

ASCENT BY WATERMARK

PROJECT STATEMENT

NOVEMBER 2019

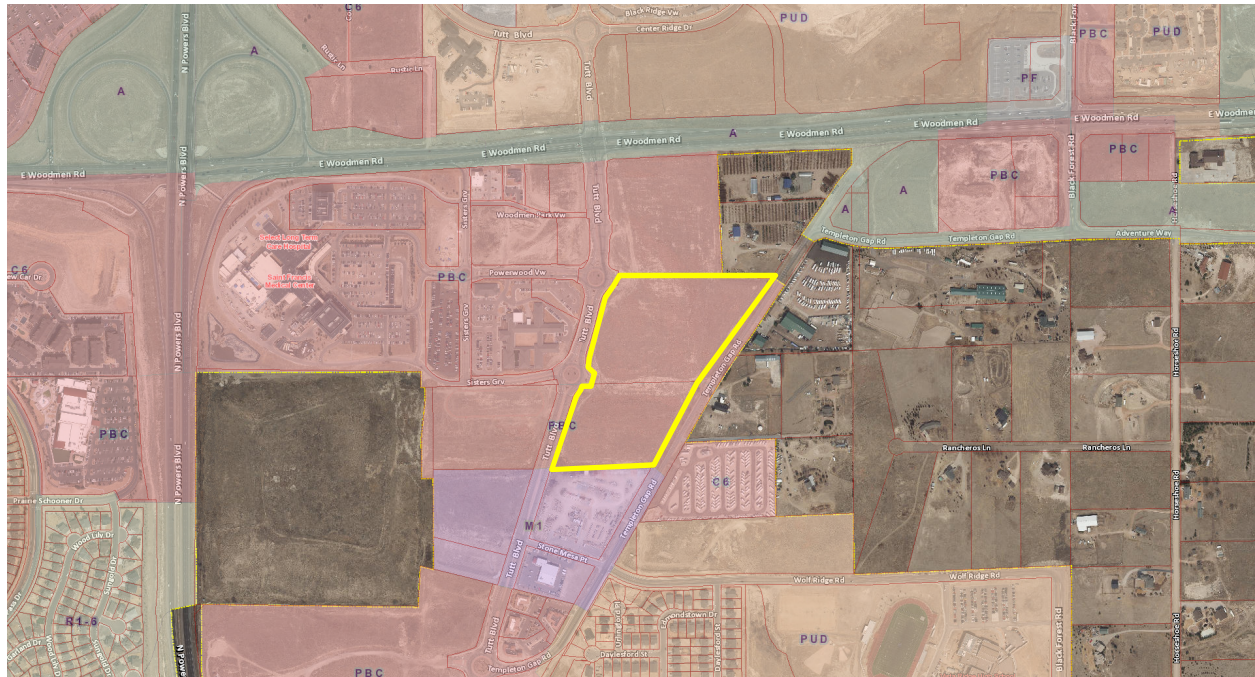
REQUEST

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

1. Conditional Use Development Plan for Multifamily Residential Development on 20.39 acres.
2. Final Plat for Ascent by Watermark Filing No. 1 to create one 20.39-acre lot.

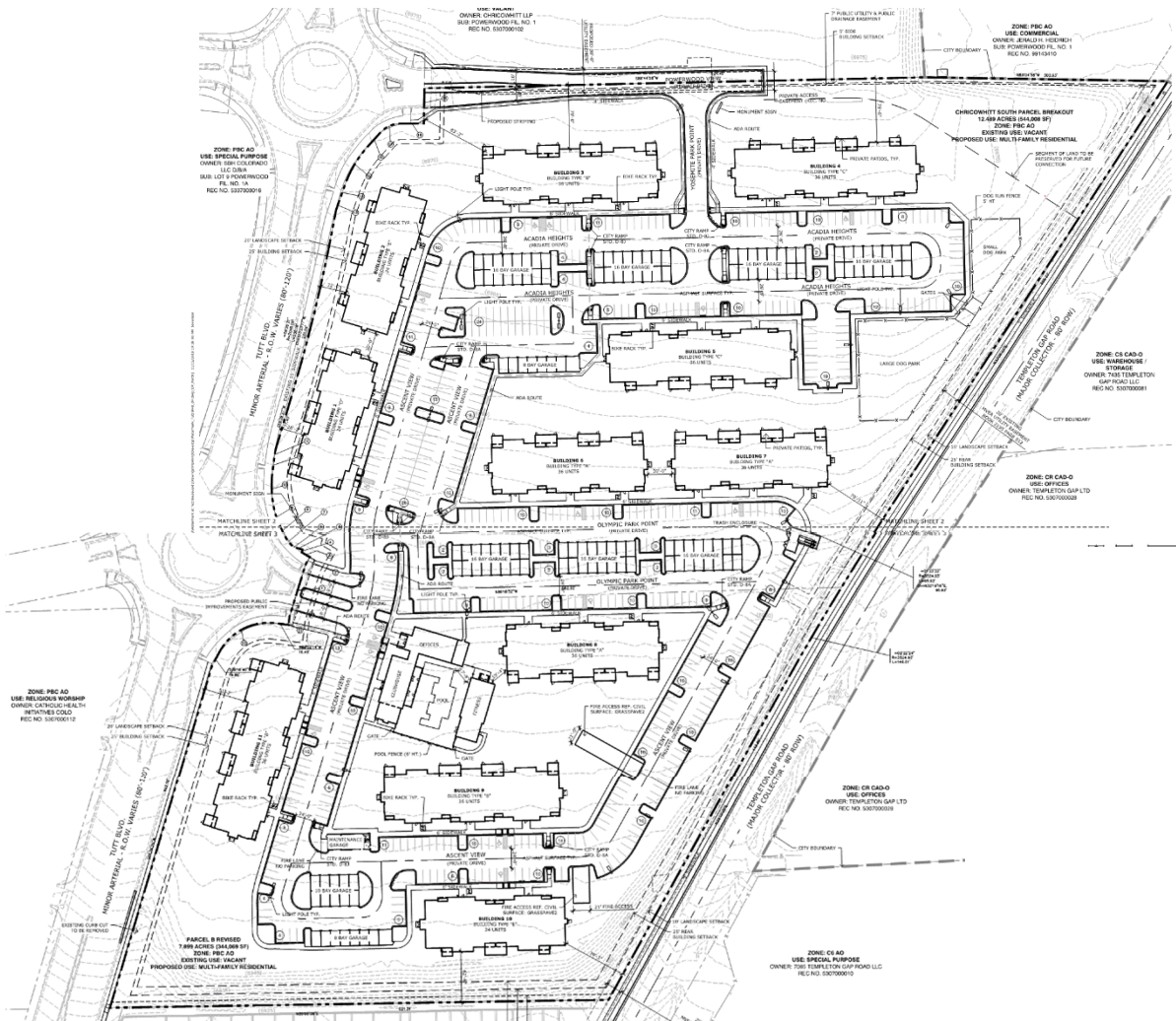
LOCATION

The property is located southeast of the intersection of Woodmen Rd and Tutt Blvd. The site is bounded by a vacant parcel to the north, Tutt Blvd on the west, Templeton Gap Rd on the east and a landscape storage and sales yard to the south. The 20.39-acre property is currently vacant and is zoned PBC (Planned Business Center). 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 uses; M1 (Industrial) zoned property to the south; and a C6 (Commercial) zoned RV storage facility to the southeast. To the east and northeast are County properties, including a tree farm, another RV storage facility, a roofing contractor, and larger lot rural residential properties further to the east.



PROJECT DESCRIPTION

The request is for the conditional use of a multifamily residential development within the PBC Zone. The application proposes 360 apartments in eleven buildings, with a mix of one-, two- and three-bedroom units. 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 building height of 45-feet. Amendments to the Greenbriar/Powerwood Master Plan and Concept Plan for this area were approved in July of 2019 to change the use of this parcel from commercial to multifamily residential use. The site specifications defined for the PBC Zone by the Concept Plan include a periphery building setback of 25 feet. This Development Plan meets the above requirements.



The proposed apartment buildings are 3-story, with a building height of 32 feet from finished grade to the soffit and a 16-foot gable roof. This meets the maximum height of 45-feet for the zone, when measured to a point five feet below the highest ridge of a gable per the definition of building height in the Zoning Code.

The project consists of 360 units in 11 buildings, with a mix of one, two, and three-bedroom units. The mix of unit type per building is provided in the table below.

Building#	Building Type	1-bedroom	2-bedroom	3-bedroom	Total Units
1	D	0	24	0	24
2	E	0	12	12	24
3	B	12	24	0	36
4	C	12	12	12	36
5	C	12	12	12	36
6	A	24	12	0	36
7	A	24	12	0	36
8	A	24	12	0	36
9	B	12	24	0	36
10	E	0	12	12	24
11	B	12	24	0	36
Total Units		132	180	48	360

For this unit mix, City parking standards require 600 parking spaces, including 12 accessible parking spaces, 2 of which must be van accessible. The project meets this requirement by providing 552 surface spaces and 138 garages spaces, for a total of 690 spaces, with 14 ADA parking spaces, two of which are van accessible. 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.

The project includes a club house, fitness center, and leasing office, with a swimming pool in the courtyard of these amenity buildings. A dog park is located east of Building 5, generally in the northeast corner of the site. A maintenance garage with dog wash station is provided west of Building 9. The City require 200 square feet of open space per bedroom; the development substantially exceeds this by providing 541 square feet of open space per bedroom.

The two access points to the development intersect with Tutt Blvd at existing roundabouts. Medians are provided to transition from the roundabouts. The north access road from the public ROW shares an access easement with the north adjacent property, a vacant commercial lot. A private drive off the shared drive provides access into the project site. A series of looped driveways circulate through the site in order to provide access to all portions of the buildings for residents and emergency access. Grass-pavior fire access lanes are provided between buildings 8 and 9 and to the east of building 10 to ensure adequate fire access to those buildings. All the driveways within the site will be marked as fire lanes and meet the turning radius required by CSFD.

PROJECT JUSTIFICATION

CONFORMANCE WITH CONDITIONAL USE CRITERIA (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 multifamily residential use is consistent with the recently approved amendments to the Master Plan and Concept Plan. The property is surrounded by a mix of uses including commercial, medical, office, industrial, and storage. Multi-family residential is an appropriate proposed use within this mix to create a dynamic live-work neighborhood. The proposed use does not negatively impact this diverse surrounding neighborhood.

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 multi-family residential use was recently reviewed in the context of the approved amendments to the Master Plan and Concept Plan, where it was deemed to be an appropriate use for this location that is consistent with the intent and purpose of the Zoning Code to promote public health, safety and general welfare. 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 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 multifamily residential development supports the recently adopted PlanCOS, which focuses heavily on the importance of creating vibrant neighborhoods and providing diverse housing choices. The proposed multifamily use introduces additional housing choice and will support the adjacent commercial and hospital uses. PlanCOS also emphasizes the importance of infill development and adapting to ever-changing market needs and demands. Currently, rental accommodations is in demand in this area and this project enhances the mix of land uses that will support and encourage growth in the area.

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.**

At the City Council hearing for the Master/Concept Plan amendments in July 2019, the residents of 7165 Templeton Gap Road expressed concern about building height and impact on views. Care has been taken with the siting and design of the proposed apartment buildings to minimize the visual impact of the development for these neighbors to the east. The buildings are intentionally set back from the eastern property boundary by a minimum of 79 feet, with a resulting distance from the home at 7165 Templeton Gap Road of approximately 930 feet. In addition, the apartment buildings are oriented so that the narrower end elevation is facing east, which mitigates the massing effect of the buildings. The home at 7165 Templeton Gap Road will directly face the open landscaped area between buildings 8 and 9, which will further mitigate the visual impact of this development. The buildings have gabled roof lines, which will lessen the perceived height of the buildings and the varied roof line and materials soften the overall appearance of the buildings.



- 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. The multi-family residential also complies with the recently approved amendments to the Master Plan and Concept Plan, which show multifamily residential use for this parcel.

- 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 building setbacks, building height and lot coverage standards of the R-5 zone. The development provides ample open space that exceeds the City's standard.

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 Classic Consulting, Engineers and Surveyors is included in this application. The plan conforms to the applicable drainage basin planning study and 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 600 parking spaces, including 12 accessible parking spaces, 2 of which must be van accessible. The project meets this requirement by providing 552 surface spaces and 138 garages spaces, for a total of 690 spaces, with 14 ADA parking spaces, two 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. There are no loading areas. The trash enclosures meet the standard requirements.

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. The Preliminary Landscape Plan includes the required setback and buffer planting. The future Final Landscape Plan will include landscape materials 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 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 and bike rack locations are provided at various locations throughout the apartment community. 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 roundabouts. A series of looped driveways circulate through the site in order to provide access to all portions of the buildings for residents and emergency access. Grass-pavior fire access lanes are provided between buildings 8 and 9 and to the east of building 10 to ensure adequate fire access to those buildings. All the driveways within the site will be marked as fire lanes and meet the turning radius 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 was prepared for the Master/Concept Plan amendment approved in July 2019, to assess the change in use of this parcel from commercial to multifamily residential. This report did not identify a need for any off-site roadway or intersection improvements as a result of this change in use. At the request of City Traffic Engineering Department, land is preserved for a potential future connection of Powerwood View to Templeton Gap Road if the City consider this necessary in the future. This future connection is not needed to support the traffic generated by this project.

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 such off-site impacts will be caused by this development.