

June 16, 2015

Bates Student Housing Response to Neighborhood Comments

Building Mass and Scale-

The proposed development, in the Special Use district, is directly across the Austin Bluffs Parkway from the UCCS Main Campus.

The sloping grade from the parkway down to Cragmor Road and Stanton Street allows the building to "step" in multiple locations to respond to the natural grade differential. In no location is the proposed building over the allowable 60' height maximum.

In addition, the facade massing of the building is intended to break up the horizontal mass in to smaller modules. Deep recesses occur in numerous locations on each elevation to provide a natural break in building component masses. Changes in materials and color will also contribute to giving the development an appearance of a series of smaller buildings. The landscaping, fences, and beaming along Crammer Road and Stanton Street are intended to provide a more substantial visual buffer between the new building and the surrounding adjacent neighborhood. The vehicular and pedestrian entrances to the building face Austin Bluffs Parkway and UCCS and are not visible from the neighborhood. Because the building is sited on a 45 degree angle to both Cragmor Road and Stanton Street, the overall presence of the building to the neighborhood will recede as the sections of the building get further from the streets. The location of the building sections closest to these roads are nearly double the required zoning rear-yard setback.

Buffer- To provide a transition to the single family neighborhood, a significant buffer is planned along the Stanton Street and Cragmor Road frontages. A minimum buffer of 25' is provided, where 15' is allowed by code. In order to increase the effectiveness of the buffer, the required 6' opaque structure has been placed on top of a 4' berm to achieve a 10' buffer height.

Traffic

There seems to be a lot of confusion concerning the traffic surrounding the proposed project and the data surrounding the engineering of the site. Below are the facts surrounding the traffic considerations:

- The traffic study was finalized on March 23rd which was during spring break. That means it was finished being typed and sent out. All the contents and data was compiled and analyzed prior to that. The data and video was taken on March 11 & 12 which was when school WAS IN SESSION. The notion that any study was done to avoid accurate data in inaccurate and false. Also understand that the study, while paid for by us, is really for the city engineering and traffic to analyze and guide them in making traffic engineering decisions and therefore they would not allow for any inaccurate information to be allowed. In fact the process was discussed with them before the study was conducted to the results were in a fashion that was acceptable to them.
- The turning lane is a total of 330'. 270' is the turning lane and 60' is the taper
- To eliminate long traffic delays on Austin Bluff Parkway (ABP) there is a left turn deceleration lane designed to accommodate the stacking caused by the poor LOS. This is done so vehicles will not stack into ABP through lanes.

- For vehicles leaving the site the traffic analysis show good operations. That means there are sufficient gaps in the traffic stream to allow vehicles to turn onto ABP efficiently and safely.
- There seems to be a lot of comments about changing bed and unit counts. The actual bed/unit count is what is being applied for in the development application. As it relates to the traffic study it was decided to error on conservatism. Another word we used higher numbers to overkill the traffic impact. Therefore the higher bed number only goes to overstate traffic impact. The only concern anyone should have with respect to this is if we UNDERSTATED the beds.
- Traffic generation that was used and agreed upon with the city also erred on conservatism was actually THREE times higher than similar projects in the Spack Memo.
- There has been discussion about how there will not be all students living in the project we also addressed this as it related to the traffic study. We assumed that only half the project would be students and half would be non-students. In reality this project will be all students for obvious reasons. In the event there are some non-student they be almost non-existent due to the high costs and high bed counts per door.
- Concerning the “U” turn not only would the project occupant or for that matter any student traffic using ABP they now have two alternatives to get to other high use areas like University Village Shopping Center (UVSC). Now traffic can use the “U” turn but can also use the left turn at Regent Circle cutting through the UCCS campus on Regent Circle, Stanton Street and Eagle Rock Rd that intersects in front of UVSC thus also going further in reducing any likelihood of cutting through the neighborhood.
- Growth patterns of UCCS will occur west toward Nevada Ave on the university vacant land. The resulting new traffic will be concentrated in that direct toward Nevada and Stanton.
- The current unnamed main access to the university (aka Regent) serves and area of campus already built out and functioning with buildings and parking. Substantial changes in traffic is unlikely.

Site Utilities:

- This infill re-development site has adequate public utilities adjacent to the property boundaries.
- CSU has reviewed the Preliminary Utility Plan and CSU has not identified any off-site utility improvement requirements. In the 6/8/15 City review letter, CSU has noted “all comments addressed.”
- Water and wastewater capacity planning forms have been submitted and accepted by CSU.
- Gas and electric service applications will be processed at the building permit stage in accordance with standard CSU procedures.

Site Drainage:

- Site drainage will be collected on-site and flow through a Rain Garden detention facility at the southwest corner of the property.
- On-site detention facilities will mitigate site drainage impacts and meet City stormwater quality requirements.
- Flows from the on-site Rain Garden will drain through an underground pipe into the existing 54-inch public storm sewer in Cragmor Road.
- Re-development of this site will result in no significant change in site impervious area so there will be no significant site drainage impacts.

Student Activity

The Bates Student Housing project will be managed by a professional management company with experience in student housing projects similar to the Bates project. Rules and regulations of the complex will curtail many activities that could potentially have a negative impact upon the neighborhood. The units will not have balconies which will limit exterior noise and disturbances. Hours of operation will be applied to outdoor amenities to avoid noise both to the neighbors and students living in the project.

The convenience of on-site parking with one dedicated parking space for each bedroom will limit any inclination to park off site in the neighborhood. Similar projects have demonstrated that these types of housing facilities park at approximately 70-75% of parking provided, with the balance of spaces available for guests. Pedestrian and vehicular access will be limited to Austin Bluffs Parkway with a fencing and berm, further discouraging neighborhood parking.

Police reports from similar type projects in the City demonstrate that police activity is no greater for student housing than a typical multi-family apartment project. In fact, with well-defined rules and regulations, incidences involving police would likely be less frequent.

School Property:

The District purchased the land that the Bates school is built on from Kenneth and Lucy Drucker of St. Louis MO. No donated land; no restrictions, just the sale of land.

Geologic Hazard

The test borings performed during the initial phase indicated intact coal seams at two locations and a bulked-out area at the third location; nothing unexpected. As part of the preliminary geologic hazard study, two additional borings at 40 to 50 foot spacings where the proposed building overlaps two areas of concern (worked-out areas and a larger corridor) are recommended.

CGS's comments letter dated June 4, 2015 indicated that they agreed with Terracon that borings at 40 to 50 foot spacings within and around the footprints of all proposed structures will be needed to adequately characterize the subsidence hazard on this site. In conversations with CGS after issuing the letter, they indicated that CGS does not intend the borings to be spaced at 40 to 50 foot spacings across the entire building footprint.

As part of our next phase for the geologic hazard study and geotechnical engineering report, Terracon plan's on performing about 7 to 9 deep borings for supplemental mine subsidence investigation. In addition, Terracon will be performing shallower borings for analyses of the soil and bedrock conditions with respect to conventional foundation, slab and pavement thickness design.

Furthermore, CGS's letter commented on the Air Shaft No. 7. They recommended a 30-foot setback from the location of the vent. In later conversations, CGS mentioned that the 30-foot setback may be excessive. It is Terracon's understanding that the air vent may be a couple of feet in diameter. We are hoping to find the location using ground penetrating radar, then use compaction grouting techniques to stabilize the shaft area. Other mitigation options may include mat foundation systems for the structures in close proximity to the air shaft.

Based on the information to date, the site development is considered to be feasible from a geotechnical engineering perspective. Additional investigation is necessary to provide design level recommendations and conclusions.