

March 28, 2022

Katelynn Wintz
Planning Supervisor
City of Colorado Springs
Land Use Review Division
30 S. Nevada Avenue, Suite 701
Denver, CO 80903

RE: Woodmen East Commercial Center Filing No. 1 – Multi-Family Development

Dear Ms. Wintz,

Project Description

SRG Residential, Inc. (the “Owner”) wishes to develop the approximately 14-acre parcel of land located southeast of the intersection of Woodmen Road and Mohawk Drive, Colorado Springs, County of El Paso, State of Colorado (the “Site”). The proposed development involves the construction of seven apartment buildings totaling 348 units with each building providing tuck-under garages (the “Project”). The proposed development also includes the construction of a rec/leasing office, pool deck area, surface parking, utilities to service the buildings, and an additional outdoor amenity area. Open space area is provided throughout the development.

The Project is within the Woodmen East Commercial Center Filing No. 1 Addition master development (the “Master Development”). The Master Development is currently going through the annexation and rezone process with the City of Colorado Springs (the “City”). The Master Development is to be split into seven lots and rezoned to Planned Business Commercial (PBC). Multi-family use is a conditional use within the PBC standards and will follow the R5 designation in the City of Colorado Springs Zoning Code.

A pre-application meeting was held with the City on March 3, 2022 prior to this formal application.

Project Justification – Development Plan Review Criteria

1. Will the details of the use, site design, building location, orientation and exterior building materials be compatible and harmonious with the surrounding neighborhood, buildings and uses, including not-yet-developed uses identified in approved development plans?

Response: The proposed Project is consistent with the Woodmen East Commercial Center Concept Plan development of multi-family housing for Lot 7. The Project falls within the R5 zoning designation which allows for high density attached multi-family residential development. The proposed Project density is 25 dwelling units per acre which will be provided by three four-story apartment buildings and four three-story apartment buildings. Each building provides tuck-under garages as well as surface parking which exceed the City parking requirements. The Project is located south of the proposed cul-de-sac road that splits the commercial and multi-family uses. The proposed commercial uses will be able to be easily accessed by the multi-family parcel via proposed 6' detached sidewalks.

The Project is located approximately 300' away from the existing detached residential development to the south. The Project is implementing a more architecture forward concept for the buildings by hiding most of the parking internal to the Site and by orienting the front of the buildings internal to each other.

The proposed Project exceeds the open space requirement by providing open space areas in the southeast portion of the Site, the eastern portion of the Site, and northern portions of the Site adjacent to the cul-de-sac road.

We believe the Project is compatible and harmonious with the surrounding neighborhood.

2. Will the development plan substantially comply 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?

Response: A Master Plan does not exist for the Project. The Project is in compliance with the Woodmen E. Commercial Center Filing No. 1 Addition Concept Plan which establishes this Site as Lot 7 with multi-family as a conditional use utilizing the R5 zoning designation.

The Project property lies within the new/developing designation of the PlanCOS Vision Map and the "medium" to "high" area of change designation of the PlanCOS Areas of Change Map. The Master Development is currently going through a re-zone process to PBC with multi-family as a conditional use which falls within the Plan COS medium to high area of change designation.

3. Will the project meet 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?

Response: Each building meets the required building setbacks for each property line as set forth in the R5 zoning requirements. The building heights are below the maximum building height of 45'. The maximum lot coverage is less than 40%.

4. Will 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?

Response: The Project will show compliance with the MDDP and Final Drainage Report for the Woodmen E. Commercial Filing No. 1 Master Development. A proposed above grade water quality and detention pond will be designed by the Master Development Final Drainage Report and located within the southwest corner of the Site. The detention pond will meet City of Colorado Springs Drainage Criteria Manual requirements. The proposed Project will capture runoff within the multi-family property using a private storm sewer network and route it to the Master Development storm sewer network that will discharge flows to the detention pond for water quality treatment and detention.

5. Will the project provide off-street parking as required by this chapter, or a combination of off-street or on-street parking as permitted by this chapter?

Response: The Site will provide a combination of off-street and on-street parking. Off-street parking is provided through tuck-under parking spaces or surface parking lots. Parallel on-street parking will also be provided along the southern extent of the cul-de-sac road. Total parking stalls required is 572 per City requirement. The Project proposes 661 total parking

stalls utilizing the garage spaces (202 spaces), surface parking (439 stalls) and street parallel parking (20 stalls). Therefore, the Project is exceeding the parking requirements by 89 stalls.

6. Will all parking stalls, drive aisles, loading/unloading areas, and waste removal areas meet the location and dimension standards set forth by this chapter?

Response: Yes, all parking stalls, drive aisles, and waste removal areas for this project meet all location and dimension standards. Likewise, a fire truck exhibit was provided which shows the fire truck apparatus movements throughout the Site to ensure that fire requirements are met with the proposed drive aisle widths and dimensions.

7. Will the project provide landscaped areas, landscape buffers, and landscape materials as set forth in this chapter and the Landscape Design Manual?

Response: The Project will provide landscaped areas throughout the Site via landscape islands, landscape strips adjacent to head in parking, landscaping adjacent to the proposed buildings, a landscaped/open space area in the eastern portion of the Site and landscaping/open space in the southeast corner of the Site (open amenity area will be programmed with an outdoor kitchen, firepit and seating, gaming, etc.). Landscape buffers are being met and landscape materials adhere to the Landscape Design Manual.

8. Will the project preserve, protect, integrate or mitigate impacts to any identified sensitive or hazardous natural features associated with the Site?

Response: The project will be conscious of any identified sensitive or hazardous natural features associated with the Site, and will take steps to preserve, protect, integrate, or mitigate any impacts to these natural features. At this time there are no sensitive or hazardous natural features identified. The Site is intended to be overlaid graded with the Master Development. A large portion of the southeast corner of the Site will remain as open space.

9. Will the building location and site design provide for safe, convenient and ADA-accessible pedestrian, vehicular, bicycle, and applicable transit facilities and circulation?

Response: The Site provides ADA accessible routes throughout the development. A proposed 6' detached sidewalk along the south side of the cul-de-sac road will provide an ADA route to Mohawk Drive. The ADA parking requirements are 14 stalls, and 14 stalls are proposed.

10. Will the number, location, dimension and design of driveways to the site substantially comply with the City's Traffic Criteria Manual? To the extent practicable, will the project share driveways and connect to drive aisles of adjoining developments?

Response: There are three access points into the Property to help with the maneuverability of residents accessing the Site. The access points are separated per City requirements. Drive aisle widths are for two-way traffic and are predominantly 26' wide and drive aisle widths between parking rows are reduced to 24'. The two-way drive aisle widths meet the City drive aisle dimensional requirements.

Likewise, a fire truck exhibit was provided which shows the fire truck apparatus movements throughout the Site to ensure that fire dimensional requirements are met with the proposed drive aisle widths.

11. Will the project connect to or extend adequate public utilities to the site? Will the project extend the utilities to connect to surrounding properties, as required by Colorado Springs Utilities?

Response: The Project is currently going through the annexation process with the City of Colorado Springs. The surrounding properties are located within the City boundaries and are serviced by Colorado Springs Utilities. A water main extension project is to be completed with the Banning Lewis Ranch project to the east. This water main extension will be within Woodmen Road and will extend east for the Woodmen E. Commercial Master Development and adjacent properties to utilize. This water main extension project is currently in the design phase and should be starting construction in summer of 2022. The Master Developer will extend all dry and wet utilities from these Colorado Springs Utilities mains within the proposed cul-de-sac road to service the Project Site.

12. If necessary to address increased impacts on existing roadways and intersections, will the project include 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, if required, a City accepted traffic impact study?

Response: The Master Development will provide improvements to Mohawk Drive and internal roadway networks to access the commercial uses and the proposed Project and to provide a southern roadway extension to the east for future access from the future residential homes east of the Master Development. The proposed Project was required to produce a Traffic Compliance Letter that was submitted with this Development Plan application. The Traffic Study for the Master Development allotted for 450 multi-family dwelling units on the Site. The Project is proposing 348 multi-family dwelling units which is 102 units less than the Traffic Study accounted for. Therefore, the Project is in traffic compliance with the Master Development Traffic Study.

13. Will the project reasonably anticipate significant off-site impacts as a result of the project, and mitigate or offset those impacts to the extent proportional and practicable? Impacts may include, but are not limited to, light, odor and noise.

Response: The Project does not anticipate significant off-site impacts. Lighting will be contained on the Project Site per City requirements. Noise will be minimal as this is a residential development. Trash enclosures will be provided in outdoor enclosures or within the apartment buildings and dog waste stations will be provided throughout the Site.

Please contact Kimley-Horn and Associates at 719-453-0180 if you have any questions or need additional information in regards to this application.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



Jessica McCallum, P.E.