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Project Statement

April 4, 2023

City of Colorado Springs
Planning and Development Department
Attn: Daniel Sexton, Principal Planner
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Colorado Springs, CO 80903

Re: Karman Line (a.k.a. Norris Ranch) – Land Use Plan Project Statement

To the City of Colorado Springs Planning and Development Department

Please accept this document as the Project Statement for the Land Use Plan application pursuant to the Land Use Plan (New Master Plan) Application Submittal Checklist for the Karman Line master-planned development, formerly known as Norris Ranch.

1. DESCRIPTION OF THE PROJECT AND/OR LAND USES PROPOSED

Karman Line is located in El Paso County, Colorado, and includes approximately 1,783 acres of vacant agricultural land. The property is located at the northwest corner of Bradley Road and Curtis Road, approximately one mile east-southeast of Schriever Space Force Base and is immediately north of a planned Colorado Springs Utilities reservoir, known as Gary Bostrom Reservoir (aka Upper Williams Creek Reservoir).

In addition to the future reservoir site, which is proposed to be located to the southwest and west of Karman Line, the property is surrounded by approximately 17,000 acres of State Land Board-owned property to the east and southeast, State and Federally-owned land to the northeast, and rural residential-zoned land (five-acre minimum lot sizes) in unincorporated El Paso County to the north and northwest. Adjacent to the subject property to the northwest is an approximately 600-acre parcel, also zoned for rural residential (five-acre minimum lot sizes) as well as an approximately 530-acre parcel zoned PUD (Planned Unit Development), both of which are still located within unincorporated El Paso County.

The land included within the Karman Line development consists of mostly rolling hills and gradual drainageways in the eastern, southern, and northern portions of the property and more significant undulating topography along the western boundary. The western portion of the property features subtle arroyos, more diverse vegetative cover including pine trees and prairie shrubs, as well as pockets of unique rock outcroppings. The elevated topography of the property affords views of the Colorado Front Range extending from areas located north of Colorado Springs to the Spanish Peaks near the Colorado/New Mexico state line. In fact, the north end of the property sits at almost 6,300 feet above sea level, which is comparable in elevation to the south end of the US Air Force Academy near the Interstate 25 and North Academy Boulevard interchange.

The property is positioned in the upper reaches of several drainage basins and sub-basins, most notably Jimmy Camp Creek and Upper Williams Creek. Both drainages possess significant ecological features, including riparian habitat and wildlife migration corridors. In addition, both drainages have been planned by the City of Colorado Springs and El Paso County for future recreational opportunities as part of the greater regional trails system and the aforementioned Colorado Springs Utilities reservoir.

The owner of Karman Line, which is Norris Ranch Joint Venture, LLC, is proposing to develop a master-planned community to include a variety of land uses. More specifically, the Land Use Plan proposes to allow for approximately 45 acres of light industrial and office land uses along Curtis Road in the northeastern portion of the property, nearest to Schriever Space Force Base (SFB). The Plan also depicts additional commercial/retail (totaling approximately 105 acres) and mixed-use development (totaling approximately 100 acres) along Curtis Road and Bradley Road, both of which are US Department of Defense Access Roads and have been identified in the Pikes Peak Area Council of Government's 2018 Joint Land Use Study as "Critical Military Routes." The commercial/retail and mixed-use components of the project are intended to serve the traveling/commuting public, area residents, and the employees and enlisted soldiers at Schriever SFB.

Further into the property moving north and west from Bradley Road and Curtis Road, the Land Use Plan transitions the proposed land uses into localized areas of high-density residential (20-22 du/ac) located along the main "spine" road through the development, as well as medium density residential (6-10 du/ac) mainly located central to the development in an area that largely surrounds a planned 30+ acre school site. As the plan for development extends towards the western and northern boundaries of the property, the Land Use Plan anticipates lower residential densities, including low density residential areas (3-6 du/ac) adjacent to the internal medium density areas, and rural residential densities (0.4-1.0 du/ac) in areas located adjacent to the more rural properties in unincorporated El Paso County.

The property owner is requesting approval for annexation into the City of Colorado Springs and approval of the Land Use Plan with a maximum number of dwelling units for the overall development of 6,500 units.

2. JUSTIFICATION

a. How does the project address the review criteria?

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 City of Colorado Springs comprehensive plan, Plan COS (2019), is the primary document used to guide land development decisions particularly with respect to Land Use Plan (master plan) applications. The Plan should always be considered when reviewing Land Use Plan applications. Please note that elements of the City's comprehensive plan have been included and addressed throughout this Project Statement to allow for more appropriate application of the Plan to topical considerations (e.g., transportation, mutually supportive land uses, use-to-use compatibility, etc.). Those discussions should also be included in this section, as appropriate.

Addressing Housing Attainability and Providing Diverse Housing Types
As it pertains to housing, Plan COS includes a number of applicable strategies, including the following:

Strategy TE-1.C-3: *Ensure an adequate supply of attainable housing for the workforce across all industries, and that it is conveniently located near hubs of employment and/or public transportation.*

Strategy TE-2.A-2: *Provide attainable and conveniently located workforce housing for major concentrations of employees.*

Strategy VN-2.A-3: *Support land use decisions and projects that provide a variety of housing types and sizes, serving a range of demographic sectors, and meeting the needs of residents and families through various life stages and income levels*.

Strategy VN-2.A-5: *Amend the City's zoning code to allow attainable housing in multi-family and commercial zoning districts in order to maximize the availability and distribution of this housing option in the city.*

The Karman Line development proposes to create 6,500 dwelling units in a growing area of the Pikes Peak Region, and more specifically located approximately one (1) mile from Schriever Space Force Base (SFB). The mix of residential land uses proposed within the development range significantly from perimeter rural residential lots in the northwestern and northern areas of the development to high density residential areas as well as areas identified for mixed-use located more central and southerly to the development. The Karman Line owner anticipates planning for and developing a non-traditional component of housing stock (e.g., for rent, rent-to-own, etc.) that better supports those residents and soldiers who work at or are otherwise stationed at Schriever Space Force Base (SFB), which is a major employer in the region. As of the 2019 publication of the Pikes Peak Area Council of Government's Joint Land Use Study, Schriever (SFB) was estimated to employ approximately 7,000 individuals (including 2,087 military personnel, 4,891 civilians, and 2,692 dependents), and is identified as likely to experience additional mission growth in the future.

The Karman Line Land Use Plan proposes to address the current and growing population at Schriever (SFB) and in the Pikes Peak Region as a whole through careful planning and by offering a diverse selection of densities and housing types. The Land Use Plan sets the stage for future zoning of the property which is proposed to better address housing attainability concerns in the region and even more specifically in the area near Schriever which can be effectively implemented through utilization of many of the newly created residential flex zones found in Retool COS (2022).

Supporting the Missions at Schriever Space Force Base

The City's comprehensive Plan, Plan COS, also includes a number of strategies that are aimed at supporting the military installations in the region. Specifically, the following strategies from the Plan support the proposed Karman Line land use plan and associated annexation:

Strategy TE-3.B-1: *Incorporate appropriate recommendations of the Joint Land Use Study into City plans and initiatives.*

Strategy TE-3.B-2: *Coordinate among military installations and other partners on public improvements and facilities that serve the city and installations.*

Strategy TE-3.B-3: *Provide attainable, diverse, attractive and convenient off-base housing options for active military, contractors, and military retirees.*

Strategy TE-3.B-4: *Encourage new land uses and business opportunities that help attract and integrate former service members and their families into the Colorado Springs community.*

Strategy TE-3.B-5: *Ensure development adjacent to military installations is consistent with their long-term and operational goals.*

The Karman Line development proposes to include a considerable light industrial/office component along Curtis Road that can be used for siting new or existing off-base US Department of Defense functions and/or defense contractor functions without encroaching into the identified spectrum field of Schriever SFB (the boundary of which has recently been described as being consistent with the Curtis Road alignment in this area). The owner of Karman Line is committed to working with the Department of Defense and the leadership of Schriever SFB to ensure that the development does not cause any adverse impacts to the missions of the Base and that the development serves as a compatible and complementary neighbor to the Base by providing much needed housing, commercial services, retail, office space, and recreational amenities.

ConnectCOS as an Element of the City's Comprehensive Plan

The City's master transportation plan, ConnectCOS, is the guiding comprehensive planning document regarding existing and planned transportation corridors. The Plan, however, does not specifically depict Curtis Road and Bradley Road in the included Corridor Congestion Map (p. 17) with respect to congestion scoring. However, nearby Marksheffel Road and Highway 94 are identified as being low congestion corridors, scoring in the $0 - 10^{th}$ percentile.

B. Land Use Relationships:

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 proposed Land Use Plan is envisioned to create a mutually supportive community, meaning that many of the land use components are intended to work in tandem with one-another. For instance, the rural residential areas located in the northern and western portions of the property include significant topography, which fortunately provides for extensive opportunities to feature well-connected open space and trail corridors. In total, the Land Use Plan includes approximately 523 acres of open space and nearly 13 miles of proposed trails. In addition, the commercial, office, and even light industrial components of the land use plan will create more live-work opportunities for those residents living within the Karman Line development. Still another example includes the proposed centralized siting of a 30+ acre planned school site in an area almost completely surrounded by medium and higher density residential, which would provide the potential for effectively shared recreational amenities. A variety of strategies from Plan COS support these concepts and many of the other concepts implemented during development of the Karman Line Land Use Plan, including the following:

Strategy TE-1.D-3: *Provide a mix of uses that are both neighborhood and institutional campus-serving to help integrate them into the community.*

Strategy TE-1.C-5: *Provide for convenient access to quality goods and services that support major employment areas, through a combination of proactive and responsive planning, zoning, and development approval actions.*

Strategy TE-2.C-3: *Identify and develop new and underutilized areas as opportunities for unique attraction of new retail, dining, entertainment, and housing development.*

Strategy VN-3.A-3: *Incorporate existing natural features into project design by providing amenities such as trail connectivity, outdoor dining areas, promenades, and plazas.*

Strategy VN-3.B-1: *Encourage neighborhood and school partnerships to coordinate joint use of school facilities.*

Strategy VN-3.B-3: *Encourage walkable civic, retail, and community gathering places as design elements within neighborhood centers.*

Strategy VN-3.E-2: *Encourage vertical mixed-use design in neighborhood focal points along with neighborhood design meant to encourage a sense of community and provide a walkable environment. Vertical developments, where the various uses are "stacked" on top of each other, are typically used in areas with limited space, while larger sites allow those different components to be built next to each other, such as an apartment building adjacent to a grocery store.*

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.

All of the mixed-use and non-residential land uses planned for the Karman Line development are located along or in close proximity to one of two arterial roadways. The two roadways are Curtis Road running along the eastern boundary of the development and Bradley Road, which borders the property to the south. The combination of both roadways provides for ample access into the development and immediate access for the traveling public to frequent the planned commercial and other non-residential services. The planned light industrial/office uses are separated via a floodplain in the northeastern portion of the property, but would still maintain suitable access from Curtis Road to allow for business-oriented traffic to safely and effectively access the site without creating unnecessary impacts to existing or planned residential uses. The 2016 El Paso County Major Transportation Corridor Plan shows 2,700 average daily trips for a stretch of Curtis Road north of the west gate of Shriever SFB and 2,100 average daily trips for a

stretch of Bradley Road just west of the project site. Significant increases in average daily trips are anticipated for both roadways which suggests future market demand for the commercial/retail areas planned within the Karman Line development.

The land use pattern is compatible with existing and proposed adjacent land uses and protects residential neighborhoods from excessive noise and traffic infiltration.

As stated in Section 1 of this Project Statement, the planned land use pattern strategically addresses use-to-use compatibility concern by siting non-residential uses along the existing arterial roadways in areas that are adjacent to existing and planned non-residential use, which will effectively mitigate any potential noise and traffic impacts caused by the development. In areas in which there are existing rural residential uses, the Land Use Plan proposes compatible rural residential densities serving as a density transition from the project perimeter to the more dense internal residential densities.

Recent discussions with military experts suggest that Schriever has an occupancy rate of office space nearing 100 percent, which indicates a need to relocate many of the operations having lower security requirements off base, but within close-enough proximity to ensure security of the Base's missions. The Karman Line development proposes to include a considerable light industrial/office component along Curtis Road. The 45.58-acre area designated for office/light industrial could be further expanded if market demands dictate through design, permitting, and channelization of the FEMA regulated floodplain located along the western boundary of the 45.58 acres.

This area of the development is buffered from all existing and proposed residential neighborhoods by a very broad floodplain and by government-managed lands that are proposed for conservation to protect and support the missions of Schriever SFB. This area is strategically located to accommodate the siting of new or existing off-base US Department of Defense functions and/or defense contractor functions without encroaching into the identified spectrum field of Schriever SFB (the boundary of which has recently been described as being consistent with the Curtis Road alignment in this area).

Housing types are distributed so as to provide a choice of densities, types and affordability.

As stated above in this Project Statement, the proposed Karman Line Land Use Plan includes a variety of land use densities, which would allow for a diverse combination of housing types. The proposed densities include rural (0.4 - 1 dus/acre), low density (3 - 6 dus/acre), medium density (6 - 10 dus/acre), and high density (20 - 22 dus/acre). These areas are strategically located within the Land Use Plan to ensure perimeter use-to-use compatibility as well as internal compatibility and pedestrian accessibility in areas near

the proposed school site and the in close proximity to goods and services anticipated in the commercial/retail areas of the development. The Plan also includes a mixed-use component that could better accommodate live-work arrangements as well as minimize both internal and external traffic generation.

The owner of Karman Line envisions a more attainable inventory of for-rent and/or rent-to-own single family detached or attached housing as a significant component within the development. The intent is to better accommodate and support the soldiers and contractors employed at Schriever SFB as well as provide options for ownership in the market that allow for entry into the housing market for some individuals and families that may not be able to afford to purchase a home in other more expensive areas of the City.

Land use types and location reflect the findings of the environmental analysis pertaining to physical characteristics which may preclude or limit development opportunities.

The layout of the proposed land uses and areas of development presented in the proposed land use plan indicate the applicant's intent to avoid sensitive areas. Of particular note is the western portion of the property in which the land use plan (sheet 2) is designed in a manner that avoids or otherwise works in unison with the various drainageways (see sheet 4) and existing trees and shrubs present on the property (see sheet 6). This area of the plan is proposed for rural and low density residential development with appropriately sized stormwater detention facilities to ensure that developed stormwater flows are minimized thereby mitigating impacts to these sensitive features.

In addition, the land use plan is designed to preserve the floodplain depicted on sheets 2 and 4 of the land use plan set. This area of the property is currently precluded from development and may only be partially developed in the future after extensive design and permitting with FEMA and the City of Colorado Springs.

The Ecological Assessment prepared by ECOS Ecosystem Services, LLC, dated March 27, 2023, provides an evaluation of potential threatened of endangered species habitat on the property. The conclusions from the site surveys suggest there is no habitat on the property that would preclude development of the site as planned, but that seasonal construction limitations may be appropriate due to the potential presence of migratory species. This would not affect the design of the land use plan or any of the land use designations within the plan.

Land uses are buffered, where needed, by open space and/or transitions in land use intensity.

The proposed Land Use Plan incorporates land use buffers throughout the development. Preservation of the various drainage features allows for many of these buffers to be implemented between areas having different residential densities, while planned

roadways, stormwater detention facilities, and parks are used to create and enhance transitions and allow for urban level buffering between varying land use types.

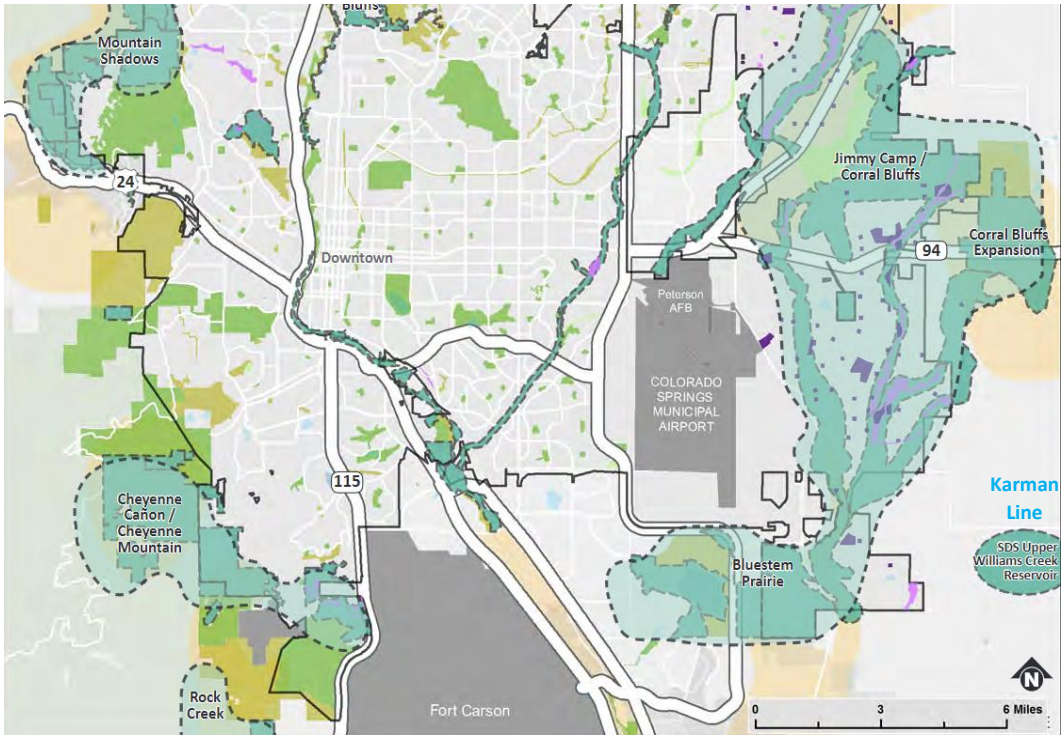
Land uses conform to the definitions contained in section 7.5.410 of this part.

The proposed land use plan conforms to the definitions in section 7.5.410 of the City of Colorado Springs Municipal Code and is designed to anticipate consideration as a Land Use Plan application under the recently adopted RetoolCOS (2023), which will go into effect later this year on June 5, 2023.

C. Public Facilities

The land use master plan conforms to the most recently adopted Colorado Springs parks, recreation and trails master plan.

The Jimmy Camp Creek Regional Trail is proposed to be constructed in this area and, more specifically, the southernmost leg of the trail is planned to extend through the Karman Line development prior to terminating at the planned CSU Reservoir. The same trail is anticipated to extend much further north to the City of Colorado Springs-owned Corral Bluffs Open Space (see map included below as a selection from the City of Colorado Springs Parks System Master Plan with the location of Karman Line identified north of Upper Williams Creek/Gary Bostrom Reservoir). The Karman Line development allows for a much-needed connection of the planned trail between two City of Colorado Springs-owned recreational amenities. Many of the planned internal Karman Line trails will also connect to the overall regional trail system.



Recreational and educational uses are sited and sized to conveniently service the proposed population of the master plan areas and the larger community.

The Karman Line development is located within Ellicott School District No. 22. The applicant's representatives met with the District No. 22 administration to present the proposed project and to gain feedback on the siting of any additional school facilities within the development. The school administration has requested a 35-40 acre site (which is shown as a school and athletic fields) to locate a new school. The proposed land use plan identifies the school site internal to the project in an area surrounded areas planned for varying residential densities.

The proposed school sites meet the location, function and size needs of the school district.

As mentioned above, the land use plan provides for a 35-40 acre school site (which again is shown as a school and athletic fields), which fulfills the request of Ellicott School District No. 22. The school district was very excited about the potential for being able to locate a new school further west in their overall district boundaries to better serve the growing population in that area and to allow for more engagement opportunities for the students in the District with other school districts and in more trade and skill advancement opportunities not otherwise offered further east in the District to better prepare the students for their desired career field.

The land use master plan conforms to the adopted plans and policies of Colorado Springs Utilities.

The Karman Line development is located in a very unique area within the greater Pikes Peak region. As mentioned above, the development is located immediately across Bradley Road from the planned Colorado Springs Utilities Gary Bostrom (a.k.a. Upper Williams Creek) Reservoir. The reservoir, once constructed, is anticipated to provide terminal storage of fresh water supplies running through the existing Southern Delivery System Raw Water Pipeline. Construction and ongoing use of the reservoir will set the City apart from many other municipalities of its size in the arid West by helping to ensure long-term water supply sustainability for the City of Colorado Springs.

Annexation of the land included within the Karman Line development would transfer land use authority from El Paso County to the City of Colorado Springs. The owner of the development is prepared to partner with the City of Colorado Springs to ensure that development of Karman Line is consistent with the City's vision for the reservoir, including the array of public recreational opportunities historically planned for the reservoir site. Karman Line presents a unique option for the City to begin the land use

compatibility discussion as it relates to the Gary Bostrom Reservoir well in advance of actual construction of the reservoir.

Utilities staff provided the applicant with guidance for extending services to the property and did not express any concerns regarding adopted plans, policies, or available service capacity assuming construction and installation of the respective infrastructure improvements.

Proposed public facilities are consistent with the strategic network of long-range plans.

All of the public facilities anticipated for the Karman Line development have been discussed with the respective reviewing entities. None of the entities have raised concerns regarding the ability of the project to be consistent with their applicable long-range plans. In most cases, the entities have provided positive feedback regarding the development proximity to Schriever SFB and the potential for constructing looping infrastructure in this area of planned growth for the City of Colorado Springs.

The master development drainage plan conforms to the applicable drainage basic planning study and the drainage criteria manual.

City Engineering staff did not require a master development drainage plan with submittal of the Land Use Plan and the associated Annexation (Post-Petition) applications. Due to development increased runoff will occur. To mitigate downstream impacts, large full spectrum detention facilities will be built to reduce the runoff rate to near historic levels. These detention facilities will provide water quality enhancements to account for the increased urbanization of the upstream catchment areas. Natural drainage to tributaries will be stabilized as necessary to promote a naturalized stream environment.

Additional analysis will be required and completed to review the hydrology of the site and be included in future submittals. The proposed design, as described in this report, is not anticipated to cause any adverse impact to downstream properties however as noted previously due to the increased volume of water, downstream tributaries will see increases in the volume of flow. Downstream planning efforts should allow for the natural migration and movement of the channel by continuing to provide large floodplain areas to allow movement of the channel.

D. <u>Transportation</u>

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 “Strong Connections” contained in <u>Plan COS</u> depicts the subject property as being just outside of the “Future Streets” typology due to the plan not extending beyond the

current boundaries of the City of Colorado Springs. For this reason, the City may choose to rely upon the El Paso County Major Transportation Corridors Plan (MTCP), which was drafted with input from City Planning and Engineering staff. Map 14 of the MTCP depicts Bradley Road and Curtis Road as two-lane minor arterials in the 2040 Plan.

The MTCP does not identify any multimodal improvements along Curtis Road or Bradley Road, however, these improvements may be warranted in the future to allow those who live within Karman Line and work at Schriever to utilize alternative modes of transportation to get to and from work. The proposed Land Use Plan also depicts over 13 miles of pedestrian trails connecting the commercial and industrial land uses to the residential areas which will encourage biking or walking to work, shopping, and entertainment areas.

The land use master plan has a logical hierarchy of 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.

The design of the Karman Line Land Use Plan includes the alignment of four primary collector level roads. One of the roads extends into the northwestern portion of the property and serves many of the medium, low, and rural density residential areas of the development. A second collector level road extends to the northern boundary of the property and connects to Barbwire Road (a County maintained roadway). This same road provides primary access to the planned school site and terminates towards the southeastern portion of the property at the centralized intersection adjacent to many of the mixed-use, high density, and medium density residential areas.

The main collector level road serving the development is planned to provide access from both Bradley Road and Curtis Road and would serve as a buffer between many of the high density and medium density residential areas. The last of the four collector level roadways connects at both ends to this same road as serves the activity corridor in the southeasternmost portion of the property where most of the planned commercial, mixed-use, and high density residential areas are located.

A fifth lower-level collector roadway is planned for the southwestern-most area of the development and is proposed to serve commercial/retail uses fronting Bradley Road and mixed-use, medium density residential and low density residential areas extending further into the development.

The design of the streets and multiuse trails minimizes the number of uncontrolled or at grade trail crossings of arterials and collectors.

Alignment of the collector level roadways was largely based upon the unique topography of the site, including taking into account the FEMA regulated floodplain and the various drainages along the south and west sides of the development. The vast number of trails planned throughout different areas of the project allow pedestrians to travel more freely through the development while still allowing for sidewalk connections at appropriate locations. The planned pedestrian crossings of the collector roads (both via trails and sidewalks) are minimized and focused in preferred intersections to help ensure pedestrian safety.

The transportation system is compatible with transit routes and allows for the extension of these routes.

Current transit systems do not include routes at or near the proposed Karman Line development. Any proposal to expand such routes and to site transit stops within the development would be supported by the applicant and could be accommodated in the design of the project, as appropriate.

The land use master plan provides opportunities or alternate transportation modes and cost-effective provision of transit services to residences and businesses.

There are no existing transit routes located in the immediate area of the project, but may be extended in the future as new residential neighborhoods and places of employment are developed. The Land Use Plan depicts over 13 miles of pedestrian trails connecting the commercial and industrial land uses to the residential land uses, which will encourage biking or walking to work, shopping, school, and entertainment.

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.

The Traffic Study prepared by LSC Transportation Consultants, dated March 31, 2023, provides traffic generation projects for the Karman Line development. Current projections indicate that the development could generate approximately 70,171 new external vehicle trips per day on average. The projected trips, however, are not anticipated to overburden the existing roadway network. The applicant anticipates the potential for meeting warrants associated with constructing traffic control measures including additional traffic signals with full build-out of the project. Additional traffic studies will be submitted with subsequent phases of development to provide increased analysis of the projected trip generation in order to identify if additional roadway improvements are required.

E. Environmental

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 included Ecological Assessment prepared by ECOS Ecosystem Services, dated March 27, 2023, provides a thorough evaluation of the environmental conditions and wildlife habitats present on the subject property. The Assessment identified significant wildlife and vegetative habitat on the site, particularly in the Upper Williams Creek and Jimmy Camp Creek drainage located on the west side of the property. These sensitive areas are proposed to be conserved as planned open space and only the higher elevation areas outside of the riparian corridors are planned for development of rural density residential lots. The preservation of the open space areas in the western portion of the property combined with the significantly lower proposed densities allows for preservation of view corridors from the east towards the Rocky Mountain Front Range. In addition, many of the areas located more central and easterly within the property are positioned at increased elevations, allowing even greater view corridor preservation from east to west. The significant number of drainageway on the property combined with the intent to preserve these areas as open space and/or to activate these areas with trails and stormwater facilities allows for the preservation of view corridors in all directions.

In addition to the sensitive areas located in the western portion of the property and the numerous drainageways throughout the property, the FEMA-regulated floodplain along the eastern portion of the property is also planned for preservation. This floodplain is generally more broad in width and gradual in grade than most of the other drainages on the property and provides for visual relief between the planned light industrial/office component of the development and the proposed residential, commercial, and mixed-use areas. The current intent is to avoid developing in the floodplain with the understanding that such development could occur at a later date on a limited scale following extensive design and permitting with FEMA and the City of Colorado Springs.

The land use master plan minimizes noise impacts on existing and proposed adjacent areas.

As mentioned in other sections of this Project Statement, the Karman Line development is largely surrounded by publicly owned land, including lands owned by the City of Colorado Springs (west and south), the State Land Board (south and east), and the federal government (east). The planned use of the City-owned land is a Colorado Springs Utilities reservoir featuring recreational uses. With respect to the State Land Board-owned property and the property owned by the federal government, the State Land Board is14urrenttly working with the U.S. Department of Defense (DOD) via the DOD Readiness and Environmental Protection Integration (REPI) program to conserve the land

located immediately to the east of Karman Line to ensure that incompatible land use encroachment near Schriever SFB does not occur.

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.

Both the FEMA regulated floodplain as well as the other floodplains not designated as FEMA floodplains are included within open space areas as depicted on the Land Use Plan. The FEMA regulated floodplain located in the northeastern area of the Karman Line development provides a use-to-use buffer between planned medium density residential development and the 45+ acre area designated for light industrial/office. The remaining areas in the eastern portion of the property has limited floodplains and drainageways, and as such includes limited greenways but instead features more mixed-use and non-residential land uses that are planned to be connected through the use of more urban-level pedestrian improvements such as sidewalks and pedestrian-activated streetscapes.

The central and western portions of the property feature more defined topography with a series of smaller arroyos leading towards the upper reaches of Upper Williams Creek and still others serving as tributaries to Jimmy Camp Creek. The network of these drainages is vast and provides for numerous trail and wildlife corridor connections leading to larger and more significant regional trails and riparian habitats within the two main drainage basins. The Land Use Plan depicts conceptual trail alignments through these drainages and preserves them as open space within limited use of the preserve acreage needed for stormwater detention facilities.

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.

The Geologic Hazard Study for the Karman Line Development prepared by Entech Engineering Inc., dated October 19, 2022, and updated March 30, 2023, identifies areas of potentially unstable slopes, floodplain, potentially seasonal shallow groundwater, seasonal shallow groundwater areas, and areas of water. Although mitigation techniques do exists for these potential hazards, the Land Use Plan depicts these areas as being preserved within open space/trail corridors. The report also identifies areas of hydro-compaction, artificial fill, and expansive soils, but identified that these sites are considered buildable locations with the implementation of proper construction techniques, such as the utilization of underdrains or over excavation and replacement of the soils.

F. Fiscal

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 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 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 proportionate 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.

Special agreements for public improvements and maintenance are shown to be workable and are based on proportional need generated by the master plan.

Any proposed special districts are consistent with policies established by the City Council.

A Request for Proposals (RFP) was issued on March 23, 2023, by the City of Colorado Springs to solicit responses from firms to provide services necessary to analyze and report on the economic and financial impacts associated with the Karman Line (a.k.a. Norris Ranch) annexation and development. The specific title of the RFP is the "Norris Ranch Fiscal Impact Analysis (Informal). The deadline for submitting proposals in response to the RFP was set for April 6, 2023 (two days after submittal of this project statement). The recommendations and conclusions of the proposed Fiscal Impact Analysis are necessary to address many of the above review criteria.

The properties included within the Karman Line development are not currently within a special district service area. The owner of the development does intend to create a new special district(s) to allow for tax-exempt financing of the necessary public improvements and to generate funds necessary to provide ongoing maintenance of district owned and maintained facilities and infrastructure. The owner intends to form and manage the

anticipated district(s) in a manner that is consistent with the City Council's special district policies.

b. How is the land use plan (master plan) supported by policies of the City's Comprehensive Plan, adopted City side system plans and other public plans?

Numerous policies from PlanCOS are included and discussed throughout this project statement and are also included in this section by reference. In addition, ConnectCOS has been discussed above in this project statement. In addition to the City's comprehensive planning documents, the applicant recommends that the County's master plan documents and the Pikes Peak Area Council of Governments Joint Land Use Plan should be considered when evaluating the proposed land use plan application and associated annexation (post-petition) application.

El Paso County Master Plan (2021)
In May of 2021, El Paso County adopted Your El Paso Master Plan which established a new comprehensive plan, land use guide, and development policies for all areas of unincorporated El Paso County. The Master Plan set into place a series of land use considerations aimed at ensuring land use decisions are made in a comprehensive manner. The three components of the land use series include Areas of Change, Place Types, and Key Areas. The Master Plan identifies the property within the Karman Line development as being within the "New Development" Area of Change and predominantly within the Suburban Residential Place Type, both of which support the Karman Line development as proposed. The Suburban Residential Place Type supports single-family detached residential development with urban-level lot sizes (less than 2.5 acres) as the primary land use. In addition, the Suburban Residential designation also allows for other supporting land uses, including single-family attached, multifamily residential, parks/open space, commercial retail, commercial service, and institutional.

Even more significant, however, is inclusion of the land within Karman Line in the "Potential Areas for Annexation" Key Area (see a map selection from the County Master Plan on the next page). Mapping of the "Potential Areas for Annexation" was accomplished by El Paso County through direct collaboration with the City of Colorado Springs Planning Director and Comprehensive Planning Manager in anticipation of eventual annexation of the land into the City of Colorado Springs. The Master Plan describes the "Potential Areas for Annexation" by saying:

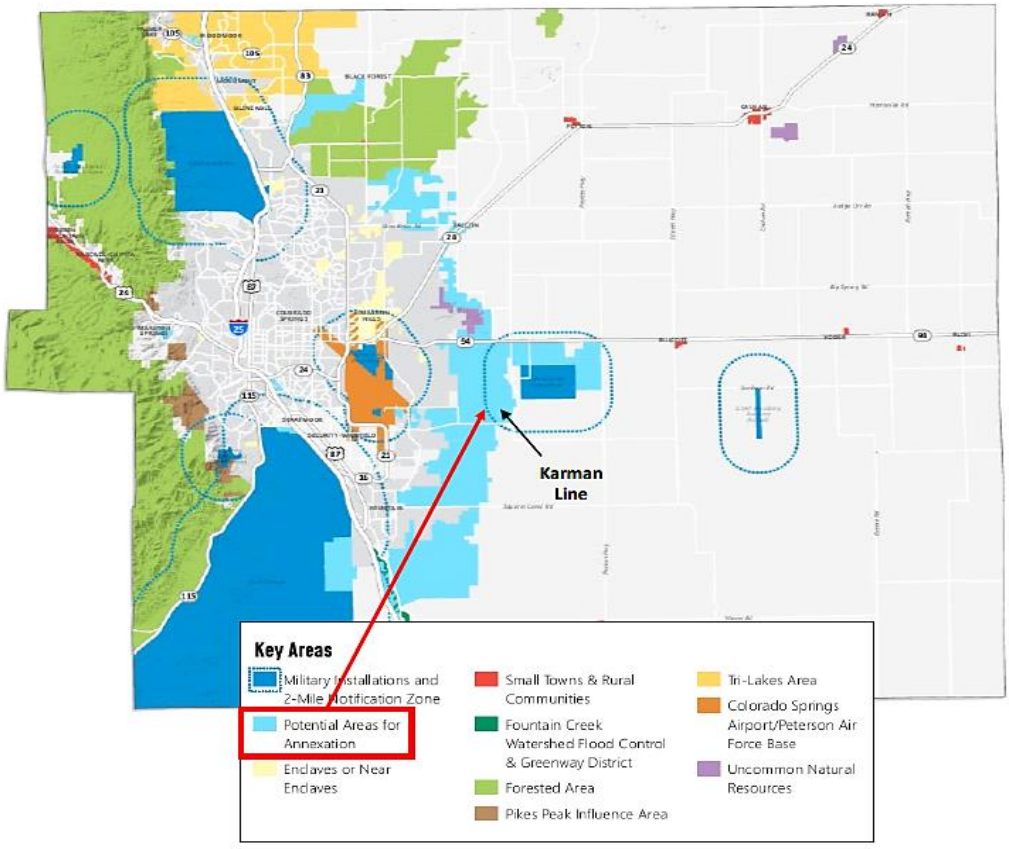
> *"A significant portion of the County's expected population growth will locate in one of the eight incorporated municipalities. As the largest municipality in El Paso County, Colorado Springs is expected to grow in population over the next several decades. As a result of this growth, Colorado Springs…will need to*

annex parts of unincorporated County to plan for and accommodate new development."

The Plan goes on to state that the "Potential Areas for Annexation" Key Area, "outlines the portions of the County that are anticipated to be annexed as development occurs."

It is clear from the coordinated mapping between City of Colorado Springs Planning and Development staff El Paso County's Planning and Community Development staff that the Karman Line development has been identified and encouraged as a logical extension of the City's municipal boundaries. This request for annexation proposes to implement the objectives that went into the coordinated comprehensive planning and mapping of the Potential Areas for Annexation with El Paso County. In addition, the associated Land Use Plan proposes to allow for a well-planned development that mirrors the primary and secondary land uses anticipated in the Suburban Residential Place Type as identified in Your El Paso Master Plan.

El Paso County Major Transportation Corridors Plan (2016)
In addition to the County's recently adopted master plan, the applicant recommends review and consideration be given by the City to the County's Major Transportation Corridors Plan (2016)



Pikes Peak Area Council of Governments Joint Land Use Study (2018)
In addition to being located immediately north of the planned CSU reservoir, the Karman Line development is also located less than one (1) mile southwest of Schriever Space Force Base (SFB) while still remaining outside the U.S. Department of Defense's Readiness and Environmental Protection Integration (REPI) acquisition and land use protection boundary for the Base (which basically aligns with the Curtis Road corridor along the eastern boundary of the Karman Line development). Numerous City officials over the years have spoken to the need to grow the City footprint in the direction of Schriever SFB, but even more importantly to extend utility services into the area to help ensure the safety, security, and success of the Base's missions, which directly contributes to the U.S. Space Force's ability to serve our country and protect all American citizens. In addition, the 2018 Pikes Peak Area Council of Governments Joint Land Use Study, which was developed in partnership with the City among other local governments and the local military installations, emphasized the need to extend utility services to Schriever SFB by stating:

> *"To improve resiliency at the installation, Schriever AFB is interested in natural gas and other utility infrastructure extensions from its utility providers. The base will continue to evaluate needs for additional electrical capacity and distribution to serve expansion of current missions and new missions."*

The Karman Line development is proposing to be part of the driving force behind extension of City services towards Schriever SFB and would be honored to be able to help deliver such a significant option for the Base's long-term sustainability.

c. Analyze the public facilities necessitated by the proposed land use plan (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.

The City of Colorado Springs Fire Department has stated that there would be a requirement for 1 or 2 new fire stations within the Karman Line development and would require disconnection from the current fire protection district (which is Ellicott Fire Protection District). The applicant acknowledges these requirements and is prepared to address both at the appropriate stage of development. The applicant also acknowledges that there will be a requirement to pay development impacts for police and fire protection at the building permitting stage of development. Calculations have been provided in the water supply analysis accounting for appropriate fire flow to the development per the City's requirements.

Colorado Springs Utilities staff has calculated the current available water supply for annexation into the City of Colorado Springs as being 2,840 acre-feet per year. Based on a standard calculation of 3 dus/acre-foot, the current available water supply could accommodate annexation and water supply service to 8,520 dwelling units. The Land Use Plan established a maximum overall number of residential dwelling units within the development of 6,500 units, which equates to 2,166 acre-feet of water. The Plan also includes 276.93 acres of land that includes industrial, commercial, mixed-use, a school site, and an amenity center, all of which equate to 304 acre-feet. Lastly, a total of 571 acres of parks and open space is depicted in the associated Land Use Plan, and, when assuming one-half of the acreage is irrigated park land with the rest being non-irrigated native open space, the estimated water supply demand is 314 acre-feet. In total, the development is anticipated to require 2,784 acre-feet of water at full build out. It should also be noted that based on the parameters set by Utilities for reporting the anticipated water demand, the projected water demand for the Karman Line development will actually be less because the residential units included within the mixed-use calculations are effectively double-counted as they also included in the overall maximum dwelling unit calculation and associated water demand.

City stormwater and engineering review staff met with the applicant's representatives on site and toured the various drainageways and existing drainage improvements (e.g., stock ponds, culverts, etc.). As a result of the meeting, City staff did not require a master development drainage plan at this stage of development. More detailed analysis of the required drainage facilities will occur at later stages of development. Such analysis will need to include recommendations for required improvements or replacement of any existing drainage infrastructure.

d. Calculate the park and school dedication requirements, based on City Code Section 7.7.1203.

The park dedication requirements for the overall Karman Line development are calculated at 35.3 acres for neighborhood parks and 41.845 acres for community parks. The proposed land use plan anticipates preservation of approximately 571 acres for parks and open space. Final design and sizing of the planned community and neighborhood parks will occur at later stages of development, but the applicant fully intends to meet if not exceed the calculated dedication requirements for both park types.

3. Issues: Explain how the identified issues have been addressed or mitigated

City staff has confirmed that there are no identified issues that are required to be addressed or mitigated at this stage of development.