

## PERCHERON MASTER PLAN AND CONCEPT PLAN AMENDMENT

### PROJECT STATEMENT

**AUGUST 2021**

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#### REQUEST

N.E.S. Inc. on behalf of Nor'wood Development Group, request approval of the following applications.

1. Amendment to the Master Plan for Banning Lewis Ranch North (now renamed Percheron).
2. Amendment to the PUD Concept Plan for Banning Lewis Ranch North (now renamed Percheron).

#### LOCATION

The approximately 809-acre property is located in El Paso County, east of Mohawk Road and along the north and south side of Woodmen Road. The property lies north of the Banning Lewis Ranch. County 5-acre residential properties lie to the east and west, north of Woodmen Road. To the north is the proposed Sterling Ranch development, which is an urban density County project. To the east, south of Woodmen Road is existing commercial development in the County. To the west, south of Woodmen Road is a vacant industrially zoned parcel in the County. To the southwest is the development part of Banning Lewis Ranch which includes urban density single family residential development.

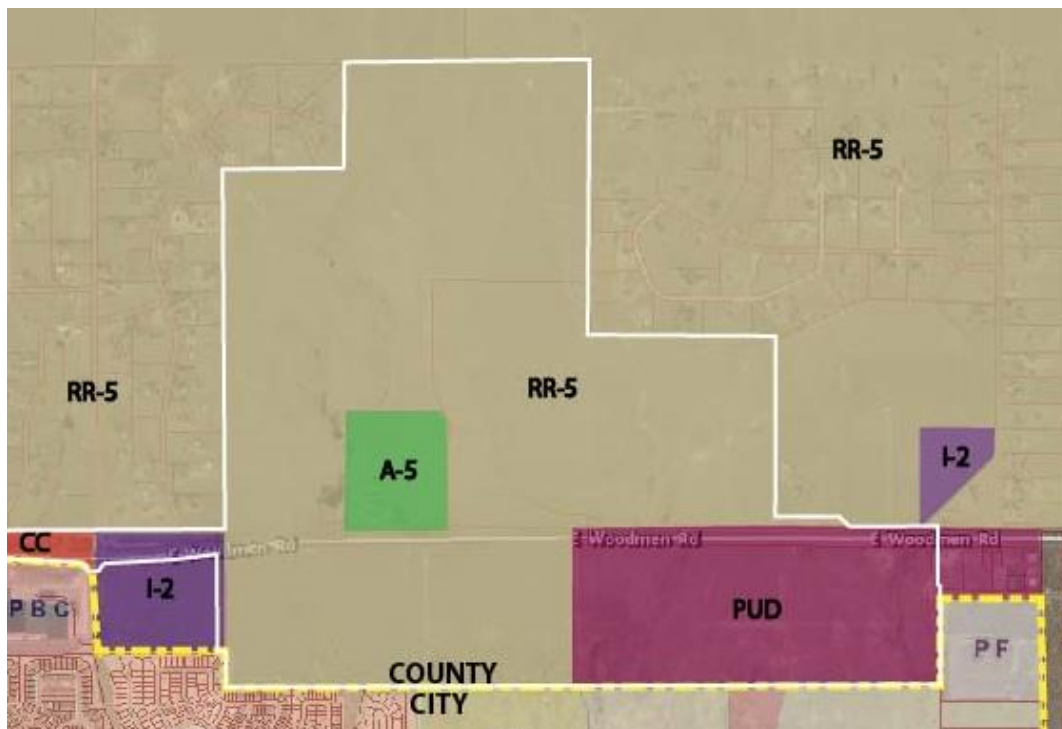


**ZONING CONTEXT**

The property was annexed into the City of Colorado Springs by way of Ordinance 21-13 in January 2021. At the same time, under Ordinance 21-14, the property was zoned PUD/AO (Planned Unit Development: commercial, industrial, civic, single-family residential, multi-family residential, open space and parks, as defined by the Banning Lewis Ranch North Zoning and Design Standards, with maximum residential density of 2900 dwelling units and an airport overlay).

The site is surrounded by a mix of City and County zone districts. To the south is existing PUD zoning for residential use the City of Colorado Springs. To the north, east, and west is El Paso County with County zoning. The site consists of three County zone districts RR-5, PUD, and A-5. The site and all surrounding properties have an Airport Overlay (CAD-O in the County and AO in the City).

DIRECTION	MUNICIPALITY	ZONE	
NORTH/NORTHEAST/NORTHWEST	COUNTY	RR-5	RURAL RESIDENTIAL
EAST	COUNTY	RR-5, I-2, PUD	RURAL RESIDENTIAL, LIMITED INDUSTRIAL, PLANNED UNIT DEVELOPMENT
SOUTHEAST	CITY	PF, R1-6	PUBLIC FACILITY, SINGLE FAMILY
SOUTH/SOUTH WEST	CITY	PBC, PUD, R5, R1-6	PLANNED BUSINESS CENTER, PLANNED UNIT DEVELOPMENT, MULTI-FAMILY, SINGLE FAMILY
WEST	COUNTY	RR-5, I-2, CC	RURAL RESIDENTIAL, LIMITED INDUSTRIAL, COMMERCIAL COMMUNITY



## **PROJECT DESCRIPTION**

### **Current Approvals**

Concurrent with the annexation and PUD zoning of the subject property in January 2021, a Master Plan and PUD Concept Plan were approved for a mix of land uses including residential, commercial, office, industrial, school, and open space/park areas. The residential areas were divided into five categories: Residential Very Low (RVL), Residential Low (RL), Residential Medium (RM), Residential High (RH), and Residential Very High (RHL) with a maximum residential density cap of 2,900 units

The Plans included two commercial/office areas at the intersection of Woodmen Road and the future Banning Lewis Parkway, which is the primary north-south access connecting the southern portion of Banning Lewis Ranch and Woodmen Road to Briargate Parkway to the north through the Sterling Ranch community. One smaller area for commercial/office/industrial was included adjacent to Golden Sage Road. The Plan also included three school sites and approximately 56.6 acres of open space/buffers and 60.1 acres of parkland connected through a series of green trail corridors.

### **Proposed Amendments**

The proposed amendments to the Percheron Master Plan and Concept Plan are identical and stem from the introduction of a new regional sports complex site in the southeast sector of the property, south of Woodmen Road. The introduction of the regional sports complex will support the growing recreational needs of this expanding area of the City and will provide an exceptional opportunity to create a premier sports venue for the entire City.

This results in several simultaneous changes including the addition of more commercial land to serve the sports complex, the addition of new access points off Woodmen Road, the reduction in the overall residential density, and the resultant reduction in the parkland dedication requirements.

The following changes are proposed:

#### **South of Woodmen Road:**

- Introduction of a 126.5-acre site for a regional sports complex in the southeast sector of the property.
- Addition of commercial development in the southeast quadrant of the Woodmen Road and Banning Lewis Parkway intersection and combining this with the previously proposed multifamily residential.
- Removal of the previously proposed 15-acre school transit/maintenance facility site on the southeast boundary, as that need has been satisfied elsewhere
- Expansion of the 3.2-acre commercial site adjacent to Golden Sage Road to 5.4 acres.
- Addition of 2 new right-in/right-out access points off Woodmen Road to serve the proposed sports complex and new commercial area.

- Change in density of the 15.7-acre parcel south of the utility easement and east of Banning Lewis Parkway from Residential Medium to Residential High density.
- Reduction of the neighborhood park in the southwest corner from 4 acres to 1 acre

North of Woodmen Road:

- The removal of the proposed community park at the northwest quadrant of Woodmen Road and Banning Lewis Parkway, as the new regional sports complex satisfies the community parkland dedication requirement. This is replaced by a 4.5-acre neighborhood park and an open space/trail corridor.
- Expansion of the Residential Medium and Residential High parcels adjacent to the previously proposed community park.
- Reduction in size of the remaining neighborhood parks north of Woodmen Road to reflect the reduced park land dedication requirements and associated adjustments to size of adjacent residential areas.

The net result of these changes is a reduction in the overall residential of the property to a range between 2,136 and 3,578 units, and a reduction in the proposed density cap from 2,900 to 2,650 units. The approved Master Plan was based upon the former Park Land Dedication Ordinance. A new ordinance is now in place and between the ordinance changes and the reduction in the number of residential units, the park land dedication requirement has reduced from 59 acres (60.2 acres provided) to 31.6 acres including 14.2 acres of neighborhood parks and 17.4 acres of community park. As noted above, the proposed regional sports complex will meet the community parkland dedication requirements and the remaining neighborhood parks have been adjusted in size to meet the 14.2-acre neighborhood park requirement. The new ordinance also allows for smaller pocket parks to make up the land dedication requirements and this is reflected in some of the reduced sizes of the neighborhood parks.

## **PROJECT JUSTIFICATION**

### **CONFORMANCE WITH MASTER PLAN AMENDMENT CRITERIA (SECTION 7.5.408)**

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

The 2020 Land Use Map is no longer valid as it has been superseded by PlanCOS. Policy VN-2.A of PlanCOS promotes neighborhoods that incorporate common desired neighborhood elements. The Master Plan amendment continues the overall land use pattern established by the approved Master Plan including a mix of supportive residential, office, community commercial, schools, neighborhood

parks, trails, and open space. The Master Plan provides a variety of residential densities in order to further the PlanCOS goals of “housing for all” and “everyone in a neighborhood”. The variety of densities accommodates multiple housing types within the same community. These residential densities transition from the office/commercial and higher densities at the intersection of Banning Lewis Parkway and Woodmen Road to lower residential areas around the perimeter. These lower densities also provide a transition to the large residential lots within the County.

Policy VN-3.F of PlanCOS encourages enhancing the mobility and connectivity between neighborhoods across Colorado Springs and with surrounding jurisdictions. The proposed extension of Banning Lewis Parkway enhances mobility and connectivity as it will connect the southern portion of Banning Lewis Ranch and Woodmen Road to Briargate Parkway to the north through the Sterling Ranch community. This will greatly improve the east-west transportation corridors in this part of the City and County, which currently rely solely on Woodmen Road.

**B. LAND USE RELATIONSHIPS:**

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

The Master Plan amendment continues to promote a mix of residential densities to provide a combination of housing types. Office/commercial areas are provided at the corner of Woodmen Road and the future Banning Lewis Parkway. A network of trail corridors and open space provide connectivity throughout the community, along with complete streets that provide sidewalks, bicycle lanes, and adequate vehicular capacity. The introduction of the regional sports complex will support the growing recreational/sports needs of this expanding area of the City and will provide an exceptional sports venue for entire City.

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

The proposed office and community commercial areas are easily accessible from Woodmen Road and Banning Lewis Parkway and will include a variety of uses to meet the needs of the Banning Lewis Ranch North Community and the surrounding neighborhoods. This Master Plan amendment proposes to expand the commercial areas to support the anticipated needs of the regional sports complex.

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

The area is primarily residential and is compatible with the surrounding mix of residential in the City and County. The Master Plan provides a transition from the office/commercial and higher density residential around the intersection of Woodmen Road and Banning Lewis Parkway to

the lower density residential around the perimeter, providing a transition to the County residential areas.

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

A range of residential densities is provided to allow a variety of housing products and types. The project anticipates lower density single family, patio homes, townhomes, and apartments at varying densities and levels of affordability.

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

A Soil, Geology, and Geological Hazard Study was conducted by Entech Engineering, Inc. and found the site to be suitable for development. Geologic conditions were identified as imposing some constraints on development and will be analyzed in more detail with subsequent development plans and will be avoided or mitigated through standard construction practices.

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

The residential densities include a transition from higher densities adjacent to the office/commercial areas to the very low-density residential areas on the perimeter of the property, adjacent to the rural residential lots in the County. Green trail corridors provide buffers between land uses within the community while still maintaining connectivity.

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

The land uses conform to the definitions within section 7.5.410.

**C. PUBLIC FACILITIES:**

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

The Master Plan identifies areas of open space that connect to proposed open space within the City Limits and the Banning Lewis Ranch. The Plan includes connection to the proposed Woodmen Road trail which connects the City to the County.

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

The introduction of the regional sports complex will support the growing recreational/sports needs of this expanding area of the City and will provide an exceptional sports venue for entire City. Neighborhood parks and open space with a network of connecting trails are located and sized in accordance with the new parkland dedication ordinance. School sites to serve the community and wider area have been located and sized per discussions with School District 49.

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

The proposed sites have been discussed with School District 49 and meet the needs of the school district. A partial high school site (remainder in County to north) and elementary school site are provided. The previously proposed site for bus parking and maintenance in the southeast corner of the property has been removed following discussion with School District 49, as that need has been satisfied elsewhere.

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

This project contributes to CSU's goals of regionalization and acting as a regional water provider for the Pikes Peak region.

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

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

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

A revised Preliminary Drainage report is submitted with this Master Plan amendment and addresses the requirements of the DCM.

**D. TRANSPORTATION:**

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

The Master Plan is consistent with the Intermodal Transportation Plan as the Master Traffic Study assesses the future growth expectations for the area and analyses the trips to be generated by this development in the future. This Master Plan incorporates the principal street classifications and structure required to support this growth. The Master Plan also includes provision for multi-modal transport by providing internal trails and connections to regional trails and bike routes.

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

Woodmen Road (Expressway) and Banning Lewis Parkway (Principal Arterial) bisect the development and provide the primary access through the Master Plan area. All internal collectors to local roads will be accessed from these two arterials. These primary access roads to the development will not negatively impact the surrounding neighborhoods. The provision of a future connection to Briargate Parkway to the north will significantly improve east-west connectivity for this part of the City and will take pressure off Woodmen Road.

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

An interconnected trail system is provided through green corridors and are designed to follow the existing natural drainageways. Design of the arterials, collectors, and trails will be established with future development plans.

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

Transit routes are not provided in this area as there is no service to connect to at this time. The proposed streets will be designed to meet City standards and will include provision for transit as needed.

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

The Master Plan does not provide transit service as no transit service exists in this area at this time. Opportunities for alternative modes of transport are accommodated with the internal trail network and connection to the Woodmen Trail.

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

A revised Master Traffic Impact Study prepared by SM Rocha accompanies this Master Plan amendment and details existing conditions, early phasing, and build-out scenario. This report identifies capacity of the roadway system and any recommended improvements to accommodate this development and other projected growth in the area.

**E. ENVIRONMENTAL:**

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

The only features of note on this site are an area of floodplain in the southeast portion of the property and an area of jurisdictional wetlands along the south boundary. There are no significant slopes and the drainageways, floodplain and wetlands are incorporated and preserved in the open space areas.

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

Noise Impacts will be assessed on at the development plan stage per the City's noise policy. Appropriate buffering requirements will be met for properties along principal arterials and between differing land uses per code requirements.



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

Green trail corridors are provided throughout the development to provide connectivity to the open space, neighborhood parks, and the regional sports complex. The large open space tracts utilize and protect the natural drainageways, floodplain and a small area of wetlands in the southeast corner.

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

Mitigation techniques for each constraint are outlined in the Soils & Geology Report prepared by Entech. Further analysis and specific mitigation strategies will be identified at development plan stage.

**F. FISCAL:**

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

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

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

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

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

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

The City Budget Office will provide a fiscal impact analysis for the proposed Master Plan amendment. Any required mitigation addressed in the Annexation Agreement.

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

The Annexation Agreement addresses any required public improvements or maintenance.

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

Any proposed special districts will be consistent with the relevant City polices and statutory requirements.

**PUD CONCEPT PLAN REVIEW CRITERIA (SECTION 7.3.605)**

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

Policy VN-2.A of PlanCOS promotes neighborhoods that incorporate common desired neighborhood elements. The Master Plan amendment continues the overall land use pattern established by the approved Master Plan including a mix of supportive residential, office, community commercial, schools, neighborhood parks, trails, and open space. The Master Plan provides a variety of residential densities in order to further the PlanCOS goals of “housing for all” and “everyone in a neighborhood”. The variety of densities accommodates multiple housing types within the same community. These residential densities transition from the office/commercial and higher densities at the intersection of Banning Lewis Parkway and Woodmen Road to lower residential areas around the perimeter. These lower densities also provide a transition to the large residential lots within the County.

Policy VN-3.F of PlanCOS encourages enhancing the mobility and connectivity between neighborhoods across Colorado Springs and with surrounding jurisdictions. The proposed extension of Banning Lewis Parkway enhances mobility and connectivity as it will connect the southern portion of Banning Lewis Ranch and Woodmen Road to Briargate Parkway to the north through the Sterling Ranch community. This will greatly improve the east-west transportation corridors in this part of the City and County, which currently rely solely on Woodmen Road.

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

Not Applicable.

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

A Master Plan amendment is proposed in conjunction and this PUD Concept Plan amendment is consistent with it.

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

The proposed development is consistent with the intent and purpose of the code as it will ensure a logical growth of the physical elements of the City. The development will improve housing standards and will provide required schools, parks and other public infrastructure and facilities.

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

The area is primarily residential and is compatible with the surrounding mix of residential in the City and County. The Master Plan provides a transition of office/commercial and higher density residential to the lower density residential around the perimeter providing a transition to the County residential areas. Banning Lewis Parkway provides a spine of connectivity from Banning Lewis Ranch to the south through Sterling Ranch to the north providing additional east west connections. Internal roadways and green corridors provide connectivity throughout the development.

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

Higher density residential is situated near the office/commercial areas and the intersection of Banning Lewis Parkway and Woodmen Road. A mix of uses provides a transition from the higher density residential to the lower density residential around the perimeter and to the adjacent County residential.

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

Office/commercial nodes of activity are provided at the major intersection of Banning Lewis Parkway and Woodmen Road with supportive higher density residential. The proposed commercial areas have been expanded to support the new regional sports complex proposed by this amendment.

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

A range of residential densities is provided to allow a variety of housing products and types. The project anticipates lower density single family, patio homes, townhomes, and apartments. Bulk requirements, height limitations, and density caps ensure the development provides internal

transitions and is compatible with the surrounding residential. Open space and parks are provided however, landscaping requirements will be assessed with future development plans.

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

Buffering will be provided per Code at the development plan level.

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

Interconnected roadways, green trail corridors, and connections to multi-use trails provide access for automobile, pedestrians, and bicycles. Transit is not proposed at this time due to lack of transit service in the surrounding area to connect to.

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

Woodmen Road (Expressway) and Banning Lewis Parkway (Principal Arterial) bisect the development and provide the primary access through the Master Plan area. All internal collectors to local roads will be accessed from these two arterials. These primary access roads to the development will not negatively impact the surrounding neighborhoods. The provision of a future connection to Briargate Parkway to the north will significantly improve east-west connectivity for this part of the City and will take pressure off Woodmen Road. Primary access to the development will not impact the surrounding neighborhoods.

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

Banning Lewis Parkway bisects the development to provide additional options for east-west traffic and to provides the spine road through the development to the south a future connection to Briargate Parkway to the north will significantly improve east-west connectivity for this part of the City. The east-west routes will not go through the existing adjacent residential neighborhoods.

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

Green trail corridors provide buffers between land uses while still maintaining connectivity through the mix of uses. Internal roads will provide vehicular connections throughout the area.

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

This will be addressed with future development plans.

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

The introduction of the regional sports complex will support the growing recreational/sports needs of this expanding area of the City and will provide an exceptional sports venue for entire City. The development utilizes existing drainageways as open space and provides parks to serve the community. These parks are connected through green trail corridors providing access to the mix of residential, office, commercial, park and school sites.

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

Through annexation the development will connect to CSU services and will have enough capacity. Police and Fire fees will be paid with annexation. School and Parkland are proposed with this PUD Concept Plan per City ordinances and in discussion with School District 49.

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

The only features of note on this site are an area of floodplain in the southeast portion of the property and an area of jurisdictional wetlands along the south boundary. There are no significant slopes and the drainageways, floodplain and wetlands are incorporated and preserved in the open space areas.