



**Quick Facts**

**Applicant**

Brad Nichols, YOW Architects

**Property Owner**

Byerly Properties No. 4 LLC

**Developer**

Byerly Properties No. 4 LLC

**Address / Location**

1070 Interquest Parkway

**TSN(s)**

6220200003

**Zoning and Overlays**

Current: Planned Development Zone (Herein referenced as: PDZ).

Proposed: No zone change proposed. A conditional use development plan (Herein referenced as: CUDP) is being requested.

**Site Area**

The northeast corner of the intersection of Interstate 25 and Interquest Parkway.

**Proposed Land Use**

“Automobile Sales,” as it pertains to this specific PDZ, which is described as: including “motor vehicles commonly called motorcycles, cars, vans, or pickups”

**Applicable Code**

Unified Development Code

**Project Summary**

A Conditional Use Development Plan on 5.453 acres that was a 2008, single-lot annexation and zone change to PDZ (PUD). That PUD pointed directly at what was then called PBC or Planned Business Center zoning. The PBC zone district allowed for automobile sales only with an approved Conditional Use Development Plan which is the reason for this application. When a PDZ points directly at a zone district, current or past, the specifics of that zone district continue to define the uses and restrictions.

File Number	Application Type	Decision Type
CUDP-23-0012	Conditional Use Development Plan	Quasi-Judicial



**Background**

**Prior Land-Use History and Applicable Actions**

<i>Action</i>	<i>Name</i>	<i>Date</i>
<b>Annexation</b>	Annexation of 5.45 acres with Ordinance No. 07-182.	Date 04/21/2008
<b>Subdivision</b>	Under current review as SUBD-23-0078, Marketplace at Interquest, Filing No. 27.	Date CURRENT
<b>Master Plan</b>	None	Date
<b>Prior Enforcement Action</b>	None	Date

**Site History**

The site has been unplatted and undeveloped since its annexation in April of 2008.

**Applicable Code**

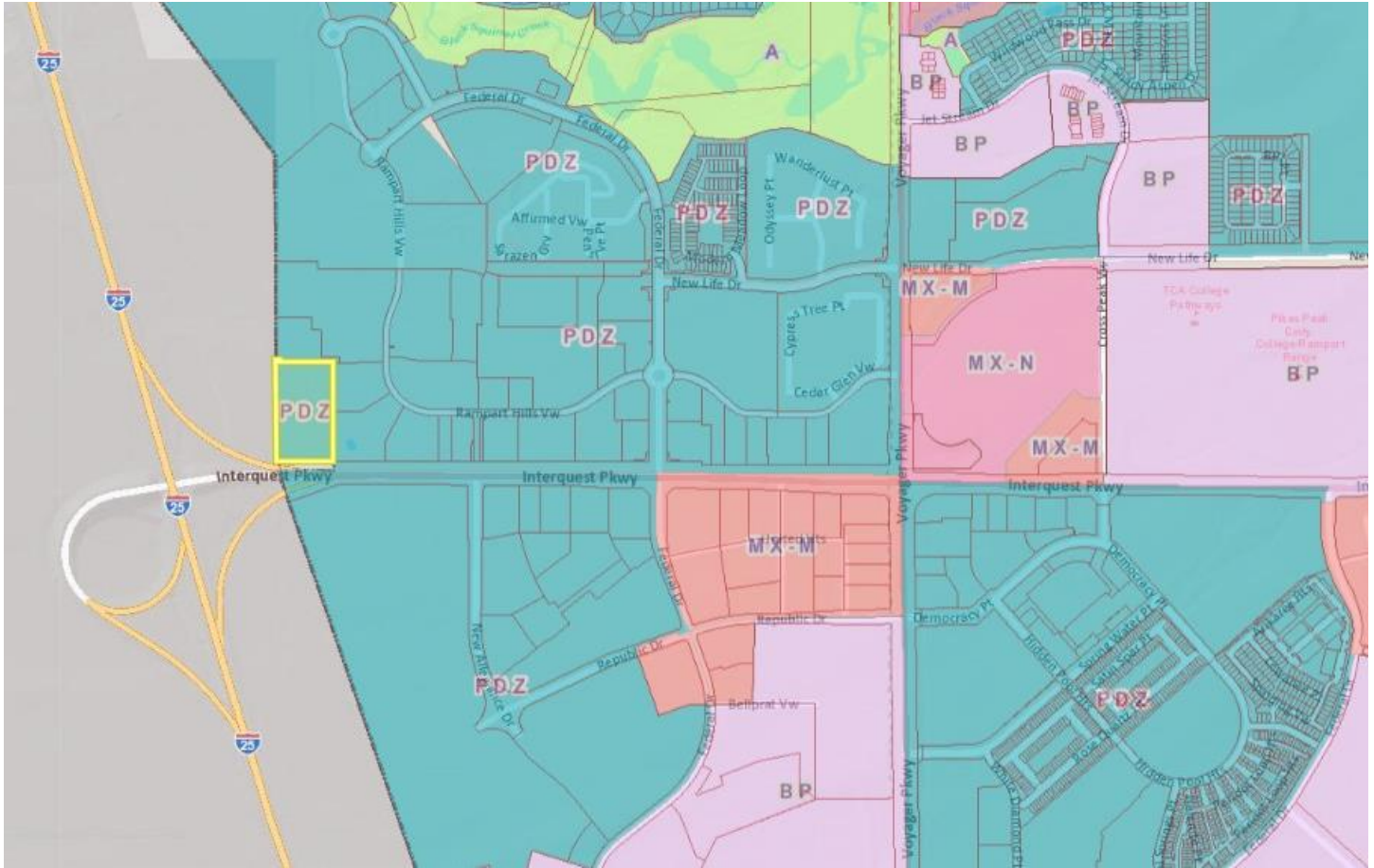
The subject application(s) were submitted after the implementation date (06/05/2023) of the ReTool project therefore the subject application(s) have been reviewed under the Unified Development Code (UDC). All subsequent references within this report that are made to “the Code” and related sections are 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>
<b>North</b>	PDZ	Restaurant	Within the USAFA Military Buffer & Interquest Master Plan
<b>West</b>	USAFA & CDOT	Vacant & ROW	Within the USAFA Military Buffer & Interquest Master Plan
<b>South</b>	CDOT ROW & PDZ	Healthcare	Within the USAFA Military Buffer & Interquest Master Plan
<b>East</b>	PDZ	Hotel	Within the USAFA Military Buffer & Interquest Master Plan

**Zoning Map**



**Stakeholder Involvement**

**Public Notice**

Public Notice Occurrences (Poster / Postcards)	Internal Review / Prior to Planning Commission Hearing
Postcard Mailing Radius	1000 ft
Number of Postcards Mailed	10 Postcards
Number of Comments Received	No comments have been received

**Public Engagement**

The poster and postcard mailing were the extent of the public engagement for this application. It was determined that a neighborhood meeting was not necessary.

## Agency Review

### Traffic (EDRD-Traffic)

Traffic had no comment on these applications

### Engineering Development Review Department (EDRD)

Provided their standard statement that all curb, gutter, driveways, pedestrian ramps and sidewalk posing a safety hazard, damaged, exhibiting excessive deterioration or does not meet current City Engineering standards along the public right-of-way (ROW) adjacent to the site will need to be removed and replaced prior to the issuance of the Certificate of Occupancy (CO).

### Parks

Parks pointed out that there is a planned urban trail connection at the south frontage of this property. Parks requested that the sidewalk be built out to 8-feet in width, to provide for a future connection. Parks asked them to label this "8-foot Wide Public Concrete Urban Trail" on all future documents, and note the maintenance and ownership responsibilities of that segment of trail.

### SWENT

SWENT had extensive comments regarding stormwater and worked directly with the applicant on a Final Drainage Report. SWENT requested that the development plan not be approved until the FDR was approved and finalized.

### Streamside

Requested that the applicant provided the following informational comments:

Per UDC Section 7.2.603.E.1.a. Streamside Land Use Applications, an LUP that is affected by the SS-O district, shall "identify streamside overlay areas, establish buffer and impervious surface averaging determinations, and to average any other of the streamside standards across the entire respective plan area." The LUP (Land Use Plan) will be the governing document until a Development Plan is approved. Site-specific streamside details will be identified at the development plan stage with site-specific development plans and how the overall criteria are met. Streamside also requested some minor edits and asked for several notes to be added to the cover sheet. These comments have been addressed and satisfied by the applicant. Streamside had no further comment.

### Colorado Springs Utilities (CSU)

Stated that the project would require two connections so as to provide looped service.

### United States Air Force Academy (USAFA)

Because the application site sits within the USAFA military buffer, USAFA was asked to comment. A letter was provided for the applicant to understand what steps they would need to take if a building or if a crane exceeded a certain height; the content of the letter is common to most projects in the USAFA vicinity along the I-25 corridor. At time of building permit, Title 14 of the Code of Federal Regulations Part 77 will require review of this project (including proposed use of any associated construction cranes, noted above) by the Federal Aviation Administration.

### Summary of Application

A conditional use on 5.452 acres to allow for the retails sales and service of motorized vehicles, primarily all terrain vehicles, on a small PDZ that specifically requires this use to be permitted by conditional use only. All service will conducted indoors.

### Compliance with Relevant Code Sections and Review Criteria

#### UDC sections and 7.3.3

The request is in conformance with the relevant conditional use approval criteria in the UDC section 7.5.601. The application complies with all use-specific standards for the use in Part 7.3.3. The size, scale, building height and traffic generated will not

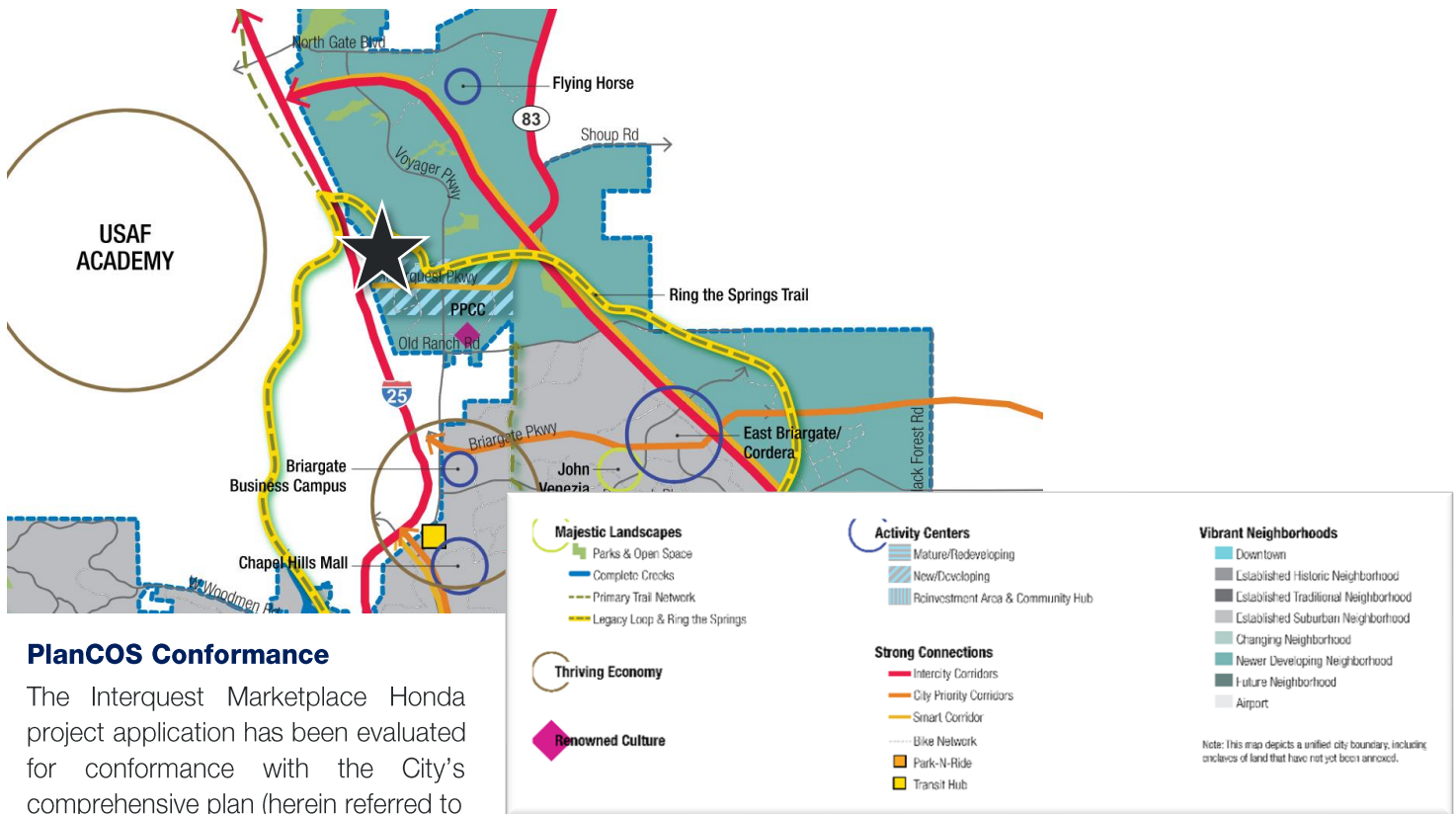
create negative impacts on the surrounding developments or their uses. Building heights are not expected to have any impact on USAFA flight operations and any changes in building height as well as any use of construction cranes will be addressed, as is required, through the applicant working with the FAA. The City’s existing infrastructure and public improvements, including: street, trail, and sidewalk systems have adequate capacity to serve the proposed development. In fact, the development will trigger the building of a section of the urban trail system.

**Compliance with Relevant Guiding Plans and Overlays**

There are no known guiding plans that affect the property nor formal overlays.

**Compliance with PlanCOS**

**PlanCOS Vision**



**PlanCOS Conformance**

The Interquest Marketplace Honda project application has been evaluated for conformance with the City’s comprehensive plan (herein referred to as “PlanCOS”), adopted in January 2019. The Marketplace Honda project is in an area that is identified as a New/Developing area by the PlanCOS Vision Map. The land to the west of the project is the USAFA and lands to the south east are also identified as “New/Developing” by the PlanCOS Vision Map. To the north lies an area of Newer Developing Neighborhood.

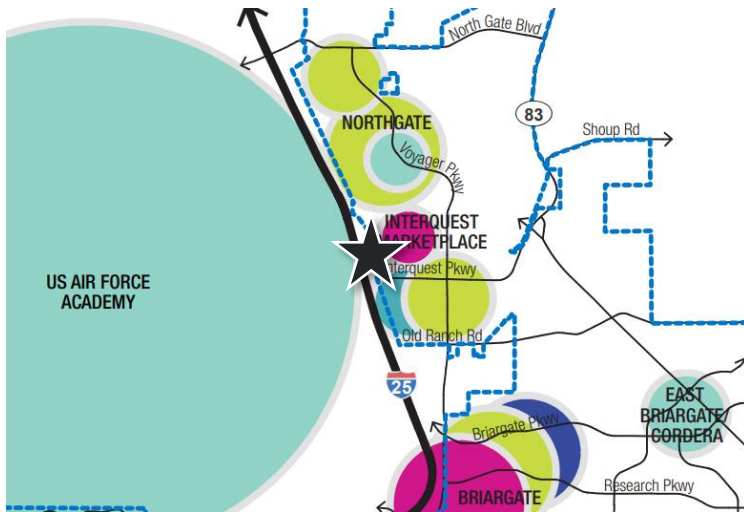
**Thriving Economy**

The Interquest Marketplace Honda project is identified as part of a combination Colorado Springs’ “Thriving Economy” and is described as “Typology 5: Industry Icons.” Typology 5 is designed to “provide opportunities for manufacturing and industries; to focus on distribution and warehousing; to accommodate related office support; to locate strategically with convenient highway access and to provide transitions to residential area.” The proposed project does all these things.

The Interquest Marketplace Honda project is consistent with Chapter 4 of PlanCOS which is entitled “Thriving Economy”, and has Goal TE-2, which is to “diversify the local economy by fostering a range of business types and sizes.”

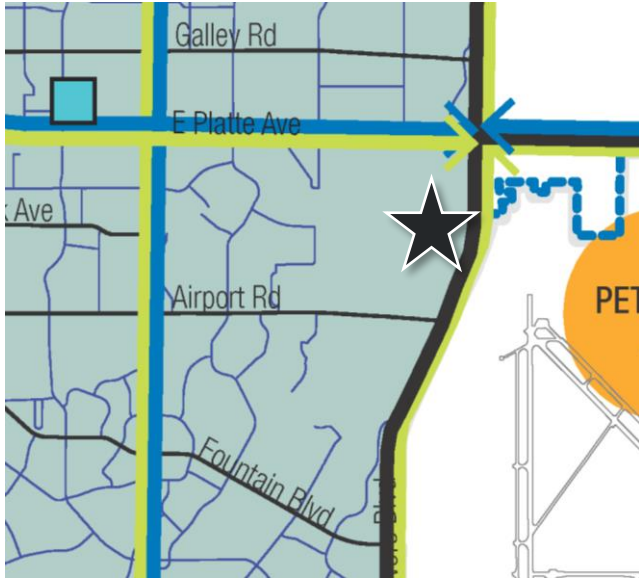
To achieve this goal PlanCOS further suggests Policy TE-2.A-1: “Identify, accommodate and provide supportive zoning for key site pf industrial uses with good multimodal access to highway, railroads and the airport.” The project is located at the intersection of Interstate 25 and Interquest Parkway.

Adaptive and responsive land use change is one of the core values of PlanCOS. On balance with this perspective, City Planning staff has determined that the project’s land uses, location and site development standards meet the overall intent of this idea.



**Predominant Typology**

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



**Strong Connections**

Stockpile Investments at 5410 E Pikes Peak Avenue has three different PlanCOS, Strong Connections Corridor Types within 1/2 a mile of it.

- o At the intersection of a Multimodal Corridor and a Smart Corridor.
- o That same intersection is also an intersection of two Urban Core Streets.

**Predominant Typology**



**Statement of Compliance**

**CUDP-23-0012**

Staff finds that application CUDP-23-0012 meets the criteria for approval as required by City Unified Development Code Section 7.5.601.