

**Review Criteria Rebuttal
by Mountain Shadows Community Association
for 2424 Garden of the Gods Rd.**

NOTE: The Colorado Springs Review Criteria is written as if we only live in an urban city. There is very little, if any, review criteria that meet the needs of the west side communities that are either suburban or rural in nature. The suburban and rural areas need to protect historic landscapes as suggested in HistoricCOS, protect the views of the hillsides and mountains, ensure eastbound escape routes in the event of a natural disaster for people that work and live on the west side, or ensure the evacuation of an elementary school will be successful in the event of a natural disaster such as a fire. These additional areas of concern MUST have appropriate criteria to sustain and attract the 6 million tourists that visit our City each year, to preserve and protect the views and the wildlife, especially the iconic wildlife, and to protect the overall safety of the people that work and live on the west side. With that said, there are annotations (*in parenthesis and Italics*) in this Rebuttal to suggest these points should also be taken into consideration during the review process.

Executive Summary

ZC 7.5.603: The action will not be detrimental to the public interest, health, safety, convenience or general welfare.

The magnitude of the comments from the public demonstrate that rezoning is detrimental to the public interest, safety, and general welfare.

7.5.408: MASTER PLAN REVIEW CRITERIA

B. Land Use Relationships

1. Rocky Mountain bighorn sheep are classified as a Sensitive species by Region 2 of the Forest Service, human disturbance and walking with dogs may be more detrimental than predators, at 440 m (1,443 ft) sheep fled the area.
2. Activity Centers will be privately owned however apartment residents will have full access to our public parks which further reduces the very poor 2.0 LOS in the area.
3. The proposed land use pattern is incompatible to the proposed adjacent land uses.
4. Housing types will be “Market Rate” compatible with Artemis at Spring Canyon which has no choice of affordability.
5. Environmental analysis Information missing to provide to provide comment.
6. The land uses are NOT buffered due to the hillside plus bighorn sheep are classified as a sensitive species by Region 2 of the Forest Service.

C. Public Facilities

1. The PLDO plan is not suitable for a MATURE Service Area with a poor 2.0 LOS. "Park Fees in Lieu of Land Dedication" and/or adding high-density housing will reduce the LOS. Central West will never reach the 5.5 LOS Goal. The Complex PRIVATE pool and clubhouse will NOT be shared with the rest of the community while the 1,100 new residents WILL have access to the west-side parks.

D. Transportation

1. The bus route options are completely lacking for after work activity this includes Saturday and Sunday intermodal transportation options.
2. Arterial and collector streets - The result of the workers avoiding the congestion at the N. 30th St. & Garden of the Gods Rd. intersection will begin to place a larger burden on the traffic along Flying W. Ranch Rd.
3. Grade trail crossings of arterials - Crossing at very busy intersections poses a great risk for cyclist, pedestrians, and ADA people in wheelchairs and on ADA equipped bicycles.
4. Transportation system compatible - No information from NES to provide comment.
5. Developer (NES) has not provided alternative transportation modes - The cost effective bus routes do not provide service beyond normal day-time working hours, are limited to day hours on Saturday, and NO service on Sunday.
6. The road identified as ingress/egress is a private road and was never intended to be a public road to handle the volume of residents the proposed development will generate.

E. Environment

1. No information provided by Developer (NES) to provide comment on preserving significant natural site features.
2. Current noise impacts from existing building have not been corrected. Additional noise impacts from the estimated 1,100 to 1,300 people that will occupy this proposed development may have a detrimental impact on the bighorn sheep and their habitat.
3. No information provided by Developer (NES) to provide comment on floodplains, etc.
4. No information provided by Developer (NES) to provide comment on geologic hazard study, etc.

7.5.501 (E): CONCEPT PLANS

1. Detriment on general health, welfare and safety - Despite the findings in the Traffic Analysis, there are many comments emailed to the City Planner. For many years, the Navigators have been expressing concern about their extreme hazardous condition for the people that exit their facility, especially during rush hour.
2. No study provided to give comment on adequate light and air.
3. No landscaping drawings provided to give comment.
4. No study or plans provided for safety of ingress/egress to give comment.
5. Overburden of streets, public facilities, etc no reliable study has been provided to give comment.
6. No study provided to comment on the promotion of stabilization and preservation of existing properties.

7. The potentially detrimental impact from high-density multi-family residential housing on the bighorn sheep does not have a viable or practical mitigation plan. Nor does the development provide a gradual transition between uses.

7.3.605: PUD PLAN REVIEW CRITERIA FOR PUD CONCEPT PLANS

- C. Not consistent with the Master Plan.
- D. Not consistent with the Zoning Code
- E. No preservation of the existing or planned land uses in adjacent areas.
- F. No appropriate transition or buffering between uses of differing intensities.
- G. Does not promote integrated activity centers.
- H. Landscaping IS NOT appropriate to and compatible with the surrounding neighborhood or area and the community
- I. Does not provide adequate mitigation for any potentially detrimental use.
- J. Does not adequately accommodate pedestrian, bicycle and transit modes.
- K. Does not reduce through traffic in adjacent residential neighborhoods.
- L. Does not minimize significant through traffic impacts on adjacent residential neighborhoods.
- M. Does not provide safe and convenient vehicle and pedestrian connections.
- N. Does not adequately sized parking areas to avoid excessive parking.
- O. Open Spaces are integrated but occupying will be detrimental to the bighorn habitat.
- Q. The unique and significant natural features will be destroyed.

The City of Colorado Springs Hillside Overlay webpage:

- The Hillside Overlay seeks to **conserve the aesthetic qualities of hillside areas** within the City,
- The predominant development type in hillside areas is **single family detached housing**.
- Developing within the Hillside Overlay zone district **requires an environmental sensitivity above and beyond** that applied to general property within the City limits.
- Development within the Hillside Overlay zone **requires additional attention** to slopes, grading, vegetation and **building height**.

COS Hillside Overlay Ordinance (96-80 14.1-2-504) & HSO City Code (7.3.504):

- Certain areas of the City are characterized by significant natural features that include ridgelines, bluffs, rock outcroppings, vegetation...wildlife habitat...and slopes that contribute to the **attractiveness of the community**
- For multi-family uses, height shall be determined **at the time of zoning** and development plan review...based on considerations of site factors including, but not limited to, **visual analysis**,...
- For multi-family residential and nonresidential development proposals...requirements and review criteria shall be addressed, recognizing that these requirements will apply on a site-wide rather than a lot-by-lot basis
- **Visual impacts** upon offsite areas are to be reduced or reasonably mitigated including increased setbacks from ridgelines and special height restrictions
- Proposal **meets the spirit and intent of the Hillside Design Manual**

Applicable Hillside Design Manual Objectives (see Manual page 4):

- To **enhance the quality of life of existing and future residents** by the preservation and protection of the City's most significant natural features.
- To preserve and protect the unique and special natural features and **aesthetic qualities** of the hillside areas.
- To preserve and protect wildlife habitat.
- To **respect the existing views to the mountains and foothills**, and privacy of the adjacent homes.
- To **recognize community concerns** related to development and its impact upon **visually significant hillsides**, ridgelines, bluffs, and landforms.

Applicable Design Manual Standards & Guidelines (Manual, pages 21-22) in siting multi-family, commercial, office or industrial projects within Hillside Areas:

- For building sites in proximity to ridgelines, **additional height restrictions** may be necessary to **ensure that rooflines will be located below the natural ridgeline**.
- The roofline, based upon maximum permitted height, **should not extend above the line of sight between a ridgeline and any public right-of-way**, whether the ridgeline is above or below the right-of-way.
- **Significant views of the natural ridge silhouette from public rights-of-way and other public spaces should be retained.**

References:

1. Hillside Development Guidelines Manual, June 7, 1996
<https://coloradosprings.gov/sites/default/files/planning/dab/hillside.pdf>
2. HistoricCOS, December 2019, Endorsed by Mayor John Suthers
https://coloradosprings.gov/sites/default/files/inline-images/finalplan_historiccos_1232019.pdf
3. PlanCOS, January 2019, Endorsed by Mayor John Suthers
https://coloradosprings.gov/sites/default/files/plancos_2019_pressquality_feb2019.pdf
4. Colorado Bighorn Sheep Management Plan 2009–2019 (Colorado Mgmt Plan)
<https://cpw.state.co.us/Documents/WildlifeSpecies/Mammals/ColoradoBighornSheepManagementPlan2009-2019.pdf>
5. Bighorn Sheep Management Plan, Data Analysis Unit RBS-14, Rampart Herd Game Management Unit S34 April 2014 (Rampart Herd Mgmt Plan)
<https://cpw.state.co.us/documents/hunting/biggame/dau/bighornsheep/rbs-14dauplanfinal.pdf>
6. Bighorn Sheep, Mountain Shadows Testimony, 2021-01-07 (Bighorn Testimony)
7. Letter from Allan Hahn, District Ranger, USDA, Forest Service to Julie Stiver, Wildlife Biologist, CPW, January 9, 2014. Included in the Rampart Herd Mgmt Plan.

ZONE CHANGE REVIEW CRITERIA:

ZC 7.5.603.B. Establishment Or Change Of Zone District Boundaries: 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**.

The Public's Interest

The magnitude of the comments from the public demonstrate that **rezoning is detrimental to the public interest, safety, and general welfare.**”

Statistics: As of January 29, 2021

- 255 Green postcard notices sent by City Planning for 1,950 property owners
- 1,363 Emails responses sent to the City Planner Opposing the Project
- 6,003 Petition Responses Opposed to the MP, ZC, & CP
- 1,539 Petition Comments Opposing the Project
- 2,902 Total Emails and Petition comments Opposing the Project
- 25 Subdivisions responded to one Post on NextDoor
- 1,188 Zip Codes from around the world are represented
- 41 Zip Codes in Colorado Springs responded to the petition
- 1,546 People in Zip Code 80919 who responded to the petition
- 863 Cities from the U.S. and around the world are represented by the petition
- 51 U.S. States including D.C. are represented by the petition
- 7 International Countries are represented by the petition
- FB/ND Hundreds of comments from Facebook and NextDoor

Public Concerns: Public Interest, Safety and General Welfare

1. VIEWS: The City's responsibility is to **comply with PlanCOS (Comp Plan) “Majestic Landscapes” and the Hillside Development Overlay, Ordinance, Code and Design Manual goals, policies, objectives and recommendations to protect and preserve mountain and hillside Views** at the west end of Garden of Gods Road, 30th St, & Flying W. Ranch Rd. The proposed development is detrimental to the Public Interest and General Welfare.

2. PARKS: There are not enough parks in this area, Central West. The City's responsibility is to **comply with the proposed Parkland Dedication Ordinance goal of 5.5 acres/1,000 people**. NOTE: High-density housing without a SIGNIFICANT addition of parkland reduces the number of parkland acres per person.

3. WILDLIFE: The City's responsibility is to **comply with the “Colorado Bighorn Sheep Management Plan” and Governor's Executive Order to PROTECT iconic wildlife including bighorn sheep.** An estimated 1,100 new residents in the high-density multi-family housing will find their way to the bighorn sheep birthing area. This will jeopardize the bighorn habitat.

4. TRAFFIC: High-density housing along with 6 million Garden of Gods visitors per year will increase traffic.

5. POPULATION & CRIME: **According to expert testimony, there will be an increase in opportunity crimes** and stress on the natural & public resources. Residents in this high-density housing could damage the hillside and trespass onto the Navigators & Flying W. Ranch properties, as no Park Space has been allocated.

6. FIRE SAFETY: Increased population exacerbates evacuation with **no west bound escape routes** in the event of fire (Ref. Waldo Canyon wildfire 2012 – 2 people perished & 346 homes destroyed. Plus, 5 recent local wildfires in 5 weeks in the fall of 2020).

2. The proposal is consistent with the goals and policies of the Comprehensive Plan (*PlanCOS*).

1. The Proposed Development is not consistent with PlanCOS goals and policies including “Majestic Landscapes” ML-4 to Preserve and Protect Viewsheds and Topology #3 to Limit Development Encroachment in important natural areas like this gateway location to the Garden of the Gods.

2. The Proposed Development fails to implement the Colorado Springs Hazard Mitigation Plan (AKA Pre-Disaster Mitigation Plan--PDMP) under PlanCOS Strategy ML-5,A-5 by not addressing required Hazard Mitigation Planning related to this proposed development. Specifically, the planning process did not consider past natural hazard events (like the Waldo Canyon Fire and the other 6 local wildfire events in late 2020 and early 2021), identify hazard prone areas (like the Westside foothills local to 2424 GOTG), identify gaps and recommendations (like extremely limited evacuation routes and pre-disaster evacuation planning/mitigation to include the impact of 1300+ more added residents congesting the key traffic chokepoints around 2424GOTG and further imperiling the Health and Safety of the existing population of Mountain Shadows and surrounding neighborhoods).

3. Furthermore, the recent February 18, 2021 Wildfire Summit sponsored by Congressman Joe Neguse of Colorado and supported by Governor Jared Polis, Senator Michael Bennet, Senator John Hickenlooper, and Stan Hilkey, Executive Director of the Colorado Department of Public Safety, addressed the issue of wildfire emergency evacuation. Director Hilkey on Governor Polis’ staff specifically commented on evacuation chokepoints as a concern. This was based on a number of recent Colorado wildfires and associated fatalities resulting from limited evaluation routes and

insufficient preplanning. In the public comment session, the issue was raised of local government pushing development “infill” at the expense of limited evacuation routes, traffic chokepoints and the health and safety of residents impacted by such infill. The Colorado Springs Waldo Canyon Fire, five local wildfires in five weeks in fall 2020, and the most recent wildfire on 30th Street close to the proposed 2424GOTG development were mentioned as an example of such “infill” versus “public wildfire safety.” Congressman Neguse and Director Hilkey acknowledged that this potential “local governance” inconsistency needed to be addressed as part of the overall continued planning resulting from the Wildfire Summit.

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.

No comment at this time.

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 chapter. (Ord. 94-107; Ord. 97-111; Ord. 01-42; Ord. 03-157; Ord. 12-76)

No comment at this time.



MASTER PLAN REVIEW CRITERIA:

7.5.408:

Master plans and major and minor amendments to approved master plans shall be reviewed for substantial conformance with the criteria listed below. Minor amendments are not subject to review criteria in subsection F of this section.

A. Comprehensive Plan: The Comprehensive Plan is the context and benchmark for the assessment of individual land use master plans. The proposed land use master plan or the amendment conforms to the policies and strategies of the Comprehensive Plan.

No comment at this time.

B. Land Use Relationships:

1. The master plan promotes a development pattern characterizing a mix of **mutually supportive and integrated residential and nonresidential land uses** with a network of interconnected streets and good pedestrian and bicycle connections.

The west side of Colorado Springs is a unique environment that abuts to the foothills of Colorado and transitions into the Great Outdoors. The proposed Open Space land is zoned "A PIP1 HS" and is home to the Rampart Range bighorn sheep. The land to the south and west are also zoned "A HS" and "R A HS". **Allowing a rezone to PUD HS is a radical shift** that allows the development of high-density multi-family housing on the bighorn sheep extended habitat and immediately adjacent to their main habitat **is not mutually supportive nor does it integrate**. As advised in the Colorado Mgmt Plan, the Rampart Herd Mgmt Plan, and the Letter from Allan Hahn, District Ranger, USDA, Forest Service, **Rocky Mountain bighorn sheep are classified as a Sensitive species by Region 2 of the Forest Service, human disturbance and walking with dogs may be more detrimental than predators, at 440 m (1,443 ft) sheep fled the area.**

2. **Activity centers** are designed so they are **compatible with, accessible from and serve as a benefit to the surrounding neighborhood** or business area. Activity centers also vary in size, intensity, scale and types of uses depending on their function, location and surroundings.

The developer plans to provide a **private, self-contained activity centers** (clubhouse and pool as identified in their NES Visual Impact Analysis document) that will be **exclusive to this community**. The clubhouse and pool **will not be accessible or a benefit to the surrounding neighborhood**. However, the estimated 1,100 to 1,300 **people in this proposed development area will be afforded the opportunity to exacerbate the already over saturated parks in the Central West Service area.**

The developer intends to pay "Park Fees in Lieu of Land Dedication" to meet their PLDO requirement. The already very poor 2.0 LOS in the Central West Service Area will plunge to an even lower number. The quality of life for the existing residents will diminish even further. This Activity Center serves NO recognizable benefit to the surrounding neighborhoods; it only provides added issues and detractions including noise, opportunity crime, public safety concerns, and added congestion.



Image extracted from "NES Visual Impact Analysis.pdf"

3. The land use pattern is compatible with existing and proposed adjacent land uses and protects residential (*and agricultural*) neighborhoods from excessive noise and traffic infiltration.

The adjacent land uses are agricultural with an important herd of Rampart Range bighorn sheep. A radical shift to PUD HS that allows high-density multi-family residential housing will create excessive noise from the residences and the "foot" traffic infiltration through the bighorn sheep extended habitat and their main habitat will be incompatible. As advised in the Colorado Mgmt Plan, the Rampart Herd Mgmt Plan, and the Letter from Allan Hahn, District Ranger, USDA, Forest Service, Rocky Mountain bighorn sheep are classified as a Sensitive species by Region 2 of the Forest Service, human disturbance and walking with dogs may be more detrimental than predators, at 440 m (1,443 ft) sheep fled the area.

4. Housing types are distributed so as to provide a **choice of densities, types and affordability**.

The applicant has proposed housing types that are consistent with the Artemis at Spring Canyon. There is very little, if any choice of, density, type, or affordability. The applicant's intent is "Market Rate". Therefore, **there is no choice of affordability**.

5. Land use types and location reflect the findings of the environmental analysis pertaining to physical characteristics which may preclude or limit development opportunities.

Does not meet the objectives of the Hillside Overlay Ordinance.

6. **Land uses are buffered**, where needed, by open space and/or **transitions in land use intensity**.

The land uses are NOT buffered. There will be a radical shift from agricultural that contains a very important herd of bighorn sheep, to PUD which contains high-density multi-family housing. As advised in the Colorado Mgmt Plan, the Rampart Herd Mgmt Plan, and the Letter from Allan Hahn, District Ranger, USDA, Forest Service , **Rocky Mountain bighorn sheep are classified as a Sensitive species by Region 2 of the Forest Service, human disturbance and walking with dogs may be more detrimental than predators, at 440 m (1,443 ft) sheep fled the area.**

7. Land uses conform to the definitions contained in section 7.5.410 of this part.

No comment at this time.

C. Public Facilities:

1. The land use master plan conforms to the most recently adopted Colorado Springs parks, recreation and trails master plan.

The Master Plan does not conform to the PLDO and Park Master Plan.

2. **Recreational** and educational **uses are sited and sized to conveniently service the proposed population of the master plan area and the larger community.**

The PLDO (Parkland Dedication Ordinance) is a plan that does not work for a MATURE Service Area. Central West is a mature Service Area with a poor 2.0/5.5 LOS (Level of Service). "Park Fees in Lieu of Land Dedication" will reduce the 2.0 LOS even further. Adding high-density housing will reduce the 2.0 LOS even further. Central West will never reach the 5.5 LOS Goal. The builder's PRIVATE pool and clubhouse will NOT be shared with the rest of the community while the 1,100 new residents WILL have access to the west-side parks.

3. The proposed school sites meet the location, function and size needs of the school district.

No comment at this time.

4. The land use master plan conforms to the adopted plans and policies of Colorado Springs Utilities.

No comment at this time.

5. Proposed **public facilities** are consistent with the strategic network of long range plans.

The PLDO does not have a viable catch-up plan for the Central West Service Area. Allowing the developer to skip-out on Parkland Dedication will continue to reduce the already poor 2.0 LOS.

6. The master development drainage plan conforms to the applicable drainage basin planning study and the drainage criteria manual.

No comment at this time.

D. Transportation:

1. The land use master plan is consistent with the adopted intermodal transportation plan. Conformity with the intermodal transportation plan is evidence of compliance with State and local air quality implementation and maintenance plans.

NOTE: This comment applies to either D.1 and/or D.2.

Pertaining to intermodal transportation, the bus route options are completely lacking for after work activity this includes Saturday and Sunday intermodal transportation options. See bus route and schedules below as found on the following web site.

<https://coloradosprings.gov/mountain-metro/page/bus-route-information>

Metro Route 14, stops service after 6:39p M-F, and NO service on Sat. or Sun.

Metro Route 34, stops service after 6:40p M-F, 6:15p Saturday, and NO service on Sun.

Metro Route 2, stops service after 5:13p M-F, 5:11p Saturday, and NO service on Sun.

With such restricted bus transportation, people are limited to bus intermodal commuting options during normal day-time business hours. Due to the limited bus schedules, they are encouraged to use other means of transportation outside these hours. The distance to the shopping centers is too great for the average person. People in this community will need to rely on automotive transportation. **Bus intermodal transportation options will be extremely limited for shopping and recreation.**

2. The land use master plan has a logical hierarchy of arterial and collector streets with an **emphasis on the reduction of through traffic in residential neighborhoods** and **improves connectivity, mobility choices and access to jobs, shopping and recreation.**

As seen in the diagram below from NES, it is very likely that the **traffic congestion** created by the estimated 1,100 to 1,300 residents in this high-density multi-family development will discourage the existing workers that come and go in the existing 2424 Garden of the Gods Rd. facility. It is expected that more and more of the **workers in the current facility will abandon**

the possibility of entering and exiting the property via the N. 30th St. & Garden of the Gods Rd location. This will increase the traffic on Flying W. Ranch Rd.

The result of the workers avoiding the congestion at the N. 30th St. & Garden of the Gods Rd. intersection will begin to place a larger burden on the traffic along Flying W. Ranch Rd. When the workers heading south on Flying W. Ranch Rd. get to the N. 30th St. intersection, they will create more traffic congestion at this blind corner that makes it difficult to see traffic and bicyclists approaching on N. 30th St. from the north.

The new residents in this proposed area, exiting onto Flying W. Ranch Rd., heading north will increase through traffic into the residential neighborhood.



Diagram extracted from NES as 2424_GOG_Concept_B_Final_REDUCED.pdf

3. The design of the streets and **multiuse trails minimizes the number of uncontrolled or at grade trail crossings of arterials** and collectors.

The current Sinton Trail that runs along Garden of the Gods Rd. has two (2) at grade trail crossings. 1) intersection at Garden of the Gods Rd. and east of Willowstone Antique Marketplace and 2) Garden of the Gods Rd. and N. 30th St. At Willowstone, there are 3 west bound lanes, 3 eastbound lanes, one eastbound turn lane and one eastbound bike lane. At N. 30th St. heading west, there are 2 left turn lanes, 2 straight lanes, and 1 right turn lane. Heading east, there are 3 traffic lanes.

Crossing at these two (2) very busy intersections poses a great risk for cyclist, pedestrians, and ADA people in wheelchairs and on ADA equipped bicycles.

A redesign of this trail system will reduce these two hazardous crossings.

4. The transportation system is compatible with transit routes and allows for the extension of these routes.

No comment at this time.

5. The land use master plan provides opportunities or **alternate transportation modes** and **cost effective** provision of transit services to residents and businesses.

The people in this proposed community will be **provided limited alternate transportation modes**. The **cost effective bus routes do not provide service beyond normal day-time working hours**, are limited to day hours on Saturday, and NO service on Sunday.

6. Anticipated trip generation does not exceed the capacity of existing or proposed major roads. If capacity is expected to be exceeded, necessary improvements will be identified, as will responsibility, if any, of the master plan for the construction and timing for its share of improvements.

Need fully vetted Traffic Study.

E. Environment:

1. The land use master plan **preserves significant natural site features and view corridors**. The Colorado Springs open space plan shall be consulted in identifying these features.

The proposed 2424GOTG development with building heights up to 45 feet, fails to protect the iconic natural features and view corridors of the foothills, ridgelines, and Pikes Peak. Furthermore, it is not consistent with the goals, policies and strategies of PlanCOS “Majestic Landscapes” as well as the COS Hillside Overlay Ordinance, City Code, and the HSO Design Manual by failing to “respect existing views to the mountains and foothills.”

2. The land use master plan **minimizes noise impacts on** existing and proposed **adjacent areas**.

The adjacent area is zoned agricultural and contains an important herd of bighorn sheep. The noise impacts from the estimated 1,100 to 1,300 people that will occupy this proposed development may have a detrimental impact on the bighorn sheep and their habitat.

3. The land use master plan utilizes floodplains and drainageways as greenways for multiple uses including conveyance of runoff, wetlands, habitat, trails, recreational uses, utilities and access roads when feasible.

No comment at this time.

4. The land use master plan reflects the findings of a preliminary geologic hazard study and provides a range of mitigation techniques for the identified geologic, soil and other constrained natural hazard areas.

No comment at this time.

F. Fiscal:

1. A fiscal impact analysis and existing infrastructure capacity and service levels are used as a basis for determining impacts attributable to the master plan. City costs related to infrastructure and service levels shall be determined for a ten (10) year time horizon for only the appropriate Municipal funds.

No comment at this time.

2. The fiscal impact analysis demonstrates no adverse impact upon the general community and the phasing of the master plan is consistent with the adopted strategic network of long range 2/6/2020 UPD plans that identify the infrastructure and service needs for public works, parks, police and fire services.

No comment at this time.

3. The cost of on site and off site master plan impacts on public facilities and services is not borne by the general community. In those situations where the master plan impacts are shown to exceed the capacity of existing public facilities and services, the applicant will demonstrate a means of increasing the capacity of the public facilities and services proportionate to the impact generated by the proposed master plan. Mitigation of on site and off site costs may include, but is not limited to, planned expansions to the facilities, amendments to the master plan, phasing of the master plan and/or special agreements related to construction and/or maintenance of infrastructure upgrades and/or service expansions. Any special agreements for mitigation of on site and off site impacts for public improvements, services and maintenance are shown to be workable and supported by financial assurances. Preexisting and/or anticipated capacity problems not attributable to the master plan shall be identified as part of the master plan review.

No comment at this time.

4. Special agreements for public improvements and maintenance are shown to be workable and are based on proportional need generated by the master plan.

No comment at this time.

5. Any proposed special districts are consistent with policies established by the City Council. (Ord. 84-221; Ord. 87-38; Ord. 91-30; Ord. 94-107; Ord. 97-109; Ord. 01-42; Ord. 02-51; Ord. 19-3)



CONCEPT PLAN REVIEW CRITERIA:

7.5.501 (E): CONCEPT PLANS:

E. 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 (*wildlife*)** residing or working in the neighborhood of the proposed development?

Despite the findings in the Traffic Analysis, there are many comments emailed to the City Planner and from the people that signed the Petition indicating that **the existing traffic in this area (to Rt-24 and I-25) is already jam-packed during rush hour** and on the weekends going to and from the mountains. For many years, the Navigators have been expressing concern about their **extreme hazardous condition for the people that exit their facility**, especially during rush hour.

The west side of Colorado Springs is a unique environment that abuts to the foothills of Colorado and transitions into the Great Outdoors. This is a transition area from “the big city” to “the great outdoors”. The iconic *wildlife*, that is important to our economy, in this area need to be protected. YES, this proposed development will be detrimental upon the health, welfare, and safety of the bighorn sheep. As advised in the Colorado Mgmt Plan, the Rampart Herd Mgmt Plan, and the Letter from Allan Hahn, District Ranger, USDA, Forest Service , **Rocky Mountain bighorn sheep are classified as a Sensitive species by Region 2 of the Forest Service, human disturbance and walking with dogs may be more detrimental than predators, at 440 m (1,443 ft) sheep fled the area.**

Safety of persons residing or working (*or attending elementary school*) in the neighborhood of the proposed development will be detrimental. According to professional expert testimony; Michael Bukowski Jr., NWCG Wildland Firefighter; **“the Waldo Canyon Fire in 2012 the network of roads, specifically around Mountain Shadows, was completely overwhelmed, this creates a dangerous situation and as a firefighter this is negligent and you should consider such situations before cramming more housing into an already developed area.”** Sgt. Fred B. Walker, police; **“Always with putting more people into a crowded area increases crime (residential burglaries, car break ins, vandalism, etc)””**.

Chipeta Elementary School has many parents dropping kids off at school every morning and picking them up in the afternoon. Regardless of pre, current, or post Covid-19, there are cars lined up along Champagne Dr., north and south, that currently block entry into the neighborhood from N. 30th St. The delays can be as much as 20

minutes. In the event of a emergency such as a fire evacuation, this congestion will further exacerbate an evacuation and place the children in jeopardy.

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?

No comment at this time.

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

The density of this development as defined by the developer will violate the requirements in the Hillside Development Guidelines Document.

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?**

The traffic study did not address these issues. 1) Parking areas: When the current facility is at capacity, Area A, B, & C parking lots are full. The representative for the developer claim that City Code will allow the removal of Area B & C parking. That may be true. However, that is not reality as evidenced by people that worked in the facility when it was at capacity. 2) As the occupants of the current facility will soon discover that the **traffic generated by the proposed housing will create a choke-point at the intersection of Garden of the Gods Rd. and N. 30th St.** Once this happens, it will be easier for the current facility commuters to exit from the Alpine Meadows Lane and Flying W. Ranch Rd. intersection. **Traffic going south on Flying W. Ranch Rd., heading south to N. 30th St. will then be at an this intersection without a traffic signal.** The safety , convenience, and ease of traffic flow **is compromised.**

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

It is the belief of. the local community that this development will overburden the traffic capacity of the local intersections and those down stream of the local intersections. The traffic study only monitored the 1 Major intersection, the 1 intermediate intersection and the 2 minor property ingress / egress.

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

Unfortunately NO, since the Central West Service Area as defined under the PLDO is already at a very low 2.0/5.5 LOS, the 1,100 to 1,300 new residents will soon discover the Open Space area that is on the southwest side of the property. The overuse of this area will likely destroy the beauty of the hillside when these people create a network of social trails. The stabilization and preservation of the hillside is most likely going to be lost. As advised in the Colorado Mgmt Plan, the Rampart Herd Mgmt Plan, and the Letter from Allan Hahn, District Ranger, USDA, Forest Service , **Rocky Mountain bighorn sheep are classified as a Sensitive species by Region 2 of the Forest Service, human disturbance and walking with dogs may be more detrimental than predators, at 440 m (1,443 ft) sheep fled the area.**

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?

The potentially detrimental impact from high-density multi-family residential housing on the bighorn sheep does not have a viable or practical mitigation plan. Nor does the development provide a gradual transition between uses. It is a radical departure from agricultural to PUD that allows high-density multi-family residential housing with an estimated 1,100 to 1,300 people. As advised in the Colorado Mgmt Plan, the Rampart Herd Mgmt Plan, and the Letter from Allan Hahn, District Ranger, USDA, Forest Service , **Rocky Mountain bighorn sheep are classified as a Sensitive species by Region 2 of the Forest Service, human disturbance and walking with dogs may be more detrimental than predators, at 440 m (1,443 ft) sheep fled the area.**

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; Ord. 12-72)

NO

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**PUD PLAN REVIEW CRITERIA:**

**7.3.605:**

Substantial compliance with the criteria is necessary for the approval of the PUD concept plan. The Manager may determine that certain criteria are not applicable based on the characteristics of the individual project. PUD concept plans shall be reviewed based on the following review criteria:

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

**Unfortunately No**, since the Central West Service Area as defined under the PLDO is already at a very low 2.0/5.5 LOS, the 1,100 to 1,300 new residents will soon discover the Open Space area that is on the southwest side of the property. The overuse of this area will likely destroy the beauty of the hillside when these people create a network of social trails.

B. Are the proposed uses consistent with the Comprehensive Plan, as amended?

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

**No. Refer to the Master Plan.**

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

**No. Refer to the 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**?

**Unfortunately No**, since the Central West Service Area as defined under the PLDO is already at a very low 2.0/5.5 LOS, the 1,100 to 1,300 new residents will soon discover the Open Space area that is on the southwest side of the property. The overuse of this area will likely destroy the beauty of the hillside when these people create a network of social trails. The stabilization and preservation of the hillside is most likely going to be lost. As advised in the Colorado Mgmt Plan, the Rampart Herd Mgmt Plan, and the Letter from Allan Hahn, District Ranger, USDA, Forest Service , **Rocky Mountain bighorn sheep are classified as a Sensitive species by Region 2 of the Forest Service, human disturbance and walking with dogs may be more detrimental than predators, at 440 m (1,443 ft) sheep fled the area.**

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?

There is absolutely NO buffering between uses. The differing intensities from agricultural to PUD with high-density multi-family residential housing is an immediate and abrupt change. The property with its current zoning is already developed at capacity. As advised in the Colorado Mgmt Plan, the Rampart Herd Mgmt Plan, and the Letter from Allan Hahn, District Ranger, USDA, Forest Service , **Rocky Mountain bighorn sheep are classified as a Sensitive species by Region 2 of the Forest Service, human disturbance and walking with dogs may be more detrimental than predators, at 440 m (1,443 ft) sheep fled the area.**

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

The Complex's PRIVATE pool and clubhouse will NOT be shared with the rest of the community while the 1,100 new residents WILL have access to the west-side parks. The PLDO (Parkland Dedication Ordinance) is a plan that does not work for a MATURE Service Area. Central West is a mature Service Area with a poor 2.0/5.5 LOS (Level of Service). "Park Fees in Lieu of Land Dedication" will reduce the 2.0 LOS even further. Adding high-density housing will reduce the 2.0 LOS even further. Central West will never reach the 5.5 LOS Goal. It is a stretch to say there are any integrated activity centers.

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?**

**NOT AT ALL.** This development **will not be in compliance with the Hillside Development Guideline Manual or PlanCOS.** Blocking the views of the hillsides is NOT allowed in the Hillside Development Guideline Manual NOR is it compatible with the type of development in the surrounding neighborhood or area and the community. The average height of the buildings along N. 30<sup>th</sup> St. and Garden of the Gods Rd. from the Citizens Center to N. 30<sup>th</sup> St. AVERAGE 26' tall as seen from the road (right-of-way).

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)?

There is no practical, viable, or adequate mitigation plan to prevent detrimental impacts on the Rampart Range bighorn sheep. As advised in the Colorado Mgmt Plan, the Rampart Herd Mgmt Plan, and the Letter from Allan Hahn, District Ranger, USDA, Forest Service , **Rocky Mountain bighorn sheep are classified as a Sensitive species by Region 2 of the Forest Service, human disturbance and**

**walking with dogs may be more detrimental than predators, at 440 m (1,443 ft) sheep fled the area.**

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 people in this proposed community will be **provided limited alternate transportation modes**. The **cost effective bus routes do not provide service beyond normal day-time working hours**, are limited to day hours on Saturday, and NO service on Sunday. See bus route and schedules below as found on the following web site.

<https://coloradosprings.gov/mountain-metro/page/bus-route-information>

Metro Route 14, stops service after 6:39p M-F, and NO service on Sat. or Sun.  
Metro Route 34, stops service after 6:40p M-F, 6:15p Saturday, and NO service on Sun.  
Metro Route 2, stops service after 5:13p M-F, 5:11p Saturday, and NO service on Sun.

With such restricted bus transportation, people are limited to bus intermodal commuting options during normal day-time business hours. Due to the limited bus schedules, they are encouraged to use other means of transportation outside these hours. The distance to the shopping centers is too great for the average person. People in this community will need to rely on automotive transportation. **Bus intermodal transportation options will be extremely limited for shopping and recreation.**

The current Sinton Trail that runs along Garden of the Gods Rd. has two (2) at grade trail crossings. 1) intersection at Garden of the Gods Rd. and east of Willowstone Antique Marketplace and 2) Garden of the Gods Rd. and N. 30<sup>th</sup> St. At Willowstone, there are 3 west bound lanes, 3 eastbound lanes, one eastbound turn lane and one eastbound bike lane. At N. 30<sup>th</sup> St. heading west, there are 2 left turn lanes, 2 straight lanes, and 1 right turn lane. Heading east, there are 3 traffic lanes.

**Crossing at these two (2) very busy intersections poses a great risk for cyclist, pedestrians, and ADA special needs people in wheelchairs and on ADA equipped bicycles.**

A redesign of this trail system could reduce these two hazardous crossings.

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?**

The traffic study did not address these issues. 1) Parking areas: When the current facility is at capacity, Area A, B, & C parking lots are full. The representative for the developer claim that City Code will allow the removal of Area B & C parking. That may be true. However, that is not reality as evidenced by people that worked in the facility when it was at capacity. 2) As the occupants of the current facility will soon discover that the traffic generated by the proposed housing will create a choke-point at the intersection of Garden of the Gods Rd. and N. 30<sup>th</sup> St. Once this happens, it will be easier for the current facility commuters to exit from the Alpine Meadows Lane and Flying W. Ranch Rd. intersection. **Traffic going south on Flying W. Ranch Rd., heading south to N. 30<sup>th</sup> St. will then be at an this intersection without a traffic signal.** The safety , convenience, and ease of traffic flow is compromised.

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?

The traffic study did not address traffic heading northbound on Flying W. Ranch Rd. There will be an undetermined amount of traffic that will exit from the Garden of the Gods Rd. & Flying W. Rd. intersection, turning left onto Flying W. Ranch Rd. This traffic will add to the already traffic problems that occur at the Chipeta Elementary School. At a meeting (2018?) with the Director of Road Safety, the Chipeta Elementary School, and the neighborhood, the Director disclosed that the buses attempting to make a left turn out of the school face a great challenge and are **often delayed for long periods of time.** The challenge: The exit for the bus is immediately north of the crosswalk that goes across Flying W. Ranch Rd. When the crosswalk light is activated, the buses have to wait until the crosswalk is clear. **Unfortunately, after the crosswalk is cleared, the traffic light turns green and the cars traveling along Flying W. Ranch Rd. continue to block the school buses.**



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?

The current Sinton Trail that runs along Garden of the Gods Rd. has two (2) at grade trail crossings. 1) intersection at Garden of the Gods Rd. and east of Willowstone Antique Marketplace and 2) Garden of the Gods Rd. and N. 30<sup>th</sup> St. At Willowstone, there are 3 west bound lanes, 3 eastbound lanes, one eastbound turn lane and one eastbound bike lane. At N. 30<sup>th</sup> St. heading west, there are 2 left turn lanes, 2 straight lanes, and 1 right turn lane. Heading east, there are 3 traffic lanes.

**Crossing at these two (2) very busy intersections poses a great risk for cyclist, pedestrians, and ADA people in wheelchairs and on ADA equipped bicycles.**

A redesign of this trail system will reduce these two hazardous crossings.

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?**

The traffic study did not address these issues. 1) Parking areas: When the current facility is at capacity, Area A, B, & C parking lots are full. The representative for the developer claim that City Code will allow the removal of Area B & C parking. That may be true. However, that is not reality as evidenced by people that worked in the facility when it was at capacity. 2) As the occupants of the current facility will soon discover that the **traffic generated by the proposed housing will create a choke-point at the intersection of Garden of the Gods Rd. and N. 30<sup>th</sup> St.** Once this happens, it will be easier for the current facility commuters to exit from the Alpine Meadows Lane and Flying W. Ranch Rd. intersection. **Traffic going south on Flying W. Ranch Rd., heading south to N. 30<sup>th</sup> St. will then be at an this intersection without a traffic signal.** The safety , convenience, and ease of traffic flow is compromised.

With the density of the proposed housing, residents in Areas B & C will likely start utilizing the parking in Area A. This could and probably will eventually lead to a conflict.

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?**

The proposed Open Space will be a disaster for the adjacent property owners (Navigator's and Flying W. Ranch). Currently, these two property owners are faced with trespassers that pose a liability to their properties. Walking and biking in this proposed Open Space will be detrimental to the landscape and to the bighorn sheep and their habitat. As advised in the Colorado Mgmt Plan, the Rampart Herd Mgmt Plan, and the Letter from Allan Hahn, District Ranger, USDA, Forest Service , Rocky

**Mountain bighorn sheep are classified as a Sensitive species by Region 2 of the Forest Service, human disturbance and walking with dogs may be more detrimental than predators, at 440 m (1,443 ft) sheep fled the area.**

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

It is the belief of the local community that this development will overburden the traffic capacity of the local intersections and those down stream of the local intersections. The traffic study only monitored the 1 Major intersection, the 1 intermediate intersection and the 2 minor property ingress / egress.

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; Ord. 19-3)

The proposed 2424GOTG development with building heights up to 45 feet, **fails to protect the iconic natural features and view corridors of the foothills, ridgelines, and Pikes Peak.** Furthermore, **it is not consistent with the goals, policies and strategies of PlanCOS “Majestic Landscapes” as well as the COS Hillside Overlay Ordinance, City Code, and the HSO Design Manual by failing to “respect existing views to the mountains and foothills.”**

The west side of Colorado Springs is a unique environment that abuts to the foothills of Colorado and transitions into the Great Outdoors. The proposed Open Space land is zoned “A PIP1 HS”. The land to the south and west are also zoned “A HS” and “R A HS”. These areas consist of foothills and ridgelines. **Allowing a rezone to PUD HS is a radical shift** that allows the development of **high-density multi-family housing that will block the views of the foothills and ridgelines.**

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**End of
Review Criteria Rebuttal
by Mountain Shadows Community Association
for 2424 Garden of the Gods Rd.**

Increased Traffic Congestion Threatens NW neighborhoods

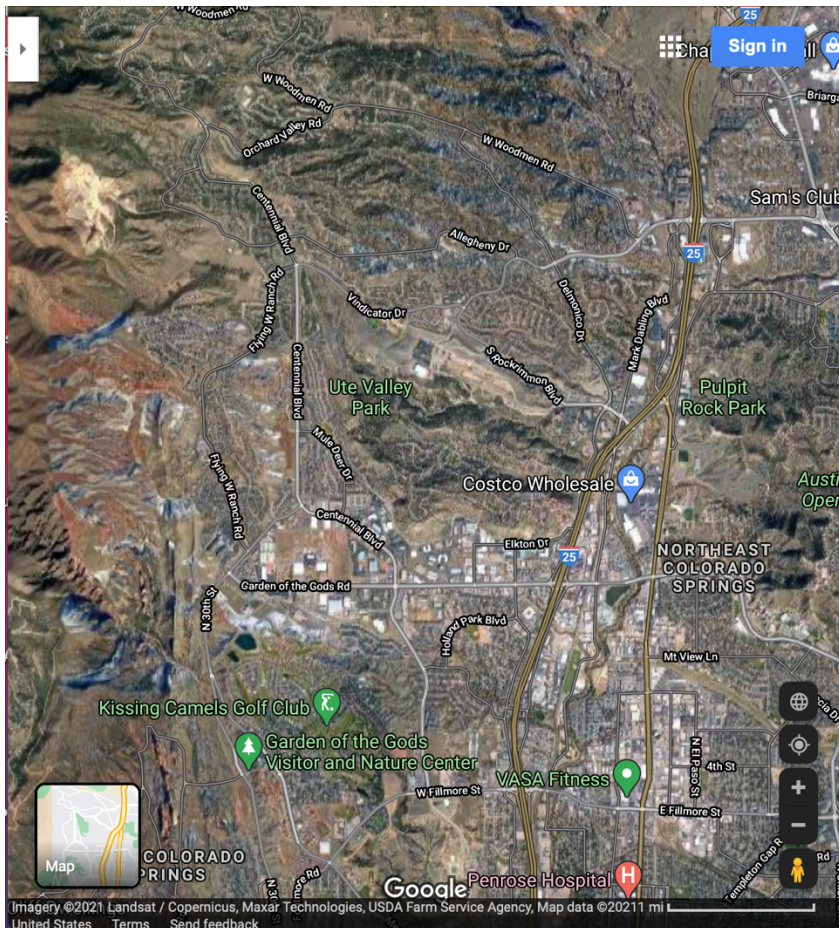
During the Waldo Canyon Fire in 2012, more than 32,000 residents had to be evacuated. Looking at the attached map, there are only 4 egress points to exit the west side of I-25. The 4 egress roads are:

Woodmen Road

Rockrimmon Boulevard

Garden of the Gods Road

Fillmore Street



30th street south of Garden of the Gods can't really be counted, as it is only a one lane road in each direction, which can't add lanes due to the hills on the east side of the road.

From Fillmore Street north, there is approximately 40,000 residents that may need to be evacuated for a natural disaster, should one impact the NW part of the City. This does not include the Air Force Academy.

The current infill goals of the city puts the existing NW neighborhoods in jeopardy, as new apartments have already been approved at the intersection at Filmore Street and Centennial, which will create additional demands and add another chokepoint.

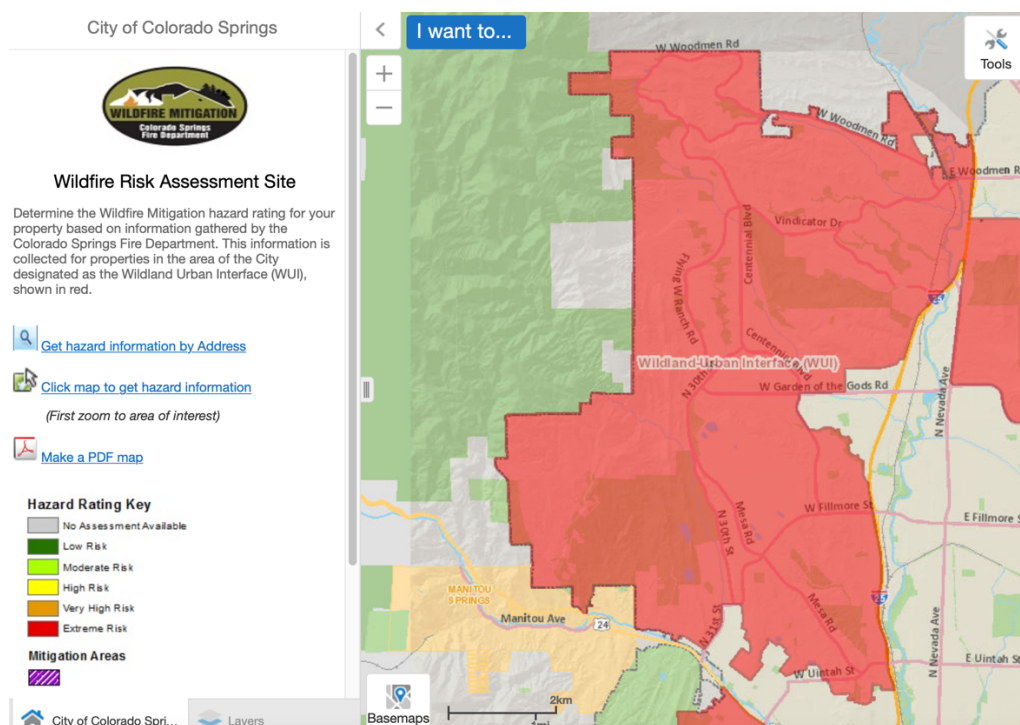
The proposed PUD application at the intersection of Garden of the Gods Road and 30th Street for 450 apartments will create another chokepoint that will back up traffic into the foothills where the last natural disaster occurred.

Colorado Springs Hazard Mitigation Plan

The Proposed 2424 GOTG development review fails to implement the Colorado Springs Hazard Mitigation Plan (AKA Pre-Disaster Mitigation Plan--PDMP) under PlanCOS Strategy ML-5,A-5 by not addressing required Hazard Mitigation Planning related to this proposed development.

Specifically, the planning process did not consider past natural hazard events (like the Waldo Canyon Fire and the other 6 local wildfire events in late 2020 and early 2021), identify hazard prone areas (like the Westside foothills local to 2424 GOTG), identify gaps and recommendations (like extremely limited evacuation routes and pre-disaster evacuation planning/mitigation to include the impact of 1300+ more added residents congesting the key traffic chokepoints around 2424GOTG and further imperiling the Health and Safety of the existing population of Mountain Shadows (and surrounding neighborhoods).

NW part of the city is in an Extreme Risk Wildfire Category



Colorado Wildfire Summit

Furthermore, the recent February 18, 2021 Wildfire Summit sponsored by Congressman Joe Neguse of Colorado and supported by Governor Jared Polis, Senator Michael Bennet, Senator John Hickenlooper, and Stan Hilkey, Executive Director of the Colorado Department of Public Safety, addressed the same issue of wildfire emergency evacuation.

Director Hilkey on Governor Polis' staff specifically commented on evacuation chokepoints as a significant concern. This was based on a number of recent Colorado wildfires and associated fatalities resulting from limited evaluation routes and insufficient preplanning.

In the public comment session, the issue was raised of local government pushing development "infill" at the expense of limited evacuation routes, traffic chokepoints and the health and safety of local residents impacted by such infill.

The Colorado Springs Waldo Canyon Fire in 2012, and five local wildfires in five weeks in the fall of 2020, and the most recent wildfire on 30th Street close to the proposed 2424GOTG development were mentioned as an example of such "infill" versus "public welfare and safety." Congressman Neguse and Director Hilkey acknowledged that this potential "local governance" inconsistency needed to be addressed as part of the overall continued planning resulting from the Wildfire Summit.

The two photos support the chaos and backed up traffic. In addition, if this would have been during the school year, and or late at night or early in the morning, the loss of life could have been horrendous.





MSCA Response to Revisions

MSCA REBUTTAL
February 24, 2021
of the
NES Visual Impact Analysis
February 22, 2021

Summary:

The “Visual Impact Analysis” as submitted by NES:

1. **Did NOT** identify a valid engineering tool that was used to create the Visual Impact Analysis.
2. **Did NOT** substantiate building heights or setbacks using a modeling tool with parameter capabilities.
3. **Did NOT** substantiate the building heights by utilizing known points of reference.
4. **Did NOT** substantiate the heights of the buildings with mathematical computations.
5. **At best**, the Visual Impact Analysis was created by a person only skilled in PhotoShop.

The MSCA Rebuttal utilizes known points of reference as substantiated in Google Earth Pro and mathematical computation to accurately establish the height of the buildings as proposed in the NES Visual Impact Analysis.

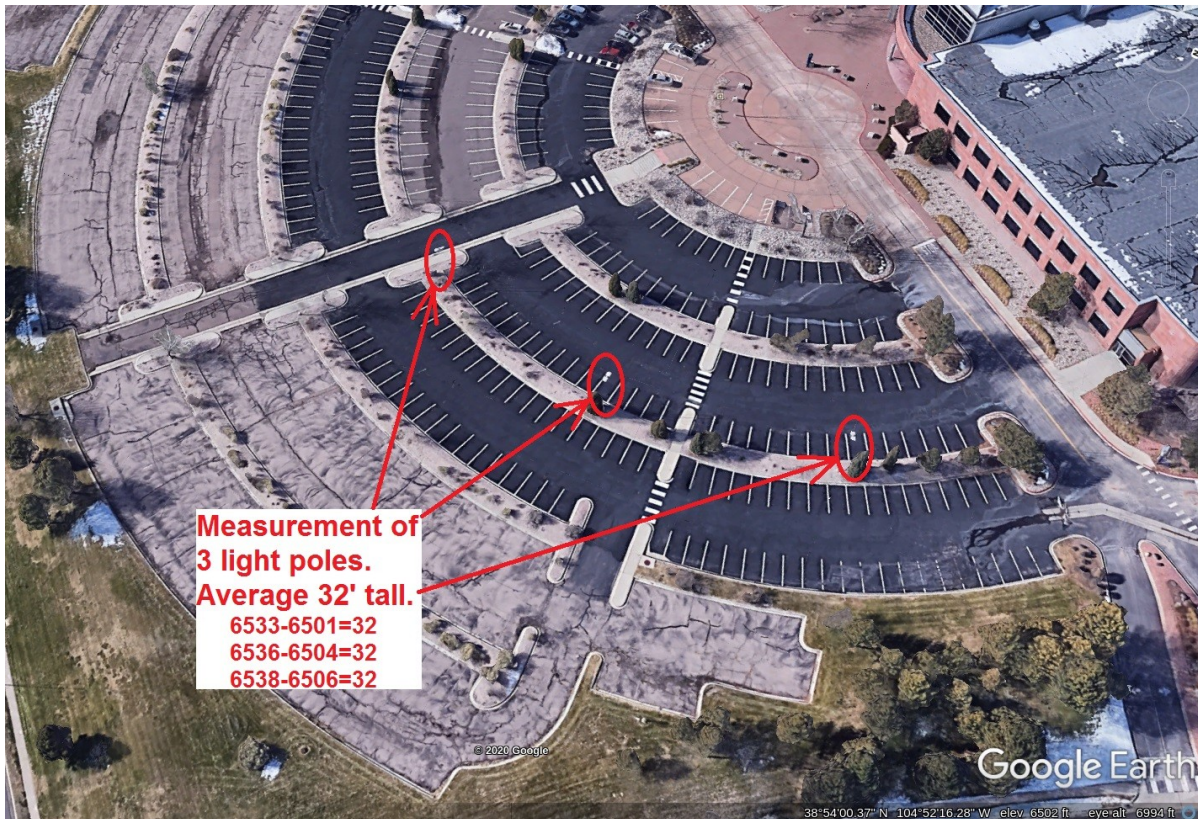
Observation:

Based on the engineering analysis in this document, 18 foot tall buildings (one 10 foot floor with an 8 foot gable) at the specified density will significantly block the views of the hillsides, ridgelines, and mountains.

MSCA Detail Analysis:

Establish the Height of the Light Poles (a known reference):

All light poles on the 2424 Garden of the Gods Rd. property were measured using Google Earth Pro. As seen in the picture below, the height of the light poles were obtained by hovering the cursor over the light pole and recording the elevation as provided in the bottom right hand corner of the screen. The elevation at ground level, next to the light pole was obtained using the same method. The ground elevation was subtracted from the height of the light pole. As seen in the picture below, these light poles are 32 feet tall.



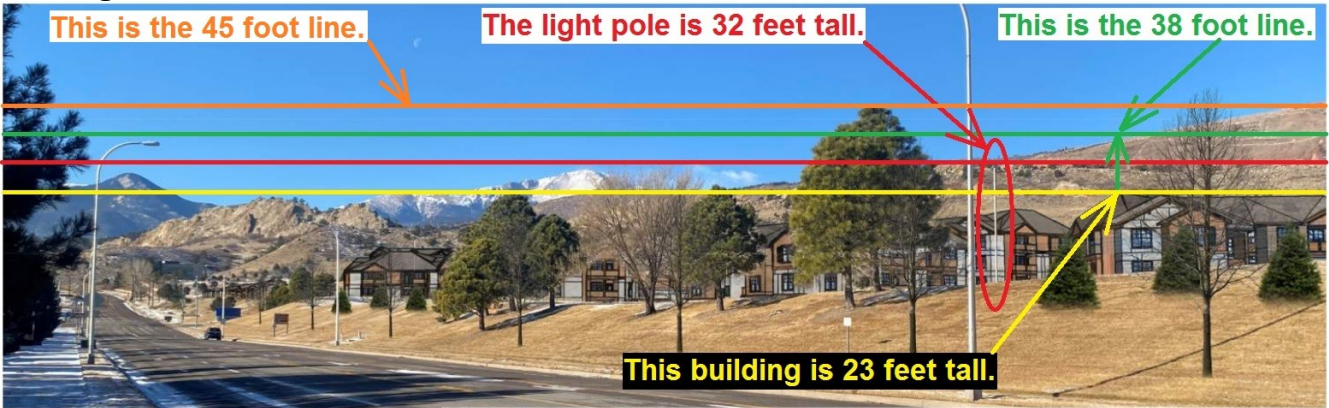
Building Heights:

Standard building heights are calculated at 10 feet per floor with a 10 feet for a gable roof as used in the Visual Impact Analysis. In the following analysis, a conservative height is calculated at 10 feet per floor and 8 feet for a gable roof. In other words, a 3 story building is calculated at $(3 \times 10) + 8$ feet or 38 feet tall. A 2 story building is calculated at $(10 \times 2) + 8$ or 28 feet tall.

For NES Phase 2 Concept A:

The light pole, in the red circle, is 32 feet tall as depicted by the red line. In the photo editor, the height of the light pole was measured in millimeters, 26mm. Cross multiplication was used to establish the green line that represents a 38 foot tall building. $(26\text{mm} * 38\text{ft}) / 32\text{ft} = 31\text{mm}$. The height of the subject building, depicted by the yellow line, closest to the light pole was measured and the height was calculated to be $(19\text{mm} * 32\text{ft}) / 26\text{mm} = 23$ feet tall.

Based on these calculations, the building heights for Phase 2, Concept A are NOT accurately represented. The green line in this diagram more accurately represents the height at the subject building at this location.



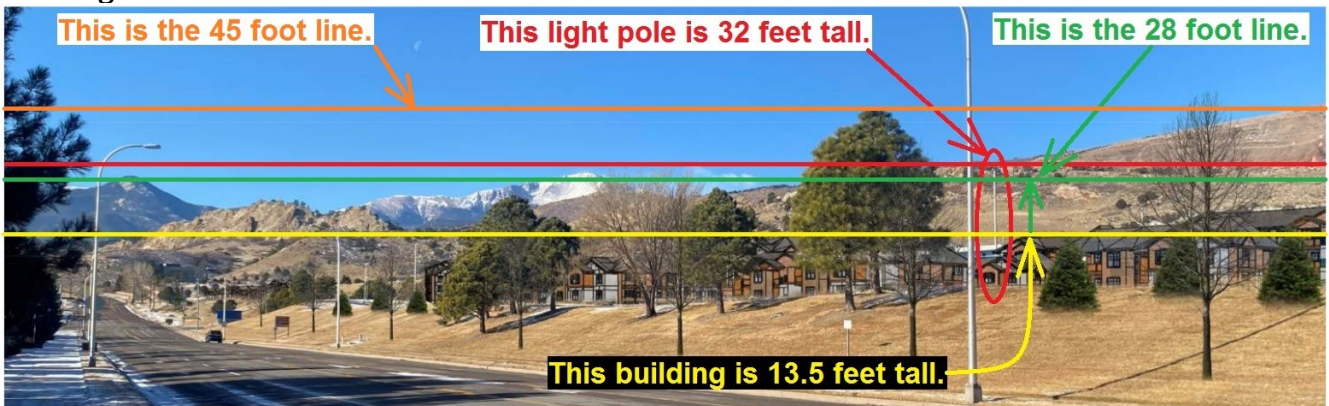
(ORIGINAL CONCEPT FOR 240 UNITS IN PHASE 2; 450 TOTAL UNITS)

2.1 PHASE 2 CONCEPT A

For NES Phase 2 Concept B:

The light pole, in the red circle, is 32 feet tall as depicted by the red line. In the photo editor the height of the light pole was measured in millimeters, 25mm. Cross multiplication was used to establish the green line that represents the 28 foot tall building. $(25\text{mm} * 28\text{ft}) / 32\text{ft} = 22\text{mm}$. The height of the subject building, depicted by the yellow line, closest to the light pole was measured and the height was calculated to be $(11\text{mm} * 32\text{ft}) / 26\text{mm} = 13.5$ feet tall.

Based on these calculations, the building height for Phase 2, Concept B are NOT accurately represented. The green line in this diagram more accurately represents the height of the subject building at this location.



(REVISED CONCEPT FOR 220 UNITS IN PHASE 2; 420 TOTAL UNITS)

2.2 PHASE 2 CONCEPT B

For NES Phase 1 Concept A:

Establish the Height of the Hill (to create a point of reference):

As seen in Google Earth Pro, the elevation where the corner of the building behind the retention pond is substantiated at 6,519 feet. The elevation at the base of the hill is 6,496 feet. The height of the hill is calculated as $6,519 - 6,496 = 23$ feet.



This is the NES diagram for Phase 1, Concept B. This 2 story subject structure, indicated by the red arrows is behind the detention pond.

NOTE: In Phase 1, Concept A, this subject structure is identified as a 3 story building.

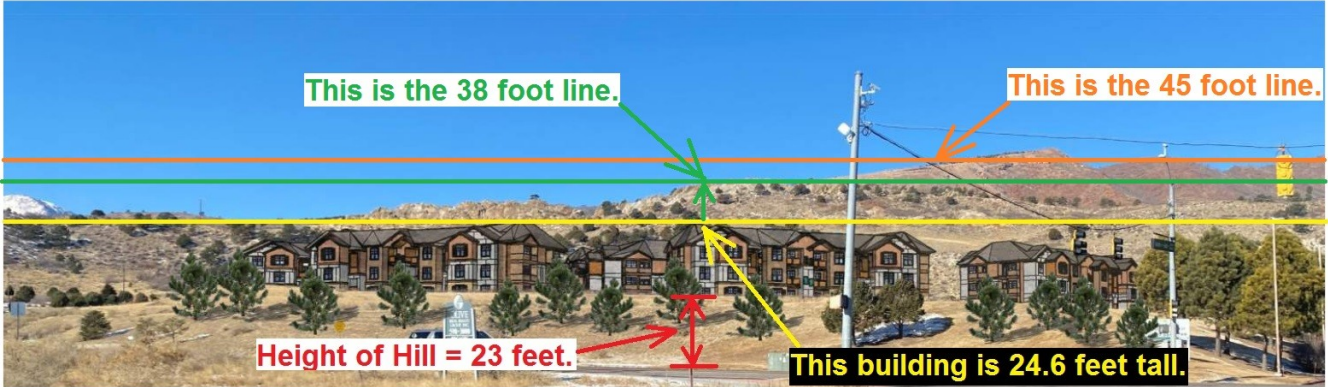
NOTE: The vantage point, indicated by the blue circle with the #1 is not accurate.



For NES Phase 1 Concept A:

The hill is 23 feet tall as depicted by the red line. In the photo editor, the height of the hill was measured in millimeters, 29mm. Cross multiplication was used to establish the green line that represents a 38 foot tall building. $(29\text{mm} * 38\text{ft}) / 23\text{ft} = 48\text{mm}$. The height of the subject building, depicted by the yellow line was calculated to be $(31\text{mm} * 23\text{ft}) / 29\text{mm} = 24.6$ feet tall.

Based on these calculations, the building height for Phase 1, Concept A are NOT accurately represented. The green line in this diagram more accurately represents the height of the subject building at this location.



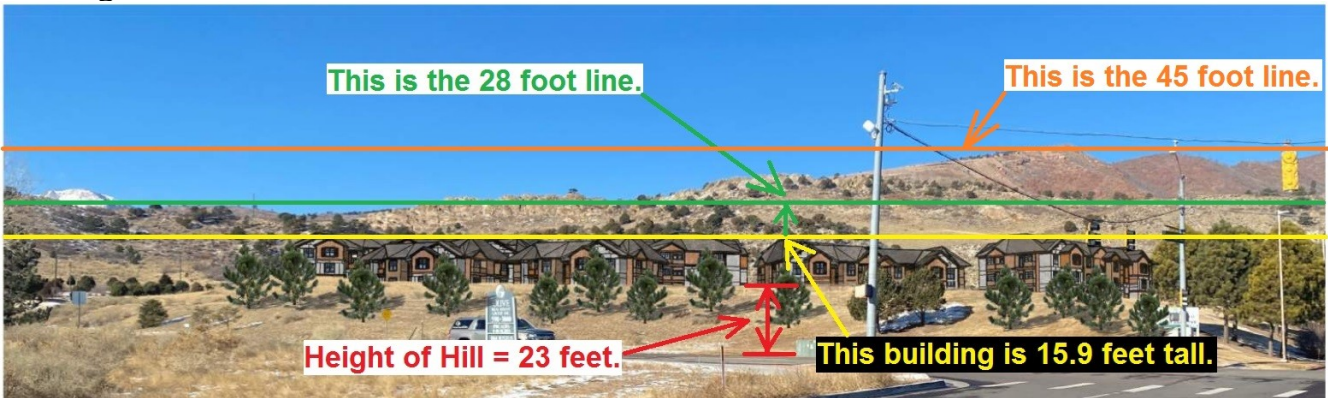
(ORIGINAL CONCEPT FOR 210 UNITS IN PHASE 1; 450 TOTAL UNITS)

1.1 PHASE 1 CONCEPT A

For NES Phase 1 Concept B:

The hill is 23 feet tall as depicted by the red line. In the photo editor, the height of the hill was measured in millimeters, 29. Cross multiplication was used to establish the green line that represents the 28 foot tall building. $(29\text{mm} * 28\text{ft}) / 23\text{ft} = 35\text{mm}$. The height of the subject building, depicted by the yellow line was calculated to be $(20\text{mm} * 23\text{ft}) / 29\text{mm} = 15.9$ feet tall.

Based on these calculations, the building height for Phase 1, Concept A are NOT accurately represented. The green line in this diagram more accurately represents the height of the subject building at this location.

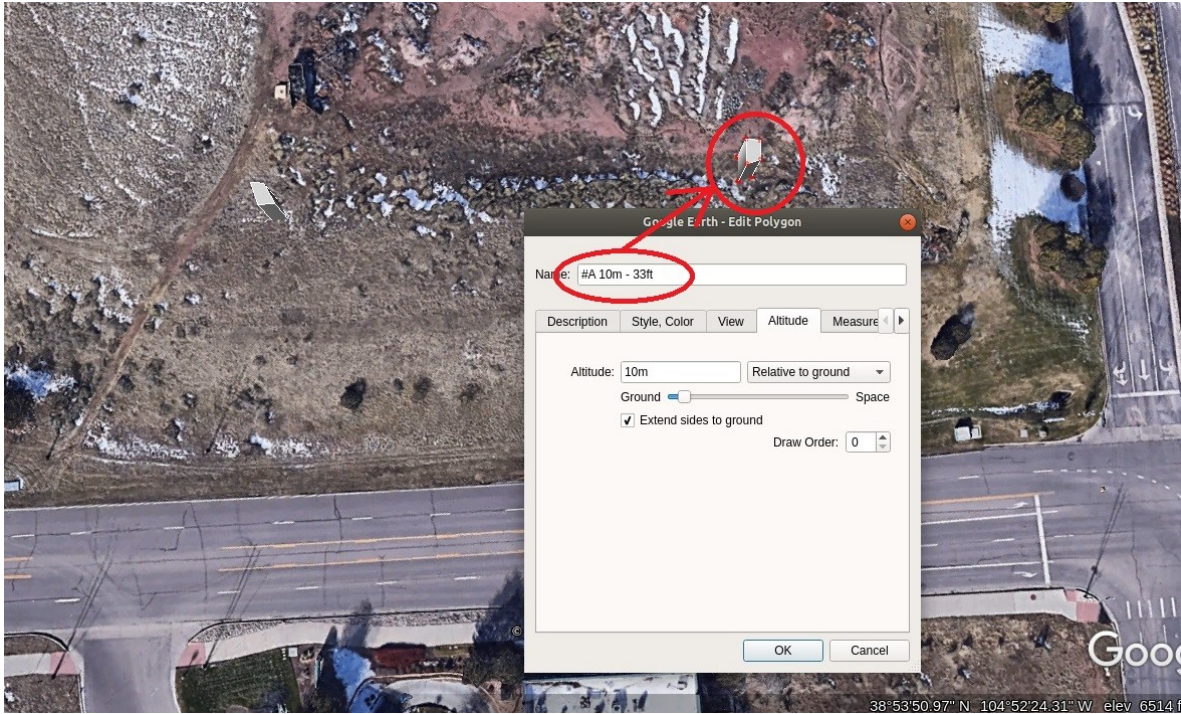


(REVISED CONCEPT FOR 190 UNITS IN PHASE 1; 420 TOTAL UNITS)

1.2 PHASE 1 CONCEPT B

For Phase 1, an **alternate method** was performed, as follows, to calculate and **validate the previous findings**.

In the following diagram, using Google Earth Pro, a polygon was defined to be 10 meters (33 feet) tall as substantiated in the parameters in Google Earth Pro. The polygon is inside the red circle.



The polygon is placed at the approximate location of the subject building as identified in the previous Phase 1 example.



As seen in the following diagram, the polygon is the vertical structure near the center of the picture. The red line indicates the height of the polygon at 33 feet. The setback of the polygon, from the road is 158 feet. NOTE: In this image, the height of the proposed building was reduced from 28 feet to 26 feet. This demonstrates that 100% of the hillside and mountains will be blocked.



Even **a 26 foot tall structure will completely block the views** of the foothills and mountains. NOTE: The image of the building appears to be a 3 story building. However, it was scaled to 26 feet which is 2 feet shorter than the other examples in this document.



End of
MSCA REBUTTAL
February 23, 2021
of the
NES Visual Impact Analysis
February 22, 2021

Proposed Building Elevation Study, Area B 2424 Garden of the Gods Rd. February 1, 2021

Summary:

NOTE: All measurements were captured using Google Earth Pro.

As seen from Flying W. Ranch Rd. looking southeast.

Hillside views are 100% blocked with 225' setbacks and 32' tall buildings.

Hillside views are 70% blocked with 225' setbacks and 18' tall buildings.

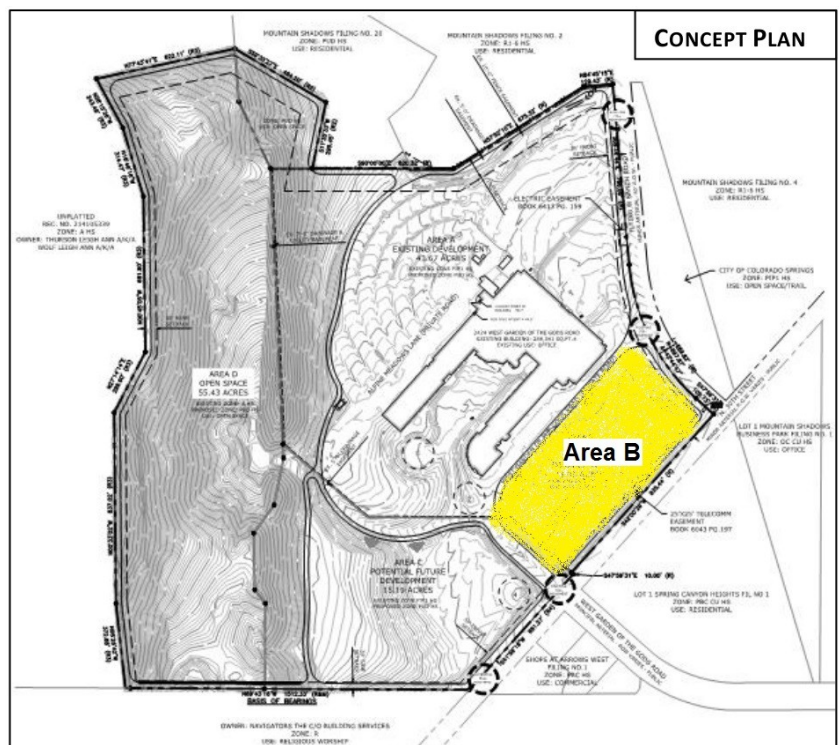
As seen from N. 30th St., midway on Area B., facing west.

Hillside views are 100% blocked with 85' setbacks and 32' tall buildings.

Hillside views are 100% blocked with 85' setbacks and 16' tall buildings.

As seen from the south end of Area B on N. 30th St., facing west.

Hillside views are 100% blocked with 190' setbacks and 32' tall buildings.



Good Stewardship of Hillside Development.

The Navigators. The parking lot and building are completely disguised. The hillside views are maintained.



The Navigators. It's hard to believe that this property is so well hidden.



Good Stewardship of Hillside Development.

1980 Ridge Development Co. created Protective Covenants to protect the hillside views.

1980-1991 IBM Rolm maintained hillside views.

1991-2015 MCI Telecommunication maintained hillside views.

2015-2016 Verizon maintained hillside views.

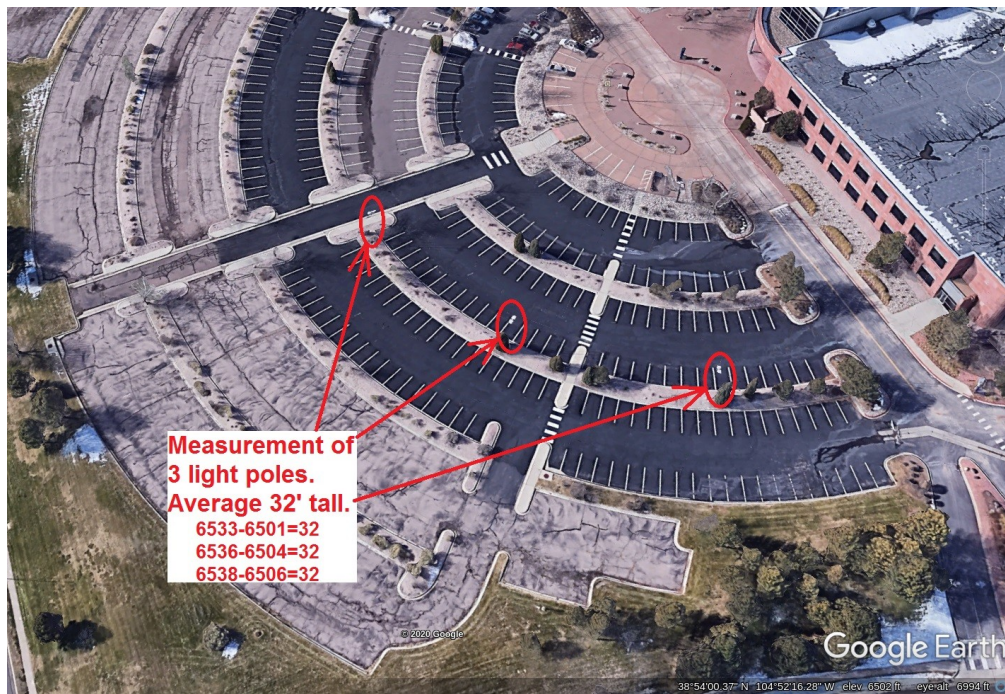
Street level views of the 2424 Garden of the Gods Rd. facility. Hillside views are maintained.



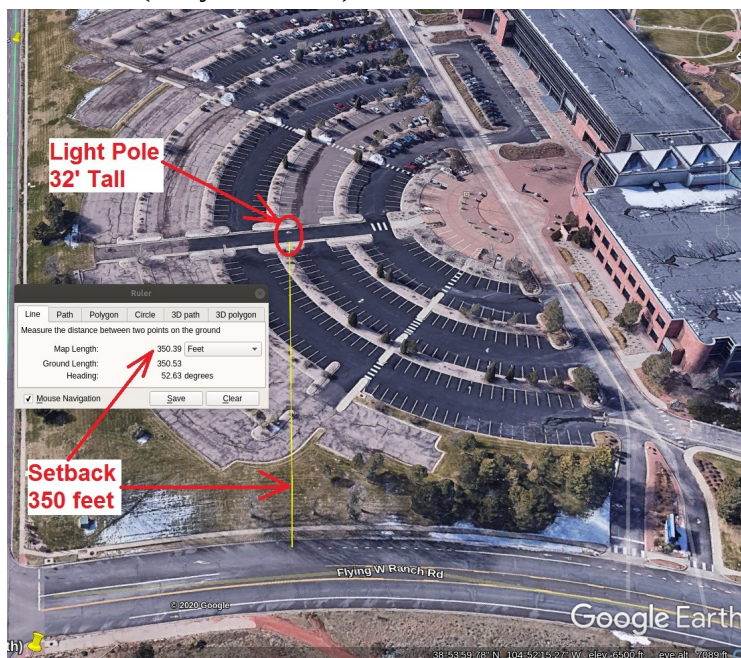
Street level views of the 2424 Garden of the Gods Rd. facility. Hillside views are maintained.



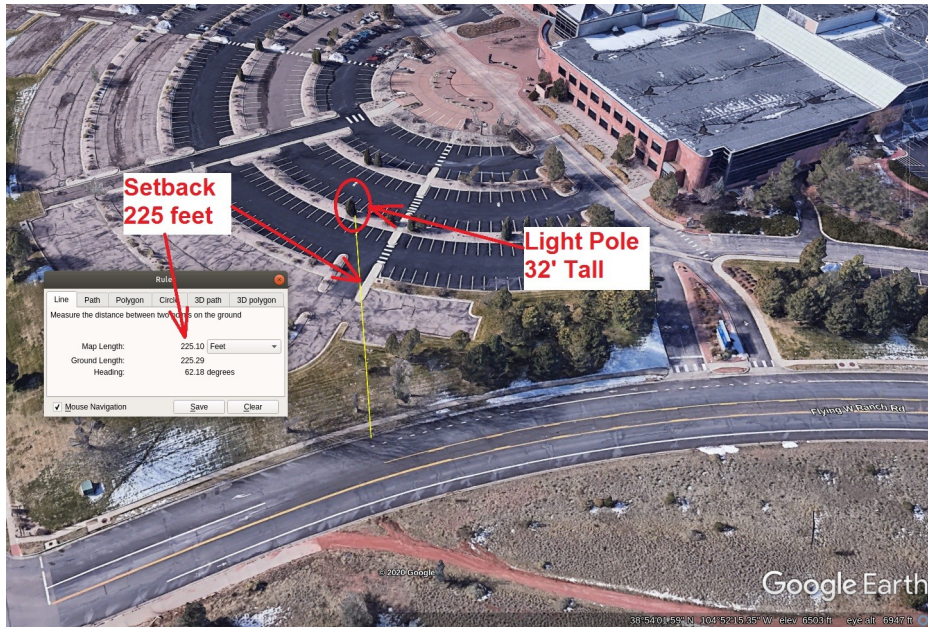
Below, Image Orientation: On Flying W. Ranch Rd., 150' west of N. 30th St., facing south. Light pole #1 on the left. #2 in the middle. #3 on the right. All light pole elevations from Google Earth Pro are 32 feet tall.



Below, Image Orientation: On Flying W. Ranch Rd., 150' west of N. 30th St., facing south. Light pole #1 setback is 350 feet (see yellow line).



Below, Image Orientation: On Flying W. Ranch Rd., 150' west of N. 30th St., facing south.
 Light pole #2 setback is 225 feet (see yellow line).



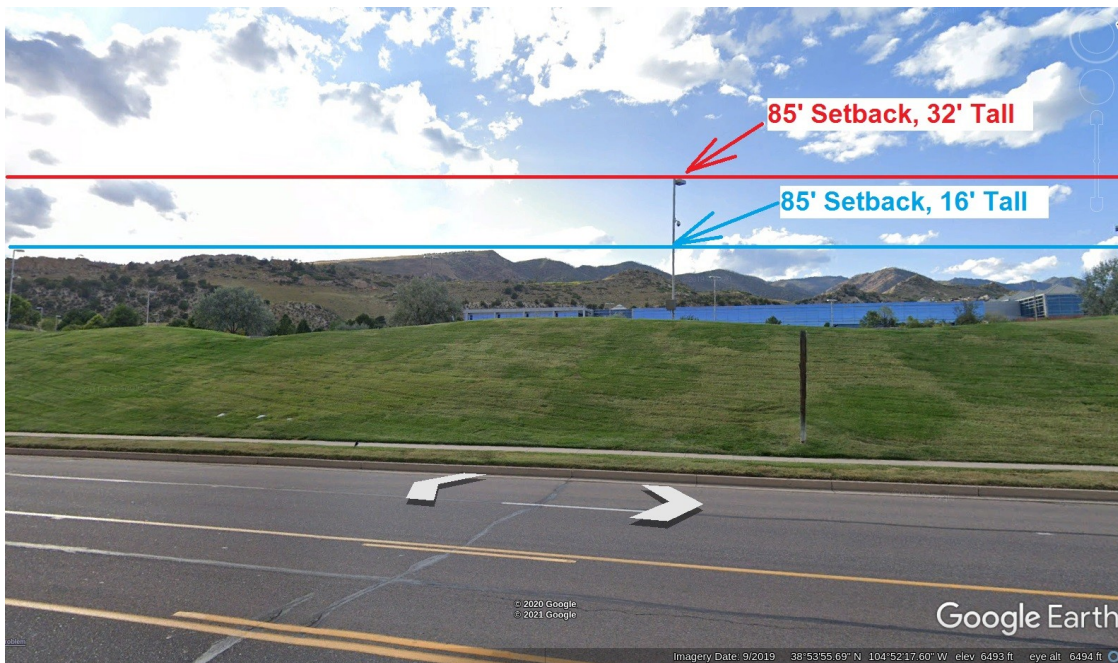
Below, Image Orientation: On Flying W. Ranch Rd., 150' west of N. 30th St., facing south.
 As seen from Flying W. Ranch Rd. **NOTE: Shorter setbacks will block the hillside views.**
 Hillside views are 100% blocked with 225' setback and 32' tall buildings.
 Hillside views are 70% blocked with 225' setback and 18' tall buildings.
 Hillside views are 70% blocked with 350' setback and 32' tall buildings.



Below, Image Orientation: On N. 30th St., midway on Area B., facing west.
 Light pole setback is 85 feet (see yellow line).



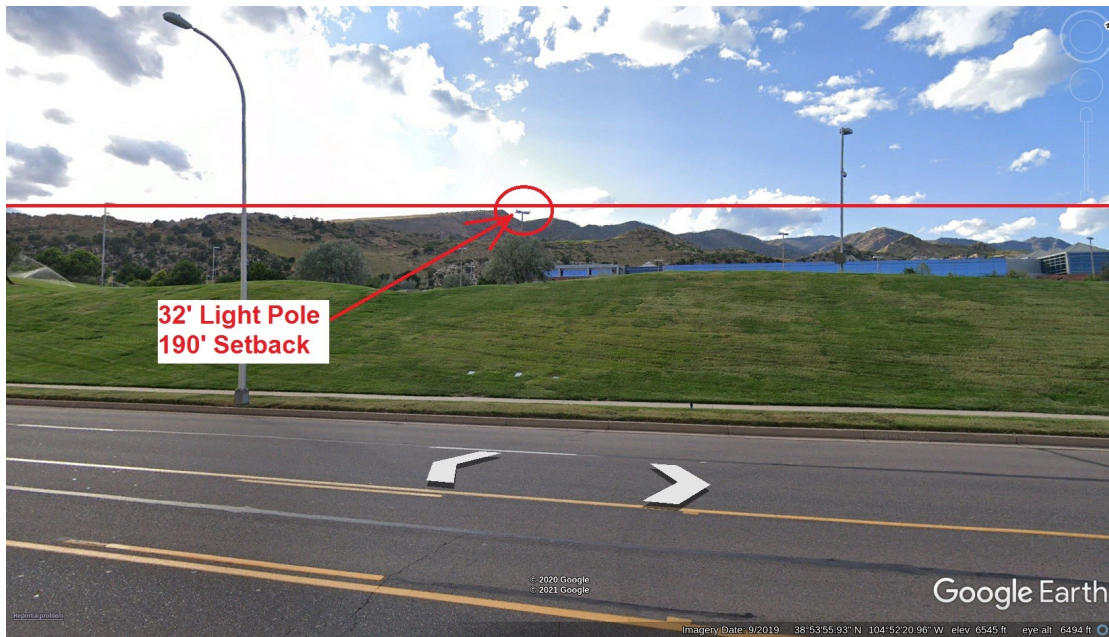
Below, Image Orientation: On N. 30th St., midway on Area B., facing west.
 As seen from N. 30th St. **NOTE: Shorter setbacks will block the hillside views.**
 Hillside views are 100% blocked with 85' setback and 32' tall buildings.
 Hillside views are 100% blocked with 85' setback and 16' tall buildings.



Below, Image Orientation: South end of Area B on N. 30th St., facing west.
Light pole setback is 190 feet (see yellow line).



Below, as seen from N. 30th St. **NOTE: Shorter setbacks will block the hillside views.**
Hillside views are 100% blocked with 190' setback and 32' tall buildings.



End

**Proposed Building Elevation Study
Areas B & C
2424 Garden of the Gods Rd.
February 12, 2021**

Starting with the City of Colorado Springs **Hillside Overlay webpage:**

- The Hillside Overlay seeks to **conserve the aesthetic qualities of hillside areas** within the City,
- The predominant development type in hillside areas is **single family detached housing**.
- Developing within the Hillside Overlay zone district **requires an environmental sensitivity above and beyond** that applied to general property within the City limits.
- Development within the Hillside Overlay zone **requires additional attention** to slopes, grading, vegetation and **building height**.

COS Hillside Overlay Ordinance (96-80 14.1-2-504) & HSO City Code (7.3.504):

- Certain areas of the City are characterized by significant natural features that include ridgelines, bluffs, rock outcroppings, vegetation...wildlife habitat...and slopes that contribute to the **attractiveness of the community**
- For multi-family uses, height shall be determined **at the time of zoning** and development plan review...based on considerations of site factors including, but not limited to, **visual analysis**,...
- For multi-family residential and nonresidential development proposals...requirements and review criteria shall be addressed, recognizing that these requirements will apply on a site-wide rather than a lot-by-lot basis
- **Visual impacts** upon offsite areas are to be reduced or reasonably mitigated including increased setbacks from ridgelines and special height restrictions
- Proposal **meets the spirit and intent of the Hillside Design Manual**

Applicable Hillside Design Manual Objectives (see Manual page 4):

- To **enhance the quality of life of existing and future residents** by the preservation and protection of the City's most significant natural features.
- To preserve and protect the unique and special natural features and **aesthetic qualities** of the hillside areas.
- To preserve and protect wildlife habitat.
- To **respect the existing views to the mountains and foothills**, and privacy of the adjacent homes.
- To **recognize community concerns** related to development and its impact upon **visually significant hillsides**, ridgelines, bluffs, and landforms.

Applicable Design Manual Standards & Guidelines (Manual, pages 21-22) in siting multi-family, commercial, office or industrial projects within Hillside Areas:

- For building sites in proximity to ridgelines, **additional height restrictions** may be necessary to **ensure that rooflines will be located below the natural ridgeline**.
- The roofline, based upon maximum permitted height, **should not extend above the line of sight between a ridgeline and any public right-of-way**, whether the ridgeline is above or below the right-of-way.
- **Significant views of the natural ridge silhouette from public rights-of-way and other public spaces should be retained.**

Good Stewardship of Hillside Development.

The Navigators. The parking lot and building are completely disguised. The hillside views are maintained.



The Navigators. It's hard to believe that this property is so well hidden.



1980 Ridge Development Co. created Protective Covenants to protect the hillside views.
1980-1991 IBM Rolm maintained hillside views.
1991-2015 MCI Telecommunication maintained hillside views.
2015-2016 Verizon maintained hillside views.

Street level views of the 2424 Garden of the Gods Rd. facility. Hillside views are maintained.



Street level views of the 2424 Garden of the Gods Rd. facility. Hillside views are maintained.



Area B

Summary of Area B:

NOTE: All measurements were captured using Google Earth Pro.

As seen from Flying W. Ranch Rd. looking southeast.

Hillside views are 100% blocked with 225' setbacks and 32' tall buildings.

Hillside views are 70% blocked with 225' setbacks and 18' tall buildings.

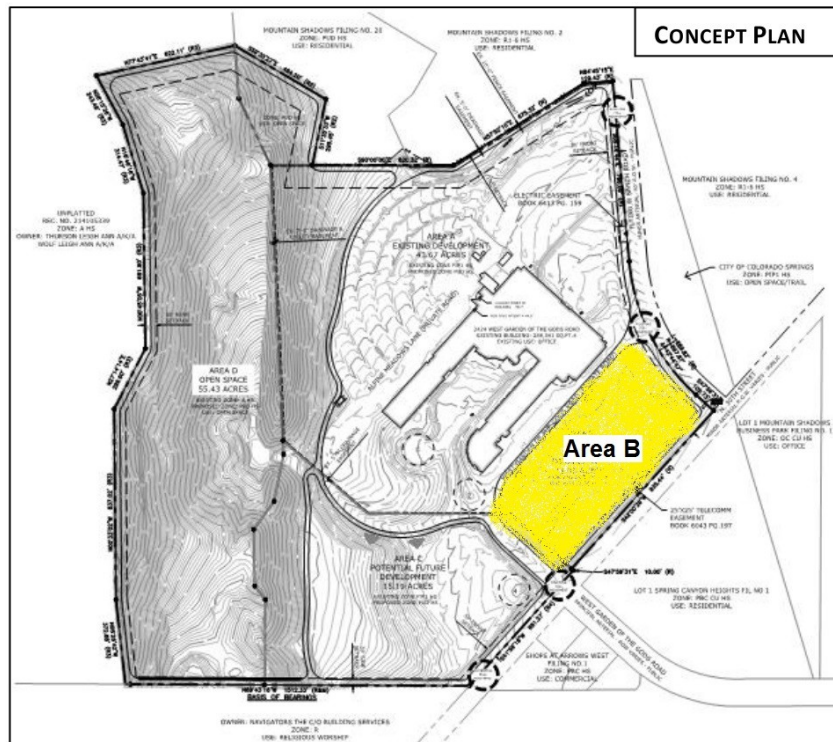
As seen from N. 30th St., midway on Area B., facing west.

Hillside views are 100% blocked with 85' setbacks and 32' tall buildings.

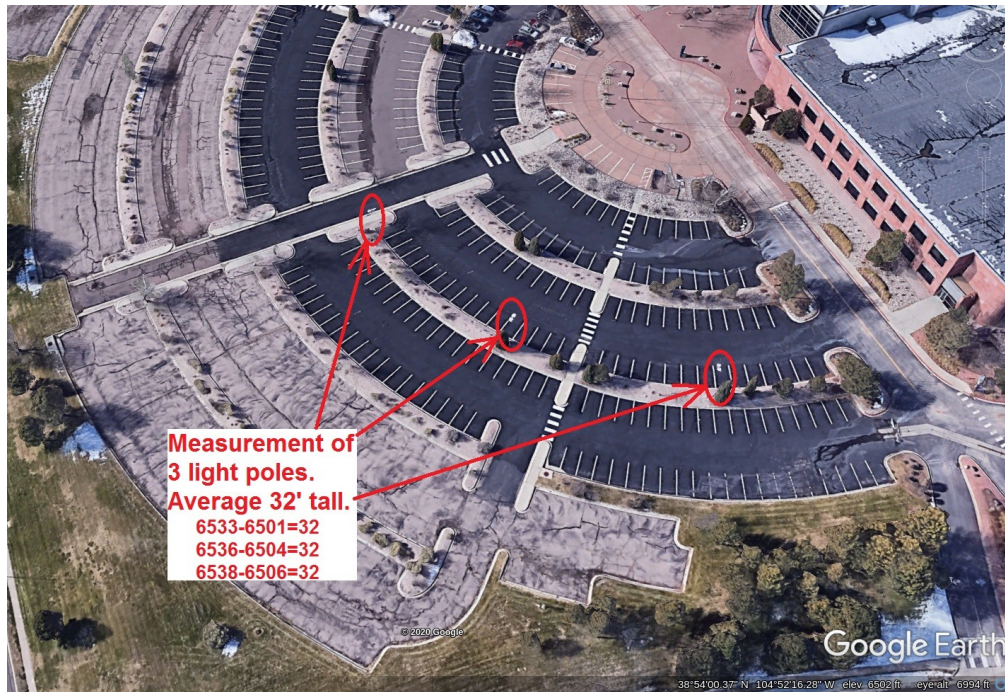
Hillside views are 100% blocked with 85' setbacks and 16' tall buildings.

As seen from the south end of Area B on N. 30th St., facing west.

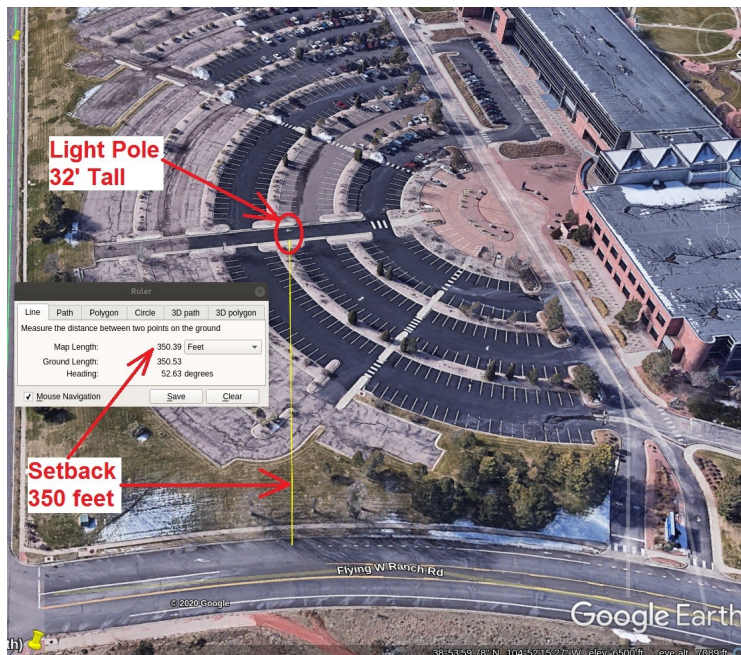
Hillside views are 100% blocked with 190' setbacks and 32' tall buildings.



Below, Image Orientation: On Flying W. Ranch Rd., 150' west of N. 30th St., facing south.
Light pole #1 on the left. #2 in the middle. #3 on the right. All light pole elevations from Google Earth Pro are 32 feet tall.



Below, Image Orientation: On Flying W. Ranch Rd., 150' west of N. 30th St., facing south.
Light pole #1 setback is 350 feet (see yellow line).



Below, Image Orientation: On Flying W. Ranch Rd., 150' west of N. 30th St., facing south. Light pole #2 setback is 225 feet (see yellow line).



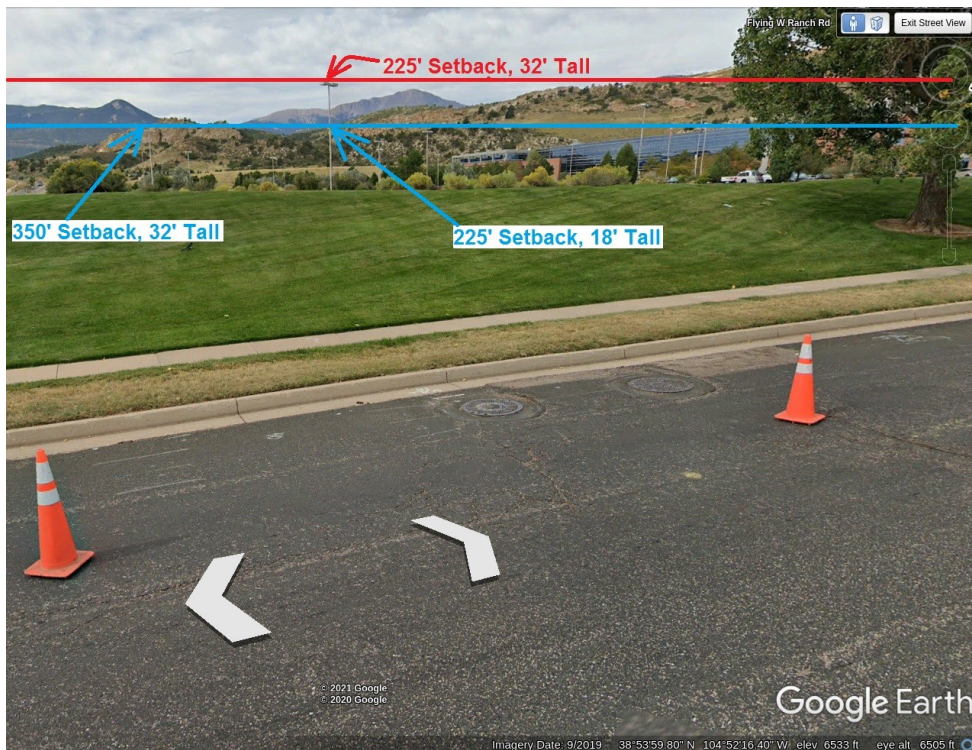
Below, Image Orientation: On Flying W. Ranch Rd., 150' west of N. 30th St., facing south. As seen from Flying W. Ranch Rd.

NOTE: Shorter setbacks will have a greater impact on the hillside views.

Hillside views are 100% blocked with 225' setback and 32' tall buildings.

Hillside views are 70% blocked with 225' setback and 18' tall buildings.

Hillside views are 70% blocked with 350' setback and 32' tall buildings.

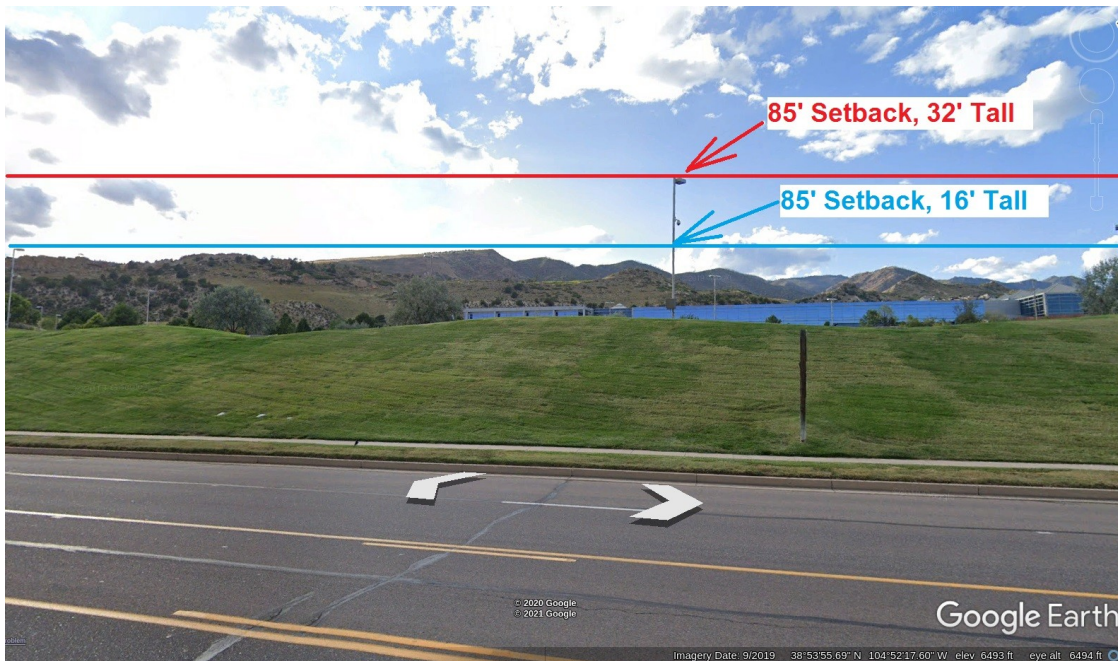


Below, Image Orientation: On N. 30th St., midway on Area B., facing west.
Light pole setback is 85 feet (see yellow line).



Below, Image Orientation: On N. 30th St., midway on Area B., facing west.
As seen from N. 30th St.

NOTE: Shorter setbacks will have a greater impact on the hillside views.
Hillside views are 100% blocked with 85' setback and 32' tall buildings.
Hillside views are 100% blocked with 85' setback and 16' tall buildings.



Below, Image Orientation: South end of Area B on N. 30th St., facing west.
Light pole setback is 190 feet (see yellow line).



Below, as seen from N. 30th St. **NOTE: Shorter setbacks will block the hillside views.**
Hillside views are 100% blocked with 190' setback and 32' tall buildings.



Area C

Summary of Area C:

NOTE: All measurements were captured using Google Earth Pro.

As seen from N. 30th St, 155' south of Garden of the Gods Rd. looking northwest.

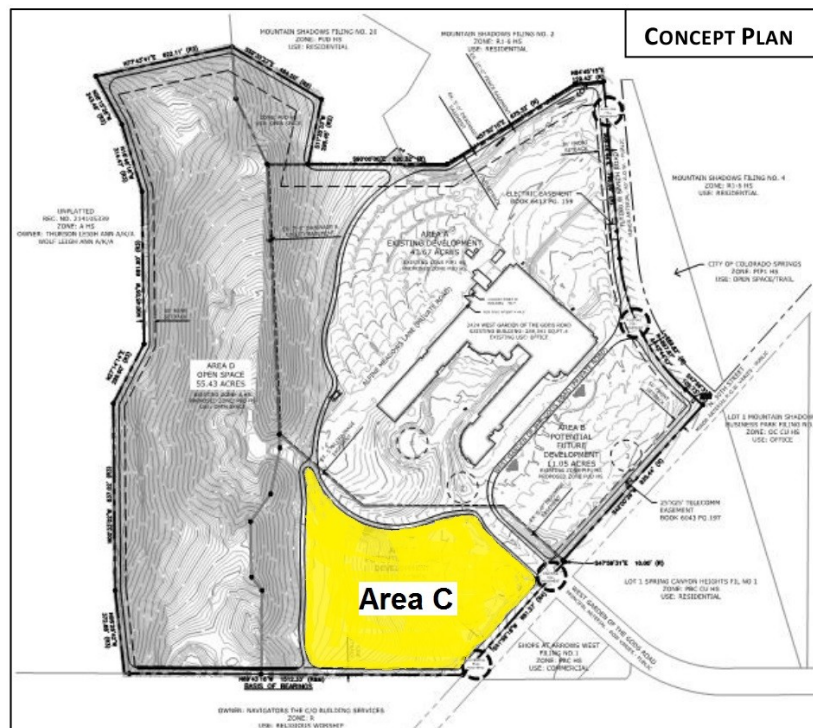
Hillside views are 100% blocked with a 158' setback and 33' tall buildings.

Hillside views are 100% blocked with a 158' setback and 26' tall buildings.

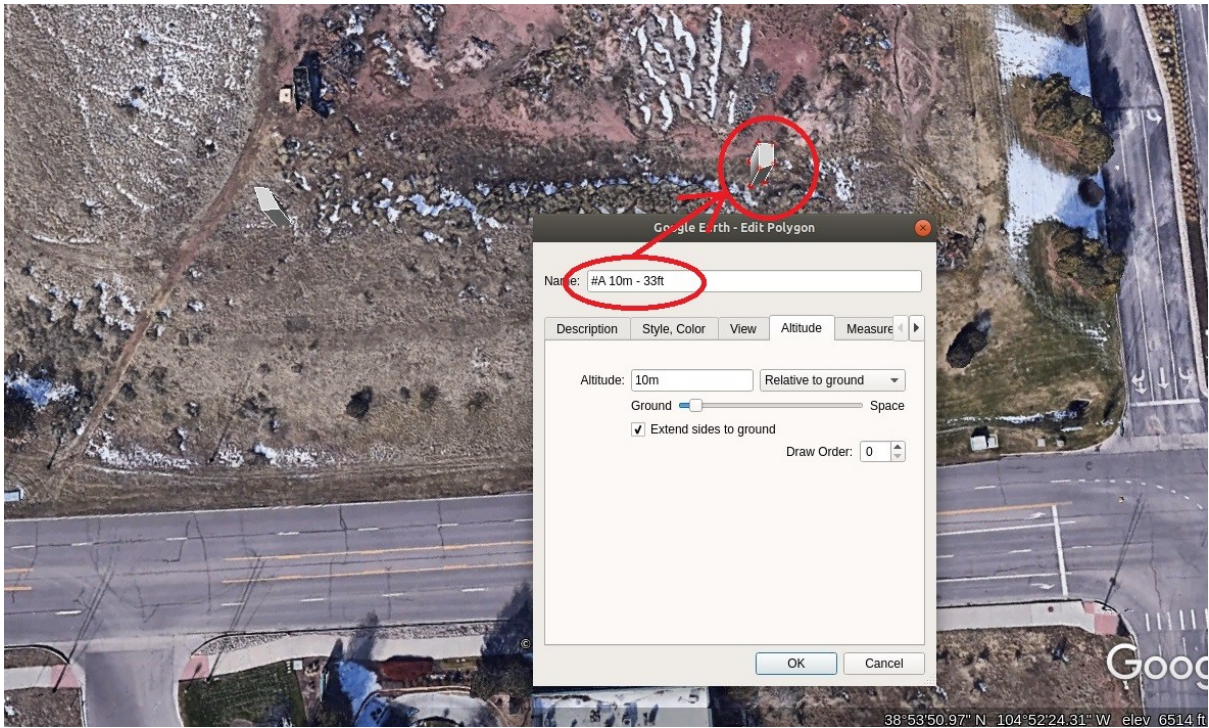
Below, Image Orientation: On N. 30th St, 362' west of Garden of the Gods Rd., facing northwest.

Hillside views are 100% blocked with 148' setback and 33' tall buildings.

Hillside views are 100% blocked with 148' setback and 26' tall buildings.



Below, Image Orientation: On N. 30th St, 155' south of Garden of the Gods Rd., facing northwest. Structure "A" was created in Google Earth Pro with the parameters of 10 meters (33 feet) tall.



Structure "A" is further defined in Google Earth Pro with a setback of 158 feet.



Below, Image Orientation: On N. 30th St, 155' west of Garden of the Gods Rd., facing northwest.
As seen from N. 30th St.

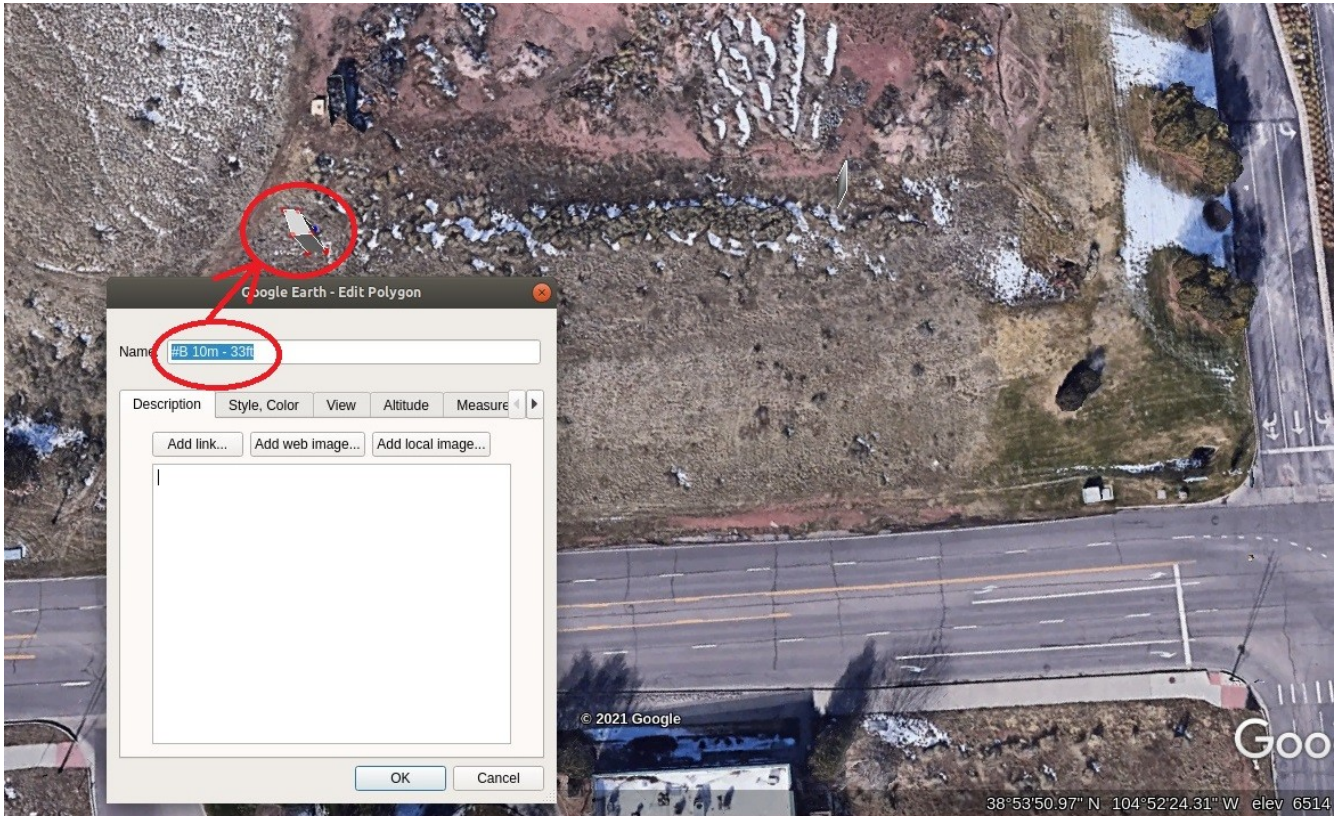
NOTE: Shorter setbacks will have a greater impact on the hillside views.

Hillside views are 100% blocked with 158' setback and 33' tall buildings.

Hillside views are 100% blocked with 158' setback and 26' tall buildings.



Below, Image Orientation: On N. 30th St, 362' west of Garden of the Gods Rd., facing northwest. Structure "B" was created in Google Earth Pro with the parameters of 10 meters (33 feet) tall.



Structure "B" is further defined in Google Earth Pro with a setback of 148 feet.

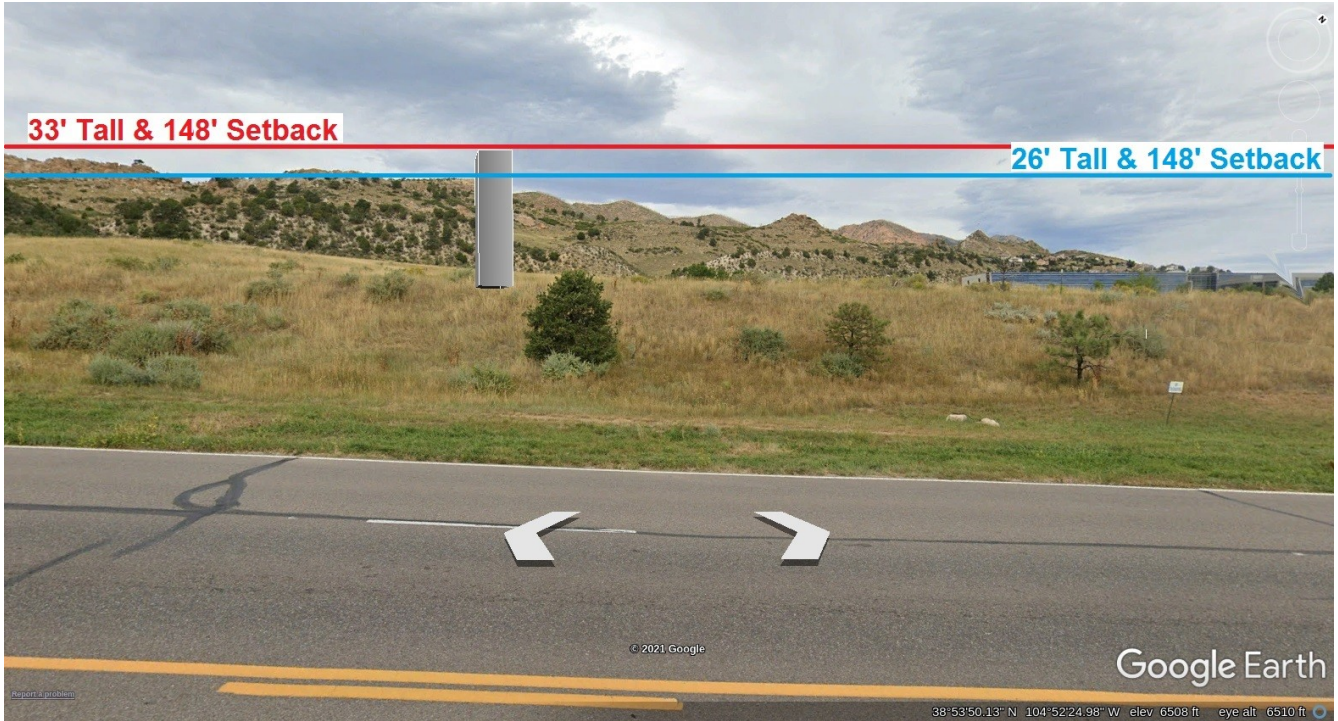


Below, Image Orientation: On N. 30th St, 155' west of Garden of the Gods Rd., facing northwest.
As seen from N. 30th St.

NOTE: Shorter setbacks will have a greater impact on the hillside views.

Hillside views are 100% blocked with 148' setback and 33' tall buildings.

Hillside views are 100% blocked with 148' setback and 26' tall buildings.



The Garden of the Gods Road Corridor

The Garden of the Gods Road Corridor **retains** the views of the hillsides and mountains.

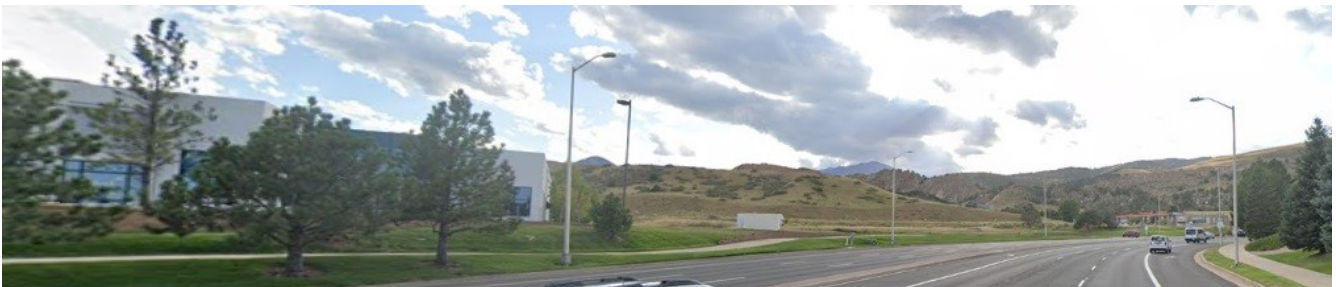
Citizen Center parking garage, which is taller than the Citizen Center. 1675 Garden of the Gods Rd.



Space Foundation. 4425 Arrowswest Dr.



SNIA Tech Center. 2561 Garden of the Gods Rd.



Subway / Loaf 'N Jug. 4098 Arrowswest Dr.



Hillside Development Guidelines Manual

Design Guidelines

OVERVIEW: LIVING AND BUILDING HOMES IN THE HILLSIDES

BEFORE YOU BUILD... The question of how to build in the hillsides should be addressed by **starting miles from your proposed home site**. **Looking toward the mountains** it is easy to see how the ecotones change **as you head up the sides of the foothills**. Prairie gives way to Scrub Oak and this in turn is replaced by Ponderosas, Cedars and other trees. It is not a smooth ascendance, rather hills top out in ridgelines and small peaks reach toward higher ones. Around here, **all is ultimately capped by the grandeur of our most famous landmark, Pikes Peak**.

The average building height along the Garden of the Gods Corridor is 26 feet tall as seen from street level. A 45’ tall building placed on the 24’ tall hill along N. 30th St. will appear to be 69 feet tall as seen from street level. Even a 26 foot tall building will appear to be 50’ tall.

Placing buildings that will be much higher, as seen from street level, from the rest of the buildings in the area is contrary to the Hillside Development Guidelines Manual.

	A	B	C	D	E	F	G	H	I
1	Building	Address	Line of site to hills/mountains	Building Elevation	Street / Sidewalk Elevation	Street to Building Height	Ground Level	Proposed Building Height	Distance to N. 30 th St. (in feet)
2	2424 GOG Property	2424 Garden of the Gods Rd.	Yes	6,558	6,489	69	6,513	45	0
3	2424 GOG Property	2424 Garden of the Gods Rd.	Yes	6,539	6,489	50	6,513	26	0
4	Subway	4098 <u>Arrowswest Dr</u>	Partial	6,508	6,497	11			0
5	Artemis at Spring Canyon	4510 Spring Canyon Heights	No	6,511	6,483	28			61
6	SNIA Tech Center	2561 Garden of the Gods Rd	Partial	6,483	6,458	25			817
7	<u>Gorman Auctions</u>	2150 Garden of the Gods Rd	No	6,473	6,437	36			1,393
8	<u>Broadcom Limited</u>	4420 <u>Arrowswest Dr.</u>	No	6,460	6,432	28			1,543
9	<u>Keysight Technologies</u>	1900 Garden of the Gods Rd.	No	6,447	6,420	27			2,718
10	Space Foundation	4425 <u>Arrowswest Dr</u>	No	6,430	6,413	17			2,718
11	Citizens Center Parking	1675 Garden of the Gods Rd.	Partial	6,419	6,396	23			3,513
12	Citizens Center	1675 Garden of the Gods Rd.	Partial	6,444	6,390	54			3,882
13									
14						Average 26' (subtract lowest & highest)			

CONCLUSION:

The Concept Plan does not fit in with the neighborhood or the surrounding area.

More importantly, the Concept Plan fails to meet the requirements of:

- **The COS Hillside Overlay Ordinance (96-80 14.1-2-504)**
- **HSO City Code (7.3.504)**
- **Applicable Hillside Design Manual Objectives (see Manual page 4)**
- **Applicable Design Manual Standards & Guidelines (Manual, pages 21-22)**

End

Hillside Overlay Ordinance
Colorado Springs City Council
April 15, 1996

City Ord 96-80 14.1-2-504: Multi-family building height shall be determined at the time of zoning and development plan review; height may be reduced based on...visual analysis; visual impacts upon off-site areas reduced/mitigated; review criteria based on site-wide rather than lot-by-lot basis

City Code 7.3.504: HS – Hillside Area Overlay: Conserve unique natural features and esthetic qualities of the hillside areas; preserve wildlife habitat & migration corridors; avoid/mitigate visual impacts upon off-site areas; development meets Spirit & Intent of HS Design Manual which incorporates code requirements

Hillside Design Manual (Objectives): Respect the existing views to the mountains and foothills; recognize community concerns related to development and its impact upon visually significant hillsides, ridgelines; preserve and protect unique and special natural features and aesthetic qualities of the hillside areas; to enhance the quality of life of existing and future residents

Hillside Design Manual (Standards): Ensure important hillside characteristics are maintained; in siting multi-family residential, retain significant views of the natural ridge silhouette from public rights-of-way & other public spaces

Significant:

Important and deserving of attention; of consequence
Relatively large in amount or quantity

MSCA Exhibit - Retain Significant Views of the Hillside



2424 GOTG Application

Proposed zone change: PUD/HS for entire 125-acre property including multi-family residential land use with building height up to 45 feet & 50-foot setback. Built on top of existing berm along 30th Street, building height above street level could be ~70 feet.

The 2424GOTG Proposed development:

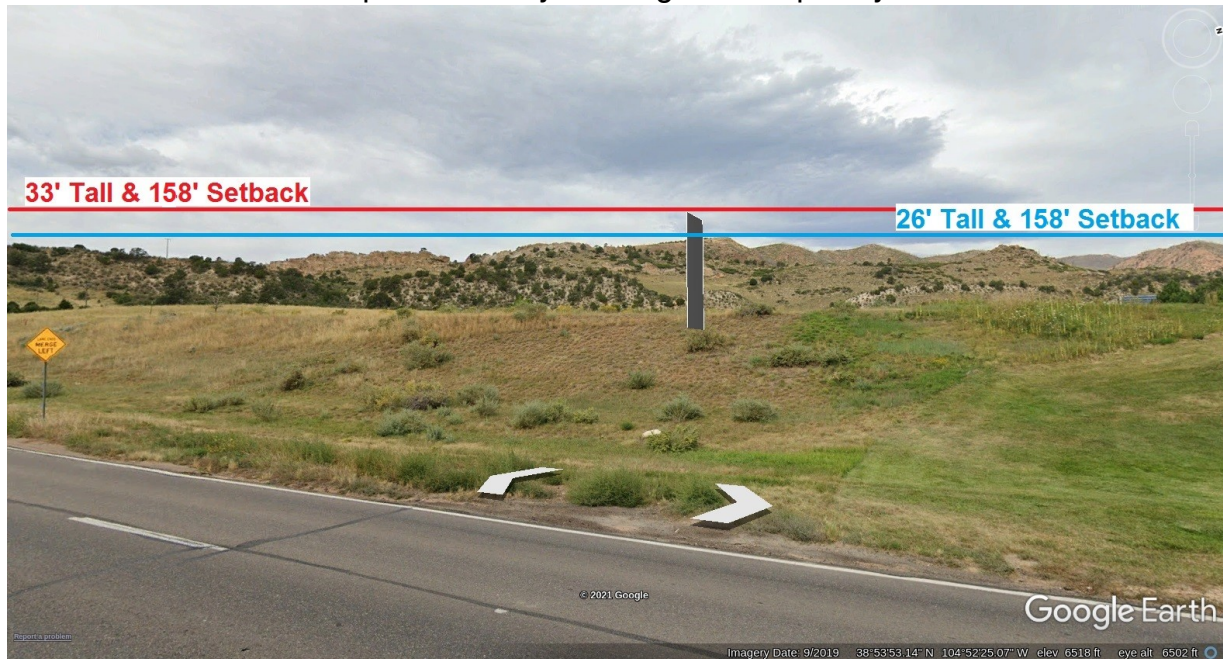
- Is Detrimental to the Public Interest and General Welfare (**Zoning Approval Criteria B.1.**)
- Is Inconsistent with the Goals, Policies & Recommendations of the PlanCOS (**Zoning Criteria B.2.**)
- Does not Serve as a Benefit to the Surrounding Neighborhood (**Master Plan Approval Criteria B.2.**)
- Does not Preserve significant natural site features and View Corridors (**MP Approval Criteria E.1.**)
- Is in Conflict with Hillside Overlay Ordinance (**96-80 14.1-2-504**) and City Code (**7.3.504: HS**)
- Fails to Meet the Spirit & Intent of the **HSO Design Manual Objectives, Standards and Guidelines**
 - ✓ Does Not Enhance the Quality of Life of existing and future residents of Mountain Shadows
 - ✓ Does Not Respect the Existing Views to the mountains and foothills
 - ✓ Does Not Retain Significant Views of the natural ridge silhouette from Public rights-of-way
 - ✓ Does Not Recognize Community Concerns related the impact upon visually significant hillsides

The 2424GOTG Proposed development is not in “Substantial Conformance” with approval criteria

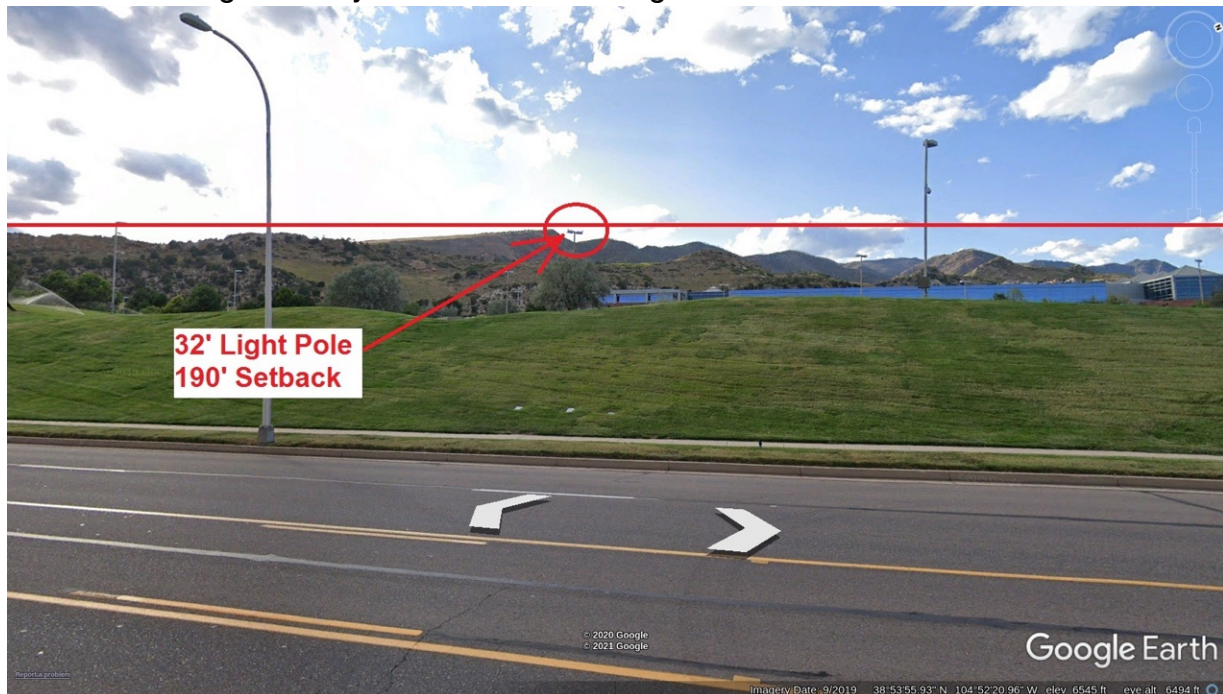
NES Exhibit – Block Significant Views of the Hillside



MSCA Exhibit – NES Proposed 2 story building will completely block views in area C



MSCA Exhibit – Any new building should not obstruct any more of the hillside than the Verizon Building currently does to Maintain Significant Hillside Views.



Dear Commissioner Martin Rickett,

February 14, 2021

Subject: Incorrect & Misleading Information Provided to You at the Last Hearing

First of all, thank you and the other Planning Commissioners for conducting the hearing on the **proposed 2424 Garden of the Gods development** on Thursday, January 21st. We are 29-year residents of Mountain Shadows and we and hundreds of other concerned Citizens took great interest in the proceedings during this 5 hour and 40 minute marathon hearing. We appreciate you all giving the Mountain Shadows residents the opportunity to express our many concerns over this ill-proposed multi-family residential Rezoning and associated Major Amendment to our Mountain Shadows Master Planned Community. Among the many other concerns discussed during this hearing, the Hillside Overlay Ordinance (HSO) [Hillside Overlay | Colorado Springs](#) and its implementing Manual requirements were brought up on several occasions.

The Developer's agent has repeatedly dismissed our Mountain Shadows Community concerns about the HSO rightfully limiting this proposed development. She has stated that the new proposed residential development is simply "building on top of the already developed parking lots" along 30th street and not further disrupting the hillside, and that any additional development is not a concern.

During the hearing, you raised questions twice on this topic and were provided incorrect and misleading information by the Planning & Development Department staff on behalf of the Developer.

Specifically, you asked for clarification concerning existing PIP1/HS (Hillside Overlay) zoning height restrictions on this property: "If I'm correct, the current PIP1 has height restriction of 45 feet and the current owner could go build 45-foot office buildings on this site without any issues?" The Planning & Development staff response was "That is correct."

Later during your deliberations, you asked City Planning staff a more specific question whether the Hillside Overlay Ordinance addressed "views." The direct response to your question was that she was "not aware of any specific criteria in the code."

Here is what you and the other Commissioners should have been told starting with the City of Colorado Springs **Hillside Overlay webpage**:

- The Hillside Overlay seeks to **conserve the aesthetic qualities of hillside areas** within the City.
- The predominant development type in hillside areas is **single family detached housing**.
- Developing within the Hillside Overlay zone district **requires an environmental sensitivity above and beyond** that applied to general property within city limits.
- Development within the Hillside Overlay zone **requires additional attention** to slopes, grading, vegetation and **building height**.

MSCA Response to Revisions

COS Hillside Overlay Ordinance (96-80 14.1-2-504) & HSO City Code (7.3.504):

- Certain areas of the City are characterized by significant natural features that include ridgelines, bluffs, rock outcroppings, vegetation...wildlife habitat...and slopes that contribute to the **attractiveness of the community**
- For multi-family uses, height shall be determined **at the time of zoning** and development plan review...based on considerations of site factors including, but not limited to, **visual analysis**,...
- For multi-family residential and nonresidential development proposals...requirements and review criteria shall be addressed, recognizing that these requirements will apply on a site-wide rather than a lot-by-lot basis
- **Visual impacts** upon offsite areas are to be reduced or reasonably mitigated including increased setbacks from ridgelines and special height restrictions
- Proposal **meets the spirit and intent of the Hillside Design Manual**

Applicable Hillside Design Manual Objectives (see attached Manual page 5):

- To **enhance the quality of life of existing and future residents** by the preservation and protection of the City's most significant natural features.
- To preserve and protect the unique and special natural features and **aesthetic qualities** of the hillside areas.
- To preserve and protect wildlife habitat.
- To **respect the existing views to the mountains and foothills**, and privacy of the adjacent homes.
- To **recognize community concerns** related to development and its impact upon **visually significant hillsides**, ridgelines, bluffs, and landforms.

Applicable Design Manual Standards & Guidelines (Manual, pages 22-23) in siting multi-family, commercial, office or industrial projects within Hillside Areas:

- For building sites in proximity to ridgelines, **additional height restrictions** may be necessary to **ensure that rooflines will be located below the natural ridgeline**.
- The roofline, based upon maximum permitted height, **should not extend above the line of sight between a ridgeline and any public right-of-way**, whether the ridgeline is above or below the right-of-way.
- **Significant views of the natural ridge silhouette from public rights-of-way and other public spaces should be retained.**

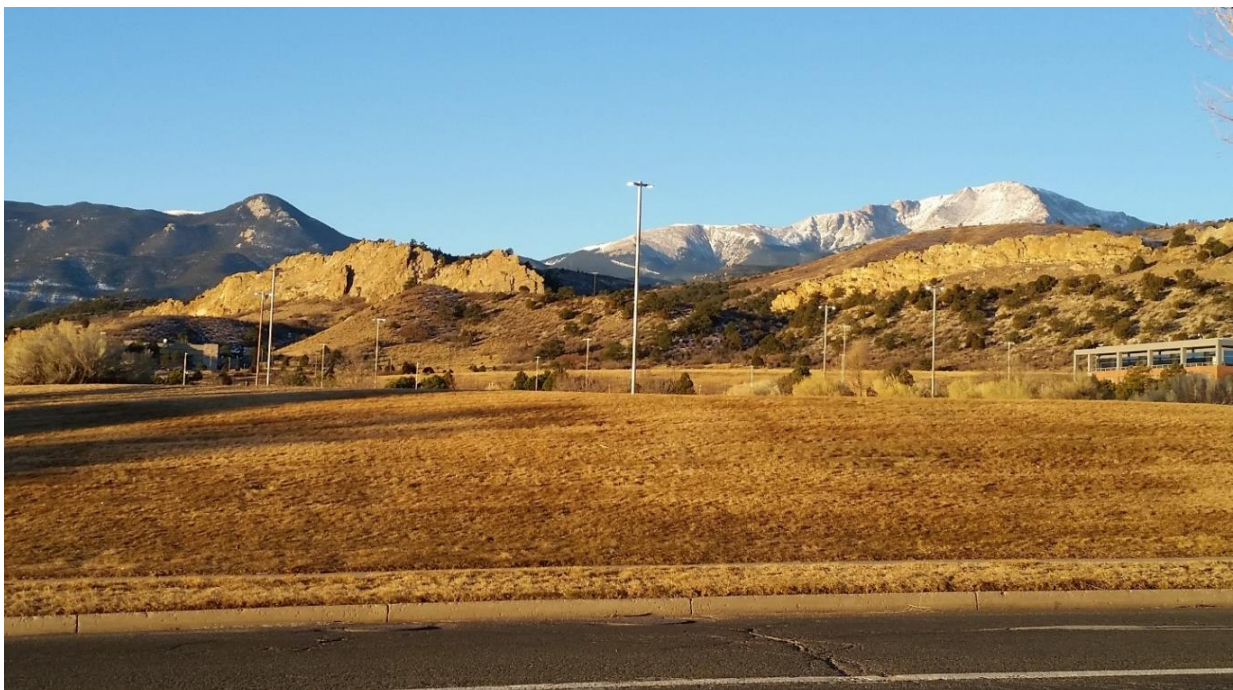
Obviously, the Hillside Overlay Ordinance, Code and Design Manual do in fact clearly state that preserving and protecting hillside and ridgeline **views** is a key factor relative to limiting any new PUD/HS multi-family OR existing PIP1/HS office building height at this key 2424GOTG location. The HSO Ordinance, Code and Manual do apply even to the existing zoned property as it did when the original 45-foot tall office/commercial buildings were first constructed requiring many hundreds of feet of setback from the 30th Street and Flying W Ranch Road right-of-ways and strategic placement in the

center of the property. This was the same point that Commissioner John Almy made during your deliberations. Contrary to what you were told by Staff, the current property owner would be subject to the same HSO Design Objectives, Standards and Guidelines for siting any new additional office/commercial building on this property--just as they would be for any new high-density multi-family apartment construction. **Based on code, views and street-level perspective at this location do matter.**

Please see the attached photo taken from Flying W Ranch Road just off of 30th Street looking southwest across the center of the proposed 'Area B' 45 foot tall multi-family residential development. The parking lot light pole in the foreground is 32 feet tall and setback from the Flying W Ranch Road right-of-way by approximately 225 feet. The developer's plan will fail to preserve these significant natural features and view corridors. Furthermore, it is inconsistent with the PlanCOS Majestic Landscapes goals, policies and recommendations by NOT "protecting our viewscapes" and "limiting development encroachment" at this impressive 2424 Garden of the Gods location.

In summary, during the Planning Commission meeting on January 21st, you and the other Commissioners were provided incomplete/misleading information that would negatively impact the quality-of-life and public interest of the Citizens of Mountain Shadows and that of the millions of annual visitors to this gateway location to Garden of the Gods. It troubles us and many other residents of Mountain Shadows that the Planning Department failed to correct these serious misconceptions during the hearing that bear directly and significantly on the legitimacy of this proposed development.

Respectfully,
Jeff & Nicole Norton
2455 Jenner Court, Mountain Shadows



**Multi-use Trails for Bicycles, Pedestrians, and ADA Special Needs
Community and Citizen Proposal
To Improve Unsafe Multi-use Trail Infrastructure
Central West Side, Colorado Springs
Updated: March 3 2021**

CONTENTS

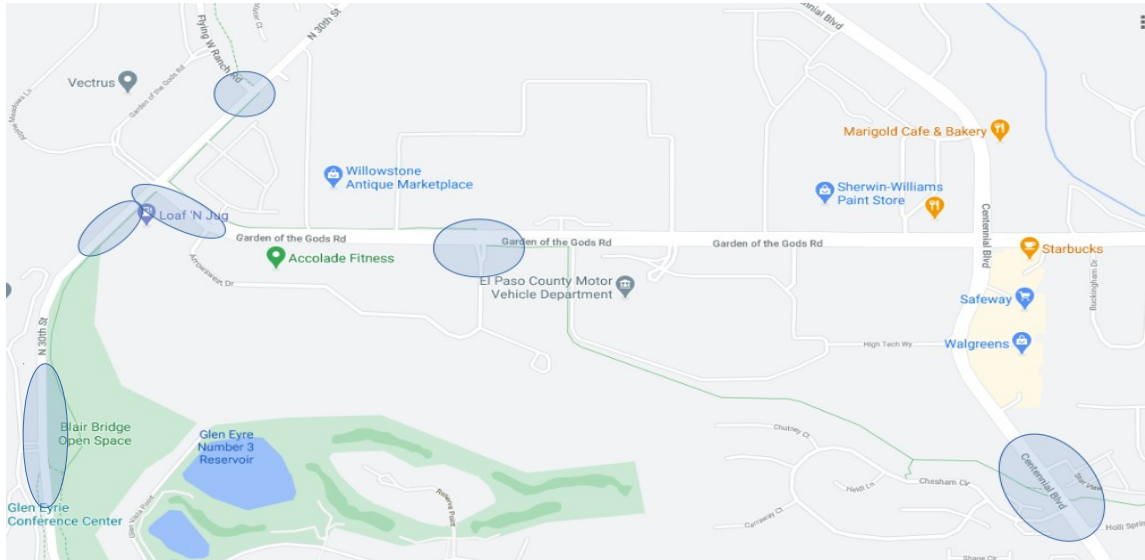
- 1. AREAS FOR IMPROVEMENT**
- 2. BACKGROUND: Bicycling in Colorado Springs**
- 3. BACKGROUND: Circumstances triggering this proposal**
- 4. Summary of Suggested Multi-use Trail Infrastructure Standards**
- 5. Examples of unsafe multi-use trail infrastructure**
- 6. SUMMARY: Examples of unsafe multi-use trail infrastructure**
- 7. Proposal for Improvements: Centennial Blvd & Sinton Trail**
- 8. Proposal for Improvements: N. 30th St. to Arrow's West on Garden of the Gods Rd.**
- 9. REMOVE OR RELOCATE ARROWSWEST SIGN**
- 10. INSTALL MULTI-USE TRAIL AND CROSSWALKS**
- 11. Proposal for Improvements: Mesa Rd. to Flying W. Ranch Rd.**
- 12. HIGH RISK CRASH SITE #1**
- 13. HIGH RISK CRASH SITE #2**
- 14. HIGH RISK CRASH SITE #3**
- 15. KNOWN RISK CRASH SITE #4**
- 16. Other High Priority Safety Improvements at W. Polk St. and Steel Dr.**
- 17. REPLACE VERTICAL CURB WITH RAMP CURB & EXTEND CROSSWALK.**
- 18. Conclusion**
- 19. Appendix A: REPORTED Crashes involving Bicycles 2019-2020**

NOTE: The users of multi-use trails include bicyclist, pedestrians, and ADA special needs people. When special needs people travel for any distance, they almost always have either a wheelchair or an adaptive bicycle, such as a 3-wheel recumbent. Ill-designed multi-use trails are especially difficult for people with special needs. This document points out these hazards that should be corrected and adapted as standards to accommodate their needs.

Prepared by: John McLain with contributions from multiple sources.

Bio:

1. Appointed position to the Governor's Bicycle Advisory Board, former member, 6 years.
2. Worked closely with CDOT Bicycle and Pedestrian Department for bike & ped. safety.
3. Edited the 3-Foot Bicycle Passing bill to improve bicycling safety, testified in the Colorado House & Senate on financial benefits of improving bicycle safety, 3 Foot Passing is now law.
4. Edited the Colorado Driver Handbook, Bicycle section for safety – updates published.
5. Team lead with CDOT & CO State Patrol to create safe “CO Bicycle Event Guidelines”.
6. Team lead with CDOT to create the bicycling component in the “20 Year Intermodal Transportation Plan”.
7. Proposed Rumble strip standards to CDOT – adapted & implemented. Improves safety for vehicles and bicycles and reduces time and equipment cost during milling.



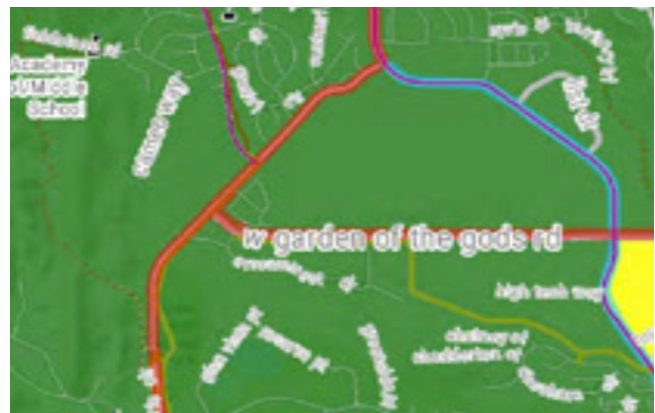
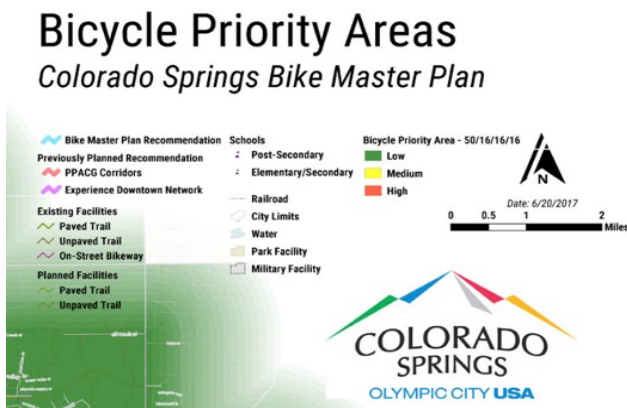
1. AREAS FOR IMPROVEMENT

Multi-use trail infrastructure to improve safety and continuity of the trail / road system;

- 1) begins east of Centennial Blvd., approximately 100 yards east of the Sinton Trail tunnel,
- 2) heading West to N. 30th St. on the Sinton Trail to Garden of the Gods Rd,
- 3) west along Garden of the Gods Rd. (both sides north and south),
- 4) north on N. 30th St. to Flying W. Ranch Rd.,
- 5) and south on N. 30th Street to Mesa Rd.
- 6) with safe continuity for transitioning onto the Palmer Mesa Trail.

This proposal “To Improve Unsafe Multi-use Trail Infrastructure, Central West Side, Colorado Springs” is primarily in the area of the city that has a significant number of bicyclists. Most cyclist of all levels enjoy the West side for many reasons. There are some relatively low cost infrastructure solutions to improve the safety of the cyclist in this area.

This area is consistent with the Colorado Springs Bike Master Plan HIGH PRIORITY area.



2. BACKGROUND: Bicycling in Colorado Springs

Colorado Springs is known as “Olympic City USA” and the headquarters of USA Cycling (located on the West side of Colorado Springs). Colorado Springs is where many elite cycling athletes either live or come here to train. Just to name a few: Mari Holden, Olympic silver medalist. Allison Dunlap, World Mountain Bike Champion. Gail Longenecker, International competitor, completed the grueling International event, Le Tour de Femina (the equivalent to the men’s Tour de France). Sarah Hammer-Kroening, 4 time Olympic silver medalist. Mary Clark, para-cyclist won 5 gold medals competing against non-para cyclist in the National Senior Games.

In addition to these elite cyclists, there are many other types of cycling enthusiasts. They include Kids on Bikes, family cyclists (moms and dads with their kids), BMX, mountain bike, gravel bike, electric bikes, para-cyclists, commuter cyclists, armature and advanced road bike riders, local and national elite competitive cyclists, and more.

There are basically three categories of commuter cyclists. 1) People that are concerned about the environment. 2) People that exercise to stay healthy (which reduces the financial burden on the health care system). 3) People that do not own a car.

In addition to bicyclists that use road and multi-use trails, **pedestrians** and **ADA special needs people** primarily use multi-use trails.

All of these cyclist contribute substantially to stimulating the economy when they purchase bikes, clothing, eat at restaurants, stay in hotels, and support local businesses, and rely on bike shops for repairs, just to name a few. While an entry level bicycle may cost a few hundred dollars and road bike enthusiasts spends several thousand, an elite bicycle can cost over \$10,000. Testimony given to the State House and Senate that lead to the “3-foot passing law” included the awareness of the \$1 billion in retail sales (circa 2001), each year, relating to bicycling in the State of Colorado. Bicycle safety and infrastructure are major factors for sustaining and stimulating the economy.

Multi-use trail infrastructure is critical to the safety and well being of people that ride bikes. Pedestrians and people with disabilities using wheelchairs also benefit from shared designs. Multi-use trail infrastructure does not need to cost a lot to protect people. Good, safe designs can be implemented during construction. Guidelines should be developed for consistency.

This collective community including **cycling, pedestrian, and ADA** wheelchair users need properly designed and safe infrastructure.

3. BACKGROUND: Circumstances triggering this proposal

1. The recent death on November 8, 2020, of an experienced bicyclist heading south from Garden of the Gods Rd. on Centennial Blvd. There are numerous multi-use trail infrastructure hazards in this location that are pointed out in the details of this document.
2. There are far too many multi-use trail infrastructure hazards in and around the City especially in the area of this proposal. Some examples with details are pointed out in this document. These infrastructure improvements are suggestions to the City and to the various jurisdictions who are responsible for roads, trails, and parks. While it is nice to see the addition of trail systems and their interconnectivity, there is still too little to no attention to the safe transition from one trail system to the next (i.e. road to trail).
3. A proposal has been submitted by a developer for a Master Plan amendment, Zone Change, and Concept Plan to **initially** add 450 high-density, multi-family housing units at 2424 Garden of the Gods Rd. along N. 30th St. Currently, there is an office building with predictable traffic flows that typically go in and out of the property 5 days a week, at the beginning of the business day, fewer at lunch, and at the end of the business day. Adding residential housing, with an estimated addition of 1,100 people in the initial phase will place traffic on the road 7 days a week at unpredictable hours typically ranging from 6:00am to 10:00pm. The Traffic Impact Study for this project did not address bicycle safety. The Study only addressed motor vehicles and bicycles/peds in crosswalks. Most cyclists ride on the road.
4. The roads and multi-use trails in the area are already hazardous in their current state. There are too many Crash Points and Near Crash Points where a cyclist and a car can collide that can be mitigated with relatively low cost solutions. The quality of life for the cyclists, pedestrians, and ADA wheelchair users can be enhanced with these improvements. And, the financial burden from crashes on the users of these roads and multi-use trail systems can be minimized with safer facilities.

4. Summary of Suggested Multi-use Trail Infrastructure Standards

1. Ramp curbs: No vertical curbs
2. Sweeping turns: No turns greater than 45 degrees.
3. Road Maintenance: Create a plan for sweeping bike lanes. To optimize, identify and focus on problem areas. Sweeping bike lanes does not have to be a 24/7 task. The benefits of sweeping the bike lanes are; 1) the cyclist is much more likely to stay in the bike lane, 2) the flow of motor traffic is less impeded, 3) the frequency and cost of punctured tires is reduced, 4) less damage is sustained to the road when vehicles compress rocks and other debris into the asphalt resulting in the creation of potholes.
4. Continuity and safe transition between trail systems.
5. Appropriate signage – especially in high risk areas.

5. Examples of unsafe multi-use trail infrastructure



This cyclist was heading north on N. Cascade Ave. and turning right onto the Templeton Gap Trail. As he attempted to negotiate a right turn, he crashed and sustained a 1/3 laceration to his Achilles tendon.

In a previous accident, at this same intersection, a female cyclist, attempting to make the same turn, crashed and broke her wrist.

These were both experienced cyclists. Can you imagine how many more accidents happen at this transition point from road to trail?

This road/multi-use trail intersection that is controlled by two jurisdictions. This is an ill-designed transition.

In the current situation, a cyclist heading north on N. Cascade Ave. intending to make a right turn must first steer the bike to the left along the “S” shape connector and is then forced to make an extreme right turn (approximately 135 degrees) onto an uphill surface that is **too narrow for a standard size road bike, wheelchair, or ADA recumbent to negotiate.**

To improve this situation, the top of the connector should be in a “Y” configuration to create a smooth flow for the traffic as shown in the third diagram. People from any direction have a safer experience.



This cyclist was heading south, on N. Nevada Ave north of the intersection of Garden of the Gods Rd. in the perceived bike lane. She briefly looked over her left shoulder to validate her position with the vehicular traffic and immediately focused back on the road when, to her surprise, there were concrete parking barriers just inside of the 4 inch fog line that delineates the vehicle lane from the perceived bike lane. She hit the concrete structures, flew over her handlebars and ended up in the hospital with only a broken hand and a little road rash. She was lucky not to have crashed into the flow of traffic.



To correct this situation, the concrete structures should be moved an appropriate distance from the 4” fog line to ensure continuity of the perceived bike lane.



This road cyclist was heading north on S. 8th St near the intersection of Motor City Dr. She was traveling in the designated bike lane when at the last second, she hit a road hazard that blended in with the road surface. She sustained severe road-rash to her face, arm, and other parts of her body.

In 2016 a meeting with the City’s Director of Road Maintenance was held with a collective group of bicycle organizations. At that time, he had 11 dysfunctional street sweepers. He informed the group he was replacing them with 11 new leased sweepers. He confirmed that one street sweeper traveling at 3 MPH could clear all of the bike lanes in Colorado Springs in two weeks. However, he could not commit a plan to keeping the bike lanes cleared. He was concerned the motorists would think he was favoring cyclists. The response to the Director was, if the bike lanes were cleared, the motorists would be happier that the cyclist would be able to stay in the bike lanes.

Damage to bicycles are inconvenient and costly when they run over glass and other debris in the bike lanes. Keeping the bike lanes cleaner makes it safer for the cyclist, less costly to the cyclist, and reduces traffic impediment.

Debris in the road has caused a blow out of the front tire, which resulted in a crash, putting the cyclist in the hospital with a concussion and a broken collarbone.



This example is of an experienced cyclist that was heading south on Centennial Blvd. from the Garden of the Gods Road. He was intending to continue east onto the Sinton Bike Trail. This maneuver typically requires the road bike cyclist to exit the bike lane, cross over the buffered bike lane, and then cross over two traffic lanes, to get into the left turn traffic lane while cars are driving on a 35 MPH posted speed limit. During the busy hours, this maneuver is much more dangerous.

Had there been better multi-use trail infrastructure and continuity of the Sinton Bike Trail, this crash may not have happened.

6. SUMMARY: Examples of unsafe multi-use trail infrastructure

How many crashes and near crashes go unreported?

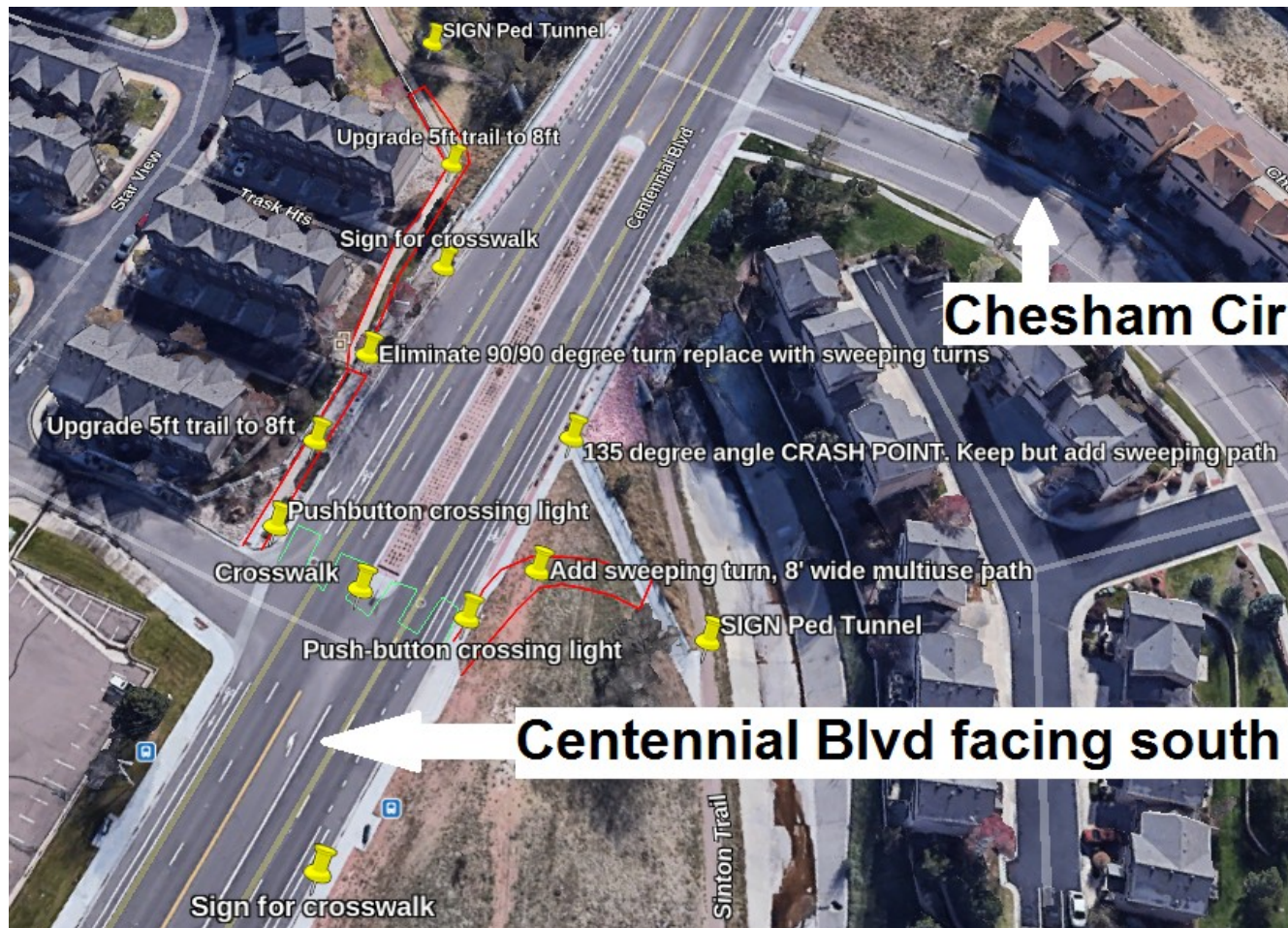
How much financial damage to equipment and clothing is sustained when a bike crashes?

What is the cost of medical expense from a crash?

Does the cycling / pedestrian / wheelchair users have to wait until there is a fatality until identified hazardous multi-use trail infrastructure improvements are made safer.

7. Proposal for Improvements: Centennial Blvd & Sinton Trail

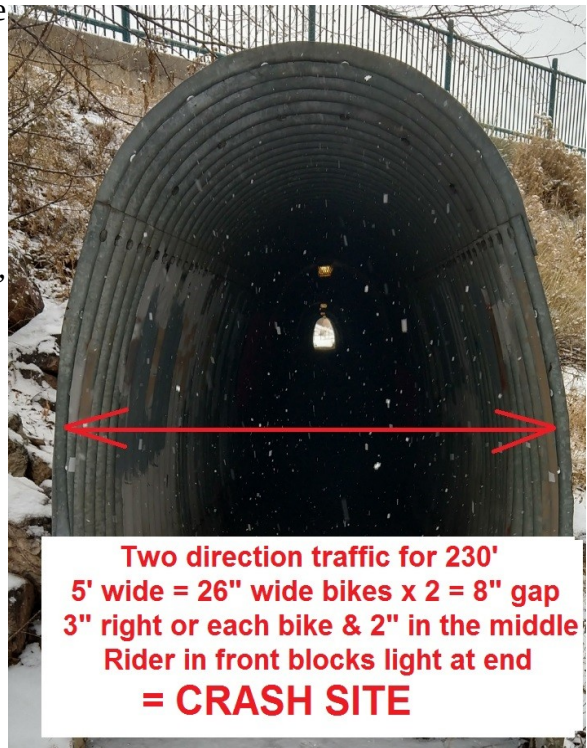
This map is oriented facing south. The location is south of Garden of the Gods Rd. on Centennial Blvd. where the Sinton trail extends from the bottom right of the map to the upper center, heading in an eastward direction.



ADD CROSSWALK WITH PUSH-BUTTON CROSSING LIGHT, APPROPRIATE SIGNAGE, REPLACE ALL TURNS GREATER THAN 90 DEGREE WITH SWEEPING TURNS, WIDER MULTI-USE CONNECTING TRAILS, REPLACE VERTICAL CURBS WITH RAMP CURBS, REPLACE ROCK LANDSCAPING WITH CRUSH STONE, IMPROVE TRANSITION FROM CONNECTOR TRAILS TO MAIN SINTON TRAIL, POST “TUNNEL CROSSING FOR PEDESTRIANS ONLY”.

Unfortunately, this is the location where a cyclist was recently hit by a car as he was heading south on Centennial Blvd. with the intent to cross over to the left to continue on to the Sinton Trail heading east. Having a crosswalk with a push-button light crossing, would be a safer alternative than crossing over the buffered bike lane, two traffic lanes, and into the third, left turn lane especially during busy hours with the posted 35 MPH speed limit.

(The photo on the right is looking east to west) There have been numerous crashes in this tunnel that crosses under Centennial Blvd. (presuming this is the official Sinton Trail route). This is due to many reasons including long, narrow, dark, full of debris and glass that puncture the tires, cyclists not able to take off their sunglasses after entering the tunnel, cyclists that get claustrophobic, cyclists or pedestrians coming from the opposite direction, etc.



The above picture demonstrates that 2 bicyclist traveling in opposite directions do not have enough room. This is a CRASH SITE.

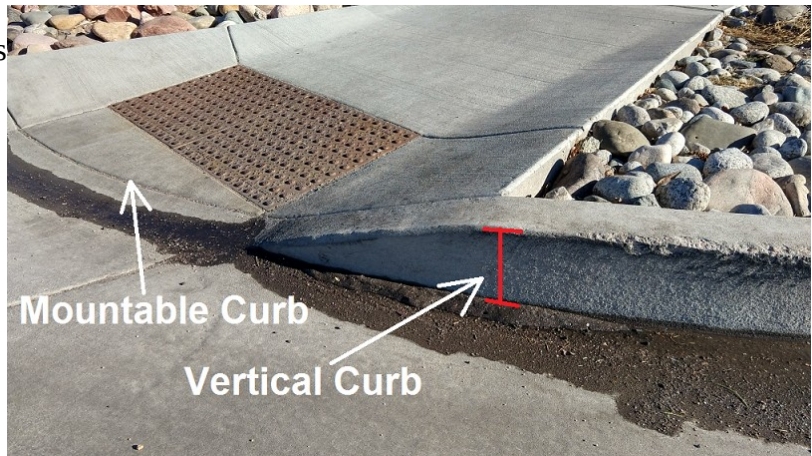
The above picture on the left is also looking east to west. It has a very sharp right turn for the orange cyclist. The orange cyclist must swing to the left before entering the tunnel. The blue cyclists needs to swing slightly to their left to prepare for their sharp left turn. The crash site is marked with a red "X".

Most tunnels are magnets for the homeless. Other tunnels in the City have homeless people blocking the tunnel including their possessions which are spread out inside the tunnel. Fortunately, this tunnel has not had any indications it is occupied by homeless people.

One could argue for the continued use of tunnels that the cyclists should dismount and walk through the tunnel. This is inconvenient and discourages especially for commuters that are trying to get to their destination in a timely manner. And, it is dangerous for cyclists that wear cleats since they can easily slip on smooth surfaces and/or damage the cleat when walking long distances on rough surfaces. By having a surface crossing, a benefit is it is easier for cyclists to see debris and glass that could cause the tire to puncture.

In its current state, the unofficial (since there are no crosswalks) surface crossing is extremely hazardous. However, for most cyclist, the surface crossing, even though it is hazardous, it is less of a danger than the tunnel. **Cyclist and pedestrians**, wait on either side of the street as traffic is zooming by in 4 lanes going the 35 MPH posted limit. When traffic is really bad, **cyclist and pedestrians** cross halfway and wait in the median strip until it is safe enough to make a mad dash to get to the other side.

As seen in the proposed Sinton Trail crossing diagram, there are many more hazardous than most people do not realize. For instance, using ramp curbs vs vertical curbs. The City is starting to use vertical curbs near crossings which are an extreme hazard to cyclists and also inconvenient to ADA wheelchairs. When a cyclist hits a vertical curb, this almost always presents a crash situation. Additionally, hitting a vertical curb will damage the tire, tube, and bend the rim which is an inconvenience and financial burden to the cyclist. To enter these vertical curb transitions, the cyclist must use more advanced skills to align themselves in order to head directly, in a parallel manner, onto the new route. In other words, it is like making a very sharp 90 degree turn. Vertical curbs should be avoided at all cost around bike facilities including intersections and curbs that are parallel to the multi-use trails.



The following is a list of suggested multi-use trail infrastructure at this location which improves safety.

1. Push button crossing lights. If there is no traffic, bikes/pedestrians (peds) can cross without having to wait for a traffic signal. With high volumes of motorists, the bike/peds can safely cross with the push button.
2. Signs to warn the motorists of the bike/ped crossing. Obvious.
3. Painted crosswalks across Centennial. This helps the motorist know where to stop. And the bike/peds, where to cross safely.
4. Mitigate the 135 degree turn on the right side of Centennial Blvd. to the Sinton Trail heading west. The cyclist (pictured earlier) with the lacerated Achilles tendon crashed at a different location with the same hairpin turn configuration. Many experienced cyclist struggle at this 135 degree intersection. Please note, do not remove that path -- bike/peds continuing up (actually south) will continue to use this approach. Add a sweeping path indicated by the red parallel lines from Centennial Blvd. down to the right (actually west) onto the Sinton trail.
5. The narrow sidewalk, next to the apartments, which is currently only wide enough for pedestrians, needs to be widened into a multi-use trail. This allows for bike/ped traffic to proceed in both directions at the same time without disruption.
6. Replace the back-to-back 90 and 90 degree turns next to the apartments with sweeping turns. Pedestrians can make this maneuver but cyclists have a very difficult time -- resulting in crashes and near crashes.

7. Replace the vertical mount curbs for ramp curbs at all street to trail locations (adapt this design for the entire City and trail systems). See the picture above. When there is a vertical mount curb, cyclists (and people in wheelchairs) have to "thread the needle", that is to say, they must align themselves more parallel to the trail they are turning onto. Otherwise, they run the risk of hitting the vertical mount curb, scuffing a hole in the tire and tube, bending the rim, and crashing.
8. Replace the large stones along the multi use trails (see the photo above with the stone) with surface level material (crushed stone, grass, other). If a cyclist veers off into the large stone, they are almost certain to crash.
9. At the top of the picture where the "sidewalk" connects back onto the Sinton trail (heading east), the current transition is hazardous with a large crack to catch the wheel of a bike and large bumps in the pavement. When trying to negotiate the turn and looking right to make sure no one is coming out of the tunnel, it is easy to hit the crack or bump and lose control of the bike.
10. Put signs up at the intersections before the tunnel indicating "This tunnel is for pedestrian use only".
11. Add trail signs at both sides of the Centennial crossing to let unfamiliar bikes/peds know what direction to go to stay on the Sinton trail. All too often there are no directional signs. If a cyclist misses the turn, they end up having to U-turn to get back on course. The U-turn, especially on Centennial Blvd., would be dangerous.

8. Proposal for Improvements: N. 30th St. to Arrow's West on Garden of the Gods Rd.



9. REMOVE OR RELOCATE ARROWSWEST SIGN

This common, near crash site is at the intersection of ArrowsWest Dr. and Garden of the Gods Rd. where the Arrows West sign is located. On the map above, this crossing is in the right blue bubble. NOTE: The current official Sinton Trail is indicated by the green line that crosses over Garden of the Gods Rd. on the north side which then continues west to N. 30th Street.



Cyclist thinks it is safe to cross.
With the exception: There is no crosswalk
on the current designated Sinton Trail.



Many bike clubs and individuals ride on this part of the Sinton Trail from west to east and many times they have close encounters with cars.

When east to west, some cyclist, even though it is wrong, will turn left into the exit lane. It's not clear why they do that but none the less it happens. In this instance, a car that is further from this intersection is quickly approaching which creates a near crash situation.

To correct this, the ArrowsWest sign should either be removed or relocated to a corner making sure it is behind the line of sight of the motorists and cyclists that exit this road onto Garden of the Gods Rd.



10. INSTALL MULTI-USE TRAILS AND CROSSWALKS

In the picture above, the left blue bubble indicates the location of a missing multi-use trail from the ArrowsWest Dr. exit to N. 30th St. In the picture on the right, the suggested multi-use trail additional is represented by the two parallel red lines. And, a crosswalk as seen at the top of the diagram at the intersection of Garden of the Gods Rd. and ArrowsWest Dr. This will be a beneficial safety enhancement when Red Leg Brewing opens.

Currently, for a trail rider heading West on the Sinton Trail to the Palmer Mesa Trail, the cyclist has to cross over Garden of the Gods Rd., to the north, at the right ArrowsWest Drive cross street and continue West. Once reaching N. 30th St., the cyclist has to cross back over at the intersection at Garden of the Gods Rd. Not only is this inconvenient but it creates two unnecessary street crossings.

By completing the sidewalk that runs along the south side of Garden of the Gods Rd. from the West ArrowsWest Dr. to N. 30th St., the trail riding cyclists eliminates two street crossings, which saves time and is a much safer alternative.

The Sinton Trail that is on the north side of Garden of the Gods Rd. should remain for cyclists that want to turn right onto N. 30th St and head north.

Both ArrowsWest Dr. intersections are currently missing painted crosswalks. These crosswalks should be installed to make it safer and to indicate the continuity of the Sinton Trail.



11. Proposal for Improvements: Mesa Rd. to Flying W. Ranch Rd.

12. HIGH RISK CRASH SITE #1: (NOTE, a High Risk Crash Site also implies a Near Miss Crash Site.) The map on the right is oriented north showing N. 30th St running north and south. Garden of the Gods Rd is intersecting N 30th St. And, Flying W. Ranch Rd is near the top right corner. This maps shows High Risk and Known crash sites.

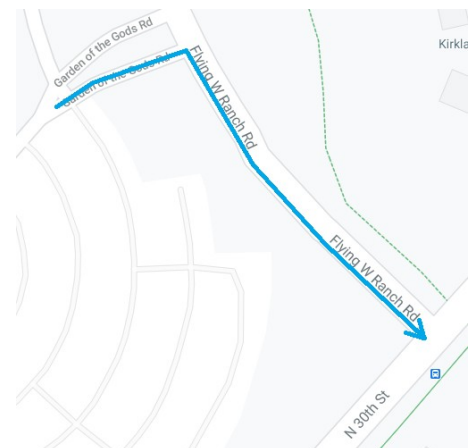
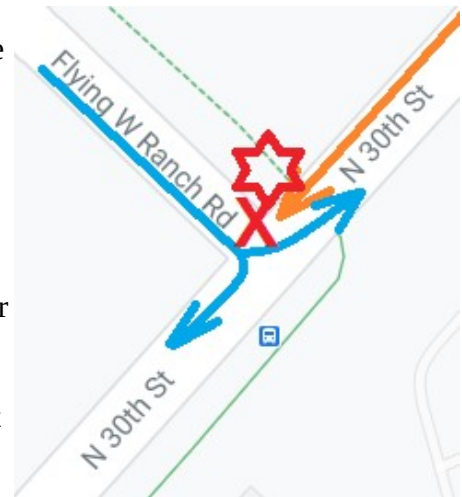
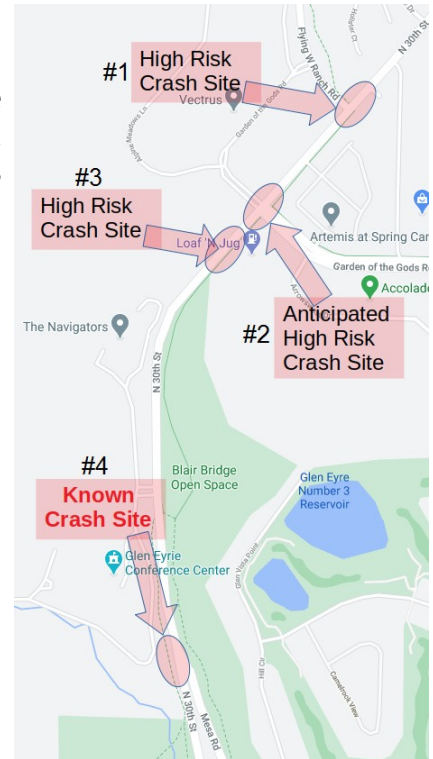


Cars (represented in blue on the map) traveling southeast on Flying W. Ranch Rd. with the intent of making either a left or right turn are entering a High Risk area primarily due to the metal railing as looking left in the photo above. But, also due to the grassy vegetation. The metal railing, especially, camouflage the cyclist. The location of these obstructions are depicted in the image on the right as a red star.

As the orange cyclist is heading southwest on N. 30th St. the blue car that is stopped in the intersection does not see any oncoming motorist or apparent cyclists, that may be camouflaged with the metal railing. The blue driver precedes to make either a left or right turn.

There are residents in this neighborhood that have elected to enter N. 30th Street from Champagne Dr. which is one block north on N. 30th St. just to avoid a potential crash.

Adding high-density multi-family residential units as proposed in the developers 2424 Garden of the Gods Rd. project Concept Plan with an estimated 1,100 additional residents will exacerbate this already High Risk Crash Area. The image on the right shows the path of the proposed residents.



13. HIGH RISK CRASH SITE #2: This map is oriented north at the intersection of Garden of the Gods Rd. and N. 30th St.

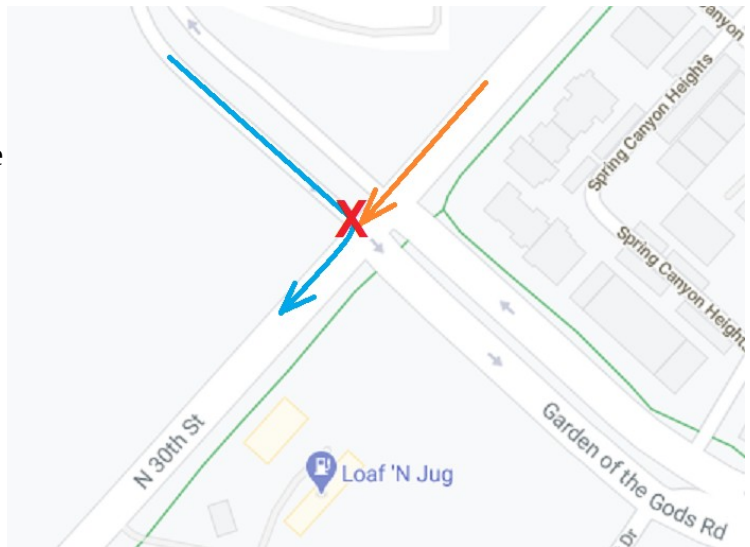
Currently this is a low risk crash site since the facility at the 2424 Garden of the Gods Rd. is occupied by office personnel. The traffic created by office workers is mostly 5 days a week and usually high in the morning, moderate around the noon hour, and high at the end of the business day.

A developer submitted a proposal, for the initial phase, to develop 450 high-density, multi-family residential units that could increase the population in this area by 1,100 people.

Residential people will increase the traffic in this area. And, most importantly the traffic will extend from 5 days per week to 7 days per week. The predictable busy times of the business day will be extended to as early as 5:30a.m. till 11:00p.m.

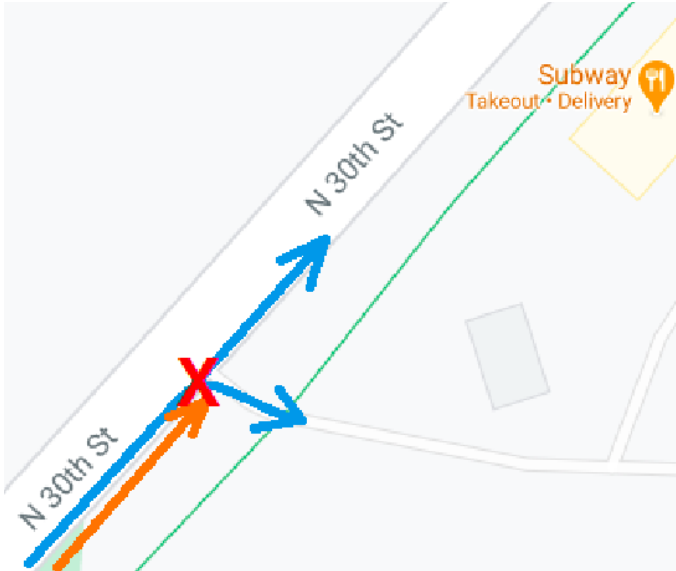
The introduction of a large number of residential people will increase the crash risk. The “right turn on red” scenario is the biggest concern. Cyclist are much smaller than cars and are much more difficult to see. An anxious driver could easily overlook the cyclist and proceed to make their right turn. The crash point is indicated by a red “X” in the diagram.

This crash scenario is also caused from a miscalculation of the cyclists speed on the driver’s part. The cyclist depicted by the orange line can easily achieve speeds of 20 MPH since this section of the road is slightly downhill and many times the wind is at the riders back. So, on one day, driver A may see a slower cyclist and get frustrated that they are having to wait too long. On a different day the same driver A may see another cyclist, anticipate that they too are traveling slow; but not realizing they are actually going much faster. So the driver decides to proceed to make the right turn. And the crash or near scenario is executed.



14. HIGH RISK CRASH SITE #3:

The map is oriented north. This High Risk Crash Site is located immediately south of the Garden of the Gods Rd. and N. 30th St. The Subway includes the Loaf N Jug.



The specific crash site is located at the “Private Driveway” intersection where cars turn in to access the Loaf N Jug.

Since the continuity of bike routes and multi-use trails in this area is confusing, mountain bike riders and hikers are commonly seen riding across the land at this posted “Private Property, No Trespassing” location to gain access to and from the Palmer Mesa Trail. While this is not a safety concern, it demonstrates how confusing and disjointed the trail systems are in this area.



There are several situation that create High Risk crashes at this intersection.

1) The bottom right picture (looking south) shows that the Palmer Mesa Trail (on the left) is elevated above the view of the motorist (blue line). The cyclist (orange line) could easily come to the intersection, stop at the existing stop sign and begin to precede through the intersection just as the driver becomes aware of the cyclist.



Note, as the cyclist and the driver precede in parallel, the line of site for the driver is still impaired.

During the City's St. Patrick's Day bike event with hundreds of cyclists (a very popular event every year with the exception of Covid), the bike martial at this intersection witnessed dozens and dozens of near misses. Even though this event was supported by motorcycle police, they did not have a presence at this intersection.

2) This is one of the few multi-use trail / street intersections in Colorado Springs that creates a High Risk / Near Miss crash scenario.

NOTE: According to CDOT, this crash scenario is responsible for the most number of pedestrians deaths in a crosswalk.

The driver's view of the pedestrian, or in this case the cyclist is obstructed by the car pillar as shown in the picture on the right. The result is a crash or near miss.



To reduce the risk of a crash or near miss, a warning sign should be installed along with a crosswalk.





The image above is looking north on N. 30th St. It is clearly a mistake to install a “Bike Lane” sign and not provide a bike lane. This is the area on N. 30th Street where the width of the road increases from one lane in each direction to two lanes in each direction. At this point, there should be bike lanes, on both sides, that begin where the road widens and continues to Garden of the Gods Rd.



The bike lanes should be extended from Garden of the Gods Rd. north to Flying W. Ranch Rd. as shown in the picture on the right with Flying W. Ranch Rd. at the top. And, continued north to Centennial Blvd. This stretch of road has a sufficient amount of traffic to justify the bike lanes.

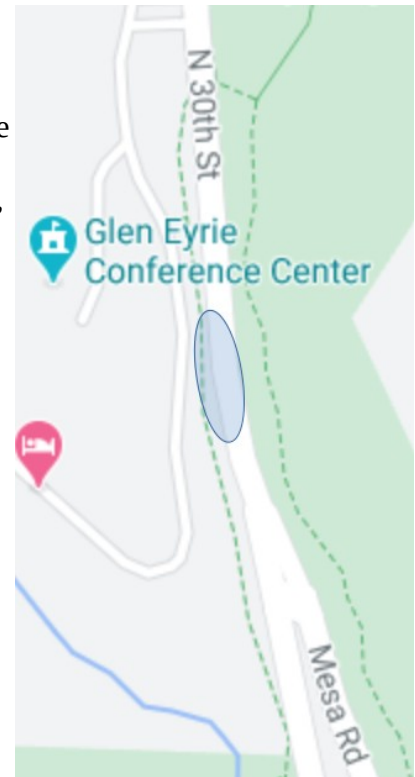
Adding bike lanes on each side of the road at these locations, increases the driver’s awareness of cyclists.

Additionally, because the intersection turning into the Loaf N Jug is so dangerous, special hash striping should be placed in the bike lane at this crosswalk and extended north and north for an appropriate distance.



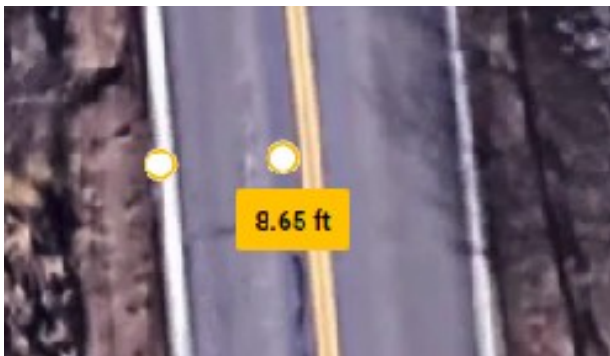
15. KNOWN RISK CRASH SITE #4:

The map on the right shows the area in the light blue oval where the rider crashed. She was heading south on N. 30th St., staying as far to the right as possible, as in the example below. Suddenly, the continuity of the pavement was disrupted. To avoid coming out in the flow of traffic, she crashed and broke her collarbone.



As you can see in the photo to the right, this cyclist is also staying as far to the right as possible. However, are they staying as far to the right as practicable?

The problem with this scenario is the road is too narrow for a cyclist and a car (see the image below of N. 30th St. being 8.65 feet wide). If the cyclist is 26 inches from elbow to elbow, and there is a 3 foot passing law, that's a little over 5 feet. That means the car can only be 3.6 feet wide to pass. And, that is, obviously not the case.



The cyclist is anticipating that the car will pass. Staying too far to the right signals the motorist to try to pass. In Bicycle Colorado's, "Bicycle-Friendly Driver" training, they point out that by riding too far to the right when the lane is too narrow is more dangerous than "taking the lane".

Far too often, inexperienced cyclists believe they must stay as far to the right as "possible" instead of as far to the right as "practicable".

The photo on the right is interesting to say the least. After Vindicator Dr. was resurfaced there was either a lack of quality control or the contractor did not follow the engineering design.

The first fog line (aka 4" white line) was placed 16" away from the curb's edge. This is clearly not enough for a bike lane.



Removing the first fog line before installing the correct fog line would cause too much damage to the road. So the second fog line was added.

The hazardous condition with this scenario, where the bike lane is too narrow the cyclist is subjected to riding on the fog line. When it rains it creates a hazardous condition. The Olympic Training Center Velodrome has lines painted on the track surface primarily for passing guidelines. Before the velodrome was covered, races would be postponed shortly after it started sprinkling. WHY? Because when there is water between a bicycle tire and the painted surface, it becomes very slippery, which leads to crashes.

Unfortunately, to mitigate the double line situation on Vindicator Dr. would be too costly. Therefore, it is suggested to implement better quality control measures to prevent costly and dangerous mistakes.

Getting back to the unsafe condition on N. 30th St. between Mesa Rd., heading north, to N. 30th St. where it transitions from one lane in each direction to two lanes in each direction. To minimize this hazardous condition, the use of sharrows should be implemented along with locating the "share the road" signs to more suitable locations. And, consider reducing the posted speed limit from 35 MPH to 30 MPH on this short section of road. By reducing the speed, it will set driver expectations.



16. Other High Priority Safety Improvements at W. Polk St. and Steel Dr.

17. REPLACE VERTICAL CURB WITH RAMP CURB & EXTEND CROSSWALK.



This crash site is located at the intersection of W. Polk St. and Steel Dr., looking south on the Monument Creek Trail.



Not only is this a major bottleneck, it is also a serious crash site and near miss crash site.

The current condition shows vertical curbs with the RED line along the street and curb. The ramp curb for the cyclists (and wheelchairs) is very narrow, forcing the blue cyclist into a perpendicular alignment before the upcoming left turn. As the cyclist is exiting the crosswalk, they must make an immediate 90 degree left turn. This is very difficult for most riders. Cyclists have ended up crashing into the bushes as indicated by the smaller red “X”.

Assuming the blue cyclist makes it through the left turn. There are bushes on the right side that are partially obstructing the view of the oncoming orange cyclist. This crash point is represented by the larger red “X”.

If either of the cyclists are not able to thread their way through this narrow sharp 90 degree turn, the orange cyclist will go off the vertical curb. In most cases, the rider can stay upright. But if their tire is a little low that day, they could end up with a pinch flat.

If the blue cyclist hits the vertical curb, it is almost always a crash situation. If they are lucky, they may only end up with a pinch flat, a scuffed hole in the tire, and a bent rim. Which is worse? Crashing and ending up with a broken wrist, collarbone, and some road rash. Or having to pay a few hundred dollars for a new rim, tube, and tire. This is why vertical curbs should not be anywhere near bicycle infrastructure – including at intersections or along the trails.



To minimize the safety hazards at the W. Poke St. and Steel Dr. intersection, shorten the vertical curb, as indicated, by the red lines running along the road next to the sidewalk. And, replace the removed vertical curb with ramp curbs. Then, extend the crosswalk paint with the first white line the full width of the ramp curb and taper the white lines to the other side of the road to join up with the Monument Creek Trail that is heading north.

18. Conclusion:

The suggestions in this document should be strongly considered for adaption and implementation by all jurisdictions in Colorado Springs that provide parks, trails, and on-street / **multi-use trails for cyclists, pedestrians, and ADA special needs users.**

In addition to reported crashes, there are many unreported crashes, and unreported near misses that have resulted in serious injury or could have ended up as fatalities.

Most of the suggestions in this document are relatively low cost, especially compared to the medical cost and cost to repair damage sustained in a bicycle crash.

As identified in the Colorado Springs Bike Master Plan, this area is already identified as HIGH PRIORITY. Adding high-density, multi-family, residential units will only exacerbate crashes and near crashes.

Appendix A: REPORTED Crashes involving Bicycles 2019-2020

NOTE: This list is a Summary of **REPORTED** Crashes. There are significantly more crashes and near crashes that go unreported.

The first list is of REPORTED crashes involving bicycles near the HIGH PRIORITY area, as identified in the Colorado Springs Bike Master Plan, along Garden of the Gods Rd and N. 30th St., which are in the proposed high-density, multi-family, development area.

NOTE: The crash, highlighted in RED, below resulted in the death of the Mountain Shadows resident.

Seq	Accident Number	Accident Date/Time	Address	GOG or 30 th
1	2019-00006612	2/20/2019	530 W GARDEN OF THE GODS RD	Yes
2	2019-00007462	2/27/2019	W GARDEN OF THE GODS RD / W NORTH PARK DR	Yes
3	2019-00021376	6/13/2019	ELKTON DR / CHESTNUT ST	Yes
4	2019-00021487	6/14/2019	3130 N 30TH ST	Yes
5	2019-00022939	6/25/2019	3130 N 30TH ST	Yes
6	2019-00028010	8/2/2019	W GARDEN OF THE GODS RD / W NORTH PARK DR	Yes
7	2019-00046303	12/12/2019	W GARDEN OF THE GODS RD / W I 25	Yes
8	2020-00001991	1/8/2020	W GARDEN OF THE GODS RD / W BUCKINGHAM DR	Yes
9	2020-00008136	2/24/2020	CENTENNIAL BLVD / VINDICATOR DR	Yes
10	2020-00019007	5/28/2020	W GARDEN OF THE GODS RD / W I 25	Yes
11	2020-00022974	7/2/2020	W GARDEN OF THE GODS RD / W RUSINA RD	Yes
12	2020-00025698	7/25/2020	3130 N 30TH ST	Yes
13	2020-00027046	8/5/2020	NORTH PARK DR / GARDEN OF THE GODS RD	Yes
14	2020-00028357	8/16/2020	I 25 / GARDEN OF THE GODS RD	Yes
15	2020-00038804	11/8/2020	CENTENNIAL BLVD / HIGH TECH WAY	Yes

The following list is of all REPORTED crashes involving bicycles from 2019-2020.

Seq	Accident Number	Accident Date/Time	Address	GOG or 30 th
1	2019-00001137	1/9/2019	W COLORADO AVE / W 15TH ST	
2	2019-00001553	1/12/2019	N ACADEMY BLVD / N CAREFREE CIR	
3	2019-00004485	2/4/2019	3526 N CASCADE AVE	
4	2019-00006612	2/20/2019	530 W GARDEN OF THE GODS RD	Yes
5	2019-00006940	2/22/2019	N TEJON ST / N DEL NORTE ST	
6	2019-00007462	2/27/2019	W GARDEN OF THE GODS RD / W NORTH PARK DR	Yes
7	2019-00008675	3/8/2019	N CIRCLE DR / N UNION BLVD	
8	2019-00009133	3/12/2019	N UNION BLVD / N CONSTITUTION AVE	
9	2019-00010950	3/27/2019	N NEVADA AVE / N COLUMBIA ST	
10	2019-00011692	4/2/2019	WOOTEN RD / GALLEY RD	
11	2019-00012123	4/5/2019	EASTMEADOW DR / CHEYENNE MEADOWS RD	
12	2019-00012211	4/6/2019	VOYAGER PKWY / MIDDLE CREEK PKWY	

Seq	Accident Number	Accident Date/Time	Address	GOG or 30th
13	2019-00012935	4/12/2019	TESLA DR / UINTAH ST	
14	2019-00012948	4/12/2019	4880 N NEVADA AVE	
15	2019-00013585	4/16/2019	S CAREFREE CIR / S AVONDALE DR	
16	2019-00014142	4/20/2019	4100 HIDDEN CIR	
17	2019-00014534	4/23/2019	N CASCADE AVE / N FILLMORE ST	
18	2019-00015282	4/29/2019	S NEVADA AVE / S CUCHARRAS ST	
19	2019-00017573	5/16/2019	S TEJON ST / S RIO GRANDE ST	
20	2019-00017751	5/17/2019	W COLORADO AVE / W ANTLERS PL	
21	2019-00018410	5/22/2019	S ACADEMY BLVD / S CHELTON RD	
22	2019-00018457	5/22/2019	S CIRCLE DR / S MONTEREY RD	
23	2019-00019264	5/28/2019	MT WERNER CIR / EL PASO AVE	
24	2019-00019458	5/29/2019	GALLEY RD / BRANDING IRON DR	
25	2019-00020021	6/3/2019	3536 N CAREFREE CIR	
26	2019-00020753	6/8/2019	E PLATTE AVE / E CIRCLE DR	
27	2019-00021073	6/11/2019	E LAS VEGAS ST / E NEVADA AVE	
28	2019-00021376	6/13/2019	ELKTON DR / CHESTNUT ST	Yes
29	2019-00021403	6/13/2019	S I25 FRONTAGE RD / S LAKE AVE	
30	2019-00021468	6/14/2019	400 N POWERS BLVD	
31	2019-00021487	6/14/2019	3130 N 30TH ST	Yes
32	2019-00022939	6/25/2019	3130 N 30TH ST	Yes
33	2019-00023016	6/25/2019	N CAREFREE CIR / N PETERSON RD	
34	2019-00023285	6/27/2019	3776 AIRPORT RD	
35	2019-00023349	6/28/2019	200 N MURRAY BLVD	
36	2019-00023509	6/29/2019	830 SEQUOIA DR	
37	2019-00023754	7/1/2019	W PIKES PEAK AVE / W 33RD ST	
38	2019-00024387	7/6/2019	S TEJON ST / S FOUNTAIN BLVD	
39	2019-00024809	7/9/2019	E CIMARRON ST / E WEBER ST	
40	2019-00025843	7/17/2019	1440 N CIRCLE DR	
41	2019-00026141	7/19/2019	E FILLMORE ST / E PROSPECT ST	
42	2019-00026167	7/19/2019	S NEVADA AVE / S I 25	
43	2019-00026410	7/21/2019	2436 E WILLAMETTE AVE	
44	2019-00026623	7/23/2019	S NEVADA AVE / S MILL ST	
45	2019-00027041	7/24/2019	3016 N HANCOCK AVE	
46	2019-00026917	7/25/2019	JET WING DR / ASTROZON BLVD	

Seq	Accident Number	Accident Date/Time	Address	GOG or 30th
47	2019-00027003	7/26/2019	AUSTIN BLUFFS PKWY / DUBLIN BLVD	
48	2019-00027047	7/26/2019	W CUCHARRAS ST / W 24TH ST	
49	2019-00027448	7/29/2019	E PIKES PEAK AVE / E CIRCLE DR	
50	2019-00027574	7/30/2019	S CHELTON RD / S MALLARD DR	
51	2019-00028010	8/2/2019	W GARDEN OF THE GODS RD / W NORTH PARK DR	Yes
52	2019-00028293	8/4/2019	MALLARD DR / MAZATLAN CIR	
53	2019-00028394	8/5/2019	2300 E BOULDER ST	
54	2019-00028596	8/6/2019	510 N MURRAY BLVD	
55	2019-00028868	8/8/2019	603 S 8TH ST	
56	2019-00029563	8/13/2019	2922 W COLORADO AVE	
57	2019-00030002	8/16/2019	E ST VRAIN ST / E WAHSATCH AVE	
58	2019-00030128	8/17/2019	E UINTAH ST / E WEBER ST	
59	2019-00030619	8/20/2019	100 N CASCADE AVE	
60	2019-00031588	8/27/2019	2700 E LAS VEGAS ST	
61	2019-00031734	8/28/2019	CRESTFIELD GRV / CRESTA RD	
62	2019-00031775	8/28/2019	1401 RECREATION WAY	
63	2019-00031992	8/30/2019	1590 W FILLMORE ST	
64	2019-00032152	8/31/2019	S TEJON ST / S NAVAJO ST	
65	2019-00032400	9/2/2019	E BOULDER ST / E UNION BLVD	
66	2019-00032565	9/3/2019	N CASCADE AVE / N CACHE LA POU DRE ST	
67	2019-00032673	9/4/2019	S NEVADA AVE / S MOTOR WAY	
68	2019-00032815	9/5/2019	30 E FILLMORE ST	
69	2019-00033732	9/10/2019	TUTT BLVD / CAREFREE CIR	
70	2019-00034135	9/13/2019	1656 CARMEL DR	
71	2019-00034417	9/16/2019	LAKE AVE / VENETUCCI BLVD	
72	2019-00034916	9/19/2019	E DALE ST / E WEBER ST	
73	2019-00035101	9/20/2019	CROSS CREEK DR / COYOTE CREEK DR	
74	2019-00035241	9/21/2019	EAST HILLS RD / DALE ST	
75	2019-00035251	9/21/2019	N ACADEMY BLVD / N ACADEMY CIR	
76	2019-00035282	9/21/2019	S TEJON ST / S MOTOR WAY	
77	2019-00035508	9/23/2019	BARNES RD / PETERSON RD	
78	2019-00035571	9/23/2019	N ACADEMY BLVD / N CAREFREE CIR	
79	2019-00037003	10/3/2019	W FILLMORE ST / W STRAUS LN	
80	2019-00037588	10/8/2019	N CASCADE AVE / N FONTANERO ST	

Seq	Accident Number	Accident Date/Time	Address	GOG or 30th
81	2019-00037625	10/8/2019	CHELTON CIR / CHELTON RD	
82	2019-00037670	10/8/2019	LELARAY ST / EAGLE VIEW DR	
83	2019-00038221	10/12/2019	N NEVADA AVE / N CACHE LA POUFRE ST	
84	2019-00038502	10/14/2019	S MURRAY BLVD / S AIRPORT RD	
85	2019-00041609	10/31/2019	3000 N CASCADE AVE	
86	2019-00041908	11/9/2019	W COLORADO AVE / W 28TH ST	
87	2019-00041948	11/9/2019	KENOSHA DR / SANDSMERE DR	
88	2019-00041954	11/9/2019	W COLORADO AVE / W WALNUT ST	
89	2019-00042754	11/15/2019	N CASCADE AVE / N SHANGRA LA DR	
90	2019-00042815	11/15/2019	E FILLMORE ST / E CASCADE AVE	
91	2019-00043169	11/18/2019	E FILLMORE ST / E HANCOCK AVE	
92	2019-00045018	12/3/2019	RESEARCH PKWY / WOLF RECREATION PT	
93	2019-00046057	12/10/2019	4880 N NEVADA AVE	
94	2019-00046303	12/12/2019	W GARDEN OF THE GODS RD / W I 25	Yes
95	2019-00046371	12/12/2019	CHANNEL DR / RESEARCH PKWY	
96	2019-00047104	12/18/2019	2600 S CHELTON RD	
97	2019-00047885	12/24/2019	S UNION BLVD / S MEMORIAL DR	
98	2019-00048177	12/27/2019	N EL PASO ST / N BOULDER ST	
99	2020-00001991	1/8/2020	W GARDEN OF THE GODS RD / W BUCKINGHAM DR	Yes
100	2020-00002593	1/13/2020	BABCOCK RD / SILVER SPUR AVE	
101	2020-00003518	1/20/2020	GODDARD ST / KELLY JOHNSON BLVD	
102	2020-00004352	1/26/2020	N 19TH ST / N PLATTE AVE	
103	2020-00004465	1/27/2020	AUSTIN BLUFFS PKWY / SIFERD BLVD	
104	2020-00006466	2/11/2020	S ACADEMY BLVD / S FOUNTAIN BLVD	
105	2020-00006999	2/15/2020	1411 S NEVADA AVE	
106	2020-00007407	2/19/2020	S PROSPECT ST / S PIKES PEAK AVE	
107	2020-00008136	2/24/2020	CENTENNIAL BLVD / VINDICATOR DR	Yes
108	2020-00008279	2/25/2020	COMMERCIAL BLVD / FOUR SEASONS DR	
109	2020-00011679	3/24/2020	N WAHSATCH AVE / N SAN MIGUEL ST	
110	2020-00012891	4/5/2020	S ACADEMY BLVD / S ASTROZON BLVD	
111	2020-00015253	4/26/2020	S TEJON ST / S I 25	
112	2020-00016228	5/4/2020	S UNION BLVD / S ST CLAIRE DR	
113	2020-00017248	5/13/2020	830 VINDICATOR DR	
114	2020-00017905	5/19/2020	1960 S CHELTON RD	

Seq	Accident Number	Accident Date/Time	Address	GOG or 30th
115	2020-00018058	5/20/2020	S 23RD ST / S COLORADO AVE	
116	2020-00018521	5/24/2020	CHEYENNE BLVD / HIGHLAND ST	
117	2020-00018634	5/25/2020	E WILLAMETTE AVE / E PLATTE AVE	
118	2020-00018790	5/26/2020	E FILLMORE ST / E TEMPLETON GAP RD	
119	2020-00019007	5/28/2020	W GARDEN OF THE GODS RD / W I 25	Yes
120	2020-00019031	5/28/2020	S NEVADA AVE / S MOTOR WAY	
121	2020-00019183	5/30/2020	E FILLMORE ST / E EL PASO ST	
122	2020-00019573	6/2/2020	E PLATTE AVE / E WAHSATCH AVE	
123	2020-00019637	6/3/2020	JANITELL RD / CIRCLE DR	
124	2020-00019904	6/4/2020	MAZATLAN CIR / MALLARD DR	
125	2020-00019800	6/4/2020	4600 N UNION BLVD	
126	2020-00020102	6/7/2020	1400 SPORTS DR	
127	2020-00020414	6/10/2020	CONSTITUTION AVE / ACADEMY BLVD	
128	2020-00020958	6/15/2020	270 S TEJON ST	
129	2020-00020970	6/15/2020	3945 N ACADEMY BLVD	
130	2020-00021772	6/22/2020	SABLE CHASE DR / MIRAGE DR	
131	2020-00022095	6/25/2020	N ACADEMY BLVD / N MAIZELAND RD	
132	2020-00022400	6/27/2020	VEHR DR / AIRPORT RD	
133	2020-00022974	7/2/2020	W GARDEN OF THE GODS RD / W RUSINA RD	Yes
134	2020-00022973	7/2/2020	E CIMARRON ST / E NEVADA AVE	
135	2020-00023956	7/9/2020	N ACADEMY BLVD / N SAN MIGUEL ST	
136	2020-00024433	7/14/2020	S NEVADA AVE / S CIMARRON ST	
137	2020-00024974	7/19/2020	HOLMES DR / UINTAH ST	
138	2020-00025536	7/24/2020	E MADISON ST / E NEVADA AVE	
139	2020-00025698	7/25/2020	3130 N 30TH ST	Yes
140	2020-00025747	7/26/2020	I 25 / UINTAH ST	
141	2020-00027035	8/5/2020	BETTY DR / VAN TEYLINGEN DR	
142	2020-00027046	8/5/2020	NORTHPARK DR / GARDEN OF THE GODS RD	Yes
143	2020-00027592	8/10/2020	N CIRCLE DR / N PLATTE AVE	
144	2020-00030403	8/10/2020	GARDEN DR / RAMPART RANGE RD	
145	2020-00028044	8/13/2020	N NEVADA AVE / N MOUNT VIEW LN	
146	2020-00028357	8/16/2020	I 25 / GARDEN OF THE GODS RD	Yes
147	2020-00029034	8/21/2020	SHIMMERING CREEK DR / DUBLIN BLVD	
148	2020-00029074	8/22/2020	N CIRCLE DR / N BIJOU ST	

Seq	Accident Number	Accident Date/Time	Address	GOG or 30th
149	2020-00029722	8/27/2020	500 W COLORADO AVE	
150	2020-00029916	8/28/2020	N 24TH ST / N KIOWA ST	
151	2020-00030347	9/1/2020	2500 W WOODMEN RD	
152	2020-00030563	9/2/2020	E PLATTE AVE / E SWOPE AVE	
153	2020-00030827	9/4/2020	N 18TH ST / N PIKES PEAK AVE	
154	2020-00031883	9/13/2020	N ACADEMY BLVD / N LEHMAN DR	
155	2020-00033505	9/24/2020	S 33RD ST / S COLORADO AVE	
156	2020-00033270	9/25/2020	RESEARCH PKWY / LEXINGTON DR	
157	2020-00034270	10/2/2020	VICKERS DR / VISTA RIDGE PT	
158	2020-00035130	10/9/2020	S 8TH ST / S MORENO AVE	
159	2020-00035138	10/9/2020	1205 E LAS VEGAS ST	
160	2020-00035269	10/11/2020	E WOODMEN RD / E AUSTIN BLUFFS PKWY	
161	2020-00036953	10/24/2020	GARDEN LN / BECKERS LN	
162	2020-00038297	11/4/2020	S NEVADA AVE / S LAS VEGAS ST	
163	2020-00038742	11/7/2020	S ACADEMY BLVD / S FOUNTAIN BLVD	
164	2020-00038804	11/8/2020	CENTENNIAL BLVD / HIGH TECH WAY	Yes
165	2020-00043638	12/16/2020	800 S 8TH ST	

**Multi-use Trails for Bicycles, Pedestrians, and ADA Special Needs
End of Report**

HistoricCOS

Vision Statement: We will build a great city that matches our **scenery.**

We will **actively protect** and utilize our **irreplaceable historic and cultural resources** as part of our ongoing economic and community development strategy.

(National Park Service: "**Cultural resources**" can be defined as **physical evidence or place ... landscape, ... or natural feature of significance to... people traditionally associated with it.**)

https://www.nps.gov/acad/learn/management/rm_culturalresources.htm

As the memory of the front steps of your childhood home may recall a joyful youth, so can the historic buildings, **landscapes, and neighborhoods** of Colorado Springs recall your belonging to a joyful community.

This is supported by the belief that **City government must take the lead in ensuring historic resources are protected**, advocating greater City financial support for preservation activities, and **providing for stronger enforcement of zoning and building regulations.**

??? MP 7.5.408, C. Public Facilities: 2. **Recreational** and educational uses are sited and sized to conveniently service the proposed population of the master plan area and the larger community.

Scenic views as CURRENTLY seen from inside the 2424 GOG Rd. facility.



Photo Credit: Cushman & Wakefield

MSCA Response to Revisions