

PROJECT SUMMARY

1. **Project Description:** This project includes concurrent applications for a PUD development plan and two non-use variance requests to support a proposed 8,000-seat outdoor entertainment amphitheater and ancillary improvements (see **“PUD Development Plan” attachment**). The concurrent nonuse variance requests are for off-site and on-street parking reductions to support the amphitheater project. The project, Polaris Pointe Filing No. 4, consists of 18-acres, is zoned PUD (Planned Unit Development), located west of Voyager Parkway, north of the south leg of Spectrum Loop (in the southwest bend of Spectrum Loop), and south of the future Powers Boulevard extension (currently Voyager Parkway ramp from I-25).
2. **Applicant’s Project Statement:** (see **“PROJECT STATEMENT_PUD DEVELOPMENT PLAN”** and **“PROJECT STATEMENT_NONUSE VARIANCES” attachments**)
3. **Planning and Development Recommendation:** Based on the scope of this project and the level of public interest surrounding this project, the Land Use Review Manager has decided to refer this project to the Planning Commission for consideration at a public hearing [City Code Section 7.5.105]. City Planning staff does recommend approval of the application.

BACKGROUND

1. **Site Address:** The property is located west of Voyager Parkway, north of the south leg of Spectrum Loop (in the southwest bend of Spectrum Loop), and south of the future Powers Boulevard extension (currently Voyager Parkway ramp from I-25).
2. **Existing Zoning/Land Use:** The property is zoned PUD (Planned Unit Development) per Ordinance 09-91.
3. **Surrounding Zoning/Land Use:** North: PUD (Planned Unit Development) and is vacant.
South: PUD (Planned Unit Development) and is Spectrum Loop and multi-family residential.
West: PUD (Planned Unit Development) and master detention facility.
East: PUD (Planned Unit Development) and is vacant.
4. **PlanCOS Vision:** According to the PlanCOS Vision Map (see **“PlanCOS Vision Map” attachment**), the project site is identified as a ‘Newer Developing Neighborhood’.
5. **Annexation:** The property is part of the Northgate Annexation Plat No. 4 (August 27, 1985; Ordinance 85-191).
6. **Master Plan/Designated Master Plan Land Use:** The project site is part of the Northgate Master Plan which is a fully implemented master plan.
7. **Subdivision:** An accompanying final plat has been submitted and being considered by the City to create four parcels and two tracts.
8. **Zoning Enforcement Action:** None
9. **Physical Characteristics:** The site is vacant with sparse vegetation and slopes in a northwesterly direction. The property is located in the horseshoe shape portion of Spectrum Loop.

STAKEHOLDER PROCESS AND INVOLVEMENT

In accordance with City Code Section 7.5.901, public notice was provided during the internal review of the project, for the two neighborhood meetings (February 17, 2022, and September 13, 2022) and the Planning Commission public hearing. CONO (Council of Neighborhood Organizations) has been notified during the public notice stages. CONO’s intent is to share information to homeowners’ associations and neighborhood organizations. As required by City Code, the public notification process consisted of providing notice to property owners within 1,000 feet of the subject site. For this project, 26 property owners were sent notification. The site was also posted on five separate occasions with three posters each time (one poster at the site adjacent to Spectrum Loop and two along Voyager Parkway).

Based on public comments received during the review process, and from the September neighborhood meeting, more than 400 individuals have received notification of this project on several occasions. During the public notice period, City Planning staff received letters of support and opposition to this project (**see “Public Comments” attachment**). During the neighborhood meeting in September 2022, FAQs on the project were provided by the Applicant Team to address the public comments that were received prior to this neighborhood meeting (**see “FAQs Handout” attachment**). The primary expressed concerns are noise, parking, traffic, and compatibility.

Staff and review agencies input are outlined in this report. The PUD development plan and the two nonuse variance applications were sent through the standard internal and external review process. Commenting agencies included Colorado Springs Bike Program, Colorado Springs Fire Department, City Engineering, Stormwater Enterprise (SWENT), City Traffic Engineering, United States Air Force Academy (USAFA), and Colorado Springs Police Department (CSPD). City Planning staff notes that the following review agencies provided project-specific comments:

- **City Traffic:** - The City's Traffic Engineering Division (Traffic Engineering) has reviewed the *Polaris Pointe South Filing No. 4 Traffic Technical Memorandum* dated October 14, 2022. City Traffic is in general agreement with the analysis and recommendations of the memorandum. Required modifications have been requested to the memorandum, these are not expected to impact the findings, conclusions, and recommendations of the LSC Transportation Consultants, Inc. (LSC) and are technical modifications that will need to be addressed in the memorandum to the satisfaction of Traffic Engineering before issuing a stamped approved PUD development plan and approval letter.
- **CSPD:** Colorado Springs Police Department provided details regarding their Extra Duty Solutions service, a private vendor that schedules off-duty police officers to work events on a voluntary basis. Further discussion is necessary with CSPD regarding the number of off-duty officers needed during primary concerts in conjunction with contracted private security.
- **CSFD:** The Colorado Springs Fire Department comments were addressed during the review of this project. Due to the proximity of Fire Station 22 off Copper Center Parkway, according to the Fire Marshall, fire services are available for the venue. Operation of the venue will not substantially impact service to surrounding residential neighborhoods and commercial/office businesses. Prior to the Certificate of Occupancy for the venue, the venue operators must have a 'Fire Safety Evacuation Plan' in place. The plan will include a 'Crowd Manager Training' portion which is a requirement for public assemblies.
- **SWENT** -Stormwater Enterprise (SWENT) had no comments for this project. The FDR for this development was approved on 03/18/2022.

ANALYSIS OF REVIEW CRITERIA, COMPREHENSIVE PLAN & MASTER PLAN CONFORMANCE

1. Review Criteria / Design & Development

a. Background

Per Ordinance 09-01, 192.34 acres, which encompasses the Polaris Pointe at Northgate development, was rezoned to PUD (Planned Unit Development). An accompanying Polaris Pointe at Northgate PUD Plan was approved. This PUD Plan has had several amendments since 2009. The current PUD Plan identifies the project area as mixed-use. The mixed-use land designation is further defined to include land uses like an entertainment center, restaurants, commercial, and a mall with a possible underground parking structure. The proposed amphitheater use is consistent with the PUD Plan; staff determined that the development is a use by right, which follows an administrative review process.

City Code allows administrative applications to be deferred to Planning Commission for decision-making. Per City Code Section 7.5.105, “any application reviewed administratively by the Department may be referred to the Planning Commission at the discretion of the Manager”. In consideration of both the scope of the project and public interest, the Land Use Review Manager determined that this project would be referred to Planning Commission for a public hearing.

b. PUD Development Plan

The PUD development plan encompasses 18-acres which includes Lot 1 (amphitheater including private surface parking lot), Lots 2-4 (future restaurants), and two tracts capturing the private roads. Forthcoming restaurant developments are proposed for Lots 2, 3, and 4; these future developments will require independent PUD development plans.

The 8,000-seat, 100,629 square foot, outdoor entertainment amphitheater complex which is comprised of: two primary buildings, a stage, covered suites, fireplace suites, interior guest and venue support facilities, outdoor stadium-style seating, lawn seating, a box office building, three entry gates, and loading area west of the stage. Lot 1 also includes a private 216-space surface parking lot which consists of 30 ADA parking spaces. The 8,000-seat amphitheater will employ approximately 200-250 people.

Access to the amphitheater venue will be off Spectrum Loop in four locations. On the west side of the amphitheater, there are two access points on either side of the stage. These access points will serve 20 parking spaces, loading, and service areas for the exclusive use of the venue operators. Spectrum Sun View, a private drive that runs north to south, will provide access to the private 216-space surface parking lot and access to the future restaurants. There are shuttle drop-off/pick-up locations identified along the west side of Spectrum Sun View. A private drive located north of the amphitheater (Tract A) will provide access to the venue, future restaurants, an interim 500-space parking area, and future commercial businesses along this road.

The primary peak concert season will be May through September, with no more than 60 concert events annually. Concerts will occur mainly Thursday, Friday, and Saturday nights. Secondary events such as local graduations, cultural events, and family-oriented community events such as movie nights will occur periodically from October through April. The table below from the PUD development plan provides season use, intensity, and hours of operation. The amphitheater venue will operate less than 100 days per year.

Season of Use/Intensity	Months	Capacity
Primary/50-60 Events Anually	May-September	Up to 8,000
Secondary/Periodic	October-April	Up to 8,000
Days of Use	Day of Week	Hours of Operation
Weekdays	Sunday, Monday, Tuesday, Wednesday, Thursday	3:00pm - 10:30pm
Weekends	Friday, Saturday	12:00pm - 11:30pm

i. Traffic Analysis

LSC Transportation Consultants, Inc. (“LSC”) prepared a Traffic Technical Memorandum dated October 14, 2022. The memorandum includes the following information:

- Inventory of existing conditions;
- Description of the proposed land uses;

- A summary of the Amphitheater Parking Plan, TNC travel, and parking lot shuttle operations;
- Traffic count data;
- The projected vehicle-trip generation for the proposed development including event-day peak trip generation estimates;
- A comparison to the trip-generation estimates assumed for this area in previous reports completed by LSC;
- Traffic operations analysis; and
- Recommendations to accommodate daily development traffic and recommendations for the traffic management/control plan for event-day, peak traffic demand for the largest events.

In summary, LSC recommends for permanent improvements and temporary/event traffic-control plan elements with respect to lane usage and signal phasing. A specific event traffic-control plan will be needed.

- The event-specific laneage and signal phasing/timings will likely require event traffic-control devices such as cones, temporary signs, variable message signs, and traffic-control personnel including off-duty law enforcement officers at some intersections along Voyager Parkway. Changes to the traffic-signal systems at intersections along Voyager will likely be needed. This may include modification or addition of signal heads, overhead signs, hardware and software changes, as well as creation of event-specific timing plans.
- It is important to note that event traffic-control plans, including lane-use plans, signal-timing/phasing plans will evolve over time. Initial plans will be modified/adjusted based on actual operations once events begin taking place to address issues that arise.
- The event organizers will be able to control several factors affecting travel demand through the ticketing process. The organizers will have the opportunity to, and have indicated the commitment to, continue communication with attendees after ticket purchase. This communication would occur during the days prior to the event and on event day in order to relay information, via technology (phone apps., text messages, etc.), such as real-time traffic congestion, recommended vehicular travel routes to/from parking areas and the TNC drop off zone, shuttle status and wait times, and recommended walking routes to/from the venue. Dynamic electronic signage is also proposed to relay information to drivers arriving from North Gate Boulevard, Voyager Parkway, and Powers Boulevard.
- The event organizers may be able to utilize real-time information available from the City TOC (Traffic Operations Center) and coordinate real-time messaging on CDOT changeable message signs along Interstate 25 and other area state highways. These elements could become part of the event traffic management plan.

The LSC Traffic Technical Memorandum has been reviewed by City Traffic Engineering who is in general agreement with the analysis and recommendations. The LSC Traffic Technical Memorandum shows areas of queuing and delay at intersections along Voyager and recommends event-specific traffic control solutions to ease this queuing and delay. Nonetheless, as with any entertainment venue, delays and queuing are to be expected at key access points to designated venue parking areas. In review of the Traffic Technical Memorandum, the City Traffic Engineering has asked LSC to modify the technical analysis for consistency with the information provided by Kimley-Horn's Parking and Access Plan dated October 14, 2022. These required

modifications and analysis are not expected to impact the findings, conclusions, and recommendations of the LSC *Polaris Pointe South Filing No. 4 Traffic Technical Memorandum* dated on October 14, 2022.

ii. Environmental Noise Emissions

An outdoor concert venue will have amplified sound as part of the operation. An *Environmental Noise Emissions* report (Noise Report) dated September 13, 2022, was prepared by LSTN Consultants, LLC ("LSTN") to analyze noise emissions from the amphitheater and provide mitigation measures to reduce the impact of noise. The project has incorporated mitigation measures intended to mitigate environmental noise with physical, electroacoustic, and operational mitigation measures.

Physical mitigation includes distances from residential neighborhoods and schools, the natural terrain of the site, and design of the project. The amphitheater stage is located to the west near I-25 and at the lowest point on the site. Locating the stage on the westernmost side of the site and developing it at the lowest grade below the surrounding terrain are two physical mitigation strategies to reduce the noise levels. Further physical mitigation strategies to reduce noise include a row of future restaurant buildings on Lots 2 and 3. Gaps between the restaurants include gates and walls to function as noise barriers. Building envelopes have been identified on the plan for on Lots 2 and 3 and futures restaurant construction shall adhere to these building locations as they are integrated into the physical mitigation for noise emission addressed in the Noise Report. Until the restaurants are constructed, 28-foot soundproof walls will be installed along the eastern property boundary immediately adjacent to Lots 2 and 3 as a temporary noise barrier.

Electroacoustic deals with the transformation of acoustic energy into electric energy. Electroacoustic mitigation includes the sound system(s) that will be used for the amphitheater. This will include the following taken from the Noise Report:

- *Sound from line arrays is vertically controlled to allow directing sound to the audience, without sending sound higher vertically. This will reduce noise emissions from the amphitheater to the northeast and east and compounds the effect of the rear buildings/barriers.*
- *Some subwoofer systems may be deployed in configurations to affect a cardioid directivity. This will avoid noise spill to the rear of the stage. For this project, this effect is not significant due to the siting of the stage area and the non-noise sensitive interstate behind the stage.*
- *Vertical subwoofer arrays, like line arrays, will provide the best vertical control of low-frequency sound. To further reduce sound system noise spill, the design proposes to incorporate house delay loudspeaker clusters that would be located at the front of the rear lawn (as illustrated in the mapping below). By using delay clusters, all loudspeakers (main loudspeakers at stage and delay clusters) may be operated at a lower overall sound power thus reducing overall noise emissions.*
- *To further reduce the sound system noise, delay loudspeaker clusters will be located at the front of the rear lawn. These delay clusters, all loudspeakers (main loudspeakers at stage and delay clusters) will be operated at a lower overall sound power therefore reducing overlay noise emissions.*

The combination of physical and electroacoustic mitigation measures demonstrates an overall decibel level of 47 dB(A) registered at the nearest residence on the east side of Voyager Parkway. This noise level is within the

allowable noise level identified in City Code Section 9.8.104 which outlines the permissible noise levels. The table below provides the noise levels for time periods and zones. For adjacent zones, such as commercial to residential, the more restrictive zone shall govern.

Zone	7:00 A.M. To Next 7:00 P.M.	7:00 P.M. To Next 7:00 A.M.
Residential	55 dB(A)	50 dB(A)
Commercial	60 dB(A)	55 dB(A)
Light industrial	70 dB(A)	65 dB(A)
Industrial	80 dB(A)	75 dB(A)

In addition to the physical and electroacoustic mitigation, the venue operator will adopt additional operational mitigation strategies which include:

Seasonal Use	The venue expects to be used in the months of May to September. No environmental impact would be expected when not in use.
Frequency of Use	The venue is expected to typically host performances Thursday through Saturday during its season. Performances may be hosted on other days of the week, contingent on approvals by parking partners.
Operating Hours	<ul style="list-style-type: none"> • Saturday <ul style="list-style-type: none"> • Events would typically occur during the afternoon and evening. • Performances would typically begin between 3-8pm. • Sound check would begin after 12pm. • Performances would end not later than 11:30pm. • Friday <ul style="list-style-type: none"> • Events would typically occur during the evening. • Performances would typically begin between 7-8pm. • Sound check would begin after 3pm. • Performances would end not later than 11:30pm. • Thursday (or any other approved day) <ul style="list-style-type: none"> • Events would typically occur during the evening. • Performances would typically begin between 7-8pm. • Sound check would begin after 3pm. • Performances would end not later than 10:30pm.
Controls on Touring Sound Systems	<ul style="list-style-type: none"> • The main loudspeakers of touring sound systems are expected to be line-array type. • The main loudspeakers and subwoofers would be rigged no higher than 40ft above stage. • Where practical, subwoofers can be arrayed vertically, rather than stage stacked. • Performances are expected to make use of permanently installed delay cluster loudspeakers. Main loudspeakers would be rigged and aimed only to serve the lower, seated sections.

Noise Monitoring and Performance Controls	<p>The amphitheater is expected to establish operational maximum sound levels for performances and if performances exceed these levels, active steps would be taken to reduce noise levels.</p> <ul style="list-style-type: none"> • Noise monitoring would be conducted during performances at the FOH Mix position and at least two key locations at the perimeter of the amphitheater consistent with the noise code. The limits at FOH are expected as follows: <ul style="list-style-type: none"> • The broadband noise levels measured at the FOH mix position: <ul style="list-style-type: none"> • A maximum of 110dB(A) more than once during any five-minute period. • An average (Leq) of 105dB(A) during any five-minute period • From 20 – 80Hz, measured noise levels at the FOH mix position in any 1/3 octave band: <ul style="list-style-type: none"> • A maximum of 125dB more than once during any five-minute period. • An average (Leq) of 115dB during any five-minute period • Should noise levels exceed those documented above, the venue operator would promptly inform the event production team and instruct the event production team to reduce noise levels to a level appropriate to maintain the requirements. • Event production teams are expected to be obligated by their contracts to comply with the venue operator's directions and may be subject to prematurely terminating events if the performance remains out of compliance.
Annual Reporting	<ul style="list-style-type: none"> • The venue operator is expected to compile an annual document that reports the date and time of past events, a summary of monitored noise levels, and any complaints received from the city or neighbors. The report is expected to discuss any methods further employed to reduce environmental noise emissions.

To monitor sound output, two sound detection system monitors will be installed. One is to be located at 7 Spectrum Loop (near Beast and Brews) and 13491 Bass Pro Drive (near Kneaders Bakery) and are shown on the PUD Development Plan.

The venue operator acknowledges that it will not be possible to mitigate music event sound at the residential apartment development south of the venue. The developer has met with the owner of this community, who support the venue, and will inform all potential residents of the nature of the venue's operation and sound impact, including a clause reflecting such in the lease. The Noise Study does not incorporate the impact of the recently approved apartment complex to the east.

iii. Special Events Permit

Special event permitting is processed through the City of Colorado Springs Parks, Recreation, and Cultural Services Department. These permits are for events that have an effect on public rights of way. The City does not have a threshold on the number of participants that would trigger a required Special Events Permit. The venue operator notes that events with more than 1,700 visitors will require a City of Colorado Springs Event permit. The venue operator also agrees to submit parking/pedestrian/shuttle plans in conjunction with the special event permit.

Rupps Investigations and Security (Rupps) and Allied Universal security companies are under contract (**see "Security Contracts" attachment**) to provide security at remote parking locations as well as security at the amphitheater venue. Private security will be provided prior to, during, and after events. Tailgating at all remote parking will be strictly prohibited. A ratio of one security personnel per 250 parked cars will be provided.

In addition to private security at the venue and off-site parking, requesting the presence of off-duty Colorado Springs police officers' assistance is done through Extra Duty Solutions (EDS) a company that schedules off-duty officers to work events. CSPD provides input on the venue security plan and identifies the need

for uniformed officers and other police personnel for traffic flow and management.

iv. Off-Street Parking

Per City Code Section 7.4.203, Parking Space Requirements by Use, required off-street parking spaces for the amphitheater is 1 space per 4 seats, thus 2,000 off-street parking spaces are required for an 8,000-seat amphitheater. The project proposes a combination of on-site, on-street, and remote parking to accommodate parking needs for this project. Kimley Horn has prepared the *Sunset Amphitheater-Parking & Access Plan* dated October 14, 2022, to assess the venue parking needs and provide strategies to accommodate parking needs for the venue. With this plan, a total of 2,536 parking spaces will be permanently provided, along with 500 interim spaces (on undeveloped Polaris Pointe property) with a plan to contract for replacement and augmentation of these 500 interim spaces. The venue operator is committed to provide a minimum of 70% of the required parking (1,400) within a ½ mile radius of the Sunset Amphitheater and for parking resources identified as part of the plan beyond roughly ¼ mile (or 1,200 feet) walking distance, complimentary shuttle services will be offered for those that wish not to walk.

On-site parking (Lot 1) will be provided by a private 216-space surface parking lot east of Spectrum Sun View private drive and 20 spaces on the west side of the amphitheater behind the stage area. On-street parking is proposed along both sides of Spectrum Loop from Voyager Parkway to Voyager Parkway. The plan identifies 469 parking spaces, with 30 spaces to be used for TCN (Transportation Network Company), or rideshare such as Lyft/Uber, immediately west of the stage area along the east side of Spectrum Loop. The developer is responsible for restriping Spectrum Loop to three lanes to accommodate parking on both sides of Spectrum Loop. In addition, the developer is responsible for providing sidewalks along both sides of Spectrum Loop to provide safe, dedicated walking paths for pedestrians walking to and from the venue. Weed barriers and rock/cobble are required to be installed in the tree lawn areas adjacent to all sidewalks that are currently not landscaped. The installation of the sidewalks and required landscaping is to be installed prior to the opening of the venue.

Shared parking agreements (**see “Shared Parking Agreements”**) are in place for remote parking at Bass Pro Shop (0.28 miles from the venue, providing 195 spaces), the Classical Academy (1.2 miles from the venue, providing 475 spaces), and Compassion International Lot 1 (1.3 miles from the venue) and Lot 2 (1.9 miles from the venue, providing a total of 1,164 spaces).

Two nonuse variances requesting deviations to the City parking requirements are addressed below.

c. Nonuse Variance Requests – On-street Parking and Shared Parking

Per City Code Section 7.4.204, Alternative Parking Options, adjustments to the minimum off-street parking requirements may be requested. These alternative options can be through on-street parking credit and shared parking arrangements.

- On-Street Parking Credit: Pursuant to City Code Section 7.4.204(B), the Land Use Review Manager may count certain on-street parking spaces immediately adjacent to the subject property as off-street parking spaces. On-street parking for the amphitheater is being requested beyond the property boundary on both sides of Spectrum Loop to accommodate 469 on-street parking spaces. A nonuse variance to increase the distance to allow on-street parking to half (½)

mile of the property boundary is requested concurrently with the PUD development plan to address parking for the amphitheater. The intent of parking along Spectrum Loop is to bring parking closer to the venue and provide for a minimum of 70% of the required parking within a ½ mile of the amphitheater.

- Shared parking: Pursuant to City Code Section 7.4.204(C)(1)(d), parking requirements can be satisfied by a shared parking agreement. Shared parking shall be on a parcel or parcels adjacent to the subject property within four hundred (400') feet by direct pedestrian access. The venue operator has entered into agreements with Bass Pro Shops, The Classical Academy, and Compassion International to utilize parking at these locations. The maximum reduction of the on-site parking requirements allowed under City Code Section 7.4.204(C) is thirty-five percent (35%), which equates to 700 parking spaces where 2,000 parking spaces are required for an 8,000-seat venue. The project requests to increase the maximum reduction of the on-site parking requirement to eighty-five percent (85%). Shared parking agreements shall be recorded in the office of the county clerk and recorder and noted on the development plan prior to final approval.

The criteria for granting nonuse variance requests includes the following:

1. *The property has extraordinary or exceptional physical conditions that do not generally exist in nearby properties in the same zoning district; and*

The property is being developed as an outdoor concert venue which will likely be used less than 100 days per year. To avoid excessive pavement and parking facilities that would sit vacant for approximately 265-days per year, the project proposes a combination of on-site parking, on-street Spectrum Loop parking, and shared parking in existing parking lots that have excess parking capacity during event times. Off-site parking provides traffic advantages because the impact on traffic is less than it would be dispersed from one large parking lot on-site.

2. *That the extraordinary or exceptional physical condition of the property will not allow a reasonable use of the property in its current zone in the absence of relief; and*

Since the venue will not be in use for over 70% of the year, requiring one hundred (100%) percent parking on-site is not a reasonable use of existing resources. On-street and off-site parking, installation of sidewalks on both sides of Spectrum Loop, providing shuttle service to and from parking lots, and the implementation of the Park and Access Plan and the Traffic Technical Memorandum allows reasonable use of the venue and the property.

3. *That the granting of the variance will not have an adverse impact upon surrounding properties.*

Allowing on-street parking immediately adjacent to the site, with the installation of a sidewalk along both sides of Spectrum Loop, and the implementation of the Parking and Access Plan and Traffic Technical Memorandum should not have an adverse effect on surrounding properties. Retentions of bikes lanes on both sides of Spectrum Loop will continue to provide an alternative transportation option. Traffic will be managed in several ways as provided in the Traffic Technical Memorandum.

d. Agreement between Venue Operator and City of Colorado Springs

An agreement between the venue operator and the City of Colorado Springs is required. The agreement will outline operational parameters, including but not limited to: parking, noise, traffic movement, and requirements for annual reporting. This agreement must be executed prior to the approval of the project.

2. Public Comment

Staff received several comments during the review of this project, which included traffic, on-street parking, and neighborhood compatibility (see **“Public Comments” attachment**). City planning provides the following responses to the above-referenced comments:

- Traffic: LSC Transportation Consultants, Inc. prepared a Traffic Technical Memorandum for the project which makes specific recommendations for traffic circulation on existing roadways within and surrounding the development. LSC recommends a special event traffic control plan with an event-day-specific traffic signal timing plan for the entire Voyager Parkway Corridor. LSC also recommends event-plan laneage, and assistance by traffic control officers (likely private) during peak event arrival and departure times, as well as real-time, messaging on CDOT or other changeable message signs. City Traffic Engineering is in general agreement with the analysis and recommendations of the memorandum. Required modifications have been requested to the memorandum are not expected to impact the findings, conclusions, and recommendations by LSC.
- Off-Street/On-Street Parking/Remote Parking: Kimley Horn prepared a Parking and Access Plan for the amphitheater which identified that for a sell-out event, the venue would need 2,648 parking spaces to accommodate guests as well as operations and venue staff. A combination of on-site parking, on-street parking along Spectrum Loop, and off-site shared parking in existing parking lots that have extra capacity during event times. With this proposed plan, a total of 3,039 parking spaces are provided, including 30 on-street Spectrum Loop ride-share drop-off and pick-up spaces. The plan is designed to provide a minimum of 70% of the required parking (1,400 spaces) within a ½ mile radius of the amphitheater. All parking will be provided with a complimentary optional shuttle service with maximum wait times of 5-11 minutes.
- Noise: Three types of noise mitigations are recommended in the *Environmental Noise Emissions* report prepared by LSTN which includes physical mitigation, electroacoustic mitigation, and operational mitigation. With these three strategies employed, the noise study finds that overall noise decibels levels will be 47 dB(A). This is within the allowable noise levels of 55 dB(A) and 50 dB(A) for adjacent residential uses from 7:00 am to 7:00 pm and 7:00 pm to 7:00 am. To monitor sound output, two sound detection monitors will be installed at 7 Spectrum Loop and 13491 Bass Pro Drive. Should the decibels levels exceed 47 dB(A), these sound detection monitors will notify the venue operator and the venue sound will be reduced.
- Compatibility: The PUD (Planned Unit Development) zoning, PUD Plan, and the Northgate Master Plan identify and allows this type of use at this location. Polaris Pointe is a regional commercial center for the north end of Colorado Springs. The area has a mix-use of residential, commercial and office uses. Similar type venues in Colorado Springs, i.e. Robson Arena and Weidner Field, have had similar compatibility concerns in addition to parking, traffic, and noise. Although different in location (urban verse suburban) these two venues have illustrated that with mitigation measures in place, venues like the amphitheater can successfully be part of the surrounding environment.

3. Conformance with the City Comprehensive Plan

City Planning staff has evaluated the proposed application for conformance with the City's current comprehensive plan ("PlanCOS"), adopted in January 2019. According to PlanCOS '**Vision Map**' (see "**PlanCOS Vision Map**" attachment) the project site is identified as a 'New/Developing Area'.

To achieve the 'Vision' of PlanCOS, the plan is organized around six (6) powerful vision themes which are supported by 'Big Ideas' which are intended to shape the City. These themes include Vibrant Neighborhoods; Unique Places; Thriving Economy; Strong Connections; Renowned Culture'; and Majestic Landscapes. The following "Big Ideas" from PlanCOS which provided the basis of the goals/vision themes of the PlanCOS pertain to the proposed project.

- **Unique Places** is strengthened by reinvestment in magnetic activity centers that are located in new and reinvented areas through the city. The 'Unique Places Framework Map' identifies this area as 'Regional Employment and Activity Centers'. The goal of this typology is to *"encourage the continuing adaptation and development of regional centers as more complete and well-functioning places, each with an increase of desire elements and unique place within them"*. Regional centers are major concentrations of employment and commercial activity.
- **Thriving Economy** fosters an environment of inclusivity and economic diversity by attracting an innovative and adaptive workforce. The 'Thriving Economy Framework Map' identifies this area as 'Spinoffs and Startups'. The goal of this typology is *"to become increasingly competitive at business and worker attraction in medium and high-wage jobs by supporting the creation of environments that attract them and allow them to thrive."*
- **Renowned Culture** promotes and embraces arts, culture, and education as an essential part of the lives and identity of the city. The 'Renowned Culture Framework Map' identified this area as a "Cultural and Tourist Attraction (Future)". The goal of this cultural topography is *"to recognize, protect, and enhance the values associated with special places in our community, including those most important to our tourism industry."*

4. Conformance with the Area's Master Plan:

The project site is part of the Northgate Master Plan which is a fully implemented master plan, but designates the property as 'Regional Commercial'. Per City Code Section 7.5.402, an implemented master plan is a *"master plan that is eighty-five percent (85%) or more built out and the remaining vacant land is zoned in conformance with the master plan."*

The project is located within the Copper Ridge at Northgate Urban Renewal Plan which was accepted by the City of Colorado Springs Urban Renewal Authority. According to this plan, *"all development in the area shall conform to the Zoning Code and any site-specific zoning regulations or policies which might impact properties..."* The plan identifies entertainment as one of the proposed uses in the district.

PROPOSED MOTIONS

AR PUD 22-00062

Approve the PUD Development Plan for the Polaris Pointe South Filing No. 4 project, based upon the findings that the request meets the review criteria for granting a PUD Development Plan as set forth in City Code Section 7.3.606, and the review criteria for granting a Development Plan, as set forth in City Code Section 7.5.502(E), with the following conditions of approval:

1. The LSC Transportation Consultants, Inc. Traffic Technical Memorandum dated October 14, 2022, shall be updated to include the traffic counts adjustments and split ratio; additional analysis for Powers off-ramp/Voyage Parkway intersection; and include the project queue analysis in Table 5 of the memorandum which shall be approved by City Traffic Engineering.
2. An agreement between the venue operator and the City of Colorado Springs shall be executed prior to plan approval. The agreement will outline operational parameters, including but not limited to: parking, noise, traffic movement, and requirements for annual reporting. This agreement must be executed prior to approval of the project.

AR NV 22-00480

Approve the Nonuse Variance to City Code Section 7.4.204(C)(1)(d)(2) for the Polaris Pointe South Filing No. 4 project to allow shared parking on properties within 2 miles where 400' is the maximum distance and to increase the maximum reduction of the minimum on-site parking requirements to 85 percent (85%) where thirty five percent (35%) is allowed, based upon the findings that the request meets the review criteria for granting a Nonuse Variance as set forth in City Code Section 7.5.802, with the following condition of approval:

1. An agreement between the venue operator and the City of Colorado Springs shall be executed prior to plan approval. The agreement will outline operational parameters, including but not limited to: parking, noise, traffic movement, and requirements for annual reporting. This agreement must be executed prior to approval of the project.

AR NV 22-00481

Approve the Nonuse Variance to City Code Section 7.4.204(B) for the Polaris Pointe South Filing No. 4 project to increase the distance to allow on-street parking to half (½) mile of the subject property boundary, based upon the findings that the request meets the review criteria for granting a Nonuse Variance as set forth in City Code Section 7.5.802., with the following condition of approval:

1. An agreement between the venue operator and the City of Colorado Springs shall be executed prior to plan approval. The agreement will outline operational parameters, including but not limited to: parking, noise, traffic movement, and requirements for annual reporting. This agreement must be executed prior to approval of the project.