



# Land Use Technical Memorandum

## US 24 West

CDOT Project No. NH 0242-040

Project Control No. 187824

**Colorado Department of Transportation**

September 2009

# US 24 West Environmental Assessment: Land Use

PREPARED FOR: Colorado Department of Transportation

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COPIES: Dirk Draper/CH2M HILL, Shonna Sam/CH2M HILL, File - 187824\_US\_24\_Corridor

DATE: May 11, 2009; Updated September 30, 2009 and January 6, 2011

## 1.0 Introduction

The Colorado Department of Transportation (CDOT) is conducting an Environmental Assessment (EA) for changes to a 4-mile portion of US 24 between Interstate (I-) 25 and Manitou Springs. This technical memorandum (TM) describes the existing and future land uses, zoning, and adopted land use plans and regulations relevant to the US 24 study area. This TM also evaluates the potential for land use change and other short- and long-term impacts a result of the No Action Alternative and the Proposed Action described below.

## 2.0 No Action Alternative

The No Action Alternative consists of existing transportation facilities and committed transportation projects that would occur regardless of whether the Proposed Action is constructed. The No Action Alternative would not make any improvements to the existing condition beyond those which are already planned and funded. The projects listed below are shown in existing adopted transportation plans and are locally funded projects.

- **8th Street Intersection Improvements.** Lengthens turn lanes and acceleration and deceleration lanes on US 24, and widens 8th Street north and south of US 24.
- **8th Street Bridge Replacement.** Replaces the existing four-lane bridge structure over Fountain Creek at 8th Street.
- **21st Street Roadway Improvements.** Includes the widening of 21st Street south of US 24 to four 12-foot travel lanes with dedicated turn lanes, extended acceleration lane, and curb and gutter. Geometric improvements to the US 24/21st Street intersection will also be constructed.
- **21st Street Bridge Replacement.** Replaces the existing four-lane bridge structure over Fountain Creek.
- **25th Street Bridge Replacement.** Replaces the existing two-lane bridge structure over Fountain Creek at 25th Street.
- **Midland Trail Extension.** Extends Midland Trail between 21st Street and Manitou Avenue to connect with Manitou Springs' Creekside Trail.

Under the No Action Alternative, improvements to intelligent transportation systems (for example, variable message signs) would be implemented as part of the congestion management program. Existing bus routes and service would continue as they are today, and bike and pedestrian facilities would only be extended or improved as local funds and grants allow.

### 3.0 Proposed Action

The Proposed Action would provide additional capacity on US 24 by building additional travel lanes, two new interchanges, and one new overpass. The Proposed Action includes rebuilding several cross-streets, replaces bridges over Fountain Creek, and includes modifications to Fountain Creek's channel at each bridge crossing. Sidewalks would be built at all intersections and interchanges. The Proposed Action would also accommodate a park and ride facility and two future local access points along the route, which would be built by others. The Proposed Action is illustrated in Exhibit 1.

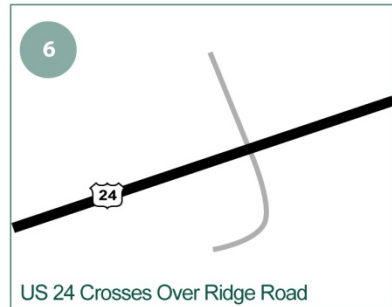
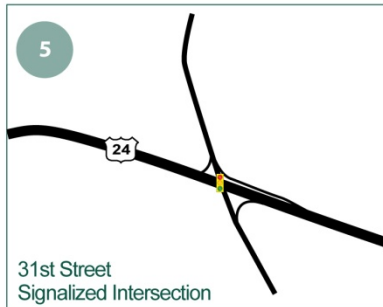
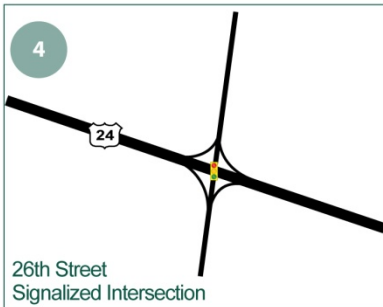
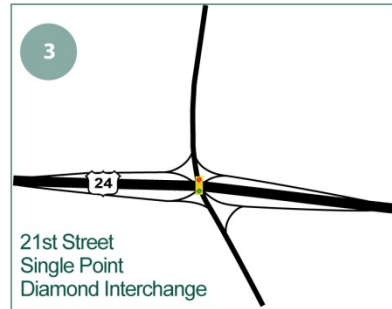
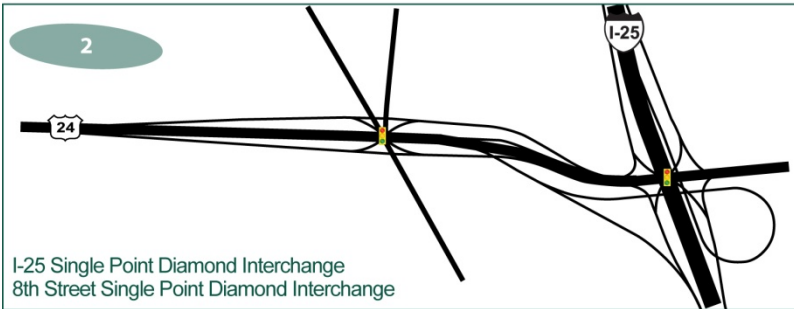
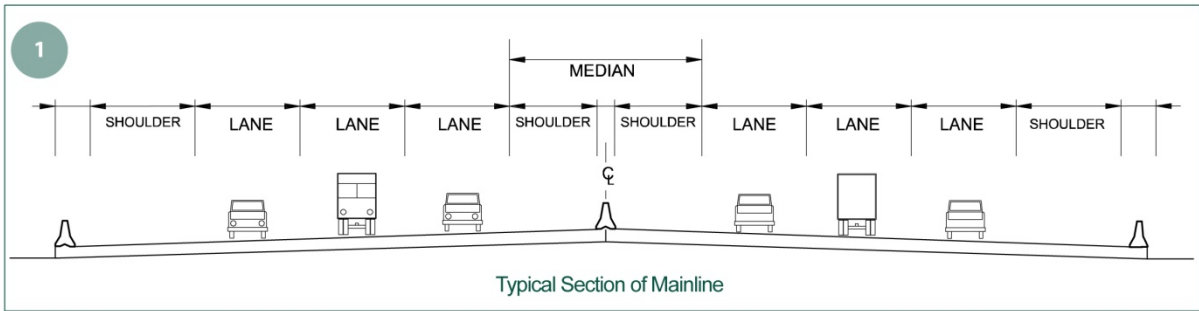
A single point diamond interchange is proposed at the Cimarron Interchange. This interchange design differs from what was originally presented in the *I-25 Improvements through the Colorado Springs Urbanized Area EA* (CDOT, 2004). Since the I-25 EA was approved, new opportunities have been identified to improve existing and future traffic operations, making this improved design now feasible.

US 24 in the project area would be built to have eight through-lanes, four in each direction, east of 8th Street, and six through-lanes, three in each direction, from 8th Street to a point west of 31st Street. New interchanges are proposed at 8th and 21st Streets.

Intersection upgrades are proposed at 26th Street. The intersection of US 24 and 31st Street would be widened, as would the intersection with Colorado Avenue to the north. South of US 24, 31st Street would be rebuilt to align with the highway intersection.

At the west end of the corridor, an overpass would be built to carry US 24 over Ridge Road. Ridge Road would be widened between High Street and Colorado Avenue. The west end of the Proposed Action is approximately 1,800 feet west of the Ridge Road overpass where the overpass connects to the existing highway. Because there is not an existing or future congestion problem between Ridge Road and Manitou Avenue, no changes are proposed west of Ridge Road.

EXHIBIT 1  
Proposed Action



Accommodations would be made for the following features that will be built by others in the future:

- At 15th Street an overpass would be constructed to carry 15th Street over US 24 and Fountain Creek, and connect to the street network of Old Colorado City and Gold Hill Mesa. This overpass would include ramps on the east side to connect to the 8th Street intersection. Between the ramps and Colorado Avenue, 15th Street would be reconstructed to provide pedestrian features such as sidewalks.
- At Ridge Road ramps providing direct access to US 24 would be constructed to convert the overpass to a tight diamond interchange.
- At 31st Street a park and ride facility would be constructed in the northeast quadrant of the intersection, with access from Colorado Avenue.

As described in Chapter 4 of the EA, the Proposed Action also includes various mitigations such as the construction of a greenway and the extension of some trails. The Proposed Action is illustrated in Exhibit 1.

## 4.0 Methodology

The study area for this analysis extends 1,000 feet north and south of US 24 to include the area that could be affected by the No Action and Proposed Action Alternatives.

Relevant comprehensive plans, zoning ordinances, GIS data, and aerial photographs were used to characterize and evaluate land use and zoning for the study area. The potential for conversion of land from an existing use to a transportation use was evaluated. Growth related impacts were considered as part of the assessment of indirect effects. The alternatives were analyzed for compatibility with existing and future planned land use and for consistency with local plans and policies.

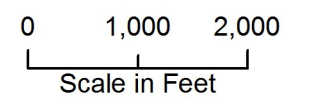
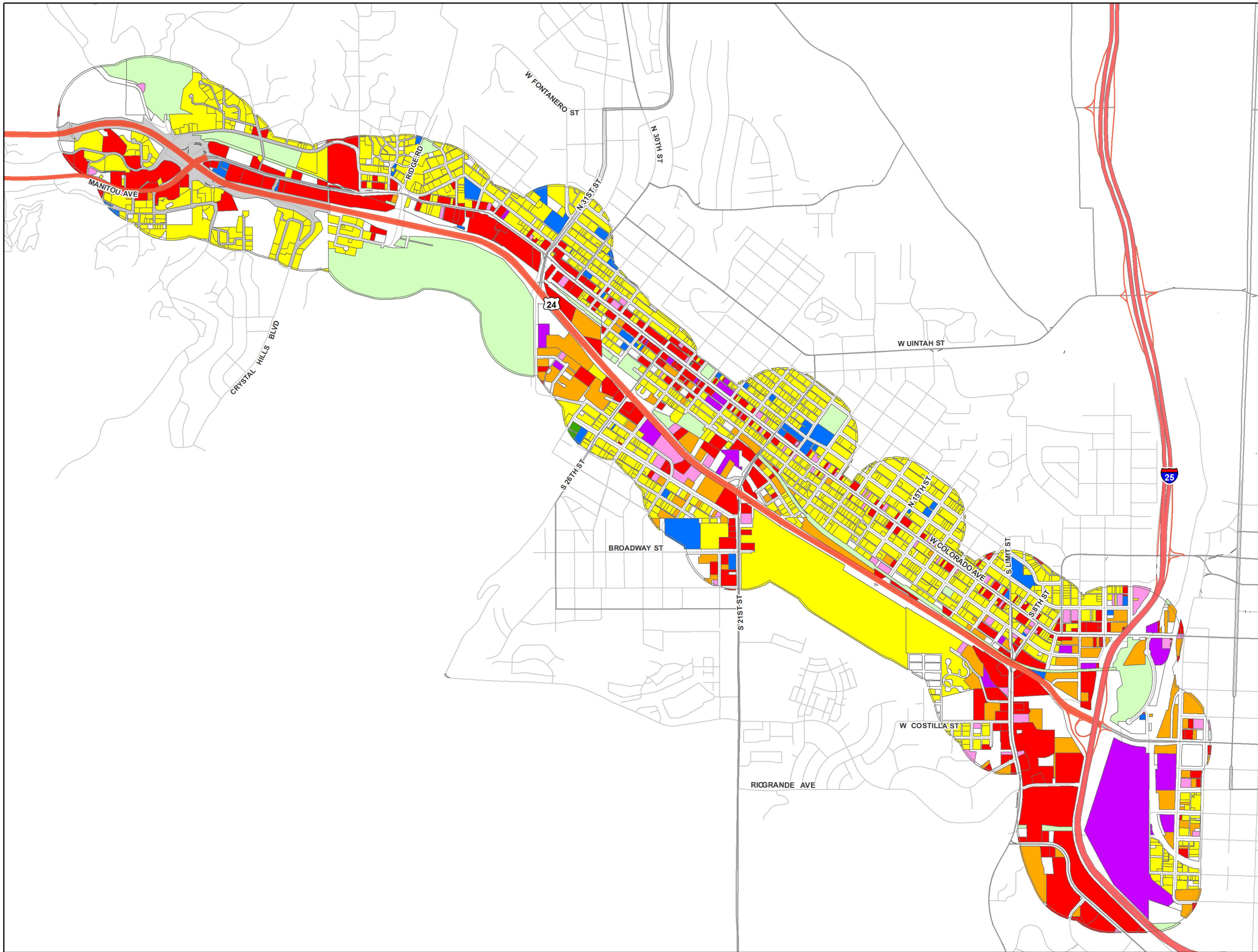
Alternatives were developed with substantial input from an Executive Leadership Team (ELT) and Technical Leadership Team (TLT). The ELT included Bill Healy, City of Colorado Springs Planning Director and Eric Drummond, the Mayor of Manitou Springs (and two predecessors). The TLT included staff from Pikes Peak Area Council of Governments (PPACG), Craig Blewitt and Ryan Tefertiller from City of Colorado Springs (and his predecessors), and Dan Folke, Planning Director for City of Manitou Springs.

The analysis that follows was prepared in accordance with all applicable guidance for addressing land use as described in CDOT's National Environmental Policy Act (NEPA) Manual (CDOT, 2007), available on the web at <http://www.dot.state.co.us/environmental/Manual/NepaManual.asp>.

## EXHIBIT 2 Existing Land Use

### Legend

- Residential
- Commercial Services
- Office
- General Industrial
- Public / Quasi-Public
- Park and Recreation
- Agriculture
- Warehouse/Wholesale
- Undefined or Vacant
- Manitou Springs



Last Revised: April 2009  
Data Sources: ESRI 2008,  
City of Colorado Springs 2009

## 5.0 Existing Conditions

### Existing Land Use

Existing land use is defined as the way in which a parcel of land is put to use, for example, residential or commercial activity. The land uses that surround the US 24 corridor are varied and nearly every category is represented. Land immediately north of US 24 consists predominately of commercial and warehouse/wholesale uses with residential land uses to the north. Land immediately south of US 24 includes a mixture of uses. Existing land uses are illustrated in Exhibit 2 and described below from east to west along the corridor.

#### I-25 to 15th Street

Land use north of US 24 includes residential, commercial, office space, general industrial, warehouse/wholesale, park and recreation (Midland Trail), and public uses (two religious institutions and a fire station). Land use south of US 24 is mostly commercial with some residential, office space, and warehouse/wholesale.

#### 15th Street to 31st Street

Land use north of US 24 is mostly residential with a few scattered commercial and office buildings, two parks, and the Midland Trail. There are a number of residential uses north and south of US 24, east of the 21st Street Intersection. North of US 24, residential uses are primarily older single-family homes, with a few attached units. South of US 24 is Gold Hill Mesa, a residential and commercial redevelopment of the Golden Cycle Mill property that began in 2006. The development plan for Gold Hill Mesa includes over 140 acres for residential development and 67 acres for commercial development.

The 26th Street Intersection is surrounded by a mixture of land uses, including commercial and office buildings, residential uses, Vermijo Park, and riparian areas associated with Fountain Creek. Land use between 26th and 31st Streets is dominated by large commercial developments. Farther from US 24, land uses are primarily residential with some scattered public uses (religious institutions, schools, and a fire station).

#### 31st Street to Manitou Avenue

At 31st Street, US 24 transitions to a more rural setting. Red Rock Canyon Open Space is the primary land use south of US 24. North of US 24 is a commercial shopping center, motels, restaurants, and a few public uses (religious institutions, school, and trail). West of Ridge Road is a mixture of residential and commercial uses.

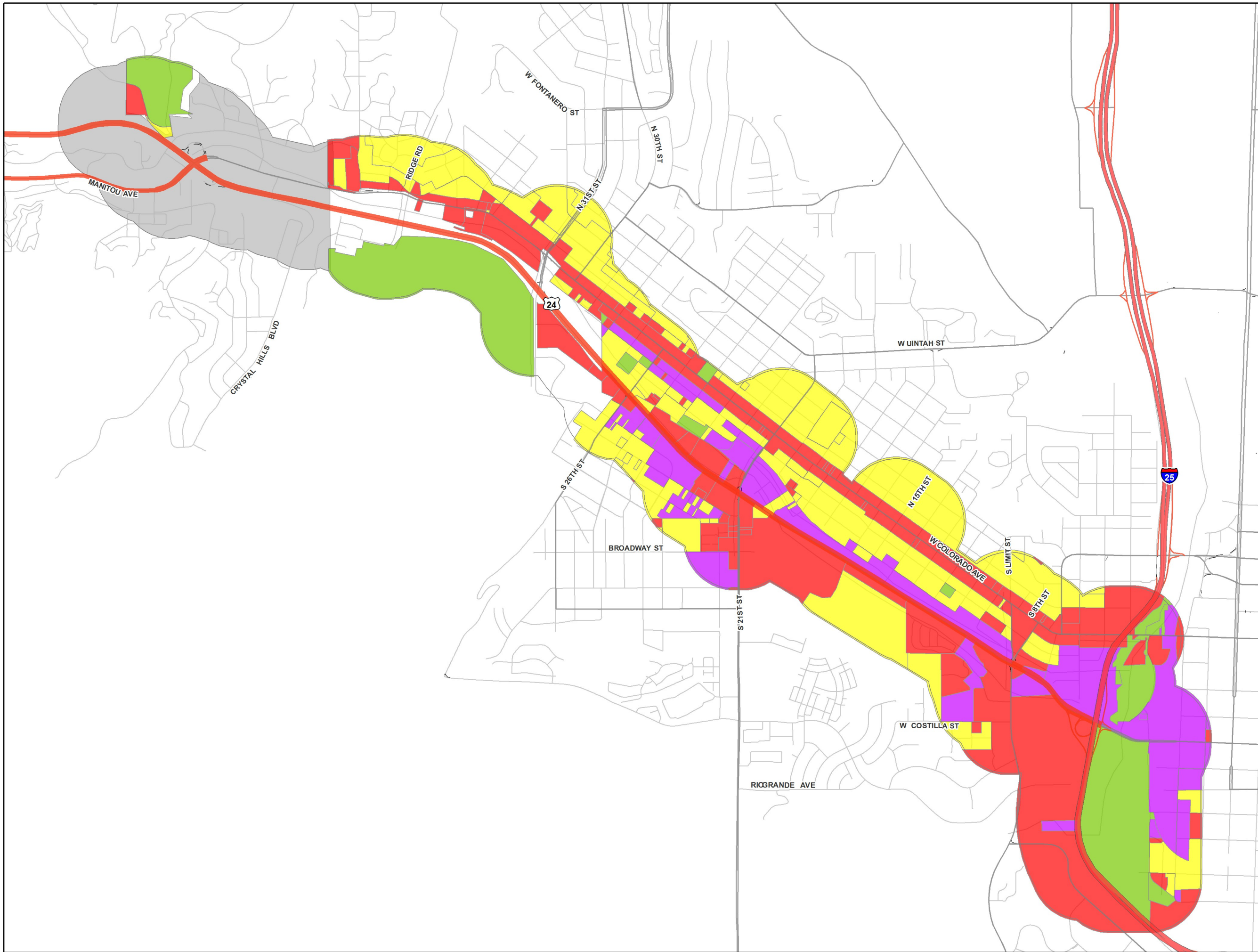
### Existing Zoning

Zoning is the legal framework for regulating the land uses that may be developed on a property. Existing land use is generally consistent with existing zoning in the study area. Some inconsistencies do exist (residential uses in commercial or industrial), which may indicate a desire to transition uses in the corridor. Exhibit 3 illustrates the existing zoning in the study area. Detailed descriptions of each district and its intended purpose are included in Attachment A.

# EXHIBIT 3 Existing Zoning

## Legend

- Residential
- Commercial
- Industrial
- Public
- Undefined or Vacant
- Manitou Springs



0 1,000 2,000  
Scale in Feet

Last Revised: April 2009  
Data Sources: ESRI 2008,  
City of Colorado Springs 2009



## Future Land Uses

Future land use defines the activities desired for the use of land as envisioned by the communities and as documented in Comprehensive Plans. Land use planning in the study area is the responsibility of the City of Colorado Springs and the City of Manitou Springs. The City of Colorado Springs has identified future land uses for the year 2020. As seen in Exhibit 4 future land use directly surrounding US 24 is classified as a mature redevelopment corridor. According to the *City of Colorado Springs Comprehensive Plan* (City of Colorado Springs, 2001a), a mature redevelopment corridor is defined as a corridor that lines older arterial streets and state highways with retail uses and auto-oriented services developed in a typical strip commercial pattern, with multiple curb cuts, individual parking lots, cluttered signage, and small lots. These corridors also include significant infill and redevelopment opportunities. Future land uses for the portion of the study area that is within the City of Manitou Springs have not been defined and are currently unknown.

From 20th Street to 33rd Street along Colorado Avenue, future land use is identified as a community activity center, with land uses that serve the day-to-day needs of the surrounding neighborhoods and residential area.

A small portion of land south of US 24 and adjacent to 21st Street is identified with a future land use of an employment center. This is defined as an activity center with major concentrations of employment supported by a mix of uses that meet the needs of employees and visitors, such as restaurants, lodging, child care, higher density residential, and educational facilities. The Midland Roundhouse is being redeveloped with over 30,000 square feet of space. Potential tenants included a bicycle retailer, a restaurant, and several other businesses.

The only land development project in progress in the study area is Gold Hill Mesa, located south of US 24 between 21st Street and 13th Street. As previously mentioned, this development includes over 140 acres for residential development and 67 acres for commercial development.

## Summary of Adopted Land Use Plans

There are several adopted land use plans that provide policy, goals, and visions for land use, transportation, and other planning elements within the study area. Relevant planning documents specific to the study area were reviewed by project team members and are summarized below. Ideas presented in the plans (such as drainage and flood control, enhancement of Fountain Creek riparian corridor, expansion of US 24 to improve traffic congestion and circulation, and visual continuity) informed the development of the Proposed Action described in Section 2.0.

Plans that do not specifically address the study area (e.g., *El Paso County Master Plan*) are not described below. Plans that address parks and open space are addressed in the Parks and Recreation Technical Memorandum for this project.

# EXHIBIT 4 Future Land Uses

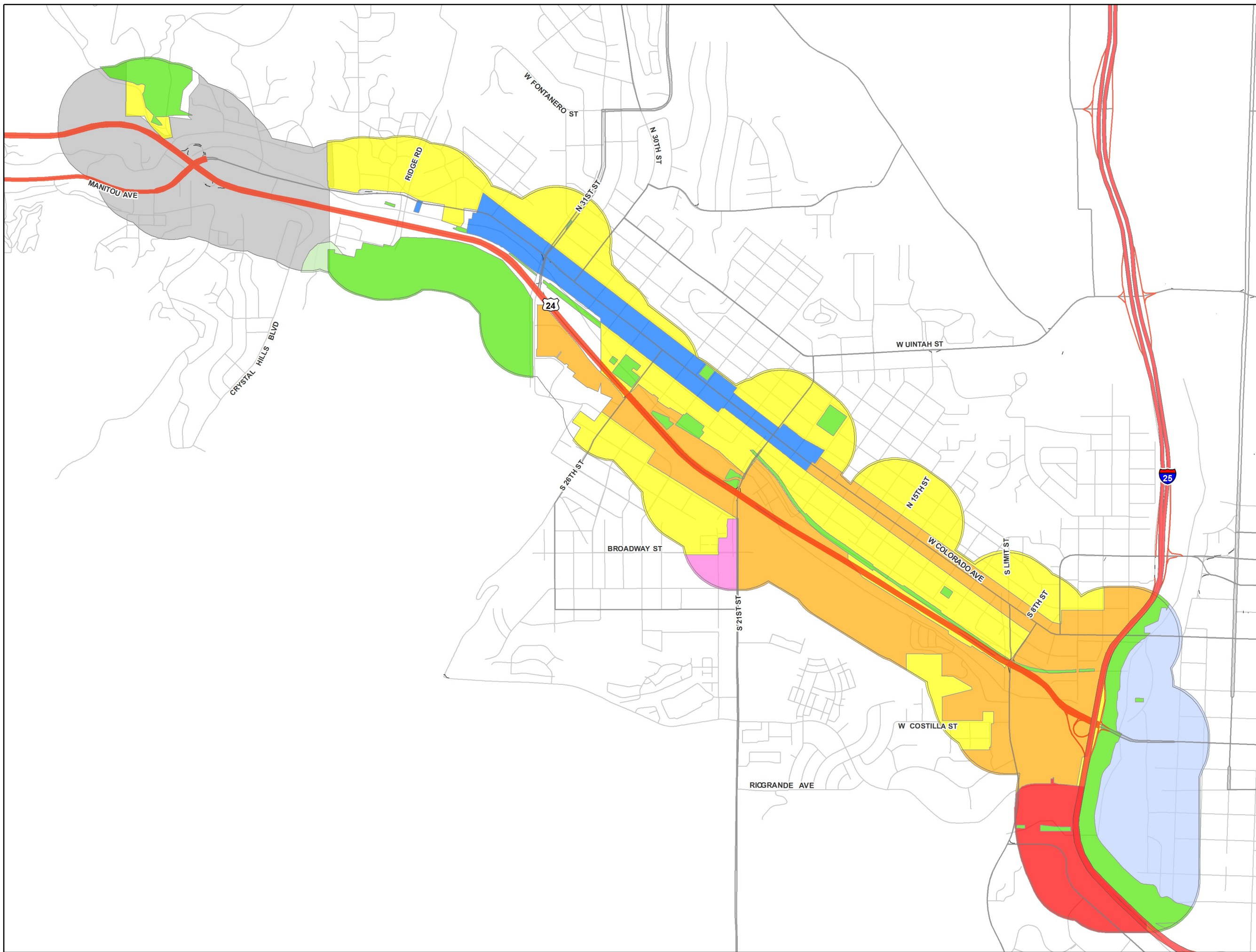
## Legend

- Residential
- Commercial Center
- Employment Center
- Community Activity Center
- Mature Redevelopment Corridor
- Regional Center
- Candidate Open Space
- Existing Park and Recreation
- Undefined or Vacant
- Manitou Springs



0 1,000 2,000  
Scale in Feet

Last Revised: April 2009  
Data Sources: ESRI 2008,  
City of Colorado Springs 2009



### **Moving Forward 2035 Regional Transportation Plan**

The PPACG *Moving Forward 2035 Regional Transportation Plan (2008)* envisions US 24 from Divide to I-25 as a major multimodal, regional arterial that facilitates longer-distance regional trips and access to adjacent establishments in the most densely developed areas. The plan calls for preserving the mountain and urban character of the area while supporting the future goals and objectives of improving safety, capacity, and mobility. The plan proposes strategies such as developing access management plans, roadway bypasses and general purpose lanes, improving the geometry of intersections and interchanges, and enhancing bicycle and pedestrian facilities.

### **City of Colorado Springs Comprehensive Plan**

The *City of Colorado Springs Comprehensive Plan*, adopted in 2001, establishes a framework and a set of objectives for evaluating future growth and development within the City of Colorado Springs. Objectives identified in the land use and transportation elements of this plan include developing a land use pattern that preserves the natural environment, livability, and sense of community; develops a mix of interdependent, compatible, and mutually supportive land uses; allows for transportation planning and mobility; and implements the transportation system (prioritizing capital needs and financing options, prioritizing improvements, and protecting previous transportation investments) to avoid “leap frog” development and preserve the unique character of the community.

### **City of Colorado Springs Annual Report 2007**

Each year, the City of Colorado Springs produces an annual report to evaluate the progress of the *City of Colorado Springs Comprehensive Plan*. The 2007 report showed 35 percent of the City of Colorado Springs being vacant land, a decrease from the previous year. The plan identifies the US 24 West Corridor as one of eight “Designated Redevelopment Corridors and Areas” for possible redevelopment and/or infill development.

### **City of Colorado Springs Intermodal Transportation Plan**

The *Intermodal Transportation Plan* (City of Colorado Springs, 2001b) is part of a continuing effort to enhance the transportation system for the City of Colorado Springs and to develop a comprehensive approach to transportation planning. Some of the goals identified in the plan include: implementing the projects and programs included in the PPACG Transportation Improvement Program and Regional Transportation Plan; right-of-way preservation and dedication for transportation facilities through the land development process and other means; the prioritization and design of transportation facility improvements in coordination with police and fire to maintain or enhance emergency response times; and design new and re-constructed transportation facilities in accordance with City Public Street Standards and with the objectives and policies of the *City of Colorado Springs Comprehensive Plan*.

### **City of Colorado Springs 2008 Strategic Plan**

The *City of Colorado Springs 2008 Strategic Plan* was adopted in August 2007. This document is a supplement to the *City of Colorado Springs Comprehensive Plan* that addresses key issues in the next 5 years. Sustainability is one of the key goals identified, specifically, the *City of Colorado Springs Comprehensive Plan* states that a mixture of land uses and densities in new

and existing neighborhoods helps sustainability. Strategies for this include proactively supporting development; innovative forms of development such as planned unit developments; and implementing programs to encourage, retain, and revitalize retail development.

### **Westside Plan and Midland Plan Update**

The Colorado Springs Planning Department adopted the *Westside Plan* in 1980. The purpose of the *Westside Plan* was to define and direct redevelopment and revitalization of the Westside neighborhood. The plan focused on redevelopment along US 24 and identified the need for transportation improvements that would keep through traffic off of local residential streets and eliminate congestion problems. Potential solutions to address congestion on US 24 and Colorado Avenue included widening US 24 and eliminating signals at major intersections on US 24. The land use element of the plan proposed primarily commercial and industrial land uses along US 24, with some parks and undeveloped riparian areas for flood control. Multiple gateways to the Westside neighborhood from US 24 were also recommended.

In 1986, the *Midland Plan* was developed as an update to the *Westside Plan* and to reflect additional residential development and higher traffic volumes. The plan recommended that land between I-25 and 31st Street be used for open space or carefully planned commercial and industrial areas. Comprehensive landscaping, a linear park system and bicycle path, flood control, and attention to the aesthetics of the corridor were also recommended. To approve the visual condition of the corridor, the plan suggested moving non-conforming junk and salvage operations to designated and approved zones elsewhere in the County.

### **The Midland/Fountain Creek Parkway Corridor Plan**

The purpose of this study was to develop a concept for US 24 between I-25 and Manitou Springs that would result in a diverse, revitalized, and visually attractive corridor. Broad community involvement and multiple open houses were conducted throughout the planning process, which took place in 1988.

## **6.0 Impacts and Mitigation**

### **Impacts of No Action Alternative**

The No Action Alternative would improve intersection geometry at both 8th and 21st Streets, replace bridges over Fountain Creek at 8th Street, 21st Street, and 25th Street, and extend Midland Trail between 21st Street and Manitou Avenue as approved in 2004 in the *I-25 Improvements Through the Colorado Springs Urbanized Area Environmental Assessment* (Federal Highway Administration [FHWA] and CDOT). These improvements would require right-of-way acquisition and the conversion of existing land to transportation uses.

The No Action Alternative would not fully address transportation needs within the US 24 corridor and would be unable to accommodate the additional traffic associated with anticipated growth and redevelopment. As congestion increases, mobility, capacity, and safety conditions would worsen. Unaddressed transportation needs could also hinder redevelopment within the study area.

As detailed in Exhibit 5 the No Action Alternative would only partially support the relevant goals and objectives presented in adopted land use plans. It would not provide the necessary congestion relief or improve mobility for automobiles, bikes, or pedestrians. The Midland Trail extension would support goals related to pedestrian and bicycle access, and intersection improvements at 8th Street and 21st Street would support goals related to correcting intersection geometry.

## Impacts of Proposed Action Alternative

The Proposed Action Alternative is consistent with planned land uses. The study area is mostly built, leaving limited potential for additional development. Improved access at new interchange locations could result in the redevelopment of commercial land uses. Capacity improvements would support the additional traffic associated with Gold Hill Mesa.

As detailed in **Exhibit 5** the Proposed Action Alternative supports the goals and objectives of adopted land use plans and policies. The 2001 City of Colorado Springs *Comprehensive Plan* and PPACG's *Moving Forward 2035 Regional Transportation Plan* both discuss the importance of preserving natural features, developing mixed land-uses, implementing the transportation system, improving the geometry of intersections/interchanges, and enhancing bicycle and pedestrian facilities.

The Proposed Action Alternative is also compatible with the *Intermodal Transportation Plan* (City of Colorado Springs, 2001b). With the emphasis on access to local neighborhoods and destinations between Manitou Avenue and I-25, the Proposed Action Alternative would continue to accommodate regional travel to and from the mountains, but would give preference to local traffic with lower speeds on the mainline. Intersection capacity would improve and pedestrian features such as sidewalks would be provided. This supports the goals of mobility, livability, and intermodalism, identified in the City of Colorado Springs *Comprehensive Plan* (2001a). The Proposed Action Alternative would also support the goals associated with right-of-way preservation and would be reconstructed in accordance with City Public Street Standards.

The Proposed Action Alternative supports the 2008 *City of Colorado Springs 2008 Strategic Plan* with the identified strategies of proactively supporting development and implementing programs to encourage, retain, and revitalize retail development.

EXHIBIT 5  
Compatibility with Adopted Land Use Plans

Plan	Is Alternative Supportive of Relevant Goals and Objectives?	
	No Action	Proposed Action
<i>Moving Forward 2035 Regional Transportation Plan</i> (2008)	<b>Partially</b> – Improves the geometry of intersections.	<b>Yes</b> – Improves capacity, mobility, and the geometry of intersections and interchanges.
<i>City of Colorado Springs Comprehensive Plan</i> (2001a)	<b>Partially</b> – Improves pedestrian and bicycle access.	<b>Yes</b> – Improves mobility, transportation connections, and pedestrian and bicycle access.

EXHIBIT 5

Compatibility with Adopted Land Use Plans

Plan	Is Alternative Supportive of Relevant Goals and Objectives?	
	No Action	Proposed Action
City of Colorado Springs Annual Report 2007 (2007b)	<b>No</b> – Does not provide the additional capacity necessary to accommodate anticipated growth and redevelopment.	<b>Yes</b> – Provides the additional capacity necessary to accommodate anticipated growth and redevelopment.
<i>City of Colorado Springs Intermodal Transportation Plan</i> (2001b)	<b>Partially</b> – Implements transportation improvements and right-of-way preservation.	<b>Yes</b> – Implements transportation improvements, preserves right-of-way, and improves emergency response times.
<i>City of Colorado Springs 2008 Strategic Plan</i> (2007a)	<b>No</b> – Does not provide the additional transportation capacity necessary to accommodate anticipated growth and redevelopment.	<b>Yes</b> – Provides the additional capacity necessary to accommodate anticipated growth and redevelopment.
<i>Westside Plan</i> (including Midland Plan) (1980)	<b>Partially</b> – Does not adequately address concerns identified in the Plan (congestion, landscaping, flooding, and corridor aesthetics). Would extend Midland Trail.	<b>Yes</b> – Includes or supports major recommendations of the Plan including highway widening to address congestion and prevent neighborhood through-traffic, corridor landscaping, development of a linear park system and bike path, flood control, aesthetic improvements, and the relocation of salvage operations. Extends Midland Trail.
<i>The Midland/Fountain Creek Parkway Corridor Plan</i> (1988)	<b>Partially</b> – Does not provide drainage improvements or flood control or provide additional capacity on US 24. Would extend Midland Trail.	<b>Yes</b> – Provides drainage improvements and flood control, enhances Fountain Creek corridor, and provides additional capacity on US 24. Extends Midland Trail.

The Proposed Action would address many of the concerns identified in the City of Colorado Springs *Westside Plan* (1980) and the *Midland/Fountain Creek Parkway Corridor Plan* (1988). Recommendations that would be implemented by the Proposed Action include highway widening to address congestion and prevent neighborhood through traffic, corridor landscaping, development of a linear park system and bike path, flood control, aesthetic improvements, and the relocation of salvage operations.

In June 2006, THK Associates, Inc. prepared the *U.S. Highway 24 Alternatives Analysis (Manitou Springs to Interstate 25) Market and Socio-Economic Impacts* for CDOT. The document analyzed demographics, economic trends, and projected demand for commercial and residential space for a trade area that included retail, office, hotel, industrial, rental apartments, condominiums and townhomes, and single-family detached housing. The study compared the No Action Alternative and the Proposed Action Alternative and found that by constructing the Proposed Action, the demand for retail, office, hotel, and industrial space would be approximately 55 percent higher than the No Action Alternative. Demand for residential uses would be approximately 110 percent higher than the No Action

Alternative. Because the trade area is already developed or preserved as open space, this demand will most likely be accommodated through infill development and redevelopment of existing uses.

The Proposed Action would result in the direct conversion of residential, commercial, and public lands to a transportation use. The widening of US 24 and associated improvements identified in Section 2.0 would require the acquisition of 112 properties (81 commercial, 4 mixed-use, 14 public, and 13 residential). Details are described in the Right-of-Way Technical Memorandum for this project.

## Actions to Avoid and Minimize Impacts

Throughout the design of the Proposed Action, efforts have been made to avoid and minimize land use impacts to the extent feasible. Many of the design options evaluated, but not selected, resulted in greater amounts of land conversion than the Proposed Action. The project team has coordinated with the City of Manitou Springs and the City of Colorado Springs to ensure compatibility with land use plans and regulations. Throughout the development of the EA, the project team held multiple open houses and public meetings in which area residents, neighborhood organizations, and other stakeholders were given the opportunity to comment on the design concepts and express their views and concerns. These events are described in the EA.

## Mitigation of Proposed Action Alternative

No mitigation is necessary for potential impacts to land use. Local planning jurisdictions have the authority to make land use decisions and approve land use change and development. The project team will continue to coordinate with the City of Colorado Springs to ensure the Proposed Action is consistent with land use regulations and policies. For more information on right-of-way, refer to the Right-of-Way Technical Memorandum for this project.

## 7.0 References

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ATTACHMENT A

# Zoning Districts and Allowable Land Uses

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EXHIBIT A-1  
Existing Zoning Descriptions

<b>Residential Uses</b>		
<b>District</b>	<b>Classification</b>	<b>Purpose</b>
R	Estate Single-Family Residential	To establish large lots for low density, single-family residential use.
R-1 6000	Single-Family Residential	To establish lots primarily for single-family residential use.
R-2	Two-Family Residential	To establish lots primarily for one- or two-family residential use.
R-4	Multi-Family Residential	To establish lots for not more than eight (8) dwelling units.
TND	Traditional Neighborhood Development	The purpose of traditional neighborhood development zone is to create a residential zoning classification that encourages a pattern of neighborhood development that was commonly built in Colorado Springs prior to World War II. These neighborhoods are characterized by a diversity of housing types integrated with neighborhood schools, parks, civic spaces, and commercial uses. This traditional pattern is based on a pedestrian environment that is more people friendly and auto oriented, incorporating attractive streetscapes. Parks and open space form a network of outdoor amenities that provide for recreation, natural area preservation, and pedestrian and bicycle transportation. Building design is architecturally distinctive, enhancing the streetscape and creating a definitive character for the neighborhood. Overall, the TND zone is intended to promote the development of a neighborhood with a sense of place. It also embodies many of the objectives included in the <i>City of Colorado Springs Comprehensive Plan</i> .
<b>Commercial Uses</b>		
<b>District</b>	<b>Classification</b>	<b>Purpose</b>
OR	Office Residential	The office residential zone is a transitional zone district that allows a variety of residential unit types and offices. The zone is directed to smaller office sites that need a careful evaluation of use to use compatibility such that the stability and value of the surrounding neighborhood is best protected.
C-6	General Business	This zone district provides for general commercial uses that are typically high volume traffic generators and are generally dependent on more than the immediate neighborhood for their market area.
C-5	Intermediate Business	This zone district provides for general commercial uses that are of moderate intensity. The emphasis of the zone is placed on individual sites which in some cases will be located near established residential zoning.
PBC	Planned Business Center	The planned business center or PBC zone district is designed to accommodate commercial uses that serve an adjoining neighborhood or neighborhoods and to preserve and enhance areas with a range of retail sales and service establishments for both short and long-term needs. The planned business center will provide ease of vehicular circulation and a compatible relationship to surrounding properties through an overall planning approach and evaluation of the site.

EXHIBIT 6  
Existing Zoning Descriptions

<b>Industrial</b>		
PIP-2	Planned Industrial Park	This zone is intended to provide for a limited group of professional, administrative, research, manufacturing, and industrial uses with operations that are quiet and clean to ensure the creation and maintenance of an environment that will serve the mutual interest of the community as a whole, any adjacent residential areas, and the occupants of the industrial park in particular. Planned industrial park or PIP zone districts shall be located on lands that are suitable for industrial development, have an acceptable relationship to the major thoroughfare plan and applicable master plans, and are held in single ownership or under unified control.
M-1	Light Industrial	This zone is designed to accommodate light industrial uses and commercial uses that are complementary and compatible to the industrial uses.
M-2	Heavy Industrial	This zone district is intended for uses that are likely to have an extensive impact on the surrounding area. The M-2 or heavy industrial zone shall be separated, where possible, from residential districts by intervening and more restrictive zones.
<b>Planned Unit Development</b>		
PUD	Planned Unit Development	To allow for a variety of residential, commercial, office, and industrial land use types and encourage appropriate mixed use developments. This zone district is intended to provide the means through which land may be developed with an overall unified approach. The district encourages flexibility in design to create a better living environment, to preserve the unique features of the site and to provide public services in a more economic manner.
<b>Public</b>		
PF	Public Facilities	The public facilities zone district is provided for land that is used or being reserved for a governmental purpose by the City of Colorado Springs, El Paso County, the State of Colorado, the federal government or a public utility. Uses allowed in this zone are limited to governmental functions or utility services provided by the City of Colorado Springs, El Paso County, the State of Colorado, the federal government or a public utility and to private facilities that perform traditional government functions such as jails and halfway houses.
PK	Public Park	The public parks zone district is intended for land set aside for use as public recreation and open space. These parks may include playground equipment, athletic fields, tennis courts, swimming pools, and other facilities and programmed activities normally associated with public parks. Parks may also be reserved for natural or environmental reasons, such as preservation of wildlife, vegetation, or significant natural or historic resources.

**Source:** City of Colorado Springs Municipal Code - Article 3: Land Use Zoning Districts, 2008.