

## DOWNTOWN REVIEW BOARD AGENDA

**STAFF: RYAN TEFERTILLER**

**FILE NO:**  
**CPC MP 09-00027-A1MJ16 – LEGISLATIVE**

**PROJECT: EXPERIENCE DOWNTOWN MASTER PLAN**

**APPLICANTS: CITY OF COLORADO SPRINGS PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT AND THE COLORADO SPRINGS DOWNTOWN DEVELOPMENT AUTHORITY**

### **PROJECT SUMMARY:**

1. **Project Description:** The Experience Downtown Master Plan is a major update to the 2009 Imagine Downtown Master Plan. The new Plan (**FIGURE 1**) includes two sections: Volume 1 serves as an update to the 2007 Imagine Downtown Plan of Development which guides the actions of the Downtown Development Authority (DDA); Volume 2 is the new land use master plan which will replace the 2009 Imagine Downtown Master Plan.
2. **Planning & Development Team's Recommendation: Approval of the application.**

### **BACKGROUND:**

1. **Site Location:** The Plan focuses on the geographic area defined by the DDA, which covers approximately one square mile, but addresses other issues within the context of the Legacy Loop trail system – a roughly 10 mile long trail and park system.
2. **Existing Zoning/Land Use:** The majority of the land within the DDA boundary falls within the Downtown Colorado Springs Form-Based Zone (FBZ) but there are pockets of other zoning districts including R5, SU, OC, OR, C5, C6 that are present within the Plan. The land uses within the Plan boundary include residential, office, commercial, civic, industrial, and mixed-use.
3. **Surrounding Zoning/Land Use:** The area surrounding the Plan boundary includes a wide range of zoning and land uses.
4. **Comprehensive Plan/Designated 2020 Land Use:** Regional Center
5. **Annexation:** Town of Colorado Springs, 1872
6. **Master Plan/Designated Master Plan Land Use:** Imagine Downtown Master Plan (2009) / Activity Center
7. **Physical Characteristics:** The plan area is largely developed with a mix of urban uses.

### **STAKEHOLDER PROCESS AND INVOLVEMENT:**

This project was initiated by the DDA in mid-2015. While much of the writing, graphics, and formatting were completed by a team of private consultants including Moore Iacofano Goltsman (MIG), Inc., Progressive Urban Management Associates (PUMA), and others, the vision, goals, and action steps were all informed by significant stakeholder input. The effort included the creation of multiple committees including the Project Management Team (PMT), a Technical Advisory Committee (TAC), and an active group of civic leaders including City Staff and the DDA board. While the Plan utilizes the public input gathered in 2007 and 2009 during the creation of the Imagine Downtown Plan, a number of opportunities were created to solicit additional input:

- Over 1,200 perception surveys were completed online in 2014 and 2015.

- A public workshop with over 150 attendees was held in November of 2015 to discuss early concepts, goals, and concerns about Downtown.
- Targeted focus groups were organized gaining participation from over 60 key stakeholders.
- Numerous one-on-one interviews were held by the project team.
- Three stakeholder charrettes were held with roughly 75 participants.

In addition to the direct public input during the creation of the Experience Downtown Plan, the project team utilized a number of previously adopted plans which often included significant public input. These plans include:

- 2040 Regional Transportation Plan (2015)
- Infill supplement to the City's Comprehensive Plan (2015)
- City Council and Mayoral Strategic Plans (2015)
- Parks Master Plan (2014)
- Regional Non-Motorized Transportation Plan (2014)
- And others

Once the draft document was finalized and approved by the DDA Board, efforts were made to inform the public of the upcoming public hearings. The Downtown Partnership sent an email including a link to the final draft to all their members who had participated in workshops, charrettes or focus groups during the drafting of the plan. An update was provided in the Downtown Partnership's e-newsletter that was sent to all members. And lastly, the City and the DDA issued a joint press release announcing the upcoming public hearings and opportunities to review the plan on the City website.

It should also be noted that the Plan is being discussed, reviewed, and approved at a number of public hearings held by appointed Boards and Commissions. Prior to adoption by City Council, the Plan will receive recommendations for approval from the following:

- Active Transportation Advisory Committee
- Citizens' Transportation Advisory Board
- Parks and Recreation Advisory Board
- Downtown Review Board
- City Planning Commission

### **ANALYSIS OF REVIEW CRITERIA AND MAJOR ISSUES**

Downtown Colorado Springs has a robust history of planning. Downtown's first formal planning document was referred to as the Downtown Plan and was approved in 1971. Roughly 20 years later, the adoption of the Downtown Action Plan (DAP) in 1992 was a significant step to systematic, organized, and intentional planning for a vibrant and successful Downtown Colorado Springs. While the DAP resulted in much success, by the mid-2000's it was obvious that many DAP efforts had been accomplished and others were outdated. From 2005 to 2007 the Downtown Partnership led an effort to draft and adopt the Imagine Downtown Plan of Development which was used to create the Downtown Development Authority (DDA). Over the next year and a half, City Staff worked with downtown stakeholders to adapt the Plan of Development into a formal land use master plan. This effort concluded in the summer of 2009 when City Council adopted the Imagine Downtown Master Plan along with the Downtown Colorado Form-Based Code.

While Downtown Colorado Springs has seen notable success over the last few years including the construction of new urban residential apartments, new job incubators, public improvements, and significant planning efforts around the United States Olympic Museum, Colorado Springs has lagged behind comparable markets across the country. The DDA, along with the City, believe that an updated and improved master plan can help focus the strategic allocation of resources to spark the long-awaited renaissance desired for Downtown.

The Experience Downtown Plan begins with an introductory section that describes Downtown's setting, history and planning context. More importantly, the Plan's first section includes a section titled "Plan on a

Page” which establishes the Vision, Goals, and structure of the two volumes of the Plan. As opposed to a traditional vision statement used in many planning documents, the Experience Downtown Plan utilizes a series of values that articulate how Downtown will evolve in the coming years: Welcoming, Vibrant, Connected, Walkable, Anchored, Innovative, Entrepreneurial, and Valued. While these values are based off the Vision of the 2007 and 2009 Imagine Plan they also reflect the community input received over the last year during the update process for both plans.

The second element of the Plan on a Page is made up of eight goals which describe how Downtown will look, feel, and function in the near future. The goals are:

- Economic and Cultural Heart of the Region
- Diverse and Inclusive Place to Live, Integrated with Adjacent Neighborhoods
- Celebrating and Connecting with Outdoor Recreation and Exceptional Natural Setting
- A Place for Health and Active Lifestyles
- A Walkable and Bike-Friendly Center Connected Through Safe and Accessible Multimodal Networks
- A leader in Innovative Urban Design and Sustainability
- Offering an Unforgettable Visitor Experience
- A Place for Inspiration, Honoring History and Facing the Future

Later sections of the plan provide additional tactical and specific “action steps” that will move each goal toward implementation.

The Experience Downtown Plan is made up of two plans nested within one document. Immediately following the introduction, Volume I of the plan makes up the new, State required “Plan of Development” for the DDA. The existing “Imagine Downtown Plan of Development” was approved by City Council in 2007 via Resolution #56-07 (**FIGURE 2**). The updated plan of development is intended to make the document more actionable, while creating greater consistency between the vision and goals of both the plan of development and the land use plan. The proposed update will continue to guide the DDA in the use of their taxing authority (5 mils) and prioritize their use of tax increment financing (TIF) to assist projects within their boundary.

Chapter 1 of the updated plan of development provides a description of Downtown’s assets and opportunities. Specific categories include:

- Downtown’s urban lifestyle within the great outdoors
- Recent housing renaissance
- A destination for employment
- Local retailers and the Downtown experience
- Olympic City USA
- Welcoming public spaces
- Arts and culture
- Diverse, active adjacent neighborhoods
- Wide streets
- Consolidated ownership of strategic sites

Providing balance to the opportunities above, the first chapter also includes a description of numerous challenges facing Downtown:

- Ensuring a clean and safe environment
- Providing a variety of housing choices
- Retaining and attracting a young, skilled workforce
- Providing a range of urban amenities
- Enhancing public transportation

Chapter 2 of the Plan of Development includes some of the most direct and specific guidance for the future of downtown. Each of the 8 plan goals are expanded upon with three to seven actions steps that provide detailed direction to DDA staff, City Staff, and other public and private sector Downtown stakeholder groups. A few examples of action steps include:

- Goal 1 – Position Downtown as the prime location for start-ups, entrepreneurial activity, coworking, temporary pop-up shops, maker spaces, artisan manufacturing and a place where new ideas flourish.
- Goal 2 – Support and incentivize construction of at least 1,000 new residential units by 2020, and 2,000 total by 2025.
- Goal 3 – Complete the Legacy Loop, to include seamless connections into Downtown, wayfinding signage, programmatic activities, user amenities and areas of access to the creek.
- Goal 4 – Launch and ensure sustainability of a bike share program, with a Phase 1 centered on Downtown.
- Goal 5 – Accelerate the pace of implementation for the Mobility Framework in the Experience Downtown Master Plan, with keen emphasis on urban and neighborhood greenways, signature streets and pedestrian priority streets, as well as conversion of Bijou/Kiowa to two ways.
- Goal 6 – In partnership with Colorado Springs Utilities, lead the visioning and planning process for highest and best use of the decommissioned Drake Power Plant area.
- Goal 7 – Support and complete construction of the U.S. Olympic Museum, to include the pedestrian bridge from America the Beautiful Park and enhanced streetscape treatments that position the area as a public space for celebrations, festivals and year-round activities.
- Goal 8 – Build on Downtown’s status as a certified creative district through continued creative programming such as First Fridays, live performances and events emphasizing local food and beer/spirits, etc.

These action steps, as well as those not listed here, will be further developed by the project team, DDA Staff, and City Staff to stay relevant and updated as Downtown continues to evolve.

The last two chapters of the Plan of Development include legally required elements; Chapter 3 is a detailed legal description of the DDA boundary including the recent expansion approved by City Council via Ordinance 15-20 on March 10, 2015. Chapter 4 is a brief overview of the DDA’s existing legal ability to utilize tax increment financing. The language in both Chapters 3 and 4 are essentially unchanged from the Imagine Downtown Plan of Development previously approved by City Council in 2007.

Volume II of the Experience Downtown Plan constitutes the traditional land use master plan for Downtown Colorado Springs. The land use master plan covers more conventional planning topics including: land use; parks, trails and waterways; gateways and districts; transportation, mobility and parking; and urban design and public space. It is Volume II of the plan that will be used to help judge future land use applications such as zone changes and form-based code warrants (i.e. requests for relief) since substantial compliance with the master plan is a required criterion for both application types.

The first chapter of the land use master plan begins by describing a series of “guiding principles” that prioritize economic development, placemaking, branding and development of Downtown as its own neighborhood. The principles are:

- Foster conditions that make Downtown a magnet for local investment, external investment and talent.
- Provide the housing and amenities for Downtown to thrive as a neighborhood.
- Promote healthy lifestyles and connect to world-class outdoor recreation.
- Improve walking, biking and transit within and to Downtown.
- Creatively use rights-of-way and other public assets to stimulate and support private-sector development.
- Use creative placemaking techniques to enhance gathering spaces and showcase local culture.
- Develop the public realm to create an environment attractive to employers and job seekers.

Chapter 1 includes a series of maps that address a number of typical master plan issues such as: existing land use; arts, cultural and educational amenities; vacant parcels, parking lots and rights-of-way; future land use; and catalytic development sites (**FIGURE 3**). The last map in the chapter, catalytic development sites, illustrates 16 sites within the plan area that have near- to mid-term development potential that could produce significant positive impact on the surrounding properties. Examples include:

the US Olympic Museum site and Southwest Downtown; South Wahsatch Residential (apartments currently under construction); Catalyst Campus; the City Auditorium; and others. This map also includes five “influence sites” that are outside the formal planning area but could have significant impact on Downtown. Examples include: Drake Power Plant; Springs Rescue Mission; and Colorado College. Identifying catalytic and influence sites will help the City and stakeholder groups (e.g. the DDA) prioritize resources to maximize positive impact on surrounding properties.

The second chapter of the Land Use Master Plan covers parks, trails and waterways and their value in the success of Downtown. While the Plan emphasizes the largely untapped potential of Monument and Fountain Creeks, and discusses several improvements that should be considered in key downtown parks such as Acacia Park and Antlers Park, the most significant portion of this chapter is the importance of the Legacy Loop trail system. The Plan stresses the need to complete the Legacy Loop trail system as a “top priority.”

Chapter 3 is titled “Gateways and Districts” and highlights the uniqueness of different areas of downtown providing distinct recommendations for each area. The chapter also identifies seven gateways that should be improved with signage, placemaking, and mobility improvements to establish a sense of arrival as residents and visitors enter Downtown. The plan provides examples of how specific gateways could easily be improved.

Chapter 4 of the plan may include the widest range of significant recommendations. Titled “Mobility, Transportation and Parking,” the chapter discusses a range of actions for many of the publicly owned right-of-ways throughout Downtown. These public assets represent significant opportunity for improvement based on their unusually large size (100 and 140 foot wide right-of-ways are typical) and the sheer volume of land owned and controlled by the City within the planning area. The thoughtful appropriation of this space for pedestrians, landscaping, parking, bicycles, and automobiles can have significant impacts on the vibrancy and success of adjacent private properties.

Roughly the first half of Chapter 4 illustrates and describes the Downtown street system using five categories of streets based on their potential character and functional role within the mobility framework. The categories include:

- Signature Streets, Pedestrian Priority Streets, and Downtown Alleyways
- Urban and Neighborhood Greenways
- Residential Garden Streets and Special Purpose Streets
- Major Transportation Streets
- Other Downtown Streets

A few key recommendations from this section include:

- Level of service considerations in new street designs Downtown should account for the capacity of all modes, rather than just automobiles.
- Intersections should be designed to minimize inter-modal conflicts, slow speeds of automobiles (and in some cases, bicyclists), and maximize the visibility, safety, and comfort of pedestrians.
- Signature and Pedestrian Priority Streets (e.g. Tejon, Pikes Peak, Vermijo, Kiowa, Bijou, and others) should include components such as social gathering spaces, wayfinding features, mobility and access for all abilities, and designated places with capacity for events and programming.
- Urban and Neighborhood Greenways (e.g. Pikes Peak, Cascade, Costilla, Weber, and others) are designated routes through Downtown designed to slow automobile traffic, create safe environments for pedestrians and bicyclists movement, and create better connections between existing neighborhoods, trails and parks that border Downtown in all directions.
  - Text and graphics within this section of the Plan support reducing vehicle lanes (from a four-lane cross section to a two-lane cross section) and adding bike lanes on some Downtown streets which have low traffic volumes and present key opportunities for multi-modal connectivity.
- Special purpose streets (e.g. Vermijo, Sierra Madre, and Pueblo) are well suited for enhancements and improvements that will create distinctive environments that add to the

richness of the urban fabric in the city center for both daily use and special events. They are recognized for the opportunity for increased programming that can be linked to create linear plazas or festival spaces.

- Although walking and biking comfort are important on all streets, Transportation Streets (e.g. Platte, Nevada, Colorado, and Cimarron) should be designed to allow for the movement of automobile traffic to and through the Downtown.
  - One noteworthy element of this section recommends the conversion of Bijou and Kiowa Streets from a one way couplet (parallel one-way streets) to two-way streets. While details of this would change would still need to be explored, and a stakeholder process would be important, similar efforts in other communities support that this change could help slow vehicle speeds, increase non-motorized safety for pedestrians and cyclists, and improve commerce for businesses fronting on those streets.

The latter portion of Chapter 4 discusses transit operations, the significance of a well-planned downtown transit station, bike share, public and private parking management, and other topics.

The last chapter of the land use master plan is titled Urban Design and Public Space and covers zoning, public space programming and design, and placemaking. One aspect of the original effort by the outside consultant team was to evaluate the 2009 Form-Based Code standards and recommend improvements that will help achieve the Plan's desired outcomes. After close scrutiny, the team recommends and the plan describes a few improvements, including:

- Consider possible future correlation between Form-Based Code sectors and Master Plan districts.
- Clarify and improve some use-based definitions and restrictions, including the removal of restrictions on artisan manufacturing and maker space uses.
- Improve architectural guidelines by encouraging the use of techniques that blur the lines between interior and exterior spaces, and highlighting the importance of building entrance features.
- Recognize the value of sustainable design principles such as active and passive solar design, climatically sensitive design, and low impact development (LID) techniques to address stormwater impacts.
- Consider new standards or guidelines for the "vehicular zone" to supplement the Code's current "pedestrian zone" standards.
- Adjust the glazing and fenestration standards to provide more design solutions for unique situations like pedestrian friendly alleyways.

These recommendations, and others, will be discussed with key City Staff, Downtown stakeholders, and DDA representatives over the coming months to create a package of Form-Based Code scrubs. The result of that process will undergo public scrutiny, be reviewed by the Downtown Review Board, and conclude with action by City Council in 2017.

#### Analysis of Master Plan Criteria

Because the Experience Downtown Master Plan applies to properties within the Downtown Form-Based Zone as well as more traditional zoning designations found on the edges of Downtown, two separate sets of procedures must be evaluated. Section 5.1.2.1. of the Form-Based Code indicates that the Downtown Review Board provides comment to the Planning Commission on master plans (as well as a few other applications types). Furthermore, Section 5.1.3. directs the Planning Commission to review new master plans and major amendments to existing master plans. Lastly, Section 5.1.4. of the Form-Based Code indicates that City Council has final authority over master plan applications.

As stated above, portions of the master plan area fall outside the Downtown Form-Based Zone and therefore, Chapter 7, Article 5, Part 4 of City code must be implemented. More specifically, Section 7.5.407 states that "an application for a land use master plan, a facilities master plan, or a major amendment shall be reviewed by the Planning Commission at a public hearing in accord with part 9 of this article. A recommendation by the Planning Commission shall be forwarded to the City Council which may refer the application back to the Planning Commission for further consideration, affirm, or modify the

recommendation of the Planning Commission or deny the application.” Additionally, the review criteria found in Section 7.5.408 must be reviewed and a finding of substantial compliance must be found. The required criteria and Staff’s analysis is found below.

*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 proposed updates to the Downtown Master Plan conform to the policies and strategies of the City’s current Comprehensive Plan. The dominant land use designation for the Experience Downtown Master Plan area is “Regional Center” which is defined as being “... for significant and mutually supportive combinations of two other land uses: commercial center and employment center. Because of their size, both uses function as regional centers in terms of market for retail and employment opportunities. Emphasize development of these areas as integrated land uses through innovative design standards, rather than as separate, freestanding land uses. Integrate mobility choices by providing transit, pedestrian and bicycle connectivity within the center as well as to adjoining areas.” Additionally, there are a large number of Comprehensive Plan objectives, policies and strategies that should be listed as being relevant for both the proposed master plan as well as the form-based code; due to the length of this list, it is included at the end of this report (**FIGURE 4**).

*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.*
- 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.*
- 3. The land use pattern is compatible with existing and proposed adjacent land uses and protects residential neighborhoods from excessive noise and traffic infiltration.*
- 4. Housing types are distributed so as to provide a choice of densities, types and 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.*
- 6. Land uses are buffered, where needed, by open space and/or transitions in land use intensity.*
- 7. Land uses conform to the definitions contained in Section 7.5.410 of this part.*

The proposed Experience Downtown Master Plan is substantially compliant with the required land use relationship criteria. The Plan promotes a high-density mix of mutually supportive uses with an urban network of roadways that safely and comfortably accommodate vehicles, pedestrians, cyclists, and transit users. The Plan emphasizes the need for connectivity and integration between Downtown and adjacent neighborhoods and strives to increase residential opportunities within the Plan boundary.

*C. Public Facilities:*

- 1. The land use master plan conforms to the most recently adopted Colorado Springs parks, recreation and trails master plan.*
- 2. Recreational and educational uses are sited and sized to conveniently service the proposed population of the master plan area and the larger community.*
- 3. The proposed school sites meet the location, function and size needs of the school district.*
- 4. The land use master plan conforms to the adopted plans and policies of Colorado Springs Utilities.*
- 5. Proposed public facilities are consistent with the strategic network of long range plans.*
- 6. The master development drainage plan conforms to the applicable drainage basin planning study and the drainage criteria manual.*

Considerable effort has been made to coordinate the drafting of the proposed Plan with key City Staff in Public Works, Parks and Recreation, Traffic Engineering, the Parking Enterprise, Colorado Springs Utilities, and others. The plan was also informed through close coordination with previously approved

plans including the 2040 Regional Transportation Plan (2015), the Infill supplement to the City's Comprehensive Plan (2015), City Council and Mayoral Strategic Plans (2015), Parks Master Plan (2014), Regional Non-Motorized Transportation Plan (2014), and others. Staff finds that this required criterion is met.

*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.*
- 2. The land use master plan has a logical hierarchy of 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.*
- 3. The design of the streets and multiuse trails minimizes the number of uncontrolled or at grade trail crossings of arterials and collectors.*
- 4. The transportation system is compatible with transit routes and allows for the extension of these routes.*
- 5. The land use master plan provides opportunities or alternate transportation modes and cost effective provision of transit services to residents and businesses.*
- 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.*

As stated earlier in the report, one of the more significant sections of the Experience Downtown Master Plan is the section titled "Mobility, Transportation and Parking" and provides significant direction to best utilize our urban roadways. While some of the transportation criteria listed above aren't directly applicable to Downtown (e.g. criterion 6), the rest are very clearly addressed within the plan. The plan includes numerous goals and action steps that strive to increase mobility, connectivity, and safety for drives, riders and pedestrian alike. Staff finds that this criterion is met.

*E. Environment:*

- 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.*
- 2. The land use master plan minimizes noise impacts on existing and proposed adjacent areas.*
- 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.*
- 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 hazard areas.*

The Experience Downtown Master Plan applies to a high-density, urban environment; significant environmental preservation efforts are not needed. That said, the plan does offer suggested improvements to our urban park and trail system, and emphasizes the value of Fountain and Monument Creeks as well as Shooks Run. While not specifically addressed in the required criteria, it should be noted that urban development is the most sustainable and resource efficient form of land use. Energy consumption per square foot is far lower than low to moderate density suburban land patterns. Staff finds that the proposed plan is consistent with the environmental criteria required for a City Master Plan.

*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.*



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.*
3. *The cost of on site and off site 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 on site and off site costs may include, but is not limited to, planned expansions to the facilities, amendments to the master plan, phasing of 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 on site and off site 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.*
4. *Special agreements for public improvements and maintenance are shown to be workable and are based on proportional need generated by the master plan.*
5. *Any proposed special districts are consistent with policies established by the City Council.*

The Experience Downtown Master Plan is not easily evaluated using a traditional fiscal impact analysis. However, the City's Finance Department Staff have reviewed the plan and found that there is no evidence that the proposed plan will have an adverse fiscal impact on the City (**FIGURE 5**). While the attached memo doesn't formally address it, Planning Staff as well as many stakeholders, believe that urban development is the most fiscally responsible form of development throughout the City. Downtown already has adequate roads, utilities, protective services, schools, parks and other resources that must be provided on the edges of our community. Staff finds that the proposed plan is consistent with the required fiscal criteria.

**STAFF RECOMMENDATION:**

**ITEM NO: CPC MP 09-00027-A1MJ16 – Experience Downtown Master Plan**

**Recommend approval to the City Council** of the proposed master plan based on the findings that the plan complies with the criteria found in Section 7.5.408 of City Code, subject to minor technical and typographical corrections.