
PUD/PRELIMINARY PLAN

LETTER OF INTENT

JULY 2024

OWNER:

ELITE PROPERTIES OF AMERICA, INC.
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APPLICANT:

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SITE DETAILS:

TSN: 7136001045

ACREAGE: 6.57 AC

CURRENT ZONING: R-4

CURRENT USE: VACANT LAND

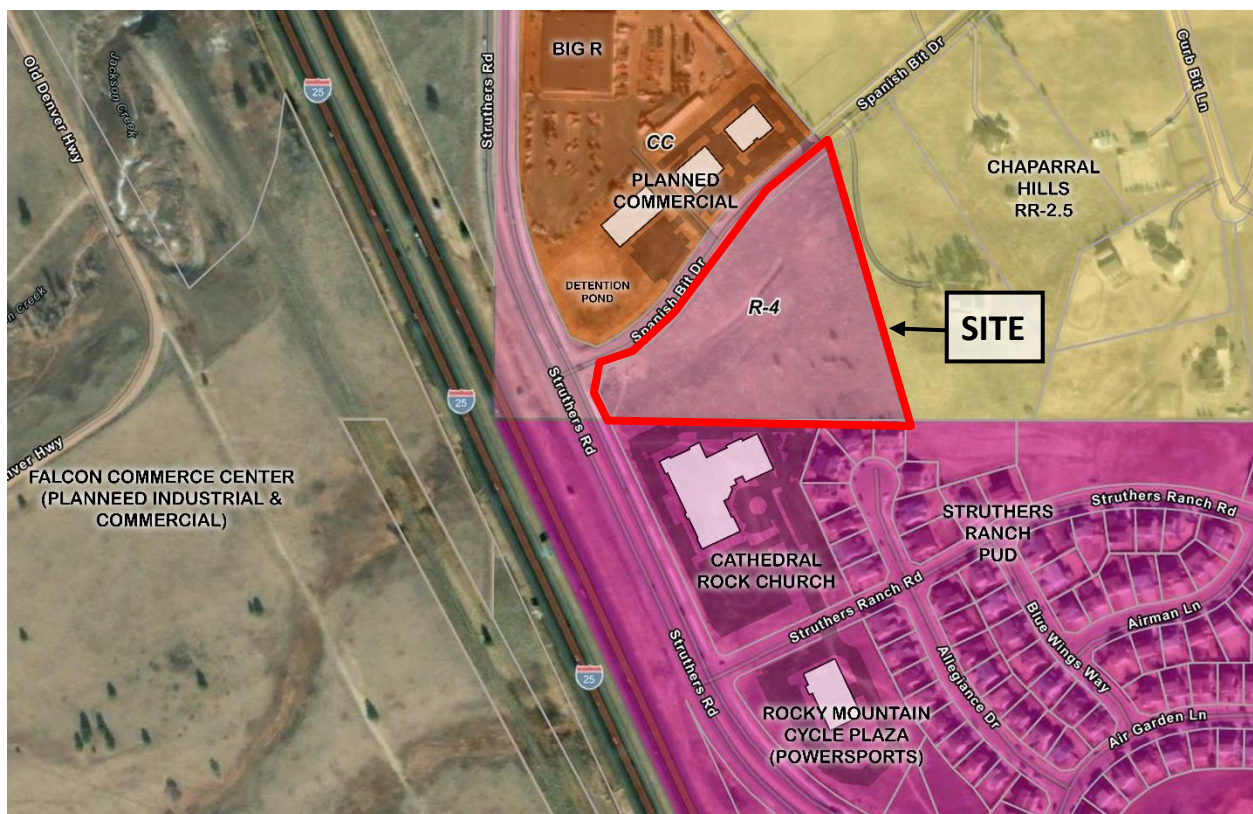
REQUEST

N.E.S. Inc. on behalf of Classic Communities requests approval of the following applications:

1. A Rezone from R-4 (Planned Development District – Obsolete) to PUD (Planned Unit Development District);
2. A PUD Development/Preliminary Plan (PUDSP) for 49 single-family lots on the 6.57-acre property, equating to a density of approximately 7.5 dwelling units per acre.
3. A finding of water sufficiency with the PUD Development/Preliminary Plan and subsequent Final Plat to be approved administratively.

LOCATION

Urban Landing is located east of the intersection of Spanish Bit Drive and Struthers Road in the Gleneagle community. Spanish Bit Drive forms the northern boundary of the property. Across Spanish Bit Drive is a Big R retail store and 4.5 acres of planned commercial development. To the east of the property is the 2.5-acre lot Chaparral Hills rural residential subdivision (.4 du/ac), an enclave surrounded by suburban residential and commercial uses. To the south is the Struthers Ranch suburban residential subdivision (zoned PUD with a net residential density of 5.5 du/ac), as well as the proposed Cathedral Rock Church and Rocky Mountain Cycle Plaza. The property is bounded on the west by Struthers Road and Interstate-25, across which the planned Falcon Commerce Center will be located. The site comprises approximately 6.57 acres.



HISTORY

The site was zoned R-4 (Planned Development District) in 1975 and was accompanied by a Plot Plan for Jackson Creek Junction that covered a much broader, 376-acre area that spanned both sides of I-25. At that time, the site was identified as part of a 67-acre area of medium density housing at a density of 7.5 du/ac. This density was not expressed as a maximum density.

In 2021, it was proposed to rezone the site from R-4 to RM-30 to accommodate 120 units in five multi-family apartment buildings along with a daycare center. Based on input from the community, this proposal was revised and decreased to RM-12 zoning to allow 47 single-family units. Ultimately, residents of surrounding neighborhoods felt that R-12 zoning was too dense, and requested the site not

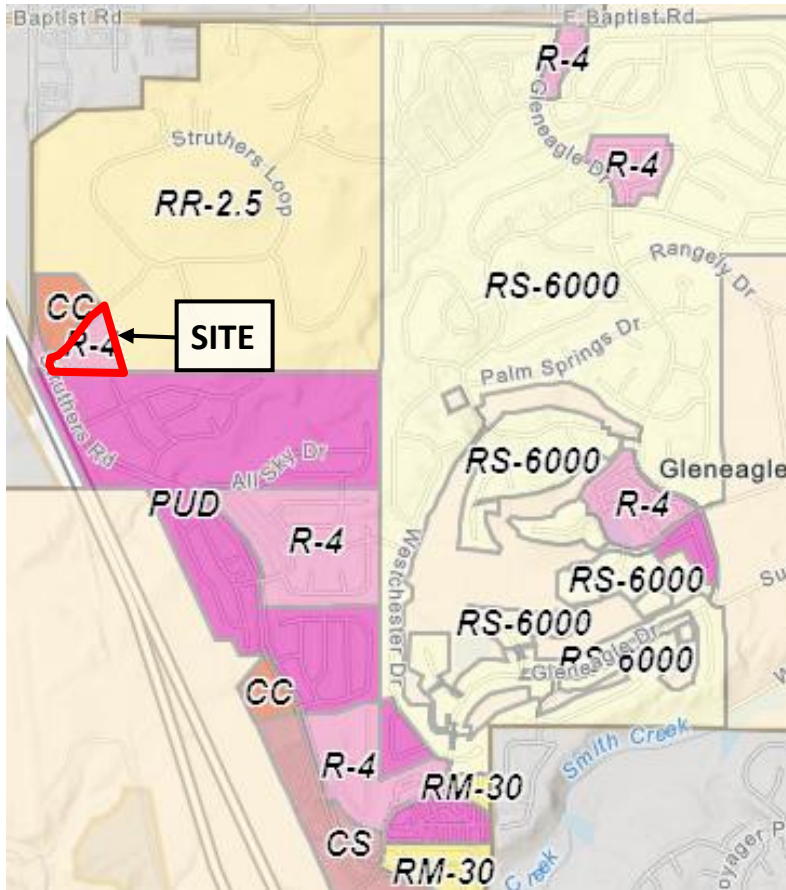
exceed the density of the R-4 zoning. As such, the project has been reimagined as a PUD with 49 single-family units and 1.82 acres of useable open space. This density is consistent with the 7.5 DU/AC originally planned for the R-4 zone.

COMMUNITY OUTREACH

On December 1, 2023, N.E.S. Inc. distributed a letter to approximately 21 neighbors within a 500-foot radius of the site to notify them of a Neighborhood Open House to discuss the proposed PUD/Preliminary Plan for Urban Landing (at that time, called Urban Edge). The Neighborhood Open House was held Tuesday, December 12th, 2023 from 5:30pm until 7:00pm at the Fairfield Inn & Suites located at 15275 Struthers Road. Representatives from the owner/applicant, NES, and Classic Consulting Engineering & Surveyors LLC were available to review the project design and process and to address questions. Only one member of the public attended.

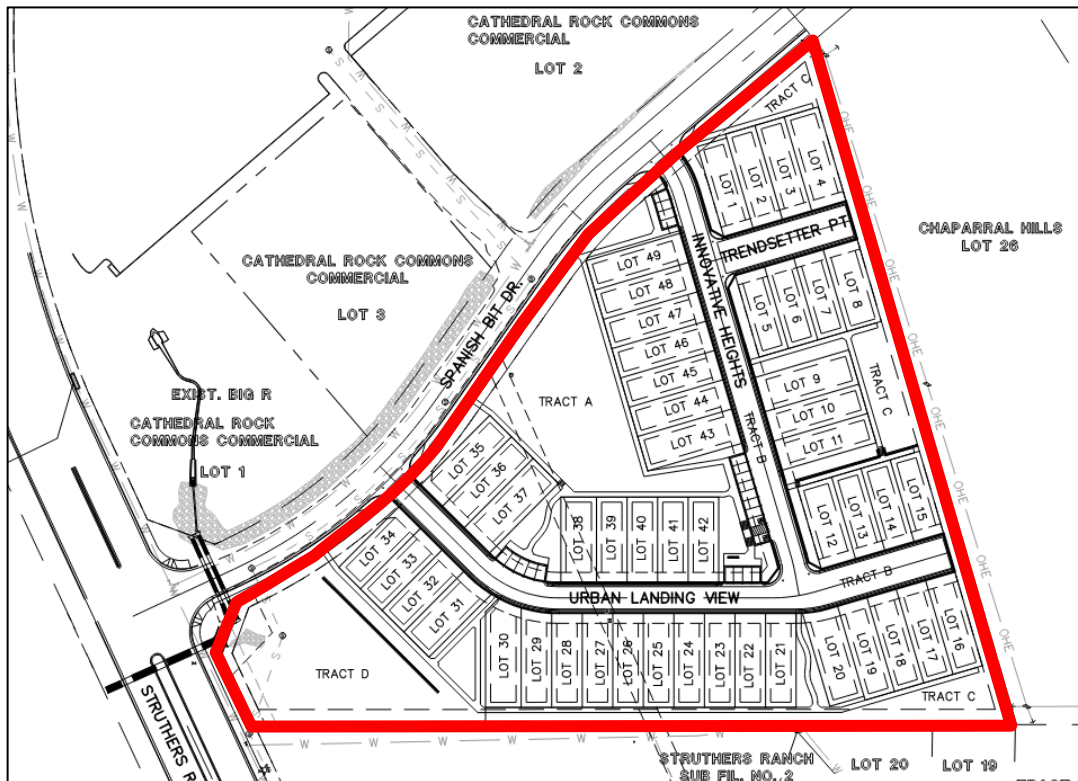
PROJECT DESCRIPTION

The site is zoned R-4, which is an obsolete zoning for Planned Development. The R-4 district was established to provide more flexibility and latitude of design; to provide for a greater variety of principal and accessory uses in the development of land; to address the advantages resultant from technological change; and to encourage initiative and creative development of parks, recreation areas, and open space. Any new development proposal for the property requires a rezoning.



It is proposed to rezone the property to PUD, which is the current equivalent of the R-4 zoning and is compatible with the surrounding PUD zoning to the south. The PUD zoning allows for flexibility in the dimensional and design standards to accommodate the proposed small, single-family product and associated neighborhood parks. This new product range for Classic Homes has been purposely designed to meet the growing demand for more housing choice at attainable price points and lower maintenance homes. The project will provide an innovative neighborhood model that reflects both changing market conditions and the surrounding urban fabric of single-family residential and commercial zoning.

The PUD and Preliminary Plan propose 49 units on 6.57 acres; a density of 7.5 dwelling units per acre. This is consistent with the 1975 Plot Plan for Jackson Creek Junction. The maximum height of the buildings is 30 feet, and each unit will have a two-car garage or two parking stalls on the lot. An additional 22 guest parking spaces are provided within the development, two of which are ADA-accessible. Building footprints will not exceed 800 square feet, excluding the garage. Maximum lot coverage is 70%. 1.82 acres will be provided as useable open space in Tracts A, C, and D, which includes a detention pond. These areas will be owned and maintained by the Urban Landing HOA.

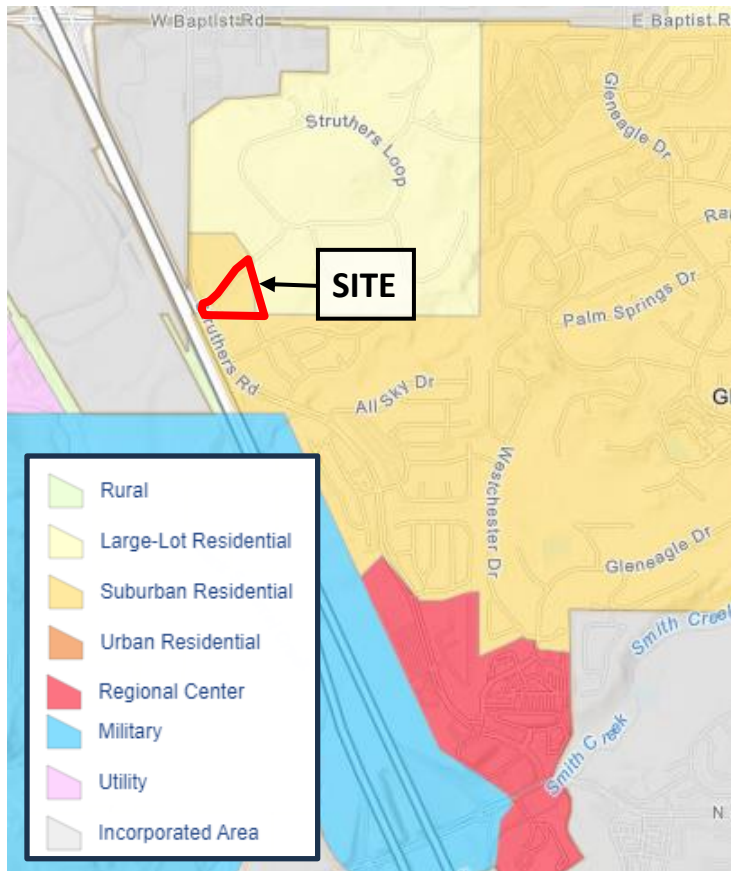


Each lot will have a 14-17 foot front setback, a 5-foot side setback, and a minimum 10-foot rear setback. Standard side yard setbacks apply to lots adjacent to a tract. The site will have a 15-foot landscape buffer to adjacent residential uses on the east and south and a 10-foot landscape buffer adjacent to public rights-of-way on the north and east. A retaining wall with a maximum height of four feet will be located on the east side of the site. A retaining wall with a maximum height of 10 feet will be located on Tract D between the proposed detention pond and Lots 31-34. A five-foot wide sidewalk will extend around the perimeter of the site on its north and east sides along Spanish Bit Drive and Struthers Road.

ACCESS AND CIRCULATION: The site will have two full-movement access points onto Spanish Bit Drive. Access A will be located at the intersection of Spanish Bit Drive and the existing Big R store's access drive. Access B will be located west of this intersection and east of Struthers Road on Spanish Bit Drive.

COMPATIBILITY/TRANSITIONS: The site is surrounded by residential and commercial development of various densities. The majority of the surrounding region is within the Suburban Residential placetype, which has a primary land use of single-family detached residential with lots smaller than 2.5 acres per

lot, up to 5 units per acre. Supporting uses include single-family attached, multifamily residential, commercial retail, and commercial services.



These supporting uses predominate the immediate vicinity to the north and south. To the north, across Spanish Bit Drive, is an existing Big R retail store and 4.5 acres of planned commercial development. To the south, immediately abutting the site, is the proposed Cathedral Rock Church and Rocky Mountain Cycle Plaza, a powersports vehicle dealer. Also to the south of Urban Landing is the Struthers Ranch PUD, which slightly exceeds the typical Suburban Residential placetype primary land use density at 5.5 du/ac. Though located within the limits of the Town of Monument, the areas west and north of the site have consistent uses as well. The planned Falcon Commerce Center will be located across I-25 to the west, and a commercial center containing retail uses, fast food restaurants, a hotel, and The

Marq at Monument Ridge apartment complex is located at the intersection of W Baptist Road and Struthers Road.

Further south is the Gleneagle Regional Center placetype, which has primary land uses that include restaurant, commercial, entertainment, and multi-family residential. Supporting uses include office, institutional, mixed-use, and single-family attached residential. The 2021 Your El Paso County Master Plan specifically describes the Gleneagle Regional Center as “an extension of the regional commercial development at the northern edge of Colorado Springs.” Moreover, “Overall, the County should expand this Regional Center to include larger commercial development, including large retail centers to support more residents and travelers along Interstate 25.”

The County Master Plan recognizes and encourages a trend of intensifying development along Struthers Road and I-25, which Urban Landing supports. With a density of 7.5 du/ac, the project is compatible with not only the density of the 1975 Plot Plan for Jackson Creek Junction, but also with other residential properties along the Struthers Road corridor, including the Marq at Monument Ridge apartment complex to the north, and the Struthers Ranch, Summer Glen, Falcon View, Ridge Point, and Sunrise Townhomes subdivisions to the south, among others, which range from 5.5 du/ac to 16.4 du/ac. These developments, as well as RS-6000 zoned properties to the east, surround the RR-2.5-zoned Chapparral Hills rural residential subdivision, which is an anomalous Large-Lot Residential enclave. The small,

residential lots of Urban Landing will buffer Chapparal Hills from Struthers Road while promoting more attainable, dense housing with easy access to I-25 and within close proximity to existing commercial centers.

TRAFFIC: A Traffic Impact Analysis was prepared for the site by SM Rocha, LLC in 2024 and is included in this submittal. The Study provides an analysis of anticipated project impacts concludes the following:

- The proposed Preliminary Plan will generate 462 total daily trips, with 34 trips occurring during the peak morning hour and 46 trips occurring during the peak afternoon hour.
- An analysis of future traffic conditions indicates that the addition of site-generated traffic is expected to create no negative impacts on traffic operations for the existing and surrounding roadway system upon roadway and intersection control improvements assumed within this analysis. The study intersections are projected to operate at future levels of service comparable to Year 2044 background traffic conditions.
- Projected 2044 traffic operations with the project indicate that the stop-controlled intersection of Struthers Road with Spanish Bit Drive has turn movement operations at or better than LOS B during the morning peak traffic hour and LOS A during the afternoon peak traffic hour. Exceptions include the westbound left and right turning movement, which operates at LOS F during the afternoon peak traffic hour due to the through traffic volume along Struthers Road and the stop-controlled nature of the intersection. The stop-controlled intersection of Spanish Bit Drive with the Big R Stores access drive has turn movement operations at LOS B or better during both peak traffic hours.
- By Year 2044 without the proposed development, the stop-controlled intersection of Struthers Road and Spanish Bit Drive expects turn movement operations at or better than LOS B during the morning peak traffic hour and LOS A during the afternoon peak traffic hour. Exceptions would include the westbound left and right turning movement which operates at LOS E during the afternoon peak traffic hour.

An existing Development Agreement for the adjacent Big R Stores to the north defines off-site improvements and cost participation for potential Struthers Road and Spanish Bit Drive improvements, including the construction or modification of auxiliary lanes along Struthers Road and the paving of Spanish Bit Drive from the Big R Stores' east property line to Urban Landing's east property line. In addition to these improvements, potential public improvements for Urban Landing include the following, which would be paid for through a cost sharing agreement or participation in a cost-recovery with other adjacent owners benefitting from the Struthers off-site improvements:

PUBLIC IMPROVEMENT	TYPE	TIMING
Construct northbound right turn lane on Struthers Road at Spanish Bit Drive	Auxiliary Lane	When warranted
Lengthen southbound left turn lane on Struthers Road at Spanish Bit Drive	Auxiliary Lane	When 95 th percentile queuing exceeds existing lane length
Pave Spanish Bit Drive east to eastern edge of property line	Roadway Segment	With development north of Spanish Bit Drive

WATER: This site will be served by Donala Water & Sanitation District Area A. A commitment letter for water is included in this submittal. A finding of water sufficiency with the PUD and Preliminary Plan is requested, with subsequent Final Plat to be approved administratively. Donala has sufficient supply and infrastructure in the area to serve this development. The total commitment is 16.13 acre-feet.

A Water Resources Report, provided by Classic Consulting, is included in this submittal. It is expected that 49 residential units less than 3,500 sf in size will generate an annual demand of 9.8 acre-feet, and 2.53 acres of active net irrigation will result in an annual demand of 6.33 acre-feet. In total, the site has an annual demand of 16.13 acre-feet. Donala's current water supply is 3,216 acre-feet per year, with an estimated annual demand of 1,922 acre-feet per year in 2023, resulting in an excess of 1,294.3 acre-feet per year for additional buildout.

WASTEWATER: Public sewage disposal is addressed in the Wastewater Disposal Report prepared by Classic Consulting. The average daily maximum month flows are expected to be 8,027 gallons per day. The wastewater commitment from Donala is 8,027 gal/day on an average daily-maximum monthly basis. The additional flow expected from this project results in a total loading of 75.3% of Donala's total owned capacity. Sufficient supply is available as demonstrated by the wastewater commitment letter.

OTHER UTILITIES: Mountain View Electric Association, Inc. will supply electricity service. The utility commitment letter is submitted with this application. The site will rely on electric service only and will not have natural gas connections.

DRAINAGE: The majority of the site is located within the Jackson Creek Drainage Basin. The drainage improvements associated with the project are consistent with the Master Development Drainage Plan. The drainage improvements are designed to the most current El Paso County Engineering Criteria Manual, the Black Forest Drainage Basin Planning Study, the City of Colorado Springs/El Paso County Drainage Criteria Manual, and the Urban Storm Drainage Criteria Manual. See Preliminary Drainage Report by Classic Consulting for more details.

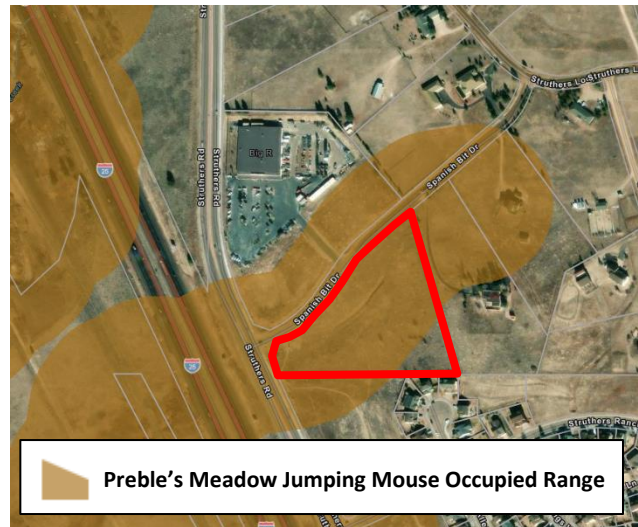
FLOODPLAIN: This site is not within a designated F.E.M.A. Floodplain as determined by the flood insurance rate map, community panel number 08041C0287G, effective December 7, 2018.

WETLANDS: The National Wetlands Inventory indicates there is an intermittent, seasonally flooded riverine system that is located on a small portion of the western edge of the site. This designation indicates a channel that contains flowing water during only part of the year, and in which surface water may be present early in the growing season but is absent by the end of the growing season in most years. This stream is non-jurisdiction and will be filled as part of the project's site development.



Please provide documentation and/or correspondence from USACE that confirms this.

WILDLIFE: According to the Colorado Parks and Wildlife Species Activity Map, the site falls within the overall range of black bear, elk, mountain lion, mule deer, and white-tailed deer. The site is also within the overall range of Preble’s meadow jumping mouse and is within the species’ Occupied Range according to the El Paso County Planning and Community Development Application Map. However, the Urban Landing site is not within an area of Critical Habitat designation. Moreover, the site has no perennial water source nor a mid-story sapling/shrub vegetative layer, which are both critical requirements for Preble’s Meadow Jumping Mouse. The site does not offer suitable habitat and is therefore exempt from Section 1.106.6 of the El Paso County Land Development Code. There is no other known habitat for threatened or endangered species on the project site.



WILDFIRE: The fire risk on this site is low to moderate according to the Colorado State Forest Service Wildfire Risk Viewer. Developed areas will be landscaped and irrigated, reducing wildfire hazard potential. New landscaping will meet Firewise recommendations for separation.

GEOLOGIC HAZARDS: No geologic hazards were identified that are believed to preclude development of the site. Two soil types and two bedrock types were encountered in the 17 test borings drilled for the subsurface investigation. Highly expansive clays have been encountered in the area. Groundwater was encountered in three of the test borings but will likely not affect the construction of shallow foundation systems on the site. Deep utility excavations may encounter water. These conditions can be mitigated with engineering design and construction methods commonly employed in the area. More information is provided in the Subsurface Soil Investigation prepared by Entech Engineering, Inc.

VEGETATION: The majority of the site has been disturbed and does not contain trees. There is a small patch of shrubs in the western corner of the site next to an existing drainage pipe. All new plantings on the site will be native species. All tracts will be owned and maintained by the Urban Landing HOA.

TRAILS AND OPEN SPACE: There are 1.82 acres of useable open space provided within the PUD. Per Section 4.2.6.F.8 of the LDC, a minimum of 10% of the gross PUD development area shall be set aside as open space, 25% of which must be contiguous and useable. Based on these requirements, the 6.57-acre site requires 0.65 acres of open space, .16 acres of which must be contiguous. The project satisfies these requirements. Approximately 150 feet from the site’s western property line, the County-proposed Jackson Creek Regional Trail is located along Struthers Road and will connect to the existing New Santa Fe Regional Trail.

DISTRICTS SERVING THE PROPERTY:

The following districts will serve the property:

- Academy School District 20
- Donala Area A Sanitation and Water District
- Tri-Lakes Monument Fire District
- Mountain View Electric Association

PUD MODIFICATIONS:

Chapter 4.2.6.F.2.h of the LDC allows for a PUD modification of a general development standard in the LDC or criteria of the ECM. The following PUD Modifications are requested:

	LDC/ECM SECTION	CATEGORY	STANDARD	MODIFICATION	JUSTIFICATION
1	LDC CHAPTER 8.4.4(E)(2)	PRIVATE ROADS REQUIRE WAIVER	USE OF PRIVATE ROADS SHALL BE LIMITED.	PRIVATE ROADS PROPOSED TO SERVE THIS COMMUNITY	PRIVATE ROADS PROVIDE MORE FLEXIBILITY FOR THE DEVELOPMENT TO ACCOMMODATE THE UNIQUE COMMUNITY HOMES PROPOSED ON THE SITE. THE PRIVATE ROADS WILL BE OWNED AND MAINTAINED BY THE HOA.
2	LDC CHAPTER 8.4.4(E)(3)	PRIVATE ROADS TO MEET COUNTY STANDARDS	PRIVATE ROADS SHALL BE CONSTRUCTED AND MAINTAINED TO ECM STANDARDS	ROAD WIDTH AND ROADWAY TERMINATIONS (SEE 3 AND 4 BELOW)	
3	ECM SECTION 2.2.4.B.7 FIGURE 2-17 AND ECM TABLE 2-7	TYPICAL URBAN LOCAL (LOW VOLUME) CROSS SECTION	24' PAVED WIDTH, 12' LANE WIDTH	22' PAVED WIDTH (MIN.) 11' LANE WIDTH (MIN.)	A SMALLER PRIVATE ROAD CROSS SECTION AND COMPACT ROAD DESIGN WILL ACHIEVE THE GOAL OF PROVIDING BOTH RESIDENTS AND EMERGENCY RESPONDERS ACCESS.
4	8.4.4.C PUBLIC ROADS REQ. LDC CHAPTER	LOT AREA AND DIMENSIONS	LOTS TO HAVE FRONTAGE ON AND ACCESS FROM A PUBLIC ROAD	LOTS UTILIZING PRIVATE SHARED DRIVEWAYS WILL NOT HAVE DIRECT FRONTAGE ON OR ACROSS FROM A PUBLIC ROAD	THE PROPOSED UNIQUE LOT CONFIGURATION AND COMMUNITY DESIGN REFLECT THE NEED FOR PRIVATE ROADWAYS THAT DIRECTLY CONNECT TO PUBLIC STREETS.

PUD Modification Justification:

The proposed modifications and deviations support the identified benefits in Chapter 4.2.6.F.2.h by allowing a more efficient layout that promotes the construction of an attainable housing product and the creation of a more compact and livable environment with community open spaces that benefit the overall community.

The proposed unique lot configuration and community design reflect the need for shared, 30-foot wide private roads that directly connect to public streets. These private roads will deviate from the requirements of ECM Section 2.2.4.B.7 by having a typical paved width of 22 feet and a lane width of 11 feet. All private roads will be owned and maintained by the Urban Landing HOA.

RELATIONSHIP TO THE ADOPTED COUNTY MASTER PLANS

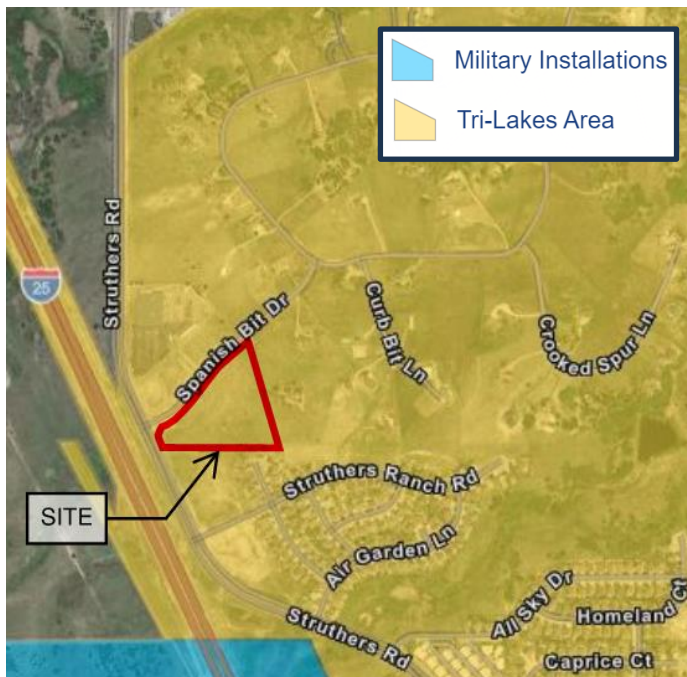
The relevant County Plans for Urban Landing are the Your El Paso Master Plan, the Water Master Plan, the 2040 Major Transportation Corridor Plan, and the El Paso County Parks Master Plan.

Your El Paso Master Plan



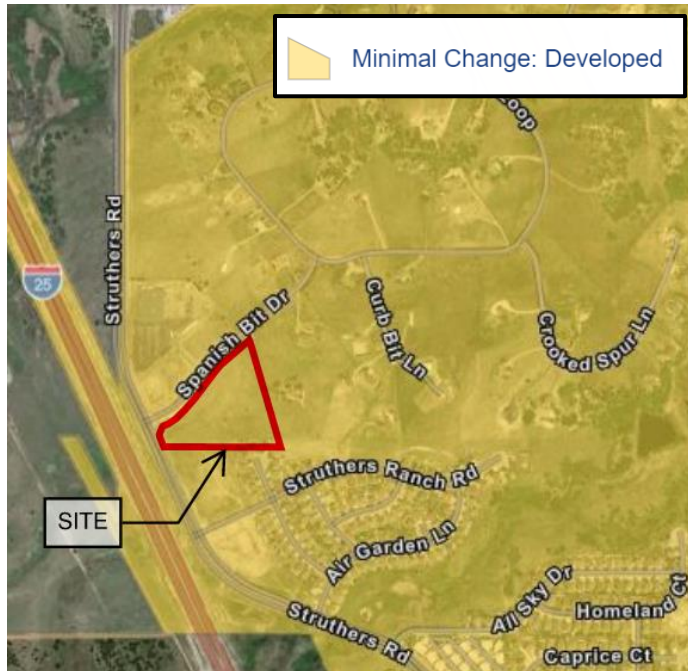
Your El Paso County Master Plan designates the site as a Suburban Residential placetype, which has a primary land use of single-family detached residential with lot sizes smaller than 2.5 acres and up to 5 units per acre. Supporting uses include single-family attached, multifamily residential, and parks/open space. The Suburban Residential placetype is characterized by predominantly residential areas with mostly single-family detached housing and often deviates from the traditional grid pattern of streets and contains a more curvilinear pattern. Although primarily a residential area, this placetype includes limited retail and service uses, typically located at major intersections

or along perimeter streets. The proposed Urban Landing development is consistent with this character because it maintains the form of a single-family detached residential neighborhood while providing a density transition to the adjacent retail and service uses located in the commercial centers on the north and south sides of the intersection of Spanish Bit Drive and Struthers Road. Although the proposed density is greater than 5 du/ac, the character of the product is similar to high density single-family attached, which is an allowable supporting use in this placetype.



This site is located within the Tri-Lakes area on the Key Areas map, which is characterized by significant suburban development and some mixed-use development. The Tri-Lakes area is the most well-established community in the northern part of El Paso County with a mixture of housing options, easy access to necessary commercial goods and services, and a variety of entertainment options. The Plan notes that future development in this area should align with the existing character and strengthen the residential, commercial, employment, and entertainment opportunities in the adjacent communities of Monument, Palmer Lake, and Woodmoor. The proposed Urban Landing development

will provide an alternative housing option to the 2.5-acre single-family lots to the east and north, and the smaller single-family homes in the PUD and R-4 zoning to the south, which generally range from approximately 7,000 – 12,000 square feet lots. The Urban Landing development will strengthen and diversify the housing options in Gleneagle and the surrounding region by offering single-family detached homes on lots that range from approximately 2,520 – 3,555 square feet, thereby expanding homeownership opportunities to young families, single people, and those looking to age in place. The additional households will also support existing commercial and employment businesses.



This site also lies in an area of Minimal Change - Developed on the Areas of Change map. This designation recognizes pockets of undeveloped areas and the high likelihood of intense future infill development that will significantly impact the character of an area. The Plan specifically sites an example for this area in which “a large amount of vacant land in a suburban division adjacent to a more urban neighborhood may be developed and change to match the urban character and intensity so as to accommodate a greater population.” The Urban Landing development will represent an infill development as it is surrounded by existing development. While the proposal is denser than the existing Chaparral Hills and

Struthers Ranch single-family subdivisions to the east and south, it represents a more urban transition to the existing and planned commercial land uses immediately to its north and south.

The Urban Landing PUD/Preliminary Plan supports the Your El Paso Master Plan core principles, goals, and objectives by ensuring compatibility with the surrounding neighborhoods, increasing the diversity of housing types, supporting aging-in-place, and promoting more walkable communities with access to employment centers and amenities.

Core Principle 1: Land Use & Development

Goal LU1: Ensure compatibility with established character and infrastructure capacity.

Goal LU3: Encourage a range of development types to support a variety of land uses.

- *Objective LU3-1: Development should be consistent with the allowable land uses set forth in the placetypes first and second to their built form guidelines.*
- *Objective LU3-3: The Suburban Residential placetype should be characterized by predominantly residential areas with mostly single-family detached housing.*

The Urban Landing development will integrate within the present spectrum of adjacent uses: single family detached housing of various densities, commercial uses, and a faith-based organization. The project's location along Struthers Road, which is classified as a minor arterial roadway, and proximity to I-25 ensures that residents living at Urban Landing will have adequate access to public street infrastructure. The project is consistent with the density of the 1975 Plot Plan for Jackson Creek Junction and is within the planned capacity of areas road and utility infrastructure.

Core Principle 2: Housing and Communities

Goal HC1. Promote development of a mix of housing types in identified areas.

- *Objective HC1-4: In Suburban Residential areas, clustered development should be encouraged to increase density while also preserving open space and such development should consist of a mix of single-family detached, single-family attached, and multifamily units.*
- *Objective HC1-5: Focus detached housing development in Large-Lot Residential and Suburban Residential areas given the increasing infrastructure and environmental constraints associated with such development to help maintain the established character of rural communities.*

Goal HC3. Locate attainable housing that provides convenient access to goods, services, and employment.

- *Objective HC3-1: Emphasize redevelopment of smaller enclaves to denser urban residential uses such as multifamily and single-family attached dwelling units where compatible and appropriate in the context of the existing neighborhood, which may also require parcel consolidation if existing businesses leave.*
- *Objective HC3-3: Redevelopment in the smaller enclaves should emphasize residential development first and then accommodate supporting uses.*

Goal HC4. Support aging-in-place housing options to meet residents' needs through all stages of life.

- *Objective HC4-1: Denser housing development should occur in Suburban Residential, Urban Residential, Rural Center, and Regional Center placetypes.*
- *Objective HC4-3: Support the development of housing types that further support aging in place.*

The Gleneagle and Monument areas will benefit from Urban Landing's addition to the availability of housing options, particularly in the Suburban Residential placetype. The project's high-density, single-family homes provide an appropriate transition in density from the existing, larger-lot single-family homes to the east and south, to the more intense commercial development immediately north and south of the site. Open space within the development preserves areas for recreation on-site. In addition, the smaller lots proposed by the development in conjunction with HOA maintenance creates a living situation with fewer and less taxing property maintenance demands, which provides a needed housing option to allow those of all ages and abilities to remain in the neighborhoods and areas they desire.

Core Principle 4: Transportation & Mobility

Goal TM1. Establish a transportation network that connects all areas to one another, emphasizing east-west routes, reducing traffic congestion, promoting safe and efficient travel.

- *Objective TM1-4: Encourage sidewalks and other multimodal facilities in all new development in placetypes, as appropriate, and upgrade existing infrastructure to these types of facilities when needed.*

Goal TM2. Promote walkability and bikability where multimodal transportation systems are feasible.

- *Objectives Objective TM2-1: Transportation improvements should prioritize active modes of transportation and connections to local destinations over vehicular travel and regional trips.*

The new sidewalks along Spanish Bit Drive will connect to the existing infrastructure on Struthers Road and will provide residents with continuous, safe walking spaces, relieving the need for dangerous commutes within and alongside the roadway. The project is within a one-mile walking or bicycling distance from King Soopers, Walgreens, Big R, churches, banks, and multiple fast-food restaurants, encouraging walkability and bikability in an interconnected, multi-use neighborhood.

Core Principle 5: Community Facilities

Goal CF13. Ensure adequate provision of utilities to manage growth and development.

- *Objective CF13-2: Promote urban level development in areas served by centralized utilities.*
- *Objective CF13-4: Locate new development where it can take advantage of existing or proposed water supply projects that would allow shared infrastructure costs.*

Goal CF14. Use best management practices to protect water quality, conserve water, minimize impacts of flooding, and beautify El Paso County.

- *Objective CF14-6: Encourage development that incentivizes and incorporates water-efficient landscaping principles.*
- *Objective CF14-16: Stormwater detention, retention ponds, or other best management practices (BMPs) should be required to minimize flooding, maximize infiltration, and minimize water quality impacts from impervious surface contaminants.*

Urban Landing is an infill project that will connect to existing utilities, minimizing the need to construct new infrastructure. At 7.5 single family detached homes per acre, the development introduces an appropriately urban density while reflecting the more traditionally suburban scale of surrounding neighborhoods. The landscaping will incorporate native and drought-tolerant design to maximize the water efficiency of the site. A retention pond will be located on-site to minimize flooding, maximize infiltration, and minimize water quality impacts from impervious surface contaminants.

Water Master Plan

Goal 1.1 – Ensure an adequate water supply in terms of quantity, dependability and quality for existing and future development.

Goal 1.2 – Integrate water and land use planning.

The Water Resources Report prepared by Classic Consulting and submitted with the PUD Preliminary Plan application provides calculations on the potable water supply. The quality of the water produced by the Donala Sanitation District for domestic and commercial consumption is subject to regulations prescribed by the CDPHE that limit the amount of certain contaminants in treated or untreated water. The water distribution system design for this project will conform to all applicable criteria set forth by El Paso County and Donala Sanitation District.

Goal 4.2 – Support the efficient use of water supplies.

Goal 4.5 – Plan for water resources in a thoughtful way that recognizes the non-renewable nature of water resources in the area, accommodates existing and historical uses, and allows for sustainable, planned growth.

The project will emphasize water-efficient landscaping and xeriscape design to accommodate the soils and arid conditions of the region. As an infill development, Urban Landing will connect to existing water infrastructure and will have a density consistent with the Plot Plan created for the site nearly 50 years ago.

Goal 6.0 – Require adequate water availability for proposed development.

Policy 6.0.8 – Encourage development patterns and higher density, mixed use developments in appropriate locations that propose to incorporate meaningful water conservation measures.

Policy 6.0.11 – Continue to limit urban level development to those areas served by centralized utilities.

The project is located within the State of Colorado Division of Water Resources Region 2 (Monument Area). The El Paso County Water Master Plan specifically states: “Region 2, located in the northwest corner of El Paso County, is expected to experience significant growth through 2060. The I-25 corridor passes through the center of the region and offers optimal growth areas in and around the Towns of Palmer Lake and Monument. Growth is anticipated along both the east and west sides of I-25 by 2040.”

The WMP notes that Region 2 has a current water supply of 13,607 acre-feet per year and a current demand of 7,532 acre-feet per year. The 2040 water supply is projected to be 20,516 acre-feet per year and the projected demand is 11,713 acre-feet.

2040 Major Transportation Corridor Plan

The 2040 Improvements map does not identify any roadway improvement to the site or its immediate vicinity. The 2060 Corridor Preservation map shows I-25 as a Freeway and nearby Baptist Road as a Principal Arterial.

El Paso County Parks Master Plan

The Parks Master Plan does not identify any proposed parks or candidate open space on this site. The area north of the site, south of the intersection of Baptist Road and Struthers Road, is identified as a candidate open space area, as is the land on the western side of Interstate Highway 25. The proposed 9.28-mile Jackson Creek Regional Trail is proposed on the west side of Struthers Road, approximately 150 feet from the proposed Urban Landing property line. This trail is imagined to start at Highway 105, following the Jackson Creek Parkway south to Baptist Road before splitting into two segments; one of which will connect to the New Santa Fe Regional Trail, and the other will connect to the City's trail system at the Northgate Open Space.

PROJECT JUSTIFICATION

Chapter 4.2.6.D of the LDC allows the combination of a preliminary plan with a PUD development plan, provided all review and approval standards for both the PUD development plan and preliminary plan are met.

PUD Development Plan

The PUD/Preliminary Plan for Urban Landing is consistent with the PUD zoning approval criteria set forth in Chapter 4.2.6.D of the LDC as follows:

1. THE PROPOSED PUD DISTRICT ZONING ADVANCES THE STATED PURPOSES SET FORTH IN THIS SECTION;

The Urban Landing PUD will advance the following purposes of the PUD District designation:

- *To improve the design, character and quality of new development with flexibility by varying lot size, building heights, setback controls and other site development requirements;*

The Urban Landing PUD includes smaller lots that average 2,836 square feet and require more design flexibility than afforded by standard zoning districts. The requested PUD modifications to allow the flexibility to accommodate the proposed housing product are described in the table above. This smaller lot size compares to surrounding residential parcel sizes that range from 8,000 square feet to more than 5 acres, and reflects the urbanizing character of this area with mixed-use commercial lots within walking distance.

- *To encourage innovations in residential, commercial, and industrial development and renewal so that the growing demands of the population may be met by greater variety in type, design, and layout of buildings including mixed use and traditional neighborhood design and by the conservation and more efficient use of open space ancillary to said buildings;*

There is a growing market sector for smaller homes that are more attainable and have less maintenance. The Urban Landing PUDSP provides the flexibility to provide a housing product that meets this demand.

- *To provide housing of all types and designs to be located in proximity to employment and activity centers such as shopping, recreational, and community centers, healthcare facilities, and public transit;*

The Urban Landing PUDSP will provide higher density residential homes in close proximity to several employment and shopping centers, as well as churches and schools. This will not only ensure the new homes have good access to existing commercial and community facilities, but the new homes will also help to support existing and additional services for the benefit of the entire community.

2. THE APPLICATION IS IN GENERAL CONFORMITY WITH THE MASTER PLAN;

The relevant County Plans for the Urban Landing PUD are the Your El Paso County Master Plan, the 2040 Major Transportation Corridor, the County Parks Master Plan, and the Water Master Plan. The Urban Landing PUD is in general conformance with these plans as described above.

3. THE PROPOSED DEVELOPMENT IS IN COMPLIANCE WITH THE REQUIREMENTS OF THIS CODE AND ALL APPLICABLE STATUTORY PROVISIONS AND WILL NOT OTHERWISE BE DETRIMENTAL TO THE HEALTH, SAFETY, OR WELFARE OF THE PRESENT OR FUTURE INHABITANTS OF EL PASO COUNTY;

The stated purpose of the Code is to preserve and improve the public health, safety and general welfare of the citizens and businesses of El Paso County. The project proposes to match the density of the 1975 Plot Plan for the site and will retain on-site open space. New, paved sidewalks along Spanish Bit Drive will improve the pedestrian safety of the neighborhood. The project also offers an alternative housing design with dense, single-family detached houses in close proximity to commercial and natural amenities. This increases the diversity of the region's housing stock, improves access to homeownership, promotes aging-in-place, bolsters surrounding businesses, and reduces the development's environmental footprint by promoting alternative modes of transportation.

PUD modifications/deviations to the LDC and ECM are requested for the use and dimensional standards of private roads, as well as to exempt lots from fronting on and providing access to public roads. These modifications are described above.

4. THE SUBJECT PROPERTY IS SUITABLE FOR THE INTENDED USES AND THE USE IS COMPATIBLE WITH BOTH THE EXISTING AND ALLOWED LAND USES ON THE NEIGHBORING PROPERTIES, WILL BE IN HARMONY AND RESPONSIVE WITH THE CHARACTER OF THE SURROUNDING AREA AND NATURAL ENVIRONMENT; AND WILL NOT HAVE A NEGATIVE IMPACT UPON THE EXISTING AND FUTURE DEVELOPMENT OF THE SURROUNDING AREA;

The proposed single-family detached development is harmonious with the existing and proposed mix of uses surrounding the property, which includes commercial uses and single-family detached housing ranging from a density of 0.4 DU/AC to 5.5 DU/AC. In keeping with the site's 1975 Plot Plan, Urban Landing proposes a density of 7.5 DU/AC, which it will achieve on approximately a minimum of 2,520 square-foot lots with individual homes totaling no more than 800 square feet. This use

maintains the original intended use for the property while respecting the existing built form of the neighborhood.

In 2021 the project submitted a request to rezone the site to RM-30 to accommodate five three-story apartment buildings. Based on input from the community, this proposal was scaled back and reconfigured first as an RM-12 zone, and now as a PUD, to be more harmonious and responsive to the character of the surrounding area. This design provides a transition from lower density single family detached housing to the east and south to the more intense commercial uses Struthers Road.

5. THE PROPOSED DEVELOPMENT PROVIDES ADEQUATE CONSIDERATION FOR ANY POTENTIALLY DETRIMENTAL USE TO USE RELATIONSHIPS (E.G. COMMERCIAL USE ADJACENT TO SINGLE FAMILY USE) AND PROVIDES AN APPROPRIATE TRANSITION OR BUFFERING BETWEEN USES OF DIFFERING INTENSITIES BOTH ON-SITE AND OFF-SITE WHICH MAY INCLUDE INNOVATIVE TREATMENTS OF USE TO USE RELATIONSHIPS;

The Urban Landing development will share its east and south boundaries with adjacent single-family detached housing, as well as the Cathedral Rock Church. The project will serve as a transition in higher density between these subdivisions and the commercial use to the north that contains the existing Big R and additional planned commercial use.

The development will be separated from traffic on Struthers Road by the detention pond, which spans the entire western edge of the site. Along on Spanish Bit Drive, there will be protected pedestrian sidewalks and street trees to buffer the site from existing and planned commercial use to the north. The future commercial use along Spanish Bit Drive will likewise be required to provide a landscape buffer.

6. THE ALLOWED USES, BULK REQUIREMENTS AND REQUIRED LANDSCAPING AND BUFFERING ARE APPROPRIATE TO AND COMPATIBLE WITH THE TYPE OF DEVELOPMENT, THE SURROUNDING NEIGHBORHOOD OR AREA AND THE COMMUNITY;

Appropriate landscape setbacks and buffers are included in this PUD. There is a 10-foot landscape setback on the northern boundary along Spanish Bit Drive and the western boundary along Struthers Road. A 15-foot landscape setback is provided on the western and southern boundaries where the site abuts existing residential uses. The associated landscaping and buffering are compatible with the surrounding area.

The proposed single-family detached use and the bulk of the proposed units are compatible with the adjacent Chaparral Hills neighborhood and Struthers Ranch PUD and represent an innovative design opportunity to provide compact, dense single-family homes in a traditional suburban layout.

7. AREAS WITH UNIQUE OR SIGNIFICANT HISTORICAL, CULTURAL, RECREATIONAL, AESTHETIC OR NATURAL FEATURES ARE PRESERVED AND INCORPORATED INTO THE DESIGN OF THE PROJECT;

There are no unique or significant historical, cultural, recreational, aesthetic or natural features to be preserved.

8. OPEN SPACES AND TRAILS ARE INTEGRATED INTO THE DEVELOPMENT PLAN TO SERVE AS AMENITIES TO RESIDENTS AND PROVIDE A REASONABLE WALKING AND BIKING OPPORTUNITIES;

Urban Landing includes 1.82 acres of useable open space within multiple tracts. Together, this open space represents 27.7% of the overall PUD area, which exceeds the minimum 10% open space requirements for a PUD per LDC Section 4.2.6.F.8. The LDC also requires that 25% of the available open space is usable and contiguous. At Urban Landing, this equates to .16 acres. Tract A is approximately 0.92 acres, which more than satisfies this requirement. Continuous paved sidewalks throughout the development connect open spaces at the site and provide protected areas to walk and bike within the development and to surrounding neighborhoods.

9. THE PROPOSED DEVELOPMENT WILL NOT OVERBURDEN THE CAPACITIES OF EXISTING OR PLANNED ROADS, UTILITIES AND OTHER PUBLIC FACILITIES (E.G. FIRE PROTECTION, POLICE PROTECTION, EMERGENCY SERVICES, AND WATER AND SANITATION), AND THE REQUIRED PUBLIC SERVICES AND FACILITIES WILL BE PROVIDED TO SUPPORT THE DEVELOPMENT WHEN NEEDED;

The Traffic Impact Study demonstrates that the development will not materially impact existing levels of service on surrounding roads. All required utilities are available to the development and the required will serve letters are provided. The proposed project will not negatively impact the levels of service of County services and facilities.

10. THE PROPOSED DEVELOPMENT WOULD BE A BENEFIT THROUGH THE PROVISION OF INTERCONNECTED OPEN SPACE, CONSERVATION OF ENVIRONMENTAL FEATURES, AESTHETIC FEATURES AND HARMONIOUS DESIGN, AND ENERGY EFFICIENT SITE DESIGN;

The project proposes interconnected sidewalks throughout the project that connect the open spaces. There are no environmental features within the site.

11. THE PROPOSED LAND USE DOES NOT PERMIT THE USE OF ANY AREA CONTAINING A COMMERCIAL MINERAL DEPOSIT IN A MANNER WHICH WOULD UNREASONABLY INTERFERE WITH THE PRESENT OR FUTURE EXTRACTION OF SUCH DEPOSIT UNLESS ACKNOWLEDGED BY THE MINERAL RIGHTS OWNER;

There are no mineral rights owners on this property.

12. ANY PROPOSED EXCEPTION OR DEVIATION FROM THE REQUIREMENTS OF THE ZONING RESOLUTION OR THE SUBDIVISION REGULATIONS IS WARRANTED BY VIRTUE OF THE DESIGN AND AMENITIES INCORPORATED IN THE DEVELOPMENT PLAN AND DEVELOPMENT GUIDE; AND

PUD modifications are requested of LDC Chapter 8.4.4(E)(2), 8.4.4(E)(3), and 8.4.4(C), as well as ECM Section 2.2.4.B.7. The justification for these is set out above and summarized below. The modifications support the identified benefits in Chapter 4.2.6.F.2.h by allowing a more efficient lot layout that allows the construction of a more attainable housing product and the creation of a more compact and livable environment with centralized community open space that benefits the overall community.

Per Chapter Section 4.2.6.F.2.h of the LDC, for approval of a modification of a general development standard in the LDC or criteria or standard of the ECM, the BoCC shall find that the proposal provides for the general health, safety, and welfare of the citizens and at least one of the following benefits:

- *Preservation of natural features;*
- *Provision of a more livable environment, such as the installment of street furniture, decorative street lighting or decorative paving materials;*
- *Provision of a more efficient pedestrian system;*
- *Provision of additional open space;*
- *Provision of other public amenities not otherwise required by the Code; or*
- *The proposed modification is granted in exchange for the open space and/or amenity designs provided in the PUD development plan and/or development guide.*

The proposed PUD modifications allow for an efficient lot layout for higher density, detached single-family use that will create more open space, allow for a more efficient pedestrian system through open space tracts, and create an overall more livable environment. Sidewalks are proposed throughout the development providing connection to all tracts. The Urban Landing PUD provides 1.82 acres of useable open space, as well as a 0.72-acre tract used as a detention pond. All tracts will be owned and maintained by the Urban Landing HOA.

13. THE OWNER HAS AUTHORIZED THE APPLICATION.

Yes.

Preliminary Plan

The PUD/Preliminary Plan for Urban Landing is also consistent with the Preliminary Plan approval criteria set forth in Chapter 7.2.1.D.2.e of the LDC as follows:

1. THE PROPOSED SUBDIVISION IS IN GENERAL CONFORMANCE WITH THE GOALS, OBJECTIVES, AND POLICIES OF THE MASTER PLAN;

The relevant County Plans for the Urban Landing PUD are the Your El Paso County Master Plan, the 2040 Major Transportation Corridor, the County Parks Master Plan, and the Water Master Plan. The Urban Landing PUD is in general conformance with these plans as described above.

2. THE SUBDIVISION IS CONSISTENT WITH THE PURPOSES OF THIS CODE;

See above analysis. The proposed development complies with the requirements of the LDC and will not be detrimental to the health, safety, or welfare of the present or future inhabitants of El Paso County. The project offers additional housing choice in a developing area. This proposed small,

single-family detached home development will provide new housing opportunities that will benefit the citizens of El Paso County.

3. THE SUBDIVISION IS IN CONFORMANCE WITH THE SUBDIVISION DESIGN STANDARDS AND ANY APPROVED SKETCH PLAN;

There is no approved sketch plan for this property. The subdivision design standards are met with the exception of the PUD modifications described above and as addressed by the submitted deviations for the project.

4. 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 sufficient water supply is available as a demonstrated in the Water Resources and Wastewater Disposal Report prepared by Classic Consulting and through the water supply commitment from Donala Water & Sanitation District Area A.

5. 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.

Public sewage disposal is addressed in the Water Resources and Wastewater Disposal Report prepared by Classic Consulting.

6. 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)];

A Geotechnical Report prepared by Entech Engineering, Inc. is included with the PUDSP submittal. This identified two soil types and two bedrock types from test borings drilled for subsurface investigation: Type 1: slightly silty to very silty; Type 2: sandy clay and sandy to clayey silt; Type 3: silty to very silty sandstone and silty, clayey sandstone; and Type 4: sandy claystone, sandy claystone-siltstone, and sandy siltstone. Given the subsurface conditions, the report concludes that the buildings can be supported with standard shallow spread footing foundations bearing on the medium dense sands or recompacted granular site soils. Excavation of sandstone is anticipated for a portion of the foundation utilities, and track-mounted equipment is likely required. Groundwater will likely not affect the construction of shallow foundation systems on this site. The site meets the seismic conditions of a Site Class D based on subsurface conditions.

7. 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;

The drainage improvements associated with the project are consistent with the Master Development Drainage Plan. The drainage improvements are designed to the most current El Paso County Engineering Criteria Manual, the Black Forest Drainage Basin Planning Study, the City of

Colorado Springs/El Paso County Drainage Criteria Manual, and the Urban Storm Drainage Criteria Manual. See Preliminary Drainage Report by Classic Consulting for more details.

8. 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 public improvements proposed with this subdivision are all adequate to serve the needs of the proposed development. The required water and wastewater infrastructure and other utilities will be extended to the property. The existing Development Agreement for the adjacent Big R Stores defines off-site improvements and cost participation for potential Struthers Road and Spanish Bit Drive improvements. These off-site public improvements include the construction or modification of auxiliary lanes along Struthers Road and the paving of Spanish Bit Drive from the Big R Stores east property line to proposed development's east property line. Additional potential public improvements associated with Urban Landing include: 1) constructing a northbound right turn lane on Struthers Road at Spanish Bit Drive; 2) lengthening the southbound left turn lane on Struthers Road at Spanish Bit Drive; and 3) paving Spanish Bit Drive east to the eastern edge of the site property line.

9. 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;

All lots will be accessible by new private streets. Deviations and modifications to the LDC and ECM are requested and described above for the use of private streets.

10. THE PROPOSED SUBDIVISION HAS ESTABLISHED AN ADEQUATE LEVEL OF COMPATIBILITY BY:

a. INCORPORATING NATURAL PHYSICAL FEATURES INTO THE DESIGN AND PROVIDING SUFFICIENT OPEN SPACES CONSIDERING THE TYPE AND INTENSITY OF THE SUBDIVISION;

There are no substantial natural features on site. 1.82 acres of this project will remain as useable open space and serve as an amenity for residents.

b. 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;

5-foot sidewalks are included throughout the project and connect to an existing network of sidewalks along Struthers Road, which opportunities for pedestrian and bicycle transportation to banks, a grocery store, churches, a pharmacy, and fast-food restaurants within approximately one mile. The County-proposed 9.28-mile Jackson Creek Regional Trail will be located west of Struthers Road, approximately 150 feet from the western property line of Urban Landing.

c. INCORPORATING PHYSICAL DESIGN FEATURES IN THE SUBDIVISION TO PROVIDE A TRANSITION BETWEEN THE SUBDIVISION AND ADJACENT LAND USES;

This proposed medium density development provides a transition from the lower density residential and church uses to the east and south to the more intense commercial development north and south of the site. The PUD zoning also allows for flexibility in the dimensional and design standards needed to accommodate the proposed product's setbacks and site coverage.

d. INCORPORATING IDENTIFIED ENVIRONMENTALLY SENSITIVE AREAS, INCLUDING BUT NOT LIMITED TO, WETLANDS AND WILDLIFE CORRIDORS, INTO THE DESIGN; AND

An analysis of the natural features, wildlife, and wetlands is provided in the analysis above and in the Natural Features Report submitted with the PUDSP. There are no environmentally sensitive areas within the limits of disturbance for the project. The loss of disturbed grass-land and non-native trees is not considered to be significant. Because the site does not offer a perennial water source or vegetation required to provide suitable wildlife habitat, there are not expected to be impacts to wildlife communities. The Preble's Meadow Jumping Mouse (PMJM) is not expected to occur on the site. The site is blocked from the nearest known habit by I-25 and there is no suitable riparian habitat on site. No other federally listed species are projected to be significantly impacted by the project and associated disturbance.

e. 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 Traffic Impact Study prepared by SM Rocha, LLC demonstrates that the proposed site-generated traffic resulting from the proposed development is not expected to negatively impact traffic operations for the existing or proposed surrounding roadway network, nor cause change to previously approved roadway classifications or current roadway design plans. The existing Development Agreement for the adjacent Big R Stores defines off-site improvements and cost participation for potential Struthers Road and Spanish Bit Drive improvements. These off-site public improvements include the construction or modification of auxiliary lanes along Struthers Road and the paving of Spanish Bit Drive from the Big R Stores east property line to proposed development's east property line. Additional potential public improvements associated with Urban Landing include: 1) constructing a northbound right turn lane on Struthers Road at Spanish Bit Drive; 2) lengthening the southbound left turn lane on Struthers Road at Spanish Bit Drive; and 3) paving Spanish Bit Drive east to the eastern edge of the site property line.

11. NECESSARY SERVICES, INCLUDING POLICE AND FIRE PROTECTION, RECREATION, UTILITIES, OPEN SPACE AND TRANSPORTATION SYSTEMS, ARE OR WILL BE AVAILABLE TO SERVE THE PROPOSED SUBDIVISION;

Water and sanitary sewer service is to be provided by the Donala Area A Sanitation and Water District. Mountain View Electric Association Inc. will provide electric services to the subdivision. The

site will not have natural gas hookups. The required Will Serve letters are included with the submittal.

12. THE SUBDIVISION PROVIDES EVIDENCE TO SHOW THAT THE PROPOSED METHODS FOR FIRE PROTECTION COMPLY WITH CHAPTER 6 OF THIS CODE; AND

The site lies within the Tri-Lakes Monument Fire Protection District. A Fire Protection Report is included with the submittal.

13. THE PROPOSED SUBDIVISION MEETS OTHER APPLICABLE SECTIONS OF CHAPTER 6 AND 8 OF THIS CODE.

The proposed subdivision meets the applicable sections of these parts of the Code, subject to the requested PUD modification and deviation requests.