

## **Briargate Crossing East Filing No. 3A Lot 2 – Development Plan Project Narrative – 3.10.2022**

Hines is excited to debut our first development in Colorado Springs. Founded in 1957, Hines spent the last 75 years developing a legacy of quality in the built environment. Our founder, Gerald Hines, pioneered the idea that real estate developers should prioritize architecture and quality as a part of their business plan. Hines has been active in Colorado Since 1983 with the development of the Wells Fargo Center in Denver- better known as the cash register building. Since then, we developed 1144 15<sup>th</sup> St in downtown Denver (the Optiv Building) and diversified into other product types including master planned residential communities, multifamily, industrial, life sciences and more. In 2019, Hines entered Colorado Springs with the acquisition of The Promenade Shops at Briargate, which we still own today. This site at the corner of Briargate Parkway and Grand Cordera provides Hines an opportunity to demonstrate the intentional and curated approach to development that we are known for. Our development plan is rooted in building a high-quality living experience both inside and outside of the units. For example, this will be the first residential development in this area to provide elevator service and interior corridors in some of the buildings. It will also provide a thoughtful façade design and landscaping features throughout the site, particularly along Powers Blvd.

### **Project Description**

Retreat at Mountainside (the “proposed project”) is 9.74 acres and consists of 7 residential apartment buildings. The site is located on the southwest corner of Briargate Pkwy and Grande Cordera Pkwy. The site is currently zoned as PBC which will allow multi-family as a conditional use.

### **Project Justification**

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

*Response: The site is zoned as PBC which allows the proposed multi-family as a conditional use. The proposed multi-family residential apartments are consistent with the adjacent proposed senior living center on Briargate crossing east filing No. 3A Lot 1 and the existing residential homes to the north east across Grande Cordera Pkwy.*

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

*Response: The site is zoned as PBC which allows the proposed multi-family as a conditional use. Traffic is anticipated to increase along Briargate Blvd however it is not anticipated to overburden the existing street capacity. Additionally, the proposed multifamily apartments will not overburden the capacities of existing utilities, parks, schools, or other public facilities.*

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

*Response: All structures have been laid out to best optimize space and views for adjacent properties. The site is proposed on a sloped hill that will allow the proposed buildings to appear lower by adjacent properties to the north east and south east.*

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 maybe created by the proposed development?

*Response: Landscaping and retaining walls will be used to buffer the proposed apartment buildings. Proposed grading also lowers the proposed site below surrounding properties which will further buffer adjacent sites from lighting and views.*

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?

*Response: The proposed site is designed to have two vehicular accesses. One access is proposed along Briargate Pkwy. This access is a proposed right-in/right-out with a proposed deceleration lane along east bound Briargate Pkwy to minimize the impact on east bound traffic. The second access connects to a proposed private shared access drive to the south, to be constructed by High Valley Land Co. This access is a proposed ¾ access which ultimately connects to Grande Cordera Pkwy. The proposed accesses are designed to safely integrate the proposed site to existing and proposed roadway infrastructure in a way that will minimize any impact of the existing infrastructure and surrounding properties.*

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

*Response: All apartments and proposed parking stalls will be accessed by internal private drives on-site, which will provide logical, safe, and convenient vehicular access.*

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?

*Response: The proposed interior drives will have multiple stop signs, reduced speed limits, and pedestrian cross walks to help discourage any through traffic.*

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

*Response: All parking stalls meet the city sizing standards. Also, the provided number of parking stalls exceeds the required number per city standards.*

9. Will safe and convenient provision for the access and movement of handicapped persons and parking vehicles for the handicapped be accommodated in the project design?

*Response: Accessible parking stalls have been provided on-site per city standards. ADA pedestrian routes have also been provided for all proposed apartment buildings.*

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

*Response: All proposed pavement areas have been designed to minimize impervious area and increase landscaped areas while still meeting the necessary proposed parking counts, landscaping area, pedestrian walkways, and convenient access to all proposed buildings.*

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?

*Response: A proposed 6' attached sidewalk has been provided along all internal private drives. The existing detached 10' sidewalk with minimum 7' tree lawn along Briargate Pkwy and Grand Cordera Pkwy are proposed to remain.*

12. Does the design encourage the preservation of significant natural features such as healthy vegetation, drainage channels, steep slopes and rock outcropped? Are these significant natural features incorporated into the project design?

*Response: The existing slope across the site is proposed to be maintained as much as possible. This redevelopment will be consistent with historic drainage patterns on the site.*

### **Variiances**

There is one proposed variance for the Site which consists of administrative relief for utilizing the 15% increase in height of a structure in accordance with City Code Section 7.5.1103. The Site requests administrative relief for the maximum height of two out of the seven apartment buildings. City Code 7.5.1102 lists the requirements to meet administrative relief:

- A. The strict application of the regulation in question is unreasonable given the development proposal or the measures proposed by the application 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.
- *Response: The existing topography of the Site is the true constraint for requiring the administrative relief for the two proposed apartment buildings. There is currently 37 feet of fall from the east property line to the west property line. This existing topography follows Briargate Parkway and cannot be substantially altered due to the property's proximity to Briargate Parkway. The Powers Commercial Concept Plan specifies access points to the Site from Briargate Parkway to the north and from the proposed shared access road to the south. Therefore, the two westernmost buildings are confined to a small range of finished floor elevations in order to provide a Site that is easily maneuverable by traffic.*

*There is an existing Utility Easement along the west property line with a substantially deep sanitary sewer main in the existing condition. Colorado Springs Utilities has indicated that the development's proposed grades within this easement must remain similar to the existing grades which result in proposed grade elevations that are substantially lower than the rest of the site. Therefore, the drive aisle along the west property line has to sit roughly 8-12' lower than the drive aisle on the east side of the western buildings. There is already a proposed tiered retaining wall spanning the entire length of the west property line with total retained*

*heights varying from 4-ft to 10-ft. The design solution to this issue was to implement steps in the two western buildings in order to avoid significantly larger retaining walls along the west boundary which would result in a 10-ft increase in retained height.*

*The resulting height exceeds the maximum height per the development code but is within the 15% additional variance height. The down gradient sides of the building are depressed which provides a less intrusive visual effect from the west than the addition of 15-ft and taller retaining walls were implemented.*

- B. The intent of this Zoning Code and the specific regulation in question is preserved.
  - *Response: The intent of the City Zoning code is preserved.*
- C. The granting of administrative relief will not result in an adverse impact on surrounding properties.
  - *Response: The adjacent properties to the east which consist of single-family homes sit approximately 40' higher than the western two buildings with relief being requested. Even with the increase in maximum building height, these two buildings will have maximum roof elevations lower than the rest of the proposed buildings on site which comply to the maximum building height. Therefore, the increase in the proposed building heights will not result in an adverse impact on adjacent properties.*
- D. The granting of 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 they no longer meet the minimum lot size for the zone district in which they are located.
  - *Response: The Project is not utilizing the 15% administrative relief to increase the number of units on Site. The Project is within the allowed unit count.*