

CITY OF COLORADO SPRINGS PLANNING COMMISSION
RECORD-OF-DECISION

NEW BUSINESS CALENDAR

DATE: October 16, 2014
ITEM: 7.A, 7.B
STAFF: Mike Schultz
FILE NO.: CPC PUZ 14-00055, CPC PUD 14-00056
PROJECT: Calvary Worship Center

STAFF PRESENTATION

Mr. Mike Schultz, City Senior Planner, presented PowerPoint slides (Exhibit A).

APPLICANT PRESENTATION

Mr. Greg Haddon of Haddon Architecture presented PowerPoint slides (Exhibit B).

Mr. Nate Dowden, geotechnical engineer for RMG Engineering, appeared for questions. He prepared the geologic hazard study for the previously-proposed Victorian Heights residential development on the same site.

Mr. Jeff Hodsdon, LSC Transportation Consultants, submitted the traffic study for the application. He stated a traffic management plan for all access points will need to be submitted prior to final approval.

Commissioner Donley inquired of current trip counts. Mr. Hodsdon stated there were 70 trips coming in and 100 trips going out between two services at peak time. Commissioner Donley felt there is heavier traffic that will be placed onto Wilhelmia and 28th streets, which are not collector streets. Mr. Hodsdon stated that gates proposed for the Willamette access will be closed with the exception of service times.

CITIZENS IN FAVOR

Mr. Joel Beck, Organization of Westside Neighbors (OWN), stated there has been a lot of "give and take" and the OWN Board is in support of this project.

Commissioner Phillips now excused.

CITIZENS IN OPPOSITION

1. Mr. Larry Hudson presented PowerPoint slides (Exhibit C).
2. Mr. Steve Andrews related the large amount of mud and water that slides onto his property resulting from the parking lot development up the hill directly across Willamette Avenue. He had suggestions for drainage solutions. He objected to a lack of proposed vegetation in the criblock retaining wall system for slope stability. When cars are parked along 28th Street that it essentially narrows access to a one-way street and may block emergency vehicles. He noted an existing bubbler system located on 28th Street would not be adequate to handle the additional

CITY OF COLORADO SPRINGS PLANNING COMMISSION

RECORD-OF-DECISION

drainage from the proposed parking lot and that the drainage should be placed under 28th Street and tied into the Uintah storm system.

3. Mr. Kenneth Crom has experienced one-inch cracks in his property and interior doors that do not hang correctly due to the development disturbances on the site. Pictures of his home were included in Mr. Hudson's slides.

APPLICANT REBUTTAL

Mr. Haddon stated the previously proposed development is irrelevant. He did not hear the reason slope stability is a problem and felt the RMG study will improve stability. The criblock system is a difference of opinion, and the system has been well tested and will be reviewed by the City Engineering Dept. before installation. The criblock system would be equally unattractive as a solid concrete wall. The drainage design process is not finalized yet, but the existing system is designed to receive off-site flows. The existing walls are holding up, and although the railroad ties system is not the most attractive, it is holding up. Wilhelmia is at least five or eight feet wider than 28th Street. The current zoning would allow a shopping center with a more intensive use compared with the proposed church expansion.

Commissioner Smith suggested staining or color matching the proposed wall for better aesthetics. Mr. Haddon stated it cannot be stained with color.

DECISION OF THE PLANNING COMMISSION

Commissioner Donley felt this is the right use in this location and was pleased with reuse of the facility. He was disappointed that church administration has not discouraged parking on Castle Road. He was also disappointed that the new building would loom over the neighborhood to the south. Interesting to note is that 28th Street is 28-1/2 feet wide and Wilhelmia is 32 feet wide. He could not justify additional traffic onto residential streets, and felt traffic should be routed to collector streets. He opposed access onto Wilhelmia and 28th Streets. The site does not contain enough parking spaces if concurrent uses of church and youth activities are combined. The main issue is total density.

Commissioner Markewich admired the goal to serve the community, but was concerned with the scale of phase 3. He agreed with Commissioner Donley's comments relating to seats and required number of parking spaces. He was concerned with placement of the building against the slope. It felt as though structures are being shoehorned into inappropriate spaces. Comprehensive Plan Objective CCA 6 is not met with regards to fitting new development into the character of the surrounding area (referenced on page 152 of agenda).

Mr. Smith stated there are other types of land uses in the City Code that use this parking calculation and advised the Planning Commission to use the same formula regardless of the religious use.

Mr. Schultz stated that he conferred with Mr. Smith and wanted to clarify that the Code dictates a formula for parking ratio of religious institutions, which is based on one parking stall per four seats; the number of services are not a consideration for parking ratio.

CITY OF COLORADO SPRINGS PLANNING COMMISSION
RECORD-OF-DECISION

Commissioner Henninger felt that the demand on the church to service its parishioners may not fit within this site. The parking will be at the sacrifice of the neighborhood.

Commissioner Walkowski appreciated the series of meetings the church may have gone through to figure out solutions for their needs. Phases 2 and 3 may create more problems and scale is an issue. He felt that developing a parking lot on the hill would be detrimental to the surrounding neighborhood.

Commissioner Smith expressed his concern that only if Planning Commission could be assured that the detention pond drainage and street parking management were handled properly that he would support the project.

Commissioner Shonkwiler stated the building size is being squeezed into an existing neighborhood. He is unwilling to extend the zoning into the residential neighborhood.

Moved by Commissioner Smith, seconded by Commissioner Donley, to approve **Item No. 7.A-File No. CPC PUZ 14-00055**, the change of zone from PBC (Planned Business Center) and R-2/cr (Two-family Residential with conditions of record) to PUD (Planned Unit Development to allow Religious Institution and accessory uses, a maximum building height of 45 feet and 30 feet as demonstrated on the development plan, and maximum worship space seating capacity of 1,780 seats) based upon the finding that the zone change complies with the zone change review criteria in City Code Section 7.5.603.

Commissioner Shonkwiler felt the proposed parking and lighting does not meet neighborhood compatibility.

Commissioner Henninger could support the rezone for the expansion, but would not support the development plan.

Commissioner Markewich was surprised this site was not included in the hillside overlay.

Commissioner Donley felt the use is appropriate and met the review criteria, but density is inconsistent with the Comprehensive Plan because of incompatibility with the neighborhood.

Motion failed 0-7 (Commissioner Phillips excused and Commissioner McDonald absent).

Moved by Commissioner Smith, seconded by Commissioner Donley, to deny **Item No. 7.B-File No. CPC PUD 14-00056**, the PUD development plan for the Calvary Worship Center development, consisting of a three-phased development including additional off-street parking, new youth center and 1,780 seat worship center based on the finding the plan does not comply with the review criteria in City Code Section 7.3.606. Motion carried 7-0 (Commissioner Phillips excused and Commissioner McDonald absent).

October 16, 2014
Date of Decision

Planning Commission Chair

City Planning Commission October 16, 2014

Calvary Worship Center Applicant: Greg Haddon, AIA

File Number(s): CPC PUZ 14-00055 & CPC PUD 14-00056
Planner: Mike Schultz

(1)

Applications:

1) PUD Zone Change (CPC PUZ 14-00055):
A change of zone from **PBC (Planned Business Center)** and **R-2/cr (Two-family Residential with conditions of record**; a development plan is required prior issuance of any building permits) to **PUD**.

- Type: Religious Institution and accessory uses as they relate to the church
- Height: Max. Ht. on west portion - 45-ft. /
Max. Ht. on east portion - 30-ft.
- Density: Max. Seating - 1,780 seats
- PUD Area: 8.37 acres
- R-2/cr (to remain): .68 acres

(2)

Applications (continued):

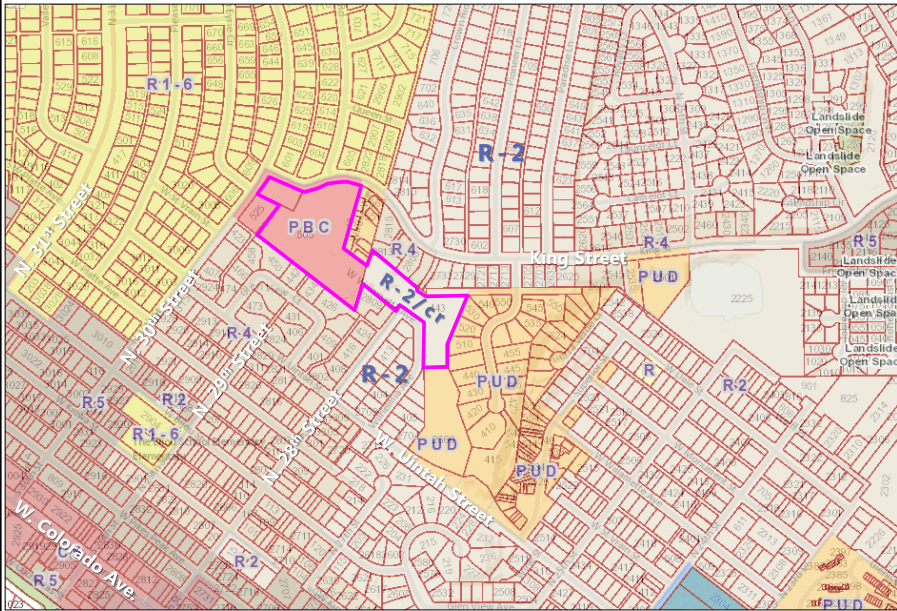
2) PUD Development Plan (CPC PUD 14-00056):
 A Planned Unit Development for Religious Institution and accessory uses; plan illustrates a three phased project.

3

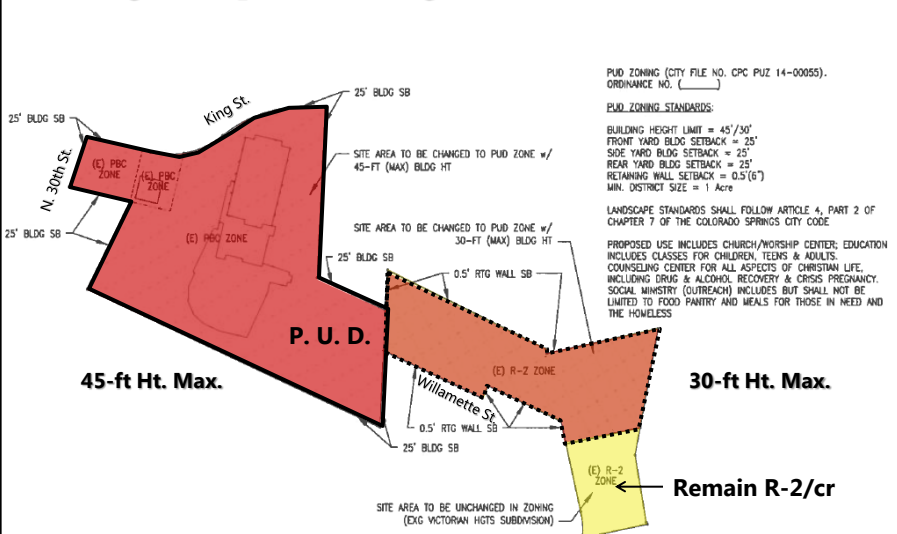


4

Zoning:



Existing & Proposed Zoning:



Site Information/History:

- Zoning:
 - West half: PBC
 - East half: R-2/cr (condition of record for development plan)
- 2006/2007: DP approved, construction commenced on new 753 seat worship center
- Youth ministries building originally a grocery store
- Former gas station razed (southeast corner of 30th St. and King St.)
- Portion of Willamette Ave. vacated in 2013 in anticipation of proposed project.
- Vacant portion of property part of prior development proposals (separate single-family and duplex projects proposed).

{ 7 }

Site Information/History (Victorian Heights):

- 1980: Rezoned to PUD in 1980 to permit townhomes on the site (15 du/acre).
- 1994: Rezoned from PUD to R-2/cr (Two-family Residential with conditions of record) - eight (8) single-family homes (condition of record requiring a development plan for any development of the property). Grading plan approved that allowed site grading.
- 1999: Pre-application meeting to allow six (6) two-family dwellings (12 units) as part of an affordable housing project.
- 2006: City Planning Commission initially approved zone change and concept plan, however it was later brought back due to the condition of record; it was reapproved later that year with the development plan.
- 2006: City Council upheld an appeal of the CPC decision citing the project was not compatible with the neighborhood.

{ 8 }

Development Plan:

PUD Development Plan: A Planned Unit Development for Religious Institution and accessory uses; plan illustrates a three phased project.

- **Phase 1:** Construction of parking lot within eastern portion of site (2014/2015):
 - 107 parking stalls,
 - Retaining walls,
 - Stormwater pond,
 - New access onto Willamette Ave.

{ 9 }

Development Plan:

2) PUD Development Plan: A Planned Unit Development for Religious Institution and accessory uses; plan illustrates a three phased project.

- **Phase 2:** Spring 2015
 - Demolition of existing youth ministries building;
 - 2-story 20,400 sq. ft. addition;
 - Parking modifications/ added parking;
 - No added seating to worship center.

{ 10 }

Development Plan:

2) PUD Development Plan: A Planned Unit Development for Religious Institution and accessory uses; plan illustrates a three phased project.

- **Phase 3: Spring 2020**
 - New worship center addition.
 - 2-story
 - 50,000 sq. ft.
 - 1,780 seats
 - New retaining wall along south property line;
 - Reconfigured parking east of new worship center, 38 additional stalls.
 - Elimination of access points along King St.

(11)

Neighborhood Issues:

- Increase in weekend traffic, safety at intersections, pedestrian safety.
- Introduction of access/traffic along Willamette Avenue, Wilhelmia Avenue and N. 28th Street.
- Increase of on-street parking issues along King Street and into the Pleasant Valley neighborhood particularly on Castle Road.
- Concerns of grading and slope stability of vacant property.
- Concerns if “criblock” retaining wall system is most appropriate system for slope stability.
- Concerns over “criblock” retaining wall system and aesthetic appearance (too industrial).
- Concerns if stormwater run-off and drainage will negatively impact properties, in particular along 28th Street and Wilhelmia Avenue.
- Parking lot lighting.

(12)

Responses to Neighborhood Issues:

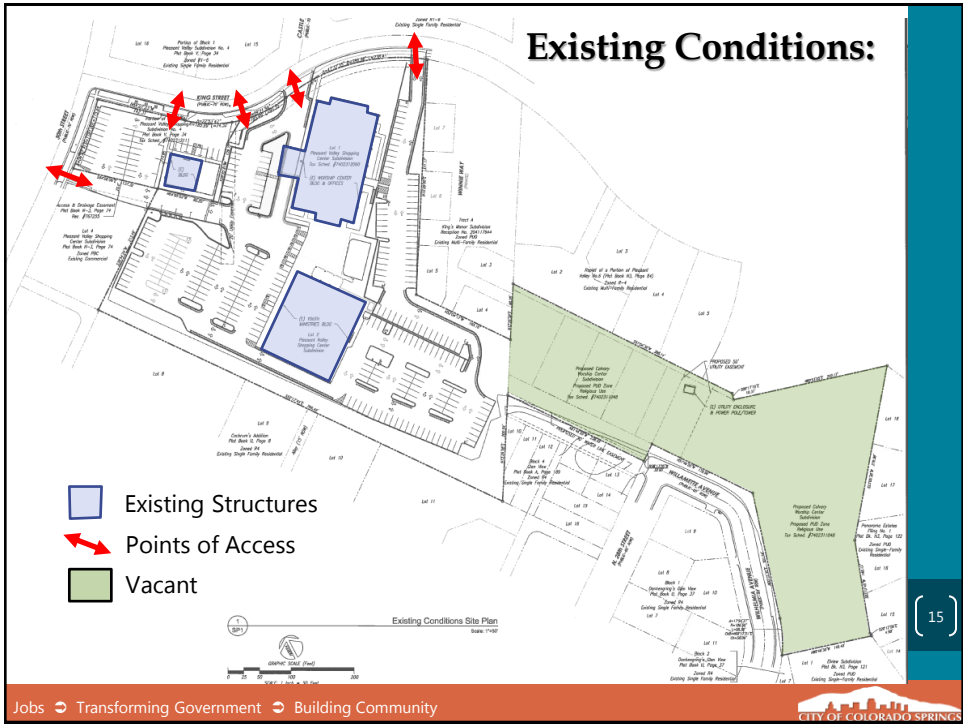
- A traffic management plan will be required of the church prior to approval of a building permit for Phase 3 involving the expanded worship center.
- Both RMG Engineers and Colorado Geologic Survey (CGS) have determined that the site will be safe for the purposes of a surface parking lot (Figures 4 & 5, pp. 170-171).
- Applicant believes the “crib-lock” retaining wall system is most appropriate design.
- Applicant has agreed to plant vines at mid-wall and top of wall to soften the bulk of the wall. Additional planting will occur along a portion of Willamette.
- Wall couldn't be tiered from Willamette because of concerns of pushing parking further up the slope and would be unable to achieve appropriate parking lot design.

{ 13 }

Responses to Neighborhood Issues:

- Current stormwater system in Willamette & N. 28th Street functions properly upon inspection by City Streets Dept.
- The crib-lock retaining wall system is matter of aesthetics and not within the purview of the review criteria. (see Fig. 6, p. 173)
- A photometric plan has been added to the revised plans; foot-candle (fc) readings range from 13 to 16.6 fc immediately below parking lot lights; readings drop toward perimeter. (Ave. 3.26). Applicant notes lights to be on during evening gatherings on Wednesdays and Saturdays.

{ 14 }



Site Photos

Worship Center and Parking from King and 30th St.



17

Jobs ⇨ Transforming Government ⇨ Building Community



Site Photos

Worship Center and Youth Center



18

Jobs ⇨ Transforming Government ⇨ Building Community



Site Photos

Worship Center and Youth Center



19

Site Photos

Retaining walls



Retaining walls ?



20

Site Photos

Retaining wall



{ 21 }

Site Photos

Easterly vacant site (looking east)



{ 22 }

Site Photos

Easterly vacant site (looking east)



(23)

Site Photos

Parking Lot east of worship center



(24)

Site Photos

Parking along Castle Rd, Sun. 10 a.m. service



(25)

Jobs ⇨ Transforming Government ⇨ Building Community



Site Photos

Parking along Castle Rd, Sun. 10 a.m. service

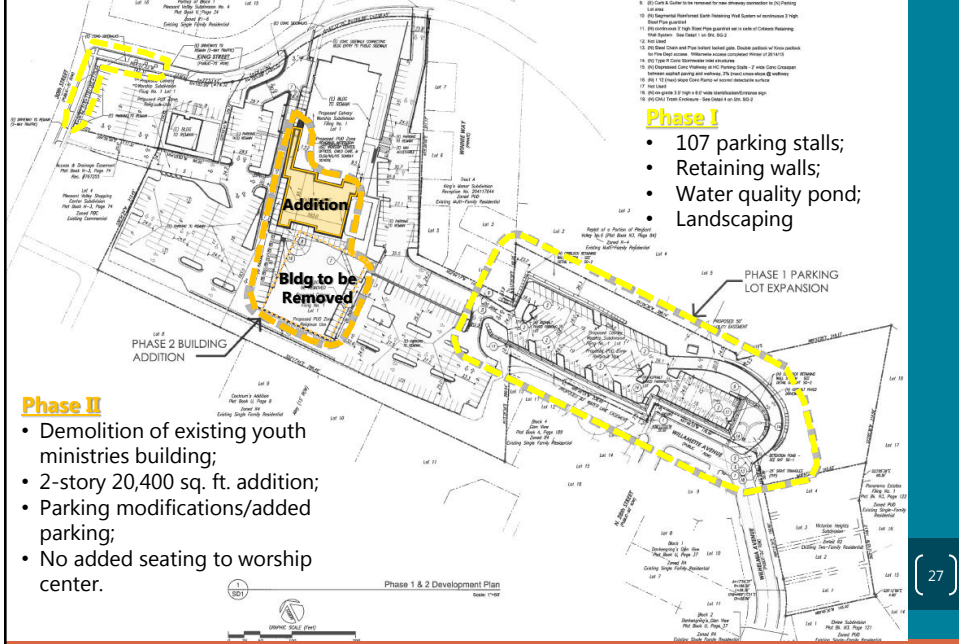


(26)

Jobs ⇨ Transforming Government ⇨ Building Community



Phased Development Plan

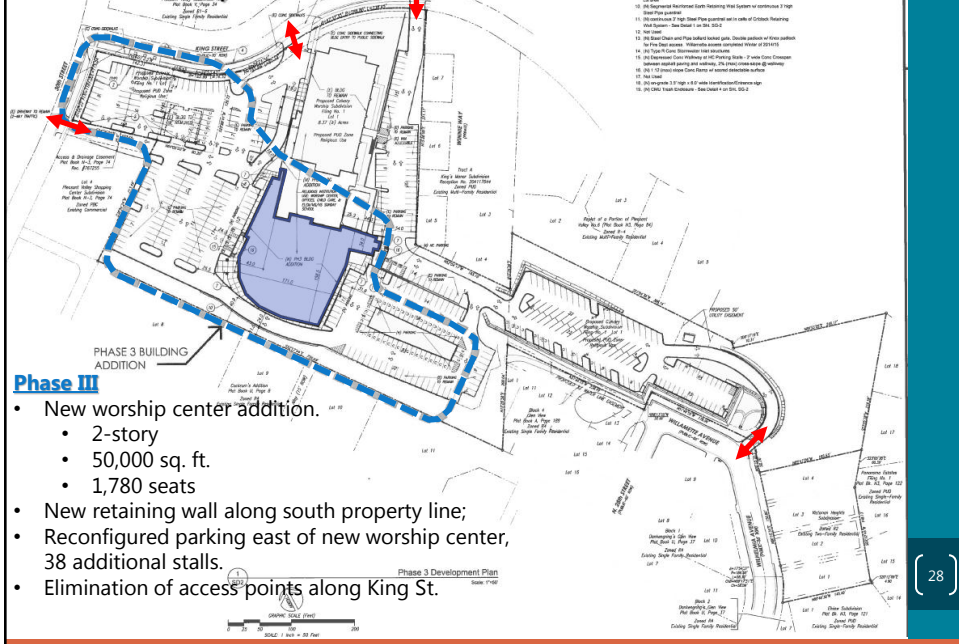


- Phase I**
- 107 parking stalls;
 - Retaining walls;
 - Water quality pond;
 - Landscaping

- Phase II**
- Demolition of existing youth ministries building;
 - 2-story 20,400 sq. ft. addition;
 - Parking modifications/added parking;
 - No added seating to worship center.

27

Phased Development Plan



- Phase III**
- New worship center addition.
 - 2-story
 - 50,000 sq. ft.
 - 1,780 seats
 - New retaining wall along south property line;
 - Reconfigured parking east of new worship center, 38 additional stalls.
 - Elimination of access points along King St.

28

Staff Recommendation:

CPC PUZ 14-00055 - QUASI-JUDICIAL

Approve the change of zone from PBC (Planned Business Center) and R-2/cr (Two-family Residential with conditions of record) to PUD (Planned Unit Development to allow Religious Institution and associated uses, a maximum building height of 45-feet and 30-feet as demonstrated on the development plan and maximum worship space seating capacity of 1,780 seats) based upon the finding that the zone change complies with the zone change review criteria in City Code Section 7.5.603.

CPC PUD 14-00056 – QUASI-JUDICIAL

Approve the PUD development plan for the Calvary Worship Center development, consisting of a three phased development including additional off-street parking, new youth center and 1,780 seat worship center; subject to the Technical and Information items as outlined in staff report. Approval is based on the finding the plan complies with the review criteria in City Code Section 7.3.606.

{ 29 }

Questions?

{ 30 }

End of Presentation – photos for information purposes only

{ 31 }

Site Photos



{ 32 }

Site Photos



33

Calvary Worship Center Expansion Master Plan

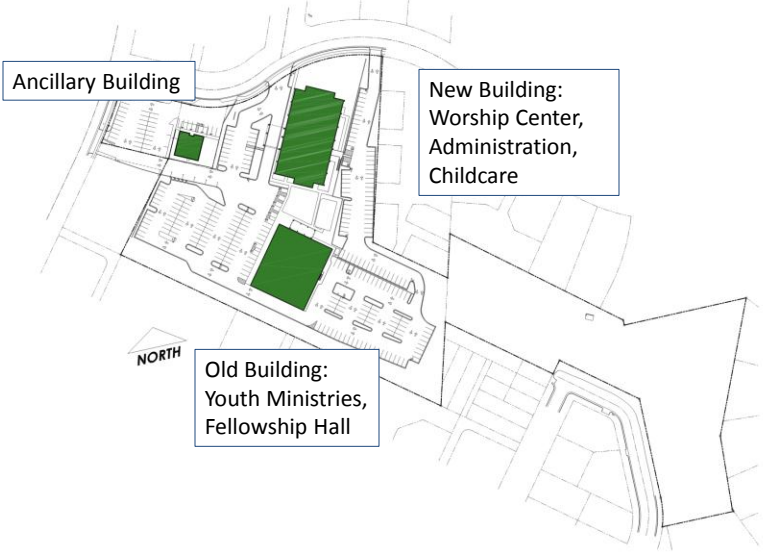
PUD Zone Change (CPC PUZ 14-00055)

PUD Dev Plan (CPC PUD 14-00056)

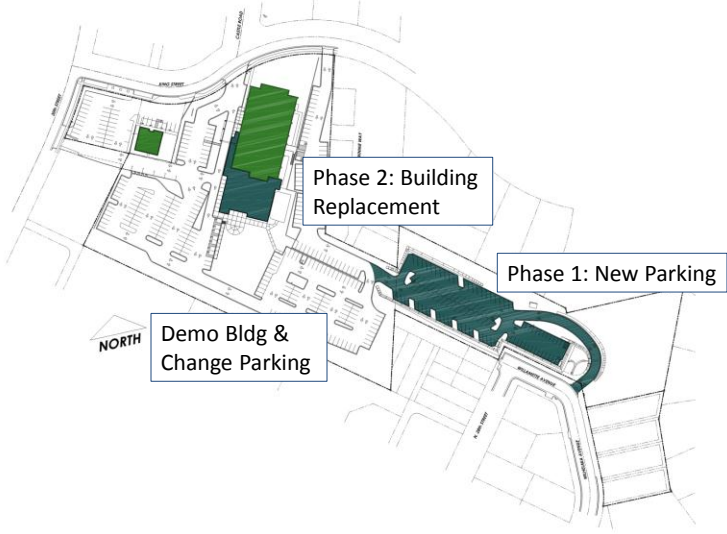
Calvary Worship Center

- Applicant Needs:
 1. Replace Old Building
 2. Expand Worship Center Seating
 3. Expand Parking / Improve Circulation
- Work Performed over 3 Phases

Existing Conditions



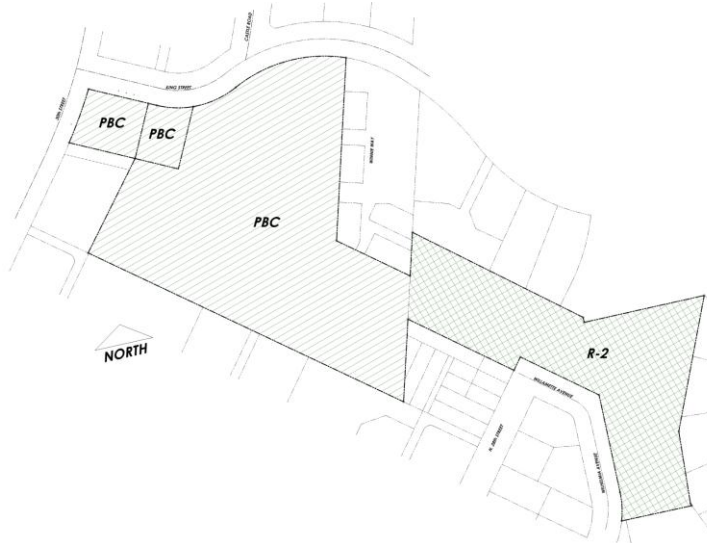
Phases 1 & 2



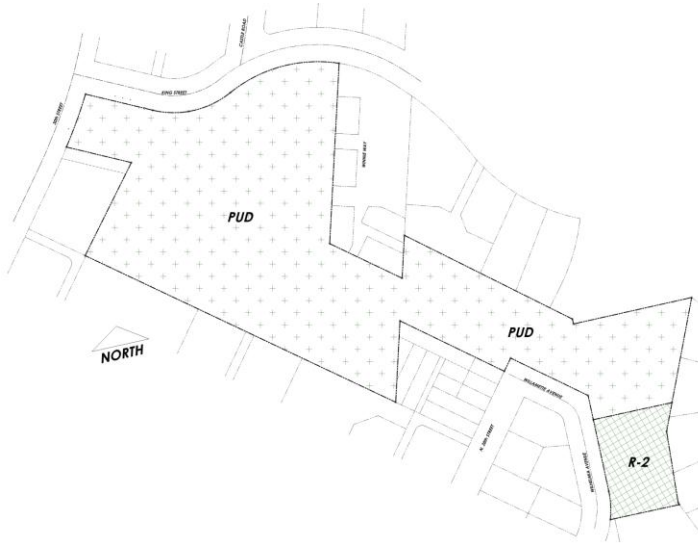
Phase 3



Existing Zoning



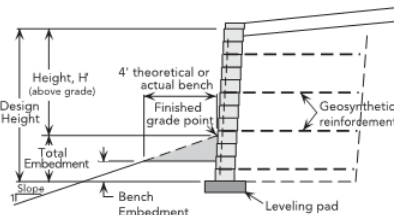
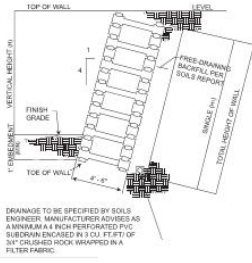
Proposed Zoning



Wall Types



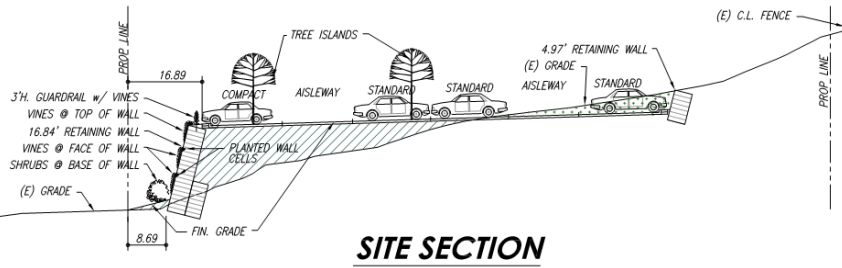
**GRAVITY
TYPE WALL**



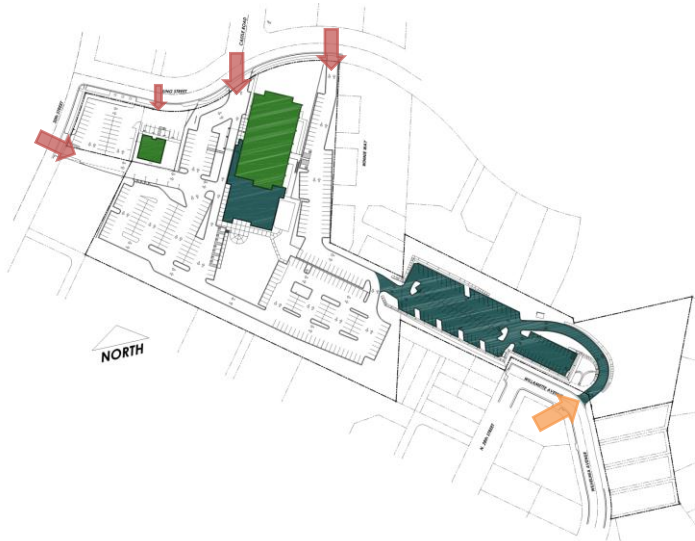
**REINFORCED EARTH
TYPE WALL**



The Details



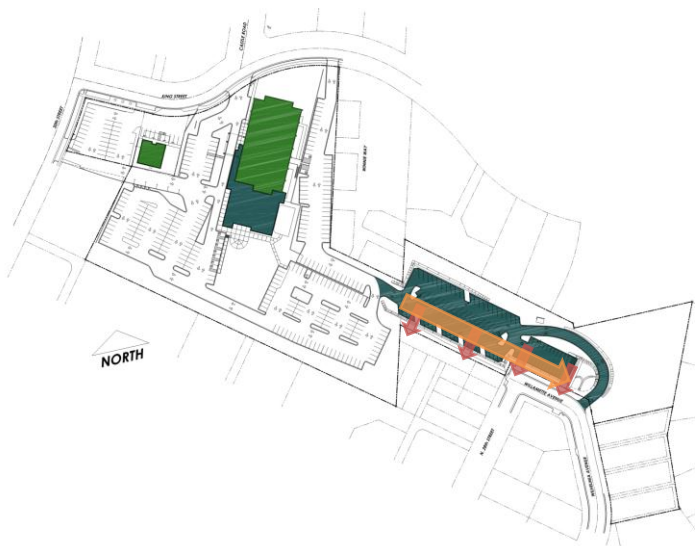
Traffic Management



Parking Tabulation

PER PHASE:	PARKING	SPACES	HC	SPACES PROVIDED			
	<u>RATIO</u>	<u>REQ.</u>	<u>REQ.</u>	<u>STAND.</u>	<u>COMP./ %</u>	<u>HC</u>	<u>TOTAL</u>
CURRENT (753 SEATS)	1/4 SEATS	189					
PREV DEV PLAN		189	7	256	0	7	263
CURRENT LAYOUT		189	8	291	0	11	302
PHASE 1 PRKG EXP		189	9	351	47 11.5%	11	409
PHASE 2 BLDG ADD		189	9	351	47 11.5%	10	408
PHASE 3 BLDG ADD (1780 SEATS)		445	9	330	107 24.0%	9	446

Stormwater



General Background Information

Larry Hudson, Registered Architect, LEED AP

Designer and project architect for some recent projects in Colorado Springs



Calvary Worship Center– Presentation of Concerns/Requests

10-16-2014

General Background Information

Larry Hudson, Registered Architect, LEED AP

Resident of a home on Mesa Vista Ct. and representing some adjoining property owners.

Our concerns are not fundamentally against development

If done properly a new development will enhance and add to the value of an established neighborhood.

Our concerns would apply to any non-residential project on the R-2 lot

The neighbors more detailed concerns with this project were expressed in a signed document on 06-03-2014 and these concerns would apply to any commercial or civic development expanding in this fashion. Although the applicant has made some changes since June, they have not addressed most of the fundamental concerns or requests.

The neighbors want the project to be done properly to prevent potential damage to their property and property values.

Calvary Worship Center– Presentation of Concerns/Requests

10-16-2014

Items: 7.A, 7.B

Exhibit: C

CPC Meeting: October 16, 2014

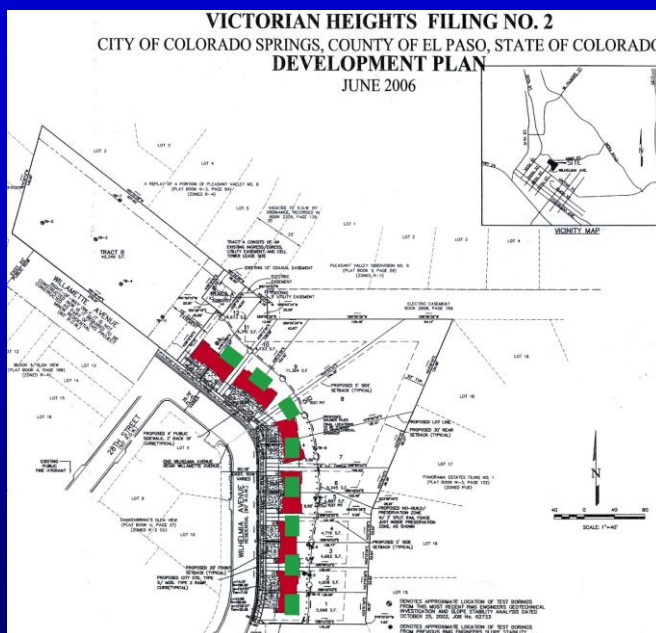
Additional Historical Information

In addition to Mike Schultz's Site History, I feel the following information is important.

1. At the time of the City Council Appeal Process in 2006 for the Habitat for Humanity project, I had (as the person appealing approval) accepted the soils engineering and design. My main objection to the project was only density and character. Note that the soldier pile system would have modestly improved the slope stability of the hill.

Calvary Worship Center– Presentation of Concerns/Requests

10-16-2014



1994 Development Plan Density shown in green – 8 units

2006 Development Plan Density shown in red – 12 units

Calvary Worship Center– Presentation of Concerns/Requests

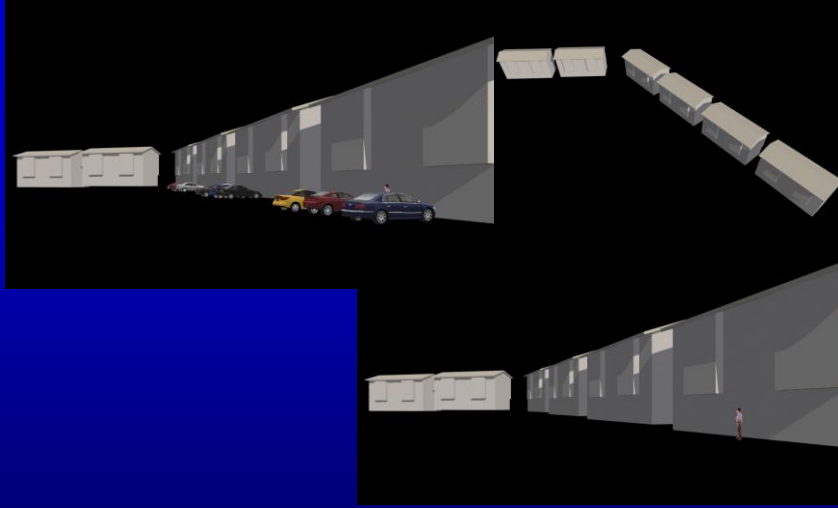
10-16-2014

Items: 7.A, 7.B

Exhibit: C

CPC Meeting: October 16, 2014

Architectural Character Concerns – The “Wall”



The formation of a “WALL” by not mixing the number of levels and by lining up fronts.

Calvary Worship Center– Presentation of Concerns/Requests

10-16-2014

Presentation about Density in February of 2006



Calvary Worship Center– Presentation of Concerns/Requests

10-16-2014

Density and Character of the Development

1. Based on the February 2006 Planning Commission Presentation, the height of the housing units is reduced from three to two stories.
However, the reduction in height comes at the cost of garages.
2. Prior to and at the July 2006 neighborhood meeting we suggest the total number of units (density) be reduced to allow garages.
3. At the July 2006 neighborhood meeting, Habitat says they will be providing movable storage units for all the residences in the development to help mitigate the loss of the garages.
4. We feel the project would be improved by reducing the number of units from 12 to 10. This would allow the addition of garages and the reduction of paving area in front of the homes.
5. The cost of site development would be divided by 10 rather than 12. The initial cost of the site was low and if properly allocated would be only about \$4,000 per unit additional cost.

Calvary Worship Center– Presentation of Concerns/Requests

10-16-2014

Additional Historical Information

Although I removed my objection to the geotechnical design, the majority of the discussion by the council was still related to slope stability.

Some of the comments made by City Council members before voting unanimously to overturn the Planning Commission's approval were:

1. Larry Small "... In this case, I think the risk associated with this (project) outweighs the benefit...."
2. Larry Small "... I do find that extraordinary or exceptional physical conditions do exist on this property ..."
3. Larry Small "...With respect to the development plan ... Will the project design be harmonious with the surrounding land uses... And will the structures be located to minimize the impact of their use and bulk on adjacent properties? I find that hard to believe that would be the case!"
4. Scott Hente "... I cannot in good conscious go along with another project in that same area ... as much as I respect the issue of affordable housing ... I cannot burden a future council with what I have been going through (on another project)..."

Calvary Worship Center– Presentation of Concerns/Requests

10-16-2014

Items: 7.A, 7.B

Exhibit: C

CPC Meeting: October 16, 2014

Victorian Heights – steeply sloped to the west and south
 Backyards lost to slide in 1985
 Slides that are damaging road & homes on Crown Ridge Drive
 Loss of 8 homes in 1999 due to slide.

Loss of home in 1999 due to slide.

Drainage & structural problems presently occurring off Superior Street.

Bob Karraker's house immediately adjacent presently being repaired.

Stealth" slide – CGS Map of Potential Areas of Landslide

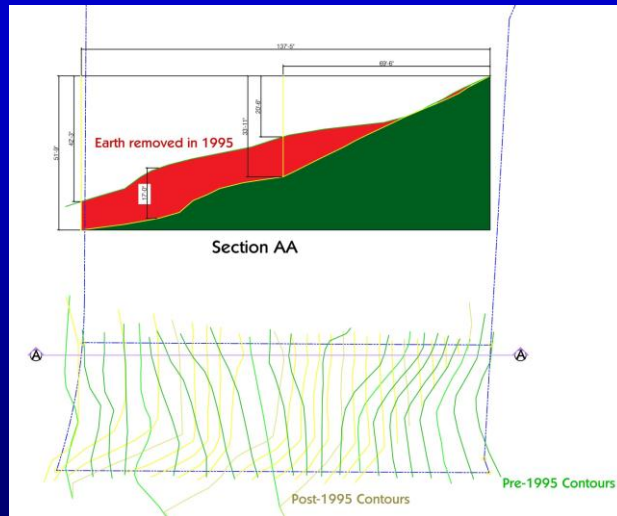
Calvary Worship Center– Presentation of Concerns/Requests 10-16-2014

Photographs of the site

---Top of Cut 1996---
 ---Bench Cut 1996---

Calvary Worship Center– Presentation of Concerns/Requests 10-16-2014

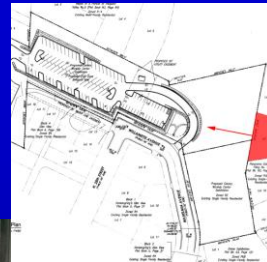
Slope Stability
Analysis of the 1996 site grading.



Calvary Worship Center– Presentation of Concerns/Requests

10-16-2014

Slope Stability and Drainage
Karraker's foundation damage.



The soil crack several feet into his house runs the full length of the house and across his lawn to the south neighbor's home, who is also experiencing some lateral movement in his house.

Calvary Worship Center– Presentation of Concerns/Requests

10-16-2014

Slope Stability and Drainage
Karraker's foundation damage after cuts in 1996.



Calvary Worship Center– Presentation of Concerns/Requests

10-16-2014

Nuisance Sloughing at North End of Site in 1985
Photos provided by John Himmelreich & Associates

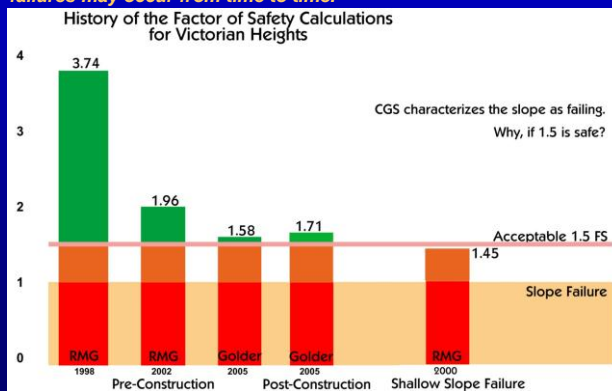


Calvary Worship Center– Presentation of Concerns/Requests

10-16-2014

Geotechnical Investigation History

11. Aug 29, 2005 – [Slope Stability Peer Review](#) by Golder Associates
- Their peer review addresses only slope stability not the structural design of the piers.
 - Golder calculates pre-construction FS at 1.58.
 - Golder calculates post-construction FS at 1.71.
 - Golder misses the fact that there have been slope failures on this site.
 - **States the proposed soldier wall will only MODESTLY improve the FS.**
 - **Concurs with CGS that nuisance sloughing or shallow infinite slope failures may occur from time to time.**



Calvary Worship Center– Presentation of Concerns/Requests

10-16-2014

Summary in 2006

- None of the property owners can protect themselves against land slides with insurance. We should expect the city to protect the interests of all the property owners (“protect the welfare and safety of its citizens”).
- If there is a slope failure, **even a nuisance sloughing or shallow infinite slope failure**, we will suffer substantial monetary loss and may spend years in litigation.
- **We need to have the developer officially accept the drainage from Mesa Vista Court to prevent any legal entanglements if there is a slope failure and the owners go to litigation.**
- **We need additional testing at the top of the slope to prove or disprove the validity of the slope stability studies to date.**
- **We need the slope stability studies to address nuisance sloughing and shallow infinite slope failure and recommend mitigation.**
- We need better assurances that no part of the slope will fail using at a minimum the pre-1995 contours as the safety benchmark. Most of the language in the geotechnical reports hedge on any guarantees and state that nuisance sloughing or shallow infinite slope failures may occur from time to time.
- We need assurances that the architectural design of the development will live up to the density expectations established in the original approved development plan in 1994. This includes the inclusion of garages in all of the units. **We are not asking for the developer to go back to single family residences, but we are asking for a reduction of density to allow garages without making the units taller.** This does not mean not building on one of the lots but instead putting the fewer units on the same amount of ground. Ted Cox’s characterization that he has reduced the density of this project in the past is incorrect. He has only chosen not to develop portions of the site.
- **We request the development plan approval be delayed until the above issues are addressed.**

Calvary Worship Center– Presentation of Concerns/Requests

10-16-2014

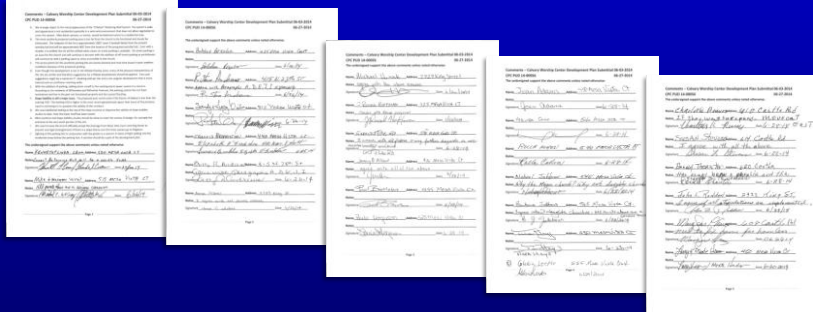
Items: 7.A, 7.B

Exhibit: C

CPC Meeting: October 16, 2014

2014

- As a result of the disapproval of the Development Plan in 2006 by city council, the property was given to Calvary Worship Center. Being a tax exempt organization, they pay no property taxes, so holding the property is not a financial burden to them.
- The applicant submitted a development plan in June of 2014. In response around 06-27-2014, comments/issues were gathered and signed by 27 residences.
- The applicant changed their design for only one of the 10 issues.



Calvary Worship Center– Presentation of Concerns/Requests

10-16-2014

5 Major Concerns/Requests

1. The Criblock Retaining Wall System is not compatible with a residential neighborhood in scale and appearance. Whatever system is used, it should be terraced and landscaped similar to the Hillside Overlay requirements.
2. Parking and traffic are a major concern for many of the properties adjacent to the applicant. The parking planned is not sufficient for the expansion.
3. The photometric plan for the development plan has not been completed. Pole lighting 18' (16' plus a 2' pedestal) above the parking lot that is 16' plus above the neighborhood below is not residential in lighting design. The lighting should be pedestrian to minimize spill over into the neighbors below.
4. Storm Drainage has not been sufficiently studied. With the verification that the storm drain on Willamette only attaches directly to a bubbler on 28th, should the underground storm drain be extended down to Uintah?
5. Slope stability may still be an issue. Therefore, we would like to see the geohazard reports officially accept the existing drainage off of King Street and Mesa Vista Court properties to eliminate any legal entanglements if there is a slope failure and neighbors go to litigation. Nate Dowden, RMG, explained in 2006 that the northwest end of the property "...would have required the soldier pile system also." We do not feel that until the final design for the retaining walls is made available that the development plan should be accepted.

Calvary Worship Center– Presentation of Concerns/Requests

10-16-2014

Items: 7.A, 7.B

Exhibit: C

CPC Meeting: October 16, 2014

Concern 1 - Character of "Criblock" Retaining Wall



Behind vacant 7-11 on Mantou Avenue

To the side and behind Woodman and Windchime Pl



Behind Sams at Academy and Woodman. Maximum Height of 12'



Local examples of cribblock walls.

Concern 1 - Repairs of "Cribblock" Retaining Wall

Repair behind Sams at Academy and Woodman.



Behind Sams at Academy and Woodman. Visually acceptable repairs are almost impossible.



Concern 1 - Character of Retaining Wall – “Criblock”



Photo simulation of 16' Cribblock wall at the end of 28th street. Creating a "Wall" as bad or worse than the 2006 proposed development.

What happens when the wall starts to move and all irrigation is stopped!

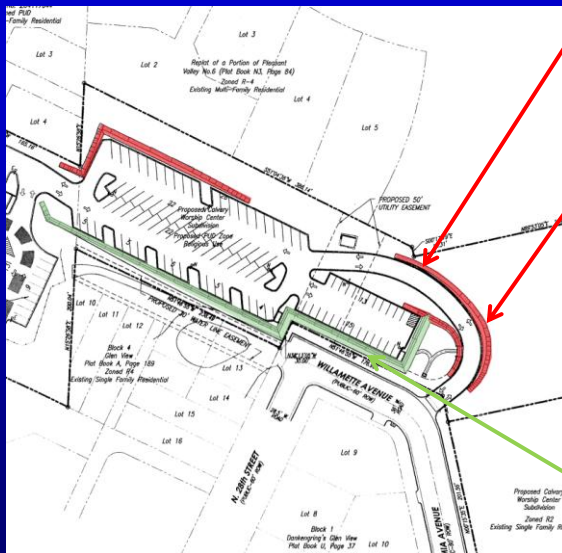


Well know civil engineer in Colorado Springs texted to me, "Not used to much around here as they are typically reserved for areas where you want to landscape the wall itself. As nothing grows here without irrigation, and walls don't like water in their subsurface they don't get used."

Calvary Worship Center– Presentation of Concerns/Requests

10-16-2014

Concern 1- Location of Retaining Wall – “Cribblock”



Cribblock without irrigation shown in red. Still very visible from Willamette and Wilhelma.

Cribblock is approximately 14' tall at this point and directly below the house on Mesa Vista Court that received the major damage from the 1996 site cuts.

Cribblock with irrigation and landscaping shown in green.

Calvary Worship Center– Presentation of Concerns/Requests

10-16-2014

Items: 7.A, 7.B

Exhibit: C

CPC Meeting: October 16, 2014

Concern 1 - Better Solutions than a 16' tall "Cribblock" wall



Planning Staff's original DP review requested a maximum height of 6' for any retaining wall i.e. terraced similar to these projects on the west side. Hillside overlay requires a maximum height of 4'.

Curvilinear retaining walls look more natural and softer.

There are other gravity retaining wall systems that have been made to look more residential in scale.



City Comprehensive Plan-Objective N 2: Enhance Neighborhoods: "Preserve and enhance existing and established neighborhoods ..."

We do not think a 16' high "Cribblock" retaining wall directly across the street from an established neighborhood preserves or enhances!

Calvary Worship Center– Presentation of Concerns/Requests

10-16-2014

Concern 2 – Street Parking and Traffic

If you visit this area on any Sunday and sometimes on Saturday or Wednesday, you will find the streets very congested. King Street (at this location) is a fairly narrow street that winds down a very steep hill from Mesa Vista Court to 30th. It has been suggested that the parking for the church is adequate and that the expansion of the church can be accommodated by the designed parking lot expansion. We conducted a study of the parking on two Sundays that would be very light in attendance i.e. best case scenario.

The methodology for the study was to count cars on the street at 7 AM and 6 AM (for the last study) and count the cars parked on the street. After the first study, that showed 90 cars parked on the streets, it was suggested that there was probably many empty parking spaces in the parking lots. The second study included a survey of empty parking lot spaces and proved that this suggestion was incorrect and in fact, there were cars parked in the parking lot in non-designated spaces.

Let the numbers speak for themselves.

On July 13th at 11 AM there were 90 cars parked on the streets. On October 12th at 11 AM, the number of cars parked on the street and in non-designated parking spaces (and subtracting vacant spaces) were 102. Let's assume on an average Sunday there can be up to 98 cars that need to park on the street. Now lets extrapolate what the expected off street parking will be after the expansion.

Current Parking Data

Sanctuary Seating 753
Parking 302
Estimated street parking 98

Proposed Parking Data

Sanctuary Seating 1780
Parking 446

Extrapolated Street Parking **500**

400 (cars) /753 (seating) * 1780 (proposed seating) – 446 (proposed parking)

	7:00 AM		9:00		11:00		5:00	
	Photo to Sanctuary	During 1st Service	During 1st Service	During 2nd Service	During 2nd Service	During 3rd Service	During 3rd Service	
King Street	7	25	25	52	52	23		
From Crown Ridge to 30th								
Crestle Drive	8	35	35	44	44	17		
From Panorama to King								
Queen Street	2	2	2	11	11	4		
From Castle Drive to Lume								
TOTALS	17	62	62	107	107	41		
CALVARY STREET PARKING STUDY October 12, 2014								
	6:00 AM	9:00	11:00	5:00				
King Street	8	26	41	32				
From Crown Ridge to 30th								
Crestle Drive	8	24	30	30				
From Panorama to King								
Queen Street	8	8	9	9				
From Castle Drive to Lume								
30th	2	2	2	2				
Church Parking Lot	1	1	1	1				
Non-designated	Not Counted	Not Counted	Not Counted	Not Counted				
Vacancies	Not Counted	-52	0	21				
Non-designated	Not Counted	0	0	21				
TOTALS	35	107	145	135				

Calvary Worship Center– Presentation of Concerns/Requests

10-16-2014

Items: 7.A, 7.B

Exhibit: C

CPC Meeting: October 16, 2014

Concern 2 – Street Parking and Traffic

Where are 500 cars going to park!!!

The parking and traffic are already difficult at best. Does the development plan meet the city's review criteria .

E. Development Plan Review Criteria:

A development plan shall be reviewed using the criteria listed below.

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

5. Will vehicular access from the project to streets outside the project be combined, limited, located, designed and controlled to channel traffic to and from such areas conveniently and safely and ***in such a manner which minimizes traffic friction, noise and pollution and promotes free traffic flow without excessive interruption?***
....

8. ***Will adequately sized parking areas*** be located throughout the project to provide safe and convenient access to specific facilities?
....

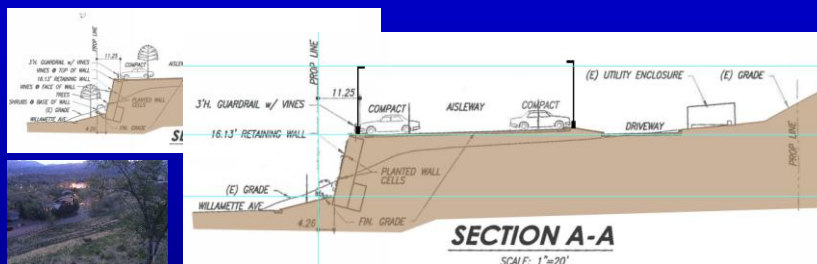
We think we have demonstrated that the project as presented does NOT meet these three criteria!

Calvary Worship Center– Presentation of Concerns/Requests

10-16-2014

Concern 3 – Lighting

The photometric plan for the development plan has not been completed. Pole lighting 18' above the parking lot that is 16' above the neighborhood below is not residential in lighting design. The lighting should be pedestrian to minimize spill over into the neighbors below. The photometric plan should be completed and reviewed by city and neighbors before the DP is approved.



E. Development Plan Review Criteria:

....
4. Will landscaping, berms, fences and/or walls be provided to ***buffer*** the site from undesirable views, noise, ***lighting*** or other off site negative influences and to ***buffer adjacent properties*** from ***negative influences that may be created by the proposed development?***
....

We think that the project as presented does NOT meet this criteria!

Calvary Worship Center– Presentation of Concerns/Requests

10-16-2014

Items: 7.A, 7.B

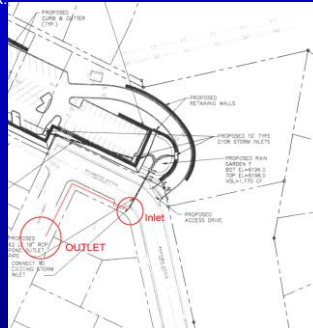
Exhibit: C

CPC Meeting: October 16, 2014

Concern 4 – Drainage

Drainage has been an issue for the residences below the R-2 property. During the initial design review process, one of the neighbors (Steve Andrews) complained about past flooding and the fact that the storm drain on Willamette inadequately connected storm run off and immediately dumped it in front of his house on 28th i.e. water went in at Willamette and come out in front of his house. The civil engineers did not believe him because the city engineering drawings showed the storm sewer continuing all the way to Fountain Creek.

Only after asking for the city to verify the function/capacity of the storm drain, did the city discover that Steve was correct and the drain on Willamette connected only to a bubbler on 28th street. We have not seen any drainage reports that show a study of this condition, since it was discovered, and the flow capacity of 28th street, etc. Shouldn't the storm drain be improved to today's standards and be extended from the bubbler to a major storm drain?



E. Development Plan Review Criteria:

...

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

...

We think that the project as presented does NOT meet this criteria!

Calvary Worship Center– Presentation of Concerns/Requests

10-16-2014

Concern 5 – Slope Stability

Slope stability may still be an issue. Therefore, we would like to see the geohazard reports officially accept the existing drainage off of King Street and Mesa Vista Court properties to eliminate any legal entanglements if there is a slope failure and neighbors go to litigation (a lesson learned in 2006). Nate Dowden, RMG, explained in 2006 that the northwest end of the property "...would have required the soldier pile system also." We do not feel that until the final design for the retaining walls is made available that the development plan should be accepted.

One of the reasons presented by the applicant for choosing the "Criblock" retaining walls was that it could withstand movement without damage. Our point is that if the retaining wall moves, so does the ground and the homes that might be above it. This is not very reassuring.

The home on Mesa Vista Court that has had the most movement in the westerly direction is directly above one of the retaining walls.

City Comprehensive Plan-Policy NE 303:
Avoid or Mitigate Effects of Geologic Hazards:

"Discourage development in potentially hazardous areas associated with hillside and geologic development constraints, including steep slopes, erosion, ..."

We think that the project as presented does NOT meet this criteria!

Calvary Worship Center– Presentation of Concerns/Requests

10-16-2014

Items: 7.A, 7.B

Exhibit: C

CPC Meeting: October 16, 2014

Summary

If the applicant had NOT been given the R-2 property after 2006, we would not be here today. The applicants PBC property is presently built to near capacity.

The R-2 property is in the heart of residential development. Even though there are some adjacent PUD zones, they are residential uses.

Only 8% of the property boundary of the R-2 lot touches the PBC zone of the applicant. Shouldn't the surrounding property owners expect a residential type development for this property based on the previously approved development plan rather than a parking lot on a 16' high pedestal.

Shouldn't the R-2 zone be developed in a residential fashion i.e. low lighting, residential scale retaining walls, etc. Something the existing residents could have anticipated for 30 years.

Put in a vernacular that I am very familiar with, I would love to design 5 story, 30,000 square foot floor plate, type II-N office buildings every day. This is the sweet spot of office buildings. I have, however, had to design single story office buildings because the site would not support a larger multistory building. In my opinion just because the applicant hired a consultant that told them that their ideal size would be a sanctuary of 1800, does not mean the site can support such an expansion or that it is prudent to build a building that is grossly under parked.

To me personally, the most egregious part of this development is the 16' high "Cribblock" retaining wall directly across the street from an established neighborhood. If approved, it will be there for decades if not longer and will most likely be a detriment to the revitalization and improvement of the neighborhood over time.

In addition, if the applicant should be required to put in a residential style retaining wall in a terraced type fashion (something I would support), yes, they will most likely not be able to expand to the size they would like because of lack of parking, but sometimes you have to scale back your desires by what is appropriate.

Lastly, although I am sympathetic to the applicant and their lofty ambitions, they should not be allowed to develop in a manner that a commercial or even residential project could not.

Cover Sheet + 4 pages
AND 40 Photos

RECEIVED

OCT 08 2014

Colorado Springs
Land Use Review

REGARDING The
CALVARY Worship Center Development

CPC PUD 14-00056

Attention MIKE SCHULTZ

I will attend if I
can. I may be
OUT OF TOWN

R. Steve Andrews
Home owner
4115 N. 28TH ST
COLO SPRGS, COLO 80904
Tel (719) 473-1284

CALVARY WORSHIP CTR

S.E. Corner of Property zoned R-2 No change
note initial plan called for MAKING Property All one Zone
PUD. Has the Property been subdivided. Now would be a time

To ask that this piece of Property be included in the
Hillside Ordinance

Drainage was considered Adequate when the City
Thought the Drainage was from Wilhelmina to Unitah.
It does NOT there is an inlet on the N.E. Corner of 417N 28th ST
and an outlet on the S.W. Corner of 417N 28th ST a (Bubbler)
GRAVITY FLOW TO UNITAH. STORM DRAINS AT NW and S.W. Corners
of UNITAH AND N. 28th ST.

Need to have a storm DRAINAGE ^{COLLECTION POINT} at the
DRIVEWAY into the Property from Wilhelmina and tie into
existing inlet. and put in storm Drain to UNITAH.
Eliminate Retention Pond.

Development Plan Notes # 4 SHOWS Geologic Hazard study by
RMG Engineers Job No 142963 dated June 2, 2015 ²⁰¹⁴ supposed to be 2014.
RGA

Pg 7 of 12 Preliminary utility Plan

SHOWS MAKING A CONNECTION TO THE EXISTING STORM INLET AND ASSUMES THAT THE STORM DRAINAGE SYSTEM EXISTS ALL THE WAY TO UNITAH. AND THIS GIVES THE FALSE ASSUMPTION THAT THE EXISTING DRAINAGE SYSTEM IS ADEQUATE.

THIS ASSUMPTION IS BASED ON FALSE INFORMATION.

THE EXISTING DRAINAGE SYSTEM IS A BUBBLER THE INLET BEING ON WILHELMIA (N.E. CORNER OF 417 N. 28TH AND EXITS ON THE S.W. CORNER OF 417 N. 28TH ST.

NOTE THE DRAWING DOES NOT SHOW THE EXIT FROM THE BUBBLER. IT ONLY SHOWS THE INLET TO THE BUBBLER.

WATER EXITS THE BUBBLER AND FLOWS DOWN THE EAST SIDE OF N. 28TH ST. THERE IS ASPHALT DAMAGE ON BOTH SIDES OF MY DRIVEWAY AT 415 N. 28TH DUE TO PAST UTILITY WORK AND PARTIALLY CAUSED BY THE RUNOFF FROM THE BUBBLER. THE WATER FLOW CATCHES THE CURB ON THE SOUTH SIDE OF MY DRIVEWAY CAUSED SOME WATER TO BE IN MY DRIVEWAY DURING HEAVY RAINS.

I TALKED TO THE TWO MEN FROM THE C.S. UTILITY DEPT TRUCK # 17806, ON 3 OCCASIONS AS THEY CAME OUT BECAUSE THE PEOPLE DOWNTOWN DIDNT BELIEVE THAT THE EXISTING DRAINAGE SYSTEM WAS WHAT THEY CALLED A BUBBLER AND THEY WERE THERE TO CLEAN IT OUT.

ON ALL THREE OCCASIONS THEY STATED THAT IN THEIR OPINION THE EXISTING DRAINAGE SYSTEM WAS NOT ADEQUATE AT ANY DEVELOPMENT THE CALVARY WORSHIP CENTER PROPERTY. A MAN FROM O.W.N. CAME OUT AND WAS PRESENT AT THE LAST MEETING AND THE TWO MEN TOLD HIM THE SAME THING.

AS FAR AS The STABILITY of The Slope is Concerned.

Page T-1 Development plan notes item 4.

It is noted that the site is subject to potential slope instability, swelling/expansive soil and steeply dipping bedrock. RMG Engineers ← Acknowledged by.

However they come to a different conclusion than I do. I say they are correct in noting the instability of the slope and it should NOT be developed for the following reasons.

There has already been one slope failure on the north end of the property. 3 Houses ~~on~~ Mesa Vista Ct have experienced foundation problems, soil erosion on the church properties south side both on the existing parking lot and proposed development area.

Further issues on the east side of the mesa above Superior Street. Soil erosion on the south side of the mesa covering the existing side walk on the north side of UNITA and washing into the street. Homes on Honey Locust and etc have problems. How many examples do you have to sight before someone listens.

On church property one building is going to be torn down and expanded due to a faulty foundation. This is further confirmation to the instability of the slope. Look at the south side of the existing parking lot and note the old retaining walls and the erosion and movement that exists.

R. Steve Andrews
TEL (719) 473-1284

415 N. 28th ST

COLO SPRGS, COLO

80904

PROJECTED LEVELS OF SERVICE

The intersections of 30th/King and Uintah/Wilhelmia and the church access points to 30th Street and King Street have been analyzed to determine the projected levels of service based on Sunday peak 15-minute traffic volumes following Phases 1 and 2 and the Sunday total entering and exiting peak 15-minute traffic volumes following Phase 3. The results of the analysis are shown in Figures 17 through 19.

As shown on Figure 17, the site access points and the intersection of 30th and King Street are projected to continue to operate at a satisfactory level of service during the peak Sunday 15 minutes following Phases 1 and 2 of the expansion.

As shown on Figures 18 and 19, the exiting vehicles at the 30th Street site access, the westbound approach at the intersection of 30th and King Street, and the southbound approach at the intersection of Uintah Street and Wilhelmia Avenue are projected to operate at LOS F during the Sunday exiting peak hour following Phase 3 of the expansion. This level of delay is not unexpected with a large number of parishioners wishing to depart essentially all at the same time. By definition, LOS represents a delay for the peak 15 minutes of a peak hour.

These peak entering and exiting periods are short and concentrated as is typical with churches and it is expected that with everyone leaving during a short period of time, delay is expected coming out of the church.

CONCLUSIONS AND RECOMMENDATIONS

Sunday Trip Generation

- The church is currently generating about 43 entering vehicles and 225 exiting vehicles during the peak 15 minutes. It was assumed that there would be no change to the existing trip generation following Phase 1 and following Phase 2 of the expansion; however, the existing traffic patterns are projected to change with the addition of a new parking area on the east side of the site and the addition of a site access point to Willamette Avenue. Also, following the expansion of the parking areas, the goal is for all vehicles to park on-site with no groups/families parking their vehicles in the surrounding neighborhood and walking to the church.
- During the peak 15 minutes of entering site traffic following Phase 3 of the expansion, the site is estimated to generate about 402 entering vehicles and 17 exiting. During the peak 15 minutes for exiting traffic, the site is estimated to generate about 22 entering vehicles and 538 exiting vehicles.

Level of Service

- Following the change in traffic patterns with Phases 1 and 2, all the site access points and the intersection of 30th/King and Uintah/Wilhelmia are projected to continue to operate at a satisfactory level of service during the peak 15 minutes of the church.

- The exiting vehicles at the 30th site access, the westbound approach at the intersection of 30th and King Street, and the southbound approach at the intersection of Uintah/Wilhelmia are projected to operate at LOS F during the Sunday exiting peak hour. This level of delay is not unexpected with a large number of parishioners wishing to depart essentially all at the same time. The delay is only expected for a short amount of time. Based on the existing counts, most vehicles exit the site within ten minutes of the end of the service.

Recommendations

- LSC recommends extending the time between services to 45 minutes. It is our understanding that the church is agreeable to this for Phase 3 once the new, larger sanctuary is built. The additional time between the conclusion of one service and the start of the next service will help to significantly reduce the overlap of exiting and entering vehicles. This will help reduce “competing” turning movements at the access points and adjacent intersections. It will also help to allow parking spaces to clear for the start of the next service.
- The Phase 3 relocation of the main sanctuary building to the south side of the site will help to discourage parking in the adjacent neighborhood as on-site parking would be significantly closer to the sanctuary than the current situation with the sanctuary on the north side of the site.
- For the access on 30th Street, one potential option for consideration would be to provide separate left- and right-turn lanes on the exiting (westbound) approach to 30th Street. This would increase the exiting capacity of this access point, reduce delay, and thus further encourage use of the on-site parking areas.
- Exiting and entering traffic delays could be potentially reduced by developing a traffic circulation plan (to be published in the church bulletin or posted on the website) or, if necessary, a more formal traffic control plan could be implemented to minimize conflicting vehicles. The easier the on-site enter/exit, the fewer would be inclined to park in the neighborhood.
- As church attendance and trip generation continue to increase, consideration may also need to be given to providing off-duty police officer traffic control to help vehicles exit on to 30th Street during the peak exiting times, as well as help clear left-turning vehicles at 30th/King. Use of uniformed officers could be part of a traffic control plan. The new access points to Wilhemia will likely help to delay a potential need for police officer traffic control.
- The new access to Willamette and Wilhelmia will be gated at all other times other than Wednesday evening, Saturday evening, and Sunday service times. It will likely be used before and after service times given the new parking area locations on the east side of the site. This will also help to reduce the current parking in the neighborhoods adjacent to the church. It will provide an additional outlet during the busiest times and another circulation option. Given that this access will only be open during service times and the access connects to the more remote portion of the parking area, impacts to Wilhelmia and 28th Street will be limited.

- During Sunday services, LSC recommends staff and volunteers utilize the new far east parking lot areas and voluntarily use the access to 30th Street or King Street instead of the new south access. This will help reduce trips on 28th Street and Wilhelmia. This will also free up parking spaces near the building to reduce parking in the adjacent neighborhood.
- LSC recommends encouraging northbound-to-eastbound right turns out of the east access on King for two reasons: (1) because sight distance is restricted to the east from this access point and (2) because traffic exiting to the right would reduce peak volume at the King/30th intersection and the church access on 30th. One way to encourage right turns and reduce exiting delays would be to use this access as an exit only during peak exiting time periods (with Phase 3 with additional time between services) with temporary use as separate exiting left- and right-turn lanes only. Temporary signs and cones would likely be needed.
- One method of mitigating the substandard sight distance at the east access on King Street would be to potentially utilize temporary signs, cones, etc. during times when traffic is exiting services to reduce the vehicle travel speeds on westbound King Street. This would need to be approved by the City. Currently, people parking on both sides of King Street has the effect of reducing traffic speeds.
- As church attendance increases, another option that could be considered would be restriping 30th Street at King Street and the 30th Street site access intersection for southbound left-turn lanes in a manner similar to the intersection of 30th/Uintah. However, this should be done only if necessary as it would eliminate the paved shoulders through this section of 30th Street and this is a designated bicycle route. Also, the period of higher southbound left turns prior to the church services are obviously limited to relatively finite and short time periods, which represent a small percentage of the entire week. The westbound approach to 30th/King could also be considered for restriping to provide separate westbound left- and right-turn lanes.

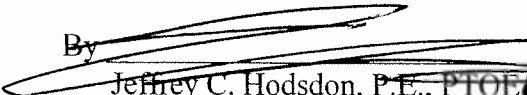
* * * * *

Please contact me if you have any questions about this traffic technical memorandum.

Sincerely,

LSC TRANSPORTATION CONSULTANTS, INC.

By


Jeffrey C. Hodsdon, P.E., PTOE
Principal



JCH:KDF:bjwb

Enclosures: Table 2
Figures 1-19
Traffic Count Reports
Level of Service Reports

Table 2
Sunday Trip Generation Estimate
Calvary Worship Center

Land Use Description	Trip Generation Units	Trip Generation Rates						Total Trips Generated						
		Peak Entering 15 Minutes 9:45-10:00 AM		Peak Exiting 15 Minutes 11:30-11:45 AM		Off-Peak 15 Minutes 10:30-10:45 AM		Peak Entering 15 Minutes 9:45-10:00 AM		Peak Exiting 15 Minutes 11:30-11:35 AM		Off-Peak 15 Minutes 10:30-10:45 AM		
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
<i>Existing Sunday Trip Generation Estimate</i> Based on Sunday Counts by LSC Calvary Worship Center	753 Seats	0.22	0.03	0.06	0.30	0.01	0.01	0.01	168	22	43	225	9	7
<i>Proposed Buildout Sunday Trip Generation Estimate</i> Based on Sunday Counts by LSC Calvary Worship Center (existing) Calvary Worship Center (new)	753 Seats 1,047 Seats Total 1,800 Seats	0.22 0.22	0.01 0.01	0.01 0.01	0.30 0.30				168 234 402	7 10 17	9 13 22	225 313 538		

Notes:
(1) Source: "Trip Generation, 3rd Edition, 2012" by the Institute of Transportation Engineers (ITE).
(2) The peak 15 minute future volumes were calculated by dividing the peak hour of the generator volume by 4 times the existing peak hour factor based on counts by LSC.
Source: LSC Transportation Consultants, Inc.









