

[22 May 2020] WVC- Monument Campus Letter of Intent

The Woodmen Valley Chapel Monument Campus is located within the Conexus Business Park development in south Monument. The parcel is bordered by Interstate 25 to the east, Old Denver Road to the west, and undeveloped land to the north and south. There is a floodplain to the south of the parcel. The entire site is 5.45 acres and zoned Planned Development (PD) which shall remain. An amendment to the Preliminary PD Site Plan for Conexus Business Park added Religious Facilities and Institutions as a permitted use within the development. The other lots in the business park will be developed independently.

Final PD Site Plan Criteria:

- 1. The final PD site plan conforms to or is consistent with the preliminary PD site plan.**

This Final PD Site Plan is consistent with the amendment to the Preliminary PD Site Plan for Conexus, Ordinance 12-2018 from August 6th, 2018. The amendment added *Religious Facilities and Institutions* as a permitted use within the Conexus Business Park. The Conexus Business Park Preliminary PD Site Plan and rezoning from February 5th 2018 laid out regulations to ensure that the developments within the business park would have a consistent style, feel, and aesthetic quality. This Final PD for the Woodmen Valley Chapel (WVC) is consistent with the regulations set forth in the Preliminary PD Site Plan for the Conexus Business Park. The WVC will not have any separately licensed school or childcare.

- 2. There is an appropriate relationship to the surrounding areas.**

The site has a 20 foot landscape setback and a 25 foot building setback from the western property line adjacent to the New Santa Fe Trail along Old Denver Road. On the eastern property line adjacent to Interstate 25 ROW, there is a 25 foot landscape setback and a 50 foot building setback. Internal setbacks are as shown on the Final PD and are designed as such for future connectivity and development cohesion.

- 3. Circulation in terms of an internal street circulation system 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 the streets. The streets shall be accessible by police and fire department and other**

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emergency vehicles for emergency purposes, and to service vehicles such as trash trucks. Bicycle and pedestrian circulation and connections shall be provided.

Traffic enters the WVC site by turning east from Old Denver Road onto Wagon Bow Way (Private Roadway) and then into the site via two access points. Under normal daily/evening activities the average daily traffic count is expected to be about 175 to 200 with no restrictions on entering or existing the site. The limited normal daily activity traffic will not result in stacking issues along Wagon Bow Way or Old Denver Highway. During church service times, special events such as weddings and holiday services the site will experience expected increased traffic volumes. As a result of this higher than normal attendance and traffic, vehicular traffic flow will need to be managed. The management of this traffic will be to execute a planned counter clock-wise traffic flow with vehicles entering the parking area via the NW lot access and exiting at the NE lot access. In addition, the church will utilize volunteers for on-site traffic flow as well as paid law enforcement officers for traffic control along Old Denver Highway. Please refer to the Traffic Flow/Management Memo from WVC for further details and a traffic management map for the management plan to direct high traffic events.

Woodmen Valley Chapel provides ADA pedestrian access to the church from Wagon Bow Way (by others) within the Conexus Business Park.

- 4. 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 and Parks, Trails, and Open Space Master Plan and Town Subdivision Regulations (Title 16).**

The project does not have parks or open space on site but provides ample landscaping buffer between the New Santa Fe Regional Trail and the edge of the parking lot. The southeast corner of the site has been left as open space where there is an existing natural drainage swale. A Final Landscaping Plan is provided per the Town of Monument Code.

- 5. A variety of development and housing types and styles, and densities are proposed. Mixed land use is encouraged.**

N/A

- 6. Privacy for individuals, families and neighbors is provided as appropriate.**

N/A

- 7. The adequacy, safety, separation, convenience, access to points of destination, and connectivity, and attractiveness of pedestrian and bicycle facilities.**

The site does not impede any pedestrian and bicycle connectivity and provides access to the site by an ADA pedestrian route from Wagon Bow Way south through the site parking lot to the Chapel. Appropriate signage as required will be provided at the Santa Fe Trail crossing.

8. Building type in terms of appropriateness to density, site relationship and bulk.

The building type meets the criteria for the Conexus Business Park development Preliminary PD Site Plan amendment.

9. 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 Town discourages the placement of identical or similar residential models on any two adjoining lots along a street.

The building design and architecture is compatible with the surrounding business park and PD land use.

10. 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 will not create maintenance problems and is suitable for the site and neighborhood including plant hardiness. A xeriscape design that will conserve water is required.

The Final Landscape Plan meets all criteria per Town of Monument code and the Conexus Business Park Preliminary PD Site Plan.

11. Adequate off-street parking will be provided:

- a. **Particularly for single-family residences in a PD, 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.**
- b. **The Town may increase or decrease the normally required number of off-street parking spaces based on a consideration of the following factors:**
- c. **The relationship of the proposed modifications to the stated purposes and intent of this PD regulation,**
- d. **Probable number of vehicles owned by residents in the planned development,**
- e. **Parking needs in non-residential areas,**
- f. **Varying time period of use, whenever joint use of common parking areas is proposed,**

g. Availability and use of alternative transportation methods.

The WVC has 642 assembly seats, which translates per Town of Monument code 17.60.140 Table 1 (1 space for each 4 seats in the assembly room) to 161 required parking spaces. The site is providing 394 parking spaces (including handicap spaces) which is quite a bit more than the required. Based on historical church data from other campuses, it is estimated that only one or two adults would be arriving in each car thus the ratio needed for parking is more likely 1 parking space per 2 assembly seats. This preferred ratio of seats to parking has been provided for with the proposed 321 parking spaces. This additional parking also helps mitigate parking challenges typically experienced during larger than normal attendances such as holiday services. Parking lot islands, trees and shrubs has bene provided to help soften the parking lot and provide perimeter buffering. Parking lot trees have been provided for at 1 tree per 10 parking spaces to help offset those parking areas that exceed the 1 island per 10 parking stall requirement due to the nature of the design and site constraints.

12. The final PD site plan or preliminary/final PD site plan has been shown to fit within the context of the planned land use pattern and roadway and utility systems of the larger surrounding area.

The WVC site will connect to Wagon Bow way for driveway and pedestrian access and will connect to the water, sanitary, and storm systems of the larger Conexus Business Park development. This Final PD Site Plan shows how the site fits into the context of the larger area and planned land use PD pattern of the Conexus Business Park.