

PROJECT NARRATIVE:

1. Discuss the use of the property and the scope of the project:

The Stadium Auto Parts business model is to purchase total loss vehicles from the insurance industry, and dismantle the car to recycle and re-sale all parts. Totaled cars purchased at on-line auctions, will be taken to the new Commerce City facility, and all major salvageable components will be removed in the dismantling area – parts including engines, transmissions, alternators, fluids etc. Smaller interior car parts will be catalogued, stored in the proposed warehouse, and listed on-line for sell to insurance companies and other auto parts shops. The remaining car shell will be catalogued and taken to the outdoor storage areas and left on-site for up to 140 days - allowing potential customers to buy exterior parts. After approximately 140 days, each car shell will be taken to the on-site car crushing machine and hauled off to a recycling center in Englewood. From Englewood the crushed cars are put on a train bound for Pueblo. All inventoried parts that are sold, will be cleaned like new, tested and come with extended warranties.

The new proposed site in Commerce City will provide space for Stadium, a family owned business for over 75 years, to continue their successful green business model in the Denver area. Stadium Auto currently operates a downtown Denver and a Westminster location. They have out-grown their main location in the heart of downtown Denver and are ready to merge their two locations into a larger more efficient operation. The site in Commerce City has been very carefully selected as it will be an ideal site for their day-to-day operations and will continue to provide greater economic development to the Denver area.

Norman, the owner of Stadium is ready to invest in Commerce City, specifically Irondale, a historically industrial area now, and slated to be in the future. The site layout is conducive to the needs of the business and is in a perfect location for Stadium's existing clients they serve. Over 50% of their existing customers are from the north metro area, including shops and retail customers, and between 20-25% of Stadium's existing clients are already within a 10-mile radius of the proposed new location – making Commerce City a supreme location. From an environmental standpoint, at the new location there will be fewer miles generated to deliver and pick-up car parts and with less load on downtown Denver traffic.

The site's natural long layout with limited street frontage is perfect to screen car storage from E. 96th Avenue and from adjacent industrial uses. Furthermore, the development team and the owner are committed to conserving the existing natural cottonwood stands and retention areas on the North and Western sides of the site. In addition to enhancing the O'Brian canal with a 25' wide buffer of planted trees, shrubs and an 8' tall privacy fence – adding to and enhancing the open space within Commerce City.

From an environmental perspective, Stadium makes a large regional impact by responsibly recycling all car parts and therefore reducing overall consumer waste – waste that would otherwise end up in local and regional dumps and potentially polluting soil and waterways. Another added benefit is that recycled parts are sold at a reduced price, compared to new parts, saving consumers both lower insurance premiums and lower cost options to fix their car.

2. Describe the site layout and circulation:

The site is configured to maximize day to day incoming and outgoing traffic in and around the building. The site layout also arranges car shell storage behind the building reducing the overall visibility of the operation from E. 96th Avenue. This configuration maximizes green space at the entrance and preserves a natural area on the north side of the site.

After cars are dismantled and inventoried in the building, the shells will be taken to the yard via the 24' wide access roads. There is enough room to store 4 vehicles deep from bumper to bumper between access roads. The cars will be carefully placed, and not stacked on top of one another - there will be no car or material piles higher than 8' tall in any areas on the site per the Commerce City development code. Under each car shell will be recycled asphalt to protect the soil and reduce dust.

Trailer trucks will enter through the main road, circle around the building, and drop off cars bought at auction at the dismantling or holding area. Office personal and customers will only be able to enter through the main entrance and easily park in the designated parking stalls along the South, East and West sides of the building.

All trucks and vehicles will leave the yard at the same entry point on E. 96th Avenue. There will be security gates at the East and West sides of the building to control access.

3. Identify the anticipated number of employees:

Stadium Auto currently operates their downtown Denver and Westminster locations with 29 employees. When they consolidate their two sites to the Commerce City location, they will grow to have 30-40 employees.

4. Identify the hours of operation:

Stadium will be open 5 days a week from 8 a.m. to 5 p.m.

5. Highlight the anticipated number of vehicles or deliveries:

Incoming:

Stadium takes in about 1,000 vehicles per year: On average there will be 5 trailer trucks per week carrying 4-5 totaled cars coming into the yard. There will also be approximately 5-6 personal and commercial trucks coming into the yard to pick up parts from the distribution office.

Outgoing:

On average there will be 5 trucks leaving the yard for deliveries per day, this average includes FedEx trucks. There will also be trucks arriving once per month to get 5-6 loads of crushed cars ready for pick-up behind the building near the car crusher.

*Overall, the number of miles driven and emissions from incoming and outgoing vehicles will decrease because the consolidation of two Stadium locations to a more central location.

6. Discuss any buffering of neighboring land uses:

In accordance with the Commerce City master plan, and the guidelines set forth by FRICO, the design team is proposing a 25' wide landscape buffer from the toe of the existing O'Brian canal. This buffer is intended to be used by future pedestrians walking the canal. The buffer will be planted with a minimum of 109 trees and 179 shrubs, and will act as a green belt running parallel to the canal.

The proposed buffer area represents a 50% increase from the standard buffer width to meet the minor modification requirement for a reduction in FAR. In addition, another 10' has been added to the width per FRICO recommendations. Increasing the width is one of four options offered in order to meet the minor modification obligation stated below:

- The buffer area has been increased by 50% from the requested 10' width to a 15' wide buffer.

Since FRICO owns and operates the O'Brian canal, the development team has ensured the landscape buffer is designed in accordance with FRICO's design guidelines and easements stated below:

- FRICO owns a strip of land 120' in width, 60' in both directions from the centerline of the O'Brian Canal. In addition to this strip of land, FRICO claims a prescriptive easement to the toe of the slope to protect the integrity of the canal.
- Per the conference call on February 25th, 2020 with FRICO, the city, and the design team it was agreed that an additional 10' from the toe of the slope would be granted to account for the rooting volume of the trees. In addition, all drip-lines of trees are 10' from the toe of the slope and all shrubs are 5' from the toe of the slope.

On the West and North side of the property there will be water catchment facilities and another landscape buffer planted with 102 naturalized tree species, 1,018 native shrubs and naturalized grasses (these quantities represent the required detention landscape per the Commerce City code). The detention landscape and solid wood fence along the entirety of the property line will help further screen the operations from existing businesses. On the North side of the site, we are proposing to preserve as many of the existing cottonwood trees, further connecting and enhancing the naturalized O'Brian canal landscape.

The front of the building will be designed with low-water use cultivated plants that enhance the entrance and provide a nice aesthetic from E. 96th Avenue. Future landscape improvements along E 96th Avenue are identified on the plan, but are intended to be for illustrative purposes only because of the future widening and road improvements in front of the proposed business.

All of the landscape will meet or exceed the Commerce City standards and will enhance the existing properties adjacent to our site in this industrial area.

7. Discuss any phasing of the project, construction timelines, and the anticipated time frame for opening the development.

There will be two construction phases:

- **Phase One** will be the construction of the 15 acres of land from the phase line depicted on the plan to E. 96th avenue. These improvements will include the following:
 - The entirety of the building including drives, parking and loading areas
 - Phase 1 landscape improvements (except for the ROW)
 - Utilities (water/sanitary/storm) required to support Phase 1 construction
 - The entirety of the water main on the subject property will be completed under Phase 1
 - Only the required fire hydrants for Phase 1 will be installed, stubs will be provided for future hydrants
 - Phase 1 perimeter and buffer fencing
 - Phase 1 car storage and access roads

*Please note the official size of the retention pond on the West side of the property will be sized to only accommodate flows for the first phase of construction.
- **Phase Two** will complete the build out on the remaining 10 acres of land from the phase line to the North property line. These improvements will include the remaining site work improvements identified on the approved Development Plan / Conditional Use Permit.

Upon city council approval, final construction documentation, and permitting the construction team expects to start Phase 1 construction in early-mid 2020 with an expected completion date of early 2021. Phase 2 is expected to start in approximately 2 years after the opening of Phase 1.

STATEMENT OF OPERATIONS:

1. A detailed narrative of the operations that will occur on site:

Please reference #1 of the project narrative. Below is additional information about operations:

After the Stadium team dismantles each car, about 20% of the parts go to retail customers at body shops and garages located throughout the country. They sell parts online from their website and on eBay and have 10k customers in their database that they routinely sell to. Stadium is known nationally for their operation. On average, it takes Stadium about 86 days to get all their money back on a purchased totaled car.

2. Hours and days of operation:

Stadium will be open 5 days a week from 8 a.m. to 5 p.m.

3. Number of employees:

Stadium Auto currently operates their downtown Denver and Westminster locations with 29 employees. When they consolidate their two sites to the Commerce City location, they will grow to have 30-40 employees.

4. Number of parking spaces required and provided:

There are 35 parking spaces provided and 22 are required – 2 of the 35 spaces are designated accessible spaces.

5. Average daily peak trips generated:

The table below is taken from the traffic study included in this application:

AM IN:	AM OUT:	PM IN:	PM OUT:
15 trips	5 trips	5 trips	13 trips

6. Type of equipment or processes that are used:

*Please refer to images in the Appendix and the attached floor plan as a reference. Process images are taken from the existing Stadium Auto Parts facility

in downtown Denver. The operations and equipment will be the same at the new site in Commerce City.

The interior space of the building is separated into 4 main areas:

1. Office (Approx. 2100 SF) - sales and business operations
2. Shipping (Approx. 1850 SF) – Preparing shipments to be crated and loaded onto trucks as well as receiving deliveries.
3. Dismantling (Approx. 7300 SF) – Removing parts and fluids of incoming vehicles and prepping them to be sent to the storage yard.
4. Warehouse (Approx. 18,900 SF) – Storage in a rack system of engines, transmissions and other parts to be sold.

All the vehicles are brought into the dismantling area and the car fluids and small parts are drained and organized for their next use. All of the following are properly stored on-site:

- Oil, transmission and brake fluid is removed and stored outside in secondary containers approved for storage and used to heat the building.
 - Volume stored: 1,400 gallons.
- Antifreeze goes through a reclamation process, is stored inside the warehouse and sold for recycled reuse.
 - Volume stored: 500 gallons
- Washer fluid is removed, stored inside the warehouse and sold for reuse.
 - Volume stored: 350 gallons
- Gas and diesel fuels are stored outside in a gas pump and is reused in employee vehicles.
 - Volume stored: 300 gallons
- Freon is pumped out of vehicles, goes through a reclaimer, and is stored inside the warehouse until it is sold for reuse.
 - Weight stored: 75 lbs.
- Batteries are stored inside the warehouse until they are sold for reuse. Old batteries are recycled by an EPA approved recycler if they are not purchased.
 - Quantity stored: No more than 100 at any one time.
- Tires that can be re-used are stored on a large rack until they are sold for reuse or shipped for recycling. Tires that cannot be re-used are placed in the car shells before they are crushed.
 - Quantity stored: No more than 100 tires inside the building. No more than 250 total tires will be stored on-site at any time.

The tires that will be resold are either stored in the warehouse or in dismantling area. Salvaged tires are sold to tire shops who resell them or they are purchased from retail customers. Any tires that cannot be sold are stored by the crusher and put into the crushed vehicles – Stadium is allowed to put 5 tires in each crushed vehicle. Since cars are continually crushed each week there will be no more than 20 to 25

tires next to the car crusher. The tires at the crusher will not be stacked higher than 8' tall.

*According to state law one cannot store more than 1,500 waste tires at one time or store a waste tire for more than three (3) days. Waste tires are also not allowed to be stored outside of a vehicle or trailer.

After the fluids are drained the cars are placed on car lifts to dismantle large parts – engines or other parts that may still have some leaks are drained over a catchment tray. After each item is drained, they are moved with a loader, fork-lift or cart to be sorted and cleaned at the washing station. The washing station is equipped with biodegradable soap and a collection basin for all run-off. After parts are cleaned, they are taken into the warehouse and placed on custom racks for storage.

Once all parts are catalogued and racked, the shell of the car is taken to the outdoor storage area for up to 140 days. During the 140 days, purchased exterior car parts are taken to the front office to be packaged and delivered to various entities. Stadium has customized vehicles they use to transport parts within the site. When the car shell is ready to be crushed it will be transported to the crushing area near the proposed building. That completes the life-cycle of the totaled car.

7. All required licenses and permits issued

A Storm Water Permit will be pulled to ensure water leaving the site has met the standards of the EPA.

- At the washing station, wastewater will be handled with an underground sand/oil interceptor connected to the sewer line. This allows the separated oil to be pumped out by a third party that further processes the oil and sells it as lubricant. There is no permit required to install the sand/oil interceptor. However, plans for the sand/oil interceptor will be submitted to South Adams County Water and Sanitation during the building permit review phase to ensure proper sizing. Inspections of the sand/oil interceptor from South Adams County Water and Sanitation are made every 1-2 years.

A Colorado Dealers license will be obtained – this is for selling and purchasing used motor vehicles.

A sales tax licenses from both the city and state will be obtained.

No other state licensees are required for this type of operation. No other permits are required in order to run operations.

8. The description and process for storing or handling any hazardous materials:

There is one potentially hazardous process that is handled on-site - when totaled cars arrive, they are stripped of fluids in the dismantling area. The following four fluids/parts are considered hazardous because they are considered waste items that have to be properly removed or reclaimed:

1. Antifreeze goes through a reclamation process, is stored inside the warehouse and sold for recycled reuse.
 - Volume stored: 500 gallons
2. Gas and diesel fuels are stored outside in a gas pump and is reused in company vehicles.
 - Volume stored: 300 gallons
3. Freon is pumped out of vehicles, goes through a reclaimer and is stored inside the warehouse until it is sold for reuse.
 - Weight stored: 75 lbs.
4. Batteries are stored inside the warehouse until they are sold for reuse. Old batteries are recycled by an EPA approved recycler if they are not purchased.
 - Quantity stored: No more than 100 at any one time.

In the case of a fire, the employees at Stadium Auto Parts are trained to respond in accordance with the safety protocols given during the employee training. Warning signs, such as “fire extinguisher” and “no smoking” signs will also be posted throughout the site. The safety training given to all employees includes the following:

- The proper use of emergency eyewashes and showers, first aid kits, fire blankets, fire extinguishers, fire exits and fire alarm pull boxes.
- Evacuation procedures and routes in the case of a fire.

9. A list of any regulating agencies with inspection information.

All water is tested per the Clean Water Storm permit that will be obtained for the new Commerce City site.

DESCRIPTION OF THE PROPOSED USE:

1. Compliance with the purpose, goals, and objectives of the Comprehensive Plan:

Below is a summary, by category, of how the proposed project is in accordance with the Commerce City Comprehensive Plan:

Land Use: In accordance with the future land use map, the proposed project site is in an industrial area now and will be in the future.

Economic Development: The economic statement in the comprehensive plan is based on a strong employment base by adding a range of industry, including green businesses. All 29 employees currently working at their downtown Denver and Westminster locations will be transferring to the new site in Commerce City. When they consolidate their two sites, they plan to add 10 more employees.

Tier 1 Growth in historic Irondale: The proposed site is in an area allocated for urban development with access to established capital improvements including water, sewer and other urban utilities. In the industrial enclave policy, it states the goal is to retain the industrial uses and jobs with heavier uses on the interior and lighter uses near residential areas. There are currently no residential areas within a half mile radius of the proposed site.

Parks and Open Space: The planned O'Brian canal trail, adjacent to the East side of the property, will allow for future pedestrian connectivity. A 25' wide planned landscape buffer with an 8' tall privacy fence will add to the aesthetic quality of the O'Brian canal trail and provide screening of the daily operations.

Transportation: The development plan takes into account the expansion of the road and Stadium is in support of the new improved infrastructure changes and the impact fees associated with this expansion.

Stadium plans to post a sign in their office stating they only do business with companies that adhere to tier 3 or tier 4 diesel emission standards, that they follow the Colorado revised statutes 42-4-401 through 42-4-414 and air quality control commission regulation #12. These are emission and vehicle standards put in place at the State and Federal level to best protect air quality.

Natural Resources: Commerce city recognized the need to conserve and reduce solid waste as a community. Stadium not only helps to reduce waste in Commerce City, but in the surrounding Denver metro area. The end of life cars they buy are completely recycled preserving raw materials, eliminating waste in landfills and protecting waterways from spills.

2. Harmony with the character of the neighborhood:

Stadium Auto Parts is positioned to be on piece of property that is surrounded by heavy-use and light-use industrial. The site is currently vacant and is used for some agricultural equipment and trailer storage. Most of the adjacent land owners and businesses are using their land for tractor trailer storage. There is limited pedestrian visibility into the proposed site since most buildings face adjacent local streets and have storage in the back facing the proposed development.

3. General compatibility with the surrounding area:

*See images in the appendix of the existing site

Surrounding the site are existing and planned industrial uses, mainly automotive in nature. The site is shaped in a way to provide maximum screening from vehicles and neighbors since it sits lower than the adjacent O'Brian canal on the East.

4. Community needs for the proposed use:

Norman Wright, and Stadium Auto Parts, has always taken investment in their community winning environmental awards for recycling everything in the day-to-day operations. They also provide cars for fire fighters to practice using their jaws of life equipment, and local police use their cars to train with VIN identification. There is always a community need for the proposed use - this is a business that takes care of societies automotive waste stream, without any subsidies, and supplies the community with lower cost car parts enabling older cars to run in good condition.

Stadium employs and sufficiently trains community members at a fair wage. The pay range for each employee is between 42-50k per year and they give their employees benefits including holiday and sick pay. Stadium financially supports youth sports teams and opens doors to any school. Students frequently tour the facilities to understand the auto recycling process and business.

5. Effects on adjacent property and how they will be mitigated:

Stormwater – All runoff will be directed to on-site retention areas on the East and North sides of the site. Water will be tested against EPA standards to ensure the water quality is protected.

Visually - The property will be heavily screened on the East side along the canal with a 25' wide landscape buffer. On the North side the existing cottonwood stands that will remain and natural topography make it nearly impossible to see into the site. Along the Western edge will be another native landscape buffer and retention facility providing a natural landscape edge in addition to a 6' tall solid wood fence that will run along the entire property line. The front of the property along E. 96th Avenue will be landscaped per the Commerce City landscape standards.

6. Effects on public infrastructure and services and how they will be mitigated:

The main effect on public infrastructure will be the added vehicles on E. 96th Avenue. A detailed traffic study has been conducted for this business at this site and demonstrates traffic impacts will be minimal.

7. Site characteristics:

*See images in the appendix of the existing site

The site is generally flat and naturally sloped toward the abandoned Burlington Ditch on the West side of the property. Most of the grading will remain in-tact and the natural slope will allow for continued water catchment in the abandoned ditch. On the East side is the O'Brian canal that provides a 6'-8' berm - insulating the site from surrounding properties. The land is currently vacant with some storage of agricultural equipment. There are many noxious trees on-site with naturalized grasses and weeds.

8. Landscaping and screening strategies to mitigate impacts:

Please see number six under the project narrative.

9. Noise, dust, odor or other nuisances that may impact the surrounding area.

Noise – There will be heavy loaders and skid steers on-site to move car shells from the dismantling bays to the car holding areas. This noise will only occur during normal business hours and there are no residential neighbors nearby.

Dust – The roads between car storage bays will be a layer of recycled crushed concrete with a layer of recycled crushed asphalt on top - only employees will be allowed to drive to each car storage bay further reducing dust and traffic. Interior areas for car storage will be covered with recycled asphalt.

Odor – There will be limited odor produced from the operation. Most of the odor will come from the dismantling bays when the car fluids are removed. The building will be equipped with the proper filters and ventilation system.

10. Security from theft and unwanted visitors:

Similar to the current Stadium Auto Parts site(s), there will be a burglar alarm in the building and a complete camera system for the entire facility. During the day employees will be at the site monitoring everything that is going on while teams are dismantling, organizing and pulling parts for customers. In addition, no one is allowed in the car shell storage areas without an escort. All employees are trained on possible issues that relate to theft.