

***Planning and Zoning Commission Communication City of
Longmont, Colorado***

Project Title: QuikTrip Conditional Use Site Plan (CUSP) and three specific modification requests for the proposed development. These requests are as follows:

1. **Site Lighting:**

- Request to allow an average illumination of **2.26 footcandles**, exceeding the permitted **2.0 footcandles** for on-site lighting.
- Request to allow an illumination level of **10.67 footcandles** in the fueling area, exceeding the allowed maximum of **10.0 footcandles**.

2. **Building Transparency:**

- Request to modify the transparency requirements to provide **40% transparency** on the northern façade and **41% transparency** on the southern façade, where 50% transparency levels are required due to the adjacent rights of way (Ken Pratt Blvd to the north and Grand Avenue to the south).

3. **Landscaping:**

- Request to modify the landscaping requirement along the eastern property line to allow **0 trees and 45 shrubs** in place of the required **3 trees and 15 shrubs**.

These modifications are being requested to accommodate site-specific constraints and operational needs while aligning with the overall intent of the applicable regulations.

Date of Meeting: January 15, 2025

Staff Planner:

Kristin Cote, Planning & Development Services, kristin.cote@longmontcolorado.gov

GENERAL INFORMATION

Proposal: Consideration of a Conditional Use Site Plan (CUSP) to construct a convenience store of approximately 5,312 square feet with 16 associated fuel pumps, within the Mixed-Use Corridor (MU-C) zone district. In addition, the Applicant is seeking modifications related to site lighting (a modification request to allow 2.26 footcandles where 2.0 is permitted on site and a modification to allow 10.67 footcandles where 10 is allowed for the fueling area), building transparency (a modification request of 10% on the northerly façade and 9% on the southerly façade), and landscaping (a modification request to allow 0 trees and 45 shrubs on the eastern property line where 3 trees and 15 shrubs are required) as part of the proposal.

Location: 733 Ken Pratt Blvd, south of Ken Pratt Blvd and east of South Pratt Parkway

Area: 1.844 +/- acres

Existing Use: Single-family residential
Zoning: MU-C (mixed use corridor)

Proposal Summary The project includes:

- A 5,312+/- -square-foot convenience store and 16 fuel pumps.
- Modifications requested:
 1. Transparency: Reduced glazing on building facades facing public streets (a modification request of 10% on the northerly façade and 9% on the southerly façade where 50% is required).
 2. Lighting: Increased footcandle levels for safety and functionality (a modification request to allow 2.26 [13%] footcandles where 2.0 is permitted on site and a modification to allow 10.67 [6.7%] footcandles where 10 is allowed for the fueling area).
 3. Landscaping: Adjusted tree and shrub requirements due to utility easements (a modification request to allow 0 trees [100%] and 45 [200% increase] shrubs on the eastern property line where 3 trees and 15 shrubs are required).

SURROUNDING LAND USES AND ZONING

North: Mixed Use Corridor (MU-C) - Parkway Shopping Center
South: Residential Multi-family (R-MF)- Vacant Land
East: Mixed Use Corridor (MU-C) – Southmoor Plaza
West: Mixed Use Corridor (MU-C) – Vacant Land

COMPREHENSIVE PLAN DESIGNATIONS

Property Owner: Stephen Tebo
Applicant: QuikTrip Corporation
Contact: Brittany Sikorski
Company: QuikTrip Corporation
Address: 12000 N Washington Street, Suite 175, Thornton, CO 80124
Phone: 913-905-2054
Email: chelsper@quiktrip.com

APPLICATION DESCRIPTION

The application under review is for a QuikTrip convenience store with a vehicle fueling area. The site is located south of Ken Pratt Boulevard and east of South Pratt Parkway. The property is part of the Stafford Subdivision and is zoned as Mixed-Use Corridor (MU-C). This zoning permits the proposed use with the approval of a Conditional Use Site Plan (CUSP) due to the fact that the proposal included a vehicle fueling area and is within 250' of the R-MN (residential mixed neighborhood) zoned property to the southwest of this site.

A minor subdivision application is currently under review to establish two lots, including the subject property and the adjacent property to the south. Since the minor subdivision plat has

not yet been finalized, staff recommends that any approval of this application be contingent upon the plat's approval and recordation.

The project involves construction of a convenience store of approximately 5,312 square feet with 16 fuel pumps. Approval of a Conditional Use Site Plan (CUSP) is required because the property is within 250 feet of residential uses or districts, as specified in Section [15.02.060.C](#) of the Longmont Development Code (LDC).

The site is located near two residential areas:

- A vacant property to the south, approximately 60 feet away, zoned Residential Multi-Family.
- A property to the southwest, approximately 31 feet from the site's southwest corner, zoned Residential Mixed Neighborhood and developed with single family detached homes in the Stafford and Southmoor East Subdivisions.

The applicant is also seeking modifications to LDC requirements to address site-specific needs:

1. **Site Lighting:** Adjustments to accommodate unique site conditions (**a modification request to allow 2.26 [13%] footcandles where 2.0 is permitted on site and a modification to allow 10.67 [6.7%] footcandles where 10 is allowed for the fueling area**).
2. **Building Transparency:** Changes to meet operational requirements (**a modification request of 10% on the northerly façade and 9% on the southerly façade where 50% transparency is required**).
3. **Landscaping:** Modifications to align with the proposed site design (**a modification request to modify the landscaping requirement along the eastern property line to allow 0 trees and 45 shrubs in place of the required 3 trees and 15 shrubs**).

Alignment with the Envision Longmont Comprehensive Plan

The QuikTrip application aligns with the Growth Framework and Policies of the Envision Longmont Comprehensive Plan. The subject property is located within an “area of change” as designated within the Envision Longmont Comprehensive Plan. Areas of change are defined as locations where future growth could be desirable and/or beneficial to the community. This project meets the following Goals and Policies as outlined in the Envision Longmont Comprehensive Plan:

Goal 1.1A: Growth Management: Prioritize the development of sites located within the Municipal Service Area, where infrastructure and services can be readily provided; continue to use open space buffers, agricultural easements, and other tools to ensure Longmont remains a free-standing community with a unique and separate identity from surrounding communities.

*The proposed QuikTrip site is located within the **Municipal Service Area (MSA)**, ensuring that the*

development takes advantage of existing infrastructure, utilities, and services such as roads, water, sewer, and emergency services. Water and sewer mains currently exist beneath the Grand Avenue right-of-way, and the development will extend water service into the property while connecting sewer service to a new manhole on the existing main. This approach minimizes the need for costly infrastructure extensions and supports efficient urban growth patterns.

Goal 1.2A: Overall Mix of Uses: Strive for a balanced mix of residential, employment, retail, commercial, recreational, and other uses that allow residents to live, work, play, learn, and conduct much of their daily business within the City and increase the self-sufficiency of the community.

The addition of a QuikTrip convenience store with fuel pumps contributes to the availability of retail and commercial services within the MU-C zone. This supports the goal of providing essential services in proximity to where residents live and work, reducing the need for long commutes to meet daily needs. The development aligns with the intent of the MU-C zone to accommodate a variety of uses, including retail and commercial, in an area designed to serve both the neighborhood and the broader community. This mix of uses helps to create a multifunctional corridor where residents can "live, work, play, and conduct business.

Goal 1.4B: Activity-Generating Uses: Promote a diverse mix of activity-generating uses in centers and corridors where they may be readily accessed by those who live or work in these areas, as well as by residents of adjoining neighborhoods and visitors to the City.

Located within a designated MU-C zone, the project ensures easy access for residents, employees, and visitors in surrounding neighborhoods and workplaces. The convenience of its location near CO 119/Ken Pratt Blvd and Grand Avenue supports the goal of placing activity-generating uses in accessible locations.

Goal 2.1.A: Multimodal Connections: Provide effective multi-modal connections within and between existing and developing neighborhoods, and mixed-use centers and corridors, parks, city facilities, and schools.

*The proposed development's direct access to both **Ken Pratt Blvd** and **Grand Avenue** facilitates efficient connectivity for vehicles, pedestrians, and cyclists. These connections enhance the site's accessibility for customers traveling by various modes of transportation, aligning with the goal of providing effective connections within mixed-use corridors. The inclusion of cross-access to adjacent properties supports movement between neighboring developments, reducing the need for additional trips onto major roads. This inclusion encourages local circulation within the corridor and promotes multimodal connectivity between sites. As part of a mixed-use corridor, the QuikTrip location provides retail and fueling services within an area designed to link residential, commercial, and recreational uses. The development integrates into the existing network of streets and pathways, improving access for pedestrians, cyclists, and drivers.*

Development Review Committee

A pre-application meeting for this project was held on March 1, 2023, followed by a

neighborhood meeting on March 23, 2023, where public comments were received. Concerns raised during the neighborhood meeting included perceived safety issues related to the potential full build-out of Grand Avenue to Main Street and the possibility of increased crime in the area.

The applicant formally submitted the project application on June 5, 2023, initiating the first round of review. Since then, the proposal has undergone five rounds of Development Review Committee (DRC) review, with significant revisions made to address compliance and community concerns.

The proposal presented tonight involves the construction of a 5,312 +/- square foot convenience store with 16 fuel bays and 63 parking spaces (including 16 spaces associated with the fuel bays). Throughout the review process, the applicant has made several adjustments to improve site compatibility and functionality, including:

- Relocating the trash enclosure from the southwest to the southeast corner to enhance compatibility with the adjacent residential project.
- Adding buffers along the east and west lot lines.
- Incorporating required EV parking spaces (1 EV charger installed space, 5 EV ready spaces, 6 EV capable spaces, and 6 EV capable light spaces).
- Installing crosswalks throughout the site to improve pedestrian safety.
- Enlarging the rain garden in the northeast portion of the site to ensure adequate detention capacity.

The site also includes direct access to the sidewalk in the Ken Pratt Boulevard right-of-way, as well as a new connection to the Grand Avenue sidewalk. Additionally, the applicant is dedicating right-of-way for Grand Avenue along the southern edge of the property and will construct the roadway to their eastern property boundary. However, full build-out of Grand Avenue to Main Street is not feasible at this time, as the roadway running easterly of this site has not been platted and the properties adjacent to that portion of Grand Avenue are not currently under review.

Finally, the applicant is requesting three modifications, as noted in the table below to the Longmont Development Code (LDC) for Planning Commission consideration.

Compliance with Section [15.05.200](#), Residential Compatibility, has been thoroughly evaluated concerning the R-SF-zoned property located to the southwest of this site. This analysis specifically addressed the requirements for developments adjacent to lots zoned R-RU, R-SF, and R-MN, including standards for outdoor lighting and other criteria tied to proximity or distance to residential zones.

To ensure an accurate determination of adjacency, a written interpretation by our legal Council was obtained to clarify what constitutes an "adjacent" property under the code. It was determined that the property located diagonally from the southwest corner of the site, without any shared boundary or touching portions, does not meet the definition of "adjacent."

Modification Request Summary

Category	Requested Modification	Justification
Transparency	Reduce glazing from the required 50% to ~40% on two facades (a modification request of 10% on the northerly façade and 9% on the southerly façade).	Accommodates structural needs and

		ensures cohesive design.
Lighting	Increase the average site lighting to 2.26 footcandles (2.0 footcandles is allowed) and fueling areas to 10.67 (10.00 footcandles is allowed).	Enhances safety and visibility for all users.
Landscaping	Substitute trees with shrubs in eastern buffer (a modification request to modify the landscaping requirement along the eastern property line to allow 0 trees and 45 shrubs in place of the required 3 trees and 15 shrubs).	Address site constraints due to utility easements.

Modification Request Detail: Transparency

A modification request in reference to transparency has been submitted with this application (see attachment 5). This request is to address the transparency requirements for a site with two facades facing public streets, ensuring a cohesive design while meeting site-specific conditions. The applicant is requesting relief from Section [15.05.120.C.7.a](#) of the Longmont Development Code, which requires that ground-floor facades facing a street or other public area contain a minimum of 50 percent windows, doorways, or other openings. The specific requests are as follows:

1. To allow 40 (656 SF glazing) percent glazing/transparency on the front facade facing a street, where 50 percent is required.
2. To allow 41 (621 SF glazing) percent glazing/transparency on the rear facade facing a street, where 50 percent is required.

These requests aim to balance the intent of the transparency standards with the operational and design needs of the proposed development.

The applicant has submitted a letter from Lickel Architecture in reference to this request. The letter states that the QuikTrip building type is a reinforced masonry structure, laterally stabilized through vertically and horizontally reinforced masonry cells. The foundation is comprised of trench-type spread footings, which integrate with the reinforced masonry cells to provide structural stability.

That applicant contends that the roof structure encompasses all components above the canopy lines, excluding the parapet walls. To ensure lateral stability, the masonry walls require sufficient width to prevent overstress while maintaining serviceability by controlling deflection and lateral drift. Control joints are strategically placed within the walls to allow for shrinkage and expansion, preventing visible cracks that could compromise the building's appearance or result in moisture and air infiltration.

As stated by Lickel Architecture, given these structural considerations, it is recommended that openings through the masonry walls not exceed 40% of the building façade. This approach ensures the building's integrity while maintaining its durability and aesthetic quality.

As contended by the applicant this modification request is driven by the unique characteristics of the building's size and location, specifically its position between two rights-of-way on the north and south sides. The proposed design, including the amount of transparency provided on all elevations, ensures the development achieves a high-quality, distinctive appearance. The design aligns with the purpose and intent of the standards outlined in the Longmont Development Code

while addressing the site-specific challenges.

Modification Request Detail: Site Lighting (Photometric)

A modification request in reference to site lighting has been submitted with this application. The applicant has asserted (see attachment 4) that the purpose of this request is to enhance safety for patrons and employees by ensuring adequate lighting levels that meet recommended safety standards and deter criminal activity.

The applicant is requesting relief from Table [15.05.140](#), *Maximum Lighting Levels by District or Activity*, to allow:

1. An average of 2.26 footcandles (maximum) for site lighting in a mixed-use or nonresidential district, where 2.0 footcandles is the permitted maximum.
2. An average of 10.67 footcandles (maximum) for gasoline fueling areas within 250 feet of residential zone, where 10.0 footcandles is the permitted maximum.

The applicant has detailed how the strict enforcement of the current provisions would create practical difficulties not caused by the applicant. According to National Code Retail Illuminance Recommendations, individuals over the age of 65 require an average of 20 footcandles for lighting at dispensing islands in Lighting Zone 3 (LZ3). While this far exceeds the applicant's request, it underscores the need for lighting designed to ensure visibility and safety for individuals of all ages. Additionally, the applicant contends, increased lighting levels help deter crime and minimize opportunities for unlawful activities, contributing to a secure environment for all site users.

That applicant states that this proposal does not increase or cause a non-compliance issue with any off site or residential property, and it appears to meet the purpose of Section [15.05.140.A](#) of DRC in that the requested modifications to site lighting levels are designed to meet the safety and security needs of the QuikTrip site while adhering to the goals of the outdoor lighting regulations. By increasing the lighting to 2.26 footcandles for site lighting and 10.67 footcandles for gasoline fueling areas, the request ensures adequate visibility for all patrons, including older adults, which helps deter crime and provides a safer environment. This modification achieves the regulation's goals by minimizing light spill, reducing light pollution, and enhancing safety without negatively affecting adjacent properties, including the existing single family residential development to the southwest of this site. Additionally, energy-efficient lighting strategies are incorporated, supporting environmental sustainability and conservation of resources.

Modification Request Detail: Landscaping

A modification request in reference to the required easterly parking lot buffer as required in Section [15.05.040.J.1](#), which requires a parking lot perimeter buffer (see attachment 3). Specifically, the request is to allow 0 trees and 45 shrubs where 3 trees and 15 shrubs are required along the eastern parking lot perimeter.

This request arises from a practical difficulty due to the presence of a 30-foot Water & Utility Line Easement along the eastern property line, within which trees cannot be planted. To mitigate the impact of this limitation, the applicant is proposing to provide three times the required number of shrubs, which will help maintain a well-landscaped area while respecting the constraints imposed by the easement.

The applicant asserts that the requested modification to the parking lot perimeter landscaping

aligns with the purpose of the regulations by addressing site constraints while supporting the city's goals. The 30-foot Water & Utility Line Easement prevents the planting of trees, but the proposed increase in shrubs—three times the required amount—helps enhance the visual quality of the area and contributes to the overall aesthetic goals of the city. The modification supports a safe and compatible design by softening the visual impact and minimizing potential light and noise pollution, all while maintaining the city's commitment to enhancing the built environment.

Floodplain Review

This property has been reviewed by the City Floodplain Administrator due to the classification of this site as a zone AE (1% risk of flooding annually). The site is to be raised to the maximum extent possible considering that the access drives off Ken Pratt Blvd and Grand Ave are below the base flood elevation of 4955.10. The building finished floor elevation will be at an elevation of 4958.00 which is 2.9 feet higher than the base flood elevation of 4955.10. The adjacent finished grade around the site is approximately 4957 and lower at the pond. The underground fuel storage tanks will be anchored with concrete deadmans (concrete anchors) to counter the buoyancy. The underground detention facility will include an impermeable liner to prevent potential groundwater from entering the facility. The details for the concrete deadmans must be provided with building permits or before the preconstruction meeting. A floodplain Development Permit has been approved by the City of Longmont (see attachment 12).

Public Works

The Public Works Department has reviewed the QuikTrip Site Plan and Plat and provides the following comments. The proposed development is located within a floodplain, requiring the applicant to obtain a floodplain development permit prior to construction, which has already been accomplished. The project includes the extension of Grand Avenue along the southern boundary of the property, with a gate planned at the eastern end, as the southern half east of the development is not designated as City right-of-way. A right-turn lane will be added on Ken Pratt Boulevard to facilitate access to the gas station. Stormwater management is addressed through the proposed use of two raingardens for water quality treatment and an underground detention facility to capture runoff. Water and sewer mains currently exist beneath the Grand Avenue right-of-way, and the development will extend water service into the property while connecting sewer service to a new manhole on the existing main. Additionally, the project will include a new attached sidewalk along the north side of Grand Avenue and three ADA-compliant curb ramps to enhance public accessibility. These comments were prepared with contributions from Marie Nicholson-Hutt.

Transportation

The applicant has conducted a comprehensive Traffic Impact Study for the proposed development of a QuikTrip at 725 and 733 Ken Pratt Blvd (State Highway 119). The study anticipates that the development will generate approximately 1,029 new weekday trips, including 104 trips during the morning peak hour and 91 trips during the afternoon peak hour. Access to the QuikTrip will be provided via the existing right-in/right-out curb cut at 733 Ken Pratt Blvd and from Grand Avenue to the south. Additionally, cross-access will be available from neighboring properties located at 603 Ken Pratt Blvd and 801/821 Ken Pratt Blvd, enhancing

connectivity and circulation.

The applicant analyzed the traffic impact at two signalized intersections: Ken Pratt Blvd & Main Street and Ken Pratt Blvd & S. Pratt Parkway. Both intersections are projected to maintain an acceptable overall Level of Service (LOS D) under the 2025 build-out conditions outlined in the study, meeting established standards in accordance with [15.05.150.F.1.a](#). These comments were prepared with contributions from Caroline Michael.

Referral agency comments were received from CDOT, reminding the applicant that any modifications to the CO 119/Ken Pratt Blvd access would require a CDOT permit, and Colorado Parks and Wildlife provided feedback indicating no concerns regarding the project. Concerns were raised by residents related to potential traffic impacts, an increase in crime, the need for a gas station at this location, and truck traffic along Grand Avenue.

NEIGHBORHOOD INPUT – NOTIFICATIONS AND SIGN POSTING

Notice Type	Date Sign Posted	Date Mailed/Postmarked
Neighborhood Meeting	3/8/2023	3/8/2023
Notice of Application	7/11/2023	7/11/2023
Notice of Public Hearing	12/30/2024	12/30/2024

CRITERIA EVALUATION

15.02.055. No major, minor, or administrative development application shall be approved unless it meets the following review criteria, except that individual types of applications described in this land development code specifically may include exceptions to these criteria or impose additional criteria:

- 1. The application is consistent with the comprehensive plan and the purpose of the code and zoning district; conforms to any previously approved concept plan, preliminary plat, or PUD overall development plan; and complies with all applicable statutes, codes, ordinances and regulations.**

The proposal for the Conditional Use Site Plan (CUSP) approval to construct a 5,312-square-foot convenience store with 16 fuel pumps meets the approval criteria as it aligns with the comprehensive plan and the purpose of the Mixed-Use Corridor (MU-C) zone by supporting economic activity and by pursuing the redevelopment of an underutilized site. There are no previously approved concept plans for this property.

- 2. The application complies with applicable city standards, including for street and utility design and layout, and adequate utilities are available or will be provided for appropriate**

urban-level services.

The proposal for the Conditional Use Site Plan (CUSP) meets the approval criteria by complying with applicable city standards for street and utility design and layout, ensuring the development integrates seamlessly with existing infrastructure. Water and sewer mains currently exist beneath the Grand Avenue right-of-way, and the development will extend water service into the property while connecting sewer service to a new manhole on the existing main. The project also includes the extension of Grand Avenue along the southern boundary of the property, with a gate planned at the eastern end, as the portion of Grand Avenue east of the development is not platted and the adjacent properties are not currently in review. Additionally, a right-turn lane will be added on Ken Pratt Boulevard to facilitate access to the gas station.

3. The application proposes development compatible with surrounding properties in terms of land use, site and building layout and design, and access.

The proposal meets the criteria by demonstrating compatibility with surrounding properties. It aligns with the commercial character of the Mixed-Use Corridor (MU-C) zoning to the north, east, and west, while the design and layout provide a transition to the residential zoning to the south, incorporating buffering measures which propose to add 12 trees and 60 shrubs in the southern buffer, which does not include the required right of way plantings. To minimize impacts on nearby residents, the applicant has excluded Grand Avenue for use of truck access and deliveries, reducing truck traffic near the residential area. Additionally, the access points are strategically designed to integrate seamlessly with the existing roadway network, promoting safe and convenient entry and exit for users.

4. The application will not adversely affect surrounding properties, the natural environment, existing or planned city transportation, or utility services or facilities, or the adverse impacts of the use will be mitigated to the maximum extent feasible.

The proposal meets the criteria by ensuring that it will not adversely affect surrounding properties, the natural environment, or existing or planned city transportation and utility services. Potential impacts are mitigated to the maximum extent feasible through thoughtful site design, including buffers and landscaping to mitigate impacts to adjacent properties, particularly residential areas to the south. Environmental safeguards are incorporated to minimize risks such as fuel spill contamination, while utility infrastructure is either already adequate or will be enhanced to support the project without overburdening services. Additionally, access points and traffic management strategies are designed to prevent disruptions to the surrounding transportation network, ensuring a balanced integration with the area.

5. The application, where required, complies with the sustainability evaluation system requirements to mitigate impacts of development within the city's riparian areas, and as applicable to other projects as determined by separate agreement.

No riparian areas exist on the subject property.

- 6. The application includes an appropriate transportation plan, including multi-modal transportation access, and is integrated and connected, where appropriate, with adjacent development through-street connections, sidewalks, trails and similar features.**

The proposal meets the requirement by including a plan that supports multi-modal access and integration with adjacent development. The site provides direct sidewalk access from the convenience store to both Ken Pratt Boulevard and Grand Avenue, ensuring efficient connectivity to the surrounding area. Additionally, the project includes the construction of a sidewalk within the Grand Avenue right-of-way, enhancing pedestrian accessibility, and includes sidewalks around the building and crosswalk striping throughout all parking areas. These features promote safe and convenient movement for pedestrians and vehicles, while also supporting integration with the existing transportation networks.

15.02.08.B.7 Additional review criteria for administrative modifications. Administrative modifications not required by federal laws shall also meet the following additional review criteria:

- a. The requested administrative modification is either:**
- i. Of a technical nature required to compensate for a practical difficulty (as described in section 15.02.060.I.5.a.ii) or unusual aspect of the site or the proposed development; or**

***Transparency:** The modification request for transparency is driven by the unique characteristics of the site, particularly the building's size, location, and the presence of two rights of way on both the north and south sides. Unlike typical site designs, which feature a true front, sides, and rear with only the front facing a public street, this site has two facades that face public streets, which impacts the design requirements. To address this, the proposed glazing and transparency for the QT store are designed to provide a 360-degree view across the ground floor, including the two side elevations facing east and west. This approach compensates for the practical difficulty of having multiple facades facing public streets, ensuring the building design aligns with the intent of the standards in the LDC such as providing visual interest by including recesses, bump outs, and different material types on the building, while maintaining a high-quality, distinctive appearance with the use of cornices and colorful awnings.*

***Landscaping:** The applicant's request to deviate from the requirement to install 0 trees and 45 shrubs, instead of the required 3 trees and 15 shrubs within the easterly parking lot buffer, meets the criteria. The practical difficulty arises from the presence of a 30-foot water and utility line easement along the eastern property line, which prevents the planting of trees in that area.*

***Photometric:** These administrative modification requests, submitted in conjunction with the active QuikTrip Conditional Use Site Plan and Minor Subdivision case (DV-*

CUSP-23-00012), aim to provide a safer environment for patrons and employees by ensuring adequate lighting levels. The requests seek relief from Table 15.05.140, Maximum Lighting Levels by District or Activity, to allow 2.26 average footcandles (maximum) for site lighting in a mixed-use or nonresidential district (where 2.0 is allowed) and 10.67 average footcandles (maximum) for gasoline fueling areas within 250 feet of residential uses (where 10 is allowed). Literal enforcement of these provisions would create practical difficulties in that the business requesting this modification requires slightly different lighting standards than required by the City. As indicated in the application material, by failing to meet the recommended lighting levels for individuals over 65, as outlined in National Code Retail Illuminance Guidelines, which suggest 20 footcandles for LZ3 at dispensing islands. The goal is to design lighting that ensures safety for all ages and deters crime, addressing practical difficulties and aligning with the intended safety and functionality of the QuikTrip development.

ii. The result of an alternative design that:

- (A) Meets the purpose and intent of this development code;**
- (B) Meets the purpose and intent of the comprehensive plan;**
- (C) Meets the purpose and intent of the standard, plat, or plan; and**
- (D) Represents a creative and quality design without detriment to surrounding properties or neighborhoods, the natural environment, or to the city's ability to provide services and maintain public facilities.**

- b. The modification shall not create a building or fire code violation or other safety hazard; and**

Transparency: *The approval of this requested modification will not create a fire code violation.*

Landscaping: *The approval of this requested modification will not create a fire code violation.*

Photometric: *The approval of this requested modification will not create a fire code violation.*

- c. The modification shall only allow the least deviation from the standard that will afford relief.**

Transparency: *The requested transparency modifications represent the least deviation from the standards, as indicated by the applicant as they achieve 80% and 82% of the required code, respectively. By incorporating glazing and transparency on each of the side facades, the design creates a visually appealing 360-degree effect, ensuring that windows and doors are visible from any point on the property. This approach maintains a high level of design quality while making only a minimal adjustment to the code requirements.*

Landscaping: *The requested landscaping modification represents the least deviation from the standard, as indicated by the applicant, as Public Works has requested no trees be planted within the Water and Utility Line easement. To compensate, the proposal includes three times the required number of shrubs for this area, ensuring that the landscaping meets the intent of the code by enhancing the visual quality of the area and providing screening while accommodating the constraints of the easement.*

Photometric: *The requested modifications represent the least deviation from the standards, as determined by QuikTrip and their lighting professional. Both modifications fall within the allowed 25% threshold and have been reviewed to ensure minimal impact. The photometric plan demonstrates how these adjustments will be effectively achieved while maintaining compliance with safety, photometric requirements at the R-SF zoned subdivision to the southwest and functional requirements.*

Planning and Zoning Commission Options

The Planning and Zoning Commission may consider the following options when reviewing the QuikTrip Conditional Use Site Plan application and three modification requests:

1. Approve the QuikTrip Conditional Use Site Plan application and three modification requests without conditions.
2. Approve the QuikTrip Conditional Use Site Plan application and three modification requests with conditions.
3. Deny the QuikTrip Conditional Use Site Plan application and three modification requests.

Recommendation

Staff recommends conditional approval (PZR 2025-1B) of the QuikTrip Conditional Use Site Plan application and the three modification requests with the condition that recordation of CUSP cannot occur until the Stafford Subdivision, Replat A is approved and recorded.

Attachments

- Attachment 1 – PZR-2025-1A, 1B, and 1C
- Attachment 2 – Site Plan Set
- Attachment 3 – Landscaping Modification Request
- Attachment 4 – Photometric Modification Request
- Attachment 5 – Transparency Modification Request
- Attachment 6 – Plat of Stafford Addition Replat A (minor subdivision in review)
- Attachment 7 – Referral Agency and Public Comments
- Attachment 8 – Final Drainage Report
- Attachment 9 – Geotechnical report
- Attachment 10 – Traffic Study
- Attachment 11 – Perspective View
- Attachment 12 – Approved Floodplain Development Permit
- Attachment 13 – Notices and Certificates of Mailing and Posting

Project File Number

Number DV-CUSP-23-00012