

COPPER ROSE APARTMENTS

PROJECT STATEMENT

JUNE 2021

REQUEST

N.E.S. Inc. on behalf of The Inland Group requests approval of a Conditional Use Development Plan for 182 Multifamily Residential units on a 7-acre site.

LOCATION

The property lies east of Powers Blvd and west of Tutt Blvd, approximately midway between Dublin Blvd to the north and Stetson Blvd to the south. The site is bounded by multifamily residential development to the north (affordable housing for seniors), commercial development to the south, and townhomes and the Ridgeview single-family neighborhood on the opposite side of Tutt Blvd to the east. The western boundary is adjacent to Powers Blvd which is a 6-lane freeway with a 140' right-of-way. On the west side of Powers Blvd is a County enclave comprising 5-acre single-family lots and a commercial lot used for RV and boat storage.



ZONING

The subject property is zoned PBC (Planned Business Center) with an Aripport Overlay. Multifamily residential is a Conditional Use in the PBC Zone. The adjacent multifamily and commercial properties to the north and south respectively are also zoned PBC. The townhomes to the east are zoned PUD (planned Unit Development) and the single-family neighborhood to the southeast is zoned R1-6000. To the west of Powers Blvd is County zoning RR-5 for the 5-acre residential lots and CR (Commercial Regional) for the RV and Boat storage facility.



PROJECT DESCRIPTION

The request is for a conditional use for multifamily residential development within the PBC zone. The application proposes 182 units in six four-story buildings, with a mix of 56 one-bedroom, 72 two-bedroom, 38 three-bedroom, and 16 four-bedroom units. The development will be partially funded by State issued Low Income Housing Tax Credits and occupancy will be income restricted to provided workforce housing. The community will be geared toward families, hence the larger proportion of three and four-bedroom units than is usual for an apartment development. The Traditions apartments to the north was also developed by The Inland Group and this caters for low-income seniors.

Residential development in the PBC Zone must meet the R-5 standards of the Zoning Code, including minimum building setbacks of 20-foot front, 5-foot side, and 25-foot rear, maximum lot coverage of 40%, and maximum height of 45-feet. This Development Plan meets these requirements.

City parking standards for the 182 units require 314 parking spaces including 9 accessible parking spaces, 2 of which are to be van accessible. The project is located adjacent to a designated bike lane on Tutt Blvd and per the Alternative Parking Options in Section 7.4.204 of the Zoning Code a 5% reduction in parking requirements to 298 spaces is permitted. The project provides 293 surface parking spaces (ss covered by carports) and 16 garage spaces for a total of 309 parking spaces with 17 ADA parking spaces, four of which are van accessible. Accessible routes are provided from the public right of way to the amenity and leasing building, and throughout the site as required for accessible units and parking spaces.

This project is designed to facilitate a strong sense of community by offering resident a range of amenities, such as a clubhouse and pool, a centralized fenced play area and open space, and a dog park. The City requires 200 sf of amenity space per bedroom for multifamily development, which equates to 75,600 sf. The site provides a total of 76,000 sf in the identified amenity spaces and in the open areas around and between buildings.

There are two proposed access points to the development off Tutt Blvd via shared access easements with the developments to the north and south. There is currently a central median on Tutt Blvd which forces these accesses to be right-in/right-out only. As part of this development plan it is proposed to convert the northern access point to a three-quarter movement by redesigning the median to allow for a left-in turn. A Traffic Impact Study is submitted with this application to analysis this proposed access change. All driveways within the site are 26' wide to allow adequate fire access to the proposed four-story buildings. The driveways will meet the turning radii required by CSFD and all fire lanes will be appropriately marked.

PROJECT JUSTIFICATION

FINDINGS REQUIRED FOR CONDITIONAL USE APPROVAL (CODE SECTION 7.5.704)

A. SURROUNDING NEIGHBORHOOD: THAT THE VALUE AND QUALITIES OF THE NEIGHBORHOOD SURROUNDING THE CONDITIONAL USE ARE NOT SUBSTANTIALLY INJURED.

The property is surrounded by a mix of uses including commercial, multifamily residential, townhomes and single-family residential. Additional multifamily residential is an appropriate proposed use within this mix to create a dynamic live-work neighborhood. The proposed use does not negatively impact the surrounding land uses but rather serves to diversify housing choices within the area and provides much needed affordable housing to support working families in the City. Given the adjacent to Powers Blvd, the proposed four-story apartment buildings will provide a physical noise buffer between this bust freeway and the townhomes and single-family residential to the east of Tutt Blvd.

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.

The proposed provision of affordable residential units for working families will support the provision of housing choice and availability in this part of the City. The proposed development will provide the residents of Copper Rose with a variety of on-site amenities and the site is located adjacent to a bicycle route on Tutt Blvd, which will promote the health and welfare of the future residents. It is also the intent and purpose of the Zoning Code to ensure a logical growth of the various physical elements of the City; to improve housing standards; and to preserve neighborhoods. The introduction of multifamily residential into a growing and diverse part of the City will promote these objectives by providing quality affordable housing that strengthens and preserves this new and expanding neighborhood.

C. COMPREHENSIVE PLAN: THAT THE CONDITIONAL USE IS CONSISTENT WITH THE COMPREHENSIVE PLAN OF THE CITY.

The Copper Rose apartment community will support many of the “Big Ideas” in the recently adopted PlanCOS. These include “every person in the city deserves to live in a great neighborhood”, “proactive support for a full spectrum of attainable housing opportunities, located in different areas of the city”, and the need for “areas to infill and adapt in response to a myriad of trends including demographics, technology, and the market.” Attainable housing is identified as a critical need in the Colorado Springs community and an essential component of economic development.

Vibrant Neighborhoods

The adjacent Ridgeview neighborhood is identified as a “Newer Developing Neighborhood” in the “Vibrant Neighborhoods” chapter of PlanCOS. The goal of this neighborhood typology is to retrofit, reinvent, and introduce new features to enhance the identity, quality, affordability, and attractiveness of these neighborhoods. PlanCOS states that the Newer Developing Neighborhoods will expect to see more infill and redevelopment than other areas of the city.

The project will support the following Vibrant Neighborhood goals and strategies through the provision of affordable housing that integrates with and has strong connections to surrounding commercial, employment, and community hubs, thus enhancing the mixed-use character of the area.

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.

STRATEGY VN-2.A-4: Allow for zoning residential bonuses that result in the provision of additional attainable housing, such as increased heights or densities.

STRATEGY VN-3.E-1: Focus incentives for mixed-use development within parts of the city that have been identified as priority redevelopment areas or corridors that have the potential for enhanced multimodal access and walkability.

Unique Places

The site is located in “Southeast COS”, which is specifically identified as an area in need of revitalization and the nearby Stetson Hills Blvd and Powers Blvd intersection is identified as a Community Activity Center which are places that serve the day-to-day needs of their surrounding neighborhoods and should include a well-integrated mix of uses including smaller businesses and a variety of housing choices. The project will support the following Unique Places strategies by providing affordable housing in an accessible location that will support the community hub at Stetson Hills and Powers, and by contributing to the goal of infill development and reinvestment in the city.

STRATEGY UP-1.B-4: When feasible, integrate development with surrounding natural areas and maximize trail connectivity to enhance quality of life.

STRATEGY UP-1.A-6: Collaborate with the community, service providers, and stakeholders to plan a small business-supportive community hub in the southeast part of the city.

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.

STRATEGY UP-2.A-4: Actively support ongoing and potential infill projects, employ problem-solving approaches and continue to implement process improvements in support of infill and redevelopment.

CONFORMANCE WITH DEVELOPMENT PLAN REVIEW CRITERIA (CODE SECTION 7.5.502.E)

A. 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 surrounding neighborhood is a mix of uses and building types and there is no specific building type or character to emulate. The site is separated from the townhomes and single-family residential development to the east by Tutt Blvd, which is a 4-lane road with a central landscaped median. The right-of-way is 95’ wide and there is an additional 20’ landscaped setback on the east side of Tutt. The proposed apartment development will include the required landscape setbacks and buffers along Powers Blvd, Tutt Blvd and the southern boundary adjacent to the existing commercial uses. The bulk and mass of the buildings has been mitigated by a varied orientation of the buildings on the site and the interspersing of parking and amenity areas. Most of the buildings are set back from the Tutt Blvd frontage, with only one smaller apartment building and the single-story clubhouse building sited adjacent to the street. The proposed detention pond, pool area and parking will provide relief to this

street frontage. The proposed garages have been intentionally placed along the Powers Blvd boundary to provide both noise attenuation and grade retention.

B. 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 multifamily residential development complies with the recently adopted PlanCOS, which promotes vibrant neighborhoods, infill development and the provision of diverse housing choices. There are no other City-Adopted plans relevant to this site.

C. 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 R-5 zone standards are applicable to residential projects in the PBC zone. The project meets the density, building setbacks, lot coverage, and building height standards of the R-5 zone.

D. 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.

A Final Drainage Report, prepared by Terranova Engineering is included in this application. The plan proposes partial underground detention which has been approved via a variance. Otherwise, the drainage grading, drainage and stormwater quality provisions conform to the drainage criteria manual.

E. 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.

For the proposed unit mix, City parking standards require 314 parking spaces, including 8 accessible parking spaces, 2 of which must be van accessible. The Alternative Parking Option allow application of a 5% reduction for adjacency to a bike lane on Tutt Blvd. This reduces the requirement to 298 spaces. A total of 309 spaces are provided on-site with 17 ADA parking spaces, four of which are van accessible.

F. ALL PARKING STALLS, DRIVE AISLES, LOADING/UNLOADING AREAS, AND WASTE REMOVAL AREAS MEET THE LOCATION AND DIMENSION STANDARDS SET FORTH BY THIS CHAPTER.

The parking stalls meet the dimensional standards of the Zoning Code. The drive aisles are 26' wide to meet CSFD requirements for access to four-story buildings. This development includes a single trash compactor adjacent to Powers Blvd and three trash enclosures that meet the location and dimensional standards of the chapter.

G. THE PROJECT PROVIDES LANDSCAPED AREAS, LANDSCAPE BUFFERS, AND LANDSCAPE MATERIALS AS SET FORTH IN THIS CHAPTER AND THE LANDSCAPE DESIGN MANUAL.

All required landscape setbacks and buffers are identified on the Development Plan and the required plantings are provided consistent with the Landscape Design Manual.

H. THE PROJECT PRESERVES, PROTECTS, INTEGRATES OR MITIGATES IMPACTS TO ANY IDENTIFIED SENSITIVE OR HAZARDOUS NATURAL FEATURES ASSOCIATED WITH THE SITE.

There are no sensitive or hazardous natural features identified on the site.

I. THE BUILDING LOCATION AND SITE DESIGN PROVIDE FOR SAFE, CONVENIENT AND ADA-ACCESSIBLE PEDESTRIAN, VEHICULAR, BICYCLE, AND APPLICABLE TRANSIT FACILITIES AND CIRCULATION.

Pedestrian walkways are provided throughout the development. There are 3 sets of bike racks; a pair by the maintenance building, a pair by the clubhouse, and a pair by the building in the southwest corner of the site on the north, which distributes them t evenly across the site. Accessible routes are provided from the public right-of-way to the leasing office area and throughout the site to provide adequate access to accessible units and parking spaces.

J. 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.

The external roads adjacent to the development are in place and two points of access are provided to the site via existing shared access easements. As part of this development plan, it is proposed to convert the northern access point to a three-quarter movement by redesigning the median on Tutt Blvd to allow for a left-in turn. A Traffic Impact Study is submitted with this application to analysis this proposed access change. Driveways circulate through the site to provide access to all portions of the building and garages for residents and emergency access. All fire lanes within the site will be adequately marked as fire lanes and meet the turning radii required by CSFD.

K. 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 Preliminary Utility and Public Facilities Plan included in the Development Plan set identifies all proposed extensions and connections to public utility infrastructure.

L. 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.

A traffic report is submitted with this application. This study evaluates site generated traffic and potential impacts on the surrounding road network, as well as analyzing the proposed conversion of the north access to a three-quarter movement. It concludes that the level of service will be acceptable for all turning movements in all scenarios at the site access points. A northbound left-turn auxiliary lane will be required at the north access to accommodate the new three-quarter turn intersection. No additional auxiliary lanes or other off-site improvements are required based upon the anticipated trip generation from the proposed development.

M. 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.

No significant off-site impacts are anticipated with this development.