



July 1, 2022

Gabe Sevigny
City of Colorado Springs
Planning & Development
30 S. Nevada Ave., Suite 701
Colorado Springs, CO 80903
Gabe.Sevigny@coloradosprings.gov

Re: Electric Vehicle Auto Sales and Service Tenant – Conditional Use Submittal

Gabe,

We are please to provide for conditional use the submittal for electric vehicle auto sales and service as a tenant finish use to 930 North Newport Road within the Development Plan – Carrier West 950 Vapor Trail.

Project Intent and Description

Tenant is an electric vehicle manufacturing company with intentions of leasing space from Carrier West at 930 North Newport Road.

Site Design

Tenant is planning on leasing 19,025 square feet of the 50,000 square foot Carrier West office/warehouse building for the sales and housing of approximately 14 vehicles (in a designated area) on site for inventory, three mobile vehicle work areas (located in the existing truck court area) and also the maintenance of vehicles on an as needed basis. No other adjustments to the site are anticipated other than designating these two areas.

Architecture

No modifications to the existing building’s architecture are anticipated.

Landscape Architecture

No modifications to the existing project’s landscape architecture are anticipated.

Grading and Utilities

No modifications to the existing project’s grading and utilities are anticipated.

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Compliance with Colorado Springs Conditional Use Review Criteria

7-5-704

The Planning Commission may approve and/or modify a conditional use application in whole or in part, with or without conditions, only if all three (3) of the following findings are made:

- A. Surrounding Neighborhood: That the value and qualities of the neighborhood surrounding the conditional use are not substantially injured.
There will be no adverse effect on the existing development or the surrounding developments. The development will most likely be enhanced.
- B. 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 use is consistent with the intent of the existing Zoning Code with no adverse effect to public health, safety, and the general welfare.
- C. Comprehensive Plan: That the conditional use is consistent with the Comprehensive Plan of the City.
The use is consistent with the intent of the existing Comprehensive Plan of the city.

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- D. Development Plan Review Criteria: A development plan shall be reviewed using the criteria listed below. No development plan shall be approved unless the plan complies with all the requirements of the zone district in which it is located, is consistent with the intent and purpose of this Zoning Code and is compatible with the land uses surrounding the site. Alternate and/or additional development plan criteria may be included as a part of an FBZ regulating plan.
 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 proposed use will have no impact on the land use and surrounding land uses.
 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.
The proposed use complies with the city adopted plan for this site. It has no impact on the master, neighborhood, corridor, facilities, urban renewal plans, and design manuals.
 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 proposed use meets, does not affect any of the existing dimensional standards.

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 proposed use will not alter or change the project's grading, drainage, flood protection, stormwater quality and stormwater mitigation that complies with the city's drainage criteria manual.
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.
The proposed use will have no impact on the existing off-street required parking.
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 proposed use will have no impact on the number, location, and dimensions set forth by the city's requirements of existing parking stall, drive aisles, loading and unloading areas, and waste removal areas.
7. The project provides landscaped areas, landscape buffers, and landscape materials as set forth in this chapter and the Landscape Design Manual.
The proposed use will have no impact on the existing landscape areas, landscape buffers, and landscape materials approved in accordance with the city's Landscape Design Manual.
8. The project preserves, protects, integrates, or mitigates impacts to any identified sensitive or hazardous natural features associated with the site.
The proposed use will have no impact to any sensitive or hazardous natural features associated with the existing 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 proposed use will have no Impact on the existing building location and site design for safe, convenient, ADA accessible pedestrian, vehicle, bicycle, and transit facilities, and current circulation.
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 proposed use will have no impact on the existing number, location, dimension, and driveway designs complying 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 proposed use will have no impact or effect to the already installed public utilities as required by Colorado Springs Utilities. The utilities installed have already connected to the existing surrounding properties.



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 proposed use will have no impact or effect on the existing roadways, intersections, as they provide for a safe and efficient movement of multi-modal traffic, pedestrians, and emergency vehicles in accordance with the city's Traffic Criteria Manual, and for the public safety needs for the ingress and egress of the project's accepted traffic impact study.

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. (Ord. 94-107; Ord. 95-125; Ord. 01-42; Ord. 02-64; Ord. 03-74; Ord. 03-157; Ord. 09-50; Ord. 09-78; Ord. 12-72; Ord. 18-2).

The proposed use will have no impact or effect any reasonably off-site impacts, not limited to light, odor, or noise.

Carrier West is excited about the prospect of adding an Electric Vehicle manufacturer as a tenant into their building.

Thank you for your attention and consideration,

Respectfully,

William T. Smith, AIA
Senior Principal