



Legislation Details (With Text)

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Title: A major concept plan amendment to the Mohawk Commercial Center concept plan establishing a mix of residential, commercial, and recreational land use, located at the southwest intersection of Woodmen Road and Mohawk Road.
(Quasi-Judicial)

Presenter:
Katelynn Wintz, Planning Supervisor, Planning & Community Development
Peter Wysocki, Director, Planning & Community Development

Sponsors:

Indexes: Master Plan Amendment

Code sections:

Attachments: 1. Concept Plan Amendment, 2. 7.5.501.E Concept Plans

Date	Ver.	Action By	Action	Result
12/13/2022	2	City Council	approved	Pass
11/9/2022	1	City Planning Commission	referred	Pass

A major concept plan amendment to the Mohawk Commercial Center concept plan establishing a mix of residential, commercial, and recreational land use, located at the southwest intersection of Woodmen Road and Mohawk Road.
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Summary:

Owner: DCL Concepts, LLC
Developer: Alliance Residential Realty
Representative: NES, Inc - Andrea Barlow
Location: The property is generally located at the southwest corner of Mohawk Road and Woodmen Road, just north of the Pride Soccer fields.

The project includes concurrent applications for a major master plan amendment and major concept plan amendment for 28.5-acres of land at the southwest intersection of Mohawk Road and Woodmen Road. The project site is currently zoned PBC/AO (Planned Business Center with Airport Overlay). The major master plan amendment proposes reconfiguration of the identified land uses to add residential land use to the planned area and maintain areas of commercial and recreational use. The

major concept plan amendment illustrates the envisioned commercial and residential development with a proposed private drive to provide circulation throughout the site as well as connections to adjacent developments.

Background:

The proposed major master plan amendment requests to modify the existing land use classifications to include residential development while maintaining areas of commercial land use and supporting the existing recreation land use in the master planned area. Master Plans are generalized guides for development and as noted in City Code Section 7.5.403.C, at times it may become necessary to amend the plans as conditions change. While the proposed plan amendment adds residential opportunities to this area, residential is not an uncommon use type along the Woodmen Road corridor. To both the east and west of the site, master plan amendments, concept plans and supporting development plan applications have been approved to support residential land use and development. The master plan proposes a density range of 12-24.99 dwelling units per acre and reduces the commercial acreage to 9.6-acres from approximately 60-acres. The original master plan did not set a land use classification for the existing Pride Soccer fields, however, with the amendment the land use is identified as Recreational Commercial and maintains 26.9-acres of land area.

The major concept plan amendment divides the subject property into four lots and identifies proposed future access points from Woodmen Road, Mohawk Road & the development to the west. Lot 1 contains the existing Pride Soccer facility. This lot also envisions the opportunity to develop two new soccer fields and improved parking areas to expand the current operation. Immediately east of the proposed Lot 1 is the full movement access from Mohawk Road. This access point is proposed to be a private drive to access the existing and future development on the project site. This access is aligned with the future Straight Way being developed by the property owners on the east side of Mohawk Road. Per Traffic Engineering the developer is responsible to construct a portion of, or the complete section of, Mohawk Road.

Lot 2 is proposed as the reserved area of commercial development. While the area on the master plan equals 9.6-acres, the concept plan shows a slightly reduced area at 6.9-acres to accommodate a 2.9-acre future tract of land reserved for detention purposes. There is a proposed private drive to the north that will connect to a north/south access road shared with the property to the west of the site.

Lots 3 and 4 are the areas of land adjacent to the Woodmen Road right of way which are proposed for residential development. Lot 3 is the western portion of the site is approximately 10.8-acres, identified for multi-family residential development with a maximum density range of 18.99 dwelling units per acre. On the northwest side of Lot 3 there is a proposed right in right out access along Woodmen Road that will be a shared access with the development to the west. Lot 4 is approximately 16.6-acres identified for multi-family residential development with a maximum density of 24.99 dwelling units per acre. Lots 3 and 4 are separated by an access point along Woodmen Road.

The proposed densities of the residential lots are in line with the proposed master plan amendment. Per the project statement the applicant intends to develop this site with two different multi-family residential product types where each are developed for rent on one common lot. Residential use is conditionally permitted in the zone district and any project submitted for residential use will require a Conditional Use Development Plan. All residential development in the PBC zone district shall comply

with the R5 (Multi-Family) design standards which establish maximum building heights, lot area requirements and setbacks.

The project site is encumbered by a 300-foot wide public utility easement that includes overhead power lines along the southern portion of the site. Per the plans, this area will contain site elements like parking and detention facilities which are permitted in the easement area. The project does have a few minor outstanding comments that are proposed as technical modifications to the plans and one condition of approval. First, Traffic Engineering requests additional information about the proposed access point between lots 3 and 4 along Woodmen Road in relation to the shared access to the west. Second, the project site does include an open channel which is shown on lot 4. Per Stormwater Enterprise (SWENT) comments, this channel should be shown and labeled throughout the plan and will require a callout for a public drainage easement (to be recorded by separate instrument) on the plan. Per SWENT, a Master Development Drainage Plan (MDDP) is required to be accepted and approved prior to concept plan approval. The MDDP must also address and specify any necessary channel improvements. If the MDDP confirms channel improvements are required a note must be added to the Concept Plan. The revisions requested above are minor and will not fundamentally alter the proposed site design or proposed uses.

Staff has evaluated the proposed project for conformance with the City's current comprehensive plan (herein referred to as "PlanCOS"), adopted in January 2019. According to the PlanCOS Vision Map, the project site is identified as a Newer Developing Neighborhood. The project fits within the emerging neighborhood typology as defined in Chapter 2, Vibrant Neighborhoods, and this typology encourages a variety of housing types from low to medium density and ensure that careful attention is paid to the amenities the development may offer to enhance the neighborhood's livability. Chapter 2 also identifies in Goal VN-2 to:

"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."

Provision of newly constructed residential units is a direct response to the market needs for housing in the City, and the allowance of a PUD zone district that allows for customizable design standards benefits this goal by allowing for a variety of housing types and density mixes.

The project aligns with PlanCOS Chapter 4 Goal TE-4, which states:

"Focus on productively developing and redeveloping areas already in, nearby, or surrounded by the city in order to preserve open spaces, maximize investments in existing infrastructure, limit future maintenance costs, and reduce the impacts of disinvestment in blighted areas."

Policy TE-4.A encourages prioritization of development within the existing City boundaries and built environment (not in the periphery) and is further supported by Strategy TE.4-A-3 which supports greenfield development that includes mixed-use, higher density clusters, and quality design.

The proposed commercial zoning and future commercial development is supportive of the Thriving Economy Typology 4: Life and Style. This typology aims to meet the daily needs of residents with varied and easily accessible options. The key importance of this typology is ensuring that it is dispersed throughout the City and encourage "connected and accessible retail". Maintaining some portion of the commercial function of the proposed development will remain a supportive community amenity for current and future residents.

As discussed above, this proposal will amend the Mohawk Commercial Center master plan by changing the envisioned land use designations for 28.5-acres of land. This request will transition the land use designation from commercial and recreation to include residential use and reallocate acreage for each of the referenced land uses. Staff finds that while most of the available commercial area will be converted to support residential development, commercial land use opportunities are maintained on this site which remains consistent with the vision of the master plan to provide commercial opportunities along the Woodmen Road corridor while expanding diversity of housing choice in the master planned area. Staff finds the proposal to be consistent with, and in substantial compliance with, the Mohawk Commercial Center Master Plan, as amended.

Previous Council Action:

Council acted on a concurrent annexation for DCL-Pride, Mohawk Commercial Center master plan and zone establishment to PBC/AO (Planned Business Center, Airport Overlay) in July of 2008.

Financial Implications:

N/A

City Council Appointed Board/Commission/Committee Recommendation:

This item was heard on consent at the November 14, 2022, Planning Commission meeting and unanimously approved.

Stakeholder Process:

The public notification process consisted of providing notice to adjacent property owners within 1,000 feet of the site, which included mailing of postcards to 216 property owners, on three occasions: during the internal review stage and prior to the Planning Commission and City Council hearings. The site was also posted during the three occasions noted above. No public comments were received in support or opposition to the application throughout the review process.

Staff input is outlined in the following sections of this report. Staff sent copies of the plan set and supporting documentation to the standard internal and external review agencies for comments. Commenting agencies included Colorado Springs Utilities, City Engineering, City Traffic, City SWENT, City Fire, and City Police. All comments received from the review agencies have been addressed.

- Parks Department - The Parks Department determined that the development as proposed will trigger the PLDO ordinance and the developer will be obligated to pay fees in lieu of land dedication for any future residential development.
- District 49 - The school district 49 determined that the development as proposed will obligate fees in lieu of land dedication for any future residential development.

Alternatives:

City Council may choose to approve, amend, deny, or refer the item back to staff or City Planning Commission.

Proposed Motion:

Approve the Concept Plan Amendment for Mohawk Commercial Center, based upon the findings that request meets the review criteria for establishing a concept plan, as set forth in City Code Section 7.5.501(E) with the following condition of approval and technical modifications:

- Condition of approval:

- Master Development Drainage Plan (MDDP) is required to be accepted and approved by SWENT prior to concept plan approval.
- Technical modifications:
 - Satisfy Traffic Engineering's request for additional information on the separation between the two proposed access points along Woodmen Road.
 - Identify the open channel on the plans and indicate that a future public drainage easement is required.

N/a