



6162 S. Willow Drive, Suite 320
 Greenwood Village, CO 80111
 303.770.8884 • GallowayUS.com

October 16, 2020

Ryan Loomis
 City of Aurora – Planning Department
 15151 E Alameda Pkwy #4600
 Aurora, CO 80012

RE: Letter of Introduction
 Site Plan and Conditional Use Approval Criteria

General Information:

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|--------------------------|---|
| ZONING | Mixed Use – Corridor (MU-C) |
| PROJECT ADDRESS | 14900 East Colfax Avenue |
| SITE AREA | 46,807 SF (1.07 acres) |
| BUILDING AREA | 2,824 SF c-store, 4,769 SF canopy |
| STRUCTURE HEIGHT | 18'-6" AFG for c-store, 19'-11" for canopy |
| FUELING POSITIONS | 16 |
| PARKING FIELD | 25 Stalls (16 spaces at fueling positions under canopy) |
| ADA PARKING | 2 Stalls |
| BICYCLE PARKING | 4 Spaces |

Project Discussion:

The proposal consists of the development of a new convenience store (c-store) with associate fueling facility under canopy located at 14900 E. Colfax Avenue. The proposed c-store building will be 2,824 square feet and the canopy will be 4,769 SF over top 8 multi-product dispensers (MPD's). The site will be well landscaped and will include the following: a fully enclosed trash enclosure, onsite parking for 25 vehicles (16 spaces at the fueling positions under the canopy), two of which will be designed and signed for ADA accessibility at the front of the c-store.

Vehicle access to the site is provided by an existing shared access drive on the south side of the site and a proposed shared access drive on the east side of the site. The shared access drive to the south connects the offsite development to the east of the Citadel (commonly referred to as "the old Kmart development") to North Altura Boulevard (Private), ultimately providing access to a signalized intersection at East Colfax Avenue. Murphy understands that the final alignment/design of the eastern portion of this access drive will need to be approved and permitted in concert with their approvals so that final construction of the access drive can be completed prior to Murphy obtaining a Certificate of Occupancy. Please see "Access Drive Exhibit" attached to the end of this letter for further clarification.

A secondary right-in/right-out access to East Colfax Avenue is provided to the overall development on the east side of the Murphy Fuel site. All connections to Colfax have been previously approved by the Citadel's master plan, although as part of our development, Murphy is proposing to shift the planned right-in/right-out access slight farther east.



The current site plan features pedestrian sidewalks on its south and east frontages, providing connections to the sidewalks on Altura as well as Colfax. The same sidewalk network provides Murphy employees with ease of access to the trash enclosure at the southeast corner. In addition to the interior sidewalk network, an additional direct sidewalk connection from Colfax to the front entrance of the c-store via a break in the masonry screen wall on the north frontage. A customer plaza area is provided on the south side of the c-store to provide further pedestrian amenity and scale to the project.

The proposed convenience store with fueling is in character with the Master Planned development and will enrich the city's vision for enhanced commercial activity along the existing vehicle-oriented Colfax Avenue thoroughfare. The project intends to comply with master plan guidelines, and city codes and will add both architectural and commercial interest along the Colfax Avenue corridor. Building exterior architecture has been carefully considered and coordinated to comply with the overall center guidelines. The material palette has been selected from the available materials listed in the design guideline and appropriate distributions of material types are detailed in the tables on the exterior elevations. Any rooftop units and/or ground mounted utility appurtenances will be screened per the city's requirements. The requested sign package is shown on the submitted set of drawings.

Construction for the c-store and fueling facility will be done in a single phase and take approximately 3-4 months, with a typical progression of construction activities. These activities, some of which would run concurrently, include site preparation and limited grading, foundation and underground storage tank hole preparation, craning/setting of the building structure, erection of the canopy, setting underground fuel storage tanks, paving and striping and landscaping.

Operational statement:

The c-store and fueling facility will operate 7 days a week, from 5:30 AM to 11:00 PM. The fueling facility and c-store site will be appropriately lit and meticulously maintained. The facility will be staffed by approximately 2-4 associates per shift over 3 overlapping shifts per day.

Murphy Fuel is primarily and overwhelmingly a fuel first provider. This means that the greatest focus of their business is placed on providing affordable fuel in the safest manner feasible to the citizens of Aurora. For additional benefit to Murphy fuel patrons, prepackaged goods are provided by well-trained staff in the c-store for the best possible customer experience. No onsite food preparation is expected at this facility. Any food for purchase will be brought in and sold to customers pre-packaged, no on-site food preparation is expected

There is no delivery dock or designated delivery parking bay required on the premises as deliveries are made after the facility is closed to the public, typically between the hours of 11 PM and 5 AM.

Site Plan Approval Criteria Justification:

1. *Consistency with comprehensive plan. The proposed site plan is consistent with the provisions of the comprehensive plan, the City Code, and plans and policies adopted by city council that apply to the affected area.*

The proposed development is consistent with the provisions of the comprehensive plan, the City Code, and plans and policies adopted by city council that apply to the affected area.



The current zoning designation for the property is MU-C, in which the desired use is categorized as a conditionally permitted use. No known waiver or variance is requested as a part of this application.

- 2. Impact on existing city infrastructure and public improvements. The proposed development does not result in undue or unnecessary burdens on the city's existing infrastructure and public improvements, or that arrangements are made to mitigate such impacts.*

The impact on the existing city infrastructure and public improvements, as they relate to the proposed project, should be considered expected load. This is because the utility and public connections that will serve the facility were planned for within the approved Master Plan. Utility design will be complete per stated City of Aurora guidelines and practices. The access to the old Kmart development is required to be completed prior to Murphy obtaining a C.O., properly spreading the traffic amongst all available access points to Colfax.

- 3. Density. If the density is different from those of adjacent properties, specific steps are to be taken to achieve compatibility. For residential site plans abutting residential zones of lower density, the development shall provide for transitions in density and building height to protect the character of the lower-density residential areas.*

Proposed density of 0.16 FAR (includes the fueling canopy) complies with the standards set forth in MU-C and is appropriate for the size of the parcel (1.07 Acres).

- 4. Protection and appropriate use of environmental features and topography to enhance the development. New development shall be designed, where reasonable, to preserve and protect the water quality and wildlife habitat of riparian corridors, wetlands, and floodplains affected by the proposed development. Open space and natural areas shall be preserved, where reasonable, and integrated into developed areas to provide visual diversity in the landscape and to define neighborhood and community character. The design and placement of buildings on a site incorporate and protect view corridors. Where reasonable, the design of the development shall maintain the approximate topographic form of major ridgelines, swales, and landforms.*

After initial discussions with city staff, Murphy revised the site layout to push the buildings towards Colfax and farther away from the Tollgate ditch that is located to the south of lot 2, limiting the impact to native areas in this master planned development. Expected building heights will be less than 20', preserving view corridors down Colfax Avenue to the west. Onsite grading has been designed to be in substantial compliance with the master planned drainage patterns.

- 5. Landscaped area. All site plans shall conform to adopted landscaping standards or guidelines adopted by city council. Certain portions of the city may be designated for special design treatments and standards.*

The proposed project conforms to the adopted landscaping standards as well as the approved master plan and the Citadel design guidelines adopted by city council.

- 6. Internal efficiency of design. The proposed design of the site plan achieves internal efficiency for its users, including safe and convenient pedestrian access to common areas for recreation and other services, facilities, and amenities provided by the development. The*



proposed design shall provide for safe and convenient access for service and maintenance personnel performing routine duties related to but not limited to mail delivery and pick-up, utility meter reading, and other services.

The proposed site plan limits vehicle access to the minimum extent practicable to allow for safe fuel tanker routes as well as safe vehicle passage throughout the site. Safe and convenient access for service and maintenance personnel performing routine duties related to but not limited to mail delivery and pick-up, utility meter reading, and other services has been designed in the internal sidewalk network. Dedicated and direct pedestrian walkways from Colfax to the c-store front doors and the pedestrian amenity area on the south of the c-store have been included to provide for safe pedestrian/vehicle interaction.

- 7. Control of nuisance impacts. The proposed development controls nuisance impacts on itself and surrounding land uses including heat and glare, traffic congestion, noise, arrangement of signs and lighting, features to prevent littering and accumulation of trash, the amount and quality of storm drainage, the provision of adequate light and air, compatible screening of rooftop mechanical units, and other factors deemed to affect public health, safety and general welfare.*

The site plan has been designed to mitigate any real or perceived nuisance impacts to any and all surrounding land uses. Traffic congestion will be mitigated the inclusion of “Do Not Block Intersection” signage in Altura. Further, a revised traffic study has been produced in conjunction with this application and it concludes that the proposed traffic volumes generated by the proposed project will not adversely impact the expected level of service provided within this overall development and along this particular portion of Colfax Avenue.

All proposed mechanical equipment will be fully screened by the building parapet wall, and the site lighting has been designed to avoid impacting any neighboring uses, or public/private roadways.

Heat and glare, noise, arrangement of signs, and refuse accumulation/containment were also considered when producing the site design. All of which are controlled, and will not adversely affect public health, safety and general welfare.

- 8. Urban design, building architecture, and landscape architecture. The site plan shall establish a high quality of design, demonstrate how compatibility with adjacent development and surrounding urban design elements will be achieved as well as internal consistency of design, and satisfy the city’s adopted design standards and/or guidelines. The relationship between mass and space shall be combined and integrated to produce aesthetic and functional buildings and landscapes.*

The c-store building has been designed to have 360-degree architecture, with the focus being placed on the customer entrance on the east face of the c-store by stone wrapped columns. Additional visual interest to the building corner adjacent the Altura and Colfax intersection has been designed via a tower element faced in stone and topped with a faux clerestory. The secondary focus is on the south elevation with stone columns and glazing in the area adjacent to the pedestrian amenity area.

The architecture of our c-store provides subtle massing shifts on all sides of the building both in plan and elevation, to reduce bulk, and create interest and variety. As previously



stated, our colors and materials (and our meticulous building maintenance) allow our structures to remain evergreen. Drawing from a high-quality palette of materials in compliance with that required in design guidelines. Shifts in the roofline and compact relief in the footprint provide the 1.07 acre site with an appropriate building mass in balance with parking and landscaping.

The fueling canopy is provided with masonry wrapped columns, founded by stone wrapped bases and topped with a slim and sleek appearing fascia capped with a cornice element to provide visual interest without creating a massive, top-heavy canopy structure.

Lastly, the site landscape drives a few areas of sustainability. The planting approach, in limiting the use of water, planning for successional growth, and focusing on management versus maintenance, provides long range landscape resilience.

- 9. Adequacy, accessibility, and connectivity of traffic and circulation plans. The design and efficiency, and connectivity of vehicular, bicycle, and pedestrian transportation systems, linkages to open space and trails, availability of resident and guest parking, loading spaces, convenience of location, and access to public transit facilities shall be adequate and functional.*

As previously stated, the proposed site plan provides vehicle access to allow for safe and convenient access for service and maintenance personnel performing routine duties related to but not limited to fuel delivery, mail delivery and pick-up, utility meter reading, and other services as well as Murphy's customers. Dedicated pedestrian walkways within and adjacent to the site provide for safe pedestrian/vehicle interaction and ease of connection to the public realm.

The connection to the existing public and private network for vehicle, bicycle, and pedestrian traffic, as well as available parking in excess of the code required minimum demonstrate conformance with the finding as stated above.

- 10. Street standards. Public and private streets included in the site plan shall conform with city street standards.*

The southern and eastern private shared access drive relocations are proposed as a part of this application and intend to comply with the appropriate city standards.

- 11. Past Performance. The city council and the planning commission are authorized to consider the past performance of an applicant in their consideration of any site plan. The planning commission or city council may deny any approval of a site plan if the applicant or developer thereof is determined to be in violation of any requirements, conditions or representations on a prior development.*

Neither Galloway nor our client are aware of any current or past violations of any requirements, conditions, or representation relative to this development or ongoing operations.



Conditional Use Approval Criteria Justification:

1. The compatibility of the proposed use with existing and planned uses on abutting properties;

Proposed development of c-store with fuel use is consistent with proposed commercial uses within this overall, master planned development and is in line with the “retail/restaurant” uses indicated within the approved planning area.

2. Any increase in density or intensity of the proposed use that will affect the compatibility of the use with existing and planned uses in the surrounding area;

The proposed c-store has a small footprint of 2,824 GSF (0.06 FAR) and is appropriately sized to provide appropriate service to the citizens of Aurora. The intensity of the use is accommodated via the internal roadway system. Both density and intensity were contemplated in the approved master plan as this area of the Citadel is earmarked for a “retail/restaurant” use, and this proposed development is in substantial compliance.

3. The proposed use will not change the predominant character of the surrounding area;

Colfax Avenue is a highly traveled vehicle thoroughfare. The intention of this project is for Murphy to rely on this existing traffic for a successful business. The proposed use is similar to the existing vehicle related uses in this area that reside on both sides of Colfax.

4. The ability to mitigate adverse and undesirable impacts to the surrounding area, including but not limited to visual impacts, air emissions, noise, vibrations, glare, heat odors, water pollution, electromagnetic interference, and other nuisance effects;

The proposed development will mitigate impacts to the surrounding area through the use of good site design, which will include parking per code requirements, as well as efficient operations, and regular maintenance activities designed to ensure compatibility with surrounding uses.

5. Amount of traffic generated and capacity and design of roadways to handle anticipated traffic;

The existing and approved overall traffic impact analysis contemplated high turnover restaurants, retail and fitness gyms in this area of the overall development. The overall development/master plan’s required improvements provided the roadway infrastructure to accommodate the proposed c-store with fueling use. Minimal adjustments to the existing built environment are detailed in the revised traffic study that is included in the submittal package. It is important to note that the access connection to the old Kmart development is required to be completed prior to Murphy obtaining a C.O. This connection properly spreads the traffic amongst all available access points to Colfax.

6. The effect on infrastructure including water, wastewater, stormwater, utilities, and streets;

While the master plan was being processed for approvals, the utility and street infrastructure was designed with uses such as this in mind. A restaurant or retail use was contemplated in design of the what we now know as the existing infrastructure. The expectation is that the net effect on the existing infrastructure will be as what was contemplated in the initial design and approvals.



7. The incorporation and integration of architectural and landscape features to mitigate impacts from the proposed use;

Proposed development will include a new building, parking lot, and associated landscaping improvements per current code. Design of proposed c-store and canopy will include 360-degree architecture with focus on “entry” type feature located on east elevation where the customer entrance is located. In addition, tower features and “pop out” columns will also serve to bring visual interest to all four sides of the building. Massing shifts in both plan and elevations on all sides of the building help to reduce and modulate bulk resulting in visual interest and variety for customers and passersby.

Proposed parking lot will include additional landscaping in the parking field and along the perimeter of the property in compliance with the existing and approved master plan. In addition to landscaping, a masonry screen wall is being proposed along the Colfax Avenue frontage to help screen the vehicle element within the bounds of the site.

8. The city council, planning commission, or planning director are authorized to consider the past performance of an applicant in their consideration of any conditional use. The planning commission, city council, or planning director may use as a basis for denial whether the applicant or developer is determined to be in violation of any requirements, conditions, or representations on a prior development.

Neither Galloway nor our client are aware of any current or past violations of any requirements, conditions, or representation relative to this development or ongoing operations.

Project Contact(s):

Applicant Rep: Gary Hegener

Company: Murphy Oil USA

Address: 200 E. Peach Street

El Dorado, AR 71730

Phone: 870-677-0548

Email: Gary.hegener@murphyusa.com

Civil Engineer: Jim Erwin-Svoboda, PE

Company: Galloway & Company, Inc.

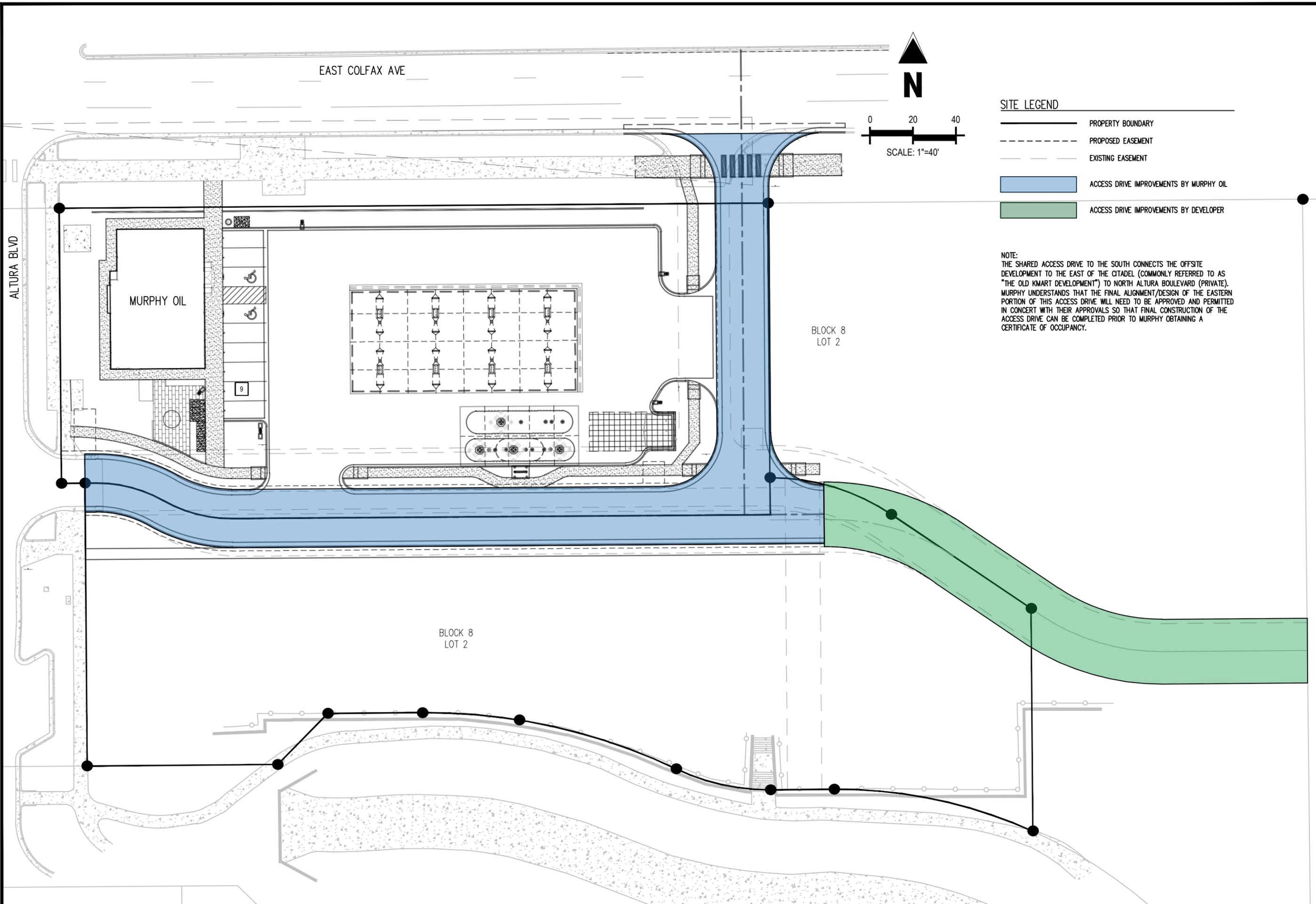
Address: 6162 S Willow Drive, Suite 320

Greenwood Village, CO 80111

Phone: 303-770-8884

Email: jimerwinsvoboda@gallowayus.com





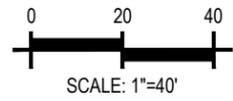
EAST COLFAX AVE

ALTURA BLVD

MURPHY OIL

BLOCK 8
LOT 2

BLOCK 8
LOT 2



SITE LEGEND

- PROPERTY BOUNDARY
- PROPOSED EASEMENT
- EXISTING EASEMENT
- ACCESS DRIVE IMPROVEMENTS BY MURPHY OIL
- ACCESS DRIVE IMPROVEMENTS BY DEVELOPER

NOTE:
THE SHARED ACCESS DRIVE TO THE SOUTH CONNECTS THE OFFSITE DEVELOPMENT TO THE EAST OF THE CITADEL (COMMONLY REFERRED TO AS "THE OLD KMART DEVELOPMENT") TO NORTH ALTURA BOULEVARD (PRIVATE). MURPHY UNDERSTANDS THAT THE FINAL ALIGNMENT/DESIGN OF THE EASTERN PORTION OF THIS ACCESS DRIVE WILL NEED TO BE APPROVED AND PERMITTED IN CONCERT WITH THEIR APPROVALS SO THAT FINAL CONSTRUCTION OF THE ACCESS DRIVE CAN BE COMPLETED PRIOR TO MURPHY OBTAINING A CERTIFICATE OF OCCUPANCY.

Project No: _____
Drawn By: **RNG**
Checked By: **CER**
Date: **OCT 2020**