

LANDINGS BUSINESS PARK

ZONING AND LAND USE PLAN

PROJECT STATEMENT

REQUEST

N.E.S. Inc., on behalf of Contrarian Airport, LLC, requests approval of the following applications for the Landings Business Park project:

1. A rezone of the property to Planned Development Zone (PDZ) with Airport Overlay (AP-O) and Airport Protection Zone 1 (APZ-1), under the City's Unified Development Code (UDC).
2. A Land Use Plan to support a mixed-use development of residential, commercial/ office, and industrial related uses. Additional uses may include Civic, Public & Institutional and Entertainment & Recreation.

LOCATION

The 319.9-acre property is located west of Marksheffel Road, north of Drennan Road and south of the Peterson Space Force Base- East Gate entrance. To the east is vacant, undeveloped land.



ZONING REQUEST

The site is currently zoned APD, MX-M, and GI with AO/ APZ-1 (Airport Overlay/ Airport Protection Zone). Much of the existing zoning is GI with only a small portion along Marksheffel Road zoned BP. The ADP and MX-M zoning is located at the far north end of the site. While the MX-M and GI zones were created in an effort to provide maximum flexibility, utilizing traditional zoning districts for this project comes with limitations and complications as discussed in more detail below. Because of these

limitations and to help ensure for maximum development flexibility, the request is to rezone the property as a Planned Development Zone (PDZ) district with the AP-O and APZ-1 zoning overlays carrying over. While a small portion of the site in the southwestern corner lies within the APZ-1 protection zone, industrial and commercial uses are allowed within this APZ-1 negating any potential development limitations. No portion of the site lies within the more restrictive RPZ area.

The proposed Planned Development Zone (PDZ) is intended to create a high-quality, mixed-use district that thoughtfully integrates industrial, commercial, and residential uses. This approach allows for a level of design flexibility, integration, and innovation that would be difficult to achieve through conventional zoning districts. The PDZ district will allow the developer to provide a variety of land use needs and respond to evolving market conditions more rapidly.

The PDZ zoning is requested to provide maximum flexibility in the land use options for the site and the location of those uses within the 319.9-acre property. The proposed land use plan illustrates approximately 66.29 acres of residential; 62.65 acres of commercial/ office; 168.24 acres of industrial; and a 4.84-acre park site. The remaining 18 acres is anticipated for public rights of way. The PDZ will also provide standards to help ensure a consistently high quality development and will facilitate appropriate project phasing with regards to the availability of road and utility infrastructure to support the Landings Business Park. This approach is consistent with the stated purposes of a PDZ district as set out in Article 7.2.701 of the UDC, which, *inter alia*, seeks to:

- Encourage high quality developments that could not otherwise be achieved through the application of the City's standard zone districts.
- Provide a means of developing large, undeveloped tracts of land or other unique sites with a unified approach.
- Facilitate creative, high-quality developments that offer an integrated mix of nonresidential uses and housing options, in conjunction with other community amenities or other benefits to the City or its citizens.
- Provide a clear and reasonable plan for the phased development and completion of proposed development, consistent with the Colorado Springs Comprehensive Plan.

Per Article 7.2.702 of the UDC, a PDZ district is only permitted where the proposed design could not be developed using conventional zone districts or UDC standards. The Landings Business Park provides a unique opportunity to continue the ability to attract larger-scaled commercial/ office and industrial uses in an area that has seen a recent boon of development in these sectors. In addition, the inclusion of housing options creates the prospect for a truly mixed-use development through unified design considerations and the opportunity to provide attainable housing in close proximity to two of the City's key employers; a need specifically identified by Peterson Space Force Base (SFB) leadership. The PDZ is an important tool to achieving a unified, context-sensitive design that balances industrial functionality with residential livability and commercial vibrancy. The proposed development includes a mix of uses that would otherwise fall under separate zoning categories, each with distinct dimensional,

architectural, and operational standards. Applying multiple conventional zones would result in fragmented site design, inconsistent streetscapes, and reduced compatibility between uses.

The adaptability of the PDZ, in comparison to straight zoning options, permits the development to better create design and land use flexibility to foster a better living environment while limiting delays in the process. The PDZ also is able to better provide public services such as infrastructure and utilities in a more efficient manner due to adaptability to respond to changing market conditions and planning for the site's highest and best use. The more intense uses, such as industrial, are located in the southern area of the site, nearest the airport runway operations. As the proposed development works south to north, the commercial/ office use areas provide a transition to the residential use area located in the far northern portion of the site. While there are conventional zones that can accommodate most of these uses independently, there is no conventional zone district that permits all of the industrial, commercial/ office, and residential uses envisioned for this truly mixed-use development. The PDZ framework enables the application of enhanced design standards across the entire site, including but limited to architectural cohesion; integrated transitions between uses, including landscape buffers, trail corridors, and screening that soften the interface between industrial and residential areas; and pedestrian-oriented streetscapes, even in industrial areas, with tree-lined roads, potential for wider sidewalks, and public realm amenities that promote walkability and safety.

These elements are not only difficult to implement under conventional zoning—they are often discouraged by the rigid separation of uses and prescriptive standards. The PDZ allows for a customized zoning that aligns with the City's goals for innovation and compatibility as outlined in the RetoolCOS initiative and the UDC.

Thus, a PDZ district presents the greatest opportunity for varied uses and maximum flexibility to adapt as the development progresses and needs change. Additionally, utilizing a traditional zone district such as MX-M and GI would require precise boundaries and borders. To define such boundaries for conventional zones at this stage would result in rigid zone districts that would prevent the flexibility desired to ensure the long-term success of the Landings Business Park, ultimately leading to numerous and unnecessary zone district boundary amendments, and slowing of the process.

UDC subsection 7.2.704.1.A. requires that the land use types and mix, intensity, and density (maximum gross residential density and maximum square footage for nonresidential land uses) and the maximum building heights of the development are defined by and through the establishment of the PDZ district. Specifically allowed land uses and development standards will be determined by the Land Use Plan. Per the Land Use Plan, a conservative estimate of projected square footage of the 168.24 acres of industrial and 62.65 acres of commercial/ office within the project is approximately 2,212,968 square feet based upon the application of differing Floor Area Ratios (FAR) based on land uses. It must be emphasized this is an estimate (only) utilizing industry acceptable assumptions and figures to determine FAR, job creation and analysis of traffic impacts. To maintain flexibility within the Landings Business District, the proposed maximum non-residential square footage is 2,500,000 SF. The residential land use area requests a maximum density of 14 du/ ac on the 66.29 acres of residential land use for an estimated dwelling unit total of 924 total residential units through a mix of multi-family and single-family dwelling

types. However, within the residential land areas site specific development plans are permitted up to 30 du/ ac so long the overall total number of units does not exceed 924. It is acknowledged that the Traffic Impact Study (TIS) is based on the estimated figures. A note has been added to the Land Use Plan that an update to the TIS may be necessary if square footage exceeds that analyzed in the study.

The proposed maximum height for residential uses is 50 feet with a maximum average density of 14 du/ ac. The maximum building height for non-residential uses is 80 feet, which meets the 80-foot maximum height limitation in the GI zone. While most industrial uses have low profile buildings with large footprints, there may be a requirement for taller components associated with certain manufacturers of large equipment or distribution; an example being the nearby Amazon facility. Future development and construction shall comply with all FAA guidelines and regulations including any required aviation easements and Form 7460-1 notices. Height bonuses may apply per UDC Subsection 7.4.202.C.1 where conditions are met.

COMPLIANCE WITH ZONING MAP AMENDMENT APPROVAL CRITERIA IN ARTICLE 7.5.704.D OF THE UDC

Article 7.5.704.D of the City's UDC sets out the City's criteria for approving a Zoning Map Amendment (Rezoning). An analysis of the Landings Business Park's compliance with the rezoning criteria is set out below:

1. The proposed rezoning is consistent with the goals and policies of the Colorado Springs Comprehensive Plan, with other plans and policies adopted by the City Council; and with the purpose statement of the proposed zone district(s).

The City's Comprehensive Plan, PlanCOS, is structured around six vision themes that are depicted on Framework Maps and Typologies. The Landings Business Park is identified as a High Area of Change on the Areas of Capacity and Change Map, and a Future Neighborhood on the Vision Map. Areas of Change and Future Neighborhoods provide an opportunity to create new and diverse neighborhoods from the ground up. This is evident as shown on the Thriving Economy Framework Map where the Landings Business Park is adjacent to two major cornerstone institutions, providing an opportunity to further implement the Thriving Economy goals and objectives.

Both the Colorado Springs Airport (COS) and Peterson Space Force Base are identified as cornerstone institutions in PlanCOS with a goal to support, reinforce, and expand these institutions and to connect and integrate them within the larger community. Common elements desired in the Thriving Economy Framework include several elements the Landings Business Park seeks to implement:

- Access to or opportunities for well-connected multimodal transportation corridors such as planned regional trails or bike lanes along Marksheffel Rd. Internal arterial and collector roadways will be built to city standards which often include bike lanes as well.
- A mix of complementary uses incorporating industrial, commercial and residential
- A variety of integrated or nearby housing options for employees working in the area

- Land use integration with surrounding uses such as the Peak Innovation Park expansion

As a growing area, there are several policy directions applicable and that support the proposed rezoning of the property to the uses identified on the Land Use Plan. The following specific goals, policies and strategies within the Thriving Economy Chapter of PlanCOS would be advanced by the successful development of the Landings Business Park:

- Goal TE-1A: Build on our quality of place and existing competitive advantages.
 - Policy TE-1.A: Preserve and strengthen key economic sectors and strive to grow medium and high-wage jobs in targeted industry clusters.
 - Strategy TE-1.A-1: Provide an adequate supply of varied, development-ready sites that are appropriate for new investments in existing industry and targeted clusters.
 - Strategy TE-1.A-2: Prioritize growth in regional targeted industry clusters – sports medicine and related health services; professional, scientific and technical services; and aviation and specialty manufacturing – when allocating available economic development incentives.
 - Strategy TE-1.A-5: Target, create, and promote incentives for businesses and industries that foster growth and retention of jobs offering wages higher than the county average.

The Landings Business Park supports economic development by offering 319.9 acres of development-ready land, including significant industrial and commercial space. Its location near the airport and Peterson SFB makes it ideal for aviation and manufacturing and other general commercial and industrial support services to the Base, the Airport, and Peak Innovation Park, while flexible zoning attracts high-wage employers and promotes job growth in key industry sectors.

- Policy Goal TE-1C: Leverage the city's livability as a workforce and economic driver.
 - Strategy TE-1.C-2: Ensure an adequate supply of attainable housing for the workforce across all industries, and that it is conveniently located near hubs of employment and/ or public transportation.
 - Strategy TE-1.C-5: Provide for convenient access to quality goods and services that support major employment areas, through a combination of proactive and responsive planning, zoning and development approval actions of varied, development-ready sites that are appropriate for new investments in existing industry and targeted clusters.

The Landings Business Park advances the City's livability goals by providing up to 924 residential units near major employment hubs, addressing workforce housing needs identified by Peterson SFB. The inclusion of commercial services and walkable design enhances access to daily amenities, improving quality of life and reducing commute times.

- Goal TE-2: Diversify the local economy by fostering a range of business types and sizes.

- Strategy TE-2.A-1: Identify, accommodate, and provide supportive zoning for key sites for industrial uses with good multimodal access to highways and the Airport.
- Strategy TE-2.A-2: Provide attainable and conveniently located workforce housing for major concentrations of employees.
- Strategy TE-2.B.1: Support business growth in innovation, research, development, and emerging technologies by being nimble and responsive in the application and adaptation of City processes and requirements.
- Strategy TE-2.B-3: Retain or modify plans and regulations to allow for a complementary mix of industrial and commercial uses, workforce training, and business services in locations identified for commercial and business development.
- Strategy TE-2.D-1: Support the city's Cornerstone Institutions (Typology 1), manufacturing core, and other industries with continued quality infrastructure that meets the city's needs.

The Landings Business Park promotes economic diversification through PDZ zoning that supports industrial, commercial, and residential uses. Its location near highways and the airport is ideal for logistics and industrial growth, while nearby housing enhances workforce accessibility.

The Landings Business Park is also strategically positioned adjacent to the airport within both a federally designated Opportunity Zone and a Colorado Enterprise Zone, offering a unique combination of incentives that support economic development and investment. The Opportunity Zone designation can provide significant federal tax advantages, including deferral and potential exclusion of capital gains taxes for long-term investments, thereby encouraging private capital flow into the region.

Complementing this, the Enterprise Zone program offers state-level tax credits for job creation, capital investment, and business expansion, further enhancing the financial viability of development projects within the Landings Business Park. Together, these layered incentives—combined with the site's proximity to major transportation infrastructure—create a compelling environment for sustainable growth, business attraction, and revitalization.

- Goal TE-3: Continue and initiate regional coordination and partnerships focused on economic development and shared fiscal sustainability.
 - Policy TE-3.A: Foster cross-jurisdictional collaboration and planning with other public agencies.
 - Strategy TE-3.A-1: Consider regional and statewide market conditions and development trends when creating new land use regulations.
 - Strategy TE-3.A-2: Coordinate land use decisions of major economic impact with Colorado Springs Utilities and applicable economic organizations.
 - Strategy TE-3.A-4: Coordinate with relevant agencies and other community partners in the identification, refinement, alignment and marketing of federal, state and locally designated opportunity zones and other investment areas in order to maximize their overall use and benefit to the City and region.

- Policy TE-3.B: Coordinate and partner with regional military installations.
 - Strategy TE-3.B-2: Coordinate among military installations and other partners on public improvements and facilities that serve the city and installations.
 - Strategy TE-3.B-4: Encourage new land uses and business opportunities that help attract and integrate former service members and their families into the Colorado Springs community.
 - Strategy TE-3.B-5: Ensure development adjacent to military installations is consistent with their long-term and operational goals.

The Landings Business Park demonstrates regional coordination by aligning with market trends and supporting integrated land use planning. It ensures infrastructure readiness through coordination with Colorado Springs Utilities and aligns with opportunity zones and investment priorities. The project also supports adjacent development through shared infrastructure and compatible land uses, while offering housing and jobs that help integrate current and former service members into the community, reinforcing the City's commitment to supporting its cornerstone institutions.

In support of the City's, and this project's, commitment to military families, the landowner has met with Peterson SFB officials on at least three occasions dating back to early 2024 and as recently as May of this year to discuss land use capability as well as support services for active-duty military service members. The Landings Business Park envisions the inclusion of support services such as childcare facilities and employment opportunities tailored to service members and their families. These amenities will help ease the transition for military households relocating to the area and provide essential resources that promote family stability and workforce participation. By integrating these services into the broader mixed-use framework, the project reinforces its role as a community-oriented development that aligns with the operational and quality-of-life goals of Peterson Space Force Base and other regional military partners.

- Goal TE-4: Focus on productively developing and redeveloping areas already in, nearby, or surrounded by the city in order to preserve open spaces, maximize investments in existing infrastructure, limit future maintenance costs, and reduce the impacts of disinvestment in blighted areas.
 - Policy TE-4.A: Prioritize development within the existing City boundaries and built environment.
 - Strategy TE-4.A-3: Support greenfield development that includes mixed-use, higher-density clusters, and quality design.

This project exemplifies the principles of PlanCOS by promoting economic growth, housing accessibility, regional coordination, and sustainable land use. Its strategic location, flexible zoning, and integrated design make it a cornerstone for future development in southeast Colorado Springs.

2. *The rezoning will not be detrimental to the public interest, health, safety, convenience, or general welfare.*

The rezoning of the Landings Business Park to PDZ provides a unique opportunity to bring a variety of larger-scaled industrial and commercial/ office uses, buoyed by the residential component of this project as well as adjacent developments. This project will continue the significant development and employment of this region, having a substantial benefit to the public interest and general welfare of the community. All industrial and commercial/ office uses will be subject to local and State regulations relating to air and water pollution, noise, emissions, materials and waste handling, etc. and will not create a public safety issue. The COS Airport and Peterson Space Force Base abuts the site to the west proving ideal neighbors for industrial and commercial/office uses. The vacant undeveloped land to the east is buffered by Marksheffel Road.

3. *The location of the lands in the zoning map area being amended are appropriate for the purposes of the proposed zone district(s).*

The Landings Business Park sits just east of the COS Airport and Peterson Space Force Base and bordered by Marksheffel Road, a major arterial roadway, to the east. To the east is vacant, undeveloped land.

The proposed mixed-use development on the subject property presents appropriate land uses given the intensity of the adjacent uses as well any use regulations as may be required developing next to the airport and military base. This site presents a unique and suitable location for the mixed-use development at this scale. In addition, this project provides an opportunity to directly support and benefit the COS Airport, Peterson Space Force Base as well as providing substantial economic and job growth opportunities for the Colorado Springs area.

4. *If the application proposes to rezone a small area of land, the application demonstrates that the size, scale, height density, and multimodal traffic impacts of the proposed rezoning are compatible with surrounding development or can be made compatible with surrounding development through approval conditions.*

Not applicable. The applicant is proposing to rezone a 319.9-acre property. As noted above, the proposed mixed-use land areas are compatible with the surrounding land uses.

5. *If the application proposes to rezone a relatively small area of land, the application demonstrates that the change in zoning will not create significant dislocations of tenants or occupants of the property, or that any impacts are outweighed by other public benefits or progress toward other Colorado Springs Comprehensive Plan goals that would be achieved by approval of the application.*

Not applicable. The applicant is proposing to rezone a 319.9-acre property.

6. If a Land Use Plan or amendment to a Land Use Plan accompanies the application, the Land Use Plan or amendment complies with the applicable criteria in Subsection 7.5.514C.3 (Land Use Plan Criteria).

A Land Use Plan is submitted with this rezone request. An analysis of compliance with the applicable criteria in UDC Subsection 7.5.514.C.3 is provided below.

7. The application is consistent with any approved Concept Plans in the area for which the map is being amended or includes or is accompanied by a provision that approved Concept Plans that have been classified as implemented do not have to be amended in order to be considered consistent with an amended zoning map.

A Land Use Plan is submitted with this rezone request. An analysis of compliance with the applicable criteria in UDC Subsection 7.5.514.C.3 is provided below. In addition, an analysis of compliance with PlanCOS has been provided herein.

8. If the application is for creation of an ADS-O district, the approval criteria applicable to the creation of the text of the ADS-O district in Section 7.2.607D.47.5.702 (Decision) shall also apply to consideration of the zoning map amendment required to create or amend the boundaries of the ADS-O district.

Not applicable. This rezone request does not include the creation of an ADS-O district.

9. If rezoning to a PDZ district, the proposed PDZ district provides significant community amenities or other benefits, as determined by the Manager, that promote the achievement of Colorado Springs Comprehensive Plan goals and would not otherwise be required of the applicant under this UDC or other City or governmental regulations.

UDC Subsection 7.2.705 requires that PDZ district provide at least two of the following community benefits: high quality design features, community amenities, mix of housing types, and sustainable development practices.

The Landings Business Park is envisioned to deliver a range of long-term benefits to the Colorado Springs community. By introducing a thoughtfully integrated mix of industrial, commercial, office, and residential uses, the development will support job creation, economic diversification, and housing accessibility. The inclusion of attainable housing near major employment centers—such as the Colorado Springs Airport and Peterson SFB—addresses a critical workforce need identified by local leadership.

The proposed Landings Business Park intends to foster a cohesive, high-quality, and community-compatible development that thoughtfully integrates industrial, commercial, and residential uses. To achieve this, the project will implement enhanced design standards that elevate architectural character, promote visual harmony, and ensure long-term compatibility across all components of the development.

Both the commercial and industrial buildings within the PDZ will adhere to elevated architectural standards that go beyond the typical “big box” warehouse aesthetic. These standards include the use of varied façade materials such as metal, masonry, and glass, articulated rooflines, and enhanced entry features like canopies and glazing. These elements are intended to break up building mass, improve curb appeal, and better integrate industrial uses into the surrounding urban fabric with clean, modern forms and thoughtful design.

To maintain a unified visual identity throughout the district, a consistent design language will be applied across all land uses. This includes shared guidelines for materials, colors, and signage, ensuring that the experience of moving through residential courtyards, commercial spaces, and industrial flex buildings feels cohesive and intentional. This approach avoids a fragmented or piecemeal appearance and reinforces a strong sense of place.

Enhanced screening and buffering strategies will be employed to protect residential areas from the visual and operational impacts of adjacent industrial uses. These strategies include elements such as landscape buffers, berms, tree rows, trail corridors, and low architectural walls that soften transitions and preserve neighborhood character. These measures are proactive steps to safeguard residential quality of life.

The streetscape design will prioritize pedestrian comfort and safety throughout the development. This includes within the commercial and industrial zones. Tree-lined streets, potentially wider sidewalks, bike lanes, and pedestrian-scale lighting and street furniture should be incorporated, particularly near mixed-use edges. This ensures the public realm is inviting and accessible, supporting both vehicular and pedestrian circulation in a balanced way. Where feasible, trail networks and protected open spaces will be integrated to promote environmental stewardship and long-term resilience.

Signage and lighting standards will be clearly defined. Signage will be consistent in type, height, and material. Lighting will utilize full cut-off LED fixtures with shielding near residential areas to minimize light pollution as well as limit disturbance to airport and base operations. Further details regarding site lighting location and type will be provided with future development plan submittals.

10. Complies with the additional standards of the base zone district where the property is located (see Article 7.2 (Zone Districts)) or in an overlay district that applies to the property (see Part 7.2.6 (Overlay Districts)).

The proposed PDZ District and accompanying Land Use Plan determine the zoning and development standards for this project. There is no base district applicable to this property. As part of the Planned Development Zone (PDZ) district the existing AP-O and APZ-1 zoning overlays will remain in place. A small portion of the site in the southwestern corner lies within the APZ-1 protection zone; however, industrial and commercial uses are allowed within this APZ-1 negating any potential development limitations. No portion of the site lies within the more restrictive RPZ area.

LAND USE PLAN REQUEST

The Land Use Plan covers the entire 319.9-acre project which includes the general layout of the proposed uses, proposed alignment of internal roadways, and proposed access points into and out of the development.

Land Uses

The Landings Business Park presents a distinctive opportunity to attract large-scale commercial, office, and industrial developments in a region that has recently experienced significant growth in these sectors. Additionally, the integration of residential options supports the creation of a truly mixed-use community, guided by cohesive and unified design principles.

Higher intensity uses, such as industrial development, are concentrated in the southern portion of the site, closest to the airport's runway operations. Moving from south to north, the site transitions through commercial and office uses, ultimately leading to residential areas situated at the northernmost end. The residential area is buffered from the runway operations by existing Peterson Space Force Base offices and commissary. This layout creates a thoughtful progression of land uses across the development.

As noted with the PDZ district, while areas of potential land use are identified on the Land Use Plan, it is intended to provide maximum flexibility in the use options for the site and the location of those uses within this unique 319.9-acre property. The Land Use Plan is intended as a broad concept for the property to define opportunities and constraints. Access and road locations are also conceptual and subject to further design review and approval by the City.

Phasing

Phasing of the Landings Business Park is expected; however, currently it is difficult to identify a sequential order of development. Given the mixed-use nature of the proposed project, concurrent development and implementation could overlap amongst the various land use areas depending upon market conditions, infrastructure improvements (water, wastewater, drainage), and transportation corridor impacts. Future development plan submittals may further define the phasing program.

Peterson Space Force Base

Peterson Space Force Base (SFB) is a cornerstone institution in Colorado Springs, hosting critical military commands and functions. This makes Colorado Springs a vital hub for aerospace and homeland security with its relevance underscored by its strategic location and advanced capabilities, positioning it as a key player in international aerospace defense.

Economically, Peterson SFB, along with nearby installations like Cheyenne Mountain and Schriever Space Force Base, injects millions of dollars annually into the local economy and supports more than

30,000 jobs. This presence stimulates private growth across various sectors including technology, healthcare, housing, shopping, and construction.

Protecting an Air Force base from adjacent development is a complex challenge that involves balancing national security needs with local growth and urban planning. Bases like Peterson SFB must safeguard sensitive operations from risks such as electromagnetic interference. Additionally, maintaining secure perimeters and clear airspace is critical for operational readiness, which can be compromised by tall buildings, increased traffic, or incompatible land use. These concerns require coordination between military planners, local governments, and private landowners. To help facilitate coordination, the landowner has met with Peterson SFB officials on at least three occasions dating back to early 2024 and as recently as May of this year.

Though difficult to provide detailed examples as this stage of development, to help mitigate compatibility concerns several proactive measures are being proposed with the Land Use Plan. This includes limiting land uses immediately adjacent to the base perimeter. Physical security buffers are a key strategy, involving upgrades to fencing, crash rated bollards or boulders, potential for increased landscape or building setbacks, lines of sight, and controlled landscaping. These measures help maintain visibility, reduce risks and will be evaluated at the time of site specific Development Plans.

Additionally, operational and building restrictions, such as height limits and restrictions on uses immediately adjacent to the perimeter, can help ensure that adjacent developments do not interfere with sensitive military operations or pose surveillance risks. As part of this uses such as cell towers or uses with electromagnetic technology will not be permitted within one quarter mile (1/4 mile) adjacent to the Peterson SFB perimeter. Beyond physical measures, land use compatibility strategies aim to reduce conflicts between base activities and neighboring residential or commercial developments. These include managing population density and orienting buildings to place non-occupied areas near the base. To help mitigate conflicts, the Landings Business Park has reduced the maximum number of dwelling units from the originally proposed 2,000 units to 924 maximum dwelling units.

Access and Traffic

The Land Use Plan illustrates the conceptual ingress/ egress points for the Landings Business Park, along with the internal roadway network. The Land Use Plan proposes two access points at Marksheffel Rd, for which the TIS analyses traffic signal warrants and timing of said traffic signals. Two additional full movement access locations are shown connecting at the southern end of the site with eventual connectivity to Drennan Road which is offsite and not a part of this development. The proposed internal roadway network is designed to ensure multiple points of connectivity while limiting cut through traffic, providing adequate access to individual land use parcels. The internal roadways will be a mixture of industrial/ commercial collectors and local residential roads. However, the internal roadway layout and roadway classifications are subject to change pending final land uses and more detailed estimates of daily trip traffic.

A Traffic Impact Study (TIS) prepared by Felsburg Holt & Ullevig (FHU) is included with the Land Use Plan submittal. The TIS analyses the development scenarios using assumed FAR and densities previously discussed. Estimates of Floor Area Ratios (FARs) have been extrapolated by comparison with similar mixed-use developments of this nature, including adjacent industrial and commercial/ office uses in the region. Generally, though varied based on use and not uniform across the whole development, the estimated FARs used in the TIS are in line with industry standards and proven projects in Colorado Springs. The FAR and residential density data has been used as the basis for the Traffic Impact Analysis evaluating trips for the mix of uses and density. If development is proposed in excess of this estimate, an update to the Master TIS may be required.

The TIS concludes adjacent roadways are adequate to support the development along with any required improvements based on estimated traffic demands.

Utilities

Subject to system upgrades already in progress, Colorado Springs Utilities has indicated that the water and wastewater facilities of the City are expected to be sufficient to serve all present users as well as the projected development need. The Landings Business Park will have to provide the necessary extensions and/ or looping as required.

COMPLIANCE WITH LAND USE PLAN REVIEW CRITERIA IN ARTICLE 7.5.514.C.3 OF THE UDC

Per Subsection 7.5.514 C.3 of the City's UDC, if a Land Use Plan is submitted in connection with an application to establish a zone district or to change zone district boundaries, the Land Use Plan shall be reviewed based on the following criteria:

a. Consistency with the Colorado Springs Comprehensive Plan and other plans and policies adopted by City Council;

An analysis of the compliance with PlanCOS is provided under the rezoning criteria above.

Consistency with development standards of the zone district in which the property is located, or would be located after a requested zone district change;

The proposed PDZ District and accompanying Land Use Plan determine the zoning and development standards for this project. Under UDC Section 7.2.702, a Planned Development Zone (PDZ) can only be used when a project can't be built under regular zoning rules. The Landings Business Park offers a special chance to support the growth of large commercial, office, and industrial projects—areas that have recently expanded in this part of the city. Adding housing to the mix helps create a true mixed-use development, with coordinated design and the ability to offer affordable homes close to two major employers. This meets a need specifically pointed out by leaders at Peterson SFB.

Future development plan submissions to the City of Colorado Springs planning department will provide more detailed information and help refine specific development standards. These plans will outline key elements such as lot sizes, parking requirements, building setbacks, final building

heights, landscaping, and other design details. This step-by-step process ensures that each phase of the project aligns with city regulations and community goals while allowing flexibility to adapt as the project evolves.

b. Compatibility with the land uses and development intensities surrounding the property;

The Landings Business Park is positioned to serve as a strategic extension of the economic and development momentum established by Peak Innovation Park through expanding the region's capacity to attract and support large-scale industrial, commercial, and office developments.

Strategically located adjacent to the Colorado Springs Airport and Peterson Space Force Base, the Landings Business Park offers a thoughtfully planned mixed-use environment that aligns with the goals of PlanCOS and the City's economic development strategies. Its integration of residential options near major employment centers helps address workforce housing needs, while its flexible zoning and design standards promote innovation, connectivity, and long-term resilience. The proximity and compatibility of these two developments will foster mutual benefit in infrastructure investment, job creation, and regional planning, ultimately strengthening the broader economic ecosystem of southeast Colorado Springs. By fostering a cohesive and high-quality development, the Landings Business Park strengthens the broader economic ecosystem surrounding the airport and supports the continued growth and vitality of Peak Innovation Park.

c. Impacts of the permitted or requested uses, appropriate to the type of development, the neighborhood, and the community;

The Landings Business Park is particularly well-suited to accommodate larger-scale industrial and commercial/office uses, supported by adjacent residential developments. These uses will be subject to all relevant local and state regulations governing environmental quality, including air and water standards, noise control, emissions, and materials handling. As the development moves through more detailed design phases, steps will be taken to ensure public safety and potential adverse impacts to the public have been minimized. This can be achieved through a variety of design techniques such as buffering, screening, traffic control measures, and low impact design to be determined at time of site-specific development.

d. Adequacy of proposed ingress/egress points and traffic circulation, both on and off the site;

A Traffic Impact Study (TIS) prepared by Felsburg Holt & Ullevig (FHU) is included with the Land Use Plan submittal with those findings discussed herein. The TIS analyzed the development scenarios using assumed FAR and densities previously discussed. If development is proposed in excess of this estimate, an update to the Master TIS may be required. The Land Use Plan illustrates the conceptual ingress/ egress points for the Landings Business Park, along with the internal roadway networks. The proposed internal roadway network is designed to ensure multiple points of connectivity while limiting cut through traffic, providing adequate access to individual land use parcels. The internal roadways will be a mixture of industrial/ commercial collectors and local roads. However, the

internal roadway layout and roadway classifications are subject to change pending final land uses and more detailed estimates of daily trip traffic.

e. *Capacity of the existing streets, utilities, parks, schools, and other public facilities to serve the proposed development;*

The TIS addresses the capacity of existing streets to support the proposed development and indicates traffic related improvements that may be required to serve not only this development but existing background traffic. Preliminary data from Colorado Springs Utilities indicates there is sufficient capacity with already planned system upgrades and required service extensions to provide utility service to the Landings Business Park. At this time, the proposed development will provide fees in lieu of land for schools. Park Land Dedication Ordinance (PLDO) will be met through parkland dedication, fees in lieu of or a combination of both land and fees. A 4.84-acre park site is shown on the Land Use Plan to help meet neighborhood park PLDO requirements. Final PLDO requirements will be further defined as the residential areas develop and detailed unit counts are known.

f. *Promotion of transitions in height, intensity, or character between proposed non-residential or mixed-use development and nearby low-density residential zone districts.*

The Landings Business Park has been planned to reflect a deliberate transition of land uses, progressing from higher-intensity to lower-intensity functions in a manner that supports both operational compatibility and community integration. At the southern end of the site—closest to the Colorado Springs Airport's more active runway operations—higher-intensity uses such as industrial are concentrated.

Moving northward through the site, the land use pattern transitions into commercial and office uses. These mid-intensity uses serve as a functional and spatial buffer between the industrial core and the residential neighborhoods further north. The commercial and office areas are ideally positioned to support both the employment base generated by the industrial uses and the daily needs of future residents, creating a cohesive and self-sustaining mixed-use environment.

At the northernmost portion of the development, residential uses are introduced. This land use was intentionally sited at the greatest distance from the airport's runway operations to reduce exposure to noise and other operational impacts. Additionally, the residential area is buffered by existing facilities associated within Peterson Space Force Base.