



City of Colorado Springs

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Meeting Minutes - Draft Planning Commission

Wednesday, August 10, 2022

9:00 AM

PPRBD - 2880 International Circle

Hancock Commons

**4.C. CPC PUZ
22-00036**

An ordinance amending the zoning map of the City of Colorado Springs relating to 20.26 acres located west of South Chelton Road along the north and south side of Hancock Expressway from PUD/PUD/OC/CR/PBC/AO (Planned Unit Development: Townhomes, 30-foot maximum building height with 15 dwelling units per acre; Planned Unit Development: Townhomes, 35-foot maximum building height, 11.668 dwelling units per acre with Navigation Preservation Overlay; Office Complex with Airport Overlay; and Planned Business Center with Airport Overlay) to PUD/AO (Planned Unit Development: Community Commercial, 20,000 square foot maximum, and 45-foot maximum building height; Residential Very High, 25 dwelling units per acre maximum, and 45-foot maximum building height; Residential Medium, 8 dwelling units per acre maximum, and 35-foot maximum building height; with Airport Overlay)

(Quasi-judicial)

Related File: CPC PUP 22-00037

Presenter:

Gabe Sevigny, Planning Supervisor, Planning and Community Development

Peter Wysocki, Director, Planning and Community Development

Staff Presentation:

Gabe Sevigny, Planning Supervisor South Planning Team gave a PowerPoint presentation describing the scope and intent of the project.

BACKGROUND:

- Site: 20.46 acres
- Existing Zoning and site characteristics:
 - a. Vacant land with dryland vegetation.
 - b. Hancock Expressway goes through the site.
 - i. Expressway to be vacated, removed and routed at the north side of the site and run east to tie into the existing Hancock Expressway
 - c. Surrounding Zoning and neighborhood: North: R-1 6000

(Single-family Residential) / single-family development; PBC (Planned Business Center) / undeveloped. South: PUD (Planned Unit Development)/single-family development. East: PUD (Planned Unit Development) / Multi-Family Townhome development. West: PUD (Planned Unit Development) / Single-family development

Public Notice:

- Public notice was sent to 818 property owners
 - Comments received and concerns noted were
 - Noise
 - Traffic
 - Density

Applicant presentation:

Andrea Barlow, gave a PowerPoint presentation giving history of the site and the scope and intent of the current project.

Highlights of Presentation

- Zone change to PUD/SS (Planned Unit Development: Residential/Commercial with Airport Overlay with concurrent Concept Plan for a Commercial lot with a 20,000 Max floor area and 45' Max height; Residential lot for Apartments at 25 DU/AC and 45' Max height; Residential lot for Townhomes at 8 DU/AC and a 35' Max Height
- Hancock Expressway to be re-routed to extend east to Chelton Rd intersection
- Post Oak Drive extended to Hancock Expressway
- One full movement intersection at Post Oak Drive & new Hancock Expressway
- Two right-in, right-out intersections onto proposed Hancock and Chelton Rd
- Three full movement intersections off Post Oak
- Part of Pinehurst Master Plan approved 2002
- Master Plan shows realignment of Hancock Expressway for entire site

Public Hearing:**Support:**

In the audience: None

On the Phone: - None

Opposition:**In the audience:**

Shawn Adams lives at 3095 Post Oak which is on the block connected to where this dead end and where they plan on cutting it through. He'd disagreed with the term the applicant used stating there's a vibrancy of community. He's lived there 25 years and he's seen their community go downhome with all the added multi-family housing along with the traffic getting very bad. Crime and vandalism have increased. By moving Hancock there will be more issues with traffic. Safety in the neighborhood has gone downhill. People speed down the street, run stoplights and now you're proposing to add more of this same element. They talk about all these changes, but I've seen what happens and

lived it.

Lisa Walton stated her concern was the commercial lot. She didn't understand the purpose of that. On the map there's nothing but residential houses or units in that area, so what's the point of a commercial lot. She didn't hear what was planned with that specific area, possibly a gas station, but it's a really small area and she didn't see any type of benefit to the community to have that. She's also wondering if we're extending the road, people already speed down that road. Extending it to the Expressway is going to encourage even more speeding. There will be more cut through traffic. What will they do with the rest of the road that bypasses the school?

On the Phone:

Ron and Winnie Petros live in the Soaring Eagles neighborhood right across the one that is basically on the east side of Hancock. We're concerned about the flooding over there when there is a lot of rain, and the drainage system does not seem to be adequate. We're also concerned about the road closure of Hancock and the schools and the traffic. Mrs. Petros stated the traffic is already bad, they've had three accidents and when you add more townhomes how will we get out of this section with the added traffic. There is cut through traffic for the elementary school and now they're building a middle school right next to the elementary school. This will increase the traffic worse through their neighborhood and used as a public street but it's not one. There's also only a right turn onto Hancock. If we could go both directions that would make it easier.

Rebuttal:

Ms. Barlow stated regarding the commercial lot. The site is zoned PBC, Planned Business Commercial for a much larger area. There are commercial components identified within PlanCOS for this area which we want to keep and provide a mixed use community in terms of the types of uses. We don't know what will be there, but it will not be a gas station because the Urban Renewal Agency has specific requirements of the type of uses that can be put there. It will be more of a type of local neighborhood facilities. Possibly restaurants, and some smaller retail.

Regarding traffic we are connecting from the east to the west of Chelton. It's only the section from where Hancock is going to be straightened to Chelton that will be closed. The route will be Hancock down to Chelton and then Chelton will continue to connect to Hancock. She thought there were plans to straighten out that intersection to make it more continuous but that is not part of their plans. For the couple online that live in the townhomes east of Chelton, east of this parcel and the Soaring Eagles School to the south, with the realignment of Hancock and the connection of Post Oak that will improve circulation. Traffic will be distributed a little better than now. The plan was always to extend the road. There may be additional traffic at that connection. The purpose of the extension is for better circulation. We provided a traffic report to the City and that was reviewed and approved by City Traffic Engineering.

Regarding drainage, on the south portion of the property that is currently Western Hancock there is a channelized drainage channel and beyond Chelton

there is another channelized concrete drainage. So, there's a concrete channelized channel to the east on Chelton and a concrete channel on the south side. It's that section curves around to Chelton that is a natural drainage. They are going through a process with FEMA for a CLOMA to realign the floodplain there and channelize all of it so its consistent with the rest of the concrete channel. There were no concerns raised from the school district about capacity since these children in the development will likely attend Soaring Eagles Elementary School.

Commissioner Hente commented he saw it was in the Hancock Commons Urban Renewal Plan and asked if they'd discussed this with the Urban Renewal Authority? Ms. Barlow stated yes.

Commissioner Rickett asked if Mr. Frisbie could walk them through this better. It looked like Hancock was designed to go straight through and meet up with the existing Hancock back in 2002, possibly even prior to that, do you know? Mr. Frisbie stated it's been on the plan for a very long time. That is why some right-of-way has already been set aside for that connection. The plan for the last 20-30 years was to connect the road.

Commissioner Rickett stated there's concerns about the surrounding traffic as this gets developed will these concerns be taken into consideration. Mr. Frisbie stated as they make that connection there will be additional traffic on Hancock Expressway between Chelton and Powers. Residents from that area have asked if they need a light possibly at Silverhawk Ave. Once the connects through City Traffic will have to look at a signal warrant and see if a light is needed because the pattern will change with the new connection. They'll also look at intersections and see their traffic control needed to be changed as a result of the change.

Mr. Sevigny added the initial zoning for the PUD in 1984 was park of the condition of record showed the southwest corner could only have 66 units until Hancock was actually connected. That was the earliest he could find showing Hancock was meant to always extend through.

Ray O'Sullivan owner of the property stated they were realigning Hancock Expressway at the request of the City of Colorado Springs for two and a half times the amount for what we paid for the land. He understood that these requirements were made to improve the community regarding the traffic. We were actually satisfied with the current zoning of the property but because of the realigning of Hancock to the north there would be townhomes or apartments that had two different underlying zonings. Thus, the Planning Department asked us to consider doing a concept plan and rezone to clean all of this up. He also stated by realigning Hancock Expressway, the currently channelization under Hancock Expressway is not designed for the current flood conditions and the water back ups create a hazardous condition. So, when we move Hancock and straighten it out to go straight to Powers to the east it will be channelized and controlled, so it won't be a hazard any longer. We've asked the Urban Renewal Authority to support his project because of those extraordinary expenses.

DISCUSSION, COMMENTS AND VOTE OF THE COMMISSIONERS:

Commissioner Rickett stated he felt City Staff has used the code appropriately here and will be in support of the project.

Motion by Commissioner Rickett, seconded by Commissioner Briggs, to recommend approval to City Council the zone change for 20.26 acres from PUD/PUD/OC/CR/PBC/AO (Planned Unit Development; Planned Unit Development; Office Complex; Planned Business Center with Airport Overlay) to PUD/AO (Planned Unit Development; Residential and Commercial, with density and maximum building height established with CPC PUP 22-00037 with Airport Overlay), based upon the findings that the request meets the review criteria for establishing a PUD zone, as set forth in City Code Section 7.3.603, and the review criteria for a zone change, as set forth in City Code Section 7.5.603. The motion passed by a vote of 6:0:3:0

Aye: 6 - Chair Hente, Commissioner Slattery, Commissioner Rickett, Commissioner Almy, Commissioner Hensler and Commissioner Briggs

Absent: 1 - Commissioner Raughton

4.D. CPC PUP 22-00037 A concept plan for 20.26 acres located west of South Chelton Road along the north and south sides of Hancock Expressway for multi-family residential and commercial development.

(Quasi-judicial)

Related Files: CPC PUZ 22-00036, CPC PUP 22-00037

Presenter:

Gabe Sevigny, Planning Supervisor, Planning and Community Development

Peter Wysocki, Director, Planning and Community Development

See item 4C (CPC PUZ 22-00036)

Motion by Commissioner Rickett, seconded by Commissioner Briggs, to recommend approval to City Council the concept plan for the Hancock Commons 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), with one (1) Condition of Approval:

a. Applicant will receive final approval from SWENT for the Master Drainage Development Plan (MDDP) prior to final approval of the Concept Plan. The motion passed by a vote of 6:0:3:0

Aye: 6 - Chair Hente, Commissioner Slattery, Commissioner Rickett, Commissioner Almy, Commissioner Hensler and Commissioner Briggs

Absent: 1 - Commissioner Raughton