

Project Statement

Description

The Christian Brothers Automotive Center Site is located on the northwest corner of S. Rockrimmon Blvd. and Delmonico Drive. The site is approximately 2.66 acres in size and is zoned Planned Business Center (PBC). The site is described as Lot 2 of the Colorado Springs Technology Center North, Filing No.1. The site is currently vacant and is sparsely covered by native grasses and weeds. The proposed development is for a new Christian Brothers Automotive Center including a 5,963 square foot building with accompanying drives and parking. The main access to the proposed development is off of the existing private drive along the western edge of the site.

Justification- Response to Development Plan Review Criteria

- 1. Will the project design be harmonious with the surrounding land uses and neighborhood?

Response: The Christian Brothers Automotive (CBA) will be compatible and harmonious with the surrounding Land Uses include commercial, lodging and apartments to the east and south; retail to the west; medium density residential to the north and additional vacant land to the north that is zoned PUD.

- 2. Will the proposed land uses be compatible with the surrounding neighborhood?

Response: Yes as describe above.

Will the proposed development overburden the capacities of existing streets, utilities, parks, schools and other public facilities?

Response: South Rockrimmon Boulevard and Delmonico Drive are both arterial roadways and have adequate capacity to service the various retail and commercial used in the area including the proposed Christian Brothers Automotive. The Utilities in the general vicinity of the subject property are capable of servicing the proposed use. The propose development is a retail use and as such will not have a detrimental effect on parks, schools.

- 3. Will the structures be located to minimize the impact of their use and bulk on adjacent properties?

Response: The proposed CBA building has been oriented with the long axis of the building facing west allowing the front of the building to face the existing retail and conveyance/fueling station to the west. The south side short axis of the CBA building faces South Rockrimmon Blvd. thus minimizing the impact of the building, parking and service bays from the adjacent arterial road.

4. Will landscaping, berms, fences and/or walls be provided to buffer the site from undesirable views, noise, lighting or other off-site negative influences and to buffer adjacent properties from the negative influences that may be created by the proposed development?

Response: The proposed site development includes a significant amount of shade/street trees, and coniferous and deciduous shrubs as well as walls to amply screen the development from the adjacent arterial road and other existing and surrounding land uses.

5. Will vehicular access from the project to the streets outside the project be combined, limited, located, designed and controlled to channel traffic to and from such areas conveniently and safely and in such a manner which minimizes traffic friction, noise and pollution and promotes free traffic flow without excessive interruption?

Response: The CBA site has been designed to have its entry and exit located off of a 35' wide private drive that has been designed to accommodate the existing and future retail and commercial uses in the general vicinity of the subject property. The entry/exit is located approximately 130' from the intersection of the private drive and South Rockrimmon Blvd. This distance along the private drive allows ample stacking distance for vehicles exiting the site and making a turn onto South Rockrimmon Drive.

6. Will all the streets and drives provide logical, safe and convenient vehicular access to the facilities within the project?

Response: The CBA site has been designed to allow for highly visible, convenient and safe vehicular access to the site.

7. Will streets and drives within the project area be connected to streets outside the project area in such a way that discourages their use by through traffic?

Response: The private drive that provides access from the arterial road is intended to service the retail uses in the area and will not encourage cut through traffic.

8. Will adequately sized parking areas be located throughout the project to provide safe and convenient access to specific facilities?

Response: Parking has been provided along 3 sides of the CBA building so as to provide convenient access to the building and service bays.

9. Will safe and convenient provision for the access and movement of handicapped persons and parking of vehicles for the handicapped be accommodated in the project design?

Response: CBA has provided 2 accessible parking spaces on the west side of the building with direct ADA access to the retail service area of the building.

10. Will the design of streets, drives and parking areas within the project result in a minimum of area devoted to asphalt?

Response: The CBA site has been designed to allow for the safe movement of vehicles throughout the site and to also allow for easy movement of vehicles into and out of the service bays.

11. Will pedestrian walkways be functionally separated from vehicular traffic and landscaped to accomplish this?

Response: CBA will be constructing a 4.5' wide detached pedestrian walk along the north side of South Rockrimmon Blvd. from the southwest corner of their property (Intersection of the private drive and South Rockrimmon Blvd.) to the southeast corner of their property (the intersection of South Rockrimmon Blvd. and Delmonico Drive).

Will pedestrian walkways be designed and located in combination with other easements that are not used by motor vehicles?

Response: No

12. Does the design encourage the preservation of significant natural features such as healthy vegetation, drainage channels, steep slopes and rock outcroppings?

Response: The CBA site has been designed to preserve to several existing coniferous and deciduous trees and natural grassland vegetation located along the north boundary of the subject property.

Are these significant natural features incorporated into the project design?

Response: Yes see above response.