



GENERAL APPLICATION FORM

Edited 9/25/18

Project Name: Percheron Existing Zone: PUD/AO Acreage: ~237
Site Address: 9550 East Woodmen Road Direction from Nearest Street Intersection: Located along the north & south side of East Woodmen Road between Mohawk Drive and Golden Sage Road
Tax Schedule Number(s): 5300000241, 304, 484, 605, 606 / 5311100001

TYPE OF PLAN(S) - Check all that apply. Note: MJ=Major Amendment; MN=Minor Amendment; MM=Minor Modification

- 2020 Land Use Map Amendment
Administrative Relief
Amendment to Plat Restriction
Annexation
Building Permit to Unplatted Land
Building Permit Prior to Platting
CMRS No.
Concept Plan
Conditional Use
Coordinated Sign Plan (CSP)
Development Agreement
Development Plan
Historic Preservation
Landscape Plan
Master Plan
Nonuse Variance
Preservation Easement Adjustment
Property Boundary Adjustment
PUD Concept Plan
PUD Development Plan
PUD Zone Change
Street Name Change
Subdivision Plat
Subdivision Waiver
Use Variance
Vacation of Plat
Waiver of Replat
Zone Change; Proposed Zone:
FBZ Development Plan
FBZ Conditional Use
FBZ Interim Use Plan
FBZ Minor Improvement Plan
FBZ Warrant

PROPERTY OWNER AND/OR APPLICANT/CONSULTANT ACKNOWLEDGEMENT OF RESPONSIBILITIES:

The signature(s) hereby certify that the statements made by myself and constituting part of this application are true and correct. I am fully aware that any misrepresentation of any information on this application may be grounds for denial of this application. I agree that if this request is approved, it is issued on the representations made in this submittal, and any approval or subsequently issued building permit(s) or other type of permit(s) may be revoked without notice if there is a breach of representations or conditions of approval.

Signature of Property Owner: [Signature] Date: 7.27.21
Signature of Consultant: [Signature] Date: 08/03/2021
Signature of Developer: [Signature] Date: 7.27.21

APPLICANT CONTACT INFORMATION (please print or type)

Property Owner: BLH NO. 1,2 & 3 LLC. Contact Name: Tim Seibert
E-Mail: tseibert@norwood.dev Phone:
Developer: Norwood Development Group Contact Name: Tim Seibert
E-Mail: tseibert@norwood.dev Phone:
Consultant/Main Contact name: NES Inc. - Andrea Barlow / Blaine Perkins Phone: 7194710073
Address: 619 N. Cascade Ave., Suite 200 City: Colorado Springs
State: CO Zip Code: 80903 E-Mail: abarlow@nescolorado.com / bperkins@nescolorado.com

PLANNER AUTHORIZATION: (CITY USE ONLY)

Checklists Distribution Form Project Blurb E-mail to Admin. Initial Review Level: AR CPC DRB HP
Payment \$ Assigned to: Katelynn Wintz Date: 8/5/21
Receipt No.: City File No: CPC MP 19-00123-A1MJ21



New Master Plan or Major Amendment to an existing Master Plan Application Requirements

SUBMITTAL CHECKLIST: This checklist is intended to assist in preparing a complete plan that will address all City development standards, requirements, and review criteria. The following information must be included with the plan submittal. If justified, the City may exempt any requirement. *The Land Use Review Division may require additional information in accordance with City Code section 7.5.202.B.*

Applicant	Planner
<input checked="" type="checkbox"/> General Development Application Form	<input type="checkbox"/>
1 copy of a Project Statement identifying the following:	
1. <u>Description</u> : Describe the project and/or land uses proposed	
2. <u>Justification</u> : Provide the following information.	
a. How does the project address the review criteria at the end of this checklist?	
b. How is the master plan supported by policies of the City's Comprehensive Plan, adopted City side system plans and other public plans?	
c. Analyze the public facilities necessitated by the proposed master plan and their impacts on the City's ability to maintain adopted service standards. Public facilities should include major and minor streets, traffic signals, stormwater and drainage facilities, utility facilities, police protection and fire suppression.	
d. Calculate the park and school dedication requirements, based on City Code Section 7.7.1203.	
3. <u>Issues</u> : Explain how the identified issues have been addressed or mitigated	
<input checked="" type="checkbox"/> 1 copy of a Master Plan showing all Plan Content Requirements" below	<input type="checkbox"/>
<input type="checkbox"/> Mineral Estate Owner Notification Certification Affidavit (Public Hearing Items ONLY)	<input type="checkbox"/>
<input checked="" type="checkbox"/> All plans, documents, and reports uploaded to Dropbox folder (Planner to send folder invite link through email)	<input type="checkbox"/>

Reports and Studies Requirement for each report is determined at the pre-application meeting or LDTC meeting. All reports to be provided in electronic form via Dropbox link from planner.

[Geologic Hazard Report](#) N/A

× [Drainage Reports](#)

× [Traffic Impact Analysis](#)

Submittal of the [Hydraulic Grade Line \(HGL\) Request Form](#) to Colorado Springs Utilities (CSU) N/A

Email completed form and map to waterplanning@csu.org or fax to 719-668-5651 prior to application submittal.

Submittal of the [Wastewater Facilities Master Report](#) to Colorado Springs Utilities (CSU) N/A

Email completed form and map to wwmasterplansubmit@csu.org prior to application submittal.

<input checked="" type="checkbox"/> 1 copy of a Land Suitability Analysis .	<input type="checkbox"/>
A Fiscal Impact Analysis including the following information (Budget Office):	
1. Estimated total number of traffic lane miles;	
2. Estimated number of residential units by type and market value;	
3. Estimated square footage and market value of commercial, office and industrial uses;	
4. Estimated yearly build-out by land use type; and	
5. Current assessed valuation of the property.	

PLAN CONTENTS: All plans shall be neat, clear, legible and drawn to a standard Engineer's scale. Inaccurate, incomplete, and poorly drawn plans may be rejected. Plan sheets must not exceed 36 in. x 48 in. and should be folded no larger than 9 in. x 14 in. with the lower right-hand corner exposed.

General Information

Each **Plan Sheet** should show the following information:

<input checked="" type="checkbox"/> Master Plan Name	<input type="checkbox"/>
<input checked="" type="checkbox"/> City File Number	<input type="checkbox"/>
<input checked="" type="checkbox"/> Sheet number (i.e. 1 of X, 2 of X, etc)	<input type="checkbox"/>

PLAN CONTENTS: *continued from previous page*

<u>Applicant</u>	<u>Planner</u>
<input checked="" type="checkbox"/> Scale, both written and graphic	<input type="checkbox"/>
<input checked="" type="checkbox"/> North arrow	<input type="checkbox"/>
<input checked="" type="checkbox"/> Space for approval stamp	<input type="checkbox"/>

Provide a **Cover Sheet** with the following information:

<input checked="" type="checkbox"/> Vicinity Map	<input type="checkbox"/>
<input checked="" type="checkbox"/> Master Plan name	<input type="checkbox"/>
<input type="checkbox"/> Subdivision Plat name, if applicable	<input type="checkbox"/>
<input checked="" type="checkbox"/> Project description summary	<input type="checkbox"/>
<input checked="" type="checkbox"/> Date of preparation	<input type="checkbox"/>
<input checked="" type="checkbox"/> Total master plan area	<input type="checkbox"/>
<input checked="" type="checkbox"/> Legal description	<input type="checkbox"/>
<input checked="" type="checkbox"/> Existing land uses by classification and their respective acreage (if applicable) with densities and number of DUs	<input type="checkbox"/>
<input checked="" type="checkbox"/> Proposed land uses by classification and their respective acreage with densities and number of DUs	<input type="checkbox"/>

Specific Master Plan Drawing Information (may include multiple sheets)

<input checked="" type="checkbox"/> Boundaries of master plan area	<input type="checkbox"/>
<input type="checkbox"/> Existing and proposed City boundaries (if submitted concurrently with an Annexation)	<input type="checkbox"/>
<input checked="" type="checkbox"/> Depiction of proposed master plan land uses by defined area (land use classifications are set forth in Section 7.5.406 of the Zoning Code)	<input type="checkbox"/>
<input checked="" type="checkbox"/> For residential uses, note the proposed number of dwelling units per defined area	<input type="checkbox"/>
<input checked="" type="checkbox"/> For commercial, office and industrial uses, note the proposed square footage of commercial and/or industrial space per defined area	<input type="checkbox"/>
<input checked="" type="checkbox"/> Show any existing significant natural features, geologic hazards, drainageways and floodplains as shown in the Land Suitability Analysis	<input type="checkbox"/>
<input checked="" type="checkbox"/> Show zone districts and land uses on adjacent properties	<input type="checkbox"/>
<input checked="" type="checkbox"/> Show the existing and proposed major street (collectors and above) rights-of-way, and trails and bicycle route corridors	<input type="checkbox"/>
<input checked="" type="checkbox"/> Show the existing and proposed major utilities, storm sewer systems and facilities and major easements and other rights-of-way	<input type="checkbox"/>
<input type="checkbox"/> Provide a Master Utility and Public Facility Plan drawings	<input type="checkbox"/>
<input checked="" type="checkbox"/> Provide a Land Suitability Analysis	<input type="checkbox"/>

MASTER PLAN REVIEW CRITERIA

The City will review your master plan application according to the criteria below. *Note: the master plan approval does not entitle the project to any future approvals.*

A. Comprehensive Plan: The Comprehensive Plan and the 2020 Land Use Map are the context and the benchmark for the assessment of individual land use master plans. The proposed land use master plan or the amendment conforms to the policies and strategies of the Comprehensive Plan. The proposed land use pattern is consistent with the Citywide perspective presented by the 2020 Land Use Map.

B. Land Use Relationships:

1. The master plan promotes a development pattern characterizing a mix of mutually supportive and integrated residential and nonresidential land uses with a network of interconnected streets and good pedestrian and bicycle connections.
2. Activity centers are designed so they are compatible with, accessible from and serve as a benefit to the surrounding neighborhood or business area. Activity centers also vary in size, intensity, scale and types of uses depending on their function, location and surroundings.
3. The land use pattern is compatible with existing and proposed adjacent land uses and protects residential neighborhoods from excessive noise and traffic infiltration.
4. Housing types are distributed so as to provide a choice of densities, types and affordability.
5. Land use types and location reflect the findings of the environmental analysis pertaining to physical characteristics which may preclude or limit development opportunities.
6. Land uses are buffered, where needed, by open space and/or transitions in land use intensity.
7. Land uses conform to the definitions contained in section 7.5.410 of this part.

C. Public Facilities:

1. The land use master plan conforms to the most recently adopted Colorado Springs parks, recreation and trails master plan.
2. Recreational and educational uses are sited and sized to conveniently service the proposed population of the master plan area and the larger community.
3. The proposed school sites meet the location, function and size needs of the school district.
4. The land use master plan conforms to the adopted plans and policies of Colorado Springs Utilities.
5. Proposed public facilities are consistent with the strategic network of long range plans.
6. The master development drainage plan conforms to the applicable drainage basin planning study and the drainage criteria manual.

D. Transportation:

1. The land use master plan is consistent with the adopted intermodal transportation plan. Conformity with the intermodal transportation plan is evidence of compliance with State and local air quality implementation and maintenance plans.
2. The land use master plan has a logical hierarchy of the arterial and collector streets with an emphasis on the reduction of through traffic in residential neighborhoods and improves connectivity, mobility choices and access to jobs, shopping and recreation.
3. The design of the streets and multiuse trails minimizes the number of uncontrolled or at grade trail crossings of arterials and collectors.
4. The transportation system is compatible with transit routes and allows for the extension of these routes.
5. The land use master plan provides opportunities or alternate transportation modes and cost effective provision of transit services to residences and businesses.
6. Anticipated trip generation does not exceed the capacity of existing or proposed major roads. If capacity is expected to be exceeded, necessary improvements will be identified, as will responsibility, if any, of the master plan for the construction and timing for its share of improvements.

E. Environmental:

1. The land use master plan preserves significant natural site features and view corridors. The Colorado Springs open space plan shall be consulted in identifying these features.
2. The land use master plan minimizes noise impacts on existing and proposed adjacent areas.
3. The land use master plan utilizes floodplains and drainageways as greenways for multiple uses including conveyance of runoff, wetlands, habitat, trails, recreational uses, utilities and access roads when feasible.
4. The land use master plan reflects the findings of a preliminary geologic hazard study and provides a range of mitigation techniques for the identified geologic, soil and other constrained natural areas.

F. Fiscal:

1. A fiscal impact analysis and existing infrastructure capacity and service levels are used as a basis for determining impacts attributable to the master plan. City costs related to infrastructure and service levels shall be determined for a ten (10) year time horizon for only the appropriate municipal funds.
2. The fiscal impact analysis demonstrates no adverse impact upon the general community and the phasing of the master plan is consistent with the adopted strategic network of long range plans that identify the infrastructure and service needs for public works, parks, police, and fire services.
3. The cost of on site and off site master plan impacts on public facilities and services is not borne by the general community. In those situations where the master plan impacts are shown to exceed the capacity of existing public facilities and services, the applicant will demonstrate a means of increasing the capacity of the public facilities and services proportional to the impact generated by the proposed master plan. Mitigation of on site and off site costs may include, but is not limited to, planned expansions to the facilities, amendments to the master plan and/or special agreements related to construction and/or maintenance of infrastructure upgrades and/or service expansions. Any special agreements for mitigation of on site and off site impacts for public improvements, services and maintenance are shown to be workable and supported by financial assurances. Preexisting and/or anticipated capacity problems not attributable to the master plan shall be identified as part of the master plan review.
4. Special agreements for public improvements and maintenance are shown to be workable and are based on proportional need generated by the master plan.
5. Any proposed special districts are consistent with policies established by the City Council.

PERCHERON MASTER PLAN AND CONCEPT PLAN AMENDMENT

PROJECT STATEMENT

AUGUST 2021

REQUEST

N.E.S. Inc. on behalf of Nor'wood Development Group, request approval of the following applications.

1. Amendment to the Master Plan for Banning Lewis Ranch North (now renamed Percheron).
2. Amendment to the PUD Concept Plan for Banning Lewis Ranch North (now renamed Percheron).

LOCATION

The approximately 809-acre property is located in El Paso County, east of Mohawk Road and along the north and south side of Woodmen Road. The property lies north of the Banning Lewis Ranch. County 5-acre residential properties lie to the east and west, north of Woodmen Road. To the north is the proposed Sterling Ranch development, which is an urban density County project. To the east, south of Woodmen Road is existing commercial development in the County. To the west, south of Woodmen Road is a vacant industrially zoned parcel in the County. To the southwest is the development part of Banning Lewis Ranch which includes urban density single family residential development.

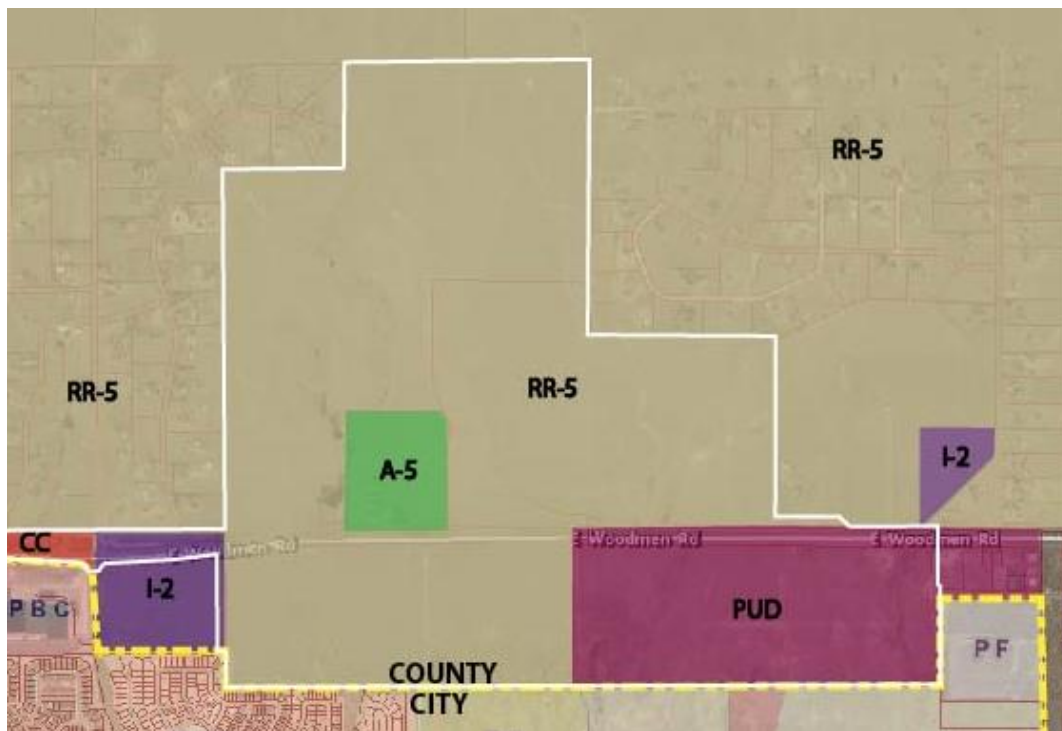


ZONING CONTEXT

The property was annexed into the City of Colorado Springs by way of Ordinance 21-13 in January 2021. At the same time, under Ordinance 21-14, the property was zoned PUD/AO (Planned Unit Development: commercial, industrial, civic, single-family residential, multi-family residential, open space and parks, as defined by the Banning Lewis Ranch North Zoning and Design Standards, with maximum residential density of 2900 dwelling units and an airport overlay).

The site is surrounded by a mix of City and County zone districts. To the south is existing PUD zoning for residential use the City of Colorado Springs. To the north, east, and west is El Paso County with County zoning. The site consists of three County zone districts RR-5, PUD, and A-5. The site and all surrounding properties have an Airport Overlay (CAD-O in the County and AO in the City).

DIRECTION	MUNICIPALITY	ZONE	
NORTH/NORTHEAST/NORTHWEST	COUNTY	RR-5	RURAL RESIDENTIAL
EAST	COUNTY	RR-5, I-2, PUD	RURAL RESIDENTIAL, LIMITED INDUSTRIAL, PLANNED UNIT DEVELOPMENT
SOUTHEAST	CITY	PF, R1-6	PUBLIC FACILITY, SINGLE FAMILY
SOUTH/SOUTH WEST	CITY	PBC, PUD, R5, R1-6	PLANNED BUSINESS CENTER, PLANNED UNIT DEVELOPMENT, MULTI-FAMILY, SINGLE FAMILY
WEST	COUNTY	RR-5, I-2, CC	RURAL RESIDENTIAL, LIMITED INDUSTRIAL, COMMERCIAL COMMUNITY



PROJECT DESCRIPTION

Current Approvals

Concurrent with the annexation and PUD zoning of the subject property in January 2021, a Master Plan and PUD Concept Plan were approved for a mix of land uses including residential, commercial, office, industrial, school, and open space/park areas. The residential areas were divided into five categories: Residential Very Low (RVL), Residential Low (RL), Residential Medium (RM), Residential High (RH), and Residential Very High (RHL) with a maximum residential density cap of 2,900 units

The Plans included two commercial/office areas at the intersection of Woodmen Road and the future Banning Lewis Parkway, which is the primary north-south access connecting the southern portion of Banning Lewis Ranch and Woodmen Road to Briargate Parkway to the north through the Sterling Ranch community. One smaller area for commercial/office/industrial was included adjacent to Golden Sage Road. The Plan also included three school sites and approximately 56.6 acres of open space/buffers and 60.1 acres of parkland connected through a series of green trail corridors.

Proposed Amendments

The proposed amendments to the Percheron Master Plan and Concept Plan are identical and stem from the introduction of a new regional sports complex site in the southeast sector of the property, south of Woodmen Road. The introduction of the regional sports complex will support the growing recreational needs of this expanding area of the City and will provide an exceptional opportunity to create a premier sports venue for the entire City.

This results in several simultaneous changes including the addition of more commercial land to serve the sports complex, the addition of new access points off Woodmen Road, the reduction in the overall residential density, and the resultant reduction in the parkland dedication requirements.

The following changes are proposed:

South of Woodmen Road:

- Introduction of a 126.5-acre site for a regional sports complex in the southeast sector of the property.
- Addition of commercial development in the southeast quadrant of the Woodmen Road and Banning Lewis Parkway intersection and combining this with the previously proposed multifamily residential.
- Removal of the previously proposed 15-acre school transit/maintenance facility site on the southeast boundary, as that need has been satisfied elsewhere
- Expansion of the 3.2-acre commercial site adjacent to Golden Sage Road to 5.4 acres.
- Addition of 2 new right-in/right-out access points off Woodmen Road to serve the proposed sports complex and new commercial area.

- Change in density of the 15.7-acre parcel south of the utility easement and east of Banning Lewis Parkway from Residential Medium to Residential High density.
- Reduction of the neighborhood park in the southwest corner from 4 acres to 1 acre

North of Woodmen Road:

- The removal of the proposed community park at the northwest quadrant of Woodmen Road and Banning Lewis Parkway, as the new regional sports complex satisfies the community parkland dedication requirement. This is replaced by a 4.5-acre neighborhood park and an open space/trail corridor.
- Expansion of the Residential Medium and Residential High parcels adjacent to the previously proposed community park.
- Reduction in size of the remaining neighborhood parks north of Woodmen Road to reflect the reduced park land dedication requirements and associated adjustments to size of adjacent residential areas.

The net result of these changes is a reduction in the overall residential of the property to a range between 2,136 and 3,578 units, and a reduction in the proposed density cap from 2,900 to 2,650 units. The approved Master Plan was based upon the former Park Land Dedication Ordinance. A new ordinance is now in place and between the ordinance changes and the reduction in the number of residential units, the park land dedication requirement has reduced from 59 acres (60.2 acres provided) to 31.6 acres including 14.2 acres of neighborhood parks and 17.4 acres of community park. As noted above, the proposed regional sports complex will meet the community parkland dedication requirements and the remaining neighborhood parks have been adjusted in size to meet the 14.2-acre neighborhood park requirement. The new ordinance also allows for smaller pocket parks to make up the land dedication requirements and this is reflected in some of the reduced sizes of the neighborhood parks.

PROJECT JUSTIFICATION

CONFORMANCE WITH MASTER PLAN AMENDMENT CRITERIA (SECTION 7.5.408)

A. COMPREHENSIVE PLAN: THE COMPREHENSIVE PLAN AND THE 2020 LAND USE MAP ARE THE CONTEXT AND THE BENCHMARK FOR THE ASSESSMENT OF INDIVIDUAL LAND USE MASTER PLANS. THE PROPOSED LAND USE MASTER PLAN OR THE AMENDMENT CONFORMS TO THE POLICIES AND STRATEGIES OF THE COMPREHENSIVE PLAN. THE PROPOSED LAND USE PATTERN IS CONSISTENT WITH THE CITYWIDE PERSPECTIVE PRESENTED BY THE 2020 LAND USE MAP.

The 2020 Land Use Map is no longer valid as it has been superseded by PlanCOS. Policy VN-2.A of PlanCOS promotes neighborhoods that incorporate common desired neighborhood elements. The Master Plan amendment continues the overall land use pattern established by the approved Master Plan including a mix of supportive residential, office, community commercial, schools, neighborhood

parks, trails, and open space. The Master Plan provides a variety of residential densities in order to further the PlanCOS goals of “housing for all” and “everyone in a neighborhood”. The variety of densities accommodates multiple housing types within the same community. These residential densities transition from the office/commercial and higher densities at the intersection of Banning Lewis Parkway and Woodmen Road to lower residential areas around the perimeter. These lower densities also provide a transition to the large residential lots within the County.

Policy VN-3.F of PlanCOS encourages enhancing the mobility and connectivity between neighborhoods across Colorado Springs and with surrounding jurisdictions. The proposed extension of Banning Lewis Parkway enhances mobility and connectivity as it will connect the southern portion of Banning Lewis Ranch and Woodmen Road to Briargate Parkway to the north through the Sterling Ranch community. This will greatly improve the east-west transportation corridors in this part of the City and County, which currently rely solely on Woodmen Road.

B. LAND USE RELATIONSHIPS:

1. THE MASTER PLAN PROMOTES A DEVELOPMENT PATTERN CHARACTERIZING A MIX OF MUTUALLY SUPPORTIVE AND INTEGRATED RESIDENTIAL AND NONRESIDENTIAL LAND USES WITH A NETWORK OF INTERCONNECTED STREETS AND GOOD PEDESTRIAN AND BICYCLE CONNECTIONS.

The Master Plan amendment continues to promote a mix of residential densities to provide a combination of housing types. Office/commercial areas are provided at the corner of Woodmen Road and the future Banning Lewis Parkway. A network of trail corridors and open space provide connectivity throughout the community, along with complete streets that provide sidewalks, bicycle lanes, and adequate vehicular capacity. The introduction of the regional sports complex will support the growing recreational/sports needs of this expanding area of the City and will provide an exceptional sports venue for entire City.

2. ACTIVITY CENTERS ARE DESIGNED SO THEY ARE COMPATIBLE WITH, ACCESSIBLE FROM AND SERVE AS A BENEFIT TO THE SURROUNDING NEIGHBORHOOD OR BUSINESS AREA. ACTIVITY CENTERS ALSO VARY IN SIZE, INTENSITY, SCALE AND TYPES OF USES DEPENDING ON THEIR FUNCTION, LOCATION AND SURROUNDINGS.

The proposed office and community commercial areas are easily accessible from Woodmen Road and Banning Lewis Parkway and will include a variety of uses to meet the needs of the Banning Lewis Ranch North Community and the surrounding neighborhoods. This Master Plan amendment proposes to expand the commercial areas to support the anticipated needs of the regional sports complex.

3. THE LAND USE PATTERN IS COMPATIBLE WITH EXISTING AND PROPOSED ADJACENT LAND USES AND PROTECTS RESIDENTIAL NEIGHBORHOODS FROM EXCESSIVE NOISE AND TRAFFIC INFILTRATION.

The area is primarily residential and is compatible with the surrounding mix of residential in the City and County. The Master Plan provides a transition from the office/commercial and higher density residential around the intersection of Woodmen Road and Banning Lewis Parkway to

the lower density residential around the perimeter, providing a transition to the County residential areas.

4. HOUSING TYPES ARE DISTRIBUTED SO AS TO PROVIDE A CHOICE OF DENSITIES, TYPES AND AFFORDABILITY.

A range of residential densities is provided to allow a variety of housing products and types. The project anticipates lower density single family, patio homes, townhomes, and apartments at varying densities and levels of affordability.

5. LAND USE TYPES AND LOCATION REFLECT THE FINDINGS OF THE ENVIRONMENTAL ANALYSIS PERTAINING TO PHYSICAL CHARACTERISTICS WHICH MAY PRECLUDE OR LIMIT DEVELOPMENT OPPORTUNITIES.

A Soil, Geology, and Geological Hazard Study was conducted by Entech Engineering, Inc. and found the site to be suitable for development. Geologic conditions were identified as imposing some constraints on development and will be analyzed in more detail with subsequent development plans and will be avoided or mitigated through standard construction practices.

6. LAND USES ARE BUFFERED, WHERE NEEDED, BY OPEN SPACE AND/OR TRANSITIONS IN LAND USE INTENSITY.

The residential densities include a transition from higher densities adjacent to the office/commercial areas to the very low-density residential areas on the perimeter of the property, adjacent to the rural residential lots in the County. Green trail corridors provide buffers between land uses within the community while still maintaining connectivity.

7. LAND USES CONFORM TO THE DEFINITIONS CONTAINED IN SECTION 7.5.410 OF THIS PART.

The land uses conform to the definitions within section 7.5.410.

C. PUBLIC FACILITIES:

1. THE LAND USE MASTER PLAN CONFORMS TO THE MOST RECENTLY ADOPTED COLORADO SPRINGS PARKS, RECREATION AND TRAILS MASTER PLAN.

The Master Plan identifies areas of open space that connect to proposed open space within the City Limits and the Banning Lewis Ranch. The Plan includes connection to the proposed Woodmen Road trail which connects the City to the County.

2. RECREATIONAL AND EDUCATIONAL USES ARE SITED AND SIZED TO CONVENIENTLY SERVICE THE PROPOSED POPULATION OF THE MASTER PLAN AREA AND THE LARGER COMMUNITY.

The introduction of the regional sports complex will support the growing recreational/sports needs of this expanding area of the City and will provide an exceptional sports venue for entire City. Neighborhood parks and open space with a network of connecting trails are located and sized in accordance with the new parkland dedication ordinance. School sites to serve the community and wider area have been located and sized per discussions with School District 49.

3. THE PROPOSED SCHOOL SITES MEET THE LOCATION, FUNCTION AND SIZE NEEDS OF THE SCHOOL DISTRICT.

The proposed sites have been discussed with School District 49 and meet the needs of the school district. A partial high school site (remainder in County to north) and elementary school site are provided. The previously proposed site for bus parking and maintenance in the southeast corner of the property has been removed following discussion with School District 49, as that need has been satisfied elsewhere.

4. THE LAND USE MASTER PLAN CONFORMS TO THE ADOPTED PLANS AND POLICIES OF COLORADO SPRINGS UTILITIES.

This project contributes to CSU's goals of regionalization and acting as a regional water provider for the Pikes Peak region.

5. PROPOSED PUBLIC FACILITIES ARE CONSISTENT WITH THE STRATEGIC NETWORK OF LONG RANGE PLANS.

The developer will work with CSU to appropriately locate public facilities as needed.

6. THE MASTER DEVELOPMENT DRAINAGE PLAN CONFORMS TO THE APPLICABLE DRAINAGE BASIN PLANNING STUDY AND THE DRAINAGE CRITERIA MANUAL.

A revised Preliminary Drainage report is submitted with this Master Plan amendment and addresses the requirements of the DCM.

D. TRANSPORTATION:

1. THE LAND USE MASTER PLAN IS CONSISTENT WITH THE ADOPTED INTERMODAL TRANSPORTATION PLAN. CONFORMITY WITH THE INTERMODAL TRANSPORTATION PLAN IS EVIDENCE OF COMPLIANCE WITH STATE AND LOCAL AIR QUALITY IMPLEMENTATION AND MAINTENANCE PLANS.

The Master Plan is consistent with the Intermodal Transportation Plan as the Master Traffic Study assesses the future growth expectations for the area and analyses the trips to be generated by this development in the future. This Master Plan incorporates the principal street classifications and structure required to support this growth. The Master Plan also includes provision for multi-modal transport by providing internal trails and connections to regional trails and bike routes.

2. THE LAND USE MASTER PLAN HAS A LOGICAL HIERARCHY OF THE ARTERIAL AND COLLECTOR STREETS WITH AN EMPHASIS ON THE REDUCTION OF THROUGH TRAFFIC IN RESIDENTIAL NEIGHBORHOODS AND IMPROVES CONNECTIVITY, MOBILITY CHOICES AND ACCESS TO JOBS, SHOPPING AND RECREATION.

Woodmen Road (Expressway) and Banning Lewis Parkway (Principal Arterial) bisect the development and provide the primary access through the Master Plan area. All internal collectors to local roads will be accessed from these two arterials. These primary access roads to the development will not negatively impact the surrounding neighborhoods. The provision of a future connection to Briargate Parkway to the north will significantly improve east-west connectivity for this part of the City and will take pressure off Woodmen Road.

3. THE DESIGN OF THE STREETS AND MULTIUSE TRAILS MINIMIZES THE NUMBER OF UNCONTROLLED OR AT GRADE TRAIL CROSSINGS OF ARTERIALS AND COLLECTORS.

An interconnected trail system is provided through green corridors and are designed to follow the existing natural drainageways. Design of the arterials, collectors, and trails will be established with future development plans.

4. THE TRANSPORTATION SYSTEM IS COMPATIBLE WITH TRANSIT ROUTES AND ALLOWS FOR THE EXTENSION OF THESE ROUTES.

Transit routes are not provided in this area as there is no service to connect to at this time. The proposed streets will be designed to meet City standards and will include provision for transit as needed.

5. THE LAND USE MASTER PLAN PROVIDES OPPORTUNITIES OR ALTERNATE TRANSPORTATION MODES AND COST-EFFECTIVE PROVISION OF TRANSIT SERVICES TO RESIDENCES AND BUSINESSES.

The Master Plan does not provide transit service as no transit service exists in this area at this time. Opportunities for alternative modes of transport are accommodated with the internal trail network and connection to the Woodmen Trail.

6. ANTICIPATED TRIP GENERATION DOES NOT EXCEED THE CAPACITY OF EXISTING OR PROPOSED MAJOR ROADS. IF CAPACITY IS EXPECTED TO BE EXCEEDED, NECESSARY IMPROVEMENTS WILL BE IDENTIFIED, AS WILL RESPONSIBILITY, IF ANY, OF THE MASTER PLAN FOR THE CONSTRUCTION AND TIMING FOR ITS SHARE OF IMPROVEMENTS.

A revised Master Traffic Impact Study prepared by SM Rocha accompanies this Master Plan amendment and details existing conditions, early phasing, and build-out scenario. This report identifies capacity of the roadway system and any recommended improvements to accommodate this development and other projected growth in the area.

E. ENVIRONMENTAL:

1. THE LAND USE MASTER PLAN PRESERVES SIGNIFICANT NATURAL SITE FEATURES AND VIEW CORRIDORS. THE COLORADO SPRINGS OPEN SPACE PLAN SHALL BE CONSULTED IN IDENTIFYING THESE FEATURES.

The only features of note on this site are an area of floodplain in the southeast portion of the property and an area of jurisdictional wetlands along the south boundary. There are no significant slopes and the drainageways, floodplain and wetlands are incorporated and preserved in the open space areas.

2. THE LAND USE MASTER PLAN MINIMIZES NOISE IMPACTS ON EXISTING AND PROPOSED ADJACENT AREAS.

Noise Impacts will be assessed on at the development plan stage per the City's noise policy. Appropriate buffering requirements will be met for properties along principal arterials and between differing land uses per code requirements.

- 3. THE LAND USE MASTER PLAN UTILIZES FLOODPLAINS AND DRAINAGEWAYS AS GREENWAYS FOR MULTIPLE USES INCLUDING CONVEYANCE OF RUNOFF, WETLANDS, HABITAT, TRAILS, RECREATIONAL USES, UTILITIES AND ACCESS ROADS WHEN FEASIBLE.**

Green trail corridors are provided throughout the development to provide connectivity to the open space, neighborhood parks, and the regional sports complex. The large open space tracts utilize and protect the natural drainageways, floodplain and a small area of wetlands in the southeast corner.

- 4. THE LAND USE MASTER PLAN REFLECTS THE FINDINGS OF A PRELIMINARY GEOLOGIC HAZARD STUDY AND PROVIDES A RANGE OF MITIGATION TECHNIQUES FOR THE IDENTIFIED GEOLOGIC, SOIL AND OTHER CONSTRAINED NATURAL AREAS.**

Mitigation techniques for each constraint are outlined in the Soils & Geology Report prepared by Entech. Further analysis and specific mitigation strategies will be identified at development plan stage.

F. FISCAL:

- 1. A FISCAL IMPACT ANALYSIS AND EXISTING INFRASTRUCTURE CAPACITY AND SERVICE LEVELS ARE USED AS A BASIS FOR DETERMINING IMPACTS ATTRIBUTABLE TO THE MASTER PLAN. CITY COSTS RELATED TO INFRASTRUCTURE AND SERVICE LEVELS SHALL BE DETERMINED FOR A TEN (10) YEAR TIME HORIZON FOR ONLY THE APPROPRIATE MUNICIPAL FUNDS.**

The City Budget Office will provide a fiscal impact analysis for the proposed Master Plan amendment.

- 2. THE FISCAL IMPACT ANALYSIS DEMONSTRATES NO ADVERSE IMPACT UPON THE GENERAL COMMUNITY AND THE PHASING OF THE MASTER PLAN IS CONSISTENT WITH THE ADOPTED STRATEGIC NETWORK OF LONG RANGE PLANS THAT IDENTIFY THE INFRASTRUCTURE AND SERVICE NEEDS FOR PUBLIC WORKS, PARKS, POLICE, AND FIRE SERVICES.**

The City Budget Office will provide a fiscal impact analysis for the proposed Master Plan amendment.

- 3. THE COST OF ONSITE AND OFFSITE MASTER PLAN IMPACTS ON PUBLIC FACILITIES AND SERVICES IS NOT BORNE BY THE GENERAL COMMUNITY. IN THOSE SITUATIONS WHERE THE MASTER PLAN IMPACTS ARE SHOWN TO EXCEED THE CAPACITY OF EXISTING PUBLIC FACILITIES AND SERVICES, THE APPLICANT WILL DEMONSTRATE A MEANS OF INCREASING THE CAPACITY OF THE PUBLIC FACILITIES AND SERVICES PROPORTIONATE TO THE IMPACT GENERATED BY THE PROPOSED MASTER PLAN. MITIGATION OF ONSITE AND OFFSITE COSTS MAY INCLUDE, BUT IS NOT LIMITED TO, PLANNED EXPANSIONS TO THE FACILITIES, AMENDMENTS TO THE MASTER PLAN AND/OR SPECIAL AGREEMENTS RELATED TO CONSTRUCTION AND/OR MAINTENANCE OF INFRASTRUCTURE UPGRADES AND/OR SERVICE EXPANSIONS. ANY SPECIAL AGREEMENTS FOR MITIGATION OF ONSITE AND OFFSITE IMPACTS FOR PUBLIC IMPROVEMENTS, SERVICES AND MAINTENANCE ARE SHOWN TO BE WORKABLE AND SUPPORTED BY FINANCIAL ASSURANCES. PREEXISTING**

AND/OR ANTICIPATED CAPACITY PROBLEMS NOT ATTRIBUTABLE TO THE MASTER PLAN SHALL BE IDENTIFIED AS PART OF THE MASTER PLAN REVIEW.

The City Budget Office will provide a fiscal impact analysis for the proposed Master Plan amendment. Any required mitigation addressed in the Annexation Agreement.

4. SPECIAL AGREEMENTS FOR PUBLIC IMPROVEMENTS AND MAINTENANCE ARE SHOWN TO BE WORKABLE AND ARE BASED ON PROPORTIONAL NEED GENERATED BY THE MASTER PLAN.

The Annexation Agreement addresses any required public improvements or maintenance.

5. ANY PROPOSED SPECIAL DISTRICTS ARE CONSISTENT WITH POLICIES ESTABLISHED BY THE CITY COUNCIL.

Any proposed special districts will be consistent with the relevant City polices and statutory requirements.

PUD CONCEPT PLAN REVIEW CRITERIA (SECTION 7.3.605)

A. IS THE PROPOSED DEVELOPMENT PATTERN CONSISTENT WITH THE COMPREHENSIVE PLAN, THE 2020 LAND USE MAP, AND ALL APPLICABLE ELEMENTS OF THE COMPREHENSIVE PLAN (INCLUDING THE INTERMODAL TRANSPORTATION PLAN AND THE PARKS, RECREATION AND TRAILS MASTER PLAN)?

Policy VN-2.A of PlanCOS promotes neighborhoods that incorporate common desired neighborhood elements. The Master Plan amendment continues the overall land use pattern established by the approved Master Plan including a mix of supportive residential, office, community commercial, schools, neighborhood parks, trails, and open space. The Master Plan provides a variety of residential densities in order to further the PlanCOS goals of “housing for all” and “everyone in a neighborhood”. The variety of densities accommodates multiple housing types within the same community. These residential densities transition from the office/commercial and higher densities at the intersection of Banning Lewis Parkway and Woodmen Road to lower residential areas around the perimeter. These lower densities also provide a transition to the large residential lots within the County.

Policy VN-3.F of PlanCOS encourages enhancing the mobility and connectivity between neighborhoods across Colorado Springs and with surrounding jurisdictions. The proposed extension of Banning Lewis Parkway enhances mobility and connectivity as it will connect the southern portion of Banning Lewis Ranch and Woodmen Road to Briargate Parkway to the north through the Sterling Ranch community. This will greatly improve the east-west transportation corridors in this part of the City and County, which currently rely solely on Woodmen Road.

B. ARE THE PROPOSED USES CONSISTENT WITH THE PRIMARY AND SECONDARY LAND USES IDENTIFIED IN THE 2020 LAND USE MAP OF THE COMPREHENSIVE PLAN, AS AMENDED?

Not Applicable.

C. IS THE PROPOSED DEVELOPMENT CONSISTENT WITH ANY CITY APPROVED MASTER PLAN THAT APPLIES TO THE SITE?

A Master Plan amendment is proposed in conjunction and this PUD Concept Plan amendment is consistent with it.

D. IS THE PROPOSED DEVELOPMENT CONSISTENT WITH THE INTENT AND PURPOSES OF THIS ZONING CODE?

The proposed development is consistent with the intent and purpose of the code as it will ensure a logical growth of the physical elements of the City. The development will improve housing standards and will provide required schools, parks and other public infrastructure and facilities.

E. DOES THE DEVELOPMENT PATTERN PROPOSED WITHIN THE PUD CONCEPT PLAN PROMOTE THE STABILIZATION AND PRESERVATION OF THE EXISTING OR PLANNED LAND USES IN ADJACENT AREAS AND SURROUNDING RESIDENTIAL NEIGHBORHOODS?

The area is primarily residential and is compatible with the surrounding mix of residential in the City and County. The Master Plan provides a transition of office/commercial and higher density residential to the lower density residential around the perimeter providing a transition to the County residential areas. Banning Lewis Parkway provides a spine of connectivity from Banning Lewis Ranch to the south through Sterling Ranch to the north providing additional east west connections. Internal roadways and green corridors provide connectivity throughout the development.

F. DOES THE DEVELOPMENT PATTERN PROPOSED WITHIN THE PUD CONCEPT PLAN PROVIDE AN APPROPRIATE TRANSITION OR BUFFERING BETWEEN USES OF DIFFERING INTENSITIES BOTH ON SITE AND OFF SITE?

Higher density residential is situated near the office/commercial areas and the intersection of Banning Lewis Parkway and Woodmen Road. A mix of uses provides a transition from the higher density residential to the lower density residential around the perimeter and to the adjacent County residential.

G. DOES THE NONRESIDENTIAL DEVELOPMENT PATTERN PROPOSED WITHIN THE PUD CONCEPT PLAN PROMOTE INTEGRATED ACTIVITY CENTERS AND AVOID LINEAR CONFIGURATIONS ALONG ROADWAYS?

Office/commercial nodes of activity are provided at the major intersection of Banning Lewis Parkway and Woodmen Road with supportive higher density residential. The proposed commercial areas have been expanded to support the new regional sports complex proposed by this amendment.

H. ARE THE PERMITTED USES, BULK REQUIREMENTS AND REQUIRED LANDSCAPING APPROPRIATE TO AND COMPATIBLE WITH THE TYPE OF DEVELOPMENT, THE SURROUNDING NEIGHBORHOOD OR AREA AND THE COMMUNITY?

A range of residential densities is provided to allow a variety of housing products and types. The project anticipates lower density single family, patio homes, townhomes, and apartments. Bulk requirements, height limitations, and density caps ensure the development provides internal

transitions and is compatible with the surrounding residential. Open space and parks are provided however, landscaping requirements will be assessed with future development plans.

I. DOES THE PUD CONCEPT PLAN PROVIDE ADEQUATE MITIGATION FOR ANY POTENTIALLY DETRIMENTAL USE TO USE RELATIONSHIPS (E.G., COMMERCIAL USE ADJACENT TO SINGLE-FAMILY HOMES)?

Buffering will be provided per Code at the development plan level.

J. DOES THE PUD CONCEPT PLAN ACCOMMODATE AUTOMOBILE, PEDESTRIAN, BICYCLE AND TRANSIT MODES OF TRANSPORTATION AS APPROPRIATE, TAKING INTO CONSIDERATION THE DEVELOPMENT'S PRIMARY FUNCTION, SCALE, SIZE AND LOCATION?

Interconnected roadways, green trail corridors, and connections to multi-use trails provide access for automobile, pedestrians, and bicycles. Transit is not proposed at this time due to lack of transit service in the surrounding area to connect to.

K. DOES THE PUD CONCEPT PLAN INCLUDE A LOGICAL HIERARCHY OF PERIMETER AND INTERNAL ARTERIAL, COLLECTOR AND LOCAL STREETS THAT WILL DISPERSE DEVELOPMENT GENERATED VEHICULAR TRAFFIC TO A VARIETY OF ACCESS POINTS AND WAYS, REDUCE THROUGH TRAFFIC IN ADJACENT RESIDENTIAL NEIGHBORHOODS AND IMPROVE RESIDENT ACCESS TO JOBS, TRANSIT, SHOPPING AND RECREATION?

Woodmen Road (Expressway) and Banning Lewis Parkway (Principal Arterial) bisect the development and provide the primary access through the Master Plan area. All internal collectors to local roads will be accessed from these two arterials. These primary access roads to the development will not negatively impact the surrounding neighborhoods. The provision of a future connection to Briargate Parkway to the north will significantly improve east-west connectivity for this part of the City and will take pressure off Woodmen Road. Primary access to the development will not impact the surrounding neighborhoods.

L. WILL STREETS AND DRIVES WITHIN THE PROJECT AREA BE CONNECTED TO STREETS OUTSIDE THE PROJECT AREA IN A WAY THAT MINIMIZES SIGNIFICANT THROUGH TRAFFIC IMPACTS ON ADJACENT RESIDENTIAL NEIGHBORHOODS, BUT STILL IMPROVES CONNECTIVITY, MOBILITY CHOICES AND ACCESS TO JOBS, SHOPPING AND RECREATION?

Banning Lewis Parkway bisects the development to provide additional options for east-west traffic and to provides the spine road through the development to the south a future connection to Briargate Parkway to the north will significantly improve east-west connectivity for this part of the City. The east-west routes will not go through the existing adjacent residential neighborhoods.

M. DOES THE PUD CONCEPT PLAN PROVIDE SAFE AND CONVENIENT VEHICLE AND PEDESTRIAN CONNECTIONS BETWEEN USES LOCATED WITHIN THE ZONE DISTRICT, AND TO USES LOCATED ADJACENT TO THE ZONE DISTRICT OR DEVELOPMENT?

Green trail corridors provide buffers between land uses while still maintaining connectivity through the mix of uses. Internal roads will provide vehicular connections throughout the area.

N. WILL ADEQUATELY SIZED PARKING AREAS BE LOCATED TO PROVIDE SAFE AND CONVENIENT ACCESS, TO AVOID EXCESSIVE PARKING RATIOS AND AVOID EXCESSIVE EXPANSES OF PAVEMENT?

This will be addressed with future development plans.

O. ARE OPEN SPACES INTEGRATED INTO THE PUD CONCEPT PLAN TO SERVE BOTH AS AMENITIES TO RESIDENTS/USERS AND AS A MEANS FOR ALTERNATIVE TRANSPORTATION MODES, SUCH AS WALKING AND BIKING?

The introduction of the regional sports complex will support the growing recreational/sports needs of this expanding area of the City and will provide an exceptional sports venue for entire City. The development utilizes existing drainageways as open space and provides parks to serve the community. These parks are connected through green trail corridors providing access to the mix of residential, office, commercial, park and school sites.

P. WILL THE PROPOSED DEVELOPMENT OVERBURDEN THE CAPACITIES OF EXISTING OR PLANNED STREETS, UTILITIES AND OTHER PUBLIC FACILITIES?

Through annexation the development will connect to CSU services and will have enough capacity. Police and Fire fees will be paid with annexation. School and Parkland are proposed with this PUD Concept Plan per City ordinances and in discussion with School District 49.

Q. ARE THE AREAS WITH UNIQUE OR SIGNIFICANT NATURAL FEATURES PRESERVED AND INCORPORATED INTO THE DESIGN OF THE PROJECT?

The only features of note on this site are an area of floodplain in the southeast portion of the property and an area of jurisdictional wetlands along the south boundary. There are no significant slopes and the drainageways, floodplain and wetlands are incorporated and preserved in the open space areas.

PLANNING & DEVELOPMENT DEPARTMENT
Project Notification Information

Date: August 5, 2021

Planner: Katelynn Wintz

Planner email: Katelynn.Wintz@coloradosprings.gov

Planner phone number: (719) 385-5192

Applicant Email: bperkins@nescolorado.com

Applicant Name: Blaine Perkins

TSN: 5300000241, 5300000304, 5300000484, 5300000605, 5300000606, 5311100001

Site Address (to be used on postcard): unplatted n/a

PROJECT:

<input type="checkbox"/>	Pre-application Notice	<input checked="" type="checkbox"/>	Standard Notification
<input type="checkbox"/>	Pre-application Neighborhood Meeting Notice	<input type="checkbox"/>	Standard with Neighborhood Meeting Notice
<input type="checkbox"/>	No notice	<input type="checkbox"/>	Poster only

PUBLIC NOTICE:

150 feet 500 feet **1,000 feet** Modified (attach modified buffer) No public notice

PROJECT BLURB

Provide a project blurb for each application type, adjust language as needed. Note code sections where applicable for variances.

Major Master Plan Amendment

Request by BLH 1,2 & 3 LLC, with representation by NES, Inc, for approval of a major master plan amendment. If approved the proposed application would allow for changes to the Percheron Master Plan (formerly Banning Lewis Ranch North). Changes include a proposed regional sports complex, additional commercial development, and an overall reduction of residential density. The site is zoned PUD/AO, is 237 acres in size, and is located along the north & south sides of Woodmen Road between Mohawk Drive and Golden Sage Road.

Major PUD Concept Plan Amendment

Request by BLH 1,2 & 3 LLC, with representation by NES, Inc, for approval of a major PUD concept plan amendment. If approved the proposed application would allow for changes to the Percheron Concept Plan (formerly Banning Lewis Ranch North). Changes include a proposed regional sports complex, additional commercial development, and an overall reduction of residential density. The site is zoned PUD/AO, is 237 acres in size, and is located along the north & south sides of Woodmen Road between Mohawk Drive and Golden Sage Road.

POSTCARD

Include 3-5 highlighted points to best describe the project.

- This project proposes amending the previously approved Banning Lewis Ranch North Master Plan and Concept Plan.
- The project area is now referred to as Percheron.
- Changes include introduction of a 126.5 acre regional sports complex, new commercial development
- The proposed changes result in an overall reduction of residential density in the planned area.

[Type text]

POSTER

Fill out applicable information below:

What type of project is proposed? (large bold letters on poster, approx. 35 characters):

Major Master Plan and PUD Concept Plan amendments to modify approved land uses

Planning and Development Distribution Form
Master Plan Major Amendment

Directions: Planners select at least one check box under each section to determine the application distribution.

Planner Intake Date: KW 8/5/21

Admin Receive Date: **[8/5/21]**

Project Name: **Percheron Master Plan Major Amendment**

1. PUBLIC NOTICE: (see Project Blurb to establish noticing parameters)

2. Date buckslip comments are due (21 calendar days after submittal): **8/26/21**

3. HOA: (Note HOA number or Name if none write N/A)
(Add emails for HOA to mailing list if no contact email info)

4. STANDARD DISTRIBUTION:

Include all standard distribution recipients *(either check here or individually check boxes below)*

ID#	Division Name	Email/Distribution Notes
3	<input type="checkbox"/> CONO	rdavis@cscono.org landusenotice@cscono.org
85	<input type="checkbox"/> Utilities Development Services	Buckslips@csu.org
9	<input type="checkbox"/> Fire Department	CSFDDevelopmentSMB@coloradosprings.gov
24	<input type="checkbox"/> SWENT / EDRD	development.review@coloradosprings.gov
56	<input type="checkbox"/> Comprehensive Planning; PlanCOS	PlanCOS@coloradosprings.gov
21	<input type="checkbox"/> Michelle Ontiveros, CSPD	Michelle.Ontiveros@coloradosprings.gov
19	<input type="checkbox"/> Century Link	Patti.Moore@CenturyLink.com Bea.Romero@centurylink.com Melissa.Spencer@centurylink.com
77	<input type="checkbox"/> CSU Customer Contract Administration	Buckslips@csu.org
11	<input type="checkbox"/> IT GIS	Bootsy.Jones@coloradosprings.gov
13	<input type="checkbox"/> Parks & Recreation	Britt.Haley@coloradosprings.gov Constance.Schmeisser@coloradosprings.gov Emily.Duncan@coloradosprings.gov
23	<input type="checkbox"/> Enumerations	addressing@pprbd.org
29	<input type="checkbox"/> Flood Plain	Keith@pprbd.org

98	<input type="checkbox"/> USPS	Elaine.f.kelly@usps.gov
45	<input type="checkbox"/> Zaker Alazzeah, Traffic – School Safety	development.review@coloradosprings.gov
65	<input type="checkbox"/> Zaker Alazzeah, Traffic Eng (MC 460)	development.review@coloradosprings.gov
48	<input type="checkbox"/> Street Division	Corey.Rivera@coloradosprings.gov Cole.Platt@coloradosprings.gov
60	<input type="checkbox"/> Transit	Roger.Austin@coloradosprings.gov
25	<input type="checkbox"/> County Health Department	catherinemcgarvy@elpasoco.com
88	<input type="checkbox"/> Parking Enterprise	Scott.Lee@coloradosprings.gov
92	<input type="checkbox"/> Forestry	Jeff.Cooper@coloradosprings.gov
54	<input checked="" type="checkbox"/> Budget/Finance	budget@coloradosprings.gov For: Financial Impact Analysis Preparation

5. SCHOOL DISTRICT:

ID#	Division Name	Email/Distribution Notes
	<input type="checkbox"/> None	
36	<input type="checkbox"/> School District # 2	sbecker@hsd2.org
68	<input type="checkbox"/> School District # 3	gishd@wsd3.org
37	<input type="checkbox"/> School District # 11	TERRY.SEAMAN@d11.org JOSH.CHISM@d11.org
38	<input type="checkbox"/> School District # 12	dpeak@cmsd12.org
39	<input type="checkbox"/> School District # 20	tom.gregory@asd20.org
69	<input type="checkbox"/> School District # 22	chrissmith@d22.org
41	<input checked="" type="checkbox"/> School District # 49	mandrews@d49.org

6. MILITARY INSTALLATION (if within 2 mile buffer):

ID#	Division Name	Email/Distribution Notes
	<input checked="" type="checkbox"/> None	
84	<input type="checkbox"/> Fort Carson	john.j.sanders71.civ@mail.mil thomas.j.wiersma.civ@mail.mil
46	<input type="checkbox"/> NORAD	Michael.kozak.2@us.af.mil Michael.Shafer.4@us.af.mil joseph.elms@us.af.mil 21CES.CENB.BaseDevelopment@us.af.mil

81	<input type="checkbox"/> Broadmoor Fire Protection District	chief@broadmoorfire.com noalsperran@gmail.com
80	<input type="checkbox"/> CSURA – Urban Renewal	Jariah.Walker@coloradosprings.gov
65	<input type="checkbox"/> Kate Brady, Bike Planning, Traffic	Kate.Brady@coloradosprings.gov
9	<input type="checkbox"/> Fire Prevention, Jessica Mitchell	Jessica.Mitchell@coloradosprings.gov If DP, CP is accompanying an Annexation
53	<input type="checkbox"/> UCCS Review – North Nevada Overlay zone	mwood@uccs.edu
49	<input type="checkbox"/> Bob Cope & Sherry Hoffman, Economic Development	Bob.Cope@coloradosprings.gov Sherry.Hoffman@coloradosprings.gov

8. LAND USE REVIEW:

Hard Copy Full sized plans

<input checked="" type="checkbox"/> Planner	Traffic Report, Drainage Report, Geo-Hazard Report
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Special notes or instructions: