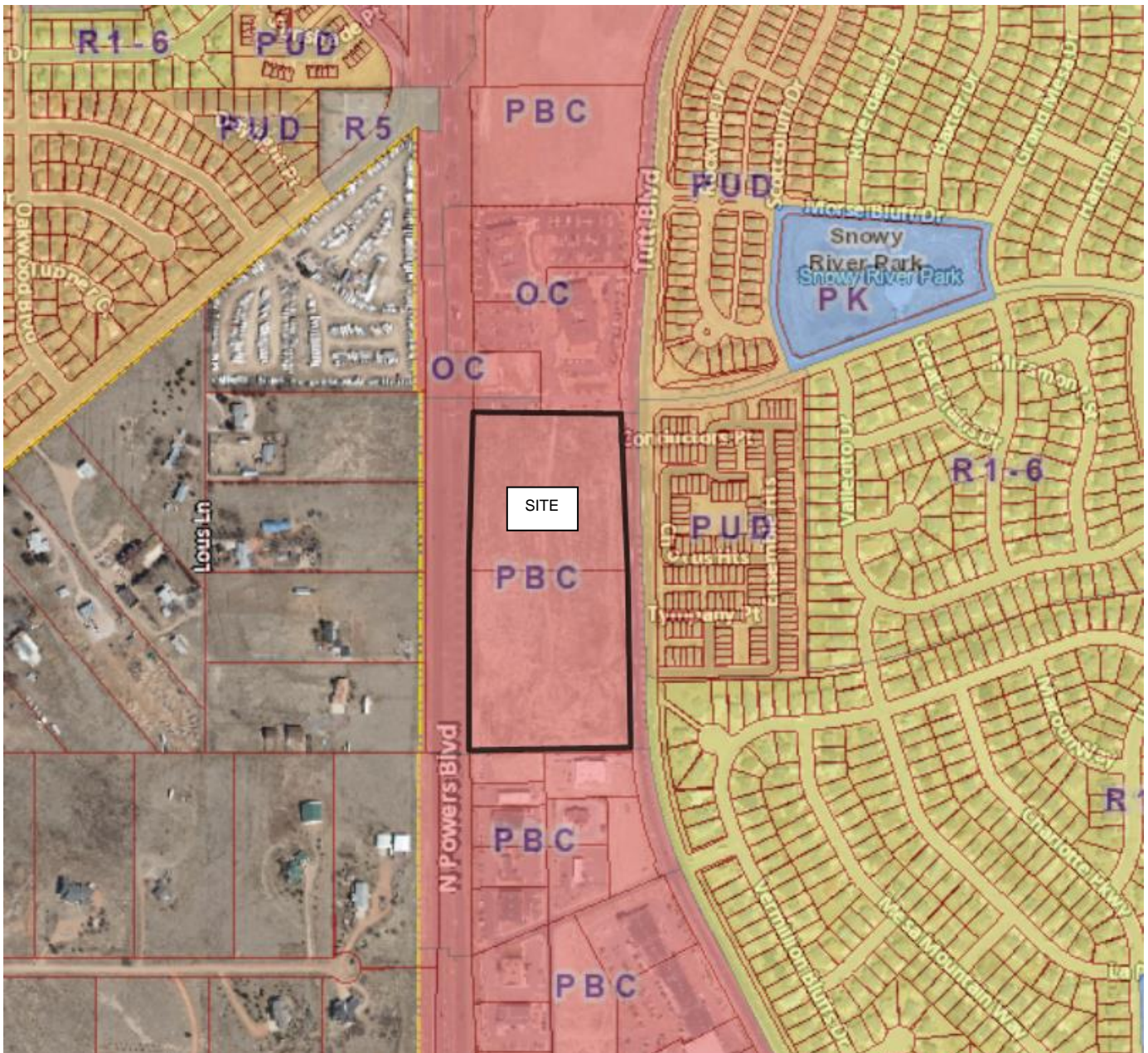


CITY PLANNING COMMISSION AGENDA

STAFF: CONRAD OLMEDO

FILE NO(S):
CPC CP 09-00107-A1MN16 – QUASI-JUDICIAL
CPC CU 16-00091 – QUASI-JUDICIAL

PROJECT: TRADITIONS AT COLORADO SPRINGS
APPLICANT: CLASSIC CONSULTING ENGINEERS & SURVEYORS, LLC.
OWNER: NORTH POWERS PROPERTIES, LLC.



PROJECT SUMMARY:

Project Description: The North Powers II concept plan encompasses two separate parcels, one of which is being considered for development of the proposed multi-family residential building and the other with no proposed development. The changes to the existing concept plan reflect the change in land use for the northerly 6-acre parcel from retail to multi-family residential use (**Figure 1**). Specifically, the concept plan amendment consists of a request to allow a 180-unit multi-family residential development for residents who will be development fifty-five (55) years of age and older. The units will be in one building that will be four (4)-stories in height and be a total 160,121 square feet in size (**Figure 2**). The remaining 7-acre southerly portion of the North Powers II concept plan has no development proposals and is listed to remain as retail/restaurant uses. The entire project site, encompassing both parcels of the North Powers II concept plan and the parcel where the multi-family residential development will occur is zoned PBC/AO (Planned Business Center with Airport Overlay) and is located on vacant property southwest from the intersection of Tutt Boulevard and Snowy River Drive.

1. Applicant's Project Statement: (**FIGURE 3**)
2. Planning and Development Team's Recommendation: Staff recommends approval of the applications, subject to the listed technical modifications.

BACKGROUND:

1. Site Address: No address is assigned to this property.
2. Existing Zoning/Land Use: PBC/AO (Planned Business Center with Airport Overlay)
3. Surrounding Zoning/Land Use: North: OC/Existing offices
South: PBC/Existing veterinary hospital & vacant
East: PUD & R1-6/Existing townhouses and single-family residences
West: Unincorporated El Paso County/Existing single-family residences
4. Comprehensive Plan/Designated 2020 Land Use: New/Developing Corridor
5. Annexation: Stetson Hills Annexation #2 on June 12, 1984 (Ordinance 84-66)
6. Master Plan/Designated Master Plan Land Use: Stetson Hills Phase II (Implemented per City Code 7.5.402.B.2)/Office Industrial Park R&D (File No. CPC MPA 05-246).
7. Subdivision: Unplatted
8. Zoning Enforcement Action: None
9. Physical Characteristics: Vacant

STAKEHOLDER PROCESS AND INVOLVEMENT

The public process involved with internal review of the applications included posting of the site and sending postcards to 148 surrounding property owners within a 500-foot radius of the subject property for the conditional use. Staff received public input in written and verbal communication with concerned citizens, to which the applicant formulated a response (**FIGURE 4**). However, based on the concerns, staff felt it prudent to hold a neighborhood meeting. The neighborhood meeting for the project was scheduled and advertised via a second posting period on the site and sending postcards to 188 surrounding property owners within a 500-foot radius from the 13-acre site for the concept plan amendment.

On August 10, 2016 a neighborhood meeting was held with twelve (12) citizens in attendance. Concerns raised at the meeting were regarding traffic, public noticing, site preference, noise, government transparency, comprehensive plan and other plan consistency with the project, drainage, building heights and viewshed protection, and landslide susceptibility of the site (**FIGURE 5**). Based on staff's interpretation and application of City Code and applicant responses, staff finds that the concerns raised have been addressed and details provided in the following report sections.

Staff sent copies of the plan and supporting documentation to the standard internal and external review agencies for comments. All comments received from the review agencies have been addressed.

Commenting agencies included Colorado Springs Utilities, City Fire Prevention, City Engineering, City Traffic, Police, CONO, School District #49, and Colorado Springs Airport.

ANALYSIS OF REVIEW CRITERIA/MAJOR ISSUES/COMPREHENSIVE PLAN & MASTER PLAN CONFORMANCE:

1. Review Criteria / Design & Development Issues

a. Background: The project site is vacant land and consists of two portions. The first portion is the concept plan area that is 13 acres and the second portion is the conditional use which is the northern 6-acres. Approval of the concept plan amendment will allow for a change of use from retail to multi-family residential and approval of the conditional use will allow for 180 multi-family units that are age-restricted units for 55 plus. The property is within Stetson Hills Phase II master plan and has the land use designation as office industrial park R&D.

b. Concept Plan Amendment

The existing North Powers II concept plan shows an entire 13-acre site with pad restaurants and retail uses with associated parking and access points. The amendment to this plan changes the northern 6-acre portion to allow multi-family uses, continues to allow retail and restaurant uses on the remaining 7 acres, and alters access onto the property from a spine down the middle to right in/out in the middle and at each northern and southern end.

c. Conditional Use Development Plan

The conditional use proposes 180 multi-family units that will be age restricted for the 55 plus community. The building will be placed in the center of the parcel with parking along the periphery and garage buildings along the western property line. The site has improved pedestrian circulation by having ADA accessible routes with ramps and connectivity both within the project as well as to the public right-of-way on Tutt Boulevard. The central portion of the building is where recreational activities and services for the community will be located; theater, meeting hall, etc. Along the western building side there are raised community garden plots for residents. Bicycle facilities are also included in the project so that residents, employees, or visitors may be able to park their bicycle. Overall, the project is designed for and marketed towards the active lifestyle resident.

The building meets the maximum allowed building height in the PBC zone district of 45 feet. This maximum building height is measured from the average building elevation to a point 5 feet below the highest roof ridge. There are two existing buildings to the north of the property in question that can provide a comparative height analysis.

The existing single-story office building at 6120 Tutt Boulevard (Permit #E70899) is 22 feet to the peak and 17 feet per code. The existing two-story office building at 6140 Tutt Boulevard (Permit #96073) has a building height to peak of roof ridge of 36 feet, which is a 31-foot maximum building height per code. Consequently, the two surrounding buildings that are one and two story in size are within a range of 28 to 14 feet, respectively, shorter than the proposed residential building that will be 45 feet in height.

Staff finds that the relative comparison of the two existing office buildings to the north and the proposed building will be less than significant. The proposed structure is in compliance with the PBC zone district maximum height allowance and there are no Conditions of Record in place to restrict either the number of stories of a building or the maximum height allowed. Concerns of impacts to viewshed of Pikes Peak Mountain are valid but when put within the context of code applicability and surrounding property development are rendered both unenforceable and deemed to be compliant and compatible in design.

d. Traffic and Access

A traffic study, prepared on August 12, 2016, by LSC Transportation Consultants, Inc. was submitted to City Traffic Engineering for review. City Traffic Engineering accepted the study which provided a traffic comparison of retail and restaurant use to multi-family residential uses. Findings of the study indicate that senior adult housing provides an average weekday traffic generation of 619 trips. Comparatively, shopping center generates a total of 698 average weekday trips and high-turnover (sit-down) restaurants generate 1,474 average weekday trips. Results of the study determine that the proposed use of multi-family residential (for senior adults) is less than both alternate uses of retail and restaurants, which are permitted uses within the PBC zone district.

Concerning the intersection of Snowy River Drive and Tutt Boulevard, City Traffic Engineering is requiring the developer to put \$75,000 into escrow for future signalization of the intersection. Alternatives to a signalized intersection were brought to staff's attention at the neighborhood meeting, where a roundabout was presented. However, staff has not conducted further analysis into the applicability of a roundabout versus a signalized intersection. It should be noted that staff also received comment at the neighborhood meeting that a roundabout should not be considered.

e. Landslide Susceptibility

Neighbors inquired about landslide susceptibility and about drainage on the project site. This property is not within a landslide susceptible area and not within the Hillside Overlay and therefore did not require a geohazard study. Additionally, City Engineering has indicated no requirement to provide any further analysis of geologic hazards/landslide susceptibility.

f. Drainage

The applicant did provide a drainage report that confirms that the provided stormwater facility, located on the southeasterly corner of the project, will provide adequate water treatment for the entire site. Additionally, there are storm sewer sump inlets and drainage piping that is designed to intercept full 100 year event flows (with overflow paths in case of inlet failure). City Engineering has accepted the drainage report as compliant with City Code.

2. Conformance with the City Comprehensive Plan:

Policy LU 201: Promote a Focused, Consolidated Land Use Pattern

The proposed project is located in a well-defined contiguous land use area, is accessible to existing City services, and is not leapfrog and scattered land development.

Objective LU 3: Develop A Mix of Interdependent, Compatible, and Mutually Supportive Land Uses.

The project site is located and designed to be connected and integrated with existing and future land uses. The project provides local community services, is pedestrian and bicycle-friendly, which shortens and reduces automobile trips. The project provides urban services in a cost-effective manner and has a lesser impact infrastructure costs because it is within the City.

Strategy LU 401d: Adopt Zoning Standards and Apply Building Codes that Support Infill and Redevelopment

The project reflects zoning flexibility to encourage development of vacant property within the City. This is uniform and consistent to other ongoing City infill and redevelopment projects. Construction of future buildings will be subject to appropriate building codes and standards to ensure public health and safety.

Strategy LU 502e: Locate Higher Density Housing as a Transition and Buffer to Residential Areas

The project has a density of 30 du/ac and acts as a transition from Powers Boulevard to the lesser dense developments to the east, a townhome planned unit development and R1-6 districts.

Policy LU 601: Assure Provision of Housing Choices

The project allows a different type of housing community choice for persons who are inclined to live in a multi-family residence. This provides a transition of urban form where towards the east there are attached townhomes and then single-family residences.

Strategy LU 601b: Support a Mixture of Housing Densities

The project site is located in proximity to the major thoroughfare of Powers Boulevard which is where higher densities should be targeted.

It is the finding of the Planning and Community Development Department that the proposed concept plan amendment and conditional use substantially conform to the City Comprehensive Plan 2020 Land Use Map and the Plan's goals and objectives.

3. Conformance with the City Infill Comprehensive Plan Supplement:

High Frequency Transit Corridor

The project is located adjacent to the Powers Boulevard, which is an area that is targeted to support greater land use intensification and connectivity.

Location Efficiency

This project places jobs, housing, and services within close proximity and reduces travel distances between land uses.

Removes Barriers to Infill Development

This project is neither greenfield nor periphery development but infill because it will be built on vacant property within the City.

It is the finding of the Planning and Community Development Department that the proposed concept plan amendment and conditional use substantially conform to the City Infill Comprehensive Plan Supplement.

4. Conformance with the Area's Master Plan:

The Stetson Hills Phase II master plan has the project site land use as office industrial park R&D. The overlying zone district that most conforms to this master plan land use designation is the PBC zone district. However, within the PBC zone district there is allowance for multi-family uses through a conditional use. As such, the proposed project falls within the scope of the master plan by maintaining consistence with the intent of the zone district.

It is the finding of the Planning and Community Development Department that the proposed concept plan amendment and conditional use substantially conforms and complies with the Colorado Country Master Plan.

STAFF RECOMMENDATION:

CPC CP 09-00107-A1MN16 – CONCEPT PLAN

Approve the amendment to the North Powers II Concept Plan, based upon the findings that the amendment meets the review criteria for concept plan amendments as set forth in City Code Section 7.5.501(E).

CPC CU 16-00091 – CONDITIONAL USE

Approve the Traditions at Colorado Springs conditional use development plan based upon the findings that the conditional use development plan complies with the review criteria as set forth in City Code Sections 7.5.704 and 7.5.502, subject to the following technical and/or informational plan modifications:

1. Include a note that refers to the Escrow amount of \$75,000 as indicated by City Traffic Engineering: "The developer is required to escrow the amount of \$75,000 for the future anticipated traffic signal at the intersection of Tutt Boulevard and Snowy River Drive."

2. Revise the driveway width under the porte cochère to reflect current two-way vehicular standards or make per one-way vehicular standards.
3. Provide sidewalk connectivity between the parking island located in front of the building on the easterly side and the parking bulb directly north of the parking island.
4. Correct building roof pitch, or other, to accommodate a maximum building height of 45 feet as measured from the average building elevation to 5 feet below the highest roof ridge.
5. Provide building elevation sheets that include all call-out text.