



T-Bone Construction, Inc.
1310 Ford St.
Colorado Springs, CO 80915
(719) 570-1456 Fax (719) 591-5217
19 July 2021

LETTER OF INTENT

1. **Owner:**
Store Master Funding VIII LLC
100 Big R Street
Pueblo, CO 81001-4806
Adam Carroll
adamcarroll@mybigr.com
- Applicant:**
T-Bone Construction, Inc. (Darin Weiss)
1310 Ford St.
Colorado Springs, CO 80915
(719) 623-3314
darin.weiss@tboneconstruction.com
2. **Site Information:**
Location: 14155 East Highway 24, Peyton, CO 80831
Legal Description: Part of SE4NW4 & Part of SW4NW4 LY SELY of Hwy 24 & Part of NE4NW4 LY SELY of US Hwy 24 & SWLY of C/L OF R/W NO 1 Disc in BK 2055-502
Size: 35.33 Acres
Zone: CS
Parcel Schedule No.: 4233000021
3. **Administrative Relief Request**
 - Requesting an Administrative Relief to decrease the Parking Requirements by 20% for the site project as listed in Section 5.5.1(B)(4).
 - The number of required parking spaces is per section 6.2(D)(1) and Table 6-2. This project, being less than a 10-acre Commercial Center requires 1 standard parking space per every 250 s.f. of building area. The existing +/- 43,000 s.f. building plus the proposed 10,000 s.f. addition expands the overall building by 23% to a total of +/- 53,000 s.f.. Utilizing this, the required parking per the LDC is 212 total parking spaces. 7 accessible parking spaces is required per table 6-3.
 - Per the vehicle count performed by LSC Transportation Consultants, the current one-hour, peak time, vehicle count is 82 vehicles entering and 111 vehicles exiting the site. LSC is working on the full Traffic Report which will be included in the upcoming SDP submittal. A +/-23% increase in the overall traffic count would equate to 101 vehicles entering and 137 vehicles exiting the site per hour.
 - An approval of the Administrative Relief would lower the required parking to 170 total spaces and 6 accessible spaces. This required parking amount is still considerably above the adjusted one-hour, peak time, 101 vehicles count for the expanded building.
4. **Analysis of the Criteria for Approval as listed in section 5.5.1.**
 - Application of the Standard in Question. – The parking standards as shown on Table 6-2 is unnecessary for this project. The vehicle count performed by LSC Transportation Consultants shows the current use of the site, adjusted for the building expansion, is 64% of that required by the LDC standards. The current site has 159 existing parking spaces and the client is asking for an additional 25 parking spaces with our project, for a new total of 184 spaces. This would be 28

parking spaces shy of the standard requirements, but 14 spaces above the Approved Administrative Relief requirement.

- Preserving the Intent of the Code. – The intent of the code is to provide enough parking for the employee and customer usage of a building. The historical data and Traffic Study vehicle count shows that the use of this building requires parking that is significantly less than the standard requirements. The intent of the Code is in-line with the Administrative Relief.
- Impact on Surrounding Properties. – The approval of the Administrative Relief would not alter the existing parking lot layout and the additional 12 spaces the client desires would have a minimal effect on the site with not impact on surrounding properties.
- Number of Dwelling Units. – There are no additional dwelling units associated with this project.
- Overlay Zoning – The site is not within any overlay zoning area.

5. Justification for Approval of the Request:

- Approval would allow the parking to be more in-line with the requirements of the customer needs for the building. Additional parking per the standard requirements would not be utilized.
- Approval of reducing the required parking would alleviate the requirement for an additional +/-7,560 s.f. of impervious asphalt paving on the site.
- Approval of reducing the required parking would alleviate the requirement for additional parking lot lights affecting the current site photometrics.
- Approval of reducing the required parking would lessen the site disturbance and reduce the site grading and native vegetation removal on the site.
- Approval of reducing the required parking would reduce the overall impervious surfaces of the site affecting drainage requirements.

6. Anticipated Schedule of Development: Fall/Winter of 2021

7. Conceptual Site Plan is attached with submittal.