

AIRPORT CREEK PROJECT DESCRIPTION:

Conditional use development plan in the PBC/SS/AO zone for a proposed 134-unit multifamily housing infill project on 5.34 AC with a gross density of 17.81 DU/AC±. The site is located at 575 and 595 Airport Creek Road (TSN 6424101006, 6424101008). The site is generally located south of the intersection of Airport Creek Road (private street) and Airport Road and is also southwest of the intersection of Airport Road and Powers Boulevard. The site is also located at the junction of two segments of Sand Creek's East Fork located on both the western and southern project boundaries. The project is not within the Colorado Springs Airport APZ zones (Accident Protection Subzones). On behalf of Meadowbrook Development LLC, Kimley-Horn Associates requests approval of the conditional use and development plan for the multi-family residential infill development.



CONDITIONAL USE APPROVAL CRITERIA

The Planning Commission may approve and/or modify a conditional use application in whole or in part, with or without conditions, only if all three (3) of the following findings are made:

A. *Surrounding Neighborhood:* *That the value and qualities of the neighborhood surrounding the conditional use are not substantially injured.*

1. Surrounding Neighborhoods adjacent to the east and south boundaries of the proposed development will not be disturbed as they are separated by East Fork Sand Creek. There is a 130'+ creek and landscape buffer provided between the buildings and residences in both adjacent developments that provides screening against their respective development boundaries.
2. Traffic from the proposed development does impact surrounding neighborhoods. Access to the proposed development is separate from existing accesses to the surrounding neighborhoods.

Airport Creek Point is a private road access shared with adjacent commercial lots has been established by previous land use approvals and is able to support the additional multifamily use.

3. The project is adjacent yet separated by the east fork of Sand Creek. Multifamily housing units are being designed to provide a transition in the mass, scale and density between the surrounding the commercial use units north of the site and the existing zone R1-6 single-family residential to the west.

Existing adjacent commercial uses located along the Airport Road corridor and on the west side of Powers Blvd at the intersections of Airport Road and Powers Blvd provide a mix of neighborhood and visitor services that will be enhanced by higher density multifamily use.

B. *Intent of Zoning Code:* *That the conditional use is consistent with the intent and purpose of this Zoning Code to promote public health, safety and general welfare.*

1. The purpose of the PBC Zone is to accommodate mix and commercial land uses and preserves and enhances areas for a range of neighborhood and commercial services. The PBC zone permits multifamily residential land uses as a conditional use in support of the mix use objectives.
2. The conditional (multifamily) use is consistent with the PBC zoning code and with the intent and purpose of mixed-use development areas.
3. The use promotes the public health, safety, and general welfare of the community by meeting the need of affordable/workforce housing opportunities in the Colorado Springs area.

C. *Comprehensive Plan:* *That the conditional use is consistent with the Comprehensive Plan of the City.*

This site is located within the Gateway Park Comprehensive Plan Area that:

- Supports the creation of good market rate housing within the South Powers Blvd and Airport Road area.
- Supports introducing [a] new and additional mix of housing options in the area.
- The plan also supports the inclusion of residential housing along Sand Creek. The conditional use development plan provides a better relationship and transition with the stream that provides open space opportunities for the residents. The residential use also provides a low impact and stable use that supports the natural environment envisioned along the community's creeks. The project will provide new life to a long time vacant land, while cleaning up the neighborhood environment and creek corridor.

PlanCOS embraces creative infill, adaptation, and land use change; the Airport Creek Apartments Plan conforms with the goals and policies listed below:

- **Goal UP-2:** *Embrace thoughtful, targeted, and forward-thinking changes in land use, infill, reinvestment, and redevelopment to respond to shifts in demographics, technology, and the market.*
- **Policy UP-2.A:** *Support infill and land use investment throughout the mature and developed areas of the city.*
- **Goal VN-2:** *Strive for a diversity of housing types, styles, and price points distributed throughout our city and appropriate zoning and density that is adaptable to market demands and housing needs.*

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
- **Strategy VN-2.A-5:** amend zoning to permit attainable housing in commercial districts in order to maximize availability and distribution of housing options

DEVELOPMENT PLAN REVIEW CRITERIA

1. ***The details of the use, site design, building location, orientation and exterior building material are compatible and harmonious with the surrounding neighborhood, buildings and uses, including not-yet developed uses identified in approved development plans.***

The project has been designed to be consistent with the appearance of modern multi-family housing types. The project models the multi-family aesthetic features of the new and developing surrounding residential and commercial neighborhood

2. ***The development plan substantially complies with any City-adopted plans that are applicable to the site, such as master plans, neighborhood plans, corridor plans, facilities plans, urban renewal plans, or design manuals.***

The project is consistent with the housing goals of the Gateway Park Comprehensive Plan, as previously discussed. The project is adjacent to the east fork of Sand Creek and generally

conforms to with the Creekside Overlay (see Creekside Overlay Criteria justification below). Housing units are being designed to provide a transition in the mass, scale and density between the surrounding the commercial use units north of the site and the existing zone R1-6 residential to the west while respecting and enhancing the adjacent creek features.

The project does not impede the capacities of the supporting infrastructure or public services in the area. The project does anticipate the addition of a stop light at the intersection at Airport Creek Point and Airport Road as part of previous approved developments. The applicant is required to make necessary improvements to provide adequate levels of utility, transportation, educational, and recreational services, or to pay fees-in-lieu in accordance with any terms or conditions of approval imposed by City Council.

- 3. The project meets dimensional standards, such as but not limited to, building setbacks, building height and building area set forth in this chapter, or any applicable FBZ or PUD requirement.***

The multi-family apartment buildings meet all dimensional standards required per the zone district regulations. An existing communication tower is located near the southern central most portion of the site. This tower is not a part of this development application. The tower was approved through a separate and previous application. The tower will in integrated into the southern buffer landscape.

- 4. The project grading, drainage, flood protection, stormwater mitigation complies with city's drainage criteria manual and the drainage report prepared for the project on file with the City Engineering Department.***

Project grading, drainage, flood protection and stormwater mitigation, have been prepared in substantial conformance with the City's drainage criteria manual and procedures. A full spectrum sub-surface detention and water quality system is proposed in the south west corner of the site under the proposed parking. A Final Drainage Report and variance request to authorize the sub-surface detention/water quality design has been prepared and submitted per the City Engineering Department regulations.

- 5. The project provides off-street parking as required by this chapter.***

Parking requirements have been met per the land use requirements for multi-family dwellings.

- 6. All parking stalls, drive aisles, loading/unloading areas, and waste removal areas meet the location and dimensions standards set forth by this chapter.***

All parking, drive aisles, (un)loading areas, and waste removal areas have been designed to meet the location and dimensional standards for this site.

- 7. The project provides landscaped areas, landscape buffers, and landscape materials as set forth in the chapter and the Landscape Design Manual.***

The plan meets the landscape standards as laid out per the zoning criteria and provisions. Two landscape relief requests have been submitted to accommodate utility easements and a restricted landscape buffer. The plan also provides for the implementation of the stream-side overlay along the west and south edges of the property. Specific stream-side compliance issues are addressed in the Stream-side discussion section(s) below.

8. *The project preserves, protects, integrates or mitigates impacts to any identified sensitive or hazardous natural features associated with the site.*

The project has taken the steps to preserve and enhance the streamside zones. The project is currently 1.9% over the allowable 25% outer streamside overlay impermeable surface limits. Relief from the Streamside criteria is pending and is discussed in additional detail in sections below. The plan will provide additional plantings and outdoor amenities as part of the request. The need for streamside erosion control and public amenities use. Disturbed areas in the outer buffer will be revegetated with appropriate species. There are no known established wildlife habitats or populations on this disturbed urban infill site.

9. *The building location and site design provided for safe, convenient ADA-accessible pedestrian, vehicular, bicycle, and applicable transit facilities and circulation.*

Yes; the pedestrian circulation facilities and amenities have been designed to comply with ADA requirements and to meet the accessibility needs of all guests and residents. This will include safe routes to and from the parking lot area to the building unit front doors and site amenities.

10. *The number, location, dimension and design of driveways to the site substantially comply with the City's Traffic Criteria Manual. To the extent practicable, the project shares driveways and connects to drive aisles of adjoining developments.*

The private shared road (Airport Creek Point), meets the City's traffic criteria. The installation of a stoplight has been agreed on at the intersection of Airport Road and Airport Creek Point.

11. *The project connects to or extends adequate public utilities to the site. As required by Colorado Springs Utilities, the project will extend the utilities to connect to surrounding properties.*

The project will be connected to existing public services. The project water will connect to an existing private utility system that connects to the public CSU water network infrastructure. A private agreement is being put in place under the guidance of CSU that will provide a private link between the existing properties. This link will connect to the public main in Airport Road. The plan provides for an updated Shared Owner Utility Agreement to be recorded with Colorado Springs Utilities.

12. *If necessary to address increased impacts on existing roadways and intersections, the project includes roadway and intersection improvements to provide for safe and efficient*

movement of multi-modal traffic, pedestrians and emergency vehicles in accordance with the City’s Traffic Criteria Manual, public safety needs for ingress and egress and a City accepted traffic impact study, if required, prepared for the project.

The project application includes a site-specific traffic impact study. The study recognizes the related volumes projected with the project, but also recognizes that the contributions don’t not result in any specific on or off-site improvements. The current projected traffic improvements have already been triggered by previous approved projects in the area.

13. Significant off-site impacts reasonably anticipated as a result of the project are mitigated or offset to the extent proportional and practicable. Impacts may include, but are not limited to light, odor and noise.

No significant off-site light, odor, or noise impacts are anticipated. The project has provided for all of the required setbacks and buffers per the zone and use

STREAMSIDE OVERLAY CRITERIA

1. Grading and Landform Has the natural landform been maintained within the overlay area and does grading conform to the specific grading limitations of the streamside ordinance as well as other city grading regulations?

No major regrading is planned in the Inner Buffer and limited grading will be performed in the Outer Buffer. The existing streamside conditions are the results of past site disturbances and regrading activities occurring over the past 30 years. The existing creek consists of steep stable banks with no real access to the water edge. However, the banks are stable and exist with healthy vegetation and rip-rap. Regarding the site to provide accessible grades would greatly reduce the function of the property for development based on the historic configuration of the subdivided parcels in the area. The mass grading required to provide accessibility to the creek edge would also require major disturbance and stabilization work to rebuild the bank and existing landscape buffer zones. No grading will occur within the inner Creekside Zone of East Fork Sand Creek and Airport Creek channel improvements. limited grading will occur within the outer Creekside zones as part of the development construction for lots.

2. Site Design Does the development incorporate the stream ecosystem into the project design and complement the natural streamside setting? has the project been designed to link and integrate adjacent properties with the stream corridor using access ways, creek front plazas, employee recreational areas, or other site planning and landscaping techniques which include the stream corridor as an amenity?

The existing streamside conditions are the results of past site disturbed and regarding over the past 30 years. The character of the creek, while stable is not that of a nature ecosystem. The overlay

zones (inner and outer) will passively interface with the proposed residential lots. The project will provide passive and informal access to the preserved streamside open space.

Most of the streamside buffer will be maintained in the common open space, consisting of native grasses and trees. There are no sidewalks, trails, etc. connecting pedestrians to the site and to the Creekside Overlay zones. The amenity spaces are planned within and adjacent to the outer streamside buffer. Amenities to be included:

- Dog Park
- Picknic Table
- Game Yard
- Spa
- Clubhouse Over Looks
- BBQ Areas
- Internal Trail/Paths
- Enhance Landscape Design

3. Wildlife Habitat Preservation Has the project been designed to minimize impact upon wildlife habitat and the riparian ecosystem which exists on or adjacent to the site? Does the project design protect established habitat or any known populations of any threatened or endangered species or species of special concern?

The project has been designed to minimize impact on the existing riparian ecosystem. Vegetation that is undisturbed by construction activity and been designated to remain. Disturbed areas in the outer buffer will be revegetated with appropriate species. There are no known established wildlife habitats or populations on this disturbed urban infill site.

4. Trails and Recreation Have existing or potential community trail networks or other recreational opportunities been identified and incorporated into the project design?

No trail system is proposed along the north and east side of the creeks as part of a larger trail/creek area system. The community trail and easement has been identified on the south side of the creek outside the limits of this development. The project will provide passive and informal access to the preserved streamside open space.

5. Floodplain Has the project been designed to protect the subject property from potential flood damage and to accommodate flood storage and conveyance needs?

The property was subject to and received an approved LOMR on February 4, 2020 which will protect the property concerns. Subdivision and stormwater improvement designs will adhere to the previously mentioned LOMR.

6. Significant Natural Features Have all significant natural features within the project streamside area been identified, and has the project been designed to minimize the impact on these features?

The riparian slopes and conditions along the stream will remain largely undisturbed. There are no significant nature features on this previous disturbed site. The project is currently 055% under the allowable 25% streamside overlay impermeable surface criteria. The plan accounts for additional efforts in the landscape design to address the need for streamside erosion control protection and public residents' amenities use. Disturbed areas in the outer buffer will be revegetated with appropriate species. There are no known established wildlife habitats or populations on this disturbed urban infill site.

7. Complementary Plans Does the project identify and implement the recommendations of any approved subarea plans (such as the City Greenway Master Plan, City Open Space Plan, or a specific drainage basin planning study and of any approved city engineering projects and habitat conservation plans)?

The property is not located within the boundaries of the aforementioned topical plan categories.

8. Riparian Buffers and Impervious Surfaces

a. Implement a riparian buffer of specified width between the developed portions of the site and the adjacent waterway to assist in preventing point and non-point source pollutants and sediment from entering the waterway?

All drainage is conveyed away from the creek towards other areas of the site as part of the drainage planning and system. Open space maintained and enhanced plantings will be established on disturbed areas of the site between the proposed buildings and the creek.

b. Exclude impervious surfaces from the Inner Buffer Zone and meet impervious restrictions across the entire overlay?

The Inner Buffer Excludes impervious surfaces and will see limited disturbance. The outer buffer interfaces with the residential parking. See the provided site buffer calculations provided in the permeable surface table, the impervious area does not exceed 25%. With that said, plans do recognize that the northern "flag" of the parcel reaching north to airport road does consist of an existing shared access drive. This drive was developed prior to the adoption of the city's streamside-overlay ordinance and provides the key circulation for the adjacent properties. Within the context of the existing conditions and access needs, the proposed plan would seek relief from the maximum coverage limitations set forth in the ordinance.

c. Incorporate all stormwater best management practices required by city engineering throughout the developed site and adjacent to the buffer to encourage on-site filtration of stormwater and protect water quality?

Water quality facilities are located on-site to capture and filtrate stormwater and are accounted for in the drainage plans and report. **Incorporate visual buffer opportunities of the stream between identified existing and/or proposed projects on opposing sides of the stream?**

With the proposed planting design for the on-site improvements and along with the existing plantings and fencing found on the opposite of the creek, the project will provide good visual buffers and separations for all uses and provide good transitions.

9. Landscape

a. Are Inner and Outer Buffer Zone Landscaping Standards met? have disturbed areas been revegetated to minimize erosion and stabilize landscape areas and does the project landscaping design specify plants selected from the riparian plant communities set forth in appendix a of the landscaping policy manual?

The streamside outer buffer and inner buffer landscape criteria have been met. Disturbed areas will be revegetated with appropriate plant selections from appendix a that will promote stabilization of the stream bank.

b. Does the proposal meet all other requirements of the city landscape code?

All landscape codes are met in the proposed plan.

10. Stream Bank Stabilization Have stream bank and slope areas been identified (particularly those exceeding fifteen percent (15%) slope)? Has the disturbance to these areas and any protective or stabilizing vegetative cover been minimized?

The disturbance to the inner buffer slopes along the stream is limited. Existing streamside trees not disturbed by construction activity are designated to remain.

11. Does the plan provide for the suitable Revegetation and Stabilization of any disturbed areas?

Slope stabilizing plants are specified for areas disturbed during construction.

12. Stream Reclamation Have opportunities to reclaim the drainageway been identified and implemented where practical?

For this criterion, reclamation constitutes any action that improves the quality of that drainageway visually, functionally, and recreationally, and brings that drainageway into a more natural condition.

No Creekside/streamside recreational or access amenities are proposed with the improvement and residential development. It is not practical to disturb or modify the channel. Care will be taking to select plants that will enhance habitat qualities and protect the stability of the creek edge.