

## URBAN RESEARCH – SCARBOROUGH DRIVE

### PROJECT STATEMENT

DECEMBER 23, 2019

### REQUEST

N.E.S. Inc. on behalf of Richmond American Homes request approval of the following applications:

1. Minor Amendment to the Briargate Master Plan.
2. A PUD Development Plan for 70 single-family attached units.
3. A Zone Change from Planned Unit Development for Multi-family with Condition of Record and an Airport Overlay (PUD/CR/AO) to Planned Unit Development with an Airport Overlay for Attached Single-family (PUD/AO) and to remove the Condition of Record.

### LOCATION

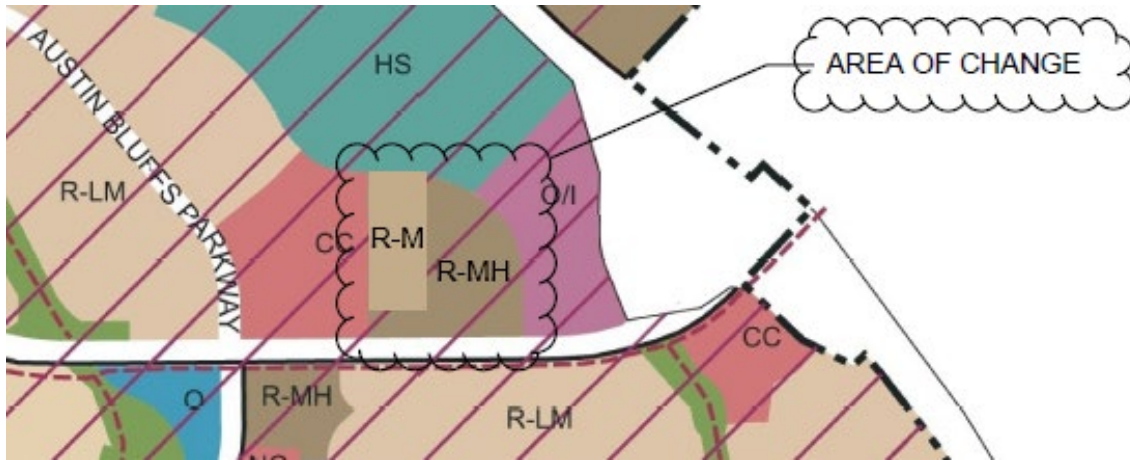
The 7.29-acre property is located northeast of Austin Bluffs Parkway and Research Parkway along Scarborough Drive. To the west is a church, to the north is Liberty High School, to the east and south is a vacant property.



## PROJECT DESCRIPTION

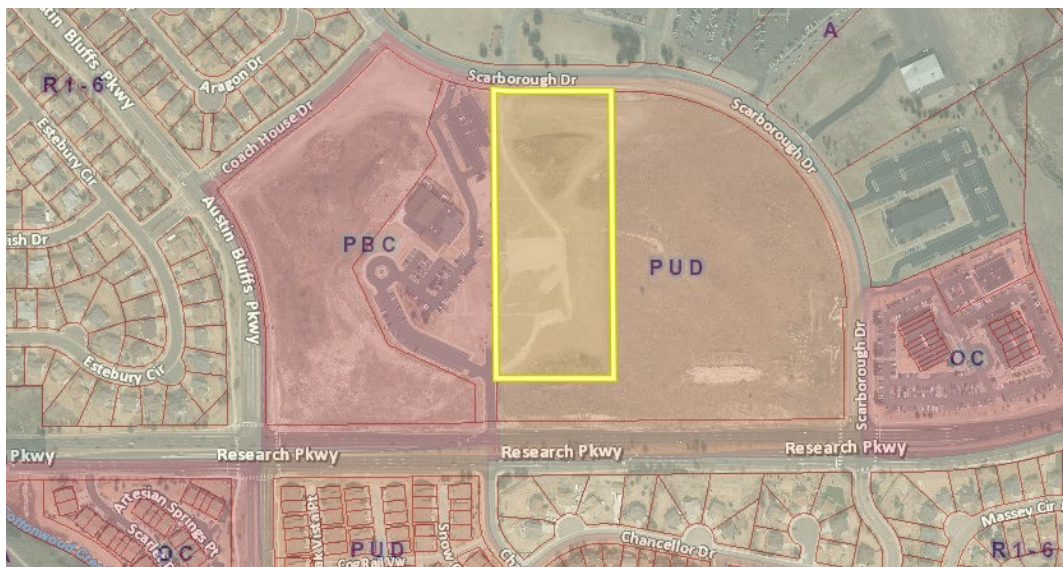
### MASTER PLAN

The Briargate Master Plan identifies the area as Residential Medium-High (R-MH, 12-24.99 DU/gross acre). The project proposes 9.6 DU/gross acre reducing the density to Residential Medium (R-M, 8-11 DU/gross acre). The Implemented Master Plan Area hatching has been updated.



### ZONING

The property is zoned PUD/CR/AO as part of the PUD Concept Plan for multi-family development known as Echelon at Briargate, approved in 1998. The Echelon at Briargate PUD Zoning and Concept Plan specified one Condition of Record, "IT SHALL BE THE RESPONSIBILITY OF THE OWNER TO INSTALL A TRAFFIC SIGNAL AT THE INTERSECTION OF RESEARCH PARKWAY AND SCARBOROUGH DRIVE, AS PER CITY OF COLORADO SPRINGS ORDINANCE NO. 98-163". Since the 1998 approval, the traffic signal has been installed. This application proposes to remove this condition of record and rezone the site to PUD/AO for 70 single family attached units. The surrounding zoning includes Planned Business Center (PBC/AO), Agricultural (A/AO), and Planned Unit Development with Conditions of Record (PUD/CR/AO).





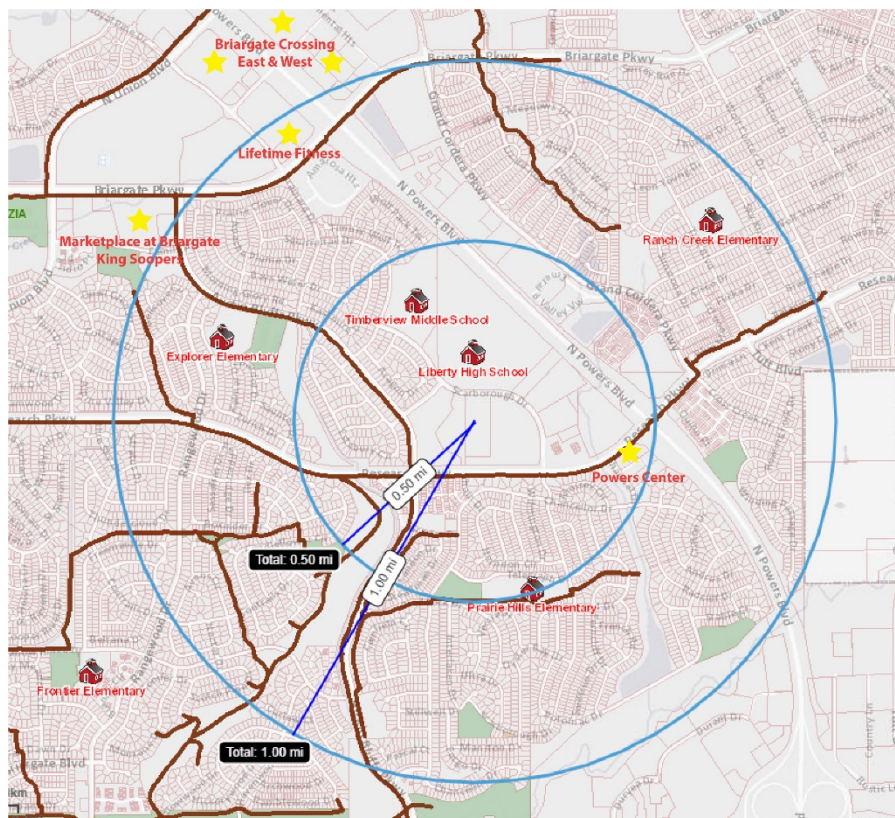
### PUD DEVELOPMENT PLAN

The project proposes 70 urban duplex (single-family attached) units on 7.29 acres, with a gross density of 9.6 du/acre. The units will be 2 story and have an option for 2 or 3 bedrooms. The units face open space areas and back on to private drives with alley loaded garages. Access to the development is provided from Scarborough Drive. A secondary access is provided through a connection to the private drive on the adjacent church property to the west to Research Parkway. There is an existing access easement for the shared use of the driveway. The streets are designed to discourage cut through traffic by creating bends in the primary drive and providing on-street parking. A general building envelope and lot typical is provided on the PUD Plan. The maximum building height is 30’.

The required parking is 140 spaces assuming each unit is 3 bedrooms requiring 2 spaces per unit. This requirement is met as all units have a 2 car garage. An additional 97 guest spaces are also provided, which equates to approximately 1.4 guest spaces per unit. 34 of the units have two parking spaces in front of the garages and the remaining 36 units have 6’ aprons and do not accommodate parking in front of the garages. The provided parking consists of 140 garage spaces, 68 spaces in front of the garages, and 29 on-street spaces.

The amount of open space required is 42,000 sq. ft. (200 sq. ft. per bedroom assuming 3 bedrooms). Open space is provided throughout the development totaling 58,000 sq. ft. including areas within the lots. The buildings front onto greenways that provide a minimum of 30 ft. of separation between buildings. These greenways are to be maintained by the HOA, even when within the individual lots. All homeowners will have access to these areas. Landscaping setbacks and buffers are provided where appropriate.

The property is within a ½ mile of two parks and three schools (a high school, a middle school, and an elementary school). Within 1 mile are four more parks and two more elementary schools. The site has access to the extensive Briargate Trail system and commercial centers.



## PROJECT JUSTIFICATION

### MINOR MASTER PLAN AMENDMENT

The Briargate Master Plan identifies the area as Residential Medium-High (R-MH, 12-24.99 DU/gross acre). The project proposes 9.6 DU/gross acre reducing the density to Residential Medium (R-M, 8-11 DU/gross acre). The reduction in density does not significantly change the intent of the Master Plan and does not impact previous analysis of traffic, compatibility, or environmental impacts.

### ZONE CHANGE CRITERIA (SECTION 7.5.603. B)

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

The proposed rezone to allow single-family attached units will serve the public interest and general welfare. The request changes the zoning from PUD/CR/AO to PUD/AO. The request accommodates a reduction in the density and removes an obsolete condition of record. The proposed single-family use will provide additional housing choices in an area that has good accessibility to schools, commercial centers, trails, and parks.

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

The project is an infill development of single-family attached units in an area that primarily consists of single-family detached. The project supports the following PlanCOS policies for infill development and additional housing choice in neighborhoods.

Policy VN-2.A: Promote neighborhoods that incorporate common desired neighborhood elements.

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.

Policy UP-2.A: Support infill and land use investment throughout the mature and developed areas of the city.

Strategy UP-2.A-1: Encourage the development or redevelopment of vacant properties in the core area of the city by using a combination of incentives, rezoning, and creative design solutions.

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.

**C. 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 project is consistent with the intent of the Briargate Master Plan and meets the density requirement as amended.

**D. 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, the site is not within a MU Zone.

**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 project is consistent with the PlanCOS policies as stated above and with the Briargate Master Plan as amended.

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

The project will not be detrimental to the public interest, health, safety, convenience or general welfare. The proposed development will be compatible with neighboring uses and will provide additional housing choice in the area.

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

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

Access is provided from Scarborough Drive and does not connect to adjacent neighborhoods. Internal circulation does not impact the adjacent neighborhood. The project streets serve only this development with an access to the southwest providing a secondary connection through the adjacent church property to Research Parkway. The circulation system within the site is safe and functional.

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

The proposed single-family attached units and Master Plan Amendment reduce the density for the area and provide an additional housing option compatible with the areas existing residential.

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

The site and surrounding properties are primarily vacant and do not require mitigation of impacts.

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

Landscape setbacks and buffers are provided where appropriate. A 15' landscape buffer is provided on the west property line adjacent to the church and a 10' landscape setback is provided on Scarborough Drive.

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

Scarborough Drive is a Collector requiring a 10' landscape setback. Direct access to the individual units is not proposed on Scarborough. There is a vacant parcel separating the site from Research Parkway to the south, which is the nearest arterial street.

**D. TRAFFIC CIRCULATION:**

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

The circulation system within the site is safe and functional and allows for off-site connectivity. Two access points are provided to ensure appropriate ingress and egress. The streets are designed to be safe and functional.

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

The project streets provide logical, safe and convenient vehicular access of the development.

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

The required parking is 140 spaces assuming each unit is 3 bedrooms requiring 2 spaces per unit. This requirement is met as all units have a 2 car garage. An additional 97 guest spaces are also provided, which equates to approximately 1.4 guest spaces per unit. 34 of the units have two parking spaces in front of the garages and the remaining 36 units have 6' aprons and do not accommodate parking in front of the garages. The provided parking consists of 140 garage spaces, 68 spaces in front of the garages, and 29 on-street spaces.

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

Access and movement of handicapped persons are accommodated. The sidewalks and crossing ramps through the development have been designed to ADA standards.

**5. AS APPROPRIATE, ARE PROVISIONS FOR TRANSIT INCORPORATED?**

Transit is not provided in the area at this time.

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

The proposed development is within the capacities of the existing public facilities. The proposed residential development is a lower intensity than the previously approved multi-family development.

**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?**

All units are afforded privacy by adequate separation across greenways and via setbacks and landscaping.

**G. PEDESTRIAN CIRCULATION:**

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

Pedestrian connectivity is provided throughout the development connecting the greenways, front entries, and public right-of-way.

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

The network of pedestrian walkways through the development and greenways is functionally separated from vehicular traffic.

**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's landscape code and the City landscape policy manual. A 15' landscape buffer is provided on the west property line adjacent to the church and a 10' landscape setback is provided on Scarborough Drive.

**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 Vegetation is proposed.

**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.**

58,000 sq. ft. of open space is provided throughout the development to provide light, air, and privacy. Two parks are located within a ½ mile and four more are within a mile.

- 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 and unique natural features onsite.

- 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, a mobile home park is not proposed.