

PROJECT STATEMENT

Re: **Selby Ranch, TSN # 6436300021**

October 29, 2019

Request:

Selby Ranch is a proposed residential project including attached townhomes located in the southeast area of Colorado Springs. The applicant requests approval of the following applications:

1. A Major Concept Plan Amendment to show the proposed land use for the parcel.
2. A Conditional Use Development Plan for 165 attached residential units.

Location:

The 13.19 acre parcel is bounded on the north by Hancock Expressway, on the east by Silver Hawk Avenue, on the south by the existing Soaring Eagles Filing No. 1 single family development and on the west by Powers Boulevard and vacant land owned by the City.



Figure 1. Vicinity Map

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Colorado Springs Office:
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Project Description:

Major Amendment to Concept Plan

The currently approved Silver Hawk Village Concept Plan is located under City File Number AR CP 08-00639-A1MJ15. The approved Concept Plan shows commercial land use for the area adjacent to Hancock Expressway and vacant land for the area adjacent to Powers Boulevard.

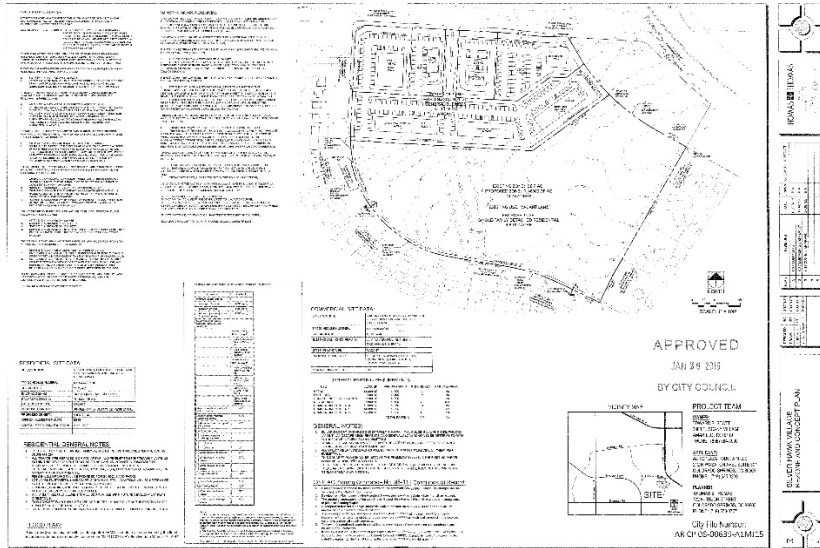


Figure 2. Approved Concept Plan

The proposed Concept Plan Amendment revises the land use from commercial to residential and encompasses the entire 13.19 acre parcel, including the area adjacent to Powers Boulevard. The two access points to the property remain; one is located on Silver Hawk Avenue and the other on Hancock Expressway.

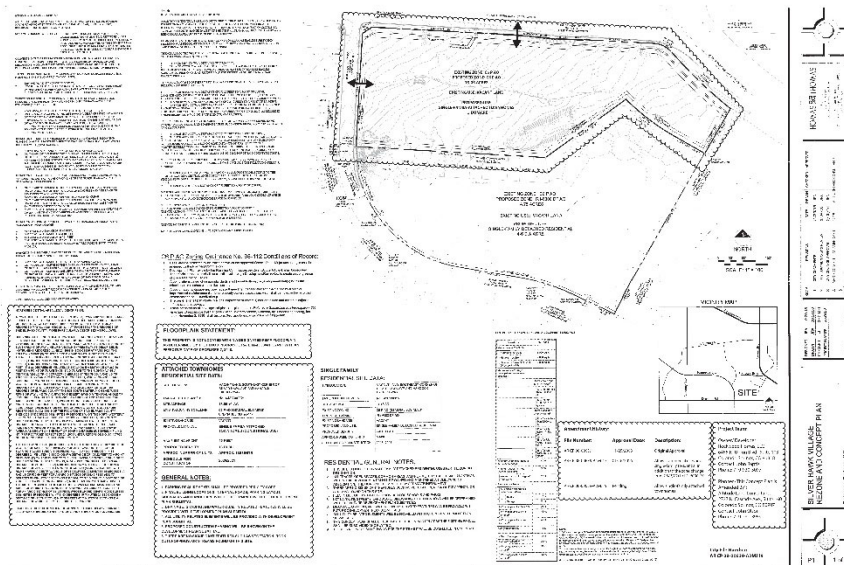


Figure 3. Amended Concept Plan

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Development Plan

The Conditional Use Development Plan comprises 13.19 acres and proposes a total of 165 residential units, including 138 attached townhome units and 27 attached cottages as well as a clubhouse building. The proposed gross density is 12.5 dwelling units per acre.

The townhomes are alley-loaded and allow for 18' parkable driveways and a 50' utility easement. The townhomes front onto common green spaces. There is a clubhouse and small park space located in the center of the development. The cottages are arranged to create courtyard spaces at the entrances to the homes. There are detached 1-car garages located along the Powers frontage which will also serve as the required sound wall.

The existing zoning for the parcel is C6/ P/ AO (General Business). The single family attached dwelling units are a Conditional Use in the C6 zone district. The height, density and number of units proposed is consistent with the surrounding neighborhood. The proposed development provides an appropriate transition from the existing single family residential to Hancock Expressway, which is a busy thoroughfare.

There are two proposed access points to the property; one is located on Silver Hawk Avenue and the other on Hancock Expressway. A cul-de-sac is located between the townhomes and cottages to create a transition in product type and to provide the required fire turn-around. The east drive that provides access to the cottages has a hammerhead turn-around at the end for fire access.

Per City Code, 281 parking spaces are required for the entire development and 662 total spaces are provided. Of the 662 total spaces, 276 are attached garage spaces, 24 are detached garage spaces, 276 are driveway spaces, and 86 are on-street spaces. There are 4 ADA parking spaces required (including 1 van accessible) and 4 ADA spaces are provided. The project will not add significant traffic volumes to surrounding streets, therefore, no additional traffic lights, street widening or other modifications are proposed with this development.

There is a proposed detention facility located along Hancock Expressway, which is the lowest elevation on the site. The detention facility is designed to meet all applicable City drainage criteria and is designed to handle 100-year storm events, as well as everyday drainage flows that will be present on site.

Per City Code, a 40-foot minimum noise setback is provided along Hancock Expressway; a 6-foot sound wall is proposed along Hancock Expressway and Powers Boulevard in order to provide noise relief from the adjacent roads and to provide privacy to the residential development.

The proposed development meets the City's landscape requirements for setbacks, buffers, and internal landscaping. A dense landscape buffer is provided along the south property boundary to provide a physical and visual buffer between the existing single family residential and the proposed development. There are no variances or administrative relief requests included with the application at this time.

The property will be platted as individual lots for each unit and include tracts for the private streets, shared open spaces and stormwater facilities. The private streets, shared open spaces, stormwater facilities and clubhouse will be owned and maintained by the HOA. Public utility and drainage

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easements are proposed with this development. With the Airport Overlay zoning, an Avigation Easement will be recorded prior to platting.

The Following Conditional Use Review Criteria are met with the proposed project:

A. Surrounding Neighborhood: That the value and qualities of the neighborhood surrounding the conditional use are not substantially injured.

The value and qualities of the surrounding neighborhood will not be injured by the proposed residential land use. The proposed townhomes will create an appropriate transition from the existing single-family residential development to Hancock Expressway.

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 land use type and density proposed by this project is consistent with and complementary to the established adjacent residential uses in the vicinity of the property.

C. Comprehensive Plan: That the conditional use is consistent with the Comprehensive Plan of the City.

The proposed development is consistent with the Comprehensive Plan's 2020 Land Use Plan and is supported by several of the Plans' Land Use policies.

The Following Development Plan Review Criteria are met with the proposed project:

1. Will the project design be harmonious with the surrounding land uses and neighborhood?

The project design is compatible and harmonious with the surrounding land uses, which are primarily residential.

2. Will the proposed land uses be compatible with the surrounding neighborhood? Will the proposed development overburden the capacities of existing streets, utilities, parks, schools and other public facilities?

The proposed residential land use will be compatible with the surrounding neighborhood. The townhomes and attached cottages will provide an appropriate transition from the single-family homes to the south to Hancock Expressway, a busy thoroughfare. The proposed development will not overburden the capacities of existing streets, utilities, parks or schools.

3. Will the structures be located to minimize the impact of their use and bulk on adjacent properties?

The townhomes are located to minimize their impact on adjacent properties. They are set back from Hancock Expressway as well as from the existing residential development to the south. Additional landscaping area and density is provided on the south side of the property, above and beyond what is required by the City. The townhomes are to be two-story, with an option for three story, which is harmonious with the existing homes in the Soaring Eagles neighborhood.

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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 the negative influences that may be created by the proposed development?

A 40' wide noise buffer is provided along Hancock Expressway, along with a 6' sound wall and landscaping. This will limit negative road impacts on the proposed townhome development. Detached garages are located along Powers Boulevard to serve as the sound wall and visual barrier between the proposed cottages and the roadway. A landscape buffer is provided along the south and east property boundaries to create a physical and visual buffer between the existing residential properties to the south and the proposed townhomes. There is also an existing cedar fence along the southern property boundary.

5. Will vehicular access from the project to the 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?

The two access points are located and designed to provide efficient traffic flow from the project to Silver Hawk Avenue and Hancock Expressway.

6. Will all the streets and drives provide logical, safe and convenient vehicular access to the facilities within the project?

The internal private drives are designed to provide safe and convenient access to the townhomes within the project. The two access points to the project are located per City Traffic Engineering's recommendation.

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?

The internal private drives are designed to discourage through traffic. The proposed intersection at Hancock Expressway is to be right-in, right-out only, therefore, motorists will use the intersection at Silver Hawk Avenue to make left turns onto Hancock Expressway. Additionally, motorists will make left turns from Hancock Expressway onto Silver Hawk, since there will be no median brake at the proposed intersection of Hancock Expressway and Cordova Point.

8. Will adequately sized parking areas be located throughout the project to provide safe and convenient access to specific facilities?

The provided number of parking spaces well exceeds the required parking as outlined in the City code. Parking is provided in the garages, driveways and on-street spaces throughout the development, with plenty of parking for residents and visitors.

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?

ADA parking spaces are provided near the mail kiosk and clubhouse as well as on-street near the cottages. A total of 60 units are to be ADA accessible and classified as visitable. ADA accessible routes are provided from the public right-of-way and from all ADA parking spaces to the front doors of the visitable units. Reference the ADA Compliance Plan.

10. Will the design of streets, drives and parking areas within the project result in a minimum of area devoted to asphalt?

The two private drives, Selby Grove and Cordova Point are to be paved with asphalt, while the alleyways are to be paved with concrete. The design of the internal drives results in minimal area devoted to vehicular pavement, and more area dedicated to green space for the front of the townhomes.

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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?

Pedestrian walks are separated from vehicular drives. Detached sidewalks are provided along Hancock Expressway, Powers Boulevard and Silver Hawk Avenue. Attached sidewalks are provided along the internal private drives, Selby Grove and Cordova Point. Sidewalk entrances to the buildings are provided through landscaped green spaces.

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?

There are no significant natural features on the site.

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