



August 22, 2017

**LETTER OF INTENT  
BUNTING MULTIFAMILY FILING NO. 1  
Site Development Plan**

**Owner:**

GNC Bunting, LLC  
205 Sedona Dr.  
Colorado Springs, CO 80921  
(719) 646-5907

**Applicant:**

M.V.E., Inc.  
1903 Lelaray Street, Suite 200  
Colorado Springs, CO  
(719) 635-5736  
Attn: Dave Gorman

**Site Location Size and Zoning:**

The proposed subdivision to be known as “Bunting Multifamily Filing No. 1” is located in the Southeast Quarter of Section 5, Township 15 South, Range 66 West of the 6<sup>th</sup> P.M., El Paso County, Colorado. The properties have El Paso County Tax Schedule No.s 65054-08-034 and 65054-08-035 and are currently vacant parcels with addresses of 1724 and 1728 Hampton South. The proposed development is located on the north side of Hampton South, west of Interstate 25 and east of B street. Each lot is approximately one quarter acre. The total area of land under consideration is 0.51± acres zoned RM-30 (Residential Multi-Dwelling).

**Request and Justification:**

The request is for Site Development Plan Approval of the multi-family residential project consisting of two (2) four-plex buildings to be located on Lot 1 and Lot 2 Bunting MultiFamily Filing No. 1. The proposal is for one four-plex building on each of the adjoining lots for a total of eight (8) residential units. Multi-family dwellings are an allowed use in the RM-30 zone. The resulting residential density is 15.7 DU/Ac, which falls below the zone maximum of 30 DU/Ac. The proposed use will be nearly identical and complimentary to the existing adjacent development. This development will feature more off-street parking and landscaping than the existing surrounding properties. The purpose of the development is to provide affordably priced housing for lower incomes for the use by the people of El Paso County and nearby Fort Carson. There is an established need for affordable housing in the area. This application meets the requirements of the Land Development Code and the Engineering Criteria Manual (ECM), except as noted below and as explained in the associated Requests for Administrative Relief.

*Engineers • Surveyors*  
*1903 Lelaray Street, Suite 200 • Colorado Springs, CO 80909 • Phone 719-635-5736*  
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### **Access**

Access to this project is from existing Hampton South, a 60 ft. public right-of-way with paved surface, curb and gutter, and sidewalk Hampton South connects to B Street on the west and Chamberlin Street on the east, providing adequate and convenient access by residents and emergency vehicles. No improvements are required in the public right-of-way.

### **Storm Drainage**

The area of the proposed site is about one-half acre. Therefore, flows generated by the site are minor in flow rate and quantity. The existing and developed site drains north into the adjacent offsite drainageway and also south into Hampton South. A Drainage Letter has been prepared and submitted for the site. Because the area of the site is less than 1.0 acres, no onsite storm detention or water quality treatment facilities are required. The Drainage Letter indicates that there are no significant drainage impacts to downstream facilities and properties.

### **Water, Sanitary Sewer, Electric And Gas Utilities**

The site is contained within the service area of Stratmoor Hills Sanitation District, Stratmoor Hills Water District, and Colorado Springs Utilities. These districts already serve the subject property and the proposed replat does not change the number of parcels or building sites. Public Utility Mains exist in the adjacent streets. Sanitary Sewer is provided by Stratmoor Hills Sanitation District, Water service will be provided by Stratmoor Hills Water District. Electric and Gas will be provided by Colorado Springs Utilities. Construction Documents for the proposed buildings will be reviewed by utility organizations.

### **Fire Protection**

Fire Protection is provided by Stratmoor Hills Fire Protection District. The site is currently platted and the replat will not change the number of parcels or building sites. Fire hydrants exist on Hampton South, both east and west of the site. Construction Documents for the proposed buildings will be reviewed by the Fire District.

### **Traffic Impact**

The eight (8) proposed multi-family residential units will access the public Hampton South (local residential road), which connects to B street and Chamberlin Street. The development is expected to generate a total of 53 trips per day (Average weekday trips ends) and 5 trips in the peak hour based on 6.65 trips per unit for Single Family Detached Housing (according to Trip Generation, 9th Edition, 2012 by the Institute of Transportation Engineers). This number of trips is below the County threshold of 100 trips per day or 10 trip during the peak hour. Therefore, a Transportation Impact Study (TIS) is not required for the project. This development is subject to fees established by the El Paso County Road Impact Fee Program per El Paso County Resolution Number 12-382. The owners have elected to not be included in any Public Improvements District. Traffic Impact Fees will be paid at time of building permit.

### **Existing and Proposed Facilities**

The site on existing Hampton South requires no new facilities or public improvements. Construction Drawings for the buildings will be reviewed and approved by Pike Peak Regional Building Department. lots.

### **Request for Administrative Relief – Building Setbacks**

The Land Development Code Section 5.4 (Table 5-4) requires side and rear building setbacks of 15 feet in the RM-30 zone. Administrative Relief is requested to allow side and rear building setbacks that are less than those required, which is available for dimensional standards of up to 20% of the required setback. Administrative relief for a required 15 feet setback may be granted to allow a setback as small as 12 feet ( $20\% \times 15' = 3'$  and  $15' - 3' = 12'$ ). Administrative Relief is requested to allow a rear setback of 12 feet for Lot 1 and rear setback that ranges between 12 feet to 17.7 feet for Lot 2. The proposed side setback for the east side of Lot 1 (adjacent to east neighbor) is approximately 14.1 feet. The proposed side setback for the west side of Lot 2 (adjacent to west neighbor) is also approximately 14.1 feet. The proposed building setback between Lot 1 and Lot 2 varies from 12.2 feet to 17.7 feet.

The intent of the proposed multi-family residential development is to provide affordably priced housing for lower incomes suitable to the existing surrounding neighborhood. The proposed development will infill between two existing multi-family buildings on Hampton South. The proposed building sizes are comparable in size the adjacent surrounding neighborhood. The proposed buildings also provide the appropriate number of units and amount of living space that make the project financially sound and viable.

In attempting to duplicate the type of multi-family housing that exists adjacent to the site, the project faced several challenges regarding the County's current Land Development Code, compared to the existing properties in the neighborhood. The existing properties on the east and west sides have side setbacks of 10 feet to 11 feet. The adjacent properties were also not subject to the current parking requirements. The Bunting MultiFamily project must devote more space for on-site parking which restricts the space available for building within the required setbacks.

We request the approval of the proposed reduced setbacks in order to produce housing facilities for future residents of adequate space, workable layout and desired quality.

### **Request for Administrative Relief – Number of Off-Street Parking Spaces Required**

The Land Development Code Section 6.2.5 (Table 6-2) requires this multi-family residential site with eight (8) 2-bedroom units to have 14 parking spaces for the residents at a rate of 1.7 spaces per unit. Additionally, 3 more parking spaces are required for guests at the rate of 1 space per 3 units. The total number of parking spaces required by code is 17 spaces. Administrative Relief is requested to allow a total of 14 parking spaces, being three less than required. Administrative relief of up to 20% of the required 17 spaces back may be granted to allow a deletion of up to 3 parking spaces ( $20\% \times 17 \text{ spaces} = 3.4 \text{ spaces}$  and  $17 - 3 = 14 \text{ spaces}$ ). The requested 14 spaces equates to 7 per four-plex building.

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In attempting to duplicate the type of multi-family housing that exists adjacent to the site, the project faced several challenges regarding the County's current Land Development Code, compared to the existing properties in the neighborhood. The existing properties on the south, east and west are allowed to park in front of each building by pulling into the space directly from the street by driving over the mountable street curb along the entire lot frontage. They therefore provide 5 to 7 spaces per building. Current County code requires the owner of Bunting MultiFamily to construct a dedicated driveway entry with drive aisle access and additional parking for guests. The proposed site is required to provide for the County's Landscaping requirements. The site must also provide a dedicated, screened trash enclosure area for the properties. The combination of the entry, drive aisle, additional parking, landscaping and trash enclosure areas make provision of 17 parking spaces an unworkable hardship on the site and diminishes the purpose of providing affordably priced housing.

In an effort to balance the competing requirements for space on the site, the owner is providing the required landscaping area, drive entry and aisle areas and trash enclosure areas on the site. The proposed parking configuration allows for the provision of proper handicap space with a van-accessible center aisle. Also, the proposed parking configuration allows for the use of on-street parking along much of the street frontage.. The existing similar sites in the area don not allow for on-street parking because it would block the off-street parking. Therefore the three required guest spaces for Bunting MultiFamily site may be provided by the allowed on-street spaces. We request the approval of the proposed reduced number of parking spaces in order to produce an housing facilities appropriate for this use and location.