
ACADEMY GATEWAY SUBDIVISION FILING NO. 2 FINAL PLAT

LETTER OF INTENT

MARCH 2025, JUNE 2025

OWNER:

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APPLICANT:

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CONSULTANT:

N.E.S. Inc.
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SITE DETAILS:

TSN: 6206306005

7201402022

6206306003

ADDRESS: 208 Gleneagle Gate View
309 Gleneagle Gate View
249 Gleneagle Gate View

ACREAGE: 6.03

4.12

2.22

CURRENT ZONING: CS

CURRENT USE: Vacant

REQUEST

N.E.S. Inc., on behalf of TKA Properties LLP and Carlson West Povondra Architects, requests approval of a Final Plat for a 12.37-acre commercial development, Academy Gateway Subdivision Filing No. 2.

SITE DESCRIPTION

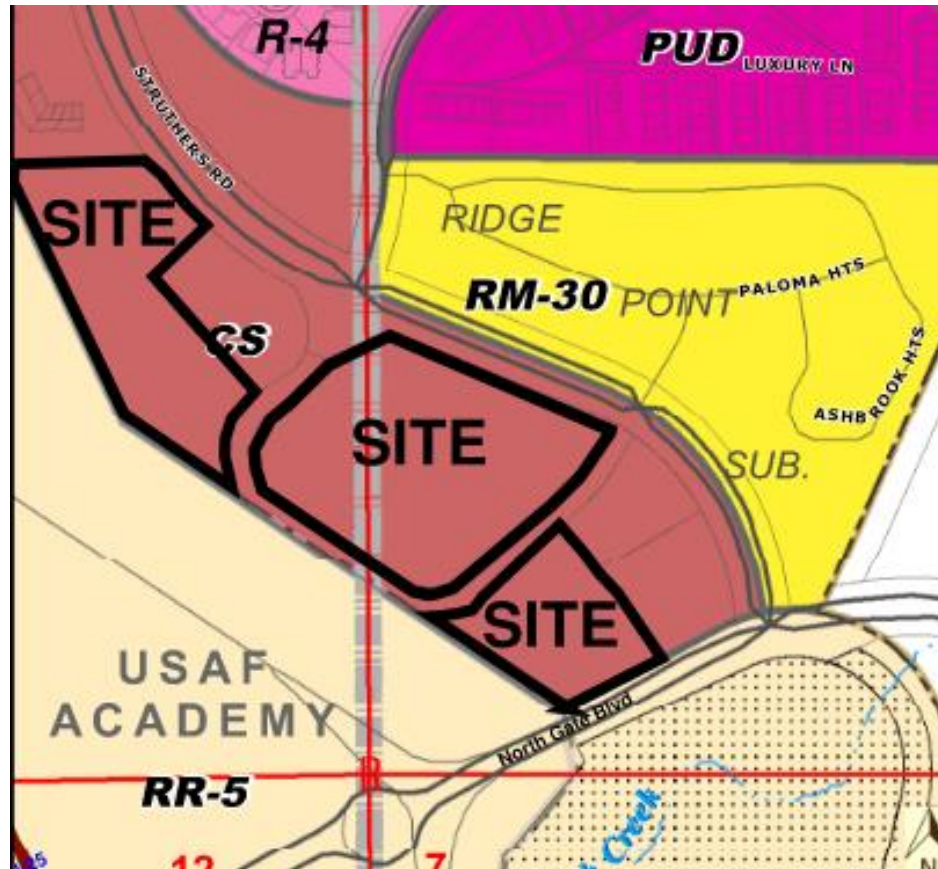
Location and Land Use

The 12.37-acre project site is comprised of three parcels located north of North Gate Blvd and east of I-15 in northwest El Paso County. The north site is surrounded by commercial development on all sides except to the west, which is vacant USAFA property. The south site is surrounded by commercial development to the north and south, vacant USAFA property to the west, and multi-family residential development to the east.



Zoning

The sites are zoned CS, (Commercial Service). The proposed use is an automobile dealership. Surrounding properties to the north and south are zoned CS, to the east are zoned CS and RM-30 (Residential Multi-Dwelling-30 DU/AC), and to the west are zoned RR-5 (Rural Residential-5 Acres).



PROJECT DESCRIPTION

The property is comprised of three parcels, currently platted as tracts in Academy Gateway Subdivision Filing No 1. Tracts are not buildable parcels; therefore the property must be replatted into developable lots. Because the street network is in place and Glen Eagle View Dr is between the parcels, the property will remain as three separate parcels upon platting.

The west parcel (4.12-Acres) is being platted as Lot 1 and will be used exclusively for inventory display and storage, and customer vehicle holding area. The central parcel (6.03-Acres) is being platted as Lot 2 and is comprised of the automobile dealership with associated sales and display floor, offices, retail parts, and service area; car wash, and outdoor vehicle display and parking areas. The east parcel (2.221-Acres) is being platted as Tract A which is mostly vacant except for a drainage pond.

Storm water management will be handled by the existing pond on Lot 3, which is owned and maintained by the applicant. There are no improvements proposed to this parcel.

Lot and Dimensional Standards

The proposed development will meet all building setbacks and maximum lot coverage requirements of the Land Development Code. The Site Development Plan is under concurrent review by Planning and Community Development.

Unified Development Code Compliance

The Site Development Plan will meet all requirements of the UDC, unless a waiver, alternative compliance, or deviation is granted in conjunction with its approval.

DEFINITION OF PROPOSED USE AND SPECIFIC DEVELOPMENT STANDARDS

Definition

Automotive sales and service, and car washes are permitted uses in the CS zoning district, and are defined as:

Automobile Sales — The use of any structure, lot or parcel for a business involving the sale of automobiles. These establishments may include office space, parking lots for the display and storage of automobiles available for sale, parking areas for customers and employees, automobile repair facilities, facilities for bodywork, painting, or restoration, and sale of parts.

Vehicle Repair Garage, Commercial - An establishment used for the care or repair of passenger vehicles and light trucks, including major or minor work such as paint, body and fender work or engine and transmission overhaul and incidental storage or parking of repaired vehicles, but excluding the dismantling of wrecked vehicles and the storage of junk vehicles.

Car Wash — A facility for the cleaning of automobiles. The term includes, among other things, truck or recreational vehicle wash.

The proposed development is comprised of both automobile sales and service uses, which include a car wash. These uses meet the above individual definitions.

UTILITIES

Water

The primary development lot will be served by a central water supply system provided by Donala Water and Sanitation District. A commitment letter is included with this submittal, as is justification of adequate water availability.

Sanitary Sewer

The primary development lot will be served by a central sanitary sewer system provided by the Donala Water and Sanitation District. A commitment letter is included with this submittal.

Electric

Electric services will be provided by Mountain View Electric Association (MVEA). A commitment letter is included with this submittal. In the letter, MVEA states that these services are available to meet the demands of the new development.

Gas

Gas service will be provided by Colorado Springs Utilities (CSU). A commitment letter is included with this application. In the letter, CSU states that these services are available to meet the demands of the proposed development.

ACCESS AND TRAFFIC

Access

Area access to the development will be provided by Interstate 25, North Gate Blvd, and Suthers Road. Primary access is provided to the development by two existing full-movement accesses via Gleneagle Gate View onto Struthers Road, one existing right-in/right-out access onto Struthers Road currently serving the adjacent Starbucks and 7-Eleven developments, and one proposed right-in/right-out access onto Struthers Road.

Two accesses are proposed for Lot 1. The primary access is the existing access drive to Gleneagle Gate View adjacent to the north side of the site. The secondary access is the proposed right-in/right-out only access on Struthers Road in the northeast corner of the abutting portion of the lot. Engineering standards require a minimum entering site distance of 600' on Struthers Rd (Minor Arterial), which means access drives must be 600' apart. The development proposes a separation between access drives of 350', therefore, a deviation request is required and is included with this application (see Deviation Request Letter and Form). There will be only one access to Lot 2, at the southwest corner of the site. There is an existing access to Lot 3 from Gleneagle Gate View for detention pond maintenance.

Traffic

A Traffic Impact Study is included with this submittal and provides recommendations for improvements to existing surrounding streets that will support this development. The proposed development of a 64,000 square foot automobile dealership and service center will generate approximately 1,782 daily trips. The site will generate 119 morning peak hour trips and 155 afternoon peak hour trips. The Study found that the development will be successfully incorporated into the existing and future roadway network, and that a right turn deceleration lane at RIRO Access B along Struthers Road is not required since the development's projected peak hour right turn ingress volume does not exceed the County's threshold of 50 vehicles per hour. The Study makes the following conclusions and recommendations:

- By year 2040, all intersections will operate at a LOS of D or better except the eastbound left turning movement and the westbound turning movement at the stop-controlled intersection of Struthers Road and Shepard Heights, have operations at LOS F during the morning and afternoon peak traffic hours.
 - The LOS F operations are attributed to regional growth projections and the stop-controlled nature of the intersection. As with background traffic conditions, potential mitigations to the LOS F operations include restriction of Shepard Heights and Gleneagle Gate View to three-

quarter movements.

- Further, the upstream signal control at the intersection of North Gate Boulevard and Struthers Road will tend to create additional gaps in the traffic stream for turning movements at Shepard Heights and Gleneagle Gate View and will most likely provide mitigation to the LOS F operation projected during both peak traffic hours.
- All turn lane lengths have sufficient storage to accommodate future traffic volumes.
- No public improvements associated with this development are recommended.
- If the County desires to maintain their design objective of LOS D or better, then restricting the Struthers Road intersection with Shepard Heights and Gleneagle Gate View to three-quarter movement is recommended. It is emphasized that the poor operations occur without the development and are not further impacted with consideration of the proposed development.

NATURAL FEATURES

Floodplain and Wetlands

There is a large drainage complex (Clover Ditch) north of the subject property, which creates floodplain and wetlands. The floodplain does not extend into the subject property, and there are no waterbodies which would create floodplains within the project boundaries. This drainage complex is not part of the development; however, the property owner will make channel and bank stabilization improvements in conjunction with development of the subject property.

The applicant has completed a Wetland Delineation and Protected Species Review of the property, which is included with this submittal. The Review concluded that there are no on-site wetlands (see report included with this application).

Soils and Geology

The Geotechnical Engineering Report prepared by Terracon determined the site to be suitable for the proposed development by use of spread footing foundations and new engineered fill and provided certain precautions and design and construction recommendations outlined in the report are followed. Geotechnical conditions including existing fill, loose soils, and deep fill zones have been identified that could impact design and construction of the proposed buildings, pavements, and other site improvements. Please see the report for complete details.

Wildlife

The property is not within the Preble's Meadow Jumping Mouse Block Clearance Map area for Colorado Springs. A request has been made for technical assistance from the U.S. Fish and Wildlife Service (USFWS) for consultation related to a determination of effects on listed species (included with this submittal). The determination finds that species protected under the Endangered Species Act are not likely to be adversely affected by the subject development. This determination is made despite a portion of the project overlaps the Designated Critical Habitat (DCH) for Preble's, but that development of the site will not occur within DCH, and that access to the site by Preble's is precluded by other, previously constructed infrastructure. A determination has also been made that there is no potential to impact any other federally protected species/critical habitat.

FIRE

The property is served by Monument Fire Protection District (MFPD). The proposed development is approximately 2.4 miles from MFPD Fire Station No. 4, which is located at 15415 Gleneagle Dr, Colorado Springs, CO. The fire rating for the property is 3.

The Burn Probability of the project site is classified as being between “Low to Moderate Risk” and “Moderate to High Risk” for wildfires. The project site is identified as “Lowest Intensity” to “Low Intensity”, which are similar to other properties in the area within unincorporated El Paso County, except to the north, which is identified as “High Intensity”. See Fire Protection Report included with this submittal for detailed information.

ROAD IMPACT FEE

Per the Road Impact Fee ordinance, all property in unincorporated El Paso County that receives a land use approval, either in a public hearing or administratively, is subject to the payment of Road Impact Fees. The developer has not yet determined their preferred method of payment at this time.

PUBLIC AND PRIVATE IMPROVEMENTS

All improvements for this development will be private improvements owned by the property owner. The drainage pond is in place and is capable of handling the new development. There are no street improvements proposed or recommended in conjunction with the development, except for curb cuts for new accesses. Private improvements are covered in the narrative elsewhere in this letter.

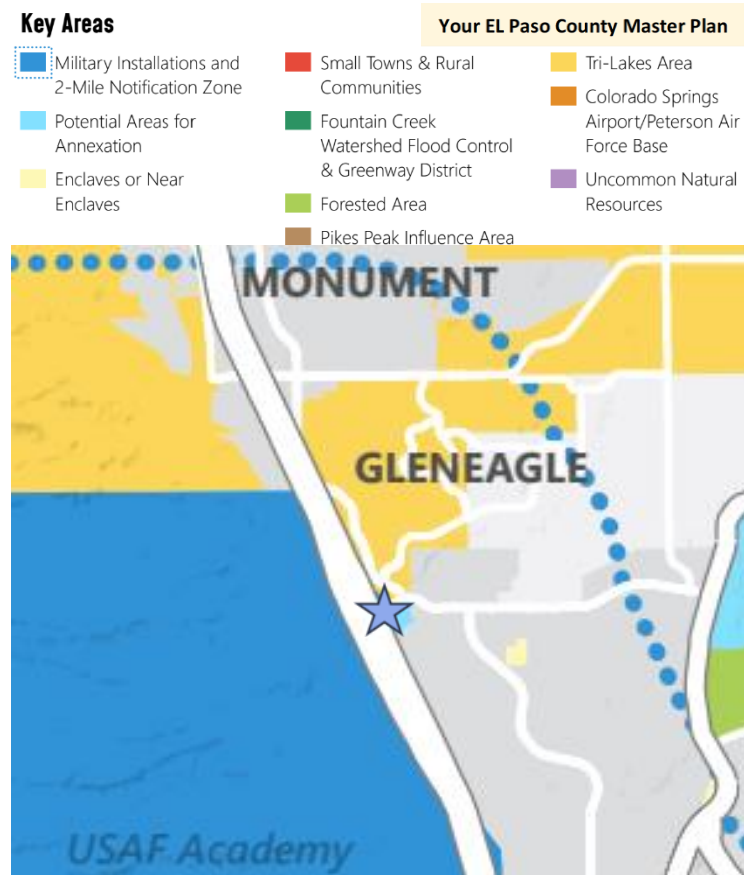
DEVELOPMENT TIMELINE

The development is intended to be developed as one phase over the course of two years. Off-site stream stabilization improvements on Fisher Canyon are in the permitting process through El Paso County and all applicable jurisdictions. Improvements will be constructed in conjunction with development improvements.

FINAL PLAT CRITERIA OF APPROVAL (7.2.1.D.3.F.)

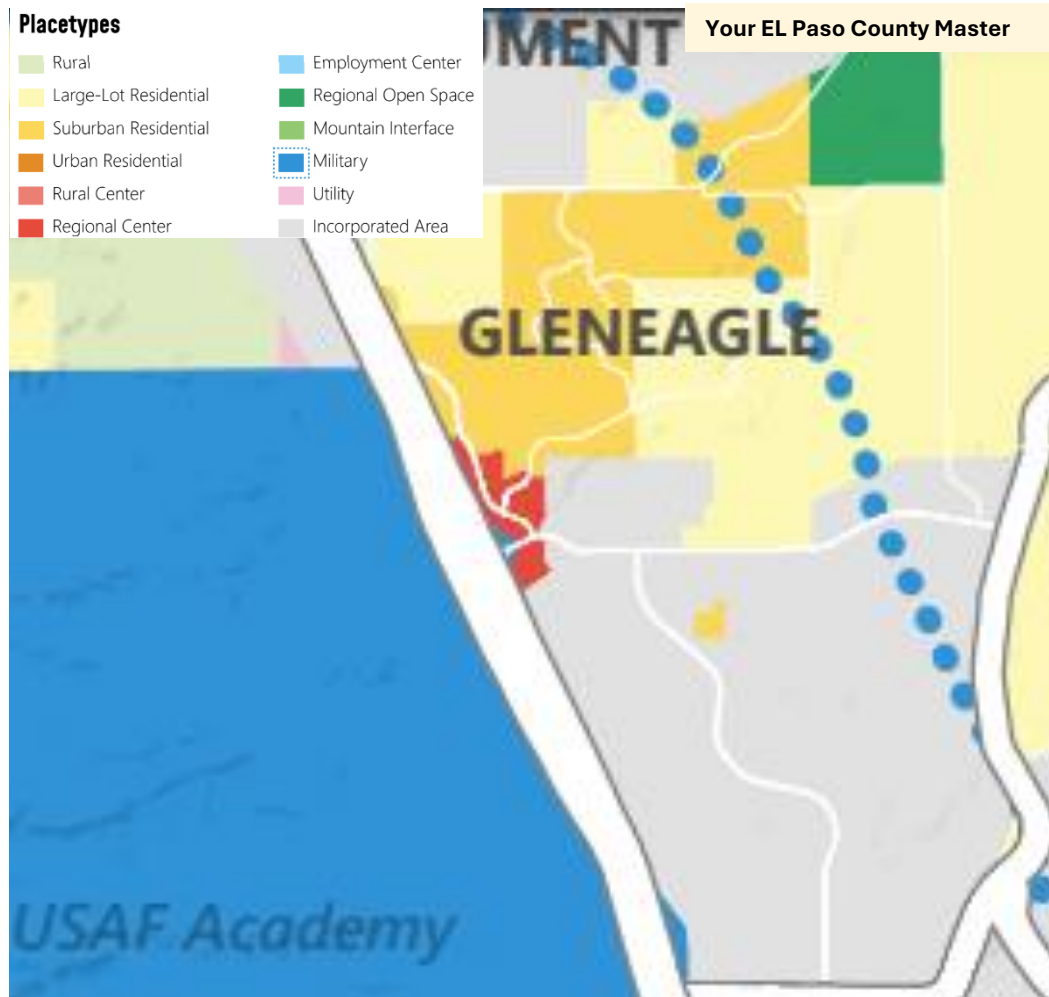
1. THE SUBDIVISION IS IN CONFORMANCE WITH THE GOALS, OBJECTIVES, AND POLICIES OF THE MASTER PLAN;

The proposed Subdivision is consistent with the Master Plan. The Key Areas map shows this property as part of the Tri-Lakes Area, which is considered the gateway into the County. With significant suburban development and some mixed-use development, this Key Area supports the commercial needs of many of the residents in northern El Paso County. Tri-Lakes also serves as a place of residence for many who commute to work in the Denver Metropolitan Area. It is also an activity and entertainment center with the three lakes (Monument Lake, Woodmoor Lake, and Palmer Lake) that comprise its namesake and direct access to the national forest. Tri-Lakes is the most well-established community in the northern part of the County with a mixture of housing options, easy access to necessary commercial goods and services, and a variety of entertainment opportunities. Future development in this area should align with the existing character and strengthen the residential, commercial, employment, and entertainment opportunities in the adjacent communities of Monument, Palmer Lake, and Woodmoor.



The Areas of Change map in the Master Plan classifies this property and the surrounding area as "Minimal Change: Developed". These areas have undergone development and have an established character, and, as in this case, may include pockets of vacant or underutilized land. These vacant sites will see more intensive infill with a mix of uses as with this development proposal which is surrounded by a mix of commercial uses as well as residential development. The Placetypes map classifies this property and those around it as a Regional Center with the fundamental purpose of providing access to necessary and desired commercial goods and services that attract consumers from around the County, such as the proposed automobile sales and service use. Regional Centers are major commercial destinations and are easily accessible from major transportation routes throughout the County. Regional Centers in El Paso County are

surrounded by Urban Residential, Suburban Residential, and Employment Center placetypes. In addition, Regional Centers can also be extensions of commercial areas within incorporated municipalities such as the Gleneagle area. Multifamily apartments provide commercial businesses with direct access to potential customers.



Characteristics of the Regional Center placetype include the following:

- ADA compliant internal network of pedestrian sidewalk connections and highly visible crosswalks.
- Vehicular access points into commercial development ensure major transportation routes and intersections throughout the County are not affected by traffic generated by the Regional Center.
- All right of way is preserved in association with new development. Major roads support longer trips to help connect higher-density and commercial areas, accommodate truck travel, and prioritize access control.

- Most roadways support access via all modes of transportation with sidewalks on both sides of the street. Major highways and major county roads may provide multimodal facilities on frontage roads, adjacent trails or sidewalks.
- Sidewalks and other multimodal facilities (including greenways) connect and allow access to neighboring placetypes.
- Buildings are setback from public roadways and have well defined public entrances.
- Architectural style and design of overall place (including signage) is intentional and follows a masterplan or motif creating a sense of place.
- Surface parking is landscaped, incorporates best management practices, and is well maintained by the development.
- Development is typically 1-3 stories, apart from mixed-use, office, or multifamily structures which may be up to 5 stories in height.
- Off-street parking is screened by plantings or other methods of screening from other noncommercial uses.

The proposed development is characteristic of the surrounding area and incorporates the specific characteristics of a Regional Center.

The Transportation and Mobility Chapter of the Master Plan does not identify any road capacity improvements in the area of the development. Further, the Traffic Impact Study for this project does not recommended development related improvements.

The Public Facilities chapter of the Master Plan does not show any fire, police, or school sites in the development area.

2. THE SUBDIVISION IS IN SUBSTANTIAL CONFORMANCE WITH THE APPROVED PRELIMINARY PLAN;

No preliminary plan was required.

3. THE SUBDIVISION IS CONSISTENT WITH THE SUBDIVISION DESIGN STANDARDS AND REGULATIONS AND MEETS ALL PLANNING, ENGINEERING, AND SURVEYING REQUIREMENTS OF THE COUNTY FOR MAPS, DATA, SURVEYS, ANALYSES, STUDIES, REPORTS, PLANS, DESIGNS, DOCUMENTS, AND OTHER SUPPORTING MATERIALS;

The proposed Final Plat meets the applicable sections of the Code for a three-lot plat. The subject property platted and zoned for the proposes use, however, is platted as tracts for future development. This application will replat the property into buildable lots to accommodate shte Site Development Plan being reviewed with this application. The Site Development Plan meets all applicable zoning requirements, or alternate compliance has been requested. The area around the property is already developed with streets and other infrastructure, so no public improvements are required or proposed.

The land has been found to be suitable and safe for the proposed development. Topography has been taken into consideration in the proposed Site Development Plan for the property. There are no new roads, or continued existing roads within the subdivision, and all internal drives will be privately owned and maintained by the property owner. The layout, design and configuration of the subdivision provides three development lots that are the appropriate size for the intended use; adequate buffering from adjacent public streets is provided, considers the natural topography and makes provision for historic drainage patterns in the existing drainage facilities on site.

Potential hazards have been considered and mitigated as necessary, including wildfire risk and traffic. No additional right of way is required. Public easements, as required, are provided to accommodate new and existing facilities on the property.

All necessary studies, plans, reports and supporting material have been included with this submittal. The proposal complies with the subdivision design standards set out in Chapter 8 of the Land Development Code.

4. A SUFFICIENT WATER SUPPLY HAS BEEN ACQUIRED IN TERMS OF QUANTITY, QUALITY, AND DEPENDABILITY FOR THE TYPE OF SUBDIVISION PROPOSED, AS DETERMINED IN ACCORDANCE WITH THE STANDARDS SET FORTH IN THE WATER SUPPLY STANDARDS [C.R.S. §30-28-133(6)(A)] AND THE REQUIREMENTS OF CHAPTER 8 OF THIS CODE;

The primary development lot will be served by a central water supply system provided by Donala Water and Sanitation District. A commitment letter is included with this submittal, which indicates the District has adequate supply to serve this development, as required by El Paso County. The proposed water system will connect to the existing water system owned and maintained by Donala Water and Sanitation District. There are no anticipated off-site improvements needed in support of the proposed development. There are no quantity or quality of water supply concerns with the proposed development. In accordance with the findings of the Water Report, the proposed development includes a larger building which is anticipated to have a peak water demand of 85 gpm and a car wash which is anticipated to have a peak water demand of 42 gpm. This would anticipate a combined peak water use of 127 gpm. Both buildings are to be served by a 3" domestic water service and anticipate daily use of 13,000 gpd and annual use of 4,745,000 gpy. The irrigation demand is based on an assumed irrigated area of 3.5 acres and is anticipated at a max of 30 gpm. Weekly water use is calculated to be about 83,000 gpw, and the annual use is expected to be 1,900,000 gpy. The total anticipated annual water demand for the site is 6,645,000 gpy. The projected water consumption is based upon calculations done by the mechanical engineer, the civil engineer, and the irrigation consultant used for this project.

5. A PUBLIC SEWAGE DISPOSAL SYSTEM HAS BEEN ESTABLISHED AND, IF OTHER METHODS OF SEWAGE DISPOSAL ARE PROPOSED, THE SYSTEM COMPLIES WITH STATE AND LOCAL LAWS AND REGULATIONS, [C.R.S. §30-28- 133(6)(B)] AND THE REQUIREMENTS OF CHAPTER 8 OF THIS CODE;

The proposed plat will be served by a central sanitary sewer system provided by Donala Water and Sanitation District. A commitment letter is included with this submittal. This development proposes gravity sewer facilities to be installed to service the Site, in accordance with the Donala Water and Sanitation District's standards and approvals. The gravity sewer facilities will be

connected to existing collection systems that are owned and operated by the District. Wastewater pumping facilities are not necessary to serve the Site.

According to the Wastewater Disposal Report prepared by Terra Nova Engineering, Inc., the proposed project wastewater discharge is within the acceptance capacity of Donala Water and Sanitation District. A commitment letter is included with this submittal District. The sanitary sewer system design and modeling results conform to all applicable criteria set forth by El Paso County and the District.

Based on the use of the property for commercial development with 61,359 square feet of building area and a one-stall car wash, the development is estimated to have an average daily flow of 7,800 gallons per day.

6. ALL AREAS OF THE PROPOSED SUBDIVISION WHICH MAY INVOLVE SOIL OR TOPOGRAPHICAL CONDITIONS PRESENTING HAZARDS OR REQUIRING SPECIAL PRECAUTIONS HAVE BEEN IDENTIFIED AND THAT THE PROPOSED SUBDIVISION IS COMPATIBLE WITH SUCH CONDITIONS [C.R.S. §30-28-133(6)(C)];

A Geotechnical Engineering Report was prepared by Terracon for the development. As noted above, the Report prepared determined the site to be suitable for the proposed development by use of spread footing foundations and new engineered fill and provided certain precautions and design and construction recommendations outlined in the report are followed. Geotechnical conditions including existing fill, loose soils, and deep fill zones have been identified that could impact design and construction of the proposed buildings, pavements, and other site improvements. Please see the report for complete details.

7. ADEQUATE DRAINAGE IMPROVEMENTS ARE PROPOSED THAT COMPLY WITH STATE STATUTE [C.R.S. §30-28- 133(3)(C)(VIII)] AND THE REQUIREMENTS OF THIS CODE AND THE ECM;

There is an existing stormwater pond on Lot 3. This pond has been designed and constructed to accommodate drainage for the proposed plat area and the new development. A drainage report is included with this application.

8. LEGAL AND PHYSICAL ACCESS IS PROVIDED TO ALL PARCELS BY PUBLIC RIGHTS-OF-WAY OR RECORDED EASEMENT, ACCEPTABLE TO THE COUNTY IN COMPLIANCE WITH THIS CODE AND THE ECM;

Area access to the development will be provided by Interstate 25, North Gate Blvd, and Suthers Road. Primary access is provided to the development by two existing full-movement accesses via Gleneagle Gate View onto Struthers Road, one existing right-in/right-out access onto Struthers Road currently serving the adjacent Starbucks and 7-Eleven developments, and one proposed right-in/right-out access onto Struthers Road.

Two accesses are proposed for Lot 1. The primary access is the existing access drive to Gleneagle Gate View adjacent to the north side of the site. The secondary access is the proposed right-in/right-out only access on Struthers Road in the northeast corner of the abutting portion of the lot. Engineering standards require a minimum entering site distance of 600' on Struthers Rd (Minor Arterial), which means access drives must be 600' apart. The development proposes a separation

between access drives of 350', therefore, a deviation request is required and is included with this application (see Deviation Request Letter and Form). There will be only one access to Lot 2, at the southwest corner of the site. There is an existing access to Lot 3 from Gleneagle Gate View for detention pond maintenance.

9. NECESSARY SERVICES, INCLUDING POLICE AND FIRE PROTECTION, RECREATION, UTILITIES, AND TRANSPORTATION SYSTEMS, ARE OR WILL BE MADE AVAILABLE TO SERVE THE PROPOSED SUBDIVISION;

Water and sanitary sewer service are to be provided by Donala Water and Sanitation District, and Colorado Springs Utilities will provide electric and natural gas services to the subdivision. The required Will Serve letter for gas and electric are included with the submittal. The property is not currently within the boundaries of the Security Water and Sanitation District. The Stratmoor Hills Fire Protection District fire protection and emergency services.

10. THE FINAL PLANS PROVIDE EVIDENCE TO SHOW THAT THE PROPOSED METHODS FOR FIRE PROTECTION COMPLY WITH CHAPTER 6 OF THIS CODE;

The site lies within the Monument Fire Protection District (MFPD). A will serve letter from the Department and a Fire Protection Report are included with the submittal.

11. OFF-SITE IMPACTS WERE EVALUATED AND RELATED OFF-SITE IMPROVEMENTS ARE ROUGHLY PROPORTIONAL AND WILL MITIGATE THE IMPACTS OF THE SUBDIVISION IN ACCORDANCE WITH APPLICABLE REQUIREMENTS OF CHAPTER 8;

Channel and bank stabilization improvements to the off-site Clover Ditch are required in conjunction. There are no off-site improvements required or proposed with this plat.

12. ADEQUATE PUBLIC FACILITIES OR INFRASTRUCTURE, OR CASH-IN-LIEU, FOR IMPACTS REASONABLY RELATED TO THE PROPOSED SUBDIVISION HAVE BEEN CONSTRUCTED OR ARE FINANCIALLY GUARANTEED THROUGH THE SIA SO THE IMPACTS OF THE SUBDIVISION WILL BE ADEQUATELY MITIGATED;

A Subdivision Improvement Agreement (SIA) is in place for the existing plat and improvements. A new Subdivision Improvement Agreement for this replat is included with this plat application, and will include the collection of the applicable Drainage Fees, School Fees and Park Fees.

13. THE SUBDIVISION MEETS OTHER APPLICABLE SECTIONS OF CHAPTER 6 AND 8; AND EL PASO COUNTY, COLORADO LAND DEVELOPMENT CODE RULES GOVERNING DIVISIONS OF LAND – CHAPTER 7-PAGE 10 EFFECTIVE 05/2016

The proposed subdivision meets the applicable sections of the Code.

14. THE EXTRACTION OF ANY KNOWN COMMERCIAL MINING DEPOSIT SHALL NOT BE IMPEDED BY THIS SUBDIVISION [C.R.S. §§34-1-302(1), ET SEQ.]

No known mineral deposits are impeded by the subdivision.

Conformity With Plans And Standards 8.2.1 through 8.2.5)

1. Conformity with the Master Plan.

The proposed Subdivision is consistent with the Master Plan, as noted in Final Plat Criteria 1 above.

2. Conformity with this Code.

The proposed development is consistent with all aspects of the El Paso County Code.

3. Zoning and the Division of Land.

The property is zoned CS, Commercial Service, which provides for automotive sales and service uses, including accessory uses such as a car wash.

4. Conformity with the ECM.

The Site Development Plan and Plat comply with the ECM, except for a deviation for the secondary access to Lot 1 at Struthers Rd. As noted above, engineering standards require a minimum entering site distance of 600' on Struthers Rd (Minor Arterial), which means access drives must be 600' apart. The development proposes a separation between access drives of 350', therefore, a deviation request is required and is included with this application (see Deviation Request Letter and Form).

5. Conformity with Self-Imposed Restrictions.

N/A.