
BURGERWORKS MONUMENT JUNCTION - PRELIMINARY/FINAL PUD PLAN

PROJECT NARRATIVE

JUNE 2022

OWNER:

PATRICIA'S TABLE, LLC
908 N. JOHN REDDITT
LUFKIN, TX 75904

APPLICANT:

BURGERWORKS MONUMENT, LLC
908 N. JOHN REDDITT
LUFKIN, TX 75904

CONSULTANT:

N.E.S. INC.
BLAINE PERKINS
619 N. CASCADE AVE. SUITE 200
COLORADO SPRINGS, CO 80903
719.471.0073
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SITE DETAILS:

TSN: 7114400008

LEGAL DESCRIPTION: LOT 4, MONUMENT JUNCTION WEST FILING NO. 1

ACREAGE: 1.79 ACRES

CURRENT ZONING: PUD

CURRENT USE: VACANT

REQUEST

N.E.S. Inc. on behalf of BurgerWorks Monument LLC requests approval of a Preliminary/Final PUD Plan on the 1.79 AC Lot 4, Monument Junction West Filing No. 1.

LOCATION

Monument Junction is situated on both sides of Jackson Creek Parkway, south of its intersection with State Highway 105 (SH 105), which abuts the northern boundary. The entire Monument Junction community has a total of 83.977 acres; 44.140 acres west of Jackson Creek Parkway and 39.837 acres to the east. Interstate 25 (I-25) is situated to the west of the site, with the off-ramp onto SH 105 forming the western boundary. Downtown Monument is located less than a mile to the west of the property.

Phase One of Monument Junction on the east side of Jackson Creek Parkway is approved for a development comprised of a mix of residential densities for a total of 204 new homes. The west side of Jackson Creek Parkway has been platted as Monument Junction West Filing No. 1 and includes six lots and three tracts. The subject site is Lot 4, located in the northwestern portion of the site. Lots 1-3 to the north and west of the site are planned for commercial development. South of the site is planned for

multi-family development. Further south will be stormwater detention facility, public park, a commercial lot and future residential development.

MAP 1: MONUMENT JUNCTION SITE LOCATION

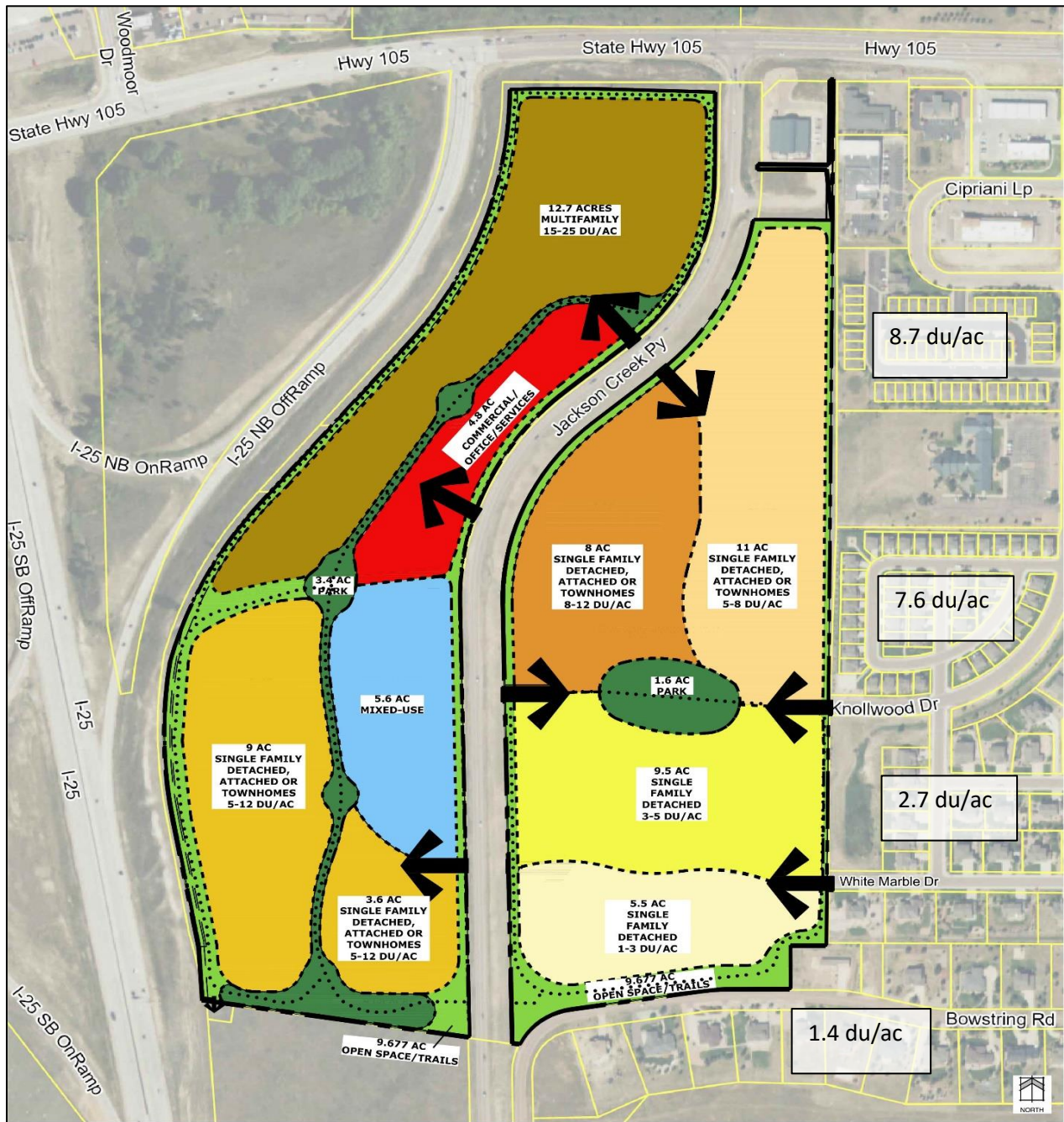


PROJECT DESCRIPTION

CURRENT ZONING: A PD Zoning and Sketch PD Plan for the property were approved on June 15, 2020. This project was previously named The Village and has been renamed Monument Junction. It should be noted that the PD Zoning and Sketch PD Plan was approved under the former Municipal Code as a PD (Planned Development) zone. The Town has since adopted a new Land Development Code (LDC) and the nomenclature for the zoning has changed from PD to PUD (Planned Unit Development).

On the west side of Jackson Creek Parkway, 4.8 acres is designated for commercial/office/services, and a 5.6-acre mixed-use area in the central portion of the site. These commercial areas have been platted as Lots 1-4 and Lot 6 of the recorded Monument Junction West Filing No. 1 Plat. The acreages of these lots are consistent with the approved Sketch PD Plan but the sites have been moved to the northwest portion of the property to provide better access and visibility for the commercial uses.

MAP 2: APPROVED SKETCH PD PLAN



PROJECT DESCRIPTION: BurgerWorks proposes to construct a 3,800 SF fast-food restaurant on Lot 4, with a 640 SF storage area, drive through, and outdoor dining area. The drive thru lane on the east side of the building meets the proper stacking requirements. The distance from the clearance bar and the order board is 119 feet, and there is 96 feet from the order board to the pick up window. This combines to 215 feet between the clearance bar and the order pick up window. 256 additional feet of internal stacking is provided, totaling 480 feet of onsite stacking.

Jackson Creek Parkway will have a 25' building and landscape setback and there will be a 10' landscape setback on Fat Tire Drive. Evergreen screening has been provided between this site and the multi-family development to the south. A 10' building and landscape setback is also provided along Laughing Lab Way.

The proposed building will have a maximum height of 21' – 8". There will be 50 surface parking spaces provided, three of which are ADA accessible. 57 parking spaces are required. A slight parking reduction is requested. This is a drive-thru oriented business, lessening the demand for parking. Appropriate ADA access is provided from these spaces and the adjacent rights-of-way to the entrance of the restaurant.

ACCESS AND CIRCULATION: Circulation around the site has been designed to ensure that vehicles have adequate space to maneuver around the parking drive aisles and drive through lanes without conflict between the two. Appropriate aisle widths and turning radii will accommodate emergency vehicles. The site will be accessed via two new public streets off Jackson Creek Parkway; Laughing Lab Way and Fat Tire Drive. Laughing Lab Way is proposed as a right-in/right-out only access and Fat Tire Drive will provide a full movement signalized intersection. A Traffic Impact Study (TIS) prepared for the entire Monument Junction site by LSC Transportation Consultants is included with this submittal, which analyses the traffic generated by the development. An additional Traffic Analysis Letter is also provided in this submittal.

DRAINAGE: The Drainage Report prepared by Classic Consulting Engineers and Surveyors analyses the stormwater runoff from the proposed development, having regard to historic flows from adjacent development. All stormwater quality and detention is handled in the facility proposed in Tract A Monument Junction West Filing No. 1. The pond is designed for the 100-year flood event and includes water quality treatment before releasing into the public stormwater system in Jackson Creek Parkway. The Monument Junction Metropolitan District will own and maintain the off-site detention pond.

UTILITIES: Water and Wastewater Services will be provided by Woodmoor Water and Sanitation District. Gas service will be provided by Black Hills Energy and electric service will be provided by Mountain View Electric Association.

LANDSCAPING: Landscaping will be installed by the developer of Lot 4 along Jackson Creek Parkway and in the landscape areas within the development. Entryway monument signage and landscaping will be included at the access points off Jackson Creek Parkway. This will provide screening for the users and create an attractive appearance along the arterial street and throughout the development. Evergreen screening is also provided between this site and the multi-family development to the south.

PROJECT JUSTIFICATION

PRELIMINARY PUD PLAN REVIEW CRITERIA:

Section 18.03.450.D of the Town of Monument's newly adopted Land Development Code states that the Preliminary PUD Plan must adequately address the following criteria in a manner consistent with the general public interest, health, safety and welfare:

- 1. QUALITY AND FUNCTIONALITY OF OPEN SPACE AND PARKS ARE APPROPRIATE TO THE SITE IN TERMS OF RECREATION, VIEWS, PUBLIC ACCESS AND OPTIMUM PRESERVATION OF NATURAL FEATURES INCLUDING TREES, SHRUBS, WILDLIFE HABITAT, SCENIC AREAS, AND RIPARIAN AND DRAINAGE AREAS IN CONFORMANCE WITH THE COMPREHENSIVE PLAN AND PARKS, TRAILS, AND OPEN SPACE MASTER PLAN;**

Adequate open space, as identified in the Sketch PD Plan is to be provided for the overall Monument Junction community. There is no specific open space requirement for the proposed commercial development. This site provides an outdoor patio area, and sidewalk connections to open space throughout the development.

- 2. PARKS AND OPEN SPACE DEDICATIONS, OR FEES IN LIEU OF DEDICATION, ARE CONSISTENT WITH THE REQUIREMENTS OF ARTICLE 3 OF CHAPTER 18.02 (SUBDIVISION);**

Park land dedication is not required for commercial development.

- 3. SCHOOL LAND DEDICATIONS, OR FEES IN LIEU OF DEDICATION, ARE CONSISTENT WITH THE REQUIREMENTS OF ARTICLE 3 OF CHAPTER 18.02 (SUBDIVISION);**

School land dedication is not required for commercial development.

- 4. THE TRAIL SYSTEM PROVIDES ADEQUATE INTERNAL CIRCULATION AND MAKES APPROPRIATE EXTERNAL CONNECTIONS TO SCHOOLS, PARKS, EMPLOYMENT CENTERS, AND TRANSIT; AND TRAILS CONFORM TO THE COMPREHENSIVE PLAN AND PARKS, TRAILS, AND OPEN SPACE MASTER PLAN;**

Internal sidewalks connect this site to other development areas in Monument Junction. There will be a trail network that will provide a connective pedestrian system through the open space tracts within the Monument Junction community so that the neighborhoods are interconnected and can access the commercial areas and open spaces.

- 5. THE PROJECT PROVIDES A BENEFIT TO THE TOWN SUCH AS INCREASING THE VARIETY OF DEVELOPMENT TO FILL A NEED AND/OR PROVIDE AMENITIES FOR THE BENEFIT OF THE TOWN RESIDENTS;**

There will be a mixture of non-residential and residential development in the overall Monument Junction community that provides convenience goods, services, and employment opportunities for area residents. The Comprehensive Plan acknowledges the need for convenience retail and restaurants, which will be provided by the proposed fast-food restaurant on Lot 4.

6. A VARIETY OF DEVELOPMENT AND HOUSING TYPES, STYLES AND DENSITIES, ARE PROPOSED;

The overall Monument Junction community provides a variety of development, which includes commercial/service uses, a range of residential types, styles and densities, with complementary open space and trails. The proposed fast-food restaurant on lot 4 will implement this envisioned mix of uses.

7. AN APPROPRIATE RELATIONSHIP EXISTS BETWEEN USE AREAS, BOTH INTERNAL AND SURROUNDING, WITH ADEQUATE BUFFER AREAS PROVIDED IF WARRANTED;

Appropriate setbacks provide transitions between residential and commercial development in Monument Junction.

8. THE CIRCULATION SYSTEM PROVIDES ADEQUATE CAPACITY, CONNECTIVITY, AND ACCESSIBILITY;

Circulation around the site has been designed to ensure that vehicles have adequate space to maneuver around the parking drive aisles and drive through lanes without conflict between the two. Appropriate aisle widths and turning radii will accommodate emergency vehicles. The site will be accessed via two new public streets off Jackson Creek Parkway; Laughing Lab Way and Fat Tire Drive. Laughing Lab Way is proposed as a right-in/right-out only access and Fat Tire Drive will provide a full movement signalized intersection. Sidewalks are proposed throughout the development to provide pedestrian accessibility. Appropriate ADA access is provided from these spaces and the adjacent rights-of-way to the entrance of the restaurant.

9. THE PHASING PLAN, IF ANY, IS APPROPRIATE, MINIMIZES UNNECESSARY OR PREMATURE GRADING OR REMOVAL OF VEGETATION, PROVIDES ACCESS TO COLLECTOR ROADS, FOR UTILITY EXTENSIONS, AND ADEQUATELY ADDRESSES OTHER FISCAL CONCERNS OF THE TOWN;

No phasing plan is necessary on this 1.79-acre site.

10. WATER AND SEWER UTILITY SERVICE IS PHYSICALLY FEASIBLE AND ECONOMICALLY CAPABLE OF BEING CONNECTED TO THE TOWN SYSTEM, UNLESS SUCH CONNECTION REQUIREMENT IS SPECIFICALLY WAIVED BY THE TOWN AND THERE IS ADEQUATE CAPACITY TO SERVE THE DEVELOPMENT, INCLUDING THAT THE WATER SUPPLY MEETS TOWN STANDARDS;

The site is located within the Woodmoor Water and Sanitation District service area and will be connected to their water and sanitary sewer system. A Will Serve letter is included with the submittal.

11. OTHER REQUIRED UTILITIES ARE AVAILABLE, AS DEMONSTRATED BY WILLING-TO-SERVE LETTERS FROM ALL RELEVANT UTILITY PROVIDERS;

MVEA will provide electric service and Black Hills Energy will provide natural gas service. Will Serve letters are included with the submittal.

12. THE PLAN DESIGN AND DENSITY ARE SENSITIVE TO THE SITE'S MAJOR ENVIRONMENTAL CHARACTERISTICS INCLUDING TOPOGRAPHY, GEOLOGY, FLOOD PLAINS, VIEW SHEDS, SCENIC FEATURES, WILDLIFE HABITAT AND VEGETATION; AND

A Site Inventory and Visual Analysis was included with the Sketch PD Plan. The site is relatively flat with some gentle slopes, not exceeding 5%. The property generally drains to the southwest. There is little in the way of vegetation on the property. The site was previously cultivated, which stripped away most of the native prairie shortgrass, although some scattered patches remain. The cultivated areas were then replanted with non-native grasses.

The Geologic Hazard Study prepared by Entech Engineering, Inc. for the Sketch PD Plan identifies areas of expansive soils, loose and collapsible soils, and areas of shallow groundwater. None of these conditions are unusual in the region and mitigation measures are detailed in the report.

No significant wildlife habitats are identified on the site. Colorado State Forest Service Wildfire Risk Assessment Portal shows site as having a low at-risk rating for wildfires.

In summary, the property has no significant environmental constraints or resources, and the minor constraints identified can be readily overcome with appropriate site preparation and engineering design solutions.

13. THE PLAN IS CONSISTENT WITH TOWN'S COMPREHENSIVE PLAN.

The Future Land Use Map in the 2017 Comprehensive Plan identifies the site as Mixed Use, which is defined as "a mixture of non-residential and residential development that provides convenience goods, services, and employment opportunities for area residents."

MAP 3: EXTRACT FROM FUTURE LAND USE MAP



Source: Town of Monument Comprehensive Plan 2017

As characterized in the Comprehensive Plan, this mixed-use area “strives to integrate two or more land uses, such as residential, commercial, and office on one lot or within a subdivision, with a defined pedestrian orientation that establishes and encourages connectivity to adjacent uses and supports all modes of travel.” The overall Monument Junction community will include a diverse mix of residential, commercial, and service uses, as well as parks and trails. This integrated range of land uses will provide internal transitions between uses and will accommodate easy access to goods and services by foot or by car, consistent with the Mixed-Use area attributes described in Comprehensive Plan. The comprehensive plan also acknowledges the need for convenience retail and restaurants, which will be provided by the proposed fast-food restaurant on Lot 4.

The proposed development will also meet the following policies and objectives of the 2017 Comprehensive Plan:

POLICY LU-3: ALLOW FOR A WIDER ARRAY OF LAND USE TYPES TO MEET CHANGING COMMUNITY NEEDS.

This fast-food restaurant will help meet the changing needs of this community and new residential development in the adjacent areas. It will be easily accessible from Jackson Creek Parkway.

POLICY LU-5: PROMOTE INFILL DEVELOPMENT ON VACANT LAND, WITH ATTENTION TO THE VACANT OR UNDERUTILIZED LAND IN AND AROUND THE DOWNTOWN CORE.

Monument Junction will provide additional infill development of currently underutilized land in Monument.

POLICY TR-9: PROTECT ADJACENT RESIDENTIAL AREAS FROM ADVERSE NOISE, GLARE, AND THE VISUAL IMPACTS OF PARKING AND LOADING, RELATED TO NON-RESIDENTIAL DEVELOPMENT.

This site is not adjacent to any existing residential areas. There will be appropriate separation from the multi-family development planned to the south. The proposed residential to the east is separated by Jackson Creek Parkway, an open space tract, and landscaping.

FINAL PUD PLAN REVIEW CRITERIA:

Section 18.03.460.D of the Town of Monument’s newly adopted Land Development Code states that the Final PUD Plan must adequately address the following criteria in a manner consistent with the general public interest, health, safety and welfare:

1. THE FINAL PUD CONFORMS TO OR IS CONSISTENT WITH THE PRELIMINARY PUD;

The Preliminary and Final PUD Plans are being submitted concurrently as one plan set.

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;

See response to #8 in preliminary plan criteria.

- 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)**

Parks, open space, and trails are provided within the overall Monument Junction community and conform to the Comprehensive Plan, the Parks, Trails and Open Space Master Plan, and Development Standards. There is no specific open space requirement for the proposed commercial development. This site provides an outdoor patio area, and sidewalk connections to open space throughout the development.

- 4. A VARIETY OF DEVELOPMENT AND HOUSING TYPES AND STYLES, AND DENSITIES ARE PROPOSED. MIXED LAND USE IS ENCOURAGED;**

See response to #6 in preliminary plan criteria.

- 5. PRIVACY FOR INDIVIDUALS, FAMILIES AND NEIGHBORS IS PROVIDED AS APPROPRIATE;**

Lot 4 is geographically separated and visually screened from existing and proposed residential areas in the surrounding developments by landscaping.

- 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;**

The Monument Junction Architectural Control Committee (ACC) will review and approve the architectural design of the development for compliance with the design guidelines established for Monument Junction. The proposed fast-food restaurant will have complementary materials, color palette and styles, making the building cohesive and visually compatible with the surrounding area.

- 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;**

Landscaping will be installed along Jackson Creek Parkway. This will provide screening and create an attractive appearance along the arterial street and throughout the development. All landscaping will meet the Town of Monument's Landscape Ordinance.

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.**
- 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.**

The parking requirement is 57 spaces. 50 spaces are provided. 3 ADA spaces are required and provided. A parking reduction is requested for providing seven less parking spaces than required. This request supports the Municipal Code objective of reducing overuse of pavement. Section 18.05.210 of the Monument Land Development Code states: "The Director may consider variations to the minimum parking standards based upon the type of activity, intensity, number of employees and other factors associated with a particular use." This fast-food restaurant is drive through oriented rather than a sit-down service restaurant, lessening the demand for parking. Due to this, stacking for the drive-thru is appropriate and meeting the parking standards is not necessary for this particular use. The parking standards are intended to preclude the overuse of pavement on a site, and a parking reduction to 50 spaces will adequately serve the development while minimizing pavement.

A drive thru lane is provided on the east side of the building and meets the proper stacking requirements. The distance from the clearance bar and the order board is 119 feet, and there is 96 feet from the order board to the pickup window. This combines to 215 feet between the clearance bar and the order pick up window. 256 additional feet of internal stacking is provided, totaling 480 feet of onsite stacking.

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.

The Final PUD fits directly within the context of the planned land use pattern in the Town of Monument and the overall Monument Junction community. The Final PUD is aligned with the intent of the Comprehensive Plan, providing additional restaurant options for the Town of Monument. The Future Land Use Map in the 2017 Comprehensive Plan identifies the site as Mixed Use, which is

defined as “a mixture of non-residential and residential development that provides convenience goods, services, and employment opportunities for area residents.” Monument Junction will include a diverse mix of residential, commercial, and service uses, as well as parks and trails. This integrated range of land uses will provide internal transitions between uses and will accommodate easy access to goods and services by foot or by car, consistent with the Mixed-Use area attributes described in Comprehensive Plan. The plan for this site aligns with the intent of the approved Sketch PD Plan, providing a mix of residential and commercial uses. All utilities services are available and are in the process of being extended to the site.

SUMMARY

The proposed Monument Junction Lot 4 Preliminary/Final PUD Site Plan is consistent with the approved Sketch PD Plan and conforms with the policies and goals of the 2017 Comprehensive Plan. This plan meets all the relevant criteria of the Town’s Municipal Code in a manner consistent with the general public interest, health, safety and welfare of the Town’s existing future residents.