

# BRADLEY RIDGE FILING NO. 5

## PROJECT STATEMENT

REVISED DECEMBER 2024

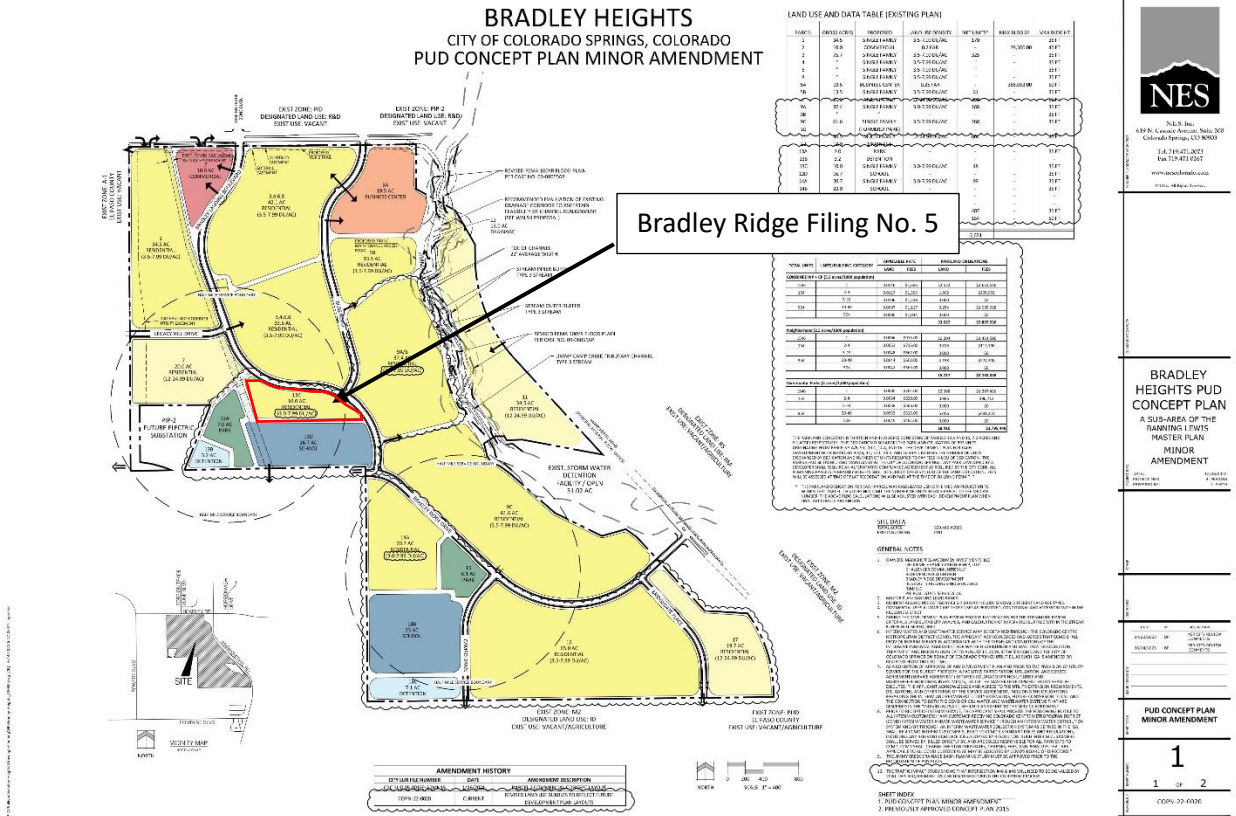
### REQUEST

N.E.S. Inc. on behalf of RJMJ LLC. requests approval of the following applications:

1. PUD DEVELOPMENT PLAN FOR 39 SINGLE-FAMILY RESIDENTIAL LOTS ON 9.91 ACRES.

### LOCATION

The 9.91-acre site is located northwest of S Marksheffel Road and Fontaine Boulevard in northeast Colorado Springs. Filing 5 includes 39 single-family attached and detached dwelling units. The site is zoned PUD AO. There is an approved PUD Concept Plan (COPN-22-0020) which was last amended in 2022.



## **SITE CONTEXT**

To the east of the site is the Bradley Ridge Filing No. 2 PUD subdivision and Bradley Ridge Filing No. 4 subdivision. Land to the west includes a future park site. To the north of the site is vacant land designated for low-density residential per the approved the Concept Plan.

## **PROJECT DESCRIPTION**

This concept plan designates the Filing 5 area as residential, 3.0-7.99 du/acre. Filing 5 proposes a PUD Development Plan containing 39 single-family attached and detached residential units on a total of 9.91 acres. The gross density of the filing is 3.94 du/acre. Each lot has a minimum lot size of 4,800 SF, and a minimum lot width of 30' at the front setback. The maximum building height is 35'.

This proposed development is conveniently located adjacent to the Marksheffel corridor that has employment centers and commercial uses. This site is in close proximity to the Airport and Business Park which is designated as a Regional Employment and Activity Center in PlanCOS.

**Access:** The site has two points of access to the roadway network. Both access points onto Bradley Landing will be full movement with appropriate left/right turn lane striping. The traffic generated from this development will not have any adverse impacts on the surrounding network. The main internal streets through the development are public, 50-foot residential roads. 5' detached sidewalks are provided along the internal streets of the site and throughout the development to allow access to homes and amenities.

A Bradley Heights Master Development Traffic Impact Study was prepared by Matrix Design Group in September 2021 for the entire development. A separate study was prepared by Drexel Barrell specifically for Filing 5 in August 2023, this will be included with the second submittal of the PUD Development Plan. This study focuses on the 2045 conditions of the project.

**Parking:** All units will have a 2-car garage. On-street parking is allowed on all streets. Each unit will also have a full 20-foot driveway.

**Landscape and Setbacks:** A 10-foot landscape setback will be provided along the adjacent collector roadways. Trees, shrubs, and landscape will be planted as required by the City Landscape Ordinance.

**Drainage:** One private full spectrum detention pond will service this development. An FDR prepared by Galloway will be submitted for this filing.

**Floodplains:** The FEMA flood insurance rate map (FIRM), Map No. 08041C0957G, having a revision date of December 7, 2018, indicates the subject property to be designated zone x (outside 0.2% chance of flood).

**Utilities:** A Preliminary Utility Plan by Galloway is included in this submittal. Utilities will be provided in the streets and will connect to the existing public facilities. All proposed utility easements on the site have been depicted and will be recorded with the final plat.

## MASTER PLAN

The approved Banning Lewis Ranch Master Plan as amended in 2019 identifies the site residential medium-density RM (3.5-7.99 du/ac). This land use designation has remained unchanged since the Master Plan was originally approved in 2005. The Master Plan also includes the same alignment of streets, with a principal collector proposed on the north end of the filing (Bradley Ridge Drive).



## PLANCOS

The Vision Map of the Comprehensive Plan designates this area as a “future neighborhood”. The Areas of Change map designates this parcel as an “Area of High Change”. The site lies within a previously vacant area, which is identified as a “Future Neighborhood” on the Vibrant Neighborhoods map. There are future community assets designated adjacent to the site, and the property is in close proximity to the Airport and business park as well as future BLR, which are designated as Regional Employment and Activity Centers on the Unique Places map.

*Goal UP-2: Embrace thoughtful, targeted, and forward-thinking changes in land use, infill, reinvestment, and redevelopment to respond to shifts in demographics, technology, and the market.*

*Goal VN-3: Through neighborhood plans, associations, and partnerships, empower neighborhoods to reinvest in order to create community, vibrancy, and to address their specific vision and needs.*

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*Goal SC-1: Multimodally connect people and land uses throughout the city and region.*

*Policy VN-2.A: Promote neighborhoods that incorporate common desired neighborhood elements.*

The proposed development is consistent with these classifications and policy objectives as it is infill development and will result in reinvestment in this neighborhood. Additionally, the realignment of Hancock and the extension of Post Oak Drive will improve connectivity between neighborhoods, local destinations and employment centers.

## **PROJECT JUSTIFICATION**

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

- 1. THE DECISION-MAKING CRITERIA IN SECTION 7.5.409 (GENERAL CRITERIA FOR APPROVAL) APPLY UNLESS MODIFIED BY THIS SUBSECTION 4.**

The proposed use and development comply with all applicable standards

- 2. THE APPLICATION COMPLIES WITH ALL APPLICABLE USE-SPECIFIC STANDARDS IN PART 7.3.3 RELATED TO THE PROPOSED USE(S).**

The proposed parking continues to exceed all applicable criteria outlined in part 7.3.3.

- 3. 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 THE APPROVED DEVELOPMENT PLANS.**

The proposed building, site design and exterior building materials are harmonious with the existing surrounding single-family subdivisions.

- 4. THE SIGNIFICANT OFF-SITE IMPACTS REASONABLY ANTICIPATED AS A RESULT OF THE PROJECT ARE MITIGATED OR OFFSET TO THE EXTENT PROPORTIONAL AND PRACTICABLE.**

There are no off-site impacts anticipated with this development.

- 5. 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, FACILITY PLANS, URBAN RENEWAL PLANS, OR DESIGN MANUALS.**

Bradley Ridge Filing 5 continues to meet the criteria and uses defined in the Bradley Heights Concept Plan for this area. The projected number of units is well below the maximum allowed within this parcel and proposed single-family is consistent with the concept plan.

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**6. THE PROJECT MEETS DIMENSIONAL STANDARDS APPLICABLE TO THE ZONE DISTRICT, OR ANY APPLICABLE REQUIREMENTS IN THE FBZ OR PDZ DISTRICT.**

The proposed single-family subdivision continues to meet all applicable PDZ zoning district criteria.

**7. THE PROJECT GRADING, DRAINAGE, FLOOD PROTECTION, STORMWATER QUALITY, AND STORM MITIGATION COMPLY WITH THE CITY'S ENGINEERING CRITERIA, THE DRAINAGE REPORT PREPARED FOR THE PROJECT ON FILES WITH THE STORMWATER ENTERPRISE MANAGER, AND OTHER FEDERAL, STATE, AND CITY REGULATIONS.**

Galloway Engineering has provided a preliminary grading plan as part of the overall development plan submittal and a final drainage report will be submitted to SWENT for review.

**8. THE PROJECT COMPLIES WITH ALL THE DEVELOPMENT STANDARDS OR 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).**

Streetscape and internal landscaping have been provided with the associated proposed use of the site.

**9. 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)**

An airport aviation easement will be recorded for this site and appropriate notices will be given to the future residences.

**10. THE PROJECT PRESERVES, PROTECTS, INTEGRATES, OR MITIGATES IMPACTS TO ANY IDENTIFIED SENSITIVE OR HAZARDOUS NATURAL FEATURES ASSOCIATED WITH THE SITE.**

There are no hazardous or sensitive materials within this parcel.

**11. THE PROJECT CONNECTS TO OR EXTENDS ADEQUATE PUBLIC UTILITIES TO THE SITE. AS REQUIRED BY THE COLORADO SPRINGS UTILITIES, THE PROJECT WILL EXTEND THE UTILITIES TO CONNECT TO SURROUNDING PROPERTIES**

The proposed single-family residential use will extend public improvements including sidewalks, access aisles, and utilities to currently vacant PUD lots. These improvements will guide future development in the area as it comes forward and will provide a benefit to their end users.

**12. 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.**

A traffic impact analysis can be provided if necessary for the proposed development. An overall traffic study for this area was done by Matrix Design Group.