



Crossroads Mixed-Use

Preliminary Plan, Rezone Letter of Intent

APPLICANT-OWNER/CONSULTANT INFORMATION:

OWNER

COLORADO SPRINGS EQUITIES, LLC
90 S. CASCADE AVENUE, SUITE 1500
COLORADO SPRINGS, CO 80903

PLANNING

KIMLEY-HORN & ASSOCIATES
2. NORTH NEVADA AVENUE, SUITE 300
COLORADO SPRINGS, CO 80903

ENGINEERING

MS CIVIL CONSULTANTS
102 E. PIKES PEAK, 5TH FLOOR
COLORADO SPRINGS, CO 80903

SURVEYING

CLARK LAND SURVEYING, INC
177 S. TIFFANY DRIVE, UNIT 1
PUEBLO WEST, CO 81007

SITE/BACKGROUND INFORMATION

The Crossroads Mixed Use Preliminary plan is located northwesterly intersection of the US Highway 24 and Meadowbrook Parkway. The preliminary plan includes ±29.04 AC in the CR base zone (Parcel ID No.: 5408007005). A concurrent rezone application has been submitted (PCD File No. P 20-8) to rezone 12.695 AC from the CR to the RM-30 zone. The property is within the Commercial Aviation District Overlay (CAD-O). All future land use actions will be subject to the restrictions and limitations of the Airport Overlay.

Request & Justification

Colorado Springs Equities, LLC ("The Applicant") requests approval of the Crossroads Mixed Use Preliminary Plan that includes 10 commercial lots, one (1) multifamily residential (12.695 AC), and three (3) tracts for stormwater detention/water quality, private rights-of-way (private road easement), transportation improvements including pedestrian facilities, utility infrastructure, landscape buffers, and a preliminary landscape plan.

The preliminary landscape plan identifies required buffers, streetscape locations, typical details, and cross sections. Roadway landscaping requirements may be collateralized as public subdivision improvements to be owned/maintained by Meadowbrook Crossing Metropolitan District or another designee approved by the County. Individual site landscaping will be submitted on a per site basis which shall conform to this overall preliminary landscape plan.

The applicant requests that the preliminary plan approval include the following:

- Findings of water quality, quantity, and dependability sufficiency are requested with the preliminary plan approval;
- Authorization to submit a final plat(s) for administrative approval subject to findings that the location and design of the public improvements proposed in connection with the subdivision are adequate to serve the needs and mitigate the effects of the development;
- BOCC authorization of pre-development site grading, which includes authorization to install wet and dry utilities.
- BOCC authorization of a waiver of Section 8.4.4.E to permit the use of private roads within the subdivision. The waiver will include a deviation from the standard County cross section.
- BOCC approval of a waiver of Section 8.4.3.C.3.e (30' minimum required lot frontage on a public ROW) to supplement the request for private road waiver.

The preliminary plan for Lots 1-10 (commercial lots) has been designed to conform to the density and dimensional requirements of the CR zone which include:

- Setbacks: 25' front yard; 25' side/rear yards (0' from internal side/rear lot line within the same zone)
- Height: 45'
- Roadway Landscape Buffer/Setback Requirements:

Ex./Prop. Road	Roadway Classification	Landscaping Buffer/Setback	Req. Trees*/ Linear Foot of Frontage
US 24	Expressway, Principal Arterial	25 feet	1 per 20 feet
Meadowbrook Parkway	Minor Arterial	20 feet	1 per 25 feet
Newt Drive	Non-Arterial	10 feet	1 per 30 feet

Ex./Prop. Road	Roadway Classification	Landscaping Buffer/Setback	Req. Trees*/ Linear Foot of Frontage
Crossroad Road (s)	Non-Arterial	10 feet	1 per 30 feet

*(min. 1/3 trees shall be evergreen)

Development of Lot 11 in the pending RM-30 zone shall be in conformance with the zoning requirements of the RM-30 zone, including landscape buffering/screening requirements of the Code summarized below:

- Maximum density: 30 DU/AC
- Structural Setbacks (from property boundary):
 - Front 25-feet feet
 - Side/Rear: 15-feet
 - The minimum distance between buildings shall be 10 feet.
- Max Lot Coverage: 60%
- Max Height: 40-feet
- Roadway Landscape Buffers:

Ex./Prop. Road	Roadway Classification	Landscaping Buffer/Setback	Req. Trees*/ Linear Foot of Frontage
US 24	Expressway, Principal Arterial	25 feet	1 per 20 feet
Meadowbrook Parkway	Minor Arterial	20 feet	1 per 25 feet
Newt Drive	Non-Arterial	10 feet	1 per 30 feet
Internal Private Road(s)	Non-Arterial	10 feet	1 per 30 feet

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n Non-Residential, Multifamily Residential and Single-Family/Duplex Uses:

- 15-feet along frontages adjacent to single-family residential uses
- 15-feet along residential boundary where compatibility is a concern
- 1 tree/25-feet of common property line

- A minimum 1/3 trees shall be evergreen
- Internal Landscaping Requirements:
 - A minimum of 15% of the lot or parcel shall be landscaped.
 - A minimum of one tree shall be provided for every 500 square feet of required internal landscape area.

Transportation & Access

Access to Crossroads Mixed Use is provided by Interstate 25 (I-25), Powers Boulevard (SH-21), and US-24. Primary access to the development areas will be provided by Marksheffel Road and Meadowbrook Parkway.

Direct access to Crossroads Mixed Use is proposed along the future extension of Meadowbrook Parkway at two full movement accesses and an eastern right-in/right-out access.

Planned offsite improvements include a single lane roundabout be constructed at the Meadowbrook Parkway and Newt Drive intersection with subdivision improvements associated with the Crossroads Mixed Use Final Plat and included in all associated Subdivision Improvements Agreements (SIA) and Financial Assurance Estimates (FAE) required with the final plat process. The TIS recommends the roundabout have single lane approaches on the eastbound Newt Drive, northbound Meadowbrook Parkway, and southbound Meadowbrook Parkway approaches and a two-lane approach on westbound Newt Drive with a shared left turn/through lane into the roundabout and a separate right turn lane.

Meadowbrook Parkway will be extended westward along the plan frontage from the existing Newt Drive/Highway 94/Meadowbrook Parkway "T" as an offsite improvement. The TIS recommends that this roadway be designated as a three-lane roadway with a center two-way left turn lane.

All on-site and off-site roadway, signing, striping, and signal improvements shall be incorporated into the Civil Drawings, and conform to El Paso County and/or CDOT standards as applicable, as well as the Manual on Uniform Traffic Control Devices – 2009 Edition (MUTCD).

PRELIMINARY PLAN REVIEW/APPROVAL CRITERIA & JUSTIFICATION

- ***The proposed subdivision is in general conformance with the goals, objectives, and policies of the Master Plan;***
General conformance with the County Water Master Plan and Policy Plan in the absence of applicable small area plans are addressed below:

Water Master Plan Conformance:

The development area is in REGION 5 as identified on the El Paso County Water Master Plan Planning Regions Map and is within the Cherokee Metropolitan District (CMD) Service Area. Region 5 consists of areas served by CMD and is not expected to experience significant growth by 2060. However, the District may expand water and sewer service to growth areas outside of Region 5. No specific growth map was created for Region 5; these areas are shown in other maps.

CMD currently serves approximately 7,000 residential taps and 600 commercial taps in addition to bulk users in the eastern portion of unincorporated El Paso County..

CMD has adequate supply, water quality, and existing infrastructure in the area to serve this development and maintains required regulatory compliances.

CMD provides services outside District boundaries to Schriever AFB and the Woodmen Hills/Meridian Ranch Development. System/infrastructure interconnections exist between CMD, CSU, Meridian Ranch MD, Meridian Service MD, and Woodmen Hills MD. Per the Water Master Plan, water supplies in Region 5 from current to 2060 build out are as follows (*taken from EPC WMP*):

Planning Region	Current Supplies (AF per year)	2040 Supplies (AF per year)	2060 Build-Out Supplies (AF per year)
Region 5	4,849	6,800	10,131

Table 5-2: Current, 2040, and Build-Out Water Supply by El Paso County Planning Region

Planning Region	Demand (AF)	Supplies (AF)	Average-Year Surplus** (AF)	Need (AF)	Need (%)
Region 5	4,396	4,849	453	0	0%

Table 5-3: Current Demand and Current Supplies by El Paso County Planning Region

Planning Region	2040 Demand (AF) Need (AF) Need (%)	Current Supplies (AF)	(AF) Average-Year Surplus**	Need (AF)	Need (%)
Region 5	6,468	4,849	0	1,619	25%

Table 5-4: Future (2040) Demand and Current Supplies by El Paso County Planning Region

Planning Region	2060 Demand (AF)	Current Supplies (AF)	Average-Year Surplus** (AF)	Need (AF)	Need (%)
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Region 5	9,608	4,849	0	4,759	50%
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Table 5-5 – Build-out (2060) Demand and Current Supplies by El Paso County Planning Region

Water supplies in Region 5, and specifically from CMD, should be sufficient to meet the current development demand; however, additional resources will be required to meet the full projected development demand within the Region by the 2060 target build out date. The District has been planning to reduce demand through its conservation and reuse programs. Additional water resources are planned through CMD interconnections and regional collaboration with partner and/or neighboring water providers. through acquisition and reallocation of other resources

Water resources for CMD are drawn from groundwater in two regions. The majority is from alluvial groundwater supplies in the Upper Black Squirrel Aquifer in eastern El Paso County via a network of twenty wells (Well Nos 1-20). According to the District, water from Well Nos. 1-8 provide a maximum of 653 AFY to a fixed customer base. This water is unavailable to other users and is tracked separately from CMD's general exportable supply portfolio. Water supplies from the remaining wells (Well Nos 9-20) in the amount of 3,985 AFY is available for export outside the Basin. Remaining water supplies are sourced from two wells in deep bedrock aquifers from the Sundance Ranch property in the northern part of the County.

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Table 1: Water rights and tributary status of Exportable Wells

Well Number	Water Right (AFY)	2019 Use (AFY)	Permit Number	Aquifer	Aquifer Status
Well 9	176	132	14145-FP-R	UBS Alluvium	Tributary
Well 10	176	108	14146-FP-R	UBS Alluvium	Tributary
Well 11	244	161	6821-FP-R	UBS Alluvium	Tributary
Well 12	244	149	11198-FP	UBS Alluvium	Tributary
Well 13	1268	975	49988-F	UBS Alluvium	Tributary
Well 14	0	0	52429-F	UBS Alluvium	Tributary
Well 15*	281	145	54070-F	UBS Alluvium	Tributary
Well 16*	219	123	54069-F	UBS Alluvium	Tributary
Well 17*	175	151	63094-F	UBS Alluvium	Tributary
Well 18	225	138	16253-RFP-R	UBS Alluvium	Tributary
Well 19	95	79	20567-RFP-R	UBS Alluvium	Tributary
Well 20	400	38	4332-RFP	UBS Alluvium	Tributary
Well 21	290	0	81782-F	UBS Alluvium	Tributary
DN-4**	110	110	78315-F	Denver Aquifer	Non-Tributary
AR-1***	147.7	155	75881-F	Arapahoe Aquifer	Non-Tributary
Total	3984.7	2464			

CMD is developing owned water supplies to increase available water and improve flexibility in provision of summer flows. By the end of 2021, these new wells will contribute 458 AFY of capacity to the CMD system (Table 2) for a total of 4,443.0 AFY. Since 2011, actual demand from CMD customers has fallen 30-35% below commitments, partially due to some committed developments being incomplete but largely due to water saving measures undertaken by CMD customers.

Table 2: New water supplies slated for completion in 2021

Well Number	Water Right (AFY)	Permit Number	Aquifer	Aquifer Status
Albrecht Well	153.5	27571-FP	UBS Alluvium	Tributary
DA-1	40.3	83604-F	Dawson	Not Non-Tributary
DA-4	64.5	83603-F	Dawson	Not Non-Tributary
AR-1 Expansion	200	75881-F	Arapahoe	Non-Tributary
Total	458.3			

By the end of 2021, CMD will have a total of 4,443 AFY of exportable water supplies sourced from alluvial and deep bedrock aquifers. Further development in the Denver Basin is not planned at this time and instead CMD is focusing on acquiring new renewable supplies proximate to existing infrastructure.

CMD's water commitments stand at 4,130.4 AFY. The Tipton and Kane commitments are related to an arrangement from the mid-2000's where developers reserved commitments on two new wells. The water from these wells is considered fully committed to these developers even if they have not yet begun the projects associated with the reserved commitments. Due to a complex legal history, the "Kane" water right was not tied to a specific physical water well but instead operates as a commitment served from CMD's general supply portfolio. The "Tipton" water right corresponds to CMD's Well 18.

Table 3: CMD Commitments before addition of new development

Commitments	AFY
In-District (2015)	2693
Committed Since 2015	406.7
Schriever Air Force Base	537
Kane	200
Tipton	225
Construction	25
Parks	25
Total	4111.7

With 4,443.0 AFY of exportable supply and 4,130.4 AFY of commitments, CMD has a water balance of 312.6 AFY remaining for additional commitments.

CMD has committed to allocate 84 AF/YR for the proposed development out of its current supplies. Anticipated Residential demand includes 61.2 AF/YR for Residential Domestic use and 11.7 AF/YR for irrigation within the multifamily use. Commercial commitments include 6.2 AF/YR for domestic use and 4.9 AF/YR for commercial irrigation.

CMD has a collection of wells, pump stations, conveyance pipelines, storage tanks, and treatment facilities to deliver potable water to its customers.

The general delivery system begins with raw water produced from the north and south well fields in the UBSC. Raw water quality from the UBSC is good, and generally only requires chlorination at the wellhead. This water is first delivered to the Ellicott Tank (0.5 MG) located near Ellicott. A pump station at the Ellicott Tank

conveys water along Highway 94 west to the CMD service area via a 30-inch pipeline. The 30-inch pipeline terminates at Tank 1 (3 MG) at the south end of Cimarron Hills. Two booster pump stations at Tank 1 can deliver water to Tank 2 (3 MG) and Tank 2a (4 MG), located centrally in Cimarron Hills. A booster pump station at this location delivers raw water to Tank 3 (5 MG), at the northern end of Cimarron Hills.

Existing Water Storage Tanks

Tank Name	Volume (MGAL)
ELLICOTT TANK	0.5
TANK 1	3.0
TANK 2	1.0
TANK 3 (TAMLIN)	5.0
TANK 4	3.0
FRANK ROAD TANK	2.0
SUNDANCE TANK	0.5
TOTAL	15.0

Due to water supply limitations in recent years, CMD has been actively engaged in demand management and conservation efforts, and now has some of the lowest per capita demands in Colorado. These low demands were achieved through recommendations for implementation in the 2007 [Water] Conservation Plan (WCP). This included various water conservation measures such as implementation of water reuse, a revised water rate structure, implementation of water-efficient fixtures, and xeric landscaping. The 2015 WCP discusses the outcome of these measures and recommends additional alternatives to further enhance CMD's water-use efficiency.

Efficient water use through conservation measures supports CMD's commitment to a sustainable approach to water resource management in the region's semi-arid climate. The WCP identifies and addresses a variety of water-efficiency measures, including water budgets and tiered rate schedules, new approaches to irrigation scheduling, residential and commercial audits for high users, rebates for efficient indoor and outdoor uses, and a review of local and state guidelines for efficient water use.

Water-efficient fixtures and appliances would be required to be installed by builders for all new properties joining the current water system. This water conservation measure is intended to ensure that all new customers use less water from the time uses are implemented on a property. According to the District's CWP, this measure reduces the bills of these new customers, reduces the growth in demand for CMD, and allows CMD to focus its efforts and funds on other conservation measures.

Policy Plan Conformance:

The subdivision generally conforms to the goals conformance with the goals, objectives, and policies of the Master Plan.

Policy 6.1.3 Encourage new development which is contiguous and compatible with previously developed areas in terms of factors such as density, land use and access.

The proposed commercial densities are compatible existing surrounding commercial, light industrial, and residential land uses based on the allowances of the underlying zone districts.

The proposed commercial land uses are consistent with the single-family detached, commercial, service oriented and light industrial mix of uses that characterize the adjacent Meadowbrook and Claremont Business Park developments. Access to these existing developments from Marksheffel Road to the east is via the existing Meadowbrook Parkway which is planned to extend westward to Peterson Road. Access to State Highway 24 is via an extension of Meadowbrook Parkway Southward to State Highway 24 at a signalized alignment with the terminus of US Highway 94 at Highway 24.

The proposed ±13 AC of multifamily land uses together with the planned commercial development and preliminary plan for entire mixed-use site are consistent with the existing single-family, commercial, light and heavy industrial land uses within the larger land use planning area. The planned multifamily uses provide a land use transition between the existing uses and the highway corridor and the unplanned properties west of the site to Peterson Road.

Required zoning district, use to use, roadway, and use specific landscape buffers, setbacks, screening, open space, and/or landscape planting requirements will be identified on all preliminary plan and final plat maps and included in subdivision improvements and financial assurances as required by Code or Condition of Approval to mitigate any unique circumstance.

Policy 6.1.6 Direct development toward areas where the necessary urban-level supporting facilities and services are available or will be developed concurrently.

Necessary urban level services including, but not limited to water/sewer, stormwater, electric, natural gas, police, fire and EMS, schools, parks and open spaces, and other public facilities and services are currently delivered to residential, commercial, and light industrial properties adjacent to this proposed development. Subsequent subdivision applications will provide detailed reports and plans regarding service availability and delivery infrastructure.

Policy 6.1.10 Ensure that new development will not create a disproportionately high demand on public services and facilities by virtue of its location, design or timing.

Urban services which include, but not necessarily limited to water, wastewater, electric service, natural gas service, fire protection, roadway and transportation, and drainage and stormwater management services are currently available. Additional facilities and services will be extended to or constructed within the planned development in fulfillment of this policy criterion.

Policy 6.1.11 Plan and implement land development so that it will be functionally and aesthetically integrated within the context of adjoining properties and uses.

Policy 6.1.8 Encourage incorporating buffers or transitions between areas of varying use or density where possible.

Buffering and screening of differing uses and/or densities will occur with individual site plans. Identification of significant buffers from undeveloped/vacant properties as well as from existing adjacent residential communities has been provided in connection with the preliminary plan as building restricted areas designated for future use as buffers and landscape screening.

- **The subdivision is consistent with the purposes of this Code;**

The stated purpose of the preliminary plan is to provide an in-depth analysis of the proposed division of land including a refinement of the design considering the geologic hazards, environmentally sensitive areas, source of required services, vehicular and pedestrian circulation, and relationship to surrounding land uses. Necessary reports including, but not limited to drainage, grading and erosion control, water/wastewater resource reports, traffic impact analysis, and the preliminary plan have been provided in order to review and refine the design of the subdivision taking into account the review of the referenced documents, plans, and reports in order to guide the design of the development to meet the intent and purposes of the preliminary plan as stated in the Code.

- **The subdivision is in conformance with the subdivision design standards and any approved sketch plan;**

The subdivision conforms to the design standards of the Code. The proposed development is neither within or adjacent to any approved and/or valid sketch plans.

- **A sufficient water supply has been acquired in terms of quantity, quality, and dependability for the type of subdivision proposed, as determined in accordance with the standards set forth in the water supply standards [C.R.S. § 30-28-133(6)(a)] and the requirements of Chapter 8 of this Code**

A commitment to provide water service has been provided by Cherokee Metropolitan District which has adequate water resources to serve the proposed development. It

is anticipated that the BOCC will be able to make the required water findings during the preliminary plan application review.

- **A public sewage disposal system has been established and, if other methods of sewage disposal are proposed, the system complies with state and local laws and regulations, [C.R.S. § 30-28-133(6) (b)] and the requirements of Chapter 8 of this Code;**

The subdivision will connect into an existing public sewage disposal system what has been installed together with other public improvements associated with Crossroads Preliminary Plan and its many development phases and filings. The existing system complies with state and local laws and regulations, statutory requirements, and the requirements of Chapter 8 of the County Land Development Code.

- **All areas of the proposed subdivision, which may involve soil or topographical conditions presenting hazards or requiring special precautions, have been identified and the proposed subdivision is compatible with such conditions. [C.R.S. § 30-28-133(6)(c)];**

All areas of the proposed subdivision which may involve soil or topographical conditions presenting hazards or requiring special precautions, have been identified and the proposed subdivision is compatible with such conditions or will achieve compatibility through compliance with recommendations of corresponding reports and plans or by conditions of approval by the BOCC..

- **Adequate drainage improvements complying with State law [C.R.S. § 30-28-133(3)(c)(VIII)] and the requirements of this Code and the ECM are provided by the design;**

Adequate drainage improvements have been provided by the subdivision design, including but not limited to, stormwater, detention, and/or water quality control facilities, all of which meet stormwater requirements established by the state in addition to meeting the requirements of the County Code and ECM. Detention facilities have been designated within Tract A on the Preliminary Plan. Ownership and maintenance of all drainage facilities and improvements shall be provided by the Meadowbrook Crossing Metropolitan District.

- **The location and design of the public improvements proposed in connection with the subdivision are adequate to serve the needs and mitigate the effects of the development;**

The location and design of the public improvements proposed in connection with the subdivision are adequate to serve the needs and mitigate the effects of the development. referenced public improvements include, but are not necessarily limited to, grading and erosion control, stormwater runoff and drainage and detention/water quality facilities, transportation and roadway related improvements, utility service delivery infrastructure and related improvements. The preliminary plan provides the extension of local public roads into the subdivision which provide access and frontage to lots, open spaces, and detention facilities. Public road cross

sections include ADA compliant sidewalk improvements (per local conditions and standards), together with all required wet and dry public utilities.

- **Legal and physical access is or will be provided to all parcels by public rights-of-way or recorded easement, acceptable to the County in compliance with this Code and the ECM;**

Legal and physical access is and will be provided to all parcels by planned public rights-of-way. Access to Crossroads Mixed Use is provided by Interstate 25 (I-25), Powers Boulevard (SH-21), and US-24. Primary access to the development areas will be provided by

Marksheffel Road and Meadowbrook Parkway. Direct access to Meadowbrook Park is proposed at two full movement accesses along Meadowbrook Parkway.

- **The proposed subdivision has established an adequate level of compatibility by (1) incorporating natural physical features into the design and providing sufficient open spaces considering the type and intensity of the subdivision; (2) incorporating site planning techniques to foster the implementation of the County's plans, and encourage a land use pattern to support a balanced transportation system, including auto, bike and pedestrian traffic, public or mass transit if appropriate, and the cost effective delivery of other services consistent with adopted plans, policies and regulations of the County; (3) incorporating physical design features in the subdivision to provide a transition between the subdivision and adjacent land uses; (4) incorporating identified environmentally sensitive areas, including but not limited to, wetlands and wildlife corridors, into the design; and (5) incorporating public facilities or infrastructure, or provisions therefore, reasonably related to the proposed subdivision so the proposed subdivision will not negatively impact the levels of service of County services and facilities;**

The proposed subdivision has established an adequate level of compatibility by (1) incorporating natural physical features into the design and providing sufficient open spaces considering the type and intensity of the subdivision where practical; (2) incorporating site planning techniques to foster the implementation of the County's plans, and encourage a land use pattern to support a balanced transportation system, including auto, bike and pedestrian traffic, public or mass transit if appropriate, and the cost effective delivery of other services consistent with adopted plans, policies and regulations of the County; (3) incorporating physical design features in the subdivision to provide a transition between the subdivision and adjacent land uses; (4) incorporating identified environmentally sensitive areas, including but not limited to, wetlands and wildlife corridors, into the design; and (5) by incorporating public facilities or infrastructure, or provisions therefore, reasonably related to the proposed subdivision so the proposed subdivision will not negatively impact the levels of service of County services and facilities;

- **Necessary services, including police and protection, recreation, utilities, open space and transportation system, are or will be available to serve the proposed subdivision;**

Necessary services which include, police and fire protection, recreation, utilities, open space and transportation system, are and will be available to serve the proposed subdivision. Required service commitments have been provided in support of the development application.

- **The subdivision provides evidence to show that the proposed methods for fire protection comply with Chapter 6 of this Code; and**

The subdivision provides evidence via commitment letters from Cimarron Hills Fire Protection District for emergency and fire service and Cherokee Metropolitan District for water for fire suppression as well as preliminary plan layout and design of access and utilities demonstrate show that the proposed methods for fire protection comply with Chapter 6 of the County Code.

- **The proposed subdivision meets other applicable sections of Chapter 6 and 8 of this Code.**

The proposed subdivision meets other applicable sections of Chapter 6 and 8 of the County Code or otherwise approved with conditions imposed by the BOCC.