

FLATS AT SAND CREEK DEVELOPMENT PLAN

RESPONSE TO NEIGHBOR COMMENTS

OCTOBER 2024

City Planning staff provided a compiled list of all the written correspondence related to the Flats at Sand Creek Development Plan Applications. This list includes 17 written comments from residents in the area. Additionally, a neighborhood meeting was held at Sand Creek High School on October 22, 2024 and approximately 62 people attended. The primary concerns raised in the written comments and at the neighborhood meeting are as follows:

- Traffic
- Density
- Building aesthetics/bulk
- Buffering
- Noise
- Utilities
- Affordability
- Parking



TRAFFIC

A Traffic Impact Study was submitted with the Development Plan application which examined the proposed project's impact on area traffic after anticipated build-out by 2027 and through 2045. The study estimates 1,000 week-day trips will be generated by the project with 67 total trips in the morning peak hour and 82 total trips in the evening peak hour. The traffic study also examined nearby intersections to understand what level of service (LOS) they currently operate at and how the new project will impact these intersections. Overall, the study found that the proposed project will have a minimal impact on the levels of service at surrounding intersections. The Harrier/Pony Tracks is an unsignalized intersection and currently operates at a LOS A which results in less than 10 second wait times. The project would largely maintain the LOS A with a slight delay in the evening peak hour resulting in an anticipated wait of up to 15 seconds per car. N Carefree and Peterson is a signalized intersection and currently operates at a LOS E in the morning peak hour and LOS C in the evening peak hour. These levels of service are expected to remain consistent even with the added units. The traffic study also recommends traffic improvements to the Peterson/N Carefree intersection that would improve the levels of service at this intersection to LOS D or better. Finally, N Carefree and Pony Tracks currently operates at a level of service C and which will largely be maintained with the introduction of this project however, a slight delay to LOS D in the morning peak hour can be expected which would result in about a 15-25 second increase in wait times.

Table 2 – Level of Service Definitions

Level of Service	Signalized Intersection Average Total Delay (sec/veh)	Unsignalized Intersection Average Total Delay (sec/veh)
A	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80	> 50

Definitions provided from the Highway Capacity Manual, Seventh Edition, Transportation Research Board, 2022.

Intersection	Existing Conditions	Conditions through 2045
Harrier/Pony Tracks	LOS A	LOS A/B
N Carefree/Peterson	LOS E/C	LOS E/C*
N Carefree/Pony Tracks	LOS C	LOS D/C

**Traffic study recommends that a northbound dual left turn lane be delineated at this intersection to improve LOS to LOS D or better throughout the 2045 Horizon*

DENSITY

There are a variety of residential densities and uses in the area including multi-family townhomes, low to medium density residential, auto-oriented commercial, offices, and a High School. Within approximately ½ a mile of the site are three other multi-family developments adjacent to N Carefree Circle. The site is also placed along a Principal Arterial and Minor Arterial Road which allows for easy access to the local road network for the anticipated trip-generation.

The proposed buildings are 3-stories, 38' in height, and designed with a variety of materials and façade articulation. The colors and architectural materials are intended to blend in with the surrounding area. Additionally, majority of the project site sits at a lower grade than the neighborhood to the north and slopes down in grade from the north to the south which will help reduce the visual impact of the buildings. The nearest building to the north property line is 100' from the homes to the north which will also provide a buffer between the proposed multi-family buildings and duplexes to the north.



NOISE

The high-activity areas of the project including the splash pad and outdoor playground are concentrated in the center of the site, south of the clubhouse which will help buffer the sound from neighbors to the north. Speed bumps have also been proposed on the northernmost drive aisle to prevent speeding cars from cutting through the site. The buffering treatments along the edges of the site will also contribute to the noise control.

UTILITIES

The project is within city limits and will connect to existing Colorado Springs utility lines adjacent to the site. This infill project will not contribute to an increase in utility rates as it does not require significant extension of utility lines. In addition to having the necessary utilities to support the site through CSU, the project will include roof mounted solar that will offset 63% of the site's electricity use.

AFFORDABILITY

Concerns were raised over the compatibility of affordable housing with the surrounding area. This project is intended to be available to individuals whose household income is less than 60% of the Area Median Income (AMI). Jobs meeting this threshold include early childhood teachers, certified nursing assistants, warehouse associates, social workers, and service-industry workers, among others. According to the Apartment Trends 3rd 2024 report, the average vacancy rate along the mid-Powers corridor is 5.75%. This rate is down from 6.10% in Quarter 2 and is lower than the overall city vacancy rate of 6.31%. The low vacancy rate in the area demonstrates a need for additional, affordable rentals specifically in this area. Additionally, Peterson Space Force Base is a primary employer for people in this area and the average wage at Peterson SFB is \$76,633 with most salaries between \$55,700 and \$86,200. Based on these wages, majority of the workers at the base could not afford to purchase a home in the area as the average home price is \$467,699 which contributes to the strain on nearby market-rate apartments and leave a gap in housing availability for individuals and families at or below the 60% AMI.

PARKING

The site meets the city parking requirement of 252 parking stalls which equates to 1.75 parking stalls per unit. The Interquest Ridge Apartments, also built by Lincoln Avenue Communities, is currently occupied and is parked at a rate of 1.6 parking stalls per unit. Per the property management office, many stalls remain vacant and there have been no issues with residents or guests finding parking. The applicant has also agreed to initiate discussions with City Traffic Engineering related to *no-parking* signs being added to nearby residential roads.