



COTTAGE COURT ON COSTILLA

Planning Commission June 10, 2026

Staff Report by City Planner: William Gray, Senior Planner



Quick Facts

Applicant

StreamHome Construction

Property Owner

Elmer's Place, LLC

Consultant

Urban Landscapes, John Olson

Address / Location

745 East Costilla Street, 404 and 410 South Prospect Street

TSN(s)

6417312003, 6417312001, and 6417312002

Zoning and Overlays

Current: MX-L (Mixed-Use Large Scale)

Proposed: N/A

Site Area

22,230 square feet (.51 acres)

Proposed Land Use

Single-Family Attached (Townhouses)

Applicable Code

Unified Development Code (UDC)

Project Summary

The Applicant is proposing a Development Plan for a 14-lot, single-family attached housing development and a Development Standards Adjustment to City Code Section 7.4.1003 to provide 11 off-street parking spaces where 18 parking spaces are required. This also includes applying the multi-family parking requirements to the development and allowing a parking credit and reduction for adjacent on-street parking, proximity to bike route and proximity to a transit stop. The project is located at 745 East Costilla Street / 404 and 410 South Prospect Street (see "Attachment 1-Vicinity Map").

File Number	Application Type	Decision Type
DEPN-25-0164	Development Plan	Quasi-Judicial
DVSA-26-0001	Development Standards Adjustment	Quasi-Judicial

Background

Prior Land-Use History and Applicable Actions

<i>Action</i>	<i>Name</i>	<i>Date</i>
Annexation	Town of Colorado Springs	1872
Subdivision	Northfield Acres	1953
Master Plan	N/A	N/A
Prior Enforcement Action	N/A	N/A

Site History

The property is within the 1872 Town of Colorado Springs Annexation. It is the original town site of the City that is approximately 3,600 acres in size. The area is bounded to the north by Fontanero Street, the south by Las Vegas Street, the west by Interstate 25 and on the east by Hancock Avenue.

The site is 22,230 square feet (.51 acres) in size and is legally described as Lot 12 and 13, Block 3, Hillside Addition to the City of Colorado Springs. Hillside Addition was subdivided in 1890.

The property was developed with a Convenience Store (Elmer's Shop and Stop), and two (2) single-family homes. Elmer's Shop and Stop more than likely dates to the 1950's and served the Hillside neighborhood until 2010. The two (2) homes date to the early 1900's and were demolished in 2025 (see "Attachment 2-Plan View").

The Hillside neighborhood is a diverse, historically rich residential area located close to the downtown core. It is bordered roughly by East Fountain Boulevard to the south, South El Paso Street to the west, East Pikes Peak Avenue to the north and North Union Boulevard to the east. The primary zoning of the neighborhood is R-2 (Two-Family). It also has small pockets of higher density residential, commercial, mixed-use and industrial zone districts (R-5, R-4, MX-M, MX-L, BP and LI). The site itself is zoned MX-L (Mixed-Use Large Scale) and it is adjacent to other MX-L zoned properties and R-2 (Two-Family) zoning. The MX-L (formerly C-6) dates to at least the 1980's. Both zone districts (MX-L and C-6) allow for a wide range of commercial and residential uses. The surrounding R-2 zoning is original zoning from 1951. All of Block 3, Hillside Addition has had the current zoning (MX-L and LI) since 1985 (see "Attachment 3-Zoning Map").

Elmer's Place, LLC has owned the property since 2025.

Surrounding Zoning and Land Use

Adjacent Property Existing Conditions

	<i>Zoning</i>	<i>Existing Use</i>	<i>Special Conditions</i>
North	R-2 (Two-Family)	Detached Single-Family	N/A
West	MX-L (Mixed-Use Large Scale)	Detached Single-Family	

South	MX-L (Mixed-Use Large Scale)	Detached Single-Family	N/A
East	R-2 (Two-Family)	Detached Single-Family	N/A

Context Map (see "Attachment 4-Context Map")



Public Notice

Public Notice Occurrences (Poster / Postcards)	2, Initial Review and Planning Commission Public Hearing
Postcard Mailing Radius	1,000 feet
Number of Postcards Mailed	315, mailed 2 times – Initial Review and Planning Commission Public Hearing.
Number of Comments Received	Ten (10) written public comments were received for the application (see “ Attachment 5-Public Comment ”). All public comments were in opposition to the Development Plan and the Development Standards Adjustment.

Public Engagement

Public Engagement for the application was the City’s required public notice procedures for a Development Plan and a Development Standards Adjustment. Postcards were sent to property owners of record within 1,000 feet of the site and posters were displayed on Costilla Street and Prospect Street.

The comments submitted were all in opposition to the proposed Cottage Court on Costilla Development. Typical concerns included:

- 1) Insufficient Parking
- 2) Narrow width of Prospect Street can’t accommodate on-street parking.
- 3) Narrow width of Prospect Street creates an unsafe driving condition (too narrow).
- 4) More traffic in the alley.
- 5) Too many units on a 1/2-acre property.
- 6) The new homes do not fit the neighborhood. Lots were laid out for detached single-family with alley or street access.
- 7) Does not fit the historic development pattern.
- 8) The city just wants to pack as many people as possible in a square block (too much density).
- 9) There is a drainage issue at the intersection of South Prospect and the alley on the south side of the development site.

In addition, City Staff had several phone calls (approximately 10) about the project, and they were consistent with the character and nature of the written public comments.

No Neighborhood Meeting was held for these applications.

Timeline of Review

Initial Submittal Date	November 18, 2025
Number of Review Cycles	4
Item(s) Ready for Agenda	April 15, 2026

Agency Review

SWENT

The application requires a Final Drainage Letter. The Final Drainage Letter is required to be approved with the Development Plan. The main issues with the Final Drainage Letter are that it needed to include off-site disturbance that is associated with utility and infrastructure improvements, address existing issues, and demonstrate existing storm system is adequate. The existing issue raised during the review of this application was street flooding at intersection of Prospect Street and the alley. The cause of the flooding was due to a clogged drain in the alleyway. This has been addressed by Operations and Maintenance. Further, it is required to be documented and addressed in the Final Drainage Letter to ensure that the existing stormwater system is adequately size for new or changed impacts as a result of this development.

Engineering

Engineering requires that all curb, gutter and sidewalks are upgraded to meet City Standards. A Geologic Hazard Study Waiver was required with the application for development. It has been approved by Engineering.

Traffic Engineering

Traffic Engineering required on-street parking space markings not to be shown on the Development Plan. It is not standard for on-street parking to be striped on local residential streets. The alley is required to be improved to meet City Standards, and the stall depth for each alley accessed parking space is required to be 20 feet in depth. All existing curb cuts on Costilla Street and Prospect Street are being closed. No Traffic Impact Study is required because Average Daily Vehicle Trips for the project is below 150.

Colorado Springs Utilities

The preliminary utility plan as it is designed has been accepted by Colorado Springs Utilities.

Fire

City Fire requires that the site be designed to meet access and hose reach around buildings per requirements of the adopted Fire Code. The design of the Development Plan meets fire access and hose reach standards.

Planning – Park Land Dedication, School Land Dedication, and Community Development Impact Fees

The Park Land Dedication Ordinance, School Land Dedication Ordinance, and Community Development Impact Fees Ordinance are applicable to the proposed Development.

Development Plan and Development Standards Adjustment

Summary of Application

The Applicant is proposing a Development Plan for a 14-lot, single-family attached housing development and a Development Standards Adjustment to City Code Section 7.4.1003 to provide 11 off-street parking spaces where 18 parking spaces are required. This also includes allowing parking credit and reductions for adjacent on-street parking, proximity to bike route and proximity to a transit stop. The project is located at 745 East Costilla Street / 404 and 410 South Prospect Street (see “Attachment 6-Project Statement” and “Attachment 7-Development Plan”).

Zoning of the property is MX-L (Mixed-Use Large Scale). The purpose of the zone district is for a mix of commercial and residential uses. Attached single-family is an allowed use in the zone district. There are no standards for lot size or setbacks. Lot sizes for the development range from 970 square feet to 1,300 square feet. Building setbacks for the development are proposed at five (5) feet adjacent to street frontages and a 10-foot setback to the adjacent property to the west. Interior setbacks are established as required by the adopted building code. In addition to the lots for single-family attached homes the development also has a common tract that will include a common green space, walkways, off-street parking, landscaping, and trash collection.

7.2.305 MX-L: Mixed-Use Large Scale

A. Purpose

The MX-L zone district accommodates a high-intensity mix of, for example, commercial, retail, office, hotels, restaurants, entertainment, and multifamily residential uses. Land uses are as indicated in Table 7.3.2-A: Base and NNA-O District Use Table. MX-L zone districts typically serve the City as a whole and have significant traffic generation potential. Some MX-L zone districts may also include uses that have a regional draw. Uses in MX-L zone districts may be mixed horizontally or vertically mixed depending on their density and intensity. MX-L zone districts should be organized to promote synergy among uses, combine destinations, support more effective transit service, and provide viable pedestrian and bicycle access and circulation. MX-L zone districts should have direct access to existing or planned major transportation facilities and be designed to promote compatibility with adjacent land uses. The layout of permitted use types shall be as shown in a Land Use Plan approved pursuant to Section 7.5.514 (Land Use Plan).

The maximum height for buildings in the MX-L zone district is 65 feet. The proposed homes are one (1) and two (2) bedroom homes, one (1) story and two (2) stories in height (20' to 35').

The MX-L district also requires off-street parking to be setback from a front property line. In the case of this project this standard would apply to the Costilla Street frontage. All proposed off-street parking for this development is at the rear of the site and is accessed by the existing alley. The alley is being improved to city standards.

B. Dimensional Standards

The following table is a summary of key district-specific dimensional standards. Complete dimensional standards, including standards for accessory structures, are included in Part 7.4.2 (Dimensional Standards) and Section 7.3.304 (Accessory Uses).

Table 7.2.3-E MX-L: Lot and Building Standards		
District Standards		
	District area (minimum)	10 ac
Lot Standards		
	Lot area (minimum)	N/A
	Lot width (minimum)	N/A
Setbacks (minimum) [1]		
A	Front and side street	N/A
B	Side – Interior	N/A
	Corner Lot – Side Street	N/A
C	Rear	N/A
Height (maximum)		
D	Building height	General: 65 ft Lots with arterial frontage: 85 ft
Other Standards		
	Front parking setback (minimum)	20 ft

Primary access (pedestrian) to the development is from Costilla Street and Prospect Street. Vehicular access to the development is from the alley on the south side of the development. It is also in the historic grid street pattern of the city that provides additional options for access from nearby streets and alleys that also run north/south and east/west. This location also includes access to bike routes and transit. A future owner in the development would not have to be totally reliant on a motor vehicle. All existing curb cuts for the site will be removed and replaced with curb, gutter and sidewalk to city standards. The existing curb, gutter and sidewalk will also be replaced and/or repaired to meet city standards

The property is also adequately served by existing water, wastewater and electricity. It is a site that is suited for infill urban development.

The zoning code standard for parking is that it must provide necessary off-street parking. However, the standards do allow for on-street parking credit and reductions. For example, if the development is located near other transportation options like bus routes and bike routes, and adjacent streets permit on-street parking. As a part of this development plan the Applicant has also applied for a Development Standards Adjustment. The adjustment is to allow 11 off-street parking spaces when 18 spaces are required by utilizing the Multi-Family Dwelling parking standards. The Applicant asked the City to apply the Multi-Family Dwelling requirements because the proposed single-family attached units are in the form of seven (7) duplexes, which they contend are more like a multi-family land use in character, form and function. The project also has shared common elements (green space, walkway, parking, trash collection, etc.) furthering the justification for this project to be considered multi-family for the purpose of applying parking standards. It is City Staff's opinion that it is reasonable to apply the standards for multi-family parking for this project.

Dwelling, Multi-family [1]	<p>Studio or one-bedroom: 1 per DU</p> <p>Two bedrooms: 1.5 per DU</p> <p>Three or more bedrooms: 2 per DU</p>
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In this development there are six (6) single-family attached units with one (1) bedroom each. The parking required for these homes is six (6) spaces. There are also eight (8) townhouses that each have two (2) bedrooms. The required number of parking spaces for these homes is 12 spaces. This brings total parking required for Cottage Court on Costilla to 18 off-street parking spaces. The project is adjacent to Costilla Street on the north and Prospect Street on the east. Both streets allow on-street parking (see **“Attachment 8-Street View”** and **“Attached 9-Prospect Street”**). There are no residential parking permit restrictions in this neighborhood. The on-street parking is also available for public use. This site qualifies for an on-street parking credit of 12 spaces.

In addition to the on-street parking credit, the development qualifies for two (2) parking reductions. The first is its proximity to a Transit Stop. For this reduction to be considered the site must be no further than 660 feet from a stop and it is within 500 feet of a bus stop that has a 15-minute weekday frequency. This gives the application 10% reduction (two (2) spaces). Its second reduction is its location adjacent to a Bike Route. The site is adjacent to Costilla Street bike lanes. Also, El Paso Street to the west, Institute Street to the east and Moreno Avenue to the south of the project are also bike routes. To qualify for the reduction the development must be within 660 feet of a bike facility, and it is immediately adjacent to Costilla Street. The maximum reduction for proximity to a bike route is 5% or 1 parking space. In total, Cottage Court of Costilla qualifies for a 12-space credit of the adjacent on-street parking and a three (3) space reduction for its proximity to transit and a bike way (the total qualified adjustment is 15 parking spaces). If counted fully, the off-street parking requirement would be three (3) spaces for this development. Parking credits and reductions have a 40% maximum cap, meaning that the total for credits and reductions for this project is seven (7) spaces. The Applicant has provided 11 off-street parking spaces. The Applicant requested that multi-family parking standards be applied as they are reasonable to be used for the proposed development. As indicated previously, staff concurs that they are a valid standard to apply to the development based on its characteristics and its design. Accordingly, part of the Development Standards Adjustment is a determination that using multi-family parking standards for this development is equal to or better than the standard for which a waiver is requested. As a comparison, if the single-family standard were to be applied the off-street parking standard is 28 spaces. A comparison of multi-family to single-family parking standards with qualifying credits and reductions that are permitted by the Parking Standards is provided in the attachment titled “Plan View” (see “Attachment 2-Plan View”).

A part of evaluating the plan included examining both Costilla Street and Prospect Street. Costilla Street has a 100-foot right-of-way, striped automobile travel lanes, and striped bike lane and parking lane. As-built and marked, Costilla Street

is well suited for on-street parking (see “Attachment 2-Plan View” and “Attachment 8-Street View”). Prospect Street, which also permits on-street parking, has a much narrower right-of-way at 60 feet. A 60-foot-wide right-of-way is sufficient for two (2) travel lanes and street parking (see “Attachment 2-Plan View”, “Attachment 8-Street View”, and Attachment 9-Prospect Street”). The narrow width does create a sense of caution or a feeling that the road is unsafe. There is less room for error, added difficulty for larger vehicles to pass parked cars, and it results in even narrower lanes with heavy snow. The narrow width can also lower speeds and shorten pedestrian crossings, which are a net positive for the neighborhood. Slowing down and having to be more aware creates a safer and friendlier experience for people walking, biking, taking the bus or driving. Attachment 9-Prospect Street does illustrate that on-street parking, even though it is tight, is available on Prospect Street.

Application Review Criteria

UDC Section 7.5.515.D.1, Development Plan Review Criteria

An application for a Development Plan shall be subject to the following criteria for approval:

- a. *The decision-making criteria in Section 7.5.409 (General Criteria for Approval) apply unless modified by this Subsection 4; and*

The proposed development is meeting the General Criteria for Approval.

- b. *The application complies with all applicable Use-specific standards in Part 7.3.3 related to the proposed use(s); and*

N/A

- c. *The details of the site design, building location, orientation, and exterior building materials are compatible and harmonious with the surrounding neighborhood, buildings, and uses, including not-yet-developed uses identified in approved Development Plans; and*

The proposed project is compatible with the surrounding neighborhood, buildings, and uses. It is not exactly a match with the historic orientation of homes to the street frontage as seen in this neighborhood, but it is still compatible as the homes are small scale buildings like those in the neighborhood. Plus, its layout provides a quality-of-life feature for the residents with a common courtyard.

- d. *Significant off-site impacts reasonably anticipated because of the project are mitigated or offset to the extent proportional and practicable; and*

It is not anticipated that the development will have significant off-site impacts.

- e. *The Development Plan substantially complies with any City-adopted plans that are applicable to the site, such as Land Use Plans, approved master plans for a specific development, neighborhood plans, corridor plans, facilities plans, urban renewal plans, or design manuals; and*

The proposed Development Plan complies with City-adopted plans that are applicable to the site.

- f. *The project meets dimensional standards applicable to the zone district, or any applicable requirement in an FBZ or PDZ district; and*

The proposed application meets the dimensional standards of the MX-L zone district.

- g. *The project grading, drainage, flood protection, stormwater quality, and stormwater mitigation comply with the City’s Engineering Criteria, the drainage report prepared for the project on file with the Stormwater Enterprise Manager, and other federal, state, and City regulations; and*

The proposed development follows the City’s Engineering Criteria for streets and stormwater.

- h. *The project complies with all the development standards of Article 7.4 (Development Standards and Incentives), including access and connectivity requirements in Part 7.4.4 (Access and Connectivity), the landscaping and*

green space requirements in Part 7.4.9 (Landscaping and Green Space), and the parking and loading requirements in Part 7.4.10 (Parking and Loading); and

The application complies with all Development Standards, Access and Connectivity Standards, Landscaping and Green Space Standards, and Parking and Loading Standards.

- i. The project complies with all applicable requirements of any Overlay District in which the property is located, as listed in Part 7.2.6 (Overlay Districts); and*

N/A

- j. The project preserves, protects, integrates, or mitigates impacts to any identified sensitive or natural features associated with this site.*

The site does not have any identified sensitive or natural features.

- k. The project connects to or extends adequate public utilities to the site. As required by Colorado Springs Utilities, the project will extend the utilities to connect to surrounding properties; and*

The application has adequate public utilities as required by Colorado Springs Utilities.

- l. If necessary to address increased impacts on existing roadways and intersections, the project includes roadway and intersection improvements to provide for safe and efficient movement of multi-modal traffic, pedestrians, and emergency vehicles in accordance with the Engineering Criteria, public safety needs for ingress and egress, and a City accepted traffic impact study, if required, prepared for the project.*

To improve the public street system the Applicant is required to implement curb, gutter and sidewalk improvements for both Costilla Street and Prospect Street. This mainly includes upgrading and repairing existing curb, gutter and sidewalk.

City Planning Staff finds that the approval criteria of UDC Section 7.5.515.D.1, which are applicable to a Development Plan are met with this application.

UDC Section 7.5.525, Development Standards Adjustment

The Planning Commission may approve or approve with conditions a Development Standards Adjustment if the Planning Commission determines that the proposed alternative design meets the following criteria:

- 1. The alternative design achieves the intent of the subject standard to the same or better degree than the standard for which a waiver is requested;*

The alternative design achieves the intent of the subject standards. The applicant is proposing a development that fits with the existing developed character of the adjacent and surrounding neighborhood. All base zone district standards are being met.

- 2. When considered together with compensating benefits, the alternative design advances the goals and policies of this UDC to the same or better degree than the standard for which a waiver is requested;*

The compensating benefit of this application is infill housing, diversity of housing, affordability, and transportation options (walking, biking, driving and transit). It also advances the UDC goal to “enhance the quality, diversity and safety of the neighborhoods by encouraging pride and investment”, and the goal to provide “Housing for All”.

- 3. The alternative design imposes no greater impacts on adjacent properties that would occur through compliance with the specific requirements of this UDC; and*

The alternative design imposes no greater impact on adjacent properties than would occur through compliance with parking standards, particularly if these dwelling units were being provided through a more traditional multi-family apartment building type. The alternative design is based on an analysis of surrounding buildings with the goal for it to feel and look like it is a cohesive part of the neighborhood. A characteristic of the neighborhood is that the streets are used for public parking.

4. *The alternative design provides compensating benefits that are reasonably related to the proposed waiver and would not otherwise be required by this UDC or State law. Compensating benefits may include one or a combination of the following:*
 - a. *Benefits to the general public:*
 - (1) *Parks, trails, or other similar public or cultural facilities;*
 - (2) *Public landscape buffers or beautification areas;*
 - (3) *Public art;*
 - (4) *Permanent conservation of natural areas or lands;*
 - (5) *Increased building setbacks;*
 - (6) *Decreased building height; or*
 - (7) *Other benefits as agreed upon by the Planning Commission.*
 - b. *Benefits the users, customers, or residents of the proposed development:*
 - (1) *Green space or public open space, trails, or other similar recreational amenities;*
 - (2) *Upgrades in architectural design;*
 - (3) *Increased landscaping;*
 - (4) *Increased buffering;*
 - (5) *Permanent conservation of natural areas or lands;*
 - (6) *Secure bicycle facilities, where appropriate; or*
 - (7) *Other benefits as agreed upon by the Planning Commission or City Council.*

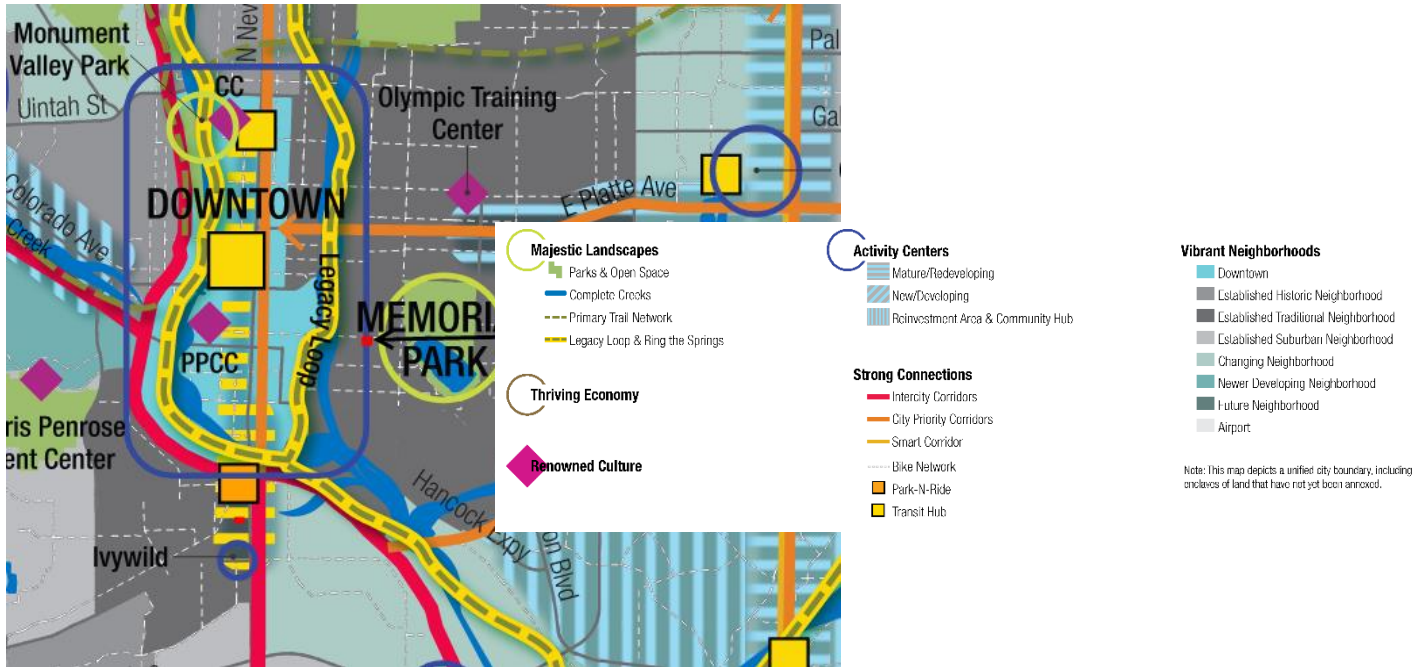
The compensating benefit associated with the proposed Development Standards Adjustment is infill housing, diversity of housing, affordability, transportation options (walking, biking, driving and transit), and compact community growth.

Affordable Housing is a demonstrated community need in the City of Colorado Springs, and it is a major tenet of PlanCOS which strongly calls for the city to support “housing for all” demographics of our community. This application meets this overarching, big idea from PlanCOS.

City Planning Staff finds that the approval criteria of UDC Section 7.5.525, which are applicable to the Development Standard Adjustment applications are met.

Compliance with PlanCOS

PlanCOS Vision



The Vision map illustrates that Cottage Court on Costilla is in the vicinity of an Established Traditional Neighborhood, namely Hillside. It is at the east edge of the Downtown Neighborhood and Activity Center and east of the Legacy Loop Trail. The application tied to connections with five (5) of the six (6) themes of Plan COS.

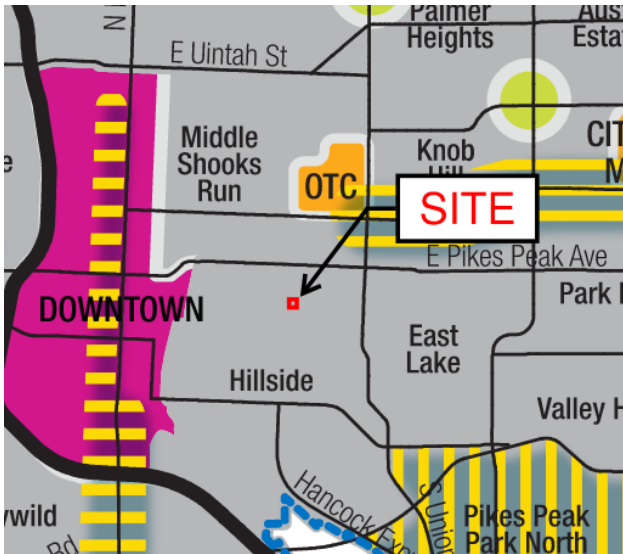
The main neighborhood type as stated above is Established Traditional Neighborhood. Established Neighborhoods are predominantly built out, but infill should be expected. This is particularly so with vacant land within these neighborhoods.



Vibrant Neighborhoods

Cottage Court is within the Hillside neighborhood. The application adds to housing types, styles and price points. It also reclaims a vacant/unused property in the neighborhood that in recent years has been an attractive nuisance and replaces it with new housing that reflects neighborhood identity. These neighborhoods' identity is primarily "where people of all ranges and abilities live". This does not downplay the importance of the character (architecture) of older neighborhoods it is directly connected to the reason why many of our neighborhoods are designated as established. That is, they have played a significant role in where people lived through the many periods of development that our city has gone through.

Predominant Typology

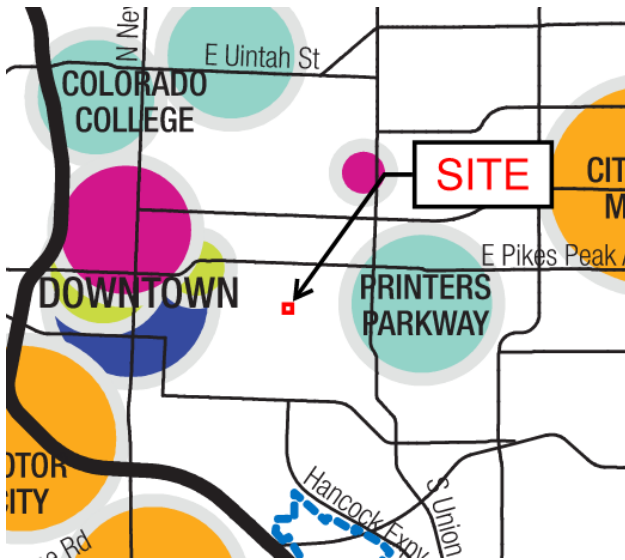


Unique Places

Cottage Court on Costilla is at the east end of the Downtown. Increasing the mix of housing is important to the economic and cultural success of the downtown. The site is linked to transit and has walkable and bike friendly connections. On a small-scale the application represents thoughtful and targeted infill, and it is redevelopment of a vacant property.

Predominant Typology



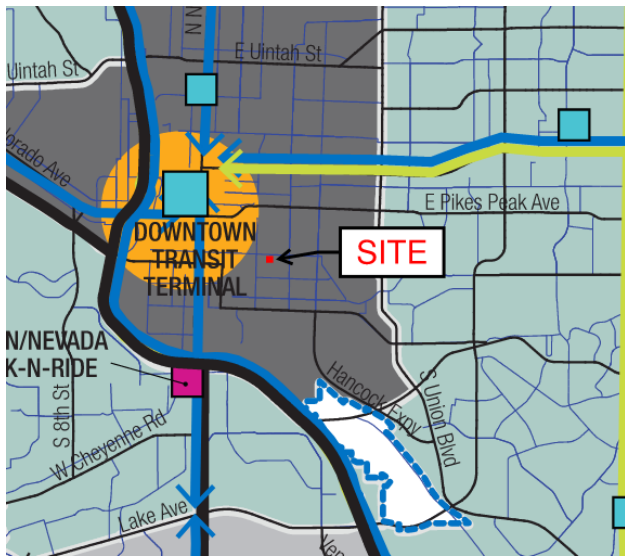


Predominant Typology

- Cornerstone Institutions
- Life and Style
- Spinoffs and Startups
- Industry Icons
- The Experience Economy
- Critical Support
- City Boundary
- Interstate 25
- Major Roads

Thriving Economy

One of the things achieved with the type of development proposed is that it prioritizes meeting community needs (housing) within the existing City boundary and built environment. It is infill development on a property that has otherwise become a nuisance for the immediate and surrounding neighborhoods. Housing people near the downtown is a positive for the local economy, particularly for efforts related to diversifying.

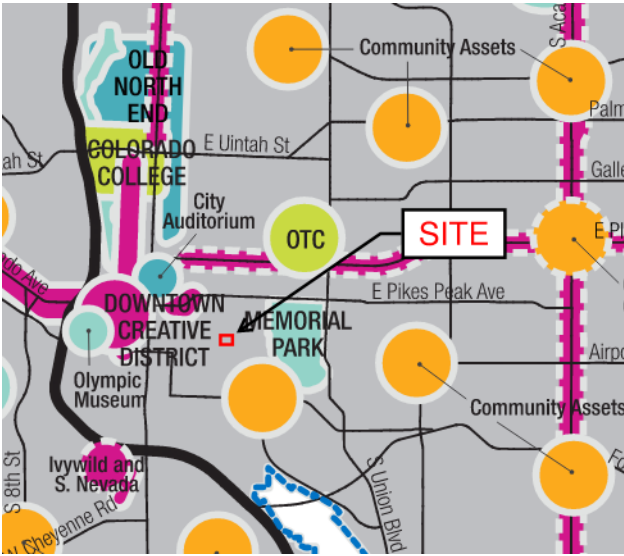


Predominant Typology

- Urban Core Streets
- Established Suburban Streets
- Developing Suburban Streets
- Future Streets
- Smart Corridors
- Multimodal Corridors
- Bike Master Plan Network
- Major Destination Areas
- Transportation Hubs
- Park-N-Rides

Strong Connections

The site is located near planned multi-modal corridors and mass transit hubs. It also has walkable and bikeable connections and is on an existing bus route with the bus stop for the route being at the end of the block, east or west, on Costilla Street. At present and potentially in the future the location connects people and land uses in multiple ways.

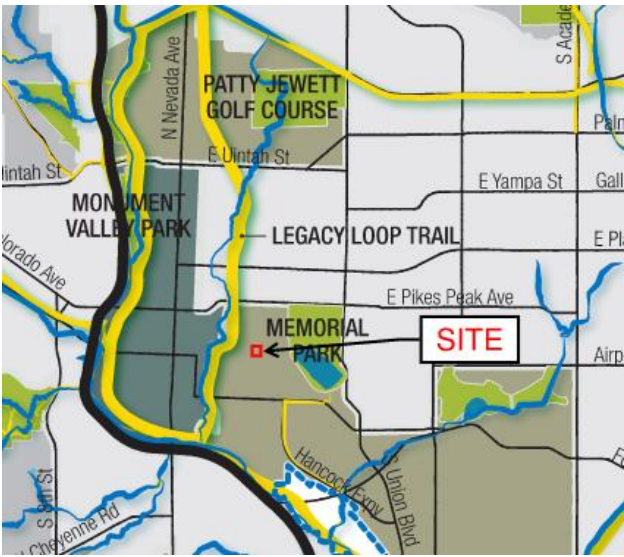


Renowned Culture

The project is in the Hillside neighborhood. This application could be viewed as a reinvestment that supports the traditional identity and values of this neighborhood.

Predominant Typology

- Defining Institutions
- Cultural and Tourist Attractions
- Historic Districts
- Community Assets
- Creative Districts and Corridors
- Pop-Up Culture



Majestic Landscapes

The site location meshes with many of the city’s man-made majestic landscapes which include Monument Valley Park, Patty Jewett Golf Course, Shooks Run and Legacy Loop Trail, and Greenway Trail. There is the ability for this use to interact positively with the city’s open spaces, trails, recreation and cultural resources.

Predominant Typology

- Neighborhood Greenspace
- Sports and Active Recreation
- Natural Resources and Regional Recreation
- Community Education Landscapes
- Trails and Connections
- ➔ Major Trail Corridors
- Complete Urban Creeks
- Complete Greenways

Statement of Compliance

DEPN-25-0164 Cottage Court on Costilla

City Planning has reviewed the proposed Development Plan for Cottage Court of Costilla and finds that the proposed application meets the approval criteria as set forth in City Code Section 7.5.515.D.1., with the following condition:

- 1) An approved Final Drainage Letter is provided.

DVSA-26-0001 Cottage Court on Costilla

City Planning has reviewed the proposed Development Standards Adjustment for Cottage Court on Costilla and finds that the proposed application meets the approval criteria as set forth in City Code Section 7.5.525.E.