

**CITY OF COLORADO SPRINGS PLANNING COMMISSION
RECORD-OF-DECISION**

NEW BUSINESS CALENDAR

DATE: May 21, 2015
ITEM: 5
STAFF: Meggan Herington
FILE NO.: CPC A 14-00133
CPC ZC 14-00134
CPC CP 14-00135
PROJECT: Tutt Corners Addition

STAFF PRESENTATION

Meggan Herington, Principal Planner makes Powerpoint Presentation, slides are Exhibit C

Kathleen Krager, Traffic Engineering. This project has given the City a unique opportunity to make the extension of Tutt Boulevard north of Dublin Boulevard. This Tutt extension has been on the books for a long time. This will be the extension of Tutt Boulevard all the way to Woodmen Road. The extension of Tutt was on the PPRTA extension list and it was to be funded in another 2-3 years. When this developer came in they felt it was an excellent opportunity to combine the PPRTA funds with developer funds and get some work done ahead of time. So we moved the funding up in the PPRTA funds. The developer is dedicating all the right of way. Within PPRTA, the city had funds for purchasing right-of-way and now we glad that we don't have to waste money purchasing right-of-way. The City will acquire the ROW through dedication. The developer is also responsible for utility installation and reimbursement to the City for the curb and gutter and the sidewalk to be installed as part of the PPRTA project. Traffic engineering is expecting to come in about \$500,000 under PPRTA budget which is great news for us to use for future projects. She also goes over the traffic access on the concept plan.

Commissioner Henninger inquires about Tutt being a minor arterial and Templeton Gap is a two lane and to him he sees going into this plan as a positive thing for the Dublin Powers complex. As of now he states that he feels 'the cart is before the horse' as far access. He hopes that the fact that Tutt will have to handle more traffic was put into thought. He continued that he appreciates her explanations and it answered several of his questions. Ms. Krager states that once we need the traffic capacity in that area we have a way doing so.

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Commissioner Donley, states that in the traffic criteria manual, there are an awful lot of things in this proposal that do not comply with those standards, so he presumes that a large part of that reason is the desire to get Tutt done. Ms. Krager, states that it was a difficult site to plan for many moving parts over time. Commissioner Donley states that the bottom line is that there are a lot of exceptions going on in terms of the manual and he wants to make sure that we have thought each one out carefully. The first he states is the right-in, right-out onto Dublin Blvd. is probably located in the deceleration (decel) lane and he assumes that there is going to be a dedicated right turn going to Tutt and so based on 45mph you need to have 380ft of transition and as result that is located in the decel lane effectively and the manual prohibits having right turn movements into there, right? He asks Ms. Krager, she agrees. The second one, he states is the right turn into Tutt, for phase 1 also doesn't allow for the required distance between Dublin and Vicki Lane. Ms. Krager states that is correct. Commissioner Donley continues that it needs to have 300ft or so and we've made an exception there as well. Ms. Krager states that for minor arterials we don't use the decel rules but it is additional access. She also states that Vicki Lane in the future will only be going east; it will not be a four legged intersection but just the same. Commissioner Donley asks, that there is an intersection separation regardless of accel or decel work, Ms. Krager replies yes. Commissioner Donley continues by asking if we are creating an exception for that as well, Ms. Krager replies yes.

Commissioner Donley states just to be clear that the traffic criteria manual states that there should be one access per property, so there is yet another exception we've got three accesses going into this particular property, we are degrading the quality of Tutt and Dublin by having multiple access going in and out of it. Ms. Krager does not agree of the statement of the design causing degradation of Tutt and Dublin and refers to the standards as old standards. Commissioner Donley asks if then the Traffic Manual is obsolete. Ms. Krager states that it is probably time to look at that, especially in terms of access that we have been based on a standard of the state highway access code that has now been replaced. The concept of one access per property, and that's the only thing you look at, is not an issue that she knows of that is considered anymore. Our goal is putting in access so that it works throughout a long period of time. For example, the State Access Code previously stated that one access per property was permitted. Now it says very clearly that if additional access could be used that would alleviate future operational problems on with, it is to be allowed. Commissioner Shonkwiler asks Commissioner Donley how many more questions he has because he feels that we are getting off topic. Commissioner Donley says he just wants to comment that there is a new AASHTO (American Association of State Highway and Transportation Officials) Green book and that the new standards would remove some of these restrictions that we are looking at. Ms. Krager states that there is a new state highway access code and AASHTO is not the book that we turn to for access. Commissioner Donley states that the last comment he has is that the PPRTA list does not have this currently on it. It's not in the priority list the 'A projects.' Ms. Krager states

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that it is an A project, that is was listed specific funding, she thinks in 2018 and two months ago, I traded it with another project to move it up to the 2015 list, so that we could access that money now in order to get the roadway built. Commissioner Donley states that he looked at the list a couple of days ago and it is not on there and he does understand that it was in the priority list when the vote occurred and this was March 15, 2015 so it's something worth making sure that we are right on. Ms. Krager states that it is there and the PPRTA board has approved it.

Commissioner Gibson states that she is part of the Sunday Contingency at the neighboring Church for All Nations and she appreciates the forethought that Ms. Krager has put in this.

APPLICANT PRESENTATION

Alisha Rhymer, Development Director with MVG Development which is the owner developer on the property. Ms. Rhymer presents powerpoint, slides are Exhibit D.

Commissioner Walkowski asks about a potential traffic median that Ms. Krager referred to, he asks is Ms. Rhymer is aware of that and how far it would do down and if it would block both full accesses. Ms. Rhymer states that if the median goes through, it would not be an issue until 2035. The access points allow it flow in the way it was intended to.

Commissioner Donley asks the Traffic Engineer to clarify any points, states that Kathleen clarified quite well and no need for any other comments.

CITIZENS IN FAVOR

None

CITIZENS IN OPPOSITION

None

DISCUSSION OF THE COMMISSION

Commission Donley states that he supports the application but with serious reservations with reference to access. He states that a suggestion for a shared access point on Dublin is a wonderful idea and is something that should be pursued and should be on record. The reason he is supporting this is the value of getting Tutt Blvd. in place. He also stated that traffic access on to major arterials is a serious concern of his and he will continue to bring it up. He feels that it does meet the criteria.

Commission Walkowski is in support of the applications seeing that it meets the criteria.

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Commissioner Gibson, is in support of the applications.

Commissioner Shonkwiler is also in support of the applications.

DECISION OF THE PLANNING COMMISSION

Moved by Commissioner Henninger, seconded by Commissioner Gibson, **Item No. 5A, File No. CPC A 14-00133**, Approve the Tutt Corners Addition annexation, based upon the findings that the annexation complies with all of the Conditions for Annexation Criteria as set forth in City Code Section 7.6.203.

Motion passes 7-0.

Moved Commissioner Henninger, seconded by Commissioner Gibson, **Item No. 5.B, File No. CPC ZC 14-00134**, Approve the establishment of the C-6/AO (General Business with Airport Overlay) zone district, based upon the findings that the zoning request complies with the three (3) criteria for granting of zone changes as set forth in City Code Section 7.5.603(B).

Motion passes 7-0.

Moved by Commissioner Henninger, seconded by Commissioner Gibson, **Item No. 5.C, File No. CPC CP 14-00135**, Approve the Tutt Corners Concept Plan based upon the findings that the concept plan meets the review criteria for concept plans as set forth in City Code Section 7.5.501.E.

Motion passes 7-0.

Appeal instructions read into record.

May 21, 2015

Date of Decision

Planning Commission Chair