
CHAPARRAL POINTE

PROJECT STATEMENT

APRIL, 2018

REQUEST

Century Communities requests approval of:

1. Master Plan Amendment to change an approximately 4.8 acre commercial designation of the 2014 High Chaparral Master Plan to single-family development.
2. Rezone of 12.153 acres from the existing A/UV/AO to PUD/AO.
3. A PUD Development Plan that accommodates a mix of single-family attached and single-family detached residential.

LOCATION

Chaparral Pointe is located east of Chaparral Road, north of Barnes Road, and west of Powers Boulevard. The property is 12.15 acres. To the north is the High Chaparral Open Space, to the west is the Old Farm single-family residential neighborhood. To the south is residential, commercial, and vacant land. To the west is Powers Boulevard.



PROJECT DESCRIPTION

Century Communities is proposing to develop 36 single-family attached and 32 single-family detached units with a gross density of 5.59 dwelling units per acre. The site contains two land use areas of the High Chaparral Master Plan, approved in 1985 and amended in 2014. An amendment is proposed to change the commercial designation of the northeastern portion of the site to single-family residential at a density of 3.5 – 7.99 du/ac.

The request provides a mix of compatible uses, additional housing choices, and an appropriate transition of uses. The amendment provides a transition from the existing residential neighborhood to the east by including single-family detached in the west of the site, single-family attached to the east, and the existing multi-family adjacent to the south. The single-family attached also provides a buffer from the adjacent open space to the north and the multi-family to the south and is a more compatible use than the proposed commercial use in the currently approved Master Plan.

The original Master Plan anticipated a connection to Chaparral Road for the single-family residential. Access from Chaparral Road is restricted with this application. All internal streets are public, with access provided via Integrity Center Pointe connecting to Barnes Road. All internal infrastructure improvements are to be maintained by a Metro-District. No off-site improvements are proposed or required by the City.

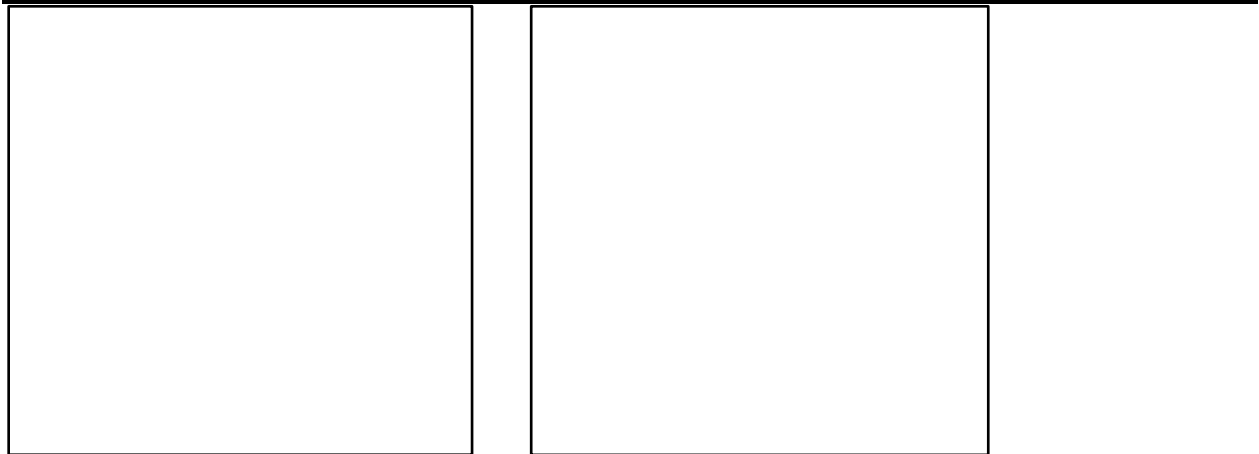
PROJECT JUSTIFICATION

Conformance with Master Plan Amendment Criteria (Section 7.5.408)

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. The original High Chaparral Master Plan approved a mix of commercial and residential uses. In 2014, the Master Plan was amended to provide a road connection from Chaparral Road to the Private Drive, Integrity Center Pointe. Since the amendments, the area has begun to develop with commercial uses and multi-family residential directly to the south of the site.

The amendment proposes revisions to land use designations, specifically from “Commercial” to “Single-family Residential (3.5-7.99 du/ac)” for an approximately 4.8 acre portion of the Master Plan Area. This density is consistent with the Master plan Land Use Classification in Section 7.5.406 of the Zoning Code.

The request does not propose changes to the previously approved studies and/or analysis of the master plan. The proposed single-family residential is less intense than the currently approved commercial uses, with minimal impact on the surrounding utilities, infrastructure, and road systems. As stated in the Trip Generation Letter, the change in the master plan land use would result in fewer trips than the current Master Plan designation. The project provides a variety of housing options adjacent to existing Open Space, higher density residential, and commercial centers.



Current High Chaparral Master Plan

Proposed Amendment High Chaparral Master Plan

Zone Change Criteria (Section 7.5.603. B)

The zone change proposes to rezone the current A (Agriculture) “holding zone” to PUD (Planned Unit Development) to accommodate the proposed residential development. The site is currently occupied by a single-family residence and various accessory structures. The area to the south has begun to develop with multi-family and commercial uses, with existing single-family subdivisions to the west. The AO (Airport Overlay) will remain. The UV (Use Variance) is obsolete with this rezone; therefore, will be removed as part of this request. The request proposes zoning more consistent with the surrounding developments and addresses the zone change criteria as follows:

1. THE ACTION WILL NOT BE DETRIMENTAL TO THE PUBLIC INTEREST, HEALTH, SAFETY, CONVENIENCE OR GENERAL WELFARE.

The zone change is not detrimental to the public interest, health, safety, or general welfare of the community. The zone change will provide an appropriate transitional use adjacent to existing open space, single-family residential, and multi-family residential.

2. THE PROPOSAL IS CONSISTENT WITH THE GOALS AND POLICIES OF THE COMPREHENSIVE PLAN.

The Comprehensive Plan and 2020 Land Use Map designates the area in which the site lies as General Residential. The proposed PUD zoning provides detached and attached residential which is consistent with this designation. These uses also provide a transition between the existing single-family residential to the west and the multi-family development currently under construction to the south. The request also furthers the following policies and strategies of the Comprehensive Plan.

*Strategy LU 302c: Promote Compatibility between Land Uses of Differing Intensities
Design and develop mixed land uses to ensure compatibility and appropriate transitions between land uses that vary in intensity and scale.*

Strategy LU 601b: Support a Mixture of Housing Densities

Adopt guidelines to support a range of housing densities in all developing and new neighborhoods. Target higher densities in proximity to open space, major thoroughfares, activity centers, and transit services.

Policy LU 601: Assure Provision of Housing Choices

Distribute housing throughout the City so as to provide households with a choice of densities, types, styles and costs within a neighborhood or residential area.

- 3. WHERE A MASTER PLAN EXISTS, THE PROPOSAL IS CONSISTENT WITH SUCH PLAN OR AN APPROVED AMENDMENT TO SUCH PLAN. MASTER PLANS THAT HAVE BEEN CLASSIFIED AS IMPLEMENTED DO NOT HAVE TO BE AMENDED IN ORDER TO BE CONSIDERED CONSISTENT WITH A ZONE CHANGE REQUEST.**

The proposed rezoning is consistent with the proposed Master Plan Amendment, which maintains the mix of uses in the approved Master Plan while providing an appropriate transition from existing single-family residential to the multi-family residential under construction to the south.

- 4. FOR MU ZONE DISTRICTS THE PROPOSAL IS CONSISTENT WITH ANY LOCATIONAL CRITERIA FOR THE ESTABLISHMENT OF THE ZONE DISTRICT, AS STATED IN ARTICLE 3, "LAND USE ZONING DISTRICTS", OF THIS CHAPTER. (ORD. 94-107; ORD. 97-111; ORD. 01-42; ORD. 03-157; ORD. 12-76)**

Not applicable.

Conformance with Review Criteria for PUD Development Plans (Code Section 7.3.605)

- A. CONSISTENCY WITH CITY PLANS: IS THE PROPOSED DEVELOPMENT CONSISTENT WITH THE COMPREHENSIVE PLAN OR ANY CITY APPROVED MASTER PLAN THAT APPLIES TO THE SITE?**

The proposed development is consistent with the 2020 Land Use Plan, which identifies the property as "General Residential".

- B. CONSISTENCY WITH ZONING CODE: IS THE PROPOSED DEVELOPMENT CONSISTENT WITH THE INTENT AND PURPOSES OF THIS ZONING CODE?**

The proposed development is consistent with the intent and purposes of this Zoning Code, as it is compatible with adjacent uses, will not create any nuisances, and will not result in excessive traffic.

- C. COMPATIBILITY OF THE SITE DESIGN WITH THE SURROUNDING AREA:**

- 1. DOES THE CIRCULATION PLAN MINIMIZE TRAFFIC IMPACT ON THE ADJACENT NEIGHBORHOOD?**

The restricted access on Chaparral Road limits the impacts on adjacent neighborhoods. All access is accommodated via Integrity Center Pointe and Barnes Road.

2. DO THE DESIGN ELEMENTS REDUCE THE IMPACT OF THE PROJECT'S DENSITY/INTENSITY?

Circulation has been designed to minimize impact on the surrounding neighborhood. A concrete fence will be installed along Chaparral Road.

3. IS PLACEMENT OF BUILDINGS COMPATIBLE WITH THE SURROUNDING AREA?

The units are oriented internally and vary in height to accommodate grade challenges and maintain compatibility with the surrounding development.

4. ARE LANDSCAPING AND FENCES/WALLS PROVIDED TO BUFFER ADJOINING PROPERTIES FROM UNDESIRABLE NEGATIVE INFLUENCES THAT MAY BE CREATED BY THE PROPOSED DEVELOPMENT?

The proposed development will not create any undesirable negative influences. However, a buffer in the form of a concrete fence is proposed to the adjacent multi-family to the south and along Chaparral Road to the west.

5. ARE RESIDENTIAL UNITS BUFFERED FROM ARTERIAL TRAFFIC BY THE PROVISION OF ADEQUATE SETBACKS, GRADE SEPARATION, WALLS, LANDSCAPING AND BUILDING ORIENTATION?

The units are oriented internally and vary in height to accommodate grade challenges and maintain compatibility with the surrounding development. Per the requirements of the Zoning Code Provisions for Noise Impacts (Section 7.5.502: Development Plans), units located on the eastern edge along Powers Boulevard are restricted to single story, setback approximately 117 feet from the right-of-way, and will be buffered by a berm. Therefore, the development does not require a noise study at this time.

D. TRAFFIC CIRCULATION:

1. IS THE CIRCULATION SYSTEM DESIGNED TO BE SAFE AND FUNCTIONAL AND ENCOURAGE BOTH ON AND OFF SITE CONNECTIVITY?

A looped public street will serve the residential development providing two safe and functional access and egress points on Integrity Center Pointe.

2. WILL THE STREETS AND DRIVES PROVIDE LOGICAL, SAFE AND CONVENIENT VEHICULAR ACCESS TO THE FACILITIES WITHIN THE PROJECT?

All units will have direct driveway access to the proposed streets.

3. WILL ADEQUATELY SIZED PARKING AREAS BE LOCATED TO PROVIDE SAFE AND CONVENIENT ACCESS, AVOID EXCESSIVE PARKING RATIOS AND AVOID EXPANSES OF PAVEMENT?

Each dwelling unit will have a two car garage and two driveway parking spaces. On street parking is also permitted.

4. ARE ACCESS AND MOVEMENT OF HANDICAPPED PERSONS AND PARKING OF VEHICLES FOR THE HANDICAPPED APPROPRIATELY ACCOMMODATED IN THE PROJECT DESIGN?

Accessible ramps are provided at street intersections.

5. AS APPROPRIATE, ARE PROVISIONS FOR TRANSIT INCORPORATED?

Not applicable.

E. OVERBURDENING OF PUBLIC FACILITIES: WILL THE PROPOSED DEVELOPMENT OVERBURDEN THE CAPACITIES OF EXISTING AND PLANNED STREETS, UTILITIES, PARKS, AND OTHER PUBLIC FACILITIES?

The surrounding streets and utilities required to support this development are already in place. The developer will extend Integrity Center Pointe and associated utilities to serve the proposed development as necessary.

F. PRIVACY: IS PRIVACY PROVIDED, WHERE APPROPRIATE, FOR RESIDENTIAL UNITS BY MEANS OF STAGGERED SETBACKS, COURTYARDS, PRIVATE PATIOS, GRADE SEPARATION, LANDSCAPING, BUILDING ORIENTATION OR OTHER MEANS?

The subdivision design provides adequate privacy with private yards, integrated decks, building orientation, grade separation, and landscaping.

G. PEDESTRIAN CIRCULATION:

1. ARE PEDESTRIAN FACILITIES PROVIDED, PARTICULARLY THOSE GIVING ACCESS TO OPEN SPACE AND RECREATION FACILITIES?

A sidewalk is provided along all streets in the subdivision. A possible pedestrian connection to the High Chaparral Open Space is proposed, subject to approval by the City.

2. WILL PEDESTRIAN WALKWAYS BE FUNCTIONALLY SEPARATED FROM VEHICULARWAYS AND LOCATED IN AREAS THAT ARE NOT USED BY MOTOR VEHICLES?

The proposed pedestrian connection is located within Tract C separate from the roadways. Sidewalks are provided along all streets in the subdivision.

H. LANDSCAPING:

1. DOES THE LANDSCAPE DESIGN COMPLY WITH THE CITY'S LANDSCAPE CODE AND THE CITY'S LANDSCAPE POLICY MANUAL?

The landscape design complies with the City Landscape Code.

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- 2. THE USE OF NATIVE VEGETATION OR DROUGHT RESISTANT SPECIES INCLUDING GRASSES IS ENCOURAGED. THE CITY'S LANDSCAPE POLICY MANUAL OR THE COMMUNITY DEVELOPMENT DEPARTMENT'S LANDSCAPE ARCHITECT CAN BE CONSULTED FOR ASSISTANCE.**

Native and drought resistant vegetation has been incorporated in the landscape design.

I. OPEN SPACE:

1. RESIDENTIAL AREA:

- a. OPEN SPACE: THE PROVISION OF ADEQUATE OPEN SPACE SHALL BE REQUIRED TO PROVIDE LIGHT, AIR AND PRIVACY; TO BUFFER ADJACENT PROPERTIES; AND TO PROVIDE ACTIVE AND PASSIVE RECREATION OPPORTUNITIES. ALL RESIDENTIAL UNITS SHALL INCLUDE WELL DESIGNED PRIVATE OUTDOOR LIVING SPACE FEATURING ADEQUATE LIGHT, AIR AND PRIVACY WHERE APPROPRIATE. COMMON OPEN SPACE MAY BE USED TO REDUCE THE PARK DEDICATION REQUIREMENTS IF THE OPEN SPACE PROVIDES ENOUGH AREA AND RECREATIONAL FACILITIES TO REDUCE THE RESIDENTS' NEED FOR NEIGHBORHOOD PARKS. RECREATIONAL FACILITIES SHALL REFLECT THE NEEDS OF THE TYPE OF RESIDENTS AND PROXIMITY TO PUBLIC FACILITIES.**

All dwelling units will have adequate private outdoor living space.

- b. NATURAL FEATURES: SIGNIFICANT AND UNIQUE NATURAL FEATURES, SUCH AS TREES, DRAINAGE CHANNELS, SLOPES, AND ROCK OUTCROPPINGS, SHOULD BE PRESERVED AND INCORPORATED INTO THE DESIGN OF THE OPEN SPACE. THE PARKS AND RECREATION ADVISORY BOARD SHALL HAVE THE DISCRETION TO GRANT PARK LAND CREDIT FOR OPEN SPACE WITHIN A PUD DEVELOPMENT THAT PRESERVES SIGNIFICANT NATURAL FEATURES AND MEETS ALL OTHER CRITERIA FOR GRANTING PARK LAND CREDIT.**

There are no significant or unique natural features on the site.

- 2. NONRESIDENTIAL AND MIXED USE; NATURAL FEATURES: THE SIGNIFICANT NATURAL FEATURES OF THE SITE, SUCH AS TREES, DRAINAGE CHANNELS, SLOPES, ROCK OUTCROPPINGS, ETC., SHOULD BE PRESERVED AND ARE TO BE INCORPORATED INTO THE DESIGN OF THE OPEN SPACE.**

Not applicable.

- J. MOBILE HOME PARKS: DOES A PROPOSED MOBILE HOME PARK MEET THE MINIMUM STANDARDS SET FORTH IN THE MOBILE HOME PARK DEVELOPMENT STANDARDS TABLE IN SUBSECTION 7.3.104B OF THIS ARTICLE? (ORD. 03-110; ORD. 03-190; ORD. 09-70; ORD. 09-80; ORD. 12-68)**

Not Applicable.

PRELIMINARY PLAT

The Preliminary Plat meets the requirements of Section 7.7.204 of the Colorado Springs Zoning Code.
This will be converted to Final Plat after first review comments.

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