

## UNION & DALE CARWASH

### PROJECT STATEMENT

MAY, 2020

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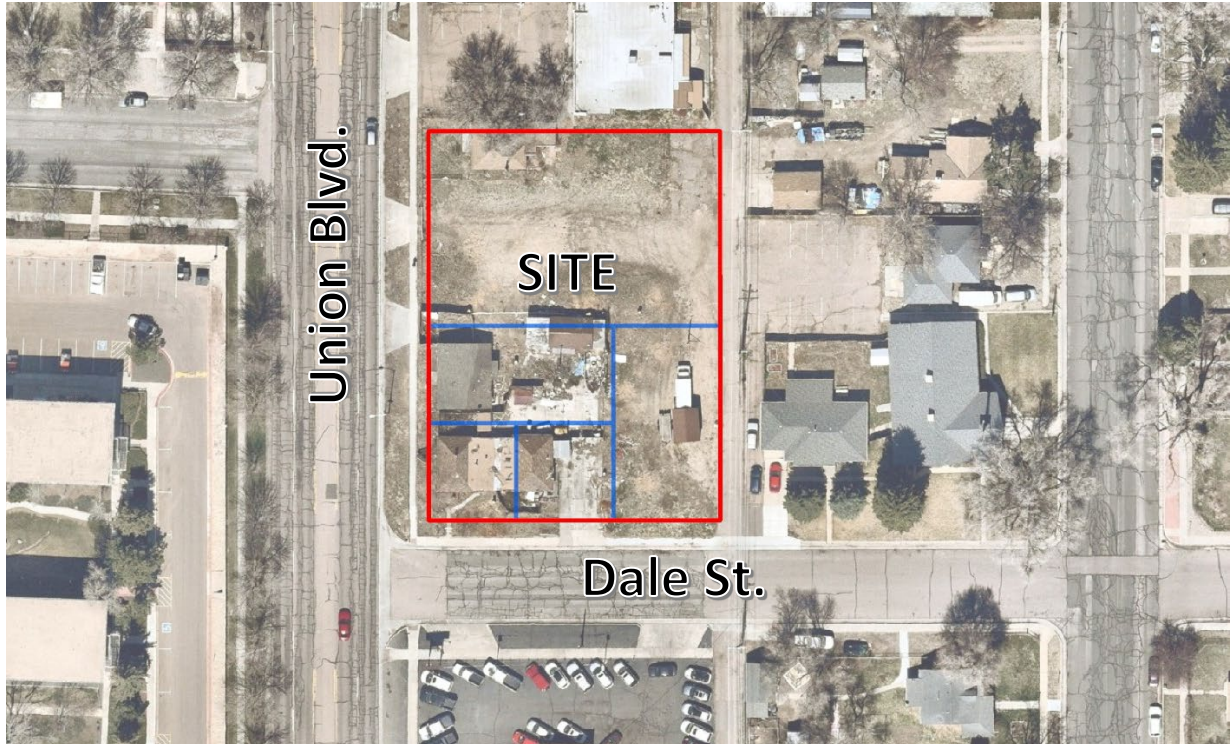
#### REQUEST

N.E.S. Inc. on behalf of Carlo Carwash LLC requests approval of the following applications:

1. A Conditional Use Development Plan for an automotive wash (carwash) in a C-5 zone.
2. A non-use variance.
3. Landscape alternative compliance.
4. A Waiver of Re-Plat.

#### PROJECT DESCRIPTION

This site is comprised of five lots on the southeast corner of N. Union Boulevard and E. Dale Street. The site is zoned C-5 (Intermediate Business) and a carwash is a conditional use within the zone. The site currently contains vacant and dilapidated buildings that can pose a safety risk. An alley way runs to the east of the lots between the site and adjacent Church.



Surrounding uses include residential, commercial, and cultural land uses. To the north is a used clothing store (Repeat Performance) and to the south across Dale Street is a used car dealer (Car Concepts of Colorado). On the East side is a church (The Anchor Church) and residential. To the west across Union Boulevard is the United States Olympic Training Center.

### Existing Conditions

Existing conditions on the site include 4 buildings and 2 sheds that are in a state of disrepair. The buildings have recently been utilized by the transient population and multiple fire and police calls have taken place. The project proposes to remove the dilapidated buildings and remove the trash and large items that have been dumped or left on the site.



### **PROJECT DESCRIPTION**

The project proposes to redevelop a vacant site as a carwash. The site is accessed from Dale Street and a secured secondary over height limit exit (bail-out drive) is provided onto Union Boulevard. No primary access will be provided from Union Boulevard. A secured over height vehicle access is also provided internally to allow an opportunity to exit and re-enter the carwash lane after purchase. This exit is primarily for vehicles that have racks or equipment that needs to be removed before entering the tunnel but were not noticed prior to purchasing the carwash.

The site meets the C-5 development standards. A 15-foot building setback is provided along Union Boulevard. A 20-foot building setback and a 10-foot landscape setback are provided along Dale Street. A 20-foot building setback is provided along the north property boundary with 5-foot minimum between the drive aisle and the property boundary. Along the east property boundary a 5-foot building setback is proposed meeting the requirements of the C-5 zone and setback requirements of two non-residential uses. A 6-foot vinyl fence is proposed along the east and north boundary from the trash enclosure to the northwest corner of the property. Approximately 50-feet of the northeastern boundary is identified as a residential use. Landscape Alternative compliance is requested to continue the 5-foot building setback and omit the required 15-foot landscape buffer along the east boundary. Screening and plantings in the

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northeast corner are provided to buffer the uses. Due to the distance from the property line to the curb of Union Boulevard (approximately 20-feet), a non-use variance is requested for the building setback along Union Boulevard to reduce the building setback from 20-feet to 15-feet and landscape alternative compliance is requested to encroach into the 25-foot landscape setback. The request allows an additional lane for stacking and the preferred minimum spacing of 24-feet between the vacuum stalls. The overall height of the building is 30-feet and is within the maximum building height of 45-feet. Thirteen vacuum stalls are provided in the center of the site. Two standard parking stalls are provided, one of which is an ADA stall.

## **PROJECT JUSTIFICATION**

### **CONFORMANCE WITH CONDITIONAL USE CRITERIA (CODE SECTION 7.5.704)**

**1. SURROUNDING NEIGHBORHOOD: THAT THE VALUE AND QUALITIES OF THE NEIGHBORHOOD SURROUNDING THE CONDITIONAL USE ARE NOT SUBSTANTIALLY INJURED.**

The use will not injure the value or quality of the surrounding neighborhood. The property is currently vacant with dilapidated buildings that pose a safety concern. The buildings have recently been utilized by the transient population and multiple fire and police calls have taken place. The proposed use removes the hazardous buildings and provides an infill use on an underutilized property.

**2. INTENT OF ZONING CODE: THAT THE CONDITIONAL USE IS CONSISTENT WITH THE INTENT AND PURPOSE OF THIS ZONING CODE TO PROMOTE PUBLIC HEALTH, SAFETY AND GENERAL WELFARE.**

The project proposes to redevelop an underutilized property and remove the hazardous vacant buildings from the site.

**3. COMPREHENSIVE PLAN: THAT THE CONDITIONAL USE IS CONSISTENT WITH THE COMPREHENSIVE PLAN OF THE CITY.**

PlanCOS designates the site as an Established Traditional Neighborhood. The project is supported by the following PlanCOS Goals and Policies related to infill and redevelopment of vacant properties.

#### **PlanCOS Objectives**

*Policy UP-2. A: Support infill and land use investment throughout the mature and developed areas of the city.*

*Strategy UP-2. A-1: Encourage the development or redevelopment of vacant properties in the core area of the city by using a combination of incentives, rezoning, and creative design solutions.*

*Strategy UP-2. A-4:* Actively support ongoing and potential infill projects, employ problem solving approaches and continue to implement process improvements in support of infill and redevelopment.

*Strategy UP-2. A-5:* Revise zoning and building regulations to be more streamlined and flexible regarding infill, redevelopment, and mixed-use development, especially in older, underutilized commercial areas

**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.

Policy TE-4.A: Prioritize development within the existing City boundaries and built environment (not in the periphery).

*Strategy TE-4.A-1:* Encourage revitalization and infill in underutilized urban places, as detailed in Chapter 3 (Unique Places).

### **Knob Hill Neighborhood Redevelopment Plan Objectives**

The site is within the Knob Hill Neighborhood Redevelopment Plan (1984). The site is identified on the Recommended Land Use Map as Commercial and meets the Objectives related to redevelopment, elimination of “blighting influences “, and removal of substandard housing.

- A. To eliminate substandard housing conditions;
- B. To eliminate trash, junk, debris and other blighting influences;
- C. To encourage the revitalization and growth of both existing and new businesses in the area and to expand employment opportunities for neighborhood residents
- F. To achieve a safe, desirable and visually-attractive environment in both the residential and commercial areas of Knob Hill;
- G. To encourage new development and redevelopment which maintains or improves compatibility between neighboring land uses.

### **CONFORMANCE WITH DEVELOPMENT PLAN CRITERIA (CODE SECTION 7.5.502.E)**

- 1. THE DETAILS OF THE USE, 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.**

The surrounding zoning consists of C-5, PCR, and R-2 with a mix of commercial, cultural, and residential uses. The carwash is situated on the site to minimize impact to adjacent areas. This includes extra screening and buffering provided on the northeast property line adjacent to residential area. The site layout is intended to maximize the available space to ensure appropriate vehicle stacking on site.

- 2. THE DEVELOPMENT PLAN SUBSTANTIALLY COMPLIES WITH ANY CITY- ADOPTED PLANS THAT ARE APPLICABLE TO THE SITE, SUCH AS MASTER PLANS, NEIGHBORHOOD PLANS, CORRIDOR PLANS, FACILITIES PLANS, URBAN RENEWAL PLANS, OR DESIGN MANUALS.**

Refer to Conditional Use Criteria #3 above.

- 3. THE PROJECT MEETS DIMENSIONAL STANDARDS, SUCH AS BUT NOT LIMITED TO, BUILDING SETBACKS, BUILDING HEIGHT AND BUILDING AREA SET FORTH IN THIS CHAPTER, OR ANY APPLICABLE FBZ OR PUD REQUIREMENT.**

The project meets the development standards of the C-5 zone except where a non-use variance and Landscape Alternative compliance is requested. The project meets the maximum building height of 45-feet. A non-use variance is requested for the west property boundary along Union Boulevard to reduce the building setback from 20-feet to 15-feet. Landscape Alternative Compliance is requested to encroach into the 25-foot landscape setback along Union Boulevard and to provide a 5-foot building setback along the alleyway on the east property line and to omit the landscape buffer of 15-feet between a nonresidential use and a residential use. Screening and plantings will be provided in the northeast corner to provide buffering between the uses. All other requirements are met.

- 4. THE PROJECT GRADING, DRAINAGE, FLOOD PROTECTION, STORMWATER QUALITY AND STORMWATER MITIGATION COMPLY WITH THE CITY'S DRAINAGE CRITERIA MANUAL AND THE DRAINAGE REPORT PREPARED FOR THE PROJECT ON FILE WITH THE CITY ENGINEERING DEPARTMENT.**

The project meets the criteria and a Drainage Report prepared by JPS Engineering, Inc. is submitted in accordance with City Drainage Criteria.

- 5. THE PROJECT PROVIDES OFF-STREET PARKING AS REQUIRED BY THIS CHAPTER, OR A COMBINATION OF OFF-STREET OR ON-STREET PARKING AS PERMITTED BY THIS CHAPTER.**

All parking for the project meets the off-street parking requirement of 1 parking space by providing 2 parking spaces (1 handicap). Thirteen vacuum stalls are also provided and can be used for parking but are not counted towards the requirement. All stalls meet the location and dimensional standards as specified in the zoning code.

- 6. ALL PARKING STALLS, DRIVE AISLES, LOADING/UNLOADING AREAS, AND WASTE REMOVAL AREAS MEET THE LOCATION AND DIMENSION STANDARDS SET FORTH BY THIS CHAPTER.**

The parking stalls meet the dimensional requirements of the zoning code. The stacking lanes are a minimum of 9-feet wide; the single entrance lane is 15-feet minimum, and all two-way drive aisles are a minimum 24-feet in width.

**7. THE PROJECT PROVIDES LANDSCAPED AREAS, LANDSCAPE BUFFERS, AND LANDSCAPE MATERIALS AS SET FORTH IN THIS CHAPTER AND THE LANDSCAPE DESIGN MANUAL.**

A 10' landscape setback is provided on the south property line along Dale Street. Landscape Alternative Compliance is requested to encroach into the 25-foot landscape setback along N Union Boulevard and to provide a 5-foot building setback along the alleyway on the east property line and to omit the landscape buffer of 15-feet. Additional screening and plantings are proposed to buffer the nonresidential and residential uses.

**8. THE PROJECT PRESERVES, PROTECTS, INTEGRATES OR MITIGATES IMPACTS TO ANY IDENTIFIED SENSITIVE OR HAZARDOUS NATURAL FEATURES ASSOCIATED WITH THE SITE.**

The site was previously developed, therefore, there are no significant natural features were identified on this site.

**9. THE BUILDING LOCATION AND SITE DESIGN PROVIDE FOR SAFE, CONVENIENT AND ADA-ACCESSIBLE PEDESTRIAN, VEHICULAR, BICYCLE, AND APPLICABLE TRANSIT FACILITIES AND CIRCULATION.**

Accessible parking is provided in accordance with the code requirements and includes 1 ADA accessible space. Particular consideration has been given to the location of accessible parking spaces in terms of their relationship to building entrances and sidewalk connectivity.

**10. THE NUMBER, LOCATION, DIMENSION AND DESIGN OF DRIVEWAYS TO THE SITE SUBSTANTIALLY COMPLY WITH THE CITY'S TRAFFIC CRITERIA MANUAL. TO THE EXTENT PRACTICABLE, THE PROJECT SHARES DRIVEWAYS AND CONNECTS TO DRIVE AISLES OF ADJOINING DEVELOPMENTS.**

The site provides a full movement access point off of Dale Street. Two stacking lanes are proposed and provide approximately 250-feet of stacking which meets the stacking requirement of 90-feet.

**11. 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.**

The project connects to existing public utilities and no extension of utilities is required. A Utility Plan is provided showing exact locations of utilities.

- 12. 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 CITY'S TRAFFIC CRITERIA MANUAL, PUBLIC SAFETY NEEDS FOR INGRESS AND EGRESS AND A CITY ACCEPTED TRAFFIC IMPACT STUDY, IF REQUIRED, PREPARED FOR THE PROJECT.**

The access point is designed in accordance with criteria and provide access for vehicular ingress and egress. The site is accessed from Dale Street and a secured secondary over height limit exit (bail-out drive) is provided onto Union Boulevard. No primary access will be provided from Union Boulevard. A secured over height vehicle access is also provided internally to allow an opportunity to exit and re-enter the carwash lane after purchase. Proposed internal sidewalks provide safe movement throughout the site for employees and patrons.

- 13. SIGNIFICANT OFF-SITE IMPACTS REASONABLY ANTICIPATED AS A RESULT OF THE PROJECT ARE MITIGATED OR OFFSET TO THE EXTENT PROPORTIONAL AND PRACTICABLE. IMPACTS MAY INCLUDE, BUT ARE NOT LIMITED TO LIGHT, ODOR AND NOISE.**

The proposed use will not produce odor or noise in excess of the surrounding roadways, commercial uses, or other uses permitted within the C-5 zone. The building has been situated near Union Boulevard and as far as possible from the Church and residential uses. A screen wall and plantings are provided along the north and east boundaries to provide buffering. Building and site lighting has been designed to minimize impacts on adjacent properties and the right of way. Operating hours are from 7 a.m. to 7 p.m.

**CONFORMANCE WITH NON-USE VARIANCE CRITERIA (CODE SECTION 7.5.802.E)**

**NO ADVERSE IMPACT**

- 1. THE GRANTING OF A VARIANCE SHALL NOT BE DETRIMENTAL TO PUBLIC HEALTH, SAFETY AND WELFARE OR INJURIOUS TO SURROUNDING PROPERTIES.**

The use will not be detrimental to public health, safety, welfare or injurious to surrounding properties. The property is currently vacant with dilapidated buildings that pose a safety concern. The buildings have recently been utilized by the transient population with multiple fire and police calls taking place. The proposed use removes the hazardous buildings and provides an infill use on an underutilized property.

- 2. THE GRANTING OF A VARIANCE SHALL NOT BE INCONSISTENT WITH ANY PLANS ADOPTED BY THE CITY.**

Refer to Conditional Use Criteria #3 above.

**3. THE GRANTING OF A VARIANCE SHALL NOT WEAKEN THE GENERAL PURPOSE OF THIS ZONING CODE OR ITS REGULATIONS.**

The granting of this variance shall not weaken the general purpose of this zoning code or its regulations. An automotive wash (carwash) is a conditional use within a C-5 zone as set out in Section 7.3.203 of the City's code. The proposed use meets the requirements of the zoning code with the exception of the non-use variance and landscape alternative compliance listed previously.

**4. THE VARIANCE, IF GRANTED, SHALL ONLY BE TO THE EXTENT NECESSARY TO AFFORD A REASONABLE USE OF PROPERTY**

The granting of the variance allows the project to meet other necessary requirements that would otherwise not be feasible. The reduced setback allows an additional lane to provide approximately 250-feet of stacking before entering the car wash and the appropriate turning radiuses and straight drives to allow vehicles to align correctly with the tunnel.

**CONFORMANCE WITH WAIVER OF REPLAT CRITERIA (CODE SECTION 7.5.505.A)**

**THE CONSOLIDATION OF MULTIPLE WHOLE PLATTED LOTS**

The site is comprised of five platted lots. The Waiver of Replat proposes to remove the internal lot lines to consolidate all five lots into a single property.