

COLLEGE CREEK APARTMENTS

CONDITIONAL USE DEVELOPMENT PLAN AND FINAL PLAT

PROJECT STATEMENT

UPDATED SEPTEMBER 2021

UPDATED NOVEMBER 2021

REQUEST

N.E.S. Inc. on behalf of Lincoln Avenue Capital requests approval of a Conditional Use and Development Plan for 240 Multifamily Residential units on a 10.435-acre site and a Final Plat for Villages at College Creek Filing No. 4. Also requested is Administrative Relief of 12.1% to allow 385 parking stalls where 438 are required by City Code.

LOCATION

The property is located at 10055 Federal Drive, which is south of Interquest Parkway and east of the eastern leg of Federal Drive. The site is made up of 18 parcels, platted as Villages at College Creek Filing No. 1 and Villages at College Creek Filing No. 2. The property will be replatted to combine the multiple parcels into one lot.

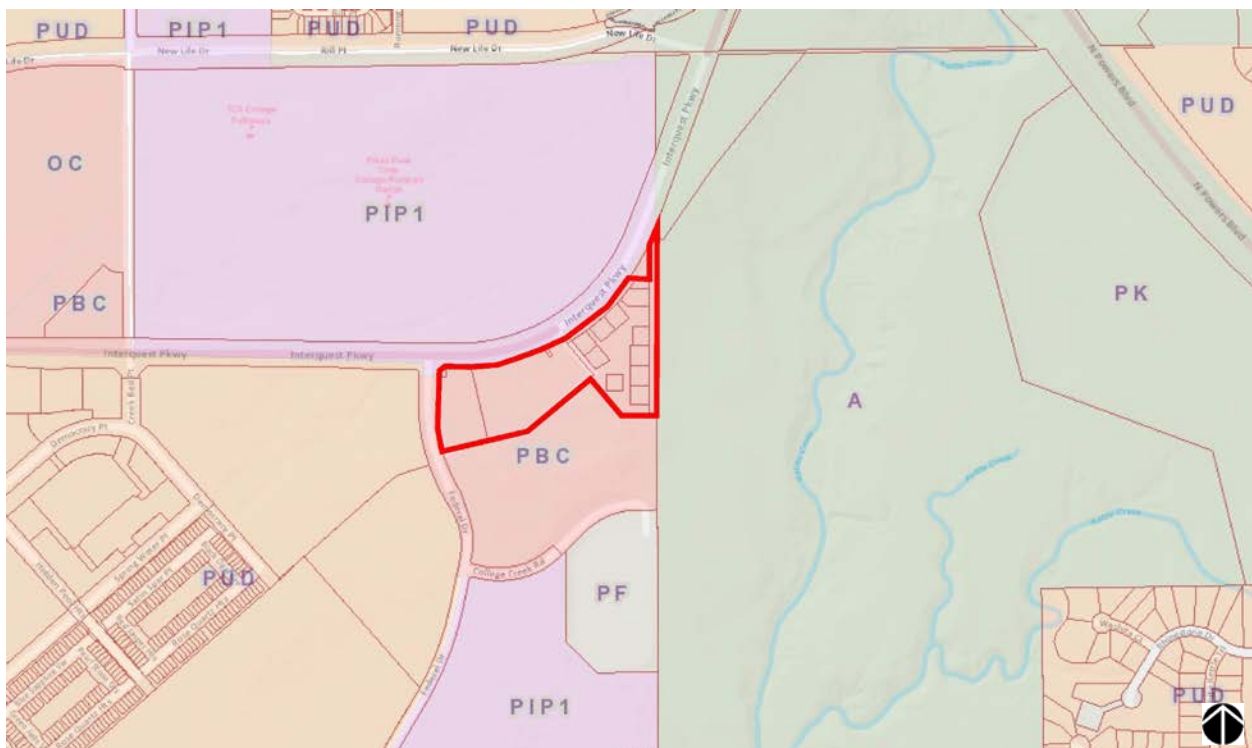
The property is bounded by commercial development to the west across Federal Drive and to the south, Pikes Peak Community College (public/semi-public) to the north across Interquest Parkway, and undeveloped vacant land to the east. The north boundary is adjacent to Interquest Parkway, a 4-lane principal arterial, and the west boundary is adjacent to Federal Drive, a 2-lane collector.



ZONING

The subject property is zoned PBC (Planned Business Center). Multifamily residential is a Conditional Use in the PBC Zone. The adjacent commercial property to the south is also zoned PBC. The commercial development to the east is zoned PUD (Planned Unit Development), the college property to the north is zoned PIP1 (Planned Industrial Park) and the vacant land to the east is zoned A (Agricultural).

Residential development in the PBC Zone must meet the R-5 zone district standards of the Zoning Code, including minimum building setbacks of 20-foot front, 5-foot side, and 25-foot rear; maximum lot coverage of 40%; and maximum height of 45-feet. This Development Plan meets these requirements. Density is 22.97 units per acre, which is well within the allowable density based on 900 sf of lot area per unit for three-story building.



PROJECT DESCRIPTION

The applicant proposes 240 affordable apartment units in ten (10) three-story buildings, with a mix of 30 one-bedroom, 90 two-bedroom, 108 three-bedroom, and 12 four-bedroom units. The three-story, wood frame buildings will be fire sprinkled and will be 100% electric.

The development will be partially funded by Federal Low Income Housing Tax Credits issued through the State of Colorado. Occupancy will be income and rent restricted at 60% AMI in order to provide workforce housing. The community will be geared toward families, hence the larger proportion of three and four-bedroom units than is usual for an apartment development.

Parking

A total of 385 parking spaces are provided, including 220 standard spaces, 78 standard carport covered spaces, 12 accessible spaces, including 1 carport covered space, 2 van accessible spaces, and 86 compact spaces. Based on the unit make-up, the Zoning Code requires a total of 438 parking stalls, leaving a shortage of 53 stalls, or 12.1%. There are provisions in the Zoning Code to allow administrative relief from strict application of the parking provisions, and therefore, Administrative Relief of 12.1% is being requested (a separate Administrative Relief Justification is included).

Amenities

This project is designed to facilitate a strong sense of community by offering residents quality housing and a range of indoor and outdoor amenities. All units are well-appointed with full kitchen, washer and dryer hook-ups and washer and dryer available to rent, built-in desk, walk-in closets, and balcony. Covered parking is also provided in some areas. Indoor amenities include a 2,812 sf clubhouse and 1,344 sf fitness building. The clubhouse offers clubrooms with seating areas and a kitchen, laundry area, mailroom, leasing offices and restrooms. The 1,344 sf fitness building offers a fitness area with equipment, package room, restrooms, and pool equipment room. The formal outdoor amenity space includes a pool and outdoor lounging areas, a 18'x31' gazebo covered grill and picnic area, and a playground, all in proximity to the clubhouse and fitness building. In addition, pedestrian sidewalks are provided throughout the development to provide access to living areas and the clubhouse, fitness building, and formal outdoor amenities. Informal outdoor open space areas are provided throughout the site, allowing for passive recreation.

The City requires 200 sf of amenity space per bedroom for multifamily development, which equates to 116,400 sf. The development plan meets the minimum amenity space requirement in outside locations, including the pool and pool deck area, picnic and playground area, and various other passive open spaces throughout the site. Additional interior amenity space of 4,156 square feet is provided in the Clubhouse and fitness building.

Access

The property is located at the intersection of Interquest Parkway and Federal Drive. Interquest Parkway is a 4-lane Principal Arterial in this location, and Federal Drive is a 2-lane non-arterial street. There are two proposed access points to the development. One at the intersection of Interquest Parkway and Ormes Peak View (this name will change), an existing private access road; and the other at the intersection of Federal Drive and Windswept View, also an existing private access road. Ormes Peak View is right-in/right out only. Windswept View is a full-movement intersection. The intersection of Interquest Parkway and Federal Drive is currently stop sign controlled at Federal Drive.

A Traffic Impact Study (TIS) is submitted with this application, which indicates that the traffic-signal warrant threshold for the Interquest and Federal intersection will be exceeded with the addition of the site development traffic in the short-term analysis. This developer is required to pay \$75,000 toward such future improvements. The auxiliary turn-lane analysis recommends lengthening of the north-bound left-turn on Interquest Parkway at Federal Drive to 630' to meet the City's standard.

All driveways within the site are 26' wide to allow adequate fire access to the proposed three-story buildings. The driveways will meet the turning radii required by CSFD and all fire lanes will be appropriately marked.

PROJECT JUSTIFICATION

FINDINGS REQUIRED FOR CONDITIONAL USE APPROVAL (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 property is surrounded by a mix of office and commercial uses, Pikes Peak Community College, and some multi-family residential land uses. Additional multifamily residential is an appropriate proposed use within this mix to create a dynamic live-work and live-learn neighborhood. The proposed use does not negatively impact the surrounding land uses but rather serves to diversify housing choices within the area and provides much needed affordable housing to support working families and businesses in the northern part of the city.

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 development of affordable residential units for working families addresses the need for housing choice and availability in this part of the city. The proposed development will provide the residents of College Creek Apartments with a variety of on-site indoor and outdoor amenities. The site is located adjacent to a bicycle route on Federal Drive, which will promote the health and welfare of future residents. It is also the intent and purpose of the Zoning Code to ensure a logical growth of the various physical elements of the city; to improve housing standards; and to preserve neighborhoods. The introduction of multifamily residential into a growing and diverse part of the city will promote these objectives by providing quality affordable housing that strengthens and preserves this new and expanding neighborhood.

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

The College Creek apartment community will support many of the "Big Ideas" in PlanCOS. These include "every person in the city deserves to live in a great neighborhood", "proactive support for a full spectrum of attainable housing opportunities, located in different areas of the city", and the need for "areas to infill and adapt in response to a myriad of trends including demographics, technology, and the market."

The property is in the Interquest neighborhood, which is identified as a "Newer Developing Neighborhood" in the "Vibrant Neighborhoods" chapter of PlanCOS. The goal of this neighborhood typology is to retrofit, reinvent, and introduce new features to enhance the identity, quality, affordability, and attractiveness of these neighborhoods. PlanCOS states that the Newer Developing

Neighborhoods will expect to see more infill and redevelopment than other areas of the city. Strategy VN-2.A-3 specifically directs the City to “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.”

The proposed apartments introduce additional housing choice to this part of the city and is on an infill site amidst a variety of office/commercial job providers. This residential use will support the local economy and nearby commercial and educational uses and will complement this growing part of the community.

CONFORMANCE WITH DEVELOPMENT PLAN REVIEW CRITERIA (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 surrounding neighborhood is a mix of uses and building types and there is no specific building type or character to emulate. The site is separated from other multi-family residential uses by commercial/office development. The proposed apartment development will incorporate fiber-cement siding and stone accents, and will provide deck and patio areas. Landscaped setbacks or buffers will be provided along all exterior boundaries. The bulk and mass of the buildings has been mitigated by a varied orientation of the buildings on the site and the interspersing of parking and amenity areas. Buildings have additional setback from Interquest Parkway at both east and west ends of the property, as well as additional setback at Federal Drive.

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 multifamily residential development complies with PlanCOS, which promotes vibrant neighborhoods, infill development and the provision of diverse housing choices. There are no other City-Adopted plans relevant to this site.

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 R-5 zone standards are applicable to residential projects in the PBC zone. The project meets the density, building setbacks, lot coverage, and building height standards of the R-5 zone.

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.

A Final Drainage Report, prepared by Kiowa Engineering Corporation is included in this application. The grading, drainage and stormwater quality provisions conform to the drainage criteria manual.

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.

A total of 385 parking spaces are provided, including fourteen accessible stalls, made up of 78 carport and 307 uncovered surface stalls. Based on the unit make-up, the City of Colorado Springs Zoning Code requires a total of 438 parking stalls, leaving a shortage of 53 stalls, or 12.1%.

It should be noted that there is a bike route along Interquest Parkway and a bike lane along Federal Drive adjacent to the property. Bike racks are provided within the development.

Administrative relief for the 12.1% shortfall in parking is requested. See the Administrative Relief Criteria analysis below, as well as a separate Administrative Relief Request included with this submittal.

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 parking stalls meet the dimensional standards of the Zoning Code. The drive aisles are 26' wide to accommodate CSFD access to the 3-story buildings. This development includes three trash enclosures that meet the location and dimensional standards of the chapter.

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

All required landscape setbacks and buffers are identified on the Development Plan and the required plantings are provided consistent with the Landscape Design Manual.

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

There are no sensitive or hazardous natural features identified 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.

Pedestrian walkways are provided throughout the development and bike racks are located at the appropriate locations throughout. Accessible routes are provided from the public right-of-way to the leasing office area and throughout the site to provide adequate access to accessible units and parking spaces.

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 external roads adjacent to the development are in place and two points of access are provided to the site via Federal Drive as well as an existing access at Interquest Parkway. One at the intersection of Interquest Parkway and Ormes Peak View, an existing private access road; and the other at the intersection of Federal Drive and Windswept View, also an existing private access road. Ormes Peak View is currently, and will remain, right-in/right out only. Windswept View is a full-movement

intersection. Access drives Twenty-six feet in width circulate through the site to provide access to all buildings and parking areas for residents and emergency services. All fire lanes within the site will be adequately marked as fire lanes and meet the turning radii required by CSFD.

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 Preliminary Utility and Public Facilities Plan included in the Development Plan set identifies all proposed extensions and connections to public utility infrastructure.

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.

A Traffic Impact Study is submitted with this application. This study evaluates site generated traffic and potential impacts on the surrounding road network, and makes recommendations accordingly. Of note, are the recommendations that the northbound left-turn lane on Interquest Parkway at Federal Drive should be lengthened to 630' to meet the City's standard, and the study supports signalization of the Interquest Parkway and Federal Dive intersection.

M. 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 significant off-site impacts are anticipated with this development.

CONFORMANCE WITH ADMINISTRATIVE RELIEF CRITERIA (CODE SECTION 7.5.1102)

Administrative relief up to a maximum of 15% reduction may be applied to any quantifiable development standard. The purpose is to provide flexibility in the application of regulations when a standard is inapplicable or inappropriate to a proposed use or design. The proposed unit mix for this development generates a parking requirement of 438 spaces. The site plan identifies 385 spaces; therefore, 12.1% administrative relief is requested for the additional 53 spaces required.

The following criteria must be met for granting administrative relief:

A. THE STRICT APPLICATION OF THE REGULATION IN QUESTION IS UNREASONABLE GIVEN THE DEVELOPMENT PROPOSAL OR THE MEASURES PROPOSED BY THE APPLICANT OR THAT THE PROPERTY HAS EXTRAORDINARY OR EXCEPTIONAL PHYSICAL CONDITIONS THAT DO NOT GENERALLY EXIST IN NEARBY PROPERTIES IN THE SAME ZONING DISTRICT AND SUCH CONDITIONS WILL NOT ALLOW A REASONABLE USE OF THE PROPERTY IN ITS CURRENT ZONE IN THE ABSENCE OF RELIEF.

Strict application of the parking standards, which are based on number of bedrooms, not number of units, creates a situation where meeting the parking standard is not reasonable. The Applicant operates many affordable housing communities, and experience indicates that the actual parking need for affordable units is much less than that required by City Code for standard multifamily housing. The average demand for parking in an affordable housing community is closer to 1 space per unit, even for 3-bedroom units, which would equate to 240 spaces rather than the 438 spaces required by City Code. The Applicant is confident that the 385 spaces provided, at a ratio of 1.6 spaces per unit, will be more than adequate to meet resident and guest needs. Additional justification and supporting data are included in the Administrative Relief Justification included with this submittal.

This administrative relief request is consistent with the strategies of PlanCOS that recommend problem-solving and flexibility in the application of development standards in striving to provide affordable housing in accessible infill locations to meet the Citywide need. As there are no nearby undeveloped properties in the R-5 zoning district, this site is uniquely positioned to provide affordable housing for this part of the City. The request for 12.1% administrative relief for parking will demonstrate flexibility in the application of development standards to promote affordable housing, as recommended in Plan COS. The fact that this in-fill property is uniquely placed to provide affordable housing in a highly accessible location, the granting of this administrative relief for reduced parking is essential to not only allow this owner the reasonable use of their property but also to address the Citywide affordable housing need.

B. THE INTENT OF THIS ZONING CODE AND THE SPECIFIC REGULATION IN QUESTION IS PRESERVED.

As defined in Section 7.4.201, the purpose of the off-street parking requirements is to ensure the provision, location and design of off-street parking areas that accommodate motor vehicles, while supporting the objectives and policies of the Comprehensive Plan, including balancing the needs of pedestrian and transit users with use of the automobile. The College Creek Apartments community is well located for a variety of transport modes, which is an important characteristic for an affordable housing community. It is adjacent to a bike route on Interquest Parkway and a bike lane along Federal Drive; and there is a future Urban Trail shown to the east of the property. There is also a bus route on Interquest Parkway with a bus stop on the adjacent Pikes Peak Community College campus, which once the Interquest Parkway and Federal Drive intersection is signalized, will provide an additional efficient transportation option for community members. The site is close to several large commercial centers at the Interquest Parkway and Voyager Parkway intersection, including Victory Ridge town center and Interquest Market Place, and there are multiple employment/industrial opportunities in the immediate area.

Several zoning code amendments related to parking are currently being considered through ReToolCOS which, if adopted, would render the parking complaint. These include:

- provide a significant parking reduction for affordable housing development,
- reduce the number of parking stalls per bedroom/unit, and
- change the threshold for transit proximity to increase the minimum proximity.

C. THE GRANTING OF THE ADMINISTRATIVE RELIEF WILL NOT RESULT IN AN ADVERSE IMPACT ON SURROUNDING PROPERTIES.

The Applicant operates many affordable housing communities, and experience indicates that the actual parking need for affordable units is much less than that required by City Code for standard multifamily housing. The average demand for parking in an affordable housing community is closer to 1 space per unit, even for 3-bedroom units, which would equate to 240 spaces rather than the 438 spaces required by City Code. The Applicant is confident that the 385 spaces provided, at a ratio of 1.6 spaces per unit, will be more than adequate to meet resident and guest needs. This is particularly the case given access to bus and bike infrastructure, and the proximity of commercial and employment centers, which will reduce the reliance on private cars for members of this affordable housing community. Accordingly, the granting of the administrative relief will not have any external parking impacts on surrounding properties, as adequate parking is provided on site for the proposed use.

D. THE GRANTING OF THE ADMINISTRATIVE RELIEF WILL NOT ALLOW AN INCREASE IN THE NUMBER OF DWELLING UNITS ON A PARCEL. ADMINISTRATIVE RELIEF SHALL NOT BE USED TO CREATE OR MODIFY LOTS TO THE EXTENT THAT THEY NO LONGER MEET THE MINIMUM LOT SIZE FOR THE ZONE DISTRICT IN WHICH THEY ARE LOCATED.

The property is zoned PBC, and R-5 zoning standards are applied to multi-family housing in this zone district. Based on a lot area of 10.42 acres, and a required lot area of 900 sf per unit for a 3-story building, the property is allowed to have 504 units. This residential community consists of 240 units, which is less than half of the allowed density (number of units) on the site, so the request for parking relief does not result in additional units above that allowed by the zoning and the minimum lot size requirement is significantly exceeded (a minimum lot area of 1,891 sf per unit). The development plan meets the lot area and coverage standards, is just under the maximum height allowable, and meets all building and parking setbacks as well as landscape buffering requirements of the R-5 zone district.