



# City of Colorado Springs

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## Meeting Minutes - Final Planning Commission

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Wednesday, August 10, 2022

9:00 AM

PPRBD - 2880 International Circle

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### 1. Call to Order and Roll Call

**Present:** 9 - Chair Hente, Commissioner Slattery, Commissioner Rickett, Commissioner Almy, Alternate Griggs, Commissioner Hensler, Alternate Cecil, Alternate Morgan and Commissioner Briggs

**Excused:** 3 - Commissioner Raughton, Vice Chair McMurray and Commissioner Foos

### **Spectrum Loop Multi-Family**

- 7.C. [CPC PUZ 22-00057](#) Postponement of an appeal of City Planning Commission's decision for the Spectrum Loop Multi-family project changing 11.925 acres from A (Agricultural) to PUD (Planned Unit Development: Residential, 35 dwelling units per acre, and 40 feet to 60 feet maximum building height) located at the southeast corner of Voyager Parkway and Spectrum Loop intersection to the September 27, 2022, City Council meeting.

(Quasi-Judicial)

Related File: CPC PUP 20-00058

Presenter:

William Gray, Senior Planner, Planning and Community Development  
Peter Wysocki, Director of Planning and Community Development

**Attachments:** [7.5.906 \(B\) Appeal of Commission-Board](#)

#### **Planner Presentation:**

William Gray, Senior Planner Central Team gave a PP presentation

#### **BACKGROUND:**

- Site: The 11.925-acre project site is located at the southeast corner of the Voyager Parkway and Spectrum Loop intersection.
- Existing Zoning/Land Use: The subject property is zoned A (Agricultural) and is vacant.
- Surrounding Zoning/Land Use:
  - North: PBC (Planned Business Center) and commercially developed.
  - South: A (Agricultural) and undeveloped. This land is State Department of Transportation right-of-way and planned to be developed as the extension of Powers Boulevard.

- East: PUD (Planned Unit Development) and developed residentially.
- West: PUD (Planned Unit Development) and commercially developed.

➤ Master Plan: Site is part of the Northgate Master Plan designated for office/industrial uses. The Northgate Master Plan is implemented.

**Public Notice:**

- Public notice was sent to 205 property owners for internal review and Planning Commission and posted for both those time periods
  - 20 comments expressing concerns about the project
- Areas of concern raised
  - Traffic
  - Density
  - Building Height
  - Transition
  - Lack of developed park space
  - Schools
  - Public Safety

**Additional information**

- Traffic Engineering required an updated Traffic Impact Study which recommended on street improvement to Spectrum Loop, left hand turn lanes into the proposed site going westbound and pay a proportional share of the Spectrum Loop traffic signal.
- Parks: Recommended fees, primarily due to the size of the site
- Fire: two points of access, no concerns identified for safety or density
- Highlights of presentation
  - Building height is lower than proposed development surrounding their project

**Applicant presentation:**

Andrea Barlow, gave a PowerPoint Presentation discussing the history of the site and the scope and intent of the project.

- Highlights of presentation
  - Building heights are from 45' to 60' - three areas of proposed development
  - Topography of the site shows a 40' drop from east to west. Development will work with the grade of the site
  - Access - two access points
  - Parking meets current code standards with all parking being met on site.

**Questions:**

Commissioner Hensler asked about the two points of access and if they both going out on Spectrum Loop and use the roundabout to get back to Voyager. Ms. Barlow stated they access Spectrum and they're both will be full movement

and line up with the access points to the south for the commercial site. They will turn left to get onto Voyager. At the roundabout you can go north to get onto Northgate Blvd. Ms. Barlow also addressed the parks. The parks department asked for fee and their reasoning was because there's an existing park in the Grayhawk Neighborhood within a half-mile. It's not development but with the new PLDO that focus of the fees that are paid is in certain areas as well in this area is to develop that park.

Commissioner Hensler asked if there was any way to assure the park is developed. Ms. Barlow stated there wasn't.

Commissioner Ricket stated according to the master plan this parcel was identified as office industrial and wondered what the master plan indicated for a larger surround area. Ms. Barlow stated the master plan has been amended multiple times over the years. They looked at the most recent amended and the current plan matches what being proposed because it's been amended too much over the years and you'd have to go back to the 1980's to get the original master plan to compare

**Public Comment:**

**Support:**

No one in audience or on the phone

**Opposition:**

**In the audience:**

Taryn Griggs stated several concerns were safety and traffic. What she sees is the City is trying to provide multidimensional housing and create a vibrant community which is being defeated because there is too many of these large units and large products. There is a huge apartment complex across from the church, there's Bella Springs, there is a complex across from Starbuck going to Glen Eagle right outside of USAFA. You have already created and met your quota with all of these apartments within a mile of Grayhawk/Flying Horse Northeast. All of these complexes put a huge stress on their community. Please do not approve this.

Jason Campbell stated he did not believe this apartment complex will benefit the community. It will stretch resources that are already at a breaking point such as police which only has one officer north of Briargate Parkway after 10:00PM. The recent fire at The Farm showed a lack of resources. He felt the traffic study was no longer accurate with the most recent approval of street parking. There are over 400 plus vehicles on Spectrum Loop and a lack of approved parking for the proposed 8000 seat amphitheater. The traffic study does not address the amount of traffic coming into the venue at the same time people are coming home in the afternoon. They need to amend the traffic study and do it for more than just four hours in one day. The study needs to show the impact on Voyager, Spectrum and Northgate during an event. Patrons using other nearby parking lots for free and the and the patrons using the Greyhawk community streets as well as Spectrum east of Voyager for parking. Greyhawk is less than a mile from the proposed amphitheater venue. All of the parking will make the roads one lane. The developer stated they would meet the city code for parking, but there is also a waiver process which they could apply for. The developer

has not completed a proper environment impact study to determine the possibly impact of the Preble Meadows Jumping Mouse.

(Audio lost from time stamp at 1:17:47 in the second Team Meeting for CPC on 8/11/22 until 1:19:13)

Jed Fuqua lives right outside this proposed project. He stated this was not a good fit. One was due to traffic with the Flying Horse coming through, the Greyhawk community. There are already five existing apartment complexes within a half mile radius of their location. There is another one proposed behind the amphitheater, one by Bass Pro and the possibility in Flying Horse as well. This is too many apartment complexes for this area. There are two large high schools with one that is carpool only which only adds to the congestion. There's also the commercial business and now to add this 8000 seat amphitheater where there's already inadequate parking is ludicrous. Does the traffic study even include everything as a whole? This is a 12.8 acre parcel and they have proposed 400 units. This is two times the density of the other apartment complexes mentioned. There is a sound impact from the amphitheater which is only 2600 feet from this proposed apartment complex so the decibel level will be too much, and people will not be there. The schools in the area are already overloaded and have waiting lists. A better idea would be to have a park here or residential or industrial. That's what the master plan had for this area originally. What about possibly townhomes which would be a more logical transition. We need something that makes better sense.

**On the phone:**

(Continued audio difficulties)

Khan Kuran he's lived in the neighborhood 15 years, and they live right next to the site, and they thought this was going to be an area for a park. Still 15 years later we are still waiting for the park. Now the plan is to put apartment complexes there and they are too high especially for this residential area. There are already five to six other complexes that are built or about to be finished in this area. What we do not have is townhomes. It goes from one million dollar homes to apartment complexes with nothing in between, so townhomes would be better for this area. The other issue is traffic. The school carpool comes almost all the way to Spectrum Loop to their entrance as it is and now you want to put an apartment complex there with no left turn and only a three car length left turn. Most who come out of this area want to go south so that means a left turn and so this left turn will become a disaster. We already wait to turn and now you want to add the apartment complexes. Putting 400-units is a public safety and we can't even imagine how bad it will become.

Andrew Camp stated that what everyone else has said is all true. All of this will be so wrong and it's a bad idea. First there is no left turn signal and you guys cannot put a left hand turn signal right there. This is a really bad idea. Will you listen to those that live in the neighborhood or to a developer who wants to make money? Prove that you are listening to us, don't approve this.

Kristen Waite stated the traffic in the area is already very bad. There is only one light and if there are only two exits coming out that complex and with 400-units

and I know you plan about 1 ½ cars per unit, so that is 506 cars coming in and out of the complex, one light. If you have the chance to go back and look at the context map what that map does not show is the two stop lights that were just install this spring on Voyager where it meets Powers. With the apartment complex you will need to add two more lights and Spectrum Loop is adjacent to the cross traffic. Spectrum Loop will need to become wider to accommodate for the added traffic and by adding a left turn lane how are you going to regulate all that traffic. Schools will be affected and with all of the apartment complexes so you might want to check with the schools again because there is already waiting lists to get into our neighborhood schools. Also, the traffic for the schools is already bad and you want to add a 400-unit apartment complex that's big deal. These are our neighborhood schools and with you adding all these apartments that will make classrooms larger, 40 students to one teacher. That is not right. I think townhomes are a better idea. Townhomes are for people who want to be here longer and are committed to the neighborhood and the schools. We would really like you to reconsider this and not let it go through.

Thomas Ruckdaschel who echoes what already been stated by everyone else. There is not a park in Greyhawk but we're hoping to get one. There were signs last year about getting a park, but that has not happened. He thought this would be a hazard to the kids because the Spectrum loop left hand turn lane problem and the two exits of the apartment complex will cause such a huge traffic problem that the traffic will have to reroute up Spectrum Loop and go east through Greyhawk in the area and this is also a deaf child area. This will be a hazard for that one child. It may be only one child but life counts. The traffic coming through the neighborhood will be a detriment to our neighborhood especially along Spectrum Loop. The other problem is Spectrum loop goes around Polaris Point which cannot support an 8000 seat amphitheater either. So, think about this if we have an 8000 seat amphitheater traffic, all the apartment complexes, and add an Air Force Academy game, with school traffic what do you think will happen and people who live in the neighborhood coming and going as part of their daily routine. The local roads, including I-25 cannot drain the traffic fast enough. It is just going to create gridlock. Don't approve this

Elizabeth Schrack lives on Spectrum Loop just east of the proposed zone change. We have several concerns, one being density. They are proposing only two points of access along Spectrum Loop. As you have heard in Greyhawk we have two points of access as well and most of us come and go along Spectrum Loop especially with the Voyager freeway entrance now and hundreds of cars will have to shar that two-2ay road with about 500 extra cars now coming and going from work and school even if they fix the light issues on Spectrum Loop to turn left onto Voyager. I've reached out to the City to fix that timer and they said they did but it's still bad and that will not be enough for the number of cars that would be coming and going. It's a two-way street we'll all be sharing. They say they have adequate parking, but if not, will they park on our street because of the lack of parking their project plans. The traffic impact analysis from May 2022 didn't include the proposed Sunset Amphitheater. The building height is too much. They show four stories with a walkout basement, so essentially, they are five stories. This seems to be more of a downtown size project and now next to our single-family homes. The Subzone A the applicant seems the best option with the 40-ft height and if that could be across the board

that might bring it down for a lower density. This area is blowing up with development and we'd appreciate the zone next to our community to either be small commercial or a much smaller residential use like townhomes or a much smaller complex.

Dawn Jensen lives on Diamond Rim. The size of this lot is extremely small for the project being proposed. It would be nice if we could have this meeting at that space and you be able to see how small it is. We know it's zone agriculture and won't stay that way. This proposal is not the correct used for the land and I implore you to oppose this proposal.

Ramesh lives in Greyhawk and has for the past seven years. When they moved there, there was no signal at the end of Spectrum Loop and there were no signals at the crossing of Powers and I-25. I used to cross only one sing near the Bella Springs Apartment and TCA junction. Now I have to cross all these signals to go to work and come home and you adding two more exits. That apartment complex traffic is coming out onto that road, and it will put a lot of pressure on traffic. I oppose the zone change and the project.

Mariam Bloom lives in the Northgate community. She wonders about the quality of life. Those of us who've live in this region and 20 years in the neighborhood chose this area for a reason. It is low density housing, unblocked views, an opportunity to get to know your neighbors. If I had wanted to live in a high density area, I had lots of other options. I chose Northgate for a little bit of elbow room and a slower pace of life. We are able to volunteer for many different things especially in the schools or our churches. How can we impress upon you this is not a good fit? This high of density does not match the quality of life established by the people who have chosen to live in this community of Northgate Highlands and Greyhawk along this Northgate corridor. People have mentioned townhomes and how that makes a lot more sense for this community. Quality of life really must be addressed not just in terms of density but in terms of lifestyle as well.

**Rebuttal:**

Ms. Barlow had city staff pull up the master plan in City View since the master plan map was not part of the packet. It's a large master plan area.

Commissioner Ricket asked if the surrounding areas are office industrial, what did it ultimately get zoned to and what was the height and were there any restrictions. Ms. Barlow stated cattycorner from Voyager all got zoned PIP but it was primarily developed as offices. The restriction in the PIP is 45-ft. Moving south the zone is PUD and height ranges 40' for 120'. The area to the north is PBC and that building height is 43-45 feet.

Lauren Brockman with the Morgan Group. She's developed along the front range since 1996 approximately 5000 units. An area they recently finished was a community called Falcon View with 288 units. It meets the number of children per unit which is 0.5 nationally. There are 12 students on this property. The demand is not what has been discussed here today. The median household income at Falcon View is 95,000 per year. 60% of the residents are medical workers, 20% military, and 20% other. The other ranges from a tech company

to working in a business. These people are engaged in the community. We are providing housing to people who need housing. Colorado Springs is 98% occupied and you are adding 20,000 people per year so you will need 7000 units in a year. To rent at this community you will need to earn between 68,000 and \$100,000 a year and all residents over 18 years of age have to pass a criminal background check. We are not just building something to build were providing a place for people to live and those people are providing services to the city. This really is the type of housing that is needed.

Tyler Smith, with Kimberly horn, I am the traffic consultant for this project the traffic study was completed in compliance with the city of Colorado Springs standard requirements. The peak hours of 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM were when the trip generation for this development occurred. The numbers are based off of nationwide studies of similar land uses throughout the country and this is how the numbers were calculated. The sunset Amphitheatre has been a very sore subject in this study, and it should be noted this is only something that has been proposed not approved and it will not affect peak hour times from 7:00 AM to 9:00 AM or 4:00 PM to 6:00 PM the intersection of Northgate Blvd and Greyhawk Dr will not make northbound left turns any more efficient. There is a more efficient way to make left turns off of this intersection when it's signalized. The traffic study does show that there will be some future delays at the intersection of Northgate Blvd, but Greyhawk Dr does not warrant a signal based on the national standards. In the master plan it should be noted that this area is zoned for office residential, and the trips here would be much higher than in what's shown based on multifamily housing and although the powers extension was not analyzed as part of this study it is not known when this will be completed, and traffic will be alleviated once this is put into effect. Concerns were raised about the westbound left turn at spectrum Voyager Parkway as the left turn may extend beyond the cues that are shown in our traffic studies, but he believed the roadway was wide enough to accommodate side by side left turns which could extend the westbound lane to tie into the two-way left turn lanes to accommodate queues.

A gentleman was recognized in the audience by Commissioner Hente and allowed to speak he stated that people were concerned about parking in the neighborhood and that our project will not be providing enough parking we will our concept plan shows sufficient parking, and we will have to address parking when the development plan comes up. City traffic engineering was asked to verify that spectrum loop is a collector and there is no parking allowed on it. Traffic from the residents of this development being able to park on Spectrum Loop. There were questions brought up about the Preble's Meadow Jumping Mouse and an environmental study not being done for that, this is not in the Preble's Meadow Jumping Mouse habitat area that's more toward Kettle Creek. Concerns were also raised about the park not being developed. This is not the developer's responsibility to do that but we will be providing park fees should the park be able to be developed. Regarding schools it was mentioned by all the developments taking place in the area is putting pressure on School District 20. The district reviews every application submitted to the city regarding schools and they pretty much want fees because generally they have the land for schools and as the developer we respond to their comments. Regarding just the general comments about there being too many apartments in the area and it

is not needed. All types of housing are needed in the Colorado Springs area both the city and the county are well behind where they need to be in terms of the number of units that should be developed. This includes single family homes, townhomes multifamily residential and everything across the board. We believe this is an appropriate site for multi-family residential as a transition from single family. This site was always intended as a transitional area. We have taken very specific steps to step down the height withing areas of our development. This development it will be high quality and the residents will not pose any safety concerns for neighbors or children and they will be part of the community. There was a reference to the request for a waiver on parking requirements there has been no such request. Regarding occupancy rates, the occupancy within this area is roughly 98%. These well be in demand very quickly. It's been mentioned that townhomes or something other than what we've planned as a better transition but in developing apartments for 30 years, multi-family that is adjacent to single family homes is very common transition type and there's rarely a transition from single family to townhomes.

Question posed regarding traffic and if the traffic study from the amphitheater flow was considered as part of your study. Tyler stated no because that is not a project that has been approved.

Commissioner Briggs asked if the traffic study was recent enough that it took into consideration the two new lights that are coming from powers at InterQuest. Tyler answered they did not study those intersections on powers. The two new lights that are at powers and in a quest or Voyager they did not study that

**BROUGHT BACK TO THE COMMISSIONERS FOR DISCUSSION:**

Commissioner Rickett stated in the staff reports we usually have a letter from the school district that identifies whether they're good with the project or not. And I do not see anything in here from the school, so did you contact them. Bill Gray, planner for the project, stated he did contact them, but it was an e-mail not a letter. Commissioner Rickett stated he verifying there was communication and they provided comment. Mr. Gray asked them if they had any comments regarding capacity or school overcrowding and they did not mention any of that. They said that with this project they were going to ask for fees for school and dedication.

Commissioner Hensler asked if this part of the urban renewal area or was that is specific to Polaris point. Mr. Gray stated it was not. Commissioner Hensler asked when changing the zone from agriculture to PUD, was there consideration for other uses such as PBC or something for mixed uses. Mr. Gray stated staff had pushed Ms. Barlow fairly hard on the zone change and during the initial review and we briefly discussed density, intensity and appropriate uses but this was informally done, and he did not believe the applicant looked at PBC, but Ms. Barlow could address that. Mr. Gray stated in staff's evaluation they looked at if the uses proposed were suitable for the surrounding neighborhood and one of the things addressed was PBC a possibility.

Commissioner Rickett asked if Todd Frisbie with Traffic Engineering if he was



familiar with this area because there had been a lot of comments about the left turn from Spectrum onto Voyager having three or four rounds to get a left turn completed. Based on the concept plan for this project there's two more entrances and the only way in and out of this property is on Spectrum Loop which will add additional traffic trying to make that left turn. That is why he asked if the completed traffic study had considered the two new lights that could back up traffic even more. So based on what we have today, not considering the amphitheater, the two lights on Voyager from Powers plus the problems on the left at Spectrum had we taken a good look to see if there's a way to improve traffic flow at this location.

Todd Frisbie, City Traffic Engineering stated he would surmise they have not taken a good look at those four intersections as they operate but he'd be willing to do that. There are also in the planning stage of the future extension of Powers Blvd, and we would have to take a long term look at the operation of those four signals when that connection is made. So, knowing that there will be some changes in the future they can look at whether they need left turn phasing and if it needs adjustment.

Commissioner Slattery confirmed there was recently a light added from Spectrum and Voyager and it was mentioned there was a double left there and if that was something the City was looking at. Todd Frisbie with Traffic Engineering stated there is room on Voyager for a dual left. We have a general rule that when volume exceeds 300 vehicles per hour during the peak hour that's when we consider going to a dual left lane turn. So, part of his analysis would be to look at the volumes today, with changes in the future and determine if that dual left lane is needed now or later. But keep in mind that with a dual left must then go to protected only phasing and only go on a green arrow. One of the reasons to go to a dual left is to reduce the amount of queuing. You get a bit more capacity but some of that is lost when you can only turn on a green arrow.

Commissioner Slattery stated the fact that there were other apartment complex moving into the area and where they're feeding off of and they must have that traffic generation. Todd Frisbie stated the apartments would have traffic impact studies. The volumes and estimates of trip generations will be considered.

Commissioner Slattery asked Ms. Barlow or Tyler Smith with Kimberly-Horn regarding with these developments and where are they feeding onto, and can those numbers be added to the traffic study analysis of this site? In a rapidly developing area how do we accommodate already approved developments as we look to add newer ones. Todd Frisbie stated that they could take trip generation estimates from those additional developments and add those to the existing numbers. The one done by Kimberly-Horn had the same information and they'll include those numbers in their future estimates of traffic analysis they do. When Traffic Engineering reviews a study we'll mention you may have forgot this so please include that in your analysis and that's something they require as part of their analysis and it was done in this instance.

Peter Wysocki, Planning Director, asked if Commissioner Slattery question was

answered. He wanted to make sure it was answered properly. Was she asking where the apartments were located or were the apartments in the area required to submit traffic impact studies? Commissioner Slattery stated neighbors heard there were lots of new apartments going into the same area but the question of where they are, did not quite get answered but Mr. Frisbee provided some clarification and stated that the numbers from those apartments were included as part of this study and deemed adequate by city staff. Mr. Wysocki state two were under construction and one almost completed. Spectrum loops around south and intersection with Voyager south of the Powers Voyager interchange. There is a complex in very close proximity to the infamous proposed amphitheater, and another being built between Northgate and Bass Pro Drive. All of the connect to the northern loop of Spectrum in a roundabout way which is west of Voyager in the Polaris Point proper.

Commissioner Rickett asked if parking was allowed on Spectrum, or will there be a parking lot on Spectrum? Todd Frisbie stated there will be parking allowed on Spectrum. Commissioner Rickett asked if that would reduce the width of Spectrum and the usable use on Spectrum. Mr. Frisbie stated it would, but they would do some restriping to accommodate the parking.

Commissioner Hensler stated that would not encompass any widening of Spectrum just restriping and would that be on one side or both. Mr. Frisbie stated it would not be widened

Commissioner Slattery asked if that was east or west of Voyager. Mr. Frisbie said it was west of Voyager.

Commissioner Hensler asked further for clarification that east of Voyager there would not be allowed on-street parking, or it would be allowed with no widening. Mr. Frisbie stated he'd need to look at it since he's not as familiar with the east side of Voyager. Commissioner Hensler stated she thought most of the people here are east of Voyager.

Commissioner Rickett stated some of the comments provided was that parking would not be allowed on Spectrum on the east side. Commissioner Slattery stated that was because it was a collector east of Voyager and that there would be no parking lot. Mr. Frisbie said it was really about the lanes. Collectors are allowed to have parking if there are spaces available. So, depending on how the lanes are configured and if the lanes go right up the curb, parking would not be allowed on Spectrum east of Voyager.

Commissioner Rickett stated that from his general comment arterials do allow parking is what we were looking for. Mr. Frisbie said they allow it if there is space available but generally parking is not allowed on arterial streets.

Bill Gray, planner for the project, stated the configuration of Spectrum Loop east of Voyager is not configured to accommodate on street parking. Commissioner Rickett stated he understood that, but it is allowed. Mr. Frisbie stated they were talking about the north leg of Spectrum on the east side and with the way it's striped and configured, parking would not be allowed on that street.

Commissioner Hensler stated Ms. Barlow said there was no environmental study done for the Preble's Meadows Jump Mouse or is it existing knowledge of the site because it looks like there is some water though or is that just drainage. The developer stated the do complete environmental studies on every community they build, and it was not brought up as an issue because the habitat does not exist and there is no standing water on this property it's just drainage.

Commissioner Hente brought it back up to the dais for comment and vote.

**COMMISSIONERS DISCUSSION, MOTION AND VOTE:**

Commissioner Ricket stated he will not be voting in favor of the zone change. He stated he does listen to the comments and of the neighbors, but he did warn that by the master plan, which he will read from the criteria, office industrial can go on this site, that's what it was planned for so traffic could be very similar to what is being proposed today. Height could be very similar as well, but in City Code 7.5.603(b)(3), it states, where a master plan exists and proposals consistent with such plan or an approval approved amendment of such plan and master plans have been classified as implement do not have to be amended. As we discussed earlier, in order to be considered and consistent with the zone change. Thus, he will be voting against the zone change request.

Commissioner Raughton stated as part of the advisory committee of the Comprehensive Plan, this site is within an area identified as a Community Center which meant employment, commercial, multi-family, office, and other types of projects that would reinforce some identity for the area and provide for multimodal transportation over time and creating some density that will do that. The Comprehensive Plan and not the master plan advised him this proposal is within the concept that was worked on several years ago. He will be supportive of the project. He thought there's question about the design which can be looked at later as they get to that detail.

Commissioner Briggs stated he had concerns regarding the traffic and the impact it will have. He is heard the traffic experts talk and it doesn't seem it's aligned with yet with a vision. It's somewhat haphazard and at this point he did not see where he could support the project.

Commissioner Hensler stated she appreciated all the work and reworking by everyone to try and make this work. But she hears loud and clear from the neighbors about their concerns. She echoes some of her fellow Commissioners statements that this site will be developed at some point and hopefully it will be something that adds to the neighborhood in positive ways but there will also be some negative too. We're not always going to like what is done. She thought some multi-family or density was likely appropriate but did not think she could put her full support behind it the way it looks today especially with some of the traffic concerns and neighborhood concerns, so she did not think she'd be in support.

Commissioner Slattery state she was a bit torn on this one. She thought multi-family was appropriate use as a transition from single-family to more intense commercial uses particularly to the west but also to the north. Having

so many amenities will be desirable for residents and help fill some of that housing shortage we are experiencing.  
Continued on Item 7.D. CPC PUP 22-00058

**Motion by Commissioner Hensler, seconded by Commissioner Raughton, to recommend approval to City Council a zone change rezoning 11.925 acres from A (Agriculture) to PUD (Planned Unit Development: Residential, 35 dwelling units per acre, and 40 feet to 60 feet maximum building height), based upon the findings that the request meets the review criteria for granting a Zone Change as set forth in City Code Section 7.5.603(B).. The motion failed by a vote of 3:4:2:0**

**Aye:** 3 - Commissioner Raughton, Commissioner Slattery and Commissioner Almy

**No:** 4 - Chair Hente, Commissioner Rickett, Commissioner Hensler and Commissioner Briggs

- 7.D. [CPC PUP 22-00058](#) Postponement of an appeal of City Planning Commission’s decision for the Spectrum Loop Multi-Family project PUD Concept Plan for a future multi-family residential development located at the southeast corner of Voyager Parkway and Spectrum Loop intersection.

(Quasi-Judicial)

Related File: CPC PUZ 20-00057

Presenter:

William Gray, Senior Planner, Planning and Community Development  
Peter Wysocki, Director of Planning and Community Development

**Attachments:** [7.5.906 \(B\) Appeal of Commission-Board](#)

Continued from Item 7C (CPC PUZ 22-00057)

There are concessions that can be addressed in the development plan stage such as proximity to the neighbors in the Greyhawk area. But she appreciated the setbacks and grade changes for the buildings along the east side because they are not that much higher than single-family residential residences. She thought there was some consideration from the developer to do this. Yes, it is high density with quite a lot of units but as a community she thought there was demand to absorb that. In general, she was in support of the project, but she did understand the concerns from the residents and the changes to the neighborhood and thought multi-family is better transition than an office industrial type of use.

Commissioner Almy stated Commissioner Raughton brought up good point about what the view of the City is for this particular area and it’s quite different from what is has been over the last several decades. It’s been a big change. There will be employment up there and there has to be housing that is suitable to the workforce. Regarding traffic, which is the first thing everyone complains about. Many of us have to deal with traffic. Lights have to go through too many

cycles and there's much more traffic now than there was 15-20 years ago. But you have to look at the whole thing in its entirety. There are numerous moving pieces. There is the population, the city is growing dramatically, the roads are getting improved, but things are out of sync. In those instances, we have to rely on our traffic engineering and developers who do traffic impact studies to try and predict what will happen. You cannot expect this one developer to solve the traffic problems of that whole area and we need to have a little faith that our traffic engineers will come up with a good solution. He is in favor of the project and as we get to the development plan there will be lots of room to fine tune this.

Commissioner Hente stated one of his fellow Commissioners was a little torn over this, but he was very torn over it. Everything the developer said about there being a demand for this project for additional housing stock in Colorado Springs regardless of the type is true. But I ask myself at what expense do we do this. He is talked about the fact that before someone buys into a neighborhood that they due their due diligence and he thought some of them did with this project because they saw it was part of the master plan and it was slated for office industrial. You say the traffic is similar to what would be done with office industrial or with multi-family, but he agreed with what had been said previously that they have a tendency to work at opposite ends. Some are coming in and some going out, everyone is not coming in all at the same time. There had been a time when he could support a project like this, but he did not think that time was now. He thought the traffic studies were inadequate and they did not account for what is already there in terms of traffic lights on Voyager. I knew they cannot hold the developer to what is in the future, but he's always felt the city is not looking at the big picture and the big picture is, what else is going to go up there and then there's going to be an amphitheater as well as other things because we know other things will be going in and get constructed. Sometimes we look at things with blinders on and look at only this project and after it is built, we're like, what did we do. So, for right now, he didn't thing he have enough information and he did not think he would support the zone change or the concept plan.

**Motion by Commissioner Raughton, seconded by Commissioner Almy, to recommend approval of City Council the PUD Concept Plan for the Spectrum Loop Multi-Family project, based upon the findings that the request meets the review criteria for establishing a PUD concept plan, as set forth in City Code Section 7.3.605, and the review criteria for establishing a concept plan, as set forth in City Code Section 7.5.501(E). The motion failed by a vote of 3:4:2:0**

**Aye:** 3 - Commissioner Raughton, Commissioner Slattery and Commissioner Almy

**No:** 4 - Chair Hente, Commissioner Rickett, Commissioner Hensler and Commissioner Briggs