION WILL NOT BE DETRIMENTAL TO THE PUBLIC INTEREST, HEALTH, SAFETY, CONVENIENCE OR GENERAL WELFARE.**

The proposed PUD zoning consisting of residential and commercial is consistent with the development patterns of the area. The property is zoned for commercial and this project simply reallocates the commercial and adds multi-family residential providing a transition to the lower densities. The rezone removes the restrictions to the commercial area and provides for a larger range of uses consistent with the surrounding development.

**B. THE PROPOSAL IS CONSISTENT WITH THE GOALS AND POLICIES OF THE COMPREHENSIVE PLAN.**

The site is designated as a “high area of change” on the PlanCOS Areas of Change map, which highlights areas expected to have the most potential for land use changes, including vacant land. In addition, the site is identified as a “changing neighborhood and reinvestment area” on the vision map and neighborhood map. The project proposes an integration of commercial development that will provide supportive uses to the proposed multi-family and the surrounding single-family residential. The proposed multi-family residential adds to the mix of housing choice in the area and furthers the vision of “housing for all” and “everyone in a neighborhood”.

Specific policies of PlanCOS that support this project include:

Policy VN-3.C: Promote neighborhood-level shopping and service options to include a variety of healthy food markets, coffee houses, restaurants, and other supportive businesses that increase local access and walkability.

Policy VN-3.E: Encourage and support the integration of mixed-use development in neighborhoods.

Policy VN-3.F: Enhance mobility and connectivity between neighborhoods across Colorado Springs and with surrounding jurisdictions.

**C. WHERE A MASTER PLAN EXISTS, THE PROPOSAL IS CONSISTENT WITH SUCH PLAN OR AN APPROVED AMENDMENT TO SUCH PLAN. MASTER PLANS THAT HAVE BEEN CLASSIFIED AS IMPLEMENTED DO NOT HAVE TO BE AMENDED IN ORDER TO BE CONSIDERED CONSISTENT WITH A ZONE CHANGE REQUEST.**

A Master Plan Amendment is submitted with this application and is in conformance with the Amendment criteria.

**D. FOR MU ZONE DISTRICTS THE PROPOSAL IS CONSISTENT WITH ANY LOCATIONAL CRITERIA FOR THE ESTABLISHMENT OF THE ZONE DISTRICT, AS STATED IN ARTICLE 3, "LAND USE ZONING DISTRICTS", OF THIS CHAPTER. (ORD. 94-107; ORD. 97-111; ORD. 01-42; ORD. 03-157; ORD. 12-76)**

No MU Zone district is included or proposed.

**Conformance with Master Plan Amendment Criteria (Section 7.5.408)**

**A. COMPREHENSIVE PLAN: THE COMPREHENSIVE PLAN AND THE 2020 LAND USE MAP ARE THE CONTEXT AND THE BENCHMARK FOR THE ASSESSMENT OF INDIVIDUAL LAND USE MASTER PLANS. THE PROPOSED LAND USE MASTER PLAN OR THE AMENDMENT CONFORMS TO THE POLICIES AND STRATEGIES OF THE COMPREHENSIVE PLAN. THE PROPOSED LAND USE PATTERN IS CONSISTENT WITH THE CITYWIDE PERSPECTIVE PRESENTED BY THE 2020 LAND USE MAP.**

The 2020 Land Use Map is no longer valid as it has been replaced by PlanCOS. The site is designated as a “high area of change” on the PlanCOS Areas of Change map, which highlights areas expected to have the most potential for land use changes, including vacant land. In addition, the site is identified as a “changing neighborhood and reinvestment area” on the vision map and neighborhood map. The project proposes an integration of commercial development that will provide supportive uses to the

proposed multi-family and the surrounding single-family residential. The proposed multi-family residential adds to the mix of housing choice in the area and furthers the vision of “housing for all” and “everyone in a neighborhood”.

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Policy VN-3.F: Enhance mobility and connectivity between neighborhoods across Colorado Springs and with surrounding jurisdictions.

**B. LAND USE RELATIONSHIPS:**

**1. THE MASTER PLAN PROMOTES A DEVELOPMENT PATTERN CHARACTERIZING A MIX OF MUTUALLY SUPPORTIVE AND INTEGRATED RESIDENTIAL AND NONRESIDENTIAL LAND USES WITH A NETWORK OF INTERCONNECTED STREETS AND GOOD PEDESTRIAN AND BICYCLE CONNECTIONS.**

The Master Plan proposes a mix of residential and commercial with the commercial located along Hancock Expressway. Multiple access points are proposed and internal roadways will be provided with future development plans. A proposed trail connection to Circle Drive provides pedestrian and bicycle connections to proposed City multi-use trail and transit and the surrounding roadways.

**2. ACTIVITY CENTERS ARE DESIGNED SO THEY ARE COMPATIBLE WITH, ACCESSIBLE FROM AND SERVE AS A BENEFIT TO THE SURROUNDING NEIGHBORHOOD OR BUSINESS AREA. ACTIVITY CENTERS ALSO VARY IN SIZE, INTENSITY, SCALE AND TYPES OF USES DEPENDING ON THEIR FUNCTION, LOCATION AND SURROUNDINGS.**

The commercial areas will provide compatible uses that are easily accessible from the multi-family, surrounding roadways, and adjacent neighborhoods.

**3. THE LAND USE PATTERN IS COMPATIBLE WITH EXISTING AND PROPOSED ADJACENT LAND USES AND PROTECTS RESIDENTIAL NEIGHBORHOODS FROM EXCESSIVE NOISE AND TRAFFIC INFILTRATION.**

The area is primarily residential with areas of commercial. The proposed mix of residential and commercial is compatible with the surrounding area. The multi-family provides an additional housing option and transition from single-family to commercial. Excessive noise is not anticipated and is not likely to impact adjacent neighborhoods due to the separation provided by the roadways. Due to grade changes, the proposed multi-family will be set back from Circle Drive which will mitigate potential noise impacts.

**4. HOUSING TYPES ARE DISTRIBUTED SO AS TO PROVIDE A CHOICE OF DENSITIES, TYPES AND AFFORDABILITY.**

The proposed multi-family provides an additional housing choice in the area, which is primarily characterized by single-family residential development to the east.



**5. LAND USE TYPES AND LOCATION REFLECT THE FINDINGS OF THE ENVIRONMENTAL ANALYSIS PERTAINING TO PHYSICAL CHARACTERISTICS WHICH MAY PRECLUDE OR LIMIT DEVELOPMENT OPPORTUNITIES.**

An environmental analysis is not required for this site and no limits to development are anticipated due to environmental concerns.

**6. LAND USES ARE BUFFERED, WHERE NEEDED, BY OPEN SPACE AND/OR TRANSITIONS IN LAND USE INTENSITY.**

Buffering and landscape requirements between differing uses will be assessed and incorporated with future development plans. Landscape setbacks will provide buffering to adjacent roadways as shown on the PUD Concept Plan submitted with this application.

**7. LAND USES CONFORM TO THE DEFINITIONS CONTAINED IN SECTION 7.5.410 OF THIS PART.**

The land uses conform to the definitions within section 7.5.410, and are consistent with approved master plan.

**C. PUBLIC FACILITIES:**

**1. THE LAND USE MASTER PLAN CONFORMS TO THE MOST RECENTLY ADOPTED COLORADO SPRINGS PARKS, RECREATION AND TRAILS MASTER PLAN.**

The site will provide a connection to the proposed multi-use trail on Circle Drive, which will connect to the Pikes Peak Greenway to the west, as well as the El Pomar Youth Sports Complex.

**2. RECREATIONAL AND EDUCATIONAL USES ARE SITED AND SIZED TO CONVENIENTLY SERVICE THE PROPOSED POPULATION OF THE MASTER PLAN AREA AND THE LARGER COMMUNITY.**

Multiple schools are within a 1-mile radius of the site. Through communication with the School District it was established that the District as a whole and Monterey Elementary School specifically are under capacity and can accommodate additional students. The proposed multi-family residential will help support the existing schools in the area.

**3. THE PROPOSED SCHOOL SITES MEET THE LOCATION, FUNCTION AND SIZE NEEDS OF THE SCHOOL DISTRICT.**

No school sites are proposed as part of this amendment.

**4. THE LAND USE MASTER PLAN CONFORMS TO THE ADOPTED PLANS AND POLICIES OF COLORADO SPRINGS UTILITIES.**

The site is within the CSU service area and conforms with CSU plans and policies.

**5. PROPOSED PUBLIC FACILITIES ARE CONSISTENT WITH THE STRATEGIC NETWORK OF LONG RANGE PLANS.**

The developer will work with CSU to appropriately locate facilities as needed.

**6. THE MASTER DEVELOPMENT DRAINAGE PLAN CONFORMS TO THE APPLICABLE DRAINAGE BASIN PLANNING STUDY AND THE DRAINAGE CRITERIA MANUAL.**

An MDDP is not submitted with this application.

**D. TRANSPORTATION:**

- 1. THE LAND USE MASTER PLAN IS CONSISTENT WITH THE ADOPTED INTERMODAL TRANSPORTATION PLAN. CONFORMITY WITH THE INTERMODAL TRANSPORTATION PLAN IS EVIDENCE OF COMPLIANCE WITH STATE AND LOCAL AIR QUALITY IMPLEMENTATION AND MAINTENANCE PLANS.**

The project is served by existing roadways and conforms to the ITP as the proposed connection to the City multi-use trail will encourage use of multiple transport nodes.

- 2. THE LAND USE MASTER PLAN HAS A LOGICAL HIERARCHY OF THE ARTERIAL AND COLLECTOR STREETS WITH AN EMPHASIS ON THE REDUCTION OF THROUGH TRAFFIC IN RESIDENTIAL NEIGHBORHOODS AND IMPROVES CONNECTIVITY, MOBILITY CHOICES AND ACCESS TO JOBS, SHOPPING AND RECREATION.**

The site is surrounded by three roadways Hancock Expressway, Delta Drive, and Circle Drive. Internal roads will be provided to accommodate on site circulation and multiple access points disperse traffic onto two of the three surrounding roadways.

- 3. THE DESIGN OF THE STREETS AND MULTIUSE TRAILS MINIMIZES THE NUMBER OF UNCONTROLLED OR AT GRADE TRAIL CROSSINGS OF ARTERIALS AND COLLECTORS.**

Design of the internal streets and trails will be established with future development plans.

- 4. THE TRANSPORTATION SYSTEM IS COMPATIBLE WITH TRANSIT ROUTES AND ALLOWS FOR THE EXTENSION OF THESE ROUTES.**

The site is adjacent to an existing transit route on Circle Drive and will provide pedestrian access to the nearby bus stops served by this route.

- 5. THE LAND USE MASTER PLAN PROVIDES OPPORTUNITIES OR ALTERNATE TRANSPORTATION MODES AND COST-EFFECTIVE PROVISION OF TRANSIT SERVICES TO RESIDENCES AND BUSINESSES.**

The project provides connections to existing roadways, transit services, and pedestrian/bike trails to provide options for alternative transportation modes.

- 6. ANTICIPATED TRIP GENERATION DOES NOT EXCEED THE CAPACITY OF EXISTING OR PROPOSED MAJOR ROADS. IF CAPACITY IS EXPECTED TO BE EXCEEDED, NECESSARY IMPROVEMENTS WILL BE IDENTIFIED, AS WILL RESPONSIBILITY, IF ANY, OF THE MASTER PLAN FOR THE CONSTRUCTION AND TIMING FOR ITS SHARE OF IMPROVEMENTS.**

The project will not exceed the capacity of the adjacent roadways, as the combination of multi-family and commercial will generate less traffic than the originally anticipated commercial use of the entire property.

**E. ENVIRONMENTAL:**

- 1. THE LAND USE MASTER PLAN PRESERVES SIGNIFICANT NATURAL SITE FEATURES AND VIEW CORRIDORS. THE COLORADO SPRINGS OPEN SPACE PLAN SHALL BE CONSULTED IN IDENTIFYING THESE FEATURES.**

No such features exist on this site.

**2. THE LAND USE MASTER PLAN MINIMIZES NOISE IMPACTS ON EXISTING AND PROPOSED ADJACENT AREAS.**

Excessive noise is not anticipated and is not likely to impact adjacent neighborhoods due to the separation provided by the roadways. Due to grade changes, the proposed multi-family will be set back from Circle Drive which will mitigate potential noise impacts.

**3. THE LAND USE MASTER PLAN UTILIZES FLOODPLAINS AND DRAINAGEWAYS AS GREENWAYS FOR MULTIPLE USES INCLUDING CONVEYANCE OF RUNOFF, WETLANDS, HABITAT, TRAILS, RECREATIONAL USES, UTILITIES AND ACCESS ROADS WHEN FEASIBLE.**

No such features exist on the site.

**4. THE LAND USE MASTER PLAN REFLECTS THE FINDINGS OF A PRELIMINARY GEOLOGIC HAZARD STUDY AND PROVIDES A RANGE OF MITIGATION TECHNIQUES FOR THE IDENTIFIED GEOLOGIC, SOIL AND OTHER CONSTRAINED NATURAL AREAS.**

No such features exist on the site.

**F. FISCAL:**

**1. A FISCAL IMPACT ANALYSIS AND EXISTING INFRASTRUCTURE CAPACITY AND SERVICE LEVELS ARE USED AS A BASIS FOR DETERMINING IMPACTS ATTRIBUTABLE TO THE MASTER PLAN. CITY COSTS RELATED TO INFRASTRUCTURE AND SERVICE LEVELS SHALL BE DETERMINED FOR A TEN (10) YEAR TIME HORIZON FOR ONLY THE APPROPRIATE MUNICIPAL FUNDS.**

The City Budget Office will provide a fiscal impact analysis for the proposed Master Plan Amendment.

**2. THE FISCAL IMPACT ANALYSIS DEMONSTRATES NO ADVERSE IMPACT UPON THE GENERAL COMMUNITY AND THE PHASING OF THE MASTER PLAN IS CONSISTENT WITH THE ADOPTED STRATEGIC NETWORK OF LONG RANGE PLANS THAT IDENTIFY THE INFRASTRUCTURE AND SERVICE NEEDS FOR PUBLIC WORKS, PARKS, POLICE, AND FIRE SERVICES.**

The City Budget Office will provide a fiscal impact analysis for the proposed Master Plan Amendment.

**3. THE COST OF ONSITE AND OFFSITE MASTER PLAN IMPACTS ON PUBLIC FACILITIES AND SERVICES IS NOT BORNE BY THE GENERAL COMMUNITY. IN THOSE SITUATIONS WHERE THE MASTER PLAN IMPACTS ARE SHOWN TO EXCEED THE CAPACITY OF EXISTING PUBLIC FACILITIES AND SERVICES, THE APPLICANT WILL DEMONSTRATE A MEANS OF INCREASING THE CAPACITY OF THE PUBLIC FACILITIES AND SERVICES PROPORTIONATE TO THE IMPACT GENERATED BY THE PROPOSED MASTER PLAN. MITIGATION OF ONSITE AND OFFSITE COSTS MAY INCLUDE, BUT IS NOT LIMITED TO, PLANNED EXPANSIONS TO THE FACILITIES, AMENDMENTS TO THE MASTER PLAN AND/OR SPECIAL AGREEMENTS RELATED TO CONSTRUCTION AND/OR MAINTENANCE OF INFRASTRUCTURE UPGRADES AND/OR SERVICE EXPANSIONS. ANY SPECIAL AGREEMENTS FOR MITIGATION OF ONSITE AND OFFSITE IMPACTS FOR PUBLIC IMPROVEMENTS, SERVICES AND MAINTENANCE ARE SHOWN TO BE WORKABLE AND SUPPORTED BY FINANCIAL ASSURANCES. PREEXISTING AND/OR ANTICIPATED**



**CAPACITY PROBLEMS NOT ATTRIBUTABLE TO THE MASTER PLAN SHALL BE IDENTIFIED AS PART OF THE MASTER PLAN REVIEW.**

The City Budget Office will provide a fiscal impact analysis to identify the impacts of this development.

**4. SPECIAL AGREEMENTS FOR PUBLIC IMPROVEMENTS AND MAINTENANCE ARE SHOWN TO BE WORKABLE AND ARE BASED ON PROPORTIONAL NEED GENERATED BY THE MASTER PLAN.**

Any required improvements or maintenance will be addressed with future development plans.

**5. ANY PROPOSED SPECIAL DISTRICTS ARE CONSISTENT WITH POLICIES ESTABLISHED BY THE CITY COUNCIL.**

No special districts are proposed.

**PUD Concept Plan Review Criteria (Section 7.3.605)**

**A. IS THE PROPOSED DEVELOPMENT PATTERN CONSISTENT WITH THE COMPREHENSIVE PLAN, THE 2020 LAND USE MAP, AND ALL APPLICABLE ELEMENTS OF THE COMPREHENSIVE PLAN (INCLUDING THE INTERMODAL TRANSPORTATION PLAN AND THE PARKS, RECREATION AND TRAILS MASTER PLAN)?**

The 2020 Land Use Map is no longer valid as it has been replaced by PlanCOS. The site is designated as a “high area of change” on the PlanCOS Areas of Change map, which highlights areas expected to have the most potential for land use changes, including vacant land. In addition, the site is identified as a “changing neighborhood and reinvestment area” on the vision map and neighborhood map. The project proposes an integration of commercial development that will provide supportive uses to the proposed multi-family and the surrounding single-family residential. The proposed multi-family residential adds to the mix of housing choice in the area and furthers the vision of “housing for all” and “everyone in a neighborhood”.

Specific policies of PlanCOS that support this project include:

Policy VN-3.C: Promote neighborhood-level shopping and service options to include a variety of healthy food markets, coffee houses, restaurants, and other supportive businesses that increase local access and walkability.

Policy VN-3.E: Encourage and support the integration of mixed-use development in neighborhoods.

Policy VN-3.F: Enhance mobility and connectivity between neighborhoods across Colorado Springs and with surrounding jurisdictions.

**B. ARE THE PROPOSED USES CONSISTENT WITH THE PRIMARY AND SECONDARY LAND USES IDENTIFIED IN THE 2020 LAND USE MAP OF THE COMPREHENSIVE PLAN, AS AMENDED?**

No longer applicable.

**C. IS THE PROPOSED DEVELOPMENT CONSISTENT WITH ANY CITY APPROVED MASTER PLAN THAT APPLIES TO THE SITE?**

A Master Plan Amendment is submitted with this application and is in conformance with the Amendment criteria.

**D. IS THE PROPOSED DEVELOPMENT CONSISTENT WITH THE INTENT AND PURPOSES OF THIS ZONING CODE?**

The proposed development is consistent with the intent and purpose of the code as it provides an additional housing option for the area while creating a transition from the single-family residential to the commercial.

**E. DOES THE DEVELOPMENT PATTERN PROPOSED WITHIN THE PUD CONCEPT PLAN PROMOTE THE STABILIZATION AND PRESERVATION OF THE EXISTING OR PLANNED LAND USES IN ADJACENT AREAS AND SURROUNDING RESIDENTIAL NEIGHBORHOODS?**

The area is primarily residential with areas of commercial. The proposed mix of residential and commercial is compatible with the surrounding area. The multi-family provides an additional housing option and transition from single-family to commercial.

**F. DOES THE DEVELOPMENT PATTERN PROPOSED WITHIN THE PUD CONCEPT PLAN PROVIDE AN APPROPRIATE TRANSITION OR BUFFERING BETWEEN USES OF DIFFERING INTENSITIES BOTH ON SITE AND OFF SITE?**

The proposed multi-family provides a transition in the intensity of uses from the single family to the east and the existing and proposed commercial. Buffering standards between differing uses will be provided and adhered to with future development plans.

**G. DOES THE NONRESIDENTIAL DEVELOPMENT PATTERN PROPOSED WITHIN THE PUD CONCEPT PLAN PROMOTE INTEGRATED ACTIVITY CENTERS AND AVOID LINEAR CONFIGURATIONS ALONG ROADWAYS?**

The commercial uses on the property are adjacent to Hancock Expressway and will integrate with approved Maverik gas station and commercial uses to the south at the front of the property, with the residential situated toward the rear of the site.

**H. ARE THE PERMITTED USES, BULK REQUIREMENTS AND REQUIRED LANDSCAPING APPROPRIATE TO AND COMPATIBLE WITH THE TYPE OF DEVELOPMENT, THE SURROUNDING NEIGHBORHOOD OR AREA AND THE COMMUNITY?**

Uses, bulk requirements, landscaping, and appropriate buffers will adhere to the PBC and R-5 standards unless otherwise stated in this PUD zone. Appropriate height and density are established to maintain compatibility with the surrounding single family.

**I. DOES THE PUD CONCEPT PLAN PROVIDE ADEQUATE MITIGATION FOR ANY POTENTIALLY DETRIMENTAL USE TO USE RELATIONSHIPS (E.G., COMMERCIAL USE ADJACENT TO SINGLE-FAMILY HOMES)?**

Buffering between residential and commercial uses will be provided as required per City Code at the development plan level.

**J. DOES THE PUD CONCEPT PLAN ACCOMMODATE AUTOMOBILE, PEDESTRIAN, BICYCLE AND TRANSIT MODES OF TRANSPORTATION AS APPROPRIATE, TAKING INTO CONSIDERATION THE DEVELOPMENT'S PRIMARY FUNCTION, SCALE, SIZE AND LOCATION?**

Multiple access points are provided to accommodate the project. Pedestrian access will be provided throughout the development and to the City's multi-use trail on Circle Drive, final location of which will be established at the development plan level. This connection will provide access to the Circle Drive transit service and the nearest bus stop is approximately ½ a mile away connecting to bus line 15.

**K. DOES THE PUD CONCEPT PLAN INCLUDE A LOGICAL HIERARCHY OF PERIMETER AND INTERNAL ARTERIAL, COLLECTOR AND LOCAL STREETS THAT WILL DISPERSE DEVELOPMENT GENERATED VEHICULAR TRAFFIC TO A VARIETY OF ACCESS POINTS AND WAYS, REDUCE THROUGH TRAFFIC IN ADJACENT RESIDENTIAL NEIGHBORHOODS AND IMPROVE RESIDENT ACCESS TO JOBS, TRANSIT, SHOPPING AND RECREATION?**

The site is surrounded by three roadways Hancock Expressway, Delta Drive, and Circle Drive. Internal roads will be provided to accommodate on-site circulation and multiple access points disperse traffic onto two of the three surrounding roadways. This project will not encourage through traffic in adjacent neighborhoods.

**L. WILL STREETS AND DRIVES WITHIN THE PROJECT AREA BE CONNECTED TO STREETS OUTSIDE THE PROJECT AREA IN A WAY THAT MINIMIZES SIGNIFICANT THROUGH TRAFFIC IMPACTS ON ADJACENT RESIDENTIAL NEIGHBORHOODS, BUT STILL IMPROVES CONNECTIVITY, MOBILITY CHOICES AND ACCESS TO JOBS, SHOPPING AND RECREATION?**

The site is surrounded by three roadways Hancock Expressway, Delta Drive, and Circle Drive. Internal roads will be provided to accommodate on site circulation and multiple access points provide connectivity to surrounding roadways.

**M. DOES THE PUD CONCEPT PLAN PROVIDE SAFE AND CONVENIENT VEHICLE AND PEDESTRIAN CONNECTIONS BETWEEN USES LOCATED WITHIN THE ZONE DISTRICT, AND TO USES LOCATED ADJACENT TO THE ZONE DISTRICT OR DEVELOPMENT?**

As stated previously, the project provides vehicular and pedestrian connections to the existing external roadways and to a proposed city trail.

**N. WILL ADEQUATELY SIZED PARKING AREAS BE LOCATED TO PROVIDE SAFE AND CONVENIENT ACCESS, TO AVOID EXCESSIVE PARKING RATIOS AND AVOID EXCESSIVE EXPANSES OF PAVEMENT?**

This will be addressed with future development plans.

**O. ARE OPEN SPACES INTEGRATED INTO THE PUD CONCEPT PLAN TO SERVE BOTH AS AMENITIES TO RESIDENTS/USERS AND AS A MEANS FOR ALTERNATIVE TRANSPORTATION MODES, SUCH AS WALKING AND BIKING?**

Open space will be provided as an amenity for the proposed residential use with future development plans in addition to a pedestrian/bike connection to a City multi-use trail, adjacent roadways, and transit.

**P. WILL THE PROPOSED DEVELOPMENT OVERBURDEN THE CAPACITIES OF EXISTING OR PLANNED STREETS, UTILITIES AND OTHER PUBLIC FACILITIES?**

The site is surrounded by existing infrastructure and utilities and will not overburden the facilities. Additional residential development in this area will help to support existing local schools and parks. Through communication with the School District it was established that the District as a whole and Monterey Elementary School specifically are under capacity and can accommodate additional students.

**Q. ARE THE AREAS WITH UNIQUE OR SIGNIFICANT NATURAL FEATURES PRESERVED AND INCORPORATED INTO THE DESIGN OF THE PROJECT?**

No significant features exist within the site.