



**Quick Facts**

**Applicant**  
Matrix Design Group

**Property Owner**  
Austin Bluffs LLC

**Address / Location**  
Southeast Corner of Austin Bluffs Pkwy and Barnes Rd

**TSN(s)**  
6326101089

**Zoning and Overlays**  
Current: MX-M/CU/AP-O

**Site Area**  
0.36 acres

**Proposed Land Use**  
Automobile and Light Vehicle Repair, Minor

**Applicable Code**  
UDC

**Project Summary**

A Conditional Use with Land Use Statement to allow an Automobile and Light Vehicle Repair, Minor Use in the MX-M/CU/AP-O (Mixed-Use Medium Scale with a Conditional Use and Airport Overlay) zone district consisting of 0.36 acres located at the southeast corner of Austin Bluffs Parkway and Barnes Road.

File Number	Application Type	Decision Type
#CUDP-24-0023	Conditional Use with Land Use Statement	Quasi-Judicial

## Background

### Prior Land-Use History and Applicable Actions

<i>Action</i>	<i>Name</i>	<i>Date</i>
Rezone	CPC P 76-32F	1976
Master Plan	Village Seven	1978
Subdivision	Northridge Business Center filing 1	1995
Development Plan	PD DP 79-242	1979
Development Plan Amendments	PD DP 79-242-A2(86)	1995
	PD DP 79-242-A2(86)-MM01	2016
Conditional Use (No Longer Applicable)	CPC CU 99-00278	1999

### Site History

The site is a unified development consisting of four lots. The site in question is currently platted as Lot 2 Northridge Business Center Filing 1, which was last amended in 1995. According to the El Paso County Assessor, the existing neighborhood center was constructed in 1977. The original development plan has been amended several times, with the most recent amendment in 2016 allowing a drive-through to be added to the restaurant on Lot 1. Prior amendments involved minor changes to landscaping and the reconfiguring of internal lot lines to create Lot 4, which now consists of a laundromat business and small restaurant. The associated master plan is Village Seven. There was a conditional use for a childcare center that is no longer applicable to the site.

### Applicable Code

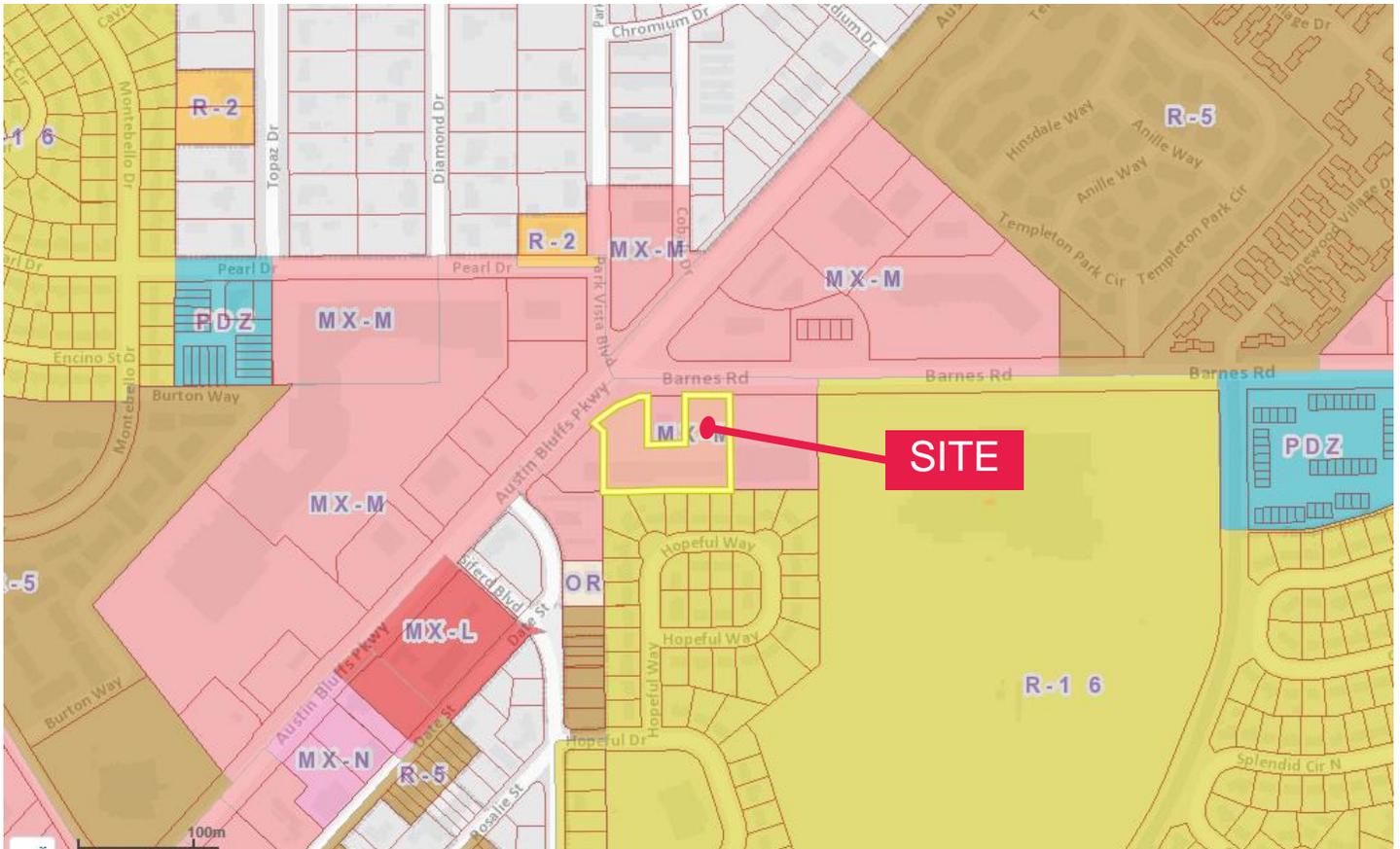
The subject application was submitted after the implementation date (06/05/2023) of the ReTool project. All subsequent references within this report that are made to “the Code” and related sections are references to the Unified Development Code.

## Surrounding Zoning and Land Use

### Adjacent Property Existing Conditions

	<i>Zoning</i>	<i>Existing Use</i>	<i>Special Conditions</i>
North	MX-M AP-O (Mixed-Use Medium Scale with an Airport Overlay)	Restaurant	Airport Overlay
West	MX-M AP-O (Mixed-Used Medium Scale with an Airport Overlay)	Restaurant/Personal Business Service	Airport Overlay
South	R1-6 AP-O (Single-Family Medium with an Airport Overlay)	Single-Family Residential	Airport Overlay

### Zoning Map



## Stakeholder Involvement

### Public Notice

Public Notice Occurrences (Poster / Postcards)	Poster/Postcards
Postcard Mailing Radius	1000'
Number of Postcards Mailed	120
Number of Comments Received	1

## Public Engagement

Staff received one comment (please refer to Attachment 4) from a nearby business owner stating that there could be more appropriate uses for this location. The applicant provided a written response to the comment (please refer to Attachment 5).

## Timeline of Review

Initial Submittal Date	11/5/2024
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Number of Review Cycles	2
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Item(s) Ready for Agenda	12/18/24
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## Agency Review

### Traffic Engineering

City Traffic Engineering reviewed this application and the associated trip generation letter submitted by the applicant. They had no concerns with the proposal and stated that no traffic impact study is required with the conditional use application.

### SWENT

City Stormwater Enterprise had no comments on this application.

### Colorado Springs Utilities

Colorado Springs Utilities had no comments on this application.

### Engineering Development Review (EDRD)

EDRD determined that minimal geological hazards exist in this area and will accept a Geologic Hazard Not Applicable Form, exempting this site from a full report or waiver, to be submitted with the development plan.

### PLDO/CDI

Per the PLDO/CDI program administrator, this development is applicable to CDI and an estimate will be uploaded to the future development plan and will be due at time of building permit.

### Landscape

The final landscape plan will be reviewed as part of the development plan submittal.

### Fire

Fire had no comments and recommended approval.

### Colorado Springs Airport

Colorado Springs Airport recommended approval, with the condition that an aviation easement is noted on the plat no further action is required.

### CSPD

No comments received.

### Economic Development

## Conditional Use with Land Use Statement

### Summary of Application

The application proposes a drive-through oil change facility, which falls into the Automobile and Light Vehicle Repair, Minor use category in the UDC. This use is permitted only conditionally in the MX-M (Mixed-Used Medium Scale) zone district per UDC 7.3.201: Base and NNA-O District Use Table. The applicant chose to submit a conditional use application with land use statement (refer to Attachment 1 – Land Use Statement), which is permitted through UDC Section 7.5.601.B.3: *“If no Development Plan is submitted with the Conditional Use request, the applicant shall submit a Land Use Statement. This statement shall indicate the following: a. Proposed land uses, housing densities (as applicable), and development intensity; b. Compatibility with adjacent development patterns; and c. Impact to adjacent developments including but not limited to light, noise, and traffic.”* A separate development plan must be reviewed administratively subject to approval of the conditional use application and any conditions of approval imposed by the City Planning Commission. The proposed oil change facility will be located on a newly created 0.36-acre lot within the Northridge Business Center (see Attachment 2 – Project Statement and Attachment 3 – Concept Plan).

### Application Review Criteria

#### UDC 7.5.601.B.2

##### Criteria for Approval

*a. The application complies with use-specific standards for the use in Part 7.3.3 (Use-Specific Standards).*

The Automobile and Light Vehicle Repair, Minor use has three use-specific standards per UDC 7.3.303. All work must be done entirely within an enclosed building, and automotive parts or junk vehicles may not be stored outside. In addition, the nearest point of the building in which the repair activity occurs shall be more than one hundred (100) feet from the boundary of any residential zone district. The application complies with all three use-specific standards per Attachment 2 – Project Statement. Staff has also verified using GIS information that the proposed location is at least one hundred (100) feet from the boundary of the nearby single-family residential zone district.

*b. The size, scale, height, density, multimodal traffic impacts, and other impacts of the use are compatible with existing and planned uses in the surrounding area, and any potential adverse impacts are mitigated to the extent feasible.*

Adjacent uses include retail, restaurants, single-family residential, and indoor recreation. Per the applicant's project statement (see Attachment 2 – Project Statement), all work will occur inside the building and the oil change use will produce very little noise or light. The building is proposed to be approximately two thousand (2,000) square feet and a maximum of forty (40) feet in height, which is consistent with existing development in the area and with the standards of the MX-M (Mixed-Used Medium Scale) zone district. There is an existing shared parking agreement for the site and the applicant has stated that parking requirements for all existing and proposed uses will be met (refer to Attachment 2 – Project Statement). This will need to be demonstrated with the development plan review.

*c. The City's existing infrastructure and public improvements, including but not limited to its street, trail, and sidewalk systems, have adequate capacity to serve the proposed development and any burdens on those systems have been mitigated to the maximum extent feasible.*

In the project statement (refer to Attachment 2 – Project Statement), the applicant has stated that they do not intend to create any new access points for this site off Austin Bluffs Parkway or Barnes Road, instead opting to utilize the two existing access points to the north and west. City Traffic Engineering has evaluated the Trip Generation Letter submitted by the applicant and determined that the volume of traffic generated by this use does not trigger the need for a Traffic Impact Study. Per Attachment 2 – Project Statement, *“The existing infrastructure, including but not limited to utilities, streets and sidewalks are all adequate for this development and will not be overburdened.”*

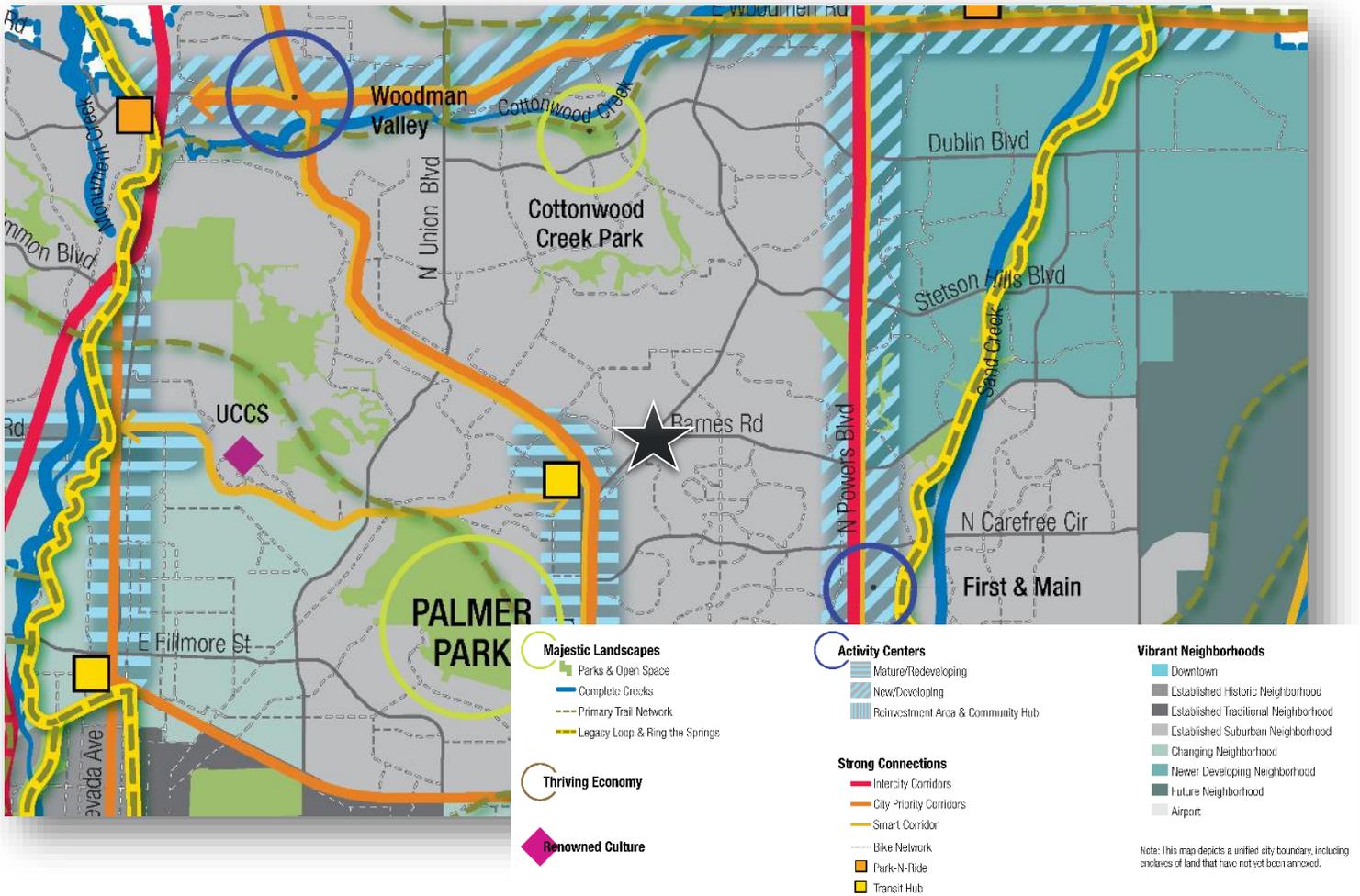
After evaluation of the conditional use with land use statement, staff finds that the application meets the review criteria.

## Compliance with Relevant Guiding Plans and Overlays

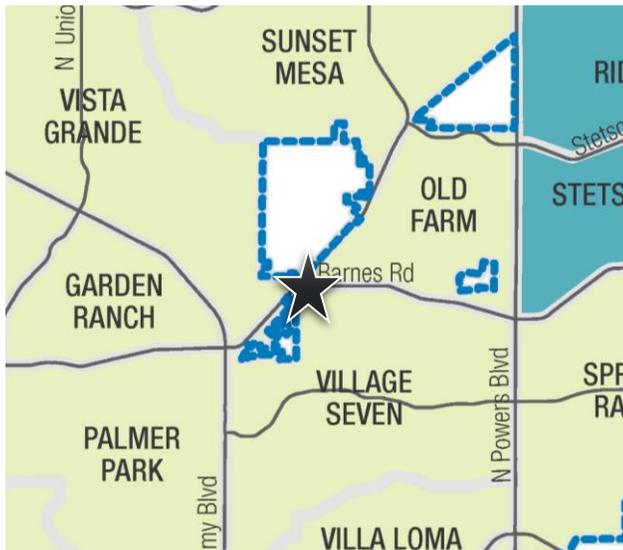
While the area is technically subject to the Village Seven master plan, there is no relevant guidance in this plan that pertains to the proposed project.

## Compliance with PlanCOS

### PlanCOS Vision



Staff evaluated the application per the guidelines laid out in PlanCOS and found that the proposed use is broadly compatible with the goals of the comprehensive plan. The site is currently being used as parking and is located within a medium density area of an established suburban neighborhood. This area contains a mixture of commercial and residential uses and is relatively stable in patterns of development. Per PlanCOS, infill and redevelopment are to be expected and supported within the context of diversifying land uses and contributing to the local economy.



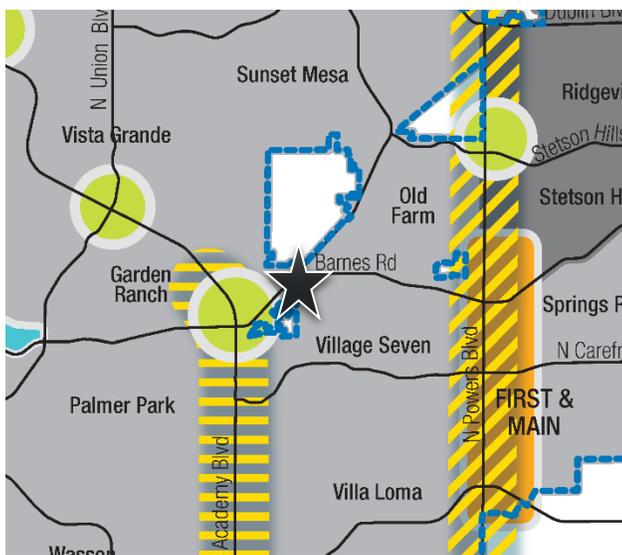
**Predominant Typology**

- Downtown
- Newer Developing Neighborhood
- Changing Neighborhood
- Established Traditional Neighborhood
- Established Suburban Neighborhood
- Airport
- Future Neighborhood

**Vibrant Neighborhoods**

The site is located within an “Established Suburban Neighborhood.” Per PlanCOS, *“Relative to other neighborhoods, they are stable and do not anticipate high levels of land use changes. However, most Established Neighborhoods within the city should expect some degree of infill and redevelopment.”*

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



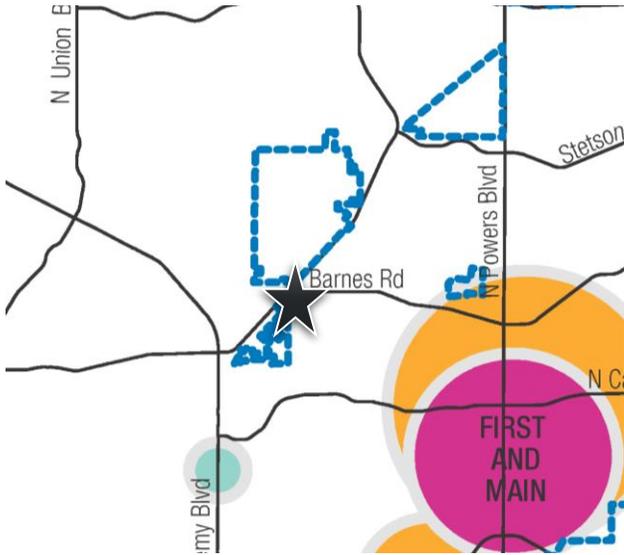
**Predominant Typology**

- Neighborhood Centers
- Community Activity Centers
- Entertainment and Commercial Centers
- Regional Employment and Activity Centers
- Downtown
- Mature/Redeveloping Corridors
- New/Developing Corridors
- Reinvestment Area and Community Hub

**Unique Places**

This area is considered part of the “Neighborhood Centers” category. Per PlanCOS, *“These centers are smaller-scale limited impact places that fit into the neighborhood fabric and provide benefits and amenities for residents and other users from a local area. Strong and vital Neighborhood Centers incorporate a variety of uses and services available to local residents.”*

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



**Predominant Typology**

- Cornerstone Institutions
- Spinoffs and Startups
- The Experience Economy
- Life and Style
- Industry Icons
- Critical Support
- City Boundary
- Interstate 25
- Major Roads

**Thriving Economy**

The proposed business would be an infill development. Goal TE-4 of PlanCOS states, *“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).

**[CUDP-24-0023]**

After evaluation of the Conditional Use with Land Use Statement, the application meets the review criteria.