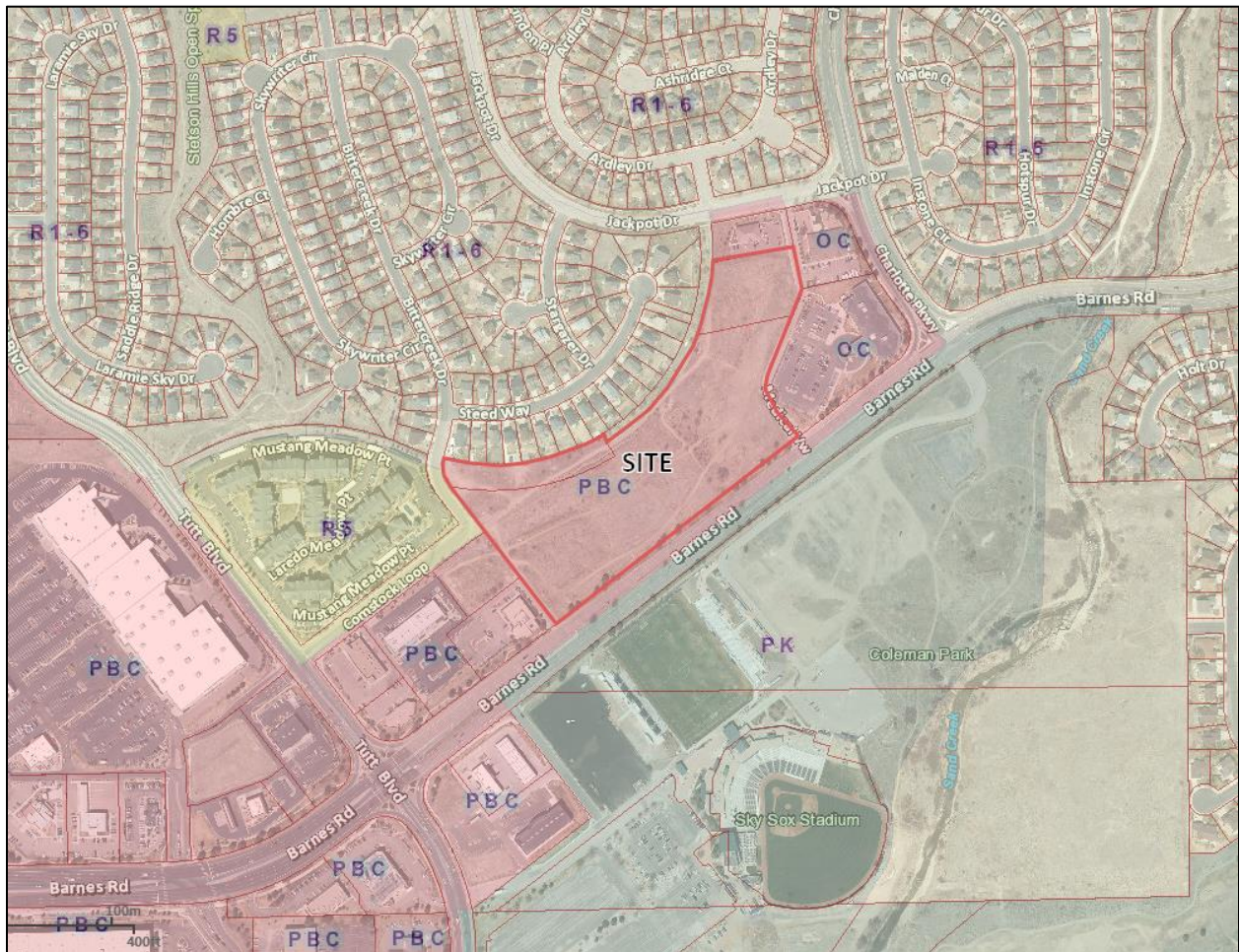


CITY PLANNING COMMISSION AGENDA  
JANUARY 17, 2019

STAFF: MIKE SCHULTZ

FILE NO(S):  
CPC CU 18-00146 – QUASI-JUDICIAL

PROJECT: BARNES & MEDICAL VIEW APARTMENTS  
APPLICANT/OWNER: TRIOL HOUSING, LLC  
CONSULTANT REPRESENTATIVE: N.E.S., INC.



**PROJECT SUMMARY**

1. Project Description: This project proposes a conditional use to allow a 242 unit multi-family residential project within a PBC/AO (Planned Business Center with Airport

Overlay) zone district on 11.63 acres. The subject property is located north and northwest of Barnes Road and Medical View.

2. Applicant's Project Statement: (Refer to **FIGURE 1**)
3. Planning and Development Team's Recommendation: Staff recommends approval of the conditional use/development plan application (**FIGURE 2**).

## **BACKGROUND**

1. Site Address: No Address at this time.
2. Existing Zoning/Land Use: PBC/AO (Planned Business Center with Airport Overlay)
3. Surrounding Zoning/Land Use:
  - North*: R-1 6000/AO (Single-Family Residential with Airport Overlay)/Single-Family residential
  - South (across Barnes Road)*: PK (Public Park)/Stadiums for Colorado Springs Switchbacks (Weidner Field) and Colorado Springs Vibes (Security Service Field) - Future park development with currently vacant Coleman Park.
  - East*: OC/AO (Office Complex with Airport Overlay)/Office Buildings
  - West*: PBC/AO/Commercial and Retail Uses and R-5/AO (Multi-Family Residential with Airport Overlay)/Stetson Meadows Apartments
4. Annexation: Stetson Hills Annexation #1, June 1984
5. Master Plan/Designated Master Plan Land Use: This property is part of the Stetson Hills Master Plan, that plan is considered implemented.
6. Subdivision: Property has not been subdivided.
7. Zoning Enforcement Action: None
8. Physical Characteristics: The site drops vertically from north to south, with Barnes Road sitting approximately 45 feet below grade of the back of the existing residential properties. There is a small shelf where Comstock Loop, a public street, was intended as part of the Stetson Hills development, but was later vacated (a portion of right-of-way exists along the easterly extent off of Jackpot Drive). The site does not contain any significant vegetation except for some tree plantings installed with the construction of Barnes Road.

## **STAKEHOLDER PROCESS AND INVOLVEMENT**

The public process included posting the site and sending postcards to 263 property owners located within a 1000-foot buffer of the subject property including the Stetson Hills Neighborhood Association. Staff received 27 emails in both support and opposition to the project (**FIGURE 3**).

Staff input is outlined in the following section of this report. Staff sent plans to the standard internal and external review agencies for comments. Besides Land Use Review comments, the review agencies had no comments on the proposed applications. Commenting agencies included Colorado Springs Utilities, City Engineering, City Traffic, City Police and City Fire. The Colorado Springs Airport Advisory Commission was presented the project on November 28<sup>th</sup> and recommended support of the project subject to providing standard aviation easement on the development plan and final plat.

Much of the neighborhood opposition to the project surrounded the misinformation that the proposed project was "Section 8" housing, which many of the provided responses posed a stigmatized view of the project from that perspective. The consultant, N.E.S., Inc., provided a detailed written response (**FIGURE 4**) regarding the comments received. Staff forwarded the

response to those residents that sent emails objecting to the proposed project; Staff received the following two (2) emails back from residents (**FIGURE 5**), primarily concerned with school placement. School District 49 did not respond to the City's buckslip request to comment on this project; Staff will attempt to contact the School District again prior to the meeting.

## **ANALYSIS OF REVIEW CRITERIA/MAJOR ISSUES/COMPREHENSIVE PLAN & MASTER PLAN CONFORMANCE**

### 1. Review Criteria / Design & Development

#### a. Background

The request is for 242 unit apartment project consisting of four (4) buildings located north and northwest of Barnes Road and Medical View (a private road). The apartments consist of primarily three-story and four-story buildings. The four-story buildings utilize the existing grades for a walkout condition on the low side of the property, which is that portion closer to Barnes Road. The portions of the buildings facing northward, toward the existing single-family residential, will consist of a 3-story building design. The overall design is that of a contemporary architectural scheme (**FIGURE 6**).

The property is located between existing office uses, commercial retail and single-family residential to the north; the site has a prior approved concept plan that anticipated additional office buildings.

A final plat accompanying the proposed conditional use, the plat is being reviewed administratively.

#### b. Conditional Use / Development Plan

The development plan for this conditional use illustrates four (4) apartment buildings located north and northwest of Barnes Road and Medical View (a private road). The 242 units, 20.8 dwelling units per acre, are located east of the existing Stetson Meadows apartment project. The City Code allows multi-family residential projects within commercially zoned properties, in this case PBC (Planned Business Center) through the review and approval as a conditional use, therefore, no rezoning is required. Multi-Family residential is considered complementary to commercial and offices uses typically constructed as permitted uses in the commercial zones.

Off-street parking is located throughout the site. On the west side of the site the parking is located north of the proposed buildings, on the east side of the site the parking is hidden behind the building.

Primary access to the project is proposed directly off of Barnes Road into the site with an additional access provided off of Medical View. Residents may access directly to Barnes Road to travel westbound (Barnes Road has a constructed median) or may access Barnes Road to travel east via Medical View to Jackpot Drive to Charlotte Parkway to a signalized intersection at Barnes Road. The project does not propose any accesses at Bittercreek Drive or Comstock Loop that would place additional traffic within the neighborhood or placing additional traffic burden at Tutt Boulevard and Comstock Loop.

An open space and play area is being provided on the west end of the site adjacent to Bittercreek Drive; due to the change in grade, this area can be accessed using the trail proposed along the north side of the project. The project is also proposing an internal clubhouse and an outdoor courtyard area within Building 'C' shown on the development

plan. As mentioned above, Coleman Park, located east of both Security Service and Weidner Field, will eventually be improved by the City Parks Department to offer full playground and other facilities.

c. Workforce Housing

Although not part of Staff's review, the project is being partially funded through Low-Income Housing Tax Credits (LIHTC), a federal funding program that assists in the financing to construct the project with the assurance of providing rents that are attainable to certain household income levels. The property would likely be accepted by local and state agencies to eventually accept Section 8 housing vouchers; but the project itself is not strictly for Section 8 participants. The adjacent Stetson Meadows project was also partially financed with LIHTC funds.

d. Comstock Loop

Along the north side of the property are portions of vacated right-of-way that were part of Comstock Loop. The first filing of Stetson Hills Subdivision included right-of-way, establishing the road network and future site layout of the Stetson Hill neighborhood. However, it was later determined that Comstock Loop, which originated from Tutt Boulevard and continued east to Jackpot Drive, could be eliminated due to changes in land uses. The first portion of the right-of-way was vacated in 1999, another section of Comstock Loop was vacated in 2008.

A portion of Comstock Loop right-of-way remains in the northeast portion of the site where an existing wastewater line runs from Steed Way to the east and then connecting to the wastewater line within Jackpot Drive. Also located within this section of right-of-way are stormwater pipes that stem off both Steed Way and Jackpot Drive; the stormwater pipes eventually run through the subject property to facilities located on the south side of Barnes Road.

e. Drainage:

The project is providing full spectrum stormwater detention facilities on the subject property; the facilities are shown between Barnes Road and the proposed buildings. The final drainage report has been accepted by Water Resources Engineering but is still awaiting final approval.

2. Conformance with the City Comprehensive Plan

The PlanCOS document is set for adoption by City Council on January 8, 2019; below are the goals and policies from that plan that support the proposed project.

**Introduction – Chapter 1**

Vision Map: The subject property is located within the Newer Developing Neighborhood under the Vibrant Neighborhoods designation, is within the New/Developing Corridor of Powers Boulevard. The site is also located just west of the Ring the Springs trail plan.

Vibrant Neighborhoods Framework: Stetson Hills – Newer Developing Neighborhood

**Vibrant Neighborhoods – Chapter 2**

**Housing for All**

Housing should reflect our community, not only where people live now, but where they want to live in the next phases of their life. This Plan recognizes the market realities that impact our housing and what we choose to regulate, incentivize, or subsidize. A

fundamental expectation is to move our community in the direction of more housing choices. We choose to accomplish this less by mandated exactions and requirements and more by proactive accommodation, incentives, and support for a full spectrum of attainable housing opportunities, located in different areas of the city.

#### *Housing for All*

Goal VN-2: Strive for a diversity of housing types, styles, and price points distributed throughout our city through a combination of supportive development standards, community partnerships, and appropriate zoning and density that is adaptable to market demands and housing needs.

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.

### **Unique Places – Chapter 3**

The property is near the New/Developing Powers Boulevard Corridor and near the Entertainment and Commercial Center portion of that corridor.

#### *Focus on Corridors and Centers*

Downtown is essential, but it is not nearly enough. For Colorado Springs to continue to flourish and grow, we need other places to function as centers for community life. Our Plan addresses how to create and enhance these new and existing corridors and centers. Density, land use diversity, and public spaces need to be key components of these areas if they are to be sustainable, walkable, active, and transit supportive.

#### *Be a City of Places*

Goal UP-1: Enrich the texture and livability of the city as a tapestry of unique, vibrant, and walkable places.

Goal UP-4: Strengthen our overall community identity and better serve the needs of residents and businesses within our large metropolitan area by developing active, unique, and connected centers and corridors.

### **Thriving Economy – Chapter 4**

Economic Typologies and Framework

Common Desired Elements

- A variety of integrated or nearby housing options for employees working in the area;
- Land use integration with surrounding areas.

Strategy TE-1.C-3: *Ensure an adequate supply of attainable housing for the workforce across all industries, and that it is conveniently located near hubs of employment and/or public transportation.*

### **Strong Connections – Chapter 5**

*Connect Multimodal Transportation*

As the built areas of our city increase, a focus on connecting all modes of transportation will become important to create a livable and accessible city. As we plan for and improve the transportation system, we will do so in response to changes in demographics, lifestyles, and emerging technologies. Mobility and connectivity is essential at the local

scale, and in creating places that are accessible and convenient by foot, bike, and transit throughout our community.

Encouraging multi-family residential near existing commercial and office uses promotes walkability and less dependence on automobile trips. The project also provides much needed workforce housing on the east side of the City.

3. Conformance with the Area's Master Plan:

The Stetson Hill Master Plan is considered implemented; no amendment was required for the conditional use application.

**STAFF RECOMMENDATION**

**CPC CU 18-00146 – Conditional Use**

Approve the Barnes and Medical View Apartments Conditional Use/Development Plan allowing a multi-family residential use within a PBC/AO (Planned Business Center with Airport Overlay) zone based upon the findings that the request complies with the three review criteria for granting a conditional use as set forth in City Code Section 7.5.704, and the development plan review criteria in City Code Section 7.5.502.E.