
SPECTRUM LOOP APARTMENTS PUD REZONE & CONCEPT PLAN

PROJECT STATEMENT

APRIL 2022, UPDATED MAY 2022, JUNE 2022

TSN: 6207100002

ADDRESS: 13345 VOYAGER PARKWAY, SOUTHEAST CORNER OF SPECTRUM LOOP AND VOYAGER PARKWAY

REQUEST

N.E.S. Inc. on behalf of Chapter Two Investments, LLC requests approval of:

1. A Zone Change from A to PUD on 11.9-acres.
2. A PUD Concept Plan for a multifamily residential community on the subject property.

SITE LOCATION

The subject property comprises a 11.9-acre vacant parcel located on the southeast corner of the intersection of Voyager Parkway and Spectrum Loop. To the east of the site is the Grey Hawk single-family residential neighborhood, with higher density alley-loaded single-family residential immediately adjacent to the site's eastern boundary. To the south is undeveloped land designated for the future Powers Blvd extension.

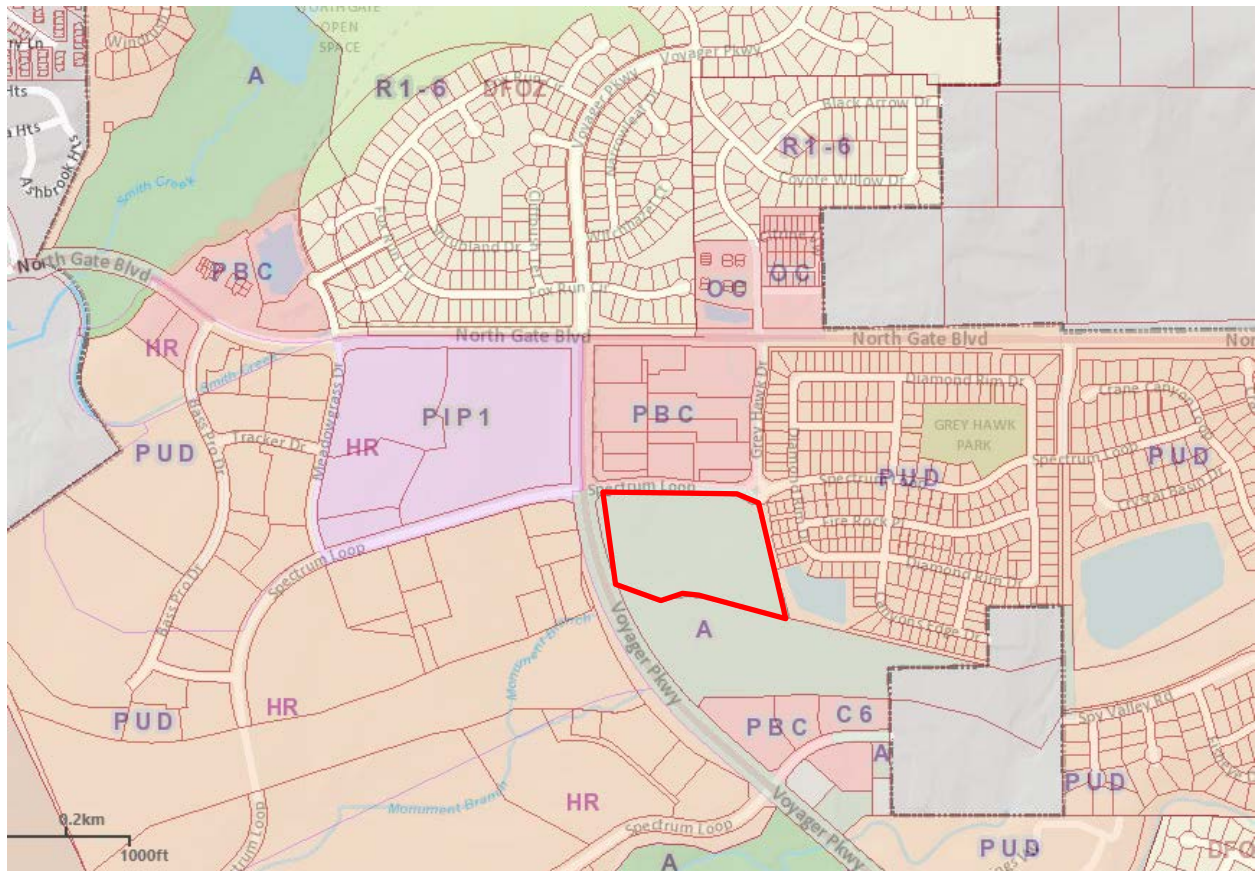


Immediately to the north, across Spectrum Loop, is a commercial center anchored by a Sprouts grocery store, beyond which, across North Gate Blvd, is the Northgate Highlands single-family neighborhood. To the west of Voyager Parkway is the Polaris Pointe regional commercial center which includes existing commercial and office development adjacent to Voyager Parkway and a larger partially undeveloped area that is zoned for future commercial.

PROJECT DESCRIPTION

ZONE CHANGE

The site is currently zoned Agriculture (A), which is a holding zone from when the property was annexed into the City. The surrounding zoning includes PUD, PBC, PUD HR (High-Rise Overlay), PIP 1 HR (High-Rise Overlay), and R1-6 DF (Design Flexibility Overlay). The surrounding mix of uses include single-family residential, commercial, office, and vacant commercially zoned land. The Polaris Pointe PUD to the west allows a maximum building height of 60 feet across most of the property, with a 120-foot maximum height allowed in areas adjacent to 1-25.



A zone change from Agriculture to Planned Unit Development (PUD) is requested. This zoning designation will allow for residential development (to include single-family detached, single-family attached, and multi-family units) of the property based upon currently identified need to increase

residential housing options in Colorado Springs. The proposed PUD zone better reflects the owner's interest in developing residential opportunities in the area to meet this need.

The rezoning from A to PUD for residential use will decrease the intensity of use at this site from that allowed under its current master plan designation for Office/Industrial use. The PUD zone is intended to encompass all potential residential use types to allow the flexibility that PUD is intended to accommodate. The proposed residential PUD will be compatible with the surrounding mix of zones and uses, which consists of regional commercial and office development, and single-family residential. Multifamily residential will provide a use and height transition between the single-family neighborhood to the east and the more intense commercial centers to the north and west of the site. A transition of height is proposed within the PUD zone. This Height transition is accomplished by establishing Height Zones A, B, and C. Height Zone A limits maximum height to 38-feet and comprises the easterly portion of the development in an area 350-feet along the east property line adjacent to the single-family residential uses and westerly 200-feet. Height Zone B limits height to 45-feet and comprises the area along the eastern property line south of the single-family residential uses and westerly 275-feet, then northerly to the north property line. Height Zone C limits height to 60-feet and encompasses the remainder of the development westerly 275-feet from the east property line.



The PUD zone proposes to cap the proposed residential development with a maximum density of 35 units per acre on the 11.9-acre site. The PUD will permit all residential use types, to include single-family detached, single-family attached, and multi-family uses such as but not limited to apartments, townhomes, and condominiums. While the Concept Plan shows apartment style development, the intent of the PUD is to allow the full range of residential use types.

CONCEPT PLAN

The PUD Concept Plan is comprised of 11.9-acres of land, and proposes residential use with a maximum density of 35 DU/AC. There will be three height zones from east to west, comprised of maximum heights of 38-feet adjacent to the single-family, 45-feet to the south and west, and 60-feet over the remainder of the central and western portions of the property. This reflects the intent for three- and four-story buildings, some of which will have basements/walk-out conditions. The Concept Plan shows a provisional layout for a proposed multifamily apartment development which identifies proposed access points, preliminary building placement and parking areas, clubhouse location, detention pond location and areas of open space/amenity areas.

Access to the proposed new development will be via two entrances on Spectrum Loop, aligned with the accesses to the retail center to the north. These access points have been discussed with Colorado Springs Fire Department and provide adequate access for emergency purposes. The interchange ramps and extension of Powers Blvd between I-25 and Voyager Parkway were recently constructed south of the project. An access to the development from Voyager Parkway was investigated but was not permitted by CDOT due to the proximity to the future eastern half of the intersection of Voyager and Powers.

The PUD Concept Plan identifies the continuation of the Skyline urban trail along the western boundary of the property, adjacent to Voyager Parkway. This trail, together with new sidewalks that will be installed along Spectrum Loop, will improve pedestrian connectivity between the existing residential neighborhood to the east and the existing and proposed commercial centers in the area.

The PUD Concept Plan includes proposed building and landscape setbacks and a 15-foot landscape buffer on the east boundary adjacent to the existing single-family residential neighborhood. It is also proposed to locate a three-story apartment building and garage buildings along the east boundary to provide additional buffering and screening of the site from the existing neighborhood.

PROJECT JUSTIFICATION

CONFORMANCE WITH ZONE CHANGE CRITERIA (SECTION 7.5.603)

1. THE ACTION WILL NOT BE DETRIMENTAL TO THE PUBLIC INTEREST, HEALTH, SAFETY, CONVENIENCE OR GENERAL WELFARE.

The zone change, as proposed, will not be detrimental to public interest, health, safety, convenience, or general welfare. The residential land uses proposed by the PUD are less intensive and are generally considered more compatible with neighboring residential areas than the Office/Industrial uses anticipated for this site on the Northgate Master Plan. In particular, the traffic generated by the proposed multifamily residential development will be less than anticipated from an Office/Industrial use. The residential uses proposed will not impact air quality, create discharge or excessive noise that would negatively impact the community. The need for varied residential

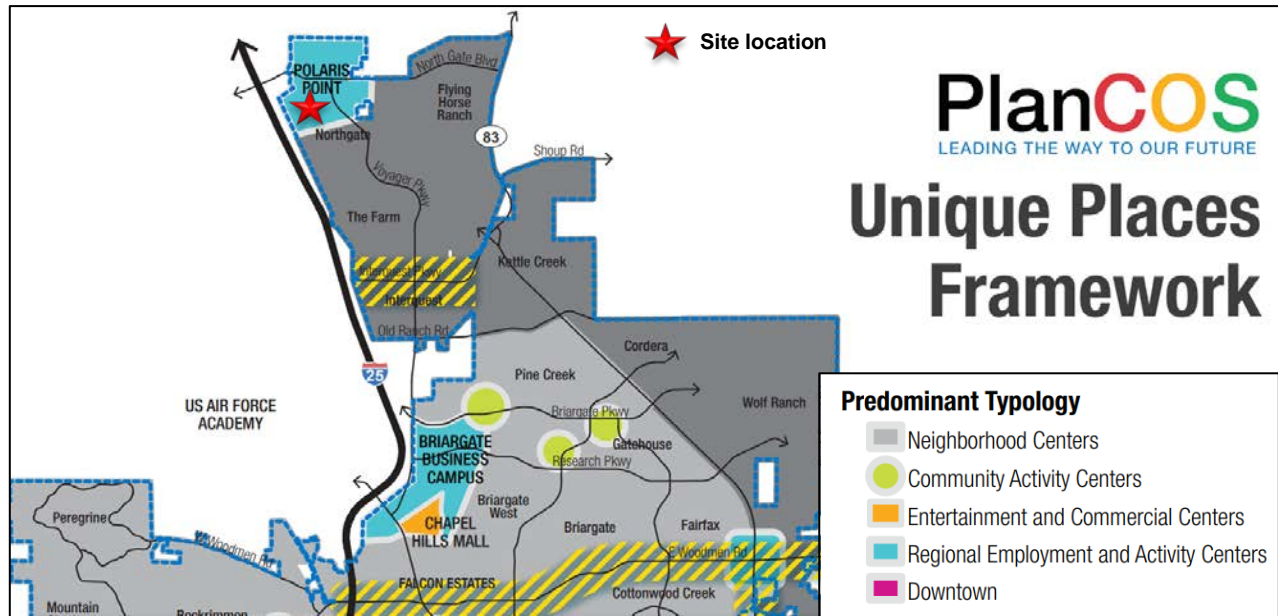
opportunities in the City is continuing to grow and the zone change to increase residential capacity in Colorado Springs will have a positive impact on the City-wide community.

The PUD limits the maximum height 60-feet in the central and west portions of the site, which is less than the 65-foot maximum height allowed in the Polaris Pointe development to the west; and establishes a 38-foot maximum height in the east portion of the site adjacent to the single-family uses, as well as a 45-foot maximum height in the area south and west of the height zone adjacent to the single-family uses. These height zones will provide an appropriate transition from the single-family uses to the east and the commercial/office uses to the west. The general northeast to southwest slope across the site will be retained (approximately 39-feet) to provide a transition of height across the site to minimize the impact of three- and four-story buildings on the site. An access drive and parking, as well as a 15-foot landscape buffer and screening area are planned between the three-story building and the existing single-family residential uses to the east. Further, there is an open space area between this development and the single-family homes, all of which contribute to the transition of use, height, and bulk; and minimize the impact to adjacent single-family residential uses. The above grade height of the three-story building adjacent to the east property line is equivalent to a 2-story building, as it will be approximately 13-feet below the existing grade at the east property line. Further, the westerly-most building if at the maximum height of 60-feet will be approximately 34-feet above the existing grade along the east property line, also roughly equivalent to a 2-story building.

The proposal is consistent with the goals and policies of the Comprehensive Plan.

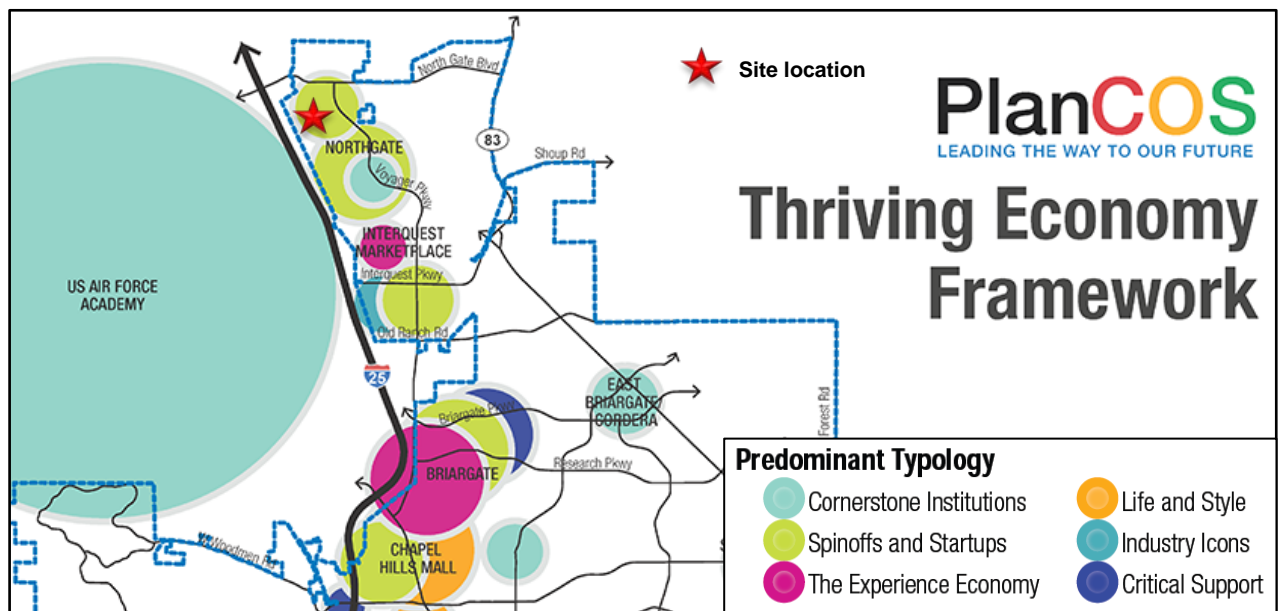
On the PlanCOS Areas of Change map, the property lies within an area with High potential for change. The Vibrant Neighborhoods framework map identifies the site as part of a Newer Developing Neighborhood, where PlanCOS recommends the incorporation of higher density and mix of housing types on remaining parcels and the creation of additional pedestrian/trail connections and connecting neighborhoods to major trail systems. Strategy VN-2.A-3 supports land use decisions and projects that provide a variety of housing types and sizes, serving a range of demographic sectors, and meeting the needs of residents and families through various life stages and income levels.

The Unique Places framework map shows the site lying within the Polaris Pointe Regional Employment and Activity Center. These are large intensive centers that serve the city and region as a whole and are intended to support a mix of uses that meet the needs of employees and visitors,



such as restaurants, lodging, child care, higher density residential development, and educational facilities. Policy UP-2.A supports infill and land use investment throughout the mature and developing areas of the city.

The project location is convenient to many key areas of northern Colorado Springs. The Thriving Economy framework map shows the Voyager Parkway corridor is an employment hub for Spinoffs



and Startups with Cornerstone Institutions and close to the US Air Force Academy. Improving housing options to the Colorado Springs workforce is a key outcome of the Thriving Economy framework. The proposed multifamily residential community will support Strategy TE-1.C-3, to ensure an adequate supply of attainable housing for the workforce across all industries, and that it is conveniently located near hubs of employment and/or public transportation and Strategy TE-4.A-2, to ensure land use regulations allow for increased density in activity centers and urban corridors.

These strategic objectives of PlanCOS are met with this proposed high density multifamily residential development, which will support greater diversity of housing options available in Colorado Springs to meet the growing needs of the community and workforce. This approach is consistent with the PlanCOS emphasis on infill and adapting to ever-changing market needs and demands. The proposed incorporation of the Skyline urban trail along Voyager Parkway will also meet the intent of improving pedestrian connectivity in the newer developing parts of the City.

2. WHERE A MASTER PLAN EXISTS, THE PROPOSAL IS CONSISTENT WITH SUCH PLAN OR AN APPROVED AMENDMENT TO SUCH PLAN. MASTER PLANS THAT HAVE BEEN CLASSIFIED AS IMPLEMENTED DO NOT HAVE TO BE AMENDED IN ORDER TO BE CONSIDERED CONSISTENT WITH A ZONE CHANGE REQUEST.

The North Gate Master Plan is implemented and describes the intended land use of this property as Office-Industrial Park. Section 7.5.401 of the City Zoning Code states that “a master plan is designed to serve as a refinement of the Comprehensive Plan” and “recognizes the need for flexibility and that long term planning and consistency must be balanced with the need to amend plans as conditions change. The intent is to permit changes to a master plan that conform to contemporary standards and current codes, policies and plans.” The proposed land use change to multifamily is consistent with the approach in the more recently adopted PlanCOS to provide a variety of housing types and sizes, serving a range of demographic sectors; to encourage higher density residential development in activity centers; and to adapt to ever-changing market needs and demands.

3. FOR MU ZONE DISTRICTS THE PROPOSAL IS CONSISTENT WITH ANY LOCATIONAL CRITERIA FOR THE ESTABLISHMENT OF THE ZONE DISTRICT, AS STATED IN ARTICLE 3, "LAND USE ZONING DISTRICTS", OF THIS CHAPTER. (ORD. 94-107; ORD. 97-111; ORD. 01-42; ORD. 03-157; ORD. 12-76)

The project is not a Mixed-Use zone district.

CONFORMANCE WITH PUD CONCEPT PLAN REVIEW CRITERIA (SECTION 7.3.605)

A. IS THE PROPOSED DEVELOPMENT PATTERN CONSISTENT WITH THE COMPREHENSIVE PLAN AND ALL APPLICABLE ELEMENTS OF THE COMPREHENSIVE PLAN (INCLUDING THE INTERMODAL TRANSPORTATION PLAN AND THE PARKS, RECREATION AND TRAILS MASTER PLAN)?

The proposed PUD Concept Plan for multifamily residential development is consistent with the policies and objectives of PlanCOS as described in detail above. The Concept Plan includes the

extension of the Skyline urban trail, which is identified in the Parks, Recreation and Trails Master Plan. The City is in the process of drafting a new Intermodal Transportation Plan to implement the policies of PlanCOS. The site lies adjacent to the future extension of Powers Blvd, which is identified as a “smart corridor” on the Plan COS Strong Connections framework map. The goal of this typology is to strategically invest in and implement emerging technologies to provide enhanced and safer travel, leverage and economize existing investments, and support the economic development of the city and region. The additional of multifamily residential on the subject property will support the economic development objective of the smart corridor designation.

B. ARE THE PROPOSED USES CONSISTENT WITH THE COMPREHENSIVE PLAN, AS AMENDED?

The proposed land use change to multifamily is consistent with the approach in PlanCOS to provide a variety of housing types and sizes, serving a range of demographic sectors; to encourage higher density residential development in activity centers; and to adapt to ever-changing market needs and demands.

C. IS THE PROPOSED DEVELOPMENT CONSISTENT WITH ANY CITY APPROVED MASTER PLAN THAT APPLIES TO THE SITE?

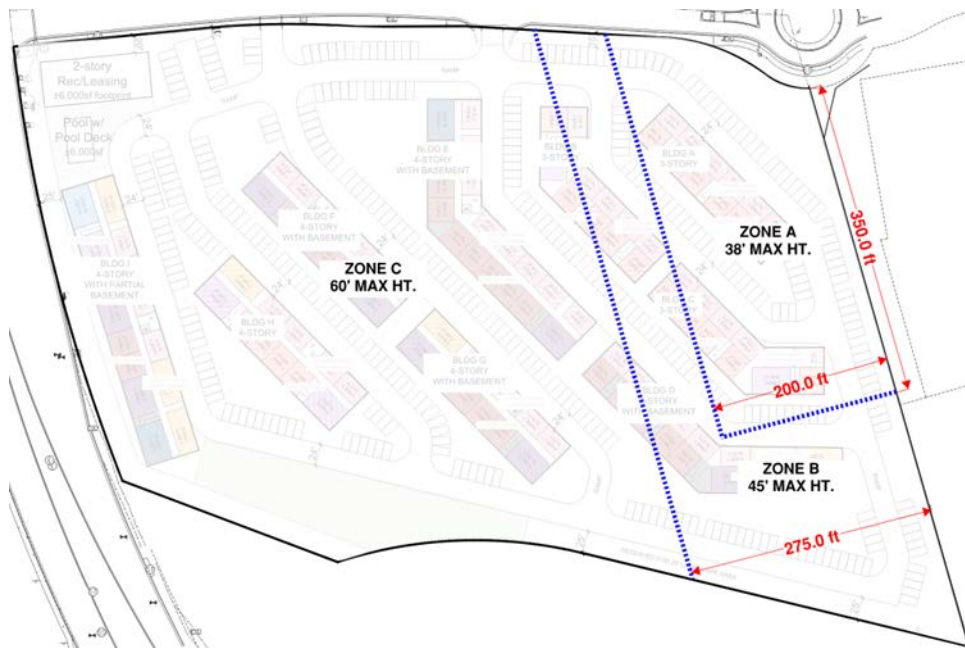
As noted above, the North Gate Master Plan describes the intended land use of this property as Office-Industrial Park. As stated in City Zoning Code a master plan is designed to serve as a refinement of the Comprehensive Plan and is intended to be flexible to conform to contemporary standards and current codes, policies and plans. The proposed land use change to multifamily is consistent with the approach in the more recently adopted PlanCOS as described above.

D. IS THE PROPOSED DEVELOPMENT CONSISTENT WITH THE INTENT AND PURPOSES OF THIS ZONING CODE?

The intent and purpose of the Zoning Code is to promote health, safety and general welfare. The residential land uses proposed by the PUD Concept Plan are less intensive and are generally considered more compatible with neighboring residential areas than the Office/Industrial uses anticipated for this site on the Northgate Master Plan. In particular, the traffic generated by the proposed multifamily residential development will be less than anticipated from an Office/Industrial use. The residential uses proposed will not impact air quality, create discharge or excessive noise that would negatively impact the community. The need for varied residential opportunities in the City is continuing to grow and the zone change will increase residential capacity in Colorado Springs will have a positive impact on the City-wide community.

The Planned Unit Development zone district “is intended to provide the means through which land may be developed with an overall unified approach. The district encourages flexibility in design to create a better living environment, to preserve the unique features of the site and to provide public services in a more economic manner”. The PUD zone district is also intended to “encourage flexibility, innovation of design and a variety of development types that will improve the quality of physical development over that normally achieved through the application of the City's standard

single use zones". The Spectrum Loop PUD provides for a variety of residential uses and a transition of height and bulk across the development. The Development Plan is a unified approach that uses innovative design by taking into consideration and working with the natural grades on the site to limit height and minimize impact at the east side of the development adjacent to the less intense single-family uses, and through height transitions as the grade falls to the west, increase height toward more intense commercial and office uses. The Development Plan also breaks up the bulk of buildings at the east end adjacent to the less intense single-family uses and increases bulk as the site moves westerly in the area of commercial and office uses of similar bulk and height. Amenity space is provided in the western portion of the site to break up the bulk in this area and keep outdoor activities further from the lower intensity residential uses to the east.



E. DOES THE DEVELOPMENT PATTERN PROPOSED WITHIN THE PUD CONCEPT PLAN PROMOTE THE STABILIZATION AND PRESERVATION OF THE EXISTING OR PLANNED LAND USES IN ADJACENT AREAS AND SURROUNDING RESIDENTIAL NEIGHBORHOODS?

Multifamily residential is less intensive than the envisioned Office/Industrial use for which it was master planned, both in terms of site activities and traffic generated. The proposed multifamily community will provide high density multifamily residential development to support the Polaris Pointe Regional Commercial and Activity Center, of which this site is part, and will provide greater diversity of housing options to meet the growing needs of the local community and workforce. The proposed incorporation of the Skyline urban trail along Voyager Parkway will also benefit the local area by improving pedestrian connectivity between the existing neighborhood and commercial areas.

The general northeast to southwest slope across the site will be retained (approximately 39-feet) to provide a transition of height across the site to minimize the impact of three- and four-story buildings on the site. Further, as indicated in D. above, to minimize impacts to the less intense single-family land use to the east, the Development Plan limits height to 38-feet in this area. Through height transitions as the grade falls to the west, height increases to a maximum of 60-feet in the west portion of the development toward more intense commercial and office uses. The Development Plan also breaks up the bulk of buildings at the east end adjacent to the less intense single-family uses, and increases bulk as the site moves westerly in the area of commercial and office uses of similar bulk and height. Amenity space is provided in the western portion of the site to break up the bulk in this area and keep outdoor activities further from the lower intensity residential uses to the east.

In working with the natural grades on the site to create the height and bulk transitions, the single-story garages had to be eliminated along the east property line. The above grade height of the three-story building adjacent to the east property line is equivalent to a 2-story building, as it will be approximately 13-feet below the existing grade at the east property line. Further, the westerly-most building if at the maximum height of 60-feet will be approximately 34-feet above the existing grade along the east property line, also equivalent to a 2-story building.

F. DOES THE DEVELOPMENT PATTERN PROPOSED WITHIN THE PUD CONCEPT PLAN PROVIDE AN APPROPRIATE TRANSITION OR BUFFERING BETWEEN USES OF DIFFERING INTENSITIES BOTH ON SITE AND OFF SITE?

Multifamily use is considered a transitional use between single-family residential development and more intense office and commercial development. This proposed multifamily development will provide a transition between the single-family Grey Hawk neighborhood to the east and the existing and future office and commercial development to the north of Spectrum Loop and to the west of Voyager. The Spectrum Loop PUD provides a transition of height across the development working with the natural grades on the site to limit height and minimize impact at the east side of the development adjacent to the less intense single-family uses. Through height transitions as the grade falls to the west, increase height toward more intense commercial and office uses. The Development Plan breaks up the bulk of buildings at the east end adjacent to the less intense single-family uses, and increasing bulk as the site moves westerly in the area of commercial and office uses of similar bulk and height. Amenity space is provided in the western portion of the site to break up the bulk in this area and keep outdoor activities further from the lower intensity residential uses to the east. Multifamily residential will also help buffer the noise from the future Powers Blvd extension.

The immediately adjacent homes in Grey Hawk are higher density alley-loaded single-family detached units that are oriented so the side of buildings face the subject site's eastern boundary, and the front or rear of the homes are not facing directly west toward this site. The easternmost residential building on the PUD Concept Plan is shown approximately 119-feet from nearest houses in the Grey Hawk neighborhood. The PUD Concept Plan includes an access drive and row of parking,

and 15-foot landscape and screening buffer on the east boundary adjacent to the existing single-family residential neighborhood. The existing conditions and the proposed building location and buffering measures will provide appropriate transition between uses.

G. DOES THE NONRESIDENTIAL DEVELOPMENT PATTERN PROPOSED WITHIN THE PUD CONCEPT PLAN PROMOTE INTEGRATED ACTIVITY CENTERS AND AVOID LINEAR CONFIGURATIONS ALONG ROADWAYS?

There is no non-residential development as part of this PUD Concept Plan. The proposed residential land use is considered an integral part of an activity center per the recommendations in PlanCOS.

H. ARE THE PERMITTED USES, BULK REQUIREMENTS AND REQUIRED LANDSCAPING APPROPRIATE TO AND COMPATIBLE WITH THE TYPE OF DEVELOPMENT, THE SURROUNDING NEIGHBORHOOD OR AREA AND THE COMMUNITY?

The bulk and intensity of the residential use is appropriate to the surrounding area and community. There are similar scale apartment buildings to the west of the site in Polaris Pointe and to the south. The PUD limits the height of the zoning to 60-feet, which is less than the 65-foot maximum height allowed in the Polaris Pointe development to the west. The Development Plan minimizes height and breaks up the bulk of buildings at the east end adjacent to the less intense single-family uses, and increases blk and height as the site moves westerly in the area of commercial and office uses of similar bulk and height. Amenity space is provided in the western portion of the site to break up the bulk in this area and keep outdoor activities further from the lower intensity residential uses to the east.

Surrounding land uses include a variety of commercial and office uses to the west, a variety of commercial uses to the north, single-family residential uses to the east, and vacant Powers Boulevard right of way to the south. The commercial area to the north is zoned PBC which allows a variety of commercial uses, as well as multi-family residential as a conditional use, and a maximum height of 45-feet. Based on a review of land use approvals the building heights are in the 28-40-foot range. The office/commercial area to the west north of Spectrum Loop is zoned PIP-1 HR which allows a variety of professional, administrative, research, manufacturing and industrial uses, and a maximum height of 65-feet This site is occupied by the Fed-Ex data center with multiple structures with a current maximum height of 49-feet. The commercial area to the west south of Spectrum loop is zoned PUD HR which allow a variety of commercial and office uses, as well as multi-family residential as a conditional use, and a maximum height of 65-feet. Based on a review of land use approvals existing building heights adjacent to Voyager Parkway range from 22-feet to 36-feet.

The general northeast to southwest slope across the site will be retained (approximately 39-feet) to provide a transition of height across the site to minimize the impact of three- and four-story buildings on the site. Single-story garages are shown adjacent to the east property line followed by an adjacent three-story apartment building, to transition height and minimize the impact to adjacent single-family residential uses. The above grade height of the three-story building adjacent to the east property line is equivalent to a 2-story building, as it will be approximately 13-feet below

the existing grade at the east property line. Further, the westerly-most building if at the maximum height of 60-Feet will be approximately 34-feet above the existing grade along the east property line, also roughly equivalent to a 2-story building.

The PUD Concept Plan includes proposed building and landscape setbacks and a 15-foot landscape buffer on the east boundary adjacent to the existing single-family residential neighborhood. It is also proposed to locate garage buildings along the boundary to provide additional screening of the site from the existing neighborhood. The closest proposed residential building will be a minimum of 123'6" from nearest houses in the Grey Hawk neighborhood.

Site landscaping will adhere to the City of Colorado Springs landscaping standards and a final landscaping will be submitted with the development plan.

I. DOES THE PUD CONCEPT PLAN PROVIDE ADEQUATE MITIGATION FOR ANY POTENTIALLY DETRIMENTAL USE TO USE RELATIONSHIPS (E.G., COMMERCIAL USE ADJACENT TO SINGLE-FAMILY HOMES)?

As noted above, multifamily use is considered a less intensive use than commercial and is seen as an appropriate transitional use between single-family residential development and more intense commercial development. To minimize impacts to the less intense single-family land use to the east, the Development Plan limits height to 38-feet in this area. Through height transitions as the grade falls to the west, height increases to a maximum of 60-feet in the west portion of the development toward more intense commercial and office uses. The Development Plan also breaks up the bulk of buildings at the east end adjacent to the less intense single-family uses, and increases bulk as the site moves westerly in the area of commercial and office uses of similar bulk and height. Amenity space is provided in the western portion of the site to break up the bulk in this area and keep outdoor activities further from the lower intensity residential uses to the east. The height limitation will provide a transition to the more intense Polaris Pointe commercial area to the west, where the maximum allowable height is 65-feet. As noted above, the orientation of the immediately adjacent homes in Grey Hawk neighborhood, together with an approximate distance of 119-feet to the nearest proposed building location, a 24-foot drive aisle and a 15-foot landscape screen and boundary will effectively mitigate any detrimental uses to use relationship.

The general northeast to southwest slope across the site will be retained (approximately 39-feet) to provide a transition of height across the site to minimize the impact of three- and four-story buildings on the site. Single-story garages are shown adjacent to the east property line followed by an adjacent three-story apartment building, to transition height and minimize the impact to adjacent single-family residential uses. The above grade height of the three-story building adjacent to the east property line is equivalent to a 2-story building, as it will be approximately 13-feet below the existing grade at the east property line. Further, the westerly-most building if at the maximum height of 60-feet will be approximately 34-feet above the existing grade along the east property line, also equivalent to a 2-story building.

The height of structures on the west side of Voyager Parkway ranges from approximately 21-feet to 49-feet, the height of structures to the north of Spectrum Loop range from 28-feet to 40-feet, and the development to the east is two-story single family development. The proposed development proposes heights up to 60-feet, however as indicated above due to grades on site, the above grade height of the structures will be within the height range of the existing development in all directions, and will serve as a buffer between the existing and future taller buildings west of Voyager Parkway and the existing two-story single-family development to the east.

The multifamily residential will also help buffer the noise from the future Powers Blvd extension.

J. DOES THE PUD CONCEPT PLAN ACCOMMODATE AUTOMOBILE, PEDESTRIAN, BICYCLE AND TRANSIT MODES OF TRANSPORTATION AS APPROPRIATE, TAKING INTO CONSIDERATION THE DEVELOPMENT'S PRIMARY FUNCTION, SCALE, SIZE AND LOCATION?

The PUD Concept Plan identifies the continuation of the Skyline urban trail along the western boundary of the property, adjacent to Voyage Parkway. This trail, together with new sidewalks that will be installed along Spectrum Loop, will improve pedestrian connectivity between the existing residential neighborhood to the east and the existing and proposed commercial centers in the area.

K. DOES THE PUD CONCEPT PLAN INCLUDE A LOGICAL HIERARCHY OF PERIMETER AND INTERNAL ARTERIAL, COLLECTOR AND LOCAL STREETS THAT WILL DISPERSE DEVELOPMENT GENERATED VEHICULAR TRAFFIC TO A VARIETY OF ACCESS POINTS AND WAYS, REDUCE THROUGH TRAFFIC IN ADJACENT RESIDENTIAL NEIGHBORHOODS AND IMPROVE RESIDENT ACCESS TO JOBS, TRANSIT, SHOPPING AND RECREATION?

Regional access to the site will be provided by Interstate 25 (I-25) and State Highway 83 (SH-83). Principal arterial access will be provided by North Gate Boulevard and Voyager Parkway. The site will have direct access off Spectrum Loop, which is a collector. These streets are designed and have the capacity for the level of development anticipated in this area on the Northgate Master Plan. As noted above, the traffic generation from the proposed multifamily use will be less than the anticipated Office-Industrial Park. Access to the development will be taken directly from Spectrum Loop. The majority of the site traffic will travel to and from the west and will not have reason to travel through the adjacent residential neighborhood to the north. If traffic wishes to travel east, the most logical route is via Grey Hawk Drive to North Gate Blvd, rather than on the local residential streets to the east.

L. WILL STREETS AND DRIVES WITHIN THE PROJECT AREA BE CONNECTED TO STREETS OUTSIDE THE PROJECT AREA IN A WAY THAT MINIMIZES SIGNIFICANT THROUGH TRAFFIC IMPACTS ON ADJACENT RESIDENTIAL NEIGHBORHOODS, BUT STILL IMPROVES CONNECTIVITY, MOBILITY CHOICES AND ACCESS TO JOBS, SHOPPING AND RECREATION?

Access to the proposed new development will be via two entrances on Spectrum Loop. These access points have been discussed with Colorado Springs Fire Department and provides adequate access for emergency purposes. An access to Voyager Parkway was investigated but was not

permitted by CDOT due to the proximity to the future intersection of Voyager and Powers. The proposed site access and internal circulation is entirely self-contained and will not result in through traffic in the adjacent residential neighborhood. The proposed regional trail extension and new sidewalk that will be installed along Spectrum Loop will improve pedestrian connectivity, mobility choices and access to jobs, shopping and recreation.

M. DOES THE PUD CONCEPT PLAN PROVIDE SAFE AND CONVENIENT VEHICLE AND PEDESTRIAN CONNECTIONS BETWEEN USES LOCATED WITHIN THE ZONE DISTRICT, AND TO USES LOCATED ADJACENT TO THE ZONE DISTRICT OR DEVELOPMENT?

The development will include safe and convenient pedestrian circulation between parking areas, the clubhouse, amenity areas and residential buildings within the site. The Skyline Trail is an urban trail that will be extended along Voyager Parkway adjacent to the neighborhood and sidewalk improvements will be extended along Spectrum Loop adjacent to the neighborhood. These extensions will improve pedestrian and bicycle connections in the area.

N. WILL ADEQUATELY SIZED PARKING AREAS BE LOCATED TO PROVIDE SAFE AND CONVENIENT ACCESS, TO AVOID EXCESSIVE PARKING RATIOS AND AVOID EXCESSIVE EXPANSES OF PAVEMENT?

Sufficient parking will be provided for the proposed community so that adjacent neighborhoods will not experience parking impacts. Onsite parking will be accomplished through tuck under garages, detached garages, and designated parking areas. The calculation for final parking requirements will be provided with the Development Plan in accordance with City standards.

O. ARE OPEN SPACES INTEGRATED INTO THE PUD CONCEPT PLAN TO SERVE BOTH AS AMENITIES TO RESIDENTS/USERS AND AS A MEANS FOR ALTERNATIVE TRANSPORTATION MODES, SUCH AS WALKING AND BIKING?

The PUD Concept Plan includes a clubhouse and pool area which will provide the primary focus for onsite recreation for residents of the apartment community. Additional areas of open spaces are identified that will provide opportunities for additional amenities and these will be expanded upon in the future development plan for the site. The extension of the Skyline trail will provide an alternative transportation mode that for access to nearby commercial and recreational facilities.

P. WILL THE PROPOSED DEVELOPMENT OVERBURDEN THE CAPACITIES OF EXISTING OR PLANNED STREETS, UTILITIES AND OTHER PUBLIC FACILITIES?

The proposed development will not overburden the capacities of the existing streets, utilities, parks, schools or other public facilities. The project engineering team has coordinated with City of Colorado Springs public works and Colorado Springs Utilities to develop this plan to ensure there is sufficient public utility capacity.

A Traffic Impact Analysis (TIA) was completed for the proposed development, which projects traffic generation characteristics for the 2024 short-term build-out and 2045 long-term planning horizon, in

order to determine potential traffic related impacts on the surrounding road network. The TIA studied the intersections of North Gate Blvd and Voyager Parkway, North Gate Blvd and Grey Hawk Drive, Voyager Parkway and Spectrum Loop, Spectrum Loop and Grey Hawk Drive, as well as the two site access points on Spectrum Loop. Existing turning movement counts were conducted at the study intersections on Wednesday, January 26, 2022 during the morning and afternoon peak hours. The counts were conducted during the morning and afternoon peak hours of adjacent street traffic in 15-minute intervals from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM.

The report indicates that the proposed development is expected to generate approximately 2,012 weekday daily trips, with 164 of these trips occurring during the morning peak hour and 173 of these trips occurring during the afternoon peak hour. Based on the analysis presented in the TIA, the proposed multifamily community will be successfully incorporated into the existing and future roadway network without any adverse impacts on adjacent streets or intersections.

The study area key intersections are all expected to operate acceptably during the peak hours in 2024 with the existing lane configurations and control. The vehicle queues are all expected to be managed within the available storage length throughout 2024 with the exception of the westbound left turn lane at the intersection of Spectrum Loop and Voyager Parkway. This westbound left turn lane is constructed to the maximum possible length and cannot be extended due to the back-to-back left turn lane configuration with the access to the east. Implementing protective-permissive left turn phasing on the westbound approach of the Spectrum Loop and Voyager Parkway intersection could be considered to help reduce vehicle queues.

By 2045, dual westbound left turn lanes may be needed at the intersection of North Gate Boulevard and Voyager Parkway to accommodate the anticipated vehicle queues. The area for these dual left turn lanes is presently available and will only require restriping as the space for the second turn lane is currently striped out.

The TIA included a comparison of the traffic generation from the Office-Industrial Park land use designation in the Northgate Master Plan and the proposed multifamily development. Using existing the office buildings in the surrounding area as a comparison, the TIA assumed that a 200,000 square foot office building could be developed on this parcel. The following Table 2 from the report compares the trip generation of the Northgate Master Plan office use to the proposed residential zoning. This shows that the proposed multifamily development will generate approximately 7% less traffic than the master planned office-industrial park.

This proposal triggers land obligation per the Parkland Dedication Ordinance. There will be sufficient open and amenity space for residents use onsite. It is anticipated the project will provide fees in lieu of parkland which should support development or improvement of existing parks in the area. The nearby parks, trails and open space have adequate capacity to serve the needs of the new residents of the proposed community and include:

- To the east, Grey Hawk which is owned by the City but has not been constructed.
- To the southeast, Mary Kyer Park and trail accessible via the Skyline Trail which follows the projects western boundary along Voyager Parkway.
- To the south, the La Foret trail, accessible from Voyager Parkway, connects to Mary Kyer Park.
- To the northwest, the Smith Creek Natural Area.
- To the west, the Air Force Academy which operates as an open base with multiple trails and open spaces.

The proposed neighborhood will be served by Academy School District 20. The school district will review this application and confirm District capacity. Nearby schools include The Classical Academy and Discovery Canyon. In recent applications for other projects, the school district has indicated capacity within the district for additional students.

Q. ARE THE AREAS WITH UNIQUE OR SIGNIFICANT NATURAL FEATURES PRESERVED AND INCORPORATED INTO THE DESIGN OF THE PROJECT?

There are no areas with unique or significant natural features on this property.

NEIGHBORHOOD MEETING AND PRE-APPLICATION PUBLIC COMMENTS

A neighborhood meeting was held Monday, March 14, 2022. The property was posted ten days prior to the meeting to ensure opportunity for public comment and participation. This was held prior to application submission.

Prior to the meeting, fifty-three comments were emailed to the City Planning team. These comments were forwarded to the Applicant.

The meeting was held via Microsoft Teams hosted by the City of Colorado Springs. Approximately one hundred attendees were present including City Staff and the Applicant's consultant team. The meeting began at 5:45 p.m. and concluded at approximately 7:15 p.m.

The Applicant team introduced the project concept.

Comments made via email and during the meeting can be categorized by the following with Applicant response:

Use:

Most neighbors expressed concern about the proposed use. Some attendees indicated preference for commercial use because they wanted to see additional grocery and retail use. Others wanted the property to remain undeveloped.

The proposed use is for market rate multi-family dwellings with up to 37 DU/AC. While there are other multi- and single-family residential projects underway, there is market demand for additional residential units in this area.

The Applicant seeks to utilize the property in a manner that is beneficial to the broader community by meeting housing demand.

Density and Intensity of Use:

Several neighbors expressed concern about the number of units proposed and how that would impact the Grey Hawk neighborhood. Concerns included noise, adequate provision of parking, and traffic volume impacts through the neighborhood.

The current concept plan proposal can meet all City requirements for parking and amenity space. The final development plan will further examine density constraints to ensure adequate provision of amenity space and parking. The final density submitted in the Development Plan may be less than the current Concept Plan application.

Noise levels will not be louder than the Master Plan approved commercial or industrial use. The Applicant notes that the major future noise issue will be the extension of Powers Boulevard and this development will help to buffer that noise.

The proposed use will meet demand for residential housing and this location is consistent with the and will support other uses in the area. In the area, there are numerous single and multi-family residential developments as well as substantial commercial development.

The Applicant will meet all landscaping and setback requirements providing transitional spaces, buffering between neighborhoods and aesthetic improvements. A photometric plan will be provided with downcast lighting and pole height limits; zero light beyond property boundary will be demonstrated during the development process.

Traffic

Many neighbors expressed concern about traffic impacts, cut through traffic in the neighborhood and associated safety for residents and school children.

The Applicant completed a Traffic Impact Study (TIS) by qualified traffic engineers. The TIS analyzed existing traffic on Spectrum Loop and Voyager near the proposed project site. The analysis also compared traffic projections in the implemented Master Plan and projections for proposed residential use through 2045. Residential use, as proposed, will have less of an impact upon traffic patterns than the approved Master Plan for Office/Industrial. The TIS does provide specific recommendations for improvements in the near and short term. The TIS and approved Master Plan indicate development is appropriate and can be supported by the current infrastructure.

The majority of traffic generated by the proposed development will travel to and from the west and is unlikely to cut through the adjacent neighborhood, as there Grey Hawk Drive to North Gate Blvd is a more direct route to travel east.

Safety:

Some comments expressed concern about safety and indicated that there is a perceived association of crime with apartments.

The Applicant does not agree that there is an association with crime based upon published data. This will be a managed property which will mitigate potential problems. All applicants will be subject to a mandatory background check and income verification. Applicants will be required to demonstrate a ratio of income to monthly rent to ensure ability to meet terms of lease. Monthly rents will be market rate and not subsidized encouraging professional residents.

Emergency Services:

A few comments expressed concern about impacts upon first response (PD and FD) and emergency evacuation and referenced significant traffic congestion during a specific USAFA sports event.

The application will be formally reviewed by the Police and Fire Department(s). Formal design considerations will be integrated into the Development Plan. The Applicant met with the Fire Department prior to submission of Concept Plan to understand and integrate access requirements.

The property is not within the Wildland Urban Interface. The referenced event was an anomaly and there has been a redesign of the North Gate/I-25 intersection since that time which provides additional traffic capacity. In addition, the new interchange for Power Boulevard with I25 and Voyager has been

constructed and the future extension of Powers Boulevard will add further traffic capacity in this growing part of the City.

Parks:

Some comments expressed concern about impacts upon first response (PD and FD), traffic and parks.

The Concept Plan provides amenity space for residents. It is anticipated the Applicant will provide fees in lieu of Parkland Dedication. Those fees could be used to support existing and develop set aside parkland areas near the proposed project.

School Capacity:

Some comments expressed concern that local schools do not have capacity to support additional students. Statements were made with respect to bus capacity and inability of some residents to not be able to attend the closest school due to full enrollment.

As a part of the Concept Plan review process, the school district will provide specific feedback to the Applicant and City about capacity. In recent project proposals, the school district has stated that the district has capacity for additional students.

The Traffic Impact Study did include school bus traffic as part of the short- and long-term analysis and suggested improvements will also accommodate the needs of school buses.

Views:

Some comments expressed concern that the project will block views.

The review criteria for all phases of development do not provide for viewshed consideration. The Applicant has considered the impact of the proposed development on neighbors viewshed. Analysis of the immediately adjacent homes indicates that they are oriented side on the subject site's eastern boundary, and generally face south and southeast, not directly west toward this site.

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