



## Quick Facts

### Applicant

Kimley-Horn and Associates, Inc.

### Developer

SRG Woodmen LP

### Address / Location

Southeast of Mohawk Road and  
East Woodmen Road intersection

### TSN(s)

5310209007, 5310209008,  
5310201130 & 5310209009

### Zoning and Overlays

Current: MX-M/AP-O (Mixed-Use  
Medium with Airport Overlay)

### Site Area

Approximately 16.09 acres

### Proposed Land Use

Multi-Family Residential  
Dwellings (Apartments)

### Applicable Code

Previous Chapter 7

### Council District

# 6

## Project Summary

A Conditional Use Development Plan to allow a multi-family residential use on approximately 16.09 acres zoned MX-M/AP-O (Mixed-Use Medium with Airport Overlay) located to the southeast of the Mohawk Road and East Woodmen Road intersection.

File Number	Application Type	Decision Type
CUDP-22-0008	Conditional Use Development Plan	Quasi-Judicial

## Background

### Prior Land-Use History and Applicable Actions

<i>Action</i>	<i>Name</i>	<i>Date</i>
Annexation	Woodmen East Commercial Center Addition No. 1 Annexation (Ordinance 22-56)	September 13, 2022
Subdivision	Woodmen E. Commercial Center Flg No. 1 Add Concept Plan.	September 13, 2022
	Woodmen East Commercial Final Plat	October 29, 2024
Master Plan	N/A	
Prior Enforcement Action	N/A	

### Site History

The subject site is part of the Woodmen East Commercial Center Addition No. 1 which was annexed into the City in 2022. The property consists of Lot 7 and Tracts A, B and C of the Woodmen East Commercial Final Plat consisting of 16.09 acres. The subject property was identified on the Woodmen E. Commercial Center Filing No. 1 Addition Concept Plan as future multi-family. The Concept Plan also noted that the future multi-family would be a conditional use (refer to Attachment 1 – Concept Plan). The PBC/AO (Planned Business Center with Airport Overlay) was established with the annexation of this development to the city (Ordinance 22-57). With the adoption of the UDC and the city-wide rezone, the subject property went from the PBC (Planned Business Center) zone district designation to MX-M (Mixed-Use Medium).

### Applicable Code

The subject application was submitted prior to the implementation date (06/05/2023) of the ReTool project. The subject application was reviewed under previous Chapter 7. All subsequent references within this report that are made to “the Code” and related sections are references to previous Chapter 7

## Surrounding Zoning and Land Use

### Adjacent Property Existing Conditions

	<i>Zoning</i>	<i>Existing Use</i>	<i>Special Conditions</i>
North	MX-M/AP-O (Mixed-Use Medium with Airport Overlay)	Future commercial; part of the Woodmen East Commercial development	NA
West	MX-M/AP-O (Mixed-Use Medium with Airport Overlay)	Recreational Use	Pride Soccer Fields
South	PDZ/AP-O (Planned Development Zone District with Airport Overlay)	Single-Family detach residential dwellings	Banning Lewis Ranch

Zoning Map



Stakeholder Involvement

Public Notice

Public Notice Occurrences (Poster / Postcards)	Prior to Initial Review (2022)/City Planning Commission
Postcard Mailing Radius	1,000 feet
Number of Postcards Mailed	206
Number of Comments Received	1 comment during the initial review period

Public Engagement

One only comment was received by the former planner (refer to Attachment 2 – Public Comment). No response was provided by the applicant. A neighborhood meeting was not held for this project.

## Timeline of Review

Initial Submittal Date	April 7, 2023
Number of Review Cycles	10
Item(s) Ready for Agenda	August 18, 2025

## Agency Review

### Traffic Impact Study

A Traffic Compliance Letter dated March 21, 2022, prepared by Kimley-Horn and Associates, was reviewed and accepted by City Traffic Engineering. All comments were addressed during the review of this project.

### School District

The subject property is located within District 49 boundary. No comments were provided by District 49, so school fees are applicable at the time of building permit in lieu of land dedication.

### Parks

Park Land Dedication Ordinance (PLDO) fees are applicable at the time of building permit.

### Stormwater Enterprise (SWENT)

SWENT reviewed this application. All comments were addressed during the review of this project. The final drainage report was approved

### Colorado Springs Utilities (CSU)

CSU reviewed this application and all comments were addressed during the review of this application.

## Conditional Use Development Plan

### Summary of Application

The applicant has proposed a Condition Use Development Plan to all for the development of a multi-family residential development on Lot 7 and Tracts A, B and C of the Woodmen East Commercial Final Plat consisting of 16.09 acres. As noted previously, the request is for approval of multi-family residential dwellings (apartments). The project consists of 360 units (3-and 4-story buildings consisting of 1, 2 and 3 -bedrooms) within seven buildings that have tucked under garages and surface parking spaces (refer to Attachment 3 – Conditional Use Development Plan). The project also consists of the following amenities: fitness center and clubhouse with pool (refer to Attachment 4 – Project Statement). The property will primarily be accessed from Mohawk Road off East Woodmen Road and Straight Way to the north of the project. Golden Jubilee Drive will traverse the Woodmen East Commercial development along the south. It will ultimately connect to future development within Banning Lewis Ranch North to the east

Per the Woodmen E. Commercial Center Filing No. 1 Addition Concept Plan (refer to Attachment 1 – Concept Plan), the subject properties were identified for multi-family. Under the Code, a multi-family residential use is conditional in the PBC (Planned Business Center) zone district. With the adoption of the UDC and the city-wide rezone, the subject property went from the PBC (Planned Business Center) zone district designation to MX-M (Mixed-Use Medium). This change in zone district, also changed the designation of the multi-family use type. Under the current UDC, multi-family residential is a permitted use in the MX-M (Mixed-Use Medium) zone district.



Under Chapter 7, a Conditional Use request and a Development Plan were reviewed concurrently and a determination is made by City Planning Commission. Under UDC, a Conditional Use is typically reviewed with a land use plan or statement, which goes before Planning Commission. Development Plan applications are thus reviewed administratively by City Planning staff. For this particular application, Planning Commission will make a decision concurrently for both Conditional Use as well as the Development Plan, concurrently.

Due to delays with the master developer of the Woodmen E. Commercial Center Filing No. 1 Addition development, the Applicant chose not to pivot the project from Chapter 7 to UDC as the review of the project was completed, and new land use review fees would have been applied. In addition, additional development standards under UDC would have been applicable.

## Application Review Criteria

### Previous Chapter 7 Section 7.5.704: Conditional Use

In accordance with Chapter 7, conditional use is *“a land use which is an allowed use in a zone district but has operating and/or physical characteristics which require careful consideration and public review of the impact upon the neighborhood and the public facilities surrounding the proposed location. Conditional uses are subject to special requirements and the approval of the Planning Commission.”*

The Planning Commission *“may approve and/or modify a conditional use application in whole or in part, with or without conditions, only if all three (3) of the following findings are made.” “The approved conditional use and development plan shall be binding on the property until an amendment is approved changing the use of the property. Except as otherwise recommended by the Planning Commission, the development of a conditional use shall conform to the applicable regulations of the district in which it is to be located.”*

Although this application was review per the Conditional Use and Development Plan standards of previous Chapter 7, future modifications to the approved Development Plan will be in accordance with UDC Section UDC 7.5.516.B1 and 2.

1. *“A Minor Modification of the permit or approval may be approved by the Manager as described in this Section, unless a condition of the permit or approval requires that the type of modification being requested be heard by the Planning Commission or City Council.*
  2. *A Major Modification to the permit or approval may only be approved by the decision-making body that approved the original permit or approval, using the same procedure used for the original permit or approval”*
- A. *Surrounding Neighborhood: That the value and qualities of the neighborhood surrounding the conditional use are not substantially injured.*

The proposed multi-family residential development, which consists of an apartment product, provides transition between the single-family detached dwelling along the south and the commercial to the north along East Woodmen Road. Mohawk Road will not connect through to the residential neighborhood to the south. Mohawk Road will dead-end and connect to Golden Jubilee Drive which will be a future west/east right-of-way. The value and the quality of the neighborhood surrounding the proposed use will not be substantially injured by this project.

- B. *Intent of Zoning Code: That the conditional use is consistent with the intent and purpose of this Zoning Code to promote public health, safety and general welfare.*

When the property was annexed into the city in 2022, the PBC (Planned Business Center) was the establishing zone district. The Woodmen E. Commercial Center Filing No. 1 Addition Concept Plan supported the zone district and identified the subject property as future multi-family residential development. Under previous Chapter 7, the intent of the PBC (Planned Business Center) was *“to accommodate commercial land uses and preserves and enhances areas for a range of retail sales and service establishments.”*

In alignment with the UDC, the Woodmen East Commercial Center Filing No. 1 Addition was rezoned to the MX-M (Mixed-Use Medium) zone district upon the city-wide rezone associated with the adoption of UDC in 2023. The purpose of the MX-M (Mixed-Use Medium Scale) zone district is to *“accommodates a mix of, for example,*

*commercial, retail, office, multi-family residential, and civic uses*". The concept plan for the Woodmen East Commercial development intended for this subject property to be developed as multi-family.

**C. Comprehensive Plan: That the Conditional Use is consistent with the Comprehensive Plan of the City.**

The Conditional Use Development Plan for the proposed multi-family development is consistent with the City's Comprehensive Plan (PlanCOS). Further discussion is provided in the 'Compliance with PlanCOS' section of this report.

After evaluation of the Woodmen East Commercial Filing No. 1, Lot 7 Conditional Use Development Plan, the application meets the review criteria for Conditional Use in accordance with previous Chapter 7.

**Previous Chapter 7, Section 7.5.502.E: Development Plan**

In accordance with Chapter 7, Section 7.5.502.E, *"a development plan shall be reviewed using the criteria listed below. No development plan shall be approved unless the plan complies with all the requirements of the zone district in which it is located, is consistent with the intent and purpose of this Zoning Code and is compatible with the land uses surrounding the site..."*.

1. *The details of the use, site design, building location, orientation and exterior building materials are compatible and harmonious with the surrounding neighborhood, buildings and uses, including not-yet-developed uses identified in approved development plans.*

The proposed project is compatible and harmonious with the surrounding area, current and future uses. The project is located within the Woodmen E. Commercial Center Filing No. 1 Addition development. Lots 1-6 along East Woodmen Road will be developed as commercial (there are a few active development plans under review). Elevation plans for all proposed structures have been provided in the plan set. All project buildings are setback 300 feet from the single-family residential development to the south. The project will also provide a buffer between the commercial development to the north and East Woodmen Road.

The height of the proposed structures will be a maximum of 45 feet, which was the maximum building height established by the PBC (Planned Business Center) zone district under previous Chapter 7. Per MX-M (Mixed-Use Medium) the maximum building height could be 50 feet.

2. *The development plan substantially complies with any City- adopted plans that are applicable to the site, such as master plans, neighborhood plans, corridor plans, facilities plans, urban renewal plans, or design manuals.*

The subject property was identified on the Woodmen E. Commercial Center Filing No. 1 Addition Concept Plan as future multi-family (refer to Attachment 1 – Concept Plan) which supported the zone establishment in-conjunction with annexation of the Woodmen E. Commercial development area. The proposed project complies with applicable City-adopted plans.

3. *The project meets dimensional standards, such as but not limited to, building setbacks, building height and building area set forth in this chapter, or any applicable FBZ or PUD requirement.*

The proposed project meets the dimensional standards of the former PBC (Planned Business Center) zone district. The proposed multi-family development consists of two 3-story and 4-story buildings with tuck-under parking garages.

4. *The project grading, drainage, flood protection, stormwater quality and stormwater mitigation comply with the City's Drainage Criteria Manual and the drainage report prepared for the project on file with the City Engineering Department.*

The final drainage report (FDR) was required for this project which was reviewed by City Stormwater Enterprise (SWENT). The FDR was approved in accordance with the City's Drainage Criteria Manual.

5. *The project provides off-street parking as required by this chapter, or a combination of off-street or on-street parking as permitted by this chapter.*

All parking will be on site for this project. The project provides the required number of off-street parking per Chapter 7. Parking will be provided with surface parking and parking tucked under the buildings (garages) as seen on the elevation sheets in the development plan set.

6. *All parking stalls, drive aisles, loading/unloading areas, and waste removal areas meet the location and dimension standards set forth by this chapter.*

All parking stalls, drive aisles, loading/unloading areas, and waste removal areas have been addressed with the development plan per previous Chapter 7.

7. *The project provides landscaped areas, landscape buffers, and landscape materials as set forth in this chapter and the Landscape Design Manual.*

The preliminary landscape plan meets the required buffering and planting materials for this project per Chapter 7. A request for landscape administrative relief was allowed which permitted required trees/shrubs to be planted outside of the landscape setback from Golden Jubilee Drive and Mohawk Road and allow for shrub substitutions.

8. *The project preserves, protects, integrates or mitigates impacts to any identified sensitive or hazardous natural features associated with the site.*

There is a 300-foot access and utility easement along the south of the property, measured from the south property boundary to the north. The easements traverses east/west. No structures are allowed nor proposed within this easement. This easement provides a buffer between the project and the single-family residential dwellings to the south. There are no identified sensitive or hazardous natural features associated with this project.

9. *The building location and site design provide for safe, convenient and ADA-accessible pedestrian, vehicular, bicycle, and applicable transit facilities and circulation.*

Accessible parking stalls have been placed throughout the project and will provide safe and convenient ADA accessibility. A six (6) foot concrete sidewalk will be installed along Mohawk Road and along Straight Way immediately north. There are three access points from the project to Straight Way and sidewalks will be provided.

10. *The number, location, dimension and design of driveways to the site substantially comply with the City's Traffic Criteria Manual. To the extent practicable, the project shares driveways and connects to drive aisles of adjoining developments.*

There are four access points for this site: one direct access onto Mohawk Road from the south parking area; and three north/south private drives that provide access onto Straight Way. A Traffic Compliance letter was provided and reviewed and approved by City Traffic Engineering.

11. *The project connects to or extends adequate public utilities to the site. As required by Colorado Springs Utilities, the project will extend the utilities to connect to surrounding properties.*

The project will connect to CSU utilities which are located near or adjacent to the subject site.

12. *If necessary to address increased impacts on existing roadways and intersections, the project includes roadway and intersection improvements to provide for safe and efficient movement of multi-modal traffic, pedestrians and emergency vehicles in accordance with the City's Traffic Criteria Manual, public safety needs for ingress and egress and a City accepted traffic impact study, if required, prepared for the project.*

The proposed project is believed to be in traffic compliance with the original Woodmen East Commercial Center Traffic Impact Analysis, prepared by LSC Transportation Consultants and completed in December 2021. The Traffic Compliance Letter prepared by Kimley-Horn was reviewed and approved by City Traffic Engineering during the review of this proposed project.

13. *Significant off-site impacts reasonably anticipated as a result of the project are mitigated or offset to the extent proportional and practicable. Impacts may include, but are not limited to light, odor and noise. (Ord. 94-107; Ord. 95-125; Ord. 01-42; Ord. 02-64; Ord. 03-74; Ord. 03-157; Ord. 09-50; Ord. 09-78; Ord. 12-72; Ord. 18-2)*

A photometric plan was provided with the Development Plan. Lighting will not spill onto the adjacent residential dwellings along the south of the project nor adjacent rights-of-ways. The proposed project should not have odor. The project will provide a buffer between the East Woodmen Road and the commercial development north for the proposed project.

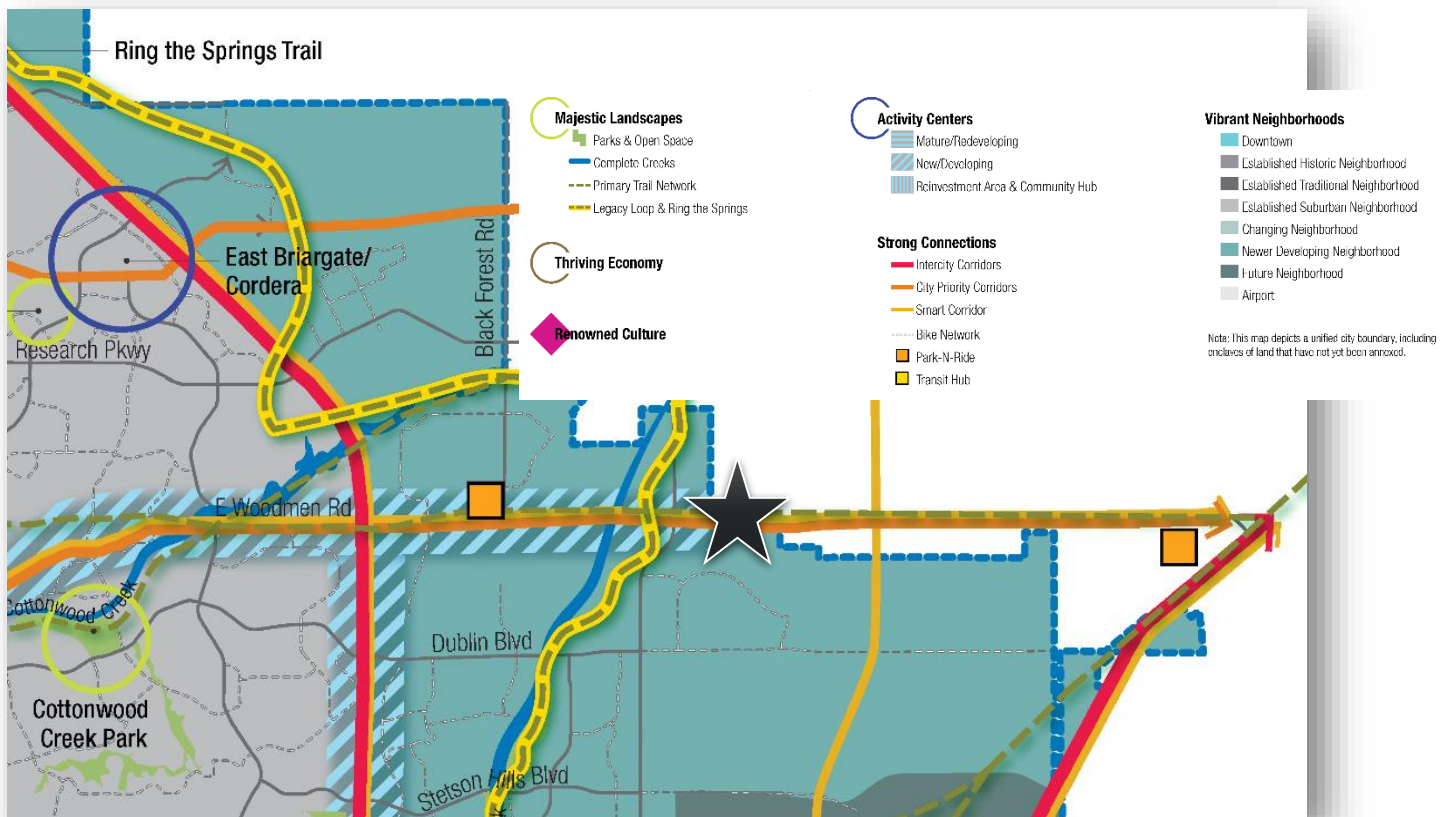
After evaluation of the Woodmen East Commercial Filing No. 1, Lot 7 Conditional Use Development Plan, the application meets the review criteria for development plan in accordance with previous Chapter 7.

### Compliance with Relevant Guiding Plans and Overlays

There is no master plan for this project or associated development. The proposed use is in conformance with the Woodmen E. Commercial Center Filing No 1 Addition Concept Plan, which identified the subject site as future multi-family. The property does contain the Airport Overlay but is not in conflict with standards of the overlay per Chapter 7 or the UDC.

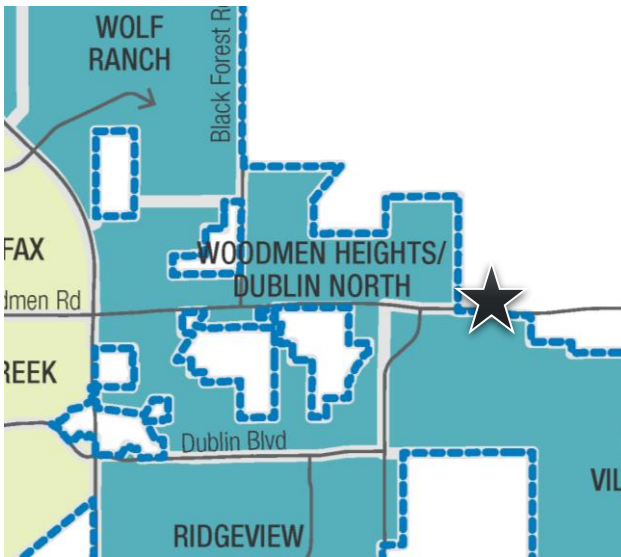
## Compliance with PlanCOS

### PlanCOS Vision



The proposed application has been evaluated for conformance with the City's current comprehensive plan (herein referred to as "PlanCOS"), adopted in January 2019. According to PlanCOS, the project site is identified as an "Newer Developing Neighborhood" along a "Smart Corridor" and "City Priority Corridors" consisting of "New/Developing" activity centers. The "Newer Developing Neighborhood" typology fit closely with "Emerging Neighborhoods" Typology 3. The goal of this typology is "to ensure the further application of amenities and best practices within these neighborhoods in order to enhance their livability and adaptability as they mature."





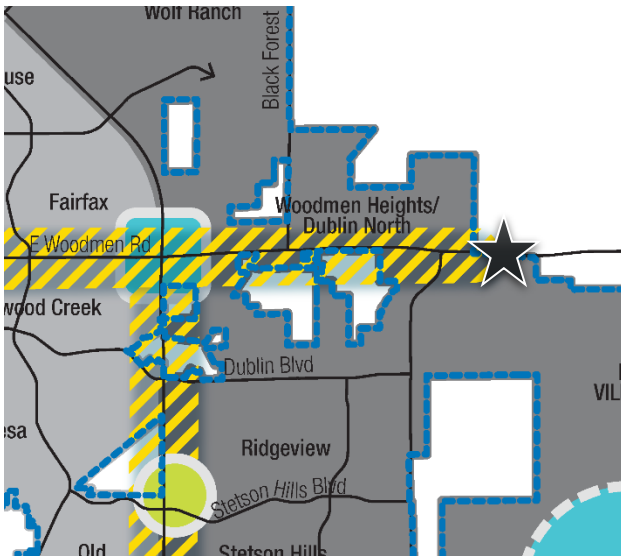
#### Predominant Typology



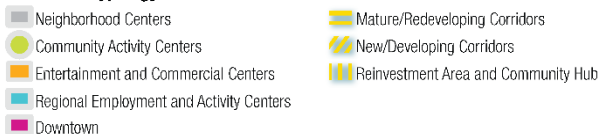
### Vibrant Neighborhoods

In the Vibrant Neighborhood chapter, PlanCOS recognizes that integration of mixed-use development in neighborhoods support the creation of vibrant neighborhoods. The project is located within the “*Newer Developing Neighborhood*” typology.

- *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.*



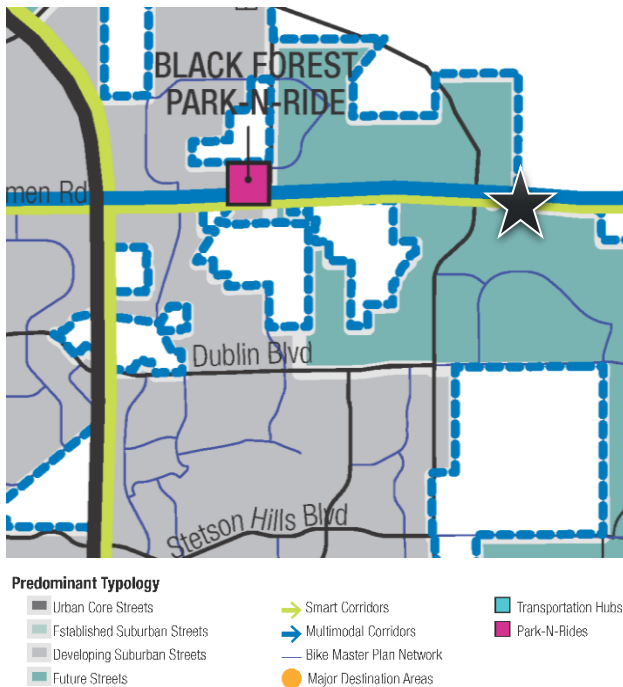
#### Predominant Typology



### Unique Places

In the Unique Places chapter, PlanCOS recognizes that unique places is “*a blend of attractions, destinations, uses, and experiences. They integrate a range of uses and activities which complement and support each other*”. The project is located along a “*New/Developing Corridors*” typology. New/Developing Corridors “*have recently developed, are now in the process of developing, or that still may be developed. The existing pattern along many of these corridors is automobile-dominated, with more limited access points and often with greater separation from the roadway*”.

- **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 UP-4:** Strengthen our overall community identity and better serve the needs of residents and businesses within our large metropolitan area by developing active, unique and connected centers and corridors.



## Strong Connections

In the Strong Connections chapter, PlanCOS recognizes that *“there should not be a one-size-fits-all approach to transportation across the city”*. The project is located along “Smart Corridors” and “Multimodal Corridors”. The goal of “Multimodal Corridors” typology is *“transform or further transform these corridors into transit-supportive areas of focus for development, redevelopment, and community life.”* The goal of “Smart Street Corridors” typology *“is to strategically invest in and implement emerging technologies to provide enhanced and safer travel, leverage and economize existing investments, and support the economic development of the city and region.”*

- **SC-2A-2:** Continue to update zoning and other regulations to allow mixed-use and high-density development as uses by right.

## Statement of Compliance

### CUDP-22-0008 - Woodmen East Commercial Multi-Family

After evaluation of the Woodmen East Commercial Filing No 1, Lot 7 – Multi-Family Conditional Use Development Plan, the application meets the review criteria set forth in previous Chapter 7.