

Letter of Intent
Waterview 2020 Rezone Plan CS to RM-12

10/21

Owners: Frank W Howard #2 LLLP
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Tax Schedule Nos.: 5509200003

Site Information:

History

Waterview East, located south east of Powers and Bradley Road intersection, is part of the Waterview Sketch Plan. The Waterview Sketch Plan Amendment (2020) is currently being amended to modify 5.2 acres of Sketch Plan Parcel P-17 (existing 28.3 acres) from exclusively commercial use to commercial use on the remaining 23.1 acre parcel P-17 (proposed) and a multi-family residential use designated in new 5.2 acre parcel P-21 (proposed).

Waterview Sketch Plan Parcel P-17 is currently zoned as Commercial use in the CS zone. The proposed use identified in the requested Sketch Plan Amendment changes 5.2 acres from Commercial to Multi-Family Residential land use under proposed parcel P-21 in the RM-12 zone.

Multi-Family Residential Use

The proposed Multi-Family Residential area (P-21) is completely outside the APZ-1 Airport overlay area. The proposed Multi-Family use is bordered on the north by Bradley Road, on the west by newly plated Legacy Hill Drive and to the east and south is Trails at Aspen Ridge Preliminary Planned single-family lots. The proposed land use is that associated with El Paso County Multi-Family Residential (RM-12) zoning. The RM-12 has a maximum density of 12/DU per acre. The proposed 5.2 acre P-21 parcel will support a maximum gross density of 62 multifamily units.

The legal description of the parcels is as follows:

THAT INCLUDES: A TRACT OF LAND LOCATED IN A PORTION OF SECTION 19, TOWNSHIP 15 SOUTH, RANGE 65 WEST OF THE 65th P.M., EL PASO COUNTY, COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTH 1/4 CORNER OF SAID SECTION 9; THENCE S00°19'32"E, ALONG THE NORTH-SOUTH CENTERLINE OF SAID SECTION 9, A DISTANCE OF 1613.76 FEET TO A POINT ON THE SOUTHERLY R.O.W. LINE OF BRADLEY ROAD AS RECORDED IN BOOK 5307 AT PAGE 1472 OF THE RECORDS OF SAID EL PASO COUNTY AND A POINT ON A NON-TANGENT CURVE TO THE LEFT:

THE FOLLOWING 2 COURSES ARE ALONG THE SAID SOUTHERLY R.O.W. LINE OF BRADLEY ROAD.

THENCE ALONG THE ARC OF SAID CURVE TO THE LEFT, WITH A RADIUS OF 2759.79 FEET, A DELTA ANGLE OF 15°09'41", 730.29' ALONG THE SAID SOUTHERLY R.O.W. LINE;

THENCE S74°20'48"W A DISTANCE OF 385.54 FEET ALONG THE SAID SOUTHERLY R.O.W. LINE TO THE POINT OF BEGINNING OF THIS DESCRIPTION:

THENCE S15°39'12"E A DISTANCE OF 470.00 FEET;

THENCE S74°20'48"W A DISTANCE OF 484.60 FEET;

THENCE N15°39'12"W A DISTANCE OF 470.00 FEET TO A POINT ON THE SOUTHERLY R.O.W. LINE OF BRADLEY ROAD AS RECORDED IN BOOK 5307 AT PAGE 1472 OF THE RECORDS OF SAID EL PASO COUNTY;

THENCE N74°20'48"E A DISTANCE OF 484.60 FEET TO THE POINT OF BEGINNING OF THIS DESCRIPTION.

THE ABOVE TRACT OF LAND CONTAINS 5.23 ACRES, MORE OR LESS.

The proposed Commercial acreage for parcel P-17 has decreased to 23,1 acres allowing for the creation of the 5.2 acre Parcel P-21.

Request and Reason:

To approve a Multi-family Residential (RM-12) rezone for newly created Parcel 21, the 5.2 acres currently zoned as Commercial in P-17. This letter serves as a request to receive El Paso County approval of the proposed RM-12 zoning for this site.

Rezoning Approval: Section 5.3.5(B)

This request meets the criteria for approval outlined in Section 5.3.5 of the El Paso County Land Development Code by the following:

- **The application is in general conformance with the County Master Plan and previous county approvals;** in this case Sketch Planned Industrial and Commercial uses are being amended to introduce 68.4 acres of a mix of urban residential densities north of Bradley Road and 5.2 acres of multifamily (RM-12) on the south side of Bradley Road. The underlying Waterview Sketch Plan is scheduled for consideration by the PC on June 17, 2021 and by the BOCC on July 13, 2021. The Sketch Plan amendment has been reviewed against the El Paso County Master Plan including the 2003 Highway 94 Comprehensive Plan prior to the adoption of the current El Paso County Master Plan in 2021.
- **The proposed Land Use and Zone District is compatible with the existing and permitted land uses in the area,** and with the proposed mix of commercial, light industrial, and urban density residential land uses included on the Amended Waterview Sketch Plan. The Sketch Plan Amendment is currently under County review and scheduled to be considered for approval by the PC and BOCC. Concurrent rezone applications have been submitted for industrial (I-2), commercial (CS), multifamily (RM-12 and RM-30) and single-family detached (RS-5000) zone districts to implement the land use scenario of the Amended Waterview Sketch Plan (2020) for Sketch Plan Parcels.

The proposed multifamily (RM-12) zoning (proposed Sketch Plan Parcel P-21) is planned to provide transition between the approved Commercial Parcel P-17 and the existing residential areas on Parcel P-18 through use of lot density and buffering. Waterview Sketch Plan Parcel P-18 is currently developed as the Trails at Aspen Ridge.

The Waterview Development has worked closely with the Colorado Springs Airport concerning development recommendations and has been commended for providing residential opportunities near the airport to support Peak Innovation Park development where residential uses are not permitted by providing attainable workforce housing for prospective employees..

- **The site is suitable for the intended use.** Necessary urban and public services, available including access, stormwater facilities, public safety, recreation, utilities are or will be adequate and available to serve the site. Geologic conditions are also favorable to develop the site following accepted and adopted engineering guidelines.

The development will be within an existing previously approved Sketch Plan. Access is focused on Bradley road at previously approved access points. The commercial in Parcel P-17 uses are focused at the Bradley Road and Powers Boulevard Corridors within a ¼ mile of an existing Intersection with Bradley Road. All urban residential land uses access within a ½ mile distance from Bradley Road. All Commercial and Residential uses meet applicable CDOT and EPC access and spacing requirements.

EL PASO COUNTY MASTER PLAN

The proposed zoning, which was developed in response to market demand and absorption for attainable multifamily housing adjacent to employment and commercial services is in general conformance with the intent, policies, goals, and recommendations of the Master Plan. Approval of the Waterview Sketch Plan and the pending Waterview North Commercial and Industrial (PCD File Nos. TBD) zoning reflects the prioritization of supporting commercial land uses.

Land Use Goals. The land uses and densities proposed and approved under the Amended Waterview Sketch Plan have been in review by the County prior to development and adoption of the current El Paso County Master Plan. The individual rezone applications needed to implement the uses authorized by the Sketch Plan are currently being reviewed for consistency with the newly adopted El Paso County Master Plan Land Use framework and typology recommendations. Chapter 14, Implementation states in the Land Use Applications and Master Plan Consistency narrative:

...Approval of a land use application does not necessarily require a finding that the application is fully consistent with each and every applicable component of the Master Plan. [The Planning Commission and BOCC] have the discretion to give greater weight to individual components of the Master Plan compared to other components when taking a formal action to either approve, approve with conditions, or deny an application.

Goal 1.1 - Ensure compatibility with established character and infrastructure capacity.

Proposed zoning, land uses, and densities are compatible with the approved 23.1 acres of commercial adjacent to the site, the ± 167 acre urban residential Trails at Aspen Ridge, and ±116 acres of multiple zones located along the northern border of Bradley Road opposite of the site and within the approved Sketch Plan Area.

The development will be within an existing previously approved Sketch Plan. Access is focused on Bradley road at previously approved access points. The commercial and Industrial proposed uses in the Waterview Sketch Plan are focused at the Bradley Road and Powers Boulevard Corridors within a ¼ mile of an existing Intersection with Bradley Road. All urban residential land uses access within a ½ mile distance from Bradley Road.

Public services are being provided by Widefield Water and Sanitation District through extension of existing service lines. CSU Gas has recently increased service to this area (costs being shared by this development) and existing Mountain View electrical facilities are being extended underground through the development as construction commences. The area has been annexed into the Security Fire Protection District for taxing and service purposes. Screening and buffering will be considerations moving forward.

Goal 1.2 - Coordinate context-sensitive annexation and growth strategies with municipalities.

The area is identified in the 3-mile Land Use Map (Map 3-1 Potential Annexation Areas) of the City of Colorado Springs Annexation Guide. It is identified as eligible, not recommended. The site lies within the Waterview Metropolitan District Service Boundaries which has committed to provide water and wastewater and other municipal type services.

Goal 1.3 - Encourage a range of development types to support a variety of land uses.

The proposed zoning has been planned together as a mixed-use development with a range of development types to support a variety of land uses. These land use relationships are depicted on the Amended Waterview Sketch Plan (pending approval). Uses approved under the sketch plan include light industrial, commercial retail, office, multifamily, and urban density single-family attached and detached residential.

Goal 1.4 - Continue to encourage policies that ensure “development pays for itself”.

Development in the proposed Waterview North area (inclusive of commercial, light industrial, and residential zones) will be developer and district funded including:

- Developer funded site and infrastructure improvements (roads, site preparation, and wet/dry utilities)
- Applicable drainage/bridge, park, and school fees payable at individual plat recordation
- Applicable County Road Impact Fees
- Utility Service Design, Construction, and/or Service Connection (Tap) Fees

The County Master Plan locates the development within in the Colorado Springs Airport/Peterson Airforce Base Area on the **Key Area Map** as an area anticipating “New Development” on the **Areas of Change Map** with as a projected “Employment Center” by the **Placetypes Map**. The Plan recommends prioritization of nonresidential growth in this area to help expand Employment Center land uses and densities in this area.

Approval of the Waterview North Commercial and Industrial zoning reflects the prioritization of supporting commercial land uses. Approval of the residential zoning is supportive of the local economic consumer base needed to sustain the future land uses in the commercial and industrial zones shown on the Sketch Plan.

Key Area: Colorado Springs Airport/Peterson Air Force Base

The Plan recommends prioritization of nonresidential growth in this area to help expand the Employment Center Placetype in this area to:

- implement policies, plans, programs, and partnerships in support of BOCC efforts to attract local businesses and promote development on the available land in the Area.
- provide additional job opportunities for County residents
- expand the County’s tax base, to:
 - providing more opportunities to address other County issues such as upgrades to infrastructure,
 - expansion of services,
 - and development of new roadways.
 - (See discussion on **Goal 1.4 - Continue to encourage policies that ensure “development pays for itself”**, above)

Areas of Change: New Development

The plan assumes undeveloped areas Undeveloped “that are adjacent to a built out area *will be developed to match the character of that adjacent development or to a different supporting or otherwise complementary one such as an employment hub or business park adjacent to an urban neighborhood*”. [Emphasis Supplied]

Proposed zoning, land uses, and densities are compatible with the approved 23.1 acres of commercial adjacent to the site, the ± 167 acre urban residential Trails at Aspen Ridge, and the ±5 acres of multifamily zone (subject rezoning parcel) located along the southern border of Bradley Road opposite of the site and within the approved Sketch Plan Area. The proposed development areas and zones have been planned to mutually support each other and upon development will create the land use scenario with employment hub/business park uses.

Placetype: Employment Center

The Waterview Sketch Plan area has been identified on the Placetype Map as an Employment Center. The Plan characterizes this placetype with Light Industrial/Business Park, Heavy Industrial, and Office uses as the primary or dominant land uses. Supporting land uses include Commercial Retail, Commercial Service, and Restaurant land uses. These supporting uses are comparable to the supporting uses identified within the Urban Residential Placetype identified as Mixed Use, Restaurant, Commercial Retail, Commercial Service, Institutional, Parks, and Office. While the employment center and urban residential Placetypes have differing primary uses, both Placetypes share common supporting land uses demonstrating an interdependence among the differing yet complementary land uses.

The proposed commercial, light industrial, multifamily land use mix of land uses and zones is consistent and compatible with the existing land use mixes within the Waterview

Sketch Plan Area and approved zoning and subdivision applications located on the south side of Bradley Road.

Residential Conformance with Employment Center Placetype

Approval of the Waterview North Commercial and Industrial zoning reflects the prioritization of supporting commercial land uses. Approval of the residential zoning in the Waterview Sketch Plan Amendment areas is supportive of the local economic consumer base needed to sustain the future land uses in the commercial zone. The proposed residential land uses are a response to market demand for a residential mix to support and complement the existing commercial and industrial land uses depicted on the current Waterview Sketch Plan in the development area.

The proposed residential areas are being planned to provide transition from Commercial areas to residential areas through use of lot density and buffering. Residential areas north of Bradley Road are taking advantage of the Peak Innovation Park Opens Spaces. While avoiding the APZ areas as required for residential development, guidelines for building placement and buffering from the airport will be employed. This residential development will provide employees of the Peak Innovation Park nearby affordable housing opportunities.

Proposed Commercial Development is located within or near the APZ area and focused on the Bradley Road Powers Boulevard intersection with direct access to Bradley Road at an existing intersection. This commercial development will provide both local and regional services and may provide support business opportunities near to Schriever AFB.

Proposed Industrial Development is located within the APZ area and focused on the Bradley Road Powers Boulevard intersection with direct access to Bradley Road at an existing intersection. This industrial development will provide regional services and may provide support business opportunities near to Schriever AFB.

Housing & Community Goals:

The rezone request meets the following Housing & Community Goals of the Master Plan

Goal 2.1 - Promote development of a mix of housing types in identified areas.

Residential land uses in this portion of the Waterview Sketch Plan area include a mix of single-family attached and detached to multifamily land uses and densities. These land uses and densities have been planned to be complementary and supportive of planned commercial uses within the development area.

Goal 2.3 - Locate attainable housing that provides convenient access to goods, services, and employment.

The range of housing densities proposed in the Amended Waterview Sketch Plan and residential rezone request are located within close proximity to commercial areas within the

Amended Waterview Sketch Plan. The commercial and residential land uses have been arranged to be supportive and complementary land uses. The Commercial uses have been oriented toward the primary development access for vehicular convenience and accessibility to residents. The residential areas will have pedestrian access to the commercial land uses via an internal pedestrian sidewalk and trail network.

El Paso County Policy Plan

The proposed Zoning Request is in conformance with the County Policy Plan based on the following Policy analysis:

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

This application meets this policy by maintaining land use within the parameters of the adjacent proposed land uses and restrictions. The APZ-1 Airport Overlay has no impact on the property.

Development of the property south of Bradley Road (commercial and residential uses) has brought public utilities to the area from Widefield Water and Sanitation District, Mountain View Electric and Colorado Springs Utilities allowing for development of property north of Bradley Road (Waterview North) including the proposed Residential use.

Access will be from Bradley Road via Powers Boulevard and eventual anticipated/ proposed access to the Colorado Springs Airport. Capacity of these roads is addressed in the TIS provided with the Waterview Sketch Plan Amendment.

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

This application meets this policy by taking advantage of existing urban supporting facilities provided by Widefield Water and Sanitation District. Service will be provided based on a recently approved inclusion agreement with this District. Water and Sewer service will be provided by extending water and sewer lines from south of Bradley Road. In addition, Mountain View Electric and Colorado Springs Utilities have extended services to the site.

Policy 10.1.2: Carefully consider the impacts that proposed new developments will have on the viability of existing and proposed water and wastewater system. The Widefield Water and Sanitation District has indicated the ability to serve the property as well as the State Engineers Office from previous reviews. The proposed project is within the service boundary of the Widefield Water and Sanitation District; an inclusion agreement has recently been approved.

Policy 10.2.2: Carefully consider the availability of water and wastewater services prior to approving new development.

The Widefield Water and Sanitation District has indicated the ability to serve the property as well as the State Engineers Office from previous reviews. The proposed project is within the service boundary of the Widefield Water and Sanitation District; an inclusion agreement has recently been approved. Water and Sewer service will be provided by extending water and sewer lines from south of Bradley Road.

County Water Master Plan:

The proposed subdivision satisfies the following policies of the County Water Master Plan:

Policy 5.2.4: Encourage the locating of new development where it can take advantage of existing or proposed water supply projects that would allow shared infrastructure costs.

The proposed subdivision is located within the service area of the Widefield Water and Sanitation District (WWSD). Service will be provided based on a recently approved inclusion agreement with this District. Water and Sewer service will be provided by extending water and sewer lines from south of Bradley Road. A Will Serve Letter is provided noting the District's ability to the serve the proposed development in an efficient manor with the current infrastructure provided with extension as noted above.

Policy 5.5.1: Discourage individual wells for new subdivisions with 2.5 acre or smaller average lot sizes, especially in the near-surface aquifers, when there is a reasonable opportunity to connect to an existing central system, alternatively, or construct a new central water supply system when economies of scale to do so can be achieved.

The proposed subdivision is located within the service area of the Widefield Water and Sanitation District (WWSD). A Will Serve Letter is provided noting the District's ability to the serve the proposed development in an efficient manor with the current infrastructure.

Policy 6.0.1: Continue to require documentation of the adequacy or sufficiency of water, as appropriate for proposed development.

An appropriate Will Serve Letter is provided noting the WWSD's ability to the serve the proposed development in an efficient manor with the current infrastructure and noting their current capacity to serve.

The project is located within Region 7, Fountain Area, and is projected to be the largest growth area in El Paso County. Specifically, the Water Master Plan states:

Region 7 could experience the largest demand growth in the County by 2060. Areas projected to develop by 2040 are located south of Fountain on the north and south sides of Link Road. Areas northwest of Fountain along the east and west sides of Marksheffel Road are also expected to grow by then, as well as the area south of Fountain on the west side of I-25. Directly west of Fountain, areas north and south of Squirrel Creek Road are expected to grow by 2060. One large development is expected south of Fountain by 2060, along the west side of I-25. Another is expected in the northeast corner of Region 7, along both sides of Bradley Road.

Full Build out of the Widefield Water and Sanitation District is expected in the 2040 to 2060 time frame. The Water Resources Report indicates that the District has sufficient water supply to meet the expected need to full build out. Region 7 has a current water supply of 15,376 acre-feet per year and a current demand of 10,141 acre-feet per year. The 2040 water supply is project to be 25,241 acre-feet per year and the demand is projected to be 15,846 acre-feet. As stated in the water resources report, this development is projected to need 437 acre-feet of water per year.

The District currently incorporates a 15% reserve into future planning. Based on the needs, current supply and reserve the District has sufficient water to meet the needs expected now and into the future.

A Will Serve letter has been provided by WWSD, the water system that serves Waterview North and all of WWSD is classified as a Public Water System and meets all CDPHE applicable requirements.

The water system uses a combination of groundwater and renewable sources and is part of the southern delivery system. There are multiple pressure zones within the WWSD system served by both gravity and pumped systems. Waterview North is in the highest pumped pressure zone.

Highway 94 Small Area Plan

The proposed RM-12 Zone within the Waterview Development is located within Sub-Area 4-Colorado Centre of the Highway 94 Small Area Plan. The Waterview Development meets the following Plan Goals:

Goal 1 Guide growth in a manner that respects the emerging needs of the community and enhances the existing rural character.

Objective 1.1. Focus new growth in nodes or general character areas to minimize the cost of providing utilities and public services, to preclude environmental degradation, and to preserve agricultural, scenic, historic, and natural resources

Residential land uses in this portion of the Waterview Sketch Plan area include a mix of single-family attached and detached to multifamily land uses and densities. These land uses and densities have been planned to be complementary and supportive of planned commercial uses within the development area.

The rezone to RM-12 for higher residential density attached single-family housing is in direct response to the market demand for attainably priced housing in an urban style walkable community that is close to recreational, retail, and employment opportunities. Completion of commercial phases within Waterview will provide convenient multi-modal access to shopping and retail opportunities to future residents. This residential development will provide employees of the Peak Innovation Park nearby attainable housing opportunities.

This Goal and subsequent objectives/policies is met by locating the development within an existing previously approved Sketch Plan and within a previously determined service area for Widefield Water and Sanitation District; utilities have been extended to the south side of Bradley Road. Open Space is provided to the north by the City of Colorado Springs Airport and to the southwest by transferring property from the Waterview Sketch Plan ownership to Bluestem Prairie Open Space.

Goal 2 Achieve a desirable and efficient use of the land while enhancing the physical environment through functional and compatible land use configurations.

Objective 2.2. Ensure that the nature and intensity of proposed developments are consistent with the Land Use Map and Sub-Area scenarios

Policy 2.2.3. Locate high density uses in defined activity nodes

Policy 2.2.6. Allow increases in lot densities provided that overall lot densities meet recommended densities on the Concept Map.

Goal 3. Ensure that residential development is appropriate for the Planning Area

Objective 3.3. Accommodate multi-family developments within designated urban density nodes

The RM-12 rezone is located in an area identified for urban densities on the Future Land Use Map. The proposed RM-12 zoning and urban residential densities are consistent with this land use and existing, developing, and planned commercial, light industrial, urban residential, and open spaces in Waterview and nearby Colorado Springs Airport. The higher density zoning provides a density transition between the lower density single family detached land uses in the Trails at Aspen Ridge development to the east and south and the commercial densities and uses to the west of the site.

The proposed residential areas are being planned to provide transition from Commercial areas to residential areas through use of lot density and buffering. Residential areas are taking advantage of the Peak Innovation Park Opens Spaces. While avoiding the APZ areas as required for residential development, guidelines for building placement and mitigating potential impacts from the airport will be incorporated into the development design process.

Goal 4. Ensure commercial development is appropriate for the Planning Area

Proposed Commercial Development is located within or near the APZ area and focused on the Bradley Road Powers Boulevard intersection with direct access to Bradley Road at an existing intersection. This commercial development will provide both local and regional services and may provide support business opportunities near to Schriever AFB.

Goal 8. Develop a well-integrated multi-modal transportation system

The development has access to Bradley Road at two previously approved access

points. Traffic analysis will incorporate recommendations and guidance from previously approved transportation reports as well as Highway 94 Master Plan recommendations. The City has proposed a trail along Powers Boulevard and the County has proposed a trail along Bradley Road; this development will participate in the enhancement of this trail and provide access for enhancement of the development.

Goal 9. Promote the efficient, timely, and economical provision of public facilities and services in a manner which best sustains a safe, healthful, and enjoyable environment respectful of the community context.

Public services are being provided by Widefield Water and Sanitation District through extension of existing service lines. CSU Gas has recently increased service to this area (costs being shared by this development) and existing Mountain View electrical facilities are being extended underground through the development as construction commences. The area has been annexed into the Security Fire Protection District for taxing and service purposes. Screening and buffering will be major considerations moving forward.

Goal 10. Ensure the viability of proposed central water and wastewater services

The Waterview Development has worked with the Widefield Water and Sanitation District for years planning extension for services to this area. Services have been extended to the south side of Bradley Road over the last 2 years.

Goal 11. Provide or promote the efficient provision of law enforcement concurrent with population growth

The Waterview Development would welcome locating a sheriff's substation in the area. To date discussions have not resulted in the need or request.

Goal 12. Promote the efficient provision of fire protection concurrent with population growth

The development area is within the Security Fire Protection District. Preliminary discussions concerning an additional fire station have occurred with no final decisions as of yet.

Goal 13. Facilitate the adequate provision of Kindergarten through Grade 12 educational facilities

Waterview developers have met with Widefield School District on several occasions to discuss school sites. To date no school sites have been requested.

Goal 14. Provide or facilitate a well connected system of parks, trails, and open spaces

There are city and county trails planned for the area. Waterview development welcomes the opportunity to provide connectivity to these trails and the adjoining

open spaces of the Bluestem Prairie Open Space (Originally part of Waterview) and the Peak Innovation Park Open Space.

Goal 15. Retain and enhance the visual character and human environment of the Planning Area

The Waterview development recognizes the tremendous asset in the view of Pikes Peak and the view of Big Johnson Reservoir. This view corridor will be enhanced and not hindered throughout the design of the project.

Goal 16. Protect and preserve significant historic, cultural, archaeological, and paleontological resources within the Planning Area

No historic, cultural, archaeological, and paleontological resources have been identified within the area. If they are found moving forward all effort will be made to preserve and enhance for the public the findings.

Goal 17. Recognize and respect geologic conditions.

The site has been studied by way of a Soils and Geologic Hazards Report. All recommendations will be followed. There are no hazards on site.

Goal 18. Ensure sensitivity to the community context during the extraction of mineral deposits

There are no mineral deposits identified on site.

Goal 19. Effectively manage waterways

There are no waterways onsite. Downstream waterways will be protected by following El Paso County ECM guidance.

Goal 20. Maintain high air quality

All activities that could affect air quality will be permitted by appropriate authorities.

Goal 21. Recognize the utility of vegetation to control soil erosion sediments

Vegetation will be used whenever possible to provide erosion control; grass lines swales, vegetation growth in detention facilities, etc.

Goal 22. Promote a healthy diversity of flora and fauna in the Planning Area

A Wildlife Study has been prepared to provide development guidance. Natural vegetation will be used in open spaces and drainage facilities.

Goal 23. Maintain an updated inventory of community resources

Development proposals including this Zoning Request and future documents will provide information to be included in the inventory.

Goal 24. Increase governmental cooperation to avoid duplication of services and coordinate planning efforts

Multiple government agencies are consulted when preparing development documentation and during the review process.

Goal 25. Resolve nuisances and regulatory violations in the Planning Area

The developer will participate in any enforcement inspections moving forward with construction.

Existing and Proposed Facilities:

The site currently is vacant. Proposed services in the development include the following:

- Water/Sewer-Widefield Water and Sanitation District
- Electric Service-Mountain View Electric and City of Colorado Springs
- Natural Gas Service – City of Colorado Springs
- Telephone Service – Century Link
- Fire Protection – Security Fire Protection District

Public services are being provided by Widefield Water and Sanitation District through extension of existing service lines. CSU Gas has recently increased service to this area (costs being shared by this development) and existing Mountain View electrical facilities are being extended underground through the development as construction commences. The area has been annexed into the Security Fire Protection District for taxing and service purposes. Screening and buffering will be considerations moving forward.

The applicant anticipates county approval of Water Quality and Sufficiency at Preliminary Plan approval.

Offsite Improvements

Extension of Water and Sewer lines from the development currently underway south of Bradley Road.

Impact Identification:

Wildlife

Preexisting wildlife habitats and migration routes are noted for the usual prairie animals. This site has existing Bradley Road to the south and Powers Boulevard to the west. Wildlife impact to the area has already occurred due to these existing roads. A wildlife study was commissioned and completed and has been submitted as part of the Preliminary Plan submittal and can be reviewed as part of that land use application.

Colorado Springs Airport

The applicant has met with Colorado Springs Airport staff to discuss the Waterview Sketch Plan Amendment particularly concerning the east half of the application. The primary discussion point concerning the application had to do with the Airports plans to upgrade their landing lights for the east runway; the east runway is roughly in line with Powers Boulevard and due north of the proposed Industrial use. The new lighting system will be more powerful than the existing system and the airport is concerned that the strobe function of the lighting system could be detected in the development.

The airport indicated that the following steps could be taken to mitigate any effects from the strobe runway lighting:

1. Installation of landscaping (evergreen) and/or other barriers (berming/fencing) perpendicular to the runway.
2. Orientation of housing to account for runway lights.
3. Addition of plat notes indicating proximity to the airport.

The applicant notes the following in coordination with airport concerns.

1. The proposed land use should not be significantly affected by the runway lighting.
2. The applicant will continue to consider the airport concerns as development progresses.
3. The following language, suggested by the Airport Staff, will be incorporated on the plat in coordination with El Paso County review and approval:

The development and its occupants may be impacted by air illumination or approach lighting systems that use medium and high-intensity lights to guide aircraft to the runway centerline used for navigation or flight in air.

In addition to the above the applicant would like to state the following concerning mitigation of the runway lighting:

Airport staff indicated Residential Land Uses would be a benefit to the area based on all the commercial activity proposed at the Colorado Springs Airport.

Access & Transportation Summary

Access to Bradley Road is proposed via a full-movement intersection 1,030 feet east of Powers Boulevard and an additional right-in/right-out-only access about 1,310 feet east of the full-movement access. These access points are consistent with the access assumed in the Master TIS and deviations to the El Paso County Engineering Criteria Manual (ECM) for these access points have been approved. The approved deviation forms have been attached.

Internal access for the proposed land uses within the site are proposed from a an east/west Non-Residential Urban Collector (“K” Street west of “A” Street).

“A” Street/“K” Street: The intersection of the north/south Non-Residential Urban Collector (“A” Street) and the east/west Non-Residential Urban Collector (“K” Street) is proposed to be constructed as a modern one-lane roundabout. All movements at this intersection are projected to operate at LOS A during the peak hours based on the projected existing plus residential generated traffic, existing plus buildout site-generated traffic, and 2040 total traffic volumes.

Roundabout Design: The intersection of the two Non-Residential Urban Collector Streets (“A” Street and “K” Street) is planned to be constructed a modern one-lane roundabout. The approximate recommended size for the roundabout’s inscribed circle diameter is 150 feet, however the final dimensions and other roundabout details will be determined with the roundabout design – which will likely be with the first final plat. A roundabout design report will be prepared and submitted at that time. The Traffic Report depicts a roundabout concept of approximately the appropriate size to accommodate truck traffic demonstrating that sufficient space is being provided for the roundabout. Minor lot line adjustments may be needed on the corners at the roundabout design stage and platting.

Deviations: Deviations to the ECM will be submitted for the shortened continuous right-turn acceleration lane on Bradley Road between Powers Boulevard and “A” Street and for shortened northbound left-turn lanes on “A” Street approaching Bradley Road. Deviation requests will likely be needed for the back-to-back left-turn lanes between Powers Boulevard and Bradley Road and for a continuous westbound right-turn acceleration/deceleration lane between these two intersections with the development of the parcel(s) to the north. Improvements that may be needed to Powers Boulevard/Bradley Road to be in compliance with the ECM include widening to provide dual southbound left-turn lanes.

Improvements Relative to the current MTCP: The 2040 MTCP does not call for any improvement projects in the immediate vicinity of the site except for the Bradley Road extension west of Powers Boulevard. Although this project would not be responsible for that improvement, this is addressed in the improvements table. No improvements identified herein would be reimbursable through the MTCP-based Roadway Improvements program.