



STAFF REPORT

Planning Commission

CASE #Z-962-20

PC Date:	August 4 th , 2020	Case Planner:	Travis Reynolds/Steve Timms
CC Date:	N/A		
Location:	Property generally located on the southwest corner of Tower Road and East 81 st Avenue.		
Applicant:	Galloway & Company, Inc.	Owner:	CM-GRP Van Schaak LLLP
Address:	6162 S Willow Drive, Suite 320, Greenwood Village, CO 80111	Address:	1242 E Jackson Street, Phoenix, AZ, 85034

Case Summary

Request:	PUD Concept Schematic review
Project Description	14.59-acre site – proposed commercial use on existing unincorporated Adams County parcel. SW corner of 81 st and Tower Road. Development requires annexation and PUD zoning. Proposing fueling station and convenience store (QuickTrip) as first phase of development. 2 nd phase use is unknown currently.
PUD Issues/Concerns:	<ul style="list-style-type: none">• Proposed Land Uses• Truck Traffic/Truck Fueling• Site Access• Design Standards
Key Approval Criteria:	None. A PUD Concept Schematic is neither approved nor denied, it is intended to provide feedback to the applicant. Therefore, no formal action is required from the Planning Commission. Staff is providing analysis regarding the Comprehensive Plan, PUD criteria, and site specific development details
Staff Recommendation:	N/A
Current Zone District:	Adams County A-3 Agricultural
Comp Plan Designation:	Commercial

Attachments for Review: *Checked if applicable to case.*

- | | |
|---|---|
| <input checked="" type="checkbox"/> Applicant's Narrative Summary | <input type="checkbox"/> Design Standards |
| <input checked="" type="checkbox"/> PUD Concept Schematic | <input type="checkbox"/> Traffic Study |

Background Information

Site Information

Site Size:	14.6 Acres
Current Conditions:	Undeveloped
Existing Right-of-Way:	81 st Avenue and Tower Road
Neighborhood:	DIA Tech Center
Existing Buildings:	None
Buildings to Remain?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Site in Floodplain	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Surrounding Properties

	<u>Existing Land Use</u>	<u>Occupant</u>	<u>Zoning</u>
North	Commercial/ Industrial & Vacant	DIA Tech Center – under development	Commerce City DIA Tech. Center PUD
South	Vacant	City and County of Denver	Denver Zoning code
East	Parking Facility & Vacant Land	Canopy Parking	Commerce City - Allied Waste Systems PUD
West	Parking Facility	US Airport Parking -	ADCO PUD

Case History

This is the initial review of case Z-962-20 by the Commission. Because the property has not been annexed into the City, there is no case history on the property.

Applicant's Request

The QuickTrip PUD concept schematic plan outlines a proposal for annexation and rezoning for 14.6 acres. The annexation and rezoning, along with other required processes, will allow for the development of a convenience store/fueling station on approximately 5.6 acres of the site. At this time, future development prospects for the remainder of the site are not known by the applicant. However, the future PUD Zone Document will outline specific, allowable uses and exclusions.

The applicant's proposal includes a blend of Commercial uses allowed by right in the C-2 and C-3 zones, citing that these uses are compatible with the surrounding land uses, the surrounding future land uses depicted in the Comprehensive Plan, Denver International Airport and related E-470 influence area activities, and the policies and goals of the Comprehensive Plan.

The applicant cites the Comprehensive Plan's future land use map as identifying commercial land uses for this property. Additionally, the applicant indicates that the property and proposed development is compatible with the surrounding land uses, the general goals of the Comprehensive Plan, the goals of the E-470 strategic planning area, and achieves land use goals 4.4 and 6.1 of the Comprehensive plan – providing for complimentary uses and DIA related business in the E-470 influence area.

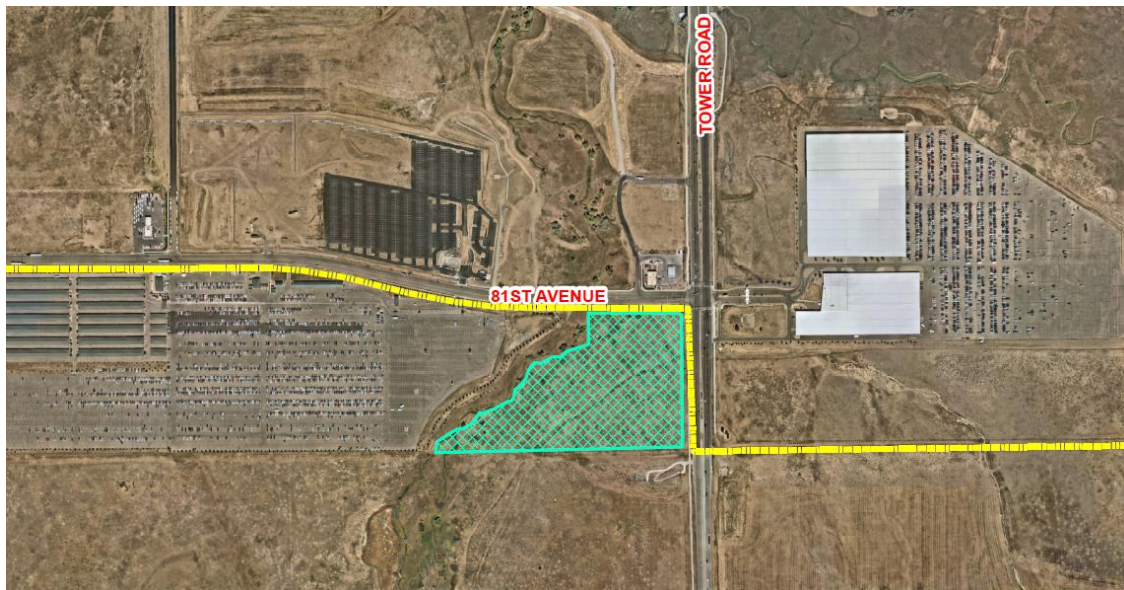
Development Review Team Analysis

Project Details

The project is located at the southwest corner of 81st Avenue and Tower Road. The applicant proposes access from both 81st Avenue and Tower Road. There are large parking facilities operating to the east and west of the site. Northwest of the site, the planned Park-n-Fly development is underway and should be operational within several months. This site is literally the most southern parcel of land before one enters Denver. As such, it will act as a critical gateway into and leaving Commerce City.

The parking facility directly west of the site remains under the jurisdiction of Adams County. All areas south of the site are in the City and County of Denver.

Figure 1.1



Surrounding Conditions Influence

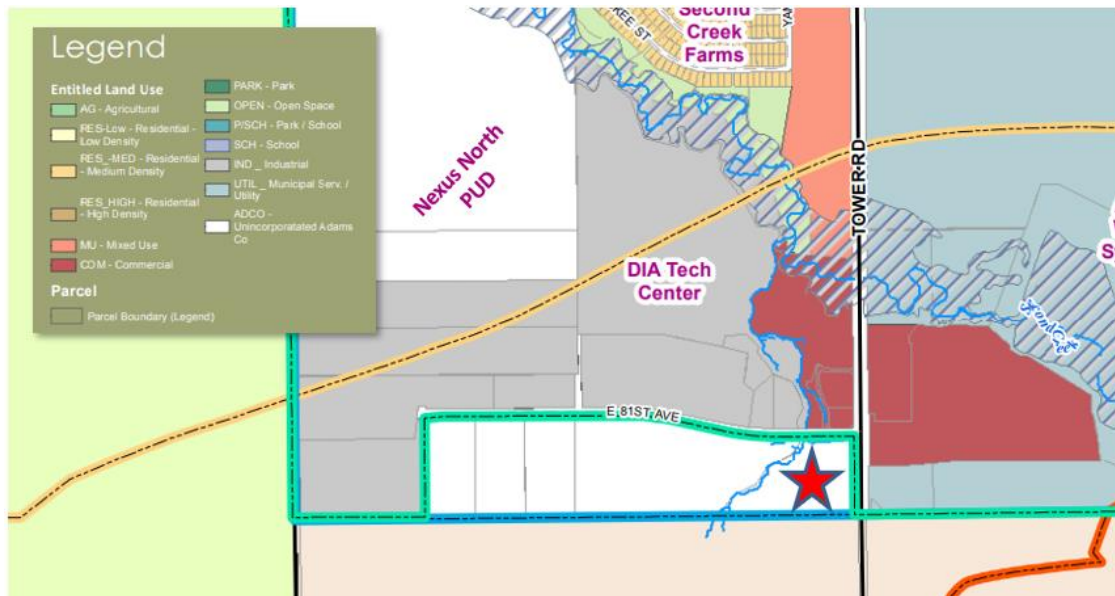
A future trail is planned along the Second Creek corridor, and its western tributary, along the western boundary of the site. This planned trail will connect to a regional trail system traversing north and south. The northern leg of the trail is planned to follow the Second Creek drainage basin and connect to a regional trail in proximity to 112th Avenue. To the south, this regional trail will connect with the City and County of Denver and their respective trail system. Additional land for this trail corridor may be required to be dedicated at the time of platting.

The site is also located within the navigable airspace associated with DIA and regulated by the Federal Aviation Administration (FAA). Development of the site requires interface with the FAA for safety, security, and coordination with DIA's wildlife hazard management plan. Further, the location falls between the 65db Day/Night Average Sound Level (DNL) and 60db DNL noise contours established by DIA. Per the city's Land Development Code (LDC), no new residential use may be established within an airport noise contour of 55db DNL or higher. Because of the overhead flight traffic and related noise, certain non-residential uses may not be appropriate in this area. Staff will discuss these options with the Planning Commission.

Entitled Land Use in Proximity

Figure 1.2 depicts a smaller scale view of the existing or entitled land uses in proximity to the site. Of specific note are the entitled land uses for the DIA Tech Center and Nexus PUDs and the Allied Waste Systems PUD (landfill). The DIA Tech Center and Nexus North PUDs include more than four million square feet of industrial /warehouse development.

Figure 1.2



Proposed Uses

The applicant has created a new list of uses allowed by right in the proposed PUD, taken primarily from uses allowed by right in the C-2 or C-3 zoning districts. Not all uses allowed in the C-2 or C-3 districts are included. The list below outlines uses specifically prohibited in this proposed PUD. The purpose of prohibiting these uses is an attempt to be sensitive to the “gateway to the city” nature of the site while maintaining enough flexibility to market the site for future development. Table 1.1 outlines uses excluded by the PUD:

Table 1.1 – Exclusions:

- AUTO RENTALS,
- BUILDING MATERIALS AND SERVICES (RETAIL) WITH OUTDOOR STORAGE,
- COMMERCIAL PARKING GARAGES
- EVENTS CENTER,
- GREENHOUSE,
- HOSPITAL AND OUTPATIENT CENTERS,
- INDOOR SELF-STORAGE,
- MOTOR VEHICLE DEALERSHIPS,
- MACHINERY SALES,
- MEDICAL MARIJUANA,
- NATURAL GAS FUEL SALES,
- PAWN,
- RETAIL MARIJUANA,
- SENIOR HOUSING, INCLUDING ASSISTED LIVING AND NURSING HOMES,
- TRAILER SALES,
- WHOLESALE DISTRIBUTORS AND WAREHOUSE CLUBS,

As part of our discussion tonight, we will want to hear from Planning Commission if there are any other specific uses that the Commission does not want to see at this location.

* [Article V, Section 21-5200](#), of the LDC, includes the full list of allowable uses in the C-2 and C-3 districts.

**A hotel use would remain as a potential future use. Tire shop is still included as an allowable use but seen as undesirable, in this location, by city staff.

Comprehensive Plan

Comprehensive Plan

The proposed development is supported by the following Comprehensive Plan goals:

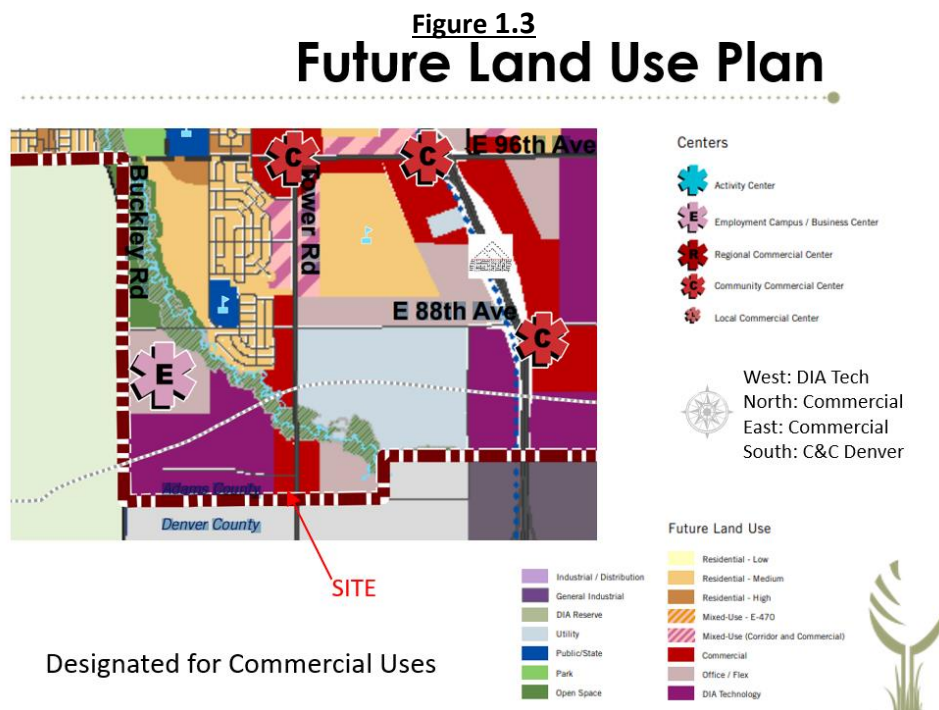
Section	Goal	Description
Land Use & Growth	LU 1.1	Future Land Use Plan (FLUP) as a Guide: Use the Future Land Use Plan (FLUP) to guide development patterns and mix of uses and amendments to the Land Development Code (LDC).
Analysis:	The FLUP identifies the property for Commercial development. The proposed zoning is compatible with this type of development.	

Section	Goal	Description
Land Use & Growth	LU 4.4	E-470 Influence Area New Employment/Business Center: Promote and strengthen land for employment along E-470 (future employment and DIA related business) and office/flex areas.
Analysis:	The PUD Zone Document is proposing entitlements that are conducive to supporting automobile-oriented uses and employment related to airport land uses.	

Section	Goal	Description
Land Use & Growth	LU 6.1	DIA Economic Development Uses New Development near DIA should be based on complementary uses, including non-residential development near DIA, with a mix of employment uses that are positive for the city, nearby neighborhoods, and the airport.
Analysis:	The PUD includes non-residential development with uses that support the airport.	

Figure 1.3 below depicts the Future Land Use Map of the Comprehensive Plan.

The Comprehensive Plan supports the type of development proposed for this site because it adheres to the Future Land Use Plan (Figure 1.3), supports employment and activities related to the airport, and excludes residential development within traditional flight paths.



Proposed Development Concept and PUD Concept Schematic

The applicant submitted three pages that constitute the PUD Concept Schematic. Additionally, the applicant included a site plan depicting a proposed layout of the QuikTrip facility. These documents are included as ATTACHMENT A to this staff report. The following is specific analysis of the Concept Schematic and the included Site Plan

Land Uses:

The proposed site plan for the northern portion of the site depicts the primary structure, canopy and fuel island layouts, and proposed access points.

The details of the site plan depict five fuel islands on the western side of the development, positioned and designed for large truck-tractor type fueling arrangements. The City's land use code and table delineate fuel sales and truck stops as two distinct land uses allowable in different zoning districts. The City's land use table provides for the delineation of Fuel sales with no vehicle repair as specific use classified in a larger use group of Fuel Sales. Fuel sales with no vehicle repair is a use allowed by right in the C-3 district and is consistent with the proposed land uses of the PUD. Additionally, the land use table outlines truck stop use as part of a larger use group of Truck / Transportation Services. A truck stop use is allowed as a conditional use in the I-1 – I-3 and AG zoning districts only.

Definitions for the Service Station (as proxy for fuel sales) and Truck Stop are as follows:

(407) **Service Station** shall mean any building, land area, or other premises used for the retail dispensing or sales of vehicular fuels; minor towing, servicing, and repair of automobiles and light trucks; and including as an accessory use the sale and installation of lubricants, tires, batteries, and similar vehicle accessories. Body and fender work, transmission work, engine overhaul work, or heavy truck or vehicle repair are excluded from this use. If a use that fits this definition also includes the sale of ready-to eat food products (not intended for on-premises consumption), groceries and sundries, or 3.2 beer, such use shall be classified as a convenience store as provided above.

(478) **Truck Stop** shall mean any property on which a business involving the maintenance, servicing, storage or repair of commercial vehicles of greater than 15,000 gross vehicle weight (GVW) is conducted, including the dispensing of motor fuel or other petroleum products directly into motor vehicles; and the sale of accessories or equipment for such commercial vehicles. A truck stop may also include overnight accommodations and restaurant facilities.

As designed, the proposed site appears to be a hybrid of Service Station and Truck Stop use. Staff has specific concerns regarding the land uses in the surrounding area and the "slow start" truck traffic, accessing 81st Avenue and Tower Road, near the signalized intersection. Additionally, staff is concerned with traditional truck stop activities (such as overnight parking), the large number of truck fueling pumps, truck traffic accessing the roadway in close proximity to the intersection, and the overall visual aesthetic - on a parcel designated by the Comprehensive Plan for commercial activities as the gateway into Commerce City.

Orientation and Site Design:

The City's LDC requires enhanced design standards for commercial developments at Gateway and Prominent intersections. The proposed development is subject to Article VII - Division 6: Architectural and Design Guidelines and Standards - Item F, Commercial, Public/Institutional, and Mixed-Use Development Guidelines and Standards. Staff deems the intersection of 81st and Tower Road as a gateway to the city and a prominent intersection per LDC Sec. 21-7653. Future phases of entitlement and the development process are subject to these criteria or requirements for meeting exceptions, most notably, the code requires buildings placed closer to the roadway.

The City's LDC also includes Supplemental Regulations for Particular Uses (Article V Division 2(B)). Sections 21-5235 (Fuel Sales) and 21-5270 (Transportation Terminals and Truck Stops) outline specific design

standards that the proposed uses are subject to if they remain part of the proposal. Of specific note Section 21-5235 (Fuel Sales) highlights that a maximum number of four fuel islands is allowed, with up to five allowed via a minor modification. The applicant does have the ability to “double stack” fuel islands to obtain more pump operations. The proposal depicts 15 fuel islands. However, as proposed, the 15 pump islands would be a significant deviation from the code and would not be allowed under straight zoning.

Height of Structures:

The C-2 & C-3 districts limit the height of structures to 35’ and 50’ respectively. It may be a reasonable consideration to allow a higher height (100’) for some uses (e.g., hotel) on the southern portion of the sight. Previous proposals and discussions about a hotel use have raised concerns regarding the commercial district’s height limitations.

Site Access:

The City’s Public Works Department provided feedback regarding access to the site. In summary, the City’s standards and specifications do not allow for the proposed combination of spacing and proposed movement for the various access points depicted. Modifications and adjustments by the applicant will be required through the remaining steps of entitlement to meet all City Engineering requirements. The applicant did not submit site specific traffic studies.

Next Steps:

Future required steps for full entitlement include the following:

- Pre-annexation agreement / Annexation
- PUD rezoning
- Plat
- PUD Development Permit

Outside Agency Review:

Staff referred this application to several departments in the city as well as outside agencies. All responses received indicated that the proposal would not create conflicts with their regulations and no objections were received.

Summary:

PUD Rezoning: Generally, the City is in favor of annexing and developing this property to create a desirable gateway into the City. Staff understand a fuel/convenience store use is appropriate within the PUD, however, the following items remain at odds with the City’s development requirements.

- Inconsistencies with depicted uses on the site (truck emphasis related fueling activities).
- The traditional orientation of fuel station design at a prominent intersection.
- The number of proposed fuel islands; and
- The proposed access to the site.

Staff is largely aligned with the proposed future uses for the southern half of the site apart from Tire Sales.

Staff review concludes that the proposal can meet the criteria for a PUD rezoning, compliance with the Comprehensive Plan, and the proposed use as a fuel station (not truck stop) with convenience store is consistent with the Future Land Use map.

Planning Commission Feedback on Proposal

The PUD Concept Schematic does not require action by the Planning Commission. Staff presents the Concept Schematic as an informational item, so the applicant has a clearer understanding and general direction for what the City finds acceptable. The Planning Commission is encouraged to comment on the Concept Schematic and

provide vital feedback to the applicant. Of particular importance, the applicant and staff would like feedback on the following specific information:

1. Proposed land uses for the site (both proposed and future southern site) and their compatibility with the surrounding uses and the ability to construct higher than traditionally allowed in a C-3 district.
2. The hybrid nature of the truck fueling/fuel station depiction.
3. Proposed deviations from the code (building orientation at prominent intersection and the depicted 15 fuel islands).
4. Access conflicts with the City's ROW standards and specifications
5. Increased height limitations for certain uses
6. Any special site or architectural requirements due to the gateway location of this site

Other feedback/comments may be provided by the Planning Commission to the applicant regarding the PUD Concept Schematic submittal.

QUIKTRIP PUD CONCEPT SCHEMATIC

TOWNSHIP 2 SOUTH, SOUTHEAST 1/4 OF SECTION 28,
RANGE 66 WEST OF THE 6TH P.M.
STATE OF COLORADO, COUNTY OF ADAMS, CITY OF
COMMERCE CITY.

LEGAL DESCRIPTION

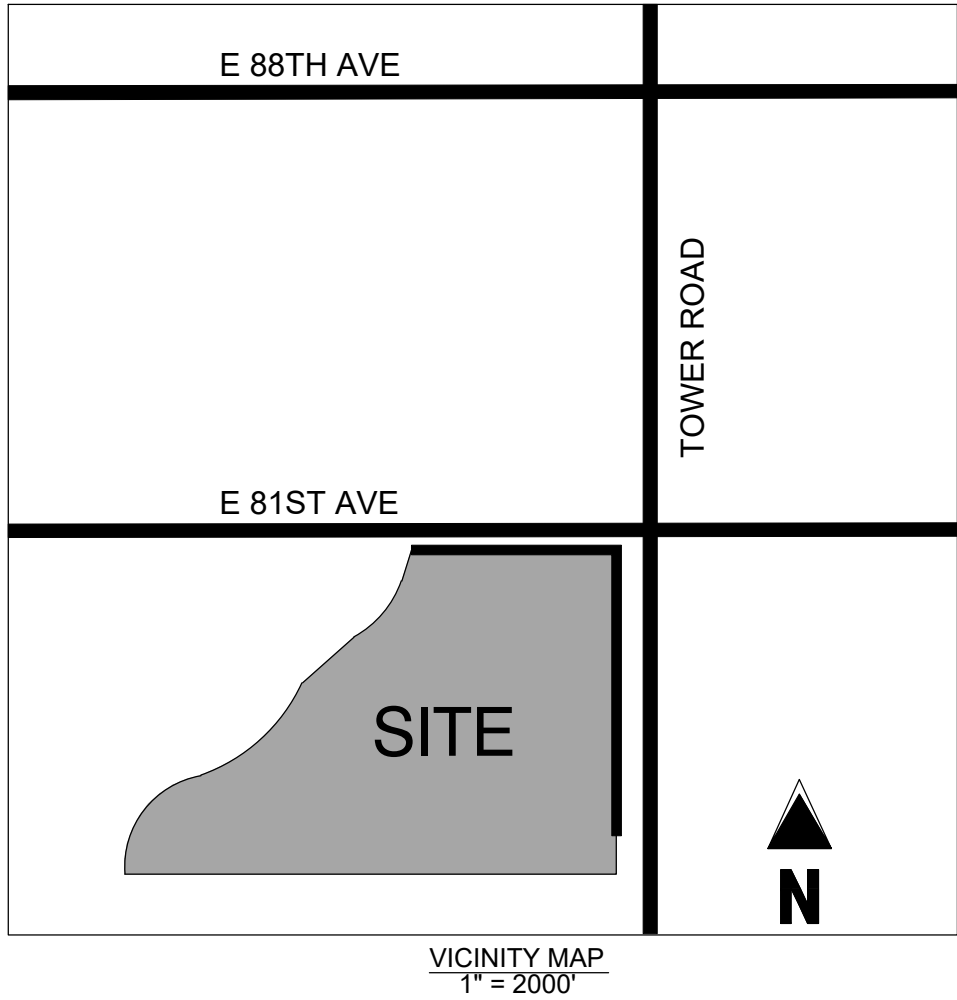
KNOW ALL MEN BY THESE PRESENTS THAT QUIKTRIP BEING THE OWNER OF THAT PART OF THE A PARCEL OF LAND LOCATED IN THE SOUTHEAST 1/4 OF SECTION 28, TOWNSHIP 2 SOUTH, RANGE 66 WEST OF THE PRINCIPAL MERIDIAN, CITY OF COMMERCE CITY, COUNTY OF ADAMS, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: TO WIT;

BEGINNING AT THE SOUTHEAST CORNER OF SECTION 28 AND CONSIDERING THE EAST LINE OF THE SOUTHEAST 1/4OF SAID SECTION 28 TO BEAR NORTH 00°28'01" WEST WITH ALL BEARINGS CONTAINED HEREIN RELATIVE

- THERETO;
THENCE SOUTH 89°43'02" WEST, ALONG THE SOUTH LINE OF THE SOUTHEAST 1/4 OF SAID SECTION 28, A DISTANCE OF 65.00 FEET TO THE POINT OF BEGINNING;
THENCE CONTINUING SOUTH 89°43'02" WEST, ALONG SAID SOUTH LINE, A DISTANCE OF 1251.90 FEET TO A POINT ON THE EASTERLY LINE OF DENVER INTERNATIONAL AIRPARK SUBDIVISION FILING NO. 1 RECORDED AT RECEPTION NO. C0291825 OFTHE RECORDS OF THE ADAMS COUNTY CLERK AND RECORDER, SAID POINT ON A CURVE;
THENCE ALONG SAID EASTERLY LINE THE FOLLOWING NINE (9) COURSES:
1. ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT HAVING A CENTRAL ANGLE OF 53°12'30", A RADIUS OF 345.00 FEET, AN ARC LENGTH OF 320.39 FEET, AND A CHORD THAT BEARS NORTH 40°36'04" EAST;
 2. NORTH 67°12'19" EAST, A DISTANCE OF 90.00 FEET TO A POINT OF CURVATURE;
 3. ALONG THE ARC OF A CURVE TO THE LEFT HAVING A CENTRAL ANGLE OF 30°30'00", A RADIUS OF 105.00 FEET AND AN ARC LENGTH OF 55.89 FEET;
 4. NORTH 36°42'19" EAST, A DISTANCE OF 130.00 FEET TO A POINT OF CURVATURE;
 5. ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A CENTRAL ANGLE OF 21°30'00", A RADIUS OF 245.00 FEET AND AN ARC LENGTH OF 91.94 FEET;
 6. NORTH 58°12'19" EAST, A DISTANCE OF 208.06 FEET TO A POINT OF CURVATURE;
 7. ALONG THE ARC OF A CURVE TO THE LEFT HAVING A CENTRAL ANGLE OF 48°30'00", A RADIUS OF 155.00 FEET AND AN ARC LENGTH OF 131.21 FEET;
 8. NORTH 09°42'19" EAST, A DISTANCE OF 51.20 FEET;
 9. NORTH 89°43'02" EAST, A DISTANCE OF 515.88 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY LINE OF TOWER ROAD;

THENCE SOUTH 00°28'01" EAST ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 732.16 FEET TO THE POINT OF BEGINNING,

CONTAINING 14.6 ACRES MORE OR LESS HAS SUBMITTED THIS PUD CONCEPT SCHEMATIC.



PROJECT NOTES

1. THIS APPLICATION IS FOR A PUD CONCEPT SCHEMATIC. THEREFORE, THE INFORMATION CONTAINED HEREIN IS NEITHER APPROVED NOR DENIED. THE FEEDBACK PROVIDED BY THE CITY IS INTENDED TO INFORM THE FUTURE PUD ZONE DOCUMENT SUBMITTAL.

SHEET INDEX	
SET NUMBER	DESCRIPTION
1	COVER SHEET
2	LAND USE SCHEMATIC
3	AREA DETAILS

TECHNICAL CONSULTANTS
GALLOWAY AND COMPANY
6162 S. WILLOW DR. SUITE 320
GREENWOOD VILLAGE, CO 80111
(303) 770-8884
ATTN. AARON MCLEAN
AARONMCLEAN@GALLOWAYUS.COM

DATE OF PREPERATION
FEBRUARY 7, 2020

DATE OF REVISION
APRIL 29, 2020

PROJECT SUMMARY

PROJECT INTENT:

THE QUIKTRIP PUD WILL ALLOW FOR LAND DEVELOPMENT OF DESIRABLE COMMERCIAL, RETAIL AND AUTOMOBILE USES ON A UNIQUELY SITUATED PROPERTY SUITED FOR REGIONAL COMMERCIAL ACTIVITIES, THAT OTHERWISE ARE LIMITED AS ESTABLISHED IN THE CURRENT LAND DEVELOPMENT CODE (LDC). SITE DESIGN AND LAYOUT WILL BE AN IMPROVEMENT TO THE STANDARDS OF THE LDC TO ENHANCE THE DEVELOPMENT WITHIN THE PUD BOUNDARIES, WHILE BEING COMPLIMENTARY IN CONTEXT TO THE SURROUNDING BUILT ENVIRONMENT.

PROJECT LOCATION:

THE APPROXIMATE 14.59-ACRE PARCEL IS LOCATED AT THE SOUTHWEST CORNER OF THE INTERSECTION OF TOWER ROAD AND EAST 81ST AVENUE, IN UNINCORPORATED ADAMS COUNTY, APPROXIMATELY 1 MILE NORTH OF PENA BOULEVARD TO THE SOUTH.

CONFORMANCE TO CITY COMPREHENSIVE PLAN:

THE QUIKTRIP PUD BOUNDARIES ARE PROPOSED TO BE ANNEXED INTO THE CORPORATE LIMITS OF THE CITY OF COMMERCE CITY, CONSISTENT WITH AND SUBSTANTIALLY COMPLIANT TO THE LAND USE AND GROWTH GOALS AND POLICIES OF THE CITY'S ADOPTED (MAY 2, 2010) COMPREHENSIVE PLAN. THE SUBJECT PROPERTY IS WITHIN THE E-470 INFLUENCE STRATEGIC PLANNING AREA AND ALSO COMPLIES WITH THE POLICIES ESTABLISHED IN THE SUBAREA OF THE COMPREHENSIVE PLAN; BY ENSURING THAT PROPOSED LAND USES ARE COMPATIBLE WITH PRESENT AND FUTURE AIRPORT OPERATIONS, INCLUDING NOISE, SAFETY AND ACCESS. THE DEVELOPMENT WILL ALSO PROVIDE FOR SOME FLEXIBILITY FOR FUTURE DEVELOPMENT TO MEET MARKET DEMANDS, WHILE STILL ACCOMPLISHING THE GOALS OF THE COMPREHENSIVE PLAN BY PROVIDING FOR REGIONAL COMMERCIAL AND AUTOMOBILE RELATED LAND USE OPPORTUNITIES IN PROXIMATE LOCATION TO DENVER INTERNATIONAL AIRPORT (DIA). LAND USE GOALS 4.4 AND 6.1 OF THE COMPREHENSIVE PLAN ARE ACHIEVED WITH THE QUIKTRIP PUD BY PROVIDING COMPLIMENTARY LAND USES AND DIA RELATED BUSINESS IN THE E-470 INFLUENCE AREA.

EXISTING CONDITIONS:

THERE IS A DRAINAGEWAY ADJACENT TO THE PROPERTY ALONG THE WESTERN BOUNDARY THAT WILL REMAIN UNDISTURBED AS THE PROPERTY DEVELOPS. THERE ARE MULTIPLE UTILITY, DRAINAGE AND SLOPE EASEMENTS ENCUMBERING THE PROPERTY ALONG THE PERIMETER AND INTERIOR TO THE SITE; HOWEVER, THESE DO NOT POSE AN IMPEDIMENT TO THE DEVELOPMENT OF THE PROPERTY. THE EXISTING OUTLET STRUCTURE FOR DRAINAGE PURPOSES LOCATED ALONG THE EASTERN BOUNDARY WILL BE PLACED INTO AN UNDERGROUND PIPE FOR STORMWATER CONVEYANCE TO THE NATURAL DRAINAGEWAY TO THE WEST. THERE ARE NO BODIES OF WATER OR IRRIGATION DITCHES ON THE PROPERTY, AND/OR FEMA MAPPED FLOODPLAIN(S).

SITE LAYOUT AND CIRCULATION:

THE SUBJECT PROPERTY WILL BE ACCESSED FROM MULTIPLE, NEW DRIVEWAY ACCESS POINTS ALONG THE ADJACENT COLLECTOR AND ARTERIAL ROADWAYS. TO THE NORTH, ALONG EAST 81ST AVENUE, THERE WILL BE TWO (2) NEW DRIVEWAYS PROVIDING INGRESS/EGRESS TO THE SUBJECT SITE. THE EASTERN ACCESS DRIVE WILL ALIGN WITH THE OPPOSITE SIDE NORTH, EXISTING DRIVEWAY AND WILL BE FULL MOVEMENT; WHILE THE WESTERN ACCESS DRIVE WILL BE RESTRICTED TO RIGHT-IN/RIGHT-OUT MOVEMENT ONLY. ALONG THE EASTERN BOUNDARY, ONTO TOWER ROAD WILL ALSO HAVE TWO (2) NEW DRIVEWAYS PROVIDING INGRESS/EGRESS TO THE SUBJECT SITE. THE SOUTHERN ACCESS DRIVE WILL BE FULL MOVEMENT AND THE NORTHERN ACCESS DRIVE WILL BE RESTRICTED TO RIGHT-IN/RIGHT-OUT MOVEMENT ONLY.

TYPES OF COMMERCIAL USES:

THE QUIKTRIP PUD WILL FOLLOW THE LAND USES ALLOWED BY THE C-3 REGIONAL COMMERCIAL DISTRICT ZONE CLASSIFICATION, PER THE LAND USE TABLE IN ARTICLE V OF THE LAND DEVELOPMENT CODE (LDC), WITH THE ADDITION OF ALLOWED BY RIGHT ONE (1) FUEL SALES WITH NO VEHICLE REPAIR USE WITH UP TO FIFTEEN (15) PUMP ISLANDS. IN ADDITION TO THE EXCLUDED LAND USES REFERENCED IN THE LAND USE TABLE, THE FOLLOWING LAND USES SHALL ALSO BE EXCLUDED FROM THIS PUD: GREENHOUSE, BUILDING MATERIALS AND SERVICES (RETAIL) WITH OUTDOOR STORAGE, AUTO RENTALS, MOTOR VEHICLE DEALERSHIPS, MACHINERY SALES, PAWN SHOPS, MEDICAL MARIJUANA, RETAIL MARIJUANA, TRAILER SALES, INDOOR SELF-STORAGE, WHOLESALE DISTRIBUTORS AND WAREHOUSE CLUBS, EVENTS CENTER, HOSPITAL AND OUTPATIENT CENTERS, COMMERCIAL PARKING GARAGES, NATURAL GAS FUEL SALES, AND SENIOR HOUSING TO INCLUDE ASSISTED LIVING FACILITY AND NURSING HOMES.

INTEGRATION WITH SURROUNDING DEVELOPMENT:

THE PROPERTY IS CURRENTLY ZONED SECOND CREEK SOUTH PUD UNDER THE JURISDICTION OF ADAMS COUNTY. THE PUD ESTABLISHED A VARIETY OF REGIONAL COMMERCIAL, OFFICE, HOTEL AND RESIDENTIAL LAND USES FOR APPROXIMATELY 299+ ACRES OF UNINCORPORATED LAND PRIOR TO PREVIOUS CITY OF COMMERCE CITY ANNEXATIONS IN THE IMMEDIATE VICINITY. TO THE NORTH, ACROSS EAST 81ST AVENUE, THE LAND IS ZONED PUD AND GOVERNED BY THE DIA TECH CENTER PUD ZONE DOCUMENT, WITH PORTIONS THAT WERE ORIGINALLY IN THE SAME PUD OF THE SUBJECT PROPERTY. THIS AREA IS NOW DESIGNATED FOR COMMERCIAL LAND USES, THAT GENERALLY FOLLOW THE LDC C-2 ZONE DISTRICT ALLOWANCES, AND CURRENTLY HAS A FUEL STATION. THE PROPERTY TO THE EAST, ACROSS TOWER ROAD IS ZONED PUD WITH THE CITY AS WELL AND GOVERNED BY THE ALLIED WASTE SYSTEMS PUD, AND CURRENTLY HAS AN AIRPORT PARKING FACILITY USE. THE PROPERTY TO THE WEST, ON THE OTHER SIDE OF THE DRAINAGEWAY, ALONG EAST 81ST AVENUE IS ALSO UNINCORPORATED AND ZONED UNDER THE SECOND CREEK SOUTH PUD AND CURRENTLY USES AS A PARKING FACILITY. THE PROPERTY TO THE SOUTH OF THE SUBJECT PARCEL IS VACANT AS WELL AND IS WITHIN THE CORPORATE BOUNDARIES OF THE CITY AND COUNTY OF DENVER AND DESIGNATED FOR AIRPORT USE.

PROJECT NO.: QKT004207

Galloway
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303.770.8884
GallowayUS.com

QuikTrip No. 4207
SWC 81ST & TOWER RD
COMMERCE CITY, CO



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WHOLE OR IN PART, IS STRICTLY FORBIDDEN.

PROTOTYPE:
DIVISION:
VERSION:
DESIGNED BY: JEMH
DRAWN BY: JEMH
REVIEWED BY: ASM

REV	DATE	DESCRIPTION
1	4/29/20	LAND USE VERBAGE
2	6/5/20	COMMERCIAL USE VERBAGE

ORIGINAL ISSUE DATE: 2/7/2020

SHEET TITLE:

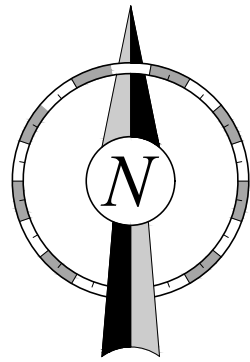
COVER SHEET

SHEET NUMBER:

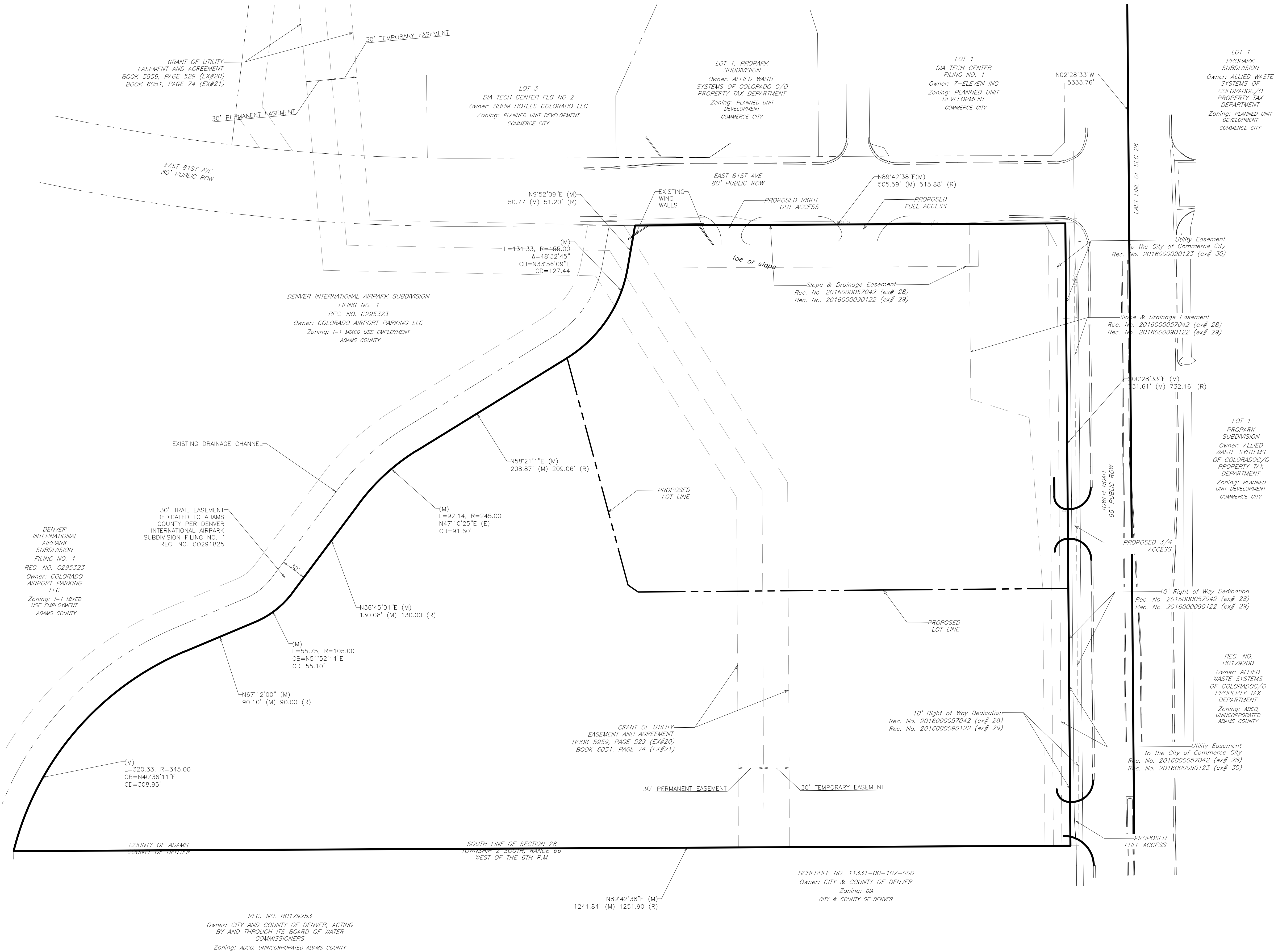
1 OF 3

QUIKTRIP PUD CONCEPT SCHEMATIC

TOWNSHIP 2 SOUTH, SOUTHEAST 1/4 OF SECTION 28,
RANGE 66 WEST OF THE 6TH P.M.
STATE OF COLORADO, COUNTY OF ADAMS, CITY OF
COMMERCE CITY.



TOTAL AREA	
635,889 SQFT	14.598 ACRES



NOTE!

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PROJECT NO.: QKT004207

Galloway

6162 S. WYOMING DRIVE, SUITE 200
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303.770.8884
GallowayUS.com

QuikTrip No. 4207

SWC 81ST & TOWER RD
COMMERCE CITY, CO



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PROTOTYPE:
DIVISION:
VERSION:
DESIGNED BY: JEMH
DRAWN BY: JEMH
REVIEWED BY: ASM

REV DATE DESCRIPTION
1 4/29/20 LAND USE VERBAGE
2 6/9/20 COMMERCIAL USE VERBAGE

ORIGINAL ISSUE DATE: 2/7/2020

SHEET TITLE:

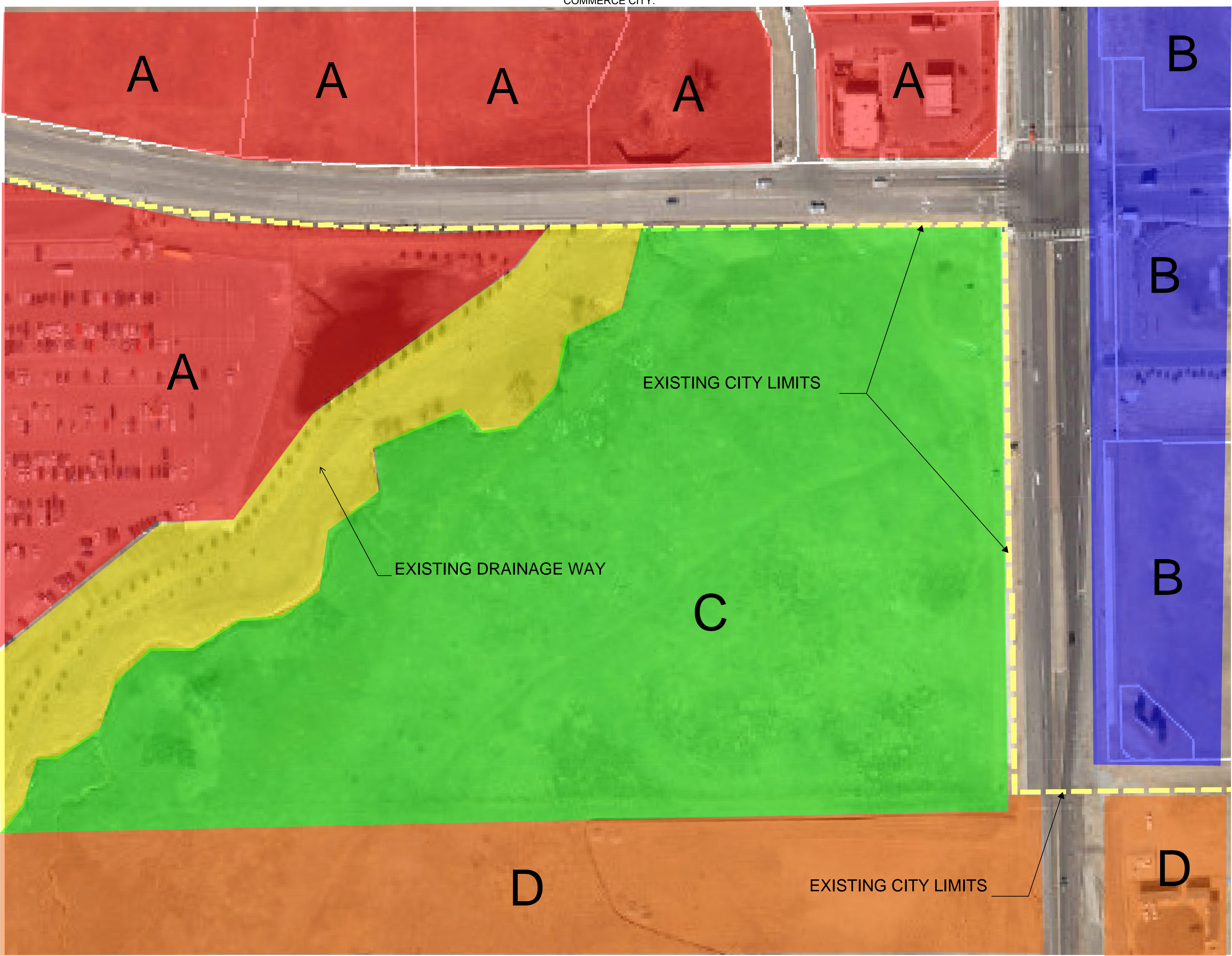
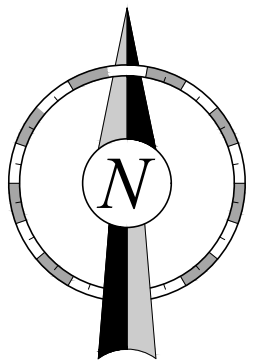
LAND USE SCHEMATIC

SHEET NUMBER:

2 OF 3

QUIKTRIP PUD CONCEPT SCHEMATIC

TOWNSHIP 2 SOUTH, SOUTHEAST 1/4 OF SECTION 28,
RANGE 66 WEST OF THE 6TH P.M.
STATE OF COLORADO, COUNTY OF ADAMS, CITY OF
COMMERCE CITY.



- A** DIA TECHNOLOGY PUD
(TO REMAIN)
- B** ALLIED WASTE
SYSTEMS PUD
(TO REMAIN)
- C** PROJECT SITE
ADCO
(UNINCORPORATED
ADAMS COUNTY)
(TO BE ANNEXED)
- D** CITY AND COUNTY OF
DENVER
(LAND NOT ANNEXED
INTO CITY OF
COMMERCE CITY)

LAND USE TABLE							
PACEL	USE	SIZE (ACRES)	PERCENT OF TOTAL (GROSS)	PERCENT OF TOTAL (NET)	DENSITY	ALLOWED USES	COMPREHENSIVE PLAN DESIGNATION
C	COMMERICAL	14.59	100%	100%	N.A	COMMERCIAL USES	COMMERCIAL USES

POTENTIAL NON-RESIDENTIAL FAR				
PARCEL	USE	SIZE (ACRES)	MINIMUM FAR (ANTICIPATED)	ALLOWED USES
C	COMMERICAL	14.59 ACRES	0.15 = (2.2 ACRES)	COMMERCIAL USES

CONFORMANCE TO CITY COMPREHENSIVE PLAN:

THE QUIKTRIP PUD DEVELOPMENT IS RECOMMENDED FOR COMMERCIAL LAND USES AND IS IN SUBSTANTIAL CONFORMANCE WITH THE APPLICABLE LAND USE AND GROWTH GOALS AND POLICIES OF THE CITY'S ADOPTED (MAY 2, 2010) COMPREHENSIVE PLAN. THE SUBJECT PROPERTY IS WITHIN THE E-470 INFLUENCE STRATEGIC PLANNING AREA AND ALSO COMPLIES WITH THE POLICIES ESTABLISHED IN THE SUB AREA OF THE COMPREHENSIVE PLAN; BY ENSURING THAT PROPOSED LAND USES ARE COMPATIBLE WITH PRESENT AND FUTURE AIRPORT OPERATIONS, INCLUDING NOISE, SAFETY AND ACCESS. THE DEVELOPMENT WILL ALSO PROVIDE FOR SOME FLEXIBILITY FOR FUTURE DEVELOPMENT TO MEET MARKET DEMANDS, WHILE STILL ACCOMPLISHING THE GOALS OF THE COMPREHENSIVE PLAN BY PROVIDING FOR GENERAL COMMERCIAL AND AUTOMOBILE RELATED LAND USE OPPORTUNITIES IN PROXIMATE LOCATION TO DENVER INTERNATIONAL AIRPORT (DIA). LAND USE GOALS 4.4 AND 6.1 OF THE COMPREHENSIVE PLAN ARE ACHIEVED WITH THE QUIKTRIP PUD BY PROVIDING COMPLIMENTARY LAND USES AND DIA RELATED BUSINESS IN THE E-470 INFLUENCE AREA.

NOTE!

- THIS APPLICATION IS FOR A PUD CONCEPT SCHEMATIC. THEREFORE, THE INFORMATION CONTAINED HEREIN IS NEITHER APPROVED NOR DENIED. THE FEEDBACK PROVIDED BY THE CITY IS INTENDED TO INFORM THE FUTURE PUD ZONE DOCUMENT SUBMITTAL.

PROJECT NO.: QKT004207

Galloway

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QuikTrip No. 4207

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COMMERCE CITY, CO



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PROTOTYPE:	
DIVISION:	
VERSION:	
DESIGNED BY:	JEMH
DRAWN BY:	JEMH
REVIEWED BY:	ASM

REV	DATE	DESCRIPTION
1	4/29/20	LAND USE VERBAGE
2	6/9/20	COMMERCIAL USE VERBAGE

ORIGINAL ISSUE DATE: 2/7/2020

SHEET TITLE:

AREA DETAILS

SHEET NUMBER:

3 OF 3