



January 16, 2023

Matthew Alcuran
Development Review Enterprise
Planning & Community Development
30 South Nevada Avenue
Colorado Springs, CO 80903

**RE: *EquipmentShare | 8026 Iron Tower Court, Colorado Springs, Colorado
Lot 1, The Sands Industrial Park Subdivision, Filing No. 1
Development Plan Project Statement***

Dear Mr. Alcuran,

Project Description

EquipmentShare (the “Developer”) wishes to develop a ±4.462-acre (194,370 SF) lot at 3290 Capital Drive, known as Lot 1 of The Sands Industrial Park Subdivision, Filing No. 1. The proposed development will include an approximately 11,203 square-foot building that includes a service garage, parts storage area, and limited office/storefront space. The development also includes associated paved parking, drive aisles, gravel lot, and landscape areas (the “Project”). The parcel is currently zoned M-1 SS/AO (Light Industrial, with both Streamside and Airport Overlay Zones). Based on the proposed uses, rezoning will not be required.

The Property is bounded as follows,

- North: Capital Truck Repair (3340 Capital Drive)
Marksheffel Industrial Park Subdivision
- East: Capital Drive (40’ Public ROW)
Weatherford Oil & Gas (3285 Capital Drive)
- South: Iron Tower Court (30’ Private Drive)
Hammers Construction, Inc. (3230 Capital Drive, 8045 & 8025 Iron Tower Court)
Eagle Development Company (8005 Iron Tower Court)
- West: Sand Creek
Eagle Development Company (0 Genoa Road)

The Property is currently vacant land that has been overlot graded as a part of the preliminary development of the industrial park.

Project Justification – Development Plan Review Criteria

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

Response: As a part of an existing Industrial area, and as a M-1 zoned lot, this project will be cohesive with the surrounding land. This neighborhood consists of several trucking, heavy equipment, and construction-based businesses, including a truck repair on the neighboring lot, and a concrete company to the north and south along Capital Drive. Because of this, the proposed development will be cohesive with the surrounding properties and will serve as a convenient resource to the community.

2. Will the proposed land uses be compatible with the surrounding neighborhood? Will the proposed development overburden the capacities of existing streets, utilities, parks, schools and other public facilities?

Response: Rezoning is not proposed as a part of this Project. By complying with existing zoning, the site will remain harmonious with the surrounding neighborhoods. It is not anticipated that there will be a negative impact to the capacities of the existing streets, utilities, parks, schools or other public facilities. Public infrastructure to support the project was recently built-out as a part of the development of the Sand Industrial Park Subdivision.

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

Response: The 11,203 SF building is located on the east side of the site, while avoiding building setbacks. The rear (west side) of the site is maintained as a large gravel lot to be used for equipment storage. The site is solely accessed from Iron Tower Court, the existing private drive to the south. The proposed development will not negatively impact use or access of adjacent properties. Additionally, the eastern placement of the building allows it to be further from the stream-side overlay areas.

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: Fencing is proposed as a part of this project, where it will primarily serve as security fencing for the storage portion on the west side of the site. Landscaping will be placed on the perimeter of the site to provide visual buffers as required. A photometric analysis of the site has been performed to confirm that lighting on the site will not negatively impact the surrounding properties.

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: Vehicular access to the Site is controlled by two points of entry from Iron Tower Court to the south and will not significantly impact the traffic flows along Capital Drive. Visitor Traffic and employee passenger vehicles will generally enter and exit the site from the south-east, and onsite large truck and equipment will enter and exit the site using the south-west site access, which will allow for traffic to safely and conveniently circulate through the property.

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

Response: The rear of the site is proposed to be a large gravel lot, with specified areas for large equipment parking. The open design of the site will allow for adequate area for safe vehicular flow, specifically regarding larger trucks. Access to the main parking area is provided separate from the gated truck entrance to maintain separation between the large truck/construction equipment and person vehicles.

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: Iron Tower Court is a dead end street off of Capital drive, disallowing through use for unintended traffic. The access to the rear area of the site will be controlled by a gate in the security fence. Due to this fencing, there is no opportunity for through traffic.

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

Response: Parking areas have been provided to serve the needs of the proposed use. 10 parking spaces (1 ADA) are required by city code due to the building size and use type, and 29 parking spaces (2 ADA) are provided, satisfying and surpassing any parking needs for the site.

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

Response: ADA parking spaces have been provided on-site per code. An accessible sidewalk to the building entrance and public ROW has also been provided.

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

Response: Where possible, the proposed pavement limits have been limited to only areas required for site operations. A Gravel lot will be sufficient for operations and storage of construction equipment.

11. Will pedestrian walkways be functionally separated from vehicular traffic and landscaped to accomplish this? Will pedestrian walkways be designed and located in combination with other easements that are not used by motor vehicles?

Response: A public sidewalk has been proposed on the east side of the project. The public sidewalk is functionally separated from vehicular traffic and only crosses vehicular traffic areas as required.

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

Response: Landscaping will be preserved where undisturbed on the north side of the site, near the existing drainageway (to be preserved). The site is currently vacant land that has been overlot graded as a part of the master development other than the existing drainageway. It has no notable vegetation to be preserved. Additional landscape improvements are proposed as a part of this development.

Conditional Use Application Findings and Justification

The subject development use is defined as “Construction Equipment Rental and Sales”, which falls under the “Automotive and Equipment Services” classification, a conditional use type for the Streamside Overlay zoning on the lot.

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

Response: The proposed project is a part of an industrial park, and the use is consistent with other building uses within the area (industrial, storage and mixed-used). The impact to the streamside will be minimal due to the recent drainageway improvements to the nearby branch of Sand Creek, as well as the location of the building, parking, and general design of the site. Additionally, the proposed development will mesh with the surrounding properties and neighborhood as a Light Industrial (Equipment Rental) use site.

- 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.

Response: The proposed project complies with the approved zoning and is consistent with other building uses within the area (industrial, storage and mixed-use). Traffic to the site will be minimal and the surrounding roadway network will not be burdened with additional unnecessary traffic. The proposed development will provide a critical need to future surrounding and regional development (construction equipment rental). The facility is zoned as M1- Light Industrial and conforms to this as a low impact industrial use that will promote the general welfare of the citizens of Colorado Springs.

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

Response: The proposed development will be located in an area west of Marksheffel Road near Constitution in an area known as the "Cimarron Hills" Neighborhood. This has been designated as a future "Spinoffs and Startups" type area as identified on the Thriving Economy Framework Map of the PlanCOS Comprehensive Plan. The "Spinoffs and Startups" typology description states that *"Places that are optimal for this typology include Downtown, mixed use neighborhood activity centers and districts that enable an eclectic mix of commercial and industrial uses, such as office parks, Innovation Districts, employment corridors such as Garden of the Gods Road, and mixed business districts such as the area south of Citadel Mall"*. The proposed development complies with the surrounding typology areas described in PlanCOS as an industrial use type and supports the general feel of the neighborhood as an industrial center along Capital Drive.

Please contact Kimley-Horn and Associates if you have any questions or need additional information in regards to this application.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



Grant Petik, E.I.T.
Engineering Analyst



Mitchell Hess, P.E.
Project Manager