

---

# NEW BUSINESS CALENDAR

---

## CITY PLANNING COMMISSION AGENDA

ITEM NOS: 5.A-5.E

STAFF: RICK O'CONNOR

FILE NO(S):

A. - CPC MP 84-00361-A4MN13 – QUASI-JUDICIAL

B. – CPC CP 13-00143 -- QUASI-JUDICIAL

C. - CPC ZC 13-00141 – QUASI-JUDICIAL

D. - CPC PUZ 13-00142 – QUASI-JUDICIAL

E. - CPC DP 13-00144 – QUASI-JUDICIAL

**PROJECT:** THE RENAISSANCE AT INDIGO RANCH

**APPLICANT:** N.E.S. INC

**OWNER:** PULPIT ROCK INVESTMENT



### **PROJECT SUMMARY:**

1. **Project Description:** This project consists of five applications:
  - a. An amendment to the Stetson Ridge Master Plan which changes seven acres of commercial and 14 acres of residential at 12-24.99 dwelling units per acre (du/ac) to 21 acres of residential at 3.5-7.99 du/ac (**FIGURE 1**);
  - b. A rezoning of 10 acres zoned A/AO (Agricultural with Airport Overlay) to PBC/AO (Planned Business Center with Airport Overlay);
  - c. A concept plan showing five lots within the proposed 10 acres of commercial (**FIGURE 2**);
  - d. A rezoning of 21 acres from A/AO (Agricultural with Airport Overlay) to PUD/AO (Planned Unit Development, single family detached, 35-foot maximum height, maximum 4.78 du/ac with Airport Overlay) for a single-family residential development; and
  - e. A development plan for a 101-lot single family (small lot PUD) development covering 21 acres. (**FIGURE 3**).

The full project covers roughly 31 acres of land northwest of Marksheffel Rd. and Dublin Blvd.

2. **Applicant's Project Statement:** (**FIGURE 4**)
3. **Planning and Development Department's Recommendation:** Approval of the five applications, subject to modifications noted under the Staff Recommendations at the end of this report.

### **BACKGROUND:**

1. **Site Address:** Not applicable
2. **Existing Zoning/Land Use:** A AO (Agricultural with Airport Overlay)/vacant-undeveloped
3. **Surrounding Zoning/Land Use:**  
North: PUD AO (Planned Unit Development with Airport Overlay)/single family (under construction)  
South: A AO (Agricultural with Airport Overlay), PUD AO (Planned Unit Development with Airport Overlay), PBC AO (Planned Business Park with Airport Overlay)/planned school site, single family residential, vacant commercial.  
East: PUD AO/ Single family residential with Airport Overlay.  
West: PF (Public Facility), A and PUD/Fire Station 21, future park and future single family.
4. **Comprehensive Plan/Designated 2020 Land Use:** The easterly portion of the request is identified as a Community Activity Center (undergoing PBC zoning) and the balance is General Residential (the density requested through the rezoning is consistent with the general residential designation)
5. **Annexation:** The property was annexed as part of the Stetson Ridge Addition Annexation in 1986.
6. **Master Plan/Designated Master Plan Land Use:** Stetson Ridge Master Plan / A portion of the master plan is being amended as part of this request.
7. **Subdivision:** Final plat pending for the first phase of the residential. The final plat is reviewed administratively.
8. **Zoning Enforcement Action:** None.
9. **Physical Characteristics:** The property has native grasses with some over-lot grading. There are no significant features on the site.

**STAKEHOLDER PROCESS AND INVOLVEMENT:** The public process involved the mailing to seven property owners within 500 feet of the applications and a posting of the property. The same notification and posting will occur prior to the Planning Commission meeting. No comments were received.

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

There are no issues with the master plan amendment, rezonings or the concept plan for the 10 acres of commercial. However, School District 49 (**FIGURE 5**) has raised concerns with the additional students and the limitations with their facilities and cautiously approves of the residential zone change (note that Classic Homes is a member of the District 49 “Falcon Community Builders for Classrooms” organization which is providing additional school funding).

The concept plan is consistent with the master plan and can be used to plat lots from. It indicated the access locations that will serve the development.

**Small Lot PUDs**

The development plan is subject to the Small Lot PUD Review Criteria and Guidelines (**FIGURE 6**). The guidelines were prepared by the Planning and Community Development Department as a mechanism to address the applicable review criteria of both the general development plan review criteria (7.5.502 E.) and more specifically the PUD review criteria (7.3.606) as they relate to small lot developments.

Small lot PUDs by definition are detached single family homes on lot sizes averaging less than 6,000 square feet. The lots are either Greenway Orientated Units (which provide a primary access toward a courtyard or landscaped area, with pedestrian connections) or Street Orientated units that front onto a street. Street cross-sections are typically reduced in size and traffic volumes are limited.

The Small Lot PUD criteria attempt to address the following elements:

- A more walkable pedestrian community;
- Less reliance on the garage being the main focal point along the frontage;
- Units that front onto common open space;
- Smaller individual lots with common areas owned/maintained in common; and
- Orientation of the front of the house toward the open space.

The Small Lot PUD Review Criteria and Guidelines are not codified (as specific zoning requirements) but are meant to provide guidance and techniques that allow compliance with the specific review criteria contained within a small lot PUD project.

There have been a handful of small lot PUDs with varying degrees of success. One of the more successful small lot subdivisions that follows many of the Small Lot PUD Guidelines (though the guidelines were not adopted until 2005) is the Chaparral Point at Indigo Ranch, approved in March of 2004. Chaparral Point is located along the west side of Marksheffel and north of Stetson Hills Boulevard, approximately one mile south of this application. The proposed project will closely replicate that development (**FIGURE 7**).

### Specific Project Overview/Summary

The development plan application includes the following:

- 101 single family detached homes;
- Lot sizes ranging from 2,970 s.f. to 3,825 s.f.; a typical 3,825 s.f. lot is 45 feet X 85 feet;
- All garages are rear loaded (**FIGURE 8**);
- Majority of the units face the open space/common use tracts;
- Perimeter tracts to be owned/maintained by the Metro District; internal tracts to be owned/maintained by the HOA
- 51 additional parking stalls are provided throughout the development with many at the end of the dead end streets;
- All streets are public;
- Considerable grade changes are present from Dublin Blvd. to the dwelling units; roughly a 20-foot difference at the southwest corner, and 10-12 feet at the southeast corner;
- Retaining walls are utilized to take up the grade at the southeast corner;
- Stormwater quality facility located at the southwest corner;
- Greenway tracts between the houses are roughly 50 feet'-96 feet in width;

#### 1. Review Criteria / Design & Development Issues:

There are two primary issues to address: compliance with the Small Lot PUD Guidelines and traffic noise along a principal arterial.

This application meets most of the review criteria and satisfies the intent of the small lot PUD concept. Two items that deviate from the criteria are road connections and the amount of units that are not Greenway Orientated units.

Within Chaparral Point, the internal rear access roadways are continuous and connect with a looped system. Within this proposal, many of the units are accessed with dead end streets (called "access" streets with a 22 foot mat/27 foot width to back of curb); however the number of units being served by the dead end streets is limited to not more than 10. The dead end streets do reduce the amount of pavement and provide adequate access to the units. City Engineering and Fire support this concept as public streets.

The second deviation is the number of units that do not actually front onto a greenway. The design manual limits the amount of non-greenway units to 10%; this proposal includes approximately 20% non-greenway units. While the non-greenway units do not have front loaded garages (all garages accessed in the rear), they do orient toward a street instead of a greenway. The minimum greenway width called out within the manual is a 40-foot width. Many of the units that do not face the greenway are along the two adjoining collector streets, Mustang Rim and Issaquah Drive.

This project is adjacent to Dublin Boulevard which is classified as a Principal Arterial. Currently only one-half of the street's cross-section is constructed. It is anticipated that Dublin will ultimately carry considerable traffic as it continues through the Banning Lewis Ranch development. Additional noise is anticipated on Dublin due to emergency vehicles originating from the adjacent Fire Station 21.

Noise issues are one of the review criteria that deserve discussion. The typical standard to address noise is the construction of a noise wall and additional setbacks. While the setback area for this development is significant adjacent to Dublin, the applicants are not installing a noise wall and the grade actually rises from the road to the finished units. Instead, the applicants had a noise study completed to address this issue. Apparently the results indicate that additional soundproofing is necessary for those dwellings adjacent to Dublin. Staff has requested a copy of the study and a proposed technical modification below is suggested to update the development plan to address the necessary noise mitigation.

2. Conformance with the City Comprehensive Plan:

Policy LU 601: Assure Provision of Housing Choices

Distribute housing throughout the City so as to provide households with a choice of densities, types, styles and costs within a neighborhood or residential area

Strategy LU 303a: Design Pedestrian Friendly Environments

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

Strategy LU 501a: Link Neighborhood Layout and Design to a Larger Residential Area

In master plans and in community planning areas, layout and design individual neighborhoods to form a coherent residential area.

Strategy LU 502c: Plan Community Activity Centers to Serve Residential Areas

Plan community activity centers to serve more than one neighborhood in a residential area.

Strategy NE 404b: Use Noise Mitigation Techniques

Utilize, develop and implement noise mitigation strategies including quiet paving materials, landscaping and other means to ensure all city communities, neighborhoods, and parks are desirable places to live, work and play.

3. Conformance with the Area's Master Plan: The applicable area master plan is the Stetson Ridge Master Plan which is undergoing an amendment; if the amendment is approved, the residential component will be consistent with the plan (the commercial is currently consistent with the plan).

**STAFF RECOMMENDATIONS:**

**Item No: 5.A           CPC MP 84-00361-A4MN13 - Master Plan Amendment**

**Approve** the amendment to the Stetson Ridge Master Plan, based upon the finding that the master plan complies with the master plan review criteria in City Code Section 7.5.408.

**Item No: 5.B           CPC CP 13-00143 – Concept Plan**

**Approve** the Renaissance at Indigo Ranch Concept Plan, based upon the finding that the plan complies with the concept plan review criteria in City Code Section 7.5.501 E.

**Item No: 5.C                   CPC ZC 13-00141 - Rezoning to PBC AO**

**Approve** the PBC/AO (Planned Business Center with Airport Overlay) rezoning, based upon the finding that the rezoning complies with the three review criteria in City Code Section 7.5.603 B.

**Item No: 5.D                   CPC PUZ 13-00142 - Rezoning to PUD AO**

**Approve** the Renaissance at Indigo Ranch PUD/AO rezoning (single family residential detached, 35-foot maximum height, 4.78 dwelling units per acre with Airport Overlay), based upon the finding that the rezoning complies with the three review criteria in City Code Section 7.3.603.

**Item No: 5.E                   CPC DP 13-00144 - Development Plan**

**Approve** the Renaissance at Indigo Ranch Development Plan, based upon the finding that the development plan complies with the development plan review criteria in City Code Section 7.5.502.E and with the PUD development plan review criteria in City Code Section 7.3.606, subject to compliance with the following technical and/or informational plan modifications:

Technical and Informational Modifications

1. Sound study information from LSC was not provided. The development plan needs to include information as to specific units that are subject to additional sound attenuation. Provide a copy of the study and indicate on the development plan the affected units and the necessary noise mitigation.
  2. Provide a detail of the retaining walls (materials).
  3. Address the items noted by the Landscape Architect consisting of the following:
    - a. Include all street names and classifications on the landscape plan.
    - b. Show all Landscape categories requirements (setbacks, internal, and buffers if there are commercial uses across the non-arterial).
  4. Provide a letter from the Metro District which indicates that they will accept all responsibility for the ownership and maintenance of properties as noted on the plan.
-

Land Use Comparison Tables

Land Use Table (Previous) 6-11-13

Residential (2-3.5 DU/AC)	25.2 ac.
Residential (3.5-7.99 DU/AC)	306.1 ac.
Residential (8.0-11.99 DU/AC)	0 ac.
Residential (12-24.99 DU/AC)	14.1 ac.
Community Commercial	20 ac.
Elementary School	7.5 ac.
Secondary School	20 ac.
Fire Station	2 ac.
Office Low Density	0 ac.
Office Medium Density	0 ac.
Neighborhood Park	5 ac.
Community Park	10 ac.
Open Space (Includes 5 Ac. Trail)	13.7 ac.
Right of Way	44 ac.
<b>Total Acres</b>	<b>467.1</b>

Land Use Comparison Tables

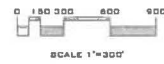
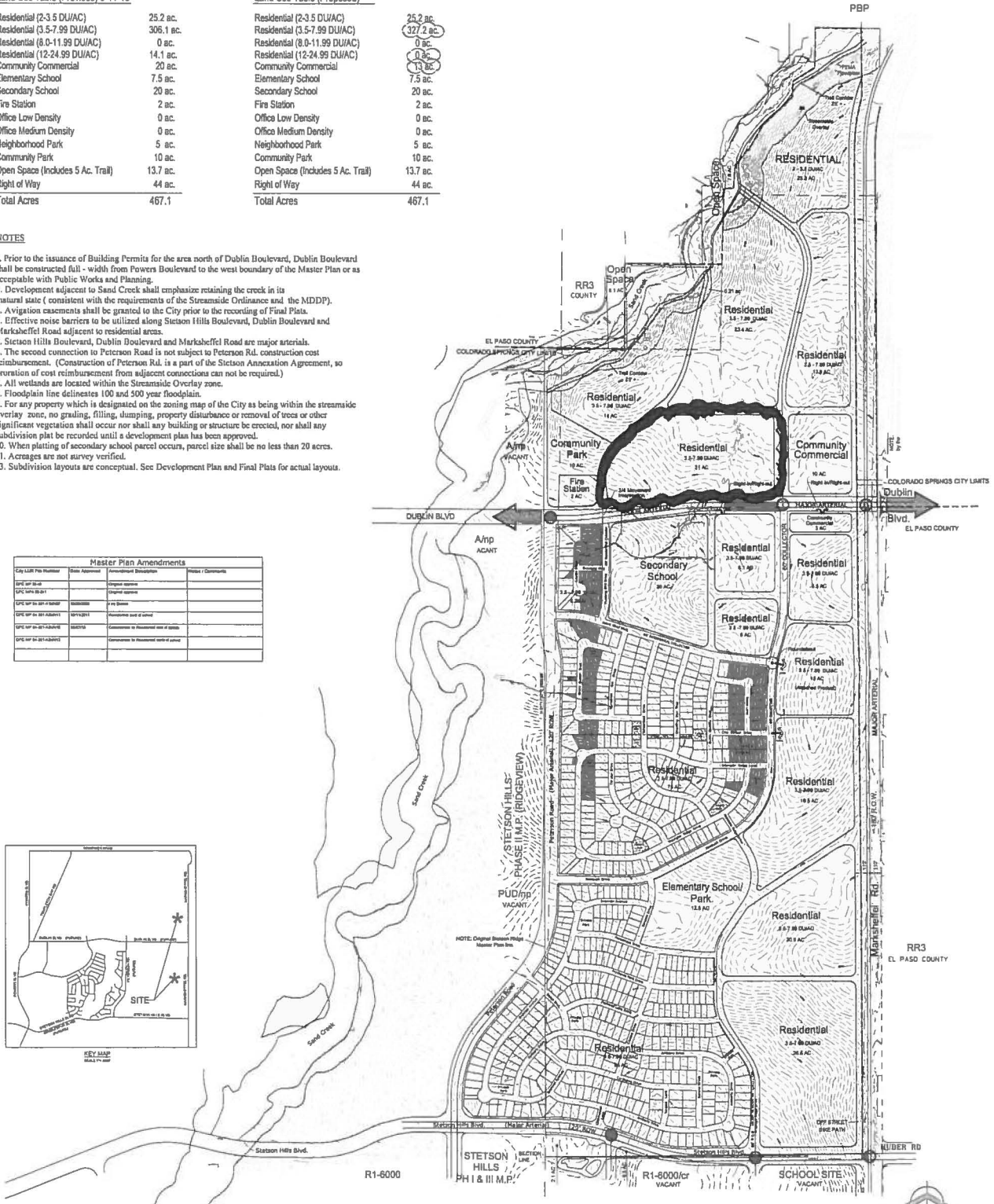
Land Use Table (Proposed)

Residential (2-3.5 DU/AC)	25.2 ac.
Residential (3.5-7.99 DU/AC)	327.2 ac.
Residential (8.0-11.99 DU/AC)	0 ac.
Residential (12-24.99 DU/AC)	0 ac.
Community Commercial	13 ac.
Elementary School	7.5 ac.
Secondary School	20 ac.
Fire Station	2 ac.
Office Low Density	0 ac.
Office Medium Density	0 ac.
Neighborhood Park	5 ac.
Community Park	10 ac.
Open Space (Includes 5 Ac. Trail)	13.7 ac.
Right of Way	44 ac.
<b>Total Acres</b>	<b>467.1</b>

NOTES

1. Prior to the issuance of Building Permits for the area north of Dublin Boulevard, Dublin Boulevard shall be constructed full - width from Powers Boulevard to the west boundary of the Master Plan or as acceptable with Public Works and Planning.
2. Development adjacent to Sand Creek shall emphasize retaining the creek in its natural state (consistent with the requirements of the Streamside Ordinance and the MDDP).
3. Avigation easements shall be granted to the City prior to the recording of Final Plats.
4. Effective noise barriers to be utilized along Stetson Hills Boulevard, Dublin Boulevard and Markshaffel Road adjacent to residential areas.
5. Stetson Hills Boulevard, Dublin Boulevard and Markshaffel Road are major arterials.
6. The second connection to Peterson Road is not subject to Peterson Rd. construction cost reimbursement. (Construction of Peterson Rd. is a part of the Stetson Annexation Agreement, so provision of cost reimbursement from adjacent connections can not be required.)
7. All wetlands are located within the Streamside Overlay zone.
8. Floodplain line delineates 100 and 500 year floodplain.
9. For any property which is designated on the zoning map of the City as being within the streamside overlay zone, no grading, filling, dumping, property disturbance or removal of trees or other significant vegetation shall occur nor shall any building or structure be erected, nor shall any subdivision plat be recorded until a development plan has been approved.
10. When platting of secondary school parcel occurs, parcel size shall be no less than 20 acres.
11. Acreages are not survey verified.
12. Subdivision layouts are conceptual. See Development Plan and Final Plats for actual layouts.

Master Plan Amendments			
City LUP File Number	Date Approved	Amendment Description	Notes / Comments
CPC MP 04-01	04/15/04	Original version	
CPC MP 04-02	04/15/04	Original version	
CPC MP 04-03	04/15/04	Original version	
CPC MP 04-04	04/15/04	Original version	
CPC MP 04-05	04/15/04	Original version	
CPC MP 04-06	04/15/04	Original version	
CPC MP 04-07	04/15/04	Original version	
CPC MP 04-08	04/15/04	Original version	
CPC MP 04-09	04/15/04	Original version	
CPC MP 04-10	04/15/04	Original version	
CPC MP 04-11	04/15/04	Original version	
CPC MP 04-12	04/15/04	Original version	
CPC MP 04-13	04/15/04	Original version	
CPC MP 04-14	04/15/04	Original version	
CPC MP 04-15	04/15/04	Original version	
CPC MP 04-16	04/15/04	Original version	
CPC MP 04-17	04/15/04	Original version	
CPC MP 04-18	04/15/04	Original version	
CPC MP 04-19	04/15/04	Original version	
CPC MP 04-20	04/15/04	Original version	
CPC MP 04-21	04/15/04	Original version	
CPC MP 04-22	04/15/04	Original version	
CPC MP 04-23	04/15/04	Original version	
CPC MP 04-24	04/15/04	Original version	
CPC MP 04-25	04/15/04	Original version	
CPC MP 04-26	04/15/04	Original version	
CPC MP 04-27	04/15/04	Original version	
CPC MP 04-28	04/15/04	Original version	
CPC MP 04-29	04/15/04	Original version	
CPC MP 04-30	04/15/04	Original version	
CPC MP 04-31	04/15/04	Original version	
CPC MP 04-32	04/15/04	Original version	
CPC MP 04-33	04/15/04	Original version	
CPC MP 04-34	04/15/04	Original version	
CPC MP 04-35	04/15/04	Original version	
CPC MP 04-36	04/15/04	Original version	
CPC MP 04-37	04/15/04	Original version	
CPC MP 04-38	04/15/04	Original version	
CPC MP 04-39	04/15/04	Original version	
CPC MP 04-40	04/15/04	Original version	
CPC MP 04-41	04/15/04	Original version	
CPC MP 04-42	04/15/04	Original version	
CPC MP 04-43	04/15/04	Original version	
CPC MP 04-44	04/15/04	Original version	
CPC MP 04-45	04/15/04	Original version	
CPC MP 04-46	04/15/04	Original version	
CPC MP 04-47	04/15/04	Original version	
CPC MP 04-48	04/15/04	Original version	
CPC MP 04-49	04/15/04	Original version	
CPC MP 04-50	04/15/04	Original version	

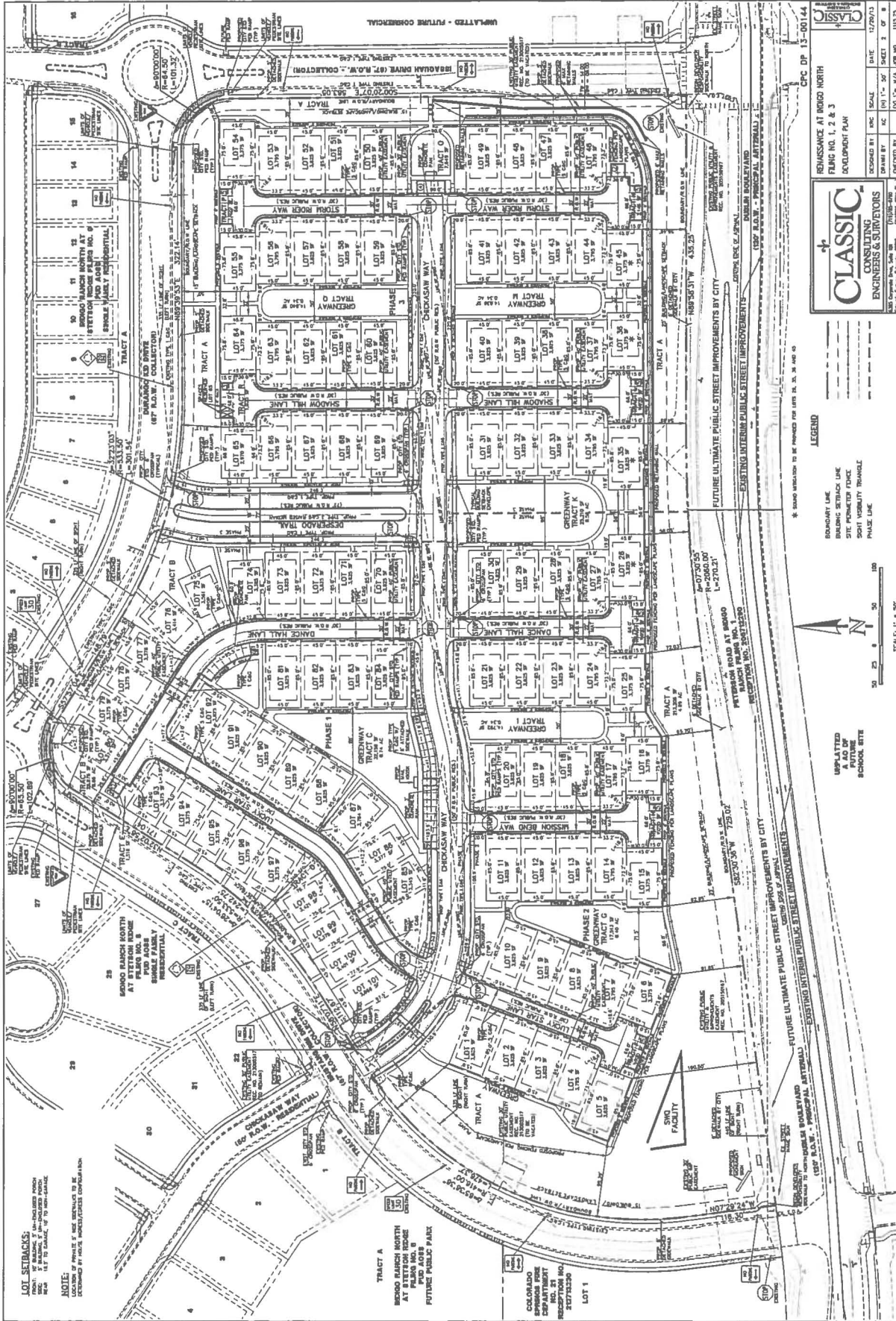


<p>URBAN DESIGN                  LAND PLANNING                  &amp; LANDSCAPE                  ARCHITECTURE</p> <p>4800 South 48th St., Ste. 200                  Colorado Springs, CO 80909                  Tel: 719-441-2800                  Fax: 719-441-2801</p>	<p><b>STETSON RIDGE</b>                  MASTER PLAN</p>		<p>DATE: 12/11/13                  DESIGNER: G. GARRETT                  CHECKER: J. HAYWARD</p>	<p>DATE: 07/20/14                  BY: [Signature]                  FOR: [Signature]</p>	<p>SHEET NO.  <b>1</b>                  OF 1 SHEETS                  CPC MP 04-36-1-ADD-13</p>
	<p>STETSON HILLS SECTION LINE PH I &amp; III M.P.</p>				

FIGURE 1







CPC DP 13-00144

REMEMBRANCE AT WOOD NORTH  
 PLING NO. 1, 2 & 3  
 DEVELOPMENT PLAN

**CLASSIC**  
 CONSULTANTS  
 ENGINEERS & SURVEYORS

\* SHOWN UNLESS NOTED TO BE PROVIDED FOR OTHER PLANS, SPECIFICATIONS AND CONTRACTS

LEGEND

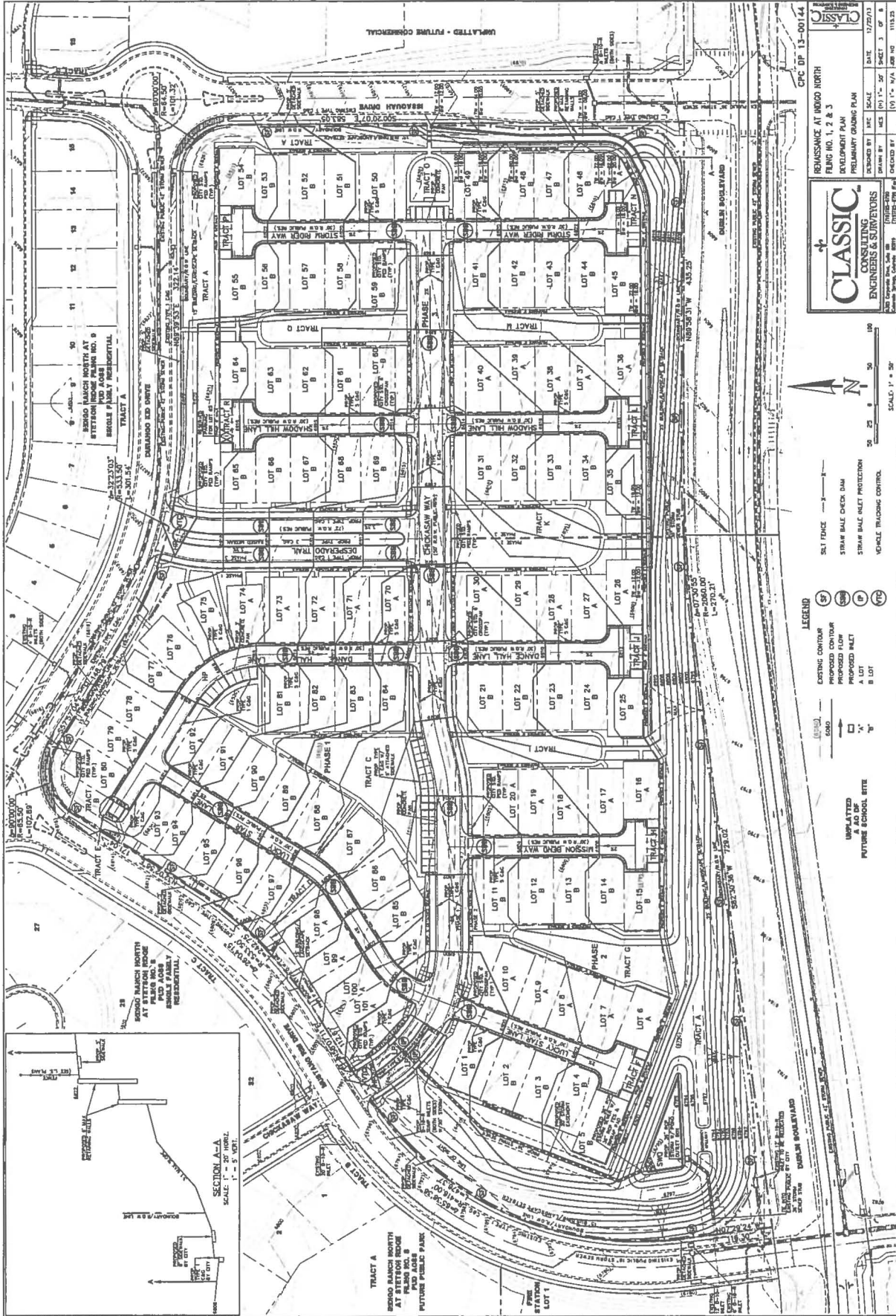
- BOUNDARY LINE
- BUILDING SETBACK LINE
- SITE PERIMETER FENCE
- SOFT MOBILITY TRIANGLE
- PHASE LINE

UNPLATTED  
 A 40' BY  
 SCHOOL SITE

SCALE: 1" = 30'

REVISION NO.	DATE	BY	CHK'D BY
1	12/20/13	JAC	JAC
2	01/13/14	JAC	JAC
3	01/13/14	JAC	JAC

**DEV'T PLAN** **FIGURE 3**



**CLASSIC**  
 CONSULTING  
 ENGINEERS & SURVEYORS

RENAISSANCE AT WOOD NORTH  
 PLANNING AND ENGINEERING  
 DEVELOPMENT PLAN  
 PRELIMINARY GRADING PLAN

DATE: 11/27/13  
 SHEET: 3 OF 8  
 SCALE: 1" = 20'

DESIGNED BY: [Name]  
 CHECKED BY: [Name]

SCALE: 1" = 20'

0 25 50 75 100

LEGEND

- EXISTING CONTOUR
- PROPOSED CONTOUR
- PROPOSED INLET
- A LOT
- B LOT

UNPLATTED  
 A AD OF  
 FUTURE SCHOOL SITE

SILT FENCE  
 STRAW BALE CHECK DAM  
 STRAW BALE INLET PROTECTION  
 VEHICLE TRUCKING CONTROL

SECTION A-A  
 SCALE: 1" = 20' HORIZ.

SECTION B-B  
 SCALE: 1" = 20' HORIZ.

SECTION C-C  
 SCALE: 1" = 20' HORIZ.

SECTION D-D  
 SCALE: 1" = 20' HORIZ.

GRADING

FIGURE 3



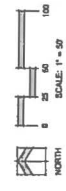
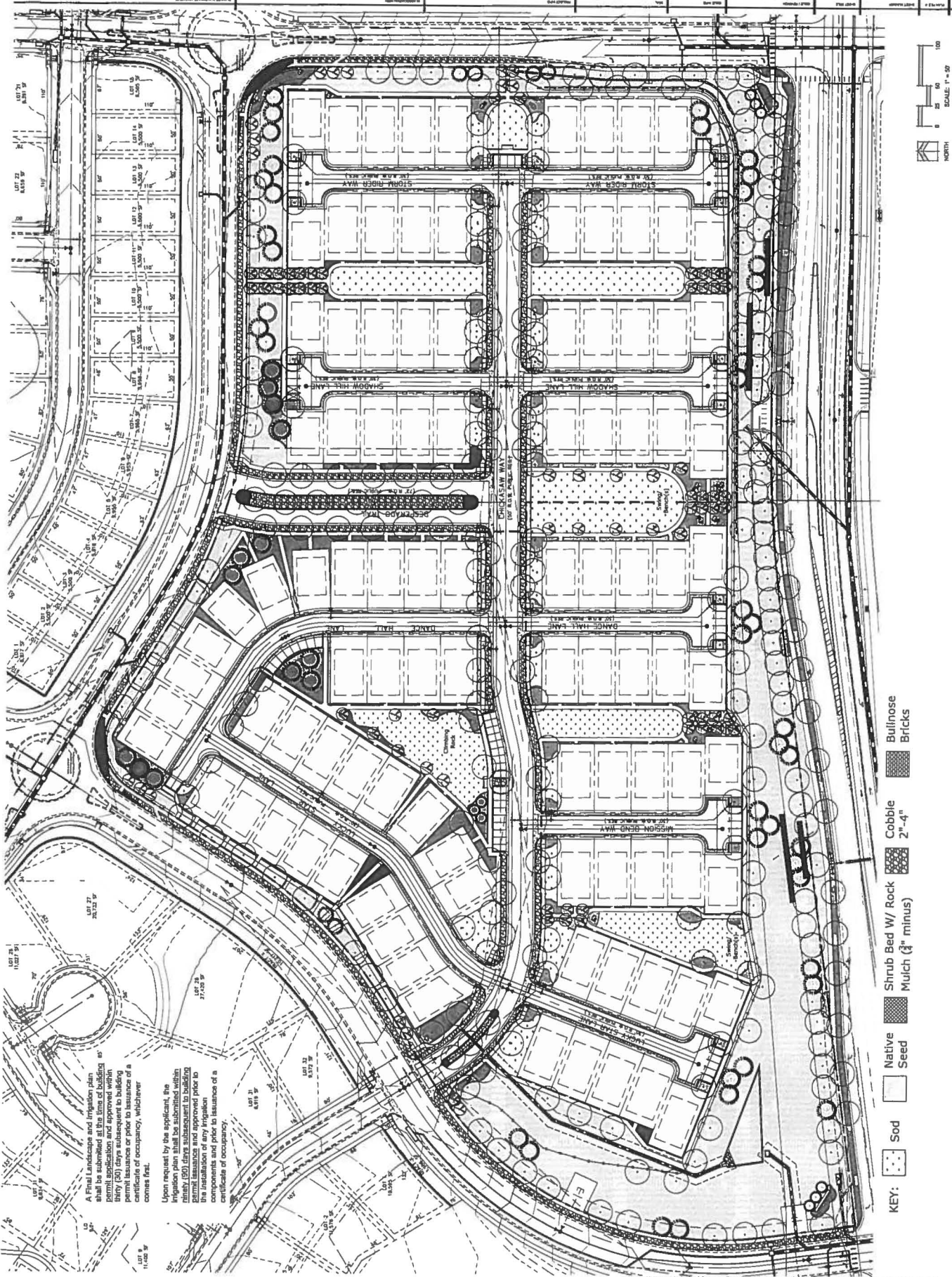
Renaissance  
At Indigo

Landscape Plan  
PROJECT ADDRESS

Preliminary  
Landscape Plan

SHEET TITLE

LS  
7 of 8  
CPC PUD 13-001



- KEY:
- Sod
  - Native Seed
  - Shrub Bed W/ Rock
  - Mulch (3" minus)
  - Cobble 2"-4"
  - Bullnose Bricks

Upon request by the applicant, the irrigation plan shall be submitted within ninety (90) days subsequent to building permit issuance and approved prior to the installation of any irrigation system. The applicant shall provide a certificate of occupancy, whichever comes first.

LANDSCAPE PLAN

FIGURE 3

## Project Statement

### Renaissance at Indigo Ranch

December 2013

Revised February 2014 \

Renaissance at Indigo Ranch is proposed as a Small Lot PUD under the guidelines established for this type is residential development. The site is located on the north side of Dublin Blvd. It is bounded on the west by Mustang Rim Drive and a Fire Station; on the north by Durango Kid Drive and single family residential land use; and on the west be a vacant parcel proposed for commercial use. The property is within the Stetson Ridge Master Plan and consists of two parcels designated as Residential 12-25, and Commercial. A Master Plan amendment is a part of the submittal package which proposes to change the land use on the Stetson Ridge Master Plan to Residential 3.5 – 7.99, a Minor Amendment.

The applications associated with this request include: a Minor Amendment to the Stetson Ridge Master Plan; A Zone Change from A to PUD consisting of approximately 21 acres; a Zone Change from A to PBC consisting of approximately 10 acres; a Development Plan for a Small Lot PUD; a Concept Plan for the proposed PBC property; and a Final Plat for the PUD for the first of two phases.

The Small Lot PUD proposes 101 lots on 21.13 acres for a density of 4.8 units per acre. Seven primary common open space areas function as pedestrian access ways to some units and as buffers between units. These spaces will also be programed for recreational amenities suited to preferences of buyers. While a majority of the lots are directly adjacent to proposed greenway areas, approximately 23 homes (23%) that front the adjacent roadways do not. This exceeds a 10% maximum suggested in the guidelines. The greenways are much larger than the minimum suggested in the guidelines and sidewalks are proposed to link the perimeter homes to the nearby greenway areas. When combined with the aesthetic benefit of having the rear-loaded garages internal and the front of homes facing out, this increase in non-greenway adjacent lots is desirable and beneficial to the overall neighborhood.

Alley/cul-de-sacs are designed with guest parking at the ends. Additional guest parking spaces are provided adjacent to the Mail Kiosk along the main entry road from Mustang Rim Drive and on-street parking will be allowed along Chickasaw Way. A total of 53 guest parking spaces are provided (does not include parking along streets).

After conferring with City Staff, all internal streets, including the access streets are proposed as public streets. Landscape and common areas will be owned and by the Stetson Ridge Metropolitan District No. 3 and either maintained by the District or the Renaissance at Indigo North Homeowner's Association as reflected on the Development Plan and Final Plat.

## Master Plan

The proposed Master Plan amendment will reduce the proposed intensity of use by changing multi-family residential and commercial land uses to single family land use. The Dublin Road frontage includes a tract that will be landscaped as a buffer. It will be owned and maintained by the Stetson Ridge Metropolitan District. This buffer, and the proposed land use, provides an intensity transition from Dublin Road to the developing traditional single family to the north.

## Zone Change Criteria

1. The action will not be detrimental to the public interest, health, safety, convenience or general welfare. ***This zone change will implement the Stetson Ridge Master Plan as it is proposed to be amended by this series of applications. The use provides a transition in density from Dublin Blvd. to the existing single family homes of lower density to the north and west.***
2. The proposal is consistent with the goals and policies of the Comprehensive Plan. ***The proposed land use provides a distinct housing choice to this area of the community and within the Stetson Ridge Master Plan. The provision of housing variety is one of the goals of the Comprehensive Plan.***
3. 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 to be considered consistent with a zone change request. ***This use will be in conformance with the Stetson Ridge Master Plan as it is proposed to be amended with this series of land use applications.***

## Development Plan Criteria

1. Will the project design be harmonious with the surrounding land uses and neighborhood? ***Yes. The proposed land use is single family detached, consistent with existing and developing single family lots to the north and west. The site design has the fronts of proposed homes facing toward existing homes.***
2. Will the proposed land uses be compatible with the surrounding neighborhood? Will the proposed development overburden the capacities of existing streets, utilities, parks, schools and other public facilities? ***This site has been planned for higher intensity uses; therefore, the capacity of infrastructure is in place to serve this site. Compatibility is achieved by providing similar land use to existing land use.***
3. Will the structures be located to minimize the impact of their use and bulk on adjacent properties? ***This criterion is not relevant to this land use request.***
4. Will landscaping, berms, fences and/or walls be provided to buffer the site from undesirable views, noise, lighting or other off-site negative influences and to buffer adjacent properties from the negative influences that may be created by the proposed development? ***Buffering is not required for this use since use to use relationship is compatible.***

5. Will vehicular access from the project to the streets outside the project be combined, limited, located, designed and controlled to channel traffic to and from such areas conveniently and safely and in such a manner which minimizes traffic friction, noise and pollution and promotes free traffic flow without excessive interruption? ***Vehicular access to the site has been confined to two access points to collector streets thereby minimizing traffic impacts.***
6. Will all the streets and drives provide logical, safe and convenient vehicular access to the facilities within the project? ***Yes. Internal streets are consistent with the Small Lot PUD Design Guidelines.***
7. Will streets and drives within the project area be connected to streets outside the project area in such a way that discourages their use by through traffic? ***Yes. Internal streets are designed to serve only residents of this project.***
8. Will adequately sized parking areas be located throughout the project to provide safe and convenient access to specific facilities? ***Yes. Each home will have a 2-car garage. Guest parking areas are provided throughout the project.***
9. Will safe and convenient provision for the access and movement of handicapped persons and parking of vehicles for the handicapped be accommodated in the project design? ***As a single family development, the needs of handicapped persons will be custom designed for each home buyer.***
10. Will the design of streets, drives and parking areas within the project result in a minimum of area devoted to asphalt? ***Yes. Internal streets that directly serve lots function as alleys, which have less asphalt than traditional local streets.***
11. Will pedestrian walkways be functionally separated from vehicular traffic and landscaped to accomplish this? Will pedestrian walkways be designed and located in combination with other easements that are not used by motor vehicles? ***Sidewalks are an integral part of the site design since they provide access to the front doors of the proposed homes. The walkway system is primarily internal and provides access throughout the project.***
12. Does the design encourage the preservation of significant natural features such as healthy vegetation, drainage channels, steep slopes and rock outcroppings? Are these significant natural features incorporated into the project design? ***There are no significant natural features on this site.***



10850 East Woodmen Road · Falcon, CO 80831  
Tel: 719-495-1100 · Fax: 719-494-8900

January 10, 2014

El Paso County Development Services  
2880 International Circle, Suite 110  
Colorado Springs, CO 80910

Re: - Renaissance at Indigo Ranch

Mr. O'Connor,

The above referenced Zoning Change is for 21 acres, located north of Dublin, south of Durango Kid Drive, and east of Mustang Rim Drive, currently zoned as agricultural to become zoned as a single family planned unit development proposed for 101 lots.

Based on our calculations, approximately 36 elementary, 14 middle school, and 25 high school students would be generated from this preliminary plan. Ridgeview Elementary School, Skyview Middle School and Vista Ridge High School currently serve this area. Capacities and recent enrollments of these schools are:

<u>School (Grades)</u>	<u>Student Capacity</u>	<u>Enrollment (10/01/13)</u>	<u>Seats Available (Short)</u>
Ridgeview	600	720	(120)
Skyview Middle	900	1022	(122)
Vista Ridge High	1200	1,230	(30)

Capacities of the schools that will serve this proposed development have surpassed their design limit. Accelerated residential growth and strong growth potential heighten the School District's concern regarding its ability to provide adequate educational opportunities.

Falcon School District does not currently have any capital funding available to build or expand any of our current facilities. We have been unsuccessful with the last few attempts to pass a Bond or Mill Levy Override. Further, on a per pupil basis, District 49 is the second lowest funded District in the State. This and the failure to pass a Bond measure create the inability to fund school construction.

*Peter Hilts, Chief Education Officer ~ Brett Ridgway, Chief Business Officer ~ Jack Bay, Chief Operations Officer  
Monty Lammers, Falcon Area Innovation Zone Leader ~ ~ Sean Dorsey, Sand Creek Innovation Zone Leader  
Michael Pickering, POWER Innovation Zone Leader ~ ~ Kim McClelland, iConnect Innovation Leader*



*10850 East Woodmen Road · Falcon, CO 80831  
Tel: 719-495-1100 · Fax: 719-494-8900*

Based upon our calculations, land dedication is not feasible from a development of this size. District 49 cautiously approves the Zoning Change, with the clear understanding of the infrastructure capacity being inadequate and requests that the developer agree to pay cash in lieu of land at the current market value of land within the District. The District would like the opportunity to respond to any land use changes associated with this project.

Additionally, it is respectfully requested that this project participate in the 501(c) (3) “Falcon Community Builders for Classrooms” non-profit organization which is intended to assist with relieving a portion of the overcrowding within the District. For additional payment information please contact Lori VonFeldt-Wingert at (719) 447-1777.

Your continuing cooperation is sincerely appreciated, as is the opportunity to comment upon issues of interest to the County, the School District and our mutual constituents.

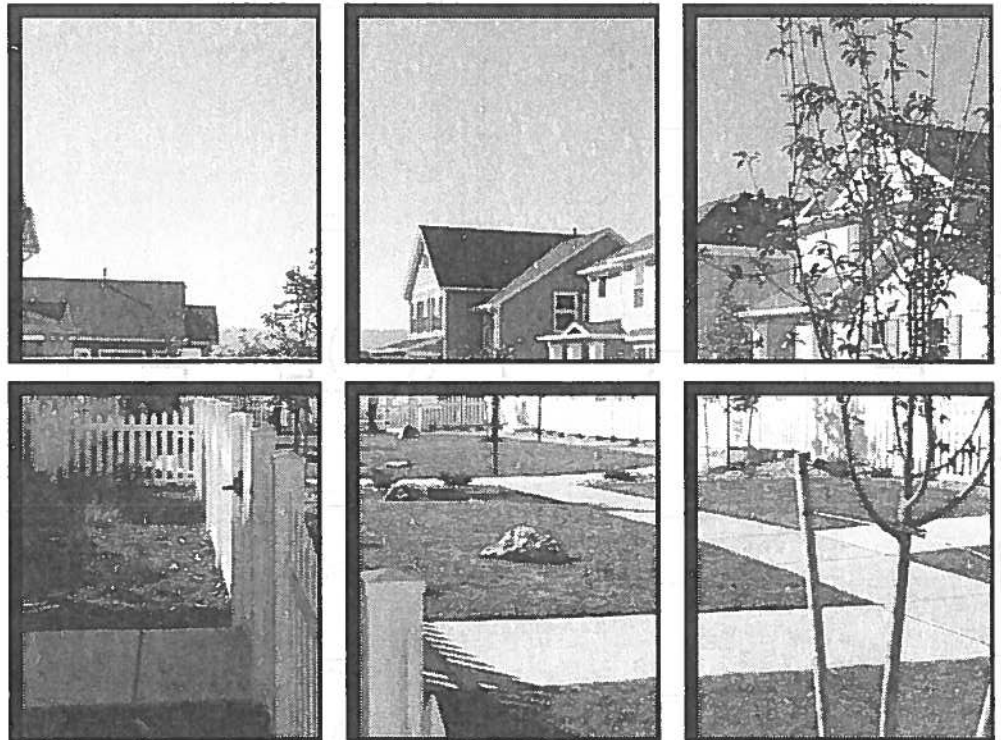
Should you have questions or desire further information, please contact me at your convenience at (719) 494-8997 or mandrews@d49.org.

FALCON SCHOOL DISTRICT 49

---

Melissa Andrews  
District Strategic Planner





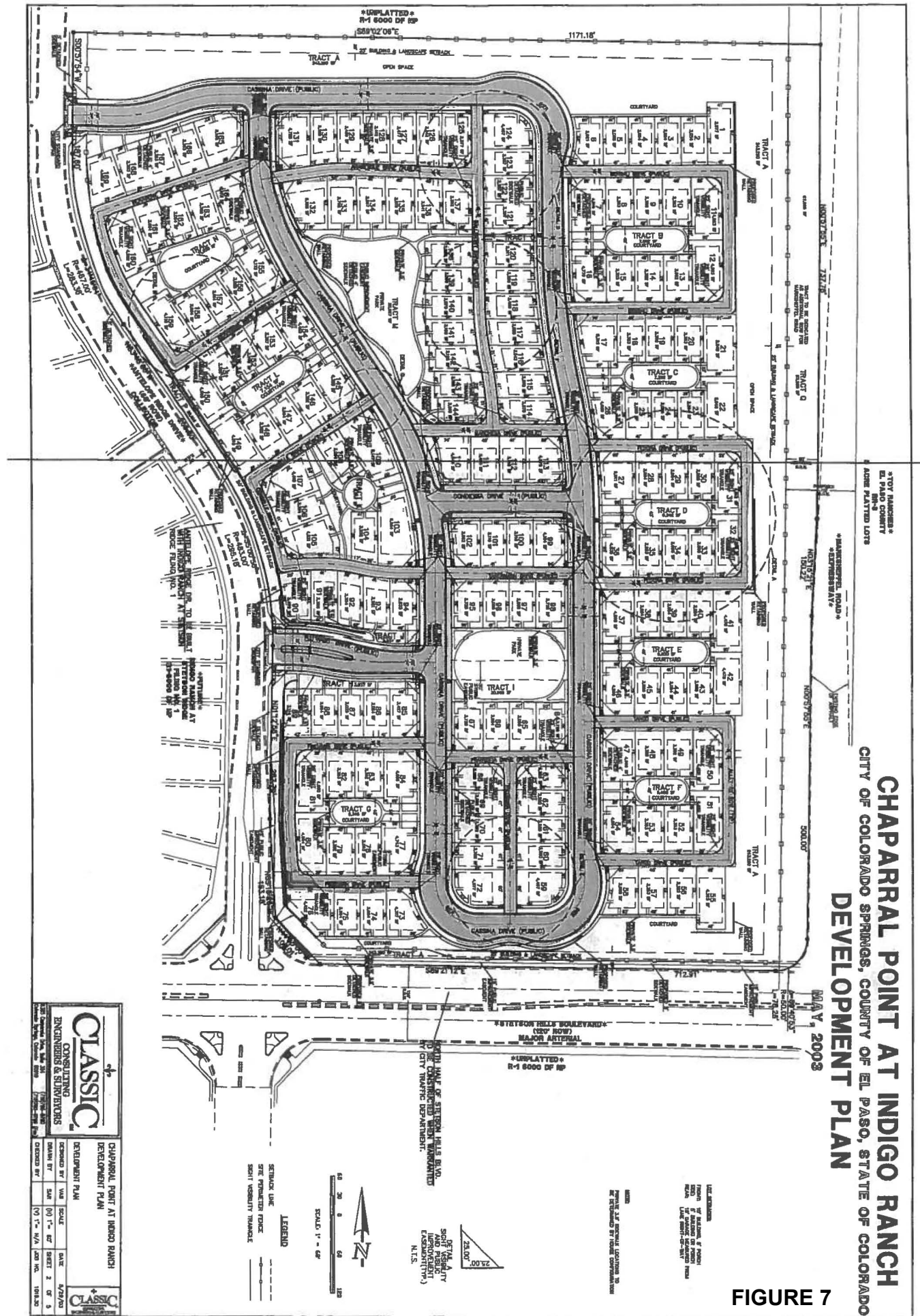
# Small Lot Planned Unit Developments

## Review Criteria and Guidelines



CITY OF COLORADO SPRINGS  
Planning and Community Development Department  
April 22, 2005

**FIGURE 6**



**CHAPARRAL POINT AT INDIGO RANCH**  
 CITY OF COLORADO SPRINGS, COUNTY OF EL PASO, STATE OF COLORADO  
**DEVELOPMENT PLAN**  
 MAY, 2003

**FIGURE 7**

**CLASSIC**  
 CONSULTING  
 ENGINEERS & SURVEYORS

CHAPARRAL POINT AT INDIGO RANCH  
 DEVELOPMENT PLAN

DESIGNED BY: VAS SCALE: DATE: 4/23/03  
 DRAWN BY: SMR (0) 1" = 60' SHEET 2 OF 3  
 CHECKED BY: (V) 1" = 60' N/A LDP NO. 1048.03

LEGEND  
 SETBACK LINE  
 FIRE FIGHTER FORCE  
 SCOUT VOLUNTARY FIREFORCE

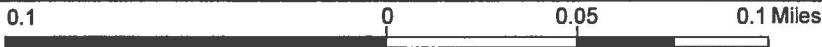
SCALE: 1" = 60'

NOT TO BE CONSIDERED FOR CONSTRUCTION WITHOUT APPROVED CITY ENGINEER'S DEPARTMENT.

NOT TO BE CONSIDERED FOR CONSTRUCTION WITHOUT APPROVED CITY ENGINEER'S DEPARTMENT.



1: 2,920

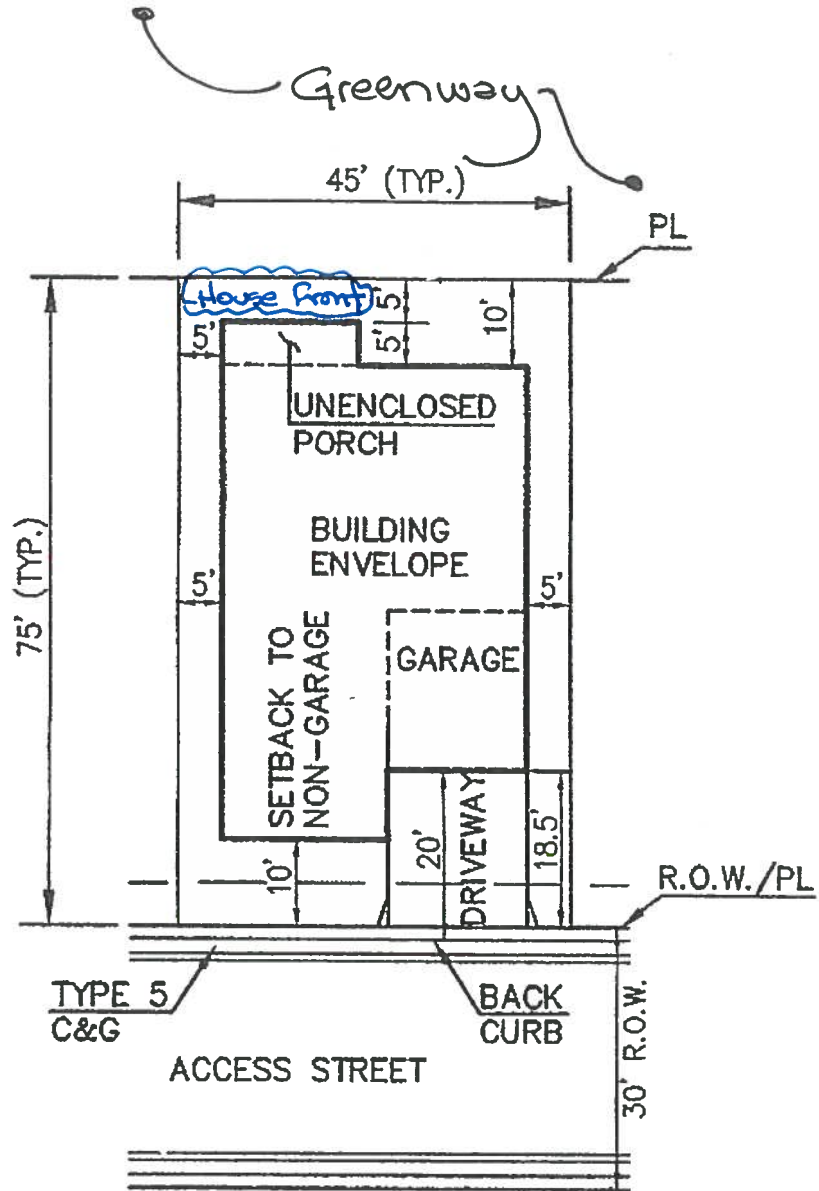


NAD\_1983\_StatePlane\_Colorado\_Centra\_FIPS\_0502\_Feet  
© Latitude Geographics Group Ltd

This map is a user generated static output from an Internet mapping  
is for reference only. Data layers that appear on this map may or ma  
accurate, current, or otherwise  
**THIS MAP IS NOT TO BE USED FOR NAVIG**

**FIGURE 7**

m



**TYPICAL LOT  
(GREENWAY ORIENTED)**