

**Tefertiller, Ryan**

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**From:** John Schwab <jschwab64@yahoo.com>  
**Sent:** Sunday, June 21, 2020 3:29 PM  
**To:** Tefertiller, Ryan  
**Subject:** Inquiry

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**Ryan Tefertiller**

**File Number AR DP 20-00383**

Dear Sir-

I am writing this on behalf of the owner of the Beverly Apartments, 23 N Wahsatch, where your project as mentioned above is going to be constructed. I am the Property Manager, and have been for several years now, and would like to enquire a few things from you with respect to this Project.

- 1) Can I receive a dedicated 3-D plan of construction, in detail.
- 2) Can I ask the details of how "Close" to this Building are you going to be, again with architectural details and drawings.
- 3) We are presently allowed to use Parking along the South Side of the Building by U.S. Banks Permission, which enhances the renting value of our Units. Will this still be available to us, or not?
- 4) Will the Alley Way running East and West still be present, or is that part of the construction and to be given to the "Elan" at Pikes Peak?

5) Finally, again, can I obtain a detailed drawing of the project showing all placement of buildings, parking spaces, and any contingencies that could affect the value of this Building.

Thank you ahead of time for your co-operation, and my contact information is below.

John F. Schwab

RPM/Beverly Apartments

719-505-0651/jschwab64@yahoo.com

*John F. Schwab*  
*SVP SEDA*  
*Security Chief*  
*john@the-seda.com*  
*jschwab64@yahoo.com*  
**(719)-505-0651 (Cell and Business)**

## Tefertiller, Ryan

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**From:** Glenn Criswell <gacriswell4fb@earthlink.net>  
**Sent:** Monday, June 22, 2020 2:14 PM  
**To:** Tefertiller, Ryan  
**Cc:** 'Leisa Klinge'; gacriswell4fb@earthlink.net  
**Subject:** Comments regarding Development Proposal, File AR DP 20-00383

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Dear Ryan Tefertiller, City Planner, Colorado Springs

I am writing because I have significant concerns about the Elan at Pikes Peak development proposal, file #AR DP 20-00383. I own a condo unit in Citywalk (417 E Kiowa St) located immediately north of the project site.

The project will significantly diminish the nature and enjoyment of the property and is likely to lower the value of the property and potentially affect the nature of the HOA financial health, as fewer owners might wish to live themselves in the diminished property.

The first concern is views, which is a substantial feature of the property and has been for many years. The project will remove for many owners a very nice view of downtown and the Pioneer Museum, The Broadmoor Hotel, and many unique geographical features near the entrance to North and South Cheyenne Canyons. These views will be blocked in particular by the upper northwest corner of the proposed development, and will be replaced by numerous windows and air conditioning units at extremely close proximity. Further, particularly in the winter, the project will block sunlight at an angle from the south, resulting in a dramatically different experience for owners and potentially more ice issues for our property.

A second concern is noise. The proposed trash pickup location is in very close proximity to our property and with the large number of units trash pickup is likely to be frequent. Also, with so many units, AC/heat units on the roof will emit significant noise. And of course, construction noise will produce significant life degradation for residents for a significant time, due to the particularly close proximity of the project.

A third concern is traffic. The project as conceived will result in significant traffic access from the alley. In many ways, the alley is effectively being utilized as a driveway as currently designed – the lower parking level is accessed exclusively from the alley and most drivers approaching from the N,S, or W are likely to access the upper level parking lot from the alley as well. This is a problem for several reasons: the most significant problem is headlights shining toward our building, which will be an ongoing disturbance for many residents of our building. Those cars will be in closest proximity to our building, so noise and exhaust will be concerns – as if the alley were more of a new street or frequently used driveway. And finally, a large number of drivers southbound on Wahsatch Ave will turning left (east) off Wahsatch Ave, potentially causing traffic backups or accidents on southbound Wahsatch, as that access was not designed for a high volume of turning traffic.

Suggestions for improvement of the project and less negative influence upon the experience and financial condition of our owners include the following:

- 1) Any reduction in the height of the project would be particularly beneficial, particularly at the west end of the project which may block unique view features (I am less familiar with specific concerns of owners on the east side of our building but they are likely to appreciate height reduction as well).
- 2) Any pullback from the west edge of the project, and particularly the north-west edge of the project would also be beneficial. One example is if the pool courtyard were on the NW corner instead of the SW corner of the property - that would be helpful. Or if the far west wing were lowered to fewer stories – possibly that accommodation could be accomplished by moving more of the parking to the basement level. The “skylounge” would have a better view from the SW corner of your building anyhow – where a B4 unit is planned. A north-south mirror image swap of building 1 would have the additional benefit of two units per floor with close proximity to our building (on the northwest side of building 1) vs eight units per floor currently.
- 3) Parking access would be more appropriately achieved with dual accesses from Pikes Peak Ave (at the two existing median cuts) with one entrance servicing each level (with a ramp down from one) or alternatively internal ramps accessing the lower level. This change would serve two purposes – shifting access away from the close proximity to our building (with associated lights and noise) and also shifting traffic load to the more appropriate major infrastructure of the street and existing dedicated left turn lane and not utilizing the alley for more than its intended purpose.
- 4) The trash and loading area would be more desirable if it was moved to the east side of the property – preferably on the east edge (north corner?) so that the building shields some of the noise and the bank parking lot is the closest adjacent property.
- 5) The project in general is very large for a project in such close proximity to a long existing residential structure. Any reconsideration of that scope is greatly appreciated – a smaller overall building in height and/or footprint might fit in more desirably in the longer term. With several other projects in the area and uncertain upcoming economic times, there may be risk of an overbuilt supply in downtown. This possibility might help make a smaller project more appropriate at this time.

Thank you to Ryan, The Planning and Community Development Department, and the project owners and developers for your consideration of these concerns and suggestions.

Regards,

Glenn Criswell

## Tefertiller, Ryan

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**From:** Luanne Ducett <l@tnesinc.com>  
**Sent:** Monday, June 22, 2020 3:31 PM  
**To:** Tefertiller, Ryan  
**Subject:** AR DP 20-00383

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

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Hi Ryan, I received the post card for this development.

I am concerned about the parking and about the peoples pets from this development.

I own a building at 125 N. Wahsatch, without adequate place for the pets of the apartment dwellers, I am concerned that this will cause an increase in the clean up needed on my small lawn.

Where will the visitors park? This does not seem like it has allowed for adequate visitor parking.

Thanks,

Luanne

**L Ducett, P.E.**

President

**Terra Nova Engineering, Inc.**

**Ability Design Build, LLC**

721 S. 23<sup>rd</sup> Street

Colorado Springs, CO 80904

719-499-2255 cell

719-635-6422 office

719-635-6426 fax

Terra Nova Engineering, Inc. has provided, on the enclosed diskette(s)/email, computer data as a courtesy service to you. The data contained on the diskette(s) is not in any way to be construed as, used as or relied upon as the final source of design intent or implied to be guaranteed as completed design results. Terra Nova Engineering, Inc. considers that Design Data is only in its final form on paper drawings or copies of said paper drawings only and must be complete with original signatures of approval or professional certification being visibly present on the drawings. Data supplied via computer generated format does not contain any original approval or professional certification. The use of this data by you is to be considered to be at your own risk and Terra Nova Engineering, Inc. assumes no responsibility for any damages resulting from your use of this data. Terra Nova Engineering, Inc. makes no warranties, expressed or implied, as to the fitness of this electronic drawing data for any purpose. Further, Terra Nova Engineering reserves the right to update, revise, and make changes to this electronic drawing when it deems appropriate without obligation to any person, organization, or other entity. While Terra Nova Engineering has reviewed the information on this electronic drawing, in no event shall Terra Nova Engineering be liable for damages arising from use by others.

## **Tefertiller, Ryan**

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**From:** Gypsy Ames <games@coloradocollege.edu>  
**Sent:** Tuesday, June 23, 2020 11:34 AM  
**To:** Tefertiller, Ryan  
**Subject:** Development proposal comments AR DP 20-00383

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Dear Mr. Tefertiller,

I am writing in regards to the proposed development project for the corner of Wahsatch and Pikes Peak Avenue. My husband and I live at the intersection of Platte and Prospect, and we own Blueline Engineering, an engineering company at 525 East Colorado Ave, so we are very close to the site of the proposed development.

My major concern with the development is worry over traffic patterns in this part of the city. Right now Platte has an excessive amount of traffic, most of it exceeding the speed limit, and many accidents. The traffic flow along this corridor is not managed well right now, particularly at the dangerous intersection coming up from the underpass. Wahsatch is also problematic as the traffic bottlenecks between Platte and Pikes Peak during busy times of the day.

It looks like the plan for the building has two main entrances, one on Pikes Peak and one on Wahsatch. For people traveling west on Platte and turning south on Wasatch to try to get in to the West building entrance by cutting East across the street for access to the parking lot there will be major problems for the flow of traffic. If the intention of the developers is for the entry and exit to the building to be directed to Pikes Peak Avenue, and can properly address the additional traffic at the intersection of Pikes Peak and Wahsatch then I have no major concerns with the plan.

Thank you,  
Regina Ames

## Tefertiller, Ryan

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**From:** Randy Petersen <randy@boardingarea.com>  
**Sent:** Thursday, June 25, 2020 9:44 AM  
**To:** Tefertiller, Ryan  
**Subject:** Elan at Pikes Peak

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

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re: Development Proposal  
Elan at Pikes Peak  
AR DP 20-00383

Comment: in total support of this project for a few reasons:

1/ it begins to balance the current development of the downtown core. as you know, much of the current focus is on the south tejon, etc. area in the area of the new sports park. museum all bordered by the railroad tracks. the east side of downtown still has pockets of empty and development space at reasonable values for developers and includes in the proper planning access to parking, etc.

2/ as is noted in the development partners, this is a major national player in these sorts of projects and the ripple effect of attracting other development partners in the future should not be overlooked. if the Springs wants to continue to be seen as a welcoming partners in our downtown development cycle, now is not the time to say #no.

3/ a commitment for a project such as this in the current economic challenges of our combined futures is fairly remarkable and should not be overlooked. any postponement would surely alter interest, a reasonable timetable and discouragement from others to consider similar projects. as with anything like this, there are tipping points both forward and backwards.

again, in total support for this project.

cheers,

randy petersen

Founder: BoardingArea | FlyerTalk | Freddie Awards | InsideFlyer | BAM

## Tefertiller, Ryan

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**From:** Randy Case <rwcase@crlr.net>  
**Sent:** Thursday, June 25, 2020 3:41 PM  
**To:** Tefertiller, Ryan  
**Cc:** Randy Case; Board President; sec@citywalkdowntown.com; Leisa Klinge; Ben Klaus  
**Subject:** Elan at Pikes Peak Request for Meeting w Neighbors at Citywalk Downtown Lofts

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Hi Ryan,

As you may know, I am a property owner at the Citywalk Downtown Lofts (417 E Kiowa Street, Colorado Springs, CO 80903) which is 83 individually owned lofts in a 13 story building with one level detached garages and surface parking. Citywalk is located generally to the north of the proposed Elan at Pikes Peak ("Elan").

In addition to being a property owner at Citywalk, I am presently serving on the Citywalk Downtown Lofts Owners Association Inc., Board of Directors ("Citywalk Board"). Many of Citywalk's individual owners have received mailed notices about the proposed Elan project and have also seen information in THE GAZETTE. Some owners and tenants are not yet aware of the Elan project.

Given the urgency of the notices requiring comments by June 30 and the City's Rapid Response priority, the Citywalk Board has asked that I contact you and ask for a meeting to discuss the project and have questions answered. The full Board and management are available to host a meeting at Citywalk on Tuesday June 30, 2020 at 5pm in person to the extent that is appropriate or by Teams virtual meetings. They would like to have you and a representative of Greystar present to explain the project and answer questions of the Citywalk Board and interested owners / tenants.

For convenience, I am copying the Citywalk Board members and management, Diversified Association Management.

Please use the reply to all function in letting us know if this can be arranged.

Thank you,

Citywalk Downtwon Lofts Owners Association Inc

By: Randle W. (Randy) Case II, Board Member/Vice President

Cell/Text: (719)338-2273



## Tefertiller, Ryan

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**From:** Elecia Lee <elecialee@comcast.net>  
**Sent:** Friday, June 26, 2020 11:15 AM  
**To:** Tefertiller, Ryan  
**Subject:** AR DP 20-00383

**Importance:** High

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Hi Ryan,

I have a few initial comments and suggestions on the design proposed for the apartment building at Pikes Peak and Wahsatch:

- 1) There are no obvious locations marked for a dog run unless they plan to use the courtyards for this purpose. A building this size and with this many apartments should certainly require a dog run and also dog waste collection stations.
- 2) I feel there are not enough elevators planned for this development. Building #1 shows 2 elevators. Building #3 shows only one elevator. There is no elevator marked for Building #2 that I can find on the site plans. It would be a good idea to have an elevator planned for building #2 and at the south edge near the stairwell.
- 3) There should be a direct line from elevator exits on Level 2 for tenants to easily walk into all 3 courtyards. The only access points for tenants living above Level 2 to the courtyards will be to take an elevator or walk down stairs and then walk to the extreme southern edge of the building on Level 2 where there appears to be a walkpath that links all 3 courtyards. I would suggest that for better access flow to the courtyards that apartments labeled as S3 on Level 2 be eliminated. There are appear to be 5 such units on Level 2.
- 4) Even though the zoning of FBC Transition 2A does not require an alley setback, I feel that it would be a far better design and a better transition to nearby properties in the Middle Shooks Run neighborhood to the north and east for this development to be setback from the alley. I ask that the developers create at least a 5 foot setback from the alley property line that would allow for space for some landscaping. This would help give the alley a more pleasant appearance and also create a nicer walkable space for pedestrians. People do walk and bicycle through this alley.

Thanks,  
Elecia Lee

Sent from [Mail](#) for Windows 10



June 26, 2020

Ryan Tefertiller, Urban Planning Manager  
City of Colorado Springs  
Urban Planning Division  
30 S. Nevada Ave.  
Colorado Springs, CO 80903

Dear Mr. Tefertiller,

The purpose of this letter is to express an opinion by Downtown Partnership regarding an application by Greystar Development Central, LLC on behalf of the property owner, US Bancorp Ctr, Minneapolis, and Pikes Peak Post 4051 Veterans of Foreign Wars. The request is for a development plan to use the property for a 320-unit market rate apartment building.

The Downtown Partnership supports this application, as it demonstrates investment into Downtown and improves upon the walkable and vibrant places that are activated with people throughout the day. This project adds residential options to Downtown which is important to the liveliness of a neighborhood. The project is located within very close proximity to the Downtown core where high-density residential uses are allowed by right.

The project occurs in a pedestrian and bike friendly location in the Form Based Zone and is located along the protected bike lane that connects Downtown to the Legacy Loop. As Downtown continues to add residential units, it is vital that public transportation improvements continue in terms of reliability, frequency, and overall connectedness. Public transportation needs to be a viable option for residents to commute to work, and for visitors to easily navigate the City's incredible attractions.

We look forward to the continual investment into the revitalizing east end of Downtown and support the approval of a development plan for this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Len Kendall".

Len Kendall  
Director of Planning & Mobility  
Downtown Partnership of Colorado Springs

June 28, 2020

City of Colorado Springs Planning and Community Development Department  
c/o Ryan Tefertiller  
30 S. Nevada Ave. Suite 701  
Colorado Springs, CO 80903

Mr. Tefertiller,

**RE: File Number AR DP 20-00383 (Elan at Pikes Peak, 410 and 430 E. Pikes Peak Ave. and 17 N. Wahsatch Ave.)**

My name is Matthew Driftmier, a property owner adjacent to the proposed Elan at Pikes Peak project currently under review by the City. After reviewing the plans for this project and talking with some of my fellow citizens here in the neighborhood and the area nearest the project, I have some serious concerns about this development that I would like to address in this letter for the official record.

First, I realize that my comments here will be seen by some (if not most) as a form of Not-In-My-Backyard (NIMBY) opposition to change or development. In fact, I write today because I am in favor of the development of our City – I just want to see that it is done properly and with respect. So much development happens because “we’ve always done it that way,” or because people were not listened to or presented with various options. It is in the spirit of a better Colorado Springs for everyone that I write this letter and I hope that it will be received as such.

#### **Concern #1 – The Proposed 380 Stall Parking Structure**

When I think of Downtown Colorado Springs and its surrounding areas, I think of the beautiful tree canopy. Of the world-class parks and cultural attractions. The shops and the atmosphere. It is the original development that started Colorado Springs and was built in the traditional style of being accessible to everyone. You could walk, bike (as made famous by the photo of Helen Hunt Jackson riding in front of General Palmer’s statue), ride the streetcars, horses, or cars. In the many decades that followed the Founding, much of Downtown was given to cars in the form of large parking lots and structures that have punctured holes in what were once long expanses of businesses and homes.

Instead of catering to the local area, Downtown was made more accessible to those living outside its boundaries by making it easier to drive in and park your car. Naturally, this brings in more cars and traffic than people out walking, biking, or otherwise enjoying the area. When you are so vastly outnumbered, it can feel at times unsafe to be out in anything but a car, which further exacerbates the issue.

As someone who loves to walk and bike around Downtown and the surrounding neighborhoods, the thought of this development adding another 380+ cars into the daily hubbub of Downtown is deeply concerning. I’ve already seen news articles describing this development as seeking people who would want to walk and bike around the area.

From the Colorado Springs Gazette on June 19: *“At the same time, developers say they want to meet the demands of growing numbers of renters seeking an urban lifestyle — the ability to walk and bike to nearby restaurants, bars and coffee shops.”*

If the urban lifestyle is one of walking and biking, as it is widely reported as being attractive to those moving to downtown areas across the US, especially amongst younger people, then why is this new development taking up so much space to dedicate to parking cars? The Downtown Partnership of Colorado Springs, in their 2020 State of Downtown Report, states there are:

- 26,600 employees
- 100+ shops and restaurants
- 2,520 businesses
- 180 acres of urban parkland

With so much to see, do, and work with, I feel confident that this project could easily find people to fill its 321 apartments who are more than satisfied with what Downtown has to offer and would not need to drive across the City routinely enough to warrant needing a vehicle. If they did, they would have the fortune of their location to assist. This project parcels in question have access to:

- Mountain Metropolitan Transit (MMT)
  - o Route 5 stops across the street (it is one of the most popular routes, connecting two main terminals, the Downtown Terminal and the Citadel Mall, both of which provide easy access to a majority of MMT's fixed routes)
  - o The Downtown Terminal is a 2.5 block walk
  - o Metro Mobility service for ADA paratransit service
  - o Vanpool and Carpool programs
- Bike Routes
  - o Pikes Peak Avenue has one of the best bike lanes in the City as it is barrier protected and protected by parked cars on the street in most areas. It connects to the Cascade Bike Lanes and the Weber Bike Lanes where they can be used to travel Downtown, connect to other bike lanes (such as on Willamette), or connect to park trail systems, such as the Pikes Peak Greenway Trail in Monument Valley Park, or the Legacy Loop, both of which connect to other park trail systems and bike lanes.
- Ride-Hailing Services
  - o Uber, Lyft, and Ztrip are more popular than ever. It's a way to "hail" a private car through a smartphone app to arrange for a quick and easy ride wherever you need to go. According to Pew Research Center, 36% of Americans use ride-hailing services. When you look at adults age 18-29 (which I'm sure is a target demographic of this new development), that number jumps to 51%.

My point in all of this is that it's easier to get around Colorado Springs than has been possible since the end of the streetcar system, which at the time ran to most corners of the City. A simple change of marketing can target people who want to live without the expense or hassle of vehicle ownership. A positive outcome of that would mean this development would contribute less to the growing number of vehicles in Downtown every day and can better use that excess space for more productive measures.

A personal suggestion of mine is to offer a transit benefit to residents to help ensure they don't bring cars along with them (as I know street parking is a hot topic). WGI Inc., a national design firm with offices around the country and in Denver, estimates that the national average cost for a single parking garage stall is \$21,500. This does not include lighting, security, maintenance, or the like. Based off this estimation, Elan at Pikes Peak will spend nearly \$8.2 million on the parking garage component of the project alone. Buying a monthly, unlimited-ride bus pass with MMT would cost \$20,223 per month and would cover 1 pass for every

unit. With the money this project uses just to build (not even maintain) the parking garage, the developers could fully fund over 33 years of bus passes for residents who might like the option of not needing a car. If the developer only covered half the cost and had the other half included in the rental fees, that would double the same funds to cover 66 years of passes, not including any funds needed in those 66 years that would have been spent lighting, securing, and resurfacing the garage had it been built. This also assumes Mountain Metro would not offer any discounts on regular, bulk tickets (where there is a good likelihood that they would).

To sum up, I don't think we need any more vehicles in the area than we already have. If the number of spaces was reduced to a dozen or two for ADA and service vehicles (street parking can cover visitors and incidentals), then that money can otherwise be put to a more productive use and help make the area more viable to walking, biking, and in short-living. I know many who would love to have the opportunity to live vehicle-free and this project, coupled with being in our Downtown, could be a pioneer in this field that could be looked upon as a model for other projects both in Colorado Springs and around the country.

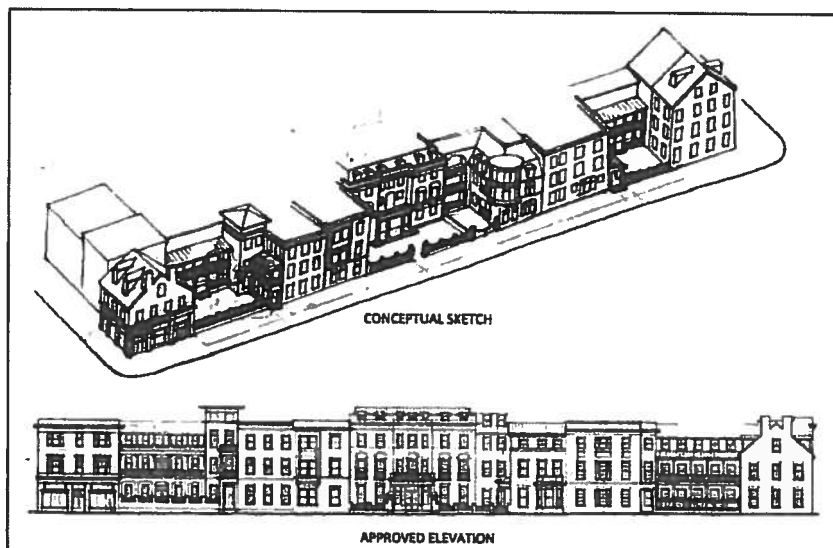
### Concern #2 – A Monolithic Façade

I won't pretend to be an expert on architectural design. Nor will I corner the market and what I prefer in a building is what everyone else does too. But Downtown Colorado Springs is historic and has a charm to its buildings. Unlike our suburbs, nearly every building is different and has different quirks and details that makes each one a inimitable character with a role to play. Among local history and architecture buffs, revered words are still held for the beauty of the Second Antlers Hotel, the Burns Theater, and other buildings of our past, alongside the marvels we still have today such as the Pioneers Museum (El Paso County Courthouse) and City Hall.

However, since the 1960's, many of the unique buildings were lost to parking lots or large glass buildings. This has given Downtown, in my opinion, a sort of ragtag look to it. I think that a large, 6-story project like this one will continue that disjointed look and will look out of place in Downtown. Considering that these parcels are in the transition zone between Downtown and Middle Shooks Run Neighborhood, this will be more jarring.

I would ask that the design be reconsidered to make it feel more authentic to its surroundings and the history of the area it wants to be built in. If the façade is broken up and looks more traditional, it will adhere itself to the community smoother than a large glass building would.

This article demonstrates the principal beautifully: <https://www.cnu.org/publicsquare/2020/06/22/authenticity-design-creating-beautiful-places>



### **Concern #3 – Single Purpose of the Project**

My final concern regards the fact that for such a large project that will completely cover multiple lots in one of the most valuable real estate markets in Colorado Springs, there was nothing denoting any sort of mixed-use purposes in the project.

A mix of land uses – particularly homes and businesses – is a crucial component in walkability, which has health, environmental, and economic benefits. No matter how nice the sidewalks and street trees are, you still need things to walk to. Building a large project that is solely residential will not add to the walkability and community of Downtown the way it would if other uses were included. In fact, the more businesses that are close to home, the less one needs to drive outside your neighborhood to get something (see Concern #1). Urban scholar Daniel Kay Hertz makes the case that not offering this denies choices to many Americans:

<https://www.strongtowns.org/journal/2016/2/25/historic-walkable-neighborhoods-are-a-scarce-commodity>

This is missing out on a large opportunity. Downtown is one of the few places in Colorado Springs that you could easily add mixed use projects without having to go 10 rounds with an HOA or restrictive neighborhood covenants. There is a “shortage of cities” that people want to live in (<http://cityobservatory.org/the-myth-of-revealed-preference-for-suburbs/>) and this project in its current form doesn’t help the situation. **This project, as proposed, could just as easily be in the suburban portions of Colorado Springs without anyone batting an eye. Why not take the opportunities presented to this unique location and add some retail or business spaces to help make the area more livable for everyone in the process?**

### **Conclusion**

As a fan of traditional development and as one who only wants to see Colorado Springs get better and better, I’m thrilled at the prospect of turning an effectively dead corner of our bustling Downtown into something more productive that brings density and a more effective tax base for the City. However, I don’t agree that treating the project like a suburban development is what’s best for the neighborhood. We have overbuilt our spaces with so much of these projects that we’ve forgotten that there are other options to live. Complaints are ever on the rise that housing is too expensive, and people can’t live where they want to live as a result. This sort of project shows me why. By building single-use structures and creating car-centered environments, it becomes impossible to have truly livable spaces. We force ourselves to live with the expenses of owning and operating vehicles because we’ve created no other effective way to access our spaces. But if we start building again for people, at the human level, we can make our neighborhoods open to the kind of interactive experiences largely lost to old movies and TV shows.

I think this project, Elan at Pikes Peak, can be saved and turned into a cornerstone of the community with changes. By putting less emphasis on cars and more focus on people and how they live, we can continue to build, step by step, the greatest city in the world – Colorado Springs.

Sincerely,

Matthew H. Driftmier  
Adjacent Property Owner  
417 E. Kiowa St. #703  
Colorado Springs, CO 80903

## Tefertiller, Ryan

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**From:** Driftmier, Matthew <mhdrift@gmail.com>  
**Sent:** Sunday, June 28, 2020 11:50 PM  
**To:** Tefertiller, Ryan  
**Cc:** Louise Conner; Bob Pogainis; leisak@diversifiedprop.com; Alex Armani-Munn  
**Subject:** Concerns Regarding AR DP 20-00383 Elan at Pikes Peak  
**Attachments:** Concerns Regarding File Number AR DP 20-00383 Elan at Pikes Peak.pdf

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Mr. Tefertiller,

My name is Matthew Driftmier and I am responding to a City Planning Postcard for **File Number AR DP 20-00383 Elan at Pikes Peak**. As an adjacent property owner to this project, I ask that you please include my attached letter in the official record for this project.

I have also CC'd to this email Louise Conner as the representative of the Middle Shooks Run Neighborhood Association, Alex Armani-Munn as the representative of the Downtown Partnership of Colorado Springs, and Bob Pogainis and Leisa Klinge as the representatives of the CityWalk Downtown Lofts HOA for their information as well.

If you have any questions or need my letter in a different format for the record, please let me know.

Sincerely,

Matthew H. Driftmier  
417 E. Kiowa St. #703  
Colorado Springs, CO 80903

## Tefertiller, Ryan

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**From:** Dick Timberlake <rhtimberlake@comcast.net>  
**Sent:** Monday, June 29, 2020 3:14 PM  
**To:** Tefertiller, Ryan  
**Subject:** Concerns on basement parking, AR DP 20-00383 Elan at Pikes Peak

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Hello Ryan,

I have some questions and concerns about the basement parking for the Elan project. While I am pleased that the project has on-site parking, the basement parking has some issues.

1. There are 168 proposed parking spaces on the plan. If most of these spaces are filled, and if even ¼ of the cars are used for commuting to 8:00 AM – 5:00 PM jobs, about 40 cars will be exiting about the same AM time and returning about the same PM time. Traffic jams will likely ensue in the alley, on Corona Street, and possibly on Wahsatch Ave.
2. The Eastern Colorado Bank has an alley entrance to underground parking for employees. I have seen employees get to that entrance by entering the alley's east end by El Paso Glass, and then going west on the alley to cross Corona Street to get to the bank's parking. I am quite certain that some of the future residents of the Elan project will use the same route to avoid the one-way part of Corona Street. Adding traffic to the alley east of Corona Street will negatively impact Kiowa Street residents who use the alley for access to their parking. Access there is already difficult at times due to commercial traffic.
3. Will the car entrance/exit have controlled doors to keep out vagrants?
4. The plan's drawing of the basement parking (Level 0 site plan) shows only one elevator. This seems inadequate to me. Is a single elevator for 168 parking spaces even ADA compliant?
5. Who will maintain the alley? Who will clear the snow in winter? Who will patch the inevitable potholes?

Sincerely,

Richard Timberlake



## Tefertiller, Ryan

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**From:** Elwood Buster <e1956v@msn.com>  
**Sent:** Monday, June 29, 2020 7:34 PM  
**To:** Tefertiller, Ryan  
**Subject:** Elan at Pikes Peak (AR DP 20-0083)

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Ryan,

My name is Elwood L Buster II the owner of Speedometer and Alternator Service Co. and the property at 449 E Kiowa St. I'm writing today with a couple of concerns about the plans for file number AR DP 20-00383.

To begin, there is a planned entrance/exit for the parking garage to the alley which exits to Corona St and also Wahsatch Ave. My issue with this is that the alley will not be able to support the traffic flow from the complex because the exit to the Corona St. side will be tenuous at best. In my opinion, Corona St. is one way and far too narrow to handle the traffic. Also, at the bottom of the hill (Kiowa St. and Corona St. intersection), the turn, regardless of direction, is a dangerous situation because you cannot clearly see oncoming traffic due to the large amount of cars parked on Kiowa St. Adding two to three hundred cars a day to that is not a wise move. I think an entrance/exit to Pikes Peak Ave. would be a better plan.

My second issue is drainage. The storm drain at Kiowa St and Corona St. cannot handle the runoff as it is, and it is consistently flooding over the curb and sidewalk with every rain storm. My shop has a full basement and I cringe at every rain storm as the water gets closer to the corner of my building. We have not had any water in the basement in the 59 years we have occupied the building but my shop is on the downhill side of the proposed complex and I don't think it will be a pretty picture dealing with all of the runoff from the apartments, as the storm drain can't handle the current runoff.

Thank you for your time,  
Elwood L Buster II  
6916 Maram Way  
Fountain, Co. 80817  
Work 719-632-3165  
Cell 719-332-5323  
Sent from [Mail](#) for Windows 10

## Tefertiller, Ryan

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**From:** Elecia Lee <elecialee@comcast.net>  
**Sent:** Monday, June 29, 2020 11:24 PM  
**To:** Tefertiller, Ryan  
**Subject:** AR DP 20-00383 Elan at Pikes Peak proposed apartment building

**CAUTION! - External Email. Malware is most commonly spread through unknown email attachments and links. DO NOT open attachments or click links from unknown senders or unexpected email!**

Hello Ryan,

I have questions, concerns, and suggestions for needed changes to the proposed apartment building at Pikes Peak and Wahsatch.

- 1) **Proposed building should be no higher than 4 stories:** The building being proposed is far too massive for the FBC Transition Sector 2A zone inside the boundaries of the Middle Shooks Run Neighborhood. This transition sector was intended to create a gradual transition from the core to the older and historic Middle Shooks Run neighborhood to the north and east. The height and density of the proposed building will overwhelm even most commercial properties in the vicinity. The developers are proposing nearly a maximum lot coverage footprint for this structure except for a small 10 foot setback on the east property line. It would be a better design to build several buildings with green space and pedestrian walking space around them instead. A building or buildings with a more traditional architecture design to reflect the adjacent Middle Shooks Run neighborhood would create a better visual transition. Many nearby houses built before 1900 exist along Kiowa, Wahsatch, Corona, and Bijou Streets. The lack of any setback from the alley will create a massive 6-story high unbroken structure wall along the north elevation which will be visible to many homes along Kiowa and Bijou. It will put the alley in almost constant shade. The building should not exceed 4 stories which is the required height limit in FBC Transition Sector 2A.
- 2) **No alley setback:** There is no apparent setback from the alley for this proposed building. A setback from the alley should be designed to allow for landscaping and to create a visual buffer between bicycle and pedestrian traffic in the alley. A walkable and a pleasant alley space should be encouraged with this new development especially adjacent to an older neighborhood that includes many houses with green grass frontyards, green grass backyards, lilacs, flowers, and established mature trees.
- 3) **Underground parking garage will create traffic problems in both 400 and 500 Block alleys and on Corona Street:** The underground parking garage proposed will only have an entrance and an exit at the alley. The underground parking area for 166 cars will create traffic and congestion issues in the alley adjacent to the proposed building. The alley will become a 2-way traffic logjam and potentially a chokepoint at the garage entry/exit if some cars are being driven-out while other drivers coming from either Wahsatch or Corona are wanting to enter the garage. The Eastern Colorado Bank building also has an alley entrance to their underground garage which will contribute to traffic conflicts along this alley between these 2 properties. Corona Street being one-way contributes to car drivers taking a short-cut route to the bank's underground parking garage. Drivers enter the alley next to El Paso Glass at 531 East Kiowa, drive west along the alley until Corona, cross Corona, and then continue west to the parking garage entrance. The same short-cutting to avoid one-way Corona will also occur with residents of the Elan building. The increased alley vehicle traffic will be an extremely negative impact to persons who reside along the 500 Block of East Kiowa and park behind their properties or inside their garages along the alley east of Corona Street.

- 4) **Alley on-going maintenance:** The potential excessive traffic impacts to the alleys from not just the underground parking garage but also the ground level garage will create maintenance issues for both alleys in the 400 and 500 blocks extending from the El Paso Glass building and then west to Wahsatch. Even if the adjacent alley is re-paved by the developer, the asphalt surface will still need on-going maintenance with far greater increased use. Will the City's Street Department have the budget to do on-going and future repairs to these alleys?
- 5) **Only one elevator from underground parking level:** Underground parking garage with 166 spaces shows one elevator planned to reach 6 levels of apartments. Residents coming home from the grocery store with many bags of groceries are probably not going to walk up the stairs to even Level 2 apartments, much less floor levels higher than that. How will only one elevator from the underground garage accommodate so many cars and people not wishing to climb stairs from the basement level parking?
- 6) **Underground Parking Line-of-Sight at Exit on Alley:** How will the underground parking exit at the alley safely address line-of-sight into the alley? The building has no setback from the alley. The garage doorway presumably will have a regular garage door right at the alley property line. A car driver exiting the garage won't be able to see into the alley until they have pulled into the alley. How will a car driver see other cars travelling along the alley, pedestrians, and bicyclists when a garage door is at the alley property line? The entrance/egress at the alley should be recessed into the underground garage by at least 10 feet from the alley property line. A car driver needs a visual line-of-sight to both the left and right before pulling into the alley.
- 7) **Add a garage parking ramp to connect both parking levels inside the structure:** If the underground parking area will be retained by the developer, there should be an interior ramp built to access underground parking from the ground level parking area. The alley garage entrance/exit to the underground parking could then be eliminated.
- 8) **Eliminate underground parking altogether:** If the builder builds a 4-story building with less density, the underground parking garage would possibly not be needed. This would eliminate the huge impact this underground garage will have on alley and Corona Street traffic.
- 9) **Storm drain at the SW corner of Kiowa and Corona right by the Speedometer Shop at 449 East Kiowa.** This storm drain has had issues with handling runoff during heavy rain events from water flowing down Corona and water flowing east along Kiowa. All stormwater drainage flows eastwards toward Shooks Run Creek from the alleys and from Kiowa. What increased storm drainage impacts will occur along the alley and along Corona from this massive apartment building?
- 10) **Relocation of power poles in the alley:** Site plans show that 2 power electric poles along the south side of the alley are to be moved from the project site to the north side of the alley. Will this be OK with CityWalk residents who will then have electric power poles moved closer to their units? Will the City Utilities Electric Division have the final say if these power poles should be moved and if changing their location to the north side of the alley is permissible based on proximity to an existing structure?
- 11) **Traffic Engineering impact study needed:** Will the City's Traffic Engineering department evaluate the impacts to the alley and to Corona Street traffic from this proposed apartment building and specifically traffic impacts from the underground parking garage?
- 12) **Existing sewer mains in the area are probably very old:** Will the City Utilities Sewer Department assess the impact of this proposed apartment building to the existing mains to which new connections will be added?

Respectfully submitted,

Elecia Lee

## Tefertiller, Ryan

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**From:** Louise Conner <lc@empiredi.com>  
**Sent:** Tuesday, June 30, 2020 7:41 AM  
**To:** Tefertiller, Ryan  
**Subject:** MSRNA comments on AR DP 20-00383 Elan at Pikes Peak

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To Ryan Tefertiller, City Planning office:

Following are comments we feel should be addressed regarding the development project at the southwest corner of our neighborhood.

1. The proposed development is a massive structure compared to both nearby non-residential buildings of at most 3 or 4 stories as well as its residential neighbors being a 2-story apartment building, 1- or 2-story older homes, and a residential high-rise. Being in a designated Transition Zone, it would be a much better transition if the project were of 4 stories with maximum-allowed setbacks from property lines.
2. With the development covering nearly 100% of the property, we have a concern about stormwater drainage. Downhill from the project is the intersection at Corona and Kiowa Streets that already has storm drainage problem and the project's drainage should not add to it.
3. The minimal amount of property-line setback offers only minimal opportunity for landscaping and we encourage maximum plantings in the courtyard and rooftop areas. This would aid in the transition to the Shooks Run residential neighborhood.
4. We are concerned about the impact of considerable shadow cast by a six-story building on neighboring properties to the north and are concerned that few people would choose to live in the shadowed area.
5. Given the project's proximity to area trails, entertainment, and other venues, we expect residents to use bicycles as a primary means of transportation, yet there is no apparent provision for bicycle storage facility within the development.
6. As proposed, the development's parking has three vehicle access points on the north (alley side). Together with trash removal service and the traffic associated with the bank building at Corona and Pikes Peak, these access points will put considerable traffic in the alley and take away its walkability.
7. We are concerned that there is no apparent consideration given to residents' pets and their need for dog waste stations on the premises. Without such facilities, the dog waste problem is unfairly visited on surrounding properties.

Thank you for your attention to these details. Addressing them will add to the appeal of the development to residents and to the neighborhood.

Louise Conner, President, submitting comments on behalf of:

Middle Shooks Run Neighborhood Association

[info@msrna.org](mailto:info@msrna.org)

PO Box 204

Colorado Springs, CO 80901

## **Tefertiller, Ryan**

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**From:** Paxdev <martin@paxdev.com>  
**Sent:** Tuesday, June 30, 2020 10:07 AM  
**To:** Tefertiller, Ryan  
**Subject:** Elan Pikes Peak

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Hi Ryan-

There's not much time left so I wanted to get back to you regarding the possible Elan Pikes Peak development. I'm a strong supporter of residential development in the downtown area, but I think this six-story apartment building including 174 basement parking spaces is not well engineered or architecturally well designed. After reviewing the CS Form-Based Code, the current plans do not provide a "gradual transition to adjacent neighborhoods". A four story building would fit in much better.

The planned entry/exit to basement parking is in a poor location. It will add tremendous traffic flow to Corona Street thru the eastern portion of the narrow alley. A traffic study should be done to see how this will work. There are also a number of ramp options to basement parking from the two ground level entry/exits.

BTW, has the VFW sold their property?

I'm looking forward to additional discussions and reviews of this project.

Martin Newton  
PAX Development LLC  
303.859.0177

## Tefertiller, Ryan

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**From:** ANN MCKENZIE <annmckenzie13@msn.com>  
**Sent:** Tuesday, June 30, 2020 11:46 AM  
**To:** Tefertiller, Ryan  
**Subject:** AR DP 20-00383 Project on Pikes Peak

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Hello Ryan,

I apologize if you are not the person I should be writing to with regards to the property in question. I have had conversations with my neighbor's and we all share concerns with the entrance location of the parking garage and how tenants will primarily get to that entrance. My concern is the use of Corona street (one way) and the use of the alley behind my house located at 523 East Kiowa st. and there being excess traffic or traffic.

I know that both Martin Newton and Elicia Lee have voiced thier concerns.

Thanks,  
Ann

## Tefertiller, Ryan

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**From:** Bob and Courtney Pogainis <pogainis@yahoo.com>  
**Sent:** Wednesday, July 01, 2020 7:20 PM  
**To:** Tefertiller, Ryan  
**Subject:** Re: Comments regarding "Elan at Pikes Peak"

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Thank you for the detailed feedback, Mr. Tefertiller!

Respectfully,  
Bob Pogainis

On Wednesday, July 1, 2020, 10:50:13 AM MDT, Tefertiller, Ryan <ryan.tefertiller@coloradosprings.gov> wrote:

Hello Bob,

Thanks for your email. I will add it to my project files and provide it to the applicant and developer for their consideration. The developer is working to schedule a virtual meeting with the City Walk condo owners (tentatively scheduled for 7/7 at 4:00PM) where you can learn more about the project, ask questions and voice concerns. As for your specific comments/questions, I have some brief input. 1. The only surface parking proposed as part of the project is retention of the small surface parking lot fronting Wahsatch immediately north of the alley; all the property south of the alley will be developed with apartments and structured parking. That said, I'm sure the developer can provide more information regarding proposed lighting for the project. 2. The north edge of the project does not appear to include any large/blank retaining walls. While the building is built into the existing slope, all the north facing walls will either be open to allow ventilation for the structured parking area, or will have glazing and patios for the residential units. There are just a few small portions of the north facing façade that will have a brick veneer finish, but those are modest relative to the full extent of the building. 3. I believe the project will have lighting and security cameras that will likely result in significant reductions in transients on the site. 4. The zoning for the property only requires 1 parking stall per apartment unit. I'm sure Greystar can respond better to the parking demands they see in similar projects in other urban areas. I will point out, however, that there is a decent amount of on-street parking along Pikes Peak and Wahsatch that can help meet guest parking needs.

Thanks again,

Ryan





## Ryan Tefertiller

*Planning Manager, AICP*

Phone (719) 385-5382

### Email

[Ryan.Tefertiller@coloradosprings.gov](mailto:Ryan.Tefertiller@coloradosprings.gov)

## Urban Planning Division

Planning & Community Development

30 S. Nevada Ave, #701

Colorado Springs, CO 80901

Phone (719) 385-5905

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**From:** Bob and Courtney Pogainis [mailto:pogainis@yahoo.com]  
**Sent:** Tuesday, June 30, 2020 8:42 PM  
**To:** Tefertiller, Ryan <Ryan.Tefertiller@coloradosprings.gov>  
**Cc:** Leisa Klinge <leisak@diversifiedprop.com>  
**Subject:** Comments regarding "Elan at Pikes Peak"

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Hello Mr. Tefertiller,

In accordance with the planning & community development planner announcement for Elan at Pikes Peak, I am submitting comments as an adjacent property owner before the June 30, 2020 deadline. I own a unit in the CityWalk Downtown building that is directly North of the proposed development. I have four comments:

1. It appears Elan will feature a large surface parking lot. Can Greystar do something to limit light pollution from the parking lot lights?

2. The North side of Elan appears to feature a retaining wall that could rise quite high against CityWalk, which is built on a lower elevation. Can Greystar do something to make the wall a more suitable replacement for the southern horizon/Cheyenne mountain view that some CityWalk residents will be losing?



3. The current lot that Elan will occupy already attracts transients. Does Greystar propose any architectural features or security plans to dissuade transients from gathering in the protected alley that will separate Elan and CityWalk?

4. While the planned 380 parking spots appears to meet the building code requirements for 321 units, I don't think the code anticipate such an incredibly dense concentration of units. Is there anything Greystar can do to increase the number of spots for Elan (for example, leasing neighboring parking lots for overnight parking)?

Thank you Mr. Tefertiller for the opportunity to submit comments.

Respectfully,

Bob Pogainis

CityWalk Downtown Unit 1101

## Tefertiller, Ryan

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**From:** Glenn Criswell <gacriswell4fb@earthlink.net>  
**Sent:** Wednesday, July 22, 2020 11:53 AM  
**To:** Tefertiller, Ryan; 'Leisa Klinge'  
**Cc:** gacriswell4fb@earthlink.net  
**Subject:** Colored Elevation misleading about true building height RE: Elan at Pikes Peak Resubmittal (AR DP 20-00383)  
**Attachments:** image002.emz

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Ryan and Leisa,

I want to let you both know that the Colored Elevation diagram within these documents (second file labeled Drawings from 7/21/20, screen capture below) is pretty misleading.

I believe that the top of the project will be at the same elevation as Citywalk's 12<sup>th</sup> floor and that the entire upper edge will be well above Citywalk's 11<sup>th</sup> floor.



This (Leisa) is significantly above what the Citywalk HOA board believes is the case and is clearly not consistent with the Colored Elevation image, which makes it appear more even with perhaps the 8<sup>th</sup> floor.

Citywalk Plat documents (my copy was hard to read so I am not certain about the decimal values) have the 11<sup>th</sup> floor at 6075.69' and the 12<sup>th</sup> floor at 6085.56' elevation (and the ground elevation is consistent with the Elan project documents).

Both western corners of the Elan project have an elevation of 6003' and when added to the "roof" measurement (not the top) result in a roof elevation of 6075.9' and measuring from the diagram I calculate a NW corner height of ~6081.4' and a tallest stairway height of ~6084.4'

It's the highest stairway elevation of 6084.4' that I consider even with the 12<sup>th</sup> floor Citywalk elevation of 6085.5'

I bring this to your attention because I think residents in upper floors of Citywalk may have a mistaken impression of how that project will affect them. Leisa, could you please forward my calculations to the HOA board members?

Ryan, I just want to be sure you are aware of the difference from what the Colored Elevation implies.

Thanks,  
Glenn Criswell

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**From:** Tefertiller, Ryan [mailto:Ryan.Tefertiller@coloradosprings.gov]  
**Sent:** Tuesday, July 21, 2020 9:40 PM  
**To:** Tefertiller, Ryan  
**Subject:** Elan at Pikes Peak Resubmittal (AR DP 20-00383)

Hello Stakeholders,

Please know that the City Planning Department took in revised plans for the Elan at Pikes Peak apartment project at the NE corner of Pikes Peak and Wahsatch. You can review all the resubmittal documents including a revised development plan, a traffic study, and a response letter from the applicant via our LDRS file system website here:

[https://web1.coloradosprings.gov/plan/ldrs\\_ext/rpt/index.htm](https://web1.coloradosprings.gov/plan/ldrs_ext/rpt/index.htm)

Just enter the file number ("AR DP 20-00383" with no parenthesis) in the File Number search box and hit the "search" button. You should get results with links to all the relevant information. After review the new information feel free to send me comments or questions. Ideally I can get your updated input no later than July 31<sup>st</sup> so that I can include it my next review letter.

Thanks again for your participation in this process,  
Ryan



**Ryan Tefertiller**  
Planning Manager, AICP  
Phone (719) 385-5382  
Email  
[Ryan.Tefertiller@coloradosprings.gov](mailto:Ryan.Tefertiller@coloradosprings.gov)

**Urban Planning Division**  
Planning & Community Development  
30 S. Nevada Ave, #701  
Colorado Springs, CO 80901  
Phone (719) 385-5905

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## Tefertiller, Ryan

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**From:** Driftmier, Matthew <mhdrift@gmail.com>  
**Sent:** Friday, July 31, 2020 11:12 PM  
**To:** Tefertiller, Ryan  
**Subject:** Comment for AR DP 20-00383 Elan at Pikes Peak Second Submittal

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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Mr. Tefertiller,

I would like to submit another comment for AR DP 20.00383, Elan at Pikes Peak for their second submission of documents. I have three questions I would like to put forward and added to the public record for this project.

1. In the Comment Response Letter from Kimley Horn in response to your first letter, it was mentioned that responses were made to each of the public comments submitted by concerned Citizens. I've copied the relevant portion below.

*"6. Public Notice: As you know, I've received significant stakeholder input on this project. While emails have been provided to you digitally at multiple times during the internal review stage, I've included a comprehensive attachment of all emails as part of this letter. Please provide feedback and responses to the primary issues raised by stakeholders as part of your resubmittal response letter.*

*Response: Understood. Responses to each stakeholder's email input is provided at the end of this letter."*

However, at the end of the Comment Response Letter, there were no responses to any of the public comments that I could find. As someone who brought forward serious issues regarding the original project proposal, I am very interested in seeing responses to my comments and of those who also submitted their concerns. Can the developers provide these missing responses and can they be added to the public file for this project?

2. In the most recent public meeting which was held digitally, one of the developers briefly mentioned a plan for transit-oriented units to be included in the Elan at Pikes Peak project. I reviewed all the newly submitted documentation and was unable to find any mention of such a development. Can I get more details on these plans from the developers?

3. The newest documentation clarified the position of where resident bike storage will be located. However, given the developer's desire to attract residents who desire a walkable, bikeable lifestyle that the Downtown Colorado Springs area makes so easy, the proposed bike storage area will be grossly undersized. Bicycling in Colorado Springs as a whole and Downtown, in particular, has been steadily increasing over the past few years and has exploded during the recent COVID-19 pandemic. And with new bike lanes being planned in conjunction with the existing ones, the Elan at Pikes Peak project needs to dedicate more space to secure bike storage to keep up with demand and help protect their future residents' interests. I would like to hear from the developers why so paltry a space for bikes has been currently allocated and how they're planning for future growth.

Thank you for your time and assistance in this matter.

Sincerely,

Matthew Driftmier  
Property Owner  
417 E. Kiowa St. #703  
Colorado Springs, CO 80903

## Tefertiller, Ryan

---

**From:** John Schwab <jschwab64@yahoo.com>  
**Sent:** Monday, August 17, 2020 9:17 AM  
**To:** Tefertiller, Ryan  
**Subject:** Re: Elan at Pikes Peak Resubmittal

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Dear Ryan-  
Thanks so much for your continued support and giving of information:))

**John F. Schwab**  
**SVP SEDA**  
**Security Chief**  
**john@the-seda.com**  
**jschwab64@yahoo.com**  
**(719)-505-0651 (Cell and Business)**

On Monday, August 17, 2020, 5:57:41 AM PDT, Tefertiller, Ryan <ryan.tefertiller@coloradosprings.gov> wrote:

Hello Stakeholders,

Please know that the City Planning Department has received revised plans for the Elan at Pikes Peak apartment project at the NE corner of Pikes Peak and Wahsatch. You can review all the resubmittal documents including a revised development plan, a revised traffic study, and a response letter from the applicant via our LDRS file system website here: [https://web1.coloradosprings.gov/plan/ldrs\\_ext/rpt/index.htm](https://web1.coloradosprings.gov/plan/ldrs_ext/rpt/index.htm)

Just enter the file number ("AR DP 20-00383" with no parenthesis or quotation marks) in the File Number search box and hit the "search" button. You should get results with links to all the relevant information. After review the new information feel free to send me comments or questions.

Thanks again for your participation in this process,

Ryan

## Tefertiller, Ryan

---

**From:** Tefertiller, Ryan  
**Sent:** Monday, August 17, 2020 3:26 PM  
**To:** 'Dave Uhrich'  
**Subject:** RE: Elan at Pikes Peak Resubmittal

Hi Dave,

I've forwarded your email on to the applicant and developer for this project. I've received confirmation that they are still working on putting together some exhibits that illustrate view impacts to City Walk residents. I'll let you know when I know more about how soon those exhibits will be available.

Thanks,

Ryan



**Ryan Tefertiller**  
*Planning Manager, AICP*  
**Phone** (719) 385-5382  
**Email**  
[Ryan.Tefertiller@coloradosprings.gov](mailto:Ryan.Tefertiller@coloradosprings.gov)

**Urban Planning Division**  
**Planning & Community Development**  
30 S. Nevada Ave, #701  
Colorado Springs, CO 80901  
**Phone** (719) 385-5905

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**From:** Dave Uhrich [mailto:paco10133@msn.com]  
**Sent:** Monday, August 17, 2020 10:57 AM  
**To:** Tefertiller, Ryan <Ryan.Tefertiller@coloradosprings.gov>  
**Subject:** Re: Elan at Pikes Peak Resubmittal

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Hi Ryan - thanks for your email.

During the July 7th Zoom meeting, the developer indicated that they would provide additional elevations showing the height relationship between their project and Citywalk. They also indicated they would be willing to provide (through Google?) a tool to assess the impact of views to the south, southeast and southwest from various heights at Citywalk toward the project.

Is this information available? If not, is there a timeframe when you expect to receive it?

Thank you,



Dave and Cindy Uhrich

---

**From:** Tefertiller, Ryan <[Ryan.Tefertiller@coloradosprings.gov](mailto:Ryan.Tefertiller@coloradosprings.gov)>  
**Sent:** Monday, August 17, 2020 7:57 AM  
**To:** Tefertiller, Ryan <[Ryan.Tefertiller@coloradosprings.gov](mailto:Ryan.Tefertiller@coloradosprings.gov)>  
**Subject:** Elan at Pikes Peak Resubmittal

Hello Stakeholders,

Please know that the City Planning Department has received revised plans for the Elan at Pikes Peak apartment project at the NE corner of Pikes Peak and Wahsatch. You can review all the resubmittal documents including a revised development plan, a revised traffic study, and a response letter from the applicant via our LDRS file system website here: [https://web1.coloradosprings.gov/plan/ldrs\\_ext/rpt/index.htm](https://web1.coloradosprings.gov/plan/ldrs_ext/rpt/index.htm)

Just enter the file number ("AR DP 20-00383" with no parenthesis or quotation marks) in the File Number search box and hit the "search" button. You should get results with links to all the relevant information. After review the new information feel free to send me comments or questions.

Thanks again for your participation in this process,  
Ryan



**Ryan Tefertiller**

*Planning Manager, AICP*

**Phone** (719) 385-5382

**Email**

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**Urban Planning Division**

**Planning & Community Development**

30 S. Nevada Ave, #701

Colorado Springs, CO 80901

**Phone** (719) 385-5905

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**Weblinks:**

*Pre-Application Meeting Request | SpringsView/Map | Downtown Planning | Development Applications | Zoning Code | Track My Plan | Parcel Info*



## Tefertiller, Ryan

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**From:** Elecia Lee <elecialee@comcast.net>  
**Sent:** Friday, August 28, 2020 10:47 AM  
**To:** Tefertiller, Ryan  
**Cc:** martin@paxdev.com; e1956v@msn.com ; Dick Timberlake  
**Subject:** RE: Revised Traffic Study for AR DP 20-00383 (Apartment building atPikesPeak and Wahsatch)  
**Attachments:** image001.png

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Hello Ryan,

On Figure 8 (Project Trip Distribution) in the revised traffic study submitted to the City, I don't understand the directional arrows included for the intersection of the alley at North Corona. There are 5 directional arrows in the study area circle that appear to imply that trip traffic is expected to travel south on one-way North Corona Street. Although some drivers may drive south on North Corona Street to reach Pikes Peak Avenue or to reach the alley, this is not the approved traffic flow on one-way North Corona Street.

Included in the revised traffic study is the developer's recommendations for improving line-of-sight concerns for drivers at the intersection of East Kiowa and North Corona Street. I request that City Planning and our City's Traffic Engineering and Street Departments please discuss with stakeholders what plans and recommendations will or might be made by Traffic Engineering and the Street Department for any possible changes to that intersection.

Thank you,  
Elecia Lee

Sent from [Mail](#) for Windows 10

**From:** [Tefertiller, Ryan](#)  
**Sent:** Wednesday, August 12, 2020 9:28 AM  
**To:** [Elecia Lee](#)  
**Subject:** RE: Traffic Study for AR DP 20-00383 (Apartment building atPikesPeak and Wahsatch)

Hi Elecia,

My apologies! I did issue my second review letter on this development plan last week but I forgot to upload it to our LDRS system. It is on our website now, but I've also attached it for your easy reference. While you'll see in my letter that the City is requiring updates to their original traffic study, we have not yet received an updated study. I'm told that I should expect a full resubmittal packet (3<sup>rd</sup> version of the DP, second version of the traffic study) within the next week. Sorry again and let me know if you have any other questions,  
Ryan

**Ryan Tefertiller***Planning Manager, AICP***Phone** (719) 385-5382**Email**[Ryan.Tefertiller@coloradosprings.gov](mailto:Ryan.Tefertiller@coloradosprings.gov)**Urban Planning Division****Planning & Community Development**

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**Phone** (719) 385-5905**Weblinks:**[Pre-Application Meeting Request](#) | [SpringsView/Map](#) | [Downtown Planning](#) | [Development Applications](#) | [Zoning Code](#) | [Track My Plan](#) | [Parcel Info](#)**From:** Elecia Lee [mailto:[elecialee@comcast.net](mailto:elecialee@comcast.net)]**Sent:** Wednesday, August 12, 2020 9:21 AM**To:** Tefertiller, Ryan <[Ryan.Tefertiller@coloradosprings.gov](mailto:Ryan.Tefertiller@coloradosprings.gov)>**Subject:** RE: Traffic Study for AR DP 20-00383 (Apartment building at PikesPeak and Wahsatch)

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Hello Ryan,

Have you written a new review letter for this proposed development? I can't find a new review letter on the Planning Department's LDRS website. I am also wondering if a new traffic study has been completed by the developer and has it been submitted to City Planning and to our City's Traffic Engineering Department?

Thanks,  
Elecia

Sent from [Mail](#) for Windows 10

**From:** [Tefertiller, Ryan](#)**Sent:** Monday, July 27, 2020 7:56 AM**To:** [Elecia Lee](#)**Cc:** [annmckenzie13@msn.com](mailto:annmckenzie13@msn.com); [Dick Timberlake](#); [e1956v@msn.com](mailto:e1956v@msn.com); [martin@paxdev.com](mailto:martin@paxdev.com); [Glenn Criswell](#); [mhdrift@gmail.com](mailto:mhdrift@gmail.com); [Louise Conner](#)**Subject:** RE: Traffic Study for AR DP 20-00383 (Apartment building at PikesPeak and Wahsatch)

Hi Elecia,

Sorry for my delayed response; I was out of the office most of last week and am just working to get caught up. I've forwarded your email to our Traffic Engineers for their consideration. I will also be meeting with our Traffic Engineers within the next day or two to make sure that they understand stakeholders' concerns regarding access and traffic. I feel that it is very likely that the City will ask up for updates and/or improvements to the initial study. That input will be included my review letter which should be done by the end of this week.

Thanks,  
Ryan



## Ryan Tefertiller

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### Weblinks:

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**From:** Elecia Lee [<mailto:elecialee@comcast.net>]

**Sent:** Sunday, July 19, 2020 11:09 PM

**To:** Tefertiller, Ryan <[Ryan.Tefertiller@coloradosprings.gov](mailto:Ryan.Tefertiller@coloradosprings.gov)>

**Cc:** [annmckenzie13@msn.com](mailto:annmckenzie13@msn.com); Dick Timberlake <[rhtimberlake@comcast.net](mailto:rhtimberlake@comcast.net)>; [e1956v@msn.com](mailto:e1956v@msn.com) <[e1956v@msn.com](mailto:e1956v@msn.com)>; [martin@paxdev.com](mailto:martin@paxdev.com); Glenn Criswell <[gacriswell4fb@earthlink.net](mailto:gacriswell4fb@earthlink.net)>; [mhdrift@gmail.com](mailto:mhdrift@gmail.com) <[mhdrift@gmail.com](mailto:mhdrift@gmail.com)>; Louise Conner <[lc@empiredi.com](mailto:lc@empiredi.com)>

**Subject:** Traffic Study for AR DP 20-00383 (Apartment building at Pikes Peak and Wahsatch)

**Importance:** High

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Hello Ryan,

This traffic study is incomplete and should be unacceptable to Colorado Springs City Planning and to our City's Traffic Engineering Department. The street diagrams included with this study (Figures 3-12) do not reference North Corona Street and it is not included in the street diagrams. The referenced *Pikes Peak Avenue Access (aligning with Corona Street)* is not referencing North Corona Street which is to the east of the proposed development.

Under section **2.0 INTRODUCTION** on page 4:

*The purpose of this study is to identify project traffic generation characteristics, to identify potential project traffic related impacts on the local street system, and to develop mitigation measures required for identified impacts. The following intersections were incorporated into this traffic study in accordance with the City of Colorado Springs standards and requirements:*

- *Kiowa Street and Wahsatch Avenue*
- *Pikes Peak Avenue and Wahsatch Avenue*
- *Pikes Peak Avenue and Colorado Avenue*
- *Pikes Peak Avenue Access (aligning with Corona Street)*
- *Wahsatch Avenue Alley and Access*

The street intersections listed below are not included in this traffic study and should be. The increased traffic volumes at the street intersections listed below will greatly impact nearby properties to the north and east.

- 1) The alley entrance/exit on the east end of the alley at North Corona Street is not referenced or shown on street diagrams. North Corona Street begins at East Pikes Peak Avenue and is a narrow one-way street going north to East Kiowa Street. There will be vehicle traffic from this development exiting from the east end of the alley and entering the east end of the alley. The developer's plans to include a basement level parking area with only an entrance and an exit at the alley (and closer to North Corona Street) will contribute to increased traffic impacts to North Corona Street.

- 2) The intersection of North Corona Street at East Kiowa Street is not referenced or shown on street diagrams. This intersection is already difficult at times for drivers attempting to pull out onto East Kiowa from North Corona. It can be difficult for drivers to see vehicles being driven east on East Kiowa Street. This street intersection will have increased traffic impacts from this proposed apartment building.

Stakeholders have pointed out in previous communications to City Planning that there will also be traffic impacts to the alley behind houses in the 500 Block of East Kiowa. Drivers tend to use this alley as a short-cut to avoid one-way Corona Street. This alley that begins next to the El Paso Glass Company at 531 East Kiowa should also be included in the traffic study area.

I ask that you please forward my email to our City's Traffic Engineering department. Would it be possible to have a meeting set up so that Stakeholders could meet directly with our City's Traffic Engineering department?

Thank you,

Elecia Lee