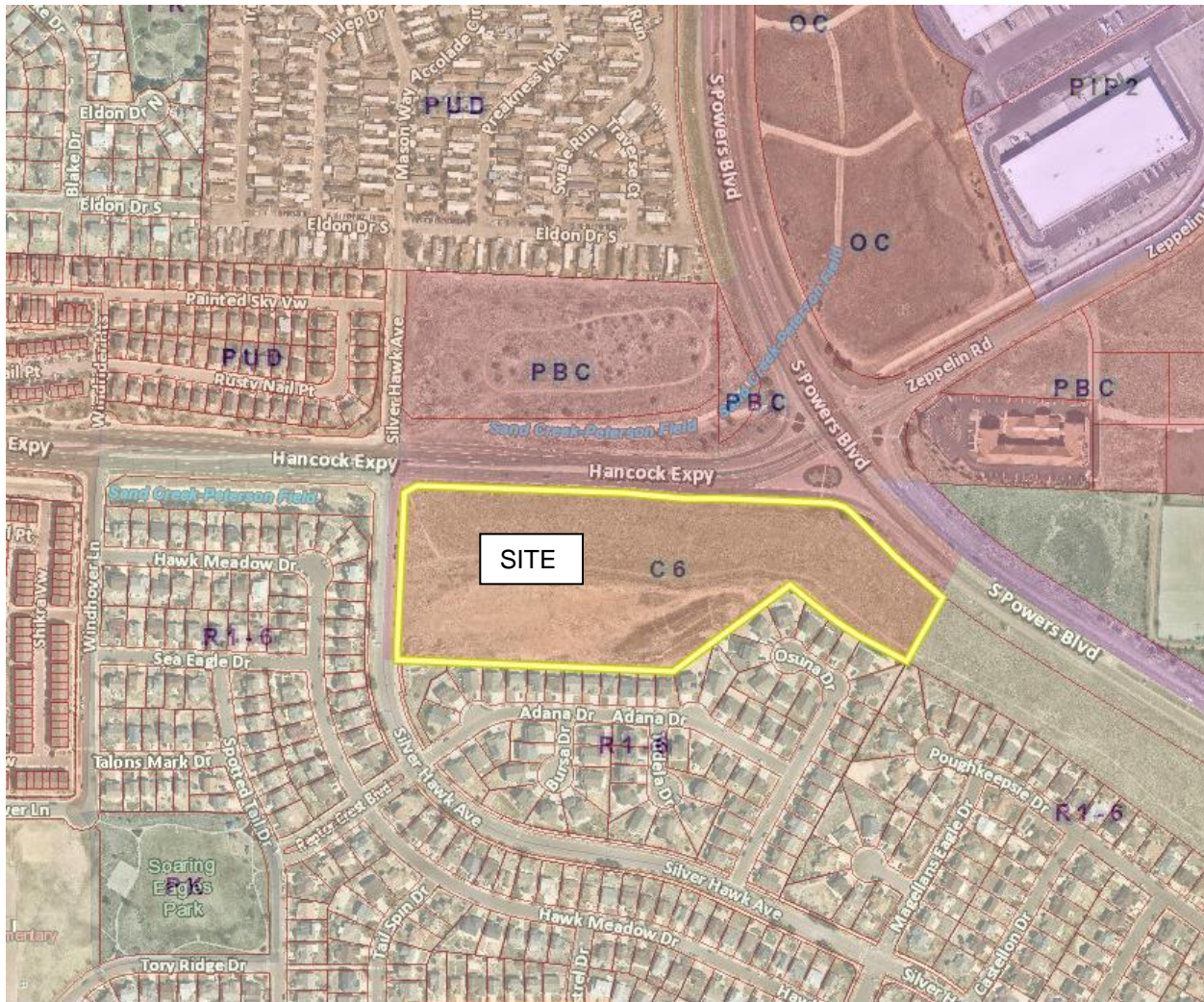


**CITY PLANNING COMMISSION AGENDA
NOVEMBER 19, 2020**

STAFF: LONNA THELEN

FILE NO(S):
AR CP 08-00639-A2MJ19 - QUASI-JUDICIAL
CPC CU 19-00147 – QUASI-JUDICIAL

PROJECT: SELBY RANCH
OWNER: ROCKWOOD HOMES, LLC
DEVELOPER: ROCKWOOD HOMES, LLC
CONSULTANT: ALTITUDE LAND CONSULTANTS



PROJECT SUMMARY

1. Project Description: This project is a concept plan amendment from commercial to multi-family residential and a conditional use development plan for a 163-unit townhome complex in the 13.19 acre General Business (C6) zone district (**see “concept plan” and “conditional use development plan” attachment**). The site is located at the southeast corner of Silver Hawk Avenue and Hancock Boulevard.
2. Applicant’s Project Statement: (**see “project statement” attachment**)
3. Planning and Development Team’s Recommendation: Staff recommends approval of the applications subject to a technical modifications.

BACKGROUND

1. Site Address: No address currently exists for the site.
2. Existing Zoning/Land Use: C6 (General Business)
3. Surrounding Zoning/Land Use:
North: PBC (Planned Business Center)/vacant
South: R1-6 (Single-family Residential)/ residential
East: PK (Parkland)/regional park
West: R1-6 (Single-family Residential)/residential
4. Annexation: The property was annexed in 1980 as part of the Drennan Road Site addition
5. Master Plan/Designated Master Plan Land Use: Soaring Eagles Master Plan/Community Commercial. This master plan is considered “Implemented”.
6. Subdivision: The site is currently not platted.
7. Zoning Enforcement Action: None
8. Physical Characteristics: The site is currently vacant and slopes gently from west to east.

STAKEHOLDER PROCESS AND INVOLVEMENT

A pre-application neighborhood meeting was held on February 19, 2019. Approximately 50 people attended this meeting. The applicant discussed multiple alternatives for the site including single-family residential, apartments, townhomes and mixed use commercial. Although a unanimous consensus was not received, the majority of the people in attendance preferred townhomes or single-family residential. After this meeting, the applicant decided to move forward with a townhome project submittal.

Upon submittal, public notice was provided to 438 property owners within a 1000-foot buffer of the site identifying the submittals the City received. The site was also posted with these notifications. Additional posting and public notice will be sent to neighbors prior to public hearing. Ten letters of opposition are attached (**see “public comment” attachment**). The concerns noted by the neighbors are additional parking issues caused by additional residents, safety, and the addition of multi-family units. These concerns will be discussed in further detail in the review criteria section.

Staff input is outlined in the following section of this report. Staff sent plans to the standard internal and external review agencies for comments. All comments received from the review agencies are addressed. Commenting agencies included Colorado Springs Utilities, City Engineering, City Stormwater Engineering, City Traffic, City Landscape, City Fire Department, School District 2, Floodplain and Enumerations, Police, E-911, CDOT (Colorado Department of Transportation) and Colorado Springs Airport. Fees for schools and parks will be required at time of building permit for the multi-family development. The Colorado Springs Airport Advisory Commission provided no comment and approved this item at their December 18, 2019 meeting.

ANALYSIS OF REVIEW CRITERIA/ MAJOR ISSUES/ MASTER PLAN CONFORMANCE/ & PlanCOS

1. Review Criteria / Design & Development Issues
 - a. Background

In 1998, a zone change to C6/P/AO (General Business with a Planned Provisional Overlay and Airport Overlay) was approved. The planned provisional overlay or condition

of record was documented in Ordinance 98-112 (see **“Ordinance 98-112” attachment**) and are listed below:

1. Uses shall be restricted to those shown on the approved concept plan. Major use changes shall be reviewed by the Planning Commission.
2. Development plan review by the planning commission, per zoning code shall be required.
3. The arterial streetscape shall be coordinated through development plan review to create a strong sense of place for Soaring Eagles.
4. A comprehensive set of design standards shall be set forth on the development plan(s) to link the mixed-uses in a cohesive park-like manner.
5. A coordinated landscape and open space theme shall be facilitated and maintained by a special improvement maintenance district or property owners association, which shall be noted in the recorded covenants and on all subdivision plats.
6. The owners(s) shall participate in a local improvement district(s) created to fund and construct adjacent, off-site arterial roadways.
7. It shall be noted on all development plans and plats that the preliminary subsurface soil investigation, 250 acre site, Drennan Road at Hancock Street, Colorado Springs, Colorado, by Entech Engineering Inc. Dated November 2, 1996, shall be consulted prior to issuance of any building permit.

In 2005, a proposal for the entire 28 acre site, the same area as shown on the current concept plan (see **“concept plan” attachment**) was submitted and shown to be developed as a Walmart. The proposal for the Walmart was met with strong opposition from the neighborhood and never approved. Eventually, a concept plan proposal with a large retail store and smaller retail and restaurant users was approved on June 24, 2009. This proposal worked to incorporate the neighborhood concerns.

In 2016, a zone change to R1-6/DF (Single-family Residential with Design Flexibility Overlay) and a concept plan amendment for the south 14.75 acres was approved to change from commercial to single-family residential. This amendment retained the northern 13.19 acres for commercial. The applications allowed a portion of the very large commercial site to change to residential land uses, making the southern portion of the site similar in use and residential lot size and compatible with the single-family uses to the east, south, and west.

b. Concept Plan Amendment

The current concept plan amendment changes the northern 13.19 acres from commercial to multi-family residential with a density of 13 dwelling units per acre. The applicant began the amendment process with a neighborhood meeting discussing with the multiple options for the site. Those options included commercial, apartments, townhome, and single-family residential. Although a consensus was not agreed upon, the majority of the residents provided some support for the townhome option or the single-family residential option. The history of this site provides documentation that developing this area has been difficult. The original idea of a large commercial center was not supported by the neighborhood. The owner then decided to request an amendment to change the southern half of the site to single-family residential and this was supported and worked well as a transition to the existing single-family residential.

Staff is supportive of the amendment to the concept plan to change the remaining 13.19 acres from commercial to multi-family to create a transition from the single-family to Powers Boulevard and Hancock Expressway. The townhome use provides the best transition and allows additional opportunity for home ownership in the area. In addition, commercially zoned and undeveloped properties still remain to the north and east of this site as well as approximately 0.3 miles to the west where there are 46 acres of commercial still remaining undeveloped (see **“Context Map” attachment**). There is a

bus stop approximately a half of a mile away at Hancock Expressway and Morning Mist Drive and Soaring Eagles Park and Soaring Eagles Elementary school within a half mile that support the multi-family use.

The proposed concept plan addresses the conditions of record placed on this property in 1998. To address these conditions, both the concept plan and conditional use development plan are being reviewed by City Planning Commission. Many of the conditions specifically relate to the property being developed commercially or as mixed use. Since the 13.19 acre property under review was developed residentially, staff required the streetscape landscaping to be designed creating a sense of place along Hancock Expressway and Silver Hawk Avenue. Open space areas are added throughout the design of the site and will be owned and maintained by the homeowners association established with the townhomes.

- c. Conditional Use Development Plan
The conditional use development plan (see **“Conditional Use Development Plan” attachment**) shows the location of 163 townhome units. The layout also includes a club house and open space throughout. Units 1-133 are all two story structures with overall heights of 26.5 feet. Units 134-163 located on the east side of the site are 3-story units with overall heights of 35 feet. The majority of the single-family homes that are south of this site are adjacent to the townhomes that have a maximum height of 26.5 feet. There are five single-family homes south of this site on the east end that will back to the townhomes that are a maximum of 35 feet in height. The lower height allows the townhomes to blend well with the existing single-family homes. There are two access points into the site: one off of Silver Hawk Avenue and one off of Hancock Expressway. The access point off of Hancock Expressway is a right-in, right-out access.
 - d. Traffic
A Traffic Impact Analysis was reviewed and accepted by City Traffic Engineering. The report determined that the site is projected to generate about 1,199 new driveway vehicle trips on the average weekday. During AM peak hour, 18 vehicles would enter the site while 59 vehicles would exit, during PM peak hour 58 vehicles would enter the site while 34 vehicles would exit. At the intersection of Silver Hawk/Hancock, the side-street approach levels of service are projected to remain at good levels of service, given the current traffic control in the short term, with or without the traffic added by this development. The 20-year future analysis indicates projected un-signalized intersection levels of service F, during peak hours for the side street approaches. The City will require an escrow of \$75,000 for a potential future traffic signal at the Silver Hawk/Hancock intersection. The escrow will be required at time of building permit. The escrow is only for a portion of the signal and additional escrow will be required from the northeast corner to complete paying for the signal. Both proposed access points are expected to function at accepted level of service.
 - e. Drainage Report
A final drainage report was reviewed and is nearing approval by City Engineering for this site. The drainage report states that site runoff will be routed to the proposed private extended detention basin located on the northwest corner of the site, which provides water quality treatment and detention of site runoff to historic rates.
2. Conformance with PlanCOS
Staff has evaluated the proposed application for conformance with the City’s current comprehensive plan (herein referred to as “PlanCOS”). According to PlanCOS, the project site is identified on the Vision Map as an Established Suburban Neighborhood. Per the Vibrant Neighborhoods Framework Map (see **“PlanCOS Vibrant Neighborhoods Framework Map” attachment**), this site is part of the Established Suburban Neighborhood area. The property is surrounded by residential properties, a regional park and east of Powers industrial uses that

provide employment opportunities. If developed as multi-family the site's location would allow future resident's access to use the sports complex and the employment opportunities near the site and the commercial uses provided on Power's Boulevard.

Specific policies of PlanCOS that are supported are listed below:

Goal VN-1: Increase neighborhood identity, inclusion, and participation throughout the city for residents, employees, and visitors.

Policy VN-2.A: Promote neighborhoods that incorporate common desired neighborhood elements.

Strategy VN-2.A-3: Support land use decisions and projects that provide a variety of housing types and sizes, serving a range of demographic sectors, and meeting the needs of residents and families through various life stages and income levels.

City Planning staff finds the Selby Ranch Concept Plan Amendment and Conditional Use Development Plan to be in substantially conformance with PlanCOS and its guidance.

3. Conformance with the Area's Master Plan

The Soaring Eagles Master Plan for this area calls out the site as Community Commercial. The site is considered implemented, so an amendment to the master plan is not required; however, the master plan document is still used as a guide in reviewing applications. At the corner of Hancock and Chelton there are approximately 46 acres of property proposed to be used commercially. Across the street from this site to the north there is a 7 acre PBC site available for commercial development. With these sites nearby and the Airport Business Park industrial and commercial development on the east side of Powers Boulevard, the need for additional commercial property in this area is limited and a change to additional residential is supported by staff.

STAFF RECOMMENDATION

AR CP 08-00639-A2MJ19 – CONCEPT PLAN

Approve the concept plan amendment from commercial to multi-family, based upon the findings that the request complies with the concept plan review criteria set forth in City Code Section 7.5.501(E).

CPC CU 19-00147 – CONDITIONAL USE DEVELOPMENT PLAN

Approve the conditional use development plan for 163 townhome units, based upon the findings that the request complies with the conditional use review criteria set forth in City Code Section 7.5.704 and the development plan review criteria set forth in City Code Section 7.5.502(E), subject to the following technical modifications:

1. Add the note "Prior to construction plans approval, the developer is required to remit the amount of \$75,000 for the future anticipated traffic signal at the intersection of Hancock Expressway with Silver Hawk Avenue."
2. Receive final approval of the Drainage Report.