

4880 AIRPORT ROAD ZONE CHANGE

PROJECT STATEMENT

SEPTEMBER 2024

REQUEST

N.E.S. Inc., on behalf of AMC Properties LLC, requests approval of a Zone Change and Land Use Statement in lieu of a Land Use Plan from R-1 6 AP-O (Single-family Medium, Airport Overlay) to R-5 AP-O (Multi-Family High, Airport Overlay).

LOCATION AND ZONING

The proposed rezone site is comprised of 2.02 acres, is located northwest of Airport Road and Karr Road, and is currently undeveloped. The site is currently zoned R-1 6 AP-O and surrounding zone districts include R-1 6 to the north, west, and south and R-5 to the east. All the parcels neighboring the site are developed as single-family but there is multi-family residential in the nearby surrounding area. The future land use is proposed to be multi-family residential with apartments as the intended building type. The proposed density is 25 du/acre. The needs of other review agencies will be met through more detailed site planning and through the Development Plan review process. Access to the site is proposed off Karr Road.

An Avigation Easement will be dedicated with the future plat of the site as required.



PROJECT JUSTIFICATION

CONFORMANCE WITH ZONE MAP AMENDMENT CRITERIA (CODE SECTION 7.5.704.D)

- 1. The proposed rezoning is consistent with the goals and policies of the Colorado Springs Comprehensive Plan, with other plans and policies adopted by the City Council; and with the purpose statement of the proposed zone district(s).**

The site is not within a master plan boundary but does comply with many of the strategies set forth in PlanCOS.

PlanCOS Compliance:

The project site is within the 'Established Suburban Neighborhood' typology in the Vibrant Neighborhoods Framework. The comprehensive plan states, *"Established Neighborhoods are predominantly built-out and have been for at least a few decades. Relative to other neighborhoods, they are stable and do not anticipate high levels of land use changes. However, most Established Neighborhoods within the city should expect some degree of infill and redevelopment."*

Goal VN-2: Strive for a diversity of housing types, styles, and price points distributed throughout our city through a combination of supportive development standards, community partnerships, and appropriate zoning and density that is adaptable to market demands and housing needs

Strategy VN-2.A-3: Support 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 project site is near multiple typologies identified on the Thriving Economies Framework Map. The nearby typologies include Cornerstone Institutions such as Peterson Air Force Base and the Academy Business Park, 'Life and Style' to include a variety of retail and service uses such as the Citadel Mall, and 'Spinoffs and Startups' which includes the Airport Business Park.

Strategy TE-1.C-3: 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

Strategy TE-1.C-5: Provide for convenient access to quality goods and services that support major employment areas, through a combination of proactive and responsive planning, zoning, and development approval actions

This is an infill project of an underutilized parcel in an established residential area of the city near a variety of services and employment centers. This rezone is a step toward creating a development ready site that will contribute to the housing options in a developed area of the city. Located along a major road, the site will have convenient access to the variety of retail, services, and employment centers in the surrounding area and all the necessary infrastructure exists nearby.

2. The rezoning will not be detrimental to the public interest, health, safety, convenience, or general welfare.

The proposed rezone will not be detrimental to public interest, health, safety, convenience, or general welfare. The proposed R-5 zone accommodates a variety of residential uses from single-family to multi-family uses which is consistent with the development pattern in the surrounding area. R-5 zoning limits the potential density to 25 du/acre and with a 2.02-acre site, the potential impacts of a future development will be minimal on the surrounding area.

3. The location of the lands in the zoning map area being amended are appropriate for the purposes of the proposed zone district(s).

City Code section 7.2.207.A states, *“The R-5 zone district accommodates attached and detached single-family, two-family, and multi-family dwelling structures at the highest density permitted in the City’s standard residential districts (non-R-Flex).”* The surrounding area is already developed with single-family, multi-family, and mobile home park uses. The proposed rezone to R-5 is consistent with the development pattern in the area. The R-5 zone district will limit development potential for site to a maximum of 50 units. The R-1 6 zone district could potentially allow up to 15 du/acre based only on lot size but it would likely be less due to constraints related to providing access to each individual lot. The site will comply with all UDC standards including landscape buffering requirements. Due to existing single-family residential uses to the north and west, a landscape buffer and opaque screening fence will be required along these property lines.

4. If the application proposes to rezone a small area of land, the application demonstrates that the size, scale, height, density, and multimodal traffic impacts of the proposed rezoning are compatible with surrounding development or can be made compatible with surrounding development through approval conditions.

The project site is relatively small at just 2.02 acres. The request to rezone the parcel to R-5 is in keeping with the surrounding area which includes a variety of residential zoning and land uses. The R-5 zone district limits the density to a maximum of 25 du/acre which limits the potential impacts of development at the site. The development standards in the R-5 zone district would allow for an increase in size, scale, height, and density from what is allowed under the current R-1 6 zoning of the property. However, it is consistent with the the development standards in the R-5 zone district to the east of the site and the other multi-family developments in the area. While a future development has not been identified for the site, the potential uses and impacts are consistent with those existing and allowed in the immediate area.

- 5. If the application proposes to rezone a relatively small area of land, the application demonstrates that the change in zoning will not create significant dislocations of tenants or occupants of the property, or that any impacts are outweighed by other public benefits or progress toward other Colorado Springs Comprehensive Plan goals that would be achieved by approval of the application.**

The project site is relatively small at just 2.02 acres and is currently vacant so no displacement of tenants or occupants will occur.

- 6. If a Land Use Plan or amendment to a Land Use Plan accompanies the application, the Land Use Plan or amendment complies with the applicable criteria in Subsection 7.5.514.C.3 (Land Use Plan Criteria).**

This rezone request is submitted with a Land Use Statement demonstrating how the criteria set forth in City Code section 7.5.514.A.3 are met.

- 7. The application is consistent with any approved Concept Plans in the area for which the map is being amended or includes or is accompanied by a provision that approved Concept Plans that have been classified as implemented do not have to be amended in order to be considered consistent with an amended zoning map.**

There are no concept plans relevant to this site. This rezone request is submitted with a Land Use Waiver request in lieu of a Land Use Plan. Compliance with Land Use Waiver review criteria has been provided in a separate document.

- 8. If the application is for creation of an ADS-O district, the approval criteria applicable to the creation of the text of the ADS-O district in Section 7.2.607D.4 (Decision) shall also apply to consideration of the zoning map amendment required to create or amend the boundaries of the ADS-O district.**

This application will not create an ADS-O zone district.

- 9. If rezoning to a PDZ district, the proposed PDZ district provides significant community amenities or other benefits, as determined by the Manager, that promote the achievement of Colorado Springs Comprehensive Plan goals and would not otherwise be required of the applicant under this UDC or other City or governmental regulations.**

This application is not a rezone to a PDZ zone district.

- 10. Complies with the additional standards of the base zone district where the property is located (see Article 7.2 (Zone Districts)) or in an overlay district that applies to the property (see Part 7.2.6 (Overlay Districts)).**

This site is not within the ANAV subzone of the Airport Overlay. City Code section 7.2.601.D.1 outlines the development standards required for this overlay district. These requirements are as follows:

Within the Airport Navigation (ANAV) subzone the following requirements apply and must be met prior to Building Permit issuance:

- a) Unless previously granted for the property, an aviation easement must be granted and recorded.*
- b) Referral to Airport Advisory Commission or its designee for review and comment to ensure that any proposed structure does not penetrate the elevations shown on the Colorado Springs Airport Map.*
- c) Referral to Airport Advisory Commission or its designee for review and comment is required if the land use or permit request is for a communication facility, wastewater treatment facility, lift station or other use that uses electronic communications or emitting electromagnetic radiation that may create electrical interference with radio communication and navigational aids.*

The development standards for properties within the ANAV subzone will be adhered to at each step of the development process. An aviation easement will be dedicated with the future plat.