

**ZC-20-24 (Picoma) Zoning Change Review (By Comp Plan Element)**

**LAND USE – Preferred Scenario Map / Land Use Intensity Matrix**

	YES	NO (map amendment required)
Does the request meet the intent of the Preferred Scenario Map and the Land Use Intensity Matrix?	<b>X – Character Districts are “Considered” in Medium Intensity Zones on the Preferred Scenario Map.</b>	

**ECONOMIC DEVELOPMENT – Furthering the goal of the Core 4 through the three strategies**

STRATEGY	SUMMARY	Supports	Contradicts	Neutral
Preparing the 21 <sup>st</sup> Century Workforce	Provides / Encourages educational opportunities			<b>X</b>
Competitive Infrastructure & Entrepreneurial Regulation	Provides / Encourages land, utilities and infrastructure for business			<b>X</b>
The Community of Choice	Provides / Encourages safe & stable neighborhoods, quality schools, fair wage jobs, community amenities, distinctive identity			<b>X</b>

**ENVIRONMENT & RESOURCE PROTECTION – Land Use Suitability & Development Constraints**

	1 (least)	2	3 (moderate)	4	5 (most)
Level of Overall Constraint		<b>10%</b>			
Constraint by Class					
Cultural	<b>100%</b>				
Edwards Aquifer	<b>100%</b>				
Endangered Species	<b>100%</b>				
Floodplains	<b>100%</b>				
Geological	<b>100%</b>				
Slope	<b>99%</b>		<b>1%</b>		
Soils	<b>88%</b>	<b>12%</b>			
Vegetation	<b>100%</b>				
Watersheds	<b>100%</b>				
Water Quality Zone	<b>57%</b>			<b>29%</b>	<b>14%</b>

**ENVIRONMENT & RESOURCE PROTECTION – Water Quality Model Results**

Located in Subwatershed:	<b>Cottonwood Creek Watershed</b>				
	0-25%	25-50%	50-75%	75-100%	100%+
Modeled Impervious Cover Increase Anticipated for Watershed					<b>X</b>
Notes: <b>The 2013 Comprehensive Plan predicted a 342% increase of impervious cover under the Preferred Scenario of development. Although this may seem alarming, the area is primarily rural, undeveloped, and used for agriculture so any increase in impervious cover will seem high compared to the existing amount of 1.8% at the</b>					

time the Comprehensive Plan was adopted. The predicted increase in impervious cover is attributed to multiple intensity zones located within the watershed.

**NEIGHBORHOODS** – Where is the property located

CONA Neighborhood(s):	N/A – Outside City Limits
Neighborhood Commission Area(s):	N/A – Outside City Limits
Neighborhood Character Study Area(s):	N/A

**PARKS, PUBLIC SPACES AND FACILITIES** –Availability of parks and infrastructure

				YES	NO
Will Parks and / or Open Space be Provided? <b>Parkland dedication and parkland development is required at the time of plat and is based on the number of units proposed. Fee in lieu of dedication and development may be accepted if requested by the subdivider and approved by the Responsible Official and/or the Parks Board.</b>				X	
Will Trails and / or Green Space Connections be Provided? <b>The Transportation Master Plan requires a greenway through the subject property</b>				X	
<b>Maintenance / Repair Density</b>	Low (maintenance)		Medium		High (maintenance)
Wastewater Infrastructure	X				
Water Infrastructure	X				
<b>Public Facility Availability</b>				YES	NO
Parks / Open Space within ¼ mile (walking distance)? <b>The nearest park is the Cottonwood Creek Park which is within approximately 1-mile walking distance. El Camino Real Park is within approximately 1.7 miles walking distance.</b>					X
Wastewater service available? <b>The developer is responsible for any additional wastewater lines that are required through the property.</b>				X	
Water service available? <b>The developer is responsible for any additional water lines that are required through the property.</b>				X	

**TRANSPORTATION** – Level of Service (LOS), Access to sidewalks, bicycle lanes and public transportation

		A	B	C	D	E	F
Existing Daily LOS	<b>Redwood Road Hwy 123</b>	X X					
Existing Peak LOS	<b>Redwood Road Hwy 123</b>	X X					
Preferred Scenario Daily LOS	<b>Redwood Road Hwy 123</b>			X		X	
Preferred Scenario Peak LOS	<b>Redwood Road Hwy 123</b>						X X
<b>Note: The property will be required to meet the Transportation Master Plan and construct required streets per the Block Standards in the Development Code.</b>							
		N/A	Good	Fair	Poor		
Sidewalk Availability (Required to build.)		X					
<b>Sidewalks will be required to be constructed at the time of development.</b>							
				YES	NO		

Adjacent to existing bicycle lane? <b>The development will be responsible for constructing required bike infrastructure within new proposed streets.</b>		<b>X</b>	
Adjacent to existing public transportation route? <b>Located along the Guadalupe/Redwood CARTS Route.</b>	<b>X</b>		