

NOTES LIVE

The Sunset Amphitheater

Colorado Springs City Council
January 10, 2023



PROJECT TEAM



Notes Live

- JW Roth, Chairman and CEO
- Robert Mudd, President Notes Live Development

Consultant Project Team

- Consultant Project Manager: Chris Lieber, N.E.S, Inc.
- Public Engagement: Lisa Bachman, Bachman PR
- Civil Engineering: Bob Yoo, Executive Corporation
- Traffic Engineering: Curtis Rowe, Kimley-Horn
Jeff Hodson, LSC Transportation
- Parking Engineering: Jeremiah Simpson, Kimley-Horn
- Acoustic Engineering: Matt Mahon and Ken Adria, LSTN
- Architecture: Jeff Crocker, BCA Studios

CHANGES DRIVEN BY PUBLIC FEEDBACK

Improved Parking Plan

- Eliminated Discovery Canyon Campus as a parking facility
- Committed to 70% of parking capacity within ½-mile of venue or reduce event attendance (ticket sales) capacity pro rata
- Developed detailed Traffic & Shuttle Plan through Kimley-Horn
- Added 500 additional parking spaces within Polaris Pointe
- Committed to parking spaces far exceeding code requirements (code requires 2,000 spaces, we have secured more than 3,000), providing backup should rideshare does not manifest as projected (25% of attendees)

CHANGES DRIVEN BY PUBLIC FEEDBACK



Improved Sound Control

- Redesign of facility using infrastructure to reduce sound impact
- Commitment to build acoustical walls at venue's eastern border if adjoining lots not developed prior to opening
- Sound Monitoring Stations with operational intervention
- 3rd Party sound monitoring in 15-minute increments with reporting to the city

Improved Event Management

- Established relationships with Allied and Rupp Security to dramatically reduce burden on CSPD and off-duty officers
 - 100% of in-venue parking and adjacent security to be paid for and provided by The Sunset through contracts with Allied and Rupp
- Committed to coordinate with Air Force Academy and The Classical Academy to effectively schedule events so that traffic can be managed
- Committed to provide signage for local neighborhoods ('No Event Parking'), and dynamic signage to effectively manage traffic
- Collaborated with Fire, EMS and Police to develop mutually-acceptable initial management plan

Off—Site Improvements

- Committed to provide sidewalks on all of Spectrum Loop and Voyager Pkwy. to connect with The Classical Academy
- Committed to work with Air Force Academy regarding Monument Creek



APPEAL TOPICS

- Compatibility
- Parking
- Noise



Planned Unit Development/Development Plan Criteria

- Consistency With City Plans
- Consistency With Zoning Code
- Compatibility with Surrounding Area
- Traffic Circulation/Off-site Impacts
- No Overburdening Public Facilities/Drainage Criteria Manual Compliance

SITE LOCATION



Context



COMPATIBILITY



PlanCOS
LEADING THE WAY TO OUR FUTURE

Unique Places Framework



Predominant Typology

- Neighborhood Centers
- Community Activity Centers
- Entertainment and Commercial Centers
- Regional Employment and Activity Centers
- Downtown

Consistency-City Plans

➤ PLANCOS

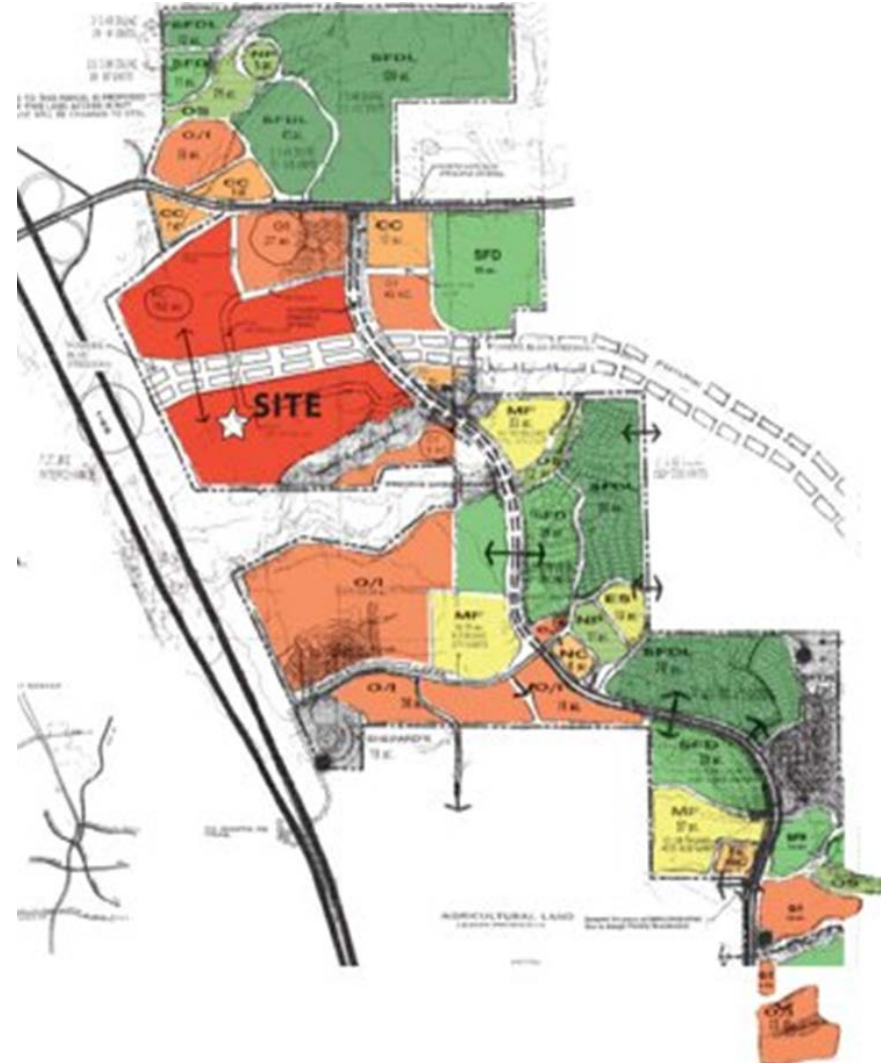
- Vision Map-New & Developing Area
- Unique Places-Regional Employment & Activity Center
- Thriving Economy
 - Economic Diversity
 - Expand our Base
 - Think & Act Regionally
- Renowned Culture
 - Arts & Culture essential part of COS identity
- Majestic Landscapes
 - Values Natural & Manmade Outdoor Spaces
 - Celebrate COS Location at base of America's Mountain
 - Engage with our Landscapes
 - Celebrate our Scenery & Environment.

COMPATIBILITY



Consistency-City Plans

- Northgate Master Plan (1650 Acres)-Considered Implemented
 - Zoning = PUD-Commercial Highrise
 - Multiple Accesses at Voyager
 - Powers/I-25 Interchange
 - 10 Land Use Designations
 - Regional Commercial
- Site Specific Implications
 - Regional Commercial Designation
 - Spectrum Loop Adjacent
- Polaris Point Urban Renewal Plan
 - Entertainment is allowed use



COMPATIBILITY



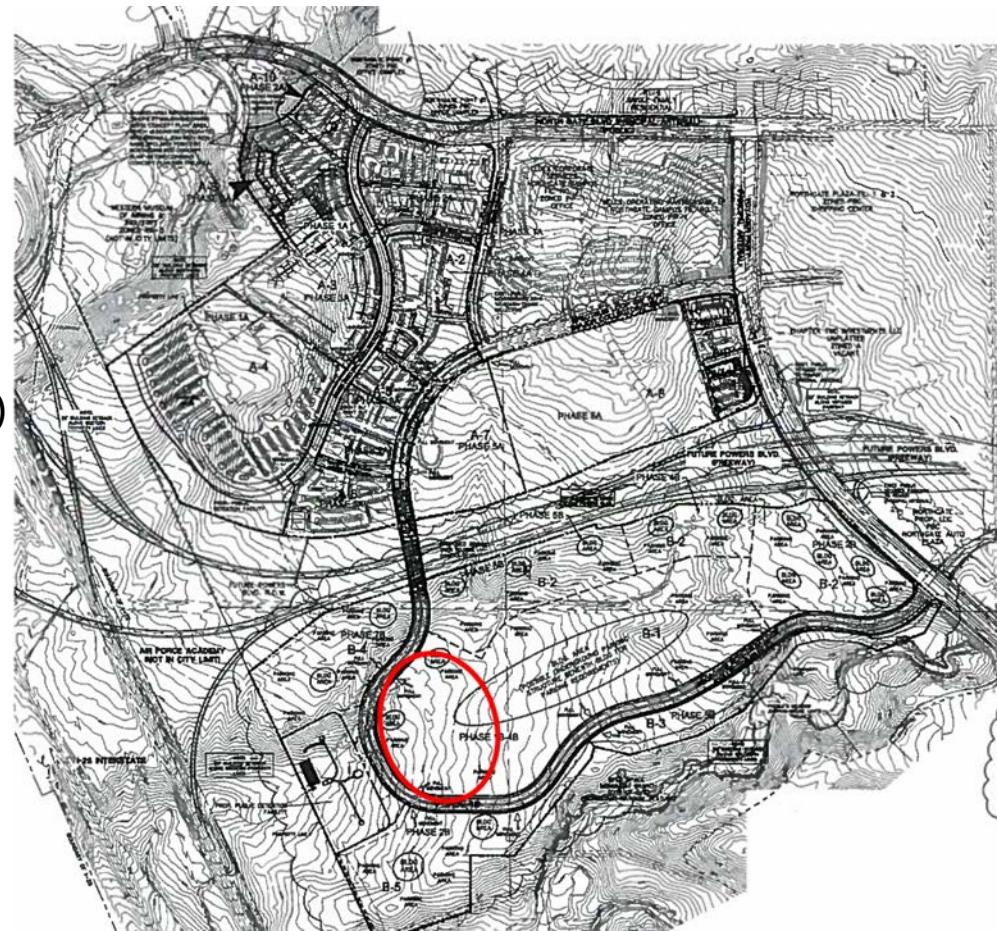
Consistency-City Plans & Zoning

➤ Polaris Pointe @ Northgate PUD Plan (192 acres)

- Max. Building Height 65'/120'
- 13 "Parcels"
- 3,203,000 SF of Building Space
- 4 Land Use Categories
 - Mixed Use
 - Commercial, Hotel, Mall, Entertainment Center, Restaurant, Office, Residential (40 DU/AC)
 - Commercial
 - Office
 - Restaurant

➤ Site Specific Implications

- Regional Commercial Designation
- Spectrum Loop Adjacent
- Maximum Height of 65'



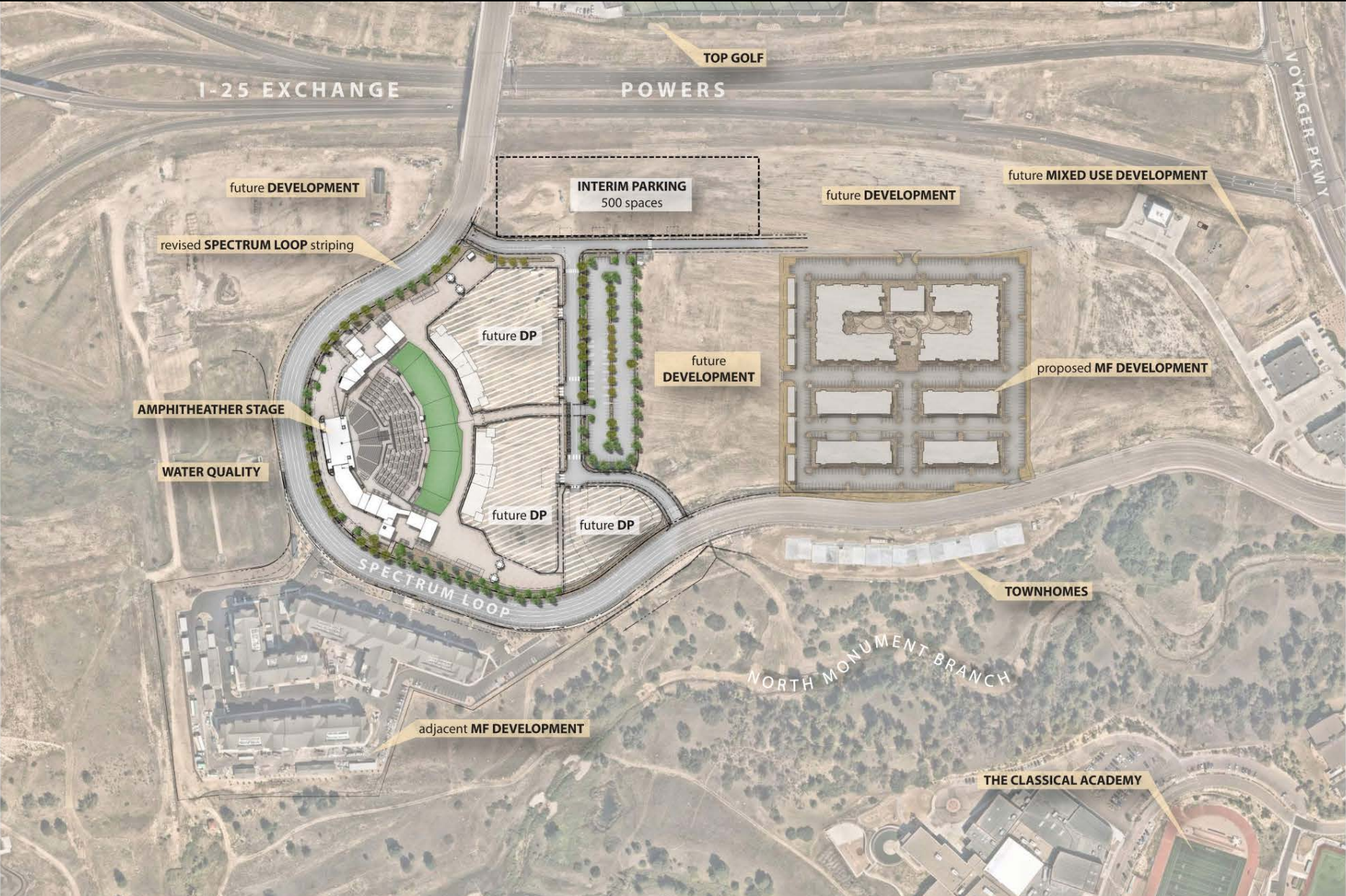
COMPATIBILITY



Consistency With Surrounding Area

- Minimizes Traffic/Reduces Intensity Impacts
 - Traffic Memo
 - Commitment to provide Temporary Lanes and Signal Timing
 - Smart Parking & Access Plan
 - Dispersed Parking
 - Shuttles
 - Traffic Management Personnel
 - Signage both dynamic + static
- Strategic Placement of Buildings
 - Stage Set at Base of "Bowl" and Furthest to West on-site
 - Sound Wall/Restaurants
- Buffering/Landscaping
 - Interim Sound Wall and Restaurants serve as sound barriers
 - Adjacent Land Uses-commercial/industrial & residential apartments
 - More Area Development Potential

COMPATIBILITY



COMPATIBILITY



TRAFFIC CIRCULATION/OFF-SITE IMPACTS

- Safe & Functional/Encourages On- and Off-site Connectivity
 - Traffic Study / Plan
 - Traffic Control Plan
 - Special Lanes
 - Signal Timing/Phasing
 - Dynamic and Static Signage
 - Parking/Access Plan
 - Dispersed
 - On-site
 - On-street
 - Off-site with agreements
 - Ride share
 - Multi-modal
 - Shuttles

COMPATIBILITY



ACCESS

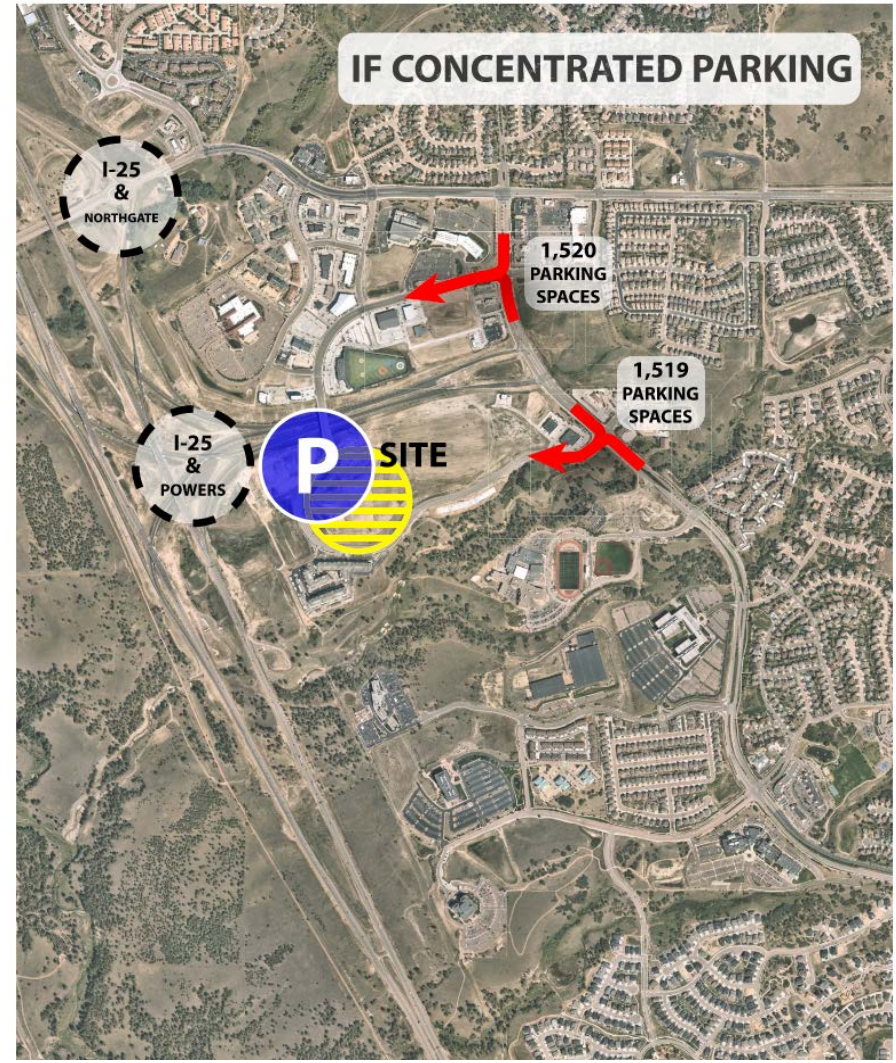
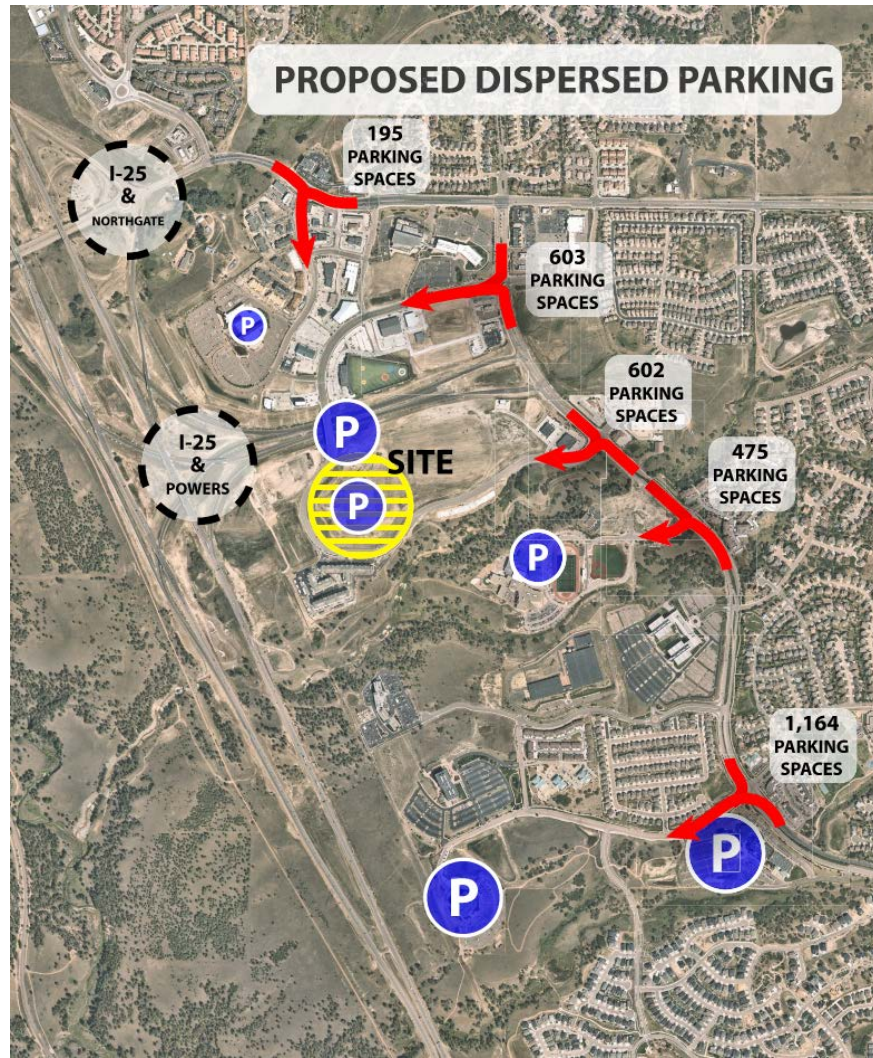
- Primary:
 - I-25-Current/Future
 - Powers-Future
- Secondary
 - North Gate/Voyager
 - Interquest/Voyager
- Tertiary
 - Voyager/Spectrum Loop N
 - Voyager/Spectrum Loop S
- Site
 - Spectrum Loop-North
 - Spectrum Loop-South
- Multi-modal
 - Bike lanes retained
 - Sidewalk/Path
 - Shuttle
 - Rideshare located adjacent to venue



COMPATIBILITY



Access Dispersed vs. Concentrated Parking



COMPATIBILITY



TRAFFIC CIRCULATION/OFF-SITE IMPACTS

- Streets/Drives Provide Logical, Safe, Convenient Vehicular Access to Facility
 - Access-I-25
 - Powers
 - Northgate→Voyager→Spectrum Loop
 - Design and Capacity to Handle Large Volumes of Traffic
 - Spectrum Loop/Voyager Sidewalk Improvements
 - Retention of Bike Lanes
- Adequately Sized Parking Areas Located to Provide Safe/Convenient Access & Avoid Excessive Parking and Expanses of Pavement
 - Facility Vacant 300 Days or More Annually
 - Dispersed Parking Plan (On-site, On-Street, Shared Off-site)
 - Parking Count Exceeds Minimum Required by Code
 - Parking County Exceeds Minimum Recommended in Study (+648)
 - 25% Ride Share Usage (conservative estimate)

COMPATIBILITY



TRAFFIC CIRCULATION/OFF-SITE IMPACTS

- Access & Movement of Handicapped Persons & Parking of Vehicles for the handicapped Appropriately Accommodated
 - 30 Accessible On-site Stalls
 - Accessible Pathways from On-site Parking to Venue
 - Sidewalk Installation on Spectrum Loop and Voyager
 - Accessible Shuttle Service
- Appropriate Provisions for Transit
 - No Transit Currently in this Area
 - Complimentary Shuttle

COMPATIBILITY



NO OVERBURDENING PUBLIC FACILITIES/DRAINAGE CRITERIA MANUAL COMPLIANCE

- Public Facilities
 - Venue Operates Less than 100 days per year
 - Regional Transportation Network Serves the Property
 - Traffic Memorandum/Special Event Traffic Control Plan
 - Parking Study
 - Existing Utilities to Serve the Development
 - No Anticipated Effect on Park or School Capacity
- Drainage Criteria Manual
 - Regional Pond

AMPHITHEATER - PARKING



PARKING NON-USE VARIANCES

- Off-site Parking-Location and Maximum % Allowed
- Parking Credit for On-Street Parking Not Adjacent to Venue

AMPHITHEATER - PARKING



OFF-SITE PARKING VARIANCE-LOCATION & MAXIMUM % ALLOWED

- Parking Requirement (City Code): 2,000 Parking Spaces
- Parking Needed (Per Kimley Parking Study): 2,600 Parking Spaces
- Parking Secured: More than 3,000 Parking Spaces
 - On-site Parking
 - On-street Parking
 - Off-site Parking
 - Interim Parking
- Commitment to provide 70% of required parking within ½ mile of venue or reduce capacity
 - Enforceable by City

AMPHITHEATER - PARKING



OFF-SITE PARKING VARIANCE-LOCATION & MAXIMUM % ALLOWED

➤ Location

- Code Standard = Within 400' by Direct Pedestrian Access
- Requested through Variance = Up to 10,000' from Venue

| Off-Site (Remote) Parking Assets | | |
|--|--|-------|
| Bass Pro Shops | | 195 |
| The Classical Academy | | 475 |
| Compassion International | | 1,164 |
| Total Off-Site (Remote) Parking | | 1,834 |
| Interim Parking Adjacent to Site* | | 500 |
| *interim spaces not included in off-site parking count | | |

➤ Maximum % of Off-Site Parking

- Allowed By Code = 20%
- Requested Through Variance = 88%

AMPHITHEATER - PARKING



ON-STREET PARKING CREDIT NOT ADJACENT TO VENUE

- Allowed by Code = On-street Spaces Adjacent to Property Frontage
- Requested Through Variance
 - All Parking Spaces Along Both Sides of Spectrum Loop Frontage
 - Number of Spaces Along Spectrum Loop Frontage = 499
 - Less Ride Share Drop-Off/Pick-Up Spaces = 30
- Total On-street Parking Spaces Requested Through Variance = 469

- On-street approach represents good use of existing resources
- Parking spaces are not reserved
- On-street spaces remain available for other adjacent property owners
- Parking only needed in the evenings, no more that 100 days per year
- Over 3,000 parking spaces provided to flexibly meet parking needs

AMPHITHEATER - PARKING



NON-USE VARIANCE CRITERIA OFF-SITE & ON-STREET PARKING

- The property has extraordinary or exceptional physical conditions that do not generally exist in nearby properties in the same zoning district;
- 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;
- That the granting of the variance will not have an adverse impact upon surrounding properties;
- The proposed location of the vehicle will not create a pedestrian or vehicular safety problem;
- The granting of the variance will not have an adverse impact upon the surrounding properties or neighborhood.

- Parking Plan **reduces** impacts on surrounding neighborhood
 - Minimizes traffic congestion and distributes peak volumes
 - Makes use of under-utilized existing parking lots
 - Minimizes environmental impacts such as stormwater and heat islands
 - Allows for smart, efficient land-use and fiscally responsible community building

SOUND & BUFFERING



Noise Ordinance Levels (Section 9.8.101)

| Zone | 7:00 A.M. To <u>Next</u> 7:00P.M. | 7:00 P.M. To <u>Next</u> 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) |



Sound Level with Mitigation and No Additional Operational Controls

| Estimate | Decibels, dB at Octave Band Center Frequency, Hz | | | | | | | | Overall |
|---|--|-----------|-----------|-----------|-----------|-----------|----------|----------|----------------|
| | 63 | 125 | 250 | 500 | 1k | 2k | 4k | 8k | |
| FOH Mix Position | 109 | 104 | 99 | 94 | 94 | 94 | 89 | 89 | 100dB(A) |
| NE Residence, No Mitigation | 78 | 73 | 67 | 60 | 58 | 54 | 34 | 0 | 64dB(A) |
| NE Residence, w/ Electroacoustic Mitigation | 77 | 72 | 64 | 56 | 50 | 43 | 24 | 0 | 61dB(A) |
| NE Residence, w/ Cumulative Electroacoustic and Physical Mitigation | 66 | 60 | 49 | 39 | 31 | 21 | 0 | 0 | 47dB(A) |

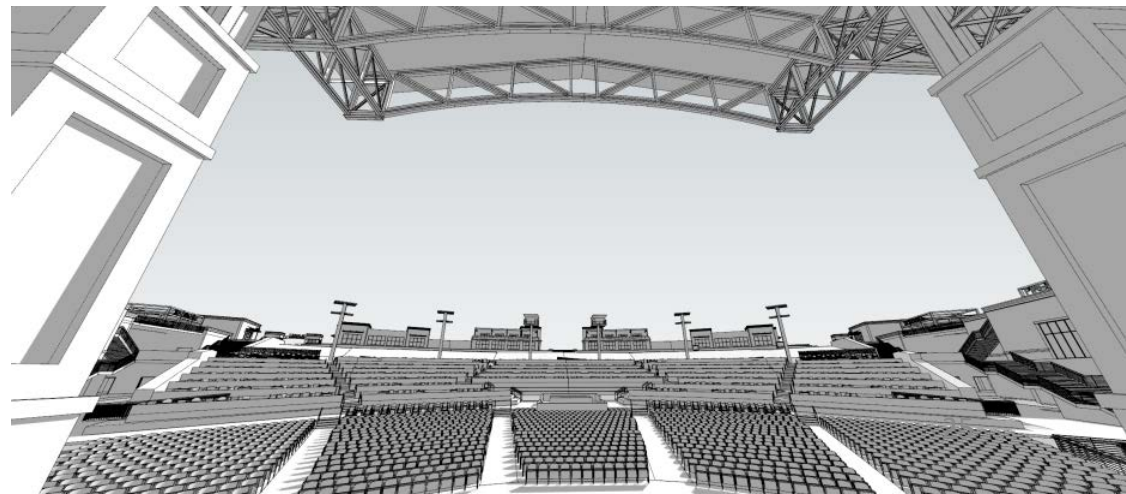
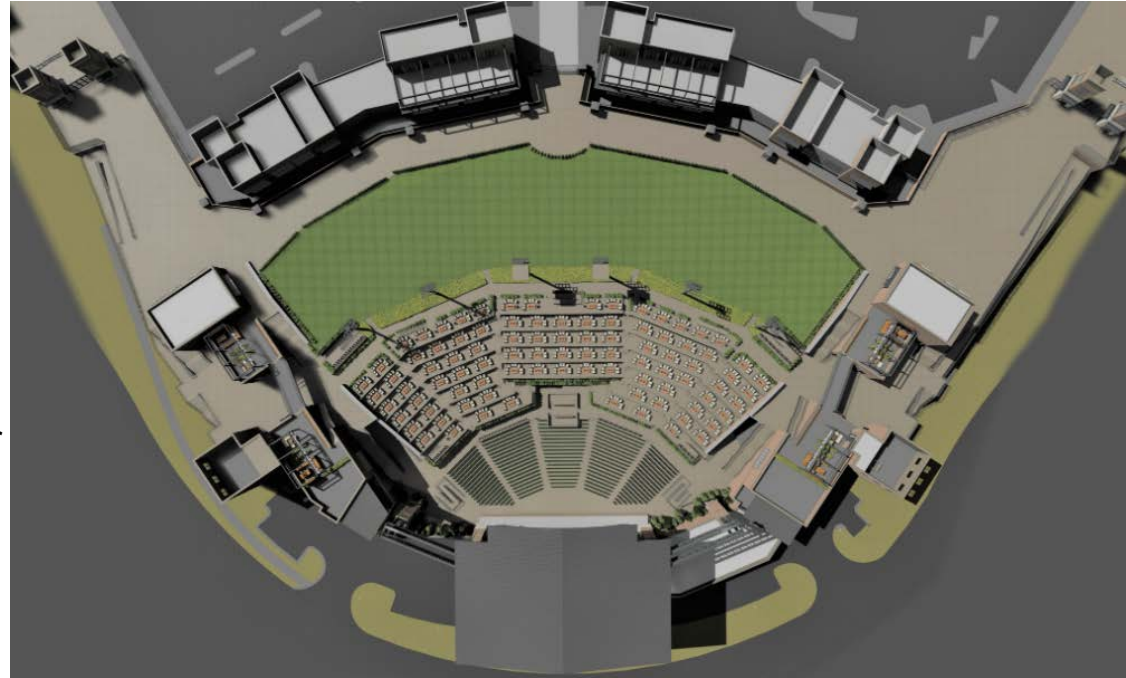


SOUND & BUFFERING

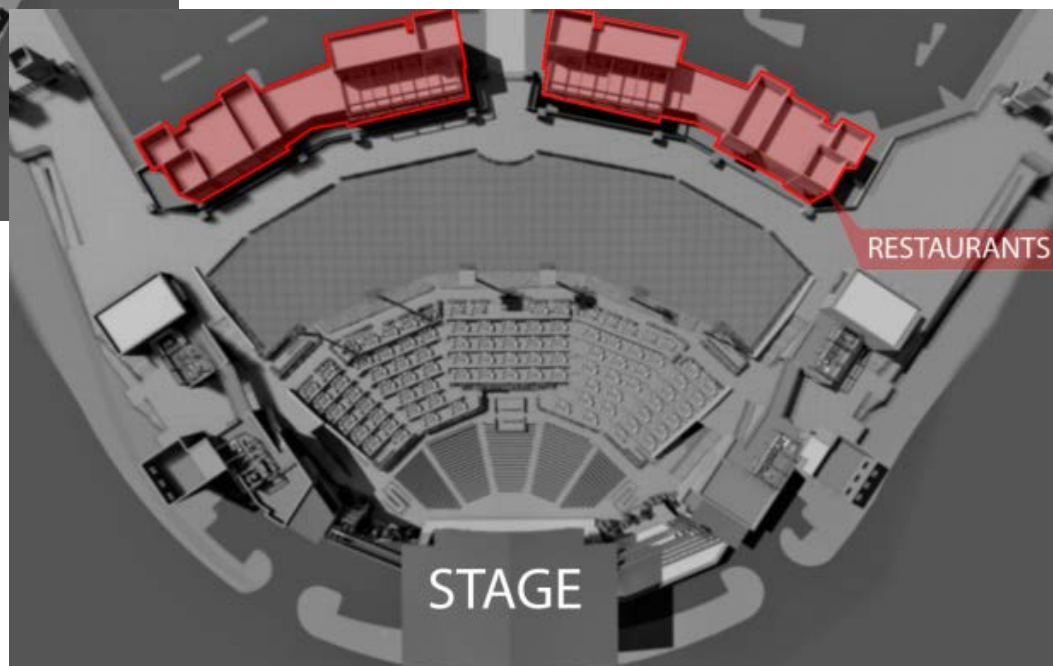
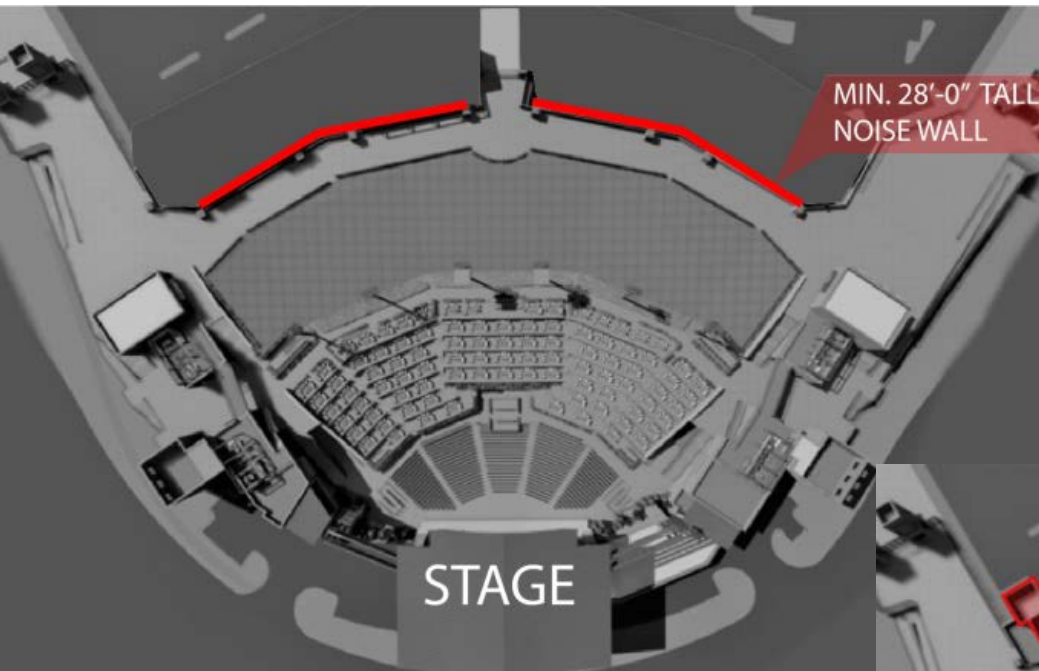


Sound Mitigation

- Onsite Acoustic Analysis, LSTN
- Design and mitigation plan with 3 strategies:
 - 1 - Physical Mitigation
 - Stage surrounded infrastructure designed for sound mitigation
 - Stage located at lowest point – takes advantage of property grade
 - Raised rake bowl seating
 - Buildings or Acoustic walls will rise 28 feet above top of concourse across entire rear of facility and 66 feet above stage
 - 210 feet of grade increase from stage to 1 mile east



SOUND & BUFFERING



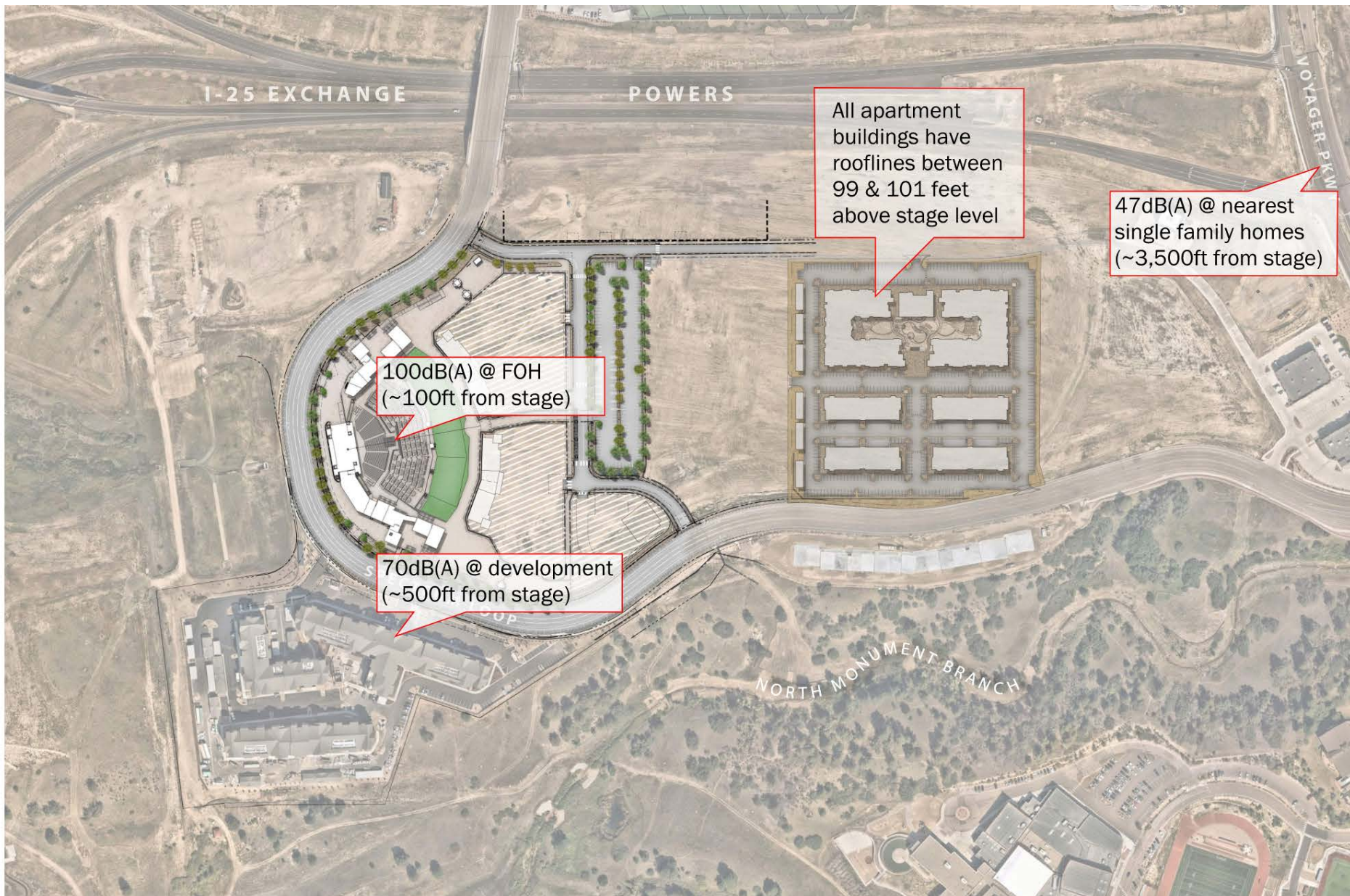


Sound Mitigation

- 2 - Electroacoustic Mitigation
 - Mandated Vertical array speakers only
 - Implementation of Delay Clusters provide directional control at the green
 - Cap height of sound production at 40 feet above the stage



SOUND & BUFFERING



100dB(A) @ FOH
(~100ft from stage)

70dB(A) @ development
(~500ft from stage)

All apartment buildings have rooflines between 99 & 101 feet above stage level

47dB(A) @ nearest single family homes (~3,500ft from stage)

OPERATIONAL ACCOUNTABILITY



- Sound Control
 - Third Party Monitoring and Reporting
- Event Management
 - Annual Operations Management Plan Review
- Traffic and Parking
 - On-going Review and Dialogue

QUESTIONS

