

HANCOCK COMMONS

PROJECT STATEMENT

MARCH 2022

REQUEST

N.E.S. Inc. on behalf of HC20, LLC requests approval of the following applications:

1. A rezone of 20.26 acres from PUD OC/CR PBC AO to PUD A/O.
2. A PUD Concept Plan for 20.26 acres.

LOCATION

The project site is located in Colorado Springs on Hancock Expressway, north of Milton E Proby Parkway. The property lies in an area of mixed-use, which includes commercial and residential development. High density residential development lies to the east and northeast. To the north is a vacant parcel zoned PUD, and single family residential. Properties to the west and south of the site are zoned PUD and include single family residential, multifamily residential, a church, and park space.

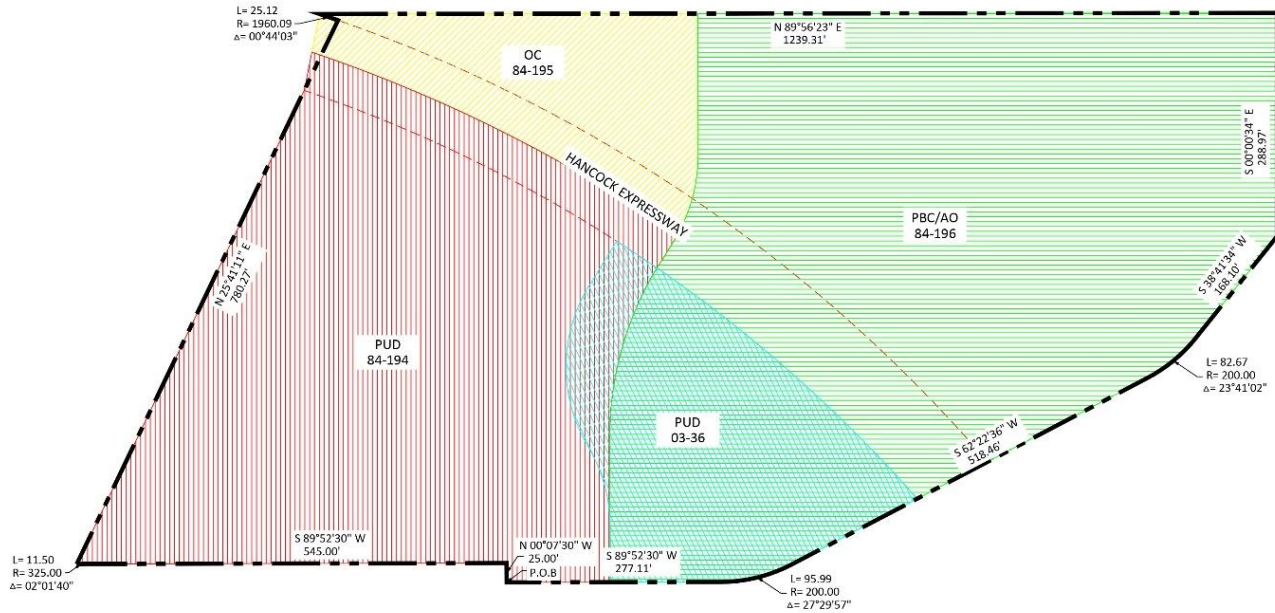
Sand Creek-Peterson Field drainageway runs along the south and west boundary of the property. On the west side of existing Hancock Expressway and along the west boundary of the site, the drainageway has been engineered into a concrete trapezoidal channel. On the east side of Hancock to Chelton the drainageway is in its natural state. On the east side of Chelton the creek continues as a concrete trapezoidal channel.



ZONING CONTEXT

The property is zoned PUD OC/CR PBC AO. There are two existing PUD zoning ordinances on the west side with conditions of record. These ordinances overlap. The current zoning and ordinance history is shown below. The proposed zoning is PUD/AO to allow a cohesive zoning for the site, cleaning up current overlaps.

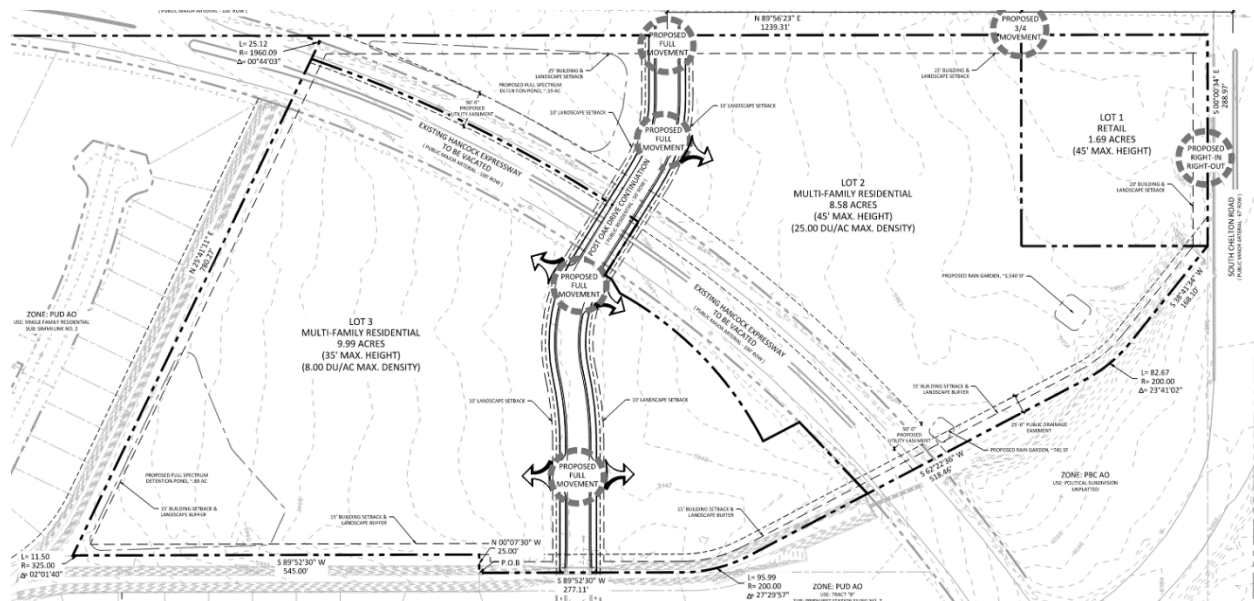
EXISTING CITY ZONING: PUD OC/CR PBC AO
(ORD. NO. 84-194, 84-195, 84-196, 03-36)



Surrounding zoning in the area includes:

DIRECTION	ZONE	
NORTH	PBC	PLANNED BUSINESS COMPLEX
NORTH	R1-6	SINGLE-FAMILY RESIDENTIAL
EAST	PUD	MULTIFAMILY RESIDENTIAL
SOUTH	PUD & R1-6	PLANNED UNIT DEVELOPMENT AND SINGLE-FAMILY RESIDENTIAL
WEST	PUD	SINGLE FAMILY RESIDENTIAL AND CHURCH

PROJECT DESCRIPTION



HC20, LLC is requesting approval of a PUD zone and PUD concept plan for 20.26 acres on Hancock Expressway. The existing property totals 18.59-acre; however, Hancock Expressway currently curves through the site, dividing it in two distinct parcels. This Concept Plan includes the realignment of Hancock Expressway along the northern property boundary, connecting Hancock east-west between Monica Drive West and Chelton Road. The project will include the vacation of the existing Hancock right-of-way bisecting the property, which will be added to the property thereby increasing the total acreage for the Concept Plan and PUD rezone to 20.26 acres. The proposed realignment of Hancock has been a City priority and is included in the 2040 Major Transportation Corridor Plan (MTCP) as a 2040 Roadway Improvement Project future principal arterial. The project also includes the extension of Post Oak Drive, connecting the neighborhood to the south to the new alignment of Hancock Expressway to the north.

The project proposal includes multifamily residential and commercial development. Lot 1, at the corner of the proposed Hancock Expressway and South Chelton Road, is proposed for commercial use. This is consistent with the current PBC zoning of this part of the property. Access to this area includes a $\frac{3}{4}$ movement intersection off Hancock Expressway and a right-in/right-out onto Chelton Road.

Lot 2 is proposed as 8.58 acres of high-density multifamily development. This lot has a maximum density of 25 du/acre, with a maximum building height of 45-feet. Part of the multifamily site is currently zoned OC, which allows multifamily residential as a Permitted Use, and the remainder is currently zoned PBC, which allows multifamily residential as a Conditional Use. The height limit in the OC and PBC zones is 45-feet. Accordingly, the proposed multifamily use is consistent with the existing zoning for the site. Access to this lot includes a $\frac{3}{4}$ movement intersection from the Hancock Expressway extension, and a full movement intersection off Post Oak Drive.

Lot 3 is a 9.99-acre medium density multifamily residential area in the west portion of the property. This lot has a maximum density of 8 du/acre with a maximum building height of 35-feet. The maximum density of this area from the 1984 PUD ordinance is 15 du/acre with a maximum height of 30 feet for townhouse type development. The maximum density of this area from the PUD ordinance from 2003 is 11.668 du/ac and a maximum height of 35-feet. The proposed maximum density of Lot 3 is at least 48% less than the current PUD zones would allow and the proposed building height is consistent with the most recent PUD zoning. There are two full movement access points on the extended Post Oak Drive to this lot.

Two full spectrum detention ponds on site. The first detention pond is approximately .9 acres will be in the southwest corner of the site. This detention pond and open space surrounding provides a buffer to the adjacent single family residential to the west and south. The second detention pond is approximately .6 acres and will be in the northwest corner of the site.

PROJECT JUSTIFICATION

Zone Change Criteria (Section 7.5.603. B)

1. THE ACTION WILL NOT BE DETRIMENTAL TO THE PUBLIC INTEREST, HEALTH, SAFETY, CONVENIENCE OR GENERAL WELFARE.

The applicant is requesting to rezone the property to PUD (Planned Unit Development), with the intent to develop multifamily dwellings and commercial. The request to change the zoning of the properties will not be detrimental to the public interest, health, safety, convenience or general welfare. The site is currently within three different zones, and the two existing PUD zones on the west side overlap and have different density and height restrictions. Rezoning to a single PUD zone provides one zoning designation for the entire property and is complimentary to adjacent PUD zoning designations. The PUD zone also allows for the mix of uses and different residential densities proposed.

The development will provide additional housing and commercial options for the community and those working in the area. The subject property lies within an area that has been changing and growing. This site is in close proximity to a variety of employment areas. This includes a large industrial hub due west, and an industrial area to the east.

2. THE PROPOSAL IS CONSISTENT WITH THE GOALS AND POLICIES OF THE COMPREHENSIVE PLAN.

The Vision Map of the Comprehensive Plan designates this area as a “reinvestment area & community hub”. The Areas of Change map designates this parcel as an “Area of High Change”. The site lies within the Deerfield Hills neighborhood, which is identified as a “Changing Neighborhood”. PlanCOS identifies the importance of strong and vital Neighborhood Centers that incorporate a variety of uses and services available to local residents.

Goal UP-2: Embrace thoughtful, targeted, and forward-thinking changes in land use, infill, reinvestment, and redevelopment to respond to shifts in demographics, technology, and the market.

Goal VN-3: Through neighborhood plans, associations, and partnerships, empower neighborhoods to reinvest in order to create community, vibrancy, and to address their specific vision and needs.

Goal SC-1: Multimodally connect people and land uses throughout the city and region.

Policy VN-3.E: Encourage and support the integration of mixed-use development in neighborhoods.

Policy VN-2.A: Promote neighborhoods that incorporate common desired neighborhood elements.

The proposed development is consistent with these classifications and policy objectives as it is infill development and will result in reinvestment in this neighborhood. Additionally, the realignment of Hancock and the extension of Post Oak Drive will improve connectivity between neighborhoods, local destinations and employment centers.

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.

This area is within the Pinehurst Master Plan limits. The Pinehurst Master Plan was approved in 2002. The 2002 plan shows the proposed realignment of Hancock Expressway as proposed in this PUD Concept Plan. This master plan also shows the entire site as PUD, consistent with this proposal.



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. (ORD. 94-107; ORD. 97-111; ORD. 01-42; ORD. 03-157; ORD. 12-76)

No MU Zone district exists on this site nor is one proposed.

PUD Concept Plan Review Criteria (Section 7.3.605)

- 1. THE PROPOSED DEVELOPMENT PATTERN CONSISTENT WITH THE COMPREHENSIVE PLAN AND ALL APPLICABLE ELEMENTS OF THE COMPREHENSIVE PLAN (INCLUDING THE INTERMODAL TRANSPORTATION PLAN AND THE PARKS, RECREATION AND TRAILS MASTER PLAN)?**

The concept plan is consistent with the comprehensive plan, as described above.

- 2. ARE THE PROPOSED USES CONSISTENT WITH THE COMPREHENSIVE PLAN, AS AMENDED?**

The proposed uses are consistent with the comprehensive plan, as described above.

- 3. IS THE PROPOSED DEVELOPMENT CONSISTENT WITH ANY CITY APPROVED MASTER PLAN THAT APPLIES TO THE SITE?**

This area is within the Pinehurst Master Plan limits. The Pinehurst Master Plan was approved in 2002. The 2002 plan shows the proposed realignment of Hancock Expressway as proposed in this PUD Concept Plan. This master plan also shows the entire site as PUD, consistent with this proposal.

- 4. IS THE PROPOSED DEVELOPMENT CONSISTENT WITH THE INTENT AND PURPOSES OF THIS ZONING CODE?**

The PUD Concept Plan is consistent with all applicable portions of the zoning code and no variances are requested. The project is consistent with the purpose of the PUD zone to promote development that is characterized by a variety of mutually supportive and integrated residential and nonresidential land uses, to encourage flexibility and a variety of development types that will improve the quality of physical development, and to provide an overall unified approach and a clear and reasonable plan for the phased development and completion of proposed development.

The current zoning on the property includes several different zones with some overlapping zones providing different density and height allowances. Rezoning to a single PUD zone provides one zoning designation for the entire property and is complimentary to adjacent PUD zoning designations. The PUD zone allows for the mix of uses and different residential densities and heights proposed in a way that could not be achieved through the application of the City's standard single use zones.

- 5. DOES THE DEVELOPMENT PATTERN PROPOSED WITHIN THE PUD CONCEPT PLAN PROMOTE THE STABILIZATION AND PRESERVATION OF THE EXISTING OR PLANNED LAND USES IN ADJACENT AREAS AND SURROUNDING RESIDENTIAL NEIGHBORHOODS?**

The development pattern promotes preservation of adjacent land uses and all surrounding residential neighborhoods. The maximum residential density in lot 3 is 8 du/acre with a 35-foot maximum building height. The existing PUD zoning in this part of the site allows a much higher density and similar building height. The proposed higher density multifamily residential on Lot 2 is situated on the east side of the property adjacent to the proposed Hancock Expressway extension and will provide a transition from the lower density residential to the west and the

this heavily trafficked principal arterial. The proposed realignment of Hancock Expressway and the extension of Post Oak Drive will improve connectivity between adjacent neighborhoods and land uses.

6. DOES THE DEVELOPMENT PATTERN PROPOSED WITHIN THE PUD CONCEPT PLAN PROVIDE AN APPROPRIATE TRANSITION OR BUFFERING BETWEEN USES OF DIFFERING INTENSITIES BOTH ON SITE AND OFF SITE ?

The land uses proposed include the highest density residential adjacent to the proposed Hancock Expressway and commercial area. The density of development in the west part of the property, Lot 3, is 8 du/acre. The neighboring subdivision to the west has a density of 6.4 du/ac, and the subdivision to the south has a density of 4.4 du/acre. There is also multifamily residential development with a density of 11.7 du/ac immediately adjacent to the southern boundary of the property. This proposed medium density residential provides a buffer between the proposed higher density residential/commercial and the single family residential to the south and west of the site. The detention pond proposed in the southwest corner of the site furthers the buffer between single-family low density and the proposed residential in lot 3. Appropriate landscape buffers and building setbacks are also included.

7. DOES THE NONRESIDENTIAL DEVELOPMENT PATTERN PROPOSED WITHIN THE PUD CONCEPT PLAN PROMOTE INTEGRATED ACTIVITY CENTERS AND AVOID LINEAR CONFIGURATIONS ALONG ROADWAYS?

The proposed nonresidential development is at the corner of Hancock and Chelton, which will avoid linear configurations along roadways. The proposed commercial center will create an integrated activity center to serve the new and existing residents in the area.

8. ARE THE PERMITTED USES, BULK REQUIREMENTS AND REQUIRED LANDSCAPING APPROPRIATE TO AND COMPATIBLE WITH THE TYPE OF DEVELOPMENT, THE SURROUNDING NEIGHBORHOOD OR AREA AND THE COMMUNITY?

Landscaping buffers and setbacks include a 15-foot buffer to the south and west, a 25-foot landscape setback adjacent to the realigned Hancock Expressway, and a 20-foot landscape setback on South Chelton Rd.

9. DOES THE PUD CONCEPT PLAN PROVIDE ADEQUATE MITIGATION FOR ANY POTENTIALLY DETRIMENTAL USE TO USE RELATIONSHIPS (E.G., COMMERCIAL USE ADJACENT TO SINGLE-FAMILY HOMES)?

Detrimental use to use relationships are avoided in this plan. The commercial use proposed is adjacent to high density residential. The units that are closest to existing single family residential to the south and west are lower density, with a lesser building height maximum. 15-foot landscape buffers are also provided adjacent to the existing single-family residential.

10. DOES THE PUD CONCEPT PLAN ACCOMMODATE AUTOMOBILE, PEDESTRIAN, BICYCLE AND TRANSIT MODES OF TRANSPORTATION AS APPROPRIATE, TAKING INTO CONSIDERATION THE DEVELOPMENT'S PRIMARY FUNCTION, SCALE, SIZE AND LOCATION?

The proposed realignment of Hancock Expressway and the extension of Post Oak Drive will better accommodate cars, pedestrians, and bicycles. An internal sidewalk network, as well as a connection to adjacent streets will be provided.

11. DOES THE PUD CONCEPT PLAN INCLUDE A LOGICAL HIERARCHY OF PERIMETER AND INTERNAL ARTERIAL, COLLECTOR AND LOCAL STREETS THAT WILL DISPERSE DEVELOPMENT GENERATED VEHICULAR TRAFFIC TO A VARIETY OF ACCESS POINTS AND WAYS, REDUCE THROUGH TRAFFIC IN ADJACENT RESIDENTIAL NEIGHBORHOODS AND IMPROVE RESIDENT ACCESS TO JOBS, TRANSIT, SHOPPING AND RECREATION?

The proposed street configuration provides a logical hierarchy of streets to disperse vehicular traffic, and mitigate traffic on neighborhood streets.

12. WILL STREETS AND DRIVES WITHIN THE PROJECT AREA BE CONNECTED TO STREETS OUTSIDE THE PROJECT AREA IN A WAY THAT MINIMIZES SIGNIFICANT THROUGH TRAFFIC IMPACTS ON ADJACENT RESIDENTIAL NEIGHBORHOODS, BUT STILL IMPROVES CONNECTIVITY, MOBILITY CHOICES AND ACCESS TO JOBS, SHOPPING AND RECREATION?

The proposed street configuration allows a connection of Post Oak Drive to the proposed realigned Hancock Expressway. These planned improvements will enhance connectivity but will not create additional traffic impacts.

13. DOES THE PUD CONCEPT PLAN PROVIDE SAFE AND CONVENIENT VEHICLE AND PEDESTRIAN CONNECTIONS BETWEEN USES LOCATED WITHIN THE ZONE DISTRICT, AND TO USES LOCATED ADJACENT TO THE ZONE DISTRICT OR DEVELOPMENT?

The proposed intersection alignments provide safe and convenient connections for vehicle and pedestrian traffic. A right in right out intersection is proposed off Chelton Road from the commercial area (lot 1). Access to the residential areas from Hancock Expressway will be full movement intersection onto Post Oak Drive. There is an additional $\frac{3}{4}$ movement intersection proposed on the extended Hancock Expressway to access lot 1 and lot 2. Two full movement intersections will provide access to lot 3 from Post Oak Drive.

14. WILL ADEQUATELY SIZED PARKING AREAS BE LOCATED TO PROVIDE SAFE AND CONVENIENT ACCESS, TO AVOID EXCESSIVE PARKING RATIOS AND AVOID EXCESSIVE EXPANSES OF PAVEMENT?

Parking areas based on proposed uses and development phases have been preliminarily identified on the Concept Plan per City parking standards and will be verified in future Development Plans.

15. ARE OPEN SPACES INTEGRATED INTO THE PUD CONCEPT PLAN TO SERVE BOTH AS AMENITIES TO RESIDENTS/USERS AND AS A MEANS FOR ALTERNATIVE TRANSPORTATION MODES, SUCH AS WALKING AND BIKING?

The development will include areas of common open space throughout the site that will be interconnected with trails to provide access to all new residents. Additional facilities and amenities will be included for residents and these will be identified on future development

plans. There is also a variety of park space nearby. The Skyview Sports complex and community park to the west of the site provide ample recreation opportunity. Adjacent local neighborhood parks include Deerfield Park and Soaring Eagles Park.

16. WILL THE PROPOSED DEVELOPMENT OVERBURDEN THE CAPACITIES OF EXISTING OR PLANNED STREETS, UTILITIES AND OTHER PUBLIC FACILITIES?

The proposed development will not overburden the capacities of existing streets. This project will facilitate the realignment of Hancock Expressway, which has been a priority for the City for many years. The portion of Hancock Expressway that will be vacated will remain a utility easement. Much of this existing roadway will be used as open space, trails and parking for the development. The Traffic Impact Study submitted with the application indicates that the addition of site-generated traffic is expected to create no negative impact to traffic operations for the existing surrounding roadway system in the long- or short-term.

The development will make more efficient use of the utilities already serving this urban infill property. The development will provide open space and amenities for residents and therefore will not place a burden on existing parks in the area. The schools within this school district are generally under capacity and the addition of more residents will help to secure ongoing school viability.

17. ARE THE AREAS WITH UNIQUE OR SIGNIFICANT NATURAL FEATURES PRESERVED AND INCORPORATED INTO THE DESIGN OF THE PROJECT? (ORD. 03-110; ORD. 03-190; ORD. 09-70; ORD. 09-80; ORD. 12-68; ORD. 19-3)

A portion of the site is within the designated floodplain. It is proposed to continue with the concrete trapezoidal channelization of the currently natural portion of the Sand Creek-Peterson Field Drainageway on the eastern half of the property, to match the existing concrete channels to the west and east. This will be accompanied by a CLOMR/LOMR, to revise the floodplain.