



City of Colorado Springs

City Hall
107 N. Nevada Avenue
Colorado Springs, CO
80903

Meeting Minutes - Draft Planning Commission

Thursday, February 20, 2020

8:30 AM

Council Chambers

Pikes Peak Heights

- 6.D. [CPC MP 85-217-A7MJ 18](#) The Towne East Master Plan major amendment for a 23.9-acre change from research and development to residential to allow residential 3.5-7.99 dwelling units per acre located on Pikes Peak east of Academy Boulevard.

(Legislative)

Presenter:

Lonna Thelen, Principal Planner, Planning & Community Development

Staff presentation:

Ms. Thelen gave a presentation describing the intent and scope of the project.

Applicant Presentation:

Mike DeGrant with Shuck Communities and Chris Lieber with NES gave a presentation describing the scope and intent of the project.

Questions:

Commissioner Rickett asked if the storm pipe was new or existing. Mr. Lieber stated it was a new pipe.

Supporters:

Edward Rivera stated his major concern is access through Canyon Wren. It's a small street. The access, volume and speed of traffic is a large concern for the Millers Crossing HOA. On pro side he likes how they'll extend the trails; the solar panel pilot project program is also good and the homeless camps will be cleaned up and eliminated which will not cause home values to depreciate. The stormwater improvement is also good along that area of Sand Creek.

Opponents:

Randel Byles owns Pikes Peak Travel and RV Dealer located at Platte Ave and Wooten Rd. He felt the applicant has done a lot of good work and the project is also good. His big concern is the traffic at Platte Avenue and Wooten Rd. Even with the signal during the morning rush hour traffic is lined up to almost to Powers. It can take 3-4 signal changes to get through the light. There accidents there at rush hour. The traffic is not from people living in the area, but it's it the commuters living east of the city. If he could say approve the entire project without the extension of Wooten Rd he would sign on and so would Randy Cloud because they've had conversation about this.

Tim Kennedy asked how the dust from the contaminated soil will be mitigated. When storms happen Canyon Wren turns into a river and if the containment area overflows it will come down Canyon Wren. He's also concerned about traffic to Airport. Right now the neighborhood is used as a cut through from Frost Lane to Airport Road. They had speed bumps in the neighborhood making people slow down, but the city had them remove them. It's not safe for safe for kids. When this goes in the two main ways to get in will be Canyon Wren and Pikes Peak. Canyon Wren isn't designed like Pikes Peak, it's not as wide. If you open up Wooten traffic will zip form Platte down to Airport through their neighborhood. He's all for the cleanup. He's also worried about all the heavy equipment getting in and out of the site.

Eric Eaton agrees with applicant on one point. The site needs rezoned but it should be zoned as entirely open space. It could have been a landfill at one time but now it's a prairie. There's lots of animal life, natural plants as well as birds and insects. This site is already used recreationally. There are no other existing open spaces in southeast Colorado Springs that are easily accessible. This could be an open space that unites the community. He's in favor of affordable housing but not at this location. They're a diverse community with different ethnicities and possibly economically challenged but thinks they deserve the same amenities of open space as other neighborhoods. He agrees the site needs work but thinks it's worth investing in rehabilitation to help forward the designation for it to be a prairie. He wants an open space that benefits all.

Rebuttal:

Chris Lieber addressed concerns about Canyon Wren as well as cut through traffic and whether Wooten is opened or closed. They're keeping in mind the North/South streets or the extension of Wooten will be built to a residential standard. There's parking available on both sides of the street. The idea is to utilize that change in use and the narrowing of the street to make that section as unattractive to cut through as possible.

Regarding access at Platte and Wooten they've talked with City Traffic about this. One of the complications with this intersection isn't the extension of Wooten. It has to do with the frontage road running just south of Platte. Which make stacking difficult and turning movements. But that's beyond the scope of this project. Their traffic engineer looked at it and evaluated it to understand what the impacts are and it is the current existing challenges not the new traffic.

Regarding the dust, the Materials Management Plan has a whole chapter how to address this. They are required to keep the dust down. One of the ways is with water trucks. If the wind picks up they have to stop if they are not able to handle the dust in a specific way.

Regarding the stormwater at Canyon Wren, one of the key pieces is there is an existing stormwater issue and this project will resolve that. This issue is more than what is on this particular piece of property. The area to the south will become a public stormwater pond. The reason for this full spectrum pond is it addresses the stormwater on this site but also on some of the adjacent off-sites.

From an open space perspective, this is very important and they tried to find some balance with the site. They looked at having connectivity and enjoying some open space. It may not be as much as Mr. Eaton would like to see but they are taking a significant step in a permanent way.

DISCUSSION AND DECISION OF PLANNING COMMISSION:

Commissioner Rickett asked about the Wooten access piece. He read the Materials Management Plan and thought they did a very good job explaining how they have to treat this. For any citizen concerned about that he recommends you read the Materials Management Plan on what they have to do, what's required by the state and how they have to mitigate

issues. It's a very detailed comprehensive plan.

Todd Frisbee with City Traffic addressed concerns about Wooten Rd and Platte Avenue. He stated Chris Lieber was correct about this intersection. One of the challenges is the frontage road on the east side. It is a known fact that traffic backs up on Platte. One of the things the City is looking at is a corridor study for Platte Ave to address traffic from downtown to Powers Blvd. This will include looking at this intersection.

Commissioner Rickett asked about those living off Canyon Wren, would there be a way to add speed bumps feasibly down the road? Mr. Frisbee stated, as a general rule they don't do speed bumps because they're not as effective as they once were. The fire department is not a fan of them. They have a neighborhood traffic management program if there's a speeding or cut through problem and residents can contact them.

Motion by Vice Chair Hente, seconded by Commissioner Eubanks, to recommend approval to City Council the master plan amendment to change 23.9-acres of research and development residential, based upon the findings that the master plan amendment request complies with the criteria for granting of master plan amendment as set forth in City Code Section 7.5.408. The motion passed by a vote of 7:0:2:0

Aye: 7 - Vice Chair Hente, Commissioner Raughton, Chair Graham, Commissioner Eubanks, Commissioner Almy, Commissioner Rickett and Commissioner Wilson

Absent: 2 - Commissioner McMurray and Commissioner McDonald

- 6.E. [CPC PUZ 18-00089](#) Pikes Peak Heights zone change of 42.9 acres from R1-6/DF/AO (Single-family residential with design flexibility and airport overlay) and M-1/PIP-2/AO/APZ1 (Light industrial with airport overlay and accident potential zone 1) to PUD/AO/APZ1 (Planned Unit Development: 35 feet maximum height, 3.5-7.99 dwelling units per acre, single-family attached and detached units with airport overlay and accident potential zone 1) located at the terminus of Pikes Peak Avenue, east of Academy Boulevard.

(Quasi-Judicial)

Presenter:
Lonna Thelen, Principal Planner, Planning & Community Development

See Item 6.D. (CPC MP 85-217-A7MJ18)

Motion by Vice Chair Hente, seconded by Commissioner Rickett, to recommend approval to City Council the rezone of 42.9 acres from

R1-6/DF/AO (Single-family residential with design flexibility and airport overlay) and M-1/PIP-2/AO/APZ1 (Light industrial with airport overlay and accident potential zone 1) to PUD/AO/APZ1 (Planned Unit Development: 35 feet maximum height, 3.5-7.99 dwelling units per acre, single-family attached and detached units with airport overlay and accident potential zone 1), based upon the findings that the change of zoning request complies with the three (3) criteria for granting of zone changes as set forth in City Code Section 7.5.603(B), as well as the criteria for establishment of a PUD zone district as set for in City Code Section 7.3.603. The motion passed by a vote of 7:0:2:0

Aye: 7 - Vice Chair Hente, Commissioner Raughton, Chair Graham, Commissioner Eubanks, Commissioner Almy, Commissioner Rickett and Commissioner Wilson

Absent: 2 - Commissioner McMurray and Commissioner McDonald

6.F. [CPC PUD 18-00091](#) The Pikes Peak Heights Development Plan for development of a 42.9-acre site for 74 single-family attached and 120 single-family detached units located on Pikes Peak, east of Academy Boulevard.

(Quasi-Judicial)

Presenter:
Lonna Thelen, Principal Planner, Planning & Community Development

See Item 6.D. (CPC MP 85-217-A7MJ18)

Motion by Vice Chair Hente, seconded by Commissioner Rickett, to recommend approval to the City Council the development plan for 120 single-family detached and 74 single-family attached units based upon the findings proposal meets the review criteria for development plans as set forth in City Code Section 7.5.502(E) and criteria for PUD development plans set forth in City Code Section 7.3.606 subject to the following technical modifications:

1. Receive approval of the MDDP by City Stormwater Engineering.
2. Rename the 30-ft easement to "Public Drainage Easement"
3. Show the proposed public EDB maintenance access road a minimum of 15-ft wide.
4. Ensure Tract J is large enough to encompass the entire EDB and associated appurtenances.
5. Finalize developer built scope of trail construction on the plans to show the beginning and ending point.
6. Include a note that states "The ownership of Karr Road and additional easements was granted with Reception number 205200433 to the of Debarbet, LLC."

The motion passed by a vote of 7:0:2:0

Aye: 7 - Vice Chair Hente, Commissioner Raughton, Chair Graham, Commissioner Eubanks, Commissioner Almy, Commissioner Rickett and Commissioner Wilson

Absent: 2 - Commissioner McMurray and Commissioner McDonald

6.G. [CPC DP
19-00085](#) A Certificate of Designation for a long-term non-hazardous landfill located at the terminus of Pikes Peak Avenue, east of Academy Boulevard.

(Quasi-Judicial)

Presenter:
Lonna Thelen, Principal Planner, Planning & Community Development

See Item 6.D. (CPC MP 85-217-A7MJ18)

Motion by Vice Chair Hente, seconded by Commissioner Rickett, to approve a Certificate of Designation for a long-term landfill consolidation for the Pikes Peak Heights property located at the terminus of Pikes Peak Avenue, east of Academy Boulevard, based on the finding that the Certificate of Designation request complies with the review criteria for a Certificate of Designation set forth in City Code Section 6.3.106.

The motion passed by a vote of 7:0:2:0

Aye: 7 - Vice Chair Hente, Commissioner Raughton, Chair Graham, Commissioner Eubanks, Commissioner Almy, Commissioner Rickett and Commissioner Wilson

Absent: 2 - Commissioner McMurray and Commissioner McDonald