

---

**CITY PLANNING COMMISSION AGENDA**

**ITEM NOS: 6.A-6.C**

**STAFF: MEGGAN HERINGTON**

**FILE NO(S):**

**A. - CPC MP 04-00254-A3MJ14 – LEGISLATIVE**

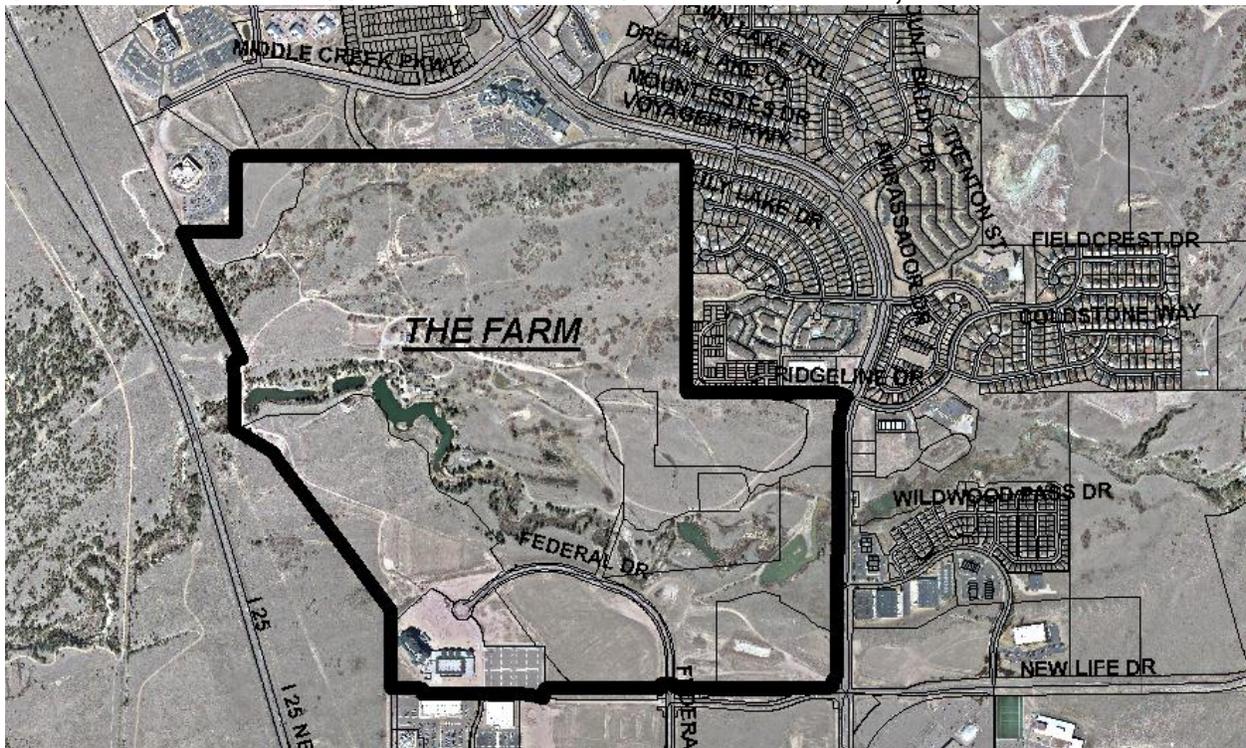
**B. - CPC PUZ 14-00026 – QUASI-JUDICIAL**

**C. - CPC PUD 14-00027 – QUASI-JUDICIAL**

**PROJECT: THE FARM**

**APPLICANT: CLASSIC CONSULTING**

**OWNER: ALLISON VALLEY DEVELOPMENT COMPANY, LLC**



**PROJECT SUMMARY:**

1. **Project Description:** This project includes concurrent applications for a major master plan amendment to the 475-acre Allison Valley Master Plan (now known as The Farm), a PUD zone change for 26 acres and a 75.65-acre development plan. The property is located east of Interstate 25, west of Voyager Parkway and north of Interquest Parkway.

The master plan amendment modifies the land use of approximately 129 acres; reduces and reconfigures residential densities, reconfigures major access points, relocates the

15-acre school site, expands the parks, trails and open space, preserves drainage areas, and illustrates areas of the plan that have been previously implemented. The zoning request rezones 26.03 acres from A (Agricultural) and PUD (Planned Unit Development: Single-family residential, 2.07 dwelling units per acre, 35-foot maximum building height) to PUD (Planned Unit Development: Single-family residential, 2 – 3.49 dwelling units per acre, 36-foot maximum building height).

The 75.65-acre PUD development plan will allow the construction of 212 single family residential lots along with an 8.9-acre neighborhood park, trail corridors and public roads. **(FIGURE 1)**

Staff is administratively reviewing three final plats that will create the first 145 lots.

2. Project Statement: **(FIGURE 2)**
3. Planning and Development Department's Recommendation: Staff recommends approval of the applications with technical modifications.

**BACKGROUND:**

1. Site Address: The site is not currently addressed.
2. Existing Zoning/Land Use: A majority of the site is vacant. There is a small farm house on the property with cattle and other grazing animals. The existing zoning is PUD (Planned Unit Development) and A (Agricultural).
3. Surrounding Zoning/Land Use:  
North: PIP-1/Compassion International Campus  
South: PUD/Commercial (Interquest Marketplace)  
East: PUD/ Single-family Residential and Voyager Parkway  
West: County/I-25 and the Air Force Academy
4. Comprehensive Plan/Designated 2020 Land Use: The southwestern corner is designated Commercial Center. The stream corridors that bisect the property are designated as Open Space and the balance is designated as General Residential.
5. Annexation: The property was annexed in April, 2006 as the Allison Ranch Addition.
6. Master Plan/Designated Master Plan Land Use: This is a major amendment and changes the designated land use. The general categories are commercial/office, residential, school and open space/parks.
7. Subdivision: The property is not yet platted.
8. Zoning Enforcement Action: None
9. Physical Characteristics: There are two significant drainage channels bisecting the property. The drainage areas include a number of ponds and serve as habitat for the Preble's Meadow Jumping Mouse as well as other species. The property slopes from east to west and there are several significant stands of scrub oak.

**STAKEHOLDER PROCESS AND INVOLVEMENT:**

The stakeholder process involved posting the property and sending postcards to 346 property owners within 1,000 feet of the 475-acre property boundary. A neighborhood meeting was held on March 4, 2014. There were approximately 30 neighbors in attendance. Concerns included traffic on Voyager Parkway, timing of the installation of the traffic signal at Voyager and Ridgeline, and the impact of the new residential development on property values. The City Traffic Manager was in attendance at the neighborhood meeting to address the traffic concerns. City staff stated that the signal at Voyager and Ridgeline was being planned and should be installed by the end of the summer, 2014. Staff also committed to watch traffic volumes on

Voyager to determine if any other signalization or traffic calming is needed. However, this would not be an immediate outcome, and the only current plan is the Voyager and Ridgeline signal. One letter was received by staff following the meeting. That letter outlines the traffic concerns from the local homeowner's association. **FIGURE 3**

Staff also sent the plans to the standard internal and external review agencies for comments. A majority of the comments received from the review agencies have been addressed or are included as technical modifications to the plans. Commenting agencies included Colorado Springs Utilities, City Engineering, City Traffic, City Fire, School District 20, Police and E-911, El Paso County Development Services and the Air Force Academy.

The Air Force Academy continues to have concerns regarding drainage onto their property. The drainage reports and studies have been reviewed by City Engineering and were found to meet the City drainage specifications and standards. City Engineering is working with the Academy to address the drainage impacts to Academy property as these are global in nature.

### **ANALYSIS OF REVIEW CRITERIA/MAJOR ISSUES/COMPREHENSIVE PLAN & MASTER PLAN CONFORMANCE:**

#### 1. Background

In 2004, the original owner of the Allison Ranch petitioned the City of Colorado Springs for annexation. That annexation was not recorded and finalized until April, 2006. At the time of annexation, The Allison Valley Master Plan was approved. The original master plan designated land use for the 475-acre ranch and approved a maximum of 2,008 residential dwelling units and 1.1 million square feet of commercial and office uses. The Allison Valley Master Plan illustrates a mix of residential densities north of Black Squirrel Creek with a large area of commercial and office use to the south of the creek. Open space and trail corridors preserve significant natural features.

The master plan was amended several times. In 2006, an amendment reconfigured a portion of the residential density. The school site was eliminated in 2008. The plan was amended twice in 2011; the first amendment changed the use of then Parcel #6 for the Compassion International campus; the second amendment reduced the residential densities to a maximum of 1,868 dwelling units, eliminated a commercial area at Ridgeline Drive, and added a 15-acre school site.

The 131 acres at the northeastern corner was zoned PUD (Planned Unit Development) in 2006 with an accompanying development plan. The zoning and development plan allowed single-family residential development at a density of 2.07 dwelling units per acre. However, no construction commenced and the development plan expired. That PUD zone is still in place on the 131 acres.

The Compassion International campus was approved for the northwestern corner of the site in 2008. The campus ownership is approximately 13 acres and is zoned PIP-1 (Planned Industrial Park). This property is currently vacant, but is intended as a future expansion of the existing campus.

South of Black Squirrel Creek and to the western boundary of the site is zoned PUD (Planned Unit Development) allowing commercial and office uses. This PUD was approved in 2006. Shortly after the zoning was approved, the development plan was approved for the Renaissance Hotel. The Hotel site is 20 acres and has been on hold for a number of years. Staff is unaware of the plans to complete this project.

2. Review Criteria / Design & Development Issues:  
Master Plan Amendment

The Allison Valley Master Plan is now being named The Farm. The Farm Master Plan is very similar to what was previously approved for Allison Valley. The master plan amendment impacts 129 acres of the 475-acre property. The changes include:

- A. Residential density reduction
- B. Reconfiguration of major access
- C. Relocation of the 15-acre school site
- D. Expansion of parks, trails and open space
- E. Preservation of drainage areas
- F. Show Compassion International and Renaissance Hotel as implemented areas

A. Residential Density Reduction

The current version of the master plan allows for a maximum residential density allowing a total of 1,868 dwelling units. Based on a property analysis, the owner determined that the property north of the Black Squirrel Creek is better suited for lower density residential land use. The proposed residential density is now capped at 1,446 units. The residential density categories are slightly reconfigured and now align with the density ranges established in City Code. The areas of the master plan that are adjacent to existing single-family residential uses remain unchanged with the shift focusing on densities internal to the project. Page 2 of **Figure 1** is an illustration of the amended master plan area in comparison to the currently approved uses and densities.

B. Reconfiguration of Major Access

Access to the site is gained from Ridgeline Drive, west of Voyager Parkway. Instead of traveling west into the site, Ridgeline will dip south through the property and continue west into the residential community. A secondary access will be provided to the north and connect to Middle Creek Parkway. This access will meander through the community; there will be no direct connection to Voyager Parkway.

C. Relocation of 15-Acre School Site

The school site is currently shown internal to development and adjacent to Black Squirrel Creek. It is being moved to the periphery of the development adjacent to Ridgeline Drive and Voyager Parkway. This relocation will provide better access and traffic circulation. School District 20 is in support of the new site and is working with the developer on site details. The eventual layout of the site and circulation pattern will be determined with a development plan when the school is constructed.

D. Expansion of Parks, Trails and Open Space

The reduction in residential density reduces the required parkland dedication. With the proposed density cap, there is a parkland dedication of 21.83 acres. The currently approved 4-acre neighborhood park is now proposed as a 4.92-acre neighborhood park; 83 acres of open space/wetlands with a pedestrian bridge is now proposed as 79 acres with a pedestrian bridge plus two at-grade crossings; a 50-foot trail corridor along Black Squirrel Creek is still proposed as a 50-foot trail corridor (tract) with new (privately owned) amenity pocket parks open to the public; plus another 1.73-acre neighborhood park. The proposed master plan

amendment is balanced based upon using the average of the land densities while also providing more recreational and trail opportunities to the public than in the prior plan.

The change in parkland dedication and the reconfiguration of parks and trails required approval from the Parks and Recreation Advisory Board. The Board met on March 13, 2014 and recommended approval of the re-appropriated park areas.

The developer is also adding a 4.1-acre Activity Center parcel for a future community center. This is based around the existing barn and ranch house.

E. Preservation of Drainage Areas

There are two significant drainages that transverse the property: Black Squirrel Creek and Middle Tributary. The Black Squirrel Creek Drainage is the main drainage that travels east to west through the site. There are several ponds along this drainage. Both drainage areas are considered habitat for the Preble's Meadow Jumping Mouse and therefore disturbance is limited. The ponds along Black Squirrel Creek will remain in their natural state. The ponds were originally built without the approval of the State of Colorado. The State will allow the ponds to remain under the condition that the embankments are reinforced to reduce the risk of failure and flooding. This work will be completed in phases as the property develops. There are also several creek crossings permitted. These are areas of past disturbance or utility corridors. The crossings are pedestrian only and will be facilitated by building a series of bridges. These areas are shown on the master plan.

F. Show Compassion International and Renaissance Hotel as Implemented

The Compassion campus and the Renaissance Hotel are part of the overall master plan, but they are not within the current developer ownership. These areas are developed and being shown as implemented under separate ownership.

PUD (Planned Unit Development) Rezone

While the PUD Development Plan covers a 75-acre area, only 26 acres are required to be rezoned. The southern-most 23.61 acres is being rezoned from A (Agricultural) to PUD (Planned Unit Development) allowing a single-family residential density of 2 – 3.49 dwelling units per acre as depicted on the master plan. There are 2.41 acres that will be rezoned from the original PUD allowing 2.07 dwelling units per acre to the new PUD zone allowing the 2 – 3.49 dwelling units per acre. The rezoning is graphically depicted as **FIGURE 4**.

PUD Development Plan

The development plan illustrates the layout of 212 single family detached lots with open space, trail corridors and public streets. An 8.9-acre neighborhood park is also depicted on the development plan. The minimum lot size is 5,000 square feet with an average lot size of 10,189 square feet. The smaller lots are at the southern end of the development plan area, with larger lots transitioning to the north. The northern lots are similar in size to those lots in the neighboring Trail Ridge development.

The first phase of the LaForet Trail and a park feature are shown within Tract F between Ridgeline Drive and Voyager Parkway. The LaForet Trail is a Tier 2 trail through The Farm connecting to the Santa Fe Trail to the west and traveling east into El Paso County. This first phase will be constructed with this development plan along with a park amenity.

Access to the development will be from the extension of Ridgeline Drive. Ridgeline Drive is designed to dip to the south through this new community. There is a traffic signal planned at Ridgeline and Voyager that should be installed in the near future. The developer is currently working with the commercial center to the north of Ridgeline on the ultimate roadway design and access to this commercial center.

Staff finds that the plan meets the review criteria for PUD development plans as set forth in City Code Section 7.3.605 and the development plan review criteria as set forth in Section 7.5.502.E.

3. Conformance with the City Comprehensive Plan:

Comprehensive Plan 2020 Land Use Map: The southwestern corner is designated Commercial Center. The stream corridors that bisect the property are designated as Open Space and the balance is designated General Residential. The master plan amendment will not change these land uses as depicted on the 2020 Land Use Map.

Policy LU 202: Make Natural and Scenic Areas and Greenways an Integral Part of the Land Use Pattern

Treat the City's significant natural features, scenic areas, trail corridors, and greenways as critically important land uses and infrastructure that represent major public and private investments and are an integral part of the city and its land use pattern.

Policy LU 301: Promote a Mixed Land Use Pattern

Promote development that is characterized by a mix of mutually supportive and integrated residential and non-residential land uses and a network of interconnected streets with good pedestrian and bicycle access and connections to transit.

Strategy LU 302c: Promote Compatibility between Land Uses of Differing Intensities

Design and develop mixed land uses to ensure compatibility and appropriate transitions between land uses that vary in intensity and scale.

Policy N 302: Promote Development of Mixed-use Neighborhoods – Provide residents the choice of walking, bicycling or driving to parks, schools, work, shopping, places of worship and transit stops in their own and other neighborhoods.

Strategy LU 303a: Design Pedestrian Friendly Environments

Plan and design neighborhoods and activity centers as coordinated pedestrian friendly environments.

Strategy LU 502d: Plan Residential Areas to Conserve Natural Features

Plan neighborhoods in areas that contain significant natural features and environmental constraints to conserve those features through lower average densities or clustering of development.

Objective CCA 6: Fit New Development into the Character of the Surrounding Area.

While the majority of The Farm is a planned residential community, the master plan shows some commercial and office uses. Within the residential community there are a variety of residential densities and lot sizes provided. Large portions of the site are protected natural features utilized as open space with outdoor opportunities. Pedestrian and bicycle connectivity are important as illustrated by the internal trail system and trail connections throughout.

It is the finding of the Land Use Review Division that The Farm Master Plan, PUD Zoning and Development Plan will substantially conform to the City Comprehensive Plan 2020 Land Use Map and the Plan's goals and objectives.

4. Conformance with the Area's Master Plan:

This property is part of the Allison Valley Master Plan, now being named The Farm. The biggest change to the master plan with this amendment is the overall decrease in residential densities. The other changes contemplated with this amendment are technical in nature. Staff finds that the amendment is in substantial conformance with the intent of the original master plan approval and keeps with the originally approved land uses.

**STAFF RECOMMENDATION:**

**ITEM NO.: 6.A CPC MP 04-00254-A3MJ14 – MAJOR MASTER PLAN AMENDMENT**

**Approve** the major amendment to The Farm master plan, based upon the finding that the amendment meets the review criteria for master plan amendments as set forth in City Code Section 7.5.408.

**ITEM NO.: 6.B CPC PUZ 14-00026 – CHANGE OF ZONING TO PUD**

**Approve** the zone change of 26.03 acres from A (Agricultural) and PUD (Planned Unit Development: Single-family residential, 2.07 dwelling units per acre, 35-foot maximum building height) to PUD (Planned Unit Development: Single-family residential, 2 – 3.49 dwelling units per acre, 36-foot maximum building height), based upon the findings that the change of zoning request complies with the three (3) criteria for granting of zone changes as set forth in City Code Section 7.5.603 and the criteria for the establishment of a PUD zone as set forth in City Code Section 7.3.603.

**ITEM NO. : 6.C CPC PUD 14-00027 – PUD DEVELOPMENT PLAN**

**Approve** The Farm Filing Nos. 1A, 1B, 1C and 2 PUD Development Plan based upon the findings that the PUD development plan meets the review criteria for PUD development plans as set forth in City Code Section 7.3.606, and the development plan review criteria as set forth in Section 7.5.502.E with technical modifications:

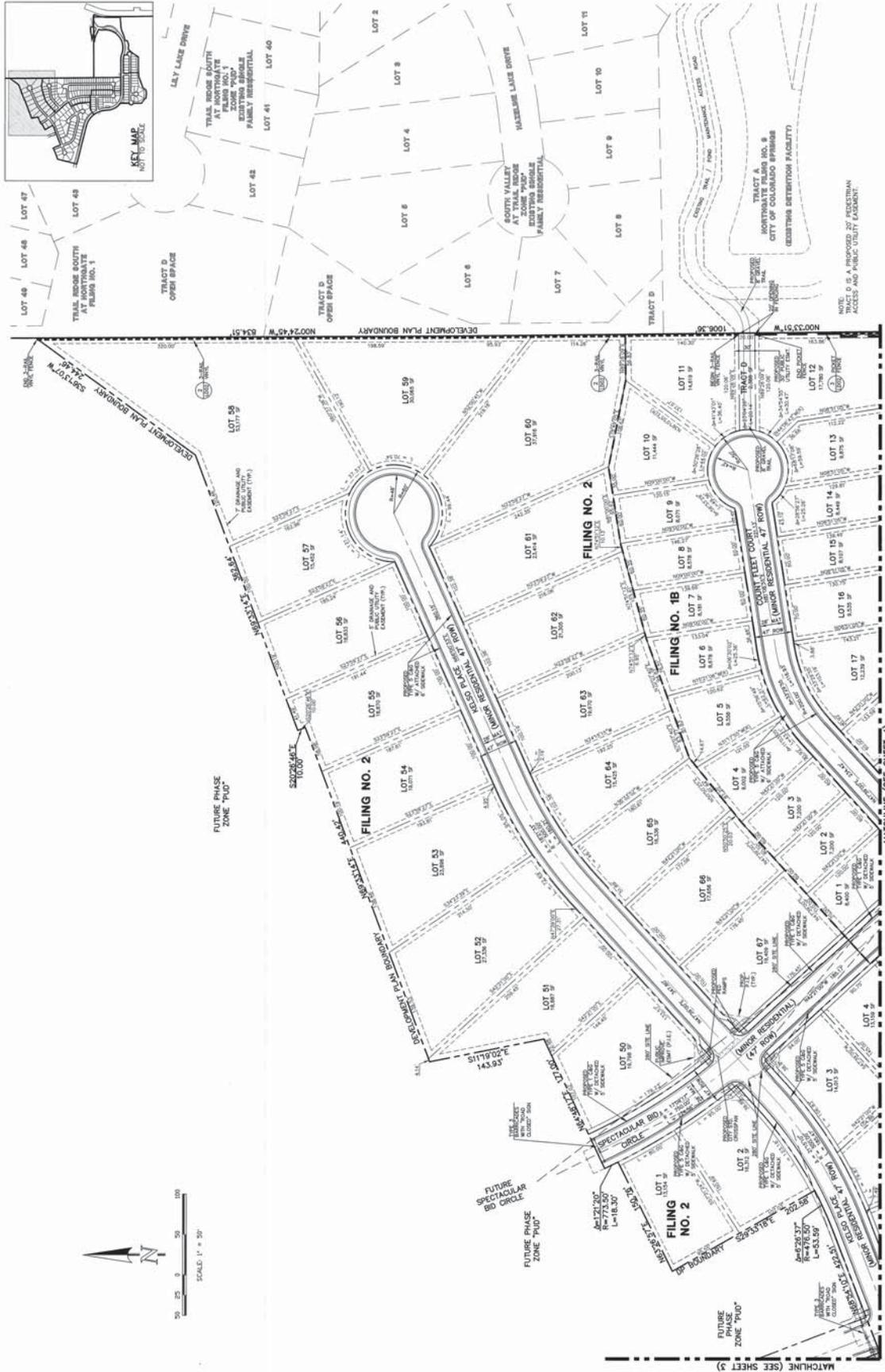
Technical Modifications

1. Show the reconfiguration of the LaForet Trail along Voyager Parkway.
  2. Update the coordinated sign plan to show temporary sign phasing and add standard notes.
  3. Amend the development plan to show a 36 foot building height maximum.
-

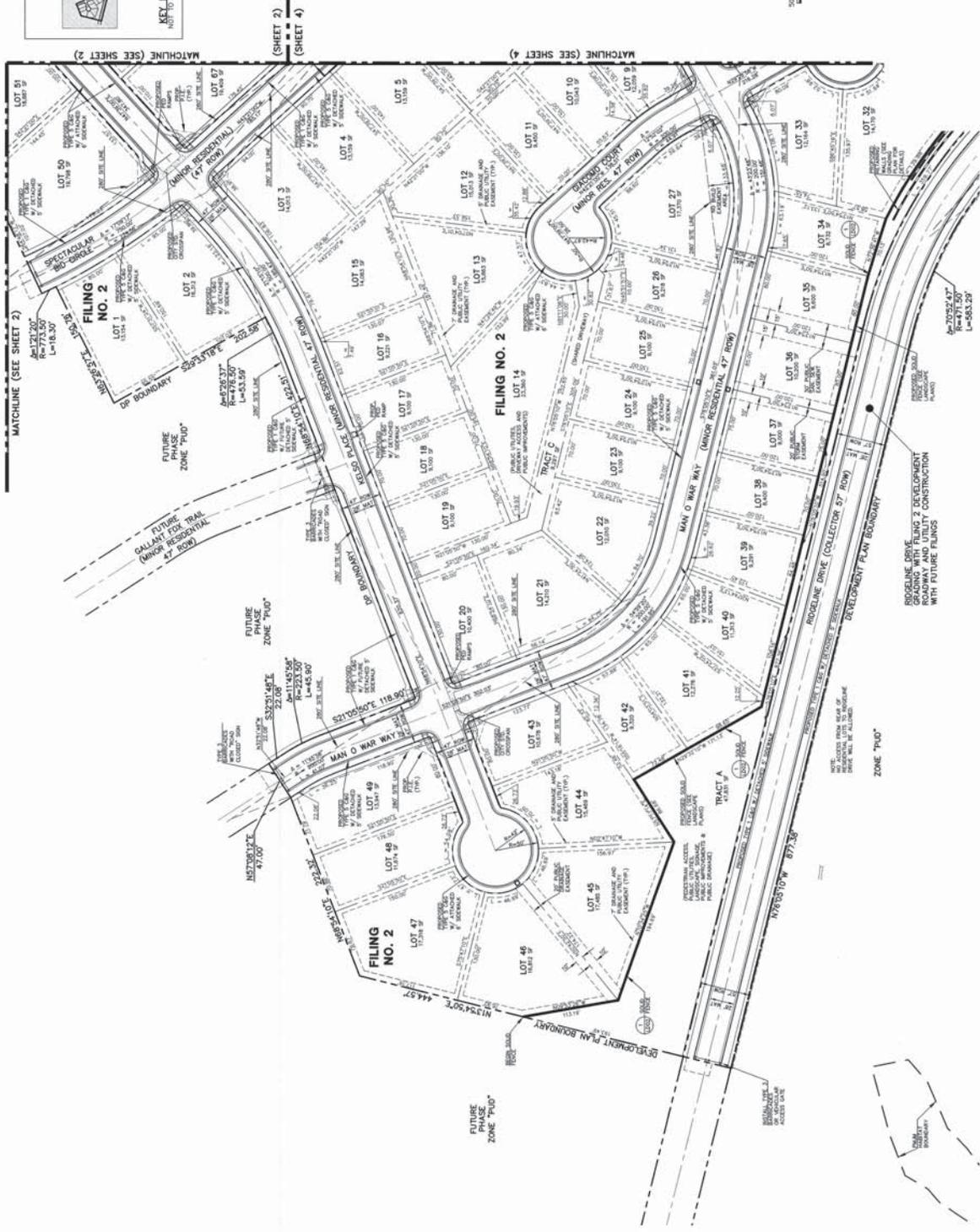
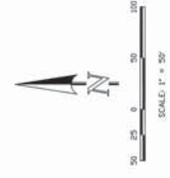




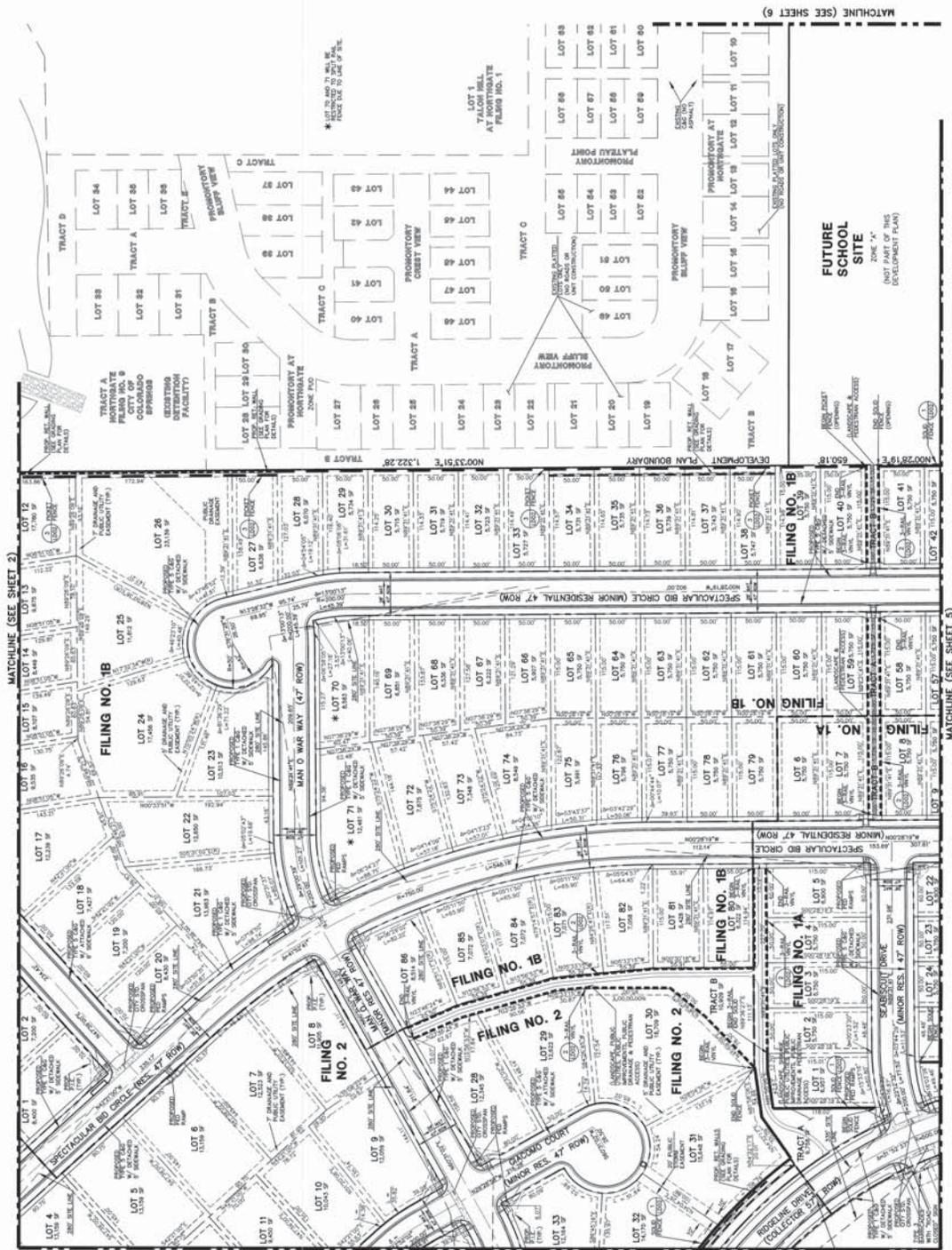
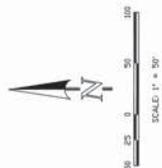




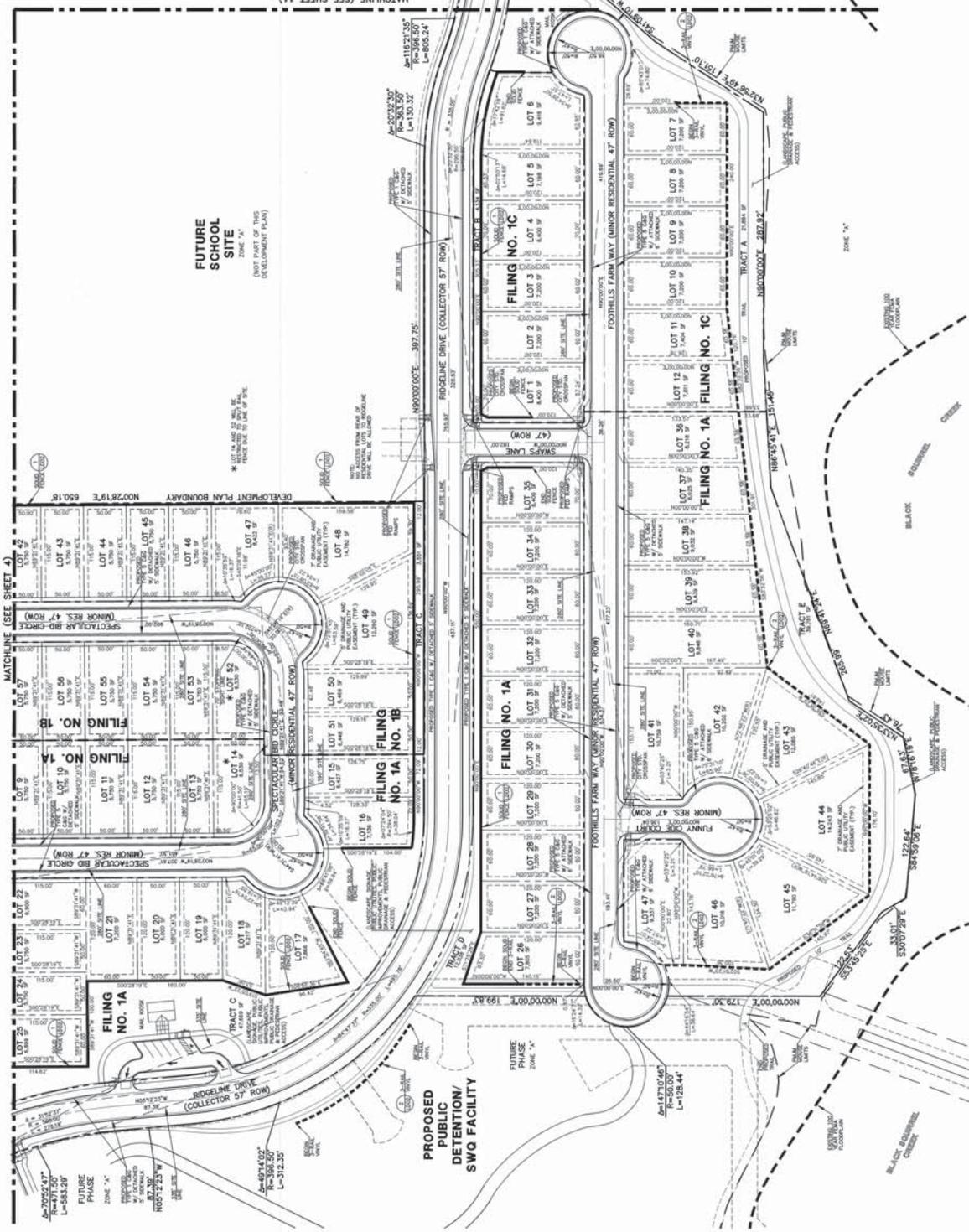
**FIGURE 1**



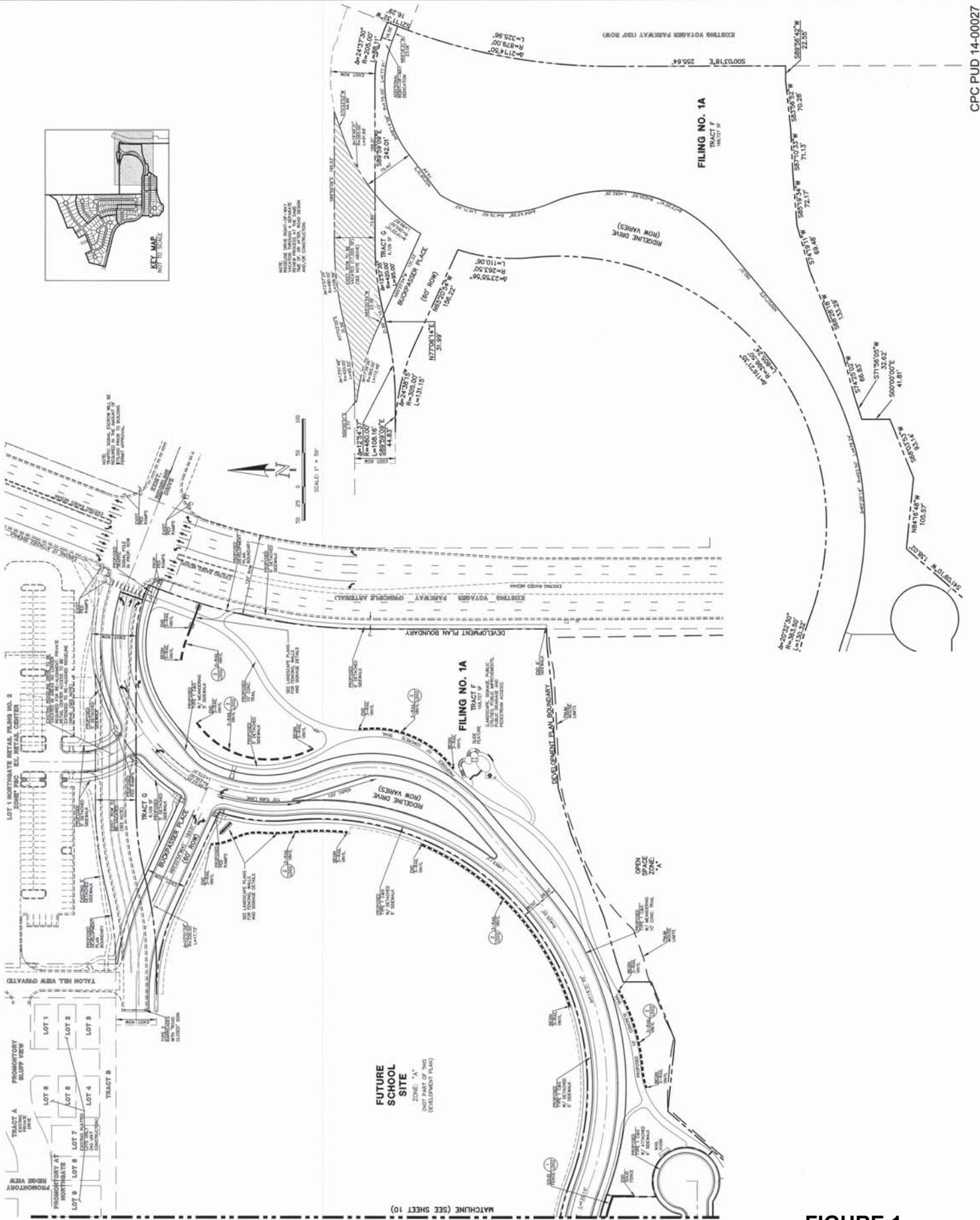
**FIGURE 1**



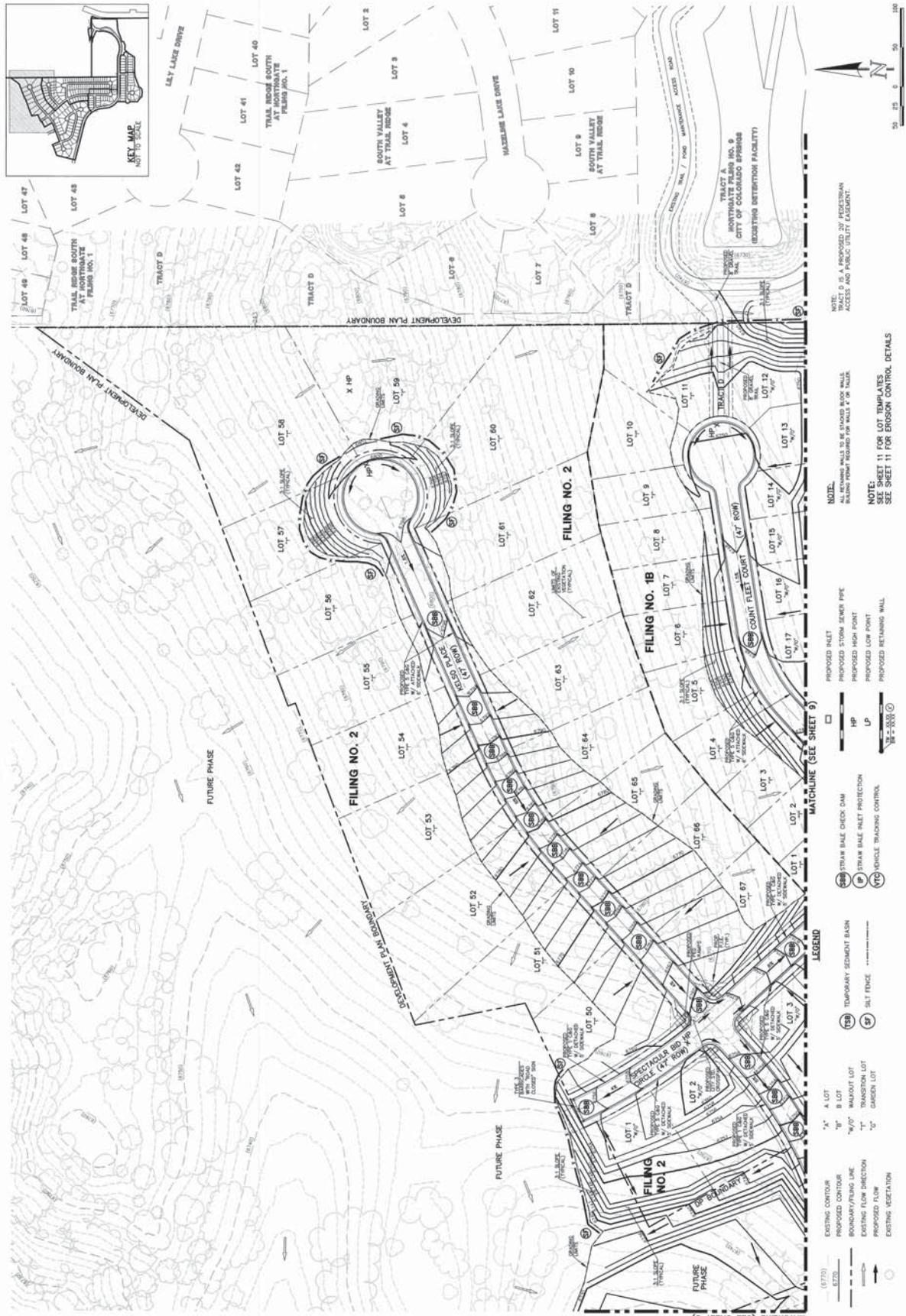
**FIGURE 1**



**FIGURE 1**



**FIGURE 1**



**NOTES:**  
 1. LOT 1 IS A PROPOSED 20' FEET STRIP ACCESS AND PUBLIC UTILITY EASEMENT.  
 2. RETAINING WALLS TO BE SHOWN BLACK BLOCK WALLS. BAILING POINT REQUIRED FOR WALLS 4' OR HIGHER.  
 3. SEE SHEET 11 FOR LOT EASEMENTS. SEE SHEET 11 FOR EROSION CONTROL DETAILS.

**LEGEND**

- (E770) EXISTING CONTOUR
- (E770) PROPOSED CONTOUR
- (E770) BOUNDARY/FILING LINE
- (E770) EXISTING FLOW DIRECTION
- (E770) PROPOSED FLOW
- (E770) EXISTING VEGETATION
- (E770) FUTURE PHASE
- (E770) TEMPORARY SEDIMENT BASIN
- (E770) SILT FENCE
- (E770) STAKED BALE CHECK DAM
- (E770) STAKED BALE INLET PROTECTION
- (E770) SINGLE TRADING CONTROL
- (E770) PROPOSED INLET
- (E770) PROPOSED STORM SEWER PIPE
- (E770) PROPOSED HIGH POINT
- (E770) PROPOSED LOW POINT
- (E770) PROPOSED RETAINING WALL

**LEGEND**

- (E770) A LOT
- (E770) B LOT
- (E770) WALKOUT LOT
- (E770) TRANSITION LOT
- (E770) GARDEN LOT

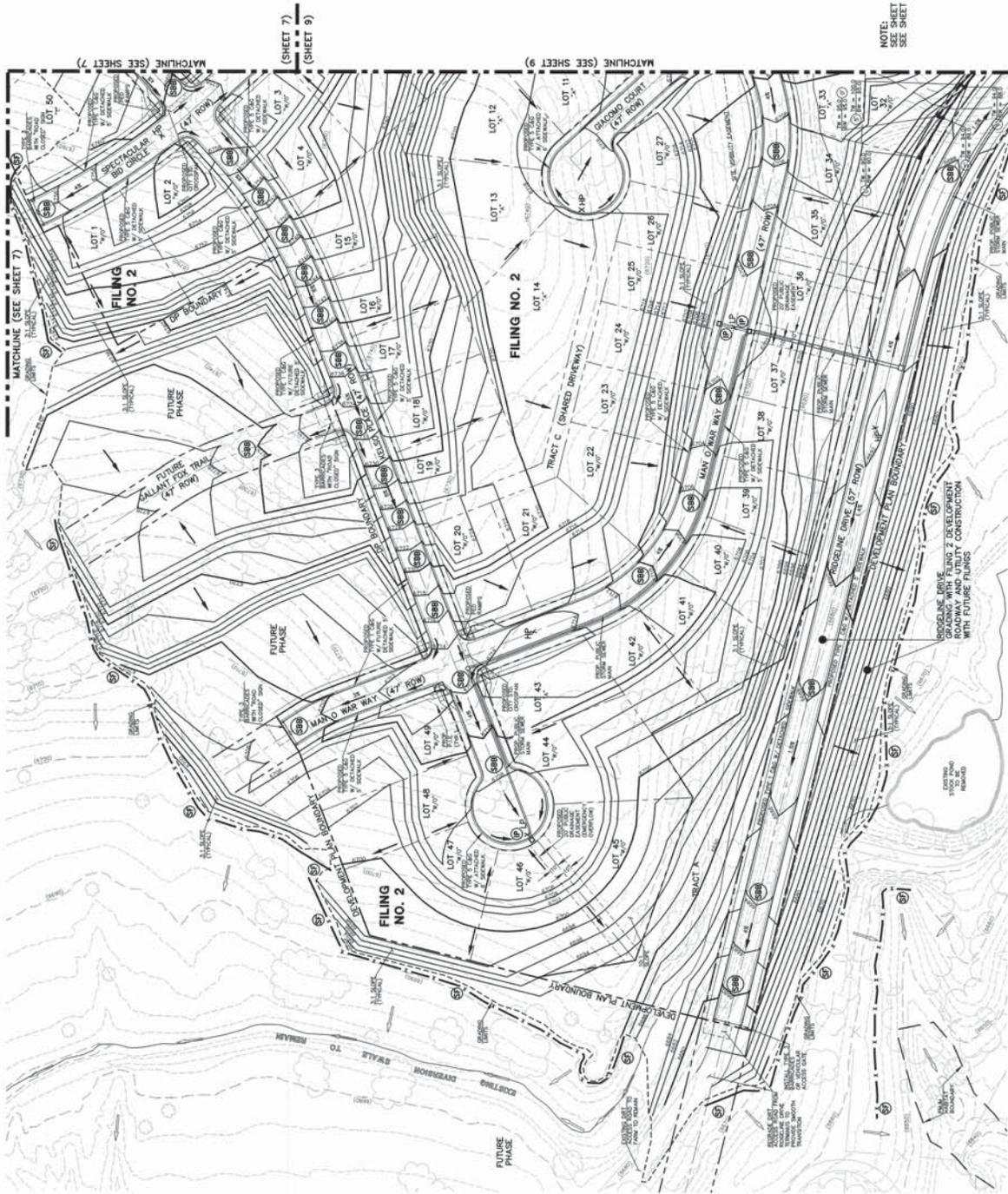
**FIGURE 1**



- LEGEND**
- (E170) EXISTING CONTOUR
  - (E170) PROPOSED CONTOUR
  - BOUNDARY FILING LINE
  - EXISTING FLOW DIRECTION
  - PROPOSED FLOW
  - EXISTING VEGETATION
  - A LOT
  - B LOT
  - W/ADJUT LOT
  - W/ADJUT LOT
  - GARDEN LOT
  - PROPOSED INLET
  - HP PROPOSED STORM SEWER PIPE
  - LP PROPOSED HIGH POINT
  - LP PROPOSED LOW POINT
  - LP PROPOSED RETAINING WALL
  - TEMPORARY SEDIMENT BASIN
  - SOFT FENCE
  - STRAW BALE CHECK DAM
  - STRAW BALE INLET PROTECTION
  - VEHICLE TRACKING CONTROL
- NOTE:**  
 ALL RETAINING WALLS TO BE STUCCO BLOCK WALLS  
 EXCEPT POINT LOCATIONS OF WALLS & OF TRENCH



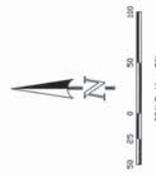
**NOTE:**  
 SEE SHEET 11 FOR LOT TEMPLATES  
 SEE SHEET 11 FOR EROSION CONTROL DETAILS



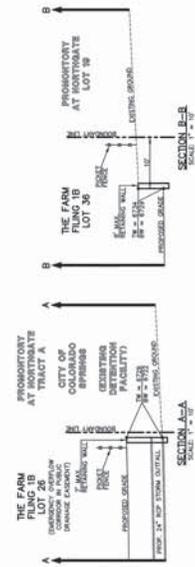
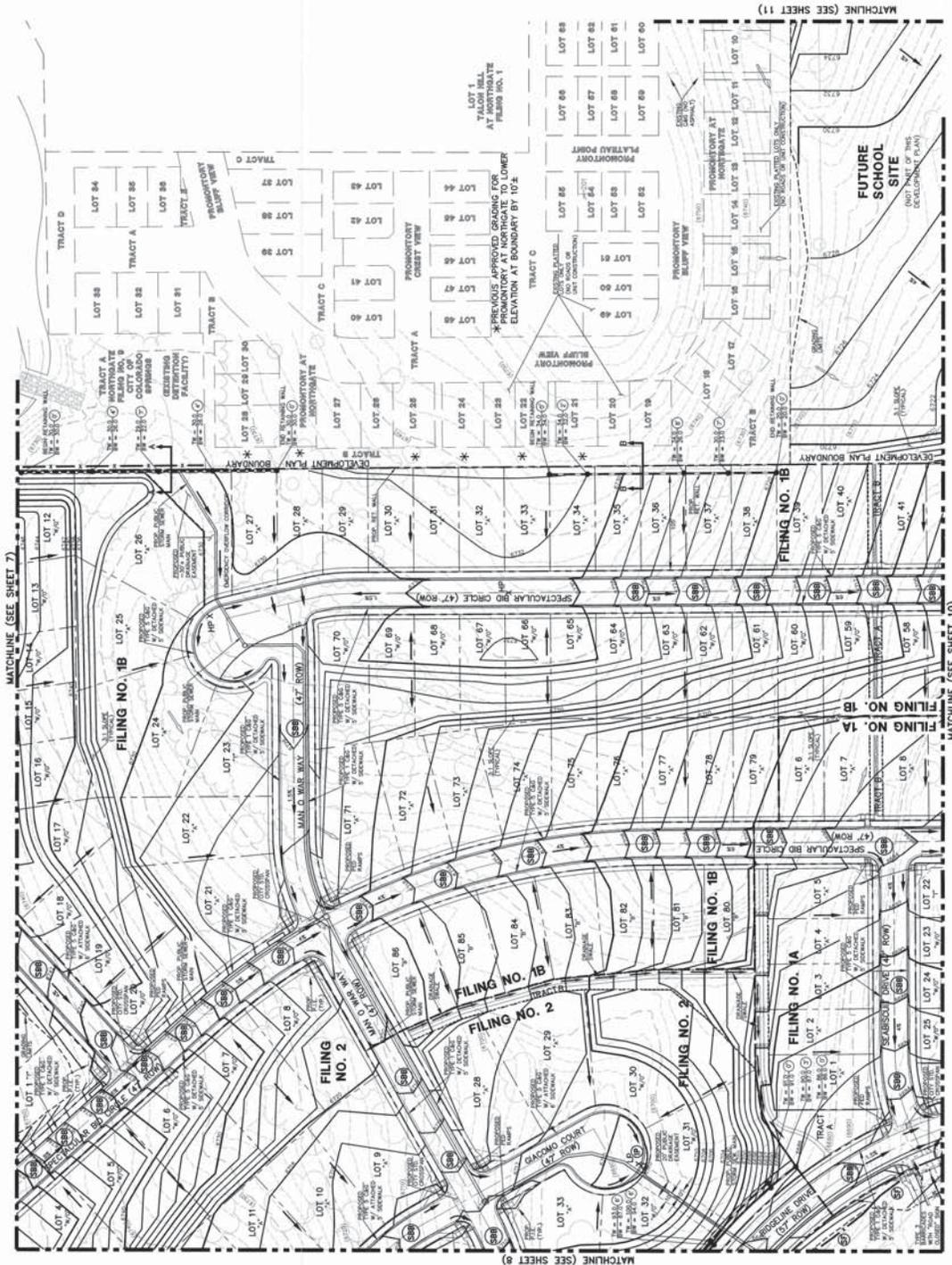
**FIGURE 1**



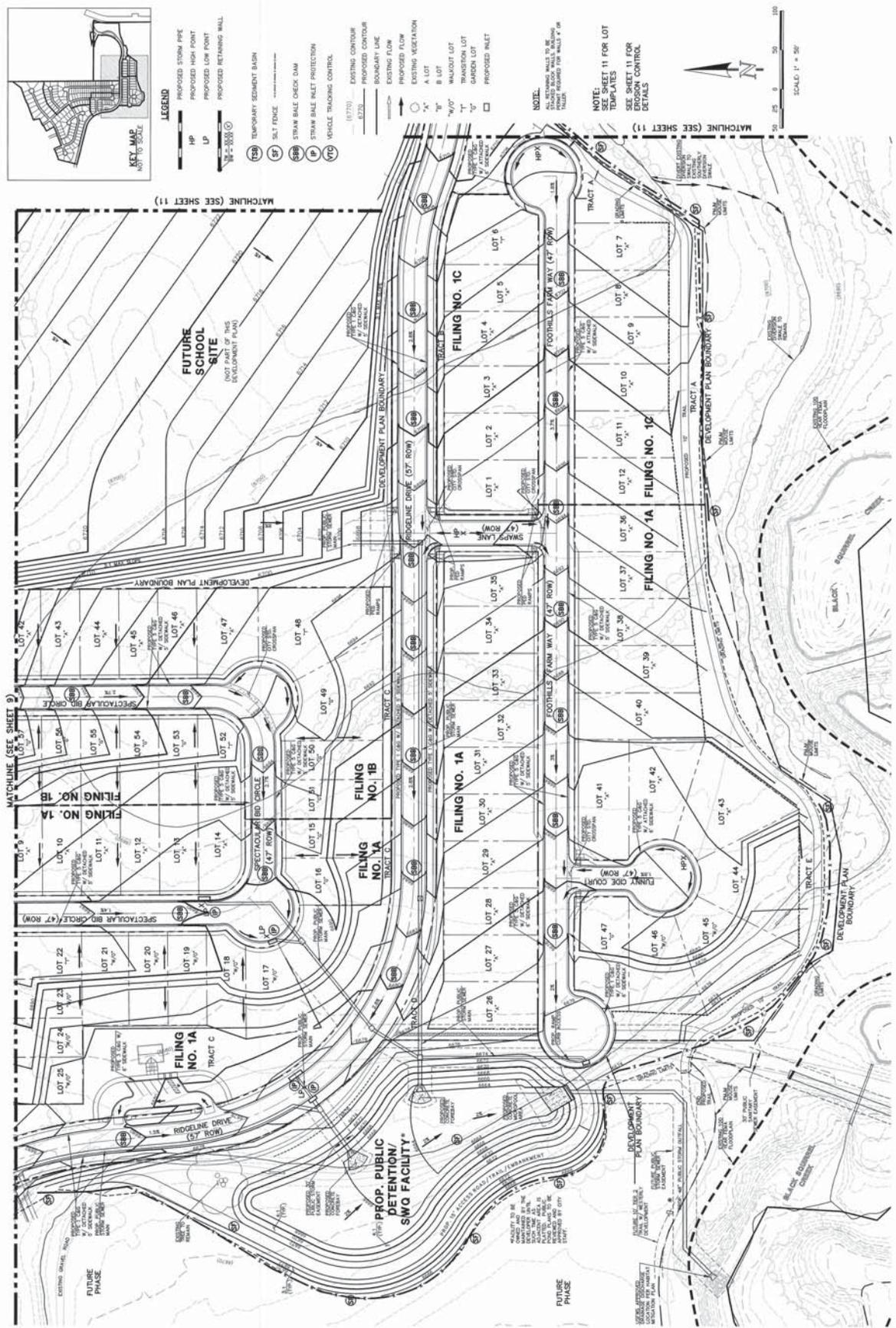
- LEGEND**
- (9770) EXISTING CONTOUR
  - PROPOSED CONTOUR
  - BOUNDARY/FILING LINE
  - EXISTING FLOW DIRECTION
  - PROPOSED FLOW
  - EXISTING VEGETATION
  - A LOT
  - B LOT
  - WALKOUT LOT
  - TRANSITION LOT
  - GARDEN LOT
  - PROPOSED INLET
  - PROPOSED STORM SEWER PIPE
  - PROPOSED HIGH POINT
  - PROPOSED LOW POINT
  - PROPOSED RETAINING WALL
  - TEMPORARY SEGMENT BASH
  - SET FENCE
  - STRAW BALE CHECK DAM
  - STRAW BALE INLET PROTECTION
  - VEHICLE TRACKING CONTROL



**NOTE:**  
 SEE SHEET 11 FOR LOT DIMENSIONS  
 SEE SHEET 11 FOR CROSS CONTROL DETAILS



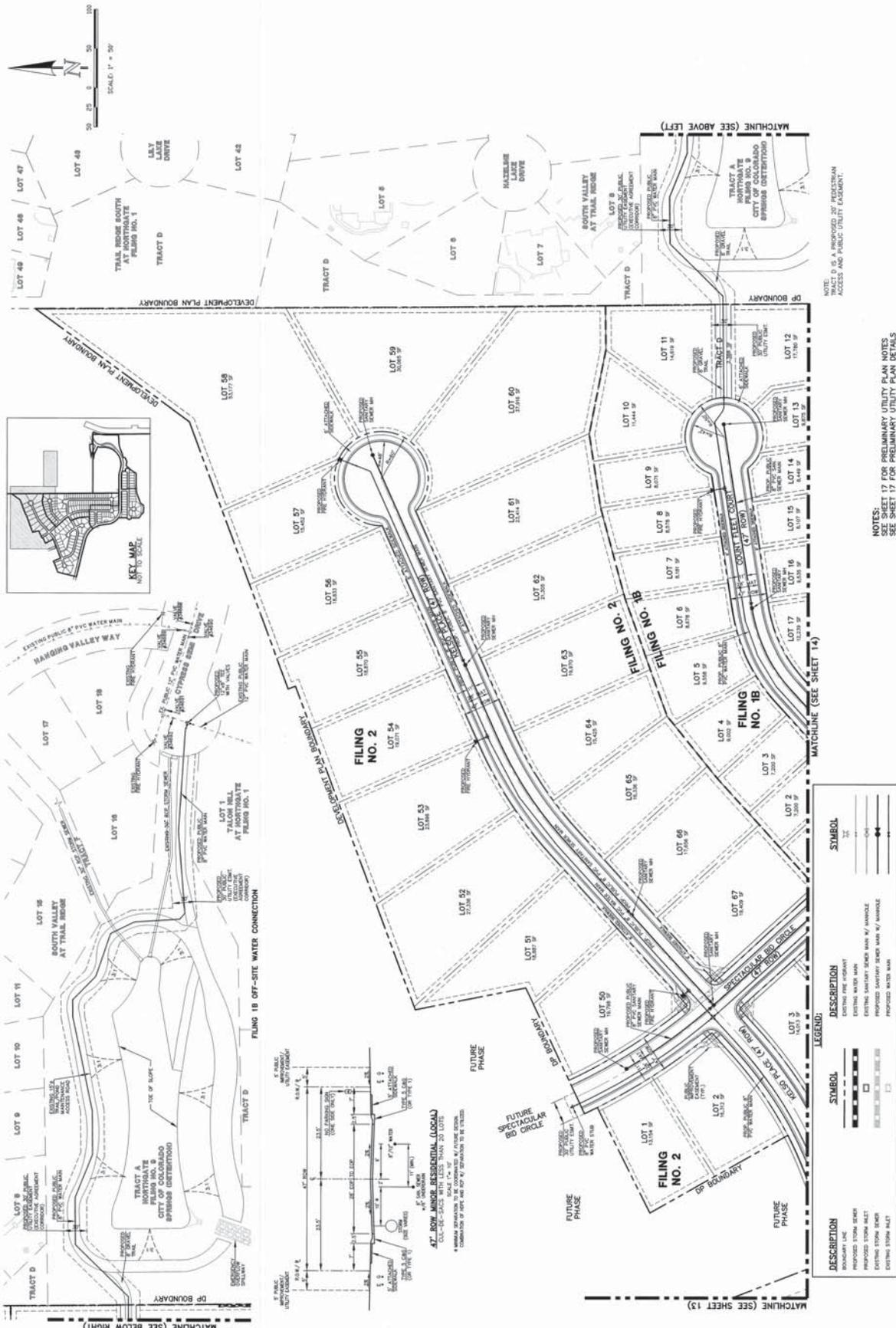
**FIGURE 1**



**FIGURE 1**



FIGURE 1

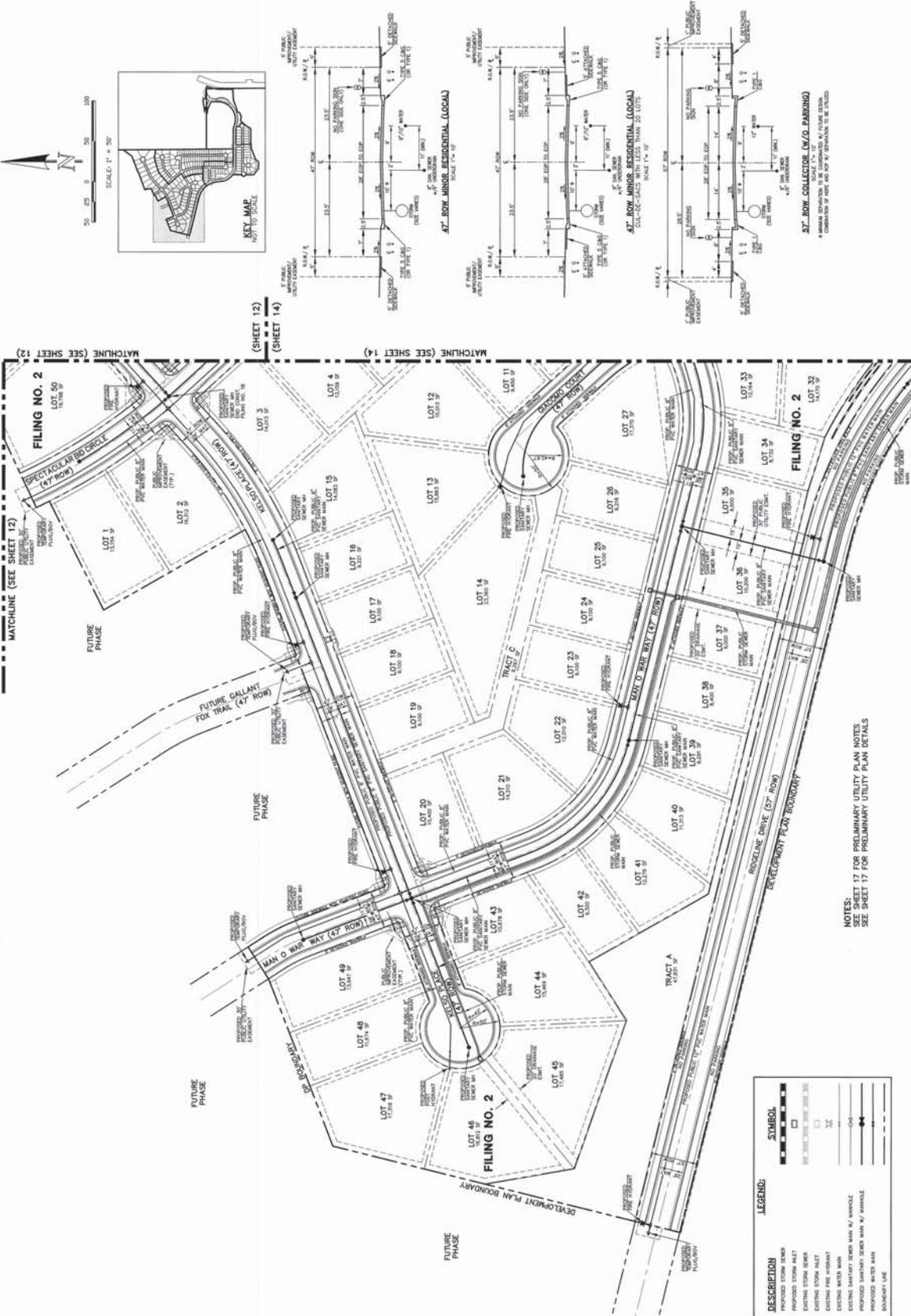


NOTE: D. IS A PROPOSED OFF-ROUTE ACCESS AND PUBLIC UTILITY ALIGNMENT.

NOTE: SEE SHEET 17 FOR PRELIMINARY UTILITY PLAN NOTES. SEE SHEET 17 FOR PRELIMINARY UTILITY PLAN DETAILS.

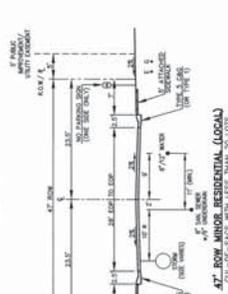
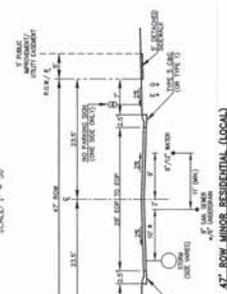
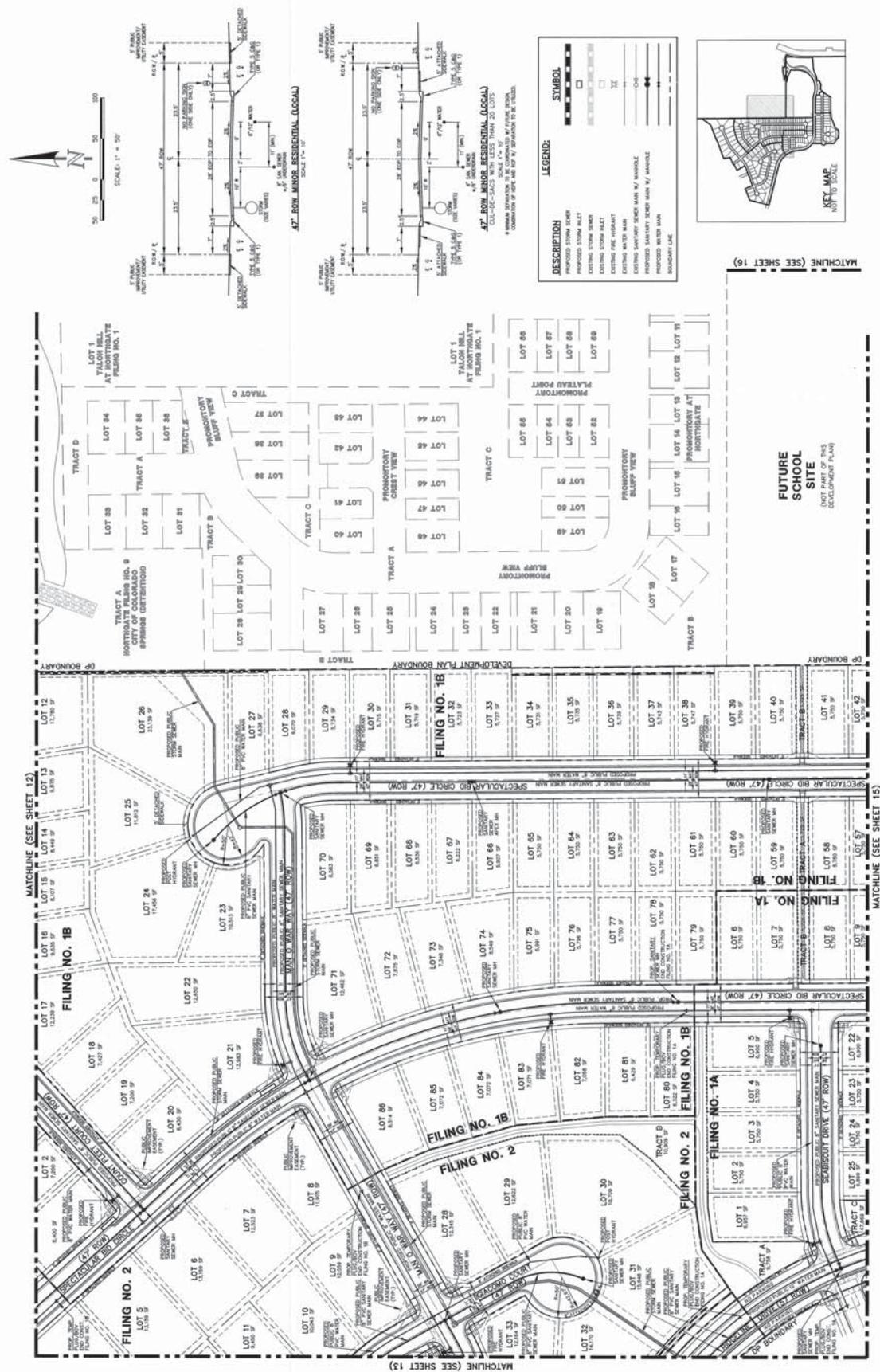
| DESCRIPTION          | SYMBOL   | DESCRIPTION                             | SYMBOL   |
|----------------------|----------|---|----------|
| PROPOSED STORM DRAIN | (Symbol) | EXISTING WATER MAIN                     | (Symbol) |
| PROPOSED STORM MAIN  | (Symbol) | EXISTING SANITARY SEWER MAIN W/ MANHOLE | (Symbol) |
| EXISTING STORM DRAIN | (Symbol) | PROPOSED SANITARY SEWER MAIN W/ MANHOLE | (Symbol) |
| EXISTING STORM MAIN  | (Symbol) | PROPOSED WATER MAIN                     | (Symbol) |

**FIGURE 1**



**FIGURE 1**

117 Thompson Drive, Suite 100, Aurora, Colorado 80014. This is a preliminary drawing and should not be used for construction without the approval of the engineer of record.



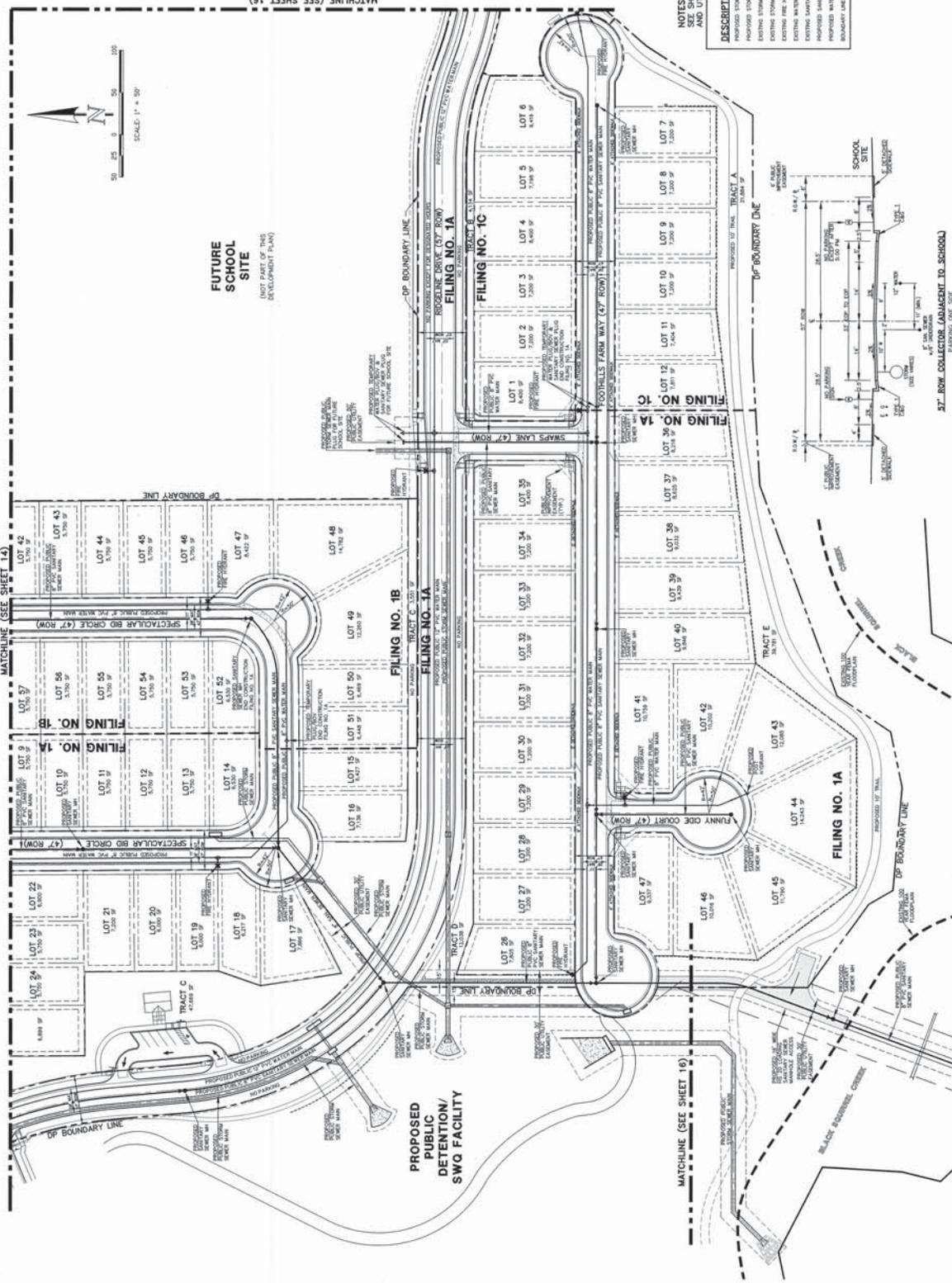
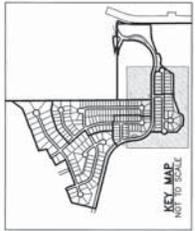
**LEGEND:**

| DESCRIPTION                    | SYMBOL |
|--------------------------------|--------|
| PROPOSED WATER MAIN            | —      |
| PROPOSED SEWER MAIN            | —      |
| EXISTING WATER MAIN            | —      |
| EXISTING SEWER MAIN            | —      |
| EXISTING FIRE HYDRANT          | —      |
| EXISTING WATER MAIN W/ MANHOLE | —      |
| PROPOSED WATER MAIN W/ MANHOLE | —      |
| PROPOSED SEWER MAIN W/ MANHOLE | —      |
| BOUNDARY LINE                  | —      |



NOTES:  
 SEE SHEET 17 FOR PRELIMINARY UTILITY PLAN NOTES  
 SEE SHEET 17 FOR PRELIMINARY UTILITY PLAN DETAILS

**FIGURE 1**



MATCHLINE (SEE SHEET 14)



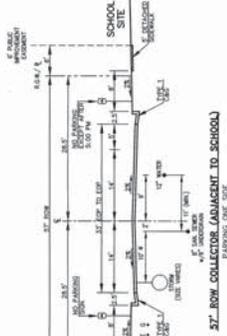
**FUTURE SCHOOL SITE**  
 (NOT PART OF THIS DEVELOPMENT PLAN)

**PROPOSED PUBLIC DETENTION/ SWQ FACILITY**

MATCHLINE (SEE SHEET 10)

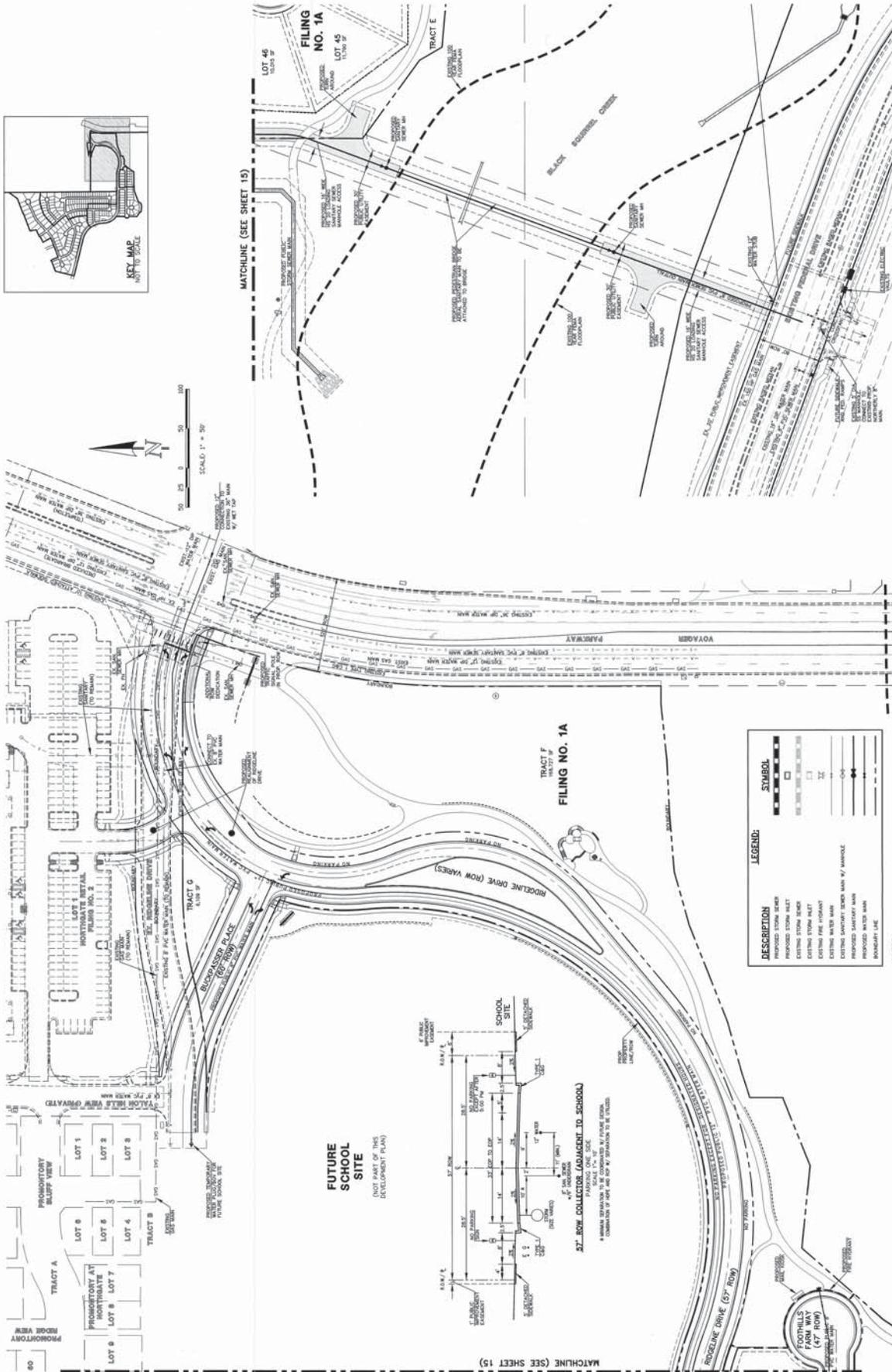
NOTES:  
 SEE SHEET 17 FOR PRELIMINARY UTILITY PLAN NOTES AND UTILITY PLAN DETAILS

| SYMBOL   | DESCRIPTION                             |
|----------|---|
| [Symbol] | PROPOSED STORM SEWER                    |
| [Symbol] | PROPOSED WATER MAIN                     |
| [Symbol] | EXISTING STORM SEWER                    |
| [Symbol] | EXISTING WATER MAIN                     |
| [Symbol] | EXISTING FIRE HYDRANT                   |
| [Symbol] | EXISTING SANITARY SEWER MAIN W/ MANHOLE |
| [Symbol] | PROPOSED SANITARY SEWER MAIN W/ MANHOLE |
| [Symbol] | PROPOSED WATER MAIN                     |
| [Symbol] | BOUNDARY LINE                           |



**37' ROW COLLECTOR (ADJACENT TO SCHOOL)**  
 PARKING ONE SIDE  
 \* HUMAN SEPARATION IS TO BE COORDINATED BY FUTURE DESIGN  
 \* COMBINATION OF ONE AND TWO W/ TERMINATION IS TO BE UTILIZED

**FIGURE 1**



**LEGEND:**

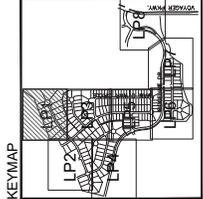
| DESCRIPTION                             | SYMBOL |
|---|--------|
| PROPOSED STORM SEWER                    | —      |
| PROPOSED STORM FLEET                    | —      |
| EXISTING STORM SEWER                    | —      |
| EXISTING STORM FLEET                    | —      |
| EXISTING FIRE HYDRANT                   | —      |
| EXISTING WATER MAIN                     | —      |
| EXISTING SANITARY SEWER MAIN W/ MANHOLE | —      |
| PROPOSED SANITARY MAIN                  | —      |
| PROPOSED WATER MAIN                     | —      |
| BOUNDARY LINE                           | —      |

**NOTES:**  
 SEE SHEET 17 FOR PRELIMINARY UTILITY PLAN NOTES  
 SEE SHEET 17 FOR PRELIMINARY UTILITY PLAN DETAILS

**FIGURE 1**



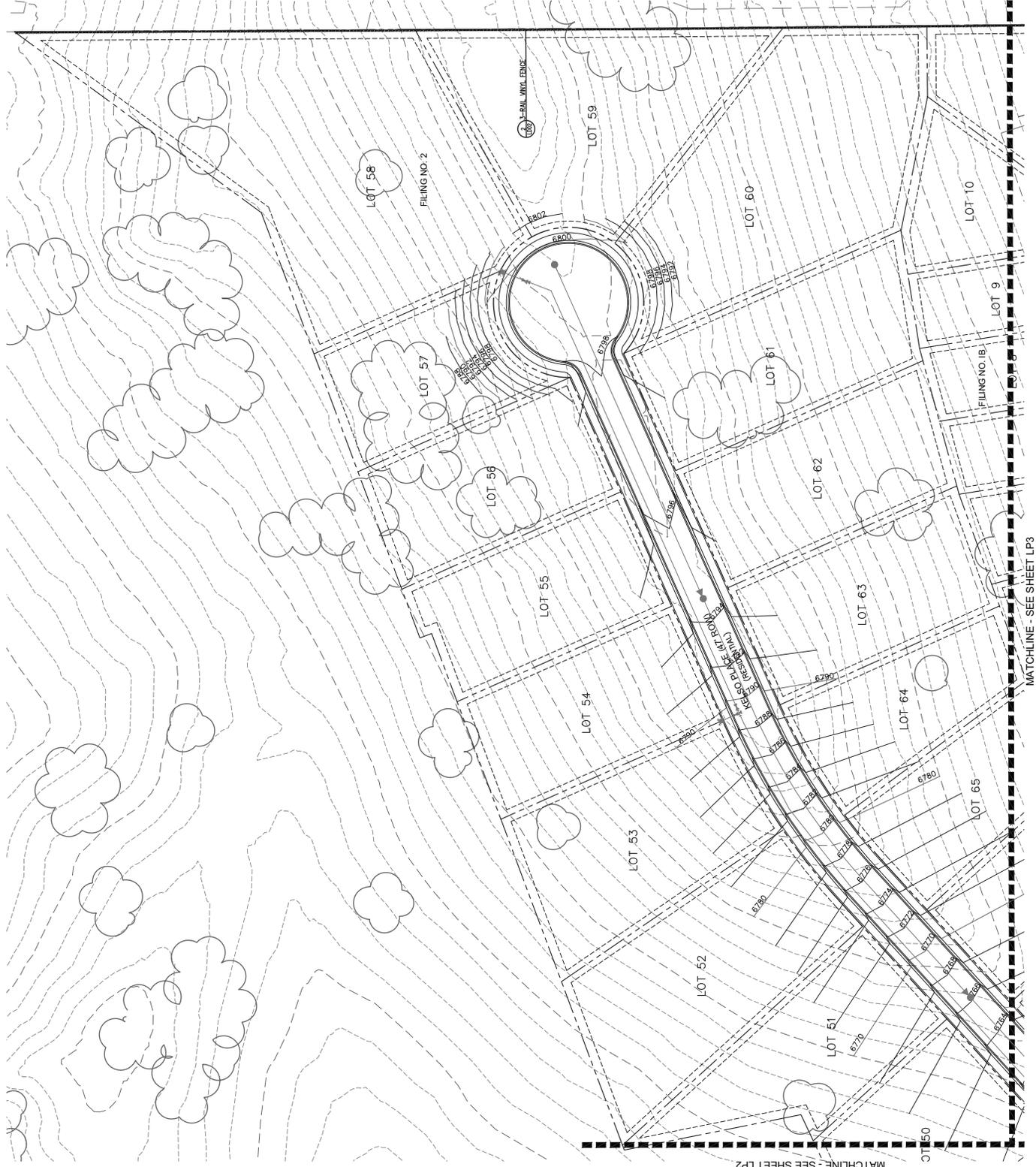




**LEGEND**

|  |   |
|--|---|
|  | DECIDUOUS TREES   |
|  | EVERGREEN TREES   |
|  | ORNAMENTAL TREE   |
|  | EXISTING TREES AND SHRUBS TO REMAIN   |
|  | EXISTING TREES AND SHRUBS TO BE REMOVED   |
|  | IRRIGATED NATIVE TURF, SEED PACKS OBTAINED BY GRADING SHALL BE NON-IRRIGATED NATIVE SEED, NON-IRRIGATED |
|  | MANICURED TURF  |
|  | DECIDUOUS SHRUBS  |
|  | EVERGREEN SHRUBS  |
|  | ORNAMENTAL GRASSES  |
|  | LANDSCAPE BOULDERS 3'-5' DIAMETER   |
|  | SOLID FENCE   |
|  | PICKET FENCE  |
|  | 3-RAIL VINYL FENCE  |
|  | PROPOSED CONTOUR  |
|  | RIGHT-OF-WAY LINE   |

REFER TO SHEET LP0 FOR NATIVE SEED AND SLOPE STABILIZATION NOTES

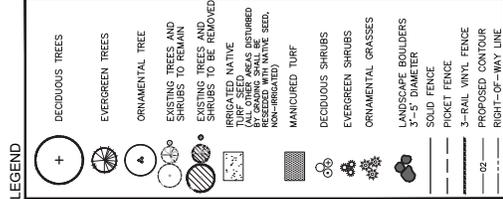
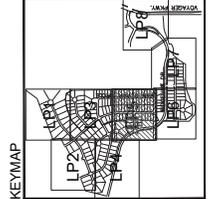


**FIGURE 1**

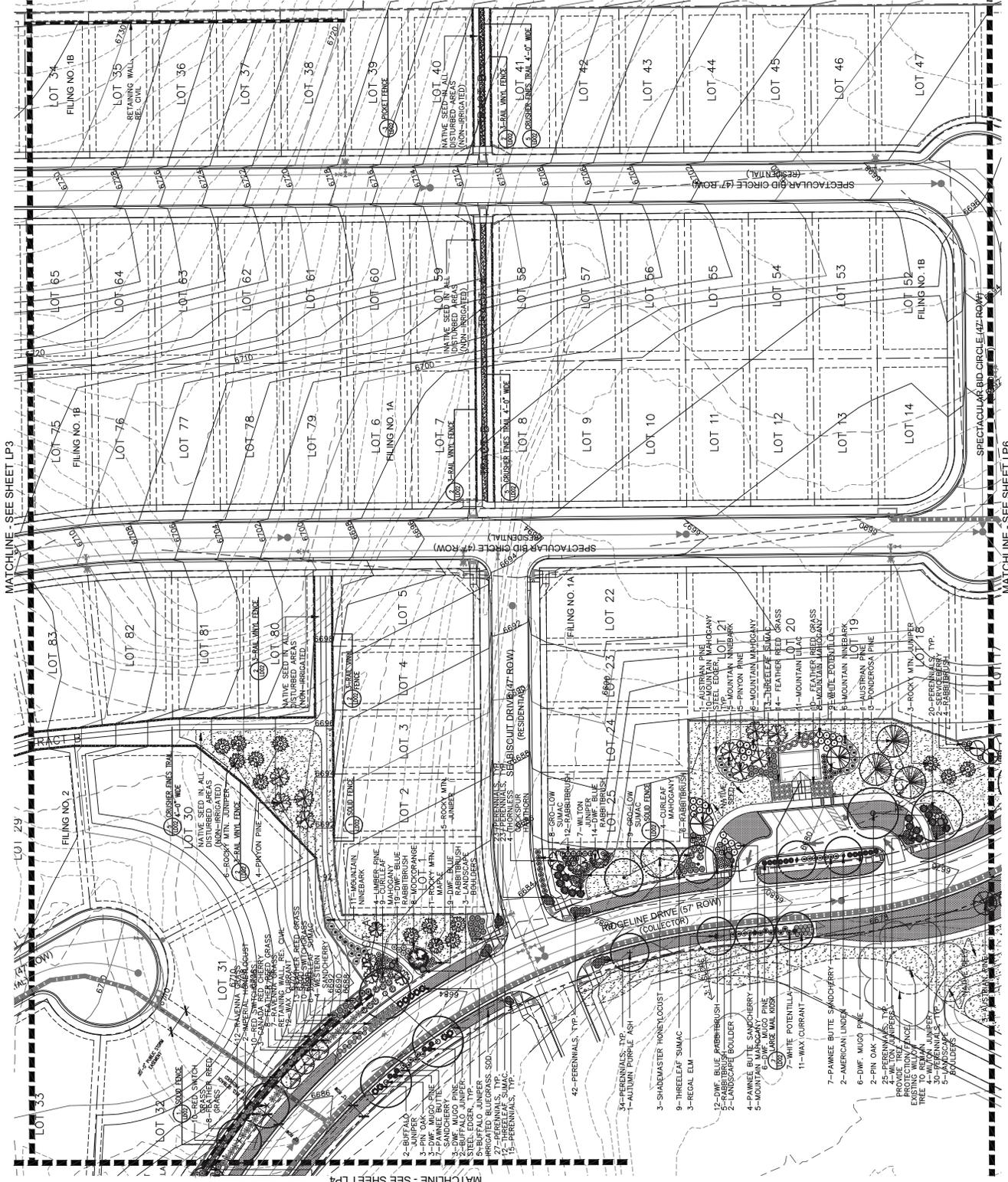








REFER TO SHEET LP4 FOR NATIVE SEED AND SLOPE STABILIZATION NOTES



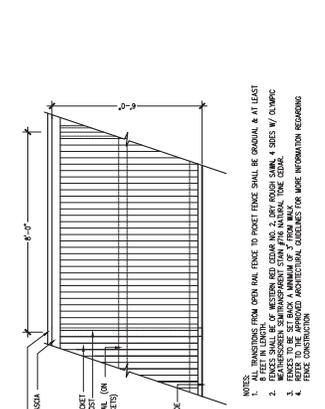
**FIGURE 1**





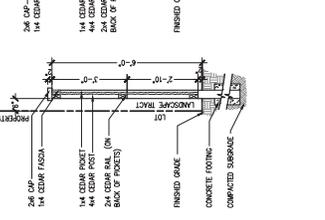






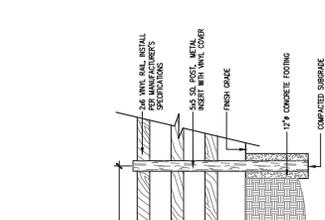
- NOTES:
1. ALL TRANSITIONS FROM OPEN RAIL FENCE TO PICKET FENCE SHALL BE GRADUAL & AT LEAST 2 FEET LONG.
  2. FINISH GRADE SHALL BE 2\"/>

1 SOLID FENCE SCALE: NTS



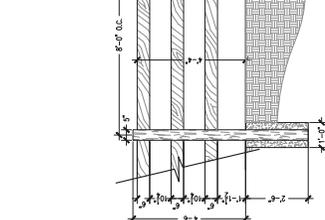
- NOTES:
1. ALL TRANSITIONS FROM OPEN RAIL FENCE TO PICKET FENCE SHALL BE GRADUAL & AT LEAST 2 FEET LONG.
  2. FINISH GRADE SHALL BE 2\"/>

2 3-RAIL VINYL FENCING SCALE: NTS



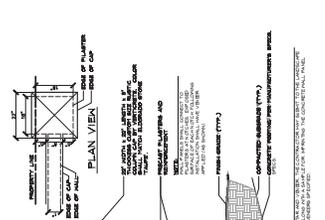
- NOTES:
1. ALL TRANSITIONS FROM OPEN RAIL FENCE TO PICKET FENCE SHALL BE GRADUAL & AT LEAST 2 FEET LONG.
  2. FINISH GRADE SHALL BE 2\"/>

3 PICKET FENCE SCALE: NTS



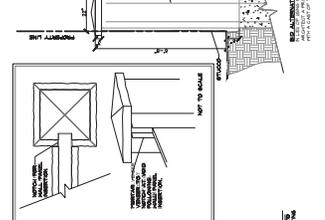
- NOTES:
1. 4000 PSI CONCRETE PAVING W/MEDIUM BROWN FINISH PERPENDICULAR TO TRAFFIC FLOW.
  2. ALL FINISH SURFACES TO DRAIN AT 2% CROSS SLOPE (TYP.).
  3. 90% COMPACTED SURBASE.

4 CONCRETE WALK / TRAIL SCALE: NTS



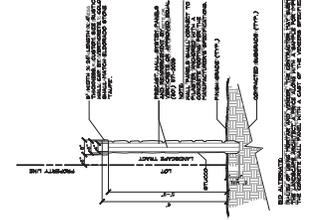
- NOTES:
1. CRUSHER FINES MATERIAL SHALL MEET THE FOLLOWING SPECIFICATIONS: CLEAN, WASH, RIVABLE PARTICLES OR FRAGMENTS OF 1/4\"/>

5 CRUSHER FINES TRAIL SCALE: NTS



- NOTES:
1. BOLDERS SHALL BE PLACED BY THE OWNER'S REPRESENTATIVE PRIOR TO PLACEMENT.
  2. ALL BOLDERS SHALL BE PLACED OVER GRASS WITH FINISH GRADE TO BE MAINTAINED AT LEAST 1/2\"/>

6 LANDSCAPE BOULDER SCALE: NTS



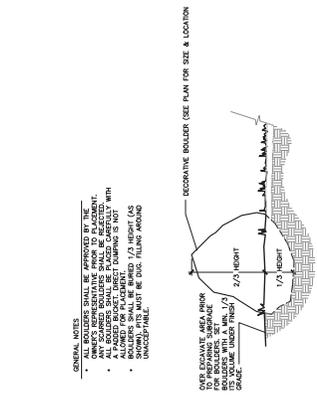
- NOTES:
1. THIS DETAIL IS A GRAPHIC DRAWING ONLY - NOT FOR CONSTRUCTION.
  2. STUCCO TO BE 1/2\"/>

7 LARGE MAIL KIOSK SCALE: NTS



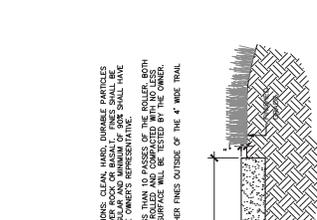
- NOTES:
1. THIS DETAIL IS A GRAPHIC DRAWING ONLY - NOT FOR CONSTRUCTION.
  2. STUCCO TO BE 1/2\"/>

8 SMALL MAIL KIOSK SCALE: NTS



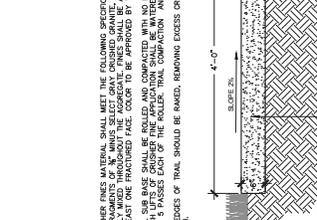
- NOTES:
1. ALL TRANSITIONS FROM OPEN RAIL FENCE TO PICKET FENCE SHALL BE GRADUAL & AT LEAST 2 FEET LONG.
  2. FINISH GRADE SHALL BE 2\"/>

9 SOLID FENCE SCALE: NTS



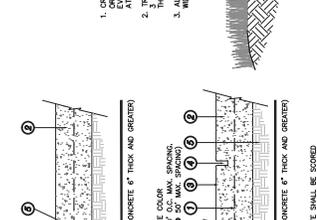
- NOTES:
1. ALL TRANSITIONS FROM OPEN RAIL FENCE TO PICKET FENCE SHALL BE GRADUAL & AT LEAST 2 FEET LONG.
  2. FINISH GRADE SHALL BE 2\"/>

10 3-RAIL VINYL FENCING SCALE: NTS



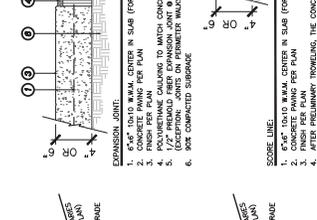
- NOTES:
1. ALL TRANSITIONS FROM OPEN RAIL FENCE TO PICKET FENCE SHALL BE GRADUAL & AT LEAST 2 FEET LONG.
  2. FINISH GRADE SHALL BE 2\"/>

11 PICKET FENCE SCALE: NTS



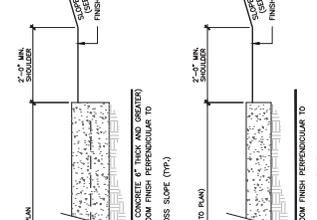
- NOTES:
1. 4000 PSI CONCRETE PAVING W/MEDIUM BROWN FINISH PERPENDICULAR TO TRAFFIC FLOW.
  2. ALL FINISH SURFACES TO DRAIN AT 2% CROSS SLOPE (TYP.).
  3. 90% COMPACTED SURBASE.

12 CONCRETE WALK / TRAIL SCALE: NTS



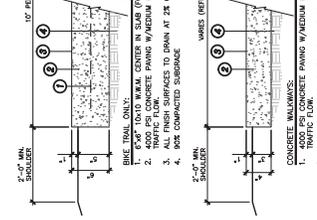
- NOTES:
1. CRUSHER FINES MATERIAL SHALL MEET THE FOLLOWING SPECIFICATIONS: CLEAN, WASH, RIVABLE PARTICLES OR FRAGMENTS OF 1/4\"/>

13 CRUSHER FINES TRAIL SCALE: NTS



- NOTES:
1. BOLDERS SHALL BE PLACED BY THE OWNER'S REPRESENTATIVE PRIOR TO PLACEMENT.
  2. ALL BOLDERS SHALL BE PLACED OVER GRASS WITH FINISH GRADE TO BE MAINTAINED AT LEAST 1/2\"/>

14 LANDSCAPE BOULDER SCALE: NTS



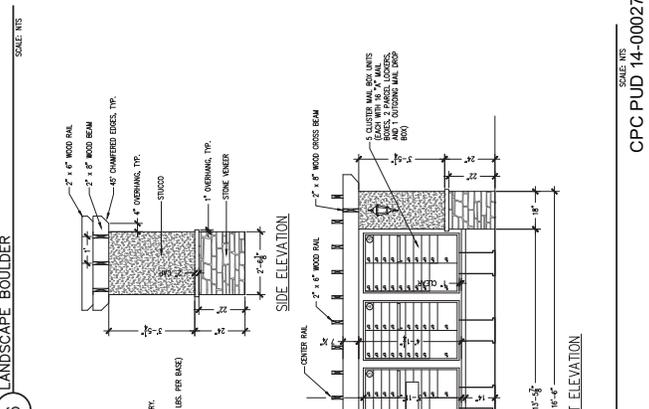
- NOTES:
1. THIS DETAIL IS A GRAPHIC DRAWING ONLY - NOT FOR CONSTRUCTION.
  2. STUCCO TO BE 1/2\"/>

15 LARGE MAIL KIOSK SCALE: NTS



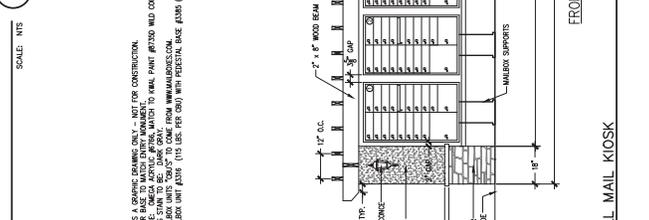
- NOTES:
1. THIS DETAIL IS A GRAPHIC DRAWING ONLY - NOT FOR CONSTRUCTION.
  2. STUCCO TO BE 1/2\"/>

16 SMALL MAIL KIOSK SCALE: NTS



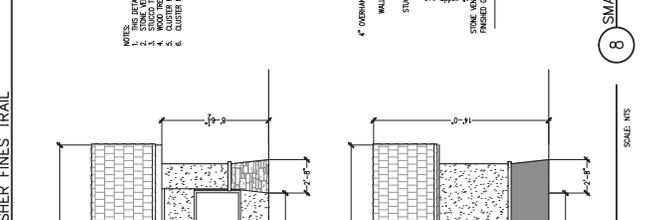
- NOTES:
1. BOLDERS SHALL BE PLACED BY THE OWNER'S REPRESENTATIVE PRIOR TO PLACEMENT.
  2. ALL BOLDERS SHALL BE PLACED OVER GRASS WITH FINISH GRADE TO BE MAINTAINED AT LEAST 1/2\"/>

17 LANDSCAPE BOULDER SCALE: NTS



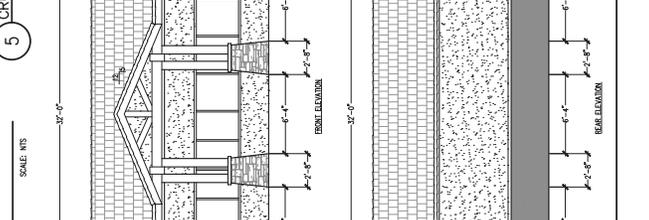
- NOTES:
1. CRUSHER FINES MATERIAL SHALL MEET THE FOLLOWING SPECIFICATIONS: CLEAN, WASH, RIVABLE PARTICLES OR FRAGMENTS OF 1/4\"/>

18 CRUSHER FINES TRAIL SCALE: NTS



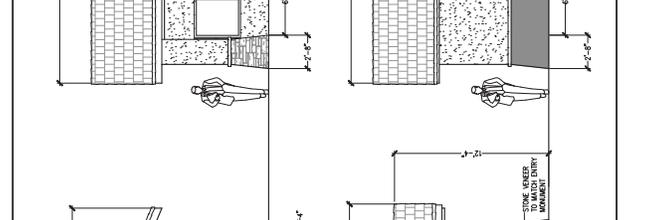
- NOTES:
1. 4000 PSI CONCRETE PAVING W/MEDIUM BROWN FINISH PERPENDICULAR TO TRAFFIC FLOW.
  2. ALL FINISH SURFACES TO DRAIN AT 2% CROSS SLOPE (TYP.).
  3. 90% COMPACTED SURBASE.

19 CONCRETE WALK / TRAIL SCALE: NTS



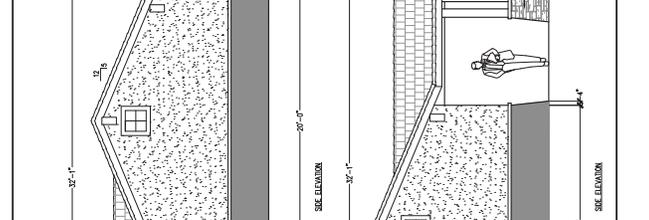
- NOTES:
1. ALL TRANSITIONS FROM OPEN RAIL FENCE TO PICKET FENCE SHALL BE GRADUAL & AT LEAST 2 FEET LONG.
  2. FINISH GRADE SHALL BE 2\"/>

20 SOLID FENCE SCALE: NTS



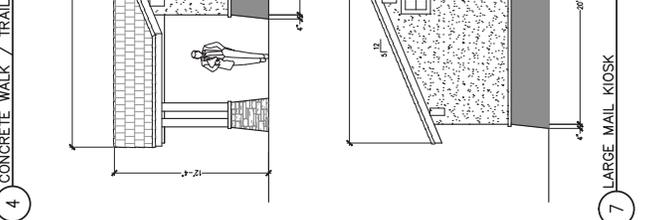
- NOTES:
1. ALL TRANSITIONS FROM OPEN RAIL FENCE TO PICKET FENCE SHALL BE GRADUAL & AT LEAST 2 FEET LONG.
  2. FINISH GRADE SHALL BE 2\"/>

21 3-RAIL VINYL FENCING SCALE: NTS



- NOTES:
1. ALL TRANSITIONS FROM OPEN RAIL FENCE TO PICKET FENCE SHALL BE GRADUAL & AT LEAST 2 FEET LONG.
  2. FINISH GRADE SHALL BE 2\"/>

22 PICKET FENCE SCALE: NTS



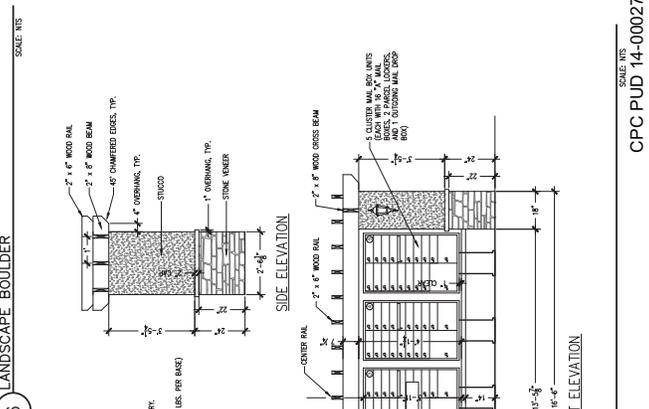
- NOTES:
1. 4000 PSI CONCRETE PAVING W/MEDIUM BROWN FINISH PERPENDICULAR TO TRAFFIC FLOW.
  2. ALL FINISH SURFACES TO DRAIN AT 2% CROSS SLOPE (TYP.).
  3. 90% COMPACTED SURBASE.

23 CONCRETE WALK / TRAIL SCALE: NTS



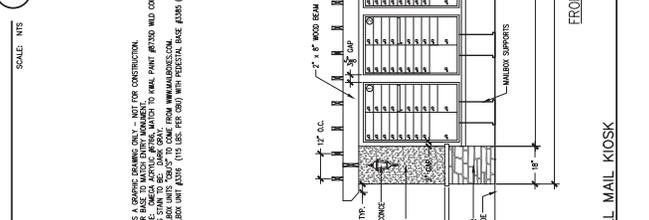
- NOTES:
1. BOLDERS SHALL BE PLACED BY THE OWNER'S REPRESENTATIVE PRIOR TO PLACEMENT.
  2. ALL BOLDERS SHALL BE PLACED OVER GRASS WITH FINISH GRADE TO BE MAINTAINED AT LEAST 1/2\"/>

24 LANDSCAPE BOULDER SCALE: NTS



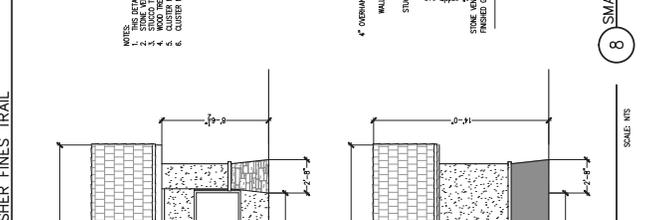
- NOTES:
1. THIS DETAIL IS A GRAPHIC DRAWING ONLY - NOT FOR CONSTRUCTION.
  2. STUCCO TO BE 1/2\"/>

25 LARGE MAIL KIOSK SCALE: NTS



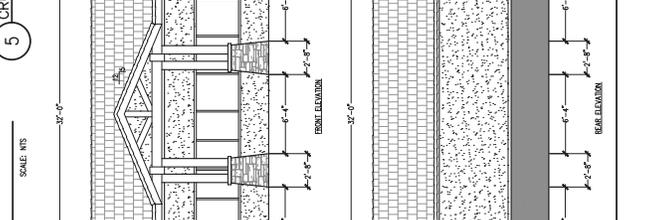
- NOTES:
1. THIS DETAIL IS A GRAPHIC DRAWING ONLY - NOT FOR CONSTRUCTION.
  2. STUCCO TO BE 1/2\"/>

26 SMALL MAIL KIOSK SCALE: NTS



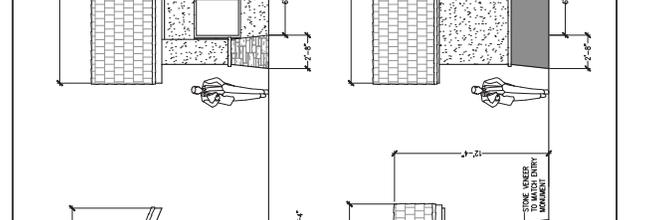
- NOTES:
1. 4000 PSI CONCRETE PAVING W/MEDIUM BROWN FINISH PERPENDICULAR TO TRAFFIC FLOW.
  2. ALL FINISH SURFACES TO DRAIN AT 2% CROSS SLOPE (TYP.).
  3. 90% COMPACTED SURBASE.

27 CONCRETE WALK / TRAIL SCALE: NTS



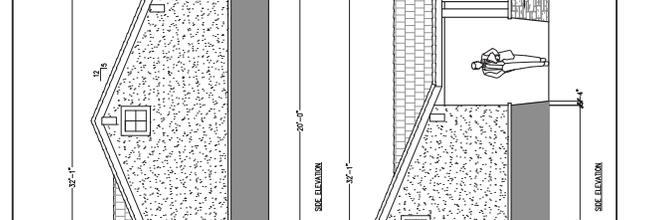
- NOTES:
1. ALL TRANSITIONS FROM OPEN RAIL FENCE TO PICKET FENCE SHALL BE GRADUAL & AT LEAST 2 FEET LONG.
  2. FINISH GRADE SHALL BE 2\"/>

28 SOLID FENCE SCALE: NTS



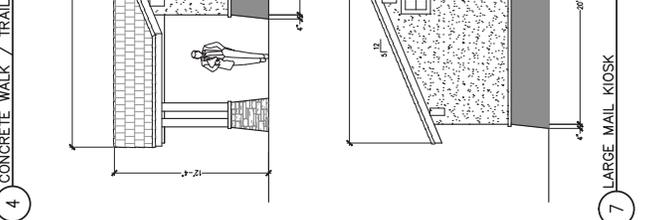
- NOTES:
1. ALL TRANSITIONS FROM OPEN RAIL FENCE TO PICKET FENCE SHALL BE GRADUAL & AT LEAST 2 FEET LONG.
  2. FINISH GRADE SHALL BE 2\"/>

29 3-RAIL VINYL FENCING SCALE: NTS



- NOTES:
1. ALL TRANSITIONS FROM OPEN RAIL FENCE TO PICKET FENCE SHALL BE GRADUAL & AT LEAST 2 FEET LONG.
  2. FINISH GRADE SHALL BE 2\"/>

30 PICKET FENCE SCALE: NTS



- NOTES:
1. 4000 PSI CONCRETE PAVING W/MEDIUM BROWN FINISH PERPENDICULAR TO TRAFFIC FLOW.
  2. ALL FINISH SURFACES TO DRAIN AT 2% CROSS SLOPE (TYP.).
  3. 90% COMPACTED SURBASE.

31 CONCRETE WALK / TRAIL SCALE: NTS



- NOTES:
1. BOLDERS SHALL BE PLACED BY THE OWNER'S REPRESENTATIVE PRIOR TO PLACEMENT.
  2. ALL BOLDERS SHALL BE PLACED OVER GRASS WITH FINISH GRADE TO BE MAINTAINED AT LEAST 1/2\"/>

32 LANDSCAPE BOULDER SCALE: NTS





**THE FARM  
(FORMALLY KNOWN AS ALLISON VALLEY)  
MASTER PLAN MAJOR AMENDMENT  
ZONE CHANGE  
DEVELOPMENT PLAN  
THE FARM FILING NO. 1A  
THE FARM FILING NO. 1B  
THE FARM FILING NO. 1C  
PROJECT STATEMENT  
FEBRUARY 2014**

**BACKGROUND**

The Farm Master Plan, formally known as Allison Valley Master Plan, consists of approximately 475 acres of land located between 1-25 and Voyager Parkway, north of InterQuest Parkway. The Master Plan was originally approved in 2004 in conjunction with the annexation of the property. The Master Plan has since been amended to facilitate sale of a portion of the property to Compassion International. The parcel that was being developed as the Renaissance Hotel was also sold. The Master Plan was further amended in 2011 to change the land use of the Compassion International site and increase the amount of open space. The Master Plan was amended again in 2011 to make adjustments to the Master Plan that reflect a concern for the treatment of the Black Squirrel Creek drainage through the property, reduced density for residential dwellings, and to eliminate the collector street crossing of Black Squirrel Creek. That Master Plan amendment provided a more environmentally sensitive treatment of the Black Squirrel Creek drainage. The open space associated with the Black Squirrel Creek drainage did not change significantly in size or shape, however the treatment of the drainage way allowed the existing ponds to remain with recommended repairs and reinforcements. The 2011 Master Plan Amendment also included a 15 acre school site (eliminated in 2008) that is larger than the normal Elementary School site to accommodate the specific needs of the Air Academy School District No. 20.

The northeastern corner of the Allison Valley Master Plan was rezoned, in September of 2006, from Agriculture to PUD with a density of 2.07, a height of 35' and a single family use. The zoning in this area remains unchanged with our submittal.

The Farm Development Plan replaces a portion of The Mill at Allison Valley Development Plan approved in September 2006.

**PROPOSED MAJOR AMENDMENT TO THE ALLISON VALLEY MASTER PLAN**

We propose to amend the Master Plan to facilitate the following changes:

- 1) Change in name from Allison Valley Master Plan to The Farm Master Plan.
- 2) Reconfiguration and density reduction of the residential use areas, north of Black Squirrel Creek. Based on more detailed access and lot studies, we have determined that the land is best suited for somewhat lower densities. Maximum density allowed has been reduced by over 100 units.
- 3) Reconfiguration of the access road (Ridgeline Drive) from Voyager Parkway. The primary access road will curve to the south providing sweeping views of the wetlands

- and ponds along Black Squirrel Creek before curving west into the residential community. In order to minimize short-cutting through the community, Ridgeline Drive will no longer provide uninterrupted thru-access to Middle Creek Parkway.
- 4) Relocate the 15 acre school site to the east for better access from Voyager Parkway and better traffic circulation for the school and community.
  - 5) Significant expansion of the proposed trail system and associated trail corridors. Additional trails are proposed to fully connect the LaForet Trail along Voyager Parkway to the existing trail below Interstate 25 that ties to the Santa Fe Trail. Additional trails also connect north, to the trail from the existing Compassion International facility, and south through the commercial area to form a loop around Black Squirrel Creek. The trail corridors will contain park amenities such as benches, overlooks, play areas, interpretive areas, wildlife viewing areas and picnic areas.
  - 6) A 4.1 acre Activity Center parcel has been added at the existing ranch house/barn complex for a community center. We believe that improving much of the existing 'farm center' will provide not only an important amenity for the community, but also celebrate the important historical aspect of the property.
  - 7) Density ranges within each parcel have been revised to coincide with the City's standard land use densities.
  - 8) The Compassion International site and the Renaissance Hotel site have been shown as implemented areas.

The historic owners of The Farm property have partnered with La Plata Communities to envision and realize a new and unique community in Colorado Springs. The Master Plan Amendment is the first step in achieving this vision. The amendment proposes relatively minor changes and reduces overall density. The changes proposed in this amendment reflect our knowledge and respect for the natural features of the property.

## **JUSTIFICATION STATEMENT FOR THE MASTER PLAN AMENDMENT**

The original Master Plan for Allison Valley addressed the Review Criteria for Master Plan approval. No changes proposed by this amendment alter the relationship of the Plan to the City Review Criteria; therefore, the proposed amendment continues to be in conformance with the Comprehensive Plan and the 2020 Land Use Map.

The proposed (The) Farm Master Plan Amendment should be approved since the proposal is consistent with the goals and policies of the City's Comprehensive Plan and the proposed land use adjustments are compatible with the Citywide perspective presented by the 2020 Land Use Map.

Our land use relationships are a mix of mutually supportive and integrated residential and nonresidential land uses with a network of interconnected streets and exceptional trail networks which connect to the region's largest and most popular trails. Our activity center is designed to be compatible with, accessible from and serve as a benefit to the surrounding neighborhood. The land use pattern is compatible with existing and proposed adjacent land uses and protects the residential neighborhood from excessive noise and traffic infiltration. The transportation system takes into account such issues and neighborhood cut-through traffic, residential traffic speeds, pedestrian safety and accessibility, trails, parks and open space. We are providing a mix of housing types from patio homes to custom lots and from single family 50' frontage lots to 80' lots. We also have areas identified for higher density

urban product and large scale apartment homes. All of our land use types are located based on the physical characteristics of the land.

We have respected and enhanced the public facilities throughout the Master Plan. This has been done by showing trail connections, including the LaForet Tier 2 Trail, consistent with the City of Colorado Springs Parks, Recreation and Trails Master Plan. We have worked closely with School District 20 to provide a school site that is located and sized to conveniently service the proposed population of the master plan area and the larger community. The Farm Master Plan conforms to the adopted plans and policies of Colorado Springs Utilities and the public facilities are consistent with the strategic network of long range plans.

The Farm Master Plan has a logical hierarchy of collector and residential streets with an emphasis on the reduction of through traffic within The Farm neighborhood. The design of the streets and trails eliminates uncontrolled crossings and allows LaForet Trail users and students, heading to school, the safest routes. Our lower anticipated trip generation decreases the capacity of existing and proposed roads and allows us to create a safer environment for the school site and all neighborhood residents.

The Farm Master Plan has made no changes to the preservation areas of the Preble's Meadow Jumping Mouse Habitat. These areas are shown on The Farm Master Plan as open space and wetland areas. This is consistent with the Colorado Springs Open Space Plan.

We are prepared to bear the cost of on-site master plan impacts on public facilities and services. The Farm Master Plan impacts do not exceed the capacity of existing public facilities, including the surrounding roadways, and we will assume the obligation of all new on-site utility and drainage construction. Mitigation of other on-site and off site costs and special agreements for public improvements and maintenance will be consistent with the Allison Valley Annexation Agreement, the service plan for the existing Allison Valley Metropolitan District No 1 and No. 2 and the City of Colorado Springs Code. The following are the estimated fees that will be paid to the City to complete The Farm Master Plan either via cash payments, dedication of land, through the construction of facilities, or the combination of any of the above.

Black Squirrel Creek Basin Drainage and Pond Land \$3,371,000  
Middle Tributary Basin \$66,000  
Black Squirrel Creek Basin Bridge Fees \$390,000  
School Fees \$1,333,000  
Park Fees \$2,132,000  
Off-Site Transportation Improvement Fees \$3,517,000  
Fire Protection Fee \$210,000

#### **PROPOSED REZONING**

We propose to rezone two areas of land identified in the attached rezoning plans from Agriculture to PUD and from PUD to PUD.

Rezone 23.558 acres from A to PUD  
2-3.49 DU/Acre, 36' height, Single Family

Rezone 2.417 acres from PUD 2.07 DU/Acre, 35' height, Single Family to PUD 2-3.49 DU/Acre,

36' height, Single Family.

### **JUSTIFICATION STATEMENT**

The proposed rezoning should be approved since the action will not be detrimental to the public interest, health, safety, convenience or general welfare; the proposal is consistent with the goals and policies of the City's Comprehensive Plan and with The Farm Master Plan; and the proposed land use adjustments are compatible with the surrounding areas.

### **PROPOSED DEVELOPMENT PLAN**

We propose to develop single family detached homes as defined on the accompanying Development Plan sheets. Lot sizes vary; minimum lot size shall be roughly 5,700 square feet. The development plan contains 212 lots on 75.650 acres of land. 8.90 acres of neighborhood park and trail corridor are included within the development plan.

### **JUSTIFICATION STATEMENT**

1. The proposed Development Plan should be approved since the proposed design will be harmonious with the surrounding land uses and fit well into the neighborhood. The surrounding land uses are primarily a mixture of residential uses, with pockets of commercial and office uses. The proposed development provides a roadway and trail system that ties to, and complements, the surrounding neighborhood.
2. The proposed development is composed of single family homes on a variety of lot sizes with roadway and trail systems that tie to, and complement, the surrounding neighborhood. The proposed development does not overburden existing infrastructure, and in fact complements the surroundings with additional parks and trails. The master plan for the development also defines a new school site and large areas of natural open space.
3. The entire proposed development is designed to complement and reduce impacts on the adjacent properties. Smaller, somewhat higher density lots are located along the edge of land zoned for multifamily residential uses while larger lots are located along the edge of the existing single family detached neighborhood.
4. Significant landscaping is provided along the primary collector street into the development. Additional buffering of the surrounding neighborhood is not necessary since the uses are compatible.
5. A great deal of time has been invested to define a street pattern that is most responsive to the surrounding neighborhood and provides the greatest level of safety and convenience. The reconfigured Ridgeline Drive from Voyager Parkway provides a shared entrance for The Farm, the future school site and the existing commercial and multifamily residential properties to the north. The vehicular circulation takes into account the currently proposed development plan as well as the future developments identified in the master plan.
6. The proposed streets and drives provide logical, safe and convenient access to each of the proposed home sites. The streets and drives are designed for maximum efficiency, while at the same time meeting the design criteria of the City.
7. Parking will be required for each single family detached lot as well as allowed on some portions of the street system to ensure adequate and safe parking for residents and guests. Handicap parking can be provided in these areas. In addition, most sidewalks and portions of the trail system meet or exceed requirements for handicap uses.

8. Pedestrian sidewalks and trails are physically separated from vehicular areas by vertical curbs and landscape zones throughout the community to provide safe and enjoyable pedestrian movement.
9. The landscape design complies with the City's landscape code and the City's landscape policy manual. The use of native vegetation and drought resistant species is the foundation of our landscape plan.
10. The development plan is within an area defined within the master plan for residential uses. Within the master plan there are significant areas that will be undeveloped and preserved or enhanced as natural open space. This open space is one of the defining characteristics of the proposed development.

### **PROPOSED PLATS**

The Farm Filing No. 1A consists of 47 single family lots with tracts and easements that support the development plan. The Farm Filing No. 1B consists of 86 single family lots with tracts and easements that support the development plan. The Farm Filing No. 1C consists of 12 single family lots with tracts and easements that support the development plan.

### **JUSTIFICATION STATEMENT**

1. The proposed development will promote the health, safety, convenience and general welfare of the citizens of the City by meeting or exceeding the development code standards.
2. The proposed plats will meet or exceed the standards for subdivision design as defined by the City Development and Subdivision Codes.
3. The proposed plats will meet or exceed the standards for utilities and services as defined by the City Development and Subdivision Codes.
4. The proposed plats will meet or exceed the standards for adequate and safe vehicular and pedestrian circulation as defined by the City Development and Subdivision Codes and the Subdivision Policy, Pavement Design Criteria and Traffic Criteria Manuals.
5. The proposed plats will meet or exceed the standards for adequate public facilities as defined by the City Development and Subdivision Codes and the City's Comprehensive Plan.
6. The proposed development will meet or exceed the goals and policies of the City's Comprehensive Plan to ensure appropriate development of the community.

**TRAIL RIDGE SOUTH HOMEOWNERS ASSOCIATION, INC.**

1488 Lily Lake Drive  
Colorado Springs, CO 80921  
(719) 522-0920  
president@trailridgesouth.com

---

**M E M O R A N D U M**

---

DATE: January 7, 2014  
TO: Colorado Springs Traffic Management Division  
FROM: Jeff Horton, Trail Ridge South HOA President  
RE: Voyager Traffic Congestion

The residents of Trail Ridge South and Trail ridge, located northeast of I-25 and Voyager are very concerned about the increase in vehicle traffic on Voyager parkway, between Cypress Semi and Longs Peak Trl. The residences request the city of Colorado Springs to perform traffic analysis, especially during busy morning and after work hours and address the problems with the addition of a traffic signal at one of these intersections.

The bulk of the problem is experienced when trying to enter Voyager parkway, crossing the median to get to the schools and businesses in the surrounding areas. Those families that attempt to turn North on Voyager to take children to the many schools including Discovery Canyon, The Classical Academy, or Davinci face a harrowing adventure to make it across the busy thoroughfare without a light. Those trying to head south to go to work in town are also challenged with trying to beat traffic without a light.

The Voyager corridor here has also experienced a number of recent residential and business developments. New housing has completed in Trail Ridge, Stone Creek, and Trail Ridge South, and additional stores such as Loaf-N-Jug, Bunz, Bass Pro complex, have all contributed to the increase in traffic in the area. In addition, companies like Compassion International have added staff that have increased commuter traffic along Voyager. Although widening of I-25 is winding down we are not expecting a significant positive improvement to the situation.

For 2013 the Colorado Springs Police Department CSPD reported five traffic accidents since Jan 1. One at each Cypress Semi/Voyager, Mt. Baldy/Voyager, and three at Longs Peak/Voyager. Ridgeline/Voyager has two at their intersection as well. We want to avoid having these numbers increase and alleviate real traffic problems for the future

Thank you for your consideration.

---

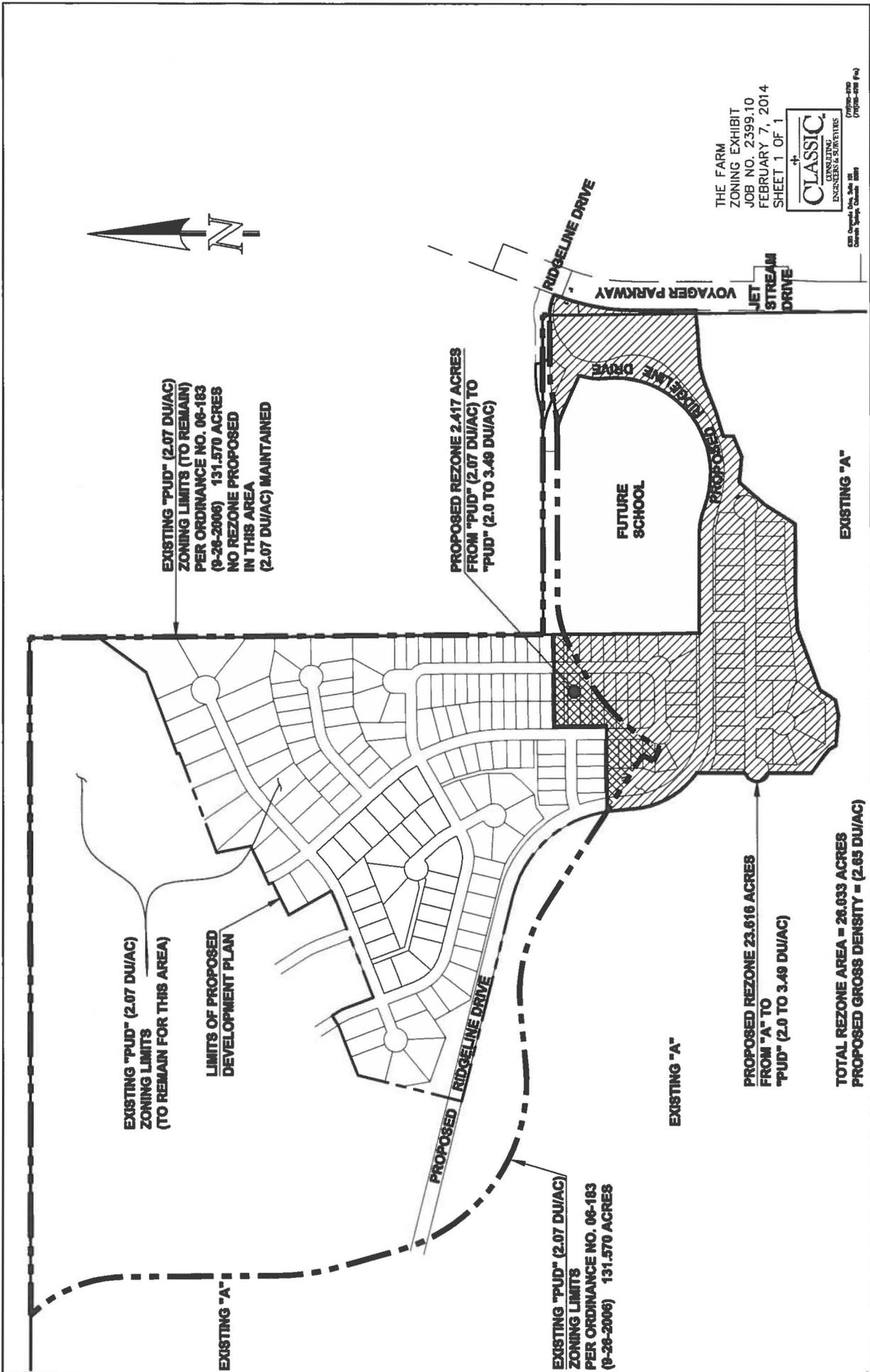


FIGURE 4



6385 Corporate Drive  
Colorado Springs, Colorado 80919  
(719)785-0790 (719)785-0799(fax)

JOB NO. 2399.00-13R  
JANUARY 2, 2014  
REV. FEBRUARY 6, 2014  
PAGE 1 OF 3

**LEGAL DESCRIPTION: REZONE**

TWO (2) PARCELS OF LAND BEING A PORTION OF SECTION 17 AND SECTION 20 TOWNSHIP 12 SOUTH, RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN, EL PASO COUNTY, COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BASIS OF BEARINGS:** A PORTION OF THE WESTERLY BOUNDARY OF TRAIL RIDGE SOUTH AT NORTHGATE FILING NO. 1 RECORDED UNDER RECEPTION NO. 201027215 RECORDS OF EL PASO COUNTY, COLORADO, AND A PORTION OF THE WESTERLY BOUNDARY OF SOUTH VALLEY AT TRAIL RIDGE RECORDED UNDER RECEPTION NO. 201085370, BEING A PORTION OF THE NORTH/SOUTH CENTERLINE OF SECTION 17, TOWNSHIP 12 SOUTH, RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN, EL PASO COUNTY, COLORADO, BEING MONUMENTED AT THE NORTHERLY END BY A NO. 5 REBAR WITH ALUMINUM CAP STAMPED "RLS 32820" AND AT THE SOUTHERLY END (CENTER QUARTER OF SECTION 17) BY 3 ¼ INCH ALUMINUM CAP STAMPED "PLS 22573" IS ASSUMED TO BEAR S00°19'12"E A DISTANCE OF 803.70 FEET.

**PARCEL 1 (PUD-PUD)**

COMMENCING AT THE CENTER QUARTER CORNER OF SECTION 17, TOWNSHIP 12 SOUTH, RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN, EL PASO COUNTY, COLORADO, SAID POINT BEING ON THE WESTERLY BOUNDARY OF SOUTH VALLEY AT TRAIL RIDGE RECORDED UNDER RECEPTION NO. 201085370, RECORDS OF EL PASO COUNTY, COLORADO.

THENCE S00°33'51"E, ON THE NORTH/SOUTH CENTER LINE OF SAID SECTION 17, THE WESTERLY BOUNDARY OF SOUTH VALLEY AT TRAIL RIDGE RECORDED UNDER RECEPTION NO. 20108537, THE WESTERLY BOUNDARY OF NORTHGATE FILING NO. 9, RECORDED UNDER RECEPTION NO. 201155466 AND THE WESTERLY BOUNDARY OF PROMONTORY AT NORTHGATE RECORDED UNDER RECEPTION NO. 207712533, A DISTANCE OF 1322.28 FEET TO THE SOUTHWESTERLY CORNER OF SAID PROMONTORY AT NORTHGATE;  
THENCE S00°28'19"E, A DISTANCE OF 87.49 FEET TO A POINT ON CURVE, SAID POINT BEING THE POINT OF BEGINNING;

THENCE ON THE ARC OF A CURVE TO THE LEFT WHOSE CENTER BEARS S20°49'45"E, HAVING A DELTA OF 08°25'09", A RADIUS OF 420.00 FEET AND A DISTANCE OF 61.71 FEET TO A POINT OF TANGENT;  
THENCE S60°45'06"W, A DISTANCE OF 132.98 FEET TO A POINT OF CURVE;  
THENCE ON THE ARC OF A CURVE TO THE LEFT, HAVING A DELTA OF 32°26'10", A RADIUS OF 770.00 FEET AND A DISTANCE OF 435.91 FEET TO A POINT ON CURVE;  
THENCE N61°41'03"W, A DISTANCE OF 60.00 FEET TO A POINT ON CURVE;  
THENCE ON THE ARC OF A CURVE TO THE RIGHT WHOSE CENTER BEARS S61°41'03"E, HAVING A DELTA OF 03°27'06", A RADIUS OF 830.00 FEET AND A DISTANCE OF 50.00 FEET TO A POINT ON CURVE;  
THENCE N57°15'11"W, A DISTANCE OF 291.86 FEET;  
THENCE N89°31'41"E, A DISTANCE OF 356.16 FEET;  
THENCE N00°28'19"W, A DISTANCE OF 214.39 FEET;  
THENCE N89°31'41"E, A DISTANCE OF 392.00 FEET;  
THENCE S00°28'19"E, A DISTANCE OF 52.49 FEET TO THE POINT OF BEGINNING;

CONTAINING A CALCULATED AREA OF 2.417 ACRES

**PARCEL 2 (AG-PUD)**

COMMENCING AT THE CENTER QUARTER CORNER OF SECTION 17, TOWNSHIP 12 SOUTH, RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN, EL PASO COUNTY, COLORADO, SAID POINT BEING ON THE WESTERLY BOUNDARY OF SOUTH VALLEY AT TRAIL RIDGE RECORDED UNDER RECEPTION NO. 201085370, RECORDS OF EL PASO COUNTY, COLORADO.

THENCE S00°33'51"E, ON THE NORTH/SOUTH CENTER LINE OF SAID SECTION 17, THE WESTERLY BOUNDARY OF SOUTH VALLEY AT TRAIL RIDGE RECORDED UNDER RECEPTION NO. 20108537, THE WESTERLY BOUNDARY OF NORTHGATE FILING NO. 9, RECORDED UNDER RECEPTION NO. 201155466 AND THE WESTERLY BOUNDARY OF PROMONTORY AT NORTHGATE RECORDED UNDER RECEPTION NO. 207712533, A DISTANCE OF 1322.28 FEET TO THE SOUTHWESTERLY CORNER OF SAID PROMONTORY AT NORTHGATE;  
THENCE S00°28'19"E, A DISTANCE OF 87.49 FEET TO THE POINT OF BEGINNING;

THENCE S00°28'19"E, A DISTANCE OF 562.69 FEET  
THENCE N90°00'00"E, A DISTANCE OF 397.75 FEET TO A POINT OF CURVE;  
THENCE ON THE ARC OF A CURVE TO THE RIGHT HAVING A DELTA OF 20°32'30", A RADIUS OF 363.50 FEET AND A DISTANCE OF 130.32 FEET TO A POINT OF REVERSE CURVE;  
THENCE ON THE ARC OF A CURVE TO THE LEFT HAVING A DELTA OF 116°21'35", A RADIUS OF 396.50 FEET AND A DISTANCE OF 805.24 FEET TO A POINT OF REVERSE CURVE;  
THENCE ON THE ARC OF A CURVE TO THE RIGHT HAVING A DELTA OF 23°55'56", A RADIUS OF 263.50 FEET AND A DISTANCE OF 110.06 FEET TO A POINT ON CURVE;  
THENCE N65°20'54"W, A DISTANCE OF 156.22 FEET TO A POINT OF CURVE;  
THENCE ON THE ARC OF A CURVE TO THE LEFT HAVING A DELTA OF 24°38'15", A RADIUS OF 305.00 FEET AND A DISTANCE OF 131.15 FEET TO A POINT ON CURVE, SAID POINT BEING ON THE SOUTHERLY RIGHT OF WAY LINE RIDGELINE DRIVE AS PLATTED IN NORTHGATE RETAIL FILING NO. 2 RECORDED UNDER RECEPTION NO. 208712826;

THENCE ON SAID SOUTHERLY RIGHT OF WAY LINE THE FOLLOWING (6) SIX COURSES;

1. S89°59'09"E, A DISTANCE OF 44.83 FEET TO A POINT OF CURVE;
2. ON THE ARC OF A CURVE TO THE LEFT HAVING A DELTA OF 12°54'37", A RADIUS OF 480.00 FEET AND A DISTANCE OF 108.16 FEET TO A POINT OF TANGENT;
3. N77°06'14"E, A DISTANCE OF 31.99 FEET TO A POINT OF CURVE;
4. ON THE ARC OF A CURVE TO THE RIGHT HAVING A DELTA OF 12°57'35", A RADIUS OF 420.00 FEET AND A DISTANCE OF 95.00 FEET TO A POINT OF TANGENT;
5. S89°59'09"E, A DISTANCE OF 242.01 FEET TO A POINT OF CURVE;
6. ON THE ARC OF A CURVE TO THE RIGHT HAVING A DELTA OF 24°37'30", A RADIUS OF 205.00 FEET AND A DISTANCE OF 88.11 FEET TO A POINT ON CURVE, SAID POINT BEING ON THE WESTERLY RIGHT OF WAY LINE VOYAGER PARKWAY AS PLATTED IN NORTHGATE FILING NO. 1, RECORDED IN PLAT BOOK C-4 AT PAGE 3;

THENCE ON SAID WESTERLY RIGHT OF WAY LINE THE FOLLOWING THREE (3) COURSES;

1. S21°11'32"W, A DISTANCE OF 16.29 FEET TO A POINT OF CURVE;
2. ON THE ARC OF A CURVE TO THE LEFT HAVING A DELTA OF 21°14'50", A RADIUS OF 879.00 FEET AND A DISTANCE OF 325.96 FEET TO A POINT OF TANGENT;
3. S00°03'18"E, A DISTANCE OF 255.64;

THENCE S89°56'42"W, A DISTANCE OF 22.55 FEET;  
THENCE S83°56'52"W, A DISTANCE OF 70.28 FEET;  
THENCE S87°10'33"W, A DISTANCE OF 71.13 FEET;  
THENCE S85°19'34"W, A DISTANCE OF 72.17 FEET  
THENCE S74°19'11"W, A DISTANCE OF 69.48 FEET;  
THENCE S68°28'18"W, A DISTANCE OF 133.29 FEET;  
THENCE S74°25'02"W, A DISTANCE OF 66.83 FEET;  
THENCE S71°56'05"W, A DISTANCE OF 32.62 FEET;  
THENCE S00°00'00"E, A DISTANCE OF 41.81 FEET;  
THENCE S68°03'53"W, A DISTANCE OF 93.14 FEET;  
THENCE N84°16'48"W, A DISTANCE OF 105.57 FEET;  
THENCE S41°09'10"W, A DISTANCE OF 138.02 FEET;  
THENCE S32°56'49"W, A DISTANCE OF 151.10 FEET;

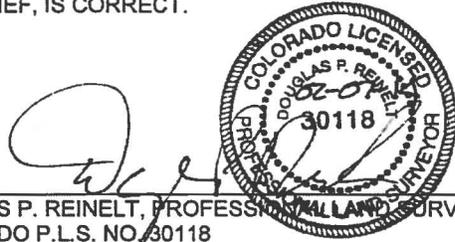
THENCE N90°00'00"W, A DISTANCE OF 287.92 FEET;  
THENCE S86°45'41"W, A DISTANCE OF 151.45 FEET;  
THENCE S69°41'24"W, A DISTANCE OF 265.99 FEET;  
THENCE S33°35'02"W, A DISTANCE OF 76.43 FEET  
THENCE S78°16'19"W, A DISTANCE OF 67.63 FEET;  
THENCE N84°59'06"W, A DISTANCE OF 122.64 FEET;  
THENCE N30°07'29"W, A DISTANCE OF 33.01 FEET;  
THENCE N53°45'25"W, A DISTANCE OF 122.63 FEET;  
THENCE N00°00'00"E, A DISTANCE OF 179.30 FEET TO A POINT ON CURVE;  
THENCE ON THE ARC OF A CURVE TO THE RIGHT WHOSE CENTER BEARS N16°24'37"E,  
HAVING A DELTA OF 147°10'46", A RADIUS OF 50.00 FEET AND A DISTANCE OF 128.44 FEET TO  
A POINT ON CURVE;  
THENCE N00°00'00"E, A DISTANCE OF 199.83 FEET TO A POINT ON CURVE;  
THENCE ON THE ARC OF A CURVE TO THE RIGHT WHOSE CENTER BEARS N35°33'35"E,  
HAVING A DELTA OF 49°14'02", A RADIUS OF 363.50 FEET AND A DISTANCE OF 312.35 FEET TO  
A POINT OF TANGENT;  
THENCE N05°12'23"W, A DISTANCE OF 87.39 FEET TO A POINT OF CURVE;  
THENCE ON THE ARC OF A CURVE TO THE LEFT HAVING A DELTA OF 03°23'06", RADIUS OF  
471.50 FEET AND A DISTANCE OF 27.86 FEET TO A POINT ON CURVE;  
THENCE S57°15'11"E, A DISTANCE OF 279.99 FEET TO A POINT ON CURVE;  
THENCE ON THE ARC OF A CURVE TO THE LEFT WHOSE CENTER BEARS S58°13'58"E, HAVING  
A DELTA OF 03°27'06", A RADIUS OF 830.00 FEET AND A DISTANCE OF 50.00 FEET TO A POINT  
ON CURVE;  
THENCE S61°41'03"E, A DISTANCE OF 60.00 FEET TO A POINT ON CURVE;  
THENCE ON THE ARC OF A CURVE TO THE RIGHT, WHOSE CENTER BEARS S61°41'03"E,  
HAVING A DELTA OF 32°26'10", A RADIUS OF 770.00 FEET AND A DISTANCE OF 435.91 FEET TO  
A POINT OF TANGENT;  
THENCE N60°45'06"E, A DISTANCE OF 132.98 FEET TO A POINT OF CURVE;  
THENCE ON THE ARC OF A CURVE TO THE RIGHT HAVING A DELTA OF 08°25'09", A RADIUS OF  
420.00 FEET AND A DISTANCE OF 61.71 FEET TO THE POINT OF BEGINNING;

CONTAINING A CALCULATED AREA OF 23.616 ACRES.

CONTAINING A TOTAL CALCULATED AREA OF 26.033 ACRES

**LEGAL DESCRIPTION STATEMENT:**

I, DOUGLAS P. REINELT, A LICENSED PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY STATE THAT THE ABOVE LEGAL DESCRIPTION WAS PREPARED UNDER MY RESPONSIBLE CHARGE AND ON THE BASIS OF MY KNOWLEDGE, INFORMATION AND BELIEF, IS CORRECT.



DOUGLAS P. REINELT, PROFESSIONAL LAND SURVEYOR  
COLORADO P.L.S. NO. 30118  
FOR AND ON BEHALF OF CLASSIC CONSULTING  
ENGINEERS AND SURVEYORS

FEB 07, 2014  
DATE