

I've cut and pasted here the key provisions of the Comprehensive Plan (available on-line: <http://www.springsgov.com/Page.asp?NavID=812> violated by the Woodmen Heights annexation.

The main violations are CIS103 on new development paying its fair share and on assessing impact fees (fire fee is the first and only impact fee), and CIS 204a prohibiting enclaves. I've listed a number of other violations if you want to get picky, including ignoring mass transit in the plan. No questions were asked of the planner or developer about integrating transit stops. No transit impacts were included in the fiscal impact analysis, implying this area will not require any transit service (which we all know has to be subsidized).

Primary Comprehensive Plan violations:

Chapter Four, Community Infrastructure and Services

**Policy CIS 103: New Development Will Pay its Fair Share of the Cost of Additional Infrastructure and Services**

Ensure that new development pays its proportional fair share of the costs of new infrastructure and services required to serve the new development.

**Strategy CIS 103a: Determine Costs of New Infrastructure and Services**

Determine the proportional fair share of the costs for new infrastructure and services required for new development.

**Strategy CIS 103b: Assess Impact Fees on New Development**

Develop and charge impact fees to new development. Impact fees will be based upon a standard formula that requires each new development project to pay the calculated share of the cost of the new infrastructure and facilities.

**Strategy CIS 103d: Develop and Utilize Criteria for Determining Infrastructure and Service Adequacy**

Develop criteria for development reviews that determine thresholds of demand necessitating the provision of new infrastructure and services as a result of development.

[Dave's note: I guess they "determined" the inadequacy of transportation infrastructure, and this policy doesn't say they have to do anything to avoid it.]

**Strategy CIS 202a: Evaluate Annexations to Determine if They Will Benefit the City**

Evaluate an annexation's benefit to the City based on the following criteria:

The short and long-term fiscal impact of extending City services;

[Dave's note: the city looks at short-term fiscal impact, limited to ten years, prior to maintenance costs starting to kick in.]

Improved public transportation;

The City's ability to accommodate projected population increases;

[Dave's note: ability to provide water to this added population????]

Effect on air quality; and

[Dave's note; Level of service F projected at two major intersections of a major 6-lane roadway – city planner said no one made them aware of any adverse impacts on air quality. Did anyone ask if these two intersections would create an adverse impact?]

### **Strategy CIS 202c: Ensure Sufficient Water and Wastewater Facilities**

Colorado Springs Utilities will review annexation requests to assess the sufficiency of current and projected water and wastewater facilities available for present and projected needs consistent with Colorado Springs Utilities policy direction.

### **Strategy CIS 204a: Avoid Enclaves**

Work with property owners requesting annexations to avoid creating enclaves.  
**Annexations that create enclaves will not be approved.**

Other Parts of Comprehensive Plan that weren't applied well in this case:

Approved Comprehensive Plan - VISION

### **A VISION FOR THE FUTURE OF COLORADO SPRINGS**

This vision for the future of Colorado Springs' is intended to guide the city's growth to the year 2020. It is based on preserving, protecting, and sustaining the best characteristics of our built and natural environment, on effectively addressing our community needs, and on giving positive direction to the changes

and growth we can anticipate, and on finding effective solutions to our existing problems.

## OUR COMMUNITY ENVISIONS A COLORADO SPRINGS

[key excerpts:]

**\* That has a transportation system with a high degree of efficiency, mobility, accessibility, connectivity, and a range of real choices for traveling between destinations within the community,**

**\* That is equitable and fiscally responsible in providing, maintaining, and upgrading public services and infrastructure,**

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From Chapter One, Land Use:

Policy LU 203: Develop a Land Use Pattern that is Mutually Supportive with the Intermodal Transportation System

Develop a land use pattern that supports, and is in turn supported by, increased pedestrian, bicycle, and transit travel and that reduces the need for automobile use.

Strategy LU 303b: Adopt Standards for Connectivity and Access

Adopt standards that require street and pedestrian connectivity between residential and commercial developments, civic uses, and parks to make neighborhoods more accessible, walkable, and pedestrian friendly. Adopt subdivision and development standards requiring provision of continuous sidewalks, walkways, trails, and appropriate transit facilities.

From Chapter Three, Transportation:

Strategy T 104b: Integrate the Regional and Local Transportation Systems

Plan, design and implement a transportation system, including services and facilities that supports the integration of the regional and local transportation networks. Facilitate access to the system for vehicles, pedestrians, bicyclists, mass transit services, and persons with disabilities. Incorporate the transportation needs of public and private schools in system planning. Coordinate planning and implementation with federal highway, railroad and air transport authorities.