

1 July 2019

Matthew Fitzsimmons, Planner II
City of Colorado Springs
Land Use Review Division
30 S. Nevada Ave, #105
Colorado Springs, CO 80903

Re: 532 W. Colorado Ave. Apartments – Zone Change and PUD Development Plan and Waiver of Replat

Dear Mr. Fitzsimmons,:

On behalf of Desirable Holdings, LLC, Land Patterns, Inc., is requesting an approval for a Zone Change, PUD Development Plan and Waiver of Replat for the proposed .44 acres of land located at 532 W. Colorado Ave., Colorado Springs, CO. The following Project Statement, including justification of the review criteria for Zone Change and PUD Development Plan and are provided below for your review and consideration. See project statement, included in submittal package, the project statement for the Waiver of Replat.

Description: The proposed property, located on the northeast corner of W. Colorado Ave. and N. Chestnut Street consist of 4 Lots (lots 29-32 of the Parrishs Addition to Colorado Springs) totaling 0.437 acres. The parcel is located in the West Side Neighborhood of Colorado Springs. The current zone classification for the lots is C-6 (General Business). All adjacent properties are zoned C-6 that consist of mixed uses including retail commercial, general business offices, a motel and residential properties. This site lies within walking distance of downtown Colorado Springs and has easy access to nearby America the Beautiful Park. Colorado Ave., is major thoroughfare of the City and serves as a major arterial of the Phase II -PikeRide network, the City's bike share program

Waiver of Replat:

See Waiver of Replat Project Statement included as part of the project submittal package.

PUD Zone Change Request:

The proposed Zone Change is requesting a change from C-6 (General Business) to PUD (Planned Unit Development) to allow for zero lot line (building and landscape setbacks) along W. Colorado Ave. and N. Chestnut Street, a 60' building height and a parking requirement of 1 space per unit. The proposed density will be approximately 122.72 DU/AC (gross) or 8.39 FAR (gross).

PUD Development Plan:

The PUD Development Plan proposes to allow for a 4 story, 54-unit apartment building consisting of approximately 52,443 square feet and a building height of 58'- 11-1/2". The proposed apartment building will include below grade parking garage and a surface parking lot. Units will consist of 10 efficient and 44 one-

Land Patterns, Inc.
PO Box 60112
Colorado Springs, CO
80960-112

719 578-8689 phone
dtm@lparch.com

bedroom apartment ranging in size of 376 S.F. to 665 S.F. Building amenities for the private use of residents will include; leasing office, small fitness room, café/lobby, street side and roof top patios, secure bike storage, below grade parking garage The Owner has committed to sponsoring a PikeRide Bicycle Station to be located on site.

Justification: Zone Change Criteria:

1. The action will not be detrimental to the public interest, health, safety, convenience or general welfare.

Response: No. This development will not create an adverse effect to public interest, health, safety, convenience or general welfare. The proposed development encourages and compliments the established mixed-use activity center of the area. The proposed project will promote and support mixed use patterns that are mutually supportive and integrate residential land use development in an established neighborhood. The proposed project also responds positively to the goals and objectives of the City Planning Infill and Revitalization Steering Committee.

2. The proposal is consistent with the goals and policies of the Comprehensive Plan.

Response: The 532 Colorado Ave Apartments - PUD Zone change proposes to enhance and support City's Comprehensive Plan through an integrated multiple neighbor use, decrease housing cost and provide urban services in a more cost-effective manner through a high-density development. The project will promote and support mixed use patterns that are mutually supportive and integrate residential land use development in an established neighborhood. The proposed development encourages and compliments the established mixed-use activity center of the area. The proposed project also responds positively to the goals and objectives of the City Planning Infill and Revitalization Steering Committee.

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 to be considered consistent with a zone change.

Response: Yes, the development lies within the West Side Master Plan and is consistent with the allowable/recommended uses for proposed development.

Justification: PUD Development Plan Criteria:

1. Will the project design be harmonious with the surrounding land uses and neighborhood?

Response: The neighborhood is characteristic of mix uses including; retail commercial, restaurants, offices and residential properties. The proposed development encourages and compliments the established mixed-use activity

center of the area. The proposed project will promote and support mixed use patterns that are mutually supportive and integrate residential land use development in an established neighborhood. The proposed project also responds positively to the goals and objectives of the City Planning Infill and Revitalization Steering Committee.

2. Will the proposed land uses be compatible with the surrounding neighborhood? Will the proposed development overburden the capacities of existing streets, utilities, parks, schools and other public facilities?

Response: Yes, the proposed land use will be compatible with the surrounding neighborhood. The proposed development will provide the continued mix use characteristic of the neighborhood. The project will not significantly impact or overburden existing streets, parks or schools. New development will upgrade the site utilities. The attached parking study (included in the submittal package) concludes that off-site parking availability, required to meet the apartments parking requirements, is more than adequate.

3. Will the structures be located to minimize the impact of their use and bulk on adjacent properties?

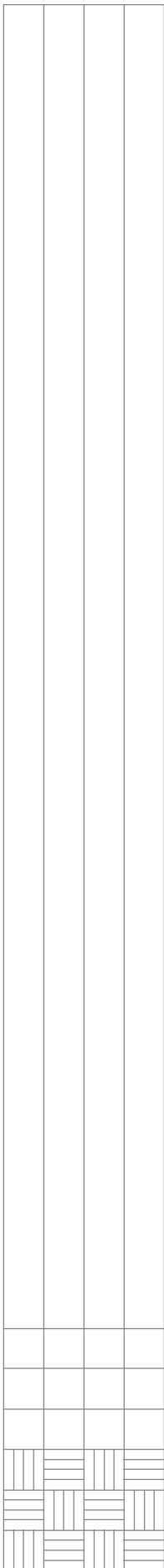
Response: The proposed apartment building will be an added element to the neighborhood and be positioned at a zero lot line on the south and west side of the lot to establish an urban street presences (characteristic of many of the buildings in the neighborhood) and creating separation from the commercial use to the east and residents to the north.

4. Will landscaping, berms, fences and/or walls be provided to buffer the site from undesirable views, noise, lighting or other off-site negative influences and to buffer adjacent properties from the negative influences that may be created by the proposed development?

Response: The proposed development provides an improved in-fill project to the area. The development will not create undesirable views, noise, lighting or other negative influences that will required to be screen with walls, fences or earthen berms. The trash enclosure at the rear of the building will be enclosed with a 6' high fence.

5. Will vehicular access from the project to the streets outside the project be combined, limited, located, designed and controlled to channel traffic to and from such areas conveniently and safely and in such a manner which minimizes traffic friction, noise and pollution and promotes free traffic flow without excessive interruption?

Response: Proposed vehicular access to the site is on the north side of the lot. The below grade parking garage and one-way access is limited to the rear of the building. Egress from the site is limited to W. Colorado Ave. via the one-way drive and, from the garage, via the alley at the rear of the building onto



Chestnut Street. This controlled accesses and egress point will eliminate traffic congestion.

6. Will all the streets and drives provide logical, safe and convenient vehicular access to the facilities within the project?

Response: see response comment for review comment # 5

7. Will streets and drives within the project area be connected to streets outside the project area in such a way that discourages their use by through traffic?

Response: Egress from the property is proposed on to Colorado Ave., to the south, and via the alley to Chestnut Street to the west. The One-way access drive and alley will discourage through traffic.

8. Will adequately size parking areas be located throughout the project to provide safe and convenient access to specific facilities?

Response: The project proposes a combination of allowable City standard and compact parking stalls. The proposed zone change to PUD is requesting a parking requirement of 1 parking space per unit. A 10% reduction of parking requirements for the bus stop and proposed PikeRide Station would require 44 parking spaces for the development. 35 spaces will be provided on site. Nine on-street parking spaces have been identified along Colorado Ave and Chestnut Street. A parking study (included in the submittal package), as prepared by LSC Traffic Consultants, has identified 179 to 238 additional available parking spaces within a two-block radius.

9. Will safe and convenient provision for the access and movement of handicapped persons and parking of vehicles for the handicapped be accommodated in the project design?

Response: The apartment building will be ADA complaint. The building entrance will provide an ADA compliant ramp to the public row (W. Colorado Ave.). A handicap parking stall is proposed at the front of the building along Colorado Ave. A van accessible/ handicap stall is proposed at the parking garage.

10. Will the design of streets, drives and parking areas within the project result in a minimum of area devoted to asphalt?

Response: Due to the minimum size of the lot and building footprint the lot is dedicated to approximately 30 % surface parking and vehicular access. The west side of the street (within the ROW) is entirely landscaped.

11. Will pedestrian walkways be functionally separated from vehicular traffic and landscaped to accomplish this? Will pedestrian walkways be designed and

FIGURE 1

located in combination with other easements that are not used by motor vehicles?

Response: Yes, the public sidewalk along W. Colorado Ave. will be built to the controlling Special Improvement Maintenance District (SIMD) standards which emphasizes a wide, pedestrian friendly patterned walkway. The proposed sidewalks are detached from the curb along N. Chestnut Street. The proposed areas between the sidewalk and curb are to be landscaped.

12. Does the design encourage the preservation of significant natural features such as healthy vegetation, drainage channels, steep slopes and rock outcroppings? Are these significant natural features incorporated into the project design?

Response: There are no significant natural features within the property boundaries. Existing large Elm trees are currently growing along Chestnut Street in the ROW. Two ornamental trees are in the ROW along W. Colorado Ave. The proposed development will require the removal of all existing tree from the site. The consultant has been in preliminary discussions with City forestry regarding the health and replacement value of existing trees. The Elm trees are large, old and heavily pruned to accommodate the overhead utilities. The City forester places no value on the removal of the undesirable Elm trees. Removal of the ornamental trees will be further reviewed with the City Forester.

Issue List:

1. To obtain the desired density on this lot with a residential use, the applicant would need change the zone to PUD

Response: The applicant is proposing a zone change from C-6 to PUD to allow for a higher density, 60' building height, zero lot line building and landscape setbacks and 1 required parking space per unit.

2. Parking may be the biggest issue to address. Please accommodate as many parking spaces as possible on site. Proximity to bike lanes and mass transit stops may give you parking reductions. On street parking can be counted on the east side Chestnut Street and the north side of Colorado Ave. directly adjacent to the property. Bike parking will be required, but as discussed-in unit locations may count.

Response: The project proposes a combination of allowable City standard and compact parking stalls. The proposed zone change to PUD is requesting a parking requirement of 1 parking space per unit. A 10% reduction of parking requirements for the transit stop and 10% reduction for the proposed bicycle 'PikeRide' Station would reduce the required spaces to 44.

35 spaces will be provided on site. Nine on-street parking spaces have been identified along Colorado Ave and Chestnut Street. A parking study (included in the submittal package), as prepared by LSC Traffic Consultants, has

identified 179 to 238 additional available parking spaces within a two-block radius. The parking garage will provide bike secure parking areas.

For these reasons we respectfully request approval of the PUD Zone Change, PUD Development Plan and Waiver of Replat for the 532 Colorado Ave. Apartment Building. Should you require additional information do not hesitate to contact me at 719-578-8689.

Respectfully submitted
Land Patterns, Inc.



David T. Morrison, MLA, RLA
President

