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**RE: Bradley Ranch Master Plan Amendment, PUD Rezone and PUD Development Plan**

**MASTER PLAN AMENDMENT PROJECT DESCRIPTION:**

The Bradley Ranch Master Plan Amendment is located at the southeast corner of Old Ranch Rd. and Milam Rd. in northeastern Colorado Springs, approximately 1.5 miles east of Powers Blvd. The property known as Bradley Ranch was annexed into the City of Colorado Springs in 1984 and an original master plan was approved in 1987 outlining the proposed uses for this site. The approved Master Plan included residential uses at various densities of Very Low (1-2 DU/ AC); Low (3-5 DU/ AC); and Low Medium (5-8 DU/ AC) for a total of 329 Units. In addition to the residential use and densities, 7 acres of neighborhood park and 6 acres of neighborhood commercial were also included on the 120 acre site.

The Master Plan Amendment site is 120.19 acres and currently vacant. Thomas & Thomas is submitting a proposal for review and approval of a Master Plan Amendment to allow for residential and open space uses as originally intended in the 1980's. However, the proposed master plan amendment removes the commercial acreage from the site as this use and zoning designation is no longer desirable in this area. The submitted Master Plan amendment retains the original density designations of Residential Very Low (1-2 DU/ AC) and Residential Low (3-5 DU/ AC) with a proposed 414 units for an overall density of 3.45 DU/ AC; as well as, a 6 acre Neighborhood Park site. The original master plan was approved with 329 units on 120 acres for a density of 2.75 DU/ AC. The proposed master plan amendment illustrates a higher proposed unit county and unit per acre; however, the submitted amendment includes as residential use the additional 6 acres that was originally commercial and eliminates the Residential Low Medium 5-8 DU/ AC land use area to help keep the intended densities similar to surrounding developments and recent approvals.

Access into the site will initially be via Old Ranch Rd. with additional future access points being shown along Union Blvd. as it extends to the south and via an access location extending off-site to the east. At this time all of the internal streets are planned to be public roadways.

**PROJECT JUSTIFICATION:**

The proposed development plan submittal takes into account the Master Plan Review Criteria, is consistent with the intent and purpose of the Zoning Code and is compatible with the land uses surrounding the site as illustrated below. There are no overlay zones such as hillside or streamside that require special attention or design considerations.

**MASTER PLAN REVIEW CRITERIA:**

**1. Land Use Relationships:**

The proposed development is keeping with the character of the surrounding area as the proposed use is in line with the approved master plan on file and is similar in nature to current and existing residential uses to the west, northwest and to the south. To help mitigate the potential effect of this project on the existing large acre lots to the north, the design incorporates low density use areas of 1-2 DU/ AC along the northern boundary as well as the neighborhood park site. These large lots and open space will help preserve the topography and existing evergreen tree stands.

While this site was identified as low density residential on the 2020 Land Use Plan illustrated in the 2001 Comprehensive Plan, the original master plan intended mixed density residential development. In addition there has been a significant change in character of the area. More recently general residential, high density residential and commercial development has been approved and constructed in areas originally comprehensively planned as low density residential including the Cordera, Wolf Ranch, and most recently the North Fork developments.

The future development will incorporate bulk requirements and landscaping that is appropriate for the use and consistent with existing uses in the surrounding area. The site development standards such as building height, setbacks and lot coverage will also be consistent with surrounding residential uses per the zoning code. As mentioned above, to help mitigate the potential effect of this project on the existing large acre lots to the north the design incorporates a minimum sized half-acre lot along the northern boundary.

**2. Public Facilities & Transportation:**

The proposed use will not overburden existing public facilities as this area has been planned to accommodate urban density uses. Future more detailed submittal packages will demonstrate the necessary utility and roadway improvements needed in order for this project to be feasible. A traffic report has been prepared addressing the issues of traffic circulation, particularly related to the interim single-point of access via Old Ranch Rd/ Milam Rd.

This site does not contain nor require any region park sites or school sites although a 6 acre neighborhood park site is being included to help preserve some of the natural character the site possesses. In addition, open space area may be increased in the future as more detailed design shapes the development. This additional open space may include preserved natural areas, landscape buffers and setbacks, and drainage/ grading tracts.

As currently shown on the master plan, the primary access point will be via the intersection at Old Ranch/ Milam Rd in the northwest corner of the site. As part of this development, the portion of Union Blvd. fronting the western boundary will also be constructed providing a second access. A traffic report has been completed illustrating the project traffic, necessary improvements, and future connections. At this time, an easement could not be procured enabling the completion of Union Blvd. to the south through the existing Cordera development. Until this connection can be established, the development will put increased traffic onto Old Ranch Rd. to Powers Blvd.

**3. Environmental:**

The master plan has been laid out in an attempt to maximize preservation of steep slopes and existing stands of trees, especially evergreen trees. The low density, large lots along the northern boundary along with the location of the open space, encourages the preservation of the natural features found on site. The sweeping views to the west showcase the Front Range and will be maximized as much as possible while working with the existing topography. As mentioned above, a 6 acre neighborhood park site is being included to help preserve some of the natural character the site possesses. In addition, open space area may be increased in the future as more detailed design shapes the development which may include preserved natural areas, landscape buffers and setbacks, and drainage/ grading tracts. There are no threatened species, critical habitats, or floodways/ drainage ways that require special attention or mitigation. All drainage criteria will be met and demonstrated with future designs and submittals.

**4. Fiscal:**

The proposed master plan amendment would have little to no fiscal impact on the city or the general community. The developer will be required to pay for any improvements necessary facilitated by this project. While the proposed amendment does eliminate a potential sales tax base with the removal of the 6 acre commercial site, the proposed residential will help to bolster the established commercial base found along the Powers Blvd corridor. A metropolitan district is already approved and in place which will own and maintain private facilities such as landscaping, open space, detention facilities, and common area fencing.

**PUD REZONE AND DEVELOPMENT PLAN PROJECT DESCRIPTION:**

The proposed Bradley Ranch is a single family development. The property was annexed into the City of Colorado Springs in 1984 and is currently zoned PUD/ PBC/ PK as part of a previously rezone completed several years ago as part of the Sorrento PUD Development Plan. This PUD plan, though never officially recorded, included single-family housing units, commercial acreage, and open space. The total site is 120.19 acres and currently vacant with several out buildings to be removed. Thomas & Thomas is submitting an application for review and approval of a Planned Unit Development Plan (PUD) and PUD Rezone to allow for detached single family residential and open space uses. The proposed application retains the PUD zoning but removes the commercial acreage from the site as this zoning designation is no longer desirable. As part of this submittal, a PUD rezone is being requested for the commercial area to be removed and parts of the proposed park in order to bring the proposed development plan into zoning compliance. In addition, a rezone is being requested for the 10 acres located in the far northeast corner of the site. These 10 acres are currently zoned A/ CR and will be rezoned to PUD as part of the overall development to allow for single family development. These 10 acres are, and were included, in the Master Plan Amendment indicating single family residential uses. The development project proposes 373 single family lots ranging in size from a minimum of 5,500 square feet up to over half an acre in size for a density of 3.10 DU/ AC. In addition, nearly 20 total acres are being reserved for open space of which 6.20 acres are being preserved as a natural park setting.

The site has been vacant for many years with several out buildings that will be removed. The site is made up of rolling topography with varying degrees of slope and sweeping views to the west and southwest. The northern boundary of the site is marked with stands of mature pine forest of which the design tries to

preserve by proposing large half-acre lots and open space in this area. The majority of the site is natural grassland with limited stands of scrub oak. The site currently lacks a direct connection to utility services and would necessitate roadway improvements of which the PUD addresses.

Access into the site will initially be via Old Ranch Rd. with a proposed hybrid intersection design as shown on the plans. Additional future access points are being planned for via Union Blvd. as it extends to the south and Yari Drive, a residential collector, to the east. With the future addition of these roadway connections the site will have three different options for access, each offering unrestricted movements into and out of the site. All of the internal streets will be public and meet current city engineering design standards. The roadways are designed with a 50' Right-of-way and 30' pavement mat to accommodate on street parking as permitted on local residential streets. This on street parking is in addition to the individual resident driveways.

#### **PROJECT JUSTIFICATION:**

The proposed development plan submittal takes into account the Development Plan Review Criteria, is consistent with the intent and purpose of the Zoning Code and is compatible with the land uses surrounding the site as illustrated below. There are no overlay zones such as hillside or streamside that require special attention or design considerations.

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

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

The proposed development is keeping with the character of the surrounding area as the proposed use is in line with current approved and existing residential uses to the west and to the south. To help mitigate the potential effect of this project on the existing large acre lots to the north, the design incorporates a minimum sized half-acre lot along the northern boundary as well as 6.20 acre natural park, preserving the topography and existing evergreen tree stands. Where the half-acre lots are not present, the existing adjacent lots to the north are buffered by the proposed residential collector roadway and accompanying landscape setbacks.

**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?***

While this site was identified as low density residential on the 2020 Land Use Plan illustrated in the 2001 Comprehensive Plan, there has been a significant change in character of the area. More recently general residential, high density residential and commercial development has been approved and constructed in areas originally comprehensively planned as low density residential including the Cordera, Wolf Ranch, and more recently the North Fork developments. The North Fork at Briargate development lies just west of Bradley Ranch along Old Ranch Rd and was originally approved in June 24, 2014. The most recent approvals for North Fork occurred on June 16, 2016 for the North Fork Filing 3-7 allowing 602 single family lots, a density of 3.6 DU/AC. The proposed use

will not overburden existing public facilities as this area has been planned to accommodate urban density uses. The PUD submittal package demonstrates the necessary utility and roadway improvements needed in order of this project to be feasible. A traffic report has been prepared addressing the issues of traffic circulation, particularly related to the interim single-point of access via Old Ranch Rd/ Milam Rd.

The Bradley Ranch project includes nearly 20 acres of open space in the form of preserved natural open space, landscape buffers and setbacks, and drainage/ grading tracts. The development includes a 6.20 acre park in the north central portion of the site intended to be a natural park with soft surface trails. This park preserves the topography and existing vegetation in this area of the site. Pedestrian connections will be established throughout the development via sidewalks or soft surface trails.

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

The permitted uses, bulk requirements and landscaping are appropriate for the use and will be consistent with existing uses in the surrounding area to this site. A 10' landscape setback is being provided along the project's residential collectors (Yari Drive and Tochal Drive) with an appropriate streetscape design being provided. The site development standards such as building height, setbacks and lot coverage are consistent with surrounding residential uses per the zoning code. As mentioned above, to help mitigate the potential effect of this project on the existing large acre lots to the north, the design incorporates a minimum sized half-acre lot along the northern boundary. Where the half-acre lots are not present, the existing adjacent lots to the north are buffered by the proposed residential collector roadway and accompanying landscape setbacks. In addition, a 6.20 acre open space park is being provided along the northern boundary preserving the topography and mature evergreen stands in this area.

**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?***

A 10' landscape setback is being provided along the residential collector roadways with an appropriate streetscape design being provided. Opaque fencing is permitted and proposed along the side and rear yard property lines to offer privacy and screening from adjoining neighbors. Buffering to north is being provided by half-acre lots and preservation of open space.

**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?***

As currently shown on the drawings, the primary access point will be via the intersection at Old Ranch/ Milam Rd in the northwest corner of the site. As part of this development, the portion of

Union Blvd. fronting the western boundary will also be constructed providing a second access via Tochal Drive, a residential collector. There are no lots being proposed with direct access to Union Blvd. or any of the internal residential collectors. A traffic report has been completed illustrating the project traffic, necessary improvements, future connections, etc. Future connections are shown to the east via Yari Drive and also to the south via Union Blvd.

At this time, an easement could not be procured enabling the completion of Union Blvd. to the south through the existing Cordera development. Until this connection can be established, the development will put increased traffic onto Old Ranch Rd. to Powers Blvd.

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

The proposed streets and drives provide logical, safe and convenient vehicular access to each of the proposed lots as well as open spaces areas via sidewalks and on street parking. There is no requested direct lot access off of the Union Blvd.

**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?***

The interior residential streets are not connected to streets outside the project areas eliminating any chance for cut through traffic. The proposed residential collectors are shown and designed as such to carry any future cut through traffic that may occur to the east.

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

There are no dedicated parking areas located within this project; however, parking is permitted on-street and each lot will have their own driveways providing ample parking for homeowners and guests.

**9. *Will safe and convenient provision for access and movement of handicapped persons and parking of vehicles for the handicapped be accommodated in the project design?***

The layout incorporates accessible sidewalks and provides for handicapped ramps at intersections where necessary. All sidewalk grades shall meet ADA requirements as required per ADA regulations.

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

The street layout minimizes the areas devoted to asphalt as much as possible while still meeting minimum city requirements. There are no dedicated parking lots which also reduces the amount of asphalt within the project.

*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?*

Pedestrian sidewalks are functionally separated from vehicular traffic through a combination of vertical curbs or detached walkways with a parkway providing safe pedestrian movement. Trails are incorporated into the development where appropriate providing additional pedestrian movement away from vehicular corridors. Sidewalks are provided as indicated on the residential street cross-section per city engineering standards.

*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?*

The site has been designed in an attempt to maximize preservation of steep slopes and existing stands of trees, especially evergreen trees. The larger lots along the northern boundary along with the location of the open space, encourages the preservation of the natural features found on site. The sweeping views to west showcase the Front Range and are maximized as much as possible while working with the existing topography.

#### **ISSUES LIST:**

- **Utilities:** Connection to and providing for utilities.
  - *Due to lack of easements to construct and connect municipal water/ wastewater services to the south, these services will be provided via Old Ranch Rd. to the west and through easements to the east. The cost to do this, including what would otherwise be an unnecessary lift station as temporary solution, could be in excess of \$2,000,000.*
- **Traffic Circulation:** Providing safe and efficient traffic circulation.
  - *Due to lack of easements to construct and connect Union Blvd. to the south through Cordera as master planned, the development will utilize Old Ranch Rd. as the primary access into the site until the Union Blvd. connection can be established.*