



January 17, 2024

City of Aurora
Henry Schoenhoff
15151 E. Alameda Parkway, Suite 5200
Aurora, Colorado 80012

Re: QuikTrip 4238 (#1689951) / Pre-Application Response

Dear Mr. Schoenhoff:

Thank you for taking the time to review our pre-application submission for QuikTrip 4238 along with City staff and providing valuable feedback, which was received on September 7, 2023. Comment responses have been addressed on the following pages.

Please feel free to contact me directly should you have any other comments, questions and/or special requests for additional information. We look forward to working with you to make this project a success.

Sincerely,
Norris Design

A handwritten signature in black ink, appearing to be 'Stacey Weaks', enclosed within a circular scribble.

Stacey Weaks
Principal



PLANNING DEPARTMENT COMMENTS

1. Community Questions, Comments and Concerns
 - a. No neighborhood/community comments have been received at this time.
Response: Thank you for this information and please share with us if any comments are received at the time of reception.

2. Zoning and Subdivision Use Comments
 - a. Since the application was submitted, there have been additional discussions regarding the classification of this land use as it straddles the line between commercial and industrial. In addition to the QT site, staff are also very sensitive to the adjoining site and the future development of this site as it serves as a key entryway into the City of Aurora. Therefore, to assist with these discussions to determine if a rezoning is needed, can you please provide the following information:
 - i. For the QT site, list the proposed number of automobile pumps and pump islands, the proposed number of truck/diesel pumps and pump islands, and the number of proposed truck parking spaces.
Response: Numbers included within LOI and on site plan

 - ii. In addition, provide the following about how this site would be different than a traditional QT site, including 1) potential increase in store size, 2) different products carried in the store vs. a traditional site, any type of potential understanding of customer study (i.e.- how much is local, how much is coming from interstate and how much would be truck traffic) 3) how this store varies from a traditional truck stop (lack of showers, truck repair, scales, no overnight parking, etc.), and how does QT "classify or label" internally this type of site vs a traditional site with no truck canopy.
Response: This site is classified by QT as a Travel Center. The differences between this and a standard QT are very minimal. The Travel Center has high-flow diesel pumps for semi-trucks, parking for semi-trucks, and an extra aisle that features accessories for semi-truck drivers (mileage logs, cab accessories, cushions, hats, wiper blades, fluids, etc). The store is 2,006 SF larger to allow for the additional product sales. QT's Travel Center differs from a traditional truck stop in many ways: no showers, no long-term/overnight parking, no driver lounge, and no repairs on site.

 - iii. For the adjoining site to the east, does QT have any type of specific industrial plans for this property outside of the proposed warehouse concept plan? Would QT be open to providing commercial uses here that could complement the QT site?
Response: There are no specific plans. The adjacent property will be sold to be developed. After discussion, the adjacent property will be shown as future commercial.

 - b. Industrial development does not necessarily meet the intent of the Commercial Hub placetype. Further discussion regarding the use and how it may better fit into the existing MU-C district will occur once the City receives responses to the questions above. There may be an opportunity that no rezoning will be needed.
Response: After discussion between the development team and the city, rezoning is no longer needed. We will pursue a Site Plan with Conditional Use Permit for the



QuikTrip site. The adjacent property will be shown as future commercial and will be developed later.

3. Addressing (Phil Turner / 303-739-7357 / pcturner@auroragov.org)
 - a. Please provide a digital .shp or .dwg file for addressing and other GIS mapping purposes. Include the parcel, street line, easement and building footprint layers at a minimum. Please ensure that the digital file provided in a NAD 83 feet, Stateplane, Central Colorado projection so it will display correctly within our GIS system. Please eliminate any line work outside of the target area. Please contact me if you need additional information about this digital file.

Response: CAD file is included in submittal package.

REFERRAL COMMENTS FROM OTHER DEPARTMENTS AND AGENCIES

4. Traffic Engineering ([Reviewer Name / desk phone / email] / Comments in amber)
 - a. Approval of zoning map amendment does not imply approval of this site plan (layout or otherwise). The site plan will be reviewed at a later stage.

Response: Understood

5. Aurora Water (Reviewer Name / 303-739-7490 / sdekoski@auroragov.org / Comments in red)

- a. Approved, no further comment at this time.

Response: Understood

6. Land Development Services (Maurice Brooks / 303-739-7294 / mbrooks@auroragov.org / Comments in magenta)

- a. Send a closure sheet for the description to confirm the data shown.

Response: Closure sheet is included with Subdivision Plat documents.

COMMENTS FROM OCTOBER 17, 2023 MEETING

1. The proposed use containing a truck diesel canopy straddles the line between a commercial and industrial use. My understanding is that the motor freight terminal designation (which prompted the Zoning Map Amendment) and an associated industrial rezoning may not be required which would allow you the option of maintaining the existing MU-C zoning for the fueling station and convenience store.

When deciding between a commercial or industrial use, there are certain components of a truck fueling center that may warrant an industrial classification. These include the following:

- Diesel fuel pumps and fueling islands in a equal to or greater than amount of traditional automobile gasoline pumps and fueling islands;

Response: Diesel fuel pumps and islands are less than automobile gasoline pumps and fueling islands

- Overnight parking allowance for trucks;

Response: No overnight parking proposed

- Provision of shower facilities;

Response: No shower facilities proposed



- Truck vehicle maintenance and repair operations (such as oil and lube change, tire repair or replacement, truck wash, etc.)

Response: No truck vehicle maintenance proposed

If it is your intent to not provide the above stated services, then a commercial designation on the subject property could remain. Also, we would want to understand if you have truck scales proposed. If you desire any of the above features, than a rezoning to an industrial district would be required.

Response: No truck scale proposed, see letter of intent for further detail

2. If such conditions are acceptable to your team, then we may proceed with the submittal and review of the site plan and plat once those documents have been prepared. Please be aware that this process would still require conditional use approval from the planning commission prior to recordation of the site plan and plat. However, no city council hearing would be required.

Response: We are moving forward with a site plan and conditional use application.

3. Outside of the zoning, the other main issue we are trying to broach is the location/orientation of the C-store and the surrounding fueling canopies. Our code has fairly explicit requirements regarding building frontage and location of fueling canopies, however, the City has come up with some creative solutions for your consideration:
 - a. One such idea was to split the two proposed lots horizontally rather than vertically. This would allow you to potentially bring the C-store forward while locating the fueling canopies on either side of the store and then the remaining lot and building(s) could be located in the rear (north) portion of the site. After some research it has been noted that this configuration has been utilized by QT in other locations and the City would be willing to find a way to make this layout work.
 - b. The City has also identified an alternative option regarding the access point and related internal drive. If this internal drive were to be developed to meet the City's public street standards the building could then be oriented along the new "street." This could be accomplished by shifting the C-store to front the new private drive or by developing the required plaza/courtyard/patio space along this internal drive. This would also resolve the requirement to locate fueling canopies behind the store without greatly impacting parking stall counts or vehicle circulation.

These are the two potential solutions that were discussed, but the City is always open to another alternative as long as it helps to meet the design standards and site layout for the code and the comprehensive plan.

Response: As detailed in the LOI, we have followed the second option presented above

End of Comment Response