



September 22, 2016

Mike Schultz
City of Colorado Springs
Land Use Review Division
City Administration Building
30 South Nevada Avenue, Suite #105
Colorado Springs, CO

Re: The Crest at Woodmen – Zone Change and Concept Plan
County Assessor Parcel No.: 63083-03-010 (a.k.a. 1005 & 1025 E. Woodmen)
Legal Description: Lot 1, Block 1, Looart Subdivision No. 5, with exception per
Warranty Deed 211010262

Dear Mike,

Please accept this letter as cover and project overview for the subject development proposal within the corporate limits of the City of Colorado Springs, Colorado. As stated above, our submittal includes documents for formal review by City staff and external agencies, as applicable, for the Zone Change and Concept Plan applications. Prior to this application, a Pre-Application meeting (Case #15-45) was held with city staff on April 22, 2105.

Project/Concept Statement:

1. Description:

- a. The subject property is located east of the southeast corner of Interstate-25 and East Woodmen Road, between Vincent Road on the west and Prince Drive on the east. More specifically, the property is addressed as 1005 & 1025 East Woodmen Road, Colorado Springs, Colorado. Existing improvements on the 77 acre property include two (2) buildings that total approximately 506,773 square feet with approximately 362,000 square feet of paved parking areas surrounding the buildings. The site is known as the location of the business "Current, Inc.", which is an industrial/warehouse facility that operates an internet and mail ordered catalog services for a variety of business and personal stationary goods. The existing zoning for the property is Planned Industrial Park-1 (PIP-1), which was approved subject to a condition of record to require any new structures proposed to be built within 400' of the east and south property boundary to go before the Planning Commission in a public hearing. This zone district was established by city council in 1985 (Ordinance No. 85-73) and changed the zoning from PIP-1 and C-6 to all PIP-1. The development proposal is to change the current zoning of PIP-1 to the Planned Business Center (PBC) zone district to allow for the redevelopment of the existing improvements. Under the PBC zoning, the primary intended land uses of commercial retail, restaurant and grocery are permitted as a use by right, among many other land uses. The existing zone district of PIP-1 currently allows for many of the same permitted uses in the proposed PBC zone district, such as, but not limited to; business park, professional office, medical/dental office, communication services, data

center, medical marijuana infused product manufacturer, cultivation operations, recreational club, community gardens, higher education, parking and transit centers, and commercial greenhouses. In addition, there are several uses between the two zone districts, that while although not permitted by right, are allowed with as a Conditional Use. As part of the redevelopment proposal, portions of the existing warehouse facility will remain in operation as the project is phased over the coming years. As such, a component of the rezoning request is to condition the PBC to allow for the existing warehouse use as it is phased out. The initial phase would include demolishing approximately 319,340 square feet of the 506,773 square foot warehouse building. The remaining portions of the warehouse building (18,433 s.f.) and Office (56,397 s.f. main floor) would continue to operate as they are currently. Other aspects of the proposed redevelopment include the future subdivision of the property into lots for development.

As part of this submittal, we are including the total site acreage of 76.813 ac and the additional 1.489 ac of City Park property encumbered by exiting Vincent Road for a total of 78.302 ac. The City Park portion is currently in process of a land swap with this site's property owner (Realm Realty) for a trail and access corridor on the east portion of the project.

- b. The existing access to the site is from East Woodmen Road, where there are two (2) access points. On the northwestern boundary of the property, there is a full-movement, signalized interchange from Vincent Road onto East Woodmen Road. However, this access is limited by a raised median that restricts direct access into the site from southbound traffic turning onto Vincent Road. On the northeastern corner of the property, there is a right-in/right-out access onto East Woodmen Road, with a left-in for westbound traffic. Each of these access points is proposed to be revised based on the enclosed traffic study as part of the redevelopment of the site. The critical roadway improvement for the development is extending a drive south, through the property as it enters from Woodmen Road. This extension through the site would be renamed to Campus Drive (as an extension of Campus Drive north of Woodmen Road) and would reconnect with Vincent Drive in the southwest corner of the property. At this time, the proposed right-of-way (ROW) width is 70' with 5-ft easement on either side, which would provide lateral connections into the redeveloped site.

2. Justification:

a. Concept Plan Review Criteria:

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

The redevelopment proposal is intended to have a negligible effect on the public health, safety and welfare as any impacts have long been established with the existing improvements of an industrial/warehouse use. With improved access in and around the subject property, the creation of employment opportunities, and the addition of shopping options for the region; convenience to these types of services would be a benefit.

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

The density proposed, and the related Floor Area Ratio (FAR) that the site can accommodate, will provide for adequate solar access to each structure. Furthermore, by removing the industrial land uses, the potential of future air quality issues have been significantly reduced.

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

The subject site has been identified as an *Employment Center* in the City's Comprehensive Plan. This type of land use designation allows for a variety of permitted uses and densities, including residential. The intensity of commercial land uses ranges from office to highway-oriented commercial, as well as general industrial and warehousing. The development proposal is consistent with the long term goals for this area of the city.

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

As stated above, the redevelopment proposal includes improved circulation in and around the subject site, by means of new ingress/egress connections to the adjoining roadway network. The primary access to the subject site is via a controlled intersection at Woodmen Road. The proposed public road Campus Drive extension through the site will help circulation in the area. The existing Vincent Road will remain. Internal to the site, there will be private roads and pedestrian walkways that meet the standards of the city's regulations.

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

The existing public utility infrastructure has the capacity to provide additional services to the proposed businesses and will not overburden the system. Parks and schools should be negligibly impacted as no new single family detached residential is proposed with this redevelopment, although multifamily use is a consideration for a portion of the site in the southeast corner.

The Parks Department will benefit in a land swap (in process) that will allow a trail connection along the east property line that connects the Cottonwood Creek Trail on the south to Woodmen Road pedestrian walk on the north. This will further add buffer between the proposed use and the adjacent existing neighborhood.

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

Since the development project is to redevelop an existing industrial/warehouse facility, impacts to the stability of the surrounding properties have already been established and no further destabilization is anticipated than what otherwise would naturally occur under existing conditions. In addition, by providing for goods and services on a neighborhood leaving to the adjacent community, as an infill project, the stability of the neighborhood could be better preserved.

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

Along the eastern boundary of the subject site is an established neighborhood (Yorkshire Estates), with many of the property owners and residence having lived there for many years, if not decades. The eastern portion of the property has been used as parking for the existing warehouse facility, along with internal circulation for employees and truck deliveries. As part of the redevelopment plans, as shown on the concept plan, a 100' building setback will be established along the eastern boundary matching the existing zoning, rather than the 25-ft setback under the proposed PBC zoning. This was a compromise for the adjacent residential neighborhood during a neighborhood meeting. Within this area, it is proposed to be landscaped with a pedestrian pathway incorporated to provide connectivity from Woodmen Road to the existing Cottonwood Creek Trail corridor along the southern boundary of the property. The new trail system on the subject property will be approximately 30' in width and dedicated to the city's park district (TOPS) for ownership and maintenance purposes, ensuring its existence in perpetuity. The exact details are still being worked out with the TOPS department. The existing topography of the site will allow for new buildings to be lower in elevation than the residential properties to the east. In addition, a cross section of this area has been shown on the concept plan for reference.

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

The City of Colorado Springs Comprehensive Plan, which is a guide for the physical growth of the City to the year 2020, identifies the subject parcel as an *Employment Center* on the 2020 Land Use map. By definition, *Employment Centers* are "activity centers that are major concentrations for employment supported by a mix of uses that meet the needs of employees and visitors, such as restaurants, lodging, child care, higher density residential, and educational facilities." The *Employment Center* designation is one of 13 broad categories used for the 2020 Land Use Map. Some of the key Master Plan Classifications that fall under this category and are relevant to the development proposal are office, neighborhood commercial, community commercial, regional commercial, highway-oriented commercial and warehouse/wholesale type land uses. It is

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intended that the submitted concept plan is in conformance with Zoning Code and Subdivision Code. As potential issues and/or concerns that may arise during the formal evaluation by city staff will be addressed to satisfy the requirements.

3. Issues:

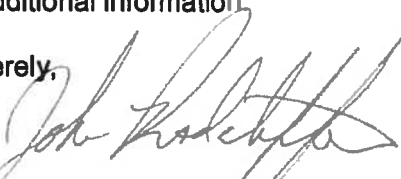
- a. *Explain how identified issues have been addressed/mitigated e.g. buffering*
- i. The staff summary from the Pre-Application Meeting (15-45) that was held on April 22, 2015 identified the existing building setback requirements and landscape buffer standards that affect the subject property along the eastern boundary. The current zone district, as mentioned above, required a building setback of 100' along the eastern boundary of the property. The existing industrial warehouse facility does not have any structures in that area of the property as the topography is restrictive without redevelopment efforts for the site as a whole. Prior to making this formal application submittal, the applicants have held a Neighborhood Meeting on February 17, 2016 on the subject property. 50-60 residents were in attendance and some of the issues of concern with the proposed redevelopment were how the existing views would be protected and impacts on traffic and noise from the development.

This proposed development has made compromises in the proposed zoning setback and site layout to address the neighborhood concerns. To reiterate what was discussed in 2.a.vii above; landscape buffering and a 100' building setbacks are being implemented to address the concerns of city staff and the adjacent neighborhood. In addition, the topography and final grades of the redevelopment will be lowered so as to better protect the existing view corridors from Yorkshire Estates. The submitted traffic study indicates that the proposed development will have negligible impacts on the existing, surrounding transportation network and no traffic from the site will be connecting to the neighborhood to the east.

We appreciate staff's and the related review entities consideration in reviewing this Zone Change and Concept Plan application for redevelopment of the Current, Inc. property. We look forward to working with staff to address any concerns that may arise from the referral review process.

Please feel free to contact any of the project team listed below with any questions or the need for additional information.

Sincerely,



Galloway – Planning, Architecture, Engineering
John Radcliffe, PE, Sr. Civil Project Manager
John Adair, PE, Sr. Civil Engineer
Aaron McLean, Site Development Coordinator