WESTGATE ZONE CHANGE AND LAND USE PLAN

PROJECT STATEMENT

NOVEMBER 2026

REQUEST

N.E.S. Inc., on behalf of Powers & Airport LLC, requests approval of the following applications:

1. A Zone Change and from MX-M SS-O AP-O APZ1 RPZ (Mixed-Use Medium Scale, Streamside Overlay, Airport Overlay, Accident Potential Subzone-1, Runway Protection Zone) to LI SS-O AP-O APZ1 RPZ (Light Industrial, Streamside Overlay, Airport Overlay, Accident Potential Subzone-1, Runway Protection Zone) on 6.5 acres
2. A Land Use Plan of 6.5 acres to establish the Light Industrial land use

LOCATION AND SURROUNDING LAND USE

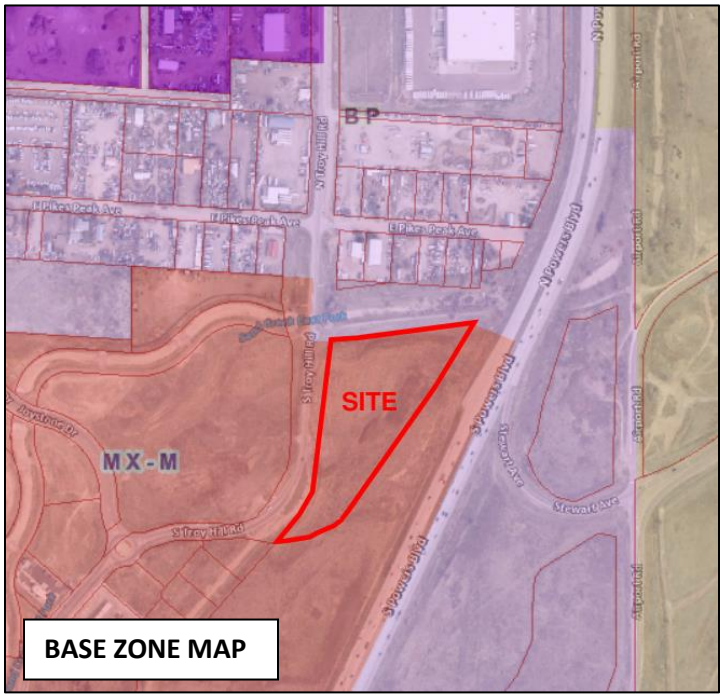


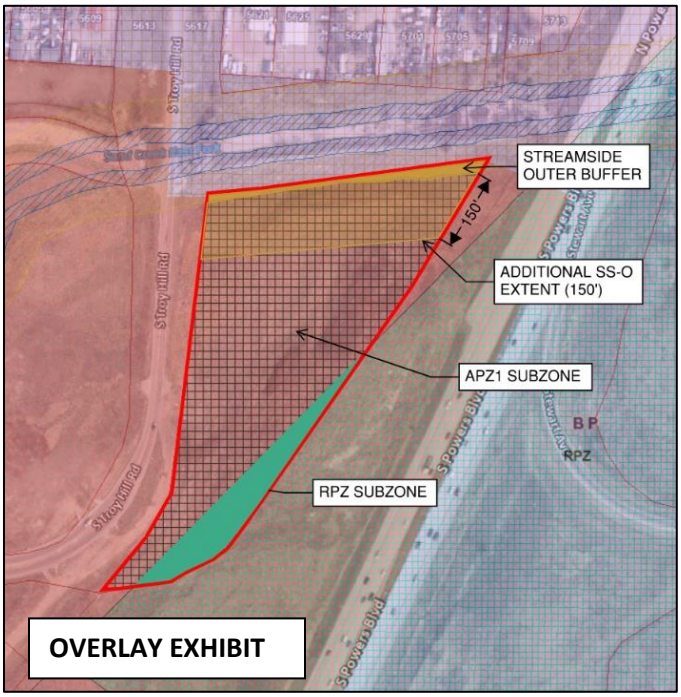
The 6.5-acre site is located northwest of S Powers Blvd and Airport Road. The site is in an area with a variety of existing and planned uses. The existing development to the north is largely comprised of industrial uses including Light and General Industry, vehicle storage and repair, and warehouses. The Colorado Springs Airport and Peterson Space Force Base are west of the site across Powers Blvd. To the

south and west are vacant parcels zoned Mixed-use Medium Scale and are intended for future commercial uses. The site does not share a property line with any other parcels, and is surrounded by right-of-way on all sides. It is directly adjacent to the Airport/Powers right-of-way to the south and east, the Troy Hill ROW to the west, and the Sand Creek East Fork channel to the north.

ZONING CONTEXT

The property is currently zoned MX-M SS-O AP-O APZ1 RPZ and is proposed to be rezoned to LI SS-O AP-O APZ1 RPZ. The properties to the north and east are zoned BP (Business Park). The properties to the south and west are zoned MX-M.





The project site is partially encumbered by the streamside and airport overlays including multiple subzones of the airport overlays. These overlays impact the types of land uses that are permitted at this location and determine where habitable structures can be constructed.

The outer buffer of the Streamside Overlay encumbers a small portion of the northern edge of the site. The streamside overlay extends 150 feet beyond the outer buffer to ensure streamside requirements apply to the nearest developable property. However, this extent of the overlay does not necessarily indicate the presence of sensitive natural features. Light Industrial is a Conditional Use in the streamside overlay and establishment of the Light Industrial use within the overlay area will require Conditional Use approval by Planning Commission prior to Development Plan approval. The site does not include any streamside characteristics such as riparian vegetation, significant slopes, or wetlands. Future development will require compliance with the streamside landscaping standards including additional trees in the buffer areas which will enhance the channel corridor.

Portions of the site are also within the APZ1 and RPZ subzones of the airport overlay. The APZ1 covers most of the site and Light Industry is a permitted use in the APZ1 subzone. A small portion of the site along the eastern boundary is encumbered by the RPZ subzone. Table 7.3.2-B footnote 6 states that warehousing and outdoor storage with no permanent occupancy are the only uses within Light Industry that are permitted. Development will be situated outside of the RPZ subzone and will not conflict with the intent of the subzone.

PROJECT DESCRIPTION

The proposed project includes a rezone of 6.5 acres from MX-M SS-O AP-O APZ1 RPZ to LI SS-O AP-O APZ1 RPZ and an associated Land Use Plan to establish the Light Industry land use. The Light Industry land use is defined as *"An establishment engaged in the manufacture or processing of finished products from previously prepared materials, including processing, fabrication, assembly, treatment, and packaging of such products, and incidental storage, sales, and distribution. This use is characterized by having no major external environmental effects across property lines and include no unscreened or unenclosed outdoor storage. Typical uses include commercial bakeries, dressed beef processing plants, soft drink bottling, apparel assembly from fabrics, electronics manufacturing, print shops, data centers, and publishing houses."*

The Land Use Plan illustrates a single, full movement access point onto Troy Hill Road. Per Traffic Engineering, a traffic study is not required for the Land Use Plan due to the anticipated lower trip generation than uses allowed in the current MX-M zone. A determination on the need for a traffic analysis will be made with future development plans.

The Streamside Overlay and Airport subzones are identified on the plan. Future development of the site will require compliance with all streamside requirements including additional landscaping and streamside activation in the area around the outer buffer. The RPZ subzone prohibits development of any habitable uses within the area covered by the RPZ. This small portion of the site may be used for parking, maneuverability, and landscaping. Future development of the site can be designed to be consistent with the purpose and intent of the overlays and to be compatible with surrounding development.

PROJECT JUSTIFICATION

ZONE CHANGE CRITERIA (7.5.704 D.)

1. **The proposed rezoning is consistent with the goals and policies of the Colorado Springs Comprehensive Plan, with other plans and policies adopted by the City Council; and with the purpose statement of the proposed zone district(s).**

The proposed project is consistent with the purpose of the proposed zone district and the goals and strategies of PlanCOS. A new Land Use Plan has been submitted concurrent with the proposed rezone.

The LI zone district purpose statements states: *The LI zone district accommodates, for example, light industrial uses and commercial uses that are complementary or compatible to light industrial uses.*

The project site is situated in an area that is predominantly existing industrial development in the BP and LI zones and vacant commercial sites in the MX-M zone district. The purpose of the LI zone is to accommodate Light Industrial and compatible commercial uses which is consistent with the makeup of the surrounding area. The Light Industry use is proposed for this site as shown on the associated Land Use Plan. Future development of the site will require compliance with all setback and buffer requirements set forth in the UDC.

The proposed rezone is consistent with the following goals and strategies of PlanCOS:

Strategy TE-1.A-1: *Provide an adequate supply of varied, development-ready sites that are appropriate for new investments in existing industry and targeted clusters.*

The project site is in an area with existing infrastructure and is situated close to the Colorado Springs Airport, Peterson Space Force Base, and supporting industrial and commercial development. Development ready industrial sites are necessary to support and strengthen Airport and Military operations.

Policy TE-4.A: *Prioritize development within the existing City boundaries and built environment (not in the periphery).*

The proposed rezone is an infill site that is not adjacent to existing residential development with convenient access to existing infrastructure including roadways and utilities.

2. **The rezoning will not be detrimental to the public interest, health, safety, convenience, or general welfare**.

   The proposed rezoning will not be detrimental to the public interest, health, safety, convenience, or general welfare. The proposed zone district is compatible with the zoning and development pattern in the surrounding area. The parcel to be rezoned does not share a property line with any other parcels so impact to other properties will be minimal. The site's proximity to the Powers/Airport interchange and Colorado Springs Airport subject the site to increased noise and activity and make it less desirable for lower-intensity, non-industrial uses. Offsite impacts will be determined with future Development Plans and any necessary mitigation will be implemented at the time of Development Plan approval.

3. **The location of the lands in the zoning map area being amended are appropriate for the purposes of the proposed zone district(s).**

   The subject property is in a location that is predominantly zoned BP, LI and MX-M. The proposed LI zone is compatible with these zone districts and can be further integrated with future site design. As described above, the site's location adjacent to the Powers/Airport interchange and the Airport make the site subject to increased noise and activity and make it less desirable for lower-intensity, non-industrial uses.

4. **If the application proposes to rezone a small area of land, the application demonstrates that the size, scale, height density, and multimodal traffic impacts of the proposed rezoning are compatible with surrounding development or can be made compatible with surrounding development through approval conditions.**

   The Land Use Plan proposes to rezone 6.5 acres to the LI zone. The plan identifies the streamside buffers and the APZ1 and RPZ subzones which will impact development intensity and developable area of the site. As previously mentioned, the parcel does not share property lines with any other parcels so impacts to other properties will be minimal. A traffic study is not required with the Land Use Plan but if the future use will create significant traffic impacts, a traffic analysis may be required with the Development Plan. The surrounding developed properties are largely industrial uses. Vacant parcels to the west and southwest are intended for commercial development. The development standards in the LI zone in regards to setbacks, buffers, and lot coverage are similar to the surrounding BP, LI and MX-M zones.

5. **If the application proposes to rezone a relatively small area of land, the application demonstrates that the change in zoning will not create significant dislocations of tenants or occupants of the property, or that any impacts are outweighed by other public benefits or progress toward other Colorado Springs Comprehensive Plan goals that would be achieved by approval of the application.**

   The property is currently vacant, so there will be no displacement of tenants or occupants.

6. **If a Land Use Plan or amendment to a Land Use Plan accompanies the application, the Land Use Plan or amendment complies with the applicable criteria in Subsection7.5.514C.3 (Land Use Plan Criteria).**

   A Land Use Plan is submitted with this request, and such plan complies with the criteria in Subsection 7.5.514C.3 as demonstrated under the responses to such criteria below.

7. **The application is consistent with any approved Concept Plans in the area for which the map is being amended or includes or is accompanied by a provision that approved Concept Plans that have been classified as implemented do not have to be amended in order to be considered consistent with an amended zoning map.**

   A new Land Use Plan has been submitted with to accompany this rezone application. The previous Concept Plan was never realized and no longer applies (CPC CP 18-00080).

8. **If the application is for creation of an ADS-O district, the approval criteria applicable to the creation of the text of the ADS-O district in Section 7.2.607D.47.5.702 (Decision) shall also apply to consideration of the zoning map amendment required to create or amend the boundaries of the ADS-O district.**

   This criterion does not apply.

9. **If rezoning to a PDZ district, the proposed PDZ district provides significant community amenities or other benefits, as determined by the Manager, that promote the achievement of Colorado Springs Comprehensive Plan goals and would not otherwise be required of the applicant under this UDC or other City or governmental regulations.**

   This criterion does not apply.

10. Complies with the additional standards of the base zone district where the property is located (see Article 7.2 (Zone Districts)) or in an overlay district that applies to the property (see Part 7.2.6 (Overlay Districts)). (Ord. 23-03).

The rezone complies with the standards of the LI Zone District. The property is within multiple overlays including the SS-O and AP-O to include the APZ1 and RPZ subzones.

The Land Use Plan illustrates all overlays and subzones and demonstrates that even with these encumbrances, the site is developable with a Light Industry land use. The SS-O outer buffer overlays the site by approximately 22' at its widest point and the Streamside overlay extends an additional 150' into the site. The site does not display any streamside characteristics such as vegetation, slopes, or wetlands. Light Industry is conditional in the SS-O and is evaluated on a case-by-case basis. Due to the lack of streamside characteristics, nature of the surrounding industrial zoning, and current SS-O requirements, the Light Industry land use can be made compatible through site design and implementing the SS-O landscaping requirements that will introduce slope stabilization and riparian characteristics to the corridor.

The site is also within the APZ1 and RPZ subzones. Light Industry is permitted within the APZ1 subzone. The RPZ subzone only covers a small portion of the property. Warehousing and Outdoor Storage with no permanent occupancy are the only uses associated with Light Industry that area allowed within this subzone according to table 7.3.2-B footnote 6. This portion of the site will not include any buildings or uses that require public occupancy.

Despite the overlay district requirements, the Light Industry land use can be made compatible with the additional requirements of the overly districts on the property.

LAND USE PLAN REVIEW CRITERIA (SECTION 7.5.514 C.3.)

A. Consistency with the Colorado Springs Comprehensive Plan and other plans and policies adopted by City Council;

The Land Use Plan proposes Light Industry which is consistent with the goals of PlanCOS as described in the Zone Change criteria above.

B. Consistency with development standards the zone district in which the property is located, or would be located after a requested zone district change;

The Land Use Plan proposes Light Industry which is consistent with the proposed LI zone district. Development of the property will comply with all standards of the LI zone district and the SS and AP overlays.

C. Compatibility with the land uses and development intensities surrounding the property;

The Land Use Plan proposes the Light Industry land use. The existing development to the north is largely comprised of industrial uses including Light and General Industry, vehicle storage and repair uses, and warehouses. The Colorado Springs Airport and Peterson Space Force Base are west of the site across Powers Blvd. To the south and west are vacant parcels zoned Mixed-use Medium Scale and are intended

for future commercial uses. The site is situated below the Powers Blvd and Airport Rd interchange. The site does not have any directly adjacent neighbors as it is directly adjacent to the Airport/Powers right-of-way to the south and east, the Troy Hill ROW to the west, and the Sand Creek East Fork channel to the north.

D. Impacts of the permitted or requested uses, appropriate to the type of development, the neighborhood, and the community;

The proposed Light Industry use is compatible with the surrounding development pattern. Development of the site will enhance the streamside corridor along the north edge of the site. The site is situated in an area with substantial noise and airport and vehicular activity and is appropriate for an industrial use.

E. Adequacy of proposed ingress/egress points and traffic circulation, both on and off the site;

The Land Use Plan identifies one access point to the site from Troy Hill Road. This proposed access utilizes an existing apron. Location of internal drive aisles will be determined with future development plans.

F. Capacity of the existing streets, utilities, parks, schools, and other public facilities to serve the proposed development;

The site is situated along Troy Hill Road which connects to the Platte Avenue Frontage to the north and Airport Road to the south. Troy Hill Road is classified as a Collector and is constructed to accommodate the existing industrial development and future commercial development in the area. The project site was included in a previous Concept Plan that identified various commercial uses. Light Industrial uses generally generate less traffic than the commercial uses identified on the previous Concept Plan so a traffic analysis is not required for the Land Use Plan but may be required with Future Development Plans if trip generation is higher than anticipated.

G. Promotion of transitions in height, intensity, or character between proposed non-residential or mixed-use development and nearby low-density residential zone districts.

The site is not adjacent to any residential development.