

## FLATS AT SAND CREEK MULTI-FAMILY DEVELOPMENT PLAN

### PROJECT STATEMENT

AUGUST 2024

### REQUEST

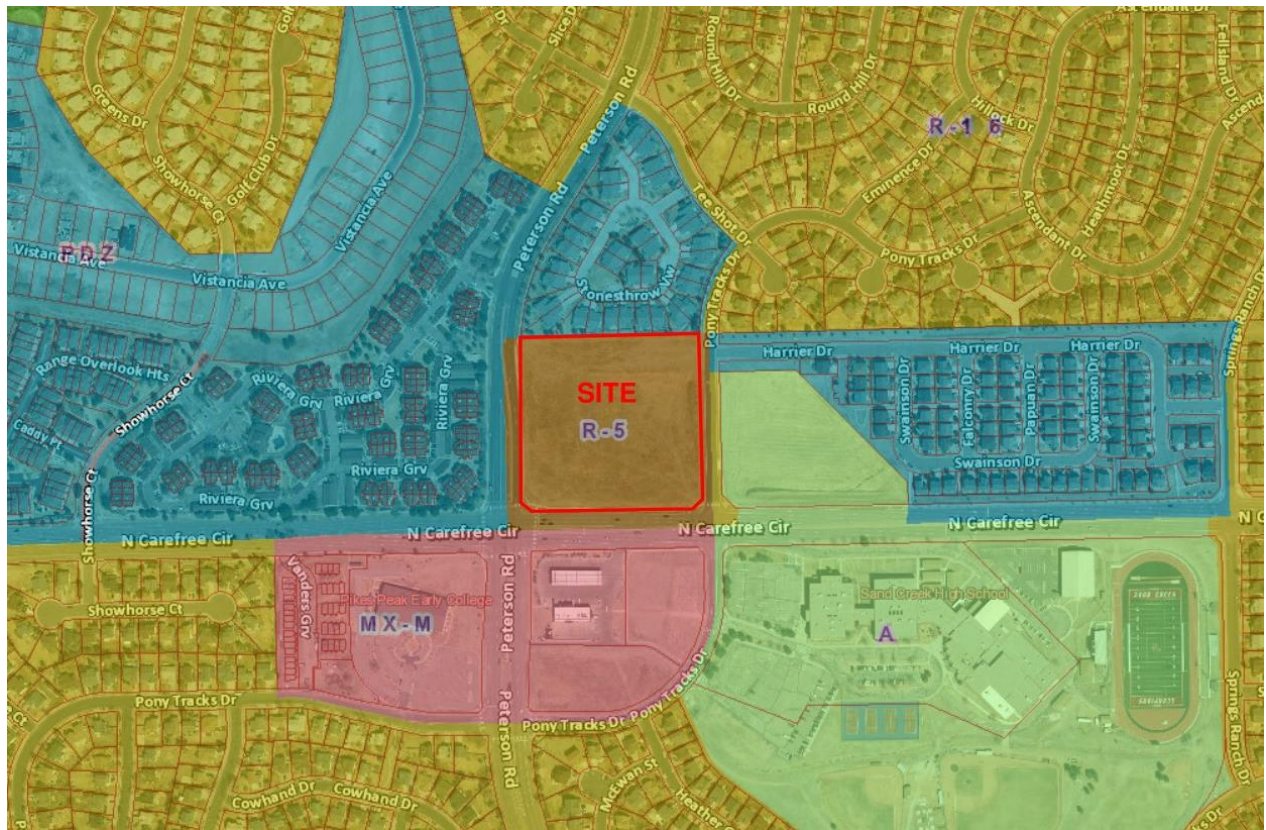
N.E.S. Inc., on behalf of Lincoln Ave Capital, requests approval of a Development Plan for the Flats at Sand Creek Multi-Family Development Plan.

### LOCATION AND SURROUNDING LAND USE



The 6.94-acre project site is located on the Northeast corner of N Carefree Circle and Peterson Road. The site is currently vacant and proposed to be developed into a 144-unit multi-family community. The surrounding land uses include a two-family residential community to the north, a city-owned storm water detention facility across Pony Tacks Dr. to the east, multi-family (20 du/acre) across Peterson Rd. to the west, and a gas station and future planned commercial to the south across N Carefree Circle.

## ZONING



The site is currently zoned R-5 AO (Multi-Family High with Airport overlay) which is a “zone district that accommodates attached and detached single-family, two-family, and multi-family dwelling structures at the highest density permitted in the City’s standard residential districts (non-R-Flex).” The R-5 zone district allows for multi-family development up to 25 du/acre. Surrounding zone districts include PDZ (6.4 du/acre) to the north, A (Agricultural) to the east, PDZ (residential, 20 du/acre) to the west, and MX-M to the south.

## PROJECT DESCRIPTION

The Flats at Sand Creek Multi-Family Development Plan encompasses 6.94 acres and proposes a 144-unit affordable housing apartment community. The units will be dispersed between 6 apartment buildings with 24-units each. The residential buildings are proposed to be 3-stories and 37.5’ in height and will accommodate a mix of 2, 3, and 4-bedroom units. A clubhouse, fitness center, outdoor play areas and dog parks for residents are also proposed.

## ACCESS AND TRAFFIC

There are 2 access points proposed to serve the site. One full-movement access point is proposed on the northeast corner of the site off Pony Tracks Drive. The second access point is right-in/out only and is on the northwest corner of the site off Peterson Road. A Traffic study was conducted and is submitted as part of the development applications. The study estimates that there will be a total of 1,000 trips per day with 67 total trips during the morning peak hour and 82 total trips during the afternoon peak hour.

#### LANDSCAPE AND BUFFERING

This project is adjacent to two-family residential to the north and will require a 15' landscape buffer between the proposed multi-family use and the existing two-family use. To the east, the site is adjacent to Pony Tracks Drive which is considered a collector and will require a 10' landscape setback. To the west the site is adjacent to Peterson Road, a minor arterial, and will require a 20' landscape setback. The southern property line is adjacent to North Carefree Circle which is a principal arterial so a 25' landscape setback is required.

The project will also require internal landscaping requirements which is demonstrated as being met on the final landscape plan. 15% of the site is required to be green space. Of the 15%, 10% must be active green space and 5% may be non-activated green space. This project proposes 15% of total green space and 10% of active green space.

#### PLDO UNIT TABLE

Housing Type	Existing # of units	Proposed # of units
20-49 units in residential structure	0	144

#### PROJECT JUSTIFICATION

**CONFORMANCE WITH DEVELOPMENT PLAN CRITERIA (CODE SECTION 7.5.515 D.)**

The decision-making body shall review the Development Plan application or amendment and approve, approve with conditions, or deny the application based on the following criteria:

**A. The decision-making criteria in Section [7.5.409](#) (General Criteria for Approval) apply unless modified by this Subsection 4;**

**1. Compliance with this UDC: The proposed use and development shall comply with all applicable standards in this UDC, unless the standard is lawfully modified or varied.**

The project site is within the R-5 zone district and is 6.94 acres in size. The R-5 zone allows up to 25 du/acre. The proposed density for this project is 20.7 du/acre. All other development standards are met and no variances are being sought with this application.

**2. Compliance with Other Applicable Regulations: The proposed use and development shall comply with all other City regulations and with all applicable regulations, standards, requirements, or plans of the federal or state governments and other relevant entities with jurisdiction over the property or the current or proposed use of the property. This includes, but is not limited to, floodplain, water quality, erosion control, and wastewater regulations.**

The project meets all city, state, and federal regulations and the property is not within a floodplain. Stormwater is managed by an on-site detention pond in the southwest corner of the site and a drainage plan is included in the application submittal. Wastewater for the site will be accommodated by a new sanitary sewer line that runs through the drive aisles within the site. A geologic hazard not applicable form has also been submitted as part of this application and will be reviewed by City Engineering.

**3. Compliance with Engineering Standards and Utilities: The proposed use and development shall comply with standards for roadway design and construction, access, drainage, water, sewer, emergency/fire protection, and others established by federal, state, county, service district, City, Colorado Springs Utilities, and other regulatory authorities. Utility services must be connected as required by this UDC.**

The project meets all engineering and utility standards. There are no new public roads proposed with this development. Drainage and erosion control will comply with applicable engineering standards, as described in the drainage report included with this submittal. There are two access points to the site that will be constructed to meet city engineering standards. Sidewalks will also be constructed along the property lines adjacent to Pony Tracks Dr to connect with existing sidewalks in the area. The site is designed to accommodate emergency vehicles and apparatus. Utilities will be provided through new water and sanitary sewer lines and solar panels dispersed throughout the site will provide electric service to the development.

**4. Compliance with Prior Approvals: The proposed use and development shall be consistent with the terms and conditions of any prior land use approval, plan, or plat approval for all or part of the property that is in effect and not proposed to be changed. This includes consistency**

**with any Annexation Agreement, Land Use Plan, or approved phasing plan for development and installation of public improvements and amenities. (Ord. 23-03)**

A concept plan was approved for this site when the R-5 zone district was established (CPC CP 21-00063). The approved concept plan identifies the future use of the site as multi-family residential with two access points to the site. The access on Pony Tracks Drive is identified as a full movement access and the access on Peterson Road is identified as a right-in/right-out access which is consistent with the site plan and traffic study submitted. The site is currently unplatted and a subdivision plat will be submitted at a later date.

**B. The application complies with all applicable Use-specific standards in Part 7.3.3 related to the proposed use(s);**

The use specific standards for multi-family uses do not apply to this site because it is not zoned OR (office/residential) or MX-N (Mixed-use Neighborhood Scale). The R-5 zone district allows a maximum density of 25 du/acre; this development will be compliant with this requirement with a density of 20.7 du/acre.

**C. The details of the 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 layout and proposed use are harmonious with the surrounding area. This project is in an area with a variety of residential densities and commercial services. The site is surrounded by streets on three sides and is adjacent to medium-density residential to the north. A trail, 15' landscape buffer, and parking area are provided on the north side of the site providing a larger setback between the proposed apartment buildings and existing residences. The site will slope from the north to the south and will sit at a lower grade than the residences to the north which will also help reduce the impact of the apartment buildings. Additionally, the higher-use amenities for the site including the outdoor playground, splashpad and clubhouse are situated in the center of the site which will consolidate site activity away from existing neighbors. Building materials will include cement siding, board and batten, and natural stone which is consistent with the variety of materials in the area.

**D. Significant off-site impacts reasonably anticipated as a result of the project are mitigated or offset to the extent proportional and practicable;**

Off-site impacts with this development will be minimal. The Traffic Report submitted with this application anticipates that adjacent and area roadways can accommodate the additional traffic generated from this development. As described in the 'Traffic and Access' section above, the study anticipates 1,000 trips per day with 67 trips in the morning peak hour and 82 in the afternoon peak hours. See detailed recommendations in the Traffic Study included with this submittal.

**E. The Development Plan substantially complies with any City-adopted plans that are applicable to the site, such as Land Use Plans, approved master plans for a specific development, neighborhood plans, corridor plans, facilities plans, urban renewal plans, or design manuals;**

This development is within the Springs Ranch Master Plan boundaries which is a privately initiated master plan that is considered 'implemented' as it is more than 85% built out.

**F. The project meets dimensional standards applicable to the zone district, or any applicable requirement in an FBZ or PDZ district;**

All dimensional standards within the R-5 zone district are met or exceeded with the proposed plan. This includes setbacks, height, and lot coverage standards. No variances or relief requests are being sought with this development plan.

**G. The project grading, drainage, flood protection, stormwater quality, and stormwater mitigation comply with the City's Engineering Criteria, the drainage report prepared for the project on file with the Stormwater Enterprise Manager, and other federal, state, and City regulations;**

The grading, drainage, stormwater quality and mitigation comply with the City's Engineering Criteria, and state and federal standards as demonstrated in the Drainage Report and grading plans included with this submittal. The property is not in a floodplain so additional floodplain standards do not apply.

**H. The project complies with all the development standards of Article 7.4 (Development Standards and Incentives), including access and connectivity requirements in Part 7.4.4 (Access and Connectivity), the landscaping and green space requirements in Part 7.4.9 (Landscaping and Green Space), and the parking and loading requirements in Part 7.4.10 (Parking and Loading);**

The development meets the standards of Article 7.4 as applicable. This includes compliance with the landscape and green space, access and connectivity, and parking and loading requirements. A preliminary landscape plan was submitted with the development plan demonstrating the site has adequate green space to support the use. ADA routes are illustrated on the site plan demonstrating compliance with the Americans with Disabilities Act. All required parking has been accommodated on site.

**I. The project complies with all applicable requirements of any Overlay District in which the property is located, as listed in Part 7.2.6 (Overlay Districts);**

This site is in the ANAV subzone of the Airport overlay. Multi-family is a permitted use in this subzone and the following development requirements apply:

*1. Requirements Prior to Building Permit Issuance: Within the Airport Navigation (ANAV) subzone the following requirements apply and must be met prior to Building Permit issuance:*

*a. Unless previously granted for the property, an avigation easement must be granted and recorded.*

*b. Referral to Airport Advisory Commission or its designee for review and comment to ensure that any proposed structure does not penetrate the elevations shown on the Colorado Springs Airport Map.*

*c. Referral to Airport Advisory Commission or its designee for review and comment is required if the land use or permit request is for a communication facility, wastewater treatment facility, lift station or other use that uses electronic communications or emitting electromagnetic radiation that may create electrical interference with radio communication and navigational aids.*

An aviation easement will be granted and recorded when the site is platted and the development plan application will be routed to the Airport Advisory Commission as part of the standard review process.

**J. The project preserves, protects, integrates, or mitigates impacts to any identified sensitive or hazardous natural features associated with the site;**

A geologic hazard not applicable was submitted with the development plan application and will be reviewed by City Engineering. There are no sensitive or hazardous features identified on the site.

**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; and**

The property is served by municipal utilities adjacent to the site. New lines, including sanitary sewer and water, will be extended through the drive aisles within the site. Solar panels will be installed on the proposed carports and on the rooves of the buildings to provide electricity to the development.

**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 Engineering Criteria, public safety needs for ingress and egress, and a City accepted traffic impact study, if required, prepared for the project.**

There are no new roads or roadway improvements proposed with this development. All the buildings and parking areas in the development will be served by a private drive aisle within the property. A traffic study was included with the submittal of this application.