

PROJECT STATEMENT

Bates Student Housing Austin Bluffs Parkway

Bates Student Housing is a multifamily residential project that will cater to students of the nearby University of Colorado Colorado Springs (UCCS), developed by GGLG Colorado Springs, LLC. UCCS is the fastest growing campus in the University of Colorado system. The past few years has seen a shift in housing options for public campuses, where private student housing has become more prevalent, particularly for upperclassmen. This shift in approach allows the universities to focus their resources on addressing academics as opposed to providing housing.

The project site is located in north central Colorado Springs, adjacent to Austin Bluffs Parkway between Nevada Avenue and Union Boulevard (Fig. 1), immediately south of the University of Colorado Colorado Springs. The site is the location of Katherine Lee Bates Elementary School, which was closed recently by Colorado Springs School District 11.



Figure 1- Vicinity Map

REGIONAL CONTEXT

The site is a transitional area between university related uses and a principal arterial to the northeast and residential uses to the south and east. The residential uses are primarily 1-2 story single family homes in the immediate vicinity of the project site.

DEVELOPMENT INTENT

The proposed Development Plan is for the construction of one student housing building that would result in the following:

Development Data

Lot size:	5.8 ac
Total units:	187
- 6 one bedroom	
- 54 two bedroom	
- 1 three bedroom	
- 126 four bedroom	
Total bedrooms:	621
Parking required (per zoning):	355 spaces
- 6 one bedroom @ 1.5/unit	
- 54 two bedroom @ 1.7/unit	
- 1 three bedroom @ 2 /unit	
- 126 four bedroom @ 2/unit	
Parking required (per bedroom):	621 spaces
Parking provided:	619 spaces
Building coverage:	38% (95,516 s.f.)
Pavement coverage:	15% (39,647 s.f.)
Landscape/open space area:	47% (117,485 s.f.)

Access-

Access to the property will all occur from one right in/right out (or a potential ¾ movement) access to the property from Austin Bluffs Parkway. A gated emergency vehicle access will be provided to Stanton Street. This access would only be utilized by emergency personnel.

Parking-

Parking to support the residences will be through both surface parking and parking garage. Parking provided is well above the minimum requirements typically associated with a multifamily development based upon spaces per size of apartments (#of bedrooms). The parking ratio provided of 1 space per bedroom is to assure all parking can be contained on-site.

Architecture-

The apartment complex to be developed on the site of the Katherine Lee Bates School will be a state-of-the art, purpose built off-campus student housing complex consisting of a single residential building surrounding a structured parking garage.

The parking garage will be pre-cast concrete construction and will be 5-6 stories in height and will provide a single parking space for each bedroom in the development. The garage structure will be surrounded on four sides by a 4-5 story wood frame residential structure that steps in multiple locations to respond to existing grade conditions. Where projecting wings of the residential building orient in a northeast-southwest configuration closest to Cragmor Road and Stanton Street the end units will step down another story to create lower massing closest to the streets.

The exterior of the residential building will feature cementitious paneling finish in multiple colors with cultured stone or masonry accents in selected locations. Residential type windows in a casement style will punctuate exterior walls. Exterior resident amenity courtyards will occur in multiple locations and will feature resident amenities such as swimming pool, barbecue area, outdoor study areas, and outdoor

volleyball courts. The exterior amenity courtyards will be screened and shielded from view of adjacent neighborhoods with a combination of opaque fencing, landscaping, and earth berms.

Access to the development for both pedestrians and vehicles will be physically limited to the Austin Bluffs Parkway side of the development.

Lighting- Site and building lighting will adhere to "Dark Skies" standards. Exterior building mounted lighting for portions of the building that face Cragmor Road and Stanton Streets will be limited to downward cast wall packs at emergency egress locations (stairways) to meet code requirements for illumination at egress points.

The egress stairs will be alarmed and not accessible from the exterior of the building by residents.

Exterior amenity courtyard lighting will be lower to the ground and limited to bollards and accent lighting that softly illuminate the exterior active amenity areas. Lighting for the pool courtyard will be almost entirely obscured by the fitness center structure and connecting loggia. Lighting in this courtyard will be placed below the roof-line of these structures. Lighting at the active courtyard (volleyball court) will be bollard and pole mounted with maximum luminaire height of 10' above local grade. Site-lines of this lighting from Cragmor Rd. and Stanton St. will be obscured by the landscaping and perimeter fencing.

Finally, the development will be professionally managed and access to the exterior amenities will be limited to certain times of the day and evening via door automated door access control. Exterior illumination at these areas will also be controlled by timer and coordinated to the resident access times. I.E.: When the courtyards are closed for the day, the lights are shut off.

Landscape- Landscape treatments will be developed to create a pleasing and aesthetic environment for both residents and adjacent neighbors. Austin Bluffs Parkway along the northeast boundary lies 10-20' higher than the property. To achieve the greatest benefit of the required landscape setback trees, some of these trees are located within the right-of-way closer to the actual street for the visual benefit of passing motorist and pedestrians.

Adjacent to the building, low water use planting beds will be located to limit introduced water via irrigation adjacent to the building. The intent will be to provide plant massing of sufficient size to tie the ground plane to the vertical element of the building itself. Plant materials will be selected of sufficient size to accommodate this, while taking into consideration windows and architectural features.

Associated with the recreational areas on the side of the building, the ground plane will be predominantly a turf grass, with accent deciduous and evergreen trees. Foundation plantings will be repeated here to again limit irrigation adjacent to the building.

The frontages along Stanton Street and Cragmor Road will be densely planted to buffer some of the visual and active uses occurring on the property from the adjacent neighborhood. A minimum 25' landscape buffer is provided along both of these frontages, which will also include berming and a 6' opaque fence. Plantings will be concentrated in areas where buildings come closest to the frontage to soften the mass.

ZONING

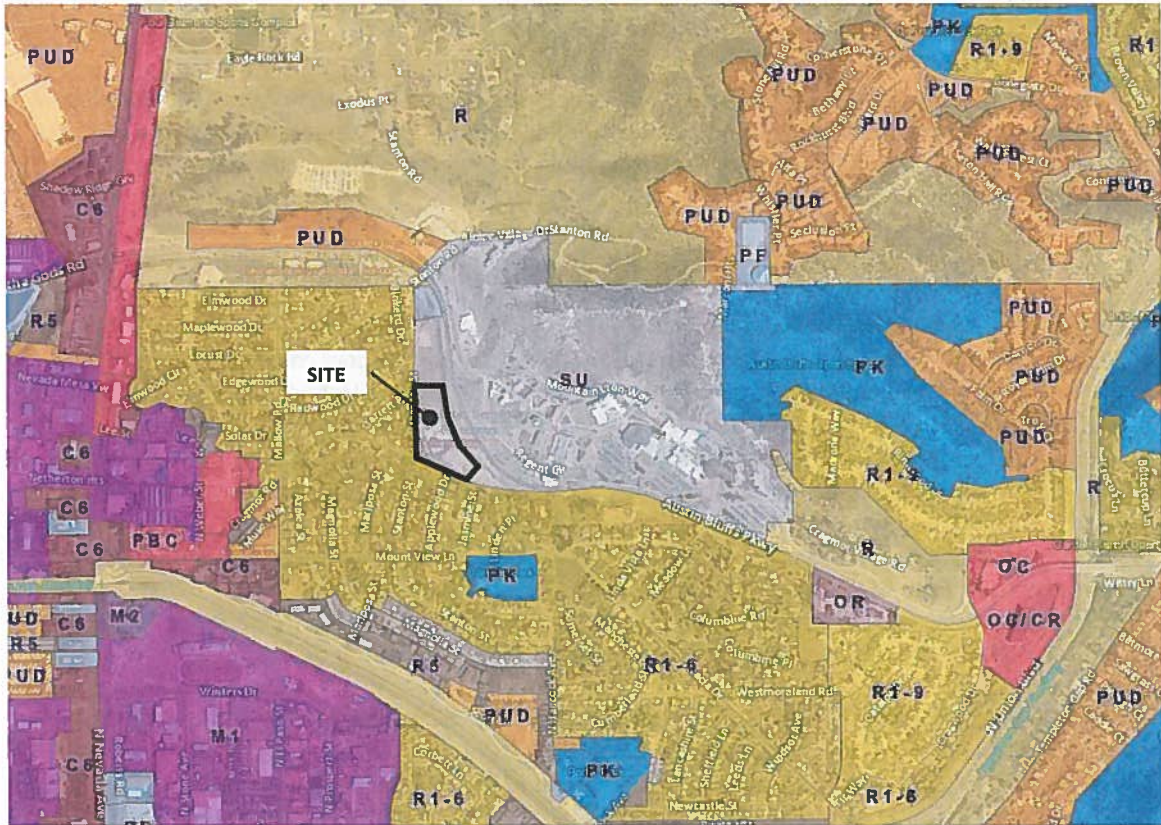


Figure 2- Zoning

The existing zoning of the site is SU (Special Use), which includes multi-family residential as a permitted use (as are dormitory, fraternity and sorority house). The zoning code defines Special Use as: *This zone district accommodates primarily colleges or universities and those uses customarily associated with and in close proximity to those institutions. The zone encourages the use of active and passive open space within an urban environment.*

The following SU development standards apply to this district:

	Per Zoning	Provided
Lot area/unit:	600 s.f.	1351 s.f.
Setbacks (building)		
front	25'	86'
side	5'	34', 70'
rear	25'	25'
Maximum lot coverage	50%	38.5%
Max. building height:	60'	53'

NEIGHBORHOOD ISSUES

Emergency access/evacuation- As discussed, all access on a day to day basis would occur via Austin Bluffs Parkway. It would be expected that this same access would be used in case of an emergency that could require evacuation.

Parking- It is recognized that one of the greatest concerns of the neighborhood is related to student parking and traffic through the neighborhoods. To alleviate this concern it was important to accommodate all parking on site. Providing at to one space per bedroom will provided a quantity of parking spaces to accommodate resident and guest parking. The proximity of this housing to the university means that all student residents will not need or have a vehicle. Analysis of similar projects (farther from campus which would tend to lead to more vehicles) has shown a typical parking use in these types of projects parked at 1 space per bedroom at 75% use.

Mines- Based on data from Colorado Geologic Survey, it is understood that former coal mines could be located beneath the property. Borings by previous studies in the general area have shown this to be true for a portion of the property. To address this concern, additional borings are taking place to identify any potential hazards and provide recommendations for mitigation.

Quality of Life- This concern is related to potential activities of students. These facilities are highly managed with specific hours, rules and regulations, which will be applied to all residents and guests.

Drainage- All stormwater run-off will be contained on-site within a rain garden and released into the existing storm sewer system in Stanton Street and Cragmor Road.

Development Plan Review Criteria:

1. Will the project design be harmonious with the surrounding land uses and neighborhood? **The project site lies between the University of Colorado Colorado Springs, Austin Bluffs Parkway (a principal arterial) and a predominantly single family residential neighborhood. Building siting and heights were specifically considered in those areas of closest proximity to the single family residential.**
2. Will the proposed land uses be compatible with the surrounding neighborhood? **Higher density, multifamily type uses are generally considered an effective transitional use between higher intensity uses and single family residential, in this case the Austin Bluffs Parkway as a principle arterial and the University across Austin Bluffs and the single family residential to the south and east. Will the proposed development overburden the capacities of existing streets, utilities, parks, schools and other public facilities? Vehicular traffic will access this principle arterial which does have the capacity to support the additional trips. Utility infrastructure is in place to support the proposed development and does have the capacity. This type of development will have little impact upon the secondary schools, and on-site as well as University recreational facilities will reduce impacts to parks.**
3. Will the structures be located to minimize the impact of their use and bulk on adjacent properties? **The building has been sited to minimize the impact due to bulk and scale on the adjacent properties, particularly the residential properties to the east and south. Wings of the structure in closest proximity to the single family residences will step down to four stories, and with the berming and opaque structure, three stories will be visible closest the street. Additionally, the building is sited to minimize the vertical area of building directly on the residential street frontage.**
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 negative influences that may be created by the proposed development? **Yes, a 4' berm and 6' screen wall/fence will be located along the Stanton Street and Cragmor Road frontage. In addition to the 15' landscape buffer an additional 10' of landscape area is provided.**

5. Will vehicular access from the project to 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? **Yes, one point of access to Austin Bluffs Parkway. Student housing in general has different, more dispersed vehicle trips through the day, and fewer trips than a typical multifamily development.**
6. Will all the streets and drives provide logical, safe and convenient vehicular access to the facilities within the project? **Yes, access, drives and parking will only serve the one principal building.**
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? **There are no connections.**
8. Will adequately sized parking areas be located throughout the project to provide safe and convenient access to specific facilities? **Sufficient parking is provided, conveniently located.**
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? **Yes, handicap parking is provided in both the surface parking lot and garage for residents and guests.**
10. Will the design of streets, drives and parking areas within the project result in a minimum of area devoted to asphalt? **Yes, structured parking will reduce the parking footprint.**
11. Will pedestrian walkways be functionally separated from vehicular traffic and landscaped to accomplish this? Will pedestrian walkways be designed and located in combination with other easements that are not used by motor vehicles? **Walkability is a key component of this development as the preference is for residents to walk the approximate ¼ mile to campus.**
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? **Not applicable as a redevelopment site.**

FINAL PLAT

A final plat for the property will be submitted for review and approval subsequent to a Development Plan approval and prior to building permit.