

Carriage Meadows South at Lorson Ranch Filing 2

PUD Development Plan, Preliminary Plan, Early Grading & Wet Utilities

Vicinity Map:



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SITE LOCATION, SIZE, ZONING:

The Carriage Meadows South at Lorson Ranch Filing 2 site is within the Lorson Ranch planned community development and is located at the southeast corner of the intersection of Fontaine Blvd. and Carriage Meadows Drive. Carriage Meadows South Filing 2 is a continuation of the recently constructed Carriage Meadows South development. The 5.4-acre site was platted as Tract O of the Carriage Meadows South Filing 1 final plat.

The site is currently zoned PUD with a specific density identified as RMH (Residential Medium/ High) which permits 10-13 DU/ Acre as illustrated on the Lorson Ranch Minor Sketch Plan Amendment approved on April 21, 2016.

The parcel is currently vacant except for existing utility improvements installed along the southern boundary with the first phase of the Carriage Meadows South development. There is also an existing FMIC drainage ditch and easement located outside the eastern boundary for this project that shall remain. The Jimmy Camp Creek main channel has already been constructed is not affected by this proposed project.

REQUEST & JUSTIFICATION:

The Carriage Meadows South Filing No. 2 PUD for 49 new single-family attached units with a gross density of 9.21 DU/ Acre. The Plan includes a PUD Modification request for the proposed private roadways which are discussed in more detail below.

List the request 3 pud mods, water sufficiency,
prelim plan. future admin plats
Early grading? dry utilities?

Phasing Plan and Schedule of Development:

The Carriage Meadows South at Lorson Ranch Filing No. 2 will be developed in one phase with the overall pre-development site grading and installation of utilities for the entire development will also occur in a single phase.

PUD Development Plan Summary

The application for approval of the Carriage Meadows South Filing No. 2 PUD includes the following requests:

- Authorization to combine the preliminary plan map with the PUD development plan for BOCC consideration and approval;
- PC and BOCC findings of sufficiency water quality, quantity, and dependability;
- PC and BOCC findings be made that the location and design of the public improvements proposed in connection with the subdivision are adequate to serve the needs and mitigate the effects of the development;
- BOCC authorization of pre-development site grading, which includes authorization to install wet and dry utilities for the Carriage Meadows South at Lorson Ranch Filing 2 project area; and
- Authorization for use of private roads within the PUD;
- PUD Modification to adopt a non-existing standard for a private alley cross section.

The PUD depicts the land use layout of forty-nine (49) attached townhome units, pedestrian and vehicular access and circulation, guest/visitor parking open space and recreation areas and amenities, stormwater facilities, easements and utilities, and landscape buffers and screening. The development plan includes the land use, bulk, dimensional, and density standards for permitted and allowed land uses within the planned development area.

The early grading request will allow initial grading activities and infrastructure improvements to occur concurrent with the Final Plat review process. The request to review and approve the installation of wet utilities would allow installation and scheduling to occur within the prime construction months in conjunction with grading operations. The early construction also allows these lots to respond to market demand and possibly be available for conveyance in 2020.

The Carriage Meadows South at Lorson Ranch Filing 2 project will be developed in accordance with the Sixth Amended Development Agreement Lorson Ranch. The 6th Amended Development agreement outlines updated access, road impact fees, and future road ROW's issues with previous agreements remaining in effect.

PUD Development Plan includes:

- **Identification and Designation (Re-Definition) of Development Boundaries/Limits**

The PUD includes a realignment of Carriage Meadows Drive within a Ninety-foot (90')-foot ROW to provide a more consistent development edge for the development area. Carriage Meadows Drive is located within a Fifty-foot (50') and Eighty-foot (80') ROW that was platted and dedicated by the Carriage Meadows South Filing No. 1 Final Plat (PCD File No. SF-17-11).

The PUD proposes to realign the segment of Carriage Meadows Drive within a 90-foot (90') ROW from the proposed Firesteel Drive intersection northward to Fontaine Boulevard. The relocation of the ROW will result in a revised project area/boundary from 5.322 AC, as initially submitted, to 5.4 AC (236,952 SF). The affected segment of Carriage Meadows Drive will be platted within a Ninety-foot (90') ROW as depicted on the PUD development plan. Necessary ROW dedications will be provided by final plats for corresponding adjacent properties. The ROW vacation and replats will not require additional property from already developed parcels and/or completed subdivision filings.

The proposed realignment will also create more uniform roadway landscape buffers adjacent to Carriage Meadows Drive property boundary where the irregular geometry exists along property/ROW edges.

- **Identification of permitted land uses, densities, bulk and dimensional standards**

Land Use: The PUD authorizes single-family attached dwellings as the principal use and permitted structures. Forty-nine (49) townhome units are proposed with minimum lot size of 1,288 SF. Lot sizes range from 1,288 to 1,922 SF.

The PUD does not allow private accessory structures regardless of size or placement. Accessory uses such as day cares and home occupations are subject to the applicant's compliance with County permitting requirements.

Density: Initial submittal of the PUD included 56 townhome lots at a density of 10.52 DU/AC, which was within the sketch plan RMH (Residential Medium/High) target density. Revisions made to the Plan through the development review process have resulted in the addition of acreage due to planned Carriage Meadows Drive realignment and reduction of lot/unit counts from Fifty-six (56) Lots to Forty-nine (49).

The removal of 7 lots and increase in acreage results a reduction of density to 9.21 DU/AC. The decrease in density reflects the net loss of seven (7) townhome lots which occurred through the development review process. Revisions to the plan through the development review process has reduced the gross density from 10.52 to 9.21 DU/AC from the targeted range of 10-13 DU/AC. The current density of 9.21 DU/AC is less than the target densities of 10-13 DU/AC; however, the development as currently proposed is consistent with the intent of the target Sketch Plan densities for this area.

Setbacks:

- Typical front yard setbacks: minimum Zero-foot (0’), max: two-feet (2’)
- Side yard: Two-foot (2’’) side yard for external units; zero-foot (0’) internal townhome unit side yard setback (See PUD Lot Detail Sheet)
- Rear yard: Setback varies based on unit block type and location relative to adjacent private street (All rear yard setbacks as identified and labeled on PUD Development Plan)
 - Minimum: Zero-foot (0’) rear yard setback
 - Maximum: Ten-foot (10’) rear yard setback (as identified on PUD Plan)
- Open Space Setbacks: All open space tracts shall be setback a minimum of ten-feet (10’) from all structures within the PUD. To meet this requirement all lots have been buffered from open spaces with a 10’ open space-structure buffer. (See tract table and PUD for details.)

Parking: Two (2) spaces have been provided for each unit in fulfillment of required parking for townhome units per Table 6-2. Minimum Parking Requirements by Use, which requires two (2) spaces per unit, plus one (1) guest space per four (4) units. Each townhome unit will have a two (2) car garage to meet individual unit parking requirements.

Driveways & Parking: Driveway’s are defined by the LDC as:

Driveway — A facility for the passage of vehicles that provides access from a public or private road to no more than 3 lots.

All planned driveways within the PUD are for the purpose of facilitating vehicular passage from public and/or private roads to the respective lots, specifically, to the designated parking areas for each lot which is the 2-car garage. Some driveways are twenty-feet (20’) in length, others as depicted and labelled, are less than twenty-feet (20’’) in length.

Parking is permitted on driveways which are Twenty-foot (20’) in length and have been identified on the plan. Parking or any form of vehicle storage is not permitted on driveways less than Twenty-foot (20’) in length, as restricted by the PUD and associated notes. Guest and/or visitor parking has been provided via designated visitor parking spaces in the amount of eighteen (18) spaces with five (5) additional required ADA accessible spaces.

- **Identification of proposed access locations**

Access is planned through northerly extension of Rubicon **Trail** (public ROW) from Carriage Meadows South Filing No. 1. The extension will be as a public road terminating at the planned intersection at Fire Steel Drive.

Additional access is planned from Carriage Meadows Drive through the proposed Fire Steel Drive as new public road extending easterly from Carriage Meadows

Drive into the site, terminating at the planned intersection with the Rubicon Trail extension from the south. All access locations into the site from adjacent roadways will be via extensions of existing or planned public right-of-way into the site. Internal circulation will be provided via planned private roads designed to an alternate alley cross section for use with rear loaded townhome units. Private roads and necessary land use approvals or PUD modifications are discussed in the PUD modification section of this Letter of Intent.

- **Street, ROW, & Roadway:** Planned public & private road improvements, ROW dedications and adjustments include the following:
 - Expansion of adjacent segment of Carriage Meadows Drive from Eighty-foot (80') ROW to Ninety-feet (90')
 - Proposed cross section to include required travel lanes, turn lanes, accel/decel lanes, stormwater, and pedestrian facilities to include sidewalks & associated trail corridor connections
 - ROW vacation/reconfiguration to be completed in association with and/or concurrently with final plat review and approval. ROW vacation will require approval by the BOCC
 - Firesteel Drive (planned public): 50' urban low volume residential local
 - Rubicon Drive (planned public): 50' urban low volume residential local (extended northward from southern plan boundary to intersection with Firesteel Drive; private street north of intersection)
 - Private Streets:
 - PUD authorization for use of private roads included in request
 - PUD Modifications for private road cross sections. No alley cross section is provided in the ECM; therefore, a modification is required to propose a new cross section for use an alley. (See PUD modification details for proposed alley cross section.)
 - Private roads include:
 - Tolt Trail
 - Chagrin Trail
 - Paluxy Trail
 - Northern ±452 feet of Rubicon Trail (from Firesteel intersection northward)

- **Landscaping and Buffers**

Planned and proposed landscaping and buffers include the following:

 - Twenty-five-foot (25) landscape buffer against Fontaine Blvd against the northern PUD edge for arterial road/street classifications. Required roadway trees to be installed within the buffer at a ratio of 1/20 feet of linear frontage.
 - Fifteen-foot (15') roadway landscape buffer against collector road/street classification of Carriage Meadows Blvd against the western PUD edge. Required roadway trees to be installed within the buffer at a ratio of 1/30 feet of linear frontage.
 - Standard ten-foot (10') buffer against non-arterial street frontages

- Additional five-feet (5') where non-residential land use is opposite the subject ROW. (adjacent property is sketch planned for commercial land uses)
 - Fifteen-foot (15') zoning district landscape buffer (between multifamily and single-family residential uses) adjacent to ~~the~~ Filing No. 1 Filing (single-family zone) located at the project's southern property boundary. Required landscape buffer trees is 1/30 linear feet of affected property boundary.
 - 1.02 AC of open space has been provided from the 5.4 AC site (18.9%) has been provided to meet townhome/multifamily internal landscaping requirements. A determination was made that within this PUD, the multifamily open space/landscaping requirements would control over the Ten-percent (10%) PUD open space requirements. A minimum Fifteen-percent (15%) open space has been provided to meet townhome/multifamily internal landscaping requirements. PUD open space requirements were not applied due to greater multi-family landscaping requirement. This open space calculation is independent of overall Lorson Ranch PUD open space acreage.
- **Open Spaces & Trails**
 - Plan includes minimum ten-foot (10') buffer between open spaces and townhome structures to meet open space setback requirements of Code.
 - Internal pedestrian access to:
 - Private open space amenities
 - Adjacent Public Trail network
 - Open Space Amenities:
 - Bike racks
 - Outdoor seating areas
 - Pedestrian safety lights (blue light)
 - Trail/open space legend
 - Pedestrian amenities
 - Paving enhancements around outdoor amenities (stamped, stained, colored, painted, etched, etc...)

tot lot- Park lands agreement?

Areas of Required Landscaping:

The proposed PUD/ Preliminary Plan includes landscape design requirements for the streetscape along Fontaine Blvd.; streetscape plantings along Carriage Meadows Dr.; buffer requirements along the southern boundary adjacent to the existing detached single-family units; and internal landscape requirements per the land development code. The landscape design includes a mix of deciduous and evergreen trees, varying ground plane treatments, and numerous planting beds. There are no landscape waivers being requested at this time.

noise wall included

A license agreement to permit limited landscaping in the ROW for portions of the plan adjacent to Fontaine Boulevard and ground cover located at the intersection of the same with Carriage Meadows Drive.

Approximate Acres and Percent of Land Set Aside for Open Space:

8,729,936 SF or 200.41-acres of cumulative open space has been provided within the overall Lorson Ranch development and has been dedicated to the Lorson Ranch Metropolitan District for ownership, operation, and maintenance.

This PUD provides 1.02-acres of the 5.4-acre site (18.9%) as open space for the benefit of residents and guests of the planned development. Per the multifamily landscape requirements, the minimum amount of required open space in this development is 15% of the 5.322-acre project or 0.80 acres. This project provides an additional 20-percent (20%) more open space than required.

This open space area is in addition to the overall 34.48 acres of open space provided with the original Carriage Meadows South PUD/SP. The total open space provided is part of the cumulative open space of the overall Lorson Ranch development in accordance with the Lorson Ranch Sketch Plan Minor Amendment and the Lorson Ranch Overall PUD Development and Phasing Plan, as amended. Identified open spaces are not utilized for drainage or stormwater purposes. All stormwater is conveyed offsite to stormwater facilities located in Filing No. 1 south of this site. Stormwater design and approved drainage plans for CM South Filing No. 1 included historic and developed conditions from the Filing No. 2 site.

Types of Proposed Recreational Facilities:

There are currently no proposed recreational facilities within Carriage Meadows South at Lorson Ranch Filing 2. In lieu of recreational facilities, access to adjacent trail corridors and pedestrian connections were approved and are being constructed as part of the overall Carriage Meadows South PUD/ SP previously approved. Internal pedestrian connections via sidewalks and pedestrian paths are being provided as part of this project to existing sidewalks and trail corridors.

Trail connections internal required to community trails

Contradicts PUD Mod justification? I thought there was a tot lot park,

PUD APPROVAL CRITERIA

- **The proposed PUD District zoning advances the stated purposes set forth in this Section;**

The proposed PUD District zoning advances the stated purposes set forth in this Section.

“The Planned Unit Development (PUD) district is a versatile zoning mechanism to encourage innovative and creative design and to facilitate a mix of uses including

residential, business, commercial, and industrial, recreation, open space, and other selected secondary uses. This zoning district is established in accordance with C.R.S. §§ 24-67-101, et seq., to accomplish the following [selected] objectives:

- a. To encourage innovations in residential, commercial, and industrial development and renewal so that the growing demands of the population may be met by greater variety in type, design, and layout of buildings including mixed use and traditional neighborhood design and by the conservation and more efficient use of open space ancillary to said buildings;
- b. To permit adjustment to changing public and private needs and to foster the ability to provide development patterns which are more compatible with and effective in meeting such needs;
- c. To improve the design, character and quality of new development with flexibility by varying lot size, building heights, setback controls and other site development requirements;
- d. To encourage more efficient use of land services reflecting changes in the technologies and economies of land development;
- e. To provide housing of all types and designs to be located in proximity to employment and activity centers such as shopping, recreational, and community centers, healthcare facilities, and public transit;

The demand for townhome developments and housing is increasing in the Pikes Peak Region. the proposed Carriage Meadows South at Lorson Ranch PUD has been designed in the spirit of the above referenced purposes for the PUD as stated in the Code. Where the plan departs from the conventional subdivision models, it is the intent of the applicant that where the PUD process varies from the traditional zoning/subdivision models, that the solutions and design elements incorporated in the plan meet and/or otherwise fulfill the PUD purpose as referenced above.

Use of Alleys as PUD Feature and Design Modification

A PUD Modification is proposed for a Formal PUD Modification and justification contained in the discussion of the following PUD review/approval criterion:

“Any proposed exception or deviation from the requirements of the zoning resolution or the subdivision regulations is warranted by virtue of the design and amenities incorporated in the development plan and development guide”

The proposed townhome design orients residences towards landscaped open spaces, views, and sidewalks and other pedestrian amenities. Driveways and garages are accessed from the rear of the lots through a network of alleys which provide access from public rights-of-way. This townhome design is intended to reduce garage dominance as the primary visual characteristic of this filing and in the overall Lorson Ranch community.

Rear loaded alley access allows for a maximization of the efficiency of land needed for vehicular access and circulation through the use of a narrower roadway cross section. The inverse impact is that the reduction of land used for vehicular circulation increases the amount of residential density which may be achieved.

The ECM does not have an alley cross section for use in townhome development. The PUD includes a design modification of the urban local low volume cross section for use as alleys. Additional details are provided in the PUD modification discussion of this letter, PUD development plan, and Traffic Impact Analysis.

(See complete Modification discussion and justification in the proceeding sections.)

- **The application is in general conformity with the Master Plan;**

The application is in general conformity with the Master Plan. Findings of Master Plan conformity have been made with previous underlying land use and zoning approvals for the property as well as adjacent and surrounding filings within Lorson Ranch. This application remains consistent with previous approvals and findings of conformity with the Master Plan.

You need to address this in detail and include the water master plan policy's

- **The proposed development is in compliance with the requirements of this Code and all applicable statutory provisions and will not otherwise be detrimental to the health, safety, or welfare of the present or future inhabitants of El Paso County;**

The Plan complies with the requirements and allowances of the Code, including proposed modifications for private alleys within the PUD. Additional information is provided in the PUD Modifications Section below. Approval of the Plan with private roads and the modifications for private alleys allowances will not be detrimental to the health, safety, or welfare of the present or future residents of El Paso County.

- **The subject property is suitable for the intended uses and the use is compatible with both the existing and allowed land uses on the neighboring properties, will be in harmony and responsive with the character of the surrounding area and natural environment; and will not have a negative impact upon the existing and future development of the surrounding area;**

Suitability for the proposed development has been reviewed through multiple phases of sketch plan and the Carriage Meadows PUD. The proposed development re-introduces the single-family attached (townhome) product type that was successful as part of the Buffalo Crossing development located off Old Glory Drive to the northeast of this site. The proposed uses are compatible with adjacent existing and planned uses and has been designed to be harmonious and compatible with the surrounding area and environment. The existing adjacent residential lots to the south will be buffered by required landscape treatments such as vegetation and screen fencing.

- **The proposed development provides adequate consideration for any potentially detrimental use to use relationships (e.g. commercial use adjacent to single family use) and provides an appropriate transition or buffering between uses of differing intensities both on-site and off-site which may include innovative treatments of use to use relationships;**

The proposed application provides adequate consideration for any potentially detrimental use and provides an appropriate transition or buffering between uses of differing intensities both on-site and off-site. The site design includes a 15' landscape buffer with vegetation and fencing to the south. The proposed design utilizes the main tributary of Jimmy Camp Creek and the FMIC ditch easement as natural buffers. There are no requirements for buffering to the north across Fontaine Blvd. or to the west across Carriage Meadows Drive. The plan proposes a 25' landscape setback along Fontaine Boulevard and 10' along Carriage Meadows Drive to include required plant material. There are no landscape related PUD Modifications being requested as this time.

- **The allowed uses, bulk requirements and required landscaping and buffering are appropriate to and compatible with the type of development, the surrounding neighborhood or area and the community;**

Allowed uses, bulk requirements and required landscaping and buffering are appropriate to and compatible with the type of development, the surrounding neighborhood or area and the community. The plan proposes a 25' landscape setback along Fontaine Boulevard and 10' along Carriage Meadows Drive to include required plant material. The existing adjacent residential lots to the south will be buffered by required landscape treatments such as vegetation and screen fencing.

- **Areas with unique or significant historical, cultural, recreational, aesthetic or natural features are preserved and incorporated into the design of the project;**

There are no areas of significant historical, cultural or recreational features found on site; however, the offsite preservation of the natural Jimmy Camp Creek main tributary and FMIC Ditch easement has already been taken into consideration with previous submittals and construction. There is an existing regional trail corridor along the eastern banks of Jimmy Camp Creek with new pedestrian connections included to help complete gaps in the walkway system.

- **Open spaces and trails are integrated into the development plan to serve as amenities to residents and provide a reasonable walking and biking opportunities;**

Approximately one (1) acre (1.02 AC; 44,603 SF), or fifteen percent (15%) of the 5.44 AC has been provided as internal open space within the PUD. These open spaces will be improved with landscape enhancements, bicycle racks and storage, outdoor seating, sidewalks and pedestrian paths connecting to external trails and opens spaces within Lorson Ranch.

- **The proposed development will not overburden the capacities of existing or planned roads, utilities and other public facilities (e.g., fire protection, police**

protection, emergency services, and water and sanitation), and the required public services and facilities will be provided to support the development when needed;

The proposed use will not overburden the capacities of existing or planned roads, utilities or other public features, drainage and grading, police protection, emergency services. Water/ wastewater services will be provided by Widefield Water and Sanitation District. These services have been planned for in advance with previous subdivision filings in Lorson Ranch and have been adequately sized to meet the demands of this phase.

Widefield Water and Sanitation District can provide a sufficient water supply necessary for the proposed 49 townhome units and associated irrigation needs. In addition, a wastewater system is available through the District been established and can adequately serve the proposed units. All required water and wastewater service lines and associated appurtenance will be constructed and installed per District requirements. Please refer to the water and wastewater reports for more information.

- **The proposed development would be a benefit through the provision of interconnected open space, conservation of environmental features, aesthetic features and harmonious design, and energy efficient site design;**

The plan has been designed as a functional component of the overall Lorson Ranch Development which provides interconnected open spaces, conservation of environmental features such as natural drainage ways and floodplains, aesthetic features, and harmonious design throughout the Lorson development area. Internal pedestrian links have been provided between internal open spaces and pedestrian network in the proposed filing and to the external Lorson Ranch trails and open spaces network.

- **The proposed land use does not permit the use of any area containing a commercial mineral deposit in a manner which would unreasonably interfere with the present or future extraction of such deposit unless acknowledged by the mineral rights owner;**

The Plan does not permit the use of any area containing a commercial mineral deposit in a manner which would unreasonably interfere with the present or future extraction of such deposit unless acknowledged by the mineral rights owner

- **Any proposed exception or deviation from the requirements of the zoning resolution or the subdivision regulations is warranted by virtue of the design and amenities incorporated in the development plan and development guide; and**

The proposed modification for private road allowances is warranted by virtue of the design and amenities incorporated in the Plan.

PUD MODIFICATION:

A PUD Modification of Section 8.4.4.C & E (Public Roads Required & Private Road Allowances) of the EPC Land Development Code to permit the use of private roads subject to the PUD process. This modification includes a proposed alley cross section for use as the private roads. The use of the private roads requires authorization by the PUD and approval by the BOCC. Private roads will be constructed with a modified design in accordance with the modification approval process.

The modified cross sections have been included for review as details on the PUD detail sheet and modification section. cross section has been submitted for review as part of the modification request process.

The purpose of the request for private streets is to facilitate the subdivision design typical of these types of developments using single family attached and townhome type units. The private drives allow the road cross sections and rights of way to be narrower maximizing usable space and creating alley type access drives. The proposed units have the garage at the rear of the house with the main entry at the opposite, front side of the house. Every unit will front to common green space. The design and layout of the private streets provides a more livable environment by minimizing paving; includes suitable provisions for pedestrian access and ADA routes; common open and green space in front of each unit; and landscaping throughout the proposed development.

A PUD modification of Section 8.6.C.1.g Blanket Utility Easements Prohibited, which states:

Blanket utility easements shall be prohibited. Existing blanket or undefined easements shall be defined or located on the ground. If an easement already of record cannot be definitely located, a statement of the existence, the nature of the easement, and its recorded reference shall be placed in the note section.

See comments on PUDSP; I was very confused as to what your asking for

Section 8.6.C.2 Easement Location and Dimensions requires utility easements be placed along lot and tract lines, specifically five-foot (5') side and seven-foot (7') rear lot lines. Townhome units are platted with zero-foot (0') front, rear, and internal side yard (between townhome units) setbacks. External units have a two-foot (2') side yard setback. To provide utility service for this type of multi-family style development, MVEA has requested blanket easement in order to provide flexibility in their design and delivery of the required service. To meet the needs of MVEA, utility easements have been identified over all common element and open space tracts for the use by MVEA.

PUD MODIFICATION APPROVAL CRITERIA

For approval of a modification of a general development standard in the LDC or criteria or standard of the ECM, the BoCC shall find that the proposal provides for the general health, safety, and welfare of the citizens and at least one of the benefits identified in Section 4.2.F.2.h, Establishment and Applicability of Standards, Modification of Existing LDC or ECM Standard which is identified below:

gas, cable, drainage, fiber optic, water/ww (public utilities) MVEA typically does not share- Please provide a letter that they are ok with this? are the other providers ok? Provide documentation. I have a concern that if these utilities are in the private road tract and access would be limited or blocked if utility work is being done...These need to be shown on the plan... They should not be in the detention ponds...

how do the modifications provide these 3 bullets? The utility mod is challenging for staff...I am not seeing the justification.

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

The applicant has included the following amenities within common and open space areas:

- Bike racks
- Outdoor seating areas
- Pedestrian safety lights (blue light)
- Trail/open space legend
- Pedestrian amenities
- Paving enhancements around outdoor amenities (stamped, stained, colored, painted, etched, etc...)

locate on PUDSP;
provide details

- **The owner has authorized the application.**

Lorson LLC Nominee for Heidi LLC has authorized the PUD application.

PRELIMINARY PLAN APPROVAL CRITERIA

- **The proposed subdivision is in general conformance with the goals, objectives, and policies of the Master Plan;**
The subdivision generally conforms to the goals conformance with the goals, objectives, and policies of the Master Plan.
- **The subdivision is consistent with the purposes of this Code;**
This subdivision is consistent with the purposes of the County's Code.
- **The subdivision is in conformance with the subdivision design standards and any approved sketch plan;**
The subdivision conforms to the design standards of the Code and with the approved Lorson Ranch Sketch Plan.
- **A sufficient water supply has been acquired in terms of quantity, quality, and dependability for the type of subdivision proposed, as determined in accordance with the standards set forth in the water supply standards [C.R.S. § 30-28-133(6)(a)] and the requirements of Chapter 8 of this Code (this finding may not be deferred to final plat if the applicant intends to seek administrative final plat approval);**
A commitment to provide water service has been provided by Widefield Water & Sanitation District which has adequate water resources to serve the proposed

development. It is anticipated that the BCC will be able to make the required water findings during this preliminary plan review.

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

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

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

All areas of the proposed subdivision which may involve soil or topographical conditions presenting hazards or requiring special precautions, have been identified and the proposed subdivision is compatible with such conditions

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

Adequate drainage improvements complying with state law and the requirements of the County Code and ECM are provided by the design of this subdivision.

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

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

← what are they

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

Legal and physical access is or will be provided to all parcels by public rights-of-way or recorded easement, acceptable to the County in compliance with this Code and the ECM. Access is planned via northerly extension of Rubicon Drive northward into the site and planned new road Fire Steel Drive which will provide access from Carriage Meadows Drive easterly into the site. Internal site and townhome unit access is planned via an internal alley network from adjacent planned and existing public roads which provide access to rear loaded garages of each townhome unit.

- **The proposed subdivision has established an adequate level of compatibility by (1) incorporating natural physical features into the design and providing**

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

The requirements of this criteria including, but not limited to, the provision of open spaces and adequate buffers which are sensitive to the natural environment and responsive and proportionate to the impacts of development, responsive to the transportation and mobility needs of residents and the delivery of services to the same, provision of adequate transitions between uses, incorporation of environmentally sensitive areas in the design, and the “incorporation of public facilities and/or infrastructure, or provisions, therefore, reasonably related to the proposed subdivision so the proposed subdivision will not negatively impact the levels of service of County services and facilities”.

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

Necessary services, including police and protection, recreation, utilities, open space and transportation system, are and will be available to serve the proposed subdivision. Required letters of service commitment have been submitted from the respective water/wastewater, electrical service, natural gas service, and fire protection districts. Each of the entities has reviewed the project submittal and provided comments through the EDARP system identifying compliance with their respective entities’ development criteria.

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

The subdivision provides evidence to show that the proposed methods for fire protection comply with Chapter 6 of the County Code.

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

The proposed subdivision meets other applicable sections of Chapter 6 and 8 of the County Code.

Master Plan for Mineral Extraction:

The 1996 Master Plan for Mineral Extraction updates and supersedes the 1975 El Paso County Master Plan for Mineral Extraction of Commercial Mineral Deposits as amended in 1978 and 1982. This updated plan has two primary purposes, the first is to facilitate continued compliance with the mineral resource protection mandates outlined in the “Preservation of Commercial Mineral Deposits Act” of 1973 and the second is to provide guidance to the EL Paso County Planning Commission and Board of County Commissioners in evaluating land use proposals involving new or expanded mining and mineral resource processing operations. Per the El Paso County Master Plan for Mineral Extraction Aggregate Resource Maps, this site is identified as ‘Valley Fill’ containing sand and gravel with silt and clay deposited by water in one or a series of stream valleys. Therefore, the proposed project does not contain any mineral deposits of commercial value and does not permit the use of any area containing a commercial mineral deposit which would unreasonably interfere with the present or future extraction of such deposits.

Schools:

Lorson Ranch is within the Widefield School District #3 and is subject to the provisions of the amended School Site Dedication Agreement recorded at Reception No. 21202170.

Traffic Engineering:

Carriage Meadows South at Lorson Ranch Filing 2 can be accessed from two main locations, existing Carriage Meadows Drive and Rubicon Drive. A new curb cut will be required along Carriage Meadows Drive which will line up with a future access point into the proposed commercial area. The existing Rubicon Dr. was originally designed and constructed to be extended north into this parcel. Carriage Meadows Drive will be improved with any associated final plats for this Plan area from Fontaine Boulevard southerly to Mandan Drive to include a southbound left turn **land** into the site. The developer will be required to provide escrow in the amount of \$10,909 towards future Carriage Meadows Dr/Fontaine Blvd signal improvements. An additional \$10,453 will be required in escrow for future Marksheffel/Lorson Blvd signal improvements. All escrowed funds will be subject to appropriate agreements and in accordance with County policy for escrowing funds for future improvements.

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All internal streets within Filing 2 will be private drives owned and maintained by the Lorson Ranch Metropolitan District. With the exception of Firesteel Drive and the southernmost segment of Rubicon Drive within the development area, all remaining roads and segments of Rubicon are planned as a private street and will be constructed to a modified cross section as depicted on the PUD. All private roads will be owned and maintained by the Lorson Ranch Metropolitan District. There shall be no direct access to either Carriage Meadows Dr. or Fontaine Blvd.

Per the completed noise impact analysis, the results of the noise prediction show that in the year 2040 townhome sites adjacent to Fontaine Boulevard (Lots 38-41) have predicted noise levels that would exceed 67 decibels Leq. With the inclusion of a six-foot-high noise barrier where illustrated on the drawings, all noise receiver locations are

The tract table on the PUD only shows district ownership and maintenance of the private roads. Please clarify.

predicted to be below the threshold. The barrier should be made of a rigid material with a density of at least four pounds per square foot and should have no gaps. These minimum requirements will be met utilizing pre-cast concrete panel fencing. A detail of this proposed fence type is included on the PUD drawings.

Proposed Services:

The Carriage Meadows South at Lorson Ranch Filing 2 will be a part of the Lorson Ranch Metropolitan District #1 which shall own and maintain common areas such as setbacks, trails, common areas, open space, signage, detention facilities, private roads, etc. This development will be served by the additional entities as outlined below:

- | | |
|-----------------------|---|
| 1. Water: | Widefield Water and Sanitation District |
| 2. Wastewater: | Widefield Water and Sanitation District |
| 3. Gas: | Black Hills Energy |
| 4. Electric: | Mountain View Electric |
| 5. Fire: | Security Fire Protection District |
| 6. School: | Widefield District #3 |
| 7. Library: | Pikes Peak Library District |
| 8. Roads: | El Paso County Road and Bridge |
| 9. Police Protection: | El Paso County Sheriff's Department |

The reference to EL Paso County Road and Bridge is in reference to standard mil levy property owners pay in contribution to their impact on the overall County roadway network which provides access to and from the proposed development. the private roads within the development area will be owned and maintained by the Lorson Ranch Metropolitan District.

Impacts associated with the PUD Development Plan & Preliminary Plan:

Floodplain: This site is not located within a designated FEMA floodplain as determined by the flood insurance map, community map number '08041C0957G' effective date December 7, 2018.

Wetlands: There are no drainage areas, drainage ways or water courses found on site, as a result there are not wetlands present. All drainage and erosion criteria have been met following El Paso County Development Standards.

Air Pollution: By adhering to current air quality regulations, any air pollution emanating from the development will be negligible. Currently, the site has very little vegetation which results in a high amount of dust during windy days; however, the proposed development will provide irrigated turf areas and native seeding to alleviate the dust issues. Construction practices will adhere to El Paso County health department, as well as state department codes and regulations

Water Pollution: By adhering to current wastewater and stormwater regulations, any water pollution emanating from the development will be negligible. An erosion and sedimentation plan will be in place prior to construction.

Noise Pollution: Vehicular movement is expected to be the only major source of noise pollution emanating from the site after construction is complete. The proposed development is surrounded by similar land uses, and the effects of noise generated from the site will have little or no impact on other surrounding areas.

Vegetation, Wildlife Habitats and Migration Routes:

Proposed landscaping will include almost all low-water use plant material, and where possible, the plant material will be native to the Colorado Springs region.

While the areas most distinctive wildlife is probably the prairie dog, the Colorado Division of Wildlife note the following as also present in the area.

- Mule and White Tailed Deer
- Pronghorn Antelope
- Fox species
- Coyote
- Rabbits
- Raptors
- Songbirds
- Numerous Small Mammals
- And Many Others

Due to the construction activity and adjoining residential developments, it is not anticipated that either application will have significant impacts on wildlife in the area. However, the existing Jimmy Camp Creek may create an environment that will enhance and continue as a natural wildlife habitat corridor.

Visual Assessment: The natural mountain backdrop of the Rampart Range is perhaps the best natural feature of Lorson Ranch with sweeping view in nearly all directions. The scenic view shed is impaired somewhat by intervening development; however, the panoramic views remain quite spectacular. There is no impact on the adjoining neighbors as this use is a continuation of existing dwelling units to the south and east.