
BARNES & MEDICAL VIEW APARTMENTS

PROJECT STATEMENT

DECEMBER, 2018

REQUEST

N.E.S. Inc. on behalf of Tirol Housing, LLC. requests approval of the following applications:

1. Conditional Use for Multi-family in the Planned Business Park (PBC) zone.
2. Development Plan for a Multi-family development comprising of 242 apartments.
3. Final Plat.

SITE LOCATION & DESCRIPTION

The site consists of two vacant parcels zoned PBC/AO. The approximately 11.63 acre site is located north of Barnes Road to the east of the terminus of Comstock Loop, and east of Powers Boulevard. The site is zoned PBC/AO and surrounded by a mix of uses. To the northwest on the opposite side of the vacated portion of Comstock Loop is single-family residential. To the north is a dental office and a medical facility lies to the east. To the west is commercial and multi-family residential. The site has a significant grade change from the northwest portion of the site to the southeast portion along Barnes Road. To the south, on the opposite side of Barnes Road, is Coleman Park including Security Service Field.

The site includes part of the vacated ROW for Comstock Loop, which was originally intended to connect Tutt Boulevard to Jackpot Drive. The site slopes from northwest to southwest, with an approximately 50 feet in elevation change.



PROJECT DESCRIPTION

The request is for a multi-family development within the PBC Zone, which is a conditional use within the zone. The multi-family development proposes 242 apartments in four buildings (Buildings A, B, C, and D). Multi-family in the PBC Zone must meet the R-5 standards of the Zoning Code including minimum setbacks of 20-foot front, 5-foot side, and 25-foot rear, maximum lot coverage of 40%, and maximum building height of 45-feet. This development meets these requirements.

This project is a rent restricted, Low Income Housing Tax Credit (LIHTC) funded project. It provides rental housing opportunities for the local workforce and is in a good location to serve multiple employment centers including the Barnes Marketplace on the northeast corner of Barnes and Powers, Costco and the surrounding retail/services on the southeast corner of Barnes and Powers, and Davita Medical directly east across Medical View. The site is situated to provide access to these commercial and employment areas and to nearby recreation. To the northeast accessed from Barnes Road is the Stetson Hills Open Space and the Sand Creek Trail also connecting to Coleman Park, to the west is another portion of the Stetson Hills Open Space. The site is within 1-mile of four elementary schools (Rudy, Odyssey, Stetson, and Springs Ranch) and within 2-miles of two high schools (Sand Creek & Doherty). The site is within ½ mile of a Bus line on Tutt Boulevard connecting to other lines and the Citadel Transfer Center. The site location and topography provide a transition from the single-family residential to Barnes Road and the surrounding uses. The development has been designed to minimize impacts on the single-family residential.

The project consists of a combination of 3-story and 3/4-story split level buildings located nearest to the two roadways and stepped to accommodate the grade of the site. The building height varies but is a maximum of 43'-3" from finished grade to the flat roof at the highest segment of the building, with a 5-foot parapet. This meets the maximum height of 45-feet for the zone.

The project includes a clubhouse, leasing office, and outdoor courtyard in Building C. Building A and B consists of 49 units each, a total of 98 for the two buildings. Building C has 46 units and Building D consists of 98 units. The unit mix includes 84 one-bedroom, 122 two-bedroom, and 36 three-bedroom. This unit mix generates a parking requirement of 405 spaces. Parking will be provided as surface parking spaces (406 spaces), which meets the City parking requirement. The accessible parking requirements is 9 spaces (2 van accessible), and 10 accessible spaces (4 van accessible spaces) are provided. Accessible routes are provided from the public right-of-way to the club house area and throughout the site to provide adequate access to accessible units and parking spaces.

There will be two points of access to the site one right-in/right-out along Barnes Road and a full movement from Medical View. No access is proposed from Comstock Loop.

The internal driveways are 26-feet in width flowline to flowline, which meets the 24-foot minimum requirement, to accommodate emergency vehicles. Adequate fire access is provided to all buildings and 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 proposed use is consistent with the sites General Residential designation on the 2020 Land Use Map of the Comprehensive Plan and meets the R-5 development standards for multi-family residential in the PBC/AO Zone. The apartment community will provide a transition and buffer from Barnes Road, the commercial/office uses, and the single-family uses to the northwest. Buildings A, B, and C are situated on the lower portion of the site nearest to Barnes Road. Building D is set back from the adjacent residential approximately 85-feet and will be approximately 15-feet below the single-family residential. An open space area is provided on the north side of the site creating a buffer to the existing residential neighborhood to the northwest as well as providing an amenity for residents.

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 use is consistent with the zoning code and meets the site design requirements of multi-family in the PBC Zone R-5 Standards.

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

The proposed multi-family residential use is consistent with the 2020 Land Use designation of General Residential, the 2016 Infill Plan, and with the following Comprehensive Plan Objectives. The project is an infill residential product adjacent to an existing residential neighborhood, supportive uses, such as commercial and office uses, and existing infrastructure and facilities.

Policy LU 301: Promote a Mixed Land Use Pattern

Promote development that is characterized by a mix of mutually supportive and integrated residential and non-residential land uses, and a network of interconnected streets with good pedestrian and bicycle access and connections to transit.

Objective LU 4: Encourage Infill and Redevelopment

Encourage infill and redevelopment projects that are in character and context with existing, surrounding development. Infill and redevelopment projects in existing neighborhoods make good use of the City's infrastructure. If properly designed, these projects can serve an important role in achieving quality, mixed-use neighborhoods. In some instances, sensitively designed, high quality infill and redevelopment projects can help stabilize and revitalize existing older neighborhoods.

Policy LU 501: Plan Residential Areas to Integrate Neighborhoods into the Wider Subarea and Citywide Pattern

Plan, design, develop, and redevelop residential areas to integrate several neighborhoods into the citywide pattern of activity centers, street networks, environmental constraints, parks and open space, school locations and other public facilities and services.

Strategy LU 502e: Locate Higher Density Housing as a Transition and Buffer to Residential Areas

Locate higher density housing in relation to activity centers and gradually decrease the density of that housing as a transition and buffer to the surrounding residential areas.

Objective LU 6: Meet the Housing Needs of All Segments of the Community

Planning and development activities, both in the public and private sector, shall include measures intended to ensure the sufficient provision of housing to meet the needs of the entire community, including housing affordable to lower-income households.

Policy LU 601: Assure Provision of Housing Choices

Distribute housing throughout the City so as to provide households with a choice of densities, types, styles and costs within a neighborhood or residential area.

Strategy LU 601b: Support a Mixture of Housing Densities

Adopt guidelines to support a range of housing densities in all developing and new neighborhoods. Target higher densities in proximity to open space, major thoroughfares, activity centers, and transit services.

Policy LU 602: Integrate Housing with Other Supportive Land Uses

Integrate housing with supportive land uses, such as employment, education, health facilities, recreation and shopping, to ensure functional and attractive neighborhoods.

CONFORMANCE WITH DEVELOPMENT PLANS (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 proposed multi-family provides an affordable workforce residential option in a good location that contributes to the mix of uses including single-family, multi-family, office, and commercial uses. The apartment community provides a transition and buffer from Barnes Road and the adjacent commercial/office uses to the single-family uses to the northwest. Buildings A, B, and C are situated on the lower portion of the site nearest to Barnes Road. Building D is set back from the adjacent residential approximately 85-feet and will be approximately 15-feet below the single-family residential. An open space area is provided on the north side of the site creating a buffer to the existing residential neighborhood to the northwest as well as providing an amenity for residents.

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 proposed multi-family residential use is consistent with the proposed 2020 Land Use designation of General Residential and with the Comprehensive Plan Objectives. The project meets the development requirements of multi-family development in the PBC/AO zone as outlined below.

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 project meets the R-5 development standards for multi-family residential in the PBC zone including a 20-foot front setback, 5-foot side setbacks, and a 25-foot rear setback. The lot coverage is 17.3%. The maximum building height is 43'-3" with a 5' parapet and is within the 45-foot maximum building height.

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.

The project meets the criteria and a Drainage Report has been submitted in accordance with the City Drainage Criteria. Two detention and water quality ponds are provided on the southeastern portion of the property and will control and treat the stormwater, in accordance with the 4-step process.

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.

The project provides off street parking as required by Code. The unit mix generates a parking requirement of 405 spaces. Parking will be provided as off-street surface parking spaces (406 spaces), which meets the City parking requirement. The accessible parking requirement is 9 spaces (2 van accessible), 10 accessible spaces (4 van accessible spaces) are provided.

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 total parking spaces are provided as a mix of 406 standard spaces, and 10 handicap spaces (4 van accessible). All stalls meet the location and dimensional standards as specified in the Zoning Code.

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

A 25-foot landscape setback is provided along Barnes Road. Approximately 3.37 acres of Open Space is provided throughout the site. A landscape plan has been provided in accordance with the Landscape Design Manual including a buffer to the single-family residential to the northwest. An existing 6-foot fence is shown along the boundary of the residential and additional fencing is provided where applicable.

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

There are no significant 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.

Accessible parking is provided in accordance with the code requirements and includes 10 accessible spaces, of which 4 are van accessible spaces. Particular attention has been given to the location of accessible parking spaces in terms of their relationship to buildings that include accessible units, the grades of streets and sidewalks, and sidewalk connectivity to building entrances.

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 project provides two points of access, one right in/right out along Barnes and one full movement along Medical View. The access on Medical View is in alignment with the existing Medical Center access to the east. The driveways within the project provided safe and convenient access to the facilities and include the necessary access to the buildings and turning radii required by the Fire Department.

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 project connects to existing public utilities and no extension of utilities is required. A Utility Plan is provided showing exact locations of utilities.

- 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.**

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 off-site improvements are proposed. The access points are designed in accordance with criteria and provide two points of access for vehicular ingress and egress. The access along Barnes Road is right-in/right-out only. Proposed sidewalks are provided throughout the project and along Barnes Road for pedestrian movement and connect to adjacent properties.

A Photometric Plan is included and shows 0.0-lumens at the ROW and less than 1.0-lumens at the property boundary behind Building D. Landscaping including trees are proposed behind Building D to reduce any impacts due to lighting. All proposed site, parking lot, and building lights are full cut-off.

There is no odor or noise other than what would be associated with a residential use of the property.