

CITY PLANNING COMMISSION AGENDA
NOVEMBER 15, 2018

STAFF: RYAN TEFERTILLER

FILE NOS:

CPC MP 93-176-A3MN18 – QUASI-JUDICIAL

CPC ZC 18-00096 – QUASI-JUDICIAL

CPC CP 18-00097 – QUASI-JUDICIAL

CPC V 18-00098 – LEGISLATIVE

AR NV 18-00525 – QUASI-JUDICIAL

PROJECT: CREEKWALK REDEVELOPMENT

APPLICANT: THOMAS AND THOMAS

OWNER: CREEKWALK, LLC



PROJECT SUMMARY

1. **Project Description:** This project includes six concurrent applications related to the proposed redevelopment of roughly ten acres of land north of E. Cheyenne Rd. and west of S. Nevada Ave. This project is the largest to date within the South Nevada Urban Renewal Area which was established in November, 2015. The applications include: 1) a minor amendment to the Ivywild Master Plan; 2) a zone change of roughly 2 acres from R5 and R5/SS to C5 and C5/SS; 3) a concept plan establishing uses, access, and approximate building size and location; 4) a right-of-way vacation request for multiple public streets and alleys within the concept plan area; and 5) a non-use variance for front setback relief. A sixth application for a non-use variance allowing more and larger construction signage than allowed by Code was withdrawn just prior to publication of the Planning Commission agenda.
2. **Applicant's Project Statement:** (Refer to **FIGURE 1**)
3. **Planning and Development Team's Recommendation:** Staff recommends approval of the master plan amendment, zone change, concept plan, ROW vacation, and setback variance (most recommendations include technical modifications). Staff recommends denial of the non-use variance for temporary construction signage.

BACKGROUND

1. **Site Address:** Multiple addresses as the concept plan includes 29 individual parcels
2. **Existing Zoning/Land Use:** The project includes parcels currently zoned R5, R5/SS (Multi-Family Residential with and without the Streamside Overlay) as well as C5 and C5/SS (Intermediate Business with and without the Streamside Overlay) / current land uses include commercial, office, multi-family residential and single-family residential uses
3. **Surrounding Zoning/Land Use:**
 - North: C5 (Intermediate Business) and R5 (Multi-Family Residential) / mix of commercial, office and residential uses
 - South: C5 (Intermediate Business), R5 (Multi-Family Residential), OR (Office Residential) and OC (Office Commercial) / mix of commercial, office and residential uses
 - East: C5 (Intermediate Business) / primarily commercial uses
 - West: R5, R5/SS (Multi-Family Residential with and without the Streamside Overlay) / primarily residential uses
4. **Comprehensive Plan/Designated 2020 Land Use:** Mature Redevelopment Corridor and General Residential
5. **Annexation:** The Reannexation of the Southwest Annexation Area (1980)
6. **Master Plan/Designated Master Plan Land Use:** Ivywild Master Plan (1993) / Auto-Related Commercial, Neighborhood Commercial, and Multifamily Residential (this project includes a proposed amendment to the master plan to label the full project area as "neighborhood activity commercial center")
7. **Subdivisions:** Ivywild Sub (1888), Ivywild Addition #1 (1890), Ivywild Vacation and Replat of Portions of Lots 1 and 2, Block 2 (1973), W H Terrys Resub (1951), and the Arts in Ivywild (2000)
8. **Zoning Enforcement Action:** No active enforcement; numerous historic enforcement cases have been concluded within the subject area

9. Physical Characteristics: The site is developed with a variety of commercial, office and residential buildings. Cheyenne Creek flows northward along the western edge of the project.

STAKEHOLDER PROCESS AND INVOLVEMENT

The public process included posting the site and sending postcards to 287 property owners within a 1,000-foot buffer of the project as well as notifying the Ivywild Improvement Society (IIS) at the time of application submittal (early August, 2018). Due to the size, shape and numerous access points around the site, six posters were posted around the project perimeter to make sure all interested stakeholders were aware of the submittal. On September 10, 2018 a neighborhood meeting was held to discuss the project; roughly 60 people attended the meeting. Many attendees expressed concern about traffic increases as a result of the project but many stakeholders supported the proposed development. A smaller meeting between City Staff, the development team and the IIS Board was held on October 30, 2018. A third mailing will be sent to property owners within 1,000 feet of the site, as well as those stakeholders that attended the September neighborhood meeting, to announce the Planning Commission hearing on November 15, 2018.

Staff received input from a few individual stakeholders as well as the IIS Board during the internal review process. While there is a sense that redeveloping many of the blighted properties within the area is supported, there are concerns with the project's traffic, parking, architecture, and uses (**FIGURE 2**).

Staff sent the original plans as well as the revised plans to all standard internal and external review agencies for comments. A number of review agencies had significant technical comments upon first review. While most items were resolved with the revised resubmittal, there are still a number technical issues that need additional attention; all remaining items are described within the technical modifications section of Staff's recommendation at the conclusion of this report. Commenting agencies included City Engineering, Traffic Engineering, Colorado Springs Utilities, Water Resource Engineering, the City Surveyor, the Colorado Springs Fire Department, CDOT, and others.

ANALYSIS OF REVIEW CRITERIA/MAJOR ISSUES/COMPREHENSIVE PLAN & MASTER PLAN CONFORMANCE

1. Review Criteria / Design & Development

- a. Background & History

The project area totals roughly 10 acres of land on the west side of S. Nevada Ave. north of E. Cheyenne Rd. The site falls within the South Nevada Urban Renewal Area which was established in 2015 with the goal to "reduce, eliminate and prevent the spread of blight and to stimulate and catalyze growth and investment within the area boundaries" (Section 3.0 – Plan Purpose; 2015 South Nevada Urban Renewal Plan). In addition to creating new commercial and residential development within the area, the plan aims to improve public spaces including the establishment of a public trail system along Cheyenne Creek. Projects which benefit from tax increment financing (TIF) within the district are intended to catalyze yet more development in the area.

While progress has been relatively slow since the district was created in late 2015, there have been a few projects that have been recently completed. On the west side of S. Nevada, the Shoppes on South Nevada was completed earlier in 2018 and

includes a Natural Grocers, a Chic Fil-A, a Zoe's Kitchen, and a Five Guys Burgers. Within the last month the Ramona Retail project was completing adding a Tokyo Joe's, a Smash Burger, and a beauty salon. On the east side South Nevada has seen a new Starbucks Coffee and a Dunkin Donuts. Numerous other projects are planned in the corridor, including a hotel, more restaurant options, and multiple apartment projects.

b. Master Plan Amendment

The Ivywild Master Plan was adopted in 1993 as a City initiated neighborhood plan. The plan covers approximately 240 acres and spans from Motor Way on the north to Cheyenne Rd. on the south, and S. Nevada Ave. on the east and Lorriane St. on the west. As a neighborhood master plan, the plan focused on preserving the neighborhood character and addressing infrastructure needs such as sidewalk and lighting. Although the plan is 25 years old, it is still considered an operative plan (i.e. still active), therefore many applications including zone changes and development plans are evaluated using the plan.

The Creekwalk Redevelopment Project falls within the extreme southeastern corner of the Ivywild Master Plan. The Plan's Land Use Map identifies the project area as including "auto-oriented commercial," "neighborhood commercial," and "multi-family residential." The Plan also includes a Zoning Map which labels the project area with the R5 and C5 zones in their current configuration. A third map within the plan is titled "Site Analysis Map" which labels the Creekwalk area as "auto related commercial," cottage commercial" and "transition zone." In addition to these maps the plan includes numerous charts and tables describing each area and providing data such as acreage, of the various zones.

In order for Planning Staff to make the finding that the proposed zone change and the Creekwalk Concept Plan conform to the Ivywild Master Plan, the plan must be amended. **(FIGURE 3)** The proposed amendment updates the Plan's land use map, the zoning map, the site analysis map, as well as the opportunities and issues map. Most of these changes occur within the western portion of the Creekwalk Area as the eastern portion of the project is already consistent with the Plan.

A Master Plan amendment must be evaluated using the criteria found in Section 7.5.408. The criteria cover a number of broad categories including: conformance with the Comprehensive Plan, land use relationships, public facilities, transportation, environment, and fiscal. Staff has completed a thorough review of mandatory criteria. Specifically, Staff has concluded that the Creekwalk project conforms to the City's Comprehensive Plan (both the existing 2001 Plan as well as the draft PlanCOS). Additionally, Staff finds that the proposed land use relationships are appropriate, especially in light of the natural creek buffer to the west and the fact that many of the surrounding properties are expected to redevelop in the near future as well. The area has adequate public facilities, including transportation infrastructure. While the project will likely increase traffic in the area, the City has studied the existing and future traffic flow in the area and concluded that the increased volumes can be accommodated with intersection improvements, roadway vacations, turn lane additions and other planned improvements. While the amount of impervious surfaces in the area will be increased, the project includes numerous improvements to Cheyenne Creek, new landscape, and new stormwater quality infrastructure.

Fiscally, the City expects the project to create jobs and produce a higher level of property and sales tax than exists within the area today.

Staff finds that the proposed amendment to the Ivywild Master Plan conforms to the required criteria and therefore recommends approval of the application.

c. Zone Change

The majority of the Creekwalk site is currently zoned C5 (Intermediate Business), the western portion (roughly 2 acres) is currently zoned R5 and R5/SS (Multi-Family Residential with and without the Streamside Overlay). (See page 6 of **FIGURE 1** for an exhibit of existing zoning designations) Because the proposed concept plan illustrates primarily commercial uses, the C5 zone must be extended westward into the area that currently has R5 zoning. To ensure that the entire project is within a common zone district (as opposed to two adjacent C5 districts), the legal description that accompanies the proposed zone matches that of the Concept Plan (**FIGURE 4**)

The requested zone change application must meet the required criteria found in Section 7.5.603.B. of City Code. The criteria are:

1. The action will not be detrimental to the public interest, health, safety, convenience or general welfare.
2. The proposal is consistent with the goals and policies of the Comprehensive Plan.
3. 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.
4. 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.

After careful consideration, Staff finds that the required zone change criteria are met. The proposed expansion of the C5 zone will not be detrimental to the public's interest, and is consistent with both the 2001 Comprehensive Plan as well as the draft PlanCOS. With the approval of the proposed amendment to the Ivywild Master Plan, the zone change can also be found compliant with the third criteria. The fourth zone change criteria is not applicable as it only applies to the Mixed Use (MU) zone. Staff recommends approval of the proposed zone change.

d. Concept Plan

The principal application within this project is the Creekwalk Concept Plan which illustrates the proposed mix of uses, building sizes and locations, access points, general parking provisions, and public improvements such as the creek trail, sidewalks, and other streetscape elements. (**FIGURE 5**) While much of the plan simply continues uses and building forms that are very similar to other projects along South Nevada Ave., the plan does include some significant changes to the existing roadway network. Specifically, the plan envisions the removal of much of Mt.

Washington Ave. including the entirety of the roadway from E. Cheyenne Rd. to St. Elmo Ave. Although it may be counterintuitive to some, the removal of Mt. Washington is actually expected to improve traffic flow in the area, including along S. Nevada Ave. The intersection of S. Nevada, Mt. Washington, and E. Ramona creates challenges in the operation of the traffic signal and as an extension the flow of vehicles along S. Nevada Ave.

Another key component envisioned on the concept plan is the conversion of the vehicular bridge on St. Elmo Ave. over Cheyenne Creek to a pedestrian/bike bridge. While the St. Elmo right-of-way is not included in the proposed ROW vacation application due in part to privately owned parcels outside of the Creekwalk project boundary still needing guaranteed public access, the proposed changes to the Cheyenne Creek bridge are supported by Planning, Traffic and Public Works. The current volume of vehicles using St. Elmo is modest, but modifying the bridge over Cheyenne Creek to prevent vehicles from using St. Elmo to navigate from S. Nevada Ave. to S. Cascade or Cheyenne Blvd. to the west may be felt by surrounding property owners. Specifically, Staff has heard from numerous stakeholders that the intersection of S. Cascade Ave. and St. Elmo is a site of frequent accidents due in part to drivers using St. Elmo connect S. Nevada Ave. to Cheyenne Blvd.; the proposed changes to the St. Elmo bridge would mitigate this problem forcing drivers to use Ramona to the north or Cheyenne Rd. to the south for their east/west routes.

The Creekwalk Concept Plan has been evaluated using the required review criteria found in Section 7.5.501.E as well as the South Nevada Urban Renewal District Streetscape Design Standards (**FIGURE 6**) which were adopted by City Council via Ordinance # 17-97 in October of 2017. While the Standards largely focus on the required physical improvement of public streetscapes within the District, they also include a number of design objects that relate to site design, mobility, and consistent design elements throughout the district. Additionally, the Standards include a section titled "Building Design" which encourages projects to locate buildings "forward on the site adjacent to the streetscape setback" to improve pedestrian interest and walkability. This goal is clearly met on the Creekwalk concept plan in that the majority of the new buildings are located immediately adjacent to S. Nevada Ave. and Cheyenne Rd. establishing the internal portions of the site as the primary parking fields.

One challenge of the project is that there are numerous parcels in the area that are not planned for immediate redevelopment and are excluded from the boundaries of the Plan. Specifically, the McDonald's on the northwestern corner of S. Nevada Ave. and Cheyenne Rd. and the Wells Fargo bank and the Diamond Shamrock gas station immediately to the north are intending to continue operating in their current form as the Creekwalk project develops to the west and north. This is particularly important as one of the primary access points into the heart of the project utilizes the existing alleyway between McDonalds and Wells Fargo. It is assumed that additional access easements or possibly real estate will need to be acquired from those owners to properly establish sufficient access in that location; this can be addressed as the development plan and subdivision plat stage.

After careful evaluation of the required criteria and development standards, Staff recommends that the proposed concept plan be approved. However, it should be noted that a number of technical items must still be resolved prior to final approval.

This includes relatively minor technical issues such as clarifying line work, or improving the plan's legal description, to larger issues like finalizing the project's drainage report and updating the plan itself to appropriately illustrate how stormwater standards will be met throughout the project.

e. Right-of-Way Vacation

The first step in implementing the Creekwalk concept plan is the vacation of numerous public rights-of-way that bisect the project. Right-of-way vacation is a legislative action that can only be finalized with the adoption of a City Council ordinance. The proposed vacation includes much, but not all, of Mt. Washington Ave between Ramona and Cheyenne Rd., St. Elmo Ct., and the east/west alleyway that extends from S. Nevada Ave. to Cheyenne Creek (between E. Cheyenne Rd. and St. Elmo Ave.). **(FIGURE 7)** There are two primary issues that have been discussed at length regarding this application: adequate access to adjacent properties outside of the plan boundaries; and addressing/enumeration issues for properties both within and outside of the plan boundaries.

Given the proposed changes to the St. Elmo Ave. bridge (discussed above within the Concept Plan section) and the fact that multiple privately owned parcels in the area rely on St. Elmo and sections of Mt. Washington for access, care had to be taken to ensure that adequate access would remain after ROW vacation. As such, the extent of the proposed vacation was tailored to make sure that direct access via public ROW was available after the vacation is finalized. The applicant has also had considerable dialog with the Fire Department, E911, and Enumerations to understand which parcels and structures would have to change their street address should the vacation be approved. While **FIGURE 8** illustrates proposed resolution of both these issues, additional work is needed to ensure access to existing parcels and structures prior to recordation of a new subdivision plat and commencing construction on the project.

One issue that is still outstanding relative to addressing and emergency response is that the segment of Mt. Washington Ave. that is not being vacated will no longer comply with the City's naming protocols once the segment south of St. Elmo Ave. is vacated. More specifically, by vacating the segment of Mt. Washington between St. Elmo Ave and Cheyenne Rd. the City would be creating two disconnected sections of Mt. Washington Ave. – that segment south of Cheyenne Rd. and that segment north of St. Elmo Ave.; this is prohibited by Part 7, of the City's Subdivision Code. As such, the newly disconnected segment of Mt. Washington Ave. must go through a street name change, and adjacent parcels must be re-addressed, concurrent to the proposed vacation to stay in compliance with City Code.

One key provision that should help alleviate any concern about access to properties or the protection of public infrastructure (e.g. utilities) within the existing ROWs is that the proposed vacation ordinance will include language preserving public utility and access easements. When the land is ready for replatting and adequate utility improvements are in place, those easements can be vacated administratively via the City's Real Estate Services Division.

While the provisions described above can help address many concerns, the proposed vacation application must still be evaluated using the formal criteria in

Section 7.7.402.C. Though the proposed vacation of much (but not all) of the Mt. Washington ROW between E. Ramona and E. Cheyenne Rd. is significant, the roadway has fairly minimal traffic volumes and adequate access is still available via the adjacent public roads include Cheyenne Rd., St. Elmo Ave. and Ramona Ave. Much care was taken to be sure that the properties along Metzler St. and Metzler Place continue to have adequate public access after the Creekwalk project is approved and constructed.

As stated previously within this report, it is believed that the vacation of Mt. Washington at the Ramona and S. Nevada intersection will actually improve vehicle flow along S. Nevada Ave. It should also be noted that the Creekwalk concept plan illustrates the creation of a private frontage road that will help provide access and circulation to the S. Nevada-fronting businesses; this too will improve the operation of S. Nevada Ave.

Another notable item that continues to be discussed is the desire for the applicant and his recently created Business Improvement District (BID) to take over future maintenance of the public and private streets within and adjacent to the Creekwalk project. While the details of this agreement have not been finalized, there are numerous local examples of private BIDs taking on the maintenance responsibility of public infrastructure such as trails, parks, and even roadways.

Staff finds that the proposed vacation application meets the required review criteria and recommends that the Planning Commission support the request and that City Council approve the application. Utility and access easements will be retained as part of the vacation until such time that improvements are in place and the easements can be administratively vacated.

f. Non-Use Variance – Setbacks

The Creekwalk project includes two non-use variance requests. The first request is to allow future buildings to be located closer to the public right-of-way than would normally be permitted in the C5 zone. Specifically, relief is requested along E. Ramona as well as the along the south side of E. St. Elmo Ave. The standard front setback in the C5 zone is 20 feet; this is measured from the edge of the public right-of-way to the face of the adjacent building. Although the required setback is met for most of the structures illustrated on the Creekwalk concept plan; the two buildings that back up to the south side of St. Elmo and the building proposed for the southwest corner of S. Nevada and E. Ramona do not meet the 20 foot requirement.

To help illustrate the proposed requests, the applicant has provided an exhibit illustrating the likely cross sections at the site of the requested relief (**FIGURE 9**). The building at Ramona and Nevada is shown as being located 10 feet south of the Ramona right-of-way (where 20 feet are required). This is justified by the applicant by stating that the proposed building location would help to establish a strong urban edge and a desirable land use pattern within the URA district as well as respond to site conditions. The applicant's full justification for the requested relief can be found on pages 14-16 of their project statement (**FIGURE 1**), but essentially, the request is based on the desire to create quality urban design, the need to address site conditions such as the floodplain base elevation in the area, and the fact that the

proposed relief will not create any adverse impacts on adjacent properties or other stakeholders.

Planning Staff has concluded that the proposed setback variance is reasonable and is consistent with the required criteria found in Section 7.5.802.B. The soon to be submitted development plans for the Creekwalk project will need to better articulate the exact design of the buildings and their associated improvements (e.g. retaining walls, landscaping, etc.) to mitigate any potential impacts of the setback and still provide ADA compliant pedestrian access.

g. Non-Use Variance – Temporary Construction Signs

A sixth application for a non-use variance to allow temporary construction signage that exceeds the City's sign code allocations for this sign type was initially included as part of the Creekwalk project. However, this application was withdrawn just prior to publication of the Planning Commission agenda.

2. Conformance with the City Comprehensive Plan

The City's recently adopted Infill and Redevelopment chapter of the City Comprehensive Plan values integrating a mix of land uses within the infill boundary of the City. "Context-appropriate increases in density and changes in land use should be supported, particularly in identified infill priority areas such as the downtown, economic opportunity zones and high frequency transit corridors."

<https://coloradosprings.gov/planning-and-development/page/infill-and-redevelopment?mlid=33866>

The Infill Supplement cites the following goals:

- "Density achieves context-sensitive increases in density."
- "Connectivity contributes to multimodal viability allowing for a range of choices for traveling between destinations in the community."
- "Support of neighborhoods and placemaking encourages better integration between neighborhoods and their adjoining communities for a more interconnected and livable city."

2001 Comprehensive Plan – Staff cites and recognizes the following strategies and objectives that support the proposed conditional use development plan and non-use variance.

Vision Statements

- Establishes positive connections between different land uses and achieves a well-designed balance between their location and mix, encourages innovation and creativity in development and the creation of an aesthetically appealing community;
- Successfully integrates the uses and activities that meet the daily needs of residents, including housing, shops, work places, schools, parks, and civic facilities;

- Has a transportation system with a high degree of efficiency, mobility, accessibility, connectivity, and a range of real choices for traveling between destinations within the community;
- Supports the economic health of the community by maintaining a strong environment for business environment and education;

Policy LU 202: Make Natural and Scenic Areas and Greenways an Integral Part of the Land Use Pattern

Treat the City's significant natural features, scenic areas, trail corridors, and greenways as critically important land uses and infrastructure that represent major public and private investments and are an integral part of the city and its land use pattern.

Strategy LU 203a: Locate the Places that People Use for Their Daily Needs and Activities Close to Each Other

Group and link the places used for living, working, shopping, schooling, and recreating and make them accessible by transit, bicycle, and foot, as well as by car.

Objective LU 3: Develop A Mix of Interdependent, Compatible, and Mutually Supportive Land Uses

Over the past several decades, the location and design of development have created a pattern of isolated, disconnected, single-purpose land uses. An alternative to this type of land use pattern is one that integrates multiple uses, shortens and reduces automobile trips, promotes pedestrian and bicycling accessibility, decreases infrastructure and housing costs, and in general, can be provided with urban services in a more cost-effective manner.

Strategy LU 302b: Promote Pedestrian Orientation of New Activity Centers to the Public Right-of-Way and Public Spaces

Orient buildings within activity centers toward the street, sidewalks, or public spaces to facilitate pedestrian access and circulation.

Objective LU 4: Encourage Infill and Redevelopment

Encourage infill and redevelopment projects that are in character and context with existing, surrounding development. Infill and redevelopment projects in existing neighborhoods make good use of the City's infrastructure. If properly designed, these projects can serve an important role in achieving quality, mixed-use neighborhoods. In some instances, sensitively designed, high quality infill and redevelopment projects can help stabilize and revitalize existing older neighborhoods.

Objective LU 7: Develop Shopping and Service Areas to be Convenient to Use and Compatible with Their Surroundings

Colorado Springs has numerous commercial areas that provide the necessary goods and services for visitors and regional, community, and neighborhood residents. The location and design of these areas not only has a profound effect on the financial success of commercial businesses, but also on the quality of life for the residents. Regardless of whether a commercial development is intended to serve neighborhood, community, citywide, or regional functions, it must be located and designed to balance pedestrian, bicycle, automobile, and, in many cases, transit access. In addition, the location and design of commercial uses must be integrated into surrounding areas, rather than altering the character of surrounding land uses and neighborhoods. Incorporating a mix of uses will increase the diversity and vitality of commercial areas.

Strategy LU 701f: Encourage New Commercial Development in New and Developing Corridors to Form Activity Centers

Encourage new commercial development in new and developing corridors to take place in activity centers that incorporate a mix of uses and avoid large, single-use buildings and dominating parking areas.

Staff finds that the proposed project is well aligned with the City's 2001 Comprehensive Plan as well as the 2016 Comprehensive Plan Supplement on Infill.

3. Conformance with the Area's Master Plan: The subject property is located within the Ivywild Master Plan adopted in 1993. As discussed above, the applicant has submitted a proposed amendment to the Master Plan to ensure compliance.

Staff finds that the proposed project is largely compliant with the proposed amendment to the Ivywild Master Plan.

STAFF RECOMMENDATIONS:

CPC MP 93-176-A3MN18 – MINOR AMENDMENT TO THE IVYWILD MASTER PLAN

Recommend approval to the City Council of the minor amendment to the Ivywild Mater Plan based on the findings that the application meets the required review criteria in City Code Section 7.5.408.

CPC ZC 18-00096 – ZONE CHANGE

Recommend approval to the City Council of the proposed zone change application from R5 and R5/SS (Multi-Family Residential with and without the Streamside Overlay) to C5 and C5/SS (Intermediate Business with and without the Streamside Overlay) based on the findings that the request meets the review criteria in City Code Section 7.5.603.B.

CPC CP 18-00097 – CREEKWALK CONCEPT PLAN

Recommend approval to the City Council of the Creekwalk Redevelopment Concept Plan based on the findings that this project meets the concept plan review criteria in City Code Section 7.5.501.E, subject to the following technical modifications:

1. Modify the plan to address the following minor technical issues
 - a. Add the file number to all plan sheets
 - b. Clarify / correct the line work where Mt. Washington Ave. intersects with the new north/south frontage road just west of building 2.
 - c. Ensure that Metzler Street and Metzler Place are correctly labeled on all plan sheets.
 - d. Improve plan labels and font size to clearly communicate the intent of the proposed physical changes to the St. Elmo bridge.
2. Update the plan to describe or illustrate any additional access drive width that may be needed between McDonald's and Wells Fargo
3. Revise Note 12 on the plan to clarify when the S. Nevada streetscape in front of McDonald's and Wells Fargo is to be completed.
4. Clarify how pedestrian facilities can be incorporated into future improvements of St. Elmo Ave.
5. Finalize acceptance of the drainage report and update the concept plan to illustrate all likely stormwater improvements.

6. Continue working with Community Development Staff to document any residential housing that is being removed as part of this project.

CPC V 18-00098 – RIGHT-OF-WAY VACATION

Recommend approval to the City Council of public Right-of-Way Vacation based on the findings that this project meets the required vacation review criteria in City Code Section 7.7.402.C., subject to the following conditions of approval and technical modifications:

Conditions of Approval:

1. Public Access and Public Utility easements are retained over all right-of-way vacated within this application.
2. Recordation of the vacation ordinance will be concurrent to the necessary street name and property address changes.

Technical modifications

1. Revise the “as vacated” exhibit to remove center lines within the vacated ROW. The exhibit should simply illustrate what ROW segments are to be vacated; future designation of ownership is by the County Assessor.
2. Revise the plat to address the triangular piece of ROW at Cheyenne Rd. and Mt. Washington; the “as platted” drawing must correctly call out its origin and if it is not eligible for vacation it must be removed from the request.
3. Modify the vacation plat to address the following minor technical issues
 - a. Correct the vicinity map to correctly label Metzler Ave.
 - b. Complete the plat name within the dedication statement and City approval blocks.
 - c. Add a note or labels to the plat documenting the retention of public access and utility easements as required by condition of approval number one.

AR NV 18-00525 – NON-USE VARIANCE FOR SETBACKS

Recommend approval to the City Council of the non-use variance request relating to front setback relief within the Creekwalk Redevelopment project based on the findings that the request meets the non-use variance review criteria in City Code Section 7.5.802(B).