
2409 EAST PIKES PEAK

PROJECT STATEMENT

SEPTEMBER 11, 2020

REQUEST

On behalf of 2409 East Pikes Peak LLC., N.E.S. Inc. requests approval of the following applications:

1. A Major Conditional Use Development Plan Amendment to convert an existing motel building into a multi-family building.
2. Alternative compliance for landscape.

LOCATION

2409 E. Pikes Peak Ave is located south of Pike Peak Ave between Printers Parkway and South Parkside Drive. The project is on Lot 2 of the Rodeway Inn Subdivision and is subject to a cross access and parking agreement with Lot 1.



PROJECT DESCRIPTION

The project proposes to convert an existing motel into a multi-family apartment building including 113 studio units and 3 1-bedroom units. No new buildings or major exterior changes to the building are proposed. The new ownership and multi-family housing will provide a renewed use of the property and update the aesthetics of the dilapidated exterior.

The parking provision for all proposed uses meet the City's standards for this type of use when combined with Lot 1 of Rodeway Inn Subdivision. A shared access easement is already in place. Lot 2 of Rodeway Inn Subdivision contains 103 spaces and Lot 1 contains 23 extra spaces. There is a bus stop adjacent to the site allowing for a 5% reduction in parking. This means Lot 2 requires 124 spaces and 126 spaces have been provided ADA parking requirements are also met. 5 ADA spaces are required within Lot 2 and 5 are being provided.

There are currently 3 access points into the property. One along the northern property boundary off of Pikes Peak Ave, one along the southern property boundary off of International Circle and a third from Lot 1 of Rodeway Inn Subdivision.

Landscaping has been provided where possible. The majority of the site was developed prior to current landscape requirements and cannot meet current requirements. Alternative Compliance is requested. Landscaping has been provided on the north and south property line, and internally around the existing pool area and in an existing bed for planting. Internal landscaping and buffer requirements to the east and northwest are unable to be met due to existing structures, asphalt, and access areas.

The project meets the intent of many of the PlanCOS Goals and Policies regarding infill, redevelopment, and housing for all. The project provides a housing option that can serve as workforce housing to workers of the surrounding commercial, office, institutional, and educational uses. The project is within 400 feet of a bus stop and bus route 7. The site is uniquely situated to provide convenient housing near transit and within walking distance of many employment opportunities.

Policy VN-3.E: Encourage and support the integration of mixed-use development in neighborhoods.

Strategy VN-3.E-1: Focus incentives for mixed-use development within parts of the city that have been identified as priority redevelopment areas or corridors that have the potential for enhanced multimodal access and walkability.

Strategy VN-3.E-3: Though a combination of Zoning Code changes and development review decisions, encourage and support flexible site and building designs and residential densities that are adaptable to the specific site.

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

Strategy UP-2.A-2: Provide opportunities for redevelopment by identifying and supporting catalyst projects in underutilized locations such as disinvested shopping centers and business parks, former “big box” retail spaces, and no longer needed school buildings.

Strategy UP-2.A-3: Continue to implement infill supportive Code changes including provisions tailored for older developed areas.

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.

PROJECT JUSTIFICATION

The project meets the Development Plan and Conditional Use Review Criteria in Section 7.5.502 of the Zoning Code as follows:

Conditional Use Review Criteria

1. Surrounding Neighborhood: That the value and qualities of the neighborhood surrounding the conditional use are not substantially injured.

This is an infill project that will improve the aesthetics of site including improving the landscaping and the interior of the building. It will provide a housing option for the students and workers from the surrounding commercial, office, and educational uses. The project will provide more permanent residents than a motel use providing more eyes on the street and activity in the area.

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 proposed multifamily use meets the intent of the zoning code and PlanCOS by providing an infill redevelopment housing project with minimal disturbance to surrounding uses.

3. Comprehensive Plan: That the conditional use is consistent with the Comprehensive Plan of the City.

As stated previously, the project meets the intent of many of the PlanCOS Goals and Policies regarding infill, redevelopment, and housing for all.

Development Plan Review Criteria

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 area immediately surrounding and adjacent to the site is comprised of commercial, office, and educational uses. The proposed multi-family use is a conditional use within the PBC zone. The existing building is located along the southern and eastern boundary of the site. There will not be any changes to the exterior of the building other than aesthetic repairs, such as repainting and replacing trim.

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.

As stated previously, the project meets the intent of many of the PlanCOS Goals and Policies regarding infill, redevelopment, and housing for all.

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.

This is an existing building and there will be no changes to the exterior of the building. The building is under the max height allowed in the PBC zone and meets most of the setback requirements. The southwest corner of the building is 16' from the property line not meeting the 25' setback requirement however the average setback along the entire southern boundary does meet the 25' building setback. The remainder of the setbacks 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.

There will be no significant changes to this site that will affect drainage or stormwater quality. There are some parts of the site in which landscape area is being added, reducing the impervious area. Less than one acre of land is being disturbed, so stormwater mitigation is not required.

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.

Lot 1 does not meet the off-street parking requirement exclusively. Lot 1 and Lot 2 have a shared access and parking agreement that provides enough parking for both uses. This site is also adjacent to a bus stop allowing for a 5% reduction in required parking. After the 5% reduction 124 spaces are required. Within this lot there are 103 spaces and the adjacent property has 23 extra spaces for a total of 126 spaces.

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 existing site meets all dimensional standards. The parking spaces are 9' by 18'. All drive aisles are a minimum of 24'. Minimal site changes are proposed. A few parking spaces are being restriped and one drive aisle that is currently extra wide is reduced to 24' in order to add landscaping west of the pool.

7. The project provides landscaped areas, landscape buffers, and landscape materials as set forth in this chapter and the Landscape Design Manual.

This is an infill project on a very tight site. Many of the landscape requirements are not being met. A separate alternative compliance letter has been submitted with justification as to why these requirements are not being met.

8. The project preserves, protects, integrates or mitigates impacts to any identified sensitive or hazardous natural features associated with the site.

There are no significant natural features on the site.

9. The building location and site design provide for safe, convenient and ADA-accessible pedestrian, vehicular, bicycle, and applicable transit facilities and circulation.

The internal circulation provides safe and convenient access to the parking area for the buildings, while minimizing conflict between pedestrians and vehicles. Accessible parking spaces and ramps will be added where needed to bring the site up to code. An accessible route provides a connection to Pikes Peak Ave.

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 three existing access points into the development will channel traffic in a safe and efficient manner to all of the parking areas and are in compliance with the City's Traffic Criteria Manual.

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 site is existing and no changes are proposed to these existing 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 drive provides safe and convenient vehicular access to the project. Three access points exist into this site. One to the north off of Pikes Peak Ave, another to the south off of International Circle and a third to the adjacent property through a shared access easement.

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.

No significant off-site impacts are anticipated as the proposed use is compatible with surrounding land uses.