

CITY PLANNING COMMISSION AGENDA
February 18, 2021

STAFF: TASHA BRACKIN

FILE NO(S):

CPC MP 87-00381-27MJ20 - LEGISLATIVE

CPC PUZ 20-00134 – QUASI-JUDICIAL

CPC ZC 20-00135 – QUASI-JUDICIAL

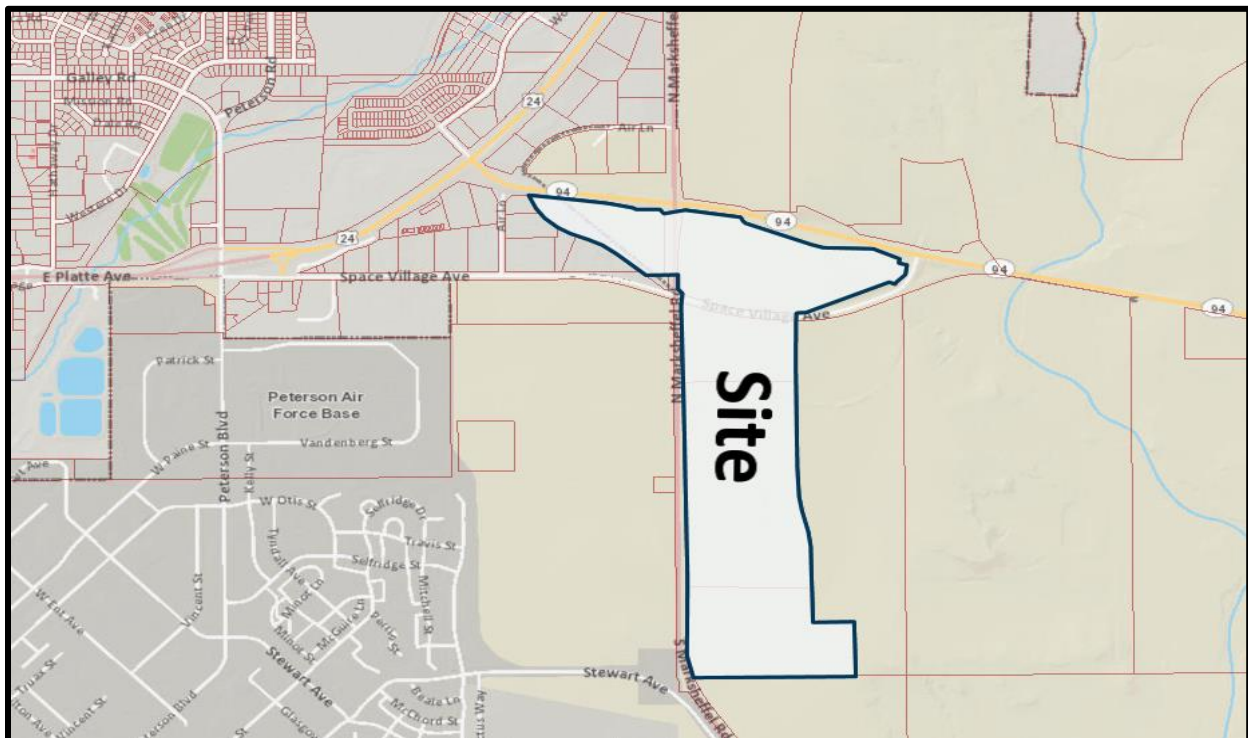
CPC PUP 20-00136 – QUASI-JUDICIAL

CPC CP 20-00137 – QUASI-JUDICIAL

PROJECT: REAGAN RANCH MASTER PLAN AMENDMENT/CONCEPT PLANS/ZONE CHANGES

OWNER: PIKES PEAK INVESTMENTS, LLC

APPLICANT: MATRIX DESIGN GROUP (CONSULTANT)



PROJECT SUMMARY:

1. **Project Description:** The project includes concurrent applications for a major master plan amendment to the Banning Lewis Ranch Master Plan, zone change, PUD zone change, concept plan, and PUD concept plan for a site encompassing approximately 236 acres of land. The project is herein referred to as “Reagan Ranch”. The property associated with this project is located south of State Highway 94 at Marksheffel Road, within a primarily undeveloped area, except for the dairy farm and residences previously established in the central portion of the property. The site is surrounded by vacant land to the east and south; a City water treatment facility to the north; and Peterson Air Force Base to the west.

The proposed master plan amendment will change the land use designations on this property from R & D (Research and Development), INP (Industrial Park), and R (Retail) land uses to Commercial and Residential. The land use breakdown is as follows:

- 20.34 acres of COM (Office/Light Industrial with a FAR of 25%);
- 61.95 acres of COM (Commercial/Office with a FAR (Floor Area Ratio) of 25%);
- 98.14 acres of RES-M (Single-Family Residential);
- 21.25 acres of RES-H (Multi-Family Residential);
- 20.98 acres of Parks; and
- 13.12 acres of Right-of-Way.

The land uses are discussed in more detail below.

The proposed zone changes will affect the current zoning for the subject property in two separate ways, involving both a straight zoning district and a Planned Unit Development (PUD) District. The rezoning affecting the west side of the property involves approximately 78 acres proposed to change from PIP2/CR/APZ1/APZ2/AO (Planned Industrial Park 2/Conditions of Record/Accident Potential Zone 1/Accident Potential Zone 2/Airport Overlay) to PBC/APZ1/APZ2/AO (Planned Business Center/Accident Potential Zone 1/Accident Potential Zone 2/Airport Overlay). The change proposed on the east side of the property (east of the Airport Protection Zone boundary line) involves a Planned Unit Development zone district affecting approximately 138 acres that will change from PIP2/PBC/CR/AO (Planned Industrial Park 2/Planned Business Center/Conditions of Record/Airport Overlay) to PUD/AO (Planned Unit Development/Airport Overlay), including 98 acres of single-family residential at a density of 3.5-11.99 units per acre and a maximum height of 45 feet; 21 acres of multi-family residential at a density of 12-24.99 units per acre and a maximum height of 45 feet; and 4 acres of public right-of-way. Park sites are to be included within both the PBC and PUD district land areas, and a school site is included within the PUD district area.

The concept plans illustrate the proposed general locations of the land uses and their densities, as well as conceptual locations of parks, schools, major roads, access points, and bicycle and trail corridors. Under the proposed densities, up to 1,120 single-family residential units and up to 500 multi-family dwelling units could be developed in this project area.

2. Applicant's Project Statement: The applicant's project statement provides supplemental rationale in support of the proposed applications (**please see Project Statement attachment.**)
3. Planning and Development Team's Recommendation: City Planning staff recommends approval of the applications.

BACKGROUND:

1. Site Address: The property is not addressed and is located on the south side of State Highway 94 at Marksheffel Road.
2. Existing Zoning/Land Use: The property is zoned PIP2/PBC/CR/APZ1/APZ2/AO (Planned Industrial Park 2/Planned Business Center/Conditions of Record/Accident Potential Zone 1/Accident Potential Zone 2/Airport Overlay) and is currently vacant.
3. Surrounding Zoning/Land Use: North: PF/APZ-2/AO (Public Facility / Accident Potential Zone 2 with Airport Overlay) / City Water Treatment Plant; and PBC/PIP2/R/CR/SU/AO (Planned Business Center/Planned Industrial Park 2/Estate Residential/Conditions of Record/Special Use with Airport Overlay) / Agricultural grazing land.

East: PIP2/CR/AO (Planned Industrial Park 2/Condition of Record with Airport Overlay) / Agricultural grazing land.

South: OC/CR/APZ-1/RPZ/AO (Office Complex/Condition of Record/Accident Potential Zone 1/Runway Protection Zone with Airport Overlay) / Agricultural grazing land.

West (starting from the north): I-3/CAD-O (El Paso County zoning Heavy Industrial and Commercial Airport District Overlay) / Commercially developed; APD/R1-6/APZ-1/SS/AO (Airport Planned Development/Single-Family Residential/ Accident Potential Zone 1 with Streamside and Airport Overlays) / Agricultural grazing land.

4. Annexation: The subject property was annexed into the City in 1988, under the Banning Lewis Ranch Addition Number One (Ordinance 88-114).
5. Master Plan/Designated Master Plan Land Use: This property is a part of the Banning Lewis Ranch Master Plan, and is designated primarily for R & D (Research and Development) and INP (Industrial Park) with a small area designated for R (Retail) in the southeast corner.
6. Subdivision: The property has not been platted.
7. Zoning Enforcement Action: None
8. Physical Characteristics: The project site is generally gently sloping from north to south except a small portion of the property in the northeast corner which slopes to the southeast. Vegetation on-site primarily consists of native grass, with a few trees in areas where drainage collects and provides ample hydration for tree survival. The obvious exception is the area surrounding the dairy farm, where multiple trees were planted around the farm residences.

STAKEHOLDER PROCESS AND INVOLVEMENT:

The public notification process consisted of providing notice to adjacent property owners within 1,000 feet of the site, which included the mailing of postcards to 16 property owners on two occasions: during the internal review stage, and prior to the Planning Commission hearing. The site was also posted during the two occasions noted above. During the internal review notification, City Planning staff did not receive any comments in response to the notification.

Staff's analysis of the proposed applications is outlined in the following sections of this report. In terms of internal and external agency reviews, staff sent the applications to the standard agencies and service providers, including the following:

INTERNAL (CITY) REVIEWERS

Colorado Springs Airport
Parks and Recreation Department – Parks, Trails, Open Space
Engineering –Traffic Engineering; Street Improvements; Transportation/Bicycle Planning; Stormwater
City Surveyor
Police –Crime Prevention
Division of the Fire Marshall
Colorado Springs Utilities
Information Technology - Street Naming
Finance Department – Fiscal Impact Analysis

EXTERNAL AGENCY REVIEWERS

United States Postal Service
Peterson Air Force Base
Colorado Department of Transportation
El Paso County
Ellicott School District
Pikes Peak Regional Building Department – Floodplain; Enumerations/Addressing;
Colorado Springs Chamber of Commerce
Cable Providers
CONO

The reviewing agencies have no objections to the proposed applications in general. The only outstanding agency review that involves pending confirmation of acceptance is the Colorado Department of Transportation. This is further discussed below.

ANALYSIS OF REVIEW CRITERIA/MAJOR ISSUES/COMPREHENSIVE PLAN & MASTER PLAN CONFORMANCE:

1. Review Criteria / Design & Development Issues:

a) Major Master Plan Amendment

The proposed amendment will cause the Banning Lewis Ranch Master Plan land use designations for approximately 236 acres of land to change from R & D (Research and Development), INP (Industrial Park), and R (Retail) to approximately 82 acres of Office/Light Industrial/Commercial (COM) and approximately 120 acres of residential land uses including RES-M (Residential – Single-Family) and RES-H (Residential – Multi-Family). Approximately 21 acres of parkland and 13 acres of Right-of-Way are also designated (**see attached Master Plan Exhibit**).

The proposed amendment to the master plan will result in a loss of approximately 215 acres of industrial land use in the Banning Lewis Ranch Master Plan. However, the proposed plan replaces part of that with nearly 82 acres of land designated for commercial, light industrial, and office uses. A Fiscal Impact Analysis is being prepared and the finance office has indicated that currently, it appears that there will be a cumulative positive outcome in terms of fiscal impacts. The proposed changes in land use designations will create property that could accommodate a demonstrated market demand in this area for housing and will enable additional offices, business, and service industries to locate near the housing to support commercial needs. The applicant's project statement provides additional rationale for the proposed land uses. The existing master plan includes a substantial amount of land designated for industrial uses, and the Reagan Ranch project encompasses less than half of the industrial-designated land within this local area of Banning Lewis Ranch. There are also substantial areas further south within the Banning Lewis Ranch Master Plan area designated for industrial uses, such as the land east of the airport which extends south to Bradley Road. In some areas, the proposed land use change results in residential land uses being located adjacent to industrial land uses. For example, in the northeast portion of the project, the uses are located next to industrial land uses along portions of the north and south borders, but are separated by major roadways which provide suitable buffers. Along the eastern edge of the property, however, the proposed residential uses will be directly adjacent to land designated in the master plan for industrial land use. Staff requested that the two land uses in these areas be buffered with additional setbacks along the border between the residential and industrial land uses. This additional buffer is indicated on the PUD concept plan. For the reasons stated above, staff finds that the proposed amendment meets the review criteria as set forth in City Code Section 7.5.408.

b) Zone Change

The proposed zone change involves approximately 78 acres of land to be revised from the current zone designations of PIP2/PBC/CR/APZ1/APZ2/AO (Planned Industrial Park 2/Planned Business Center/Conditions of Record/Accident Potential Zone 1/Accident Potential Zone 2/Airport Overlay) and to be zoned PBC/APZ1/APZ2/AO (Planned Business Center/Accident Potential Zone 1/Accident Potential Zone 2/Airport Overlay). A 7-acre community park site is proposed to be located within the PBC-zoned area and will be rezoned to the Public Parks (PK) zone district once a precise location is confirmed. About 20 acres of land in the far northwest corner of the concept plan area is being withheld from the proposed zone change due to an inconsistency between the property boundary and the City/County boundary line (**see attached Zone Change Exhibit**). The proposed zone change is supported by the submittal of a concept plan that identifies the locations of the proposed land use, major access points, and major roadways. Approximately nine acres within the proposed PBC zone

district will ultimately become public right-of-way. The existence of the Accident Potential Zone (APZ) in this area supports a use other than residential in this corridor, and the PBC zone district provides a variety of uses that balance the residential land use proposed east of the APZ boundary. Accident Potential Zones are based on the Department of Defense criteria and Federal Aviation Agency recommendations related to the start or end of the particular runway. These areas have been identified as having a high potential for accidents and are represented as sub-zones of the Airport Overlay (AO) Zone. Land use compatibility guidelines for APZ sub-zones recommend lower-density non-residential uses for these areas; places of assembly (e.g., theaters, churches, schools, etc.) are not considered appropriate. Uses permitted in the PBC zone under the City Code include service-oriented businesses such as automotive services, as well as business parks and commercial centers. Communication services, mini-storage, and offices are also permitted uses under the PBC zone. According to the comments provided by the Colorado Springs airport, the permitted land uses under the City's PBC zone district are permissible in this location. Future development plan proposals will continually be reviewed by the Airport Advisory Commission for compliance with APZ land use recommendations. While the zone change results in a loss of approximately 215 acres of industrially-zoned land, there will be commercial/office uses replacing some of that amount, which will support future residents as well as personnel of Peterson Air Force Base. For the reasons stated above, staff finds that the proposed zone change meets the review criteria as set forth in City Code Section 7.3.603 and the findings established under Section 7.5.603B.

c) PUD Zone Change

The zone change proposed on the east side of the property (east of the Airport Protection Zone boundary line) involves a Planned Unit Development zone district affecting 137.7 acres that is proposed to change from PIP2/PBC/CR/AO (Planned Industrial Park 2/Planned Business Center/Conditions of Record/Airport Overlay) to PUD/AO (Planned Unit Development/Airport Overlay), including approximately 112 acres of single-family residential at a density of 3.5-11.99 units per acre, and 21 acres of multi-family residential at a density of 12-24.99 units per acre, with a maximum height of 45 feet. Fourteen acres within the residential areas are proposed for three separate park sites, which will be rezoned to the Public Park (PK) zone district once their precise locations are established. Approximately 4 acres will become right-of-way for major public roadways (**see attached PUD Zone Change Exhibit**). The proposed zone change is supported by the submittal of a concept plan that identifies the locations of proposed residential land use types as well as public parks, major access points, and major roadways. A school site is also identified in the concept plan, to serve future residents. As noted in the project statement provided by the applicant, the intent is to accommodate land uses that best represent demonstrated market demand that is expected to continue. There is an identified need for housing, some of which could serve both Peterson Air Force Base and Schriever Air Force Base by offering personnel a variety of housing options. In addition, future commercial development will support these future residents with locally-oriented services and employment opportunities. For the reasons stated above, staff finds that the proposed zone change meets the review criteria as set forth in City Code Section 7.3.603 and the findings established under Section 7.5.603B.

d) Concept Plan

The concept plan illustrates the proposed land uses within Reagan Ranch for those areas located within the Accident Potential Zone boundary. Also illustrated on the concept plan are general locations of access points, major public roadways, and a potential public park site. The intended land uses in this area are commercial, office, and other land uses allowed under the PBC zone. As noted above, these are consistent with land use compatibility guidelines for APZ areas. These land uses also provide a transition between the proposed residential uses within Reagan Ranch and the Marksheffel Road major travel corridor, as well as the more intense uses associated with the airfield at Peterson Air Force Base (**see attached Concept Plan Exhibit**). For the reasons stated above, staff finds that the proposed concept plan meets the review criteria for concept plans as set forth in City Code Section 7.5.501.E.

e) PUD Concept Plan

The PUD concept plan illustrates the proposed residential land use locations under the PUD zone district for the areas of the Reagan Ranch property located east of the Accident Potential Zone boundary. General locations of access points, major public roadways, public parks, and a school site are also identified in the PUD concept plan. As noted further above, the residential land uses accommodate the current demand for housing in this area of the community, and provide opportunities for a wide spectrum of housing types that can also support base personnel. In some areas of the concept plan, residential uses are located adjacent to land uses to the east of the Reagan Ranch project that are zoned Planned Industrial Park (PIP), creating potential concerns with land use transitions. In the northeast portion of the project, the uses are separated by major roadways such as State Highway 94 and Space Village Avenue, which provide suitable buffers between the two uses. Along the eastern edge of the property, the proposed residential uses are directly adjacent to land designated in the master plan for industrial land use. Staff requested that the two land uses be buffered with additional setbacks along this border between the residential and industrial land uses. This additional buffer will be at least fifty feet wide on the residential property itself, which is in addition to the standard 100-foot buffer required on property zoned PIP-1 and PIP-2 under the current code adjacent to residential use. The proposed supplemental buffer requirement is indicated by notes on the PUD concept plan (**see attached PUD Concept Plan Exhibit**). For the reasons stated above, staff finds that the proposed PUD concept plan meets the review criteria for PUD concept plans as set forth in City Code Section 7.3.605.

2. Traffic

Major roadways in the vicinity of the project were evaluated as part of the proposed land use concepts. When project construction commences, street improvements will be required in several areas. The Traffic Impact Study submitted with the project analyzes the impacts and provides recommendations related to certain roadway improvements that will be required including intersection improvements, turn lanes, acceleration and deceleration lanes, and pavement striping.

The traffic study was reviewed by the City's traffic engineering division, the County development review staff, and the Colorado Department of Transportation (CDOT). City traffic is supportive of the project and accepted the findings of the traffic study. The study identified the transportation improvements needed to accommodate the build-out of Reagan Ranch, nearby development, and growth in through traffic over the next 20 years. The roadway improvements include the following:

- Improvements at US-24/Marksheffel Road and US-24/SH-94 intersections;
- A separate right turn lane along US-24 to maintain free right turns to eastbound SH-94;
- Southwest-bound dual left turn lanes along US-24 at the Marksheffel Road intersection;
- An additional eastbound and westbound through lane along SH-94 and dual left turn lanes;
- Extend the existing westbound left turn lane at the intersection of SH-94 and Space Village;
- An eastbound acceleration lane along SH-94 from the Space Village Avenue northbound;
- Installation of a traffic signal at the intersection of Space Village Avenue and Marksheffel
- The existing dual westbound left turn lanes on SH-94 be converted to triple left turn lanes at intersection of SH-94 and US-24; \
- An eastbound right turn deceleration and an acceleration lane (continuous auxiliary lane) is recommended at the right-in/right-out access points along SH-94;
- Single lane roundabouts are planned at the access points along Space Village Avenue;
- A southbound left turn lane for the three-quarter movement access along Marksheffel
- Signalization of the southern full movement access intersection is needed where that access point aligns with the existing Peterson Air Force Base intersection, along with a southbound left turn lane and dual eastbound left turn lanes;
- Finally, US-24 may need to provide three through lanes in each direction from the Peterson Road interchange through the intersection with SH-94 (a regional capacity improvement which may be triggered after other roadway improvements).

However, these improvements should be phased in over the next 20 years to accommodate future development phases and growth in through traffic. Therefore, the City along with the County and CDOT have asked the applicant's traffic engineer to provide additional information in regards to the timing of the implementation of recommended roadway improvements. Both the City and County have indicated that while this additional information should be included in the study, the local government entities are comfortable moving forward to a public hearing on this project as long as the traffic study is updated before the City approving any development plan within the Reagan Ranch project. The City is awaiting feedback from CDOT in terms of whether their staff is comfortable with this condition of approval.

3. Drainage

Stormwater drainage requirements for the proposed project are addressed as part of a Master Development Drainage Report that was reviewed by the City's Stormwater Enterprise. The report evaluates the specific drainage requirements needed for the development of Reagan Ranch, including on-site and off-site drainage patterns, tributary basins, and downstream outfall. The report has been accepted by the City stormwater engineer who states that all but a few minor items have been addressed, and the remaining items will not impact the project layout.

4. Schools

Reagan Ranch is located within the Ellicott School District 22 boundary, and the district has provided a letter in support of the additional students who will be served by the school district from this development. The agreement reached between the landowner and the school district is to collect school fees in lieu of land at the time of building permits for the first 289 dwelling units within Reagan Ranch. At the time of the development plan submittal for the 290th unit, the school district will evaluate whether to continue collecting fees or elect to receive dedication of land to be used for a school site **(see Ellicott School District attachment.)**

5. Parks and Trails

The proposed project will serve its future residents and employees with parks provided primarily by land dedication. The master plan and PUD concept plan drawings illustrate a variety of conceptual park locations within Reagan Ranch totaling over twenty acres. The proposed park sizes and locations have been reviewed by the Parks Board, and the Board is expected to approve the proposal at their February 11, 2021 meeting. The minimum public park size will be 3.5 acres as required to meet current requirements of the Parks Land Dedication Ordinance (PLDO) obligations, including a larger 7-acre community park that will serve the entire community. Final public park sizes and exact locations, will be addressed with development plan and plat entitlements, and the design of public parks are required to be approved by the Parks Advisory Board. If there should be a new parkland dedication ordinance in effect upon development plan and/or plat submittals the obligation may be recalculated. If additional PLDO obligations are identified, they may be met through parkland dedication, fees in lieu, or a combination of both. All public parks and common open space areas are to be owned and maintained by the existing Reagan Ranch Metropolitan District. Regional trails and bicycle corridors will be incorporated to provide long-range non-motorized connectivity. Designated public trail locations have been identified on the concept plans.

6. Colorado Springs Airport:

The Airport Advisory Commission reviewed the applications at their meeting on October 28, 2020. The Commission had no objections to the applications and provided standard conditions **(see Airport Advisory Commission attachment.)**

7. Peterson Air Force Base

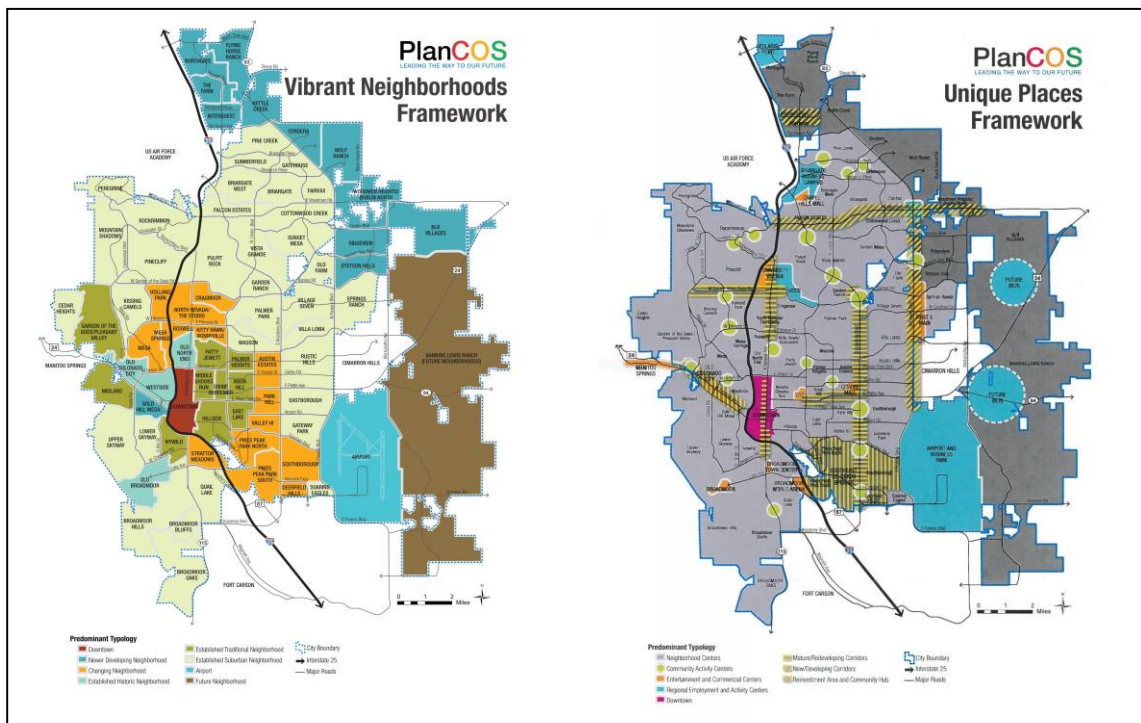
Comments received from Peterson Air Force Base (PAFB) indicated that the base has no substantial concerns with the proposed entitlement request. A statement from base leadership was received in response to the plan distribution **(see Peterson Air Force Base attachment)** and an excerpt from those comments appears below:

“PAFB is not opposed to the development subject to adherence to traffic study with the purpose of redesigning the PAFB east gate intersection and revisiting the proposed traffic pattern at the intersection of Space Village Ave and Marksheffel Rd. These locations directly affect traffic entering and exiting the installation. Please keep PAFB Base Development updated on the progress of development, transportation changes, and plans for pedestrian and bicycle connectivity between the development and the installation. PAFB POC for this matter is Mrs. Ayoka Paek, PAFB Community Planner, ayoka.paek@spaceforce.mil”.

8. Comprehensive Plan Conformance:

The Reagan Ranch project area, and surrounding Banning Lewis Ranch, is identified as a High Area of Change under PlanCOS, setting the stage for revised zoning and land uses to meet current market demands. Its designation as a "Future Neighborhood" demonstrates the prior consideration for this area to be developed, and it is currently within City limits, further enabling development. The proximity of this proposed development to many major employment centers (including Peterson Air Force Base, Schriever Air Force Base, the Colorado Springs Airport, and the Peak Innovation Park) will help balance the employment needs of the future residents, and help support these employment centers with much-needed housing for their employees and furthering Goals VN-1 "Everyone in a Neighborhood" and VN-2 "Housing for All".

From the Unique Places chapter of PlanCOS, the project site, and larger vicinity is in proximity to several major travel corridors identified as a New/Developing Corridor under the urban place typologies. This typology encompasses major arterial streets with land use patterns involving automobile-dominated development. A recommendation of this typology is to integrate and connect pedestrian, bicycle, and transit facilities along the corridor with attention to streetscape design. To this end, the proposed Concept Plans identify bicycle corridors and pedestrian trails in the vicinity of the project, encouraging their installation as project development proceeds to accommodate multiple transportation modes including non-motorized movement.



From the Unique Places chapter of PlanCOS, the project site, and larger vicinity is in proximity to several major travel corridors identified as a New/Developing Corridor under the urban place typologies. This typology encompasses major arterial streets with land use patterns involving

automobile-dominated development. A recommendation of this typology is to integrate and connect pedestrian, bicycle, and transit facilities along the corridor with attention to streetscape design. To this end, the proposed Concept Plans identify bicycle corridors and pedestrian trails in the vicinity of the project, encouraging their installation as project development proceeds to accommodate multiple transportation modes including non-motorized movement. For the reasons noted above, Staff finds the applications are in substantial compliance with PlanCOS. Copies of the Framework maps are shown, and also available on the City website.

9. Conformance with the Area's Master Plan:

The project site is within the Banning Lewis Ranch Master Plan and is proposing a major amendment to that plan regarding the land use designations, as described above. Given the land use transitions and additional setbacks to be provided, the proposed uses can co-exist harmoniously in terms of the character, scale, and intensity of the anticipated future development. The proposed development will provide for civic land uses such as parks and a school site, with a variety of housing types and prices to meet the residential needs and income levels in the area. Staff believes that the proposed amendment maintains the intent of the master plan and its objectives. The required Fiscal Impact Analysis is being prepared and will be available for review at City Council public hearings.

STAFF RECOMMENDATION:

CPC MP 87-00381-27MJ20 – MAJOR MASTER PLAN AMENDMENT

Recommend to City Council approval of the major master plan amendment to change land use designations from R & D (Research and Development), INP (Industrial Park), and R (Retail) land uses to COM (Commercial/Office/Light Industrial with a FAR of 25%); RES-M (single-family residential); and RES-H (multi-family residential), based upon the findings that the request complies with the review criteria for master plan amendments as set forth in Section 7.5.408.

CPC ZC 20-00135 – CHANGE OF ZONING TO PBC

Recommend to City Council approval of the zone change for 77.8 acres from PIP2/CR/APZ1/APZ2/AO (Planned Industrial Park 2/Conditions of Record/Accident Potential Zone 1/Accident Potential Zone 2/Airport Overlay) to PBC/APZ1/APZ2/AO (Planned Business Center/Accident Potential Zone 1/Accident Potential Zone 2/Airport Overlay) based upon the findings that the change of zone request complies with the zone change criteria as set forth in Section 7.5.603.

CPC PUZ 20-00134 – CHANGE OF ZONING TO PUD

Recommend to City Council approval of the zone change for 137.7 acres from PIP2/PBC/CR/AO (Planned Industrial Park 2/Planned Business Center/Conditions of Record/Airport Overlay) to PUD/AO (Planned Unit Development/Airport Overlay), including 112.5 acres of single-family residential at a density of 3.5-11.99 units per acre and a maximum height of 45 feet; 21.2 acres of multi-family residential at a density of 12-24.99 units per acre and a maximum height of 45 feet; and 4 acres of future right of way, based upon the findings that the change of zone request complies with the review criteria for the establishment of a PUD zone as set forth in City Code Section 7.3.603 and the zone change criteria as set forth in Section 7.5.603.B.

CPC CP 20-00137 – CONCEPT PLAN

Recommend to City Council approval of the concept plan, based upon the findings that the concept plan meets the review criteria for concept plans as set forth in City Code Section 7.5.501.E.

CPC PUP 20-00136 – PUD CONCEPT PLAN

Recommend to City Council approval of the PUD concept plan, based upon the findings that the PUD concept plan meets the review criteria for PUD concept plans as set forth in City Code Section 7.3.605 and the concept plan criteria as set forth in City Code Section 7.5.501.E.