

## HANCOCK AND CHELTON CONDITIONAL USE

### PROJECT STATEMENT

JULY 2025

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### REQUEST

N.E.S. Inc., on behalf of Springs Land Ventures, requests approval of a Minor Modification to the Conditional Use approved December 11, 2024. This Minor Modification clarifies that the proposed project will function as a unified development and applies the MX-M development standards to the periphery of the development and removes the requirement to apply R-Flex Medium standards to the individual lots. The unified development will allow for driveway length to be dependent on whether parking will be allowed on the driveway. 20' driveways are provided where parking is allowed and a 10' garage setback is provided where parking is not allowed. The project is located where Hancock Expy dead ends into S Chelton Rd.

### LOCATION AND ZONING

The project site is located Northwest of where Hancock Expressway dead ends into South Chelton Road. The site is approximately 7.21 acres in size and is currently undeveloped. The site is on the northern boundary of the Hancock Commons Urban Renewal Area which will construct the future Hancock Expy extension and is adjacent to single-family residential to the northwest, multi-family residential to the east and planned multi-family/commercial across the future road extension to the south. The site is currently zoned MX-M and borders R-1 6 (single-family) to the northwest, residential PDZ (multi-family) to the east, and residential PDZ (multi-family) to the south. This project proposes compact-lot, detached, single-family residential with a density of 9.57 du/acre.



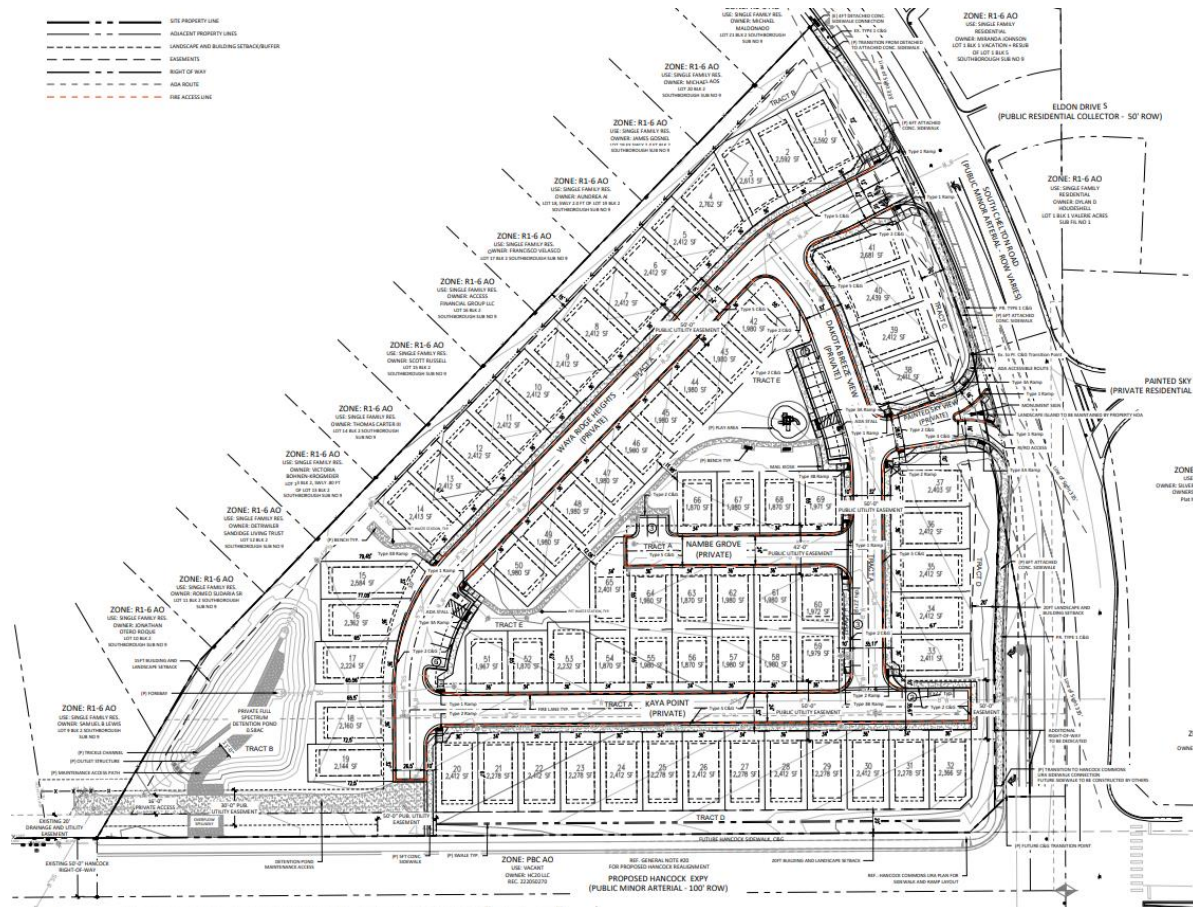
## PROJECT DESCRIPTION

The project proposes a Minor Modification to the previously approved Conditional Use to apply the MX-M setbacks to the periphery of the development and remove a previous condition of approval to apply the R-Flex Medium setbacks to individual lots within the development. This condition of approval was proposed by staff during the first review of the original Conditional Use to allow detached single-family residential development in the MX-M zone. The condition of approval was intended to provide some certainty in the future site design of the project which had not yet been finalized or submitted for review. At a cursory review, the R-Flex Medium development standards appeared to be consistent with the proposed project including the density allowance and the more flexible setback standards.

The original Conditional Use request was unanimously approved by Planning Commission on the consent calendar on December 11, 2024. A Development Plan was submitted in February 2025 for 69 detached single-family lots with private streets and parking exceeding the minimum required. After three rounds of review, the Development Plan was largely ready for approval as all agencies including engineering, traffic, fire, utilities, and previously provided planning comments had been addressed. With the third review, a new comment was issued acknowledging a conflict with the proposed driveway length on 28 of the 69 proposed lots. The R-Flex Medium setbacks require a 10' building setback and a 20' garage setback even when a driveway is not needed to meet the parking standards.

This Minor Modification will remove the requirement to have a 20' front garage setback for 28 of the proposed lots that will not utilize parking in the driveway. These lots will accommodate a home with a 2-car garage which will accommodate the required off-street parking spaces. To avoid conflict between vehicles and pedestrian circulation, the development will not allow parking within driveways that measure less than 20' per Section 7.4.1010. Further, parking with this development exceeds the city's minimum parking requirement for the use as it provides the minimum 2 off-street parking spaces per lot plus 24 designated guest spaces where only 14 are required. Additional guest parking is also available on the 41 lots with 20' driveways and a garage.

Further, the proposed development is intended to function as a unified development, similar to an attached single-family or multi-family development which are both allowed in the MX-M zone district. The internal streets, private green space, and private on-site stormwater detention will all be privately owned and maintained by a Homeowner's Association. The proposed development is consistent with the standards for residential development in the MX-M zone district and is compatible with the detached single-family development in immediate surrounding area and complies with all technical requirements of city engineering, traffic, utilities, and fire. The proposed change allows for greater flexibility in housing types including different price points in a developing area of the city while maintaining public safety.



## PROJECT JUSTIFICATION

### CONFORMANCE WITH CONDITIONAL USE REVIEW CRITERIA (CODE SECTION 7.5.601.C)

- a) **The application complies with any use-specific standards for the use in Part 7.3.3 (Use-Specific Standards);**

The proposed use for the site is detached single-family residential and there are no applicable use specific standards.

- b) **The size, scale, height, density, multimodal traffic impacts, and other impacts of the use are compatible with existing and planned uses in the surrounding area, and any potential adverse impacts are mitigated to the extent feasible; and**

- c) The project site is surrounded by existing and planned residential uses with varying densities from low-density, single-family to high-density multi-family up to 25 du/acre. The proposed medium-density, single-family residential development will provide a buffer between the lower-density residential to the northwest and the higher-density uses to the east and south. The maximum height of the future single family detached homes is 35'. This is compatible with adjacent development.

**d) The City's existing infrastructure and public improvements, including but not limited to its street, trail, and sidewalk systems, have adequate capacity to serve the proposed development and any burdens on those systems have been mitigated to the maximum extent feasible.**

The existing roadways have the capacity to support the proposed development which will have a minimal impact on existing traffic with a medium-density 9.57 du/acre. There are currently no existing sidewalks and missing curb & gutter adjacent to the site along S Chelton Road. However, new sidewalks, along with curb & gutter and the completion of the S. Chelton traffic lanes, will be installed with the development. The drainage design for the development will adhere to the City of Colorado Springs Drainage Criteria Manual. A full spectrum detention pond will be provided at the southwest corner of the site and will reduce release from the site at or below historic rates. Green Infrastructure infiltration areas will be provided throughout the site as required by the DCM.