



Quick Facts

Applicant/Property Owner

14 Costilla, LLC

Developer

ONE Vela

Consultant

Hord Coplin Macht

Address / Location

14, 20, 22 & 30 W Costilla Street

TSNs

6418312004, 6418312005,
6418312006 & 6419210007

Zoning

FBZ-CEN (Form Based Zone –
Central Sector)

Site Area

1.09 acres

Proposed Land Use

Mixed Use Building

Applicable Code

Downtown Colorado Springs
Form-Based Code

Council District 3

Project Summary

A Form-Based Zone Development Plan for a 27-story Mixed Use building with 400 apartment units, roughly 8,300 square feet of street-level commercial use, and approximately 450 off-street parking stalls. The project is located on the northeast corner of Sahwach St. and W. Costilla St.

File Number

FBZN-24-0016

Application Type

FBZ Development Plan

Decision Type

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	Colorado Springs Addition No. 1	1873
Master Plan	Experience Downtown Master Plan	2016
Prior Enforcement Action	N/A	N/A

Site History

The site under review is located at the northeast corner of Sahwatch and W. Costilla St. roughly one block east of the United States Olympic and Paralympic Museum. The property is roughly 1.09 acres in size and is part of Addition No. 1 to the Town of Colorado Springs platted in 1873. The property currently includes multiple commercial and residential buildings, all of which exceed 100 years old and are in a state of disrepair. City Council approved the Southwest Downtown Urban Renewal Plan in 2001 which included this site within its boundaries. Multiple urban renewal designations have occurred in the area over the last 25 years, including the creation of the OneVela Urban Renewal District in December of 2024.

The site and the surrounding area are within the Downtown Form-Based Zone (2009) and the Experience Downtown Master Plan (2016) both of which were adopted by City Council after extensive public participation processes. The Master Plan, as well as multiple other City initiatives including Urban Renewal designations and the City for Champions efforts, encourages the curing of blight and reinvestment in this area. The most obvious result to date is the construction and operation of the United States Olympic and Paralympic Museum one block to the west and the improvement of W. Vermijo Ave. half a block to the north of the site. Both of these were intended to serve as a catalyst for additional high-density private development in this underutilized area of downtown.

Applicable Code

The subject application is within the boundaries of the Form-Based Zone which requires zoning action within these boundaries to be reviewed under the Form-Based Code.

Surrounding Zoning and Land Use

Adjacent Property Existing Conditions

	<i>Zoning</i>	<i>Existing Use</i>	<i>Special Conditions</i>
North	FBZ-CEN	Vacant	N/A
West	FBZ-CEN	Parking Lot	N/A
South	FBZ-CEN	Office / Childcare	N/A
East	FBZ-CEN	Office	N/A

Zoning Map (see “Attachment 1-Zoning Map”)



Stakeholder Involvement

Public Notice

Public Notice Occurrences (Poster / Postcards)	2 times (Internal Review/Prior to Downtown Review Board Public Hearing)
Postcard Mailing Radius	1,000'
Number of Postcards Mailed	61 with each public notice occurrence
Number of Comments Received	Approximately five. Staff received three written comments during the internal review period and spoke with 2 other stakeholders specifically about the proposed building.

Public Engagement

Planning Staff adhered to City Code and procedures for public notice during the formal review of this application. However, given significant stakeholder interest in building height regulations throughout much of 2024, Planning Staff issued a courtesy notice at time of application submittal to roughly 16 stakeholders who had previously contacted Staff

with input regarding the City’s downtown building height regulations. Of those, only two provided written comments prior to the completion of Staff’s initial review. All written stakeholder comments that have been directed to Planning Staff prior to completion of this report are included as “**Attachment 2 – Stakeholder Comments**”. While public input to this application has been modest, Planning Staff, with the applicant’s consent, referred the project to the Downtown Review Board for their consideration. This was done both to allow additional opportunities for stakeholder engagement as well as to expedite the review process in light of a promise to appeal from one specific stakeholder.

Timeline of Review

Initial Submittal Date	12/3/2024
Number of Review Cycles	2
Item(s) Ready for Agenda	<p>City Staff determined that this item would be ready for the February 4, 2025 Downtown Review Board meeting shortly after revised plans were submitted on January 8, 2025.</p> <p>Downtown Review Board (DRB) heard this item on February 4, 2025. The development plan was approved 8-0 by the DRB with one member absent.</p>

Agency Review

SWENT

The project’s drainage report has gone through two rounds of review and multiple technical issues in the report and on the development plan still need to be resolved. Multiple technical modifications are included at the end of this report that are related to stormwater issues.

Traffic

Colorado Springs Traffic reviewers had minimal comments on the development plan. A Traffic Impact Study was not required. The only initial concern was the plan clarify the location and design of access control gates at the entries of the parking structure.

Colorado Springs Utilities

Colorado Springs Utilities’ reviewers issued a number of technical comments on the proposed development plan. None of the comments were deemed to be significant or to bring into question the viability of the project. All CSU issues are expected to be resolved on the development plan with forthcoming resubmittals.

School District 11

No comments received.

Fire

Colorado Springs Fire Department had no review comments on the development plan.

Planning

Urban Planning Staff has been working closely with the applicant to ensure that the project meets all applicable development standards as well as the Form-Based Code’s design guidelines and the intent of the Experience Downtown Master Plan. Numerous issues remain as technical modifications including details on the building’s architecture, public improvement details, landscaping, and others.

Form-Based Zone Development Plan

Summary of Application

The proposed project includes a 27-story Mixed Use building with 400 apartment units, roughly 8,300 square feet of street-level commercial use, and approximately 460 off-street parking stalls (see “**Attachment 3 – ONE Vela Project Statement**” and “**Attachment 4 - ONE Vela Development Plan**”). The proposed building also includes significant private amenities for residents such as: a fitness studio, club room, common kitchen/entertainment space, pool, spa, interior and exterior lounge spaces, exterior fire pits, bike storage, and others. Public amenities include: publicly available structured parking, 10% of the units are rent restricted to no more than 100% of AMI for the first 25 years of the project, and significant public streetscape improvements adjacent to the site.

The site is within the area often referred to as Southwest Downtown which is generally west of S. Cascade Ave. between W. Colorado Ave. and W. Rio Grande St. This area has long been targeted as an opportunity for significant investment and new urban density development given: its proximity to existing commercial, office, and civic uses; the presence of public infrastructure that can support high density development including a grid road network, public utilities, stormwater infrastructure, proximity to ample police and fire services; capacity in public schools, and other factors; as well as the area’s predominately vacant properties and low value warehouse buildings that previously served important industrial functions but have become obsolete in recent decades. City Council has previously approved multiple urban renewal designations in the area including the Southwest Downtown Urban Renewal Plan in 2001, which included this site within its boundaries, and the OneVela Urban Renewal District, which is specific to the subject property, in December of 2024.

The subject property and the surrounding area have been zoned FBZ-CEN (Form-Based Zone – Central Sector) since City Council adoption of the Downtown Colorado Springs Form-Based Code in 2009. The Form-Based Code implements physical standards that result in the development of a pedestrian-friendly, high-density, mixed-use area. New buildings are required to be constructed in close proximity to the sidewalk and building facades must include high levels of glazing to maximize pedestrian interest. Parking requirements are reduced or even eliminated compared to other zone districts due to the area’s walkability and the presence of publicly available on-street and off-street parking options.

The Downtown Form-Based Zone is divided into a number of Sectors, each of which have specific standards. The subject property is within the Central Sector. Key standards that are applicable to the Central Sector include: building envelope standards which require new buildings to be constructed adjacent to the front property lines; a requirement for at least 60% glazing at street-level along the front building façades; parking exemption; and no maximum building height. These standards were intentional to encourage and support high-density, pedestrian friendly development in the heart of the City’s urban core.

The Form-Based Code is structured to allow administrative review and approval of development applications that are shown to meet all quantifiable standards described in Section 2 of the regulating plan. Projects that require relief from a standard must request a “warrant” that can only be approved after a public hearing at the Downtown Review Board. All projects are encouraged to also comply with urban design guidelines described in Section 4 of the regulating plan. The code’s design guidelines cover issues that are more difficult to quantify but are still important to ensure high-quality urban development. Projects that have significant stakeholder interest, technical complexity, or unique or unusual design elements can be referred to the Downtown Review Board for a public hearing even if all development standards are met. Planning Staff, with the applicant’s consent, have agreed that the proposed ONE Vela project should be referred to the Downtown Review Board for their review and action. Any decision of the Downtown Review Board can be appealed to City Council for final action.

As stated above, and as illustrated on the development plan (see “**Attachment 3 – ONE Vela Development Plan**”), the proposed building is 27 stories tall. Using the average finished floor elevation (the site is sloped slightly with the northeast corner of the building being roughly 7.5 feet higher than the building’s southwest corner), the building measures roughly 295 feet to the top of the upper-most habitable floor, 306 feet to the top of the elevator penthouse, and roughly 312 feet to the top of the roof-top perimeter screen which provides architectural interest and hides roof-mounted equipment from

view. Regardless of how the building height measurements are taken, the proposed structure will surpass the City's current tallest building, the Wells Fargo Tower which is located roughly two and a half blocks to the north and measures approximately 250 feet in height. It should also be noted that the Wells Fargo building was constructed in 1990 and its finished floor elevation is roughly 15 feet higher than the subject property.

Given the fact that the proposed ONE Vela project is roughly 50 feet higher than the Wells Fargo building, there has been considerable community dialog about Downtown's building height standards, potential impacts on community views, and the future of our community's urban skyline.

When the Form-Based Code was developed and adopted in 2009 there was considerable dialogue about the proposed development standards, including building height. The decision to rely on market factors instead of subjective zoning standards for building height was made based on a number of factors. This includes the fact that Downtown is well suited for high density development with adequate infrastructure in place. Downtown's rights-of-ways are also exceptionally wide compared to many urban areas, which mitigates the "urban canyon" sensation that can exist in areas with a large number of tall buildings. Additionally, there was recognition that building upwards is more efficient for the use of land and other natural resources. High density apartments use less water and energy and fossil fuels than lower density residential land uses on the edges of urban areas.

It was also recognized that the absence of a maximum building height would create the opportunity to strengthen the City's skyline with iconic design. The 2016 Experience Downtown Master Plan specifically describes the primary goal of the Central Sector, which includes the subject property, "is to increase Downtown density, create an iconic skyline, and establish a high-quality pedestrian environment." While the issue of impacts on residents' views of our mountain backdrop to the west has been raised by some, the fact is that very few properties have a view of Pikes Peak today that will be obstructed by the proposed building. This is due to two primary factors: 1) most properties directly east of the proposed building and within half a mile of the site already have an obstructed view of Pikes Peak from existing buildings, including the County's five-story parking garage at Tejon and Costilla; and 2) Most properties further east across Shooks Run and into the Hillside Neighborhood are far enough away from the site and higher in elevation where they will be able to see Pikes Peak over the top of the proposed building. Those properties that may have their existing view of the Peak obstructed will still be able to see other portions of our mountain backdrop to the northwest and southwest of the project. Lastly, it must be stated that preservation of existing private views to the west over other private land is not a legal right, nor is it described in any adopted planning documents applicable to the area.

To be clear, the proposed building will change Downtown's skyline as it has existed since the construction of the last tall building downtown roughly 25 years ago (Plaza of the Rockies South Tower). That's not to say that the City's urban skyline has remained unchanged since then. Newly built projects including the 10-story Hilton Garden Inn (2017), the 8-story Marriott (2019), numerous recent 5- to 7-story apartment buildings, and even the United States Olympic and Paralympic Museum (2018) have all added to the Downtown skyline over the last decade. Additionally, the decommissioning and demolition of the Drake Power Plant and its associated smokestacks have also changed the skyline. The view of Downtown from surrounding areas is a shared asset that many stakeholders value, however, it is not static and the addition of a new building that is approximately 50 feet taller than the Wells Fargo Tower will not detract from the unique and widely appreciated context of Downtown Colorado Springs and the mountains to the west.

Knowing the visibility of the proposed building, City Staff has worked closely with the project's architects to ensure "iconic" design. The building utilizes a commonly utilized design scheme of having a defined base or podium, a unique and attractive tower element, and a defined top. While the 4-story base encompasses nearly 100% coverage on the site and includes street-level commercial uses and a significant structured parking area, floors 5 through 24 are designed in an L-shape that steps back from the edges of the property and allows more light and air to reach street level compared to a building whose base remains unchanged upward to the top of the structure. Lastly, the top 3-floors of the structure, as well as the roof-mounted screen wall, are stepped back even further to create a defined building top feature. All portions

of the building exterior include a high proportion of glazing as well as patios, spandrel glass, perforated corrugated metal panels, and masonry elements to break up large planes and create interest. Much of the tower includes angled glass bays that provide additional texture and interest on the north- and south-facing tower facades. And while the building's base will be less visible from far distances, it will be prominent to pedestrians in the area; much attention has gone into the materials and design of the base to provide texture and interest including plan notes that call for mural elements on the north and east facing sides of the podium.

The proposed project will not only create an aesthetically pleasing building, but the developers will also be making significant improvements to the adjacent public realm. New, wide and comfortable sidewalks will be constructed along Sahwatch and W. Costilla St. New street trees, public lighting, benches, and trash receptacles, all chosen to match those that exist to the north and west of the site, will create a safe and comfortable pedestrian environment in an existing blighted area. Sidewalk cafés along W. Costilla will blend the private and public realms and create activity where there is currently none. All vehicular access into the parking structure is via the east/west alley on the north edge of the site minimizing vehicle/pedestrian conflict points. Recognizing that the alley is in significant disrepair, the developer will repave the alley all the way from Sahwatch eastward to Cascade.

Application Standards, Guidelines, and Review Criteria

Projects within the Form-Based Zone can be reviewed and approved administratively if all quantifiable standards within Section 2 of the Code are met. If relief from a standard (or multiple standards) is needed, then a Warrant must be considered by the Downtown Review Board at a public hearing. All projects are encouraged to comply with Section 4, Design Guidelines, of the Form-Based Code, though compliance with the Guidelines is one of the review criteria for the granting of a Warrant.

The following is a brief summary of the applicable development standards from Section 2 of the Form-Based Code.

Standard 2.2 – The Sectors. As previously stated, the subject property is within the Central Sector of the Form-Based Zone. This Sector covers roughly 0.4 square miles of Downtown Colorado Springs. The Sector permits a wide range of Building Types and Uses but is also notable in that there are no minimum parking standards, and there is a minimum 2-story building height requirement but no maximum building height standard.

Standard 2.3 – Building Type. The proposed building is considered a “Mixed-Use Building” in that it is a multi-story building with a mix of commercial and residential uses. Mixed-Use Buildings are permitted in the Central Sector. Subsection 2.3.3. describes Building Envelope standards that are correlated with Building Type. Mixed Use Buildings on a corner lot in the Central Sector are required to be located adjacent to the front property line of both public-facing sides of the building; the Code does provide an allowance for “minor articulation” of the front façade(s) to allow texture and ensure the building foundation is located on private property. The proposed building has a setback of less than a foot on both the south and west sides of the property. Subsection 2.3.4. of the code describes building height standards for different building types in the different sectors. As stated above, the only building height standard for a Mixed Use building in the Central Sector is a building height minimum of 2-stories. The proposed project meets all required Building Type Standards.

Standard 2.4 – Frontages. The proposed building uses a “Shopfront” frontage design which is permitted for a Mixed Use building. Shopfront frontages are defined as being aligned closely to the public right-of-way, have substantial window glazing at street level, and awnings above the sidewalk to create texture and shade. Each front façade of the building must have a minimum of 60% glazing between 1.5 and 10 feet above sidewalk grade to create an interesting pedestrian environment. The proposed building clearly meets this standard on the Costilla-facing (south) side of the building with 74% glazing. While the Sahwatch-facing (west) façade also appears to meet the standard with 73% glazing, there is some need for additional discussion. The plan illustrates that the southern-most third (roughly) of the space along the west edge of the building's ground floor is to be used for a commercial tenant. The glazing into this space will likely serve

as a storefront display window for a retail use or customer seating area to a food and beverage use. The remaining portion of the building's ground floor was shown as public parking on the initial plan submittal. The windows into this area were initially labeled as "frosted" creating the impression of opacity, which in turn doesn't meet the intent of the glazing standard. The revised plan submitted in January showed repurposing of that space as "amenity" area or "bike storage" (the plan has conflicting notations on different sheets) and the windows were modified to be transparent (though some sheets still included the "frosted" label). These changes likely address the Glazing portion of the Frontage Standard but additional clarification is still needed to avoid formal action on a Warrant; the Technical Modifications at the conclusion of this report addresses this issue. It should also be noted that the use of much of the ground floor space along Sahwatch is partially related to Glazing, but more directly relates to street level activation and access points described in Section 4.1.5. which is discussed later.

Standard 2.5 – Uses. The primary use within the proposed building is residential, which is permitted in the Central Sector. The plan also illustrates that 8,300 square feet of the building's ground floor will be used for commercial use, which is also permitted in the Central Sector. The remainder of the building is designed for structured parking (roughly 169,000 square feet for roughly 430 parking spaces) and residential amenities (e.g. community rooms, pool deck, gym, etc.). All uses shown on the plan are permitted in the Central Sector.

Standard 2.6 – Parking. As stated previously, the Central Sector is considered "parking exempt". Property owners can determine how many private, off-street parking stalls they need to provide to make their project marketable. Some owners, especially for smaller or non-residential projects, may choose to provide no off-street parking, instead relying on publicly available parking resources in the area. The plan as submitted illustrates roughly 430 private, structured parking stalls within the building. This equates to at least one stall per dwelling unit plus additional stalls for customers and employees of the commercial portions of the building. This project meets the parking standard.

Standard 2.7 – Block Standards. The Form-Based Code requires that sites be platted to be consistent with the City's historic lot pattern of 400 foot by 400 foot blocks with mid-block alleys. A subdivision plat has been submitted that is fully consistent with this standard. The plat is being reviewed administratively separate from the development plan.

Standard 2.8 – Public Spaces. All projects within the Form-Based Zone are required to improve the adjacent public spaces (e.g. streets, sidewalks, amenity zones, etc.) to comply with the Code. Given that the subject property is located within an Urban Renewal area where many standard urban amenities are lacking (e.g. curb, gutter, sidewalk, street trees, etc.), the plan must document future streetscapes that comply with code. The hardscape and landscape sheets of the plan illustrate significant improvements along both Sahwatch and Costilla. Additionally, the entirety of the east/west alley to the north will be repaved as part of this project. While some details are still needed on the plan to ensure full compliance with Form-Based Code and City-wide standards, Staff finds that the project will be fully compliant once all technical modifications are resolved.

Standard 2.9 – Signage. The regulation of signage within the Form-Based Zone is largely reliant on City-wide sign regulations with a few urban exceptions. No signage is illustrated on the proposed development and the standard note indicating that signage is not approved with this plan and that separate sign permits are required is included.

Section 3 of the Form-Based Code addresses the opportunity, criteria and process for density bonuses. This section is not applicable to the ONE Vela project.

Section 4 of the Form-Based Code includes a number of design guidelines. These address issues that are more difficult to quantify and while are important, full compliance is not required, just strongly recommended, especially for projects as notable as ONE Vela. The design guidelines are broken into two categories: architectural and site design.

Architectural Guidelines. The Form-Based Code includes six specific architectural guidelines, five of which are applicable to the ONE Vela project. After close consideration, Staff has determined that all guidelines are met, though two (double frontage and pedestrian access) deserves some specific analysis. The guidelines that are clearly met include:

- Encroachments – the proposed project includes awnings that project off the side of the building's base creating texture and shade for pedestrians below. Revocable permits will be required prior to building permit to be sure that all dimensions and details of the encroachments meet City standards.
- Architectural Detail – the building includes a number of architectural design elements including diverse materials, balconies, colors, angles, and other elements to create visual interest.
- Double Frontage – the building's tower and top elements are designed to be attractive from all four sides. This is appropriate given the scale of the structure and its visibility from areas outside of downtown. And while much attention has gone into the design of the building's base, including a high proportion of glazing at street level, the majority of project's active uses are located along the south edge of the building. A significant portion of the Sahwatch facing portion of the building is shown as either inactive parking/storage use or resident amenity space. A building that fully embraces the double frontage design guideline would include public-facing, active uses along both front sides of the building. Staff finds that this guideline in fact met, but also finds that the Sahwatch side of the project could be improved with true public-facing uses and spaces.
- Stepback – As described in previous sections of this report, the proposed building includes setbacks where the building base transitions to the tower element, and again for the highest few floors at the building's top. This design creates an aesthetically pleasing structure that also allows ample light and air flow at street level.
- Pedestrian Access – As discussed above, the south edge of the building is well designed with primary access points for the residential lobby and ground floor commercial tenants. However, the west edge of the building along Sahwatch has limited access points and less active uses. Staff finds that this guideline is largely met but improvements could be made to increase access and activity along Sahwatch.
- Transition – this guideline is specific to projects along the edges of the Form-Based Zone. It is not applicable to the ONE Vela project.

Site Design. The Form-Based Code includes seven specific site design guidelines, four of which are applicable to the ONE Vela project.

- Services – This guideline encourages projects to locate utilitarian features such as trash enclosures, loading docks, HVAC equipment, and similar facilities at the rear of properties and/or behind screens. The ONE Vela project locates all of these elements within the parking structure or on the building's roof behind an architectural screen.
- Drive-Through – the proposed project does not include a drive-through so this guideline is not applicable.
- Parking – the Form-Based Code includes significant guidance on the location and design of off-street parking. The proposed project includes all of its private parking within building as structured parking. While portions of the parking deck are not wrapped by residential units or other uses, the façade of the structured parking is designed in a way to be attractive through the use of diverse and textured building materials and the inclusion of openings into the parking structure. Murals are proposed for a portion of the east and north facing parking structure.
- Transit Shelters – the subject property is located along a portion of the downtown circulator route, but the route along Costilla is east-bound only so there is no transit stop, and hence no shelter, proposed adjacent to the site. This guideline is not applicable to the project.
- Hardscape Elements – As discussed above, the proposed plans illustrate significant improvements to the public realm, particularly along Costilla to the south and Sahwatch to the west. The proposed designs have gone through detailed review by City Planning and Public Works. The proposed streetscape design including active zone improvements adjacent to the building, wide and comfortable sidewalks, and amenity zone improvements, is consistent with the design guidelines described in this section of the regulating plan.
- Public Parks and Plazas – No parks or plazas are proposed as part of this application.

- Public Art – To improve the aesthetics and interest of the building’s parking podium, the plan calls out future murals on the east and north facing sides of the building’s base. An additional note will be added documenting the need for the applicant to coordinate with City staff on the final mural design prior to installation.

The Form-Based Code also includes significant sections on Historic Resources and Signage in the Design Guidelines section, but neither of those issues are related to the proposed project.

After Significant review, Planning Staff has determined that the project is substantially compliant with the applicable design guidelines of the Form-Based Code.

Planning Context

In addition to the standards and guidelines discussed above, Planning Staff also considered the project relative to the Experience Downtown Master Plan and the City’s Comprehensive Plan.

Experience Downtown Master Plan (2016) – There are numerous provisions of the Experience Downtown Master Plan that support the proposed project. One could argue that all 8 of the Plan’s primary goals support the project. (See **“Attachment 5 – Experience Downtown Plan on a Page”**). The project will bolster Downtown Colorado Springs as the economic heart of the region. It will add 400 new dwelling units to an area of downtown that is in need of daily activity. The site’s proximity to America the Beautiful Park and the Fountain Creek trail system is ideal for residents and guests to take advantage of our natural setting and support their healthy and active lifestyles. Bringing more residents downtown will also help support multimodal improvements in the area, including bike lanes on Costilla immediately south of the site and Cascade half a block to the east. The project uses innovative design and will create densities that are more sustainable than low density residential development on the edges of our community. The inclusion of over 8,000 square feet of commercial space at street level will also provide an opportunity for retail or food/beverage uses that will be an asset to visitors of our community, especially those that visit the Olympic and Paralympic Museum one block to the west. Lastly, the incorporation of public murals on two sides of the parking podium will further solidify downtown’s place as a regional leader in public art.

PlanCOS (2019) – Just as the Experience Downtown supports the proposed project, so too does PlanCOS, the City’s Comprehensive Plan adopted by City Council in 2019. At the highest level, the Plan’s Vision Map (see **“Attachment 6 – PlanCOS Vision Map”**) illustrates the site’s context within the Downtown Activity Center, with proximity to transit services, complete creeks, renowned culture, and within the Downtown Vibrant Neighborhood. There are countless Goals, Policies, and Strategies within PlanCOS that directly support the project including:

- Goal VN-2 Strive for a diversity of housing types, styles, and price points distributed throughout our city through a combination of supportive development standards, community partnerships, and appropriate zoning and density that is adaptable to market demands and housing needs.
- Strategy VN-2.A-3: Support land use decisions and projects that provide a variety of housing types and sizes, serving a range of demographic sectors, and meeting the needs of residents and families through various life stages and income levels.
- Strategy VN-3.A-6: Where and when applicable, specifically incorporate mixed-use neighborhood building as an outcome tied to the use of urban renewal area designation, public/private partnerships, and other tools and incentives to encourage redevelopment.
- Strategy VN-3.E-2: Encourage vertical mixed-use design in neighborhood focal points along with neighborhood design meant to encourage a sense of community and provide a walkable environment. Vertical developments, where the various uses are “stacked” on top of each other, are typically used in areas with limited space, while larger sites allow those different components to be built next to each other—such as an apartment building adjacent to a grocery store.
- Strategy UP-1.A-5: Design urban activity centers to encourage walkability.

- Goal UP-2: Embrace thoughtful, targeted, and forward-thinking changes in land use, infill, reinvestment, and redevelopment to respond to shifts in demographics, technology, and the market.
- Policy UP-2.A: Support infill and land use investment throughout the mature and developed areas of the city.
- Goal UP-3: Continue to grow and support Downtown as an inclusive, mixed use, cultural, and economic heart of the region.
- Policy UP-3.A: Proactively participate and invest in the development of Downtown as the city's premier urban activity center.
- Policy UP-4.B: Within unique centers, incorporate density and mixed uses along with higher standards of design, attention to the public realm, and design for multimodal access including transit.
- Strategy UP-4.D-3: Proactively involve the Urban Renewal Authority in identifying infill and redevelopment opportunities and targeting public infrastructure investments.
- Policy UP-5.A: Actively evaluate plans for existing, new, and redeveloping urban places and corridors from the perspective of fiscal and environmental sustainability.
- Policy UP-5.B: Encourage cost-effective development that promotes the wise use of resources.
- Strategy TE-1.A-3: Prioritize Downtown redevelopment to establish it as the region's employment center, hub of commerce, governing, innovation, tourism, entertainment, art and culture.
- Policy TE-1.C: Leverage the city's livability as a workforce and economic driver.
- Strategy TE-1.C-3: Ensure an adequate supply of attainable housing for the workforce across all industries, and that it is conveniently located near hubs of employment and/or public transportation.
- Policy TE-2.C: Enhance the physical environment by creating new amenities that help attract and retain new businesses and residents.
- Strategy TE-2.C-1: Prioritize redevelopment and activation in Downtown and other urban activity centers in order to establish or enhance economic development.
- Goal TE-4: Focus on productively developing and redeveloping areas already in, nearby, or surrounded by the city in order to preserve open spaces, maximize investments in existing infrastructure, limit future maintenance costs, and reduce the impacts of disinvestment in blighted areas.
- Strategy TE-4.A-2: Ensure land use regulations allow for increased density in areas identified for this, including Downtown, activity centers, and urban corridors.
- Policy SC-1.F: Maximize multimodal transportation options serving the Downtown area to reduce the need for individual car ownership and use by visitors, residents, and employees.
- Policy SC-2.A: Systematically support and encourage the density and design needed to support this network beginning with Downtown, key corridors, activity centers, and trip generators.
- Policy RC-2.B: Promote existing and new arts and cultural hubs, venues, and focal points as elements of activity centers throughout the city.
- Policy RC-3.B: Reinforce Downtown as an historic, cultural, and entertainment center of the community and the region.
- Policy RC-3.F: Support creative placemaking and environments for artistic expression within Creative Districts and Corridors.
- Strategy ML-2.C-3: Maximize opportunities for citywide and non-exclusive access to linear and linked open space systems with convenient non-motorized connection.
- Strategy ML-2.C-7: Encourage new development and redevelopment to occur near existing parks and open spaces to increase their access to and use by the public.

After close consideration, Planning Staff has determined that the proposed project is highly consistent with PlanCOS.

Technical Considerations

While the project description and analysis above clearly documents consistency with the Form-Based Code, the Downtown Master Plan, and PlanCOS, it must be noted that the project has gone through two rounds of technical review and numerous issues must still be resolved before final approval and construction. Planning Staff continues to coordinate review of the plans with a variety of technical review Agencies including, but not limited to: SWENT, CSU, Engineering Review, Parks, Forestry, and Landscape Review. The Statement of Compliance below lists a number of relatively broad issues that need additional attention. Far more detailed review comments continue to evolve in the City's online review software system. Staff is confident that all the issues below can be resolved without impacting compliance with Form-Based Code standards or guidelines. Should it be determined that compliance with a technical issue demands a change to the proposed building that necessitates a Warrant, the project will be routed back to the Downtown Review Board for review of the necessary Warrant criteria.

Statement of Compliance

FBZN-24-0016

City Planning Staff has reviewed the ONE Vela Form-Based Development Plan and finds that the application meets the development standards and design guidelines as set forth in Form-Based Code Sections 2 and 4. The following technical issues must be resolved before final approval:

1. Revise the plan to clarify PLDO and CDI fee issues are correctly implemented at time of plat and/or building permit.
2. Revise the plan to meet all City requirements for public space improvements, including ADA related standards and notations regarding alley reconstruction.
3. Address all utility related issues on the development plan and specifically the preliminary utility sheets to document full compliance with local utility standards.
4. Revise the plan to resolve all Planning Staff issues relative to plan notes, building details, glazing compliance, parking figures, and others as described in the online review reports.
5. Resolve all stormwater issues as described by SWENT reviewers in the online review reports. Know that additional updates to the project's drainage report and stormwater system are likely required, as is a variance for use of underground detention facilities.