



## Legislation Details (With Text)

**File #:** CPC PUZ 19-00126    **Version:** 3    **Name:** Hansen Ranch  
**Type:** Ordinance    **Status:** Mayor's Office  
**File created:** 5/28/2020    **In control:** City Council  
**On agenda:** 9/8/2020    **Final action:** 9/8/2020

**Title:** Ordinance No. 20-59 amending the zoning map of the City of Colorado Springs relating to 12.89 acres located south and east of the Tutt Boulevard and Templeton Gap Road roundabout from A/AO (Agriculture with an Airport Overlay) to PUD/AO (Planned Unit Development: 35-foot maximum height, single-family detached units, 5.04 dwelling units per acre with an Airport Overlay)

(Quasi-Judicial)

Related File: CPC PUZ 19-00126, CPC PUD 19-00127

**Presenter:**

Hannah Van Nimwegen, Senior Comprehensive Planner, Planning & Community Development  
Peter Wysocki, Planning & community Development Director

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** 1. ZC\_ORD\_HansenRanch, 2. Exhibit A - Legal Description, 3. Exhibit B - Legal Description Depicted, 4. Vicinity Map, 5. Signed Ordinance 20-59.pdf

Date	Ver.	Action By	Action	Result
9/8/2020	2	City Council	finally passed	Pass
8/25/2020	2	City Council	approved on first reading	Pass
7/16/2020	1	Planning Commission	referred	Pass

Ordinance No. 20-59 amending the zoning map of the City of Colorado Springs relating to 12.89 acres located south and east of the Tutt Boulevard and Templeton Gap Road roundabout from A/AO (Agriculture with an Airport Overlay) to PUD/AO (Planned Unit Development: 35-foot maximum height, single-family detached units, 5.04 dwelling units per acre with an Airport Overlay)

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**Summary:**

Owner: Donald D. Cannella  
Developer: DDC Burton, Inc.  
Representative: Whitehead Engineering  
Location: South and east of the Tutt Boulevard and Templeton Gap Road roundabout

The Hansen Ranch project includes concurrent applications for a zone change and development plan for 12.89 acres. The zone change requests to rezone from A/AO (Agriculture with an Airport Overlay) to PUD/AO (Planned Unit Development: 35-foot maximum height, single-family detached units, 5.04 dwelling units per acre with an Airport Overlay). The development plan (**see “development plan” attachment**) illustrates 65 single-family residential detached lots with a full spectrum detention pond and an open space amenity tract.

**Background:**

The adjacent Dublin North subdivision (directly to the east) was annexed into the city between 2005 and 2006, and was zoned for single-family use in 2014. Along with the establishment of the zone district for the Dublin North subdivision, a master plan was also established. The majority of subject site was then annexed into the city in 2018 and was assigned a holding zone of A (Agriculture). The property was not required to establish its own master plan or to be added to the Dublin North master plan as permitted in code section 7.5.403.B Waiver of Master Plan Requirement, “It is recognized that with certain requests for annexation, a land use master plan will not further the purpose of this part. The Manager may waive the submission of a land use master plan based upon a review of the following criteria:

1. The land area under review is a small parcel of land, which is less than thirty (30) acres and proposed for a single primary land use;
2. The land area under review is part of an enclave with a well-established surrounding development pattern; and
3. No major infrastructure or urban services are required based upon initial assessment of fiscal impact.
4. When waived, a concept plan, development plan or subdivision plat shall be required to be submitted for review and approval in lieu of a master plan.

The owner had identified future intentions for higher density residential development on this site at the time of annexation, however, staff is of the opinion the proposed density is more compatible with the established land uses in the vicinity.

The development plan illustrates 165 total single-family detached lots for a gross density of 5.04 dwelling units per acre (du/ac). The primary points of access are shown as Bodacious Circle from Tutt Boulevard and Dillenger Lane from Templeton Gap Road. The smallest lot size is 4,795 square feet, the largest is 11,560 square feet, with the most common lot size being 5,000 square feet with a lot width of 50 feet. Setbacks, lot coverage, and other dimensional standards are outlined in the development plan (see “development plan” attachment). One full spectrum detention pond is illustrated along the southern edge of the development. An open space tract is located on the southeast side of the development and connects to the adjacent Dublin North subdivision. This open space area contains benches and picnic tables.

A concern raised by the adjacent neighborhood association is the separation between subdivisions (see “map of neighborhood concerns” attachment). The City of Colorado Springs’s Zoning Code does not require a buffer area or buffer landscaping between identical land uses. The subject subdivision is proposing a 15-foot setback from the rear property lines which matches the minimum rear setback of

the Dublin North Subdivision. Another concern raised by the neighborhood is regarding drainage from the subject site onto the adjacent single-family residential lots. The project's final drainage report was approved on March 20, 2020. This report illustrates stormwater being routed to the southwest portion of the site into the site's one full-spectrum detention pond. According to this report, the existing stormwater flow is to the southwest, and the proposed development would not be altering this natural pattern. Stormwater that may drain to adjacent residential lots would be at, or below, the historic level.

A second concern raised by the Dublin North Homeowners Association is the operation of the intersection of Wolf Ridge Road and Templeton Gap Road, located north of the subject proposal, with the additional residential units (see "map of neighborhood concerns" attachment). While City Traffic Engineering did not require an analysis for the subject proposal, one was required for a nearby development. The report for the nearby development analyzes this intersection and determines that with the total build out of the surrounding area, including the subject site, this intersection will operate at a Level of Service (LOS) C. "The yielding turn movements at the unsignalized intersection of Templeton Gap Road/Wolf Ridge Road currently operate at LOS B or better during both peak hours. The turning movements are forecast to operate at LOS C or better in all future scenarios during both peak hours." This report also analyzed the operation of the roundabout at Tutt Boulevard and Templeton Gap Road. This report states, "The roundabout at the intersection of Tutt Boulevard/Templeton Gap Road currently operates at LOS A during both peak hours and is forecast to continue to operate at LOS A in all future scenarios. All movements are anticipated to operate at LOS B or better."

This property is located along Templeton Gap Road where it meets the roundabout with Tutt Boulevard. Similar single-family residential projects exist or are under construction nearby including the Dublin North neighborhoods. This property is located south of the Tutt Boulevard and Woodmen Road intersection which has been planned for commercial development on the south corners near St. Francis hospital. This portion of Woodmen Road does not currently have bus service, but is located within a mile of the Black Forest Park-n-Ride which facilitates carpooling.

The City's Comprehensive Plan, PlanCOS, identifies the area subject to the applications as a "newer developing neighborhood" on the Vision Map and fits within the Emerging Neighborhoods typology of the Vibrant Neighborhoods chapter. Recommendations for this typology include providing pedestrian connections to park and trail systems. This typology also states, "The goal of this neighborhood typology is to ensure the further application of amenities and best practices ... to enhance their livability and adaptability as they mature." Staff believes the subject applications apply those recommendations by extending the pedestrian connection from the existing subdivision to the east and providing an open space tract for the use of both neighborhoods. The Vibrant Neighborhoods chapter of PlanCOS emphasizes the need to provide a diversity of housing types, styles, and price points. The Hansen Ranch development illustrates a range of lot sizes which are to be offered at different price points. Potential buyers of the proposed lots would be of a range of income levels ultimately leading to a relatively inclusive neighborhood.

**Previous Council Action:**

N/A

**Financial Implications:**

N/A

**City Council Appointed Board/Commission/Committee Recommendation:**

At the City Planning Commission meeting held on July 16, 2020, the project applications were considered under the New Business Calendar. City Planning staff anticipated a representative of the Dublin North neighborhood to comment on their opposition to the proposal. However, no individuals were in attendance to speak in opposition. The City Planning Commission then voted unanimously 7-0-2 (with Commissioners Eubanks and Raughton absent) to approve the project applications.

**Stakeholder Process:**

The public notification process consisted of providing initial notice to the neighbors by placing a poster for the project on site and sending postcards to 256 property owners within 1,000 feet of the parcel's boundary. Public comments, including a letter from the adjacent Dublin North Homeowners Association, were received during the initial review (see **"public comments" attachment**). Concerns regarding traffic congestion and safety, drainage, and park space are discussed in these letters. Those concerns are addressed in more detail in the following report sections. The site was posted and public notification sent prior to the City Planning Commission hearing and the City Council hearing as well.

The applications were sent to the standard internal and external agencies for review and all comments are addressed. Review agencies for this project include Colorado Springs Utilities, City Traffic Engineering, City Engineering, City Landscape, City Fire Department and Police/E-911.

- The Falcon School District 49 will require fees to be collected at building permit in lieu of land dedication.
- The Airport Advisory Committee also reviewed the subject proposal and has no objections.
- City Traffic Engineering is requiring the developer to stripe the center lane in Templeton Gap Road east of Dillenger Lane to provide 100-foot westbound left-turn lane into the development, a note has been added to the development plan stating such.

**Alternatives:**

1. Uphold the action of the City Planning Commission;
2. Modify the decision of the City Planning Commission;
3. Reverse the action of the City Planning Commission; or
4. Refer the matter back to the City Planning Commission for further consideration.

**Proposed Motion:**

CPC PUZ 19-00126

Adopt an ordinance amending the zoning map pertaining to 12.89 acres from A/AO (Agriculture with an Airport Overlay) to PUD/AO (Planned Unit Development: 35-foot maximum height, single-family detached units, 5.04 dwelling units per acre with an Airport Overlay), 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), and the criteria for establishment of a PUD zone district as set for in City Code Section 7.3.603.

An ordinance amending the zoning map of the City of Colorado Springs relating to 12.89 acres located south and east of the Tutt Boulevard and Templeton Gap Road roundabout from A/AO (Agriculture with an Airport Overlay) to PUD/AO (Planned Unit Development: 35-foot maximum height, single-family detached units, 5.04 dwelling units per acre with an Airport Overlay)