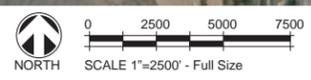


**Legend**

- City of Aurora
- Town of Bennett
- Front Range Airport
- Aurora Strategic Area
- Bennett Plan Boundary (Area of Planning Interest)
- Union Pacific Railroad
- Proposed Arterial
- Existing Interchange
- Proposed Interchange
- US 36/ Colfax Avenue
- Colorado State Highway
- I-70
- Three Mile Annexation Boundary
- E Employment Center
- N Neighborhood Center
- Rural/ Rural Preservation



DRAFT  
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**TOWN OF BENNETT THREE-MILE AREA PLAN MAP**



## INTRODUCTION

The Town of Bennett Three-Mile Area Plan is prepared to comply with Section 31-12-105(1)(e)(I) of the Colorado Revised Statutes, as follows:

"...Prior to the completion of any annexation within the three-mile area, the municipality shall have in place a plan for that area, which generally describes the proposed location, character, and extent of streets, subways, bridges, waterways, waterfronts, parkways, playgrounds, squares, parks, aviation fields, other public ways, grounds, open spaces, public utilities, and terminals for water, light, sanitation, transportation, and power to be provided by the municipality and the proposed land uses for the area. Such plan shall be updated at least once annually..."

The Town of Bennett Comprehensive Plan identifies an Area of Planning Influence. Within that Area of Planning Influence is contained the three-mile area delineated on the Three-Mile Area Plan Map. The proposed location of physical features within the three-mile area, such as arterial streets and interchange locations are described on the Three-Mile Area Plan Map. Several plan themes within the Town of Bennett Comprehensive Plan also address or reference proposed improvements within the three-mile area, including Transportation, Services and Infrastructure, and Community Health. The extent and character of these and other proposed improvements within the three-mile area components are described and classified into the following three categories: Transportation, Utilities and Recreation.

## TRANSPORTATION

The Town of Bennett Comprehensive Plan's Transportation theme identifies proposed transportation improvements within the three-mile area, notably:

- Constructing two new interchanges on I-70 at Schumaker Road and Yulle Road, and improving the existing Kiowa-Bennett Road interchange.
- The realignment of SH 79 east of Bennett, including a separated grade crossing over Union Pacific Railroad, and the realignment of the Kiowa-Bennett Road.

## UTILITIES

Based on the current per capita consumption rate of water, the Town of Bennett's municipal wells will support a population of 4,400. The Town currently provides water for approximately 900 single family equivalent (SFE) users, and has capacity for approximately another 900 SFE's. The Town of Bennett utilizes a sewage lagoon with a design capacity to serve a population of 10,000. Current demand is less than 25 percent of design capacity. As noted in the Town of Bennett Comprehensive Plan's Services and Infrastructure theme, future utility needs warrant a region-wide services and infrastructure delivery system, inclusive of introducing a renewable water supply.

## RECREATION

The proposed parks, playgrounds and open space for the three-mile area are described in the Town of Bennett Parks, Trails and Open Space Master Plan, and on the Bennett Trails Master Plan. The Community Health theme in the Town of Bennett Comprehensive Plan references these plans and emphasizes the Town's commitment to recreational resources.

## LAND USE

The proposed land use for the Three-Mile Area Plan is classified into the following three categories: Rural/Rural Preservation, Neighborhood Centers, and Employment Centers.

## RURAL/RURAL PRESERVATION

Comprising the bulk of the three mile area, this land use category includes existing rural residential neighborhoods, large lot development, very low density cluster development, and large agricultural land holdings that desire to remain rural in character.

## NEIGHBORHOOD CENTERS

The intent of mixed-use neighborhood centers is to shorten distances between homes, workplaces, schools, shopping, and recreational activities. Neighborhood centers are wrapped with open space and very low density rural residential development. Each center's development will vary in density and intensity from large master planned neighborhoods to smaller in-fill mixed use projects within the downtown area, defined in the Downtown Bennett Planning Study.

## EMPLOYMENT CENTERS

The employment centers are intended to serve as a location for non-residential commercial and industrial land uses inclusive of large scale warehousing, manufacturing, outdoor storage, distribution and trans-loading facilities. Additional supporting uses could include hotels, restaurants, child care centers and retail.

## ANNEXATION POLICIES

- All annexations shall be in conformance with the provisions of Section 31-12 of the Colorado Revised Statutes. The Three-Mile Area Plan shall be reviewed and updated annually, incorporating any municipal boundary adjustments and related three-mile area boundary adjustments as necessary.
- Annexation is an agreement between a willing land owner and a willing local government. The Town and property owner should enter into a pre-annexation agreement as a precursor to any annexation. Pre-annexation agreements establish the conditions of annexation and provide the Town and property owner with a set of negotiated obligations upon annexation.
- The Town shall respect the private property rights of existing landowners and honor County rural residential zoning designations.

## ANNEXATION CRITERIA

The basic criteria used to determine which parcels of land may be desirable for future annexation by the Town are as follows:

- Consider those parcels that can be served by Bennett with little or only minimal adverse impacts.
- Consider those parcels that offer an opportunity to broaden the housing stock of the Town, and help provide housing for all economic segments of the community.
- Consider those parcels that can broaden the Town's industrial or commercial base, and help provide employment opportunities and retail services to area residents.
- Consider those parcels within areas designated as employment center or neighborhood center in the Town's Comprehensive Plan.
- Do not consider land that would be difficult to access or serve with public facilities and services due to natural constraints, such as floodplains, wetlands or other similar features.
- Do not consider existing rural residential developments that desire to remain unincorporated.
- Consider annexing existing parcels or areas that are in need of sewer and/or water service due to environmental concerns, failing septic systems/wells, poor water quality or quantity.