



development. Regarding natural gas extensions, CSU may require an extension contract and an advance payment for the estimated cost to construct the necessary gas extensions.

5. Improvements, structures and trees must not be located directly over or within 6 feet of any underground gas or electric distribution facilities and shall not violate any provision of the National Electric Safety Code (NESC) or any applicable natural gas regulations or Colorado Springs Utilities' policies.
6. Improvements, structures and trees shall not be located under any overhead utility facility, shall not violate NESC clearances, and shall not impair access or the ability to maintain utility facilities.
7. Landscaping shall be designed to provide the required clearances for utility facilities, to allow continuous access for utility equipment, and to minimize conflicts with such facilities.
8. Colorado Springs Utilities requires wastewater and water construction drawings when new wastewater and water facilities are proposed. Plans can be submitted electronically to Utilities Development Services via www.csu.org.
9. The water distribution system facilities must meet the Colorado Springs Utilities' criteria for fire flow, water quality, service interruption and pressure. To meet service interruption criteria, no more than fifty (50) homes on a dead-end water main line are permitted. The static pressure of the water distribution system shall be a minimum of 60 psi. CSU will assess the need for a Water Quality Plan based on information presented in the Development Plan. CSU may require a new or updated Water Quality Plan where construction phasing or the water system design differ from the approved Development Plan.

The following are responses to the Neighborhood comments received:

I have compiled a comprehensive list of the comments received from the neighbors. Comments were received from properties nearby the development, along with a few from several blocks away:

Addresses where comments were received from: 1028 E. Boulder Street; Unknown; 442 N. Prospect Street; 309 E. St. Vrain; Unknown; Downtown Partnership; Mid-Shooks Run Neighborhood Association; 322 E. Boulder (On Property); 219 Cheyenne Ave; 524 E. Bijou; Unknown

Please see the bullet items below for the comment, followed by a response from our team:

- Support of redevelopment and improvement in this area of town
 - Thank you, we also look forward to the redevelopment of the area and enhance the walkability.
- Concern over high-density residential
 - Per the Imagine Downtown Plan, 2009, in addition to the recently approved PlanCOS comprehensive plan for the City, increasing high-density residential in the downtown area is recommended.
- Lack of on-site parking
 - As stated previously, parking to meet the needs of the apartments is sufficient. We have conducted a parking inventory of Cheyenne per suggestion by one of the residents. We found that at every time that we visited the street, during school hours, there were more parking spaces that we had anticipated. We have provided the chart of the inventory to the City for their files (6 visits between November 26th and December 10th). At the highest intensity of parked cars on Cheyenne, there were still 37 available parking spaces on Cheyenne Avenue alone. Also noted was that on the adjacent street, Wahsatch, it was rare to see any cars parked, in addition to St. Vrain (the street to

the north with angled parking spaces). 37 available parking spaces illustrates a surplus of parking. Please also note that we have not heard any concern from Palmer High School, or School District 11 of the proposal for the development.

- Lack of public transportation
 - Public transportation is, and has been, a problem in Colorado Springs. We see it as a chicken and the egg discussion. Until we, as a city, decide to fund transit to a point that frequency can compete with single-occupancy automobile trips, it will continue to perish and serve only people without other choices – inconveniently. Transit needs choice users for success. Similarly, the mentality of providing 7-8 available parking spaces for every automobile in the country prolongs the ability for transit and other modes of transportation to succeed. Cities and developments are regulated for absolute convenience for those with an automobile by providing more parking spaces that are needed, by providing maximum lane widths and numbers of lanes on streets. This is a fundamental problem that is adverse to transit, walkability, and our City budgets that need to pay more for street maintenance and increased stormwater runoff.
- Intersection (Wahsatch and Boulder) concerns of automobile/pedestrian safety, including line of sight.
 - The height, mass and scale of the actual building is not impactful to the line of sight at this intersection. The existing stone wall, on the other hand arguably is. However, it is our intention to maintain this wall as a part of the development, as we believe that is also the desire of the City and the community at large.
- Lack of setback diminishing the human scale of the city and aesthetics of downtown
 - Contrary to this statement, it isn't the lack of setback that would affect the human scale. In fact, as you can see in the City's Downtown Form-based Code document, the City encourages decreased setbacks to bring more vitality closer to the street.
- On-Street Parking Challenges on Boulder and Wahsatch
 - Boulder Street includes approximately (though not defined) 14 on-street parking spaces on the north side of the street. In our visits, we found that there were at least two parking spaces available of the 14 at any given time. On Wahsatch, we rarely saw any vehicles parked along the west side. As was referenced by one of the letters, a good amount of the directly adjacent frontage does not allow parking as it is a right-hand turn lane. However, the remaining portion of the street to the north, would accommodate 10 parking spaces of on-street parking.
- Lack of pedestrian access from Cheyenne Avenue
 - We have taken note of this comment and incorporated a sidewalk connection to the site from Cheyenne.
- Height of Tower at 45-feet tall and sight-visibility
 - Comment regarding sight-visibility was discussed above. Regarding the building height, 40-feet is the current maximum building height for the property under the R-4 Zoning. We are asking for an additional 5-feet, but only for the prominent tower at the intersection. As stated, this does not have an impact of sight-visibility, but does provide an architectural element and level of enhancement for the property and downtown.
- “Prove the parking is ample” (on Cheyenne)
 - We have conducted a parking inventory of Cheyenne per suggestion by one of the residents. We found that at every time that we visited the street, during school hours, there were more parking spaces that we had anticipated. We have provided the chart of the inventory to the City for their files (6 visits between November 26th and December 10th). At the highest intensity of parked cars on Cheyenne, there were still 37 available parking spaces on Cheyenne Avenue alone. Also noted was that on the adjacent street, Wahsatch, it was rare to see any cars parked, in addition to St. Vrain (the street to the north with angled parking spaces). 37 available parking spaces illustrates a surplus of parking. Please also note that we have not heard any concern from Palmer High School, or School District 11 of the proposal for the development.



- Stormwater detention
 - Detention is not necessary for the site because the site has always had a high level of imperviousness (always developed).
- One or Two Separate Apartment Buildings
 - The building will effectively function as a single building. We apologize for the confusion caused by the mislabeling. In plan view, when looking at the first floor only, it appears as two separate buildings as there is a pedestrian access point through the building on the first floor.

Thank you for your comments and feel free to reach out to me with any further questions.

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FIGURE 5