
GREENBRIAR/ POWERWOOD: PROJECT STATEMENT
MAJOR MASTER PLAN AMENDMENT AND MAJOR CONCEPT PLAN AMENDMENT

REQUEST

N.E.S. Inc., on behalf of Watermark Residential, requests approval of the following applications:

1. A Major Amendment to the Greenbriar/ Powerwood Master Plan
2. A Major Amendment to the Greenbriar/ Powerwood Concept Plan

LOCATION

The property is bounded by E Woodmen Road on the north, Tutt Boulevard on the west, and Templeton Gap Road on the east. The 31-acre property includes two undeveloped parcels. The surrounding land uses include vacant PUD (Planned Unit Development) zoned property to the north, PBC (Planned Business Center) zoned property to the west including hospital, medical office and commercial land uses, M1 (Industrial) zoned property to the south including a landscape storage and sale yard, and County properties to the east including a tree farm, storage facility, and other commercial uses.



PROJECT DESCRIPTION

The property is currently zoned PBC (Planned Business Center) and lies within the Airport Overlay zone. The approved Master Plan and Concept Plan show Regional Commercial as the land use for the area. The proposed land uses are: Regional Commercial and Multifamily Residential. Multifamily Residential is a Conditional Use in the PBC zone district and will follow the R-5 development standards.

The proposed project includes a future commercial area of approximately 10.5 acres located at the southeast corner of Woodmen Road and Tutt Boulevard and a multifamily development of approximately 20.5 acres located to the south of the commercial development. Future Development Plan applications will be submitted for both the commercial and multifamily sites that will detail the site layouts and all required information.

The future commercial area will have a maximum of 100,000 Square Feet of floor space with parking provided per City Code. The multifamily residential area will have a maximum density of 30 dwelling units per acre for a maximum unit count of 615 with parking provided per City Code. The maximum building height for both land uses is 45 feet.

The Traffic Report, prepared by LSC Transportation Consultants, Inc., is included in this submittal and demonstrates that a public east-west connection from Tutt Boulevard to Templeton Gap Road is not necessary. Therefore, a private road is proposed and is to be located between the commercial and multifamily sites. There are two anticipated access points to the commercial site; one on Tutt Boulevard on the west side of the development and one on the private road on the south side of the development. There are three anticipated access points to the multifamily site; two on Tutt Boulevard on the west side of the development and one on the private road on the north side of the development.

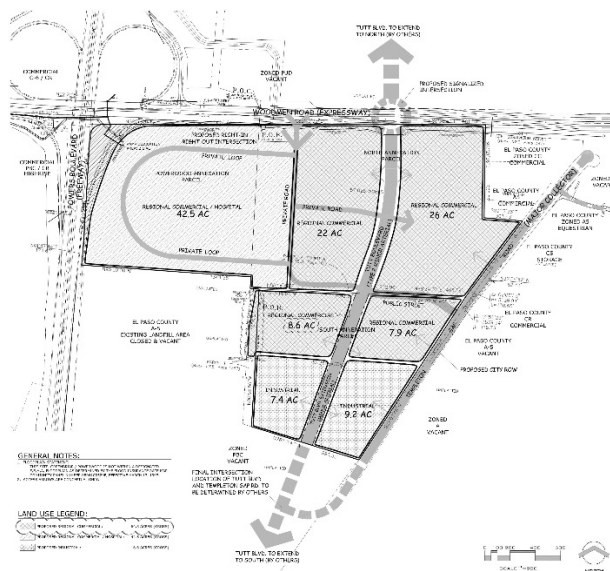


Figure 1. Approved Master Plan, 2009

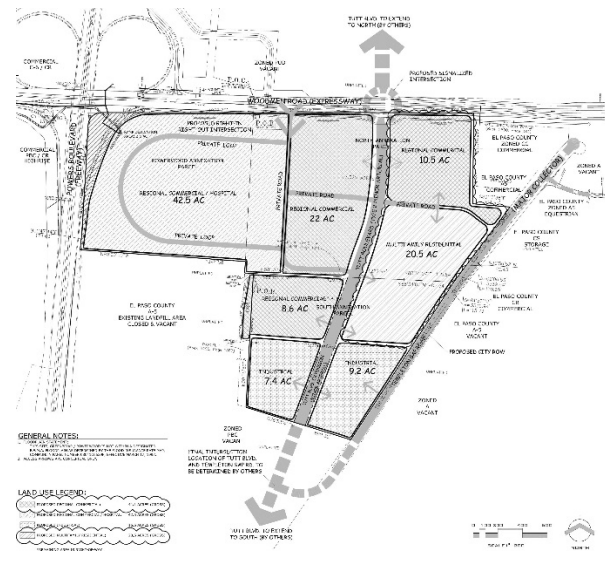


Figure 2. Amended Master Plan, 2019

PROJECT JUSTIFICATION

I. Master Plan Amendment

Section 7.5.408 of the Zoning Code sets out the review criteria for Master Plans. The majority of these criteria relate to new Master Plans but those that are relevant to the proposed amendments to the Greenbriar/ Powerwood Master Plan are as follows:

A. Comprehensive Plan: PlanCOS

The proposed amendment supports the recently adopted PlanCOS Comprehensive Plan. PlanCOS focuses heavily on the importance of creating vibrant neighborhoods and providing diverse housing choices. This proposed amendment introduces another housing choice that does not already exist in this area and will support the adjacent commercial and hospital uses. Furthermore, PlanCOS also emphasizes the importance of infill and adapting to ever-changing market needs and demands. Currently, rental accommodations are needed and this amendment introduces a mix of land uses that will support and encourage growth in the area.

B. Land Use Relationships:

1. The master plan promotes a development pattern characterizing a mix of mutually supportive and integrated residential and nonresidential land uses with a network of interconnected streets and good pedestrian and bicycle connections.

The proposed commercial and multifamily residential land uses are mutually supportive and will be integrated through connected street design and future pedestrian and bicycle connections. Commercial areas need residential areas in close proximity in order to be viable; commercial land uses rely on residential areas to provide customers. The overall Master Plan area encompasses 130 total acres, 15 percent of which is proposed to be converted to residential. The remaining 85 percent of the Master Plan area remains hospital, commercial and industrial land uses. There are 41.1 acres of existing and proposed commercial and 42.5 acres of existing regional commercial/ hospital within the Master Plan boundaries. Furthermore, the annexation agreement was approved in 2003 and this property has sat vacant since then. Residential land uses, particularly apartments, are currently in high demand and in this location multifamily would serve and benefit the surrounding commercial uses.

2. The land use pattern is compatible with existing and proposed adjacent land uses and protects residential neighborhoods from excessive noise and traffic infiltration.

The proposed commercial area is along Woodmen Road, which will create a transition between the busy arterial and the proposed multifamily development to the south. The multifamily development will be compatible with the single-family homes that exist further to the south and east.

3. Housing types are distributed so as to provide a choice of densities, types and affordability.

Existing residential development in the area includes primarily single-family homes to the south and east of the property. The proposed multifamily apartments will provide additional housing choice in terms of density, type of residential, and levels of affordability. There is currently a need for rental accommodation, especially in close proximity to the hospital. The proposed apartments provide another housing choice in this area.

4. Land uses are buffered, where needed, by open space and/or transitions in land use intensity.

The proposed commercial area along Woodmen Road will create a transition from the arterial road to the multifamily development and the proposed apartments will create a transition to the single family further to the south. The proposed apartments will serve as a better transition between the commercial and single-family land uses than the previously proposed commercial land use.

C. Public Facilities:

1. The land use master plan conforms to the most recently adopted Colorado Springs parks, recreation and trails master plan.

Yes, an urban trail is to be incorporated along Woodmen Road to conform with the Parks Master Plan. The trail will provide connectivity between the land uses along Woodmen Road.

2. The master development drainage plan conforms to the applicable drainage basin planning study and the drainage criteria manual.

A Preliminary Drainage Report, prepared by Classic Consulting, Engineers and Surveyors is included in this application. The plan conforms to applicable drainage basin planning study and the drainage criteria manual.

D. Transportation:

1. Anticipated trip generation does not exceed the capacity of existing or proposed major roads. If capacity is expected to be exceeded, necessary improvements will be identified, as will responsibility, if any, of the master plan for the construction and timing for its share of improvements.

A Traffic Report, prepared by LSC Transportation Consultants, Inc. is included in this application and evaluates trip generation impacts of the proposed multifamily land use.

II. Concept Plan Amendment

The latest amendment to the Greenbriar/ Powerwood Concept Plan was approved by the City on 11/14/2017 (File Number: CPC CP 01-00148-A9MN). However, the Concept Plan that was approved on 11/24/2009 (File Number: CPC CP 01-0148-A6MJ09) is the version that is being amended with this submittal, since it includes the sheets applicable to this property.

The level of site planning detail has been reduced to general land use bubbles and access points. The future Development Plan submittal will show building locations, required parking spaces, landscape areas and all pertinent site planning information. The areas of amendment are clouded on each sheet. The 2009 Concept Plan included the Templeton Gap right-of-way in the overall project boundary. The amended Concept Plan shows the current 80' right-of-way and the correct eastern boundary of the proposed multifamily site.

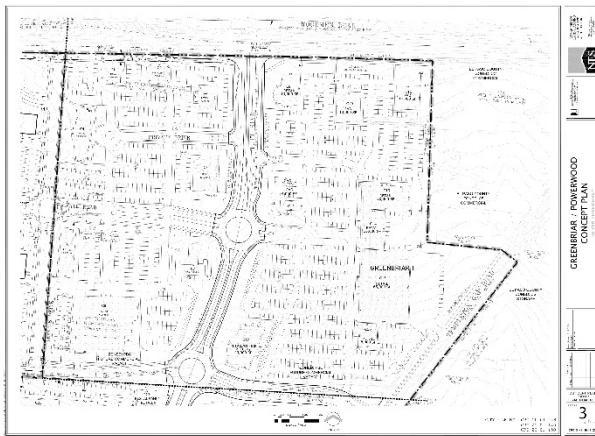


Figure 3. Approved Concept Plan, 2009

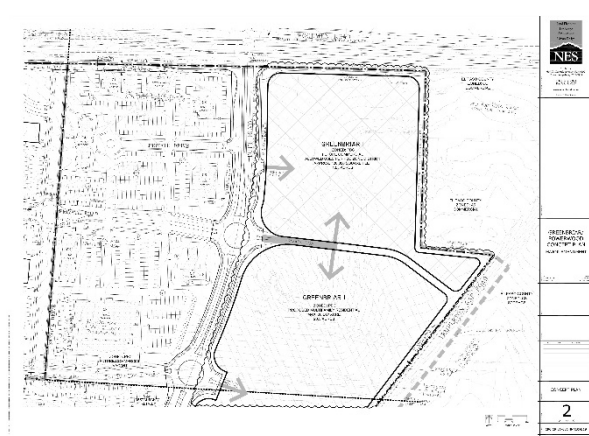
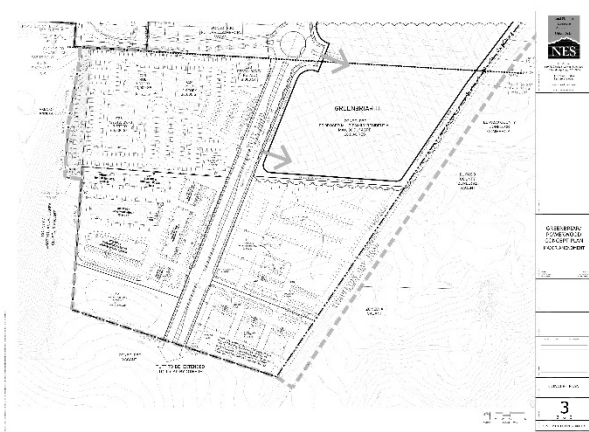
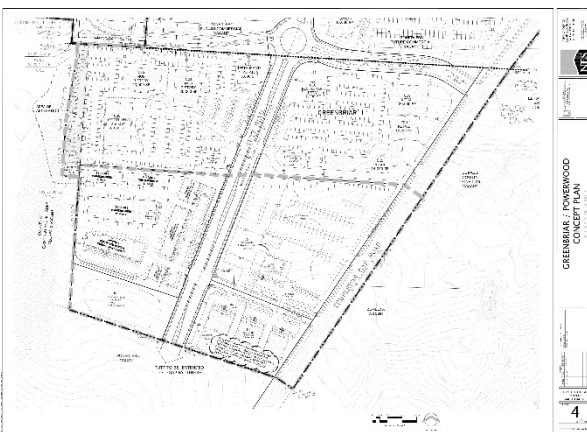


Figure 4. Amended Concept Plan, 2019



CONCLUSION:

Based on the above assessment, the proposed Master Plan Amendment and Concept Plan Amendment are consistent with the review criteria. The project is also consistent with the goals and objectives of the Comprehensive Plan.

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