

- (1) Silver Certification by the U.S. Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) rating system;
- (2) Another verified third-party sustainability program producing equal or greater sustainability benefits as LEED Silver Certification, as determined by the Manager.

B. Transit-Oriented Development Incentives

1. Purpose

The purpose of this Subsection B is to implement Colorado Springs Comprehensive Plan guidance to encourage transit use and transit-oriented development in Colorado Springs.

2. Eligibility

- a. The property shall be located in the MX-T, MX-M, MX-L, or MX-I zone district and shall be located within six hundred and sixty (660) feet of an arterial-arterial street intersection, an arterial-collector street intersection, or a collector-collector intersection.
- b. At least one of the intersecting arterial or collector streets must have bus service or bus rapid transit service with a peak service frequency of twenty (20) minutes or less.
- c. At least twenty-five (25) percent of the gross floor area of the building or development (including bonus height area) shall contain residential primary uses, and at least twenty-five (25) percent of the gross floor area of the building or development (including bonus height area) shall contain non-residential primary uses. If the development is to be built in phases, the Land Use Plan or Development Plan shall include a commitment to build at least this minimum mix of uses.
- d. At least fifty (50) percent of the gross floor area in the development shall be located in primary structures on lots with frontage on the intersecting arterial or collector streets.
- e. All primary structures on lots with frontage on the intersecting arterial or collector streets shall be built no further than twenty (20) feet from the front property line along at least seventy-five (75) percent of the lot frontage.
- f. No surface parking lot may be located within twenty (20) feet of the intersecting arterial or collector streets.
- f.g. Properties within the HP-O district are not eligible for this incentive.

C. Additional Allowances for Incentive Developments

For projects that satisfy either the Sustainable and Resilient Development standards in Subsection A above or the Transit-oriented Development incentives in Subsection B above, the following incentives are available.

1. Building Height

- a. The maximum height of the primary structure height shall be increased as follows.
 - (1) One (1) additional floor of building height, not to exceed twelve (12) feet, for projects in the MX-M zone district.
 - (2) Two (2) additional floors of building height, not to exceed twenty-four (24) feet, for projects in the MX-L or MX-I zone districts.
- b. The two (2) incentives may not be combined to earn more than twelve (12) feet of additional height in the MX-T or MX-M zone district or more than twenty-four (24) feet of additional height in the MX-L or MX-I zone district.
- c. The height incentive may not be used on any portion of a building within seventy-five (75) feet of the property line of an adjacent property as follows: