

POLARIS POINTE SOUTH FILING NO. 4 PUD DEVELOPMENT PLAN MAJOR AMENDMENT (SUNSET AMPHITHEATER)

PROJECT STATEMENT

FEBRUARY 2024, UPDATED APRIL 2024

REQUEST

N.E.S. Inc. on behalf of Notes Live Real Estate & Development LLC and Copper Ridge Development, requests approval of a PUD Development Plan Major Amendment for Polaris Pointe South Filing No. 4 (The Sunset Amphitheater) related to off-site parking location, revisions to the Kimley-Horn Parking and Access Plan and the LSC Traffic Technical Memorandum, and elimination of the 500-space temporary parking lot.

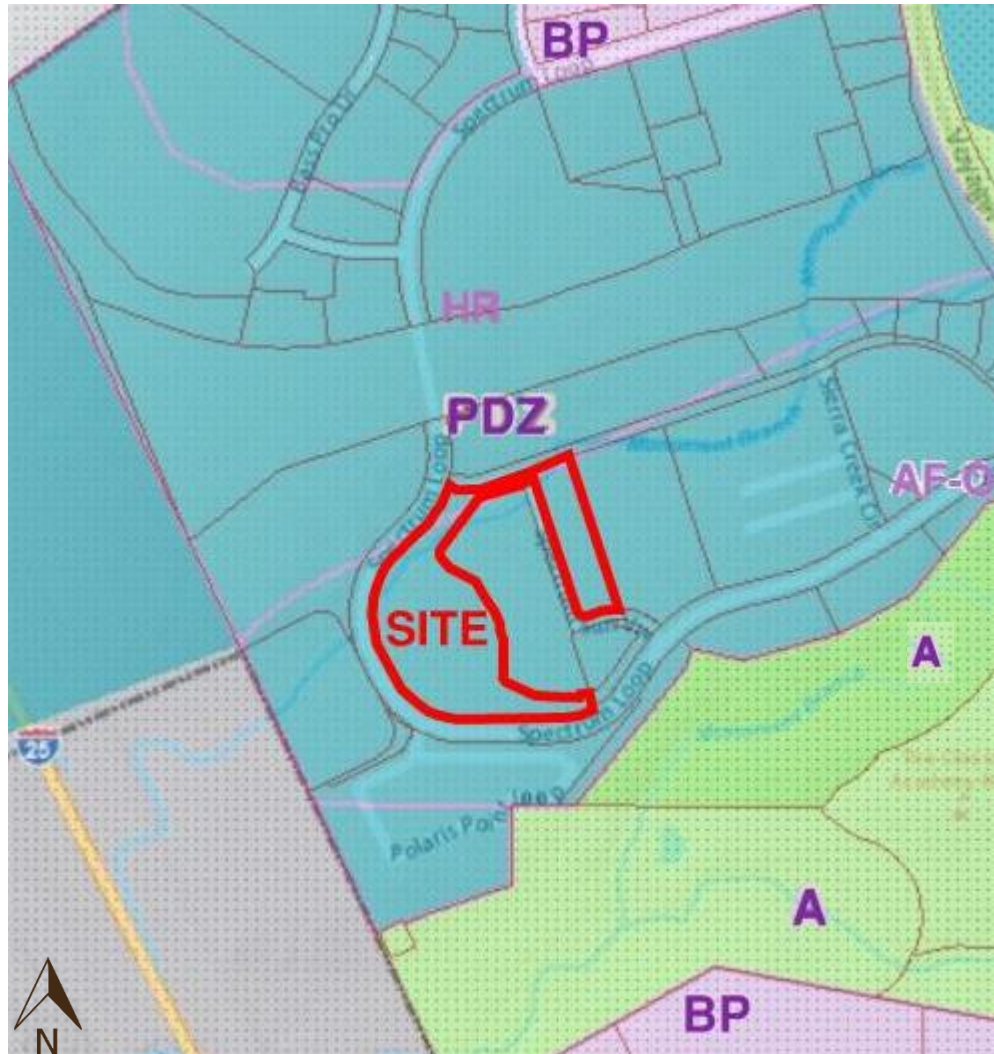
LOCATION

The Polaris Pointe South Filing No. 4 site is comprised of 18.029-Acres and is located west of Voyager Parkway, north of the south leg of Spectrum Loop, and south of Powers Boulevard.



LAND USE AND ZONING AND LAND USE

The site is zoned PDZ-Planned Development Zone-Commercial High Rise (120' Maximum Height), and is subject to the Polaris Pointe PUD Plan, which further defines zoning parameters for specific parcels. Surrounding land use includes a master stormwater detention facility to the west, vacant commercial land to the north, vacant commercial land approved for the Roth Restaurant and Event Venue to the east, and multi-family residential and vacant commercial land to the south. Surrounding adjacent zoning in all directions is PDZ-Commercial High Rise (120' Maximum Height).



PROJECT DESCRIPTION

The Sunset Amphitheater PDZ Development Plan major amendment encompasses Lot 1, Polaris Pointe South Filing No. 4, a 9.016 Acre lot for the Sunset Amphitheater and associated parking and landscaping. The amendment focuses on off-site parking location and updating the Sunset Amphitheater Parking & Access Plan and the LSC Traffic Technical Memorandum for Polaris Pointe South Filing No. 4.

PARKING

Based on the amphitheater capacity of 8,000 seats, City Code requires 2,000 parking spaces. The approved Development Plan provides 2,539 permanent parking spaces, and 500 interim spaces. The City did not allow the interim parking to be included in the total parking count.

The PDZ Development Plan amendment eliminates the 500 interim parking spaces proposed to the north of the Amphitheater site, as well as the 475 remote parking spaces on The Classical Academy (TCA) property. The amendment proposes to replace the 475 TCA spaces with 747 new remote parking spaces in two new parking lots immediately adjacent to the Amphitheater property. This will create a total of 2,811 permanent parking spaces for the venue, which is a net gain of 272 permanent parking spaces. The table below provides the new parking count for the Amphitheater Development:

Parking Data Phase 1				
Total Parking Provided			Total Parking Required (1 space per 4 seats)	Total Parking Recommended (Kimley-Horn Study)
2,811			2,000	2,648
On-site Parking	On-Street Parking	Off-site Parking		
236	469	2,106		

The new parking lots are being reviewed and approved under separate action and case numbers, as they are still considered off-site because they are on separate parcels of land. Both new lots are owned by the applicant.

5-Acre Parking Lot (Lot 2)

5-Acres Parking Lot encompasses approximately 5-Acres and is located just to the east of the on-site Amphitheater parking lot. This lot provides 689 parking spaces and is located approximately 470’ from the north Amphitheater gate, and approximately 535’ from the south Amphitheater gate. Access is provided in the northeast corner of the parking lot and is served by the private access drive on the north side of the site. This private access drive connects to Spectrum Sun View to the west and Sierra Creek Circle to the east, both of which connect to Spectrum Loop. A second access to this lot is located in the southwest corner of the lot and is served by Spectrum Sun View to the southwest, which connects to Spectrum Loop to the south. This parking lot is adjacent to multi-family apartments currently under construction to the east. The apartment complex to the east provides a 15’ wide landscaped buffer along the common property line, therefore, no buffering is required. However, the parking lot Development Plan provides a 6’ wide landscape area along the common lot line.

One-Acre Parking Lot (Lot 3)

One-Acre Parking Lot encompasses approximately 1-Acre and is located south of the Amphitheater property, across Spectrum Loop. This lot provides 58 parking spaces and is located approximately 400’ from the south Amphitheater gate. Access is provided in the northeast corner of the parking lot and is served by the Spectrum Loop. This parking lot is adjacent to Spectrum Loop, for which no landscape setback or buffer is established in the PDZ. The lot is also adjacent to an existing residential use, for

which there is also no requirement for a landscape setback or buffer in the PDZ. There is no landscaped setback or buffer along the common property line provided by the multi-family development, however, the Development Plan for the parking lot provides for a 7'-wide landscape buffer area along this property line. There is no applicable landscape buffer required by the PDZ along the common property line of the opens space area to the southeast, however, the Development Plan provides a 7'-wide landscape buffer area in this location.

Parking and Access Plan

A Parking and Access Plan, prepared by Kimley-Horn, was provided with the Amphitheater PDZ Development Plan. This study projected that for a sell-out event the venue would need 2,648 parking spaces. This parking projection factors in a 25% ride-share usage. In conjunction with the Amphitheater PDZ Development Plan and Parking and Access Plan, two Non-use Variances were approved to allow the following:

- 236 on-site parking spaces where 2,000 on-site parking spaces are required, and remote shared parking facilities up to 10,000 feet from the subject property; and
- On-street parking credit to be applied not immediately adjacent to the Amphitheater property.

The approved Parking and Access Plan provides 2,539 permanent parking spaces plus 500 interim spaces for a total of 3,039 spaces (though the 500 interim spaces were not allowed to be counted in the total parking calculation).

The Parking and Access Plan has been updated based on the Amphitheater PDZ Development Plan Major amendment which continues to propose a combination of on-site parking, on-street Spectrum Loop parking, off-site shared parking in existing parking lots that have extra capacity during event times; and adds off-site permanent parking adjacent to the venue. The proposed parking changes include the following:

- Elimination of TCA parking, which consists of 475 spaces;
- Elimination of the 500 interim parking spaces across from the venue to the north (which were not counted in the original total number of spaces provided);
- The addition of a new 689 space parking lot (Lot 2) to the east of the Amphitheater parking lot on the east side of the property; and
- The addition of a new 58 space parking lot (Lot 3) to the south of the Amphitheater venue.
- The provision of 2,811 parking spaces, which is an increase of 272 spaces (10.71%).

The proposed revised Parking and Access Plan provides a total of 2,811 parking spaces, where the Unified Development Code requires only 2,000 parking spaces for the 8,000-seat venue, and the parking study recommends 2,648 parking spaces.

Off-site Parking

The approved Parking and Access Plan for the Amphitheater includes 1,834 off-site shared parking spaces in four locations. There are no changes related to shared off-site parking at Bass Pro Shops or Compassion International. The originally proposed shared parking at The Classical Academy is no longer

under consideration and will be substituted with parking in the two new lots adjacent to and under the same ownership as the amphitheater.

In conjunction with the approved Amphitheater project a Parking and Access Plan was prepared for the project. This study has been updated based on the proposed amendment to off-site parking for the venue and has been submitted with this application. This report finds that the proposed off-site parking changes, with a combined total of 2,811 on-site, near-site, and shuttle lot spaces, meets the City's parking requirement and Kimley-Horn's projected parking demand of 2,648 visitor and employee spaces. Operational recommendations include:

- The operational recommendations included in this Plan provide for sufficient capacity for a dedicated TNC (Uber/Lyft) pick-up and drop-off zone (~30 stalls) and appropriate shuttle queuing space and operational capacity for all patrons who park more than 1,200 feet from the Venue at the Bass Pro Shops or Compassion International lots. Operational recommendations and intentions include:
 - Use of shuttles for remote lots. Staging diagrams are included in the study.
 - Dynamic Signage
 - Ride-share incentives
 - Unbundled parking fees
- With the City's required improvements to pedestrian infrastructure and its commitment to carefully managing the on-site and off-site parking, the Venue will be able to accommodate event visitors without introducing negative impacts to nearby businesses, other parking lots, or residential neighborhoods.

Please see the report for detailed information.

TRAFFIC

A Traffic Technical Memorandum for the Polaris Pointe South Filing No. 1 was completed for the Sunset Amphitheater development and off-site shared parking locations. This study made observations/findings and recommendations for traffic control and roadway improvements to area roads. Based on the proposed changes to the location of off-site parking facilities to be used by the Amphitheater venue, an updated Traffic Technical Memorandum has been completed. Please see this report for specific methodologies and data. The updated memorandum includes the following:

- Inventory of existing conditions;
- Description of the proposed land uses;
- A summary of the Amphitheater Parking Plan, TNC travel and parking lot shuttle operations;
- Traffic count data;
- The projected vehicle-trip generation for the proposed development including event-day peak trip generation estimates;
- A comparison to the trip-generation estimates assumed for this area in previous reports by LSC
- Traffic operations analysis; and

- Recommendations to accommodate daily development traffic and recommendations for the traffic management/control plan for event-day, peak traffic demand for the largest events.

The traffic study found that for a sold-out show, the venue will generate 2,370 on-site attendee vehicle trips and 3,200 ride-share trips, 124 on-site employee/staff vehicle trips and 75 ride-share trips, and 266 on-site shuttle bus trips at the venue site in 24 hours. Of the total trips; the number of trips before 5:00 p.m. will include 0 (no change) attendee vehicle and ride-share trips, 17 (45 fewer) employee/staff vehicle trips and 28 (9 more) ride-share trips, and 16 (12 more) shuttle bus trips at the venue. Of the total number of trips, the number of trips between 5:00 p.m. and 6:00 p.m. will include 504 (109 more) attendee vehicle and 80 ride-share trips, 0 employee/staff trips vehicle trips and 19 ride-share trips, and 56 shuttle bus trips at the venue. Of the total trips; the number of trips between 6:00 p.m. and 7:00 p.m. will include 790 attendee vehicle and 1,067 ride-share trips, 0 employee/staff trips vehicle trips and 0 ride-share trips, and 112 shuttle bus trips at the venue. Of the total trips; the number of trips between 9:30 p.m. and 10:30 p.m. will include 1,185 attendee vehicle and 1,600 ride-share trips, 0 employee/staff trips vehicle trips and 0 ride-share trips, and 112 shuttle bus trips at the venue. Of the total trips; the number of trips after 10:30 p.m. will include 0 attendee vehicle and 0 ride-share trips, 62 employee/staff vehicle trips and 37 ride-share trips, and 4 shuttle bus trips at the venue.

The approved Traffic Memorandum makes the following recommendations:

For the proposed Sunset Amphitheater event days, an iterative level of service and queuing analysis has been performed to determine the pre and post event peak period special laneage, signal timing/phasing and traffic control needed to accommodate the venue trip demands and entering/exiting vehicle flow rates.

A special event traffic control plan will be needed. An event-day-specific traffic signal timing plan will need to be created for the entire Voyager Parkway corridor. This corridor currently operates in coordination from 6:30 am to 6:30 pm. On event days it will likely be necessary to start a special event planning starting at 5:30 or 6:00 pm. Preliminary analysis utilizes an event peak signal cycle length of 90 seconds between the Northgate/Voyager intersection and the South Spectrum Loop/Voyager intersection.

LSC recommends planning for assistance by traffic control officers during peak event arrival and departure times at the intersection of Voyager/Spectrum Loop (south) and potentially other intersections to the north. There is a heavy traffic flow projected to travel from southbound (locally eastbound) Powers Boulevard to southbound Voyager (short segment), a relatively high volume will also turn right onto Spectrum Loop (South) just to the south. There is also a high volume projected for the eastbound right turn at the Spectrum Loop (North)/Voyager intersection and for the southbound right turn at the Voyager/Powers northbound (locally westbound) on-ramp intersection. The recommendations shown on the event-plan laneage exhibit have been made to accommodate these high directional volumes associated with large/capacity events.

- The event-specific laneage and signal phasing/timings will likely require event traffic control devices such as cones, temporary signs, variable message signs, traffic control personnel

including off-duty law enforcement officers at some intersections along Voyager Parkway. Changes to the traffic signal systems at intersections along Voyager will likely be needed. This may include modification or addition of signal heads, overhead signs, hardware and software changes, as well as creation of event-specific timing plans.

- It is important to note that event traffic control plans, including lane use plans, signal timing/phasing plans will evolve over time. Initial plans will be modified/adjusted based on actual operations once events begin taking place to address issues that arise.
- The event organizers will be able to control several factors affecting travel demand through the ticketing process. The organizers will have the opportunity to, and have indicated the commitment to, continue communication with attendees after ticket purchase. This communication would occur during the days prior to the event and on event day in order to relay information, via technology (phone apps., text messages, etc.), such as real-time traffic congestion, recommended vehicular travel routes to/from parking areas and the TNC drop off zone, shuttle status and wait times, and recommended walking routes to/from the venue. Dynamic electronic signage is also proposed to relay information to drivers arriving from North Gate Blvd, Voyager Pkwy, and Powers Boulevard.
- The event organizers may be able to utilize real-time information available from the City TOC (Traffic Operations Center) and coordinate real-time messaging on CDOT changeable message signs along Interstate 25 and other area state highways. These elements could become part of the event traffic management plan. The Traffic Memorandum also made recommendations related to event-plan laneage, which is detailed in the document exhibits.

In conjunction with this off-site/near site parking plan amendment application, a Polaris Point South Filing No.4 Sunset Amphitheater Updated traffic Technical Memorandum has been completed. The updated study found that for a sold-out event, the venue will generate 2,905 on-site attendee vehicle trips during the pre-event peak hour; 2,187 entering and 718 exiting. For the same sold-out event, a total of 4,208 vehicles trips will be generated; 904 entering and 3,304 exiting.

Please see the updated Memorandum for detailed recommendations.

PROJECT JUSTIFICATION

CONFORMANCE WITH DEVELOPMENT PLAN CRITERIA (CODE SECTION 7.5.516 D.)

1. MAJOR MODIFICATION: A MAJOR MODIFICATION MAY BE APPROVED IF THE APPLICABLE DECISION-MAKING BODY DETERMINES THAT THE REQUEST:

A. COMPLIES WITH THE PROVISIONS OF THIS UDC AND ALL APPLICABLE CITY REGULATIONS;

The proposed PDZ Development Plan modifications comply with all provisions of the Polaris Pointe at Northgate PUD (PDZ) Plan and/or UDO, Engineering Policy and Criteria Manuals, and Landscape Policy Manual.

B. IS CONSISTENT WITH ANY CONDITIONS IN THE APPROVAL OR PERMIT PROPOSED TO BE MODIFIED, UNLESS THE DECISION-MAKING BODY THAT IMPOSED THAT CONDITION MODIFIES THAT CONDITION;

There are no conditions on the approved PDZ Development Plan.

C. DOES NOT CREATE MORE ADVERSE IMPACTS ON SURROUNDING PROPERTIES THAN THE DEVELOPMENT APPROVAL OR PERMIT PROPOSED TO BE MODIFIED; AND

As noted above, the proposed modifications meet all provisions of the Polaris Pointe at Northgate PUD (PDZ) Plan and/or UDO, including landscaping, access, parking, and setbacks. There were no adverse impacts to surrounding properties anticipated with the approved PDZ Development Plan, and there are no such impacts anticipated with the proposed modifications.

D. IS CONSISTENT WITH THE COLORADO SPRINGS COMPREHENSIVE PLAN, OTHER PLANS ADOPTED BY CITY COUNCIL, AND THE INTENT OF THE ZONE DISTRICT IN WHICH THE PROPERTY IS LOCATED.

The property is zoned PDZ-Planned Development Zone-Commercial High Rise (120' Maximum Height). The approved PDZ Development Plan is consistent with the provisions and requirements of the Northgate PUD (PDZ) Plan, and the proposed PDZ amendment Development Plan also continues to be consistent with the PDZ requirements.

The approved PDZ Development Plan as well as the proposed modifications are consistent with PlanCOS. The PDZ Development Plan modifications comply with the Northgate Master Plan and the Polaris Pointe at Northgate PDZ Plan as amended. The development property is part of the Polaris Pointe/Copper Ridge Urban Renewal Plan, which identifies entertainment venues and parking as proposed uses in the district.

The PDZ Development Plan modifications comply with PlanCOS. The PlanCOS Vision Maps identifies the property as a New and developing area. The Unique Places Map identifies the property as part of a Regional Employment and Activity Center. The goals of the Thriving Economy section of PlanCos are economic diversity, expansion of the tax base, and thinking and acting regionally. The Renowned Culture section of PlanCOS identifies arts and culture as an essential part of Colorado Springs identity. The Majestic Landscapes section of PlanCOS values natural and manmade outdoor spaces, celebrates Colorado Springs' location at the base of Pike's Peak, and encourages engagement with landscapes.

Additional parking in close proximity to the approved amphitheater venue fits perfectly into the surrounding bustling activity center and directly supports the Sunset Amphitheater, which contributes to the arts and culture of Colorado Springs and draws spectators from around the area, region, state, and beyond. The project provides sound mitigation and additional viewing, listening, and dining options for those interested in the amphitheater venue. The proposed development also provides an additional dining and socializing venue for those living in, working in, and visiting the surrounding Northgate commercial and residential area. The project will provide expansion of the tax base, with increased parking and activation of additional commercial land in the area, as the previous plan proposed use of private, non-profit land for parking.

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