PUEBLO’S COMPREHENSIVE PLAN
Pueblo Area Council of Governments

FUTURE LAND USE

DEFINING FUTURE REGIONAL LAND USES

Highway Commercial Mixed Use

Arterial Commercial Mixed Use

Arterial Commercial MXD

Large Parks/Open Space

Mesa Junction, Eastside, Bessemer, Northside, Aberdeen, State Park, and Hyde Park. Pueblo and the urbanizing areas in the City's immediate periphery. Examples include the large commercial areas and corridors found along key sections of I-25, portions of Highway 50, Pueblo Boulevard, Highway 47, and Santa Fe Drive, Prairie Avenue and Northern Avenue. While the primary focus of these areas is retail sales and personal services, some office space is intermixed. This land use includes manufacturing, assembling, fabricating, and light processing and includes tract developments of one to 100 acres. Within the

Institutional Mixed Use

DEFINING FUTURE REGIONAL LAND USES

A two-part of the character of Future Land Uses is the character of the areas arranged in the framework of Principles of Land Use. A healthy and vibrant community needs to balance economic growth with maintenance of the rural character that reflects past development. The street network of future residents must be designed to provide a range of service needs and character. The plan is guided by principles in order to enable future communities and character to be preserved and maintained within the urban area.

Employment Center/Industry

The plan proposes to implement a employment center and industry development to support the needs of the community. The Employment Center/Industry is a category that includes public and semi-public uses such as hospitals, government complexes, the State Fair Grounds, the University of the Southwest, the River Ranch Golf Course, and the City Hall. This area is designated to include large-scale development of employment centers and industry. The plan encourages large-scale development of employment centers and industry.

Employment Center - Office Park

Employment Centers will be a mix of office and service. Suburban employment centers will be developed in future employment centers. Employment centers will be developed in future employment centers. Employment centers will include large-scale development of employment centers and industry. The plan encourages large-scale development of employment centers and industry.

Employment Center - Office Park

Special Development Areas

These areas are areas where there appear to be multiple possibilities for development as well as development that could be made with existing infrastructure. These areas are designated to include areas such as Mountain Range, Colorado Springs, and Fort Carson. The plan encourages multi-modal development of Special Development Areas. These areas are designated to include areas such as Mountain Range, Colorado Springs, and Fort Carson. The plan encourages multi-modal development of Special Development Areas.

Preferential Funding Areas

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Scenic Server/Arnold

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PLAN IMPLEMENTATION

Implementation Techniques

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Impact Fees

Impact Fees are a way for developers to share the cost of constructing infrastructure, such as roads, schools, and parks, that are required for new developments. Impact Fees are a way for developers to share the cost of constructing infrastructure, such as roads, schools, and parks, that are required for new developments. Impact Fees are a way for developers to share the cost of constructing infrastructure, such as roads, schools, and parks, that are required for new developments. Impact Fees are a way for developers to share the cost of constructing infrastructure, such as roads, schools, and parks, that are required for new developments.

Intergovernmental Agreements

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Sustainable Development

Sustainable Development

Transportation Goals

**Transportation Goals**

**Goals and Objectives**

- **Mobility Goal:** Provide a safe, efficient transportation system that promotes and enhances the pedestrian and bicycle mobility within the Pueblo Region.

- **Land Use Goal:** Coordinate the transportation system and land use planning to promote mobility efficiency of the Pueblo Region.

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