

Y|O|W ARCHITECTS

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Date: April 7, 2026

File No.: COM261 & AL262

**RE: CDL driving school – 777 Conrad St.
Commercial Over-the - Counter / Special Use application**

Applicant:

YOW Architects

Brad Nichols

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719-475-8133

Owner:

Conrad IOS LLC

5555 DTC Parkway Suite 375

Greenwood Village CO 80111

C/O Cory Gross

Site Location Size and Zoning:

The site address is 777 Conrad St. known at Lot 1 Kay Tee Subdivision No. 7A, consists of 3.61 Acres. The property is zoned I-2 CAD-O, (Limited Industrial with Commercial Airport Overlay). The tax schedule number is 5407315018.

Project Description:

We propose to submit an application to change the existing building from a landscaping business to a CDL driving school. The intent is to setup an area for in cab driving instruction on the site. There shall be an area setup for truck parking on site for student instruction. The school is classified as a proprietary school.

Substitute Landscape request:

The COM application requires that the property be brought into compliance with the current landscape code. The previously approved landscape plan was based on a reduced construction limit that covered only a portion of the site, and therefore did not account for full-site improvements. Under the current standards, the landscaping must address all applicable categories, including streetscape, motor-vehicle area, and internal landscape requirements.

We are requesting a substitution for the internal landscape category. The internal area identified in the code is currently used for semi-truck maneuvering and is not appropriate or feasible for landscaping improvements. To satisfy the intent of the internal landscape requirement, we propose to apply the required 7,800 square feet of internal landscape area along the roadway between the two access points. This alternative location provides both functional feasibility and enhanced visual benefit to the public.

To meet the required landscape area, we are providing 10 new trees and 17 new shrubs, in addition to counting qualifying existing plant material. This approach ensures full compliance with the required landscape quantities while accommodating necessary truck circulation on the site.

Special Use review criteria.

- The special use is generally consistent with the applicable Master Plan.

The school is in general conformance with the Master Plan, see reasons below.

- The special use will be in harmony with the character of the neighborhood, and will generally be compatible with the existing and allowable land uses in the surrounding area;

The CDL school is within the character of the surrounding neighborhood, the area is mostly industrial and commercial.

- The impact of the special use does not overburden or exceed the capacity of public facilities and services, or, in the alternative, the special use application demonstrates that it will provide adequate public facilities in a timely and efficient manner;

The Special Use shall not overburden or exceed the capacity of public facilities and services. The Special Use shall not change the required services to the property.

- The special use will not create unmitigated traffic congestion or traffic hazards in the surrounding area, and has adequate, legal access;

The CDL school shall not create any traffic issues in the area.

- The special use will comply with all applicable local, state, and federal laws and regulations regarding air, water, light, or noise pollution;

The CDL school shall comply with all applicable laws and regulations regarding air, water, light, or noise pollution.

- The special use will not otherwise be detrimental to the public health, safety and welfare of the present or future residents of El Paso County; and/or

This application shall not have any detrimental effects in regard to public health, safety and welfare of the present or future residents of El Paso County

- The special use conforms or will conform to all other applicable County rules, regulations or ordinances.

This application shall conform to all other applicable County rules, regulations or ordinances.

Master Plan Conformance: *The proposed project is in general conformance with the goals, objectives, and policies of the Master Plan. The CDL school fits within the surrounding neighborhood. The school shall have similar business hours and traffic as the surrounding businesses.*

Core Principle 1: Manage growth to ensure a variety of compatible land uses that preserve all character areas of the County.

Goal 1.1 - Ensure compatibility with established character and infrastructure capacity.

Goal 1.2 - Coordinate context-sensitive annexation and growth strategies with municipalities.

Goal 1.3 - Encourage a range of development types to support a variety of land uses.

Goal 1.4 - Continue to encourage policies that ensure "development pays for itself".

Placetype : Employment Center

The Master Plan indicates that this project is located in the Employment Center Placetype. This Placetype is the County's primary location for large-scale, nonretail businesses that provide significant employment and economic development opportunities. This project intends to follow this precedent by providing a new business within an existing building, which shall provide employment opportunities in the area.

Area of Change: Transition

The property is located in the transition zone of the Area of Change. Transition areas are fully developed parts of the County that may completely or significantly change in character. In these areas, redevelopment is expected to be intense enough to transition the existing development setting to an entirely new type of development. For example, a failing strip of commercial development could be redeveloped with light industrial or office uses that result in a transition to an employment hub or business park. Another example of such a transition would be if a blighted suburban neighborhood were to experience redevelopment with significant amounts of multifamily housing or commercial development of a larger scale in line with a commercial center. This project fits well with Transition as the school shall be in place as the area continues to evolve with new developments with new businesses.

Key Areas: Enclaves or near Enclaves

Enclaves are areas of unincorporated El Paso County that are surrounded on all sides by an incorporated municipality, primarily the City of Colorado Springs by enclaves or near enclaves exist within or adjacent to other municipalities. The largest enclave is Cimarron Hills, an urbanized community with nearly 18,000 residents, but several smaller enclaves exist around other areas of Colorado Springs as well.

The majority of the enclaves are developed in a manner that would require significant improvement for annexation. These include roadway improvements, storm-water improvements and utility infrastructure upgrades. Most enclave areas are accessed by municipal roads, experience the impacts of urban storm-water runoff, or are otherwise served by one or more municipal utilities. The character and intensity of new development or redevelopment in these enclaves should match that of the development in the municipality surrounding it. Discussion with the City of Colorado Springs and other municipalities regarding the possible annexation of these areas should be continued and revisited regularly to explore means to finance improvements and service debt to make annexation a feasible consideration. This project is indeed in Cimarron Hills and this fire station shall be used to better serve those residents. The project shall not require any significant improvements. The character of the project shall match the surrounding area.

CDL semi-truck driving school

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Colorado Springs Airport / Peterson Air Force Base

Colorado Springs Airport is the second largest in the State of Colorado with continually rising passenger totals and activity. Currently large amounts of land adjacent to the airport are primed for commercial and industrial development, in part due to the establishment of a Commercial Aeronautical Zone (CAZ). The Board of County Commissioners approved the CAZ to attract local businesses and spur development on the available land. The County should continue to prioritize nonresidential growth in this area to help expand the Employment Center in unincorporated El Paso County. Employment Centers not only provide additional job opportunities for County residents but it expands the County's tax base, providing more opportunities to address other County issues such as upgrades to infrastructure, expansion of series and development of new roadways. Peterson Air Force Base also utilizes the Colorado Springs Airport for military flight operations and hosts various military activities critical to national security. The County should also coordinate future development adjacent and within the Colorado Springs Airport Accident Potential Zone (APZ) and within the Peterson Air Force base buffer area with the Airport and the Base to ensure growth does not negatively impact the primary functions of Peterson Air Force Base or the Airport. Coordination with Colorado Springs Airport should also be considered, as necessary.

Should you require any additional information or have any questions, please do not hesitate to contact me at 719-475-8133.