



**CLAREMONT RANCH MINOR SKETCH PLAN AMENDMENT**

**June 14, 2022**

**APPLICANT-OWNER/CONSULTANT INFORMATION:**

**OWNER**

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**PLANNING/ENGINEERING**

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**TRANSPORTATION ENGINEERING (TRAFFIC IMPACT STUDY)**

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**LOCATION, ACREAGE, PARCEL ID INFO, & ZONING**

The Claremont Ranch Sketch Plan (396.32 AC) is generally located at the northeast corner of the Marksheffel Road and U.S. highway 24 intersection. The Sketch Plan is bound by Constitution Ave on the North (and east), SH 24 on the south, and Marksheffel Road on the west. (See Sketch Plan Exhibit for details). The proposed amendment includes an

approximately 9.8-AC parcel located at the southwest corner of the Claremont Ranch subdivision (See Vicinity Map for Details), at the NE corner of Marksheffel/SH 24. Specifically, the tract is located at 1249 Meadowbrook Parkway, El Paso County, Colorado Springs. The 9.8-AC parcel (ID No. 5404304013) is legally described as Tract F Claremont Ranch Subdivision Fil No. 7. The parcel (tract) is in the PUD zone district with Commercial Aviation Development-Overly (CAD-O).

### **REQUEST**

The owner/applicant(s) requests approval of an amendment to the Claremont Ranch Sketch Plan to change proposed land use of 9.8 AC from 'Hotel/Commercial to 'Multi-family Residential' with a max gross density of 30 DU/AC.

### **MINOR SKETCH PLAN AMENDMENT JUSTIFICATION**

The change in land use (9.8 of 396.32 Acres) is for less than 25% of the existing sketch plan area. It is not anticipated the projected population would be a 25% or greater increase in projected population or employment. There is no proposed addition or area to the original Sketch Plan. There is no proposed decrease in total park and/or open space area. Because the proposed revision does not meet any of these thresholds the Sketch Plan is to be considered Minor.

### **BACKGROUND**

The 1997 Claremont Ranch Sketch Plan included a mix of commercial, single family, multi family, neighborhood commercial, retail/commercial, industrial, and open space land uses. The Sketch Plan area has been primarily implemented. Multiple Sketch Plan Amendments have been approved to refine land use densities.

### **CLAREMONT RANCH FILING 7**

Filing 7, located southeast of Sand Creek, east of Marksheffel Road and Northwest of Highway 24, consisting of 54.208 AC, was rezoned from RR-3 to PUD. The intent of that rezoning was for the construction of 70 single-family dwelling units, one tract for future high-density single-family development for 116 dwelling units, and one tract each for future commercial, and commercial and hotel use. The Sketch Plan Amendment proposes a multifamily use where a hotel use was previously planned. The multifamily use is in response to growing local demands for attainable housing and fits as a primary use within the Military Installations Key Area.

**ZONING COMPLIANCE**

Development of the site shall be in conformance with the zoning requirements of the RM-30 zone, including landscape buffering/screening requirements of the Code summarized below:

- Maximum density: 30 DU/AC
- Structural Setbacks (from property boundary):
  - Front 25-feet feet
  - Side/Rear: 15-feet
  - The minimum distance between buildings shall be 10 feet.
- Max Lot Coverage: 60%
- Max Height: 40-feet
- Roadway Landscape Buffers:
  - Non-Arterial: 10 feet (1 tree/30 feet of Meadowbrook Pkwy frontage)
- Buffer Between Non-Residential, Multifamily Residential and Single-Family/Duplex Uses:
  - 15-feet along frontages adjacent to single-family residential uses
  - 15-feet along residential boundary where compatibility is a concern
  - 1 tree/25-feet of common property line
  - A minimum 1/3 trees shall be evergreen
  - Screening via a 6' opaque fence or wall
- Internal Landscaping Requirements:
  - A minimum of 15% of the lot or parcel shall be landscaped.
  - A minimum of one tree shall be provided for every 500 square feet of required internal landscape area.

The site falls within CAD-O Overlay Zoning District. Within the overlay district, the site is located in the APZ-2 subzone.

Per table 4-7 in section 4.3.1-E of the CAD-O Overlay zoning district requirements, multi-family is an allowable use for APZ-2.

Per the FAA requirements, the development shall provide an avigation easement for the site during the replat of the development. Additionally, upon accepting residency within Claremont Ranch West, all adult residents and occupants shall be required to sign a notice in which the tenant acknowledges that Claremont Ranch West lies within an Airport Overlay one and is located less than 3 miles from Colorado Springs Municipal Airport and may, at times 24 hours per day), experience noise and other activities and operations associated with aircraft and the Airport.

No additional height or use restrictions are enforced for CAD-O APZ-2.

**JUSTIFICATION**

**Criteria for Approval.** In approving a sketch plan, the BoCC shall find that:

- The proposed subdivision is in general conformance with the goals, objectives, and policies of the Master Plan.

**COUNTY MASTER PLAN**

The property is also located within the two mile notification zone/buffer which is considered to be part of the Military Installation Key Area and Military Placetype because of the close proximity to Peterson Airforce Base. The Military place type allows for a variety of primary uses and supporting uses to support the military installations around them. Multifamily Residential is one of the primary land uses allowed within this place type.

From the Master Plan Key Area map, the site also falls within the Colorado Springs Airport Key area. Currently the second busiest commercial service airport in Colorado, this airport is a transportation hub that has experienced significant growth in passenger totals over the past few years. Per the Master Plan, this growth is expected to increase. The El Paso County unincorporated lands surrounding the airport are essential to support the growth of this Key Area.

As our site falls within Colorado Springs Airport Key Area, the development intends to support the needs of the key area where the site is best suited to do so. Falling within the APZ-2 sub-zone, the proposed multi-family use is an allowable use per zoning and a supportive use for the growing employee base brought in by the airport and the Commercial Aeronautical Zone (CAZ) sub-zone surrounding the airport. This use supports the master plan's intent to consider multifamily apartments to help provide affordable options for future residents working at existing or new businesses around Colorado Springs Airport.

From the El Paso County Planning and Community Development GIS Application, the site is designated as an 'enclave or near an enclave' key area. When referenced with the Master Plan Urban Residential Priority Development Areas section, it can be determined the site is located near Enclave 2. Enclaves are designated areas determined by their similar characteristics. Enclave 2 is defined as a 'Larger Enclave'. Larger enclaves are transition areas within the area of change that exhibit Urban Residential place type characteristics with dense residential options and supporting commercial businesses to create a complete community. Larger enclaves are expected to redevelop to better support the community's completeness. As our site falls adjacent to this enclave, proposing a use to better support the completeness of the community supports the Master Plan's intentions. Multi-family falls within the dense residential characteristic expected for Larger Enclaves and areas near this

enclave and would provide housing options to a predominately single-family residential community.

The multi-family use is expected to better support the community completeness due to the site's location and the development occurring around it.

From the initial Claremont Ranch sketch plan submitted in 1997, the sketch plan intended diversified usages of commercial, retail, single-family, multi-family, open space, and industrial for the area. Multi-family was intended to be 11% of the overall development. Up until 2017, multi-family had been a planned use within the Claremont Ranch Sketch Plan Filings. However, the latest sketch plan from 2017 has rezoned the last remaining multi-family use to single family. Thus, there is currently 0% multi-family proposed for the Claremont Ranch area. Proposing multi-family for Tract F, one of the last remaining tracts to be developed in the Claremont Ranch area, would help bring back the original intent of a diverse sketch plan. With multi-family incorporated into the Claremont Ranch area, the uses of the overall development would include single-family, commercial, retail, open space, ROW dedication, and a school. Per the initial Claremont Ranch sketch plan, six of the eight intended uses would be achieved. Based on the uses developed around the site, multi-family would promote diversity in the neighborhood and would help create a healthy and complete community.

The site's located at the intersection of two major roadways, US Hwy 24 and Marksheffel Road. Per the Master Plan, the site and the surrounding area west of the site, falls within the Employment Center Placetype. However, the site is isolated from the surrounding Employment Center Placetypes by US Hwy 24 and Marksheffel Road. Being in close proximity to the the Urban Residential Placetype and isolated from the other Employment Center Placetypes, the site location is better suited to pursue a use that supports the Urban Residential Placetype. According to the Master Plan, multi-family is a suitable use to support Urban Residential Placetypes while helping transition from changes in land use between the placetypes. The proposed multi-family use will provide a transition from the planned attached single family residential on the north, existing detached single family residential to the east, and commercial/light industrial uses to the west and northwest. The proposed land use transition and scenario is consistent with the Transition Area designation in the Areas of Change chapter and supports the expected character of the Large Enclave adjacent to the site. Therefore, the site's location makes multi-family a suitable use to better support the surrounding community and its completeness.

The Sketch Plan amendment is also consistent with to the Housing & Communities goals and policies which seeks to “preserve and develop neighborhoods with a mix of housing types” (Core Principle 2), to “promote development of a mix of housing types in identified areas” (Goal 2.), and to “locate attainable housing that provides convenient access to goods, services, and employment” (Goal 2.3). The proposed

multi-family development provides attainable and workforce housing that is located close to transportation corridors leading to nearby and regional employment, shopping, entertainment, and recreation opportunities.

**WATER MASTER PLAN ANALYSIS**

**WATER MASTER PLAN CONFORMANCE & CONSIDERATIONS**

- **Goal 1.1** – Ensure an adequate water supply in terms of quantity, dependability, and quality for existing and future development.
- **Goal 6.0** – Require adequate water availability for proposed development.
- **Policy 6.0.8** – Encourage development patterns and higher density, mixed use developments in appropriate locations that propose to incorporate meaningful water conservation measures.
- **Policy 6.0.11**– Continue to limit urban level development to those areas served by centralized utilities.

The development area is located in REGION 5 as identified on the El Paso County Water Master Plan Planning Regions Map and is within the Cherokee Metro Water and Wastewater District Service Area. Region 5 consists of areas served by CMD and is not expected to experience significant growth by 2060. However, the District may expand water and sewer service to growth areas outside of Region 5.

- **The proposed subdivision is in conformance with the requirements of this Code:**  
The proposed development will conform with the requirements of the Code unless otherwise varied through waivers during the final plat and site development plan application review.
- **The proposed subdivision is compatible with existing and proposed land uses within and adjacent to the sketch plan area;**  
The proposed multifamily use is supportive to the surrounding single-family detached residential and commercial land uses (and densities) inside and adjacent to the sketch plan area. The proposed use is an appropriate transitional land use between adjacent commercial uses and existing single-family detached residential development. Integration of the site into the community can be increased through the proper use of buffers, landscaping, building massing and orientation, and lighting controls.

This proposed sketch plan change would add 150 additional housing units to the water supply demand. The estimated demand for these 150 housing units and 3.31 acres of irrigated terrain is 38.0 acre-feet/year. Cherokee Metropolitan District (“District”) provided a report dated February 18, 2021 confirming commitment to providing water to the proposed project. According to report, the District’s most recent records, and the Water Information Summary Sheet, it appears that the District still has adequate water resources to serve the estimated demand of 38.0 acre-feet/year for the proposed development.

- **The water supply report provides sufficient information to identify probable compliance with the water supply standards and identifies any need for additional water supplies;**

This proposed sketch plan change would add 150 additional housing units to the water supply demand. The estimated demand for these 150 housing units and 3.31 acres of irrigated terrain is 38.0 acre-feet/year. Cherokee Metropolitan District (“District”) provided a report dated February 18, 2021 confirming commitment to providing water to the proposed project. According to report, the District’s most recent records, and the Water Information Summary Sheet, it appears that the District still has adequate water resources to serve the estimated demand of 38.0 acre-feet/year for the proposed development.

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- **Services are or will be available to meet the needs of the subdivision including, roads, police and fire protection, schools, recreation facilities, and utility service facilities;**

Required services are currently available to serve the needs of the future development. Existing Services (and providers) include:

- Water & Wastewater Services: Cherokee Metro District
- Natural Gas: Colorado Springs Utilities
- Electric Service: Mountain View Electric Association
- Fire Protection: Cimarron Hills FD
- Public Schools: Falcon School District #49
- Library Services: Pikes Peak Library District
- Roads: El Paso County Road and Bridge
- Police Protection: El Paso County Sheriff’s Department
- Parks, Trails, Open Spaces: El Paso County, City of Colorado Springs, CMD

- **The soil/geological suitability for the subdivision;**

There are no anticipated geological or soil hazards associated with this site. Possible geologic hazards encountered at this site may include artificial fill, collapsible soils, expansive soils, areas of erosion, and groundwater. Mitigation would likely be accomplished with the implementation of common engineering and construction practices. At this time a soils and geologic hazard study has not been prepared.

- **The subdivision will not interfere with the extraction of any known commercial mining deposit [c.r.s. §§ 34-1-302(1), et seq.];**

No economically viable commercial deposits will be impacted by the subdivision project.

- **The design of the subdivision protects the natural resources or unique landforms;**

No natural landforms or resources will be impacted by the subdivision design.

- **The proposed methods for fire protection are adequate to serve the subdivision;**

The property is currently within the service boundaries of the Cimarron Hills Fire District. The district will provide comments on any service needs to be offset by the developer.

**Noise impacts & compliance:**

A noise analysis will be provided to evaluate noise levels surrounding the development with upcoming development applications. The property is impacted by potential noise generating from the adjacent Highway 24 and by flight operations from the Colorado Springs Airport and Peterson Air Force Base. The applicant understands that additional noise mitigation in the form of buffers, mitigation walls/fencing, site/building orientation, and construction methods and materials may be required to reduce noise impacts to internal residential units and common open space areas.

The subdivision is appropriate, and the design is based on mitigating the constraints of topography, soil types, geologic hazards, aggregate resources, environmental resources, floodplain, airplane flight overlays, or other constraints.

Please contact me at (719) 453-0180 or [Kevin.Kofford@kimley-horn.com](mailto:Kevin.Kofford@kimley-horn.com). should you have any questions.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.  
Kevin Kofford, P.E.

Project Manager