

## **Flying Horse Parcel #13 Capri– Project Statement**

**January 2019**

Flying Horse Parcel #13 (Capri) is located northeast of the intersection of Running Water Drive and New Life Drive. The site is bounded on north and east by vacant land within the Flying Horse Master Plan. Land use to the west is the Reserve at North Creek Subdivision, a small lot PUD. To the south across New Life Drive is the north campus of Pikes Peak Community College.

Flying Horse Parcel #13(Capri) is proposed as a Small Lot PUD with housing product similar to the Torino subdivision to the north also in Flying Horse. The design complies with criteria established for this type of housing. Access to the site will be from Running Water Drive and from a new street (Ceretto Road) that will intersect New Life Drive opposite the entrance to Pikes Peak Community College.

The applications associated with this request include: a Master Plan Amendment; a Zone Change to PUD; a PUD Development Plan; a Final Plat.

This parcel is currently designated for multi-family residential land use at 12-20 units per acre on the Flying Horse Master Plan. A master Plan amendment to reduce density is a part of this request. This Small Lot PUD proposes 100 lots on 23.465 acres for a density of 4.26 units per acre. The average lot size is 4500 square feet. Internal common open space areas function as pedestrian access ways to some units and as buffers between units. This space will also be programed for recreational amenities suited to preferences of buyers. 83 of the 100 lots have direct access to open spaces.

All internal streets, including the alleys are proposed as public streets. Landscape and common areas will be owned and maintained by a homeowners association.

### **MASTER PLAN**

Since adoption of the Flying Horse Master Plan, the land to the west of this parcel has been annexed, planned and developed as a Small Lot PUD. The proposed change in land use is consistent with and compatible with this adjacent land use. Infrastructure is in place to serve this project. Land suitability analysis for this site and all of Flying Horse was prepared with the original Master Plan. This site is relatively flat and has no environmental constraints making it appropriate for this product type.

### **ZONE CHANGE REVIEW CRITERIA**

1. The action will not be detrimental to the public interest, health, safety, convenience or general welfare.

***Response: The proposed land use will provide for sale housing at a moderate price point and will therefore add diversity to the housing stock in this region of the City.***

2. The proposal is consistent with the goals and policies of the Comprehensive Plan.

***Response: The Comprehensive Plan encourages a range of product types. The proposed land use is residential in an area where residential use is currently planned.***

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.

***Response: The proposed use will be consistent with the Flying Horse Master Plan as proposed to be amended by these applications.***

#### **DEVELOPMENT PLAN REVIEW CRITERIA:**

1. Will the project design be harmonious with the surrounding land uses and neighborhood?

***Response: Yes. The proposed land use is similar to the adjacent land use to the west.***

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?

***Response: Yes. The site is currently served by streets and utilities and is compatible with adjacent land use. Parks within the Flying Horse Master Plan serve this parcel.***

3. Will the structures be located to minimize the impact of their use and bulk on adjacent properties?

***Response: Yes. These will be single family residences.***

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?

***Response: Yes. Landscape setbacks and plantings will provide buffers to the south and east; compatible land use is to the west; open space (slope) will abut this parcel to the north.***

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?

**Response: Yes. Access to the site is confined to two existing locations.**

6. Will all the streets and drives provide logical, safe and convenient vehicular access to the facilities within the project?

**Response: Yes. The Small Lot PUD guidelines are met; those guidelines were designed to meet this criterion.**

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?

**Response: Yes.**

8. Will adequately sized parking areas be located throughout the project to provide safe and convenient access to specific facilities?

**Response: Each unit will have a two car garage. Guest parking is provided throughout the site.**

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?

**Response: Yes. ADA requirements are met and sidewalks are provided throughout the site.**

10. Will the design of streets, drives and parking areas within the project result in a minimum of area devoted to asphalt?

**Response: Yes, per Small Lot PUD guidelines.**

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?

**Response: Yes. Sidewalks and walkways are located throughout the site.**

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?

**Response: There are no significant natural features on this site.**