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## **FALCON TRUCKING – ZONE CHANGE, MASTER PLAN AMENDMENT AND CONCEPT PLAN**

### **PROJECT STATEMENT**

**DECEMBER 2022, REVISED JANUARY 2023**

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#### **REQUEST**

Falcon Trucking requests approval of the following applications:

1. A Zone Change from PUD/AO (Planned Unit Development: Single-Family Residential, 3.5-7.99 du/ac, maximum building height 35-feet; Multifamily Residential, 12-24.99 du/ac, maximum building height 45-feet; and commercial, 40,000 sq.ft., maximum building height 45 feet with Airport Overlay) to PUD/AO (Planned Unit Development: Residential High Density, maximum density 24.99 du/ac, maximum building height 45-feet and/or Commercial maximum area 40,000 sq.ft., maximum building height 45 feet, and Residential Medium-High Density, maximum density 11.99 du/ac, maximum building height 35-feet with Airport Overlay)
2. Amendment to the Banning Lewis Ranch Master Plan from Residential Medium-High Density (3.5-7.99 du/ac) on 16.078 acres, Commercial/Residential High Density (12-24.99 du/ac) on 14.309 acres; and Commercial on 5.34 acres to Residential High Density (12-24.99 du/ac) and/or Commercial on 19.65 acres, and Residential Medium-High Density (8-11.99 du/ac) on 16.08 acres.
3. Falcon Trucking at BLR Concept Plan for Residential High Density (12-24.99 du/ac) and/or Commercial (max. 40,000 sq.ft.) on 19.65 acres, and Residential Medium-High Density (8-11.99 du/ac) on 16.08 acres

This development, although known as Falcon Trucking from past land use ownership, does not propose an industrial trucking use.

#### **LOCATION**

The 35.73-acre property is located directly southeast of the Barnes Road and Marksheffel Road intersection. To the east is the Enclaves at Mountain Vista single-family residential neighborhood that is platted and partially developed. To the north is the proposed extension of Barnes Road, which is planned to connect to Banning Lewis Parkway to the east. To the north of future Barnes Road is the “Freestyle” master planned community, with a proposed land use of Residential Flex Medium (6-12 du/ac) in the area north of the Falcon Trucking site. On the northwest corner of Marksheffel Road and Barnes Road is the Willowind Commercial Center, which is partially built-out and revised plans are currently under review by the City for the remaining lots within the commercial center. Directly to the west of Marksheffel Road is Chateau at Antelope Ridge, which is a medium density manufactured home subdivision in El Paso County.

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## PROJECT DESCRIPTION

A Zone Change, Master Plan Amendment and Concept Plan were approved in February 2022 to rezone the Falcon Trucking property from light industrial uses (PIP-1) to Planned Unit Development (PUD) to accommodate Medium-High Density Residential (3.5-7.99 du/ac) on 16.078 acres, Commercial/ High Density Residential (12-24.99 du/ac) on 14.309 acres, and Commercial uses on 5.34 acres.

The currently proposed Zone Change, Master Plan Amendment and Concept Plan will retain the PUD zoning but proposes to reallocate the residential uses/densities and include commercial as an optional use. The revised plans will allow High Density Residential (12-24.99 du/ac) and/or Commercial on the western 19.65 acres of the site and Residential Medium-High Density (8-11.99 du/ac) on the eastern 16.08 acres. The proposed commercial use will be limited to 40,000 sq.ft. consistent with the previous approvals. The site has a 75' utility easement that runs north to south and divides the parcel, becoming the general division line of the two residential density areas. The project proposes a mix of residential uses that intentionally aims to accommodate higher density residential to support demographic and market demands and the growth of this developing area.

Access is proposed off future Barnes Road extension to the north and existing Graphite Drive to the south. Access points to the adjoining Enclaves at Mountain Vista via Talc Drive and Basaltic Drive are noted as access options but will be reviewed for access needs with future applications. Graphite Drive is a built  $\frac{3}{4}$  movement intersection with acceleration and deceleration lanes

provided on Marksheffel. Design Plans and early alignment discussions are taking place for the eastward extension of Barnes Road that would provide the northern access to the site in the future. Improvements to Marksheffel Road are part of the recent voter-approved PPRTA 3 Capital Projects and the City has funding to advance earlier implementation of the required improvements to the intersection of Marksheffel Road and Barnes Road. Future traffic studies will be provided that address background traffic volumes and specific traffic generation related to use with future development proposals.

## **PROJECT JUSTIFICATION**

### **Conformance with Zone Change Criteria (Section 7.5.603)**

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

The uses proposed by this PUD zone change are considerate of the effects on the general health, welfare and safety of neighborhoods in the immediate area. The proposed residential uses and densities and optional commercial use are similar to those in the recently approved PUD. The rezone will provide a transition in use intensity between the existing/proposed medium density residential in Enclaves at Mountain Vista to the east and the commercial on the west side of Marksheffel Road by including medium-high density residential on the east half of the property and high density residential and/or commercial on the west half of the property.

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

The site lies within a Future Neighborhood as defined on the Neighborhood Framework Map of PlanCOS. These areas provide an opportunity to create new, diverse, and “smart” connected neighborhoods, while addressing emerging demographic and market considerations. The proposed rezone will address the need for a mix of housing options and the creation of diverse neighborhoods, while meeting a demographic and market need for higher density development. The option for commercial use on the western portion of the property provides the opportunity for the applicant to pivot in response to changing market demands. The commercial use will add to the diversity of the neighborhood.

The proposed zone change will help achieve the key theme of PlanCOS of “Housing for All” and the goal of moving the community in the direction of more housing choices, with a full spectrum of attainable housing opportunities located in different areas of the City. The zone change is also supportive of Strategy VN-2.A-3 which aims to support land use decisions and projects that provide a variety of housing types and sizes, serving a range of demographic sectors, and meeting the needs of residents and families through various life stages and income levels.

**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 IN ORDER TO BE CONSIDERED CONSISTENT WITH A ZONE CHANGE REQUEST.**

An amendment to the Falcon trucking portion of the Banning Lewis Ranch Master Plan accompanies the proposed zone change.

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

The project is not a Mixed-Use zone district.

**Conformance with Concept Plan Review Criteria (Section 7.5.501.E)**

**1. WILL THE PROPOSED DEVELOPMENT HAVE A DETRIMENTAL EFFECT UPON THE GENERAL HEALTH, WELFARE, AND SAFETY OR CONVENIENCE OF PERSONS RESIDING OR WORKING IN THE NEIGHBORHOOD OF THE PROPOSED DEVELOPMENT?**

The uses proposed by this PUD zone change are considerate of the effects on the general health, welfare and safety of neighborhoods in the immediate area. The proposed residential uses and densities and optional commercial use are similar to those in the recently approved PUD. The rezone will provide a transition in use intensity between the existing/proposed medium density residential in Enclaves at Mountain Vista to the east and the commercial on the west side of Marksheffel Road by including medium-high density residential on the east half of the property and high density residential and/or commercial on the west half of the property.

**2. WILL THE PROPOSED DENSITY, TYPES OF LAND USES AND RANGE OF SQUARE FOOTAGES PERMIT ADEQUATE LIGHT AND AIR BOTH ON AND OFF THE SITE?**

The proposed residential land use, density, and maximum building heights of 35-feet for the medium-high density residential and 45-feet for the high-density residential will allow for adequate light and air both on and off the site. The likely scale of the potential commercial use will also allow for adequate light and air both on and off the site.

**3. ARE THE PERMITTED USES, BULK REQUIREMENTS AND REQUIRED LANDSCAPING APPROPRIATE TO THE TYPE OF DEVELOPMENT, THE NEIGHBORHOOD AND THE COMMUNITY?**

The proposed residential land use, transitioning density and proposed maximum building heights of 35-feet for the medium-high density residential and 45-feet for the high-density residential are compatible with the surrounding mix of residential and commercial development. The potential commercial use will locate on the western portion of the property, most likely at the intersection of Barnes and Marksheffel. This will be buffered from existing residential to the east by the proposed residential on this Concept Plan and is complementary to the existing commercial center at the northwest corner of Barnes and

Marksheffel. Landscaping will be provided in accordance with the City’s landscape code and will create appropriate buffering between uses.

**4. ARE THE PROPOSED INGRESS/EGRESS POINTS, TRAFFIC CIRCULATION, PARKING AREAS, LOADING AND SERVICE AREAS AND PEDESTRIAN AREAS DESIGNED TO PROMOTE SAFETY, CONVENIENCE AND EASE OF TRAFFIC FLOW AND PEDESTRIAN MOVEMENT BOTH ON AND OFF THE SITE?**

Adequate access points are provided on three sides of the proposed development. The future extension of Barnes Road east to Banning Lewis Parkway and the improvements to the Marksheffel Road and Barnes Road intersection will ensure that safe and convenient traffic flow and pedestrian movements can be accommodated on and off the site in the long-term.

**5. WILL THE PROPOSED DEVELOPMENT OVERBURDEN THE CAPACITIES OF EXISTING STREETS, UTILITIES, PARKS, SCHOOLS AND OTHER PUBLIC FACILITIES?**

An MDDP is provided to address the anticipated development drainage needs. Adequate access is provided on three sides of the development. Future traffic studies will address background traffic volumes and traffic generation related to use with future development proposals. New schools are planned within the larger Banning Lewis Ranch master planned area to support the continued growth within this area. Land for parks is also planned as part of the Banning Lewis Master Plan.

**6. DOES THE PROPOSED DEVELOPMENT PROMOTE THE STABILIZATION AND PRESERVATION OF THE EXISTING PROPERTIES IN ADJACENT AREAS AND SURROUNDING RESIDENTIAL NEIGHBORHOODS?**

The mix of residential housing options that the Concept Plan supports and the transitional density proposed will stabilize and preserve the surrounding residential neighborhoods. The potential commercial use is complementary to the existing commercial center at the northwest corner of Barnes and Marksheffel and will provide services to the surrounding residential areas.

**7. DOES THE CONCEPT PLAN SHOW HOW ANY POTENTIALLY DETRIMENTAL USE TO USE RELATIONSHIPS (E.G., COMMERCIAL USE ADJACENT TO SINGLE-FAMILY HOMES) WILL BE MITIGATED? DOES THE DEVELOPMENT PROVIDE A GRADUAL TRANSITION BETWEEN USES OF DIFFERING INTENSITIES?**

The proposed residential densities will provide a transition between the existing/proposed medium density residential in Enclaves at Mountain Vista to the east and the commercial on the west side of Marksheffel Road by including medium-high density residential on the east half of the property and high density residential on the west half of the property. The potential commercial use will be buffered from existing residential to the east by the proposed residential on this Concept Plan.

**8. IS THE PROPOSED CONCEPT PLAN IN CONFORMANCE WITH ALL REQUIREMENTS OF THIS ZONING CODE, THE SUBDIVISION CODE AND WITH ALL APPLICABLE ELEMENTS OF THE COMPREHENSIVE PLAN?**

The above analysis of the relevant review criteria for the zone change and concept plan demonstrates that the proposed Concept Plan is in conformance with all requirements of the zoning, subdivision, and applicable portions of PlanCOS.

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

The majority of the review criteria in Section 7.5.408 of the Zoning Code relate to new Master Plans. Those that are relevant to the proposed amendment to Banning Lewis Ranch Master Plan are as follows:

#### **A. COMPREHENSIVE PLAN:**

See analysis under zone change criteria.

#### **B. LAND USE RELATIONSHIPS:**

A mix of housing options is provided with this Master Plan amendment that will strengthen the current development pattern in this area. The proposed residential densities will provide a transition between the existing/proposed medium density residential in Enclaves at Mountain Vista to the east and the commercial on the west side of Marksheffel Road by including medium-high density residential on the east half of the property and high density residential on the west half of the property. The potential commercial use will be buffered from existing residential to the east by the proposed residential on this Concept Plan and is also complementary to the existing commercial center at the northwest corner of Barnes and Marksheffel.

#### **C. PUBLIC FACILITIES:**

Land for parks is planned as part of the Banning Lewis Master Plan, with a neighborhood park a short distance to the east. Access to these recreational amenities will be available to this development.

New schools are planned within the larger Banning Lewis Ranch master planned area to support the continued growth within this area. Future school sites are planned within close proximity to this site.

All required utilities are available to the site. The MDDP addresses drainage basin planning related to the potential uses.

#### **D. TRANSPORTATION:**

Adequate access is provided and will be further developed with future entitlement and site planning efforts. Improvements to the Marksheffel Road and Barnes Road intersection are underway as an early implementation component of the larger Marksheffel Road improvement plans under PPRTA 3. These improvements, together with the eastward extension of Barnes Road, will serve the proposed development and better facilitate traffic in this area.

#### **E. ENVIRONMENTAL:**

No significant natural features are present in the amendment area. Buffers and noise impacts will be assessed with future development applications.