

Resort Lifestyle Communities Conditional Use
PROJECT DESCRIPTION AND JUSTIFICATION STATEMENT
October 23, 2017

LAND USE PROPOSAL

This submittal proposes to develop 130 senior independent living apartment units on 8.11 acres of land for a gross density of 16 du/ac. The site is located in a C-6(AO)(CR) zone which is part of the Woodmen Powers Crossing Concept Plan Area. This submittal is for a conditional use to allow multi-family residential units in a C-6 zone and a subdivision plat for one lot.

INTRODUCTION TO THE OWNERSHIP AND PROJECT DESCRIPTION

Resort Lifestyle Communities, Inc.(RLC) and Cameron General Contractors are the developer/owners of the proposed project. The mission of Resort Lifestyle Communities is to focus on providing a high quality senior independent living product at the medium price point for the emerging baby boomer demographic. RLC studies indicate that seniors are becoming more discriminating regarding available choices in the senior housing markets. RLC communities offer the amenities and services that seniors are demanding, and will increasingly demand, as this age demographic grows in the coming years ahead. Resort Lifestyle Communities is an age restricted 60+ community. Resort Lifestyle Communities, and its affiliated company (Cameron General Contractors, Inc.), is a combination of individuals with extensive experience in the marketing, design, construction and management of senior independent living (“IL”). RLC’s goal is to identify IL markets and initiate projects from initial market research, site selection, design, development, construction, pre-marketing and lease up through management of rent stabilized communities. RLC expects to retain substantial ownership of each of their communities for a long-term duration.

Each of RLC’s communities is customized to fit the site topography and market demand for each suite type (studio, one, two and three bedroom suites). The typical construction period from issuance of building permit to certificate of occupancy is between twelve and eighteen months. The standard building design consists of two wings comprised of resident living suites situated around a core area at the center of the building with living suites and extensive common areas. The core area houses dining facilities that provide dining on demand to the residents, a coffee bar / pub, and concierge services, among other amenities. The common areas further include an open dining room with skylights and exposed trusses, an extensive fitness center; a full size 150-seat theater sloped to a stage with theater quality video projection and sound system, an in-house bank, pharmacy, massage therapist, beautician/barber shop, and a game room. The buildings are constructed of high quality materials to minimize maintenance expense and capital improvement costs. The building exterior is designed to match the surrounding neighborhoods in building materials and color. Residential suites are available on a rental basis. There are no buy-in fees or long-term leases. This project is a low traffic generator and RLC’s studies show that 40% of the residents do not have a vehicle. Some garage structures are provided for rental. A shuttle bus is provided for the residents local transportation needs.

SUBDIVISION PLAT

A subdivision plat is being provided for concurrent review with the conditional use. The plat will consist of one lot, with tracts and easements as necessary to provide for access, public utilities and drainage. All buildings will be located on the one lot.

SITE LOCATION

The site is bounded on the north by New Car Drive, a proposed public collector street, and vacant land zoned C-6 as part of the Woodmen Powers Crossing Concept Plan. The site is bounded on the east by Targa Drive, an existing public collector street, and adjacent C-6 zoned land that is developed with the Estate at Woodmen Ridge Apartments. The site is bounded on the south by Bridle Pass Drive, an existing median divided collector street, and adjacent Wagon Trails Subdivision developed with single family residential lots. When the property was master planned and zoned to commercial uses, Bridle Pass Drive was designed with landscape setbacks along both sides of the street along with 6' tall concrete screen fences. The street was actually designed to minor arterial standards with a median to add additional landscaping and separation between the residential and non-residential uses. The north side of Bridle Pass was also planned with a 15' landscape buffer, a 30' landscape setback, 6' concrete screen fence, and a 40' building setback. Normally there would only be a 15' landscape buffer required between the commercial and residential uses, but the developer wanted to create the additional setbacks and separations in order to create a long term environmental and geographically sensitive relationship between these two land use types. At the time of the concept plan development, residential uses were not planned within the commercial district. This development will also help create additional land use buffers between the single family residents and more intensive commercial uses planned to the north of this development.

NATURAL FEATURES

The property to be developed is a parcel of land exhibiting slopes primarily ranging in steepness from 2% to 5%. The entire property has been overlot graded at one time or other. The property was reseeded after grading practices and is now vegetated with native grasses. There are no rock outcroppings or significant vegetation present on this property. The property's natural drainage is to the west and northwest to an outfall point near Woodmen Rd. The site is located in the Cottonwood Creek Drainage Basin. Developed drainage flows will be directed to a new water quality pond feature located in the west end of the project.

VEHICULAR CIRCULATION

The main access to the property will be from two access locations onto New Car Drive. Two secondary access points will be from Bridle Pass Drive and will be right in/ right out access only. All interior streets will be private and designed at 24' widths throughout the project. All interior drives and parking lots will be owned and maintained by the lot owner.

DEVELOPMENT SCHEDULE

The development of this project is anticipated to begin in the spring of 2018. The anticipated build out would be approximately 12-18 months. The project will be built in one phase.

PEDESTRIAN CIRCULATION

Paved walkways 4, 5 and 6 feet in width will be provided in those locations so as to provide safe and efficient pedestrian access from parking areas to residences, and to allow pedestrian circulation throughout the development. Sidewalk widths will increase to 6 feet in width when adjacent to parking bays, to compensate for parking overhang. Proposed walkways will also allow residents to gain access to New Car Drive, Targa Drive, Bridle Pass Drive, and ultimately Woodmen Rd.

LANDSCAPE MATERIALS

Landscape materials will be installed on the site by the developer in accordance with the attached Landscape Plans. Landscape plants selected, will be native plants indigenous to the area, and introduced plants, which will be chosen for their drought tolerance abilities and aesthetic properties.

LANDSCAPE AND PROPERTY MAINTENANCE

The landscape materials placed in private open spaces/common areas will be owned and maintained by the lot owner and or his assigns as part of the management functions of the development. All landscaped areas will be irrigated with a permanent irrigation system.

RECREATIONAL OPPORTUNITIES

All dwelling units are furnished with a private patio or deck. Open space areas are provided around the structures throughout the project for the use and enjoyment of the residents. Numerous recreational indoor amenities are being provided to the future residents.

FENCES

A six foot height opaque concrete landscape wall will be constructed along Bridle Pass Drive to provide a screen buffer from the single family residences along the south side of Bridle Pass Drive.

PRIVATE STREETS OWNERSHIP AND MAINTENANCE

The street system within this development is private and will be owned and maintained by the owner and or his assigns as part of the management functions of the project.

UTILITIES AND PUBLIC IMPROVEMENTS

Public gas and electric will be provided on site. As part of the development of the apartment project New Car Drive will be constructed to connect between Duryea Drive and Targa Street. New public sewer and water lines will be constructed within this new ROW. Public sidewalk will be constructed along New Car Drive and Targa Street.

JUSTIFICATION

This project is an infill project which is located between existing and proposed commercial north and west of the project, and residential uses south and east of the development. The project abuts Bridle Pass Drive along the south side project. Single family residential lots abut Bridle Pass Drive along the south R.O.W. line. The apartments will act as a transitional land use between the lower density residential uses previously mentioned and more intense commercial uses planned for the remaining vacant C-6 parcel. The single family residential uses which occur south of the project are buffered by a six foot concrete wall on a 6' berm, and a 25' landscape tract along the south right-of-way line of Bridle Pass Drive, an 80' right-of-way of Bridle Pass Drive with a landscaped center median, and an additional 30' landscape tract and another 6' concrete landscape wall along the north Bridle Pass right-of-way line. The location and development of multi-family uses on this site allows for the future residents to utilize the proposed and existing commercial and recreational venues within close proximity of the site without driving their vehicles. The development location allows for access to the proposed and existing public trails along Powers Blvd. and Woodmen Rd. Infill development of this type will also help in the efficiency of use of the existing public utility and transportation infrastructure.

The location of higher density residential uses adjacent to hotel and commercial uses with adequate buffering allows the residential conditional use to be compatible with the surrounding C-6 and PBC zones. The site is currently zoned C-6(AO)(CR) and is in conformance to the approved master plan and comprehensive plan. The multi-family development is well buffered from adjacent uses and will not cause any detriment on adjacent properties and will serve to enhance and complement the existing surrounding land uses.