



CITY PLANNING COMMISSION AGENDA

**THURSDAY, DECEMBER 17, 2015
8:30 A.M.**

**CITY HALL COUNCIL CHAMBERS
107 NORTH NEVADA AVENUE
COLORADO SPRINGS, CO 80903**

CITY PLANNING COMMISSION MEETING PROCEDURES

MEETING ORDER:

The City Planning Commission will hold its regular meeting on **Thursday, December 17, 2015 at 8:30 a.m.** in the City Hall Council Chambers at 107 North Nevada Avenue, Colorado Springs, Colorado.

The Consent Calendar will be acted upon as a whole unless a specific item is called up for discussion by a Planning Commissioner, a City staff member, or a citizen wishing to address the Planning Commission.

When an item is presented to the Planning Commission the following order shall be used:

- City staff presents the item with a recommendation;
- The applicant or the representative of the applicant makes a presentation;
- Supporters of the request are heard;
- Opponents of the item will be heard;
- The applicant has the right of rebuttal;
- Questions from the Commission may be directed at any time to the applicant, staff or public to clarify evidence presented in the hearing.

VIEW LIVE MEETINGS:

To inquire of current items being discussed during the meeting, please contact the Planning & Development Team at 719-385-5905, tune into local cable channel 18 or live video stream at www.springsgov.com.

In accord with the Americans with Disabilities Act of 1990 ("ADA"), the City of Colorado Springs will not discriminate against qualified individuals with disabilities. Should you require an auxiliary aid and/or service to participate in an upcoming Planning Commission meeting, please contact the Land Use Review offices at (719) 385-5905 as soon as possible but no later than 48 hours before the scheduled monthly meeting so that we can do our best to accommodate your needs.

CITY PLANNING COMMISSION

COMPREHENSIVE PLAN AND REVIEW CRITERIA

COMPREHENSIVE PLAN:

The City Planning Commission uses the Comprehensive Plan as a guide in all land use matters. The Plan is available for review in the Land Use Review Office, located at 30 S. Nevada Avenue, Suite 105. The following lists the elements of the Comprehensive Plan:

- Introduction and Background
- Land Use
- Neighborhood
- Transportation
- Natural Environment
- Community Character and Appearance
- 2020 Land Use Map
- Implementation

The Comprehensive Plan contains a land use map known as the 2020 Land Use Map. This map represents a framework for future city growth through the year 2020, and is intended to be used with the Comprehensive Plan's goals, policies, objectives and strategies. It illustrates a desired pattern of growth in conformance with Comprehensive Plan policies, and should be used as a guide in city land use decisions. The Comprehensive Plan, including the Land Use Map, may be amended from time to time as an update to city policies.

APPLICATION REVIEW CRITERIA:

Each application that comes before the Planning Commission is reviewed using the applicable criteria located in the *Appendix* of the Planning Commission Agenda.

CITY PLANNING COMMISSION APPEAL INSTRUCTIONS

In accordance with Chapter 7, Article 5, Part 906 (B) (1) of the City Code, "Any person may appeal to the City Council any action of the Planning Commission or an FBZ Review Board or Historic Preservation Board in relation to this Zoning Code, where the action was adverse to the person by filing with the City Clerk a written notice of appeal. The notice of appeal shall be filed with the City Clerk no later than ten (10) days after the action from which appeal is taken, and shall briefly state the grounds upon which the appeal is based."

Accordingly, any appeal relating to this Planning Commission meeting must be submitted to the City Clerk (located at 30 S. Nevada Avenue, Colorado Springs, CO 80903) by:

Monday, December 28, 2015

A **\$176** application fee and a justification letter specifying your specific grounds of appeal shall be required. The appeal letter should address specific City Code requirements that were not adequately addressed by the Planning Commission. City Council may elect to limit discussion at the appeal hearing to the matters set forth in your appeal letter.

CITY PLANNING COMMISSION MEETING AGENDA THURSDAY, December 17, 2015

1. Approval of the Record of Decision (minutes) for the November 15, 2015 City Planning Commission Meetings
2. Communications
3. Consent Calendar (A.1-E).....Page 9
4. New Business Calendar (Item 4.A-9.B)Page 141
 Appendix – Review Criteria.....Page 410

CONSENT CALENDAR		
ITEM NO.	PROJECT DESCRIPTION	PAGE NO.
<p>ITEM NO. A.1-A.2 CPC ZC 15-00120 (Quasi-Judicial)</p> <p>AR CP 08-00639-A1MJ15 (Quasi-Judicial)</p> <p>PARCEL NO.: 6436300015</p> <p>PLANNER: Lonna Thelen</p>	<p>A request by Aeroplaza Fountain LLC on behalf of Edward Scott representing Andrew Bivins, Teel Bivins, Tom Bivins, Mark Bivins, PK Partners LP, Kelvan Wilson, D E R Investments LP, Bivins Teel Custodian to Minors, Katherine Teel Bivins, William T Bivins, Carolyn Hamly Bivins for the following applications:</p> <ol style="list-style-type: none"> 1. A zone change from C6/P/AO (General Business with Planned Provisional and Airport Overlay) to R1-6000/DF/AO (Single Family with design flexibility overlay and airport overlay). 2. An amendment to the Soaring Eagles Concept Plan to allow commercial uses and single-family residential. <p>The property contains 27.8 acres, is zoned C6/P/AO (General Business with Conditions of Record and Airport Overlay) and located at the southwest corner of Hancock Expressway and Powers Boulevard.</p>	9
<p>ITEM NOS.: B.1-B.2 CPC ZC 15-00088 (Quasi-Judicial)</p> <p>CPC PUD 13-00048-A2MJ15 (Quasi-Judicial)</p> <p>PARCEL NOS.: 5317116159–5317116191, 5317116193</p> <p>PLANNER: Rachel Teixeira</p>	<p>A request by Classic Consulting Engineers & Surveyors, LLC, on behalf of Rockwood Homes, LLC, for approval of the following applications:</p> <ol style="list-style-type: none"> 1. A zone change from PUD/AO single-family detached units (Planned Unit Development with Airport Overlay) to PUD/AO single-family detached and attached units (Planned Unit Development with Airport Overlay). 2. A major amendment to the Reserve at Indigo Ranch Filing No. 2 PUD Development Plan. <p>The property contains 6.53 acres, is zoned PUD/AO (Planned Unit Development with Airport Overlay) and located southeast of Dublin Boulevard and Issaquah Road.</p>	22

<p>ITEM NOS.: C.1-C.4 CPC ZC 15-0083 (Quasi-Judicial)</p> <p>CPC ZC 15-0084 (Quasi-Judicial)</p> <p>CPC CP 08-00142-A3MJ15 (Quasi-Judicial)</p> <p>CPC SN 15-00085 (Quasi-Judicial)</p> <p>PARCEL NO.: 6311204095, 6311204096 6311204089</p> <p>PLANNER: Mike Schultz</p>	<p>A request by JR Engineering on behalf of Cook Communications Ministries for approval of the following applications:</p> <ol style="list-style-type: none"> 1. A zone change from OC/AO (Office Complex with Airport Overlay) to PBC/AO (Planned Business Center with Airport Overlay) 2. A zone change from PIP-1/AO (Planned Industrial Park with Airport Overlay) to OC/AO (Office Complex with Airport Overlay) for 12.99 acres located at the southwest corner of Lee Vance View and Woodmen Road 3. A major amendment to the Cook Communications Ministries Concept Plan. 4. A street name change from Lee Vance View to Lee Vance Drive. <p>The amendment modifies zoning and changes a private street to a public street. Two zone change zone requests comprising of 5.84 acres and 12.99 acres. The property is currently zoned OC/AO (Office Complex with Airport Overlay) and PIP-1/AO (Planned Industrial Park with Airport Overlay). The property is located in the southeast of Rangewood Drive and Woodmen Road.</p>	<p>33</p>
<p>ITEM NO. D CPC UV 15-00133 (Quasi-Judicial)</p> <p>PARCEL NOS.: 6330200061</p> <p>PLANNER: Hannah Van Nimwegen</p>	<p>A request by Stericycle Inc. on behalf of Merrill Austin, Thunderbolt Mgt. Grp. Inc., for approval of a Use Variance to allow a truck terminal-like use within the Streamside Overlay. The property contains 4.08 acres, is zoned M-1/SS (Light Industrial with a Streamside Overlay) and located at 4120 Mark Dabling Boulevard.</p>	<p>47</p>
<p>ITEM NO. E CPC CU 15-00125 (Quasi-Judicial)</p> <p>PARCEL NO.: 6301110105</p> <p>PLANNER: Denise Tortorice</p>	<p>Request by Mary Brown, on behalf of KJPC LLC., for the approval of a Conditional Use to allow a dog day care and overnight dog boarding in an existing building use and parked for commercial center uses. The Conditional Use will not allow outdoor exercise or outdoor dog runs. This property is zoned PBC/AO (Planned Business Center with an Airport Overlay), consisting of 1.26 acres, and is located at 5470 Powers Center Point, more particularly described as Lot 12 Powers Center at Research.</p>	<p>84</p>

NEW BUSINESS CALENDAR

ITEM NO.	PROJECT DESCRIPTION	PAGE NO.
ITEM NO. 4 CPC CA 15-00128 (Legislative) PLANNER: Ryan Tefertiller	A request by the City of Colorado Springs for approval of an amendment to Sections 7.2.201 and 7.4.102 of the Code of the City of Colorado Springs, 2001, to address multiple changes in the definitions and standards for fences and accessory structures.	141
ITEM NO. 5 CPC PUD 05-00301-A3MN15(AP) (Quasi-Judicial) PARCEL NO.: 6312405175 PLANNER: Rachel Teixeira	An appeal by Elizabeth Wooley, President of the Dublin Townhome Owners Association, Inc., regarding approval of an administrative decision for an amendment to the Dublin Terrace Townhomes Development Plan. The project is for the build-out of the remaining 73 lots of the 142 residential developments. The property is zoned PUD (Planned Unit Development), consists of 12.78 acres and is situated southwest of Powers and Dublin Boulevards.	148
ITEM NO. 6 FILE NO.: CPC CA 15-00138 PLANNER: Carl Schueler	An ordinance creating a new Infill and Redevelopment Chapter within the existing City of Colorado Springs Comprehensive Plan in accordance with Section 7.1.107.B of the Code of the City of Colorado Springs, 2001, as amended.	227
ITEM NO. 7.A-7.B CPC PUZ 15-00100 (Quasi-Judicial) CPC PUP 15-00101 (Quasi-Judicial) PARCEL NOS.: 7413122001;7413122018 PLANNER: Michael Turisk	A request by David Morrison of Land Patterns, Inc. on behalf of Challenger Homes, Inc. for approval of the following applications: <ol style="list-style-type: none"> 1. A zone change from C-6 (General Business) to PUD (Planned Unit Development). 2. A concept plan to develop a 50,000 square foot, four-story, 46 unit apartment building. <p>The properties are .5 acres in total, are currently zoned C-6 (General Business) and are located at 16 and 22 N. Spruce St.</p>	278

<p>ITEM NO. 8 AR DP 15-00434 (Quasi-Judicial)</p> <p>PARCEL NO.: 5319400016</p> <p>PLANNER: Mike Schultz</p>	<p>A request by Classic Consulting on behalf of Spitting Moose, LLC for approval of a development plan for M.X. Crossing. The development plan proposes 13 single-family lots. The property is located on the West side of Pring Ranch Road between its 2 intersections with Purcell Drive, consists of 4.3 acres and is zoned R-1 6000/CR/SS/AO (Single-family with Conditions of Record and Streamside and Airport Overlays).</p>	<p>310</p>
<p>ITEM NO. 9.A-9.B CPC ZC 15-00107 (Quasi-Judicial)</p> <p>CPC CP 15-00108 (Quasi-Judicial)</p> <p>PARCEL NO.: 73354000009</p> <p>PLANNER: Mike Schultz</p>	<p>A request by Kimley-Horn & Associates on behalf of Garden of the Gods Club LLC for approval of the following applications:</p> <ol style="list-style-type: none"> 1. A change of zone. The proposed change of zone would rezone the subject property from R/HS (Residential Estate with hillside overlay) and R-5/HS (Multi-family with Hillside Overlay) to PUD/HS (Planned Unit Development with Hillside Overlay). 2. A PUD concept plan proposes a multi-story facility with a maximum of 266 independent living units, 40 memory care units, 66 assisted living units and 56 skilled nursing units with a maximum building height of 67-ft. <p>The subject property is located south of Fillmore Street and Grand Vista Circle, is currently zoned R/HS (Residential Estate with hillside overlay) and R-5/HS (Multi-family with hillside overlay) and consists of 25.62 acres.</p>	<p>368</p>

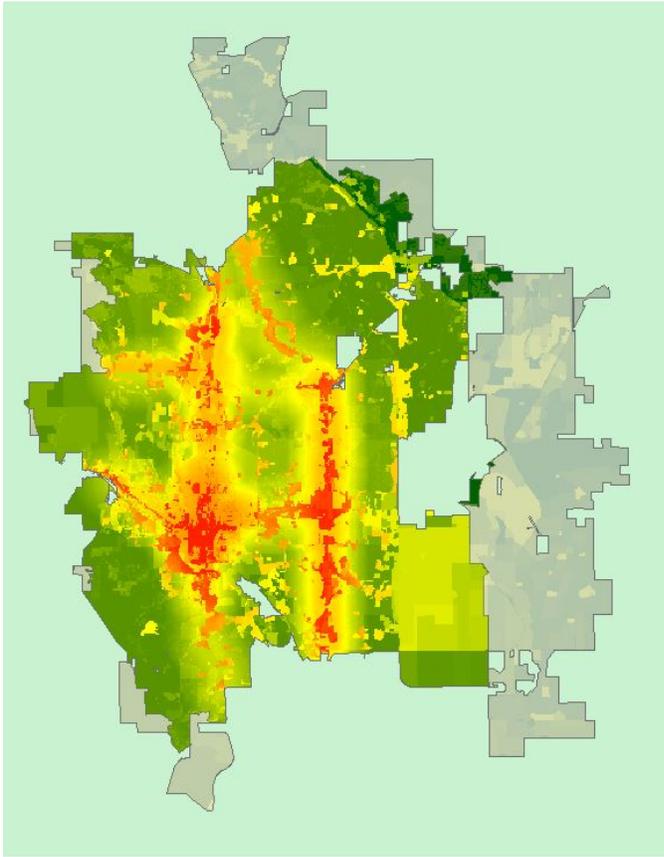
CITY PLANNING COMMISSION AGENDA

ITEM NO: 6
STAFF: CARL SCHUELER

FILE NO(S):
CPC CA 15-00138 – LEGISLATIVE

PROJECT: INTRODUCTION OF AN ORDINANCE CREATING A NEW INFILL AND REDEVELOPMENT CHAPTER WITHIN THE EXISTING CITY OF COLORADO SPRINGS COMPREHENSIVE PLAN IN ACCORD WITH SECTION 7.1.107.B OF THE CODE OF THE CITY OF COLORADO SPRINGS, 2001, AS AMENDED.

APPLICANT: CITY OF COLORADO SPRINGS



Note: This map is included for reference only and does not represent the final form of the map in the recommended Plan

SUMMARY:

1. **Description:** The purpose of this hearing is to introduce a recommendation for adoption, by ordinance of a new Infill and Redevelopment Chapter (“Chapter”) (**FIGURE 1**) within the existing City of Colorado Springs Comprehensive Plan, and to present an associated Action Plan (**FIGURE 2**) that would be later be endorsed by resolution, and which is intended serve as a more dynamic document containing recommended strategic actions for implementation of the Chapter. Both the Chapter and the Action Plan have been created, reviewed and endorsed by the City’s Infill Steering Committee.

The current (2001) Comprehensive Plan is available at the following link:

<https://coloradosprings.gov/resident-services/planning-development/comprehensive-planning/comprehensive-plan>

2. **Planning and Development Team’s Recommendation:** Staff recommends continuance of this item to the January 21, 2016 Planning Commission hearing for a final recommendation, thereby allowing an opportunity for further Planning Commission study and consideration as well as to allow for a period of public and stakeholder communication and input. Staff will ultimately be recommending approval of this Chapter and the associated Action Plan.

BACKGROUND:

1. Infill and redevelopment has been identified as important strategic and land use goal of City Council and the Mayor’s office particularly during the past 5 years. Although the current 2001 City of Colorado Springs Comprehensive Plan addresses this topic, there has been an identified need for additional visioning, prioritization and policy direction in order to make the Comprehensive Plan more useful relevant and actionable for this topic.
2. It has been determined and recommended that the best approach at this time is to prepare a separate and essentially stand-alone chapter of the 2001 Comprehensive Plan addressing this topic from a more targeted and current policy perspective. As stated in the recommended new Chapter, it is intended to be used in conjunction with the balance of the Comprehensive Plan and its referenced elements. However, for infill-related projects and activities, the expectation is that this document will provide an initial and primary source of policy guidance.
3. The Chapter itself (**FIGURE 1**) is deliberately brief, visionary and high level. Among other things it establishes a vision, justification, importance, and broad goals for the support and encouragement of infill and redevelopment throughout the City. It also provides a broad framework for identifying geographic areas and activities for prioritization and emphasis. Within this context this Chapter is intended to be used as a policy document both to generally direct City-initiated actions and to evaluate applicable privately initiated development plans for Comprehensive Plan consistency. However, this Chapter stops short of providing detailed recommendations, strategies or implementation steps. These more specific strategies and actions are addressed in a

separate Action Plan which is intended to support this Chapter, but not be formally adopted as part of the Comprehensive Plan (see below).

4. The Chapter recommends the ongoing and adaptive use of an Action Plan (**FIGURE 2**) in order to focus, direct and make progress on City-initiated initiatives pertaining to infill. The numerous recommendations in the current Action Plan all result from Infill Steering Committee input and are supported by at least a majority of that Committee. Recommendations in the Action Plan vary substantially in specificity and timeframe. Some have already been largely accomplished, while others have yet to be initiated and could take several years (and considerable resources) to fully accomplish. Part of the rationale for not formally adopting the Action Plan as part of the Comprehensive Plan, is because it is understood that it will rapidly become outdated and not fully relevant unless it is periodically updated to address status changes, ongoing decision and new circumstances and ideas. The expectation for the Action Plan is that be regularly managed and updated by staff and periodically brought back to Planning Commission and City Council for substantive updates. It is recommended that it be “endorsed” by resolution with direction to staff to maintain and implement it in a dynamic fashion.
5. Beginning in 2016, a two+ year program is in place to comprehensively update the Comprehensive Plan via a consultant process. Therefore, it can be logically anticipated that this Infill Chapter may only remain formally in place as part of the Comprehensive Plan for a few years. However, there is also the presumption that a substantial portion of this vision and these principles policies and recommended actions, will be carried forward and reflected in that comprehensive update.

STAKEHOLDER PROCESS AND INVOLVEMENT:

The stakeholder process for this Comprehensive Plan amendment has primarily occurred within the context of an Infill Steering Committee (“Committee”) process. A list of Infill Steering Committee members is included as (**FIGURE 3**). The Committee consists of two City Council members (Jill Gaebler- chair, and Andy Pico- vice chair) and two original Planning Commission members (Robert Shonkwiler and Chuck Donley). Following a public advertising process, this core group selected several additional members from among the development, professional and neighborhood communities. Committee meetings (typically 2 per month) occurred from later 2014 through all of 2015. Meetings were open to the public and were posted, but were purposefully not widely advertised (because this was a “working” committee). A website has also been maintained throughout the process.

Concurrently with the Committee process, the Colorado Springs Utilities -Utilities Policy Advisory Committee (UPAC) has also been pursuing a related assignment from the Utilities Board to address economic development and infill. There has been a high level of alignment with these processes.

In April 2015, the Committee sponsored a widely advertised and well attended day-long infill and Redevelopment Workshop at Pikes Peak Area Council of Governments. About 80 community members and staff attended.

Going forward, the intention of staff is to post these documents on the City website well prior to the January 21 Planning Commission hearing and to actively solicit input from the wider community via press releases and presentations to groups including the CONO Board, UPAC, Citizen's Transportation Advisory Board (CTAB), and the Housing and Building Association.

RELATIONSHIP TO THE 2001 COMPREHENSIVE PLAN

The intended relationship between this Chapter and the 2001 Comprehensive Plan is described above and in the body of the Chapter. It is also contemplated in the draft ordinance.

The 2001 Comprehensive Plan contains a variety of Objectives, Policies and Strategies focusing directly on infill, redevelopment and land use mix. An excerpt of these is included as **(FIGURE 4)**. However, most of the recommended 2001 infill strategies were never fully pursued and implemented. In 2004, the City created and adopted a Mixed Use Zone District (MU). However, this has never been used. The intent of this new Comprehensive Plan Chapter and associated Action Plan has been to “move forward from” the language in the 2001 Plan.

STAFF RECOMMENDATION:

After introduction of item CPC CA 15-00138 and an opportunity for public input and Planning Commission discussion, continue formal action on this ordinance to the January 21, 2016 Planning Commission hearing.

The Ordinance provided as **(FIGURE 5)**.

infill

COMPREHENSIVE PLAN SUPPLEMENT



CONTENTS

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5	Purpose
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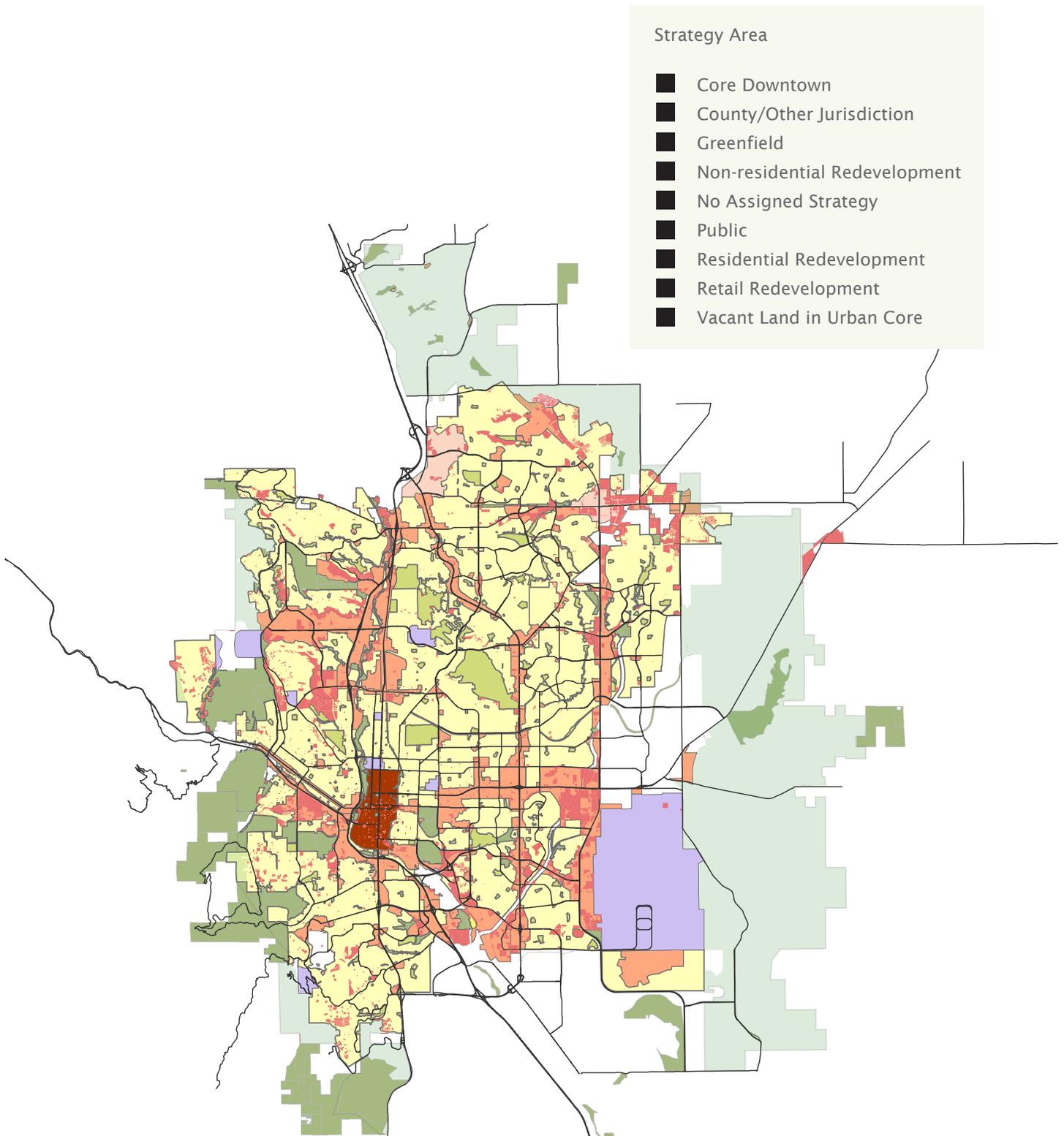


Figure 1 City of Colorado Springs strategy areas. City planning staff developed the strategies and assigned them to the city's parcels.

EXECUTIVE SUMMARY



View of Colorado Springs' downtown.

INFILL VISION, DEFINITION AND FOCUS

The City of Colorado Springs envisions a community that continually reinvests in its mature areas so they remain vital and desirable places that contribute to fiscal sustainability and quality of life for all of the city's residents and visitors. We further envision a particular infill focus on the downtown, older arterial corridors and in the retention and creation of unique and special places throughout the established areas of the city.

INFILL IS BROADLY DEFINED AS THE DEVELOPMENT, REDEVELOPMENT, MAJOR RENOVATION AND/OR ADAPTIVE RE-USE OF PROPERTIES OR BUILDINGS IN THE OLDER AND LARGELY DEVELOPED AREAS OF THE CITY.

The terms "infill" and "redevelopment" are purposefully overlapped and intermingled in this definition and in this plan to emphasize the critical role that land use change and adaptation plays alongside the "filling in" of available vacant land capacity.

The terms "greenfield" or "greenfield development" are used extensively throughout this chapter and are intended to generally refer to development occurring in newer and/or peripheral areas of the city. The subsequent map provides a generalized depiction of greenfield areas as of 2015. The term greenfield and the areas it encompasses cannot be precisely defined. The development of large vacant properties is considered infill and not greenfield development provided those areas are largely surrounded by pre-

FIGURE 1

1980 development. Examples of large vacant infill areas include the Gold Hill Mesa, Spring Creek, and Airport Buisness Park developments. The vision and definition are intentionally broad, encompassing and aspirational. Achievement of the vision will require an ongoing, strategic and purposeful focus, as further articulated in the following chapter.

The city has a great deal of capacity to accept infill; this includes over 7,000 acres of vacant developable land in core areas along with substantial already-developed properties available for redevelopment. In addition to land capacity, trends demonstrate a market for walkable neighborhoods, robust transit, and accessibility to the urban core as primary attractors for both Millennial and Baby Boomer generations.

INFILL AND REDEVELOPMENT ARE ESSENTIAL TO THE CITY'S LONG-TERM FISCAL SUSTAINABILITY AND TO ITS OVERALL VIBRANCY, LIVABILITY, AND QUALITY OF LIFE

In the 65 years from 1950 to 2015, the population of our city has increased nearly tenfold; from 45,472 then to almost 450,000 today. While some mature areas have aged gracefully, others have deteriorated or are experiencing substantial socio-economic and market-driven land use changes. The impacts of these changes are particularly evident along and near aging arterial corridors such as Nevada Avenue and Academy Boulevard. City government, its enterprises, and its facilities and services exist to serve the needs of its residents and property owners. If mature areas are not supported, the quality of life of many of our citizens will be diminished.

There is a fiscal sustainability imperative and a significant economic argument to supporting infill. The city, its tax and ratepayers, the business community, and its residential property owners have all invested in mature areas, and have a stake in the efficient use of this land and infrastructure. If public facilities such as streets, parks, and utilities infrastructure are not used to the full capacity (due in part to low-density) taxpayers and ratepayers pay the cost of the inefficiency. Infill allows for city services to improve due to increasing efficiencies such as police and fire response times and transit frequency. The inverse of reinvestment is “blight”. Blight has associated costs and results in depreciated investment value.

THE CITY'S ROLE IN INFILL IS IMPORTANT AND ESSENTIAL

Since the demand for infill and redevelopment is projected to increase, the community should proactively prepare for it. There are a variety of public policies, plans, regulations, places, facilities, services and systems that need to be aligned to address both the infill that is happening and the additional or enhanced activity the city desires. Ultimately, most development decisions are based in market demand. However, the city, through our electorate and staff, holds a significant role and stake in whether and how these decisions occur.

The city and its enterprises own, and to various degrees maintain, over one quarter of all the property within our city limits. How the city invests

FIGURE 1

in, uses, maintains, administers and regulates this property will have a significant impact on private land use choices. The city also has an undeniable role in the regulation of land use, the administration of zoning, the development of policies and procedures impacting the development process, and in the enforcement of standards that have been established to maintain beauty and quality of life for its citizens. The city can take actions that profoundly impact infill and redevelopment options on private property. Finally, the city has a variety of more discretionary programmatic and funding options and incentives that can be used to promote and encourage infill.

INFILL IS NOT A ZERO SUM GAME

The support of a growing role for infill does not mean “either or” denial of the continued role and importance of development in “greenfield” areas of the city. Infill is not simply about reallocating a fixed amount of land use and development demand between greenfield and core areas. There is an “added value” component. Ongoing and strategic support for infill and redevelopment is expected to increase the overall marketability of the city and region for land and economic development investment.

Density is important, but so are land use mix, design, connectivity, and integration.

Increases in housing and employment density are an assumed and implicit benefit of this infill and redevelopment vision and strategy. However, density in the absence of quality land use mix, design, connectivity and integration will not achieve the desired results.

Infill and redevelopment proposals and activities do not always increase density. However, infill projects that deserve the most attention often do. Density that is location and context sensitive and is well connected with the public realm will generally result in better quality of life and will enhance viability of catalytic impact. These density aspects can create challenges with compatibility and capacity but can also create opportunities for markets, livability, place-making, and land use efficiency.

Similarly, infill and redevelopment projects do not always need to involve mixed use in order to qualify as infill. In some contexts it may be neither logical nor appropriate to assume there should be a mixed use component associated with every infill and redevelopment project. However, one goal and assumption of this plan is that

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FIGURE 1

the mixing, integration, connectivity and orientation of uses toward the public realm supports quality of life for the community, and projects that include mixed use therefore deserve greater attention.

ROBUST TRANSIT IS INTEGRAL TO SUPPORTING INFILL

Integral to the city’s infill and redevelopment vision is an evolution and progression toward a more robust transit system which serves both need and choice-based customers. As the 41st most populated city in the US, we must be able to compete with the majority of similarly sized cities that provide greater transportation options, particularly in the form of urban rail or bus rapid transit systems.

The support of transit, especially in the form of development adjacent to the highest priority transit corridors, improves transportation options within the community and also demonstrates a level of service certainty that is necessary for transit oriented development (TOD). Although not all infill and redevelopment can and should be defined and measured in relationship to being transit supportive. This should be an elemental consideration for project prioritization.

DOWNTOWN STRATEGY IS FUNDATIONAL TO INFILL

Greater downtown Colorado Springs must be considered a community cornerstone from the perspective of infill policy. It needs to function as the economic, cultural, and political center of the region. Nationwide experience demonstrates that cities that possess more vibrant downtowns attract more economic development and have a richer overall quality of life. Cities with the most vibrant downtowns attract more infill, achieve greater density, and are fiscally more sustainable due to efficient land use. Visions and plans are already in place for downtown, but policies and strategies should be put into place to greatly encourage revitalization of the downtown core as a means of catalyzing infill and economic development throughout the community.

PRIORITY AREAS AND USES ARE ESSENTIAL TO THE EXECUTION OF THIS PLAN

Prioritizing resource allocation to specific areas and uses allows for more fiscally sustainable investment and addresses market gaps where revitalization that provides some greater benefit to the community may not otherwise occur unless the city takes an active role.

Area and use prioritization also permits ease of marketing to investors and greater ability to measure the success of infill policies, actions and investments. Priority areas include gateways, high frequency transit corridors, and those mature neighborhoods with supportive conditions for revitalization. Priority uses include “catalytic projects”, mixed use, higher density and transit-supportive projects and projects that convert the land to new and/or intensified uses (see Figure 1).

FIGURE 1

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PURPOSE

This plan has the following intent and purposes:

1. Augment and support the balance of the existing 2001 Comprehensive Plan and its 2020 Land Use Map by providing additional focus, policy and strategic direction concerning infill and redevelopment
2. Recommend specific and actionable city-initiated priorities and strategies to promote infill and redevelopment throughout the mature areas of the city

This chapter has been created in acknowledgement and in consideration of the existing 2001 Comprehensive Plan and its incorporated elements (including publically and privately initiated master plans). However, the balance of the comprehensive plan has not been modified or revised directly in conjunction with the process of creating this chapter.

Therefore, the intent and expectation for the use of this document is that the entire comprehensive plan and its applicable incorporated elements will continue to be used holistically as an advisory guide for city policy, legislative, quasi-judicial, administrative, and procedural decisions related to land-use and other matters applicable to the comprehensive plan.

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FIGURE 1

DOCUMENT USE: GUIDANCE FOR PLANNERS AND DEVELOPERS

6

administrative
relief
zoning
changes
incentives
density
transitions

This section provides additional and focused policy guidance for the use of this plan in the review of and decisions made on development applications in infill areas. These types of applications include but are not limited to annexations within mature areas, master plans, zone changes, conditional uses, use and non-use variances, concept plans and development plans. This guidance should be applied in association with the balance of the comprehensive plan and its referenced elements, as applicable and feasible. This policy guidance is not intended to introduce additional discretion on the part of staff or hearing bodies for uses and applications that are clearly consistent with prior approvals, existing zoning and development standards. Property owners and developers are encouraged to voluntarily apply the guiding principles and plan goals as a means of contributing towards the broader infill vision, even if specific approvals or incentives are not being sought.

PROJECT APPROVALS, RELIEF, AND INCENTIVE ELIGIBILITY:

- Infill projects seeking approval or consideration of zoning changes should generally be supported if they advance the overall infill and redevelopment principles, goals and outcomes included in this document and can be accommodated within the context of the site, its surrounding conditions, and reasonably available infrastructure and service capacity.
- Administrative relief from standards and submittal requirements for infill projects and applications should be reasonably granted in cases where the benefit of strict application of the requirement is outweighed by the advantages of relief from the requirement, considering impacts to the project, the adjacent properties and the community.
- To be eligible for special city incentives such as tax sharing agreements, possible relief from usual and customary fees and charges and infrastructure requirements, infill projects

FIGURE 1

should clearly demonstrate a high degree of overall consistency with the plan goals and should be located in a prioritized reinvestment area or possess a priority use.

- Use and density transitions, as well as buffer treatments should be incorporated where appropriate and feasible to address site conditions. However, transitions and buffers should not be employed to overly limit the use and feasibility of infill sites, and should only be required in circumstances where the benefits to the surrounding properties and the community are clear and compelling.

DESIGN AND LOCATION CONSIDERATIONS:

Context-appropriate increases in density and changes in land use should be supported, particularly in identified infill priority areas such as the downtown, economic opportunity zones and high frequency transit corridors.

- Projects should be located and designed to support integration, mixing and connectivity of land uses within their surrounding areas and neighborhoods.
- Projects should be located and designed to support the long-term viability of the neighborhoods they affect with input from neighbors.
- Projects should be located and designed to enhance the viability of multi-modal transport options including transit use, cycling and walking.
- Use and density transitions, as well as buffer treatments should be incorporated where appropriate and feasible to address site conditions. However, transitions and buffers should not be employed to overly limit the use and feasibility of infill sites, and should only be required in circumstances where the benefits to the surrounding properties and the community are clear and compelling.

7

long-term
viability
multi-modal
integration, transport
mixing &
connectivity
density
buffers and
transitions

FIGURE 1

PLAN SUCCESS

The successful use of this plan will require upholding the following supportive conditions:

ASSIGN AND OPTIMIZE RESOURCES

Without the allocation and optimization of dedicated staff time, financial resources, and political will to support the role of infill and facilitate policy changes, this plan will not be met with success.

TAKE NEAR TERM ACTION ON PLAN RECOMMENDATIONS

The recommendations have been developed to address point-in-time issues that deserve near term assessment and action. Any recommendation that aligns with the guiding principles, and accomplishes a substantial number of the plan goals, should be met with swift action for the success of the plan.

TAKE ACTIVE ROLE IN PROMOTION OF INFILL OPPORTUNITIES

The city should be actively involved in the promotion of infill development opportunities in Colorado Springs through effective means of external communication. This communication should be aimed towards developers and investors, both inside and outside of the region, and in close partnership with support organizations. As long as personal favoritism is avoided, the city should comprehensively provide an inventory of potential infill sites and serve as a clearinghouse for infill opportunities to encourage new investment.

Similarly, the city should proactively identify and engage with the owners of “difficult” properties with the intent of determining whether there are any barriers or impediments to development that can be reasonably addressed by the city or its enterprises. Available incentives should be marketed and the zones can be used for catalytic improvement under existing ownership or through new investment. This should include collaborating on solutions for beneficial use of difficult development or redevelopment areas and parcels.

MEASURABILITY: DATA TRACKING OF PROGRESS

Infill trends and infill strategies are both long term propositions. Therefore, ongoing measurement and progress reporting is

FIGURE 1

8 **Sample Text. This box gets some key descriptive points that could build on existing text or that highlights something important.**

essential. This reporting should include measurements of actual infill development activity as well as progress made in the implementation of specific recommendations in the Infill Action Plan (see Section #). Annual reporting is recommended. This should be kept simple, with an emphasis on being informative, honestly tracking trends and progress, and moving forward with a continuing and responsive strategy.

UPHOLD SUPPORTING CONDITIONS

- A city governance and service philosophy that is open to adaptation, business opportunities and land use change
- Support of economic development and jobs – if the overall local economy is not sufficiently robust, there will be a limited market for new development anywhere
- Provision of a safe and secure environment for all areas of the city
- Convenient access to schools in mature neighborhoods, and continual support of a superb public education system in Colorado Springs
- Provision and maintenance of quality infrastructure including complete streets and parks
- Ongoing neighborhood and business engagement in community issues
- Provide adequate support services to neighborhoods
- Adequate enforcement of codes and regulations, and maintenance of community infrastructure and services in mature areas. Continued ability to rely on existing zoning on a parcel by parcel basis
- PPRTA maintenance of effort for transit services

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9

Executive summary. This box gets some key descriptive points that.



FIGURE 1

GUIDING PRINCIPLES

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In general, all policies and actions recommended by this plan were developed with the following principles in mind. These same principles should also be used as the basis for prioritization and decision making around infill and redevelopment related city policies moving forward. Privately initiated developments seeking special resources and incentives shall too be assessed on the guiding principles, however they should be used strictly as a guideline and not used in the case of land use approvals.

CREATES COMMUNITY BENEFIT

A policy or action which contributes to the well-being of the citizens and visitors of Colorado Springs. This includes, but is not limited to, enhancing neighborhood livability, creating better connectivity through multiple modes of transportation, creating better connectedness with the natural environment, enhancing choice and quality of life, and beautifying the built environment.

REMOVES BARRIERS TO INFILL DEVELOPMENT

A policy or action which makes development of infill projects more feasible in comparison to greenfield development, leveling the playing field so that development within the existing city boundaries is just as easy, if not easier than building on the periphery.

MINIMIZES INFILL INVESTMENT RISK

A policy or action which creates greater clarity in the regulatory system, allowing for development to occur with clear understanding of what is required, what infrastructure and developments are funded and designated to occur in an area, and whether an area is prioritized for redevelopment and eligible for specific incentives.

PLAN GOALS

As logical and appropriate, the following goals should be used to evaluate the value of and priority, for city-initiated actions or public/private partnerships. These goals should also be used as part of the justification of the use and allocation of special city incentives for private and non-profit development.

11



Density achieves context-sensitive increases in density



Priority use advances quality land use mix, design, connectivity and integration to achieve desired results



Connectivity contributes to multimodal viability allowing for a range of choices for traveling between destinations in the community



Economic stimulus catalyzes further development and/or contributes to primary employment



Fiscal efficiency effectively utilizes existing infrastructure, enabling the city to maintain growth while providing and maintaining higher levels of service



Community pride and priority areas contributes to the perception of greater safety, security, and attractiveness of the community for both residents and visitors



Reinvestment in priority areas drives development in the downtown and along mature arterial corridors, aiming to take advantage of the city's existing capacity and development potential and reflect a more dense urban environment

FIGURE 1

12



Support of neighborhoods and placemaking encourages better integration between neighborhoods and their adjoining communities for a more interconnected and livable city



Blight relief addresses substantial redevelopment need in areas or sites experiencing blight or sites that are vacant/underutilized, areas with excess parking capacity and other sites that present an opportunity for conversion to new and/or Intensified uses

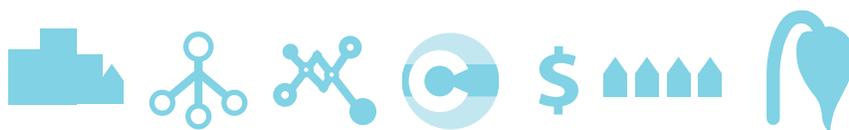
** Priority uses are further described in **Table 1** in terms of their justification, opportunities, needs and any special considerations.*

*** Priority places are generally depicted on **Map 1** and further described in **Table 1** in terms of their justification, opportunities, needs and any special considerations.*

POLICY RECOMMENDATIONS AND ACTION PLANS

The following is a high level summary of the policies and actions recommended in the Infill and Redevelopment Action Plan, a separate yet complementary document with more detailed, timing-specific and directly actionable recommendations, found at (include link). The action plan is intended to serve as a living and dynamic implementation document to be regularly updated and managed by city staff consistent with strategic direction from city council. As the action plan is modified and adapted over time in response to progress, decisions, and availability of resources, the changes should be consistent with and further the guiding principles and plan goals outlined in this document.

The recommendations are organized by area of influence and characterized by how they meet the plan goals. While a given recommendation may not individually relate to all three of the guiding principles, each is reflective of at least one of the guiding principles including creating community benefit, removing barriers to infill, and minimizing infill investment risk.



NEIGHBORHOODS

As addressed throughout this chapter, infill and redevelopment sites often have more complexity and challenges based on the established and mature nature of the surrounding neighborhoods. The public process can, and often does, take longer in these areas, resulting in higher processing and/or financing costs for the developer. In respect to the value of the neighborhood process, it is suggested that the city explore options for enhanced neighborhood services delivery and pursue actions like:

- develop and pilot a replicable process for small area and neighborhood plans, with neighborhood input, to include the establishment or amendment of development standards;
- revise the appeals process and development plan criteria and standards in city code.

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FORM-BASED ZONING AND OTHER ZONING APPROACHES

With the exception of Downtown zoning and parking regulations, city development requirements have a suburban and/or greenfield orientation and do not always adapt well to more mature areas. In addition to support for zone change requests that promote context sensitive infill and redevelopment – including mixed use, density and adaptive re-use, the recommendations are to:

- revise development standards and the Zoning Code to include more infill-supportive standards and relief from “suburban” standards;
- revise and extend the Downtown FBZ plan and consider additional targeted use of FBZ;
- pursue strategic infill-supportive zoning improvements related to use by right, accessory dwelling units and transit oriented development.



THE ROLE OF UTILITIES

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New development in mature areas may have one or more site-specific characteristics that discourage development, very often related to

utilities. To proactively offset the burden of aging utilities and smooth the process overall, the recommendations generally refer to:

- alignment of capital improvements and upgrade standards
- open access to data fees, charges and potential fee deferral/ waiver programs
- partnership with strategic teams, including UPAC (Utilities Policy Advisory Committee) to address priority areas and issues



FIGURE 1



PRIVATE AND PUBLIC PROPERTY CARE AND MAINTENANCE (INCLUDING PARKS)

Broadly defined, the “blight” associated with a number of mature areas of the city can act as a significant barrier to redevelopment, especially if there a concern with a negative cycle of disinvestment leading to reduced market opportunities. Conversely, blighted areas - with their typically diminished property values - can provide great opportunities for reinvestment if there is an actual or expected positive trajectory (often preceded by proactive investment to address blight in the public realm.) Recommendations, therefore, are concerned with:

- proactive and effective code enforcement;
- cost effective maintenance of existing infrastructure including streetscape adoption and management;
- park development and renovation fees.

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TRANSPORTATION INCLUDING TRANSIT

Colorado Springs plans for a multi-modal transportation system including a well-functioning fixed route transit system and a Complete Streets approach, though much of our land use policy to date has favored the use of cars. In an effort to elevate transportation policy to align with, and in some cases catalyze, infill development, the recommendations are to:

- modify the Engineering Criteria Manual to be more conducive to infill-related density and multimodal access and deemphasize congestion concerns;
- modify and strategically waive suburban access and parking standards for infill projects and leverage the Downtown Parking Enterprise for redevelopment potential;
- focus services and investments in high frequency transit corridors.



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PRIORTIZATION AND INCENTIVES

Traditionally, the city has had a “level playing field” approach and has not directly or comprehensively established priority redevelopment areas. Because prioritized investment is more fiscally sustainable and incentives provide for greater impact potential, this plan recommends the:

- alignment of capital improvement plans and infill priorities whenever possible;
- support and prioritization of Downtown planning and implementation efforts;
- analysis and visioning for high priority corridors including, but not limited to, North and South Nevada Ave and South and Central Academy Blvd;
- extension of the strategic use of city incentives, fee waivers and Rapid Response to high value infill projects and specific land uses that best achieve the plan goals;
- **consideration of public-private investment in complementary infrastructure, in cases of extraordinary incentives, to capitalize on opportunities for mutual benefit.**

AFTERWORD

asdajlskdj

ACKNOWLEDGEMENTS

City Council

Merv Bennett, President, At Large
Jill Gaebler, President Pro-tem
Don Knight, District 1
Larry Bagley, District 2
Keith King, District 3
Helen Collins, District 4
Andy Pico, District 6
Bill Murray, At Large
Tom Strand, At Large

Planning Commission

Eric Phillips, Chair
Charles (Chuck) Donley
Sherrie Gibson
John Henninger
Jeffery Markewich
Rhonda McDonald
Robert Shonkwiler
Carl Smith
Ray Walkowski

Infill Steering Committee

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Andy Pico, Co-Chair
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Chuck Donley
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Laura Nelson
Darsey Nicklasson
Tim Seibert
Robert Shonkwiler

Numerous community members, city staff and agency representatives added value to this process in the form of ideas, information and direct assistance. Some, but not all of these individuals and groups are listed here:

Craig Blewitt, *Transit Services Manager*
Matt Bingman, *Planning Technician*
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Brian Whitehead, *Interim Systems Extension Manager, Colorado Springs Utilities*
Peter Wysocki, *AICP, Planning and Community Development Director*

FURTHER READING

Carl will draft a few paragraphs...

GLOSSARY OF TERMS

Catalyst or catalytic project: A public or private project that is timed and located with an expectation that it will serve as a particularly crucial and effective encouragement for additional development in infill areas

Chapter: This chapter of the City of Colorado Springs Comprehensive Plan, also referred to as the City of Colorado Springs Infill and Redevelopment Plan. **Supplement?**

Code Enforcement: **need to figure out whether we need to define what is and is not being addressed?**

Comprehensive Plan: The City of Colorado Springs Comprehensive Plan in its entirety, including all of its constituent elements as it and they may be amended from time to time.

Community Benefit: One or a combination of significant benefits of an infill project associated with its special contributions to the public realm and identified community needs with examples including enhancements of infrastructure or increased affordability of housing, all as ultimately determined by City Council.

Context appropriate or context sensitive: Land use development or redevelopment that may vary from surrounding development in use and density but which is also sensitive to site conditions and neighboring uses with respect to factors including but not limited to topography, natural systems and hazards, infrastructure and service capacity, and integration with surrounding uses.

Greenfield: Newer developed or developing areas of the city located in association with its periphery as generally depicted in **Figure__** and the development within these areas, regardless of the presence of absence of neighboring development.

High frequency transit corridors: Primary transit corridors as identified in the Pikes Peak Area Council of Governments 2040 Transit Plan that support greater land use intensification and connections between key regional destinations, and targets them for improved span of transit service and frequencies.

High value infill projects: Infill projects that are catalytic in nature or that can be expected to contribute substantially to a large majority of all the goals outlined in this Chapter

PPRTA (Pikes Peak Rural Transportation Authority) maintenance of effort: Do we really want this in the document at all? If so we need to refer to what it is.

24

Robust transit: A transit system designed and operated with frequent service, along with a facilities and amenities of a quality, permanence, visibility and multi-modal accessibility sufficient to provide an incentive for transit-oriented development and related investments. Such a system may or may not include fixed guideway or Bus Rapid Transit (BRT) elements.

Traffic impact studies (TISs): The project-specific studies and analyses of this name required in association with development applications as currently addressed in Section III of the city's Engineering Criteria Manual.

Transit-oriented development (TOD): Higher density and often mixed use residential, commercial and institutional development located, designed, and oriented to maximize access to public transportation and to encourage transit ridership. TOD development is ordinarily located within $\frac{1}{4}$ to $\frac{1}{2}$ mile of a robust transit system station or stop.

APPENDICES

Relationship to the 2001 Comprehensive Plan and its incorporated documents

Process of Creating This Plan

City of Colorado Springs Infill and Redevelopment Action Plan 11-24-15 Version

Number	Recommendation Category	Recommendation	Problem Statement/ Justification	Timeframe	Responsibilities/ Ownership	Process	Budget/ Cost Considerations	Measures of Success	Status	Key Elements and Other Comments
1.A.1	Neighborhood Process	Create and endorse a replicable process and template for strategic small area and neighborhood plans	New, updated and enhanced neighborhood plans are necessary to allow infill to occur in a manner that is supportive of and reasonably supported by neighborhoods. Plans are out-of-date or missing. A replicable template would optimize use of City resources and the value of these plans.	Short Term	City Comprehensive Planning Division (CPD), in coordination with CONO and other stakeholders; Significant IT-GIS role	Staff: stakeholders, Informal PC and Informal Council; Formal adoption?	Resources available for first phase with limited augmentation; Would need to be high priority for Comprehensive Planning Division; part of this could be a good job for an intern or temp. staff assignment	1) Template created and endorsed; 2) Successfully piloted; 3) Effectively used	Concept being discussed informally; not formally initiated	Neighborhood/ area delineation will be a key step in this process. Neighborhood have collective common features and typically have multiple uses
1.A.2	Neighborhood Process	Pilot process and template on first neighborhood plan	see above.	Medium Term	CPD, area/neighborhood leadership; other stakeholders; multiple departments will also have a role	Staff: community stakeholders; PC and Council	Resources not fully available at this time; Would need to be high priority for Comprehensive Planning Division	Pilot completed in 9 months	Not yet initiated	Pilot area to be carefully selected with stakeholders, and should have infill issues an opportunities.
1.A.3	Neighborhood Process	Roll out refined process to complete plans for remaining high priority neighborhoods	see above.	Medium to Long Term	CPD, area/neighborhood leadership; other stakeholders; multiple departments will also have a role	Staff: community stakeholders; PC and Council; including budget priorities	TBD; substantial, and resources not identified and available this time; could involve contracted staff and/or consultants	1) Comparison of hearing process with total priority areas; Cost per plan in time and dollars; Qualitative and quantitative measures of success.	Not yet initiated	
1.B.1	Neighborhood Process	Revise appeals section of the Code (7.5.906) to more clearly limit the standing of parties who can appeal and the bases for appeals	As currently written the land use appeals section of the Code allows "any aggrieved person" to appeal almost any administrative or hearing-based decision for reasons that maybe tied to fairly open-ended criteria. For property owners and developers, this creates an extra measure of uncertainty and potential delay. "Tightening up" the appeals process could preserve the appeal rights and options of the most impacted parties, while at the same time reducing the potential for the appeals process to result in delay in getting to final decisions.	Short Term	LUR: Code Scrub Committee	Staff drafted; Code Scrub Committee review; PC; Council; key role for City Attorney's Office (high level of outreach anticipated)	Limited direct; primarily time of existing staff and stakeholders; plus hearing processes	1) Completion of hearing process by Q2-2016; 2) Subsequent staff and stakeholder input on impact 3) Subsequent data on number of appeals	Code Scrub Committee Process to occur in late 2015	Establish standing for appeal in the code. Limit appeal only to challenged approval criteria.
2.A.1	Zoning	Update existing Downtown FBZ Code-Phase 1	The Downtown FBZ is an important zoning tool used to support the continuing development and redevelopment of the Downtown as a cornerstone of the City's infill vision and strategy. Periodic reviews and updates are needed to maintain its maximum value and effectiveness	Short Term	LUR: Code Scrub Committee; Downtown Design Review Board (DRB)	Staff drafted; Imagine Downtown Plan (IDP) consultant; Code Scrub Committee review; DRB; Council	Limited direct; primarily time of existing staff and stakeholders; plus hearing processes	1) Completion of hearing process on initial changes in 2016; 2) Subsequent staff and stakeholder input on impact from changes	Some topic identified; otherwise not initiated	Address current outstanding issues with current FBZ (other than major changes regarding signage) including setbacks/utilities nexus; parking and other changes recommended by IDP consultant
2.A.2	Zoning	Revise existing Downtown FBZ Code-Phase 2- Signage	The Downtown FBZ largely defers to the City-wide sign code which is not always applicable or preferable, in turn leading to requests for warrants (waivers) from the Code. A Downtown-specific sign code would address this need.	Medium Term	LUR: Development Review Enterprise (DRE) Code Scrub Committee; DRB; City Sign specialist	Staff drafted; Code Scrub Committee review; DRB; Council	Limited direct; but will involve considerable time of existing staff and stakeholders; plus hearing processes; possible use of a consultant or contract staff	1) Completion of hearing process by 2017; 2) Subsequent staff and stakeholder input on impact from changes	Not initiated	Completion of Downtown-specific sign code in addition to any other changes deemed necessary at this time

FIGURE 2

Number	Recommendation Category	Recommendation	Problem Statement/ Justification	TimeFrame	Responsibilities/ Ownership	Process	Budget/ Cost Considerations	Measures of Success	Status	Key Elements and Other Comments
2.A.3	Zoning	Extend Downtown FBZ into appropriate applicable areas	There are areas adjacent to but not now located in the Downtown FBZ, that are or may be priorities for infill development and might benefit from an FBZ approach. This option is available on a case-by-case basis, and could provide an opportunity to take advantage of the existing Downtown FBZ for these logical areas. However, work would need to be done in order create new or modified "sector" standards for these new areas	TBD	LUR; Downtown Partnership	Staff or Downtown Partnership-initiated; PC; Council; substantial stakeholder process including neighborhood groups and directly impacted property owners	Some of the required planning costs may be encompassed by the IDP update process; however funding may be needed to prepare a plan for South Nevada area if considered; Costs of updating regulating plan and processing the amendment would need to be addressed	Completion of recommended inclusions by 2017	Imagine Downtown Plan update underway- otherwise not initiated (10/15)	IDP consultant process should be reasonably completed before formally initiating inclusions of new property
2.A.4	Zoning	Prepare and adopt new FBZ plans	Although the Infill chapter of the Comprehensive Plan does not recommend a large-scale City-wide conversion to FBZ zoning, certain infill and redevelopment areas could benefit. Creation of FBZ plans is process and labor intensive and requires broad-based community input. Therefore, there should be a City role in this process	TBD	CPD; LUR	Staff, develop or community-initiated; PC; Council; substantial stakeholder process including neighborhood groups and directly impacted property owners	Substantial costs to create new vision plan if needed and to create new regulating plan (possibly \$30,000 for public regulating plan); plus staff, stakeholder and hearing time	TBD	Not initiated; TBD	Costs and process for development-specific FBZ plans could be borne partly by developer, but must be led by the City in most cases. Likely public candidate areas might be South and North Nevada
2.B.1	Zoning	Add "Uses by Right" (permitted uses) in non-residential or non- single-family districts	If infill supporting uses are not allowed as a permitted use in a particular zone district, the property owner's options include applying for a rezoning, applying for a conditional use (if allowable in that district) or applying for a variance of use. All of these processes have some costs, take time and can have uncertainty risk. For the range of zone districts between public facilities and single family districts on one side of the spectrum and heavier industrial districts on other, there may be potential for adding some permitted uses to this "mixed use middle". A tradeoff may entail the adoption of some additional standards to address the impacts of any added uses.	Short to Medium Term	LUR	Staff-initiated; Code Scrub Committee reviewed; PC; Council; additional stakeholder outreach including CONO and development community	Limited direct; primarily time of existing staff and stakeholders, plus hearing processes	Adoption of recommended Code changes by 2016	Not initiated	Some uses may need 'performance standards' to ensure compatibility.
2.B.2	Zoning	Implement City-Initiated TOD-supportive zoning overlays for priority corridors and activity centers	A primary recommendation of the Infill Chapter is to encourage transit-compatible development and redevelopment in association with frequent transit corridors. Overlay zoning provides one important tool with which to support this recommendation.	Medium to Long Term	CPD; Transit Services; LUR	Staff-initiated but highly stakeholder based; Code Scrub Committee reviewed; PC; Council ; additional stakeholder outreach including impacted property owners, CONO and development community.	TBD, but significant in terms of staff and potentially consultant time. Significant analysis and notice costs and efforts	TBD	Not initiated	Contingent on finalizing corridors and areas; "Vision-level " plans should adopted for corridors such as North and South Nevada. May be some hesitancy to implement prior to Comp. Plan Update. May also be a bias against required density

FIGURE 2

Number	Recommendation Category	Recommendation	Problem Statement/ Justification	Timeframe	Responsibilities/ Ownership	Process	Budget/ Cost Considerations	Measures of Success	Status	Key Elements and Other Comments
2.B.3	Zoning	Revise the Findings in Section 7.5.603.B of the Zoning Code and the purpose statements in Section 7.3.101.A and 7.3.201.A to be more directly supportive of infill and redevelopment	From a zoning-related perspective, the successful implementation of desirable infill and redevelopment will be dependent not only on development in exist zoning districts or City-initiated changes to zoning, but also on privately initiated requests for different zoning.	Short Term	CPD, LUR	Staff-initiated but highly stakeholder based: Code Scrub Committee reviewed; PC, Council ; additional stakeholder outreach including impacted property owners, CONO and development community.	Limited direct; primarily time of existing staff and stakeholders, plus hearing processes	1) Code change implemented; 2) Qualitative feedback	Not initiated	Very limited (but carefully considered) wording would be all that is necessary. Most important could be adding a just a few words to the standard findings, highlighting the importance of infill, as applicable
2.B.4	Zoning	Revise development plan review criteria in Section 7.5.502 of the Zoning Code	The City's development review criteria are used in conjunction with the review of normally administrative development plans throughout the City including in infill areas. The "open ended" nature of the current criteria allow them to potentially be used to discourage almost any combination of use, bulk and density.	Short Term	Planning	Staff-initiated; Code Scrub Committee reviewed; PC; Council; additional stakeholder outreach including CONO and development community (HBA)	Limited direct; primarily time of existing staff and stakeholders, plus hearing processes	1) Code change implemented; 2) Qualitative feedback	Initial research and first draft completed by staff (10/15)	Include backing out in to alley ROW for non-res uses. Review parking standards in general particularly within FBZ and TOD areas to have a maximum allowed as surface spaces; Consider strategic versus across-the-board reductions based on context
2.B.5	Zoning	Specifically amend Chapter 7.4.201-207 of the Zoning Code (Off Street Parking Requirements) to adopt new infill-supportive standards including allowing credit for on-street and off-site parking in some cases	Outside of the parking-exempt area of Downtown, it is not uncommon for infill projects to have difficulty meeting current parking requirements within their sites and based on a strict application of calculations and standards in the Zoning Code. Credit for on-street, shared or off-site parking is not normally allowed, even if reasonably available. Options for alternative compliance are (e.g. credit for alternative modes, unique use mixes etc.) are also limited.	Short Term	LUR; Fire Department	Staff-initiated; Code Scrub Committee reviewed; PC; Council; additional stakeholder outreach including CONO and development community (HBA)	Limited direct; primarily time of existing staff and stakeholders, plus hearing processes	1)Code changes adopted; 2) Number of development approvals with shared parking	Not initiated	
2.B.6	Zoning	Evaluate and implement options to allow more accommodation of Accessory Dwelling Units in single-family areas?	Generally, ADUs are small fully independent housing units associated with existing 1sf dwelling units (e.g. small apartments within home, small cottages or units over garages. Although ADUs may be effectively precluded in many neighborhoods due to covenants, in others, particularly in mature areas, they could provide an opportunity for reinvestment, use of existing capacity and housing options, without significantly altering their character. The addition of ADUs could also be the unique housing needs of demographic groups including seniors and millennials	Medium Term	CPD/LUR	Staff-initiated; Code Scrub Committee reviewed; PC; Council; additional stakeholder outreach including CONO and development community (HBA)	Substantial costs associated with the analysis and process	1) Substantive Code changed adopted; 2) New ADUs registered etc.	Not initiated	approach most likely should be area neighborhood-specific rather than across an entire zone district; should also evaluate lot sizes, impact of CCRs etc.
2.B.7	Zoning	For mature areas, establish or amend geographically specific development standards based on neighborhood plans and input. Also establish clear criteria for administrative relief from these standards.	This is general recommendation- much of which might be best addressed in conjunction with overall updates of the Zoning Code and Traffic Criteria Manual (Part III of the Engineering Criteria Manual)– see also 6.A.3 below	Medium to Long Term	LUR; Code Scrub Committee	Staff drafted; Code Scrub Committee review; PC; Council;	Limited direct; primarily time of existing staff and stakeholders, plus hearing processes	1) Completion of hearing process on initial changes 2) Subsequent staff and stakeholder input on impact	Not initiated	separate meetings with CONO/HBA likely

FIGURE 2

Number	Recommendation Category	Recommendation	Problem Statement/ Justification	TimeFrame	Responsibilities/ Ownership	Process	Budget/ Cost Considerations	Measures of Success	Status	Key Elements and Other Comments
3.A.1	Utilities	Increase open access to CSU facilities and capacity information	As with other areas of the City, much of the "due diligence" associated with land development decisions can occur offline and prior to formal meetings or applications, if the data are available. For infill projects, being able to find out about the location, type, condition and probable capacity of utilities (along with their associated easements) can be particularly important. Much of this data is currently in digital form but not available to outside users.	Short to Long Term	CSU; UPAC; UB; Council; RBA	Potentially coordinated between CSU and RBA; may require some changes to rules and policies	TBD but CSU; design and roll out costs could be substantial; some potential for lost revenue from data sales	1) Decision on policy; design and structure; 2) Roll out of product; 3) Quantitative and qualitative measures of use and value	Options and recommendations being actively evaluated by UPAC as of 10/15	recommended approach to be finalized by UPAC in 2015 and then potentially carried forward to UB and Council; there are limits to this data (e.g. capacity might be there but not condition etc.)
3.A.2	Utilities	Align CSU capital improvement Plans to strategically upgrade systems in high priority infill areas including Downtown	Downtown is an identified cornerstone for the City's infill vision. There are a variety of Utilities-related challenges associated with Downtown including capacity and aging sometimes poorly located systems	Medium to Long Term	CSU; UB	<i>to be completed</i>	TBD	1) Report on needs, funded projects and priorities; 2) Implementation of highest priority projects	?	
3.A.3	Utilities	Develop and implement flexible utilities standards for mature areas that minimize or optimize requirements to upgrade or replace existing infrastructure and which are sensitive to existing conditions and constraints	Meeting full "suburban" or "new area" CSU standards can be difficult in infill areas, particularly with respect to the age, condition, complexity and spacing limitations associated with existing facilities and available space. Reasonable openness to options including alternate standards can make an important impact on the practical and financial feasibility of infill projects. In infill areas, even a fairly small project can trigger the need for significant adjacent or off-site upgrades.	Ongoing	CSU Systems Extensions	<i>to be completed</i>	Variable and case-by-case determination	Case-by-case feedback	Ongoing	this is a staff culture issue also
3.A.4	Utilities	Refine System Development Charges to support and encourage infill	CSU System Development Charges (SDCs) or water and sewer taps constitute a significant cost for new development, and sometimes for intensified redevelopment. Although CSU already has a system of SDCs that distinguishes by lot area for single-family meters and further distinguishes somewhat for multifamily units, some additional "granularity" could provide benefit for infill projects with particularly low water and wastewater usage (due to very low unit size etc.)	Medium Term	CSU?	CSU staff; UPAC; UB; Council	TBD; one-time and ongoing; assume limited and largely net-budget-neutral changes	Adoption of revised table of charges supportive of infill (or an complete an informed and full process recommending no changes)	Not initiated	
3.A.5	Utilities	Implement limited option to transfer meter credits for infill-supportive purposes	This recommendation is already moving forward as late 2015. It could generally benefit infill if the program is limited to transfers into or within infill areas.	Short Term	CSU	CSU staff; stakeholders; UB; Council (will require changes to Utility Rules and Regulations (URRs) and City Code	TBD; cost of process plus limited forgone revenues (possibly augmented by induced demand)	1) Phase 1 change implemented; 2) potential further changes implemented	Limited transfer option included in 2016 CSU budget; expected to be approved in late 2015; additional options pending	
3.A.6	Utilities	Further revise inactive meter policies, fees and rules to support infill	This recommendation is also already moving forward as late 2015, which could result in removal of these fees. This should benefit infill at applicable locations because most inactive meters tend to be associated with older or disinvested areas	Short Term	CSU	CSU staff; UPAC; stakeholders; UB	TBD; cost of process plus limited forgone revenues (possibly augmented by induced demand)	Adoption of a revised policy and URRs (or an complete an informed and full process recommending no changes)	Abbreviated CSU rate case in process; could be approved by early 2016	

FIGURE 2

Number	Recommendation Category	Recommendation	Problem Statement/ Justification	Timeframe	Responsibilities/ Ownership	Process	Budget/ Cost Considerations	Measures of Success	Status	Key Elements and Other Comments
3.A.7	Utilities	Actively continue to use strategic teams to address priority infill areas and issues	When utilities related infill challenges are only addressed as they come up in association with individual projects, the process can be inefficient in terms of time, cost and frustration for all parties. Strategic teams can more proactively address challenges that come up regularly, identifying better solutions in some cases, and at least better communicating the unavoidable constraints in others. An example is the team currently addressing Downtown utilities topics.	Ongoing	CSU?	CSU staff; stakeholders	TBD; dependent on staffing allocation	Periodic reports on team(s) status; progress and results	Standing team is now available for Downtown and can be engaged for any project; Draft redevelopment guidelines in process; expected to be finalized by year-end 2015	
4.A.1	Private Property Care and Maintenance	Champion and support proactive Code Enforcement including both enhanced outreach and prevention programs and effective enforcement	Proactive "full spectrum" code enforcement is identified as important supporting element of an infill strategy, particularly for disinvested areas. Property owners and developers are less likely to reinvest in areas and neighborhoods unless a minimum standard of private property care can be assured via a combination of community support and enforcement of the most egregious cases	Ongoing	Mayor's Office; Council; Planning	All applicable City staff; City Communications	TBD; Limited direct costs; possible additional marketing and communications costs; possible costs of additional resources for either staff or programs; possible direct and indirect offsets from greater compliance	1) Positive media coverage; 2) community feedback; 3) announcements of new initiatives and reports on experience	Organizational shift to Planning & Development Department completed; other steps could occur; limited resources in 2016 budget	
4.A.1	Private Property Care and Maintenance	Revise codes and processes to enhance effectiveness of Code Enforcement	Although the large majority of all Code Enforcement cases are abated without the need for a protracted process, there can be a frustration with the time it takes for the process to result in effective abatement for some persistent or egregious cases. In particular, liens on properties (versus property owners) can be ineffective	Medium Term	Planning/Code Enforcement, with Attorney	Options generated by staff with Attorney; stakeholder input including CONO, business community and Apartment Association, City Council	Primarily staff and stakeholder time and cost. However options for more proactive enforcement may involve added legal costs, and more aggressive City abatement would require up-front financial resources	1) Code and process changes implemented, 2) Increased "effective clearance rate" for the most serious cases	Not initiated	
4.B.1	Public Property Care and Maintenance?	Maintain existing infrastructure in the most cost-effective manner in order to support infill	Sustainable maintenance of public infrastructure such as roads, sidewalks, streetscapes, trails, parks, and schools (in their case by school districts) is an important aspect of infill support because these systems function as both the skeleton and the front door. Mature areas are more likely to have higher proportions of facilities in poor condition and less likely to have mechanisms such as districts and property owners associations in place to upgrade maintain them.	Ongoing, including but not limited to 2016 proposed ballot initiative	Citywide (primarily Public Works, Parks and CSU)	Multiple strategies	Very substantial, but with potential for induced revenues and offsets	Multiple measures mostly tied to asset management systems	Update after 11/15 ballot issue	
4.B.2	Public Property Care and Maintenance	Enable and promote full-service streetscape adoption	High quality (but not "one size fits all") sustainable streetscapes are an essential part of the fabric of the community needed to support continuing reinvestment. Major corridors and community/neighborhood entrances can be particularly important. General City revenues are and will be inadequate and special financing entities (such as the DDA, districts and associations) are not always viable options. Current adoption programs, while valuable, tend to focus on limited ongoing care and not on new investments and capitalized maintenance.	TBD	Parks?	Parks, Public Works, City Attorney's Office	Cost of staff time; potential for offset of City costs	1) Determination of preference and feasibility; 2) Potential policies programs and procedures in place; 3) If applicable, streetscape miles and/or value of improvements sponsored	Not initiated	May be some complications with liability

FIGURE 2

Number	Recommendation Category	Recommendation	Problem Statement/ Justification	TimeFrame	Responsibilities/ Ownership	Process	Budget/ Cost Considerations	Measures of Success	Status	Key Elements and Other Comments
4.B.3	Public Property Care and Maintenance	Fully integrate streetscape characteristics and maintenance information in City asset management system	The full spectrum of streetscape quality and maintenance important to infill success, especially for key corridors. This is more than the quality of asphalt and concrete and the presence or absence of sidewalks. It also involves keeping track of the type and quality of streetscapes (including elements of Urban Forestry) and spatially understanding all the various entities (besides the City and the immediate property owner) that have a role in taking care of them. Having more of this information in an integrated system will allow a better understanding of gaps, needs and the best choices for priorities and strategies.	TBD, Medium Term+	TBD?	Staff level	Significant, cross departmental and TBD, some ongoing system maintenance cost	Proportion of City included in asset management system by feature	Asset management framework in place, but not fully initiated.	Need to confer with Parks and Public Works; this was recommendation of the Streetscape Solutions Team also
5.A.1	Parks and Cultural Services	Comprehensively address infill and redevelopment issues and needs in conjunction with an overall Park Lands Dedication Ordinance (PLDO) update, including consideration of park development and renovation fees as options	The current PLDO is primarily structured around providing new park land (or paying fees in lieu of parkland) for newly developing areas. Requirements are limited to residential subdivisions, and there are strict limits on the use of the fee revenue. This system is not always amenable to infill areas where the parks-related needs do not match the limits in the ordinance. The needs in infill areas often have less to do with acquiring more land and more to do with either reinvestment in existing facilities or provision of non-traditional and non-qualifying improvements.	TBD with Parks Dept. and Mayor's Office	Parks Department, Planning, Real Estate Services; likely committee or task force	Staff/committee process; Parks Board; PC; Council	Staff-related cost of the process; ultimate likelihood of increased fee revenues but also different allocation impacts	1) Process, structure and staff/committee change completed; 2) Changes adopted	Recommended in recently adopted Parks Master Plan but not initiated	Elimination of any fees or requirements for infill areas would create the greatest incentive. However, this might not address the need or result in the desirable public amenities
5.A.2	Parks and Cultural Services	Extend land dedication and/or park development fees to include non-residential properties	This recommendation is also an extension of 5.A.1 above, and has City-wide implications. Additional non-residential development creates site-related demands for parks-related facilities, but not the same as with more traditional residential development.	TBD with Parks Dept. and Mayor's Office	Parks Department, Planning, likely committee or task force	Staff/committee process; Parks Board; Council	Staff-related cost of the process; ultimate likelihood of increased fee revenues	1) Process, structure and staff/committee change completed; 2) Changes adopted	Not initiated	New fees could result in a barrier to reinvestment, especially unless there was flexibility in allowing credit public realm investments
6.A.1	Transportation	Prepare and adopt Engineering Criteria Manual standards allowing for the elimination or reduction of requirements for formal TISs (Traffic Impact Studies) for most infill projects.	Traditional TISs focus on projecting the motorized traffic demand created by a project, projecting its distribution on the existing roadway network, evaluating the level of service (LOS) impacts to those facilities, including intersections, and then recommending improvements such as added lanes and signals to maintain a desired LOS. These studies are expensive to prepare. For some infill projects the results will be fairly well known and understood without the analysis being done. Moreover, if the philosophy for some infill areas and corridors is to accept more congestion (and expect transportation behaviors and multi-modal systems to adapt) these studies have limited positive application. For projects where the traffic impacts will clearly remain below traditionally accepted LOSs, the results can end up primarily being used as an argument against more traffic rather than one pertaining to capacity.	Ongoing and Continuing	Public Works, Traffic Engineering Section	Public Works and Planning; largely related to the development review and public hearing processes	No direct City costs; potential for case-by-case long term costs and benefits	Large infill projects with requirement waived	Ongoing to some extent with waivers, but Engineering Criteria Manual amendments not yet initiated	process cost savings to applicable developers; savings can be more than just the cost of the report

FIGURE 2

FIGURE 2

Number	Recommendation Category	Recommendation	Problem Statement/ Justification	TimeFrame	Responsibilities/ Ownership	Process	Budget/ Cost Considerations	Measures of Success	Status	Key Elements and Other Comments
6.A.2	Transportation	Develop, adapt and adopt transportation facility, access and related standards specific to infill areas by amending Section 3 of the Engineering Criteria Manual (Traffic Engineering Criteria Manual). Address multimodal factors, as applicable including transit, bicycles, pedestrian movements off-site parking. Adopt clear criteria of waivers.	Although it allows for substantial flexibility in some cases, the City's ECM, including its Traffic Criteria Manual, have a suburban and greenfield development orientation, that make it difficult to accommodate infill conditions and values. Although waivers of these standards are a reasonable and appropriate option in some cases, the associated uncertainty and subjective can be a challenge. Improved alignment of these Manuals with infill conditions and values will reduce uncertainty risk generally encourage reinvestment. TIS requirements also do not address certain modes such as transit and bicycles	Medium to Long Term	Planning and Public Works	Staff-generated (Planning/Public Works); CSC input and review; PC, possible DRB; City Council	Staff and processing time TBD	1) Systematic Code and manual review completed; 2) Amendments approved	Not initiated	
6.A.3	Transportation	Strategically involve the Downtown Parking Enterprise as a tool for redevelopment, including leveraging its potential for public/private partnerships	Continued development and redevelopment of Downtown is an identified cornerstone of the City's infill plan and strategy. Structured and on-street spaces controlled by the Parking Enterprise account for a significant share of the parking demand associated with Downtown land uses. As such the role of the Enterprise will be critical to Downtown's continuing development including the ongoing alignment of capital programs moving forward with options to support Downtown residential development.	TBD and Ongoing	Parking Enterprise	Parking Enterprise; Planning; Economic Vitality; Downtown Partnership; stakeholders; Council	TBD; financial implications for Parking Enterprise	TBD	Ongoing to some extent (e.g. with Olympic Museum; however a comprehensive evaluation of the Enterprise's role has not been done	various options including coordination and partnering on location and timing of facilities, parking fee in lieu of providing parking; allocation of parking garage spaces a cost
6.B.1	Transportation	Focus infill strategies to support designated high frequency transit corridors (see also 2.B.2)	A primary recommendation and focus of the Infill Chapter centers on the importance of evolving the land uses along designated high frequency transit corridors to both take advantage of this transit capacity and create the land use conditions necessary to result in demand for a more robust transit system. The zoning options in 2.B.2 represent one of these strategies, but others potentially include alignment of resources including planning, transit improvements an street improvements.	Ongoing	Transit and Planning	Multiple strategies	Varies by strategy	1) Infill activity in priority areas; 2) Transit investments, service, demand and productivity in corridors	Status varies by initiative and to some extent- ongoing	Density must be part of this conversation in order for success.
7.A.1	Priority Area Plans Strategies	Create and adopt the new or revised vision, land use and/or transportation/ facility plans necessary to support the redevelopment of Downtown and mature arterial corridors	Priority areas need adopted, up-to-date and community-reflective land use and transportation plans in order to have a vision to focus on and framework to build toward. Desired and acceptable land uses need to be understood and identified, and multi-modal street and public area plans need to be in place. For some areas such as Downtown overall plans are in place strategic updates are needed. For others such as South Nevada Avenue, there are limited current land use, transportation or parks and open space plans to work from. For still others such as North Nevada Avenue, the existing roadway plan requires updating, and not land use plan exists. Needs for land use, vision and facility plans vary for different priority areas.	Short to Long Term	Planning	Staff, stakeholders including neighborhoods and impacted property owners, consultants and URA as applicable, PC, Council	City budgetary requirements are considerable and will be dependent whether the plans will be created in-house or with the services of a consultant. However, there is always a considerable need for staff time and resources. Per plan costs of \$50,000-100,000, provides a rough rule of thumb	1) Funding and successful adoption of plans; 2) Ultimate demonstrated implementation of plans	Imagine Downtown Plan update funded (by the DDA) and actively underway as of late 2015; Some impetus is occurring with the North Nevada land use planning efforts. Funding has been secured for an amendment of the North Nevada roadway plans. A consultant has been chosen for the Downtown transit terminal study. Funding not identified for a number of other key plans or updates	
7.A.2	Priority Area Plans Strategies	Develop and adopt zoning and design standards for priority infill areas as needed (see also 2.B.2)	The need for revised or additional zoning standards has been identified for several priority infill, particularly associated with older arterial corridors such as North and South Nevada Avenue.	Medium to Long Term	Planning	Staff, stakeholders including impacted property owners, PC, Council	City budgetary requirements can be significant depending on the nature and extent of the zone changes and will be dependent whether the plans will be created in-house or with the services of a consultant.	1) Adoption of new or revised standards and regulations; 2) Demonstrated success in use of the standards and regulations.	No major initiatives underway at this time	

Number	Recommendation Category	Recommendation	Problem Statement/ Justification	Timeframe	Responsibilities/ Ownership	Process	Budget/ Cost Considerations	Measures of Success	Status	Key Elements and Other Comments
7.A.3	Priority Area Plans Strategies	Secure funding for and implement highest priority public improvements in priority infill areas, including transportation projects (see also 8.A.1)	For many infill and redevelopment projects to be able to economically move forward, it is not enough to have the land use and transportation plans and requirements in place (e.g., having street cross sections, access plans and streetscape plans in place). Public or quasi public funding needs to be identified, and then programmed and spent for at least a part of the required infrastructure	Medium to Long Term	Public Works with Planning	Varies by source of funds but often involves staff of various departments, stakeholders, possibly special districts CTAB, PPACG, PPRTA and Council	These are typically high dollar budget items, needing to be prioritized from among scarce resources, and typically requiring a lot of lead time	1) Development of clear but adaptable lists of strategic priority projects for funding; 2) evidenced of funding identified and secured; 3) projects implemented	Status varies by priority area and project; an area-specific set of priorities and schedules will need to be maintained	
7.A.4	Priority Area Plans Strategies	Actively identify, support and demonstrate progress on catalyst projects in infill priority areas	Public, private or combined public/ private catalyst projects can be very important to "kick start" or lay the groundwork for additional investment and redevelopment in infill areas. These may be "first in" public or private development projects or completion of key infrastructure. Some catalyst projects can particularly important in acting as geographic cornerstones (e.g. the Downtown multimodal transit terminal). For large areas such as the South Academy corridor, catalyst project and area designations provide manageable places to focus and start.	Short to Long Term	Varies dependent on projects. For private or non-profit projects the City "lead" may function in a supporting role	Varies by project	Varies by project but typically very substantial on the parts of the City, another public agency, a non-profit or a private developer.	1) Progress and success associated with identified catalyst projects; Evidenced induced or related impacts of the projects	Status varies by priority area and project; and area-specific set of identified catalyst projects should be created and maintained in order to track progress	
7.A.5	Priority Area Plans and Strategies	Strategically designate a limited number of urban renewal areas for priority infill areas (see also 8.A.3)	Decisions regarding use of urban renewal authority will be important for a number of infill areas and projects. For example the current initiative to designate part of the South Nevada area will likely have a major impact on the rate and success of redevelopment in that area	Short to Long Term	Planning with URA	Staff, stakeholders including property owners and neighbors, URA, PC, Council	City direct budget implications may be small unless there was shift to advancing City funds for urban renewal area plans and studies etc.	1) progress on URA designations, plans and financing; 2) ultimate success of redevelopment in and around urban renewal areas	Gold Hill Mesa urban renewal areas bifurcated in 2015, to maximize their utility; South Nevada urban renewal area in final stages of designation in late 2015.	
7.A.6	Priority Area Plans and Strategies	Coordinate with regional agencies and partners (such as PPACG) to secure and leverage resources to support infill priority areas and projects	Partnerships with outside agencies will be critical in achieving infill success, especially in securing resources and in aligning plans and programs. PPACG is especially important due to its role in the allocation of resources for multimodal transportation projects. However, there are several other key partners including PPRTA, the County, colleges and universities, the military and school districts	Short and Long Term	Planning with Public Works	Varies by project and issue	City direct budget implications likely to be small, although this does require some allocation of staff time	1) identified coordination with a direct tie to infill; 2) PPACG transportation funding decisions.	Ongoing	
8.A.1	Tools and Incentives	Align plans and priorities for capital improvements and provision of essential public services with infill priority areas, when feasible and appropriate	Public investments in infill priority areas are often essential to their success. Limited resources need to be strategically aligned and prioritized. Reporting on progress needs to include the status of planned and committed public investments.	TBD Ongoing	Planning; in coordination with multiple departments	Coordinated among departments with input from stakeholder committees and ultimate direction from Mayor and Council	Ongoing; little or no directly added costs	1) Accounting of locations and values of improvements	Not formally initiated. However, GIS-based depictions of projects are commonly used	
8.A.2	Tools and Incentives	Create and adopt an economic development policy that allows the strategic use of City incentives for high priority infill projects (including those with residential components)	Most unique City incentives have customarily been limited to "economic development" projects that result in some combination of significant primary employment, sales tax generation and/or substantial utilities use. Some important infill projects, may not contribute as directly to these categories but are none-the-less recommended for priority due to their overall contribution to community benefits.	Short to Long Term	Community vitality; Planning	Case-by-case; staff and developer approved by Council	Ongoing and as needed	1) Overall and area-specific success of infill. 2) Number of projects incentivized. 3) Some analysis of community benefit		

FIGURE 2

Number	Recommendation Category	Recommendation	Problem Statement/ Justification	TimeFrame	Responsibilities/ Ownership	Process	Budget/ Cost Considerations	Measures of Success	Status	Key Elements and Other Comments
8.A.3	Tools and Incentives	Prepare and adopt an adaptable City Urban Renewal Policy aligned with this Infill Chapter	The use of urban renewal designation is arguably the most important single infill-supportive tool and incentive directly available to the City. Historically most urban renewal requests have been brought forward to the Urban Renewal Authority without benefit of an adopted framework of priorities for areas and outcomes. Within the City, more areas potentially qualify than can be logically designated in a fiscally prudent manner. Therefore, if one of the recommended strategies is to effectively use urban renewal to promote infill, it would be beneficial to have an adopted policy, aligned with infill goals, outcomes and priorities.	Medium Term	URA; Planning; Mayor; Council	Staff; URA;EV; stakeholders ; Council	Costs limited to staff time and process	1) Adaptable and updateable policy adopted and in place	Not formally initiated	Many of the aspects this policy exist in practice, direction and working philosophy; important not to actually designate areas until projects are identified and ready- due to 25-year clock
8.A.4	Tools and Incentives	Provide fee waivers and staff support to create special districts to install or maintain public infrastructure in infill and redevelopment areas, especially for the care and maintenance of existing developed areas.	Special districts (primarily metropolitan districts and BIDs) are routinely used by developers newer part of the City to shift a portion of the public improvements costs to future property owners, obtain tax-exempt financing, and sometimes for ongoing maintenance. Waiving application fees for infill area developers could provide a minor cost advantage especially for smaller project areas. Districts can also provide an option to upgrade or maintain streetscapes in already developed areas.	Short to Medium Term	Planning	1) process fee waiver resolution; Planning; Attorney; other departments; Council	Limited loss of City General Fund revenue, and staff cost	1) accounting of any districts qualifying for the waiver 2) creation of new district in infill areas	Not initiated	Counter arguments include a potential to slightly encourage more proliferation of districts. Additionally, this cost is minimal compared with the life-cycle costs of operating the district. More likelihood of success in business areas. Some concern with equity impacts.
8.A.5	Tools and Incentives	Provide effective Rapid Response for high priority infill projects	The City's staff level Rapid Response process involves pulling together a review team early in the development review process to problem solve and reasonably expedite the processing for key projects often tied to economic development (i.e. primary jobs, net sales tax increase etc.). This process loses its validity if becomes too diluted. However, it could be expanded to the review of a limited number of infill projects that appear to be have a high level of consistency with priorities, goals and outcomes of the Infill Chapter.	Ongoing	Economic Vitality; Planning	Multi-departmental team	Limited direct cost	1) some reporting; 2) Anecdotal responses	Could easily be phased in (with some guidance)	Some infill projects already qualify based on current reasoning. Some others have merited focused attention less formally.
9.A.1	Other Recommendations	Support efforts to address construction defects litigation that adversely impacts certain infill housing project types	The current construction defects law is making it almost impossible to build new condominiumized projects of any type. These types of projects can be particularly important for infill. Although this is a Statewide issue, and may not be entirely solvable at the local level, the City can support a variety of efforts to address and mitigate the impact.	Short Term (if possible)	Attorney; City Council; Mayor	Staff; City Council; coordination with other municipalities	Limited primarily to staff time	1) Council resolution adopted 2) Effective State legislation passed or other approach implemented 3) Actual increase in construction of multiple ownership attached units constructed	Council ordinance in process with Council, but other legal avenues also being pursued as of 10/15	critical for success of attached units with multiple ownership
9.A.2	Other Recommendations	Assume a proactive role in resolving stormwater and floodplain management challenges particular to infill areas	Addressing stormwater and floodplain management issues and requirements can be particularly challenging for infill areas and projects because of the complexities associated with multiple ownerships, small sites, limited available land, obsolete or inadequate systems and new requirements (e.g. managing for both stormwater quality and quantity. Without the City playing a coordinating role, these issues can become a barrier to redevelopment development.	Short to Long Term	Public Works; Stormwater	varies	varies	1) Coordinated stormwater facilities plans in place 2) floodplain management systems and/or	Ongoing	

FIGURE 2

Number	Recommendation Category	Recommendation	Problem Statement/ Justification	TimeFrame	Responsibilities/ Ownership	Process	Budget/ Cost Considerations	Measures of Success	Status	Key Elements and Other Comments
9.A.3	Other Recommendations	Effectively address issues of inconsistency between the Fire Code and the Building Code via a combination of code reconciliation and/or enhanced communication among agencies and with customers	The adopted Pikes Peak Regional Building Code and the City's Fire Code do not match in some areas. This can complicate and sometimes add cost to the process, particularly for unique architectural and construction projects, and especially if fully effective communication does not occur among all parties.	Medium Term	Fire Department	TBD	limited primarily to staff time	TBD	not initiated	
<i>Last Updated 11/24/15</i>										
	Short Term- Within 12 Months									
	Intermediate Term- Within 3 years									
	Longer Term- 3+ Years									
Notes										
1) Overall Action Plan project management assumed to reside with Planning & Development Department and Comprehensive Planning Division; with various departments and other entities assuming "ownership" of applicable actions designating a liaison for some of the others. For many of these recommendations, there is an assumed important public communications role.										
2) All Utilities related recommendations have unique processes and accountabilitys related to the CSU enterprises.										
3) With the exception of the basic recommendations, it is assumed this table will be regularly updated in order to keep it viable and current. New or amended recommended actions could be added and completed or no-longer-viable actions could be moved to another sheet										
Abbreviations										
	Attorney	City Attorney's Office								
	CONO	Council of Neighbors and Organizations								
	Council	City Council								
	CPD	Comprehensive Planning Division								
	CSU	Colorado Springs Utilities								
	CTAB	Citizen's Transportation Advisory Board								
	DDA	Colorado Springs Downtown Development Authority								
	DRB	Downtown Design Review Board								
	DRE	Development Review Enterprise								
	FBZ	form based zoning								
	IDP	Imagine Downtown Plan								
	LUR	Land Use Review Division								
	Parks	Parks, Recreation and Cultural Services Department								
	PC	Planning Commission								
	Planning	Planning & Development Department								
	PLDO	Park Lands Dedication Ordinance								
	PPACG	Pikes Peak Area Council of Governments								
	PPR/TA	Pikes Peak Rural Transportation Authority								
	PW	Public Works Department								
	RBA	Colorado Springs Regional Business Alliance								
	Transit	Transit Services Division								
	UB	Utilities Board								
	UPAC	Utilities Policy Advisory Committee								
	URA	Urban Renewal Authority								
	URRs	CSU Utilities Rules and Regulations								

FIGURE 2

Colorado Springs Infill and Redevelopment Steering Committee				
Name	Affiliation	Phone	Mobile	E-mail
Members				
Jill Gaebler	City Council	(719) 385-5483		jgaebler@springsgov.com
Andy Pico	City Council	(719) 385-5491		apico@springsgov.com
Chuck Donley	Planning Commission	(303) 641-3232		donleyco@gmail.com
Robert Shonkwiler	Planning Commission	(719) 502-5296		rtcsprings@gmail.com
Eddie Bishop	Infill Developer	(719) 208-0570		eddieb445@gmail.com
Matt Craddock	Craddock Commercial	(719) 630-2233		matt@craddockcommercial.com
Sherrie Gibson	Council Civic Engagement Program and College Readiness	(719) 209-3799		dstsherrie@aol.com
Sarah Harris	Downtown Partnership	(719) 339-0712		sarah@downtowncs.com
Aubrey Day	LiveWell Colorado Springs	(719) 3297233		aday@ppymca.org
Laura Nelson	Apartment Association of Southern Colorado	(719) 244-5991 ex 12		laura@asachq.org
Darsey Nicklasson	BDP Development	(719) 243-0846		dnicklasson@msn.com
Rachel Beck	Council of Neighbors and Organizations (CONO)	(719) 632-4753		rbeck@ppacg.org
Tim Seibert	Housing and Building Association	719) 471-0073 x368		tseibert@nescolorado.com
Staff				
Peter Wysocki	Planning and Community Development Director	(719) 385-5347		pwyssocki@springsgov.com
Carl Schueler	Comprehensive Planning Manager	(719) 385-5391	(719) 640-8837	cschueler@springsgov.com
Tim Geitner	City Council Legislative Assustant	(719) 385-5247		TGeitner@springsgov.com
Matt Bingman	Planning Assistant	719-385-5602		mbingman@springsgov.com
Elena Nunez	CSU			enunez@csu.org
Web Link:	http://coloradosprings.gov/resident-services/planning-development/information/long-range-planning-projects			

FIGURE 3

Infill and Redevelopment

Objective LU 4: Encourage Infill and Redevelopment

Encourage infill and redevelopment projects that are in character and context with existing, surrounding development. Infill and redevelopment projects in existing neighborhoods make good use of the City's infrastructure. If properly designed, these projects can serve an important role in achieving quality, mixed-use neighborhoods. In some instances, sensitively designed, high quality infill and redevelopment projects can help stabilize and revitalize existing older neighborhoods.

Policy LU 401: Encourage Appropriate Uses and Designs for Redevelopment and Infill Projects

Work with property owners in neighborhoods, the downtown, and other existing activity centers and corridors to determine appropriate uses and criteria for redevelopment and infill projects to ensure compatibility with the surrounding area.

Strategy LU 401a: Identify Infill and Redevelopment Opportunities and Target Public Investments

Identify major infill and redevelopment opportunities and target infrastructure improvements to the preferred infill development and redevelopment areas.

Strategy LU 401b: Provide Incentives to Foster Private Reinvestment

Utilize incentives to encourage infill and redevelopment. Regulatory incentives can be used to expedite the development approval process. Available financial incentives, such as rehabilitation loans/grants, if targeted and strategic, should be utilized to support additional investment in the community, as well as to assist existing residents to remain in areas that are redeveloping.

Strategy LU 401c: Establish Design Guidelines and a Review Process that Support Infill and Redevelopment

Adopt design guidelines and standards to ensure that infill and redevelopment projects are compatible with existing neighborhoods in terms of scale and design. Incorporate them in the development review process for infill and redevelopment proposals.

Strategy LU 401d: Adopt Zoning Standards and Apply Building Codes that Support Infill and Redevelopment

Adopt flexible zoning standards to encourage infill and redevelopment projects. Ensure that public health and safety considerations are addressed through the appropriate building codes and standards. Apply building codes and standards to infill and redevelopment projects in a uniform and consistent manner.

Land Use Mix

Objective LU 3: Develop A Mix of Interdependent, Compatible, and Mutually Supportive Land Uses

Over the past several decades, the location and design of development have created a pattern of isolated, disconnected, single-purpose land uses. An alternative to this type of land use pattern is one that integrates multiple uses, shortens and reduces automobile trips, promotes pedestrian and bicycling accessibility, decreases infrastructure and housing costs, and in general, can be provided with urban services in a more cost-effective manner.

Policy LU 301: Promote a Mixed Land Use Pattern

Promote development that is characterized by a mix of mutually supportive and integrated residential and non-residential land uses, and a network of interconnected streets with good pedestrian and bicycle access and connections to transit.

Strategy LU 301a: Support Mixed-use Development in Neighborhoods

Support mixed-use development through neighborhood plans and zoning revisions. Develop zoning guidelines and standards that support mixed-use development and pedestrian access by facilitating the integration of residential and non-residential land uses.

Strategy LU 301b: Develop Criteria for Integrating Mixed Uses in New and Established Development Areas

Develop criteria for integrating mixed uses in areas of new development and within existing neighborhoods. Complimentary uses may be located in proximity to one another on a single parcel or across multiple parcels, or within a single building or group of buildings as appropriate.

Policy LU 302: Encourage Development of Mixed-use Activity Centers

Encourage the development of activity centers designed to include a mix of uses that compliment and support each other, such as commercial, employment-related, institutional, civic, and residential. A walkable, pedestrian friendly environment will tie the mix of uses in activity centers together. Activity centers will vary in size, intensity, scale, and types of uses depending on their function, location, and surroundings. Activity centers will be designed so they are compatible with, accessible from, and serve as a benefit to the surrounding neighborhood or business area.

Strategy LU 302a: Promote an Integrated Pedestrian Circulation System

Design pedestrian sidewalks and pathways in activity centers so that they function as an integral part of the overall circulation system. Provide pedestrian connections for activity centers, linking parking areas, transit stops, and surrounding neighborhoods with principal and complimentary uses within the center.

Strategy LU 302b: *Promote Pedestrian Orientation of New Activity Centers to the Public Right-of-Way and Public Spaces*

Orient buildings within activity centers toward the street, sidewalks, or public spaces to facilitate pedestrian access and circulation.

Strategy LU 302c: Promote Compatibility between Land Uses of Differing Intensities

Design and develop mixed land uses to ensure compatibility and appropriate transitions between land uses that vary in intensity and scale.

Strategy LU 302d: Revise Development Regulations to Allow Mixed Uses within Buildings

Revise zoning and building regulations to allow housing, mixed-use developments and structures, including vertical mixes-use (multi-story buildings) with housing, and/or offices located above ground floor retail services in activity centers.

Strategy LU 302e: Incorporate Mixed-use Activity Center Principles into the Design of New and Redeveloping Employment and Commercial Centers

Design and develop commercial and employment centers as activity centers that include a range of integrated uses, such as retail, concentrated office, research and development, institutional, entertainment, and civic activities.

Policy LU 303: Promote A Pedestrian-oriented and Transit-oriented Development Pattern

Promote a land use pattern that reduces reliance on automobile travel and supports pedestrian-oriented and transit-oriented development.

Strategy LU 303a: Design Pedestrian Friendly Environments

Plan and design neighborhoods and activity centers as coordinated pedestrian friendly environments.

Strategy LU 303b: Adopt Standards for Connectivity and Access

Adopt standards that require street and pedestrian connectivity between residential and commercial developments, civic uses, and parks to make neighborhoods more accessible, walkable, and pedestrian friendly. Adopt subdivision and development standards requiring provision of continuous sidewalks, walkways, trails, and appropriate transit facilities.

Strategy LU 303c: Integrate Transit Stops into the Design of Activity Centers

Integrate transit stops into the design of new and existing activity centers. The design and location of the transit stops should function as an integral part of the centers and provide adequate lighting, security, pedestrian amenities and weather protection.

ORDINANCE NO. 16-_____

AN ORDINANCE CREATING A NEW INFILL AND REDEVELOPMENT CHAPTER WITHIN THE EXISTING CITY OF COLORADO SPRINGS COMPREHENSIVE PLAN IN ACCORD WITH SECTION 7.1.107.B OF THE CODE OF THE CITY OF COLORADO SPRINGS, 2001, AS AMENDED.

WHEREAS, on March 13, 2001, City Council adopted the current City of Colorado Springs Comprehensive Plan ("Comprehensive Plan") by Ordinance No. 01-43; and

WHEREAS, since that time the City has periodically adopted ordinances to update the 2020 Land Use Map associated with the Comprehensive Plan, and to adopt topical elements by reference. The substantive provisions of the Comprehensive Plan have not been amended since 2001; and

WHEREAS, the City Council, Planning Commission, the Infill Steering Committee, City staff, and interested citizens have engaged in an extensive process to evaluate and recommend policies and actions to better support infill and redevelopment throughout the City and to promote its importance for the fiscal integrity of the City and overall quality of life; and

WHEREAS, the Infill Steering Committee recommends adoption of a new Infill and Redevelopment Chapter ("Chapter") of the Comprehensive Plan; and

WHEREAS, the City Planning Commission reviewed the new Chapter and recommended approval; and

WHEREAS, City Code § 7.1.107(A) requires City Council to adopt the new Chapter by ordinance; and

WHEREAS, City Council finds it to be in the best interests of the public health, safety, and welfare to adopt the new Chapter.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF COLORADO SPRINGS:

Section 1. That the 2001 Comprehensive Plan for the City of Colorado Springs is amended by the adoption and incorporation of a new Infill and Redevelopment Chapter, which is attached as "Exhibit A."

Section 2. This Chapter will supplement and augment the 2001 Comprehensive Plan for the purposes and in the manner stated in the new Infill and Redevelopment Chapter.

Section 3. This ordinance shall be in full force and effect from and after its final adoption and publication as provided by Charter.

Section 4. Council deems it appropriate that this ordinance be published by title and summary prepared by the City Clerk and that this ordinance be available for inspection and acquisition in the office of the City Clerk.

Introduced, read, passed on first reading and ordered published this ____ day of _____, 2016.

Finally passed: _____
Council President

Mayor's Action:

- Approved on _____.
- Disapproved on _____, based on the following objections:

Mayor

Council Action After Disapproval:

- Council did not act to override the Mayor's veto.
- Finally adopted on a vote of _____, on _____.
- Council action on _____ failed to override the Mayor's veto.

Council President

ATTEST:

Sarah B. Johnson, City Clerk

CITY PLANNING COMMISSION AGENDA

ITEM NOS: 7.A -7.B

STAFF: MICHAEL TURISK

FILE NOS:

7.A CPC PUZ 15-00100 – QUASI-JUDICIAL

7.B CPC PUP 15-00101 – QUASI-JUDICIAL

PROJECT: 22 SPRUCE

APPLICANT: LAND PATTERNS, INC.

OWNER: BRIAN BAHR OF CHALLENGER HOMES, INC.



PROJECT SUMMARY:

1. This is a request for a zone change from C-6 (General Business) to PUD (Planned Unit Development) and approval of an associated PUD concept plan. The applications intend to facilitate a 48,000 square feet, 46-unit multi-family project to be named "22 Spruce" (the moniker reflects the project's location at 22 North Spruce Street). The project site currently includes an approximately 9,000 square feet vacant commercial building that in the past has accommodated a host of commercial and office activities.
2. Applicant's Project Statement: **FIGURE 1**
3. Planning and Development Team's Recommendation: Approve the zone change request from C-6 to PUD and the associated PUD concept plan.

BACKGROUND:

1. Site Address: 16 and 22 N. Spruce St.
2. Existing Zoning/Land Use: C-6 (General Business) /vacant commercial building
3. Surrounding Zoning/Land Use:
North: C-6/vacant commercial building/single-family residential
South: C-6/vacant commercial/International Brotherhood of Electrical Workers, Union 113
East: C-6/El Paso County Extension Office
West: C-6/single-family residential
4. Annexation: Town of Colorado Springs; 1872
5. Comprehensive Plan/Designated 2020 Land Use: Mature Redevelopment Corridor
6. Master Plan/Designated Master Plan Land Use: Westside Master Plan
7. Subdivision: Parrish's Addition to Colorado Springs
8. Zoning Enforcement Action: None
9. Physical Characteristics: Both properties are flat. There is a vacant structure located at 22 Spruce Street.

STAKEHOLDER PROCESS AND INVOLVEMENT:

Public notice was provided to 108 property owners within 500 feet of the property shortly after application submittal. Staff received a petition with nineteen (19) signatures (**FIGURE 2**) opposing the project prior to a neighborhood meeting on November 3, 2015 where the applicant conveyed details of the project and answered numerous questions for the seven (7) attendees. It appeared that attendees were satisfied with the information provided and had their concerns allayed. The site will be posted and postcards mailed once again prior to the Planning Commission hearing.

ANALYSIS OF REVIEW CRITERIA/MAJOR ISSUES/COMPREHENSIVE PLAN & MASTER PLAN CONFORMANCE:

The subject properties (16 and 22 North Spruce Street; 0.073-acres and 0.436-acres, respectively) are located between East Kiowa Street and West Pikes Peak Avenue at the southwest corner of North Spruce and West Kiowa Streets, approximately 600-ft. west of I-25 on the City's Westside. The area in proximity to the subject properties is zoned C-6 (General Business) with the nature of development consisting of a mix of commercial, office, single-family and multi-family properties. A small unimproved alley (20-ft. wide) separates the two properties and connects North Spruce Street and North Walnut Street; said alley would be improved as part of this project. The proposed one, two and studio bedroom apartments would range in size from 450 square feet to 950 square feet. Below-grade and on-grade parking would be provided, as well as a gym, café and patio seating, likely for the exclusive use of residents and their guests.

Rezoning Review Criteria:

1. Per City Code, the establishment or change of zone district boundaries may be approved only if the following findings (relevant to this request) are made:
 - a) The action will not be detrimental to the public interest, health, safety, convenience or general welfare;
 - b) The proposal is consistent with the goals and policies of the Comprehensive Plan; and
 - c) Where a master plan exists, the proposal is consistent with such plan or an approved amendment to such plan. Master plans that have been classified as implemented do not have to be amended in order to be considered consistent with a zone change request.

Planned Unit Developments (PUDs) are a unique zoning classification established to provide development flexibility by modifying and/or waiving certain development standards. The intent of PUDs is to encourage efficient use of resources and planning and building innovation for residential, mixed-use and commercial projects. A comparatively small PUD district as proposed would integrate into the surrounding neighborhood fabric, in part, in that much of the immediate area is zoned C-6 (General Business), a district that allows for a wide array of uses and has site development standards such as minimum setback requirements that vary depending on location. To the above point, the applicant has proposed a zero lot line building and landscape setback, the intent of which is to create a strong street tree and pedestrian connection. The plant requirement that would normally be required for the setback would still be installed in the ROW designated landscape areas.

2. Concept Plan Review Criteria:

Per City Code, submittal of a concept plan or development plan is required for the establishment of a zone district or a change of zone district boundaries. Although the proposed project would be a more intense land use both at the project site and in the area by virtue of the building's elevation and anticipated additional traffic and parking pressure, it would not have a detrimental or significantly negative impact upon on the neighborhood, its residents, and visitors. Although a structure with a similar profile is not in immediate proximity, the Holiday Inn Express at 105 North Spruce Street (northeast from the project site) is representative of a building/use that presents similar physical characteristics. The project is considered appropriate given that the site is relatively close to downtown, and thus would serve residents who wish to live, work and recreate close to the downtown core. Furthermore, the project's location would encourage alternative modes of travel, and perhaps most importantly, would help satisfy a housing need in the City, particularly near to downtown. The project would generate additional parking and traffic pressure in the immediate area; however, local streets would absorb the comparatively limited overflow anticipated. The success of the proposed project and the surrounding uses could also create more evolution and redevelopment in this area.

Per Section 7.5.501.E. of City Code the following criteria are used to determine the viability and overall appropriateness of a proposed concept plan.

1. *Will the proposed development have a detrimental effect upon the general health, welfare and safety or convenience of persons residing or working in the neighborhood of the proposed development?*

2. Will the proposed density, types of land uses and range of square footages permit adequate light and air both on and off the site?

3. Are the permitted uses, bulk requirements and required landscaping appropriate to the type of development, the neighborhood and the community?

4. Are the proposed ingress/egress points, traffic circulation, parking areas, loading and service areas and pedestrian areas designed to promote safety, convenience and ease of traffic flow and pedestrian movement both on and off the site?

5. Will the proposed development overburden the capacities of existing streets, utilities, parks, schools and other public facilities?

6. Does the proposed development promote the stabilization and preservation of the existing properties in adjacent areas and surrounding residential neighborhoods?

7. Does the concept plan show how any potentially detrimental use to use relationships (e.g., commercial use adjacent to single-family homes) will be mitigated? Does the development provide a gradual transition between uses of differing intensities?

8. Is the proposed concept plan in conformance with all requirements of this Zoning Code, the Subdivision Code and with all applicable elements of the Comprehensive Plan?

3. Other applications:

Two additional associated land use applications -- a development plan and final plat -- are currently under administrative review. Both were submitted roughly six weeks after the submittal of the zone change and concept plan. Although the PUD districts allow for a great deal of flexibility in design in order to maximize the quality of development, it is worth noting that the applicant has proposed several exceptions to the current C-6 zoning and general development standards, including:

- *A building height of just under 60-ft. (the current C-6 zoning allows for 50 ft. maximum):*

Although the concept plan indicates a four-story (approximately 40 feet) structure, the applicant's project statement indicates that the building would be approximately 59 feet in height. Architectural drawings are in the relatively early stages; therefore, the applicant has requested the proposed height to allow for a measure of architectural flexibility in the final design.

- *A total of 55 on-site parking stalls where 64 are required:*

Parking availability was cited as a concern from several area residents, as it is anticipated that the use would place more on-street parking demands on the immediate area (given that some measure of overflow on-street parking is anticipated). While the concept plan indicates 64 on-site spaces would be provided (meeting the minimum required for the project), it has been determined that several proposed spaces would potentially compromise visibility and sight distance, a justification to allow for reduced on-site parking by maximizing visibility along the public ROW. The proposed parking reduction is approximately 15% of the minimum number of stalls required, the maximum percentage of deviation allowed under City Code's formal

administrative relief standards. Reducing the number of required stalls would conceivably offer the added benefit of freeing-up internal areas for additional landscaping.

By virtue of the adaptive reuse of a vacant property and the site's location within a developed area, the project is considered urban infill. And not unlike many infill projects, site constraints often limit development and compliance with more general site development standards, standards more appropriate for greenfield development.

Generic, one-size-fits-all parking standards that are simple to apply and enforce, but fail to accurately reflect the particular needs and characteristics of particular neighborhoods create challenges. On-street parking is available to varying degree along local streets to accommodate overflow, and it is anticipated that local streets are capable of absorbing anticipated overflow. The subject properties suffer from constraints that are not self-imposed, and on-street parking capacity should be a considered for infill projects such as this. The request to allow for a reduced parking standard is reasonable given the physical constraints presented and the expectation that local public streets provide overflow capacity.

- *A zero lot line building and landscape (front) setbacks:*

Per the applicant, the intent of the proposed site design is to provide a strong street presence and help to define the streetscape. Approximately 15 to 20 feet of landscape and pedestrian space would remain between the property line and the existing street curbs at the property boundaries. This design intends to create a strong street tree and pedestrian connection along these edges.

Additional traffic would most certainly be generated by the project. In order to mitigate traffic and associated impacts, primary ingress and egress would be established at the south side of 22 North Spruce Street via the alley that separates the two properties. Furthermore, the proposed parking stalls along the west side of the building would be accessible through the alley into a single one-way, gated parking lot. Egress for these stalls would occur at the north end of the property onto West Kiowa Street. Therefore, most vehicular traffic would occur along the east and south side of the properties, along the North Spruce Street redevelopment corridor and away from adjacent residential uses.

A concern associated with PUD rezoning requests is the possibility of misusing the inherent flexibility that PUDs provide to simply avoid compliance with particular minimum site development standards. However, staff has carefully considered the requests and their potential impact upon the neighborhood, and has determined that, although the impact of a four-story, 46 unit apartment complex would be noticeable, as proposed it would not compromise quality of life to the degree as to be considered unacceptable.

4. Conformance with the City Comprehensive Plan:

The City's Comprehensive Plan has numerous objectives, policies and strategies that support the proposed rezoning and associated applications. They are as follows:

Objective LU 2: Develop a Land Use Pattern That Preserves the City's Natural Environment, Livability, and Sense of Community

A focused pattern of development makes more efficient use of land and natural and financial resources than scattered, "leap frog" development. In contrast to dispersed patterns of development, a consolidated pattern helps to decrease traffic congestion and facilitates the ability of the City to provide needed services and public facilities, such as street maintenance, public transit, police and fire protection, and emergency services.

Objective LU 3: Develop a Mix of Interdependent, Compatible, and Mutually Supportive Land Uses

Land use patterns that integrate multiple uses, shortens and reduces automobile trips, promotes pedestrian and bicycling accessibility, decreases infrastructure and housing costs, and in general, can be provided with urban services in a more cost-effective manner.

Objective LU 4: Encourage Infill and Redevelopment

Encourage infill and redevelopment projects that are in character and context with existing, surrounding development. Infill and redevelopment projects in existing neighborhoods make good use of the City's infrastructure. If properly designed, these projects can serve an important role in achieving quality, mixed-use neighborhoods. In some instances, sensitively designed, high quality infill and redevelopment projects can help stabilize and revitalize existing older neighborhoods.

Policy LU 201: Promote a Focused, Consolidated Land Use Pattern

Locate new growth and development in well-defined contiguous areas in order to avoid leapfrog, scattered land use patterns that cannot be adequately provided with City services.

Policy LU 301: Promote a Mixed Land Use Pattern

Promote development that is characterized by a mix of mutually supportive and integrated residential and non-residential land uses and a network of interconnected streets with good pedestrian and bicycle access and connections to transit.

Policy LU 401: Encourage Appropriate Uses and Designs for Redevelopment and Infill Projects

Work with property owners in neighborhoods, the downtown, and other existing activity centers and corridors to determine appropriate uses and criteria for redevelopment and infill projects to ensure compatibility with the surrounding area.

Strategy LU 203a: Locate the Places that People Use for Their Daily Needs and Activities Close to Each Other

Group and link the places used for living, working, shopping, schooling, and recreating and make them accessible by transit, bicycle, and foot, as well as by car.

Strategy LU 301a: Support Mixed-use Development in Neighborhoods

Support mixed-use development through neighborhood plans and zoning revisions. Develop zoning guidelines and standards that support mixed-use development and pedestrian access by facilitating the integration of residential and non-residential land uses.

Strategy LU 401a: Identify Infill and Redevelopment Opportunities and Target Public Investments

Identify major infill and redevelopment opportunities and target infrastructure improvements to the preferred infill development and redevelopment areas.

The Comprehensive Plan designates this area of the City as a *Mature Redevelopment Corridor*, areas that, per the Plan, offer “*significant infill and redevelopment opportunities.*” Given the rather exhaustive list above, it is the finding of the City’s Community Development Department that the rezoning request and associated applications substantially conform to the City’s *Comprehensive Plan 2020 Land Use Map* and the Plan’s Goals and Objectives.

5. Conformance with the Area's Master Plan:

The site lies within the bounds of the *Westside Master Plan*. The Plan is designated as "implemented" based on the criteria found in Section 7.5.402.B of City Code. As such, the Plan does not have to be amended in order to be considered consistent with the zone change request. The Plan designates the project area as General Commercial and within the *Near West Commercial Subarea*. A relevant objective of the Plan speaks to the Near West Subarea as a "downtown support area and to facilitate certain conversions, mixed uses and multi-family housing..."

The primarily residential area immediately west of the project site is classified as Medium Density Residential (5-16 dwelling units/acre), whereas the residential areas several blocks north and west are classified as Low Density Residential (0-10 dwelling units/acre), which suggests an identifiable land use transition. However, areas characterized by the Plan as High Density Residential as proposed do not occur in proximity to the project site. Despite this, the project is considered in general harmony with the Plan and representative of viable urban infill, as the Plan encourages "new growth through infilling where appropriate as long as urban facilities and services are adequate."

STAFF RECOMMENDATION:

Staff has reviewed the zone change request and the concept plan and continues to administratively review the development plan and final plat, and finds that the applications are largely consistent with the review criteria and standards of the City Code, Comprehensive Plan and Westside Master Plan. Therefore, staff recommends approval of both applications.

Item No: 7.A CPC PUZ 15-00100 – Zone Change

Approve the zone change from C-6 (General Business) to PUD (Planned Unit Development) to allow for an approximately 59-feet in height, 46-unit apartment building (90.4 dwelling units per acre) on 0.509-acres located at 16 and 22 North Spruce Street at the southwest corner of West Kiowa Street and North Spruce Street based on the finding the rezoning complies with the review criteria in City Code Section 7.5.603.B (Establishment or Change of Zone District Boundaries) and Section 7.3.603 (Establishment and Development of a PUD Zone).

Item No: 7.B CPC PUP 15-00101 – PUD Concept Plan

Approve the PUD concept plan for 22 Spruce Street located on 0.509-acres located at 16 and 22 North Spruce Street at the southwest corner of West Kiowa Street and North Spruce Street based on the finding the concept plan complies with the review criteria in City Code Section 7.5.501.E (Review Criteria for Concept Plans) and 7.3.605 (Review Criteria for PUD Concept Plans).

Technical Modifications to the Concept Plan:

1. Callout the type of City Standard public improvements (sidewalk, cross-pans and pedestrian ramps) along North Spruce Street and West Kiowa Avenue. Show modified bump-outs to allow storm runoff through and into the inlet next to the driveway and the radial inlet at the corner of West Kiowa Street and North Spruce Street;
2. Show 335 feet line-of-sight for the alley located off of North Spruce Street; and
3. Indicate a more specific proposed height of building.

11 September 2015

Mr. Michael Turisk, Planner II
City of Colorado Springs
Land Use Review Division
30 S. Nevada Ave, #105
Colorado Springs, CO 80903

Re: 22 Spruce Apartments – PUD Concept Plan / Zone Change

Dear Mr. Turisk:

On behalf of Challenger Homes Inc., Land Patterns, Inc., is requesting a PUD Concept Plan and Zone Change approval for the proposed .509 acers of land located at 22 Spruce Street, Colorado Springs, CO. The following Project Statement, including responses to the PUD Concept Plan Criteria, are provided below for you review and consideration.

Description: The PUD Concept Plan /Zone Change proposes to allow for a 4 story, 46 unit apartment building consisting of approximately 50,000 square feet to be built on .509 acres located at 22 Spruce Street. The area, consisting of two parcels, (Parcel A .436 ac., and Parcel B .073 ac.) is located in the West Side Neighborhood of Colorado Springs at the southwest corner of Spruce Street and W. Kiowa Street. The two parcels are separated by a 20 wide alley (public row). The current zone classification for the parcels, and all surrounding and adjacent properties, is C-6 (General Business) consisting of mixed uses of commercial, office, single family and multifamily residential properties.

The proposed apartment building will include below grade and on grade parking, a small gym, café/lobby and exterior seating areas for the private use of the residents. The fourth floor will include a community room and outdoor deck. One, two and studio bedroom apartments will range in size from 450 S.F. to 950 S.F.

The PUD Zone change is requesting a 60' building height, zero lot line building and landscape street (front) setbacks, a decrease in the internal landscape area requirement from 15% minimum to 10% minimum of the net site and a 15% reduction in parking requirements. In addition the PUD Zone Change is requesting that all of the current existing permitted and conditional residential, office and commercial C-6 use types be allowed/included in the PUD Zone Change. The proposed density will be approximately 90.4 DU/AC (gross) or 8.67 FAR (gross).

Justification: PUD Concept Review Criteria

- A. Is the proposed development pattern consistent with the Comprehensive Plan, the 2020 Land Use Map, and all applicable elements of the Comprehensive Plan (including the intermodal transportation plan and the parks, recreation and trails master plan)?

Response: The 22 Spruce Apartment - PUD Concept Plan proposes to enhance and support City's Comprehensive Plan through an integrated multiple neighbor use, decrease housing cost and provide urban services in a more cost effective manner through a high density development. The project will promote and support mixed use patterns that are mutually supportive and integrate residential land use development in an established neighborhood. The proposed development encourages and compliments established mixed use activity center of the area. The proposed project also responds positively to the goals and objectives of the City Planning Infill and Revitalization Steering Committee.

Currently the City's Existing Land Use Map identifies the surrounding properties as follows: To the North: a mix of high residential, institutional and office use. To the east: office building and hotel. To the south: commercial, institutional and office. To the west: medium and high density residential. The current zone for the entire area is C6 – General Business.

Land Patterns, Inc.
PO Box 60112
Colorado Springs, CO
80960-112

719 578 8689phone

dtm@lplarch.com

FIGURE 1

- B. Are the proposed uses consistent with the primary and secondary land uses identified in the 2020 Land Use Map of the Comprehensive Plan, as amended?

Response: The Concept plan supports the 2020 Land Use. The map identifies the area as "Mature Redevelopment Corridor" surrounded by "General Residential" to the north and northwest. Downtown Colorado Springs (Regional Center) to east of the proposed development is separated by the Interstate 25 corridor. The development proposes a high density 46 unit apartment building which supports the primary and secondary land uses of the 2020 land use.

- C. Is the proposed development consistent with any City approved master plan that applies to the site?

Response: Yes, the development lies within the West Side Master Plan and is consistent with the allowable/recommended uses for proposed development.

- D. Is the proposed development consistent with the intent and purposes of this Zoning Code?

Response: The proposed zone change, from C6 to PUD (Planned Unit Development), is intended to provide the means through which the 2 parcels can be developed through a unified approach. The classification will allow flexibility in design in order to create a better living environment, provide services in a more economic manner and allow specific development standards for a creative multi-family product.

- E. Does the development pattern proposed within the PUD concept plan promote the stabilization and preservation of the existing or planned land uses in adjacent areas and surrounding residential neighborhoods?

Response: Currently the existing parcels are occupied by two vacant commercial structures. The proposed 46 Unit Apartment building provides infill and redevelopment satisfying the 2020 Land Use - "Mature Redevelopment Corridor" that it will occupy. The proposed multi-family use of the parcel ties it back to the surrounding and mix use components that currently exist.

- F. Does the development pattern proposed within the PUD concept plan provide an appropriate transition or buffering between uses of differing intensities both on site and off site?

Response: Due to mix use nature of the existing and allowable uses under the current zoning (C-6) an appropriate transition with adjacent properties is challenging (from high intensity to moderate intensity). On the other hand, when examining the Spruce Street – Mature Redevelopment Corridor, the current redevelopment that has occurred in recent years has established a transition from one side of the street to the other. From east to west, along the Spruce Street corridor, higher intensity exist along the east side (hotel, commercial, office building) to a less intensity on the west i.e., small commercial, office building and residential uses. The further west the more residential the area becomes.

The proposed redevelopment infill of the site ties the two sides together in more cohesive pattern allowing a smoother transition from one side of Spruce Street to the other side and reinforces the Mature Redevelopment Corridor objectives.

The one half acre site is contained. The proposed building will front both Spruce Street and Kiowa Street. A proposed zero property line building setback will provide a significant street presences and define the streetscape. The back (or west side of the building) will provide exterior parking for tenants. A 6' high screen wall will provide a buffer along the west and south property lines.

- G. Does the nonresidential development pattern proposed within the PUD concept plan promote integrated activity centers and avoid linear configurations along roadways?

Response: The proposed development does not include a nonresidential component.

- H. Are the permitted uses, bulk requirements and required landscaping appropriate to and compatible with the type of development, the surrounding neighborhood or area and the community?

Response: The proposed PUD zone change will state the allowable (permitted) uses for the site. Landscape requirements will be per the City Landscape Policy and Codes with emphasis on street trees and streetscape improvements.

- I. Does the PUD concept plan provide adequate mitigation for any potentially detrimental use to use relationships (e.g., commercial use adjacent to single-family homes)?

Response: The applicant believes the proposed single PUD use (multifamily residential) provides for a positive infill project for the neighborhood. A 6' high screen wall is proposed along the west and south sides of the property providing a buffer to the adjacent single family residence. Additionally, the building will be placed on the opposite property line away from the adjacent lots.

- J. Does the PUD concept plan accommodate automobile, pedestrian, bicycle and transit modes of transportation as appropriate, taking into consideration the development's primary function, scale, size and location?

Response: The 46 unit will be supported with 64 parking spaces. There will be 27 underground stalls, 22 exterior stalls and 15 street parking stalls (directly in front of the building). Access to the underground garage will be located on the south side of the building via the alley. A one way single lane parking lot will be accessible from the alley on the south side of the building. The parking lot will be gated at the south entrance and north exit.

Currently, Spruce Street has bike path indicators lanes on both sides of the street. These paths are part of the City's major bike route system providing easy access to near downtown to the east, the Interstate 25 Greenway/Bike corridor to the north and the Midland Trail and America the Beautiful Park to the south. The apartment building will provide Bicycle parking/storage in the lower level garage.

Walking distance from the site to Downtown is less than 15 minutes. Major bus routes run along Spruce Street providing access to Downtown and points north and south. Bus routes to downtown and points west are two blocks south of the proposed development along Colorado Ave.

- K. Does the PUD concept plan include a logical hierarchy of perimeter and internal arterial, collector and local streets that will disperse development generated vehicular traffic to a variety of access points and ways, reduce through traffic in adjacent residential neighborhoods and improve resident access to jobs, transit, shopping and recreation?

Response: The contained, proposed singular use, .509 acre site is fronted on the north and east side by City classified local streets (both of which are 100' ROW), Spruce and Kiowa Streets. Access to the proposed internal and underground parking lots will be via an alley along Spruce Street. Egress from the lots will either occur along Kiowa Street (one way egress) or Spruce Street. The site is conveniently located within walking distance to Downtown Colorado Springs, bus routes, trails and parks.

- L. Will streets and drives within the project area be connected to streets outside the project area in a way that minimizes significant through traffic impacts on adjacent residential neighborhoods, but still improves connectivity, mobility choices and access to jobs, shopping and recreation?

See response to Item K above

- M. Does the PUD concept plan provide safe and convenient vehicle and pedestrian connections between uses located within the zone district, and to uses located adjacent to the zone district or development?

Response: The PUD Concept proposes only one use. Pedestrian and vehicular connectivity to adjacent uses is uninterrupted.

- N. Will adequately sized parking areas be located to provide safe and convenient access, to avoid excessive parking ratios and avoid excessive expanses of pavement?

Response: All proposed parking stalls and lots are configured to meet or exceed the City design standards and codes. Proposed parking ratios meet the city required spaces for the proposed use. Access to parking lots is convenient and secure.

- N. Are open spaces integrated into the PUD concept plan to serve both as amenities to residents/users and as a means for alternative transportation modes, such as walking and biking?

Response: Due to the constraints of lot size and PUD specific use (higher density residential use) open space is not provided. However a patio and outdoor seating area will be provided. Access to City parks, greenways and trails are within walking/bike riding distance.

- O. Will the proposed development overburden the capacities of existing or planned streets, utilities and other public facilities?

- P. Response: No. Existing infrastructure and utilities will not be overburdened with the proposed development.

- Q. Are the areas with unique or significant natural features preserved and incorporated into the design of the project? (Ord. 03-110; Ord. 03-190; Ord. 09-70; Ord. 09-80; Ord. 12-68)

Response: There are no significant natural features on the site.

Issue List:

1. **Building and Landscape Setbacks: (zero lot line and landscape setback)**
The applicant is proposing a zero lot line building and landscape setback. The intent is to provide a strong presence and define the streetscape. There will still be approximately 15-20' width of landscape and pedestrian (sidewalk) space between the property line and the existing street curbs. The applicant intends to create a strong street tree and pedestrian connection along this edge. The plant requirement that would normally be required for the setback would still be installed in the ROW designated landscape areas.
2. **Parking: (reduce required spaces by 15%)**
While the Concept Plan illustrates 64 parking spaces – meeting the required spaces for the proposed uses - there are spaces that are obstructing the sight distance triangles particularly along Spruce Street at the alley. The applicant is proposing a 15 % reduction in the required spaces (55 spaces). This would allow better visibility along the public Row and may free up internal landscape area.
3. **Building Height (allow 60' ceiling height)**
The applicant is proposing a 4 story building that is 56'-6" in height. Architectural drawings are in early stages and structural changes are inevitable, especially in the value

engineering stages of the project. Therefore, the applicant is asking for the additional 3.5' allowable height for structural flexibility. The current C-6 zoning allows for 50' maximum building height.

4. Traffic: (increased traffic due to higher density)

The applicant realizes that more traffic will be generated as a result of the proposed higher density. Currently the existing vacant commercial buildings do not generate any traffic. In order to alleviate traffic congestion and noise, primary ingress and egress will occur at the south side of the property via the alley from Spruce Street. The 12 proposed parking stalls along the west side of the building are only accessible through the alley into a single one-way lane gated parking lot. Egress for these stalls will occur at the north end of the property on to Kiowa Street. Therefore, most vehicular traffic will occur along the east and south side of the property, along the Spruce Street redevelopment corridor, and away from the adjacent residential side to the west. Most vehicular traffic patterns will occur along the north/south Spruce Street corridor for arterial and main thorough fare connections.

For these reasons we respectfully request approval of the PUD Concept Plan /Zone Change for the 22 Sprue Apartment Building. Should you require additional information do not hesitate to contact me at 719-578-8689.

Respectfully submitted
Land Patterns, Inc.



David T. Morrison, MLA, RLA
President

Open Letter to the Land Use Division

We have looked over the plans for the proposed apartment building at 16 and 22 Spruce St. (File # CPC PUZ 15-00100 and File # CPC PUP 15-00101) and we beg you to say NO.

We do not oppose business here; we welcomed the new convenience store, the hotel is an improvement, and the cannabis club hasn't caused any problems.

We are not complainers.

This plan will violate our city's sensible 3 storey rule, which preserves C. Spring's stunning views of the mountains, and also asks to build right up to the property line, crowding an ugly four storey instant slum into a residential neighborhood.

Despite the zoning, there are far more family homes here than anything else - come see.

There is no proposed addition to security.

Crowding that many more people into an already crowded community will bring more conflict and crime, and it takes 3 to 4 hours for police to come here without shots fired.

These tiny apartments (450 to 900 square feet) will be the kind of bare minimum residences that only people one step above homelessness will live in. They save on living expenses by taking in roommates. This is not the kind of apartment building that has a doorman who would notice how many people come and go. There will be three to four adults per apartment.

Other neighborhoods with these kind of no-frills low rent housing are constantly littered with trash, and reek of human urine for a block around the building.

Land Patterns, Inc. proposes 64 parking spaces, but asks for 55. If they provide fewer than 3 spaces per unit, the overflow will be parking all over the residential streets.

We already have a parking problem here, we often have to park across the street or on other blocks, and cars have been broken into, and stolen. This proposal - even with 64 spaces - would turn a problem into a disaster.

We are not rich, so we don't have a lot of influence; but we are law abiding citizens in a neighborhood that has been improving.

Please don't drag us down!

We understand that the owners must be eager to sell that empty property, but this close to downtown, there has to be a use for it that won't add congestion, crime, parking nightmares, and a huge eyesore of a building to our neighborhood.

The Residents of West Side

~~Dena Boer~~ Dee Levin
Jared A. Cuy

Frank Ruz
Janet Warner
L. Ray Bellamy
Misty Melrose
Cynthia Cato
Jesse Falcone

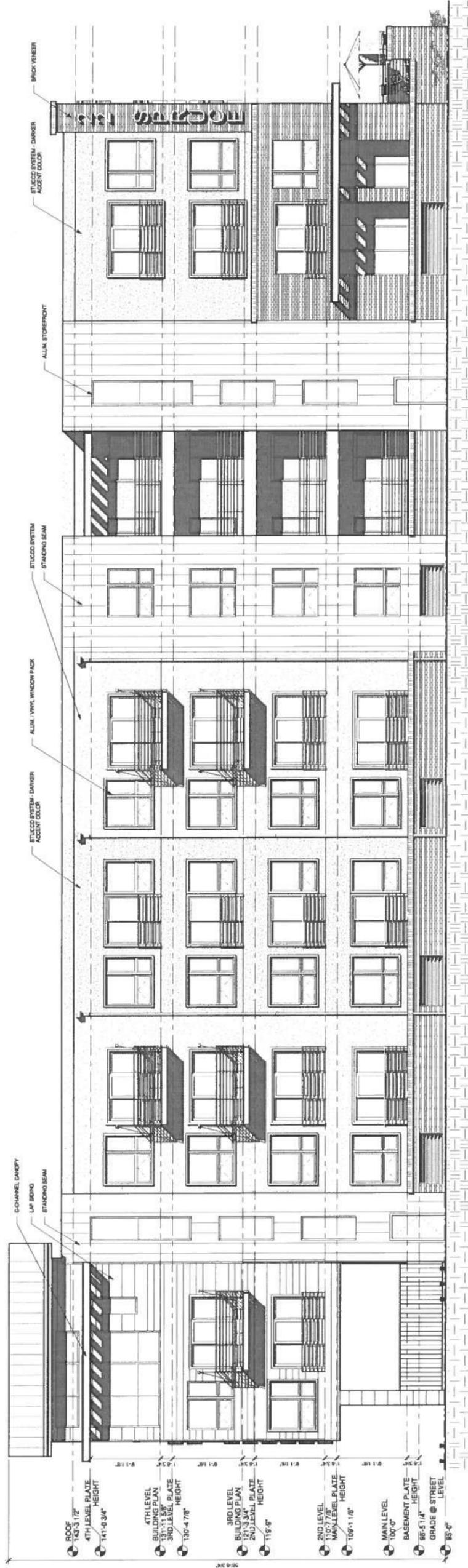
Jared M. Henry
John - 8 WALNUT
Pinda C. Shafiq
Palma
Denneth Hoag
Bryan Wulfe
Brittany Winters

22 SPRUCE APARTMENTS

CITY OF COLORADO SPRINGS

PUD CONCEPT PLAN

SEPTEMBER 2015



1 EAST ELEVATION
 3/16" = 1'-0"

CITY FILE NO. 1541-147-0007A

<p>REFERENCE DRAWINGS 1541-147-0007A</p>	<p>PREPARED BY: Logan Thompson, Inc. 13570 Northgate Estates Dr. Colorado Springs, CO 80921</p>	<p>CLIENT/TOWNER Challenger Homes, Inc. 13570 Northgate Estates Dr. Colorado Springs, CO 80921</p>	<p>22 SPRUCE APARTMENTS PUD CONCEPT PLAN ARCHITECTURAL ELEVATIONS</p>	<p>DATE: 09/11/15 DRAWN BY: JST CHECKED BY: JST SCALE: AS SHOWN DATE PLOTTED: SEPTEMBER 11, 2015 SHEET NO. 3 OF 3 SHEETS CITY APPROVAL STAMP</p>
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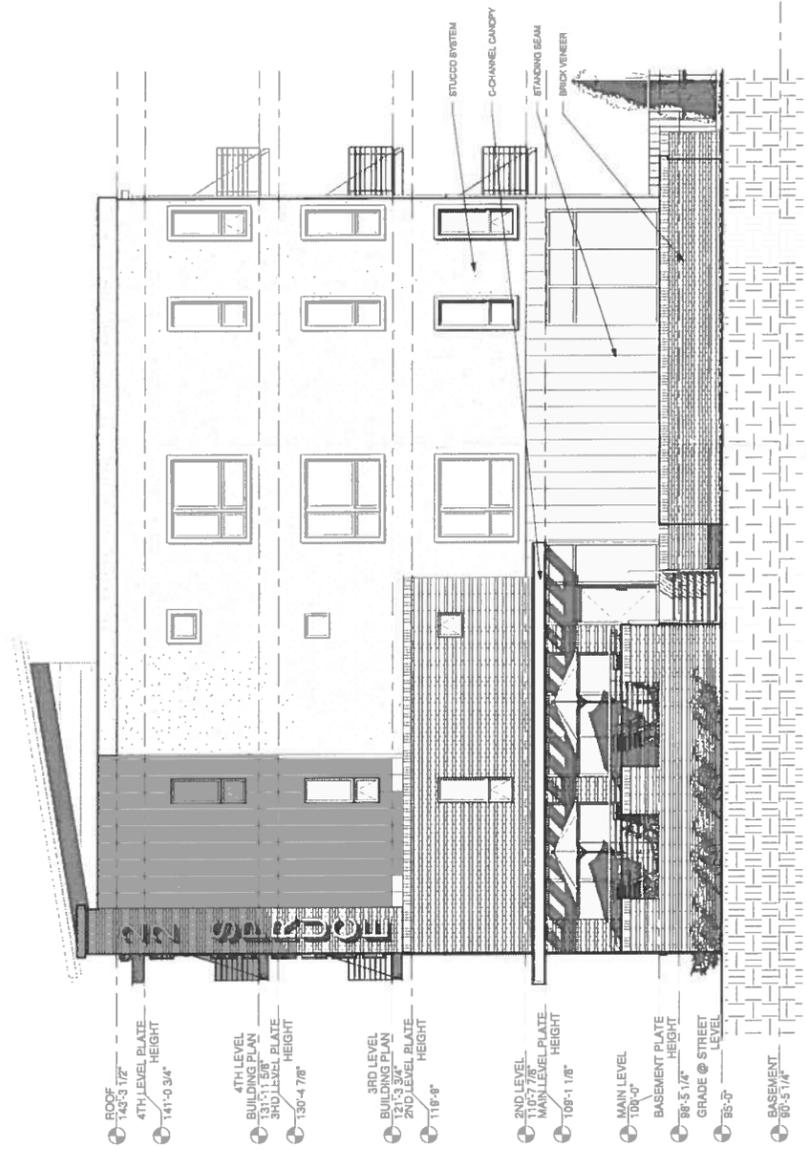
FIGURE 3

22 SPRUCE APARTMENTS

CITY OF COLORADO SPRINGS

PUD CONCEPT PLAN

SEPTEMBER 2015



2 NORTH ELEVATION
 3/16" = 1'-0"

REFERENCE DRAWINGS 1511-104 sheet 12 of 23	REVISIONS <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> <th>BY</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	NO.	DATE	DESCRIPTION	BY					CLIENT/OWNER Challenger Homes, Inc. 13570 Northgate Estates Dr. Colorado Springs, CO 80921	PREPARED BY: Logan P. [unclear]	CITY FILE NO. 2015-107-20070	22 SPRUCE APARTMENTS PUD CONCEPT PLAN ARCHITECTURAL ELEVATIONS	CITY APPROVAL STAMP A2
NO.	DATE	DESCRIPTION	BY											
BECHTOLD PC: 100 SCALE: AS SHOWN DATE PLOTTED: SEPTEMBER 11, 2015 DRAWN BY: [unclear] CHECKED BY: [unclear]		Title of Document: The document is the property of the client and is not to be reproduced or distributed without the written consent of the architect. © 2015 Logan P. [unclear]		CITY FILE NO. 2015-107-20070 SHEET NO. 4 OF 6 SHEETS A2										

FIGURE 3

22 SPRUCE APARTMENTS

CITY OF COLORADO SPRINGS

PUD DEVELOPMENT PLAN

OCTOBER 2015

LEGAL DESCRIPTION:

LOTS 7 AND 8, NORTH 31.87' OF LOTS 9, 10, 11, 12, 13, 14, PARCELS ADDITION TO COLORADO SPRINGS, LOCATED IN A PORTION OF SECTION 11, TOWNSHIP 35 SOUTH RANGE 87 WEST OF THE 6TH P.M., CITY OF COLORADO SPRINGS, EL PASO COUNTY, COLORADO

CONTAINING 22,166 SF / 509 +/- ACRES, MORE OR LESS

PROJECT INFORMATION

TAX ID # 7413122001 / 7413122008
 MASTER PLAN WEST SIDE WATER PLAN
 CONCEPT PLAN 22 SPRUCE PUD CONCEPT PLAN
 (currently under review)
 CURRENT ZONE C8 / GENERAL BUSINESS
 PROPOSED ZONE CHANGE PUD

USE TYPE

EXISTING GENERAL BUSINESS/COMMERCIAL
 (EXISTING 9,127 S.F. AND 785 S.F. 1 STORY
 VACANT COMMERCIAL BUILDINGS ON PARCEL A)
 PROPOSED 4 STORY/MULTIFAMILY RESIDENTIAL
 APARTMENT BUILDING, 50,000 S.F. (GROSS)

PROPOSED DENSITY 90.4 DU/AC / 8.07 FAR

MAXIMUM BUILDING HEIGHT 80'-0"

SETBACK

EXISTING MINIMUM BUILDING AND PARKING LOT SETBACKS
 DETERMINED BY COMPLIANCE WITH THE LANDSCAPE
 AND PARKING REQUIREMENTS AS LISTED IN ARTICLE 4
 OF THE CITY CODE
 (PROPOSED) FRONT - NORTH & EAST
 (REAR SETBACK) REAR (SOUTH)
 ZERO LOT LINE 5'

FLOOD PLAN INFORMATION

AS DETERMINED BY THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL #0801C0729 F (REVISED DATE MARCH 17, 1997), THE SUBJECT PROPERTY IS IN A 100-YEAR FLOODPLAIN AREA. THE 500-YEAR FLOODPLAIN AREAS OF 100-YEAR FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE.

LOT COVERAGE

TOTAL AREA 22,166 S.F. / 509 AC.
 PVIOUS COVERAGE WITHIN PROPERTY LINE (ADDITIONAL PVIOUS AREA IN ROW) 3,530 S.F. 16% OF SITE
 4,761 S.F.
 IMPERVIOUS COVERAGE BUILDING FOOTPRINT, PAVING CURBS /SIDEWALKS 8,802 S.F. 40% OF SITE
 9,774 S.F. 44% OF SITE

BUILDING DATA

ALLOWABLE BUILDING HEIGHT 60'
 PROPOSED HEIGHT 58'-0" 3"
 4 STORY / MULTIFAMILY RESIDENTIAL APARTMENT BUILDING
 MAIN LEVEL 8,610 S.F.
 GARAGE LEVEL (UNDERGROUND) 8,602 S.F.
 2ND LEVEL 10,275 S.F.
 3RD LEVEL 10,275 S.F.
 4TH LEVEL (W/ROOF DECK) 9,975 S.F.
 TOTAL (GROSS) 47,697 S.F.

UNIT TYPES

1-BEDROOM 28 UNITS
 2-BEDROOM 4 UNITS
 STUDIO 14 UNITS
 TOTAL 46 UNITS

PARKING REQUIREMENTS:

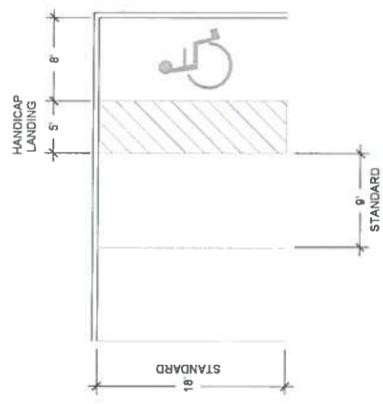
UNIT TYPE	UNIT #	PARKING SPACES REQUIRED PER UNIT	TOTAL PARKING SPACES REQUIRED
1 BEDROOM	28 UNITS	1.5	42.0
2 BEDROOM	4 UNITS	1.1	4.4
STUDIO	14 UNITS	1.1	15.4
TOTAL	46 UNITS		61.8

PROPOSED PARKING

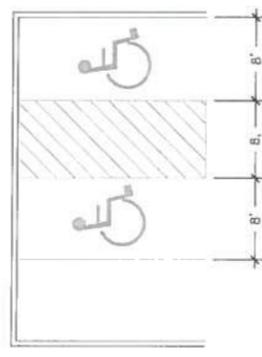
UNDERGROUND/LOWER LEVEL (COMPACT SPACES = 20 - 31%) 27 42%
 EXTERIOR ON STREET PARKING 22 34%
 TOTAL PARKING 49 76%
 15% REDUCTION REQUEST 55



PARKING SIGNS, EACH ACCESSIBLE PARKING SPACE SHALL BE DESIGNATED AS RESERVED BY A SIGN SHOWING THE SYMBOL OF ACCESSIBILITY (A WHEELCHAIR). EACH SIGN SHALL BE NO SMALLER THAN ONE FOOT BY ONE FOOT (1' X 1') AND SHALL BE LOCATED AT THE END OF THE SPACE AT A HEIGHT BETWEEN FOUR FEET (4') AND SEVEN FEET (7'). THE SIGNER BE WALL MOUNTED OR FREESTANDING.



ADA PARKING STALL LAYOUT



VAN ACCESSIBLE ADA PARKING STALLS

CONSTRUCTION SCHEDULE:

STARTUP TO OCCUR FIRST QUARTER OF 2016

NOTES:

- PUD Zoning allows for a total building height of 80 feet.
- PUD Zoning allows for zero lot line building setback along the Public Right-of-Ways (Spruce and Kiowa Streets).
- PUD Zoning allows for zero lot line landscape setback along the Public Right-of-Ways (Spruce and Kiowa Streets).
- PUD Zoning allows for less than 15% of the (but not less than 10%) of the site's net area for internal landscape.
- PUD Zoning allows for a 15% reduction in parking requirements. Parking reduction requested due to proximity to bus routes and on street bike lanes.
- All C-8 Zoning permitted and conditional uses that pertain to commercial, residential and office uses shall be allowed.
- A 6' high screen wall shall be provided along the west and south sides of the project.
- Pedestrian connectivity will be provided from the proposed building to exterior public sidewalks.
- Selection of proposed street trees within the public right-of-way shall be taken from the "Trees for Colorado Springs - Suitable as Street Trees", a City Forestry publication.
- All Landscape associated with this project to be maintained by management company.



VICINITY MAP:

NTS

OWNERSHIP:

Challenger Homes, Inc.
 13570 Northgate Estates Drive
 Colorado Springs, CO 80921
 Campbell Spruce, LLC
 An Investment Properties, LLC
 529 S. Main St.
 Montrose, CO 81401-5708

PREPARED BY:

Land Patterns, Inc.
 PO Box 80112
 Colorado Springs, CO 80960
 Gateway and Company, Inc.
 1755 Telesar Drive, Suite 107
 Colorado Springs, CO 80920
 Tremmel Design Group
 Studio, 201 East Las Animas Street,
 Suite 113
 Colorado Springs, CO 80903
 MEP ENGINEERING, INC.
 402 S. FRONT CIRCLE, SUITE 100
 CENTENNIAL, CO 80111

SHEET INDEX:

COVER	PROJECT INFORMATION	SHEET 1 OF 10
S-1	SITE PLAN	SHEET 2 OF 10
U-1	UTILITY & PUBLIC FACILITY PLAN	SHEET 3 OF 10
G-1	GENERAL GRADING PLAN	SHEET 4 OF 10
L-1	LANDSCAPE PLAN	SHEET 5 OF 10
L-2	LANDSCAPE DETAILS	SHEET 6 OF 10
A-1	ARCHITECTURAL ELEVATIONS	SHEET 7 OF 10
A-2	ARCHITECTURAL ELEVATIONS	SHEET 8 OF 10
E-1	PHOTOMETRIC PLAN	SHEET 9 OF 10
E-2	ELECTRICAL DETAILS & SCHEDULE	SHEET 10 OF 10

REFERENCE DRAWINGS

15013-24 x 36 Sheet
 15013-Survey
 15013-8.dwg - footprint

REVISIONS

NO.	DATE	DESCRIPTION	BY

BENCHMARK DATA (ELEV.)
 (CPM Topo) 15013-op.dwg
 (DESCRIPTION / LOCATION)

NAME: B:\Clients\2015\15013 - 22 Spruce Apartments\Active\Acad\Drawings\15013-op.dwg
 PLOT DATE: Tue Oct 06, 2015 3:51pm

CLIENT/OWNER:

Challenger Homes, Inc.
 13570 Northgate Estates Dr.
 Colorado Springs, CO 80921



PREPARED BY:



22 SPRUCE APARTMENTS

PUD DEVELOPMENT PLAN

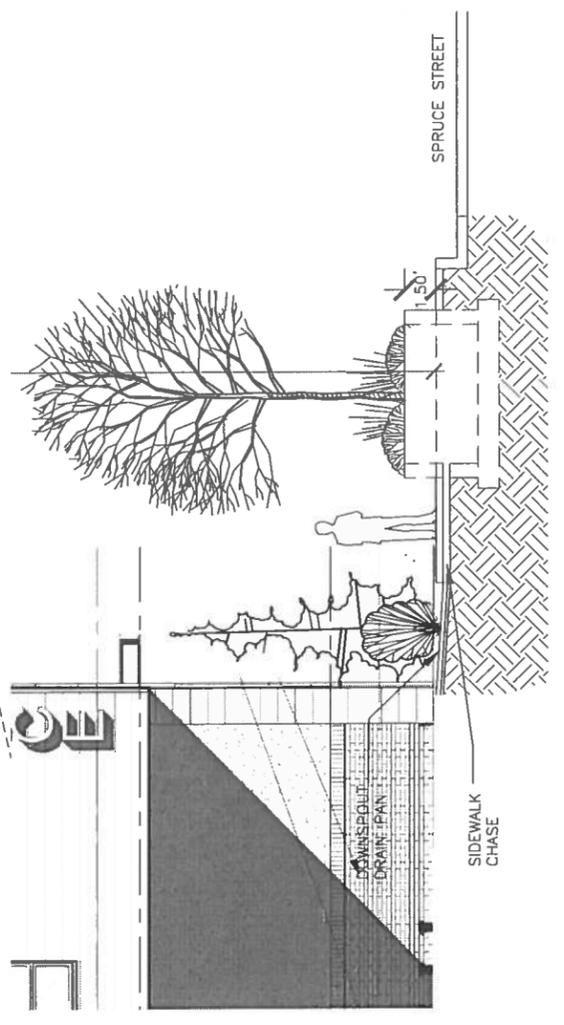
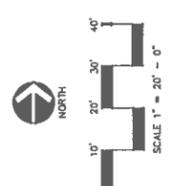
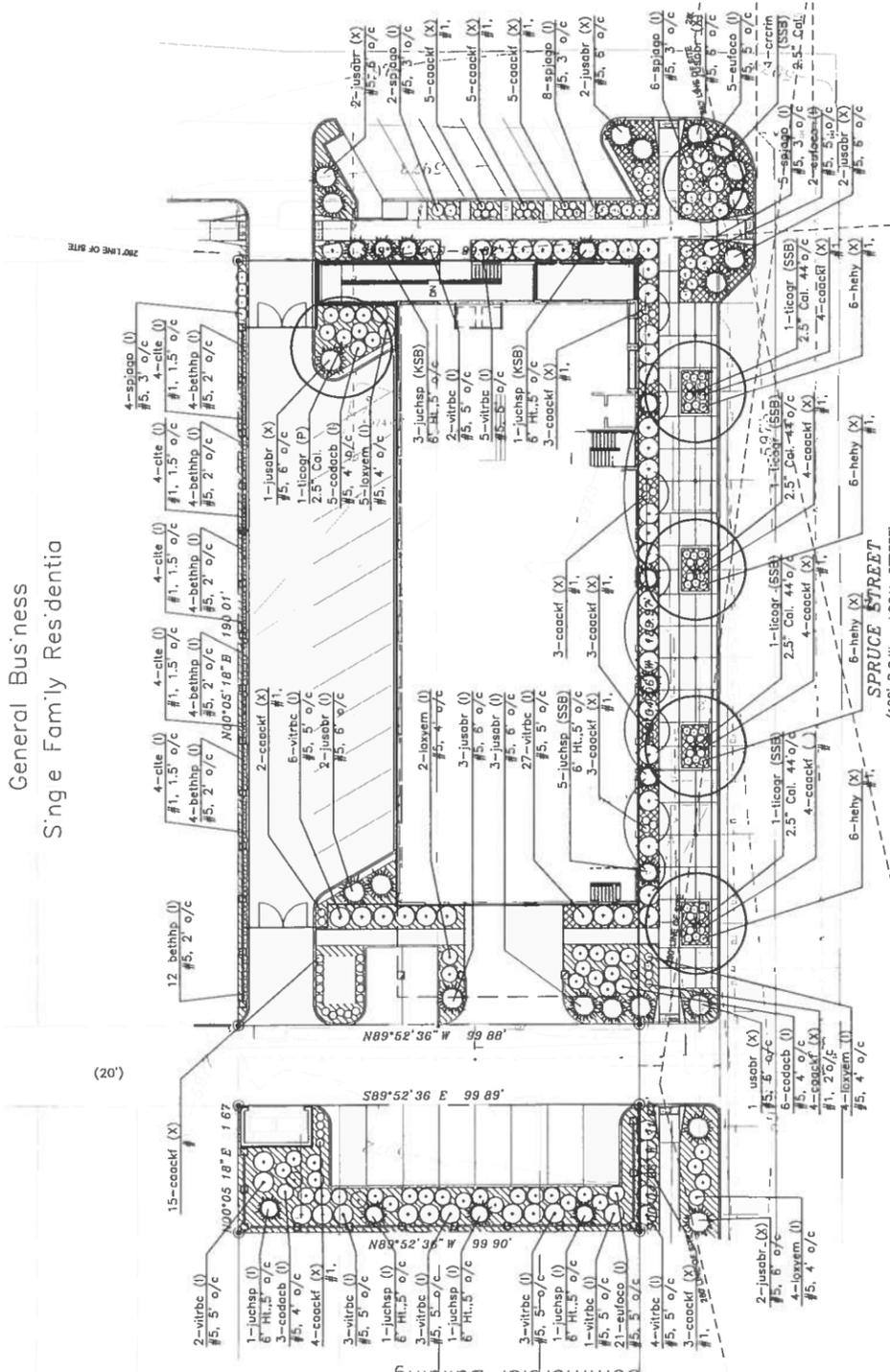
COVER SHEET

CITY APPROVAL STAMP
 CITY FILE NO. XXX-XXX-XXXX

DESIGNED BY: DTN SCALE AS SHOWN DATE ISSUED: OCT. 2015
 DRAWN BY: HONZ HORZ
 CHECKED BY: DM VERT SHEET NO. 1 OF 1 SHEETS

FIGURE 4

General Business
Single Family Residential



A
L-1

PLANTER/ SEAT WALL

NTS

CITY APPROVAL STAMP
CITY FILE NO. xxx-xxx-xxxxx

22 SPRUCE APARTMENTS
PUD DEVELOPMENT PLAN
LANDSCAPE PLAN

DESIGNED BY: DIV SCALE: AS SHOWN DATE ISSUED: OCT 2015
DRAWN BY: HORT: SHEET NO. 5 OF 10 SHEETS
CHECKED BY: DTM VERT: L-1

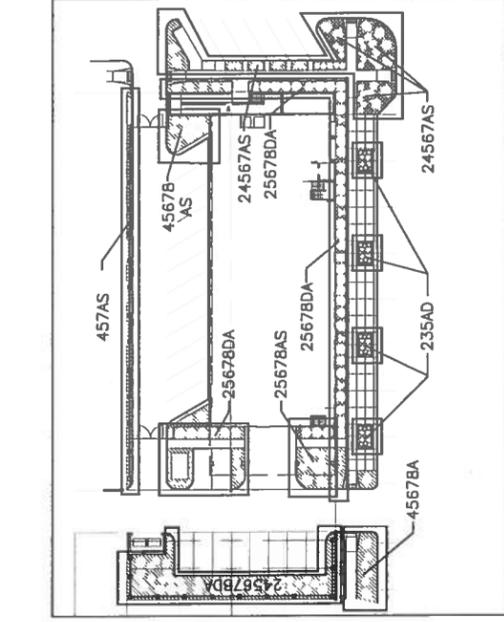
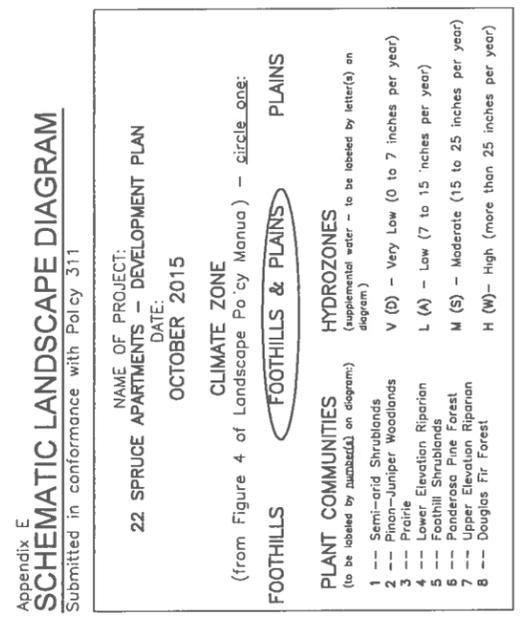
PREPARED BY:
Challenger Homes, Inc.
13570 Northgate Estates Dr.
Colorado Springs, CO 80921

CLIENT/OWNER:
Challenger Homes, Inc.
13570 Northgate Estates Dr.
Colorado Springs, CO 80921

LANDSCAPE ARCHITECTURE & PLANNING
Land Patterns, Inc.

Site Category Calculations
Project Name: 22 Spruce Apartments - DP

Item	Code	Area (sq ft)	Requirement	Provided	%
Landscaping (S) (Code Section 317.1)	10.7.2.a.11	15,011	Required	15,011	100%
Plant Label Code					
SSB	10	10	Required	10	100%
KSB	10	10	Required	10	100%
SSB	10	10	Required	10	100%
KSB	10	10	Required	10	100%



HYDROZONE MAP
NTS

LANDSCAPE PLANT SCHEDULE

Abbr.	Qty.	Botanical Name	Common Name	App. B Key	Mature Width	Planting Size	Notes
TREES							
crch	1	Catalpa buncifolia	Thompson Cigar Tree	235AD	15-25'	1.5' Cal.	
juchp	14	Juniperus chinensis	Spartan Juniper	2580DA	4'-6'	#15	
tiocss	5	The cordata	Greenleaf Linden	235AD	25'-35'	2.5' Cal.	
SRUBS							
bschp	40	Banksia lanuginosa	Japanese Banyan	45A	1'-2'	#5	
cedca	15	Calliandra verticillata	Caral Beauty	458ES	4'-6'	#5	
juchp	20	Juniperus chinensis	Spartan Juniper	588A	6'-8'	#5	
luyem	15	Leucodermis yunnanensis	Emerald Laurel	587A	3'-4'	#5	
spjorl	28	Spiraea japonica	Goldflame Spirea	5A	2'-3'	#5	
vilpc	56	Viburnum tinifolium	Compact American Cranberrybush	47A	4'-5'	#5	

LANDSCAPE PLANT SCHEDULE

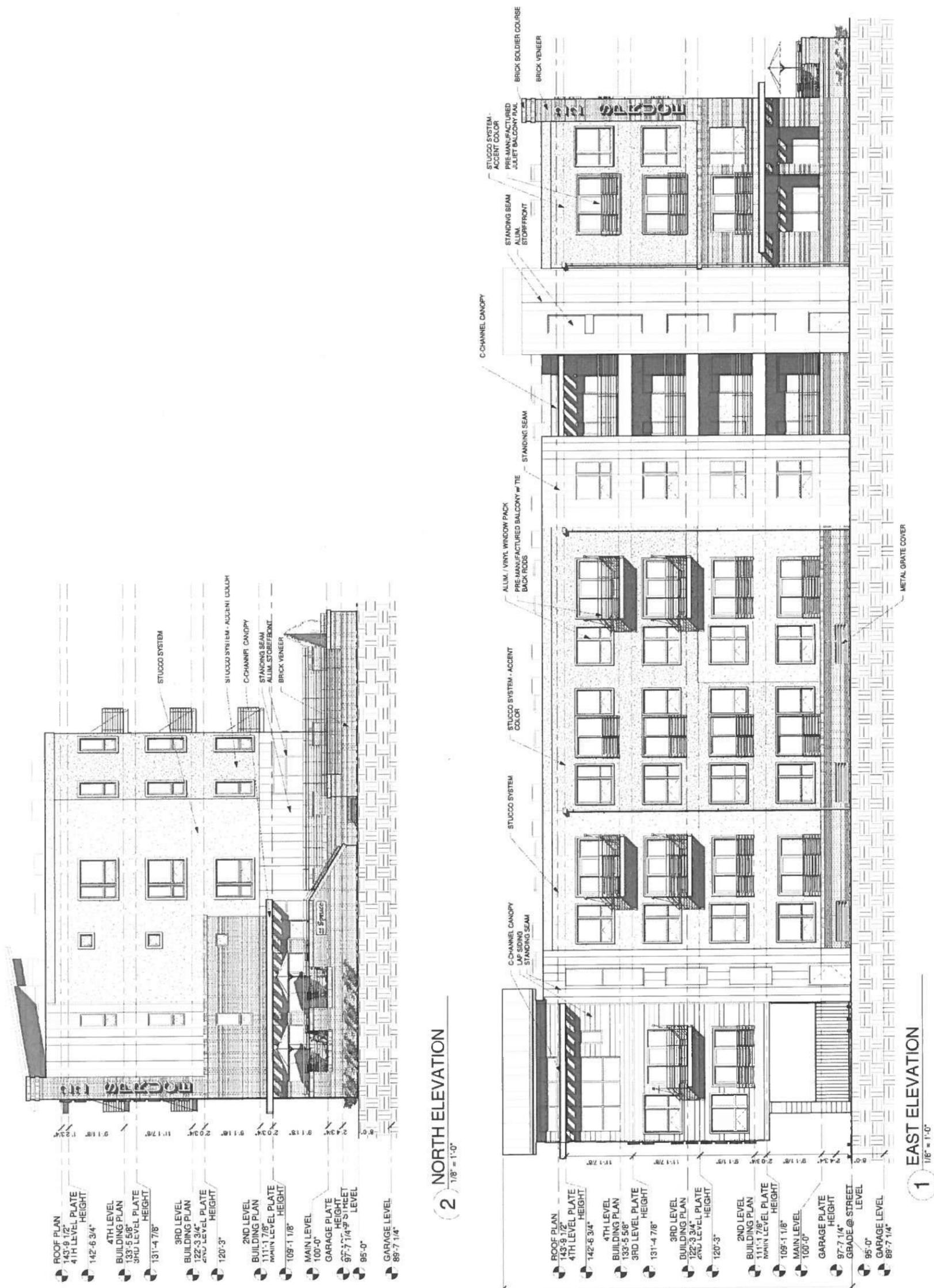
Abbr.	Qty.	Botanical Name	Common Name	App. B Key	Mature Width	Planting Size	Notes
GRASSES							
coackf	711	Calliandra verticillata	Father Reed Grass	A	18"-24"	#1	
PERENNIALS							
erifeco	28	eryngium foetidum	Purpleleaf Wintercress	588A	3'-6"	#1	
hehy	24	Hemerocallis	Yellow Daylily	2'-3'	#1		
cite	20	Clematis	Clematis	57A	Wrt	#1	

REFERENCE DRAWINGS

NO.	DATE	REVISIONS	DESCRIPTION / LOCATION

NAME: B:\Clients\2015\15013 - 22 Spruce Apartments\Active\Acce\Develop (BPA TOM)\B013-dp.dwg
PLOT DATE: Wed Oct 07, 2015 9:18am
BENCHMARK: DATA(ELEV.)
(DESCRIPTION/LOCATION)

FIGURE 4



- ROOF PLAN
143'-9 1/2"
4TH LEVEL PLATE
HEIGHT
- 142'-6 3/4"
- 4TH LEVEL
BUILDING PLAN
133'-5 5/8"
3RD LEVEL PLATE
HEIGHT
- 131'-4 7/8"
- 3RD LEVEL
BUILDING PLAN
122'-3 3/4"
2ND LEVEL PLATE
HEIGHT
- 120'-3"
- 2ND LEVEL
BUILDING PLAN
111'-1 7/8"
MAIN LEVEL PLATE
HEIGHT
- 109'-1 1/8"
- MAIN LEVEL
GARAGE PLATE
HEIGHT
- 100'-0"
- 97'-7 1/4"
SIPRCEL
LEVEL
- 95'-0"
- GARAGE LEVEL
89'-7 1/4"

2 NORTH ELEVATION
 1/8" = 1'-0"

- ROOF PLAN
143'-9 1/2"
4TH LEVEL PLATE
HEIGHT
- 142'-6 3/4"
- 4TH LEVEL
BUILDING PLAN
133'-5 5/8"
3RD LEVEL PLATE
HEIGHT
- 131'-4 7/8"
- 3RD LEVEL
BUILDING PLAN
122'-3 3/4"
2ND LEVEL PLATE
HEIGHT
- 120'-3"
- 2ND LEVEL
BUILDING PLAN
111'-1 7/8"
MAIN LEVEL PLATE
HEIGHT
- 109'-1 1/8"
- MAIN LEVEL
100'-0"
- GARAGE PLATE
HEIGHT
- 97'-7 1/4"
- GRADE @ STREET
LEVEL
- 95'-0"
- GARAGE LEVEL
89'-7 1/4"

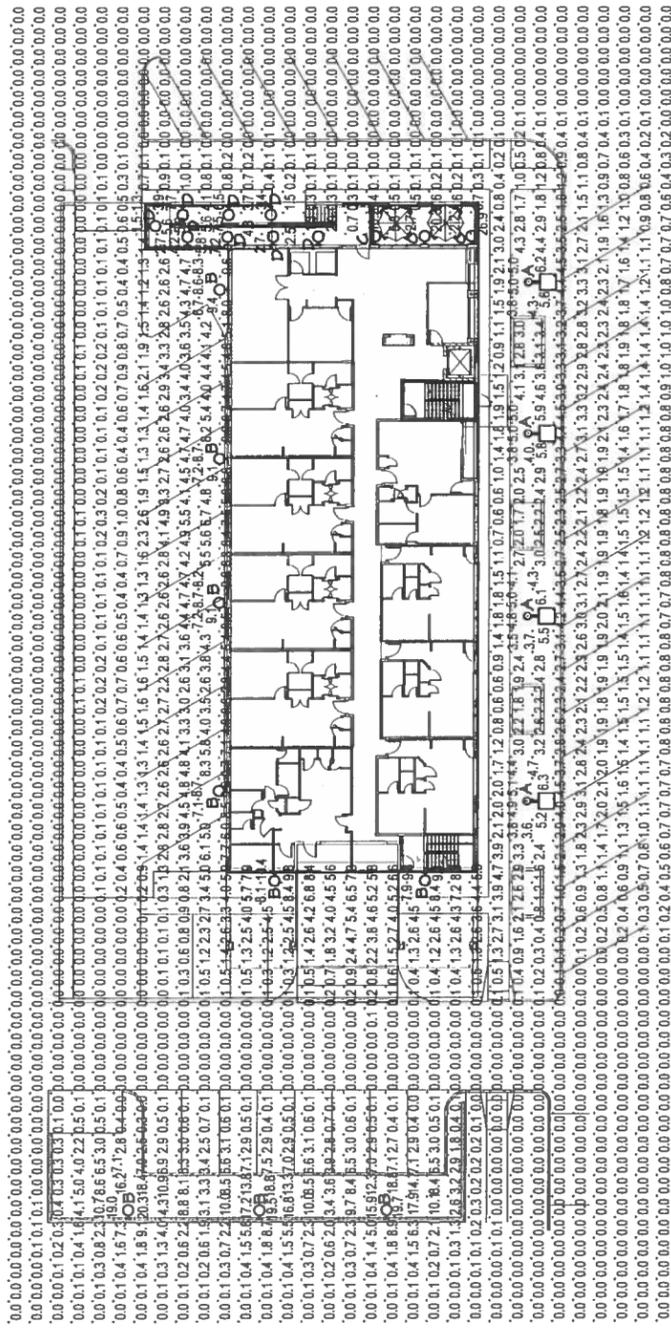
1 EAST ELEVATION
 1/8" = 1'-0"

REFERENCE DRAWINGS 1503-24 x 36 Sheet 1503-809-1 (original)	NO. DATE REVISIONS DESCRIPTION BY	BENCHMARK DATA (ELEV.) (DESCRIPTION/LOCATION)	NAME: B:\clients\2015\15013 - 22 Spruce Apartments\Acad\Development\15013-809.dwg PLOT DATE: Oct 06, 2015 9:23am	CLIENT/OWNER: CHALLENGER HOMES Challenger Homes, Inc. 13570 Northgate Estates Dr. Colorado Springs, CO 80921	PREPARED BY: TremmelDesignGroup, LLC 201 East Las Animas, Suite 113 Colorado Springs, CO 80903 719.623.5641 (Phone) 719.623.5643 (Fax)	CITY APPROVAL STAMP CITY FILE NO. XXX-XXX-XXXX	22 SPRUCE APARTMENTS PUD DEVELOPMENT PLAN ARCHITECTURAL ELEVATIONS	DESIGNED BY: DTM SCALE: AS SHOWN DATE ISSUED: OCT, 2015 DRAWN BY: DTM HORZ: 1/8" = 1'-0" VERT: 1/8" = 1'-0" SHEET NO. 7 OF 10 SHEETS A-1
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FIGURE 4

22 SPRUCE APARTMENTS

CITY OF COLORADO SPRINGS
 DEVELOPMENT PLAN
 OCTOBER 2015



MAP PROJECT #1329
 DESIGNED BY: KEG - CHECKED BY: DGM



MEP
 ENGINEERING, INC.
 CLIENT CENTRIC CONSULTING

6402 S. Troy Circle, Suite 100 (W) 303.936.1633
 Centennial, CO 80111 (F) 303.934.3799
 www.mep-eng.com info@mep-eng.com
 CITY FILE NO. xxx-xxx-xxxx

CITY APPROVAL STAMP

22 SPRUCE APARTMENTS

PHOTOMETRIC PLAN

DESIGNED BY: KEG AS NOTED DATE ISSUED: 10-06-2015
 DRAWN BY: KEG HORIZ: SHEET NO. 9 OF 10 SHEETS
 CHECKED BY: DGM VERT: E-1

Land Patterns, Inc.	
Landscape Architectural & Planning	
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100	100

PREPARED BY:

CLIENT/OWNER:

Challenger Homes, Inc.
 13570 Northgate Estates Dr.
 Colorado Springs, CO 80921



NO.	DATE	DESCRIPTION	BY
REVISIONS			
BENCHMARK DATA(ELEV.) (DATUM)			
BENCHMARK DATA(ELEV.) (DESCRIPTION/LOCATION)			

FIGURE 4

22 SPRUCE FILING NO. 2

A VACATION AND REPLAT OF THE NORTH 31 2/3 FEET OF LOTS 9 THROUGH 12, BLOCK 14, PARRISH'S ADDITION TO COLORADO SPRINGS, LOCATED IN A PORTION OF THE NORTHEAST ONE-QUARTER (NE1/4) OF SECTION 13, TOWNSHIP 14 SOUTH, RANGE 67 WEST OF THE 6TH P.M., CITY OF COLORADO SPRINGS, EL PASO COUNTY, COLORADO

KNOW ALL MEN BY THESE PRESENTS:

THAT CAMPBELL SPRUCE, LLC, A COLORADO LIMITED LIABILITY COMPANY AND ARIES INVESTMENT PROPERTIES, LLC, A ARIZONA LIMITED LIABILITY COMPANY, BEING THE OWNERS OF THE FOLLOWING DESCRIBED TRACT OF LAND:

LEGAL DESCRIPTION:
 THE NORTH 2 1/2 FEET OF LOTS 9 THROUGH 12, BLOCK 14, PARRISH'S ADDITION TO COLORADO SPRINGS, AS RECORDED IN PLAT BOOK 114 PAGE 21 OF THE RECORDS OF EL PASO COUNTY, COLORADO, AND THE SOUTHWESTERLY CORNER OF LOT 12, AS EXTENDED TO THE NORTHEAST ONE-QUARTER (NE1/4) OF SECTION 13, TOWNSHIP 14 SOUTH, RANGE 67 WEST OF THE 6TH P.M. IN THE CITY OF COLORADO SPRINGS, EL PASO COUNTY, COLORADO.

S40 LOT CONTAINS 3.164 SQUARE FEET (0.07 ACRES) ACRES OF LAND, MORE OR LESS.

DEDICATION:

THE UNDERSIGNED OWNER, HAS CAUSED SAID TRACT OF LAND TO BE SURVEYED AND PLATTED INTO A LOT, AS SHOWN ON THE ACCOMPANYING PLAT. THIS TRACT OF LAND AS PLATTED SHALL BE KNOWN AS "22 SPRUCE FILING NO. 2", IN THE CITY OF COLORADO SPRINGS, EL PASO COUNTY COLORADO.

OWNER:

THE AFORESAIDED, CAMPBELL SPRUCE, LLC, A COLORADO LIMITED LIABILITY COMPANY, BY _____ AS _____ HAS EXECUTED THIS INSTRUMENT THIS _____ DAY OF _____, 2015, A.D.

BY: _____, AS _____
 CAMPBELL SPRUCE, LLC.

NOTARIAL:

STATE OF COLORADO }
 COUNTY OF EL PASO } SS
 THE ABOVE AND AFORESAIDED INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____, 2015, A.D. BY _____ AS _____ OF CAMPBELL SPRUCE, LLC.

WITNESS MY HAND AND OFFICIAL SEAL:
 MY COMMISSION EXPIRES: _____
 NOTARY PUBLIC: _____

OWNER:

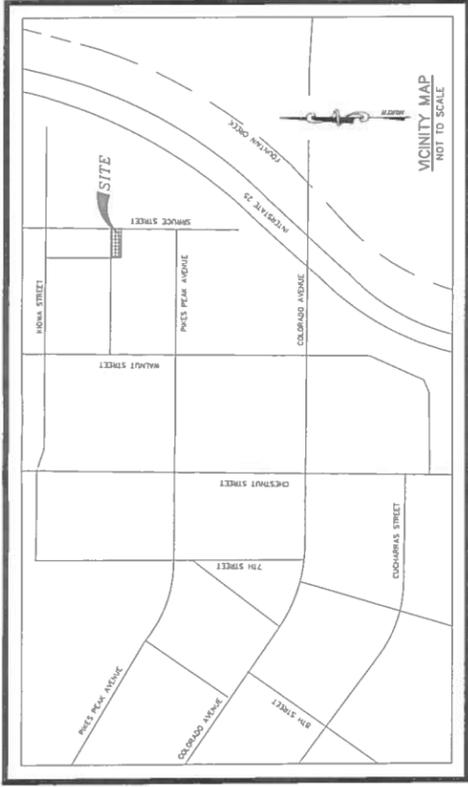
THE AFORESAIDED, ARIES INVESTMENT PROPERTIES, LLC, A ARIZONA LIMITED LIABILITY COMPANY, BY _____ AS _____ HAS EXECUTED THIS INSTRUMENT THIS _____ DAY OF _____, 2015, A.D.

BY: _____, AS _____
 ARIES INVESTMENT PROPERTIES, LLC.

NOTARIAL:

STATE OF COLORADO }
 COUNTY OF EL PASO } SS
 THE ABOVE AND AFORESAIDED INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____, 2015, A.D. BY _____ AS _____ OF ARIES INVESTMENT PROPERTIES, LLC.

WITNESS MY HAND AND OFFICIAL SEAL:
 MY COMMISSION EXPIRES: _____
 NOTARY PUBLIC: _____



NOTICE IS HEREBY GIVEN:

THE AREA INCLUDED IN THE PLAT DESCRIBED HEREIN IS SUBJECT TO THE CODE OF THE CITY OF COLORADO SPRINGS, 2001, AS AMENDED.

NO BUILDING PERMITS SHALL BE ISSUED FOR BUILDING SITES WITHIN THIS PLAT UNTIL ALL REQUIRED FEES HAVE BEEN PAID AND ALL REQUIRED PUBLIC AND PRIVATE IMPROVEMENTS HAVE BEEN INSTALLED AS SPECIFIED BY THE CITY OF COLORADO SPRINGS OR, ALTERNATIVELY, THE CITY OF COLORADO SPRINGS HAS BEEN ADVISED IN WRITING THAT THE OWNER HAS AGREED TO PROVIDE ALL PUBLIC AND PRIVATE IMPROVEMENTS OR COMBINATIONS THEREOF, GUARANTEEING THE COMPLETION OF ALL REQUIRED PUBLIC IMPROVEMENTS, INCLUDING, BUT NOT LIMITED TO, DRAINAGE, STREET AND EROSION CONTROL, HAVE BEEN PLACED ON FILE WITH THE CITY OF COLORADO SPRINGS.

FLOOD PLAIN CERTIFICATION:

ACCORDING TO NATIONAL FLOOD INSURANCE PROGRAM FLOOD INSURANCE RATE MAP PANEL 08041C079 F (EFFECTIVE DATE: MARCH 17, 1997), THE SUBJECT PROPERTY IS LOCATED IN ZONE X, AN AREA OF 500-YEAR FLOOD; AREAS OF 100-YEAR FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE.

FILING APPROVALS:

ON BEHALF OF THE CITY OF COLORADO SPRINGS, THE UNDERSIGNED HEREBY APPROVE FOR FILING THE ACCOMPANYING PLAT OF "22 SPRUCE FILING NO. 2"

CITY ENGINEER _____ DATE _____

CITY PLANNING DIRECTOR _____ DATE _____

CITY CLERK _____ DATE _____

RECORDING:

STATE OF COLORADO }
 COUNTY OF EL PASO } SS

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED FOR RECORD AT MY OFFICE AT _____ O'CLOCK _____ M. THIS _____ DAY OF _____, 2015, A.D., AND IS DULY RECORDED UNDER RECEPTION NUMBER _____ OF THE RECORDS OF EL PASO COUNTY, COLORADO.

FEE: _____ CHUCK BRISERMAN, RECORDER

SURCHARGE _____ BY: _____ DEPUTY

NOTES:

- 1.) ALL BEARINGS USED HEREIN ARE BASED UPON AN ASSUMED BEARING OF S00D518"74". A DISTANCE OF 430.03 FEET (430.00 FEET OF RECORD) BETWEEN THE NORTHWESTERLY CORNER OF LOT 7, BLOCK 14, AS PLATTED IN PARRISH'S ADDITION TO COLORADO SPRINGS, EL PASO COUNTY, COLORADO, AND THE SOUTHWESTERLY CORNER OF LOT 12, AS EXTENDED TO THE NORTHERLY RIGHT-OF-WAY LINE OF PIKES PEAK AVENUE, AS MONUMENTED BY A REBAR WITH RED CAP.
- 2.) ALL DISTANCES SHOWN BETWEEN EXISTING MONUMENTS REFLECT ACTUAL DIMENSIONS AS MEASURED. IF THE ACTUAL DIMENSION DIFFERS FROM THE PLATTED DIMENSION, THE PLATTED BEARING AND DISTANCE IS DENOTED WITH A "P+", THE SOURCE OF SAID PLATTED DIMENSIONS ARE FROM THE PLAT OF PARRISH'S ADDITION TO COLORADO SPRINGS.
- 3.) ANY PERSON WHO KNOWINGLY REMOVES, ALTERS OR DEFACES ANY PUBLIC LAND SURVEY MONUMENT OR ACCESSORY COMBATS A CLASS TWO (2) MISDEMEANOR PURSUANT TO STATE STATUTE, 18-6-508, C.R.S.
- 4.) THE APPROVAL OF THIS REPLAT VACATES ALL PRIOR PLATS FOR THE AREA DESCRIBED BY THIS REPLAT.
- 5.) ALL EASEMENTS THAT ARE DEDICATED HEREON FOR PUBLIC UTILITY PURPOSES, SHALL BE SUBJECT TO THOSE TERMS AND CONDITIONS AS SPECIFIED IN THE INSTRUMENT RECORDED AT RECEPTION NO. 212112548 OF THE RECORDS OF EL PASO COUNTY, COLORADO, EXCEPT DUAL EASEMENTS AS DENIED BY CITY CODE.

6.) THIS PLAT DOES NOT CONSTITUTE A TITLE SEARCH BY RAMPART SURVEYS FOR EITHER OWNERSHIP OR EASEMENTS OF RECORD. THE UNDERSIGNED PROFESSIONAL LAND SURVEYOR LICENSED IN THE STATE OF COLORADO, HEREBY STATES AND DECLARES THAT THE ACCOMPANYING PLAT WAS SURVEYED AND DRAWN UNDER HIS RESPONSIBLE CHARGE AND ACCURATELY SHOWS THE DESCRIBED TRACT OF LAND, AND SUBDIVISION THEREOF, AND THAT THE REQUIREMENTS OF TITLE 38 OF THE COLORADO REVISED STATUTES, 1973, AS AMENDED, HAVE BEEN MET TO THE BEST OF HIS KNOWLEDGE AND BELIEF.

1., -5., -6., -9., 11. & 12. RAMPART SURVEYS DID NOT ADDRESS THESE ITEMS.

6. THE PROPERTY IS SUBJECT TO UNPATENTED MINING CLAIMS, RESERVATIONS OR EXCEPTIONS IN PATENTS OR IN ACTS AUTHORIZING THE ISSUANCE THEREOF.

7. THE PROPERTY IS SUBJECT TO ANY WATER RIGHTS OR CLAIMS OR TITLE TO WATER, IN OR UNDER THE LAND, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS

10. THE PROPERTY IS SUBJECT TO INTERDEPARTMENTAL AGREEMENT RECORDED NOVEMBER 22, 1995 IN BOOK 6789 AT PAGE 863.

SURVEYOR'S CERTIFICATION:

THE UNDERSIGNED PROFESSIONAL LAND SURVEYOR LICENSED IN THE STATE OF COLORADO, HEREBY STATES AND DECLARES THAT THE ACCOMPANYING PLAT WAS SURVEYED AND DRAWN UNDER HIS RESPONSIBLE CHARGE AND ACCURATELY SHOWS THE DESCRIBED TRACT OF LAND, AND SUBDIVISION THEREOF, AND THAT THE REQUIREMENTS OF TITLE 38 OF THE COLORADO REVISED STATUTES, 1973, AS AMENDED, HAVE BEEN MET TO THE BEST OF HIS KNOWLEDGE AND BELIEF.

CORY L. SHARP, PLS 139230
 COLORADO LICENSE NO. 139230
 RAMPART SURVEYS, INC.
 P.O. BOX 5101
 WOODLAND PARK, CO 80866
 (719) 687-0920

DATE _____

FEES:

DRAINAGE FEE: _____

BRIDGE FEE: _____

SCHOOL FEE: _____

PARK FEE: _____

NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.

DATE OF PLAT PREPARATION: OCTOBER 1, 2015

22 SPRUCE FILING NO. 2
 VAC-REPLAT N. 31 2/3 FEET LOTS 9-12, BLK 14, PARRISH'S ADDITION

RAMPART SURVEYS, INC.

P.O. Box 5101 Woodland Park, CO 80866 (719) 687-0920

DRAWING: 15058FP-FIL2.DWG PAGE 1 OF 2

FILE NO. AP FP 15-

FIGURE 5

22 SPRUCE FILING NO. 2

A VACATION AND REPLAT OF THE NORTH 31 2/3 FEET OF LOTS 9 THROUGH 12, BLOCK 14, PARRISH'S ADDITION TO COLORADO SPRINGS, LOCATED IN A PORTION OF THE NORTHEAST ONE-QUARTER (NE1/4) OF SECTION 13, TOWNSHIP 14 SOUTH, RANGE 67 WEST OF THE 6TH P.M., CITY OF COLORADO SPRINGS, EL PASO COUNTY, COLORADO

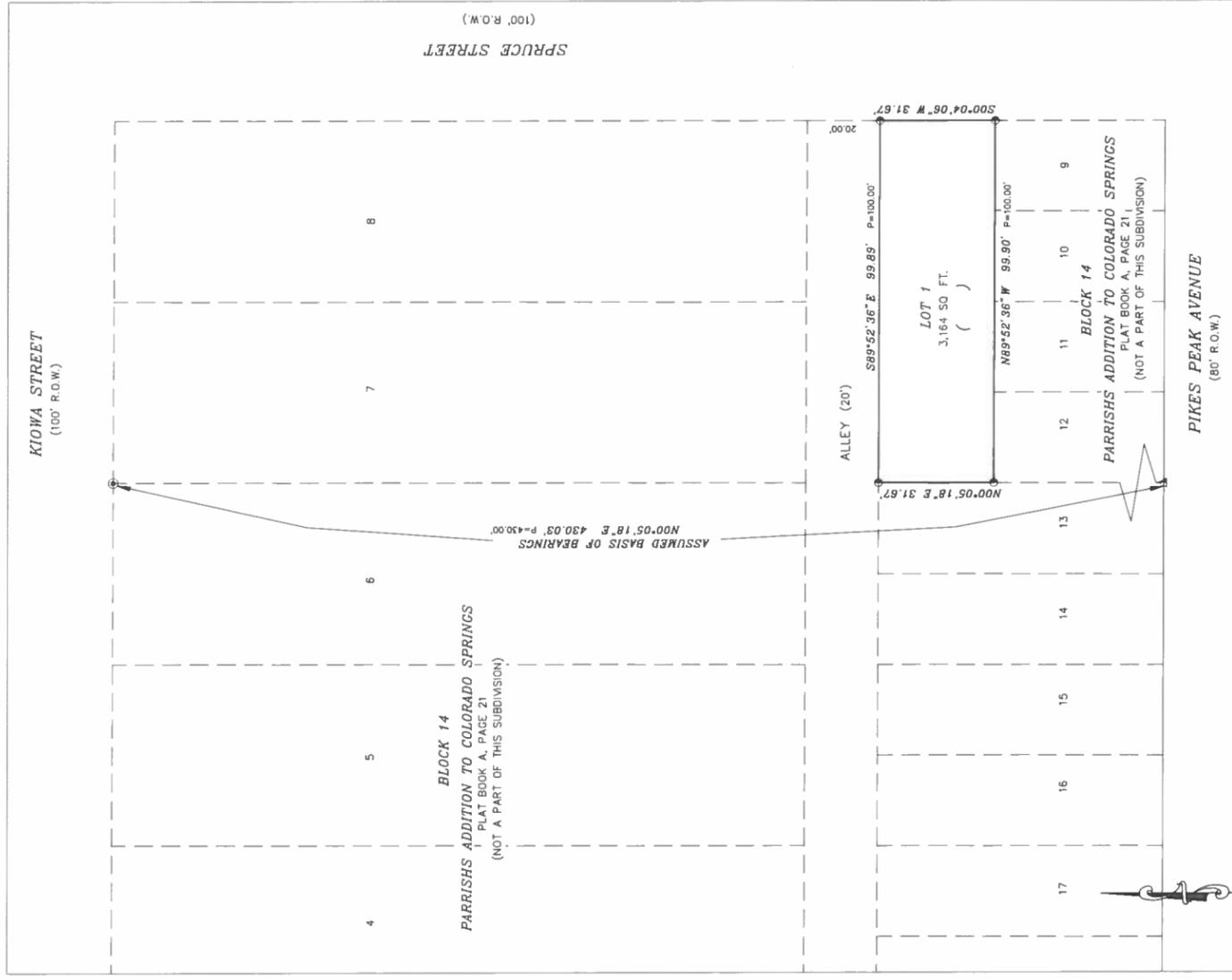
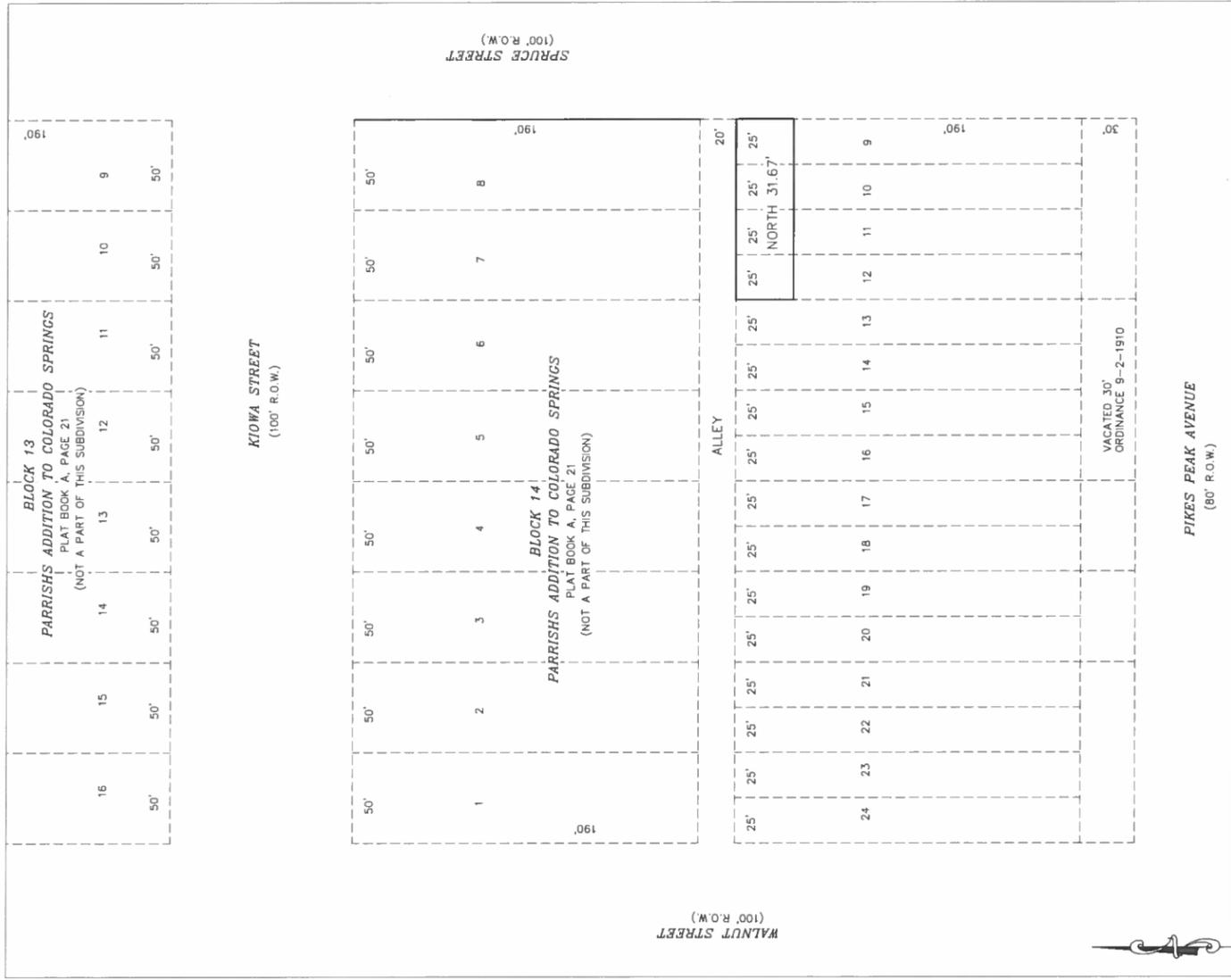


FIGURE 5

CITY PLANNING COMMISSION AGENDA

ITEM NOS:

STAFF: MIKE SCHULTZ

FILE NOS:
AR DP 15-00434 – QUASI-JUDICIAL

PROJECT: M.X. CROSSING

APPLICANT: CLASSIC CONSULTING

OWNER: SPITTING MOOSE, LLC



PROJECT SUMMARY:

1. Project Description: The project proposes 13 single-family lots on 4.29 acres of R1-6000 zoned land within the Springs Ranch development located southwest of Pring Ranch Road and Jedediah Smith Road (**FIGURE 1**). A development plan is required because the property is located within the streamside overlay zone adjacent to Sand Creek.

The proposed development plan initially was processed as an administratively reviewed application. However this project is being referred to the City Planning Commission for consideration due to the conflict between the intended land use, the Stetson Hills master plan designation, and the amount of opposition received from neighbors regarding the proposed development.

2. Applicant's Project Statement: **FIGURE 2**; See **FIGURE 3** for a letter and figures from Steve Mulliken, the applicant's legal representative
3. Planning and Development Team's Recommendation: Approve the development plan subject to the applicant addressing the technical and informational modifications to the plan.

BACKGROUND:

1. Site Address: No address
2. Existing Zoning/Land Use: Vacant
3. Surrounding Zoning/Land Use:
 - North: PUD and R1-6000 / Single-family Residential, Elementary School, and drainage channel
 - South: R-1 6000 / Single-family Residential
 - East: R-1 6000 / Single-family Residential
 - West: PUD / Single-family Residential and drainage channel
4. Comprehensive Plan/Designated 2020 Land Use: General Residential and Candidate Open Space.
5. Annexation: Stetson Hills Annexation Filings 1 and 2.
6. Master Plan/Designated Master Plan Land Use: Springs Ranch (implemented) / School and Park
7. Subdivision: The property is not yet platted.
8. Zoning Enforcement Action: The property owner was previously cited for using the property as a private motor-cross track.
9. Physical Characteristics: The site is relatively flat except where it is adjacent to Sand Creek where site slopes downward toward the creek.

STAKEHOLDER PROCESS AND INVOLVEMENT:

Public notice was provided to 145 property owners within 500 feet of the property on two separate occasions since the formal submittal of the development plan; during the internal review and prior to the Planning Commission meeting.

Staff has held a total of four (4) neighborhood meetings; 1/12/2010 (34 attendees), 11/13/2013 (25 attendees), 2/25/2014 (40+ attendees). The most recent neighborhood meeting was held on September 2nd after the formal submittal was made in order to present and discuss the latest

version of the project showing the 13 lots (along with tracts of open space); 37 residents attended the meeting (**FIGURE 4**).

Staff has received a number of written responses in opposition to the project, those responses can be found as **FIGURE 5**; some of those issues are also addressed below.

ANALYSIS OF REVIEW CRITERIA/MAJOR ISSUES/COMPREHENSIVE PLAN & MASTER PLAN CONFORMANCE:

1. Review Criteria/Design & Development Issues:

As indicated above, staff agreed to refer this matter to the City Planning Commission due in part to the high level of opposition from adjacent property owners regarding the proposed development of this property.

Site History & Stetson Hills Master Plan

The property is part of the Stetson Hills Master Plan that was originally approved in 1984; the site appears to be designated as "SFR" (single-family residential) on the initial versions of the plan. The master plan went through a series of amendments over the next several years, and though the site originally had been labeled as SFR, an amendment later that same year appears to show the site as Elementary School & Park/Open Space.

In November 1984 one noteworthy site design change was made to the original master plan (April 1984) regarding layout of the road network; the realignment of Barnes Road and the introduction of Pring Ranch Road serving as a residential collector from Peterson Road to Jedediah Smith Road. The proposed location of the school and park site located north-northeast of the subject property originally comprised of 18.7 acres, the amendment to the plan made 6 months after the original approval shows an increase to the future school and park site to 24 acres. One possible assumption for the increase was to include the east fork of Sand Creek and potentially portions of the subject site. (**FIGURE 6**)

The area around the subject property began to develop around 1984-1985 with Stetson Hills Filings 4 and 5, which included the platting of the right-of-way for Pring Ranch Road. Stetson Hills Elementary was platted in 1988 and Stetson Park was deeded to the City around 2000;. The combined area of both Stetson Park and Stetson Hills Elementary School is 17.4 acres. If portions of the adjacent open space (an additional 5.67 acres) are included with the existing park and school area, the area would total approximately 23 acres, meeting the intent of the 24 acres shown on the master plan. (**FIGURE 7**)

Staff speculates that either the school district or the City Parks Board may have determined that the east tributary functionally separated the subject property from the intended school and park site; coupled with the recent dedication of the 6+ acre Pring Ranch open space (1995) located just several hundred feet south of the subject site, and rejected the site altogether. Furthermore, the site has never been platted and has remained privately owned throughout its history of City planning and zoning. The site eventually fell into tax sale and was acquired by another buyer in 2010, the current owner purchased the property in 2011.

Plat Restriction of No Access & Child Safety

Neighbors argue that Pring Ranch Road has restricted access as documented on the plats involving the dedication of right-of-way of Pring Ranch Road. Stetson Hills Filings 4 – 8 include a note stating “No access shall be permitted from any lot to Pring Ranch Road”; however two properties platted as part of Stetson Hills Filing 14 (1996), located just east of the subject property, were allowed to have direct access onto Pring Ranch Road.

It appears that either City standards or the developer’s practice of allowing direct vehicular access to residential collectors (which also include Anna Lee Way and Jedediah Smith Road within the Stetson Hills development) may have begun to change during the mid to late 1990’s where a number of lots were platted and have direct access to both Anna Lee Way and Jedediah Smith Road. **(FIGURE 8)**

Neighbors also argue that the additional driveways could create a safety issue with children walking to school just northeast of the site. Staff cites the current conditions across from Stetson Elementary along Jedediah Smith Road where numerous homes front the street and likely school route for numerous children walking to school. In addition the Traffic Engineering department had no concerns regarding child safety in regards to the driveways onto Pring Ranch Road.

Staff accepts the proposed design of having eight (8) of the 13 lots fronting onto Pring Ranch Road. The design is acceptable considering that other properties along not only Pring Ranch Rd. but also along Jedediah Smith Road and Anna Lee Way (same classification as neighborhood collector) have been allowed direct access with no impact to neighborhood traffic.

Compatibility with Neighborhood

During the initial stages of this proposal the property owner originally had suggested as many as 22 lots on the site; the project has since been modified on several occasions with the current version of the development totaling 13 lots. The applicant attempted to incorporate a “knuckle” into the site design, but the required depth of the knuckle would have resulted in the loss of multiple lots, in addition to creating a large amount of impervious area.

Several of the neighbors argue that allowing lots to front onto Pring Ranch Road creates a “front to back” design whereas the back yards and back of the homes to the southeast of Pring Ranch Road will be facing toward the fronts of the new homes; this could create additional noise and nuisance to those residents. The distance from the back of the existing homes to the front of the proposed homes would be approximately 116 feet (66 feet of R.O.W. plus 50 feet of front and rear yard setbacks); although this layout is not typical since homes usually flank both sides of roadway, it is not unprecedented.

The original submitted plan created tracts of open space that would have provided direct access to the Sand Creek open space (although the trail is located on the west side of the creek) as well as provided a buffer to residents south of the property. However City Parks and the Stetson Hills SIMD (Special Improvement Maintenance District) rejected the additional responsibility to maintain these tracts of land. City Engineering is willing to accept a smaller tract (Tract ‘B’) along the Sand Creek drainage way and open space.

Another issue that was raised during the neighborhood meetings was the proximity of the proposed homes in relation to the properties to the south and the existing vegetation in that area. The applicant has agreed to place a “No Build” area a minimum of 30 feet from those residences to the south allowing a greater separation.

Staff finds that the proposed 13 lots are compatible and harmonious with the surrounding residential neighborhood and meets the required development plan review criteria.

Drainage Issues

Staff continues to work with the consultant on drainage design and maintenance of the required water quality facility shown at Tract ‘A’ on the plan. The applicant originally had suggested that the Stetson Hills SIMD maintain the drainage facility, but the SIMD rejected that proposal citing that it was not within the maintenance agreement for the SIMD.

The applicant, as of the writing of this staff report, agreed to create a special homeowner’s association for the 13 lots that would ultimately be responsible for maintenance of the facility. General maintenance usually includes occasional mowing and removal of silt build up; and potentially be responsible for repairs to the facility if damaged during large storm events.

Staff has reviewed the development plan and finds that the application is consistent with the review criteria and standards of the City Code. Staff recommends approval of the application.

Other Issues

Streamside Corridor – Staff finds that the project meets the streamside review criteria. The applicant has also agreed to limit fencing to a split rail fence as suggested by Streamside guidelines.

Access to open space – The Sand Creek trail is located on the west side of the open space, access to the open space would not provide access to the trail corridor. City Parks and the SIMD were not interested in the additional open space suggested by the applicant.

Buffer between existing homes/existing vegetation – The applicant is providing a buffer/no build area along the westerly property line to maintain separation from the existing homes and new construction. The applicant will also mark and protect trees located along the fence line of the two properties.

2. Conformance with the City Comprehensive Plan:

Policy LU 201: Promote a Focused, Consolidated Land Use Pattern

Locate new growth and development in well-defined contiguous areas in order to avoid leapfrog, scattered land use patterns that cannot be adequately provided with City services.

Strategy LU 202a: Use Natural and Scenic Areas and Greenways to Frame the Development Pattern of the City

Utilize the 2020 Land Use Map, the Open Space Plan, Master Plans, and site-specific land suitability analyses to weave natural areas and greenways into a citywide open space system that frames the overall development pattern of the city.

Objective LU 4: Encourage Infill and Redevelopment

Encourage infill and redevelopment projects that are in character and context with existing, surrounding development. Infill and redevelopment projects in existing neighborhoods make good use of the City's infrastructure. If properly designed, these projects can serve an important role in achieving quality, mixed-use neighborhoods. In some instances, sensitively designed, high quality infill and redevelopment projects can help stabilize and revitalize existing older neighborhoods.

3. Conformance with the Area's Master Plan:

Master plans are intended to be a general guide for development to help address and guide issues such as land uses, road networks, trails/open space and school sites; etc. The Stetson Hills Master Plan has been deemed "implemented" since more than 85% of the development is built out; however the other portion of being considered "implemented" is the vacant land is zoned in conformance with the master plan.

7.5.402.B.: Legislative Status of Master Plans

Implemented master plan: A master plan that is eighty five percent (85%) or more built out and the remaining vacant land is zoned in conformance with the master plan. The redevelopment and neighborhood plans that are more than eighty five percent (85%) built out and are being used as an ongoing guide will not be classified as implemented.

The City adopted the "PK" zone designation in 1986, shortly after adoption of the Stetson Hills Master Plan; but the "PK" zoning on the parcel does not typically occur until the ownership of the property is conveyed to the City. Also, the "PK" designation has not been applied to all City owned tracts and parcels intended as parks or open space. For example the Pring Ranch Open Space tract is still zoned R-1 6000 and the Sand Creek Open Space is zoned both R-1 6000 and PUD.

In the review of the originally proposed Stetson Hills Master Plan, the Parks Advisory Board recommended parkland dedication in the range of 200-210 acres based on the proposed residential density plus an additional 60 acres along the Sand Creek corridor. The Sand Creek open space corridor between Barnes Road and Stetson Hills Blvd. contains approximately 50 acres with an additional 68 acres between Stetson Hills Blvd. and Dublin Blvd. and 28 acres north of Dublin Blvd. for a total of 146 acres.

Staff believes the general intent of the Stetson Hills Master Plan has been satisfied regarding the intended amount of park and open space dedication; as well the land ownership has transferred from the original developer of Stetson Hills and is within the hands of private ownership. The City Parks Department has indicated during its review of this project that it has no desire for additional parkland dedication within the development.

Staff finds that the proposed development is within general conformance of the Stetson Hills Master Plan.

STAFF RECOMMENDATION:

Item No: AR DP 15-00434 – Development Plan

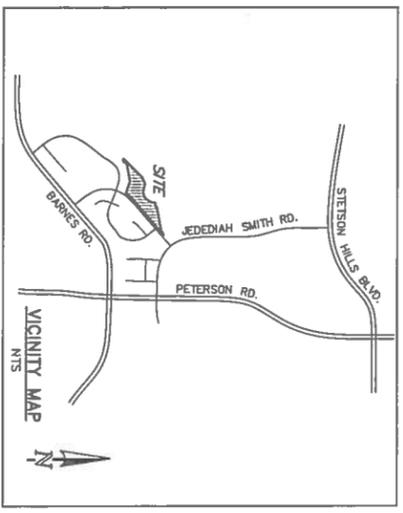
Approve the development plan based on the finding the request complies with the development plan review criteria in City Code Section 7.5.502.E subject to the technical and informational modifications listed below.

Technical and Informational Modifications to the Development Plan:

1. Finalize drainage report with City Engineering that also demonstrates long-term maintenance of the proposed water quality facility (Tract 'A').
2. Lot 8 is a corner lot; clarify the secondary front yard setback of 25-feet on that side, R-1 6000 zone district requires a 25-foot front yard setback on all front yards.
3. Correct Site Plan Note #4 to state: "Tract 'A' is intended for water quality purposes and will be owned and maintained by the M.X. Crossing HOA. Tract 'B' to be owned and maintained by the City of Colorado Springs for drainage and open space purposes".

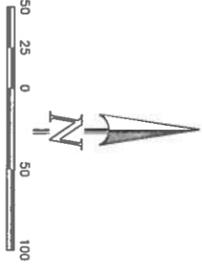
M.X. CROSSING DEVELOPMENT PLAN

CITY OF COLORADO SPRINGS, COUNTY OF EL PASO, STATE OF COLORADO



SITE DATA:
 MASTER PLAN DEVELOPMENT SCHEDULE: FALL 2015
 PROPERTY OWNER: SPRING MOOSE, LLC
 30725 JANITEL ROAD
 COLORADO SPRINGS, CO 80906
 APPLICANT: CLASSIC CONSULTING ENGINEERS & SURVEYORS
 6383 CORPORATE DRIVE
 COLORADO SPRINGS, CO 80919

SITE ACREAGE: 4.29 ACRES
TAX SCHEDULE #: S319400016
ZONING: R1-6/CR AO SS
PLANNED USE: SINGLE-FAMILY
NUMBER OF LOTS: 13
GROSS DENSITY: 3.0 DU/AC
NET DENSITY: 3.8 DU/AC
AVERAGE LOT SIZE: 12,191 SF
OPEN SPACE TO BE OWNED AND MAINTAINED BY CITY OF C.S.: 0.38 ACRES (TRACTS A & B)



R1-6000 ZONE DISTRICT STANDARDS:
 MIN. LOT SIZE: 6,000 SF
 MIN. LOT WIDTH: 50'
 MAX BUILDING HEIGHT: 30'
 MAX LOT COVERAGE: 45%

EASEMENTS FOR LOTS:
 FRONT - 5' PUBLIC IMP. AND UTIL. ESMT.
 SIDE - 5' PUBLIC UTIL. ESMT.
 REAR - 7' PUB. C UTIL./DRAIN E ESMT.

LEGAL DESCRIPTION:
 A TRACT OF LAND IN SECTIONS 19 AND 20, TOWNSHIP 13 SOUTH, RANGE 69W OF THE 6th P.M. IN THE CITY OF COLORADO SPRINGS, EL PASO COUNTY, COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS
 COMMENCING AT THE MOST NORTHERLY CORNER OF LOT 1, BLOCK 1, STETSON HILLS PLANNING NO. 34, AS SHOWN ON THE SUBDIVISION PLAT THEREOF RECORDED IN PLAT BOOK C-41 PAGE 110 OF THE EL PASO COUNTY RECORDS.
 THENCE N27°14'16"W A DISTANCE OF 66.82 FEET TO A POINT ON THE NORTHEASTERN RIGHT OF WAY LINE OF PRING RANCH ROAD AND THE POINT OF BEGINNING OF THE TRACT DESCRIBED HEREIN;
 THENCE S84°10'13"W S84 NORTHWESTERLY RIGHT OF WAY LINE A DISTANCE OF 731.72 FEET TO A POINT OF CURVE;
 THENCE CONTINUING ALONG SAID RIGHT OF WAY ON THE ARC OF A CURVE TO THE LEFT, HAVING A RADIUS OF 533.00 FEET, THROUGH A CENTRAL ANGLE OF 14°49'47" AN ARC DISTANCE OF 137.88 FEET TO THE NORTHEAST CORNER OF LOT 27, BLOCK 1, STETSON HILLS PLANNING NO. 6, AS SHOWN ON THE SUBDIVISION PLAT THEREOF RECORDED IN PLAT BOOK 23 AT PAGE 129 OF THE EL PASO COUNTY RECORDS, SAID BLOCK HAVING THREE COURSES ARE ALONG THE NORTHERLY BOUNDARY OF SAID BLOCK;
 1 THENCE N72°00'00"W A DISTANCE OF 189.40 FEET;
 2 THENCE S80°04'15"W A DISTANCE OF 270.39 FEET;
 3 THENCE S38°00'00"W A DISTANCE OF 87.48 FEET;
 THENCE S88°02'28"W A DISTANCE OF 39.18 FEET;
 THENCE N42°31'57"E A DISTANCE OF 173.54 FEET;
 THENCE N87°10'14"E A DISTANCE OF 85.69 FEET TO A POINT OF CURVE, THROUGH A CENTRAL ANGLE OF 4°59'57" AN ARC DISTANCE OF 32.28 FEET;
 THENCE S79°34'35"E A DISTANCE OF 90.38 FEET TO A POINT OF CURVE;
 THENCE ON THE ARC OF A CURVE TO THE LEFT, HAVING A RADIUS OF 150.00 FEET, THROUGH A CENTRAL ANGLE OF 10.25 FEET TO A POINT OF CURVE OF 68.22 FEET;
 THENCE N27°17'17"E A DISTANCE OF 20.25 FEET TO A POINT OF BEGINNING OF THE ARC OF A CURVE TO THE LEFT, HAVING A RADIUS OF 150.00 FEET, THROUGH A CENTRAL ANGLE OF 31°12'37" AN ARC DISTANCE OF 81.71 FEET;
 THENCE S88°09'17"E A DISTANCE OF 77.72 FEET;
 THENCE N83°33'29"E A DISTANCE OF 65.10 FEET;
 THENCE N02°42'32"E A DISTANCE OF 21.41 FEET;
 THENCE N02°42'32"E A DISTANCE OF 21.41 FEET;
 THENCE N81°51'09"E A DISTANCE OF 87.26 FEET TO THE POINT OF BEGINNING, CONTAINING 4.289 ACRES, MORE OR LESS, AS MEASURED

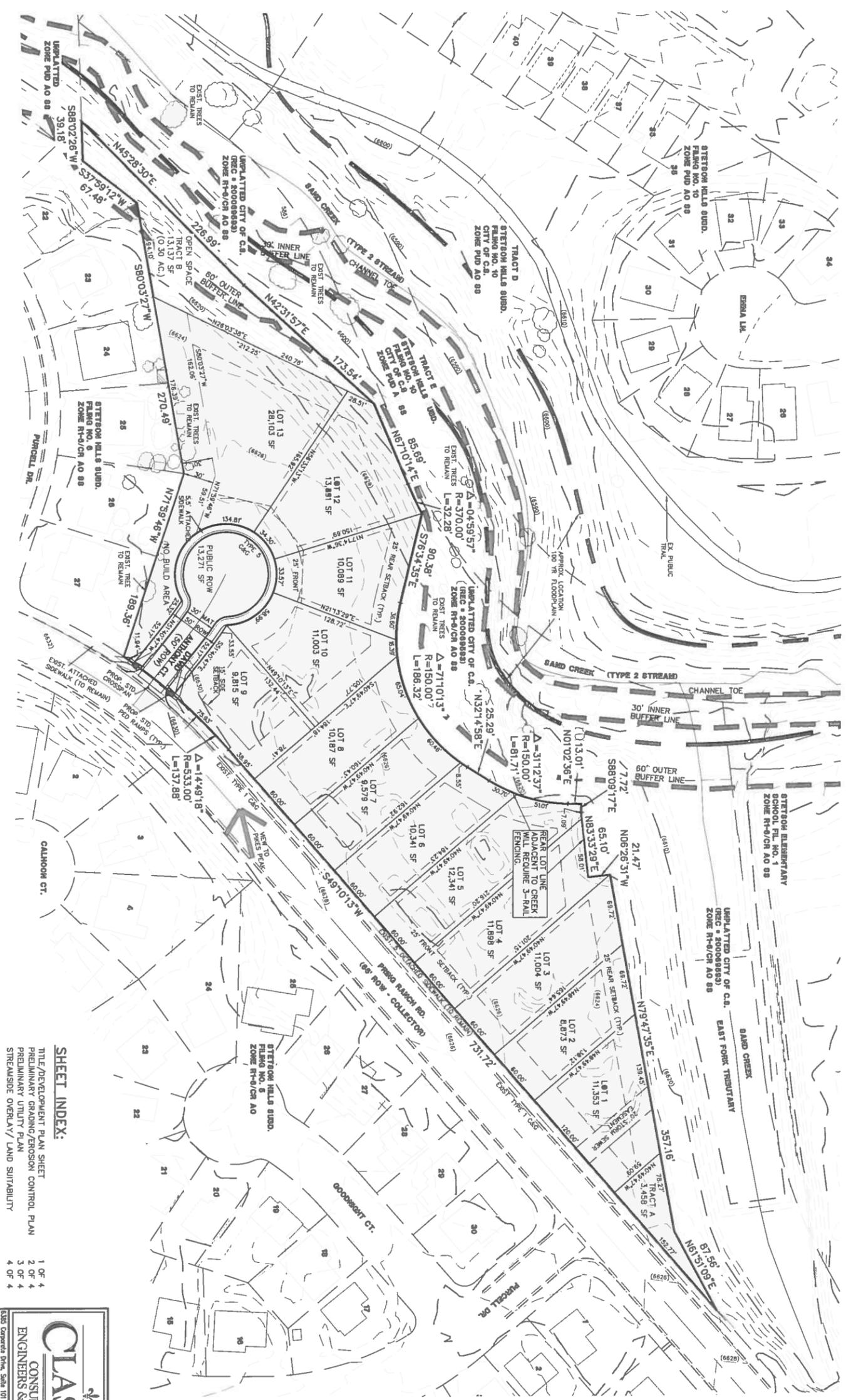
SITE PLAN NOTES:

1. THIS SITE IS BEING PLATTED AS M.X. CROSSING SUBDIVISION.
2. NO PORTION OF THIS SITE IS LOCATED WITHIN FEMA-A DESIGNATED FLOODPLAIN, AS DETERMINED BY THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NUMBER 08041C0539F, EFFECTIVE MARCH 17, 1997 REVERSED TO REFLECT LOMR EFFECTIVE APRIL 4, 2007. (CASE NO. 08-08-4647P)
3. LOT 9 SHALL HAVE NO DIRECT VEHICULAR ACCESS TO PRING RANCH ROAD.
4. TRACTS A AND B ARE FOR PUBLIC OPEN SPACE AND DRAINAGE WITH OWNERSHIP AND MAINTENANCE BY THE CITY OF COLORADO SPRINGS.
5. THE EXISTING 5' DETACHED SIDEWALK ALONG THE WEST SIDE OF PRING RANCH ROAD IS TO REMAIN. THE DEVELOPER/BUILDER IS RESPONSIBLE FOR CITY STD. DETAIL D-15B) AND RECONSTRUCTION OF THE EXISTING 5' SIDEWALK IF DAMAGED OR REMOVED DURING SITE DEVELOPMENT OR HOME CONSTRUCTION.
6. ALL EXISTING TREES WITHIN TRACT B AND LOT 13 ARE NOT TO BE DISTURBED OR REMOVED DURING SITE DEVELOPMENT. THESE TREES ARE TO BE PROTECTED AND PROTECTED WITH ORANGE CONSTRUCTION FENCE.
7. PRIOR TO ISSUANCE OF THE INITIAL BUILDING PERMIT, THE LOCATION OF THE REAR PROPERTY LINES WILL BE SURVEYED AND STAKED TO ENSURE LOCATION OF LOT LINE AND ANY ENCHORDMENT IS AVOIDED.
8. LOTS 1-8 WILL REQUIRE A MINIMUM OF TWO TREES INSTALLED ALONG THE FRONTAGE OF PRING RANCH ROAD.
9. ALL LOT LINES ADJACENT TO THE CREEK WILL REQUIRE THE INSTALLATION OF A 3-RAIL FENCE.

GEOLOGIC HAZARD STUDY DISCLOSURE STATEMENT

THIS PROPERTY IS SUBJECT TO THE FININGS SUMMARY AND CONCLUSIONS OF A GEOLOGIC HAZARD STUDY/EXCEPTION, PREPARED BY ENTECH ENGINEERING DATED JULY 15, 2015, ENTITLED "M.X. CROSSING PRING RANCH RD., COLORADO SPRINGS, COLORADO". A COPY OF SAID REPORT HAS BEEN PLACED WITHIN FILE NO. AR DP 15-434 OF THE CITY OF COLORADO SPRINGS COMMUNITY DEVELOPMENT DEPARTMENT. CONTACT THE COMMUNITY DEVELOPMENT DEPARTMENT AT 30 SOUTH NEVADA AVE., SUITE 105, COLORADO SPRINGS, CO. FOR REVIEW OF SAID REPORT. PLEASE REVIEW THE GEOLOGIC HAZARD STUDY FOR MHPD0011313 AND RECOMMENDATIONS PERTAINING TO UNDESIRABLE SLOPES AND UNSTABLE SLOPES ADJACENT TO THE SITE.

AR DP 15-434

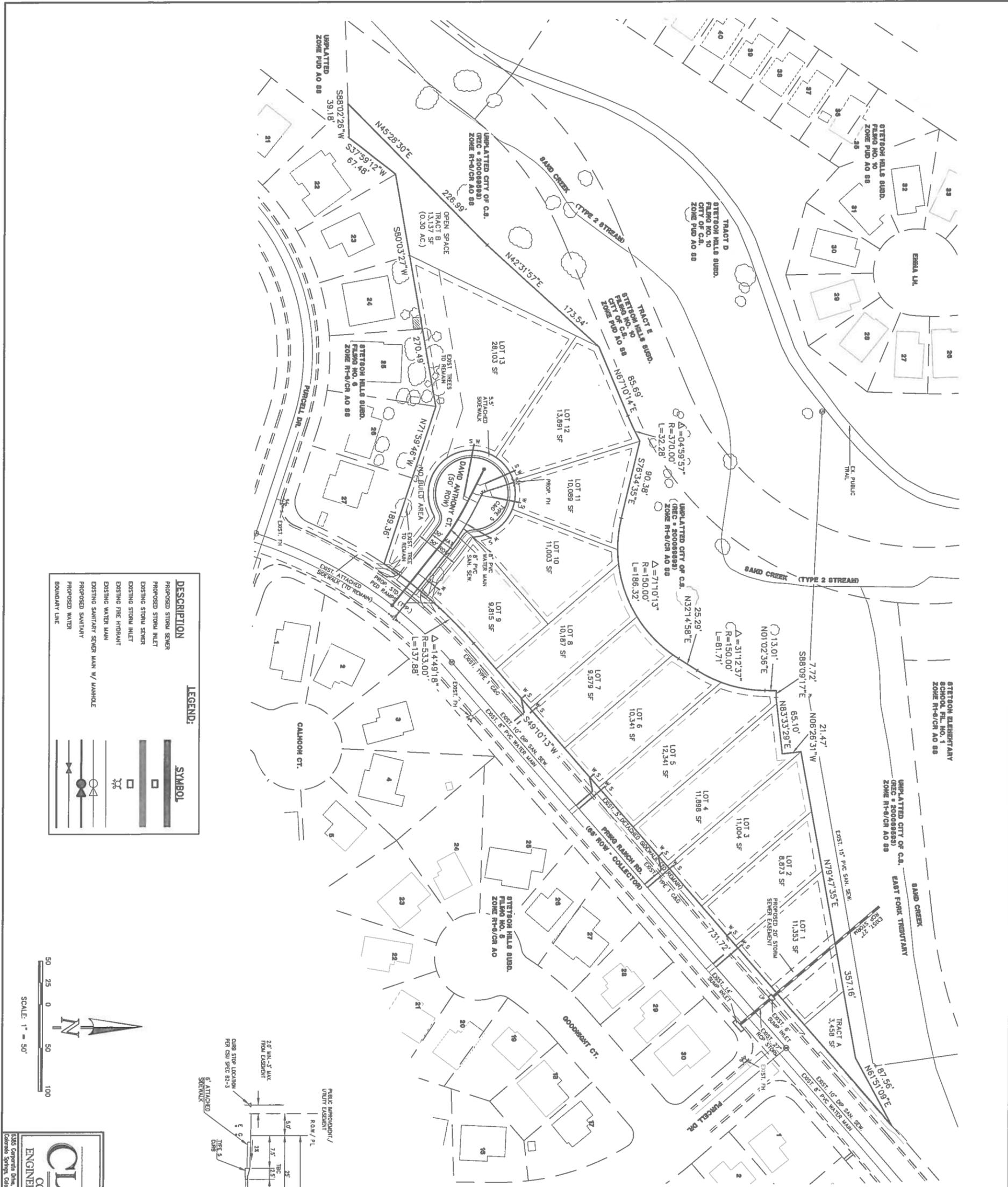


SHEET INDEX:

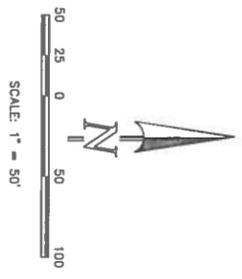
TITLE/DEVELOPMENT PLAN SHEET	1 OF 4
PRELIMINARY GRADING/EROSION CONTROL PLAN	2 OF 4
PRELIMINARY UTILITY PLAN	3 OF 4
STREAMSIDE OVERLAY/ LAND SUITABILITY	4 OF 4

CLASSIC CONSULTING ENGINEERS & SURVEYORS
 6383 CORPORATE DRIVE, SUITE 101
 COLORADO SPRINGS, COLORADO 80919
 (719)785-0790
 (719)785-0799 (fax)

DESIGNED BY	MAW	SCALE	DATE	11-18-15
DRAWN BY	MAW	(H) 1" = 50'	SHEET	1 OF 4
CHECKED BY	(V) 1" = N/A	JOB NO.	2420.00	



DESCRIPTION	SYMBOL
PROPOSED STORAGE TANK	[Symbol]
EXISTING STORAGE TANK	[Symbol]
EXISTING STORAGE INLET	[Symbol]
EXISTING STORAGE INLET	[Symbol]
EXISTING FIRE HYDRANT	[Symbol]
EXISTING WATER MAIN	[Symbol]
PROPOSED SANITARY SEWER MAIN W/ MANHOLE	[Symbol]
PROPOSED SANITARY	[Symbol]
PROPOSED WATER	[Symbol]
BOUNDARY LINE	[Symbol]



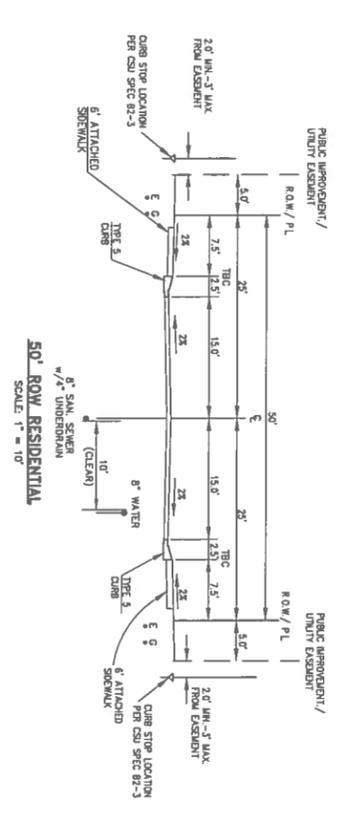
AR DP 15-434

CLASSIC CONSULTING
 ENGINEERS & SURVEYORS

M.X. CROSSING
 DEVELOPMENT PLAN
 PRELIMINARY UTILITY PLAN

DESIGNED BY	MAW	SCALE	DATE
DRAWN BY	MAW	(H) 1" = 50'	11-17-15
CHECKED BY	(H) 1" = 50'	SHEET 3	OF 4
		(V) 1" = 100'	JOB NO. 2420.00

10335 Corporate Drive, Suite 101
 Carrollton, Texas 75006-0019
 (972) 782-0790
 (972) 782-0799 (fax)



**GENERAL NOTES FOR ALL PRELIMINARY UTILITY PLANS
 (REQUIRED FOR ALL DEVELOPMENT PLAN SUBMITTALS)**

PROPERTY OWNER(S) ACKNOWLEDGE AND AGREE TO THE FOLLOWING UPON APPROVAL OF PRELIMINARY UTILITY PLAN:

This drawing is a preliminary utility plan and therefore contains service utilities ("SU") shall be the responsibility of the utility owner. The utility owner shall be responsible for the design, construction, and maintenance of the utility system. The utility owner shall be responsible for the design, construction, and maintenance of the utility system. The utility owner shall be responsible for the design, construction, and maintenance of the utility system.

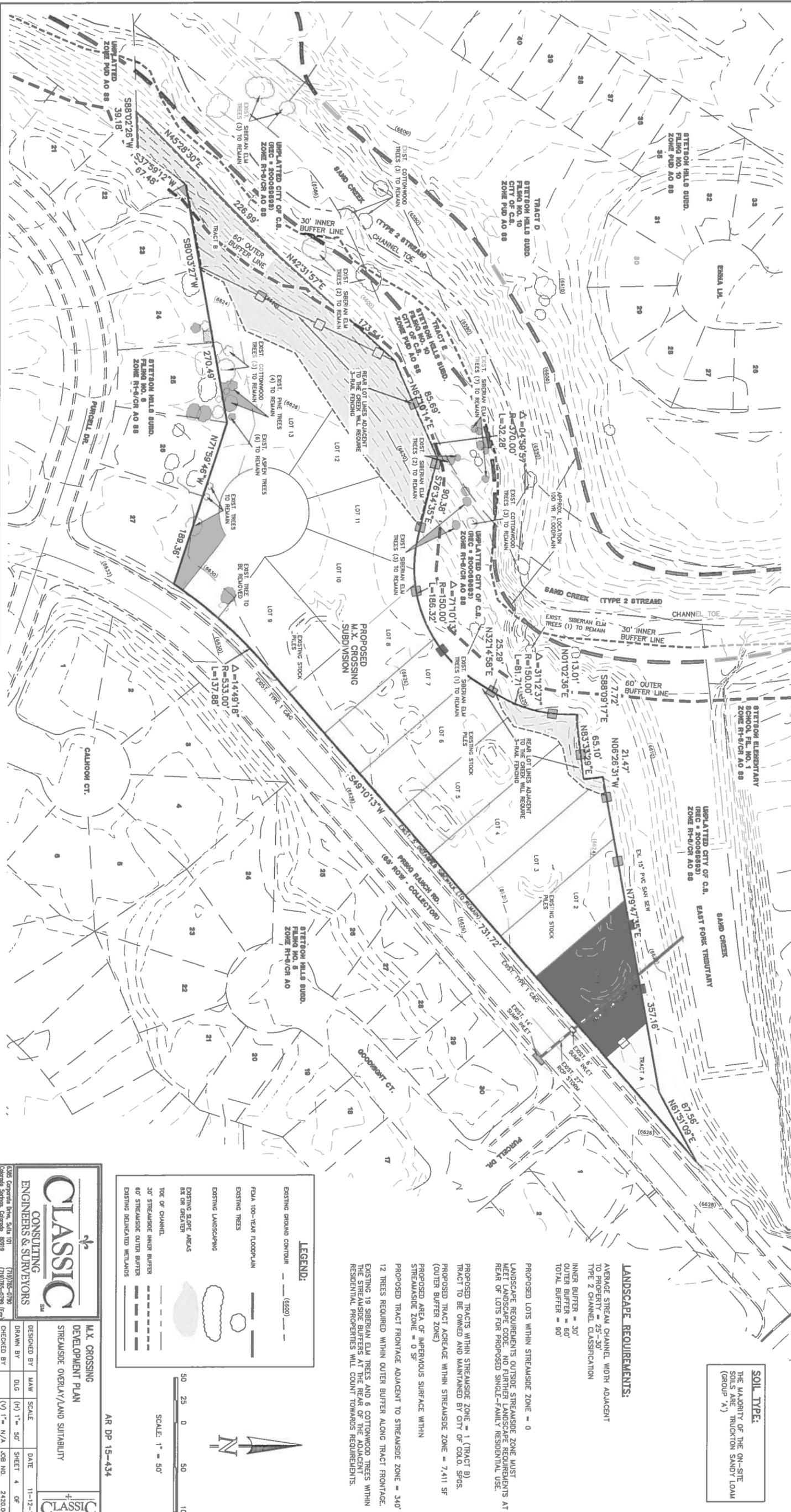
OWNER ACKNOWLEDGES RESPONSIBILITY FOR THE COSTS OF EXTENDING OR ALTERING EXISTING UTILITY SYSTEMS TO THE PROPERTY AND SERVICE STANDARDS ("STANDARDS") THEREOF. THE UTILITY SYSTEMS SHALL BE DESIGNED AND CONSTRUCTED TO MEET THE STANDARDS OF THE UTILITY SERVICE CONNECTION AND/OR EXTENSION.

OWNER ACKNOWLEDGES RESPONSIBILITY FOR THE COSTS OF EXTENDING OR ALTERING EXISTING UTILITY SYSTEMS TO THE PROPERTY AND SERVICE STANDARDS ("STANDARDS") THEREOF. THE UTILITY SYSTEMS SHALL BE DESIGNED AND CONSTRUCTED TO MEET THE STANDARDS OF THE UTILITY SERVICE CONNECTION AND/OR EXTENSION.

OWNER ACKNOWLEDGES RESPONSIBILITY FOR THE COSTS OF EXTENDING OR ALTERING EXISTING UTILITY SYSTEMS TO THE PROPERTY AND SERVICE STANDARDS ("STANDARDS") THEREOF. THE UTILITY SYSTEMS SHALL BE DESIGNED AND CONSTRUCTED TO MEET THE STANDARDS OF THE UTILITY SERVICE CONNECTION AND/OR EXTENSION.

STREAMSIDE REVIEW CRITERIA:

1. GRADING AND LANDFORM: ALL SIGNIFICANT NATURAL FEATURES HAVE BEEN PRESERVED GIVEN THAT NO LANDFORM WILL BE MAINTAINED WITHIN THIS AREA.
2. SITE DESIGN: THE PROPOSED SITE DESIGN INCORPORATES VARYING LOT DEPTHS AND REAR SETBACKS TO COMPLEMENT THE STREAMSIDE SETTING WITH THE EXISTING CHANNEL. THE PROPOSED SIDE OF THE CREEK, EXISTING 3:1+ SLOPES BETWEEN THE PROPOSED AND EXISTING CHANNELS, AND THE EXISTING PEDESTRIAN BRIDGE CROSSING LESS THAN 1/4 MILE TO THE NORTH AND AN ADDITIONAL CREEK CROSSING PROPOSED ADJACENT TO THIS DEVELOPMENT.
3. WILDLIFE HABITAT PRESERVATION: THE PROPOSED SITE DESIGN MINIMIZES IMPACT TO THE ADJACENT WILDLIFE HABITAT BY NOT DISTURBING THE PROPERTY DIRECTLY ADJACENT TO THE CREEK AND MAINTAINING PASSIVE OPEN SPACE ADJACENT TO THE CREEK.
4. TRAILS AND RECREATION: THE EXISTING PUBLIC TRAIL SYSTEM ALONG THE OPPOSITE SIDE OF THE CREEK HAS BEEN IDENTIFIED. NO ADDITIONAL TRAIL CONNECTIONS PROVIDED GIVEN THE STEEP TERRAIN AND EXISTING BRIDGE CROSSING ALREADY PROVIDED AS MENTIONED IN 2. ABOVE.
5. FLOODPLAIN: NO PORTION OF THIS PROJECT IS WITHIN THE 100 YR. FLOODPLAIN. THIS STRETCH OF CREEK HAS ALREADY BEEN PREVIOUSLY IMPROVED TO HELP CONVEY THE 100 YR. EVENT.
6. SIGNIFICANT NATURAL FEATURES: ALL SIGNIFICANT NATURAL FEATURES HAVE BEEN PRESERVED GIVEN THAT NO LOTS OR GRADING IMPACT THE STREAMSIDE ZONE.
7. COMPLEMENTARY PLANS: THIS PROPERTY IS DIRECTLY ADJACENT TO CITY OWNED PUBLIC OPEN SPACE/ AND MAINTAINS BOTH THE NATURAL STREAMSIDE SETTING AND DRAINAGEWAY. CITY OF COLO. SPGS. PUBLIC CREEK IMPROVEMENTS HAVE PREVIOUSLY BEEN COMPLETED FOR THIS REACH.
8. RIPARIAN BUFFERS AND IMPERVIOUS SURFACES: NO PROPOSED LOTS ARE WITHIN THE STREAMSIDE ZONE OR BUFFER AREAS. NO IMPERVIOUS SURFACES ARE PROPOSED WITHIN THE STREAMSIDE AREA. THE MAJORITY OF THE PROPOSED LOTS WILL SHEET FLOW AWAY FROM THE CREEK INTO THE PUBLIC ROAD TO THE SOUTH AND THEN INTO A PROPOSED STORMWATER QUALITY FACILITY.
9. LANDSCAPE: NO LOTS ARE WITHIN THE STREAMSIDE BUFFER ZONE AREAS. ONLY TRACT B TO BE OWNED AND MAINTAINED BY THE CITY OF COLO. SPGS. IS WITHIN THE OUTER BUFFER AREA. THIS ENTIRE TRACT MAINTAINS EXISTING SLOPES OF 3:1 OR GREATER WHICH WILL NOT BE DISTURBED. THE EXISTING TREES WITHIN THE BUFFER AREA WILL BE MAINTAINED AND THE OUTER BUFFER 23'-25' COUNT TOWARDS THE TREES REQUIRED WITHIN THE OUTER BUFFER.
10. STREAM BANK STABILIZATION: STREAM BANK AND SLOPE HAVE BEEN IDENTIFIED ON THE PLAN. NO DISTURBANCE IS TO TAKE PLACE WITHIN THIS AREA.
11. STREAM RECLAMATION: THIS REACH OF SAND CREEK HAS ALREADY BEEN IMPROVED WITH THE DRAINAGEWAY BEING VISUALLY BACK TO ITS NATURAL CONDITION.



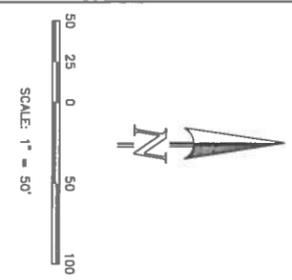
SOIL TYPE:
 THE MAJORITY OF THE ON-SITE
 SOILS ARE TRUCKTON SANDY LOAM
 (GROUP 'A')

LANDSCAPE REQUIREMENTS:
 AVERAGE STREAM CHANNEL WIDTH ADJACENT TO PROPERTY = 25'-30'
 TYPE 2 CHANNEL CLASSIFICATION
 INNER BUFFER = 30'
 OUTER BUFFER = 60'
 TOTAL BUFFER = 90'

PROPOSED LOTS WITHIN STREAMSIDE ZONE = 0
 LANDSCAPE REQUIREMENTS OUTSIDE STREAMSIDE ZONE MUST MEET LANDSCAPE CODE. NO FURTHER LANDSCAPE REQUIREMENTS AT REAR OF LOTS FOR PROPOSED SINGLE-FAMILY RESIDENTIAL USE.
 PROPOSED TRACTS WITHIN STREAMSIDE ZONE = 1 (TRACT B) TRACT TO BE OWNED AND MAINTAINED BY CITY OF COLO. SPGS. (OUTER BUFFER ZONE)
 PROPOSED TRACT ACREAGE WITHIN STREAMSIDE ZONE = 7,411 SF (OUTER BUFFER ZONE)
 PROPOSED AREA OF IMPERVIOUS SURFACE WITHIN STREAMSIDE ZONE = 0 SF
 PROPOSED TRACT FRONTAGE ADJACENT TO STREAMSIDE ZONE = 340'
 12 TREES REQUIRED WITHIN OUTER BUFFER ALONG TRACT FRONTAGE.
 EXISTING 19 SIBERIAN ELM TREES AND 6 COTTONGWOOD TREES WITHIN THE STREAMSIDE BUFFERS AT THE REAR OF THE ADJACENT RESIDENTIAL PROPERTIES WILL COUNT TOWARDS REQUIREMENTS.

LEGEND:

- EXISTING GROUND CONTOUR (6600)
- FEAR 100-YEAR FLOODPLAIN
- EXISTING TREES
- EXISTING LANDSCAPE
- EXISTING SLOPE AREAS 8% OR GREATER
- TOE OF CHANNEL
- 30' STREAMSIDE INNER BUFFER
- 60' STREAMSIDE OUTER BUFFER
- EXISTING DELICATED WETLANDS



CLASSIC CONSULTING ENGINEERS & SURVEYORS
 6325 Corporate Blvd, Suite 101
 Colorado Springs, Colorado 80919
 (719)725-0790
 (719)725-0799 fax

M.X. CROSSING DEVELOPMENT PLAN
 STREAMSIDE OVERLAY/LAND SUITABILITY

DESIGNED BY: MAW
 DRAWN BY: DLG
 CHECKED BY: (V) 1" = N/A

SCALE: 1" = 50'
 DATE: 11-12-15
 SHEET: 4 OF 4
 JOB NO.: 2420.00

AR DP 15-434

FIGURE 1

*Based on original submitted plan

M.X. Crossing Development PROJECT STATEMENT

DESCRIPTION:

This proposal is to create 13 single family residential lots and three open space tracts within the existing R1-6/CR AO SS zone. The property totals 4.29 acres of which 1.52 acres will be platted as public open space and 0.30 acres as public right-of-way for the proposed cul-de-sac. Six of the lots will access directly off of this cul-de-sac with the remaining lots accessing directly to the existing Pring Ranch Road adjacent to the property.

The property is located within the Stetson Hills Master Plan and bounded to the north and west by Sand Creek (City owned property), to the south by Stetson Hills Subd. Filing No. 6 (single family residential lots) zoned R1-6/CR AO SS and to the east by Pring Ranch Road (existing collector road serving the neighborhood). The Stetson Hills Master Plan is implemented

JUSTIFICATION:

The property is zoned R1-6 and has been since 1984. It is surrounded mainly by City owned open space (Sand Creek) and public right-of-way (Pring Ranch Road) with only six single family residential lots directly adjacent to the southern portion of the property. The proposed subdivision continues the similar residential use as found directly to the south of this property with an average lot size of 8,268 SF.

ISSUES LIST:

As discussed in pre-application meeting and the three public neighborhood meetings, several issues/concerns were brought up:

Lot size and number of lots, buffer for the adjacent homes, driveway access to Pring Ranch Road, vehicle speeds along Pring Ranch Road, pedestrian connection through the site towards Sand Creek, views towards the mountains, property values, pedestrian safety and streamside corridor protection.

Lot Size/Number of Lots – The initial concern from the neighborhood was a dense development for 36 or more homes – similar to the PUD development just up the road off of Jedediah Smith Rd. However, only 13 single family residential lots are being proposed averaging over 8,200 SF per lot (which is consistent with the adjacent residential lots) with over 35% of the property being proposed as public open space.

Buffer for Adjacent Lots - The proposed development includes a 35,000+ public open space tract to provide a buffer between the existing adjacent residential homes to the south and the proposed homes with the min. distance between homes being 100'. No lots within this proposed development directly abut the existing lots. Also, the existing significant trees and vegetation along this south property line provide great visual buffering.

Driveway Access to Pring Ranch Rd. – The proposed development only allows six of the 13 residential lots to directly access Pring Ranch Road. A public City std. cul-de-sac will be installed to access six lots and the major open space buffer tract. Pring Ranch Road is a 66' public ROW Collector road that provides access to and from the neighborhood and allows for on-street parking.

Vehicle Speeds along Pring Ranch Road – Vehicle speeds along Pring Ranch Road seems to be an existing problem not associated with this development. This development proposed the use and installation of speed humps adjacent to this property to help with the speeds, however, City Traffic no longer approves the use of these devices. We believe that with the construction of this development and the few additional homes fronting and accessing this stretch of road it will help slow down the existing traffic speeds.

Pedestrian Connection Through the Site – Currently there is a 5' detached concrete sidewalk adjacent to this property and Pring Ranch Road. However, the general public has made various informal gravel trails through the site towards Sand Creek. This development will continue to allow these informal connections through the site within the proposed public opens space tracts.

Views Towards the Mountains – The development plan shows the view corridor towards Pikes Peak and the layout of the proposed lots and cul-de-sac along with the existing elevations of the surrounding homes seem to accommodate much of this concern. The only lots that seem to have any significant view towards the mountains are the lots on the east side of Pring Ranch Road and most of these homes sit between 4'-12' higher than the proposed homes. Also, shown on the development plan are the significant trees/vegetation that exists at the rear of most of these existing lots that seem to impede any real view towards the mountains anyway.

Property Values – Given the fact that the proposed lot sizes are consistent with the surrounding lot sizes and likely all the existing homes are over 20 years old and the proposed homes are anticipated to be valued at \$300,000+, there should not be any issues with existing property values.

Pedestrian Safety - The main concern seemed to be for pedestrian safety along Pring Ranch Road with additional lots directly accessing this public road. The proposed development limited the direct access to Pring Ranch to only 7 additional lots, while just around the corner on Jedediah Smith Road (same type road – collector) there are nearly 40 homes that directly access this road right across from the Elementary School.

Streamside Corridor Protection – This stretch of Sand Creek has previously been improved and no further improvements are required. All the proposed lots are well outside of the existing floodplain and no grading is proposed within 150' of the main channel. All streamside corridor buffering requirements are being met as shown on the development plan.

Land Suitability Analysis - As described above, the land suitability for this development is consistent with the surrounding residential uses. The location of the proposed lots and homes are located to meet the intent of the streamside criteria with the preservation of significant trees and vegetation adjacent to the site, minimize disturbance and affect to the surrounding area and the continuation of preserving the property's natural wildlife and features. No portion of any of the proposed lots are within the required streamside buffer zones. A substantial buffer has been provided between the adjacent residents to the south while preserving the existing trees and vegetation in this area. Over 1/3 of the site is being proposed as public open space for the continuation of trail access and view corridors.

Mulliken Weiner Berg & Jolivet P.C.
Attorneys at Law

Steven K. Mulliken
Murray I. Weiner
Caroleen F. Jolivet
Karl A. Berg, Jr.
Trevor J. Young

Alamo Corporate Center
102 South Tejon Street, Suite 900
Colorado Springs, Colorado 80903-2238

Telephone (719) 635-8750
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www.mullikenlaw.com

Michael W. Taylor
Joe D. Kinlaw II

Of Counsel:
Janet K. Williams

mulliken@mullikenlaw.com

February 19, 2015

By Hand Delivery

Mr. Steve Tuck
Principal Planner
P.O. Box 1575
30 S. Nevada Avenue, Suite 105
Colorado Springs, CO 80903

Mr. Peter Wysocki
Planning & Development Director
P.O. Box 1575
30 S. Nevada Avenue, Suite 105
Colorado Springs, CO 80903

Marc Smith, Esq.
Senior Corporate Attorney
Office of the City Attorney
30 S. Nevada Ave, Suite 501
Colorado Springs, CO 80903

Re: Proposed Development of Approximately 3.92 Acre Parcel on Pring Ranch Road
Owned by Spitting Moose LLC

Dear Messrs. Tuck, Wysocki and Smith:

Our office represents Spitting Moose LLC, a Colorado limited liability company ("Spitting Moose" or the "Owner"), which owns approximately 3.92 acres of vacant property on Pring Ranch Road, which real property is more specifically described on Exhibit A enclosed herein (the "Property"). The Property is zoned R1-6/cr AO SS. Despite this zoning, the Planning and Development Office of the City of Colorado Springs (the "Planning Department") has taken the erroneous position that the Property should not be developed for single-family residential use. Apparently the basis for the Planning Department's position is that the Property has been historically designated as "open space." We believe the Planning Department takes this position based on a 1998 amendment to the Stetson Hills Master Plan related to this Property

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FIGURE 3

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February 19, 2015

Page 2

which designated the Property as “open space.” As is explained below, based on documents we have obtained, it appears that in the 1984 Master Plan, and subsequent amendments thereto prior to 1998, use of the Property was not clearly identified but was always depicted as a combination of SFR (single family residential), elementary school/park and/or open space mitigation. Not until the approval of a June 1998 amendment was the Property included in the designation of “OPEN SPACE 4.9 AC.”

Background Regarding the Stetson Hills Master Plan

The Property is included in the Stetson Hills Master Plan which was initially approved on or about April 10, 1984 (CPC MP 83-423) (the “Master Plan”). The Owner retained Marc Whorton, a project manager with Classic Consulting, to review the development file regarding the Master Plan, amendments thereto, and impact of the Master Plan and amendments on the Property. Our analysis set forth herein is based on the documents which Mr. Whorton was able to obtain from the development file. We aren’t aware of any documents missing from the development plan which would modify our analysis. If you have any additional documents which are relevant to this analysis, please let us know.

At the time that the Master Plan was approved, the Property was designated for development as single family residential. Copies of the section of the Master Plan designating the Property as “SFR” are enclosed herein as Exhibits B, B-1 and B-2. Exhibit B-1 is an enlargement of the subject area and the Property is highlighted on Exhibit B-2. For your ease of reference, a current assessor’s map showing the location of the subject Property (highlighted in yellow) is enclosed as Exhibit C to aid you in your review of the enclosed materials and the location of the Property. Also on Exhibit C, (i) property owned by the City of Colorado Springs which is utilized for drainage conveyance, trails and open space is highlighted in green; (ii) Stetson Elementary School is highlighted in blue, and (iii) Stetson Park which is owned by the City of Colorado Springs and which was a part of the “Elementary School and Park” designation on the Master Plan and the 1998 Amendment (defined below) is highlighted in pencil.

Following approval of the Master Plan, pursuant to Ordinance No. 84-346, a copy of which is enclosed herein as Exhibit D, zoning for the 364.42 acre site was changed from A to R-1 6000. Numerous amendments to the Master Plan were approved over the next ten to fifteen years. Copies of the various amendments are enclosed herein, collectively, as Exhibit E. In each of these amendments prior to the amendment approved June 4, 1998 (the “1998 Amendment”), the use of the Property is not specifically addressed but is depicted as being a combination of three different uses: single family residential, elementary school and park. See, e.g., Exhibits F, F-1, F-2 and F-3 which are the June 9, 1987 amendment. Exhibit F-1 shows the Property and additional property highlighted in purple; Exhibit F-2 shows the Property highlighted in purple and the portion owned by the previous owner of the Property which was granted to the City for drainage which is highlighted in green. At the time of the 1998 Amendment, a copy of which is enclosed as Exhibit G, which was the first time the Property was delineated as open space, all of

Mulliken Weiner Berg & Jolivet P.C.

February 19, 2015
Page 3

the adjacent residential areas had been platted and developed for over ten years, making it obvious that the property owners had not relied upon the designation on the 1998 Amendment in purchasing their respective properties. To the extent that the Property may have appeared to be included in a school site, we know that when a school site is later not needed by the school system, it is to be offered back to the developer as a first right to be used for development. It is also notable that certain of the early amendments designated a portion of the Property as well as other property located immediately to the southeast of the Property for mitigation. Notwithstanding this designation, certain of the property located to the southeast of the Property was subsequently removed from this mitigation designation and has been developed as single family residences. See Exhibit F-3, the June 9, 1987 amendment which shows property highlighted in orange which was originally designated as drainage property and subsequently allowed to be developed into single family homes.

The record we have indicates that the 1998 Amendment was submitted by US Home Corporation in conjunction with its efforts to rezone property from industrial to residential in another area, and it did not purport to address any amendment to the Master Plan as it related to the Property. Indeed, based on a title history we obtained from Land Title Guarantee Company, the Property was not owned at that time by US Home Corporation and, therefore, the 1998 Amendment was not intended to and should not have effected a change to the designated use of the subject Property without the approval of the then owner of the Property. The application for that 1998 Amendment does reflect that the planning staff requested an overall update to the Master Plan south of Stetson Boulevard, but merely to reflect recently revised graphic/document criteria for master plans, which would similarly not be the basis for a change in the designated use of the Property.

Our client has been told repeatedly that because of the Mater Plan designation as open space, the Property cannot be used for residential development consistent with its current zoning. That same message has been delivered to the neighbors, making efforts to reach any consensus on an acceptable plan impossible. We understand that City Development Services feels it can deny any use of the Property other than open space use based on the decision in *City of Colorado Springs v. SecurCare Self Storage, Inc.*, 10 P.3d 1244 (Colo. 2000). We disagree. In *SecurCare*, the Court upheld a finding by the City Planning Commission and ultimately the City Council that it could deny a proposed gas station and convenience store on ground zoned PBC and approved for mini storage units based on a finding that the gas station, though a permitted use in the existing zone, was not compatible with the surrounding neighborhood, a requirement of the development plan review. That decision by the City, while adverse to the applicant, still left the applicant with an available use of the Property for mini storage units. In this case, it would be impossible to find that the proposed residential development, which will be less dense than the surrounding neighborhoods, is not compatible, and, more importantly, the City is effectively denying any financially viable development of the Property.

staff
not
support
plans
proposed

- private
parking
or
- less
dense
plan

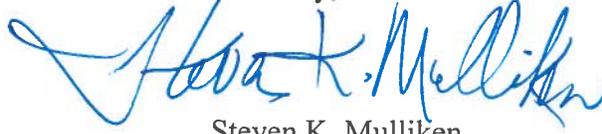
Mulliken Weiner Berg & Jolivet P.C.

February 19, 2015
Page 4

We believe that the conclusion reached by Development Services so far is based on an inaccurate reading of the history of the Development Plan, and violates our client's rights. We would like to meet with you and discuss this information in more detail in an effort to reach an understanding as to how to proceed.

Thank you for your consideration of this letter.

Sincerely,



Steven K. Mulliken

SKM:ajm

Enclosures

cc: Wynetta Massey, Esq. (w/encls.) (By Hand Delivery)
Esad Sipilovic II (w/encls.)
Marc Wharton (w/encls.)

WAYNE W. WILLIAMS
11/20/2013 10:06:33 AM
Doc \$0.00 Page
Rec \$16.00 1 of 2

El Paso County, CO



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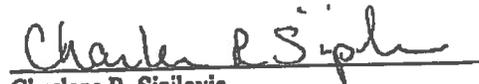
SPECIAL WARRANTY DEED

THIS SPECIAL WARRANTY DEED dated this 14th day of November, 2013 is between **ESAD SIPILOVIC II AND CHARLENE R. SIPILOVIC** ("Grantors"), and **SPITTING MOOSE, LLC**, a Colorado limited liability company with an address of 3075 Janitell Road, Colorado Springs, CO 80906 ("Grantee"). Grantors, in consideration of Ten Dollars and other consideration, hereby sell and convey to Grantee, all of Grantors' right, title, and interest in and to the following property in the County of El Paso, State of Colorado:

LEGAL PROPERTY DESCRIBED ON EXHIBIT "A"

with all its improvements, appurtenances and warrants the title to the same against all those claiming under Grantors, subject to all easements restrictions, covenants, liens, encumbrances and declarations of record.


Esad Sipilovic II


Charlene R. Sipilovic

STATE OF COLORADO)
) ss:
COUNTY OF EL PASO)

The foregoing instrument was acknowledged before me this 14th day of November, 2013, by Esad Sipilovic II, Grantor.

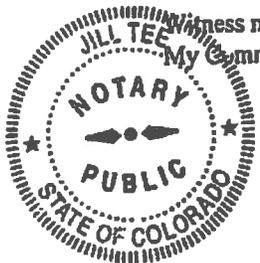


Witness my hand and official seal.
My Commission Expires: 9-27-2014


Notary Public

STATE OF COLORADO)
) ss:
COUNTY OF EL PASO)

The foregoing instrument was acknowledged before me this 8th day of November, 2013, by Charlene R. Sipilovic, Grantor.



Witness my hand and official seal.
My Commission Expires: 9-27-2014


Notary Public

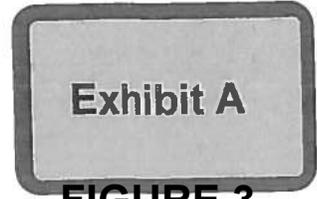


EXHIBIT "A"

A TRACT OF LAND IN SECTIONS 19 AND 20, TOWNSHIP 13 SOUTH, RANGE 65 WEST OF THE 6TH P.M., IN THE CITY OF COLORADO SPRINGS, EL PASO COUNTY, COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE MOST NORTHERLY CORNER OF LOT 1, BLOCK 1, STETSON HILLS FILING NO. 5A, AS SHOWN ON THE SUBDIVISION PLAT THEREOF RECORDED IN PLAT BOOK C-4 AT PAGE 110 OF THE EL PASO COUNTY RECORDS; THENCE N 32°14'16" W, A DISTANCE OF 66.82 FEET TO A POINT ON THE NORTHWESTERLY RIGHT OF WAY LINE OF FRING RANCH ROAD AND THE POINT OF BEGINNING OF THE TRACT DESCRIBED HEREIN; THENCE S 49°16'13" W ON SAID NORTHWESTERLY RIGHT OF WAY LINE, A DISTANCE OF 731.72 FEET TO A POINT OF CURVE; THENCE CONTINUING ALONG SAID RIGHT OF WAY ON THE ARC OF A CURVE TO THE LEFT, HAVING A RADIUS OF 533.00 FEET, THROUGH A CENTRAL ANGLE OF 14°49'47", AN ARC DISTANCE OF 137.88 FEET TO THE NORTHEAST CORNER OF LOT 27, BLOCK 1, STETSON HILLS FILING NO. 6, AS SHOWN ON THE SUBDIVISION PLAT THEREOF RECORDED IN PLAT BOOK Z-3 AT PAGE 129 OF THE EL PASO COUNTY RECORDS; THE FOLLOWING THREE COURSES ARE ALONG THE NORTHERLY BOUNDARY OF SAID BLOCK 1;

1. THENCE N 72°00'00" W, A DISTANCE OF 189.40 FEET;
2. THENCE S 80°04'15" W, A DISTANCE OF 270.39 FEET;
3. THENCE S 38°00'00" W, A DISTANCE OF 67.48 FEET;

THENCE S 88°02'26" W, A DISTANCE OF 39.18 FEET; THENCE N 45°28'30" E, A DISTANCE OF 226.99 FEET; THENCE N 42°31'57" E, A DISTANCE OF 173.54 FEET; THENCE N 67°10'14" E, A DISTANCE OF 85.69 FEET TO A POINT OF CURVE; THENCE ON THE ARC OF A CURVE TO THE LEFT, HAVING A RADIUS OF 370.00 FEET, THROUGH A CENTRAL ANGLE OF 4°59'57", AN ARC DISTANCE OF 32.28 FEET; THENCE S 76°34'35" E, A DISTANCE OF 90.38 FEET TO A POINT OF CURVE; THENCE ON THE ARC OF A CURVE TO THE LEFT, HAVING A RADIUS OF 150.00 FEET, THROUGH A CENTRAL ANGLE OF 71°10'13", AN ARC DISTANCE OF 186.32 FEET; THENCE N 32°15'12" E, A DISTANCE OF 25.29 FEET TO A POINT OF CURVE; THENCE ON THE ARC OF A CURVE TO THE LEFT, HAVING A RADIUS OF 150.00 FEET, THROUGH A CENTRAL ANGLE OF 31°12'37", AN ARC DISTANCE OF 81.71 FEET; THENCE N 01°02'36" E, A DISTANCE OF 13.01 FEET; THENCE S 88°09'17" E, A DISTANCE OF 7.72 FEET; THENCE N 83°33'29" E, A DISTANCE OF 65.10 FEET; THENCE N 06°26'31" W, A DISTANCE OF 21.47 FEET; THENCE N 79°47'35" E, A DISTANCE OF 357.16 FEET; THENCE N 61°51'09" E, A DISTANCE OF 87.56 FEET TO THE POINT OF BEGINNING.

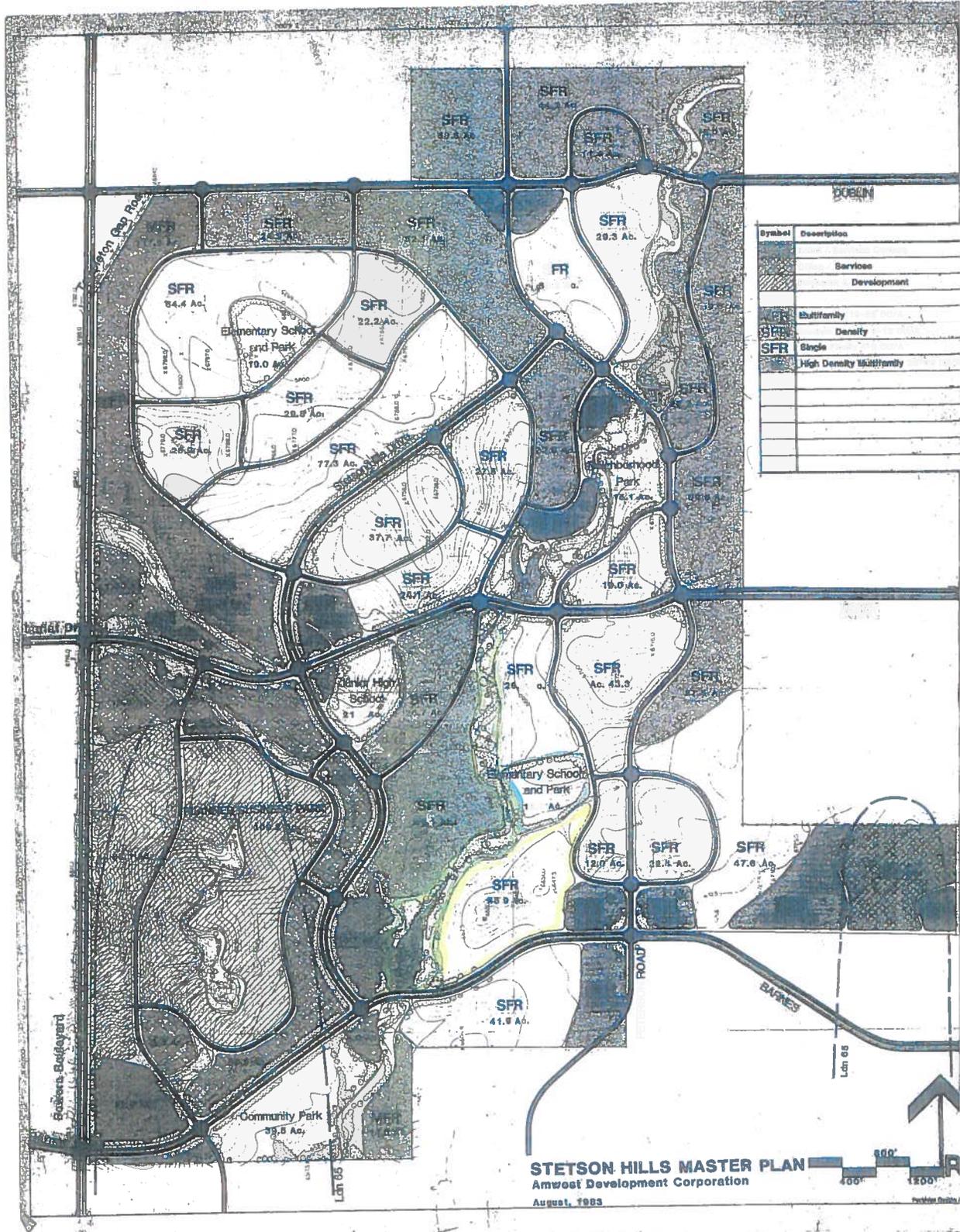


Exhibit B

Approved
 April 12, 1984
 [Signature]
 CPC M

FIGURE 3

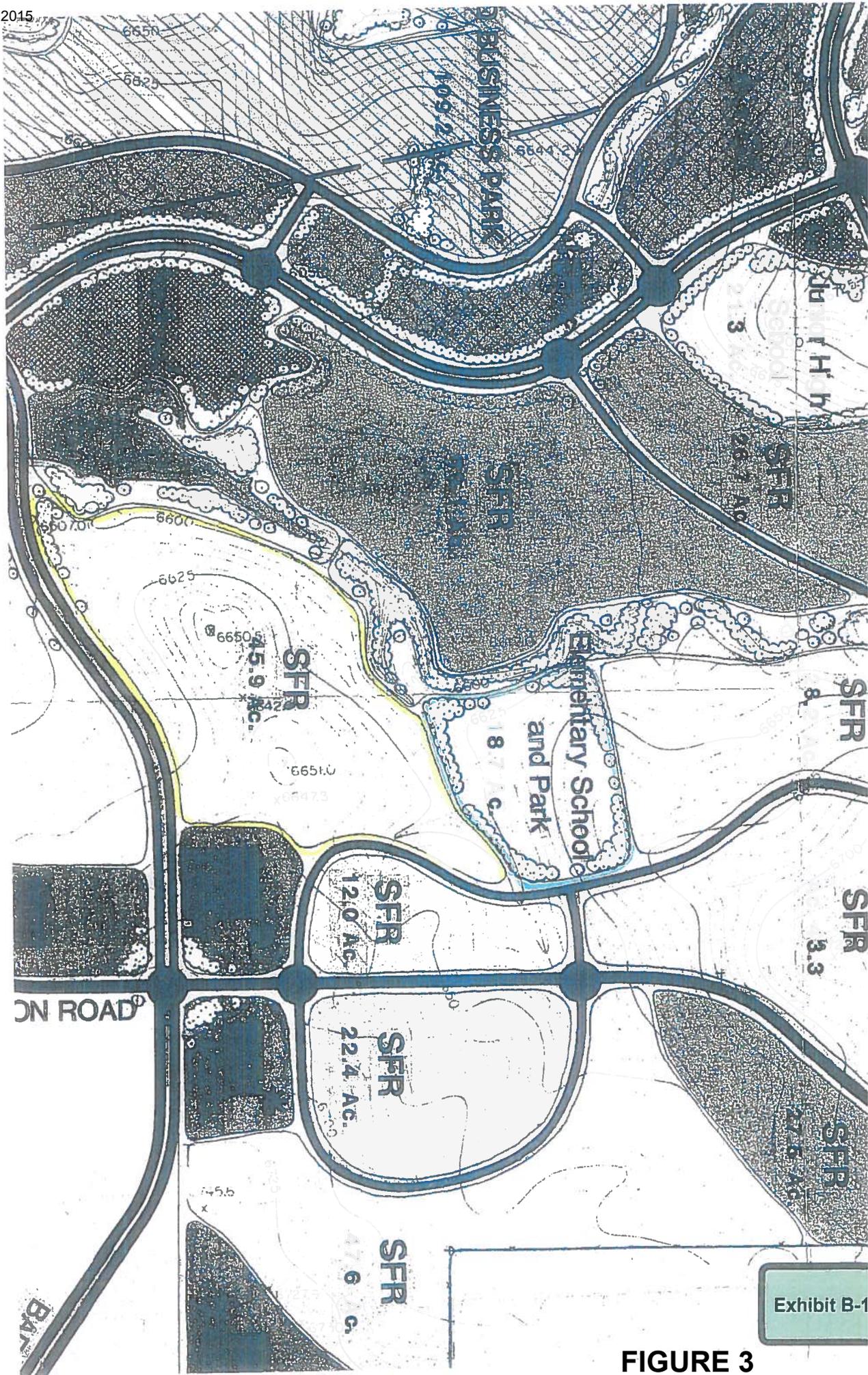


FIGURE 3

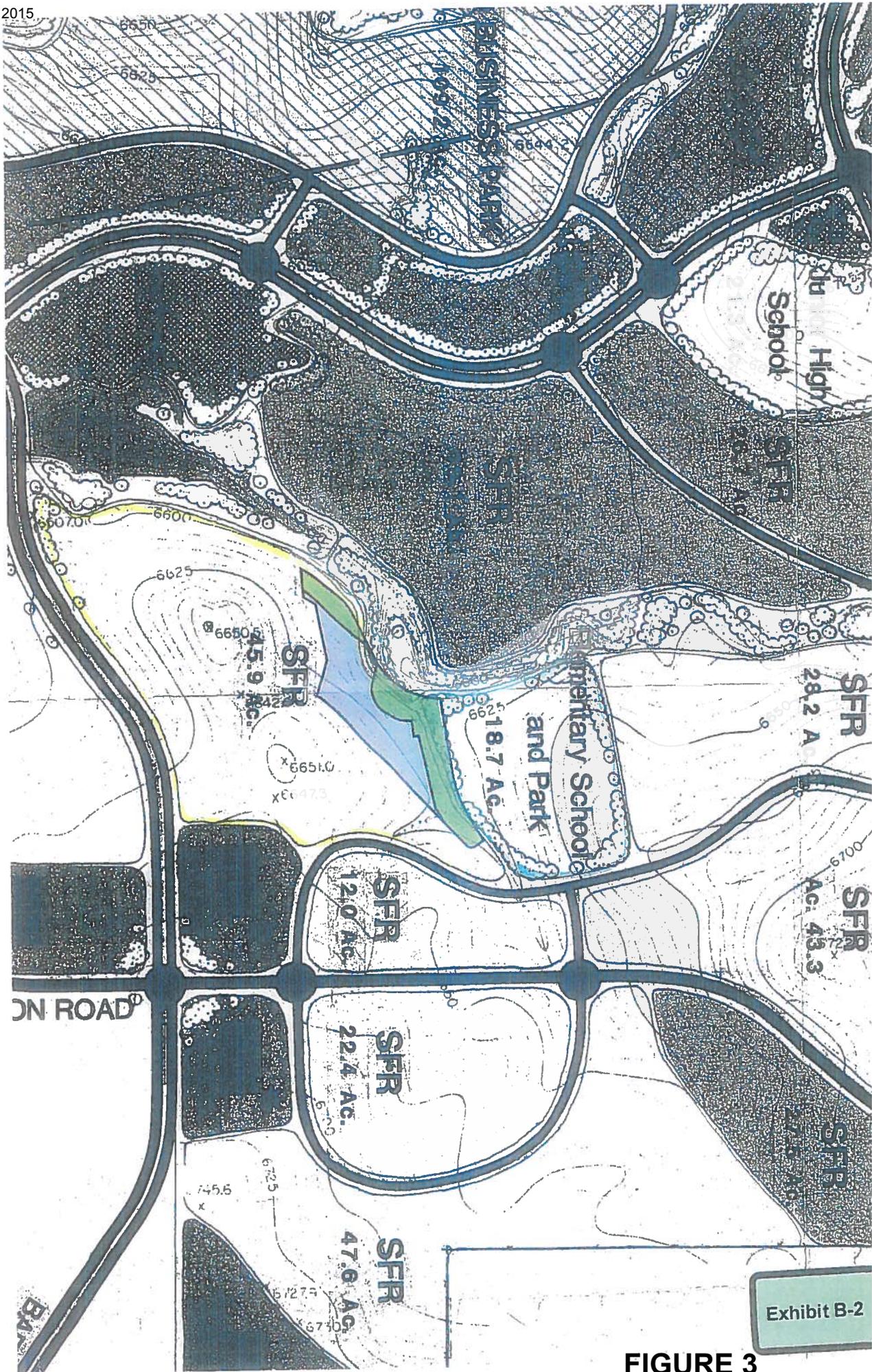


Exhibit B-2

FIGURE 3

Ordinance No. 84-346

AN ORDINANCE AMENDING THE ZONING MAP
OF THE CITY OF COLORADO SPRINGS RE-
LATING TO 364.42 ACRES, SITUATED NORTHEAST
OF BAINES ROAD AND POWERS BOULEVARD

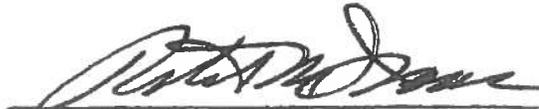
BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF COLORADO SPRINGS.

Section 1. The zoning map of the City of Colorado Springs is hereby amended by rezoning the real property described in "Exhibit A", attached hereto and made a part hereof by reference, from A to R-1 6000, pursuant to the Zoning Ordinance of the City of Colorado Springs, subject to the following condition of record:

Gross density of the 364.42 acre site shall be limited to 4-6 dwelling units per acre.

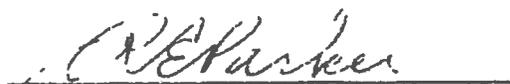
Section 2. This ordinance shall be in full force and effect from and after its passage and publication as provided by Charter.

Introduced, read, passed on first reading and ordered published this
26th day of December, 1984.



Mayor

ATTEST:



City Clerk



EXHIBIT "A"

A parcel of land situate in the north half of Section 30, the east half of Section 19, and Section 20, all in Township 13 South, Range 65 West of the 6th Principal Meridian, City of Colorado Springs, County of El Paso, State of Colorado, more particularly described as follows:

Beginning at the southeast corner of said Section 19, a rebar pin and cap, L.S. 3854; thence $N90^{\circ}00'00''W$ along the south line of said Section 19, a distance of 1301.57 feet to the southwest corner of the southeast quarter of the southeast quarter of said Section 19; thence $S00^{\circ}46'36''W$ along the east line of the northwest quarter of the northeast quarter of said Section 30, a distance of 1320.69 feet to the southwest corner of said northwest quarter of the northeast quarter; thence $N89^{\circ}57'54''W$ along the south line of said northwest quarter of the northeast quarter, a distance of 1304.89 feet to the southwest corner of said northwest quarter of the northeast quarter; thence $N89^{\circ}57'50''W$ along the south line of the northeast quarter of the northwest quarter of said Section 30, a distance of 971.13 feet; thence 9.56 feet along the arc of a 741.00 foot radius curve to the left, having a central angle of $00^{\circ}44'21''$ and subtending a chord bearing $N09^{\circ}05'21''W$ a distance of 9.56 feet; thence $N53^{\circ}45'00''E$ a distance of 477.80 feet; thence $N36^{\circ}15'00''W$ a distance of 430.00 feet; thence $N53^{\circ}45'00''E$ a distance of 1812.16 feet; thence 424.53 feet along the arc of a 671.00 foot radius curve to the right, having a central angle of $36^{\circ}15'00''$ and subtending a chord bearing $N71^{\circ}52'30''E$ a distance of 417.49 feet; thence $S90^{\circ}00'00''E$ a distance of 82.30 feet to a point on the centerline of Sand Creek; thence along said centerline the following thirty-nine (39) courses; (1) thence $N17^{\circ}39'10''W$ a distance of 8.44 feet; (2) thence $N31^{\circ}12'53''E$ a distance of 59.89 feet; (3) thence $N52^{\circ}23'43''E$ a distance of 141.32 feet; (4) thence $N11^{\circ}40'30''E$ a distance of 76.40 feet; (5) thence $N00^{\circ}58'32''W$ a distance of 63.30 feet; (6) thence $N16^{\circ}35'22''E$ a distance of 228.99 feet; (7) thence $N30^{\circ}24'56''E$ a distance of 57.86 feet; (8) thence $N13^{\circ}54'42''W$ a distance of 170.86 feet; (9) thence $N01^{\circ}31'08''E$ a distance of 177.40 feet; (10) thence $N32^{\circ}51'24''E$ a distance of 360.34 feet; (11) thence $N41^{\circ}49'02''E$ a distance of 213.35 feet; (12) thence $N28^{\circ}50'20''E$ a distance of 223.90 feet; (13) thence $N20^{\circ}52'54''E$ a distance of 111.75 feet; (14) thence $N45^{\circ}10'25''E$ a distance of 183.77 feet; (15) thence $N36^{\circ}47'36''E$ a distance of 210.35 feet; (16) thence $N52^{\circ}36'45''E$ a distance of 127.17 feet; (17) thence $N65^{\circ}11'52''E$ a distance of 124.35 feet; (18) thence $N88^{\circ}53'32''E$ a distance of 147.80 feet,

EXHIBIT "A" (cont.)

thence N00°34'56"E a distance of 130.00 feet; thence N89°25'04"W a distance of 30.00 feet; thence N00°34'56"E a distance of 474.75 feet; thence 174.14 feet along the arc of a 270.00 foot radius curve to the left, having a central angle of 36°57'16" and subtending a chord bearing N17°53'42"W a distance of 171.14 feet; thence N36°22'20"W a distance of 46.44 feet; thence 247.32 feet along the arc of a 430.00 foot radius curve to the right, having a central angle of 32°57'14" and subtending a chord bearing S74°06'19"W a distance of 243.92 feet; thence N89°25'04"W a distance of 570.15 feet; thence 504.24 feet along the arc of a 630.00 foot radius curve to the right, having a central angle of 45°51'31" and subtending a chord bearing N66°29'18"W a distance of 490.89 feet; thence S46°59'28"W a distance of 227.98 feet; thence S65°30'42"E a distance of 248.54 feet; thence S00°34'56"W a distance of 575.00 feet; thence S29°15'02"E a distance of 133.75 feet; thence S47°45'51"E a distance of 145.16 feet; thence S00°34'56"W a distance of 925.00 feet; thence 63.84 feet along the arc of a 920.00 foot radius curve to the left, having a central angle of 03°58'32" and subtending a chord bearing S87°25'48"E a distance of 63.82 feet, thence S87°57'08"E a distance of 312.82 feet; thence S89°25'04"E a distance of 30.00 feet; thence S00°34'56"W a distance of 176.49 feet; thence 300.00 feet along the arc of a 641.50 foot radius curve to the right, having a central angle of 26°47'40" and subtending a chord bearing S13°58'46"W a distance of 297.27 feet; thence S30°46'35"W a distance of 178.06 feet; thence 238.42 feet along the arc of a 655.50 foot radius curve to the right, having a central angle of 20°50'24" and subtending a chord bearing S53°31'48"W a distance of 237.11 feet; thence S63°57'00"W a distance of 284.70 feet to a point on the south line of the southwest quarter of the southwest quarter of said Section 20; thence S89°57'41"W along the south line of said southwest quarter of the southwest quarter, a distance of 654.28 feet to the point of beginning, containing 364.42 acres, more or less.

Basis of bearing is an assumed N90°00'00"E from the southwest corner, a half inch rebar pin, to the southeast corner, a rebar pin and cap, L.S. 3854, of Section 19, Township 13 South, Range 65 West of the 6th Principal Meridian, City of Colorado Springs, County of El Paso, State of Colorado.

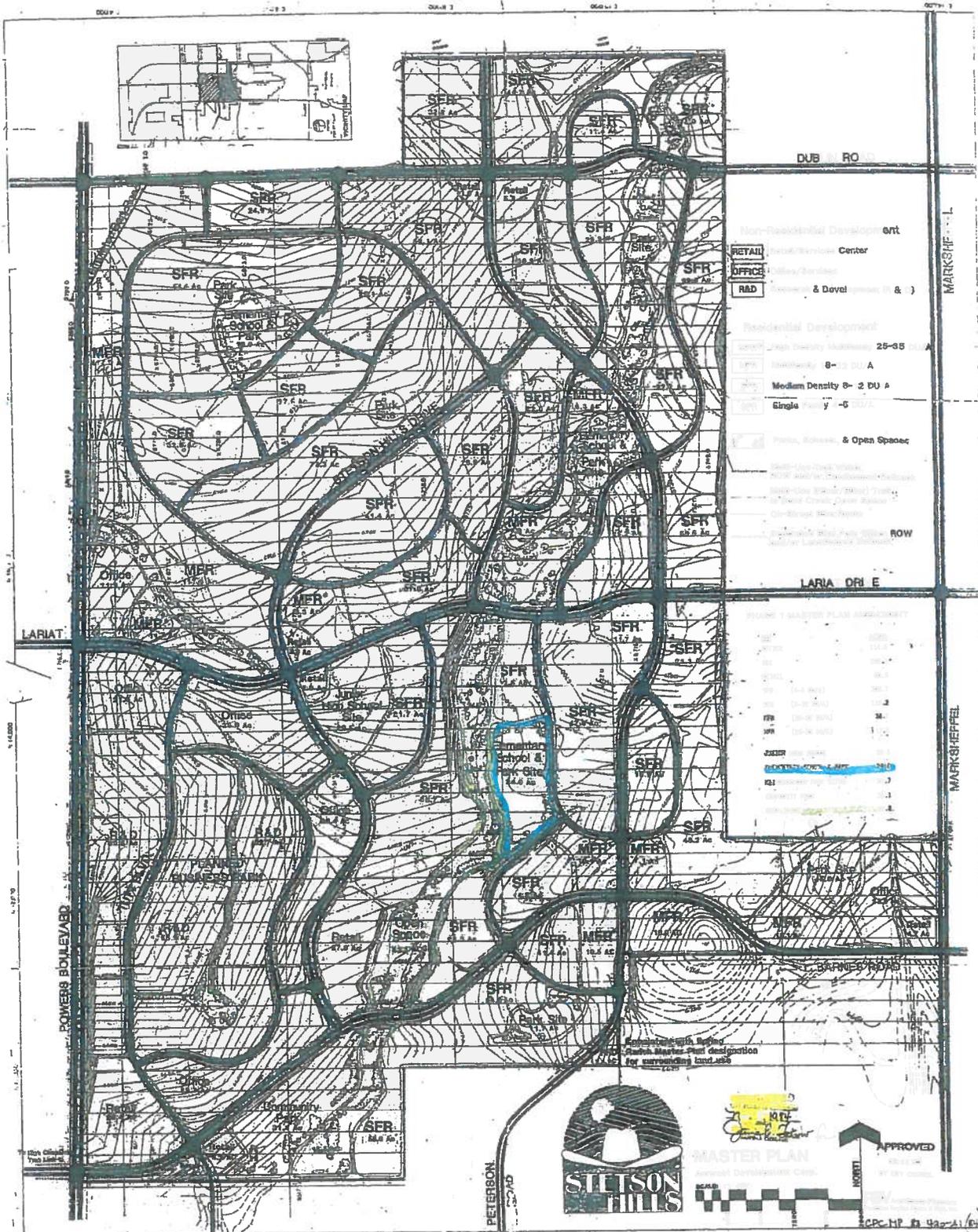


Exhibit E
FIGURE 3

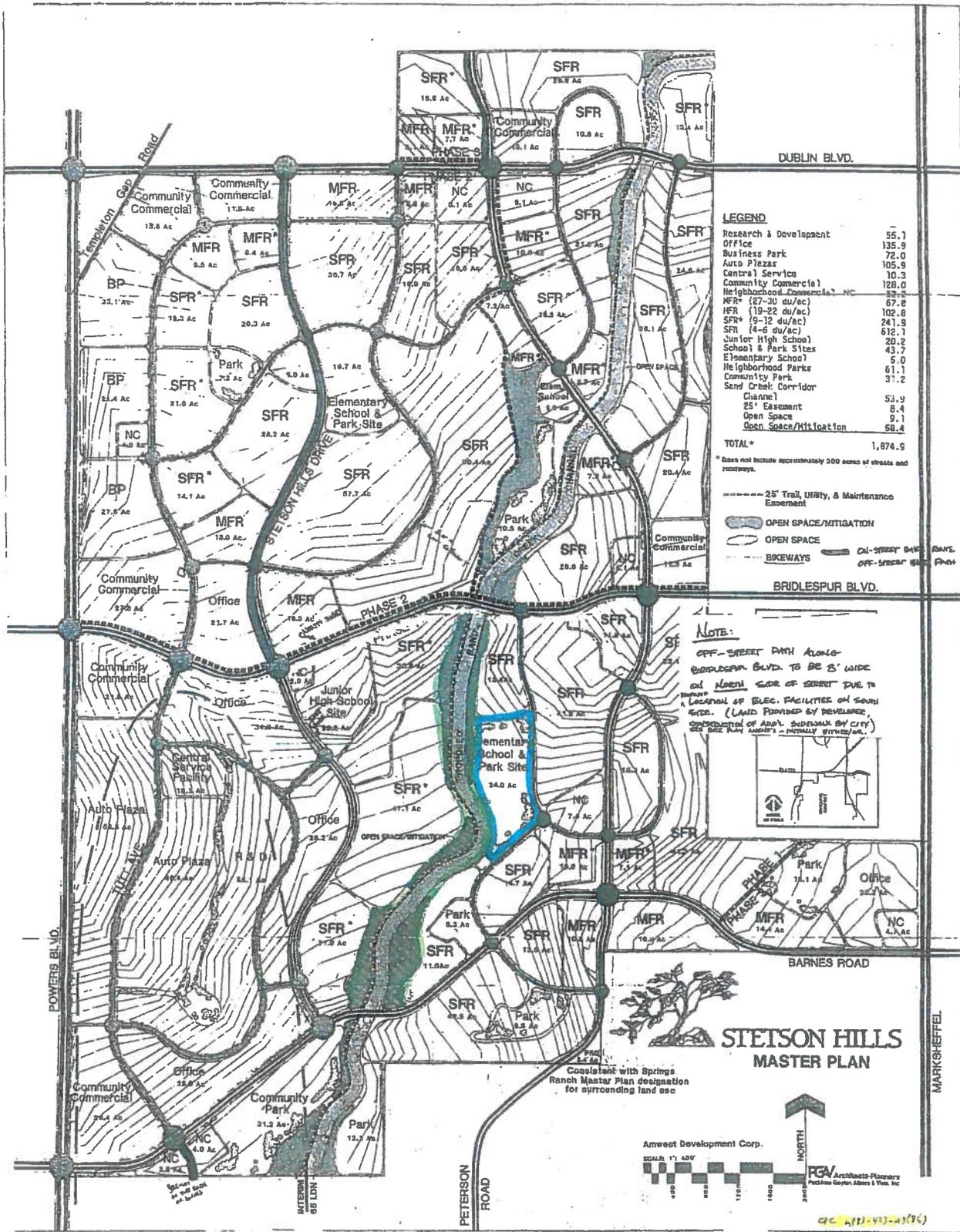
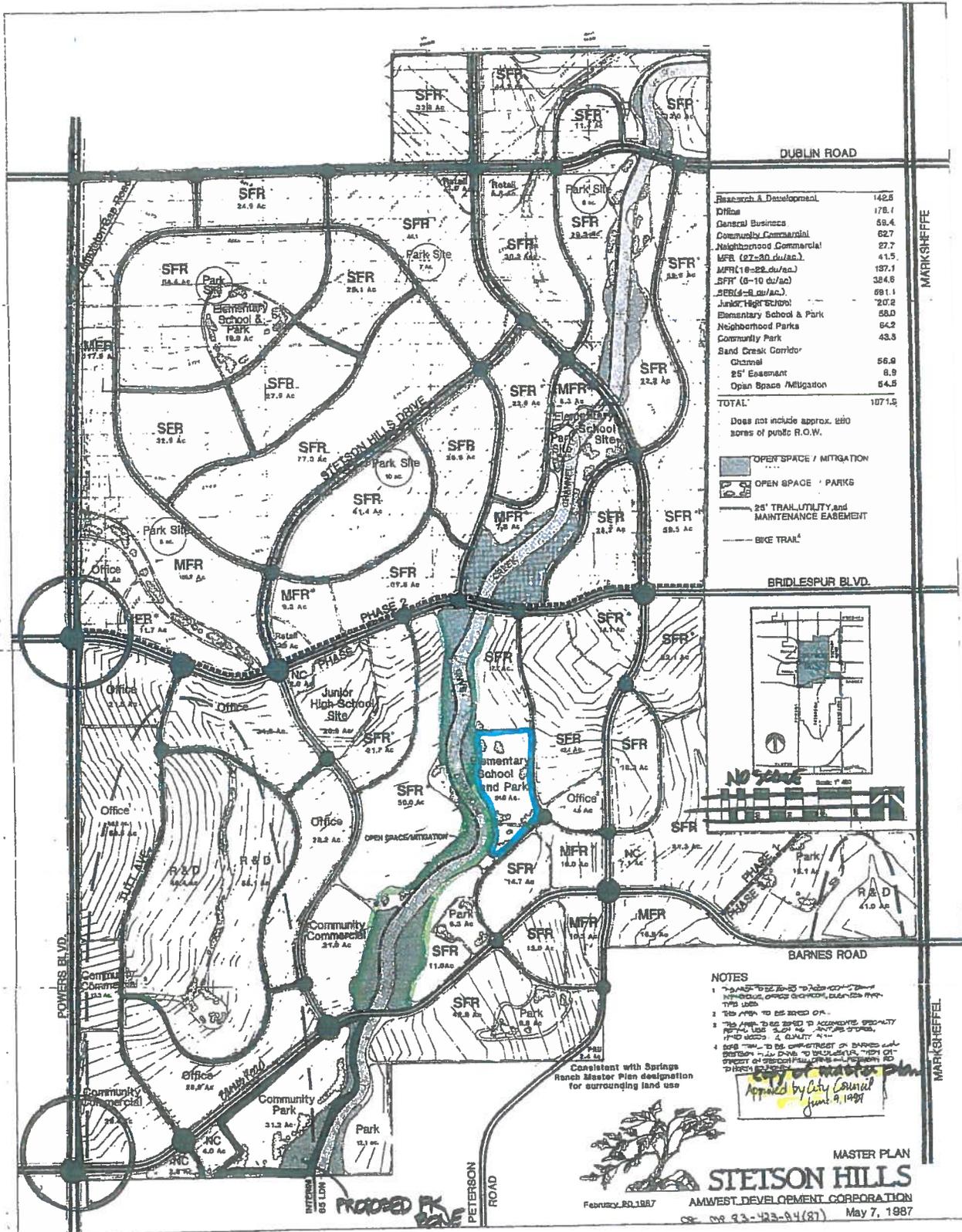
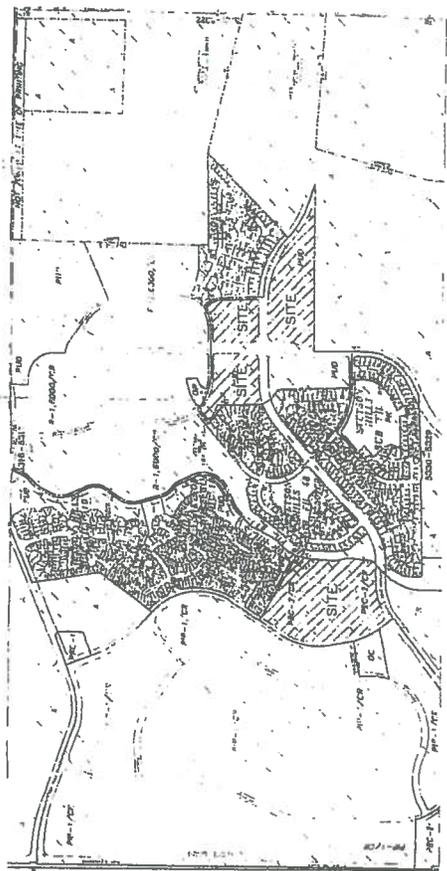
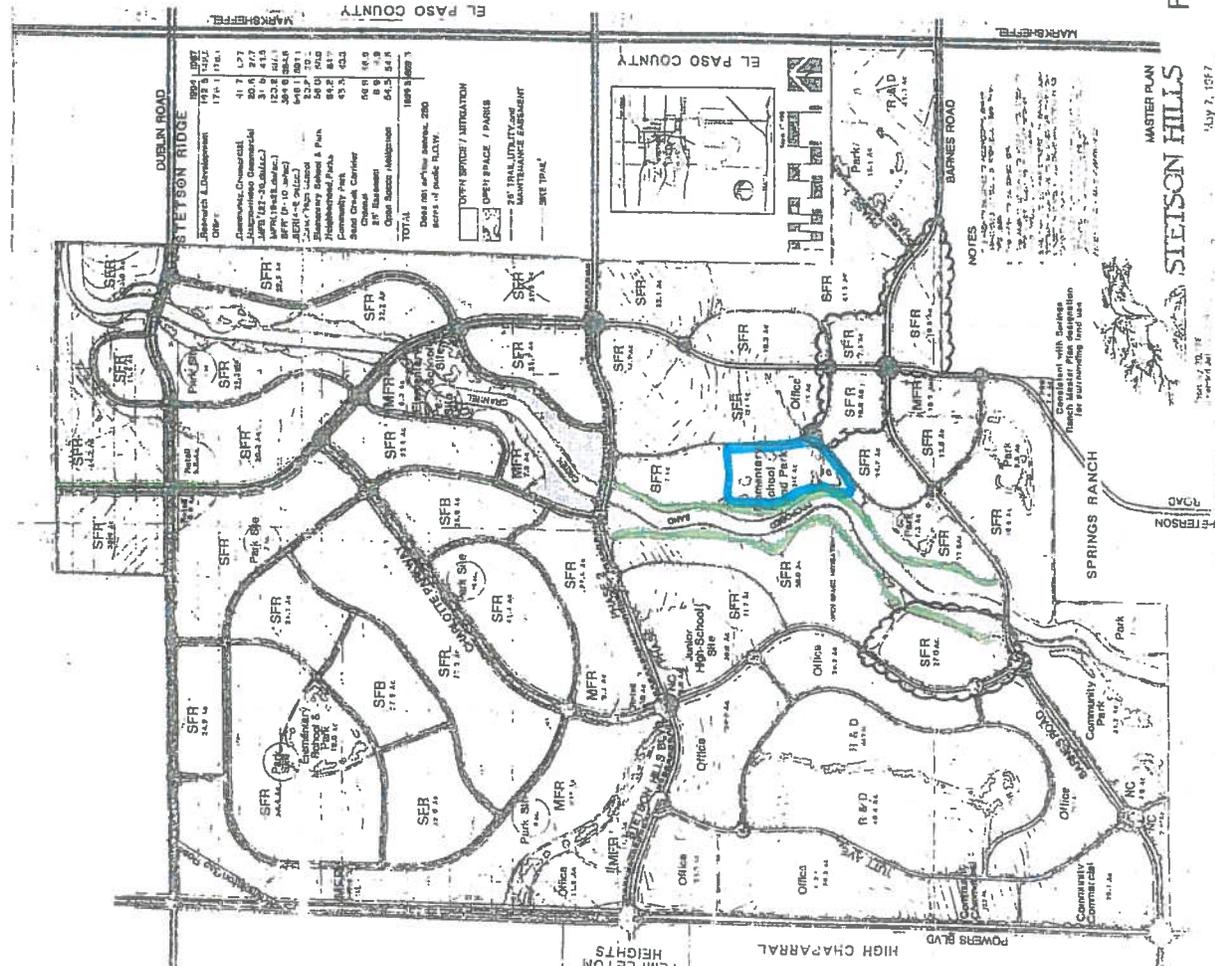


FIGURE 3



(Keep in file)

FIGURE 3



DATA

AREA TOTAL 150.4 AC. N45 W88.3 AC 21
 Leasing: 87.8m. Stetson Hills
 Area of Amendment: 81.00 Acres 1.3 1%

NOTES

AREA OF AMENDMENT INCLUDES:
 SFR 4-6 CHURCH: 10.9 AC
 MFR 27-30 DRIVE: 20.31 AC
 NC TO SFR 4-6C: 7.1 AC
 COMMUNITY CTR: TO SFR 4-6 QUAD AREA 4 ZONE
 General Increase in Single Family Lots = 305
 Reduction in Multi-Family Units = 200
 Total 205 Units
 Overall reduction in Residential units in Community Center 21 and Neighborhood Center 104
 45 LUM Contour retained

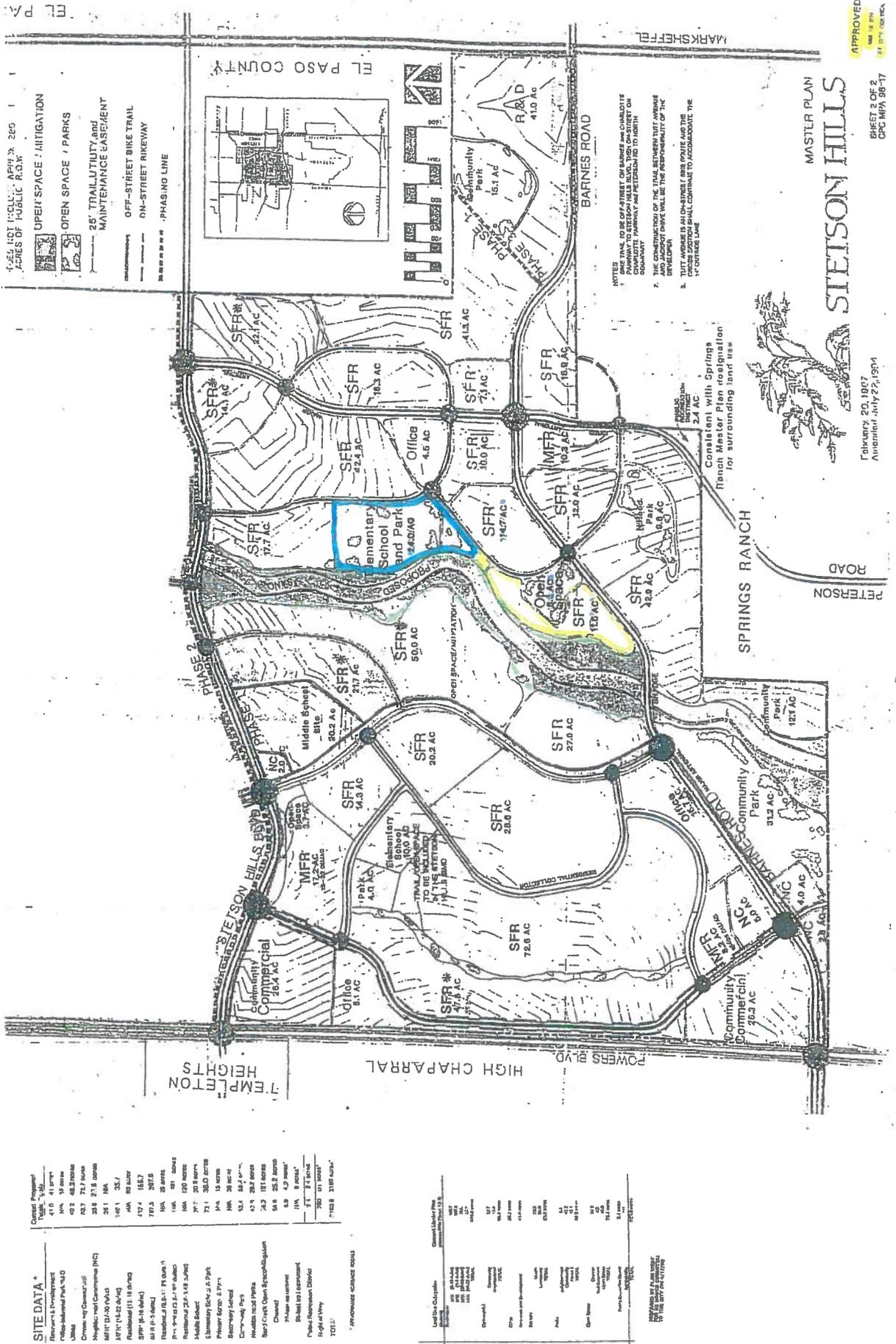
U.S. HOME CORPORATION
 JULY 1994

MINOR AMENDMENT
 TO
 STETSON HILLS MASTER
 PLAN

LOC. INC.
 1800 Dublin Blvd., Suite
 Coonrad, Springs, CO 80916
 (719) 528-6133

PHASE 1

FIGURE 3



APPROVED
 MAY 18 2015
 BY CITY ENGINEER

MASTER PLAN
 STETSON HILLS
 SHEET 2 OF 2
 CPC MAP 98-17

February 20, 1997
 Amended July 22, 1994

- UPPER SPACE / MITIGATION
- OPEN SPACE / PARKS
- 25' TRAILLUTILITY and MAINTENANCE EASEMENT
- OFF-STREET BIKE TRAIL
- ON-STREET BIKEWAY
- PHASING LINE

- NOTES
1. THIS PLAN TO BE OPERATED IN ACCORDANCE WITH THE CHARLOTTE SUBDIVISION ACT AND THE SUBDIVISION ACT OF 1962. THE DEVELOPER SHALL BE RESPONSIBLE FOR THE COST OF THE UTILITY EASEMENTS AND THE COST OF THE TRAILLUTILITY AND MAINTENANCE EASEMENTS. THE DEVELOPER SHALL BE RESPONSIBLE FOR THE COST OF THE UTILITY EASEMENTS AND THE COST OF THE TRAILLUTILITY AND MAINTENANCE EASEMENTS.
 2. THE UTILITY EASEMENTS AND THE TRAILLUTILITY AND MAINTENANCE EASEMENTS SHALL BE THE RESPONSIBILITY OF THE DEVELOPER.
 3. THE UTILITY EASEMENTS AND THE TRAILLUTILITY AND MAINTENANCE EASEMENTS SHALL BE THE RESPONSIBILITY OF THE DEVELOPER.

SITE DATA *

Category	Value
Overall Proposed	3,180
Residential	410
Commercial	15
Office	42
Community Park	258
Elementary School	145
Middle School	182
Open Space	792
Trail	100
Utility Easement	100
Other	20
Phase 1	357
Phase 2	182
Phase 3	307
Phase 4	100
Phase 5	100
Phase 6	100
Phase 7	100
Phase 8	100
Phase 9	100
Phase 10	100
Phase 11	100
Phase 12	100
Phase 13	100
Phase 14	100
Phase 15	100
Phase 16	100
Phase 17	100
Phase 18	100
Phase 19	100
Phase 20	100
Phase 21	100
Phase 22	100
Phase 23	100
Phase 24	100
Phase 25	100
Phase 26	100
Phase 27	100
Phase 28	100
Phase 29	100
Phase 30	100
Phase 31	100
Phase 32	100
Phase 33	100
Phase 34	100
Phase 35	100
Phase 36	100
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Phase 45	100
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Phase 51	100
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Phase 88	100
Phase 89	100
Phase 90	100
Phase 91	100
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Phase 94	100
Phase 95	100
Phase 96	100
Phase 97	100
Phase 98	100
Phase 99	100
Phase 100	100

FIGURE 3

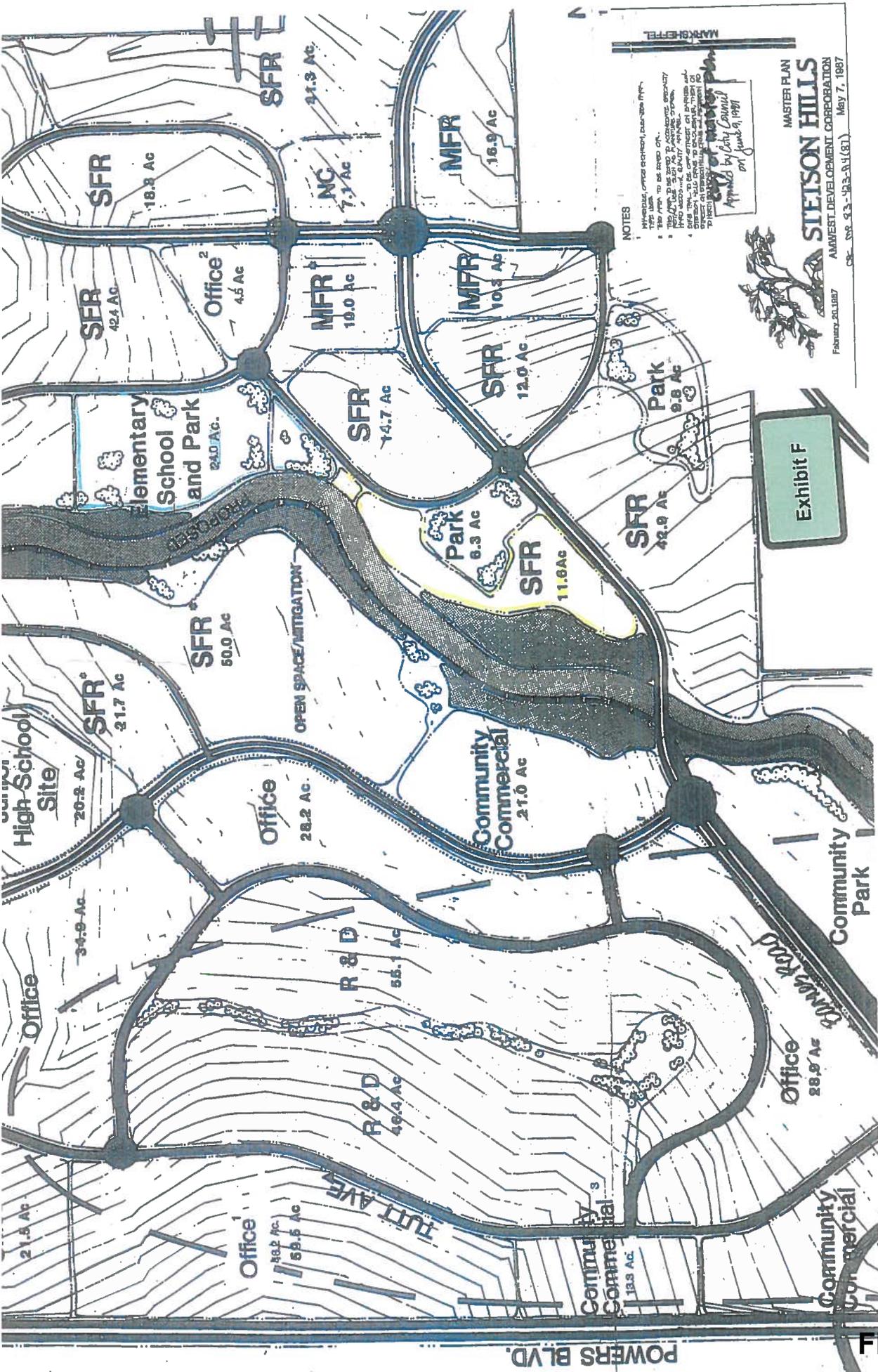


FIGURE 3

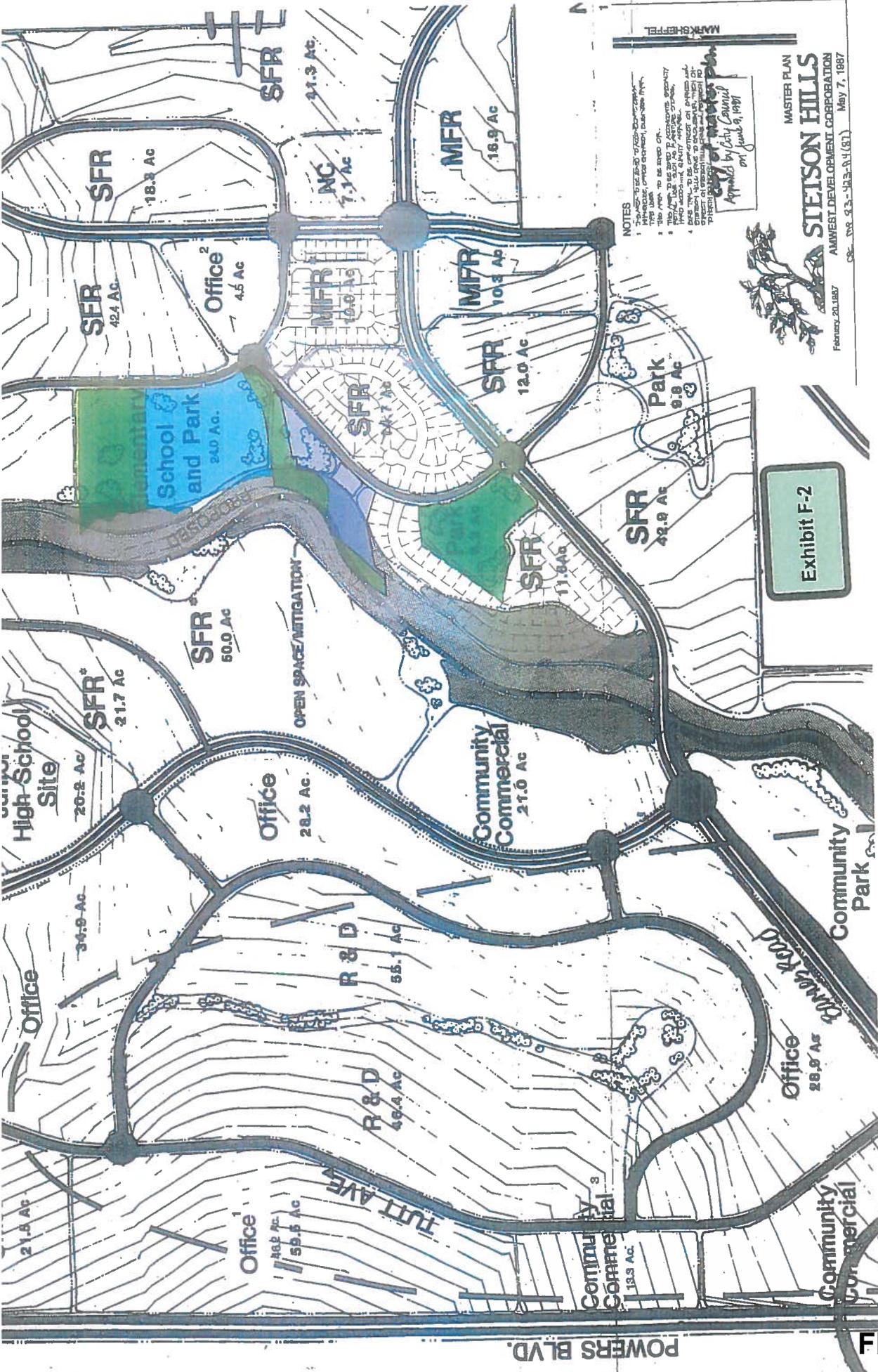


Exhibit F-2

FIGURE 3

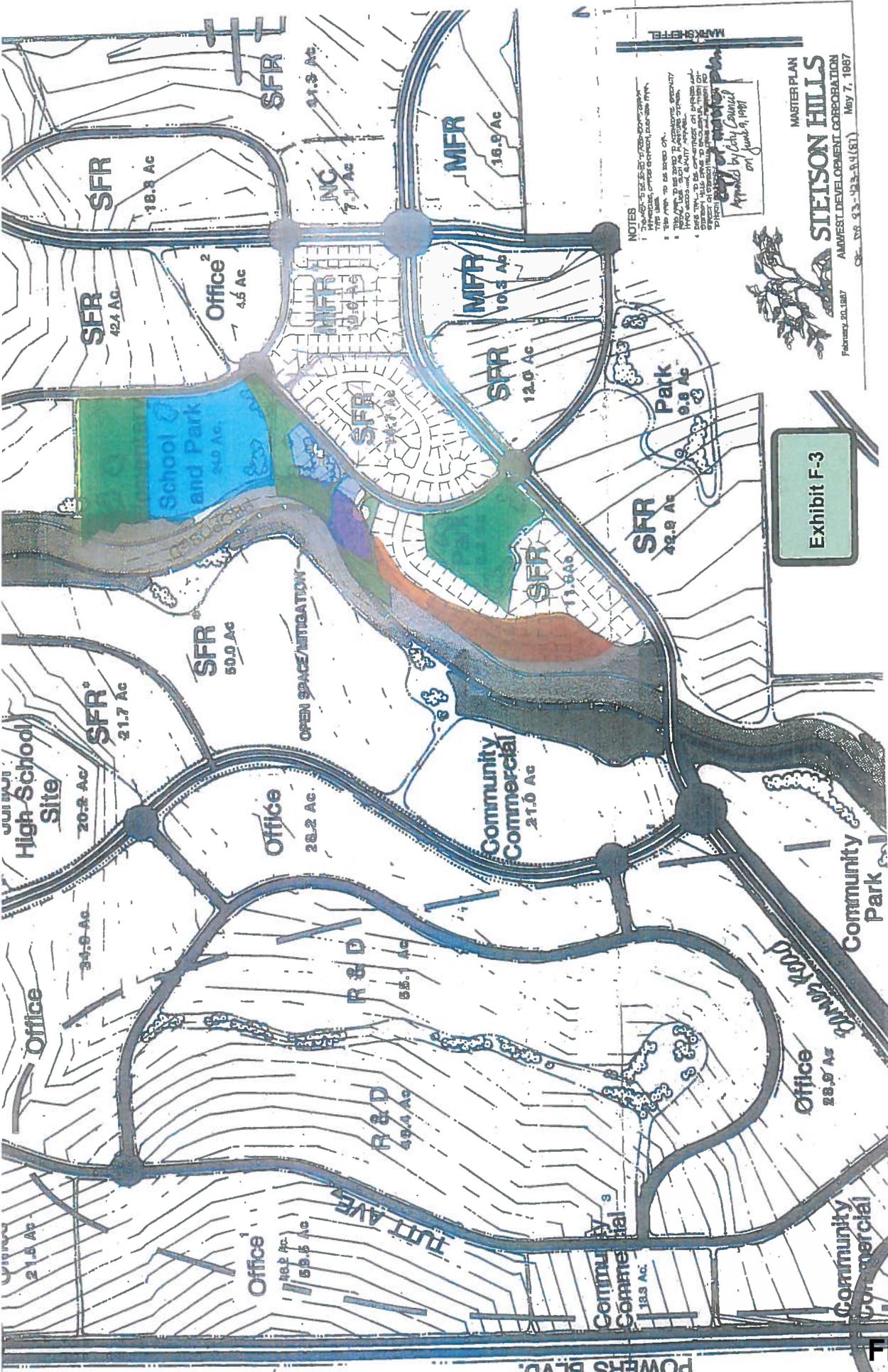


Exhibit F-3

FIGURE 3



CITY OF COLORADO SPRINGS

LAND USE REVIEW DIVISION
PLANNING & DEVELOPMENT

Meeting Attendance Log

Meeting Topic: M.X. Crossing Subdivision

Date: September 2, 2015

Location: Springs Ranch Elementary School

FIGURE 4

Name	Agency (if applicable)	Address	Phone or E-mail (optional)	Did you receive City Notification of Meeting? Yes No
Doug & Meg Pagtas		5020 Goodnight Ct	719.330.5331	X
Ratie Griffith		5050 Goodnight Ct.	719.424.0683	X
Kishne K. Miller		5010 Goodnight Ct.	719-359-6661	X
JAMES ROBERSON		5045 Goodnight Ct.	719-271-3257	X
Jim Madsen		5107 Lone Star Place	719-591-4074	X
Murle Baldwin		4810 Farewell Dr.	719-339-5658	X
Steve + Tracy Martin		5015 Goodnight Ct	719-310-1199	X
James Bowman		4820 Purcell DR	719-573-1994	X
Lisa & Mike Ramsey		5010 Goodnight Ct.	719-237-5768	X
Steve Muliken		102 S. Tejon W 980	719-635-8320	X
Richard Muffler		5025 Goodnight Ct	719-574-1824	X
Brett Mopper		5075 Goodnight Ct	719-574-1824	X



CITY OF COLORADO SPRINGS

LAND USE REVIEW DIVISION
PLANNING & DEVELOPMENT

Meeting Attendance Log

Meeting Topic: M.X. Crossing Subdivision

Date: September 2, 2015

Location: Springs Ranch Elementary School

FIGURE 4

Name	Agency (if applicable)	Address	Phone or E-mail (optional)	Did you receive City Notification of Meeting? Yes No
Donna Olmstead		5030 Goodnight Ct	olmstead@comcast.net	✓
Rosemarie Ferrarini		5070 Purcell Dr.	rosemarie2705@gmail.com	✓
Kim Gerson		4860 Purcell Dr.	kim.gerson@colorado.gov	✓
EARS Copley		4870 Purcell Dr	719-246-3101	✓
ELIZABETH MARGARET KANTZ		4850 Purcell Dr	719-570-9134	✓
FRANK & DONNA TENNISON		4765 Purcell Dr	719-535-0162	✓
LEE ANN BETH (MAMA)		4875 Purcell Dr.	719-570-0124	✓
Bob & Susan Bynley		4880 Purcell Dr.	719-596-0512	✓
John & Rae Madoguen		5760 Purcell Dr.	719-684-6494	✓
RENIE & ADELENE WILCLINANS		5115 BELLE STAR DR	719-596-5914	✓
Luke & Sarah Hummel		4658 Purcell Drive	970-443-1579	✓
Leith & Sarahie Mortenson		4650 Purcell Drive	719-574-8500	✓
Steve & Nancy Plattler		4980 Purcell Dr.	719-550-4659	✓
Steve Jones		4965 Purcell Dr	719-304-9339	✓

Response to the City of Colorado Springs Development Plan Review Criteria for MX Crossing Subdivision at Pring Ranch Rd.

Michael and Lisa Ramsey

5060 Goodnight Ct, Colorado Springs, CO. 80922

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

We feel that the project design is not harmonious on the issues of privacy, noise and light pollution. All of the adjacent properties to this project have at least one bedroom and master bedroom to the rear of their property that would directly face the front of the proposed design. None of the other houses or streets in this neighborhood has this front to back design. Unless the City will allow 30ft high fences to be built on our existing properties, the privacy, noise and light pollution issues will remain. With regards to our property specifically, the houses front face will look directly into our whole backyard. The front to back design will introduce the following noises on a daily basis: vehicles starting, people talking and doors closing amongst others. In regards to light pollution, the carriage and front porch lights of 7 new front facing lots will shine directly onto the backside of our house and into all of our bedroom windows. We have lived at our property for the last 18 years with peace and quiet and these are the main reasons we moved into this neighborhood to raise our children. When we moved in we were under the impression the land would be kept open space as indicated on the Master Plan.

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

The proposed design is not in line with the existing design of the adjacent neighborhood. The design is proposing a front to back design which promotes issues with privacy, noise and light pollution.

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

No, the current front to back proposal only further impacts privacy, noise and light pollution issues.

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 negative influences that may be created by the proposed development?

No amount of landscaping, berms, fences and/or walls will prevent undesirable views, noise, or lighting from affecting the adjacent properties across Pring Ranch Rd. due to the proposed front to back design.

5. Will vehicular access from the project to 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 with minimizes traffic friction, noise and pollution and promotes free traffic flow without excessive interruption.

We feel that 7 new driveways on a designated school and snow route will only affect the safety of the large number of children walking to and from school and the safety of the proposed homeowners having to back out of the driveway while observing traffic and pedestrians.

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

Our concern is that the proposal will damage the permanent landscape of the slope into the stream behind the proposed building site. Has there been an environmental study done to the existence and/or impact on endangered species and wild animals that live near the streamside zone?

Response to the City of Colorado Springs Development Plan

Review Criteria for MX Crossing at Pring Ranch Road

Benjamin and Katie Griffeth

5050 Goodnight Court

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

We feel that the proposed development is not harmonious with the surrounding land uses and our neighborhood. The proposed development has the houses facing the back of our home. None of the homes in our neighborhood have this "front to back" design. We have several issues with the design. The front of the proposed houses would face our master bedroom window as well as our deck and backyard.

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

The proposed development is not compatible with the surrounding neighborhood with the "front to back" design. Furthermore, Pring Ranch Road is already a busy road with constantly speeding cars. We do not need 13 more houses in our neighborhood to add to the traffic. Children use the sidewalk on Pring Ranch Road to get to and from school and it is unsafe for them to have to cross seven driveways and an additional street.

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

The proposed development will have a significant impact on the use of our property. The "front to back" design will impact the way we are able to use our back yard due to privacy issues.

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 negative influences that may be created by the proposed development?

One of the reasons we bought our home in this neighborhood was because of having the open space behind us. There is no way to buffer the noise and light that will negatively impact our property from the newly developed properties that directly face the rear of our home. Furthermore, the additional houses create undesirable views by blocking the Pikes Peak views that we now have from our property.

5. Will vehicular access from the project to 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?

Adding seven new driveways on a designated school and snow route will only have a negative effect on children's safety with the proposed homeowners having to back out of their driveway while observing pedestrians and traffic.

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

No, the homeowners of the proposed development will have to back their vehicles out of the driveways onto busy Pring Ranch Road.

Schultz, Michael

From: Tefertiller, Ryan
Sent: Friday, September 04, 2015 9:31 AM
To: Schultz, Michael
Subject: FW: Land development

This is for you...
Ryan

Ryan Tefertiller, AICP – Planning Manager City of Colorado Springs Land Use Review Division
719-385-5382

-----Original Message-----

From: Debora Galetta [<mailto:galetta@msn.com>]
Sent: Wednesday, September 02, 2015 8:18 AM
To: Tuck, Steve
Subject: Land development

Dear Mr. Tuck,

I am unable to attend the meeting tonight due to work, I would like to state my objection to use of the-open space. I built my house here in 1994 and picked this area because of the open space. As did the folks across the street. Not only will this increase the safety hazard for our children building that many homes close to the school, but the traffic congestion will be even worse than it is now!

Building thirteen homes in that amount of space is not aesthetically pleasing. Like the homes in the cul de sac at the end of the street! That space was meant to be open, an not developed, in the original plan.

Do we really have to develop every square in of dirt? Let the little bit of wildlife we have here live in peace! Please consider the safety issues as well.

Sincerely,
Deb Galetta
4850 Purcell Dr.

Schultz, Michael

From: Tefertiller, Ryan
Sent: Friday, September 04, 2015 9:32 AM
To: Schultz, Michael
Subject: FW: Building plans for Open Space in Stetson Hills

For you.
RT

Ryan Tefertiller, AICP – Planning Manager
City of Colorado Springs
Land Use Review Division
719-385-5382

From: Brian Galetta [<mailto:brian.bcrawford2@farmersagency.com>]
Sent: Wednesday, September 02, 2015 10:54 AM
To: Tuck, Steve
Subject: Building plans for Open Space in Stetson Hills

Good Morning Mr. Tuck,

I am writing this brief email in reference to the public meeting that is being held this evening at 6pm at Stetson Elementary School in regards to the building plans for the open space which runs along Pring Ranch Rd in between Purcell Dr. and Jedediah Smith Rd. I will not be able to attend this meeting due to obligations with work with I would like to quickly express my concern about these building plans.

As a homeowner in that area for now 22 years I have of course seen the area of Stetson Hills change quite drastically. However, it's my truest belief that most of that change has been positive. We have seen many new parks added to the area, attractive housing, new schools etc, all of which have brought their own changes independently as well, but again have been mostly positive. The plans being proposed for this area we are discussing would not only eliminate one of the last open space areas we have in Stetson Hills but it would also bring more traffic and congestion to an area that just quite plainly doesn't welcome it!! Many of my neighbors have lived in the area for nearly 20 years as well and the sense of community amongst us is pretty strong I would say. On that note, we also believe that bringing more traffic and housing within such close proximity to the school is not only inconvenient but would also be a safety threat for our kids. Additionally, the plan to put 13 homes on such a small parcel of land is just ridiculous, and would likely end up being pretty unattractive! I understand that you're likely a very busy person Mr. Tuck, and it is unfortunate that I will not be able to make the meeting this evening, none the less I just wanted to voice my concern and what I believe is the overall community voice of that area, we just don't welcome the plans to build there!

Thanks for your time !!

Brian Galetta
Office of Brandon Crawford
Farmers Insurance
3475 Briargate Blvd Ste 200
Co Spgs, CO 80920-4188
719-593-7999 (Office)
719-599-8002 (Fax)
brian.bcrawford2@farmersagency.com
<http://www.farmersagent.com/bcrawford2>

Schultz, Michael

From: Pajtas, Douglas M <doug.pajtas@verizon.com>
Sent: Wednesday, September 09, 2015 1:33 PM
To: Schultz, Michael
Subject: Sand Creek land / MX Crossing

Mr. Schultz, I am writing you in regards to the planned development on Pring Ranch rd, my house backs up to Pring Ranch (5020 Goodnight Ct) one of my biggest concerns is the drive ways that will be coming out onto Pring Ranch. My plat show "there will be no driveways out on to Pring Ranch" the big concern is our Master bedroom backs up to Pring ranch and there would be a lot of car noise with the front of the new houses facing the back of our house. I have never seen a subdivision where the front of houses face the back of houses this does not seem to be proper planning for a subdivision. The other issues is safety as you will have cars parked up and down Pring Ranch and people trying to back in and out of the driveway into traffic as well as school children walking to school along that side walk.

I feel the reason they have "no Driveways out to Pring Ranch" has to do with the safety issue and the noise for people who backup to Pring Ranch. This just seems like a very bad design that is asking for trouble in both pedestrian safety and increase of car accidents. Having cars parked up and down Pring Ranch behind our houses will be a annoyance to the people backed up to that road.. Today at the beginning of school and when the kids are getting out there are already cars up and down Pring Ranch and even though this is for only a short period I have seen close calls with cars trying to pull out off of Purcell.

Thanks,
Doug Pajtas
Office: 719-535-6026
Cell: 719-330-5331

From: ecopley40@gmail.com [mailto:ecopley40@gmail.com]
Sent: Wednesday, September 09, 2015 8:54 PM
To: Tefertiller, Ryan
Subject: File Number AR DP 15-00434, Proposed M.X. Crossing Subdivision in Stetson Hills

Mr Tefertiller,

The three attachments are from the original 1993 documents for our home at 4870 Purcell Dr in Stetson Hills:

1. I was informed and it clearly shows that no homes were to be built having direct access to Pring Ranch and Barnes Roads.
2. My builder also informed me that I was charged for a premium lot because the lot backed up to an "Open Space".
3. This "Open Space" was clearly marked on the City Master Plan for the area and we were convinced it would not be developed.
4. If this "Open Space" has actually been zoned R1-6000 since 1984, why hasn't this been noted on all city planning documents since that Year?
5. Why does the neighborhood potentially have to pay the penalty for city planning's failure to update maps?

History of Property Condition:

1. Prior to 2011 some trash and tall weeds along side walk which were cut by owners and neighbors. Area was covered by grasses and Wildflowers.
2. Starting in 2012-2015 the new and current owners - Spitting Moose, LLC., did the following:
 - A. Removed the existing raised sidewalk and replaced it with a sidewalk at street level.
 - B. Added a street access to permit parking of construction equipment.
 - C. Used the dirt from the formerly raised sidewalk to build a MotoCross Track on the property. This track was used in late afternoon and weekends creating high noise and dust levels when you wanted to enjoy your time in your backyard.
 - D. This activity did not stop until neighbors called the CSPD for help.
 - E. Dumped several truckloads of fill dirt into the south end of the property creating an almost sterile area with only weeds and dust.
 - F. Cut a trench on the west side of the property below the hill line bordering Sand Creek.
 - G. All of the dirt was moved without installing a single foot of dam to protect Sand Creek or erosion toward the street.

- H. All of this activity appears to have been accomplished without pulling a single permit.
- 3. Two photos are provided to show the current condition of the property. I will provide before pictures for the files as soon as I find them in my archives.
- 4. Please provide me with the list of criteria used for approving new plans via return email.

Sincerely,

Earl Copley
719-246-3601
Life is tough. Wear a helmet!



FREE Animations for your email [Click Here!](#)

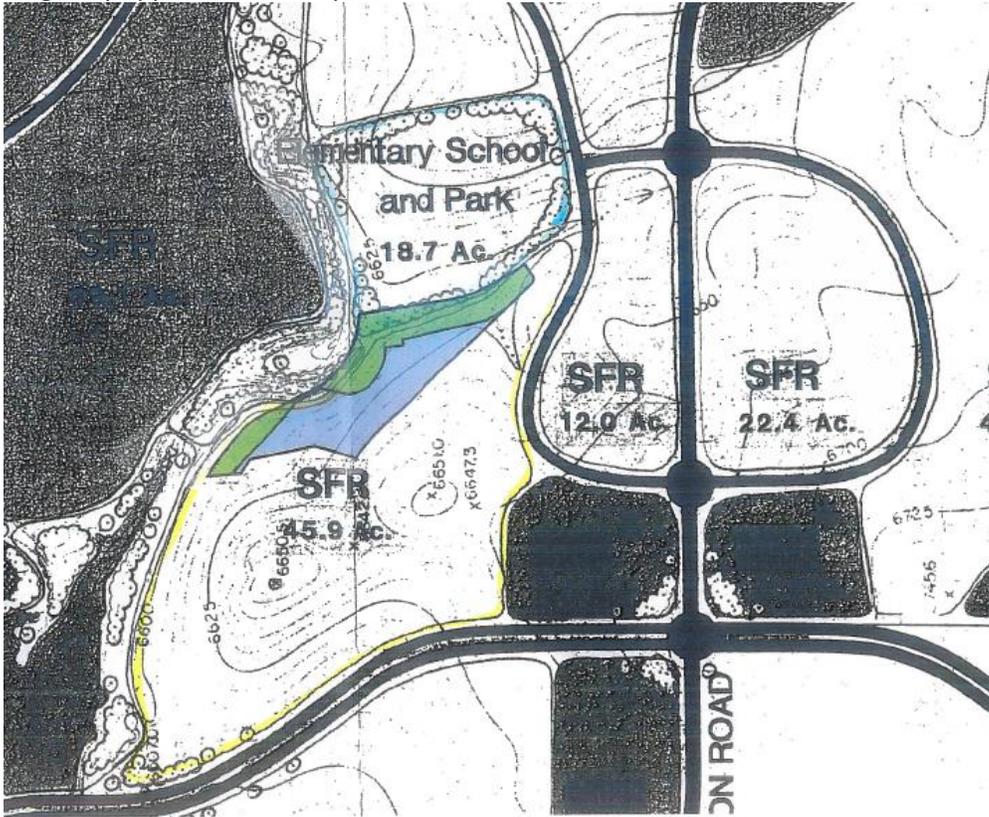
Schultz, Michael

From: BRENDAN HILLIARD <jhlionlvr@msn.com>
Sent: Wednesday, September 23, 2015 9:59 PM
To: Schultz, Michael
Subject: Development Plan Response

1. Will the project design be harmonious with the surrounding land uses and neighborhood?
We feel that the proposed development is not harmonious with the surrounding land uses and our neighborhood. The proposed development has the houses facing the back of our home. None of the homes in our neighborhood have this "front to back" design. We have several issues with the design. The front of the proposed houses would face our master bedroom window as well as our deck and backyard.
2. Will the proposed land uses be compatible with the surrounding neighborhood? Will the proposed development overburden the capacities of existing streets, utilities, parks, schools and other public facilities?
The proposed development is not compatible with the surrounding neighborhood with the "front to back" design. Furthermore, Pring Ranch Road is already a busy road with constantly speeding cars. We do not need 13 more houses in our neighborhood to add to the traffic. Children use the sidewalk on Pring Ranch Road to get to and from school and it is unsafe for them to have to cross seven driveways and an additional street.
3. Will the structures be located to minimize the impact of their use and bulk on adjacent properties?
The proposed development will have a significant impact on the use of our property. The "front to back" design will impact the way we are able to use our back yard due to privacy issues.
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 negative influences that may be created by the proposed development?
One of the reasons we bought our home in this neighborhood was because of having the open space behind us. There is no way to buffer the noise and light that will negatively impact our property from the newly developed properties that directly face the rear of our home. Furthermore, the additional houses create undesirable views by blocking the Pikes Peak views that we now have from our property.
5. Will vehicular access from the project to 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?
Adding seven new driveways on a designated school and snow route will only have a negative effect on children's safety with the proposed homeowners having to back out of their driveway while observing pedestrians and traffic.
6. Will all the streets and drives provide logical, safe and convenient vehicular access to the facilities within the project?
No, the homeowners of the proposed development will have to back their vehicles out of the driveways onto busy Pring Ranch Road.

Sincerely,
Jennifer and Brendan Hilliard

Originally approved master plan



Nov. 1984 amendment

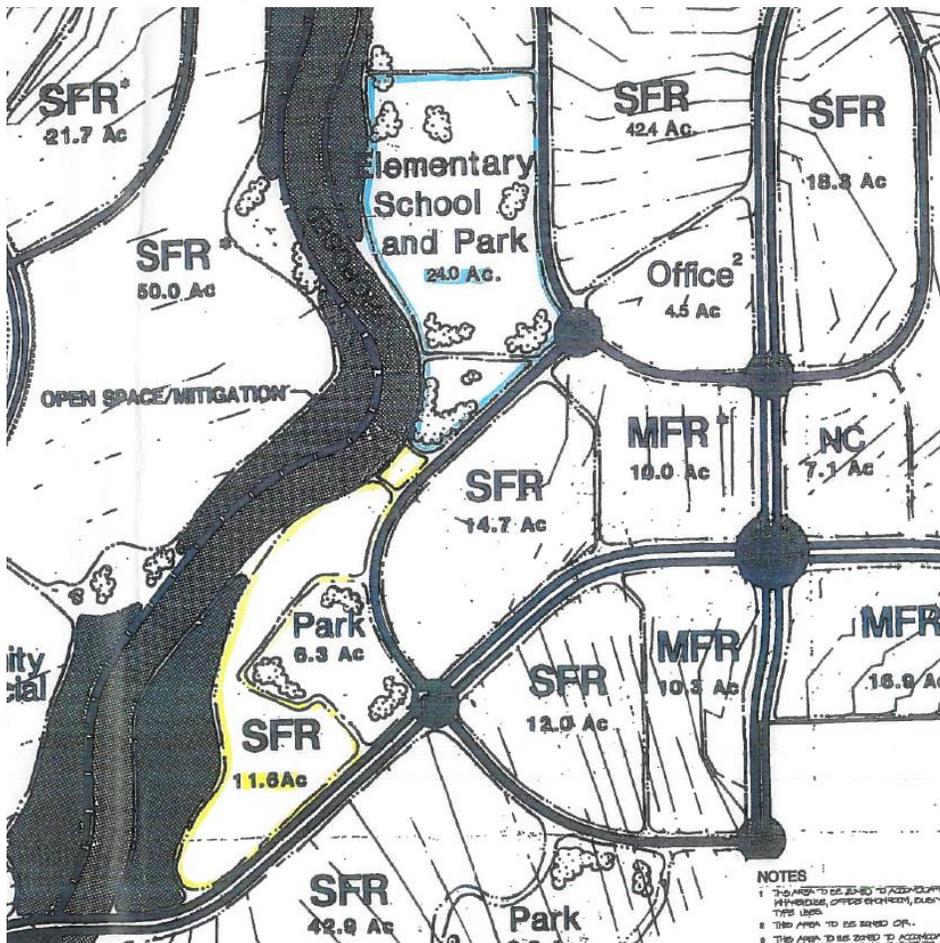


FIGURE 6

1987 Amendment

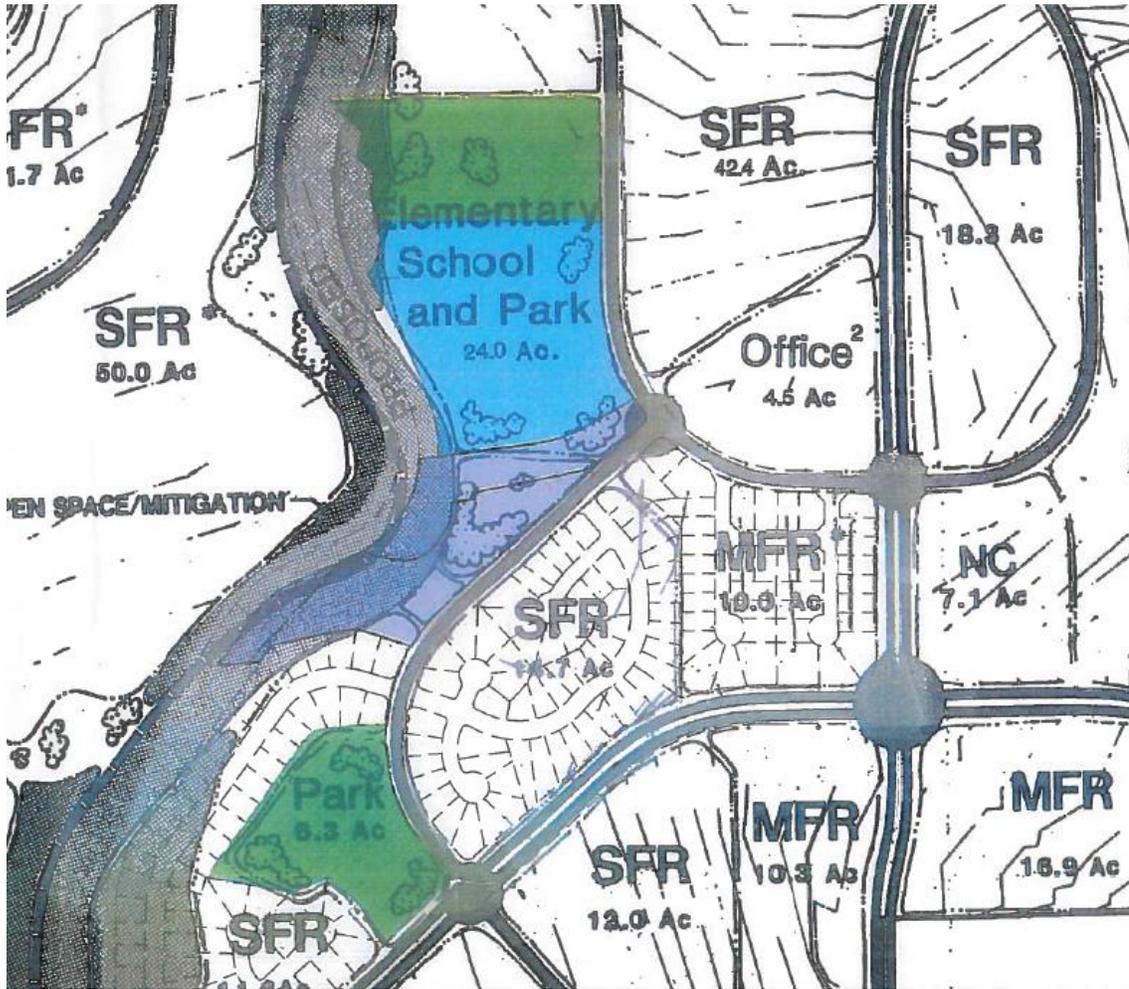


FIGURE 6

Examples of lots fronting residential collector streets



FIGURE 8



FIGURE 8

CITY PLANNING COMMISSION AGENDA

ITEM NOS.: 9.A- 9.B

STAFF: MIKE SCHULTZ

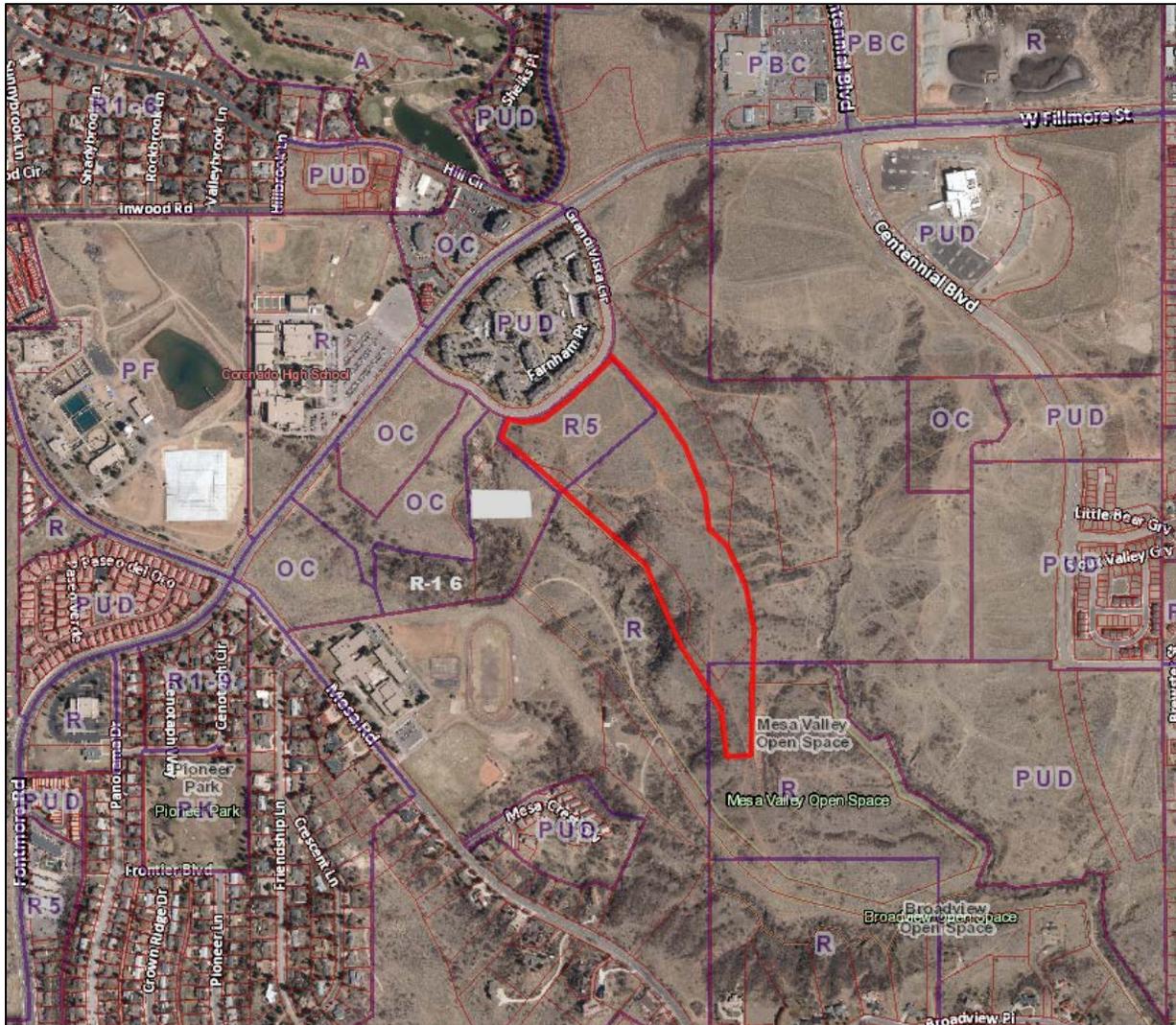
FILE NOS:

9.A CPC ZC 15-00107 – QUASI-JUDICIAL
9.B CPC CP 15-00108 – QUASI-JUDICIAL

PROJECT: SENTINEL RIDGE SENIOR LIVING

APPLICANT: KIMLEY-HORN AND ASSOCIATES

OWNER: GARDEN OF THE GODS CLUB, LLC



PROJECT SUMMARY:

1. Project Description: The proposed development includes a change of zone and concept plan to allow a maximum build out for 266 independent living units, 40 memory care units, 66 assisted living units, and 56 beds for skilled nursing care. The applicant proposes a multi-story facility with a maximum building height of 67-feet.

The initial request for the change of zone was to R-5 (Multi-family Residential); but after determining the extent of the proposed building height, staff recommended a rezone to PUD (Planned Unit Development) in order to address the fact that the requested height exceeded the maximum for the R-5 zone. Although the file numbers remain the same, the applications have been modified to rezone the property from R-5/HS and R/HS (Residential Estate with Hillside Overlay) to PUD/HS (Planned Unit Development with Hillside Overlay). The corresponding concept plan will act as the Planned Unit Concept Plan (PUP) (**FIGURE 1**). Staff will ensure the files document the change in the requests.

The subject property is located south of Fillmore St. and Grand Vista Circle and consists of 25.62 acres.

2. Applicant's Project Statement: **FIGURE 2**
3. Planning and Development Team's Recommendation: Approve the PUD zone change and the Sentinel Ridge Senior Living PUD concept plan for the subject property subject to addressing the significant and technical and/or informational modifications to the plan.

BACKGROUND:

1. Site Address: No address
2. Existing Zoning/Land Use: Vacant
3. Surrounding Zoning/Land Use:
 - North: PUD / Multi-family Residential (Apartments)
 - South: R / City Open Space (Mesa Valley Open Space)
 - East: R / Vacant
 - West: R, PUD, and OC / Vacant, Skilled Nursing/Assisted Living under construction, and Holmes Middle School lies beyond the open space along Mesa Road
4. Comprehensive Plan/Designated 2020 Land Use: General Residential and Candidate Open Space
5. Annexation: Mesa Addition #2
6. Master Plan/Designated Master Plan Land Use: Garden of the Gods Club Master Plan / Multi-family (12-24.99 DU's per acre) (**FIGURE 3**)
7. Subdivision: The property is not yet platted
8. Zoning Enforcement Action: None
9. Physical Characteristics: The site is comprised of a mesa that extends south to the Mesa Valley Open Space. The mesa area itself is relatively flat but slopes to the south; steep grades exist to the east, west and south of the flat portion of the mesa.

STAKEHOLDER PROCESS AND INVOLVEMENT:

Public notice was provided to 37 property owners within a modified 1,000 foot buffer (**FIGURE 4**) from the property on two separate occasions - during the internal review and prior to the Planning Commission meeting. Posters were also posted along Grand Vista Circle to help provide notice to the residents of the apartment complex to the north.

Staff received several e-mails (**FIGURE 5**) voicing concern over the proposed building height. Due to the limited number of citizen inquiries, no neighborhood meetings have been held regarding this proposal.

ANALYSIS OF REVIEW CRITERIA/MAJOR ISSUES/COMPREHENSIVE PLAN & MASTER PLAN CONFORMANCE:

1. Review Criteria/Design & Development Issues:

The project site contains a total of 25.62 acres and is located southwest of W. Fillmore Street and Grand Vista Circle (immediately south of the Oasis Apartments). The requested zone change and concept plan applications are necessary to allow the proposed independent living and human service establishment use on the subject property along with addressing the proposed 67-foot building height that includes the hillside overlay zone. Two access points will serve the site, the concept plan illustrates three exclusive but interconnected uses; the plaza area that will house memory care, assisted living, and skilled nursing care. The commons area will provide a meeting and shared facility for the patients with the plaza and the independent living wings. The independent wings will be located on the southern extent of the interconnected buildings. Structured, off-street parking will be provided within the building as a drive under feature as well as surface parking.

Height Proposal / Recent Examples

The applicant is proposing a 5-story building as part of the independent living wing of the facility, on the southern extent of the site; the concept plan shows two potential building wings to be constructed in two phases. To assist in the analysis, a viewshed diagram provides four points of view of the proposed building and the ultimate height of the structures (**FIGURE 6**).

Staff examined surrounding examples (**FIGURE 7**) where the City has allowed the height maximum to exceed the typical 45-foot limit (45-feet is typical within the R-5 zone and most of the commercial zones). In 2004, the City approved the Centennial PUD concept plan (**FIGURE 8**), located at both the southeast and southwest corners of Fillmore Street and Centennial Blvd; the PUD zoning permitted two pockets within the site with a maximum building height of 60-feet (one of the sites includes the VA Hospital). As part of the rezoning, the hillside overlay zone was removed from the property citing that there were no significant natural features within the area.

In 2007 a zone change request from the Garden of the Gods Club involved a proposed single-family development located south of Fillmore Road between Mesa Rd and Grand Vista Circle, but also included a portion of the subject property. The City agreed to remove the hillside overlay zone as part of the PUD zone change and development plan finding that the PUD would ultimately control height, type, and density of the site. The adjacent Oasis Apartments were rezoned to PUD/HS in 1995 with a maximum building height of 44-feet to allow 252 multi-family dwelling units; the hillside overlay zone remained as part of the zoning.

The above property was again rezoned in 2014 involving multiple zone change requests (including Office Complex and R-5) in order to allow for an independent living and human service facility; the maximum building height within both of those zones is 45-feet. The hillside overlay zone was not reapplied to the site as part of the zone change.

Recently the City Planning Commission approved (Council approved on first reading, second reading pending) the Penrose-St. Francis hospital campus, with a maximum building height of 200-feet, at the northeast corner of Fillmore St. and Centennial Blvd. Also earlier this year the City approved a request to remove hillside overlay zoning from a site southwest of the VA Hospital site along Centennial Blvd.

Another example requesting additional building height on the west side involves PUD zone for the Brookdale senior housing development at Lower Gold Camp and S. 26th Street (for apartments and skilled nursing/assisted living). Zoning was granted for that property that allows a 62-foot 5-inches maximum building height; one building on the site is 5-stories (flat roof design) with the site having several other 4-story buildings.

Although there are surrounding examples of the hillside overlay zone being removed as part of the zoning allowing the PUD to dictate overall development of the site; Staff felt the mesa feature, as well as the surrounding Mesa Valley Open Space, warranted maintaining the overlay. Staff supports the height request allowing a maximum building height of 67-feet, however the building heights will be calculated using the hillside formula; this formula utilizes the existing building grade and the entire height of the structure (to top of peak) and determines height on an isometric analysis. City Zoning Code defines the non-hillside building height formula by averaging the major building corners and measures the height to 5-feet below the peak on a sloped roof.

Geologic Hazards

The applicant has submitted a preliminary geologic hazard report that was forwarded to the Colorado Geologic Survey office (CGS acts as a reviewing consultant on behalf of the City) for review and comment. Although CGS agreed that the mesa could be developed with the intent of multi-family residential, they are requesting additional information from the preparer (Terracon) regarding slope stability analysis before full support can be provided. One concern is that the configuration of the future expansion and the drainage facility “cannot be fully evaluated for slope stability hazards based on the current submittal” (**FIGURE 9**). A copy of the response letter from Terracon is included that begins to address the CGS comments. (**FIGURE 10**)

Staff supports the requested rezone and concept plan for the property on the basis that the Garden of the Gods Club master plan has envisioned high density multi-family development. The zone change request anticipates a maximum dwelling unit and height scenario, which is already partially reflected on the master plan. The number of dwelling units and intensity will depend upon the eventual review and approval of the geologic hazard report which may ultimately impact the overall site design shown on the development plan.

Parkland Dedication

The applicant and the City Parks Department are working out an arrangement regarding required parkland dedication. The property is located within a candidate open space area as well as being adjacent to the Mesa Valley Open Space. The amount of parkland dedication is important because it will impact the overall net density of the site; however even with the 8+ acres that is anticipated to be dedicated (**FIGURE 11**) the density will be within the range of the 24.99 unit maximum demonstrated on the master plan (322 units / 17.22 acres = 18.7 DU's per acre. Note: staff does not include the skilled nursing and memory care units as dwelling units within the calculation).

The dedicated parkland area will require Planning Commission review as a rezone request as agreed to by the applicant and City Parks Department; that portion of the property will be rezoned from PUD to PK.

2. Conformance with the City Comprehensive Plan:

The 2020 Land Use Plan within the Comprehensive Plan includes the site within the Commercial Center designation. The Commercial Center is to be used for large scale commercial uses serving the wider community. The proposed hospital, office/medical office and commercial uses will serve the wider community. The comprehensive plan also supports a mix of land uses and encourages infill. This site will allow for both a mix of land uses and is an infill project on property that has never developed.

Strategy LU 202a: Use Natural and Scenic Areas and Greenways to Frame the Development Pattern of the City

Utilize the 2020 Land Use Map, the Open Space Plan, Master Plans, and site-specific land suitability analyses to weave natural areas and greenways into a citywide open space system that frames the overall development pattern of the city.

Objective LU 3: Develop A Mix of Interdependent, Compatible, and Mutually Supportive Land Uses.

Over the past several decades, the location and design of development have created a pattern of isolated, disconnected, single-purpose land uses. An alternative to this type of land use pattern is one that integrates multiple uses, shortens and reduces automobile trips, promotes pedestrian and bicycling accessibility, decreases infrastructure and housing costs, and in general, can be provided with urban services in a more cost-effective manner.

Objective LU 4: Encourage Infill and Redevelopment

Encourage infill and redevelopment projects that are in character and context with existing, surrounding development. Infill and redevelopment projects in existing neighborhoods make good use of the City's infrastructure. If properly designed, these projects can serve an important role in achieving quality, mixed-use neighborhoods. In some instances, sensitively designed, high quality infill and redevelopment projects can help stabilize and revitalize existing older neighborhoods.

3. Conformance with the Area's Master Plan:

Staff finds that the proposed development conforms with the Garden of the Gods Club Master Plan which allows multi-family residential with a maximum density of 24.99 DU's per acre.

STAFF RECOMMENDATIONS:

Item No: 9.A CPC ZC 15-00107 – Change of Zone to PUD

1. **Approve** the zone change from R-5/HS (Multi-family Residential with Hillside Overlay) and R/HS (Residential Estate with Hillside Overlay) to PUD/HS (Planned Unit Development with Hillside Overlay) to allow a maximum of 266 independent living units, 40 memory care units, 66 assisted living units and 56 beds for skilled nursing care; a maximum building height of 67-feet consisting of 25.62 acres. This recommendation is based on the finding the request complies with the review criteria in City Code Section 7.5.603.B (Establishment or Change of Zone District Boundaries).

As an alternative, City Planning Commission may decide to remove the hillside overlay to allow the applicant flexibility in regards to site grading and existing building elevation; however the maximum building height should be lowered to 60-feet to reflect this change.

Item No: 9.B CPC CP 15-00108 – Planned Unit Development Concept Plan

Approve the concept plan for Sentinel Ridge Senior Living facility based on the finding the plan complies with the review criteria in City Code Section 7.3.605 (Review Criteria for PUD Concept Plans) subject to compliance with the following significant and technical and/or informational modifications to the concept plan:

Significant Modifications

1. Continue coordination with the Colorado Geologic Survey and City staff regarding acceptance of the geologic hazard report. Place a note on the Concept Plan stating “Site design and layout may be altered based on the conclusions and outcome of the geologic hazard report”.

Technical and Informational Modifications to the Development Plan:

1. Finalize an agreement with the City Parks Department on parkland dedication and to the requirement to rezone land dedicated to the PK (Public Park) zone.
2. Provide a note on the plan stating “Off-site signage not approved with this plan”.
3. Show and callout the speed line of sight with the adequate sight distance length (footage) for the proposed accesses off of Grand Vista Circle.
4. Show and callout the appropriate location(s) of the proposed gate(s) for each access.
5. Add the anticipated plat name to the Concept Plan.
6. Show and call out the detached sidewalk and entrances along Grand Vista Circle (note: public improvement easement will be necessary where the sidewalk goes outside the ROW).
7. Label all streets as either private or public.
8. Label and identify Grand Vista Circle, the right-of-way width, classification, and clarify the property boundaries.
9. Pull back the median, at the eastern entrance, behind the City's R.O.W. and assure it does not obstruct the pedestrian crossing.
10. Label existing storm sewer pipes and structures.
11. Assure the concept plan reflects any changes made to the drainage report.
12. The Geologic Hazard Report was missing a few details. Contacted the Engineering Consultant who is waiting on the revised Geologic Hazard Report.
13. CSU acceptance of the Wastewater Master Facility Report is required prior to development plan approval.
14. Vacation of the existing utility easement for the 20-inch water main will be required after relocation is complete.



November 24, 2015

Mr. Mike Schultz, AICP
Senior Planner
Planning and Development Department
Land Use Review Division
City Administration Building
30 South Nevada Avenue, Suite 105
Colorado Springs, CO 80901-1575

**RE: *SQLC at Sentinel Ridge
Zone Change and Concept Plan (CPC ZC 15-00107/CP 15-00108)
Concept Statement***

Dear Mr. Schultz,

Thank you for accepting this Zone Change and Concept Plan package for the above-noted Project. We are pleased to be working with Senior Quality Lifestyles Company (Sentinel Ridge Senior Living Corporation, LLC) and AG Architecture on the facility located in the currently vacant land south of Grand Vista Circle, adjacent to the Mesa Valley Open Space.

The proposed Sentinel Ridge project will include the construction of a new Continuing Care Retirement Community (CCRC) consisting of residential based living units as well as common spaces for seniors, providing multiple levels of care from Independent Living through Skilled Nursing. In order to support this development, we are proposing a Zone Change from R/R5/HS to a PUD Zone District. A portion of the site where grades exceed 4:1 slopes will also be designated as a Preservation Area and will either be covered by a Preservation Easement or be dedicated to the City Parks Department as a land dedication. The areas along the project perimeter will be left in their natural state which will relate well to the existing open space on the west and vacant land on the east. The character of the project mass and scale will similarly relate to the existing multi-family residences north of Grand Vista Circle.

Project Program

The campus will be configured to consist of two primary building components: the Plaza Building, consisting of three stories of Memory Support, Assisted Living and Skilled Nursing care with a common entrance and the Independent Living building consisting Independent Living apartments with enclosed parking, two stories of common spaces for residents and a common entrance. The Independent Living building will be generally 3-stories in height on the north and east facing facades and 5-stories in height on the west and south facing facades. A supplemental letter has been provided to more clearly show the building height throughout the site.

The current program includes the following present and future components:

Present Condition (Phase I)

- 148 one and two bedroom Independent Living apartments with underground/enclosed parking and balconies/patios
- 48 one and two bedroom Assisted Living apartments
- 20 units of Memory Support
- 40 private and semi-private beds for Skilled Nursing

Future Expansion (Phase II+)

- 118 Independent Living apartments with underground/enclosed parking and balconies/patios
- Plaza Wing Expansion to consist of approximately 18 assisted living apartments, 20 units of memory support, and 16 beds for Skilled Nursing.
- The expansion areas are shown on this plan for reference; however, those improvements will be reviewed and permitted separate from this Application. The drainage facility; however, has been designed to account for the final build-out scenario.

Both building components will consist of a number of amenities and common spaces for resident use including multiple dining venues, living and activity spaces and fitness/therapy spaces. Exterior walking paths, public patios and outdoor spaces for resident gathering are also proposed. A portion of the building will consist of a service component, including receiving, service drive, commercial kitchen as well as mechanical and staff support spaces. Approximately 405,000 SF is anticipated.

The building components will be constructed of both light gauge metal and wood framing systems, with exterior materials consisting of highly durable products including cement board siding, cultured stone and exposed wood timbers in select areas.

Based on the significant topography of the site as well as the planned approach to provide connection of all facilities within the community, further information is provided relative to building height provided for by the PUD zoning. The design provided allows for flexibility of design, architecture to match the community and provides a consistency with the discussions during our Pre-Application meeting with Mr. Steve Tuck. Perspectives of the site relative to the surroundings are also provided for additional context. It should be noted that the Project provides for building mass of a maximum of three stories with the exception of a portion of the Independent Living which is located furthest away from the Grand Vista Circle right-of-way (over 600 feet away) and the proposed finish floor of the building is approximately sixteen feet lower than the adjacent right-of-way.

Site Access and Utilities

Site Access

The site obtains access from two points of entry from Grand Vista Circle as previously envisioned by the existing curb cuts in the roadway. The existing curb cut locations are only slightly modified with the Project. This provides for separation of the classifications of use in the community. The Site will also

be gated for both vehicles and pedestrians as discussed in the LDTC. Gates will be placed sufficiently away from the vehicular access points to the adjacent right-of-way and Knox box access will be provided for fire access. Curb ramps will be provided at the site access points as well as throughout the site.

A continuous access path is provided throughout the site. The western portion of the access road will be limited to emergency vehicle access and a small portion of employee parking. At all times a minimum of 20' wide path is provided. Pedestrian connectivity will be provided throughout the site with ADA ramps as well as connections to the adjacent right-of-way and the overlook area shown on the west.

Utility Connections

The Project will connect to the existing utility infrastructure adjacent to the Site as possible. Gas and Electric service is anticipated to come from the Grand Vista right-of-way.

Sanitary sewer is available in Grand Vista Circle; however, due to the topography of the Site, it is only plausible to utilize this existing main for the Plaza Building, at most. The remainder of the sanitary sewer flows generated by the project will be collected and conveyed south to the existing sanitary sewer main off-site approximately 500 LF through the City Owned Mesa Valley Open Space. This will require private and public sanitary sewer mains for the Project.

The Project will provide a private storm sewer system to collect and convey developed runoff from the Project to a drainage facility located at the southern end of the Site. The drainage facility is located to allow for future expansion of the Independent Living portion of the Project as noted above. Due to the lack of public storm sewer main in the area as well as the adjacent grades, the controlled release from the pond is due to discharge to the south.

The water service for the Project will create a new looped 8" water main through the site to provide separate domestic and fire services for each building and fire hydrants throughout. Irrigation is assumed to connect to this proposed main as well. Additionally, an existing 20" water main bisects the Site. Colorado Springs Utilities is in process of locating this line. The Project will be relocating this line around the Project and locate it within a new 40' wide easement.

Zone Change Justification

The following review criteria were examined as a part of this application:

1. The action will not be detrimental to the public interest, health, safety, convenience or general welfare.

The Project will enhance the public interest, health, safety and general welfare of the public by providing a CCRC in an area that has this strong need.

2. The proposal is consistent with the Comprehensive Plan

The Site is indicated as General Residential under the 2020 Land Use. Based on our Pre-Application meeting, we understand that the density proposed is further consistent with the City's Comprehensive Plan.

3. Where a master plan exists, the proposal is consistent with such plan or an approved amendment to such plan. Master plans that have been classified as implemented do not have to be amended to be considered consistent with a zone change request.

The Site is a part of the Central Planning Area, more specifically part of the Hill Properties. Our proposal is consistent with this plan.

Additionally, the only issue raised during the Pre-Application meeting was the proximity to the steep slopes. This concern has been mitigated with the preparation of the Geological Hazard Study as well as minimizing development in the areas slope stability concern. A land suitability analysis is also provided with this application for reference. The Project team is continuing to work with the Colorado Geological Survey to ensure their concerns are addressed as well.

PUD Concept Plan Review Criteria

The following review criteria were examined as a part of this application:

- A. Is the proposed development pattern consistent with the Comprehensive Plan, the 2020 Land Use Map, and all applicable elements of the Comprehensive Plan (including the intermodal transportation plan and the parks, recreation and trails master plan)?

The 2020 Land Use Map reflects residential on the site as well as candidate open space at the edge of the site. This project intends to be fully in keeping with this approach and our proposal includes land dedication which can further the goals of the plans.

- B. Are the proposed uses consistent with the primary and secondary land uses identified in the 2020 Land Use Map of the Comprehensive Plan, as amended?

Yes, the proposed uses are consistent with the land uses identified as residential on the Comprehensive Plan.

- C. Is the proposed development consistent with any City approved master plan that applies to the site?

The project is not known to be subject to a site specific City approved master plan.

- D. Is the proposed development consistent with the intent and purposes of this Zoning Code?

The Project is consistent with the intent and purpose of the Zoning Code and the PUD District. As noted, the "district encourages the flexibility in design to create a better living environment, to

preserve the unique features of the site, and to provide public services in a more economic manner.” This project provides unique design to serve seniors in the community on a site that preserves the natural features of the existing land in either preservation easements or land dedication to the Parks Department.

- E. Does the development pattern proposed within the PUD concept plan promote the stabilization and preservation of the existing or planned land uses in adjacent areas and surrounding residential neighborhoods?

The provided use is complementary to the existing neighborhood and the long term development will provide stability for the neighborhood and residents of the community as a whole.

- F. Does the development pattern proposed within the PUD concept plan provide an appropriate transition or buffering between uses of differing intensities both on site and off site?

The site provides natural fall and separation between the public right-of-way and the more dense independent living portion of the project.

- G. Does the nonresidential development pattern proposed within the PUD concept plan promote integrated activity centers and avoid linear configurations along roadways?

This criteria is not applicable for this Project.

- H. Are the permitted uses, bulk requirements and required landscaping appropriate to and compatible with the type of development, the surrounding neighborhood or area and the community?

The uses and landscaping are consistent with the zoning code and the surrounding neighborhood. No bulk requirements are defined by the PUD.

- I. Does the PUD concept plan provide adequate mitigation for any potentially detrimental use to use relationships (e.g., commercial use adjacent to single-family homes)?

The proposed senior living uses are complementary to the existing neighborhood and in context with the existing zoning. While no buffering is needed, natural buffering will occur due to the open space on the west as well as the separation required by the topography to the east.

- J. Does the PUD concept plan accommodate automobile, pedestrian, bicycle and transit modes of transportation as appropriate, taking into consideration the development's primary function, scale, size and location?

The project plan provides accommodations for vehicles, pedestrians, bikes and emergency vehicles for travel to and through the site. The site will also be gated to provide a secure environment as needed for the residents. Vehicular gates will be provided at a sufficient distance

from the right-of-way for entry and pedestrian gates and sidewalks will be provided for secure pedestrian/bicycle access as well.

- K. Does the PUD concept plan include a logical hierarchy of perimeter and internal arterial, collector and local streets that will disperse development generated vehicular traffic to a variety of access points and ways, reduce through traffic in adjacent residential neighborhoods and improve resident access to jobs, transit, shopping and recreation?

Due to the size and function of the Site, only internal private access drives are required. No public streets are planned.

- L. Will streets and drives within the project area be connected to streets outside the project area in a way that minimizes significant through traffic impacts on adjacent residential neighborhoods, but still improves connectivity, mobility choices and access to jobs, shopping and recreation?

There will be no through traffic on other sites to access this Project. The only access points are to Grand Vista Circle which is public right-of-way. There is no availability for vehicular traffic to cut through other sites to access the project.

- M. Does the PUD concept plan provide safe and convenient vehicle and pedestrian connections between uses located within the zone district, and to uses located adjacent to the zone district or development?

Residents and visitors of the community will have safe and convenient connections through the site for vehicles and external and internal ADA routes will be provided for pedestrians.

- N. Will adequately sized parking areas be located to provide safe and convenient access, to avoid excessive parking ratios and avoid excessive expanses of pavement?

Parking is provided for the community based on the Owner's detailed knowledge of what is necessary for the project and is sized and spaced sufficiently for the Project and the various facilities. Garaged parking is provided for the Independent Living portion of the Project which minimizes expanses of pavement as well.

- O. Are open spaces integrated into the PUD concept plan to serve both as amenities to residents/users and as a means for alternative transportation modes, such as walking and biking?

Open and community spaces will be provided for the residents and visitors of the Project for amenities and health opportunities. In addition to ADA paths exterior to the facilities which provide direct access to the right-of-way, an internal courtyard is available to the Plaza building and several other outdoor spaces are provided.

- P. Will the proposed development overburden the capacities of existing or planned streets, utilities and other public facilities?

The project will not overburden the capacities of the existing roadway network or existing utilities.

- Q. Are the areas with unique or significant natural features preserved and incorporated into the design of the project? (Ord. 03-110; Ord. 03-190; Ord. 09-70; Ord. 09-80; Ord. 12-68)

Significant areas are proposed for dedication as either preservation easements or a land dedication to the City of Colorado Springs Parks department for use. The natural features, slopes, and landscaping will be preserved in a large portion of the site.

Project Requests

As a part of the Zone Change and Concept Plan submittals, the Project respectfully requests consideration of the following:

- Inclusion in the City's Rapid Response Program
- Support of our Applications to allow for a Rezone Completion no later than February 1, 2016

Closing

Thank you for your consideration of this request. We appreciate all of your help and look forward to working with you and the City to develop this property to serve and enhance the local community. Should you have any questions or need further information, please do not hesitate to call me direct at (303) 228-2322.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



Meaghan M. Turner, PE, LEED AP
Associate / Senior Project Manager

PROPERTY DEVELOPER
SENTINEL RIDGE SENIOR LIVING CORPORATION
12720 HILLCREST ROAD - SUITE 106
DALLAS, TX 75230
PHONE: 214.730.5587
CONTACT: JONATHAN CARRIER

PROPERTY OWNER
GARDEN OF THE GODS CLUB LLC
300 EAGLE DANCE CIRCLE
PALM DESERT CA, 92271-7440

DESIGN TEAM
CIVIL ENGINEER/ARCHITECT
KIMLEY-HORN AND ASSOCIATES, INC.
5582 SOUTH ULSTER STREET, SUITE 1500
DENVER, CO 80237
PHONE: 303.228.2322
CONTACT: MEGHAN TURNER, P.E., LEED AP

ARCHITECT
AG ARCHITECTURE
1414 UNDERWOOD AVENUE, SUITE 301
MAUNATOSA, WY 83213
PHONE: 414.431.3131
CONTACT: DAVID TRINKNER

LANDSCAPE ARCHITECT
KIMLEY-HORN AND ASSOCIATES, INC.
4582 SOUTH ULSTER STREET, SUITE 1500
DENVER, CO 80237
PHONE: 720.636.8302
CONTACT: CHRISTOPHER HICE, PLA

PROJECT DESCRIPTION

THIS PROJECT SITE CURRENTLY CONSISTS OF VACANT, UNDEVELOPED LAND WITH STEEP TERRAIN AT THE PERIMETER. THE PROJECT IS ANTICIPATED PRESENTLY THAT THERE WILL BE 148 INDEPENDENT LIVING UNITS, 48 ASSISTED LIVING UNITS, 40 SKILLED NURSING BEDS AND 20 MEMORY CARE BEDS. THE PROJECT ALSO INCLUDES TWO ACCESS DRIVES OFF OF GRAND VISTA CIRCLE, FRONT ENTRY DRIVEWAY, SERVICE ACCESS ROAD, ASSOCIATED PARKING, DRIVE AISLES, LANDSCAPING, WATER QUALITY AND DETENTION FACILITY, AND UTILITY IMPROVEMENTS. FUTURE EXPANSION AREAS ARE ALSO ENVISIONED.

PROPOSED PARCEL DESCRIPTION:

A TO BE PLATTED PORTION OF THE FOLLOWING DESCRIBED PROPERTY:

A TRACT OF LAND IN THE E1/2 OF THE SE1/4 OF SECTION 35 AND THE W1/2 OF THE SW1/4 OF SECTION 36, TOWNSHIP 13 SOUTH, RANGE 67 WEST AND THE NE1/4 OF SECTION 2 AND THE NW1/4 OF THE NW1/4 OF SECTION 1, TOWNSHIP 14 SOUTH, RANGE 67 WEST OF THE 6TH P.M., EL PASO COUNTY, COLORADO, DESCRIBED AS FOLLOWS:

COMMENCING AT THE E1/4 CORNER, SECTION 35, T13S, R67W OF THE 6TH P.M., THENCE S00°37'28"W ALONG THE EAST LINE OF THE SE1/4 OF SAID SECTION 35 A DISTANCE OF 2,612.63 FEET TO THE SOUTHEAST CORNER OF SAID SECTION 35 (BEARINGS BASED UPON THE THE EAST LINE OF THE SE1/4 OF SAID SECTION 35, MONUMENTED AT EACH END WITH A 3 3/4" CAP ON A CONCRETE PILLAR, AND BEARS S00°37'28"W); THENCE S26°04'42"E A DISTANCE OF 600.14 FEET TO THE POINT OF BEGINNING.

THENCE THE FOLLOWING 5 COURSES ALONG A PORTION OF THE NORTHEASTERLY BOUNDARY OF THE PARCEL DESCRIBED IN BOOK 6496, PAGE 989 IN THE EL PASO COUNTY CLERK AND RECORDERS OFFICE:

- 1.) S88°07'21"W A DISTANCE OF 150.04 FEET;
- 2.) N08°12'39"W A DISTANCE OF 250.07 FEET;
- 3.) N29°54'30"W A DISTANCE OF 466.26 FEET;
- 4.) N25°22'48"W A DISTANCE OF 485.41 FEET;
- 5.) N48°23'18"W A DISTANCE OF 655.05 FEET;

THENCE LEAVING SAID NORTHEASTERLY LINE, N05°24'54"W, A DISTANCE OF 300.63 FEET;
THENCE ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT, A DISTANCE 140.48 FEET, HAVING A RADIUS OF 286.00 FEET, A CENTRAL ANGLE OF 28°14'30", AND A CHORD BEARING N81°17'39"W, A CHORD DISTANCE OF 139.06 FEET;

THENCE N02°40'52"W, A DISTANCE OF 97.82 FEET TO THE SOUTHERLY RIGHT OF WAY OF GRAND VISTA CIRCLE;
THENCE THE FOLLOWING NEXT 3 COURSES ALONG SAID SOUTHERLY RIGHT OF WAY:

- 1.) ALONG THE ARC OF A NON-TANGENT CURVE, TO THE LEFT, A DISTANCE 201.47 FEET, HAVING A RADIUS OF 305.00 FEET, A CENTRAL ANGLE OF 37°50'53", AND A CHORD BEARING N68°57'35"E, A CHORD DISTANCE OF 197.83 FEET;
- 2.) N50°02'04"E A DISTANCE OF 300.95 FEET;
- 3.) ALONG THE ARC OF A CURVE TO THE LEFT, A DISTANCE 88.32 FEET, HAVING A RADIUS OF 330.00 FEET, A CENTRAL ANGLE OF 15°20'05", AND A CHORD BEARING N42°21'59"E, A CHORD DISTANCE OF 88.06 FEET;

THENCE LEAVING SAID SOUTHERLY RIGHT OF WAY, S55°20'33"E, A DISTANCE OF 250.10 FEET;
THENCE ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT, A DISTANCE 120.86 FEET, HAVING A RADIUS OF 225.00 FEET, A CENTRAL ANGLE OF 30°46'55", AND A CHORD BEARING S54°52'27"E, A CHORD DISTANCE OF 119.43 FEET;

THENCE ALONG THE ARC OF A REVERSE CURVE TO THE LEFT, A DISTANCE 236.79 FEET, HAVING A RADIUS OF 525.00 FEET, A CENTRAL ANGLE OF 25°50'31", AND A CHORD BEARING S32°24'15"E, A CHORD DISTANCE OF 234.79 FEET;
THENCE S45°19'31"E, A DISTANCE OF 128.00 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE RIGHT, A DISTANCE 200.71 FEET, HAVING A RADIUS OF 175.00 FEET, A CENTRAL ANGLE OF 65°42'50", AND A CHORD BEARING S122°28'08"E, A CHORD DISTANCE OF 189.89 FEET;
THENCE ALONG THE ARC OF A REVERSE CURVE TO THE LEFT, A DISTANCE 235.43 FEET, HAVING A RADIUS OF 275.00 FEET, A CENTRAL ANGLE OF 49°03'08", AND A CHORD BEARING S04°08'15"E, A CHORD DISTANCE OF 228.31 FEET;

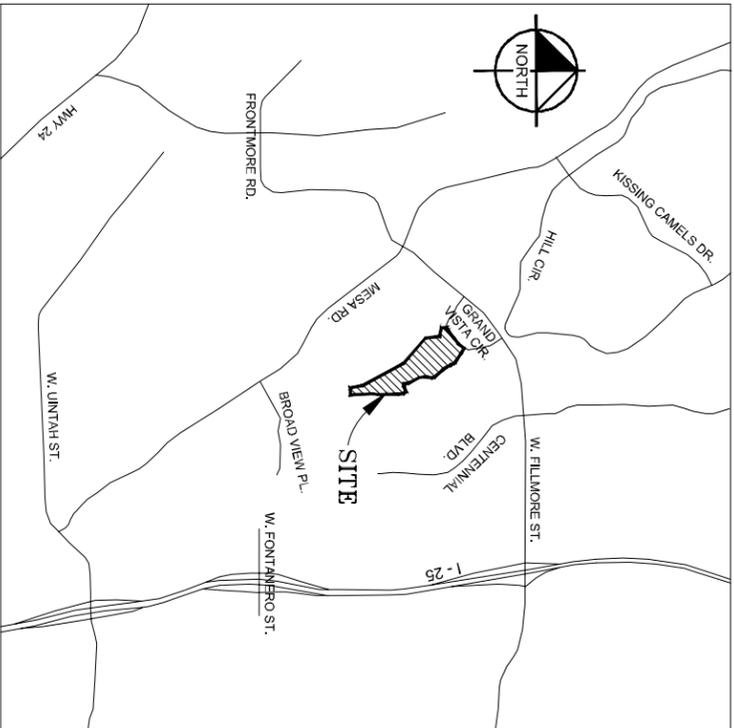
THENCE S28°09'48"E, A DISTANCE OF 130.48 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE RIGHT, A DISTANCE 117.91 FEET, HAVING A RADIUS OF 250.00 FEET, A CENTRAL ANGLE OF 27°01'24", AND A CHORD BEARING S15°09'07"E, A CHORD DISTANCE OF 116.82 FEET;
THENCE S01°38'24"E, A DISTANCE OF 49.92 FEET;
THENCE N88°21'36"E, A DISTANCE OF 50.00 FEET;
THENCE N67°19'55"E, A DISTANCE OF 136.50 FEET;
THENCE S22°14'00"E, A DISTANCE OF 68.02 FEET;
THENCE S07°40'39"E, A DISTANCE OF 91.04 FEET;
THENCE S02°24'04"W, A DISTANCE OF 132.02 FEET;
THENCE S01°24'17"E, A DISTANCE OF 300.75 FEET;
THENCE S12°03'23"W, A DISTANCE OF 56.61 FEET;
THENCE S04°22'01"W, A DISTANCE OF 57.94 FEET TO A POINT ON THE NORTHERLY LINE OF THE PARCEL DESCRIBED IN SAID BOOK 6496, PAGE 989;
THENCE S02°12'39"E, ALONG A PORTION OF THE NORTHERLY LINE OF SAID PARCEL, A DISTANCE OF 425.12 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS 1,115,799 SQUARE FEET OR 25.615 ACRES, MORE OR LESS.

CONCEPT PLAN

SENTINEL RIDGE SENIOR LIVING

A PORTION OF SECTIONS 35 AND 36, T13S, R67W OF THE 6TH P.M.
AND A PORTION OF SECTIONS 1 AND 2, T14S, R67W OF THE 6TH P.M.
CITY OF COLORADO SPRINGS, EL PASO COUNTY, STATE OF COLORADO



SHEET INDEX

SHEET NO.	COVER SHEET
1	COVER SHEET
2	ARCHITECTURAL SITE PLAN
3	CONTEXTUAL ZONING SITE PLAN
4	CONCEPT SITE PLAN-NORTH
5	CONCEPT SITE PLAN-SOUTH
6	CONCEPT GRADING PLAN-NORTH
7	CONCEPT GRADING PLAN-SOUTH
8	CONCEPT DRAINAGE PLAN
9	CONCEPT UTILITY PLAN-NORTH
10	CONCEPT UTILITY PLAN-SOUTH
11	LAND SUITABILITY PLAN

NOTE:
UTILITY EASEMENT AS RECORDED APRIL 23, 1952 IN BOOK 1336 AT PAGE 406, TO BE PARTIALLY RELINQUISHED AS A PART OF THE PLAT FOR THIS PROJECT TO ALLOW FOR CONSTRUCTION OF THIS PROJECT AS SHOWN.

SITE DATA

EXISTING	ALLOWED	PROPOSED
SITE AREA 25.62 AC*	25.62 AC*	25.62 AC*
ZONING CLASSIFICATION R, R3, HILLSIDE OVERLAY	R, R3, HILLSIDE OVERLAY	R, R3, HILLSIDE OVERLAY
LAND USE VACANT LAND	VACANT LAND	RESIDENTIAL
IRADIATION FLOODPLAIN	CITY OF COLORADO SPRINGS IN R3 ZONE DISTRICT	
TAX ADDRESS 733540009 & 733530012	NOT ADDRESSSED	TBD GRAND VISTA CIRCLE
SEBACKS: FRONT (GRAND VISTA CIRCLE) REAR SIDES	AS DESIGNATED BY USE PER R3 ZONE DISTRICT CRITERIA	TBD 20 FT 25 FT 5 FT

PROPOSED DEVELOPMENT DATA

INDEPENDENT LIVING WINGS	ASSISTED LIVING	SKILLED NURSING	MEMORY CARE	TOTAL GROSS BUILDING AREA	SITE COVERAGE	BUILDING PAVEMENT	LANDSCAPING
NOT MORE THAN 25	48 UNITS	16 BEDS	20 SUITES	405,369 SF	TBD	69% MAXIMUM	DATA SHOWN ASSUMES FULL BUILD-OUT
MAXIMUM ALLOWABLE	PROPOSED PROJECT	FUTURE EXPANSION					
148 UNITS	118 UNITS	18 UNITS	16 BEDS	20 SUITES	TBD	17.73%	15.10%
62.17%	100.00%						

BUILDING HEIGHT

INDEPENDENT LIVING	TILE COMMONS	THE PLAZA
60 FT*	45 FT*	45 FT*
60 FT*	30 FT*	45 FT*
45 FT*	45 FT*	45 FT*

* BUILDING HEIGHTS SHOWN BASED ON AVERAGE FINISH GRADE TO 5' BELOW PEAK OF ROOFLINE

SITE PARKING DATA

PARKING REQUIRED	PROJECT SPECIFIC PARKING REQUIRED
89 SPACES	89 SPACES
29 SPACES	29 SPACES
8 SPACES	8 SPACES
128 SPACES	128 SPACES

PARKING PROVIDED

STRUCTURED STANDARD PARKING	STRUCTURED ADA STANDARD SPACES	STRUCTURED ADA VAN SPACES	TOTAL STRUCTURED PARKING	SURFACE ADA STANDARD SPACES	SURFACE ADA VAN SPACES	TOTAL SURFACE PARKING	TOTAL PROVIDED ADA STANDARD SPACES	TOTAL PROVIDED STANDARD SPACES
143 SPACES	4 SPACES	1 SPACE	148 SPACES	177 SPACES	5 SPACES	184 SPACES	3 SPACES	320 SPACES
								322 SPACES

PARKING NOTES

- PARKING SHOWN CONTAINS 90° PARKING SPACES.

BENCHMARK
BENCH MARK: FMS MONUMENT "M07", ELEVATION = 6,406.25' (NGVD 1929).

BASIS OF BEARING
BASIS OF BEARINGS IS THE EAST LINE OF THE SE 1/4 OF SECTION 35, T13S, R67W OF THE 6TH P.M., MONUMENTED AS SHOWN AND ASSUMED TO BEAR S00°37'28"W.

FLOOD PLAIN NOTE
FEDERAL EMERGENCY MANAGEMENT AGENCY, FLOOD INSURANCE RATE MAP, MAP NUMBER 08041C0726F EFFECTIVE DATE 03/17/1997, INDICATES THIS PROPOSED PARCEL OF LAND IS LOCATED IN ZONE X (AREA DETERMINED TO BE OUT OF THE 500 YEAR FLOOD PLAN).

APPROXIMATE SCHEDULE OF DEVELOPMENT
THIS PROJECT IS ANTICIPATED TO BE UNDER CONSTRUCTION IN SPRING OF 2017.

CITY FILE NO. CPC ZC 15-00107
CITY FILE NO. CPC CP 15-00108



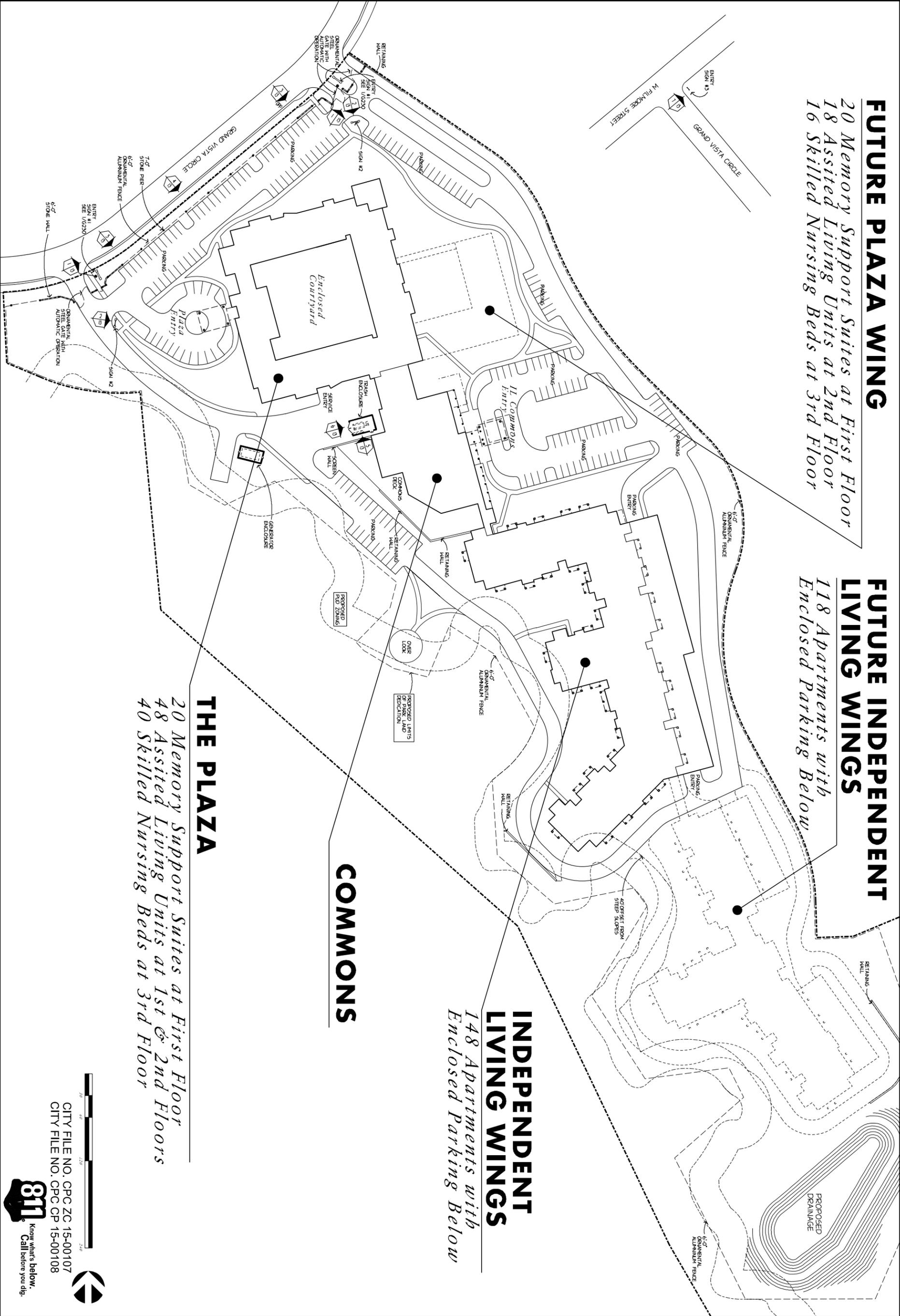
DESIGNED BY: MMT	DRAWN BY: CTM	CHECKED BY: MMT	DATE: 10/5/2015
2015 KIMLEY-HORN AND ASSOCIATES, INC. 4582 S. Ulster Street, Suite 1500 Denver, Colorado 80237 (303) 228-2300			
1	CITY COMMENTS	JHP	11/24/15
NO.	REVISION	BY	DATE

FIGURE 2

SENTINEL RIDGE SENIOR LIVING
CITY OF COLORADO SPRINGS, STATE OF COLORADO
CONCEPT PLAN
COVER SHEET

FOR REVIEW ONLY
NOT FOR CONSTRUCTION

 PROJECT NO.
096455000
DRAWING NAME
096455000CV
1



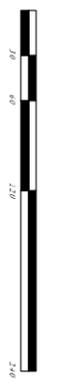
FUTURE PLAZA WING
 20 Memory Support Suites at First Floor
 18 Assisted Living Units at 2nd Floor
 16 Skilled Nursing Beds at 3rd Floor

FUTURE INDEPENDENT LIVING WINGS
 118 Apartments with Enclosed Parking Below

INDEPENDENT LIVING WINGS
 148 Apartments with Enclosed Parking Below

THE PLAZA
 20 Memory Support Suites at First Floor
 48 Assisted Living Units at 1st & 2nd Floors
 40 Skilled Nursing Beds at 3rd Floor

COMMONS



CITY FILE NO. CPC ZC 15-00107
 CITY FILE NO. CPC CP 15-00108



NO.	REVISION	MEI BY	DATE	APPR.
1	CITY COMMENTS	MEI	11/24/15	

Kimley»Horn
 2015 KIMLEY-HORN AND ASSOCIATES, INC.
 4582 S. Ulster Street, Suite 1500
 Denver, Colorado 80237 (303) 228-2300

DESIGNED BY: DRN
 DRAWN BY: DRN
 CHECKED BY: DRN

Architecture

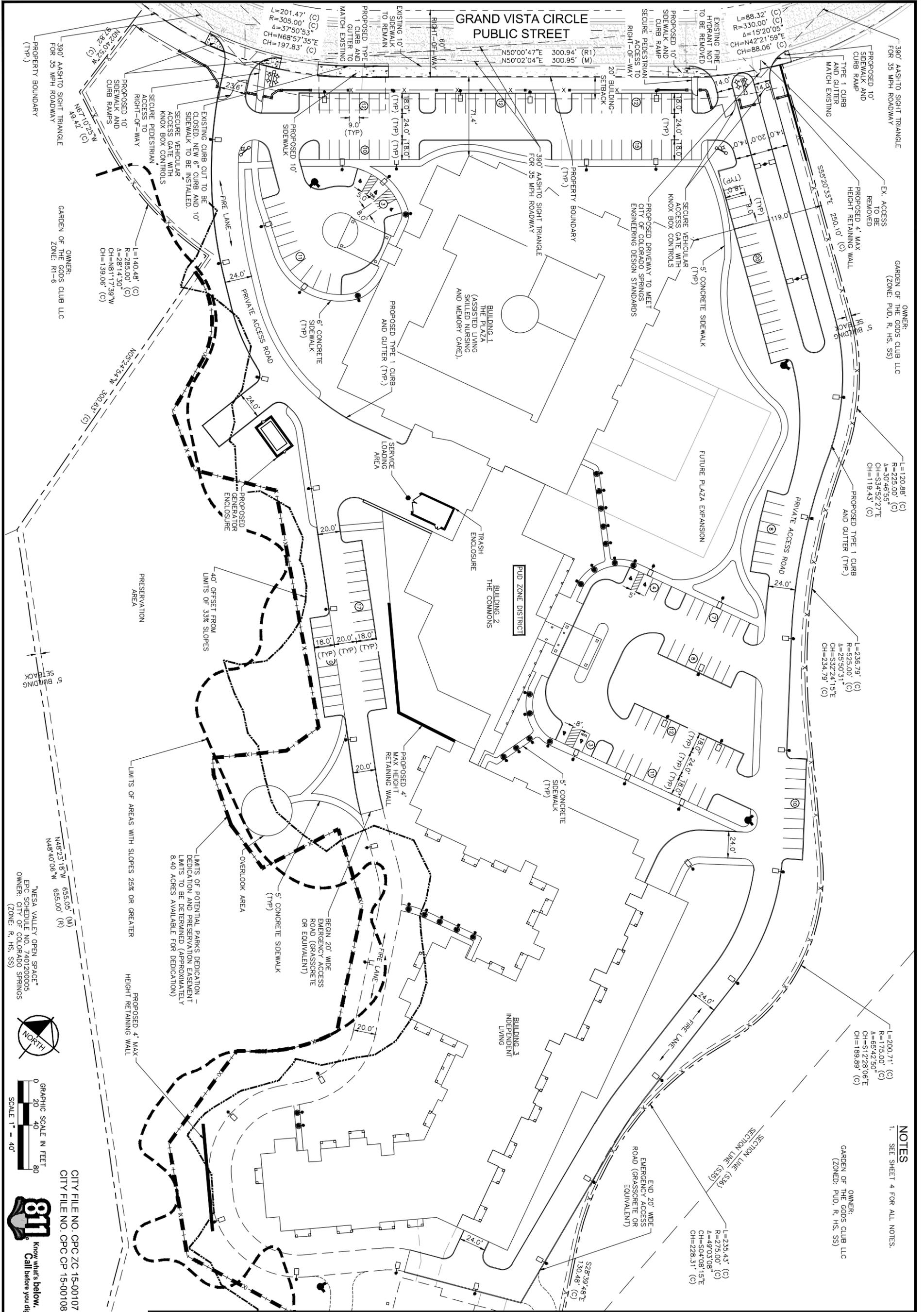
SENTINEL RIDGE SENIOR LIVING
 CITY OF COLORADO SPRINGS, STATE OF COLORADO
 CONCEPT PLAN
 ARCHITECTURAL SITE PLAN

FOR REVIEW ONLY
 NOT FOR
 CONSTRUCTION

PROJECT NO.
 096455000

DRAWING NAME
 2

FIGURE 2



NOTES
 1. SEE SHEET 4 FOR ALL NOTES.

OWNER:
 GARDEN OF THE GODS CLUB LLC
 (ZONED: PUD, R, HS, SS)

NO.	REVISION	BY	DATE	APPR
1	CITY COMMENTS	JHP	11/24/15	MMT

FIGURE 2

MATCH LINE SEE SHEET 4

CITY FILE NO. CPC ZC 15-00107
 CITY FILE NO. CPC CP 15-00108

"MESA VALLEY OPEN SPACE"
 EPC SCHEDULE NO. 7401200005
 OWNER: CITY OF COLORADO SPRINGS
 (ZONE: R, HS, SS)

GRAPHIC SCALE IN FEET
 0 20 40 80
 SCALE 1" = 40'

DESIGNED BY: MMT
 DRAWN BY: CTM
 CHECKED BY: MMT
 DATE: 10/5/2015

Kimley»Horn

2015 KIMLEY-HORN AND ASSOCIATES, INC.
 4582 S. Ulster Street, Suite 1500
 Denver, Colorado 80237 (303) 228-2300

SENTINEL RIDGE SENIOR LIVING
 CITY OF COLORADO SPRINGS, STATE OF COLORADO
 CONCEPT PLAN
 CONCEPT SITE PLAN-NORTH

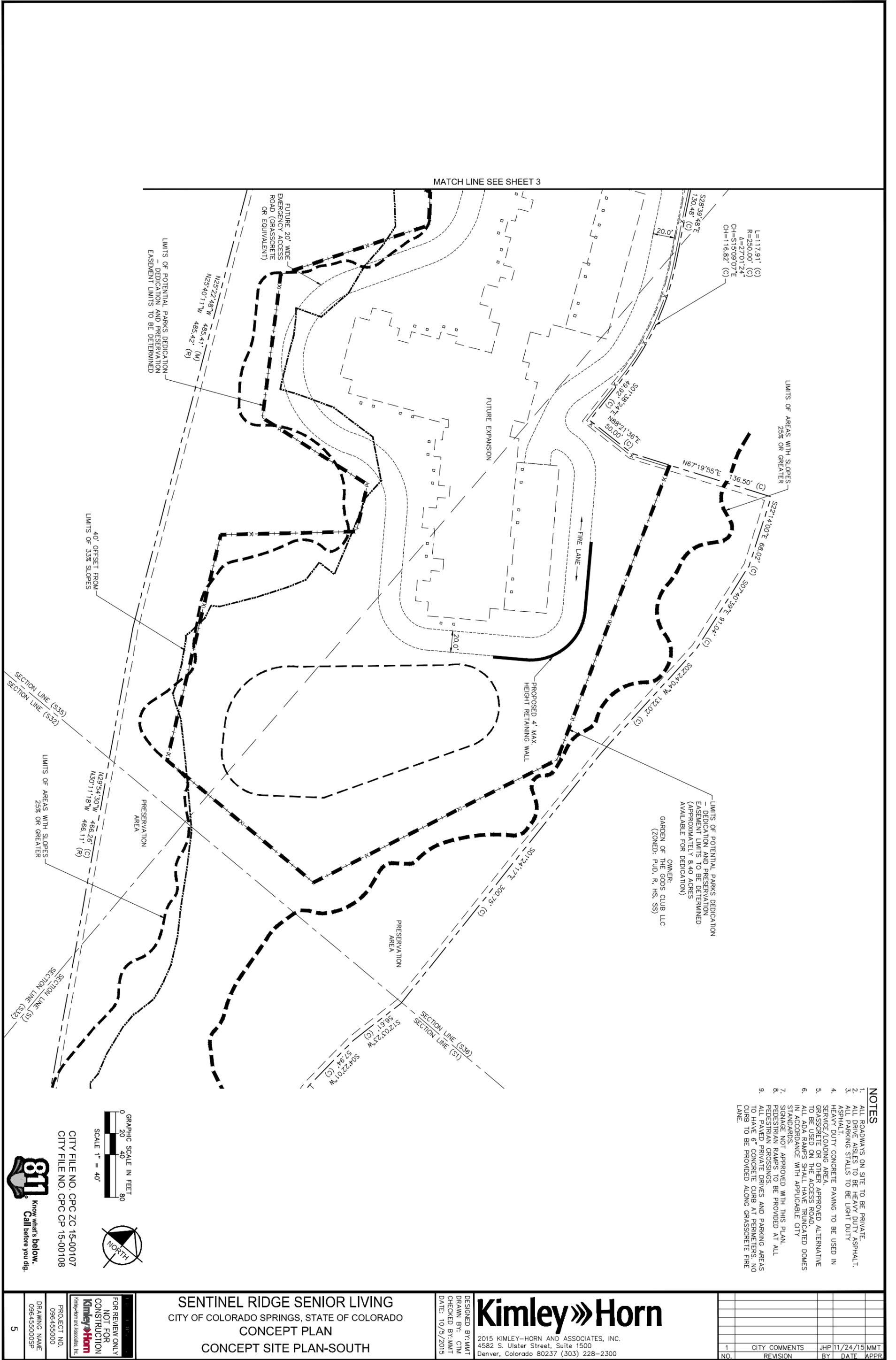
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Kimley-Horn

PROJECT NO.
 096455000

DRAWING NAME
 096455000SP

4



- NOTES**
1. ALL ROADWAYS ON SITE TO BE PRIVATE.
 2. ALL DRIVE AISLES TO BE HEAVY DUTY ASPHALT.
 3. ALL PARKING STALLS TO BE LIGHT DUTY ASPHALT.
 4. HEAVY DUTY CONCRETE PAVING TO BE USED IN SERVICE/LOADING AREA.
 5. GRASSCOTE OR OTHER APPROVED ALTERNATIVE TO BE USED ON THE ACCESS ROAD.
 6. ALL CORNERS SHALL HAVE ROUNDED DOMES STANDARDS WITH APPLICABLE CITY SIGNAGE NOT APPROVED WITH THIS PLAN.
 7. PEDESTRIAN RAMPS TO BE PROVIDED AT ALL PEDESTRIAN CROSSINGS.
 8. ALL PAVED PRIVATE DRIVES AND PARKING AREAS TO HAVE 6" CONCRETE CURB AT PERIMETERS. NO CURB TO BE PROVIDED ALONG GRASSCOTE FIRE LANE.



SCALE 1" = 40'

CITY FILE NO. CPC ZC 15-00107
 CITY FILE NO. CPC CP 15-00108



NO.	CITY COMMENTS	JHP	11/24/15	MMT
	REVISION	BY	DATE	APPR
1				

Kimley»Horn
 2015 KIMLEY-HORN AND ASSOCIATES, INC.
 4582 S. Ulster Street, Suite 1500
 Denver, Colorado 80237 (303) 228-2300

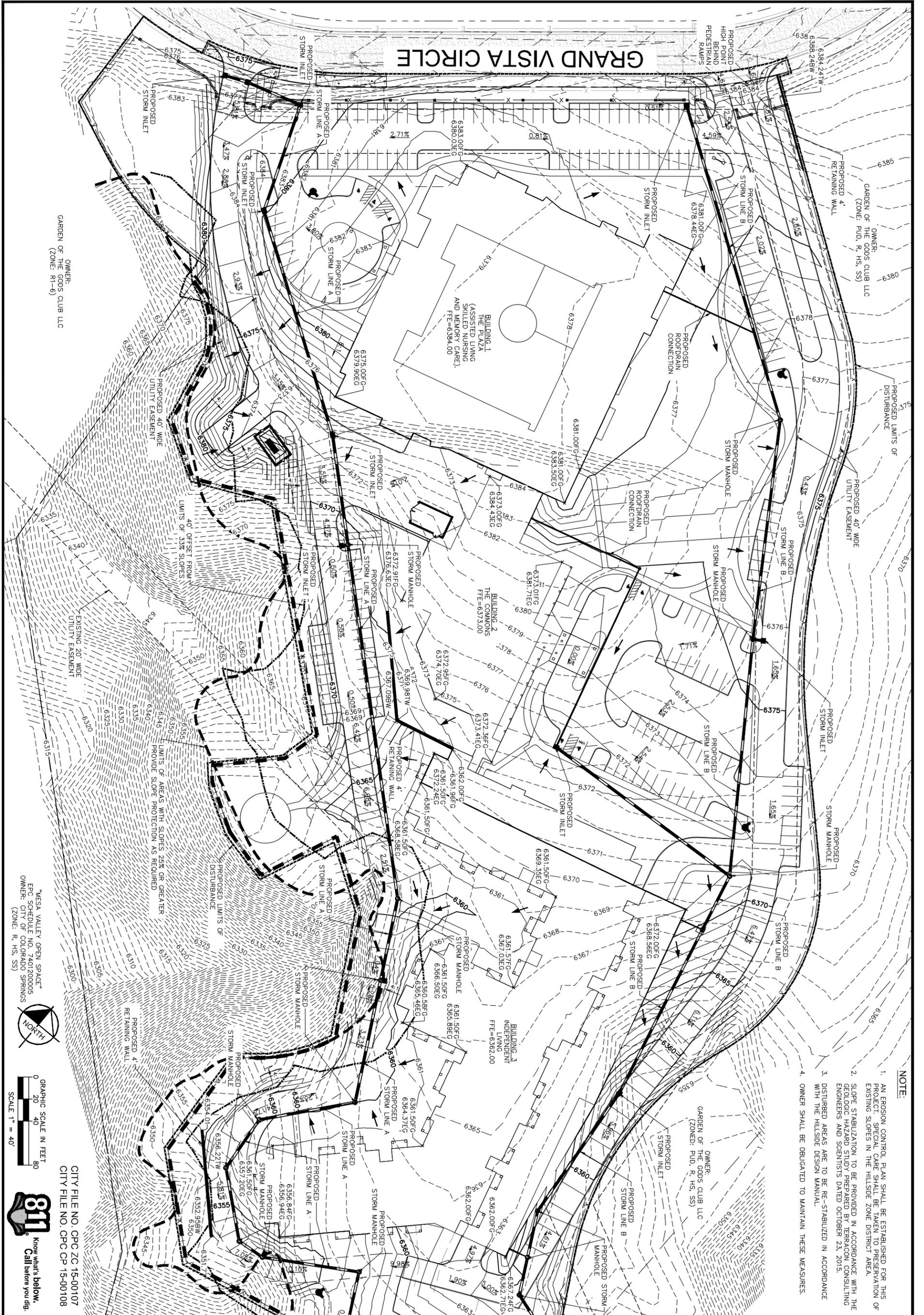
DESIGNED BY: MMT
 DRAINED BY: CTM
 CHECKED BY: MMT
 DATE: 10/5/2015

SENTINEL RIDGE SENIOR LIVING
 CITY OF COLORADO SPRINGS, STATE OF COLORADO
CONCEPT PLAN
CONCEPT SITE PLAN-SOUTH

FOR REVIEW ONLY
 NOT FOR
 CONSTRUCTION

PROJECT NO.
 096455000
 DRAWING NAME
 096455000SP
 5

FIGURE 2



- NOTE:**
1. AN EROSION CONTROL PLAN SHALL BE ESTABLISHED FOR THIS PROJECT. SPECIAL CARE SHALL BE TAKEN TO PRESERVATION OF EXISTING SLOPES IN THE HILLSIDE ZONE DISTRICT AREA.
 2. SLOPE STABILIZATION TO BE PROVIDED IN ACCORDANCE WITH THE GEOLOGIC HAZARD STUDY PREPARED BY TERRACON CONSULTING ENGINEERS AND SCIENTISTS DATED OCTOBER 23, 2015.
 3. DISTURBED AREAS ARE TO BE RE-STABILIZED IN ACCORDANCE WITH THE HILLSIDE DESIGN MANUAL.
 4. OWNER SHALL BE OBLIGATED TO MAINTAIN THESE MEASURES.

"MESA VALLEY OPEN SPACE"
 EPC SCHEDULE NO. 7401200005
 OWNER: CITY OF COLORADO SPRINGS
 (ZONE: R, HS, SS)

GRAPHIC SCALE IN FEET
 0 20 40 80
 SCALE 1" = 40'

CITY FILE NO. CPC ZC 15-00107
 CITY FILE NO. CPC CP 15-00108

FOR REVIEW ONLY
 NOT FOR
 CONSTRUCTION

 PROJECT NO.
 096455000

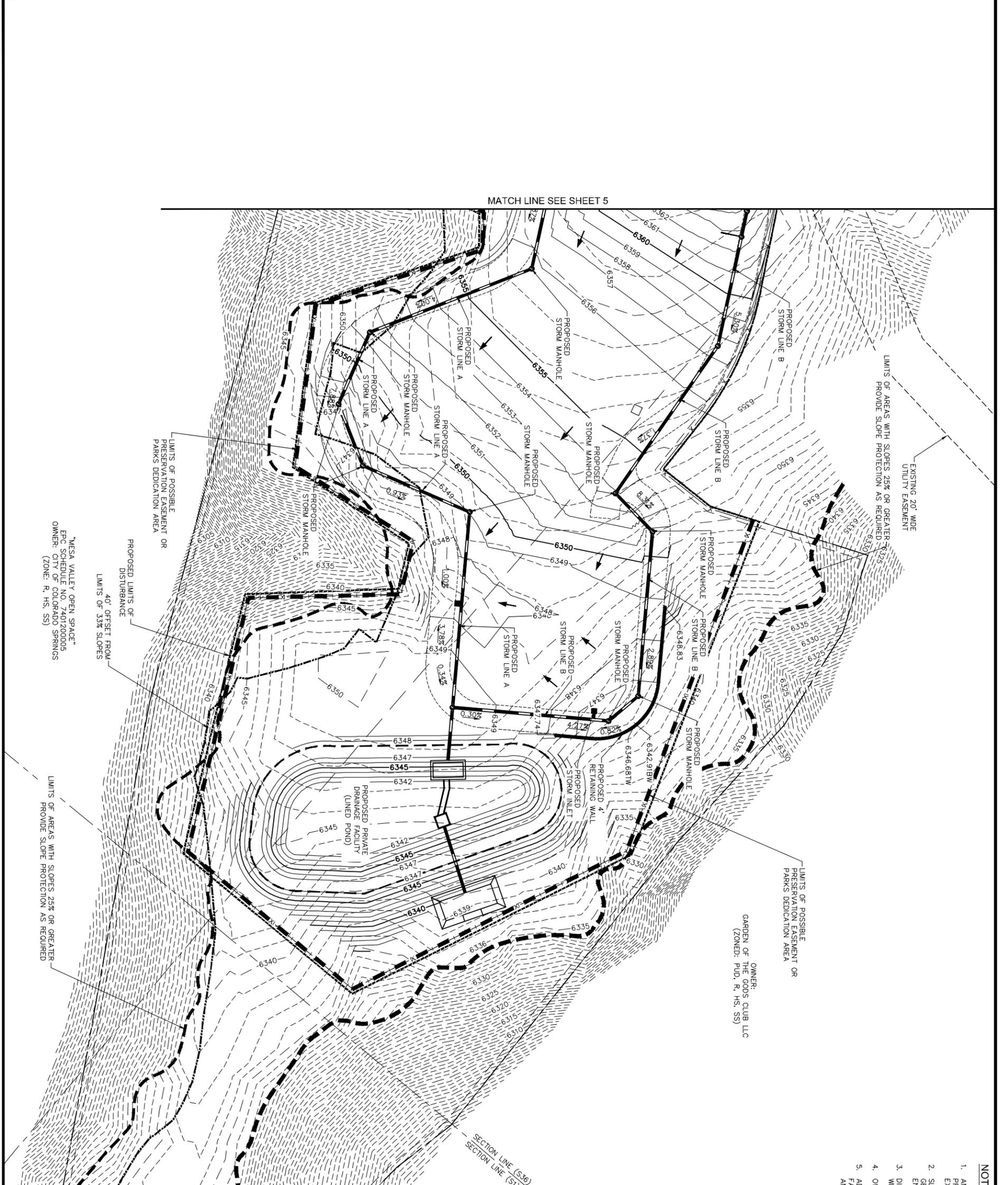
SENTINEL RIDGE SENIOR LIVING
 CITY OF COLORADO SPRINGS, STATE OF COLORADO
 CONCEPT PLAN
 CONCEPT GRADING PLAN-NORTH

DESIGNED BY: MMT
 DRAWN BY: CTM
 CHECKED BY: MMT
 DATE: 10/5/2015

Kimley»Horn
 2015 KIMLEY-HORN AND ASSOCIATES, INC.
 4582 S. Ulster Street, Suite 1500
 Denver, Colorado 80237 (303) 228-2300

NO.	CITY COMMENTS	JHP	11/24/15	MMT
NO.	REVISION	BY	DATE	APPR
1				

FIGURE 2



NOTE:

1. AN EROSION CONTROL PLAN SHALL BE ESTABLISHED FOR THIS PROJECT. SPECIAL CARE SHALL BE TAKEN TO PRESERVATION OF EXISTING SLOPES IN THE HILLSIDE ZONE DISTRICT AREA.
2. SLOPE STABILIZATION TO BE PROVIDED IN ACCORDANCE WITH THE GEOLOGIC HAZARD STUDY PREPARED BY TERRACON CONSULTING ENGINEERS AND SCIENTISTS DATED OCTOBER 23, 2015.
3. DISTURBED AREAS ARE TO BE RE-STABILIZED IN ACCORDANCE WITH THE HILLSIDE DESIGN MANUAL.
4. OWNER SHALL BE OBLIGATED TO MAINTAIN THESE MEASURES.
5. ADEQUATE ACCESS TO THE PROPOSED PRIVATE DRAINAGE FACILITY WILL BE PROVIDED TO MAINTAIN THE BOTTOM OF BASIN AND OUTLET STRUCTURE.



CITY FILE NO. CPC ZC 15-00107
 CITY FILE NO. CPC CP 15-00108



NO.	CITY COMMENTS	JHP	11/24/15	MMT
	REVISION	BY	DATE	APPR
1				

Kimley»Horn

2015 KIMLEY-HORN AND ASSOCIATES, INC.
 4582 S. Ulster Street, Suite 1500
 Denver, Colorado 80237 (303) 228-2300

DESIGNED BY: MMT
 DRAINED BY: CTM
 CHECKED BY: MMT
 DATE: 10/5/2015

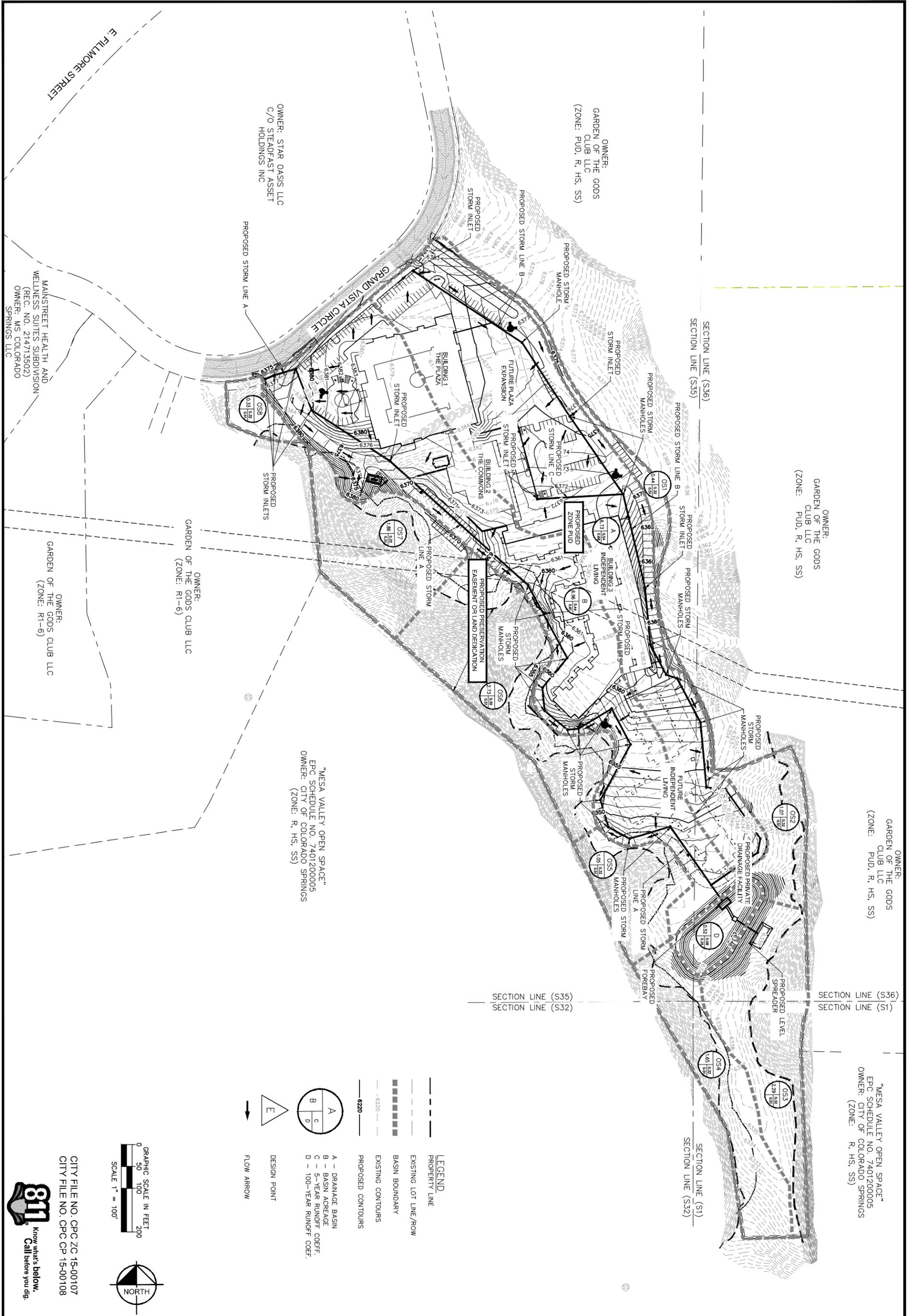
SENTINEL RIDGE SENIOR LIVING
 CITY OF COLORADO SPRINGS, STATE OF COLORADO
CONCEPT PLAN
CONCEPT GRADING PLAN-SOUTH

FOR REVIEW ONLY
 NOT FOR
 CONSTRUCTION

 PROJECT NO.
 096455000

DRAWING NAME
 096455000GD
 7

FIGURE 2



GRAPHIC SCALE IN FEET
 0 50 100 200
 SCALE 1" = 100'

CITY FILE NO. CPC ZC 15-00107
 CITY FILE NO. CPC CP 15-00108

811
 Know what's below.
 Call before you dig.

NORTH

LEGEND

- PROPERTY LINE
- EXISTING LOT LINE/ROW
- BASIN BOUNDARY
- EXISTING CONTOURS
- PROPOSED CONTOURS
- DESIGN POINT
- FLOW ARROW

A - DRAINAGE BASIN
 B - BASIN ACREAGE
 C - 5-YEAR RUNOFF COEFF.
 D - 100-YEAR RUNOFF COEFF.

SENTINEL RIDGE SENIOR LIVING
 CITY OF COLORADO SPRINGS, STATE OF COLORADO
CONCEPT PLAN
CONCEPT DRAINAGE PLAN

Kimley»Horn

DESIGNED BY: MMT
 DRAWN BY: CTM
 CHECKED BY: MMT
 DATE: 10/5/2015

2015 KIMLEY-HORN AND ASSOCIATES, INC.
 4582 S. Ulster Street, Suite 1500
 Denver, Colorado 80237 (303) 228-2300

NO.	REVISION	DATE	BY	APPR
1	CITY COMMENTS	11/24/15	JHP	MMT

FIGURE 2

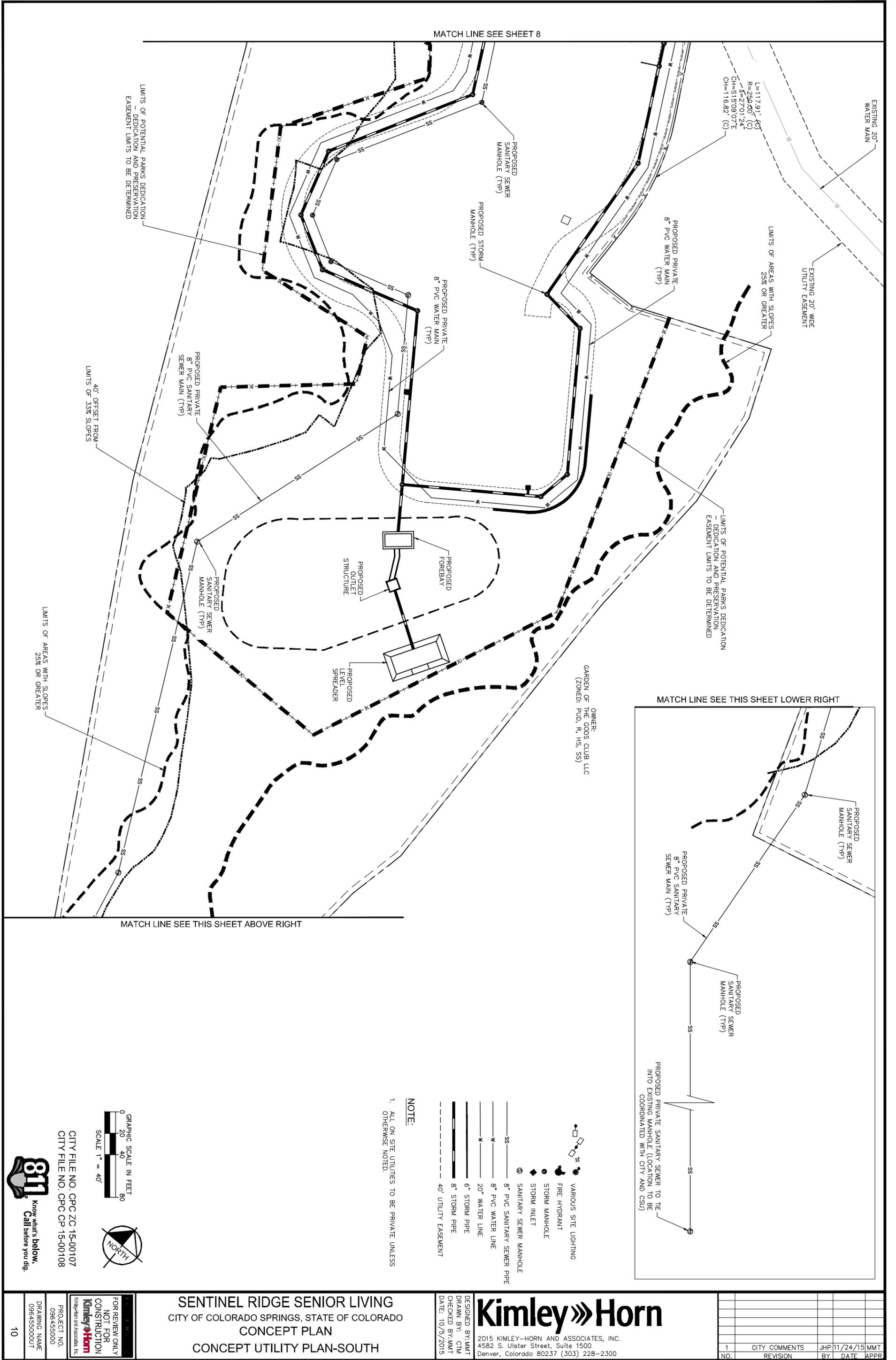


FIGURE 2

SENTINEL RIDGE SENIOR LIVING
 CITY OF COLORADO SPRINGS, STATE OF COLORADO
CONCEPT PLAN
CONCEPT UTILITY PLAN-SOUTH

Kimley»Horn
 2015 KIMLEY-HORN AND ASSOCIATES, INC.
 4582 S. Ulster Street, Suite 1500
 Denver, Colorado 80237 (303) 228-2300

DESIGNED BY: MMT
 DRAWN BY: CTM
 CHECKED BY: MMT
 DATE: 10/5/2015

FOR REVIEW ONLY
 NOT FOR
 CONSTRUCTION

Kimley»Horn
 Kimley-Horn and Associates, Inc.

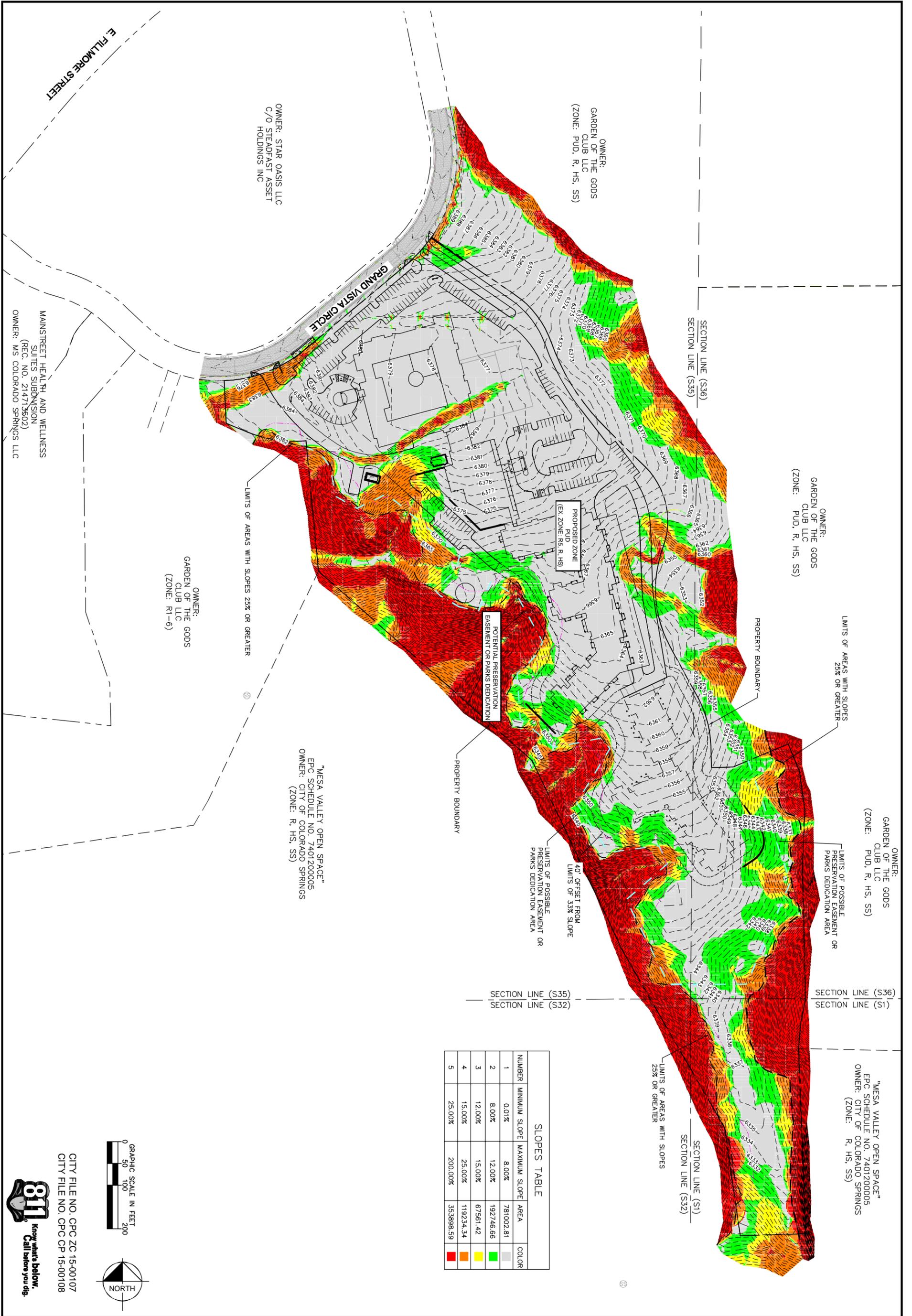
PROJECT NO.
 096455000

DRAWING NAME
 096455000UT

10



CITY FILE NO. CPC ZC 15-00107
 CITY FILE NO. CPC CP 15-00108



SLOPES TABLE				
NUMBER	MINIMUM SLOPE	MAXIMUM SLOPE	AREA	COLOR
1	0.01%	8.00%	781002.81	Light Green
2	8.00%	12.00%	192746.66	Yellow
3	12.00%	15.00%	67561.42	Orange
4	15.00%	25.00%	119234.34	Red
5	25.00%	200.00%	353898.59	Dark Red



CITY FILE NO. CPC ZC 15-00107
 CITY FILE NO. CPC CP 15-00108



NO.	CITY COMMENTS	JHP	11/24/15	MMT
REVISION	BY	DATE	APPR.	
1				

SENTINEL RIDGE SENIOR LIVING
 CITY OF COLORADO SPRINGS, STATE OF COLORADO
CONCEPT PLAN
LAND SUITABILITY PLAN

Kimley»Horn
 2015 KIMLEY-HORN AND ASSOCIATES, INC.
 4582 S. Ulster Street, Suite 1500
 Denver, Colorado 80237 (303) 228-2300

FOR REVIEW ONLY
 NOT FOR
 CONSTRUCTION
Kimley»Horn
 Identification and Associates, Inc.
 PROJECT NO.
 096455000
 DRAWING NAME
 096455000Land_S.
 11

FIGURE 2

LEGAL DESCRIPTION:

That Tract of Land described at Reception No. 207900194, together with that Tract of Land described at Reception No. 207900195, together with that Tract of Land described at Reception No. 207900196, together with that Tract of Land described at Reception No. 207900197 as recorded in the records of El Paso County, Colorado, containing 717.939 acres of land, more or less.

Excluding:
 Lot 3, 4, 5, 6, 8, 9, 10, 11, Gateway Vista Subdivision Filing No. 10 as recorded at Reception No. 202032594 of the records of El Paso County, Colorado, containing 9.808 acres of land, more or less.

Excluding:
 Lot 1, and Lot 2, The Greens at Kissing Camels Estates Filing No. 7, as recorded at Reception No. 206712494 of the records of El Paso County, Colorado, containing 2.746 acres of land, more or less.

Excluding:
 Lot 2, The Greens at Kissing Camels Estates Filing No. 1, as recorded at Reception No. 200113948 of the records of El Paso County, Colorado, containing 0.524 acres of land, more or less.

Net area totaling 704.861 acres of land more or less.

LEGEND:

- Existing Multi-Use Trail
▲▲▲▲▲▲▲▲▲▲
- Community Sidewalk System (4'-5' walk)
●●●●●●●●●●
- Off Street Bike Path (10' walk)
■ ■ ■ ■ ■ ■ ■ ■ ■ ■
- WASTEWATER BASIN LINE (TYPICAL)
———

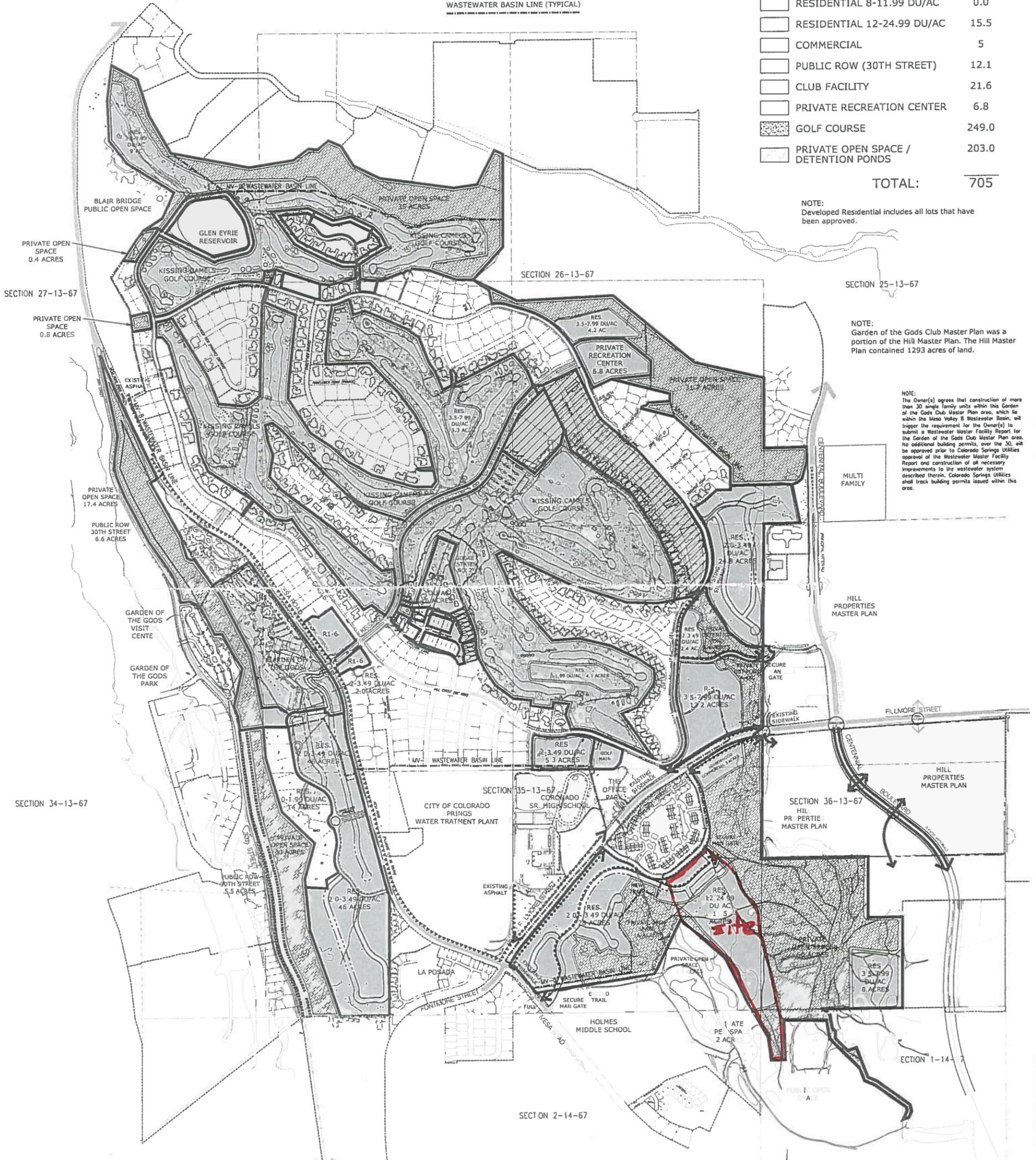
	ACRES
IMPLEMENTED MP AREA	34
RESIDENTIAL 0-1.99 DU/AC	16.1
RESIDENTIAL 2.0-3.49 DU/AC	107.5
RESIDENTIAL 3.5-7.99 DU/AC	34.4
RESIDENTIAL 8-11.99 DU/AC	0.0
RESIDENTIAL 12-24.99 DU/AC	15.5
COMMERCIAL	5
PUBLIC ROW (30TH STREET)	12.1
CLUB FACILITY	21.6
PRIVATE RECREATION CENTER	6.8
GOLF COURSE	249.0
PRIVATE OPEN SPACE / DETENTION PONDS	203.0

TOTAL: 705

NOTE:
 Developed Residential includes all lots that have been approved.

NOTE:
 Garden of the Gods Club Master Plan was a portion of the Hill Master Plan. The Hill Master Plan contained 1293 acres of land.

NOTE:
 The Owner(s) agrees that construction of more than 30 single family units within this Garden of the Gods Club Master Plan area, which is within the Mesa Valley 8 Wastewater Basin, will trigger the requirement for the Owner(s) to submit a Wastewater Master Facility Report for the Garden of the Gods Club Master Plan area. No additional building permits, over the 30, will be approved prior to Colorado Springs Utilities approval of the Wastewater Master Facility Report and construction of all necessary improvements to the wastewater system described therein. Colorado Springs Utilities shall track building permits issued within the area.

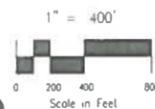


GARDEN OF THE GODS CLUB
 AMENDED MASTER PLAN
 SUNRISE COMPANY
 COLORADO SPRINGS, COLORADO

APPROVED
 JUN 14 2011
 BY CITY COUNCIL

RECEIVED
 APR 26 2011
 COLORADO SPRINGS
 CITY PLANNING

NOTE:
 This Master Plan Amendment is for Garden of the Gods Club Estates Filing No. 2.



CPC MPA 07-308-A4MJ09 FILE 07076.dwg 4/26/11

ROCKWELL CONSULTING, INC.
 ENGINEERING - SURVEYING
 1855 N. UNION BLVD., SUITE 200
 COLORADO SPRINGS, CO 80909
 (719) 476-2025 • FAX (719) 476-3221

GARDEN OF THE GODS CLUB MASTER PLAN

TITLE: GARDEN OF THE GODS CLUB MASTER PLAN
 SCALE: 1"=400' DRAWN BY: KC
 DATE: 4/26/11 CHECKED BY: KDP 07-076
 JOB NO.

FIGURE 3

1000' Buffer

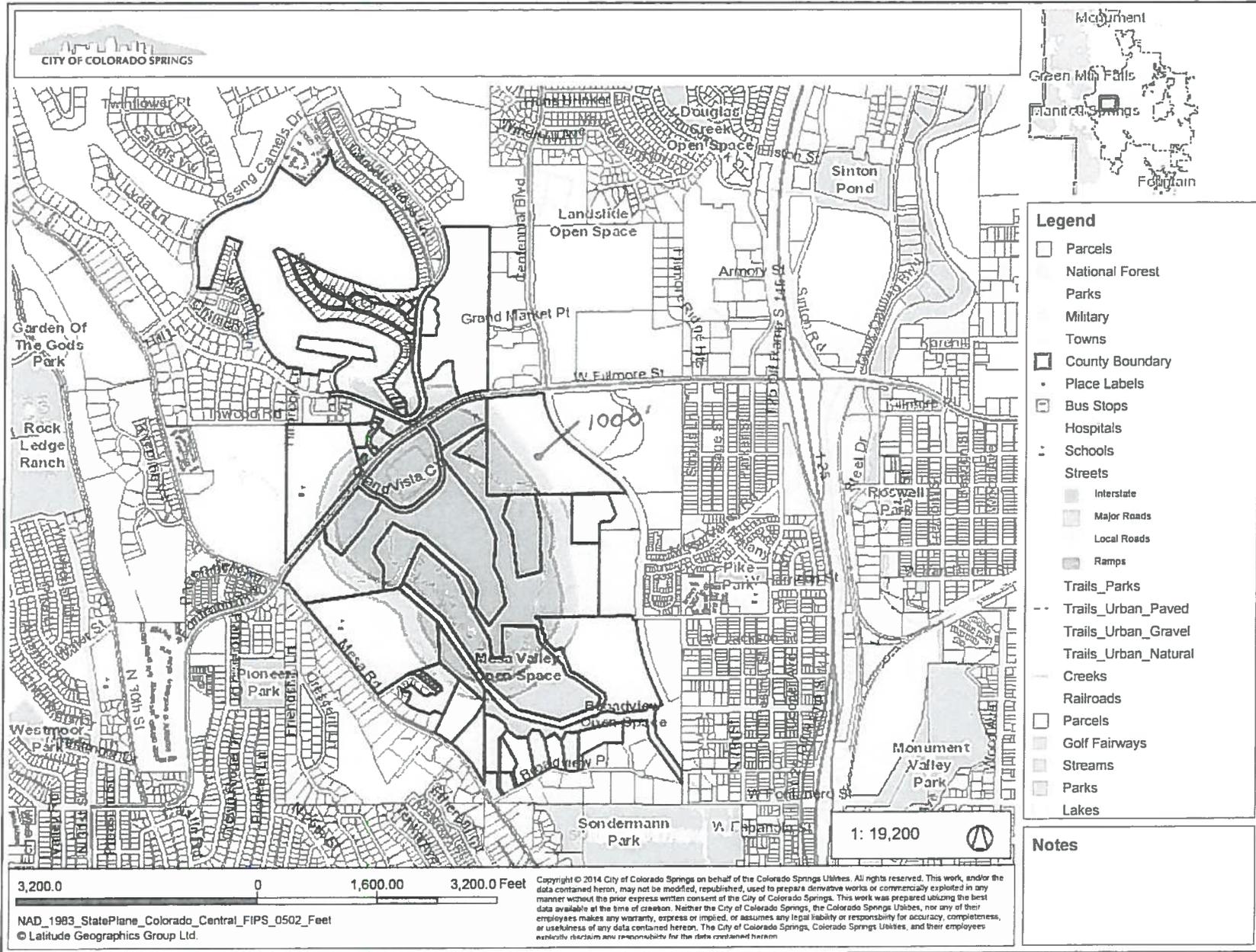


FIGURE 4

Schultz, Michael

From: George Maentz <mesaroad@comcast.net>
Sent: Thursday, November 12, 2015 10:22 AM
To: Schultz, Michael
Subject: SQLC at Sentinel Ridge

Hello Mike,

Thank you for the opportunity to comment on the Development Plan and non-use variance request for the proposed Sentinel Ridge Senior Living facility. I do not object to the zone change from PUD to R-5.

I am concerned, however, by the proposed non-use variance to allow for a 66' building (not 60' according to their conceptual drawing) on a prominent ridgeline. The stated rationale that only one building would soar to that height seems to completely disregard the scale of adjacent developments and the site's prominent location on the highest ridge in the area. In both the City's Comprehensive Plan and Hillside Overlay Ordinance special mention is given to ridgeline properties as significant natural features that require careful handling when considered for development. Specifically, Policy NE 204: "Improve hillside and ridge line development to avoid negative aesthetic and environmental consequences to the immediate and surrounding area. Do not degrade the views and vistas to and from public areas." A 66' building on this site does not align with this objective.

In the City's Design Manual for development in the Hillside Overlay Zone, the values of ridgelines are cited 22 times. The general theme is to "mitigate visual impacts." Specific guidance is offered in the Architectural Features, Design Objectives: "Building Form - Building form should be planned to enhance to the site's natural features. The form, mass, profile, and architectural features of the structure should be designed to blend with the natural terrain and preserve the undulating profile of the hillside. Positive ratings are offered for avoidance of multi-story structures on ridgelines."

I am aware of the Penrose Hospital proposal for a 200' building on the property east of KingSoopers off Centennial Blvd. and of some concerns expressed by adjacent residents. I do not think that deliberations regarding that project should influence the outcome of this non-use variance request. A 66' building on this site is not compatible with existing or proposed adjacent development nor does it conform to the City's guidelines for appropriate growth in Hillside Areas. I do not think that any of the building heights in this proposal should exceed the R-5 zoning stipulations.

Thank you for considering these comments.

Respectfully,
George Maentz
1815 Mesa Road
475-7624

Schultz, Michael

From: alan strass <alan.r.strass@gmail.com>
Sent: Tuesday, November 10, 2015 11:32 AM
To: Schultz, Michael
Subject: Re: SQLC at Sentinel at Ridge Comments and Concerns

Michael,

Thank you very much for that feedback.

For clarification, as I understood the existing concept plan, the multiple family area was going to be on the north end of the plot (near the existing apartment complex and single family homes would be on the south end effectively providing a smooth transition to the existing single family neighborhoods to the south (in essence the new single family lots would serve as a "buffer" to the additional multi family construction).

My number one concern is the excessive height of the planed phase one and two apartment buildings. Everyone I have talked to so far, is opposed to granting a height variance because of the negative impact and incompatibility it would have on the unique open rural character of this section Colorado Springs..

Thanks again for the timely response,

alan strass

On Tue, Nov 10, 2015 at 8:57 AM, Schultz, Michael <MdSchultz@springsgov.com> wrote:

Alan – Thank you for your comments regarding the proposed SQLC at Sentinel Ridge development. To clarify the prior plans from 2014 for the site in question allowed R-5 (Multi-family) with a density range of 12 – 24.99 units per acre; this was for only 7.7 acres of the mesa site (allowing a number of dwelling unit range of 92 to 192 units). The concept plan does not specify building height, but it's assumed that building heights will meet the existing zoning (in this case R-5 allows a maximum building height of 45-feet). If you go back even further, the prior plan from 2007 called for 88 single-family homes from Mesa Rd, along the frontage of Fillmore and wrapped behind the apartments along Grand Vista Circle (that plan obviously never came to fruition). The Garden of the Gods Master Plan for that area has always called out for "Multi-family (12 – 24.99 DU's per Acre)" on that site (comprising of roughly 20 acres).

I'm not sure what you are referring to as the "buffer"; there are areas of the site that the City is currently negotiating with the applicant to acquire as public open space and be made part of the City owned Mesa Open Space.

At this time the zone change and concept plan applications are still under review (as well as the development plan and non-use variance); when the project is ready to move forward a public notification will again be sent to surrounding property owners informing them of the City Planning Commission meeting date.

Let me know if you have any other questions.



FIGURE 6

VIEW FROM CENTENNIAL BOULEVARD AND FILLMORE STREET

Sentinel Ridge Senior Living

Colorado Springs, CO



FIGURE 6

VIEW FROM MESA ROAD

Sentinel Ridge Senior Living

Colorado Springs, CO





FIGURE 6

VIEW FROM MESA VALLEY

Sentinel Ridge Senior Living

Colorado Springs, CO





FIGURE 6

VIEW FROM GRANDVIEW CIRCLE

Sentinel Ridge Senior Living

Colorado Springs, CO



COLORADO GEOLOGICAL SURVEY

1801 19th Street
Golden, Colorado 80401



Karen Berry
State Geologist

November 5, 2015

Mr. Mike Schultz
Land Use Review Division
City Administrative Building
30 South Nevada Avenue, Suite 105
Colorado Springs, CO 80901-1575

Location:
SE ¼ Sec. 35
T13S, R67W of the 6th P.M.
38.8713, -104.851 degrees

Subject: Sentinel Ridge Senior Living Facility – Zone Change and Concept Plan
File CPC CP 15-00108; City of Colorado Springs, El Paso County; CGS Unique No. EP-16-0007

Dear Mr. Schultz:

The Colorado Geological Survey has reviewed the above-referenced concept plan referral. We understand the applicant proposes an independent and assisted living facility on a 25.615 acre parcel located south of Fillmore Street and Grand Vista Circle. With this referral, we received a Project Narrative and a Concept Plan (Kimley-Horn, October 5, 2015), a Preliminary Drainage Report and a Land Suitability Analysis (Kimley-Horn, October 2, 2015), and a Geologic Hazards Study (Terracon, October 23, 2015).

Potentially Unstable Slopes

The Land Suitability Analysis includes a summary of Identified Hazards and planned mitigation on page 6. Kimley-Horn concludes that the “the site appears suitable for development as planned.” We concur that this site is generally suitable from a geologic standpoint for this development. Kimley-Horn goes on to state that “Additional evaluation will be conducted; however, the only areas of identified concern is the proximity to the steep slopes along the Project perimeter.” Based on this identification, and the consultant’s slope stability analysis, a list of mitigation measures is presented on page 6 for slope stability concerns. This includes utilizing a setback defined by the 2012 International Building Code for buildings adjacent to stable slopes. This setback is given as “Face of footings to be setback from the crest of slopes 3:1 or steeper a distance of one third the height of the slopes or 40 feet, whichever is less.” **The slope stability analysis provided by Terracon should be expanded to determine if this setback is sufficient.**

The area is within the landform locally known as “The Mesa.” Erosion and mass wasting along the edges of The Mesa are the normal processes in the ongoing weathering of this landform. Great care must be exercised in developing along the top edges of the mesa, such as at this location, where these weathering processes are active. As discussed in the “Colorado Springs Landslide Susceptibility Map” (Colorado Geological Survey Map Series 42, 2003) this area is prone to both deep seated (bedrock) and shallow (alluvium and colluvium) landslide problems. All slopes along the edges of the mesa are considered potentially unstable and in many locations, including adjacent to this proposed development, there are observable landslide features. The bedrock at this location is the claystone of the Pierre Shale. Slope failures originate in the underlying Pierre Shale and propagate upwards through the overlying surficial material.

Terracon models circular slope failures in the overlying sands, gravels and clays and finds that such failures have factors of safety appropriate for the development. However, the underlying claystone is the potentially unstable material that makes the overall slopes in the project area susceptible to landslides. The claystone weathers and

Mike Schultz
November 5, 2015
Page 2 of 3

loses strength, especially in the presence of water and air. The analysis should model slope failures originating within the claystone to evaluate whether the IBC setback criteria is appropriate. **Additional cross-sections should be evaluated along the west side, similar to section EE’.** The cross-sections should extend into the drainage where the claystone is exposed, and should be oriented perpendicular to the steepest portion of the slopes.

Structurally, the underlying bedrock is reported to dip about 10 degrees to the northeast, providing additional propensity for landsliding in the eastern direction. While the proposed development appears 100 feet or greater from 25% slopes on the east side, historic landslides can be observed both east and south-east of the project along the east side of the mesa landform. Both of these landslides have headscarps that are about 100 feet away from the slump blocks associated with them. **Stability analysis should be conducted on cross-sections developed on the east side of the mesa and project.** This should include eastern cross-sections at the proposed drainage facility which, if unlined, will allow infiltration and lead to reduced strengths and possible slope failure at the proposed independent living facility, and possibly at building 3 depending on what is discovered in the analysis. The additional analyses on both the west and east sides should use residual strength for the bedrock to determine if the IBC setback is appropriate for this site.

Artificial Fill

Terracon reports that CTL|Thompson reports that there is artificial fill onsite. Terracon discusses CTL’s having observed some construction fill being placed somewhere along the north end of the project. During our site reconnaissance, we observed old trash and debris in the upper reaches of some of the western drainages. Additionally, there appears to be artificial fill placed in the upper portion of the large drainage on the east side, above that mapped on the Colorado Springs geologic map. There is no discussion of a site reconnaissance in the Terracon report or descriptions or maps of areas of visible trash, debris, and fill. Trash, debris, and debris-laden fill must be identified, removed and disposed of offsite. Undocumented fill material must be removed and, if suitable, replaced as densely compacted fill.

Erosion

Significant and damaging erosion creating gullies with the potential to undercut roads and structures presently occurs along the mesa hillsides especially where water flow is concentrated. Kimley-Horn’s drainage plan includes recommendations for control of surface runoff. These recommendations should be strictly adhered to.

Reliance on others

Terracon relies on the findings from three previous reports by CTL|Thompson. It is not clear what is used from this previous work in the slope stability analysis. We would like to at least see a summary of these reports in Terracon’s work. The maps, boring logs and laboratory test results should be included as appendices in their entirety rather than just excerpts of some of the exploratory borings. If discussion is made of slope stability in these previous reports this should also be included in the appendices.

We cannot recommend approval of the concept plan as currently proposed without additional slope stability analysis. A primary finding and recommendation given in the Executive Summary by Terracon is that “Based on the provided preliminary grading plan, a majority of the proposed locations of the development is considered suitable with respect to setback requirements contained in the 2012 International Building Code (IBC 2012) and slope stability analyses.” We believe that setback requirements given by IBC 2012 are relevant for *stable slopes only* and that the slope stability analyses conducted by the consultant are incomplete. The setback required at this site, due to potential for deep seated failure, may be greater than that required by IBC. However, this cannot be determined based on the current submittal. We believe that the mesa can be developed and that this is an appropriate development for this area. However, the configurations of Building 3, the Future Independent Living and the drainage facility cannot be fully evaluated for slope stability hazards based on the current submittal.

Mike Schultz
November 5, 2015
Page 3 of 3

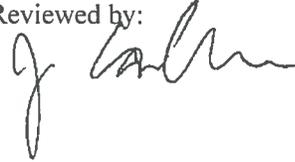
Thank you for the opportunity to review and comment on this project. If you have questions or require further review, please call me at (303) 384-2654, or e-mail jlovekin@mines.edu.

Sincerely,



Jonathan R. Lovekin, P.G.
Senior Engineering Geologist

Reviewed by:



Jill Carlson, C.E.G.
Engineering Geologist



November 24, 2015

Sentinel Ridge Senior Living Corporation
c/o SQLC
12720 Hillcrest, Suite 106
Dallas, Texas 75230

Attn: Mr. Jonathan Carrier

RE: Comment Response Letter:
Sentinel Ridge Senior Living Facility - Zone Change and Concept Plan (File CPC CP 15-00108; City of Colorado Springs, El Paso County; CGS Unique No. EP-16-0007 1 and 2)
Sentinel Ridge Senior Living
Fillmore Street and Grand Vista Circle
Colorado Springs, Colorado
Terracon Project Number: 23155025

Dear Mr. Lovekin:

Terracon Consultants, Inc. (Terracon) has included responses herein to the Geologic Hazard Report review comments provided in letters from the Colorado Geological Survey (CGS) dated November 5 and 11, 2015. We have listed the CGS comments with our responses in the text below.

POTENTIALLY UNSTABLE SLOPES

CGS Comment: The Land Suitability Analysis includes a summary of Identified Hazards and planned mitigation on page 6. Kimley-Horn concludes that the “the site appears suitable for development as planned.” We concur that this site is generally suitable from a geologic standpoint for this development. Kimley-Horn goes on to state that “Additional evaluation will be conducted; however, the only areas of identified concern is the proximity to the steep slopes along the Project perimeter.” Based on this identification, and the consultant’s slope stability analysis, a list of mitigation measures is presented on page 6 for slope stability concerns. This includes utilizing a setback defined by the 2012 International Building Code for buildings adjacent to stable slopes. This setback is given as “Face of footings to be setback from the crest of slopes 3:1 or steeper a distance of one third the height of the slopes or 40 feet, whichever is less.” The slope stability analysis provided by Terracon should be expanded to determine if this setback is sufficient.

Terracon Response: *The Terracon slope stability analysis will be expanded and additional analysis will be performed with respect to setback requirements contained in the 2012 International Building Code (IBC 2012).*



CGS Comment Response Letter

Sentinel Ridge Senior Living ■ Colorado Springs, Colorado
November 24, 2015 ■ Terracon Project No. 23155025



CGS Comment: Terracon models circular slope failures in the overlying sands, gravels and clays and finds that such failures have factors of safety appropriate for the development. However, the underlying claystone is the potentially unstable material that makes the overall slopes in the project area susceptible to landslides. The claystone weathers and loses strength, especially in the presence of water and air. The analysis should model slope failures originating within the claystone to evaluate whether the IBC setback criteria is appropriate. Additional cross-sections should be evaluated along the west side, similar to section EE'. The cross-sections should extend into the drainage where the claystone is exposed, and should be oriented perpendicular to the steepest portion of the slopes.

Terracon Response: As part of our evaluation for the Geologic Hazard Study, we performed stability analyses, both within the overburden soils and extending into the underlying bedrock. We included the overburden stability analyses in our Geologic Hazard Study. As part of our updated analyses, we will include additional analyses showing the slope stability factors-of-safety within the underlying bedrock. *An additional slope stability cross section will be evaluated for the drainage valley adjacent to current cross section B-B' along the west side of the project site. This section will extend further west into the existing drainage feature where claystone is exposed at the toe of the slope.*

CGS Comment: Structurally, the underlying bedrock is reported to dip about 10 degrees to the northeast, providing additional propensity for landsliding in the eastern direction. While the proposed development appears 100 feet or greater from 25% slopes on the east side, historic landslides can be observed both east and south-east of the project along the east side of the mesa landform. Both of these landslides have headscarps that are about 100 feet away from the slump blocks associated with them. Stability analysis should be conducted on cross-sections developed on the east side of the mesa and project. This should include eastern cross-sections at the proposed drainage facility which, if unlined, will allow infiltration and lead to reduced strengths and possible slope failure at the proposed independent living facility, and possibly at Building 3 depending on what is discovered in the analysis. The additional analyses on both the west and east sides should use residual strength for the bedrock to determine if the IBC setback is appropriate for this site.

Terracon Response: *Terracon proposes to conduct two to four supplemental borings to collect soil and bedrock data for use in evaluating the stability of the slopes along the east side of the project site.*

ARTIFICIAL FILL

CGS Comment: Terracon reports that CTL Thompson reports that there is artificial fill onsite. Terracon discusses CTL's having observed some construction fill being placed somewhere along the north end of the project. During our site reconnaissance, we observed old trash and debris in

CGS Comment Response Letter

Sentinel Ridge Senior Living ■ Colorado Springs, Colorado
November 24, 2015 ■ Terracon Project No. 23155025



the upper reaches of some of the western drainages. Additionally, there appears to be artificial fill placed in the upper portion of the large drainage on the east side, above that mapped on the Colorado Springs geologic map. There is no discussion of a site reconnaissance in the Terracon report or descriptions or maps of areas of visible trash, debris, and fill. Trash, debris, and debris-laden fill must be identified, removed and disposed of offsite. Undocumented fill material must be removed and, if suitable, replaced as densely compacted fill.

Terracon Response: *Terracon agrees that undocumented fill material must be removed and, if suitable, replaced as densely compacted fill during the construction of the project. We intend to perform a supplemental boring within an area identified as an artificial fill zone east of the proposed Independent Living Building 3, to observe the composition and approximate thickness of the fill.*

EROSION

CGS Comment: Significant and damaging erosion creating gullies with the potential to undercut roads and structures presently occurs along the mesa hillsides especially where water flow is concentrated. Kimley-Horn's drainage plan includes recommendations for control of surface runoff. These recommendations should be strictly adhered to.

Terracon Response: *Terracon agrees with the above comment.*

RELIANCE ON OTHERS

CGS Comment: Terracon relies on the findings from three previous reports by CTL Thompson. It is not clear what is used from this previous work in the slope stability analysis. We would like to at least see a summary of these reports in Terracon's work. The maps, boring logs and laboratory test results should be included as appendices in their entirety rather than just excerpts of some of the exploratory borings. If discussion is made of slope stability in these previous reports this should also be included in the appendices.

Terracon Response: *Terracon relied on the results of our most recent geotechnical exploration for use in our slope stability analysis to prepare our Geologic Hazard Study Report dated October 23, 2015. Data from the previously performed CTL Thompson studies was used to prepare our Preliminary Geologic Hazard Study, dated October 5, 2015, in advance of our own geotechnical exploration and as a supplement to our October 23, 2015 Hazard Report. We will add the referenced CTL Thompson studies as appendices in our revised report.*

CGS Comment Response Letter

Sentinel Ridge Senior Living ■ Colorado Springs, Colorado
November 24, 2015 ■ Terracon Project No. 23155025



ADDITIONAL COMMENTS

CGS Comment: Page 7 of the DPPS states, "Additionally, it is anticipated that the Drainage Facility will be lined to avoid infiltration into potentially erodible soils." **The city should require that the drainage pond be lined**, to reduce the potential for both erosion and slope instability, since an unlined pond will allow infiltration into the underlying claystone, thereby lowering its strength and increasing the potential for slope failure.

Terracon Response: *Terracon agrees with the above comment. Our Geologic Hazard Study provided recommendations to line the detention basin with a minimum 2-foot thick layer of relatively impervious compacted clay soils or an impervious man-made product, such as an HDPE liner.*

If you have any questions regarding this letter, or if we may be of further assistance to you, please contact us.

Sincerely,

Terracon Consultants, Inc.

A handwritten signature in blue ink, reading "Robert M. Hernandez". The signature is fluid and cursive, with a long, sweeping underline that extends to the right.

Robert M. Hernandez, P.E.
Geotechnical Services Manager
Farmington, NM

A handwritten signature in blue ink, reading "Ryan W. Feist". The signature is cursive and includes a horizontal line at the end.

Ryan W. Feist, P.E.
Geotechnical Services Manager
Colorado Springs, CO

Copies to: Addressee (1 pdf)

APPENDIX

DEVELOPMENT APPLICATION REVIEW CRITERIA

PUD ZONE CHANGE REVIEW CRITERIA:

7.3.603: ESTABLISHMENT AND DEVELOPMENT OF A PUD ZONE:

- A. A PUD zone district may be established upon any tract of land held under a single ownership or under unified control, provided the application for the establishment of the zone district is accompanied by a PUD concept plan or PUD development plan covering the entire zone district which conforms to the provisions of this part.
- B. An approved PUD development plan is required before any building permits may be issued within a PUD zone district. The PUD development plan may be for all or a portion of the entire district. The review criteria for approval of the PUD concept plan and approval of a PUD development plan are intended to be flexible to allow for innovative, efficient, and compatible land uses. (Ord. 03-110, Ord. 12-68)

7.5.906.A.4: Appeal Of Administrative Decisions Review Criteria:

In the written notice, the appellant must substantiate the following:

- a. Identify the explicit ordinance provisions which are in dispute.
- b. Show that the administrative decision is incorrect because of one or more of the following:
 - (1) It was against the express language of this zoning ordinance, or
 - (2) It was against the express intent of this zoning ordinance, or
 - (3) It is unreasonable, or
 - (4) It is erroneous, or
 - (5) It is clearly contrary to law.
- c. Identify the benefits and adverse impacts created by the decision, describe the distribution of the benefits and impacts between the community and the appellant, and show that the burdens placed on the appellant outweigh the benefits accrued by the community.

USE REVIEW CRITERIA:

7.5.704: AUTHORIZATION AND FINDINGS:

The Planning Commission may approve and/or modify a conditional use application in whole or in part, with or without conditions, only if all three (3) of the following findings are made:

- A. Surrounding Neighborhood: That the value and qualities of the neighborhood surrounding the conditional use are not substantially injured.
- B. Intent Of Zoning Code: That the conditional use is consistent with the intent and purpose of this Zoning Code to promote public health, safety and general welfare.
- C. Comprehensive Plan: That the conditional use is consistent with the Comprehensive Plan of the City.

The approved conditional use and development plan shall be binding on the property until an amendment is approved changing the use of the property. Except as otherwise recommended by the Planning Commission, the development of a conditional use shall conform to the applicable regulations of the district in which it is to be located. (Ord. 80-131; Ord. 82-247; Ord. 91-30; Ord. 94-107; Ord. 01-42)

7.5.603 (B): ESTABLISHMENT OR CHANGE OF ZONE DISTRICT BOUNDARIES:

B: A proposal for the establishment or change of zone district boundaries may be approved by the City Council only if the following findings are made:

- 1. The action will not be detrimental to the public interest, health, safety, convenience or general welfare.
- 2. The proposal is consistent with the goals and policies of the Comprehensive Plan.
- 3. Where a master plan exists, the proposal is consistent with such plan or an approved amendment to such plan. Master plans that have been classified as implemented do not have to be amended in order to be considered consistent with a zone change request.
- 4. For MU zone districts the proposal is consistent with any locational criteria for the establishment of the zone district, as stated in article 3, "Land Use Zoning Districts", of this Zoning Code. (Ord. 94-107; Ord. 97-111; Ord. 01-42; Ord. 03-157)

7.5.501 (E): CONCEPT PLAN REVIEW CRITERIA:

D. Concept Plan Review Criteria: A concept plan shall be reviewed using the criteria listed below. No concept plan shall be approved unless the plan complies with all the requirements of the zone district in which it is located, is consistent with the intent and purpose of this Zoning Code and is compatible with the existing and proposed land uses surrounding the site.

- 1. Will the proposed development have a detrimental effect upon the general health, welfare and safety or convenience of persons residing or working in the neighborhood of the proposed development?
- 2. Will the proposed density, types of land uses and range of square footages permit adequate light and air both on and off the site?
- 3. Are the permitted uses, bulk requirements and required landscaping appropriate to the type of development, the neighborhood and the community?
- 4. Are the proposed ingress/egress points, traffic circulation, parking areas, loading and service areas and pedestrian areas designed to promote safety, convenience and ease of traffic flow and pedestrian movement both on and off the site?
- 5. Will the proposed development overburden the capacities of existing streets, utilities, parks, schools and other public facilities?
- 6. Does the proposed development promote the stabilization and preservation of the existing properties in adjacent areas and surrounding residential neighborhoods?
- 7. Does the concept plan show how any potentially detrimental use-to-use relationships (e.g., commercial use adjacent to single-family homes) will be mitigated? Does the development provide a gradual transition between uses of differing intensities?
- 8. Is the proposed concept plan in conformance with all requirements of this Zoning Code, the Subdivision Code and with all applicable elements of the Comprehensive Plan? (Ord.

94-107; Ord. 01-42; Ord. 03-157; Ord. 09-78)

7.5.502: DEVELOPMENT PLAN REVIEW CRITERIA

A. Description And Purpose: Each zoning district is primarily intended for a predominant type of land use or mix of land uses, with specific minimum and maximum development standards which regulate the structure height, bulk and placement on the site and the amount and location of landscaping and buffer between uses. All combinations of permitted uses and development standards in a zoning district may not be appropriate at a particular location. It is necessary to require a development plan in order to review the specific impacts of the proposed land use and site design on the adjacent properties, neighborhood, schools, parks, road systems, and existing and planned infrastructure. The proposed site design can be evaluated against all the circumstances weighing upon this individual case. The purposes of the development plan review are:

1. To ensure use to use compatibility between the proposed land use and site design with the surrounding area.
2. To minimize objectionable and adverse effects and to eliminate potential hazards of the proposed land use by proposing specific site design solutions.
3. To ensure points of access, internal circulation and pedestrian movement to all proposed lots, land uses and adjacent properties.
4. To ensure that all zone district development standards are met.
5. To ensure, when used in conjunction with a preliminary or final subdivision plat, that all subdivision requirements including, but not limited to, easement and public facility dedication requirements can be met.
6. To establish the approval of specified uses, square footages, site design and other conditions; and
7. To evaluate existing and proposed road systems, utilities, schools, parks and other public facilities to determine if they are adequate to serve the proposed project.

This review may indicate the most appropriate land use development is one which is less intensive than the maximum allowed by the zone and that the most appropriate site design is one which requires greater than minimum standards.

B. Development Plan Required: A development plan shall be required prior to the issuance of a building permit or the commencement of a new use for the following instances unless specifically exempted per subsection C of this section or waived by the Manager for:

1. All new construction;
2. When no development plan exists, additions to an existing building that cumulatively, as of September 12, 1995, increases the gross floor area of the building by fifty percent (50%) or greater;
3. When required by the City Planning Commission or City Council, as a condition of record for the establishment of or change of zone district;
4. The conversion of vacant land into a new use;
5. The conversion of an existing building's or property's land use type to another land use type (ex.: residential use to a commercial use, but not commercial use to another commercial use, etc.);
6. The total redevelopment (demolition and new construction) of an existing building or site.

C. Exceptions: A development plan shall not be required, when the following instances occur:

1. New construction or an addition to an existing detached single-family or attached two-family residential structure, accessory dwelling unit and accessory structures upon an existing platted lot;
2. Additions to an existing building that cumulatively, as of September 12, 1995, increases the gross floor area of the building less than fifty percent (50%);
3. Public parks in which a park master plan has been or will be reviewed by the City Parks, Recreation and Cultural Resources Department;
4. A federal government project when both the property and the structure will be owned, maintained and operated by the governmental entity;

5. Upon properties located within an A, R, R-1 9000, R-1 6000, or R-2 zone district, when prior to the issuance of a building permit an approved preliminary and final subdivision plat, intended for single-family or two-family residential use, has been recorded;
6. A single- and two-family residential use located within a single- and two-family residentially zoned property, upon an already platted lot, and where no development plan exists; and
7. One lot single-family residentially zoned properties located within hillside area overlay districts that were platted prior to June 7, 1996, and are not part of an existing development plan. However, prior to issuance of building permits for homes on these properties, approved hillside site plan and geologic hazard study are required.
8. Waived by the Manager. The Manager may determine that a development plan is not required based upon his finding that the project does not warrant the review and approval of a development plan.

D. Development Plan Requirements:

1. A concept plan shall be approved prior to the approval of a development plan unless a concept plan is not required per subsection [7.5.501B](#) or C of this part.
2. A concept plan shall be approved prior to the approval of a development plan, unless a development plan is used in lieu of a concept plan per subsection [7.5.501D1](#) of this part, and includes all of the concept plan area.
3. If a development plan is approved for a portion of a concept plan area, the remaining areas of the concept plan shall remain approved and valid.
4. A development plan shall substantially conform to the approved concept plan, if a concept plan exists. If the development plan does not conform to the approved concept plan or if the concept plan approval has expired, a new or amended concept plan must be reviewed and approved in accord with the procedures and criteria outlined in this part.
5. A development plan may be used in lieu of a preliminary plat, if the development plan includes all of the information required for both the development plan and the preliminary plat.
6. The property to be included within the boundaries of the development plan shall be determined by the Manager at the time of preapplication.
7. Changes in the development plan shall be affected only by the approval of an amendment or minor modification to the development plan.

E. Development Plan Review Criteria: A development plan shall be reviewed using the criteria listed below. No development plan shall be approved unless the plan complies with all the requirements of the zone district in which it is located, is consistent with the intent and purpose of this Zoning Code and is compatible with the land uses surrounding the site. Alternate and/or additional development plan criteria may be included as a part of an FBZ regulating plan.

1. Will the project design be harmonious with the surrounding land uses and neighborhood?
2. Will the proposed land uses be compatible with the surrounding neighborhood? Will the proposed development overburden the capacities of existing streets, utilities, parks, schools and other public facilities?
3. Will the structures be located to minimize the impact of their use and bulk on adjacent properties?
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 negative influences that may be created by the proposed development?
5. Will vehicular access from the project to 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?
6. Will all the streets and drives provide logical, safe and convenient vehicular access to the facilities within the project?
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?
8. Will adequately sized parking areas be located throughout the project to provide safe and convenient access to specific facilities?
9. Will safe and convenient provision for the access and movement of handicapped persons and parking of vehicles for the handicapped be accommodated in the project design?

10. Will the design of streets, drives and parking areas within the project result in a minimum of area devoted to asphalt?
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?
12. Does the design encourage the preservation of significant natural features such as healthy vegetation, drainage channels, steep slopes and rock outcroppings? Are these significant natural features incorporated into the project design? (Ord. 94-107; Ord. 95-125; Ord. 01-42; Ord. 02-64; Ord. 03-74; Ord. 03-157; Ord. 09-50; Ord. 09-78; Ord. 12-72)

7.3.605: PUD CONCEPT PLAN REVIEW CRITERIA:

Substantial compliance with the criteria is necessary for the approval of the PUD plan. The Director may determine that certain criteria are not applicable based on the characteristics of the individual project. PUD plans shall be reviewed based on the following review criteria:

- A. Is the proposed development pattern consistent with the Comprehensive Plan, the 2020 Land Use Map, and all applicable elements of the Comprehensive Plan (including the Intermodal Transportation Plan and the Parks, Recreation and Trails Master Plan)?
- B. Are the proposed uses consistent with the primary and secondary land uses identified in the 2020 Land Use Map of the Comprehensive Plan, as amended?
- C. Is the proposed development consistent with any City approved Master Plan that applies to the site?
- D. Is the proposed development consistent with the intent and purposes of this Zoning Code?
- E. Does the development pattern proposed within the PUD concept plan promote the stabilization and preservation of the existing or planned land uses in adjacent areas and surrounding residential neighborhoods?
- F. Does the development pattern proposed within the PUD concept plan provide an appropriate transition or buffering between uses of differing intensities both on site and off site?
- G. Does the nonresidential development pattern proposed within the PUD concept plan promote integrated activity centers and avoid linear configurations along roadways?
- H. Are the permitted uses, bulk requirements and required landscaping appropriate to and compatible with the type of development, the surrounding neighborhood or area and the community?
- I. Does the PUD concept plan provide adequate mitigation for any potentially detrimental use to use relationships (e.g., commercial use adjacent to single-family homes)?
- J. Does the PUD concept plan accommodate automobile, pedestrian, bicycle and transit modes of transportation as appropriate, taking into consideration the development's primary function, scale, size and location?
- K. Does the PUD concept plan include a logical hierarchy of perimeter and internal arterial, collector and local streets that will disperse development generated vehicular traffic to a variety of access points and ways, reduce through traffic in adjacent residential neighborhoods and improve resident access to jobs, transit, shopping and recreation?
- L. Will streets and drives within the project area be connected to streets outside the project area in a way that minimizes significant through traffic impacts on adjacent residential neighborhoods, but still improves connectivity, mobility choices and access to jobs, shopping and recreation?
- M. Does the PUD concept plan provide safe and convenient vehicle and pedestrian connections between uses located within the zone district, and to uses located adjacent to the zone district or development?
- N. Will adequately sized parking areas be located to provide safe and convenient access, to avoid excessive parking ratios and avoid excessive expanses of pavement?
- O. Are open spaces integrated into the PUD concept plan to serve both as amenities to residents/users and as a means for alternative transportation modes, such as walking and biking?
- P. Will the proposed development overburden the capacities of existing or planned streets, utilities and other public facilities?
- Q. Are the areas with unique or significant natural features preserved and incorporated into the design of the project? (Ord. 03-110; Ord. 03-190, Ord. 12-68)

7.5.602: APPLICATIONS:

- A. Amendments To The Text Of This Zoning Code: Amendments to the text of this Zoning Code may be initiated by the Community Development Department, the City Council, Planning Commission, or the Mayor.
- B. Establishment Or Change Of Zone District Boundaries: A proposal for the establishment or change of zone district boundaries may be initiated by the property owner(s) or lessee(s), their agent(s), person(s) who have contracted to purchase the property contingent upon their ability to acquire the necessary permits, the agent(s) of such person(s), City Council, the Planning Commission, a City Council appointed review board in accord with an approved FBZ regulating plan, the Historic Preservation Board, or the Manager of the Community Development Department.
- C. Filing: An application for an amendment to the text of this Zoning Code or the establishment or change of zone district boundaries shall be filed with the Community Development Department in accord with the requirements listed in part 2 of this article. (Ord. 94-107; Ord. 01-42; Ord. 09-80; Ord. 11-19; Ord. 12-24)

7.7.704(D): Street Names

D. Street Names:

- 1. Approval: All street names, both public and private, shall be subject to the approval of the Community Development Department, Traffic Engineering, Colorado Springs Police Department Enhanced 911 Database Coordinator, Fire Department and the Building Official. For purposes of this part, the official street name list to be used in the review of street names shall be that list commonly known as the master street address guide maintained by the El Paso/Teller County Enhanced 911 Authority Board (911).
- 2. Street Name Regulations: The following regulations shall apply to all newly platted or renamed streets:
 - a. Address Assignment: Numeric address assignment shall be subject to the approval of the Building Official as required by section RBC312 (enumeration code) of the Building Code.
 - b. Street Names: All street names shall be established by the use of common English spelling.
 - c. Directional Entries: No directional entries shall be allowed as part of a street name, for example, but not by way of limitation, Northpointe Drive.
 - d. Residential Street Names: Residential street names shall be limited to a maximum of fourteen (14) letters, not including the street name designation. Two (2) word street names shall be acceptable.
 - e. Duplicate Street Names: Duplicate street names shall not be approved regardless of the street designation, for example, but not by way of limitation, Chelton Road, Chelton Loop, Chelton Circle.
 - f. Street Names Similar To Other Streets: Street names that closely approximate the spelling or phonetically sound similar to a platted street in the El Paso County - Teller County 911 service area shall not be approved.
 - g. Numeric Spelling In Street Names: The use of street names containing numeric spelling is prohibited, for example, but not by way of limitation, Two Branch Lane or Six Pack Avenue.
 - h. Exceptions: Exceptions to the street name regulations may be allowed in accord with part 13, "Subdivision Waivers", of this article if recommended for approval by the reviewing departments and agencies listed in subsection D1 of this section.
- 3. Continuity Of Names: Any street which is a continuation or a logical approximate extension of an existing dedicated street, a platted street, a deeded street, a proposed street as shown on an approved master plan or approved development plan or a street on the City of Colorado Springs major thoroughfare plan shall bear the same street name unless the continuation is to be designated as a private street. A street designator is not to be used as part of the street name (i.e., Aspenway Drive).
- 4. Small Cul-De-Sacs: Small cul-de-sacs which have less than five (5) interior lots shall bear the name of the intersecting street and the property shall be sequentially numerically addressed from the block series of the intersecting street.
- 5. Public Street Name Designation: Street type abbreviation shall follow the National Emergency Number Association (NENA) standards. Street name designations shall be as defined by Traffic Engineering and used as follows:

- a. Boulevard or parkway: Shall be reserved for streets designated on the major thoroughfare plan which are planned to have a median divider of sufficient size to allow for landscaping.
 - b. Avenue or road: Shall be reserved for streets of substantial continuity such as major or minor arterials of the major thoroughfare plan.
 - c. Street or drive: Shall be reserved for streets of less continuity such as collector streets.
 - d. Court, place, circle, way, terrace, lane, loop, trail or path: Shall be reserved for streets with no continuity.
6. Private Street Name Designations: Any private street or right of way shall be designated as follows: Grove, Heights, Point or View.
7. Street Name Changes: All applications for street name changes, for both public and private streets, or rights of way, shall be submitted to the Community Development Department in accord with the requirements of the Community Development Department and are subject to the jurisdiction of the Planning Commission.

In reviewing an application for a street name change, the Planning Commission shall grant the street name change only upon determination that all of the following criteria are met:

- a. No Adverse Impact: That the efficient, timely and convenient delivery of services and goods, public and private, to the people and their property will not be adversely affected.
- b. Requirements Of This Section: That the requirements of this section have been met.
- c. Purpose Of Part: That the street name change comes within the purpose of this part, that is, to promote the health, safety, convenience and general welfare of the citizens.

An application for a street name change for a street that crosses jurisdictional boundaries shall require approval of all entities involved prior to the street name change becoming effective.

8. Temporary Posting Of Public Or Private Street Name Required: In order to ensure the timely and effective delivery of public services, including, but not limited to, emergency assistance, utilities provision and required inspections, it shall be the responsibility of the subdivider, his duly authorized agent or other subsequent property owner(s) to ensure the temporary posting of street names in subdivisions or areas of the City where new construction of building(s) is occurring. Such temporary posting of a street name shall occur within a forty eight (48) hour time period following the issuance of the first building permit to allow construction in a block face. Such a street name sign shall be of any material that is weather resistant, shall be lettered to be legible and weather resistant, shall be placed in a location that is convenient and visible and at the appropriate intersection, and shall be maintained until a permanent sign is installed.
9. Temporary Access: Temporary access to any property shall not be construed as a guarantee of continued usage of any numeric address and/or street name, which may have been assigned at time of approval of temporary access.

7.3.606: REVIEW CRITERIA FOR DEVELOPMENT PLAN:

A PUD development plan for land within a PUD zone shall be approved if it substantially conforms to the approved PUD concept plan and the PUD development plan review criteria listed below. An application for a development plan shall be submitted in accord with requirements

outlined in article 5, parts 2 and 5 of this chapter. Unless otherwise specified by a development agreement, the project shall be vested by the PUD development plan in accord with section 7.9.101 and subsection 7.5.504(C)(2) of this chapter.

A. Consistency with City Plans: Is the proposed development consistent with the Comprehensive Plan or any City approved master plan that applies to the site?

B. Consistency with Zoning Code: Is the proposed development consistent with the intent and purposes of this Zoning Code?

C. Compatibility Of The Site Design With The Surrounding Area:

1. Does the circulation plan minimize traffic impact on the adjacent neighborhood?

2. Do the design elements reduce the impact of the project's density/intensity?

3. Is placement of buildings compatible with the surrounding area?

4. Are landscaping and fences/walls provided to buffer adjoining properties from undesirable negative influences that may be created by the proposed development?

5. Are residential units buffered from arterial traffic by the provision of adequate setbacks, grade separation, walls, landscaping and building orientation?

D. Traffic Circulation:

1. Is the circulation system designed to be safe and functional and encourage both on and off site connectivity?

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

3. Will adequately sized parking areas be located to provide safe and convenient access, avoid excessive parking ratios and avoid expanses of pavement?

4. Are access and movement of handicapped persons and parking of vehicles for the handicapped appropriately accommodated in the project design?

5. As appropriate are provisions for transit incorporated?

E. Overburdening Of Public Facilities: Will the proposed development overburden the capacities of existing and planned streets, utilities, parks, and other public facilities?

F. Privacy: Is privacy provided, where appropriate, for residential units by means of staggered setbacks, courtyards, private patios, grade separation, landscaping, building orientation or other means?

G. Pedestrian Circulation:

1. Are pedestrian facilities provided, particularly those giving access to open space and recreation facilities?

2. Will pedestrian walkways be functionally separated from vehicular ways and located in areas that are not used by motor vehicles?

H. Landscaping:

1. Does the landscape design comply with the City's landscape code and the City's landscape policy manual?

2. The use of native vegetation or drought resistant species including grasses is encouraged. The City's landscape policy manual or City Planning's landscape architect can be consulted for assistance.

I. Open Space:

1. Residential Area:

A. Open Space: The provision of adequate open space shall be required to provide light, air and privacy; to buffer adjacent properties; and to provide active and passive recreation opportunities. All residential units shall include well designed private outdoor living space featuring adequate light, air and privacy where appropriate. Common open space may be used to reduce the park dedication requirements if the open space provides enough area and recreational facilities to reduce the residents' need for neighborhood parks. Recreational facilities shall reflect the needs of the type of residents and proximity to public facilities.

B. Natural Features: Significant and unique natural features, such as trees, drainage channels, slopes, and rock outcroppings, should be preserved and incorporated into the design of the open space. The Parks and Recreation Advisory Board shall have the discretion to grant park land credit for open space within a PUD development that preserves significant natural features and meets all other criteria for granting park land credit.

2. Nonresidential And Mixed Use; Natural Features: The significant natural features of the site, such as trees, drainage channels, slopes, rock outcroppings, etc., should be preserved and are to be incorporated into the design of the open space.

J. Mobile Home Parks: Does a proposed mobile home park meet the minimum standards set

forth in the mobile home park development standards table in section 7.3.104 of this article? (Ord. 03-110; Ord. 03-190, Ord. 12-68)

7.5.803 (B): CRITERIA FOR GRANTING A USE VARIANCE:

The following criteria must be met in order for a use variance to be granted:

1. That there are exceptional or extraordinary circumstances or conditions applicable to the property involved or to the intended use of the property that do not apply generally to the property or class of uses in the same zone so that a denial of the petition would result in undue property loss; and
2. That such variance is necessary for the preservation and enjoyment of a property right of the petitioner; and also
3. That such variance will not be detrimental to the public welfare or convenience nor injurious to the property or improvements of other owners of property.