

To: Town of Monument  
Planning Department

From: Galloway & Company, Inc  
Aaron McLean, Site Development Project Manager

Date: September 17, 2021; REVISED November 19, 2021

Re: **QuikTrip #4299 – Final Plat and Final PUD Applications  
Project Narrative – Design Principles and Code Analysis  
Area A Falcon Commerce Center Sketch PD Plan and Lots 1-6 Falcon  
Commerce Center Phase 1**

### Introduction

The purpose of this memorandum is a cover to the subject property and related request with Town staff. Galloway is representing QuikTrip Corporation (QT) who is under contract to purchase all of the subject property, which is unplatted and is approximately 12.016 acres. The subject site is vacant and is bounded by Baptist Road to the north, Terrazzo Drive to the east, Squadron Drive to the south and Old Denver Road ROW to the west.

The property is zoned Planned Unit Development (PUD) and subject to the land uses established in the Preliminary PD Site Plan for Falcon Commerce Center Phase 1. This Preliminary PD Site Plan is consistent with the intent of the Falcon Commerce Center Sketch PD Plan for use Area A, where Commercial, Medical and Office uses are to be established within the overall Falcon Commerce Center development that general consists of approximately 213 acres. Along with the land uses established under the Preliminary PD Site Plan, so too are the lot and building standards as development guidelines for projects to adhere to as Town codified documents. In addition, there are the privately enforced *Falcon Commerce Center Development and Design Guidelines* that apply to the subject site; which require preliminary project approvals by their Design Review Board (DRB) prior to formal Town submittals.

The proposed QuikTrip convenience store with fuel and diesel sales is generally classified as a Commercial use and is an allowed use by right within the PD zoning. As with the PD zoning, a Final Plat and Final PUD site plan application types are required for processing with the Town; both of which require public hearings before the Planning Commission and Board of Trustees. As such, each of these applications are being submitted to the Town concurrently to be processed on the same schedule. Prior to this submittal, a Preliminary Development Plan process phase with the Falcon Commerce Center DRB has been reviewed and approved to allow for Town submittal; please see letter enclosed with this submittal package.

### Final Plat

The Final Plat application will subdivide the existing 12.016-acre parcel into two (2) individual lots. Proposed Lot 1, where the QT facility will be located, is approximately 7.558 acres with



proposed Lot 2 being the remainder at 4.458 acres. The residual Lot 2 is not part of the Final PUD site plan; however, it will be marketed for future commercial development opportunities.

Pursuant to Section 18.02.260.C, Final Plat of the Town Code, the proposed QuikTrip facility addresses the following:

1. The plat conforms with the Town's Comprehensive Plan; Parks, Trails, and Open Space Plan; and other plans adopted by the Town from time to time;

*Analysis: The proposed subdivision plat will substantially conform to the Town's various plans as it provides the ability for future commercial development opportunities; which is consistent with the Future Land Use Map recommendation for the subject project, that being a Commercial Center (CC).*

2. The plat proposes a harmonious development and lot pattern that is compatible with the neighborhood and community;

*Analysis: The proposed subdivision will create lots that are adequate in area for commercial developments.*

3. The lot and development pattern ensures there will be adequate light, air, parks, open space, and other places for public use;

*Analysis: While although there are no parks or public open space(s) proposed with this commercial subdivision, the proposed lot and development pattern will not have an adverse impact on light and/or end for future end uses.*

4. The plat design provides for adequate access to all lots and tracts proposed in the subdivision;

*Analysis: The proposed subdivision will create lots that have adequate access to adjacent, existing public roads for future connections.*

5. Adequate, safe, and efficient public improvements, utilities, and community facilities and services will be provided with sufficient capacity to serve the subdivision;

- a. A sufficient supply of water is available and sufficient water rights have been dedicated to the Town or applicable district, in conformance with the applicable district's water standards.

*Analysis: The proposed subdivision will be served by the Forest Lakes Metropolitan District for both water and sanitation services; who by way of providing a Commitment letter demonstrates an adequate source of quasi-public facilities.*

- b. The owners and/or developers of the property will bear the cost of improvements which benefit the land being developed and pay their fair share of any community improvements and/or facilities.

*Analysis: The developer, QT, will finance all new construction costs related to the site improvements as proposed in the Final Plat and Final PUD documents.*

6. The plat design provides for adequate protection from fire, flood, geologic hazards, significant soil constraints, and other dangers, and provides for proper design of stormwater drainage, erosion control, and streets;

*Analysis: The proposed subdivision is part of a larger regional development where existing infrastructure has been constructed to allow for connections for stormwater management and street networks.*

7. The plat conforms to all applicable provisions of these regulations and any other applicable provisions of the Monument Municipal Code, and all applicable County, State, and Federal Regulations;

*Analysis: It is the intent of the proposed subdivision to fully comply with all local, State and Federal regulations.*

8. The plat design provides for the preservation and conservation of unique or distinctive natural areas, scenic areas and views, natural landmarks, including rock outcroppings and unique landforms, significant wildlife habitats and migration areas, drainage areas, riparian areas, wetlands, historic features and archaeologically sensitive sites, recognizing the irreplaceable character of such resources and their importance to the quality of life in Monument;

*Analysis: The proposed subdivision boundary does not have any significant land forms and/or features that would required preservation or conservation.*

9. The plat design provides for the preservation and conservation of significant stands of vegetation; and

*Analysis: The proposed subdivision boundary does not have any significant land forms and/or features that would required preservation or conservation.*

10. The final plat is generally consistent with the preliminary plat, as applicable.

*Analysis: The proposed subdivision is generally consistent with the original intent of the Preliminary PD Site Plan document, in that the boundary of the two areas remain the same, with similar access points as well.*

## **Final PUD**

The Final PUD site plan will allow for construction and related on-site improvements for an approximately 8,292 square foot convenience store with eleven (11) vehicle fueling dispensers and six (6) high speed fueling dispensers on approximately 7.56 acres. One hundred-seven (107) vehicle parking spaces and fourteen (14) tractor trailer parking spaces are proposed to accommodate customers; however, there will be no overnight parking allowed for the trucks. This restriction is notated on the site plan notes as well with proposed "No Over Night Parking" signs near the truck parking spaces. To help minimize the visual impacts of the truck fueling portions of the property; there will be a combination of a 4-foot earthen berm along the southern and portions of the eastern property line along with a 4-foot screen wall on top.

Access to the property is currently provided via existing constructed internal roads, Baptist Road on the north will be a right-in/right-out only with a median control; Terrazzo Drive to the east will have three (3) curb cuts to disperse and separate the vehicle and truck traffic, increasing safety for all. The northern most access on Terrazzo will be full movement, with the middle access median controlled as well and restricted to right-in/right-out movements; it is anticipating that these two access drives will be utilized by vehicles. The most southern access drive along Terrazzo Drive will be restricted to one-way traffic, allowing only trucks to enter for convenient access to the high-speed fuel dispensers and axillary parking spaces for trucks. To the south, along Squadron Drive, a new curb cut is proposed that will provide full movements. The submitted Traffic Impact Study (TIS) analyzes the use and the relates circulation patterns and reveals no issues and/or impacts to the existing traffic patterns.

QuikTrip utilizes 360-degree architecture with high quality architectural features in their building programming, that incorporates the use of stone, brick and stucco materials to provide a mix of design elements for visual relief. Cornice and tower elements are incorporated in the building elevations to provide a sense of scale and visual relief; and with multiple pedestrian entrances to the building, there are metal awnings and ribbon features that accentuate the overall building design intent. The fuel canopies continue the building theme with use of similar architectural treatments and rooflines. Rooftop mechanical equipment is screened on all four sides of the building, minimizing the visual impacts from public view.

It should be noted that QuikTrip is more than a “c-store” as they provide a variety of made to order fresh food menu items; with this particular store also classified as a travel center to accommodate the nearby I-25 travelers. Because of this type of offering and operation where customers will visit for fueling, food and refreshment purposes; there is ample on-site parking proposed for the facility, which again a restriction to prevent overnight parking on the premises. The proposed one-hundred and seven (107) total parking stalls should be adequate for both the anticipate visits by vehicles and trucks to this particular store.

Pursuant to Section 18.03.460.D, Final PUD plan of the Town Code, the proposed QuikTrip facility addresses the following:

1. The final PUD conforms to or is consistent with the preliminary PUD;

*Analysis: The proposed QuikTrip #4299 Final PUD substantially conforms to the Preliminary PUD site plan for Falcon Commerce Center Phase I in that the development proposal is consistent with the established Development Guidelines, allowed land use and within the development boundaries with what is allowed per that document.*

2. Circulation is designed for the type of traffic generated, safety, separation from living areas, convenience, access, handicap access, noise and exhaust control. Though generally discouraged, private internal streets may be considered where appropriate to the development. A proper institutional framework, such as a metropolitan or special district must be established for maintenance thereof for the life of any private streets. All streets shall be accessible by police and fire department and other emergency vehicles for emergency purposes, and to service vehicles such as trash trucks. Bicycle and pedestrian circulation and connections shall be provided;

*Analysis: The Falcon Commerce Center Phase I Preliminary PUD site plan established the surrounding traffic network with new roads and proposed curb cuts. The proposed QuikTrip #4299 Final PUD site plan will further evolve the internal and external circulation network in and around the subject site by adding additional access drives along with an internal drive connecting Baptist Road and Squadron Drive, from north to south.*

3. Functional parks, open space, and trails in terms of recreation, views, density relief, convenience, function, connectivity, and optimum preservation of natural features including trees, shrubs, wildlife habitat, scenic areas and riparian and drainage areas are provided in conformance with the Comprehensive Plan, the Parks, Trails, and Open Space Master Plan, and the Development Standards (Chapter 18.05 of this title);

*Analysis: The proposed QuikTrip #4299 Final PUD site plan is for non-residential land uses and no park and/or recreations areas are required.*

4. A variety of development and housing types and styles, and densities are proposed. Mixed land use is encouraged;

*Analysis: The proposed QuikTrip #4299 Final PUD site plan is for non-residential land uses with no allowances for residential.*

5. Privacy for individuals, families and neighbors is provided as appropriate;

*Analysis: The proposed QuikTrip #4299 Final PUD site plan is for non-residential land uses with no allowances for residential.*

6. Building design in terms of orientation, spacing, materials, exterior color and texture, storage and lighting result in a quality architectural design that is compatible with the surrounding neighborhood. The placement of identical or similar residential models on any two adjoining lots along a street is discouraged;

*Analysis: As discussed above, QuikTrip utilizes 360-degree architecture with high quality architectural features in their building programming, that incorporates the use of stone, brick and stucco materials to provide a mix of design elements for visual relief.*

7. The landscaping is a quality design that enhances the site and is compatible with the surrounding neighborhood as shown by amount, types, and materials used. Entrance features are encouraged. The proposed landscaping must not create maintenance problems and shall be suitable for the site and neighborhood including plant hardiness. A xeriscape design that will conserve water is required;

*Analysis: The landscape palette for the proposed QuikTrip #4299 Final PUD site plan is consistent with the surrounding mountainous character and utilizes low to moderate water use type trees and shrubs, along with seed mix and rock mulch beds to perpetuate a xeriscape design.*

8. Adequate off-street parking will be provided:
- a. Particularly for single-family residences in a PUD, required front-yard setbacks should be established and driveways should be arranged so as to provide off-street parking therein without causing parked autos to block sidewalks.

*Analysis: The proposed QuikTrip #4299 Final PUD site plan is for non-residential land uses; however, there is adequate on-site parking for the proposed land use and their operations.*

- b. The Town may increase or decrease the normally required number of off-street parking spaces based on a consideration of the following factors:
  - i. The relationship of the proposed modifications to the stated purposes and intent of the PUD;
  - ii. Probable number of vehicles owned by residents;
  - iii. Parking needs in nonresidential areas;
  - iv. Varying time period of use, whenever joint use of common parking areas is proposed; and
  - v. Availability and use of alternative transportation methods.

*Analysis: The required parking ratio for the proposed land use is 1 space per 200 square feet, which for the proposed 8,292 square foot building would equate to 42 total parking spaces. However, considering the operational needs per the QuikTrip store type (travel center), substantially more parking is required to accommodate the interstate travelers who will utilize the store for fuel, travel supplies, food and refreshments for both vehicles and trucks. As such, 107 standard vehicle parking spaces are proposed, along with 14 truck parking stalls as well. It is worth reiterating here that the proposed parking stalls for trucks are not for overnight usage.*

9. The final PUD has been shown to fit within the context of the planned land use pattern and roadway and utility systems of the larger surrounding area.

*Analysis: The proposed QuikTrip #4299 Final PUD site plan demonstrates conformance with the existing and proposed surrounding land uses, in that regional commercial type uses are planned for the area. The existing road and utility network can accommodate the proposed development with no significant or adverse impacts to the public and/or private infrastructure.*