INTRODUCTIONS
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City of Colorado Springs - Public Works

MULTIMODAL TRANSIT CENTER
CRAIG BLEWITT
City of Colorado Springs - Mountain Metro Transit

PARKING
SCOTT LEE
City of Colorado Springs - Parking Enterprise

COMMERCIAL DEVELOPMENT
JEFF FINN
Norwood Development Group

SCOPE / SCHEDULE / NEXT STEPS
RYAN PHIPPS
City of Colorado Springs - Public Works

ECONOMIC GOALS + OPPORTUNITY
BOB COPE
City of Colorado Springs - Economic Development
In 2017, Mountain Metropolitan Transit (Mountain Metro) conducted the Downtown Transit Station Study to identify a location for a new, expanded transit station. Through a three-step evaluation process, the 2017 study identified 28 potential downtown sites for a new transit center. These sites were narrowed down to 11 and then 3 'finalist' sites. A mayor-appointed steering committee ranked the three sites in order of preference and ultimately recommended a preferred site to pursue.

The owner of the first-ranked site has begun development plans for the site in the summer, but has indicated a willingness to continue discussing the potential inclusion of transit in that plan. Mountain Metro continues these discussions, but final resolution is unclear.

Due to further owner and public input, the City of Colorado Springs (City) and Mountain Metro no longer consider the second- and third-ranked sites candidates for a new transit center.

The owner of one of the sites in the original 2017 study, Site 2, has informed Mountain Metro that they may be willing to reconsider a joint transit/private development project on that site. This paper evaluates the feasibility of a transit center on that site.

PROJECT PARAMETERS

The three-level process asks a series of increasingly detailed questions grouped in three broad categories—functional, land use/community, and implementation. All three levels of evaluation used the most current map and data information available from the City and the El Paso County Assessor's online database, but no survey was performed as part of this study. Similarly, property costs are estimates only, based on 2017 market values listed on the County Assessor's website (in the case of the 5 original sites) and 2018 values (Site 2). No public outreach was conducted as part of this study.

POTENTIAL SITE LOCATIONS
LOCATION AND OWNERSHIP

Site 2 occupies the southern portion of the block bounded by Kiowa Street, Pikes Peak Avenue, Nevada Avenue and Weber Street. The site is slightly less than a half block in size, listed in the County Assessor's records as 1.38 acres. The block has an L'-shaped public alley abutting the eastern half of the site's northern boundary. The site is addressed as 222 E Pikes Peak Avenue, and is approximately 150 feet by 400 feet.

There are five other parcels, with four owners, on the block, as shown in the image below. The owners of the green parcel in the northwest corner of the block, currently used as a surface parking lot, have submitted plans to develop the property as a hotel. The pink property is currently a rock-climbing gym, the blue property is an outdoor and sports retail store, and the purple, City-owned property is the historic Colorado Springs Auditorium.

The entire block has been designated an Urban Renewal Area (URA) by the City. In 2017, the owner of Site 2 executed a Predevelopment Agreement with the Colorado Springs Urban Renewal Authority (CSURA) - this agreement initiates a series of impact studies and plans necessary to clear the site for development.

SITE DESCRIPTION

EXISTING SYSTEMS

Zoning and Land Use

All of downtown Colorado Springs, including Site 2, falls under the City's form based code zoning (FBZ). This zone has four sectors, and Site 2 falls under the Central Sector. The Central Sector allows both civic and mixed-use buildings (a vertically mixed transit-commercial-residential building would be likely to fall under one of these categories) with a minimum of two floors and no height maximum. The Central Sector is exempt from parking requirements.

Site 2 abuts Pikes Peak Avenue, designated in the 2016 Downtown Tactical Update as an urban greenway and pedestrian priority street. The roadway was recently re-striped to introduce a buffered bike lane. Weber Avenue, on the site's east boundary, is designated a neighborhood greenway and will also offer enhanced bicycle circulation.
PARKING + USER EXPERIENCE

- **90° PARKING LAYOUT**
  - Single Row & Aisle:
    - 18' 24' 42' 24'
  - Double Row & Aisle:
    - 18' 24' 18'

- **60° PARKING LAYOUT**
  - Single Row & One Way Aisle:
    - 20' 14.5' 14' 14.5' 20'
  - Double Row & One Way Aisle:
    - 28' 14.5' 28' 14.5' 28' 14.5' 28'

- **45° PARKING LAYOUT**
  - Single Row & One Way Aisle:
    - 19' 12' 13.1' 12' 19'
  - Double Row & One Way Aisle:
    - 19' 12' 19' 12' 19' 12' 19'

- **30° PARKING LAYOUT**
  - Single Row & One Way Aisle:
    - 15.8' 12' 20.8'
  - Double Row & One Way Aisle:
    - 16.9' 12' 16.9' 12' 16.9' 12' 16.9' 12' 16.9' 12' 16.9' 12'
NDG Development Objectives

Partner w/ Public Sector(s) to realize multiple opportunities

Activate the East/Central Urban Core

Increased Density with a Mix of Uses - to include **Office / Hospitality / Residential**

High quality design standards

Pedestrian-focused Public Realm

Accelerate Development Opportunities that Maximize the Financial Tools offered through Urban Renewal
THE SITE
222 E PIKES PEAK AVE

View to Southwest
View to Northeast
View west down Pikes Peak Ave
### COMMERCIAL DEVELOPMENT OPTIONS

<table>
<thead>
<tr>
<th>Option</th>
<th>Description</th>
<th>Total GSF</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>OPTION 1</strong></td>
<td>OFFICE x 2</td>
<td>306K GSF</td>
</tr>
<tr>
<td></td>
<td>2 Office Towers @ 300K GSF</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Ground Floor Retail @ 6K GSF</td>
<td></td>
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<tr>
<td><strong>OPTION 2</strong></td>
<td>OFFICE + HOTEL</td>
<td>348K GSF</td>
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<tr>
<td></td>
<td>1 Office Tower @ 150K GSF</td>
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</tr>
<tr>
<td></td>
<td>1 Hotel @ 220 Key = 192K GSF</td>
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<tr>
<td></td>
<td>Ground Floor Retail @ 6K GSF</td>
<td></td>
</tr>
<tr>
<td><strong>OPTION 3</strong></td>
<td>OFFICE + RESI</td>
<td>406K GSF</td>
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<tr>
<td></td>
<td>1 Office Tower @ 150K GSF</td>
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</tr>
<tr>
<td></td>
<td>1 Resi @ 250 Units = 250K GSF</td>
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<td></td>
<td>Ground Floor Retail @ 6K GSF</td>
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</tbody>
</table>
PARKING TYPOLOGIES + CURRENT USES

Sloping Floors
Two Way Circulation

Staggered Floors
One Way Circulation

Flat Floors
Helical Ramps

Flat Floors
One Way Ramps

PARKING TYPOLOGIES v FUTURE USES
PROGRAM:

- 17 PRIVATE OFFICES (10'X13')
- 120 WORKSTATIONS (7'X7')
- 6 PHONE ROOMS
- 2 MEETING ROOMS
- 3 FOCUS ROOMS
- 1 CONFERENCE ROOM (6 SEATS)
- 2 CONFERENCE ROOM (8 SEATS)
- 1 CONFERENCE ROOM (12 SEATS)
- 14 OPEN MEETING / COLLABORATION AREAS
- 1 WELLNESS ROOM
- 1 PRAYER ROOM
- 4 COPY/PRINT AREAS
- 1 COPY/PRINT CENTER
- 1 KITCHENETTE

199 /SF PER PERSON

* All square footage is approximate
Project Scope + Phasing

Cooperation Agreement between Property Owner / Developer / City / CSURA
+ Project Intent / Scope / Participants
+ Roles / Responsibilities
+ Phasing

PUBLIC-PRIVATE-PARTNERSHIP (P3)
Project Scope + Phasing

Cooperation Agreement between Property Owner / Developer / City / CSURA
+ Project Intent / Scope / Participants
+ Roles / Responsibilities
+ Phasing

Overall Phasing
+ Phase 1 // Concept Design
+ Phase 2 // Schematic Design
Project Scope + Phasing

Cooperation Agreement between Property Owner / Developer / City / CSURA
- Project Intent / Scope / Participants
- Roles / Responsibilities
- Phasing

Overall Phasing
- Phase 1 // Concept Design
- Phase 2 // Schematic Design
- Phase 3 // P3 Formation
- Phase 4 // Final Design
- Phase 5 // Bidding
- Phase 6 // Construction

OVERALL SCHEDULE
Project Scope + Phasing

Cooperation Agreement between Property Owner / Developer / City / CSURA
+ Project Intent / Scope / Participants
+ Roles / Responsibilities
+ Phasing

Overall Phasing
+ Phase 1 // Concept Design
+ Phase 2 // Schematic Design
+ Phase 3 // P3 Formation
+ Phase 4 // Final Design
+ Phase 5 // Bidding
+ Phase 6 // Construction

Next Steps
+ CSURA Board Presentation
+ RFP for Design Services / Consultants
+ NTP - June / July 2022
Economic Development
Goals + Opportunity

+ High Quality & Best-in-Class

+ Catalyst & Economic Driver for Downtown Investment

+ Well-Designed Mix-of-Uses
  Transit - Parking - Office - Retail
  Restaurant - Hotel - Residential

+ Multimodal Transit
  Bus - Shuttle - Ride Share
  Pike Ride / Bicycles - Scooters

+ Expanded Usage + Ridership

+ Enhanced & Dynamic P3