

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	5	358	148	730	217
v/c Ratio	0.04	0.23	0.10	0.33	0.12
Control Delay	40.0	0.3	3.4	2.9	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	40.0	0.3	3.4	2.9	1.6
Queue Length 50th (ft)	3	0	11	1	0
Queue Length 95th (ft)	14	0	52	161	87
Internal Link Dist (ft)	95		640		381
Turn Bay Length (ft)				200	
Base Capacity (vph)	383	1583	1459	2440	1798
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.01	0.23	0.10	0.30	0.12

Intersection Summary



Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	4	292	112	560	149
v/c Ratio	0.04	0.18	0.08	0.25	0.08
Control Delay	40.0	0.3	3.0	2.1	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	40.0	0.3	3.0	2.1	1.4
Queue Length 50th (ft)	2	0	8	0	0
Queue Length 95th (ft)	13	0	38	105	58
Internal Link Dist (ft)	95		640		381
Turn Bay Length (ft)				200	
Base Capacity (vph)	383	1583	1475	2488	1799
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.01	0.18	0.08	0.23	0.08

Intersection Summary



Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	5	358	178	730	241
v/c Ratio	0.04	0.23	0.12	0.34	0.13
Control Delay	40.0	0.3	3.4	2.7	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	40.0	0.3	3.4	2.7	1.6
Queue Length 50th (ft)	3	0	13	1	0
Queue Length 95th (ft)	14	0	61	157	94
Internal Link Dist (ft)	95		640		381
Turn Bay Length (ft)				200	
Base Capacity (vph)	383	1583	1460	2403	1798
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.01	0.23	0.12	0.30	0.13

Intersection Summary

APPENDIX H

Cap-X & ICAT Tool Worksheets

MIMR Excerpts

Capacity Analysis for Planning of Junctions

Dynamic Results Summary

TYPE OF INTERSECTION	Overall V/C Ratio	V/C Ranking	Pedestrian Accommodations	Bicycle Accommodations
Partial Cloverleaf B N-S	0.31	1	Good	Excellent
Partial Cloverleaf A N-S	0.35	2	Good	Excellent
Partial Cloverleaf A E-W	0.38	3	Good	Excellent
Diverging Diamond Interchange N-S	0.39	4	Good	Excellent
Partial Cloverleaf B E-W	0.42	5	Good	Excellent
Diverging Diamond Interchange E-W	0.44	6	Good	Excellent
Displaced Left Turn (Interchange) E-W	0.45	7	Good	Excellent
Diamond N-S	0.55	8	Good	Fair
Single Point N-S	0.57	9	Good	Excellent
Singe Point Diamond w/ RAB N-S	0.61	10	Good	Excellent

Use the "yes/no" drop-down menus in Step 2 (Base and Alt Selection) to exclude intersection types from summary rankings, if they are not applicable.

ICAT STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

Developed and Maintained in Cooperation with Georgia DOT

CDOT ICAT Version 1.2 | Release Date: 4/26/2021

CDOT Project Number: 0000000
Project Location: Palmer Divi @ NB Off-Ramp /
Existing Intersection Control: Conventional Minor Stop
County/Region: El Paso / CDOT Region 2
Area Type: Urban
Prepared by: 0
Date: 1/0/1900
Type of Project: Operational Improvement Project

Existing / Design Year No-Build Traffic Operations

Traffic Analysis Measure of Effectiveness	Intersection Delay	
Traffic Analysis Software Used	--select one--	
Analysis Time Period	AM Peak Hr	PM Peak Hr
2024 Existing No-Build Peak Hr Intersection Delay	0.0 sec	0.0 sec
2024 Existing No-Build Peak Hr Intersection V/C ratio	0.00	0.00
2028 Design Yr No-Build Peak Hr Intersection Delay	0.0 sec	0.0 sec
2028 Design Yr No-Build Peak Hr Intersection V/C ratio	0.00	0.00

Alternatives Analysis	**Alternative 1**	**Alternative 2**	**Alternative 3**
Proposed Control Type Improvement:	Displaced Left-Turn / CFI	Signalized Intersection	Multilane Roundabout
	Add addt'l description here	*Add addt'l description here*	*Add addt'l description here*
Project Cost ***(From Cost Worksheet)***			
Construction Cost	$863,438	$416,251	$1,024,054
ROW Cost	$32,829	$2,296	$400,918
Environmental Cost	$0	$0	$0
Reimbursable Utility Cost	$25,903	$12,488	$30,722
Design & Contingency Cost	$259,031	$124,875	$307,216
Cost Adjustment (justification req'd)	0%	0%	0%
Total Cost	$1,181,202	$555,910	$1,762,910

Traffic Operations						
Traffic Analysis Software Used	--select one--		--select one--		--select one--	
Analysis Period	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr
2028 Design Yr Build Intersection Delay	0.0 sec	0.0 sec	0.0 sec	0.0 sec	0.0 sec	0.0 sec
2028 Design Yr Build Intersection V/C	0.00	0.00	0.00	0.00	0.00	0.00

Safety Analysis			
Predefined CRF: PDO	0%	39%	32%
Predefined CRF: Fatal/Inj	0%	40%	71%
Predefined CRF Source:	-	FHWA Clearinghouse IDs: 7982 / 7984	FHWA Clearinghouse IDs: 236 / 237
User Defined CRF: PDO			
User Defined CRF: Fatal/Inj			
User Defined CRF Source (write in if applicable):			

Environmental Impacts			
Historic District/Property:	None	None	None
Archaeology Resources:	None	None	None
Graveyard:	None	None	None
Stream:	None	None	None
UST/Hazmat:	None	None	None
Park Land:	None	None	None
EJ Community:	None	None	None
Floodplain:	None	None	None
Wetland:	None	None	None
T&E Species Habitat:	None	None	None

Note: Be sure to go back to **Costs** worksheet to enter mitigation costs for each noted impact

Stakeholder Support:			
Local Community Support	Unknown	Unknown	Unknown
CDOT Region Support	Unknown	Unknown	Unknown

Final ICAT Stage 2 Score:	**2.8**	**3.5**	**2.2**
Rank of Control Type Alternatives:	**2**	**1**	**3**

Provide additional comments and/or explain any unique analysis inputs, or results (as necessary):

ICAT STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

Developed and Maintained in Cooperation with Georgia DOT

CDOT ICAT Version 1.2 | Release Date: 4/26/2021

CDOT Project Number: 0000000
Project Location: Palmer Divi @ Road 2 / SB Off-Ramp
Existing Intersection Control: Conventional Minor Stop
County/Region: El Paso / CDOT Region 2
Area Type: Urban
Prepared by: 0
Date: 1/0/1900
Type of Project: Operational Improvement Project

Existing / Design Year No-Build Traffic Operations

Traffic Analysis Measure of Effectiveness	Intersection Delay	
Traffic Analysis Software Used	--select one--	
Analysis Time Period	AM Peak Hr	PM Peak Hr
2024 Existing No-Build Peak Hr Intersection Delay	0.0 sec	0.0 sec
2024 Existing No-Build Peak Hr Intersection V/C ratio	0.00	0.00
2028 Design Yr No-Build Peak Hr Intersection Delay	0.0 sec	0.0 sec
2028 Design Yr No-Build Peak Hr Intersection V/C ratio	0.00	0.00

Alternatives Analysis	**Alternative 1**		**Alternative 2**		**Alternative 3**	
Proposed Control Type Improvement:	Displaced Left-Turn / CFI		Signalized Intersection		Multilane Roundabout	
Project Cost ***(From Cost Worksheet)***	*Add addt'l description here*		*Add addt'l description here*		*Add addt'l description here*	
Construction Cost	$863,438		$416,251		$804,054	
ROW Cost	$32,829		$2,296		$200,918	
Environmental Cost	$0		$0		$0	
Reimbursable Utility Cost	$25,903		$12,488		$24,122	
Design & Contingency Cost	$259,031		$124,875		$241,216	
Cost Adjustment (justification req'd)	0%		0%		0%	
Total Cost	$1,181,202		$555,910		$1,270,310	
Traffic Operations						
Traffic Analysis Software Used	--select one--		--select one--		--select one--	
Analysis Period	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr
2028 Design Yr Build Intersection Delay	0.0 sec	0.0 sec	0.0 sec	0.0 sec	0.0 sec	0.0 sec
2028 Design Yr Build Intersection V/C	0.00	0.00	0.00	0.00	0.00	0.00
Safety Analysis						
Predefined CRF: PDO	0%		39%		32%	
Predefined CRF: Fatal/Inj	0%		40%		71%	
Predefined CRF Source:	-		FHWA Clearinghouse IDs: 7982 / 7984		FHWA Clearinghouse IDs: 236 / 237	
User Defined CRF: PDO						
User Defined CRF: Fatal/Inj						
User Defined CRF Source (write in if applicable):						
Environmental Impacts						
Historic District/Property:	None		None		None	
Archaeology Resources:	None		None		None	
Graveyard:	None		None		None	
Stream:	None		None		None	
UST/Hazmat:	None		None		None	
Park Land:	None		None		None	
EJ Community:	None		None		None	
Floodplain:	None		None		None	
Wetland:	None		None		None	
T&E Species Habitat:	None		None		None	
Stakeholder Support:	**Note:** Be sure to go back to **Costs** worksheet to enter mitigation costs for each noted impact					
Local Community Support	Unknown		Unknown		Unknown	
CDOT Region Support	Unknown		Unknown		Unknown	
Final ICAT Stage 2 Score:	**2.6**		**3.4**		**2.5**	
Rank of Control Type Alternatives:	**2**		**1**		**3**	

Provide additional comments and/or explain any unique analysis inputs, or results (as necessary):

Kimley»Horn

May 28, 2025

Mr. John Cater
Division Administrator
Federal Highway Administration Colorado Division
12300 West Dakota Avenue, Suite 180
Lakewood, Colorado 80228

Re: Buc-ee's Palmer Lake
Minor Interchange Modification Request Memorandum
Palmer Lake, Colorado

Dear Mr. Cater:

This memorandum documents the results of traffic analysis prepared for the County Line Road & I-25 interchange in Palmer Lake, Colorado. The purpose of this traffic analysis was to compare various interchange alternatives as part of a Minor Interchange Modification Request (MIMR).

With anticipated development in the immediate area, the existing stop-controlled off-ramps at the County Line Road and I-25 Ramps intersections are expected to need improvement. The primary development anticipated to affect the interchange is a 120-fueling position Buc-ee's gas station with a 74,000 square foot convenience store is proposed on the southwest corner of the County Line Road and I-25 Southbound Ramps intersection.

Prior to preparing this memorandum, Kimley-Horn performed an analysis of the interchange utilizing the Capacity Analysis for Planning of Junction (Cap-X) Tool developed by the Federal Highway Administration. The results of the Cap-X analysis were reviewed by CDOT. Three alternatives identified in the Cap-X analysis were determined to be feasible options for this interchange due to a combination of available right of way for the improvement, constructability, and operational performance. These alternatives include:

- Alternative 1: Standard Diamond Interchange
- Alternative 2: Diverging Diamond Interchange (DDI)
- Alternative 3: Roundabout Interchange

After completion of the Cap-X analysis it was determined that additional analysis should be performed to identify a preferred solution for the interchange. This memorandum expands upon analysis prepared by the Buc-ee's development in the Buc-ee's Traffic Impact Study, using PTV Vissim microsimulation software to compare these interchange alternatives.

Following discussion with CDOT staff, a fourth alternative—Alternative 1b—was analyzed, which is a standard diamond interchange but includes additional improvements such as a separate northbound right turn lane on the I-25 northbound off-ramp as well as additional storage length available on the westbound County Line Road approach to the I-25 Northbound Ramps intersection. The additional storage length on westbound County Line Road would be constructed in conjunction with Buc-ee's Palmer Lake development. Based on discussion with CDOT, the separate right turn lane on the I-25 northbound off-ramp is

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expected to be constructed by future developments to the east of I-25, such as Monument Ridge East.

The following existing intersections were included for analysis in this study:

- County Line Road & Beacon Lite Road (Intersection #1)
- County Line Road & I-25 Southbound Ramps (#2)
- County Line Road & I-25 Northbound Ramps (#3)
- County Line Road & Monument Hill Road (#4)

The proposed right-out only access to be located on County Line Road between Beacon Lite Road and the I-25 Southbound Ramps was also included in the simulation models.

TRAFFIC IMPACT STUDY SUMMARY

A traffic impact study—Buc-ee's Palmer Lake—was prepared by Kimley-Horn in November 2024 that included analysis of the aforementioned intersections, in addition to two proposed full movement accesses along the east side of Beacon Lite Road to the south of County Line Road. The study analyzed two horizons, including a 2028 short-term buildout analysis and a 2045 long-term planning horizon analysis. Applicable documents from the traffic study are attached. For purposes of this memorandum, the study will be referred to as the Buc-ee's Palmer Lake traffic study.

PROJECTED TRAFFIC VOLUMES AND MODEL PARAMETERS

Traffic volumes at the study area intersections in this memorandum were based on the Buc-ee's Palmer Lake traffic study and are intended to represent typical expected weekday peak hour traffic volume projections. The Vissim analysis conducted in association with this memorandum analyzed only the 2045 background plus project traffic conditions. A screenshot of the 2045 background plus project traffic volumes from the Buc-ee's Palmer Lake traffic study is provided in **Figure 1**. Of note, this figure shows traffic volumes for two additional intersections (#6 and #7) along Beacon Lite Road which would serve as access locations to the Buc-ee's; however, these intersections were not included in the analysis presented in this memorandum, as the primary area of focus is the County Line Road & I-25 interchange along with its adjacent intersections.

These projected volumes were balanced as needed prior to developing origin-destination routing throughout the study network. The Highway Capacity Manual (HCM) urban standard peak hour factor (PHF) of 0.92 was used as a basis to form peak hour traffic variation in the Vissim models, while a heavy vehicle percentage of two (2) percent was also assumed, both of which are consistent with the Buc-ee's Palmer Lake traffic study. Vehicle inputs were applied at 15-minute intervals using the 0.92 PHF as a basis to provide for traffic volume fluctuations throughout the morning and peak hours. Origin-destination routing was conducted using PTV Visum to generate end-to-end routing throughout the entire network. Each model included a 900-second (15-minute) seed period at the beginning of each simulation, while the models were run for 30 simulation runs.

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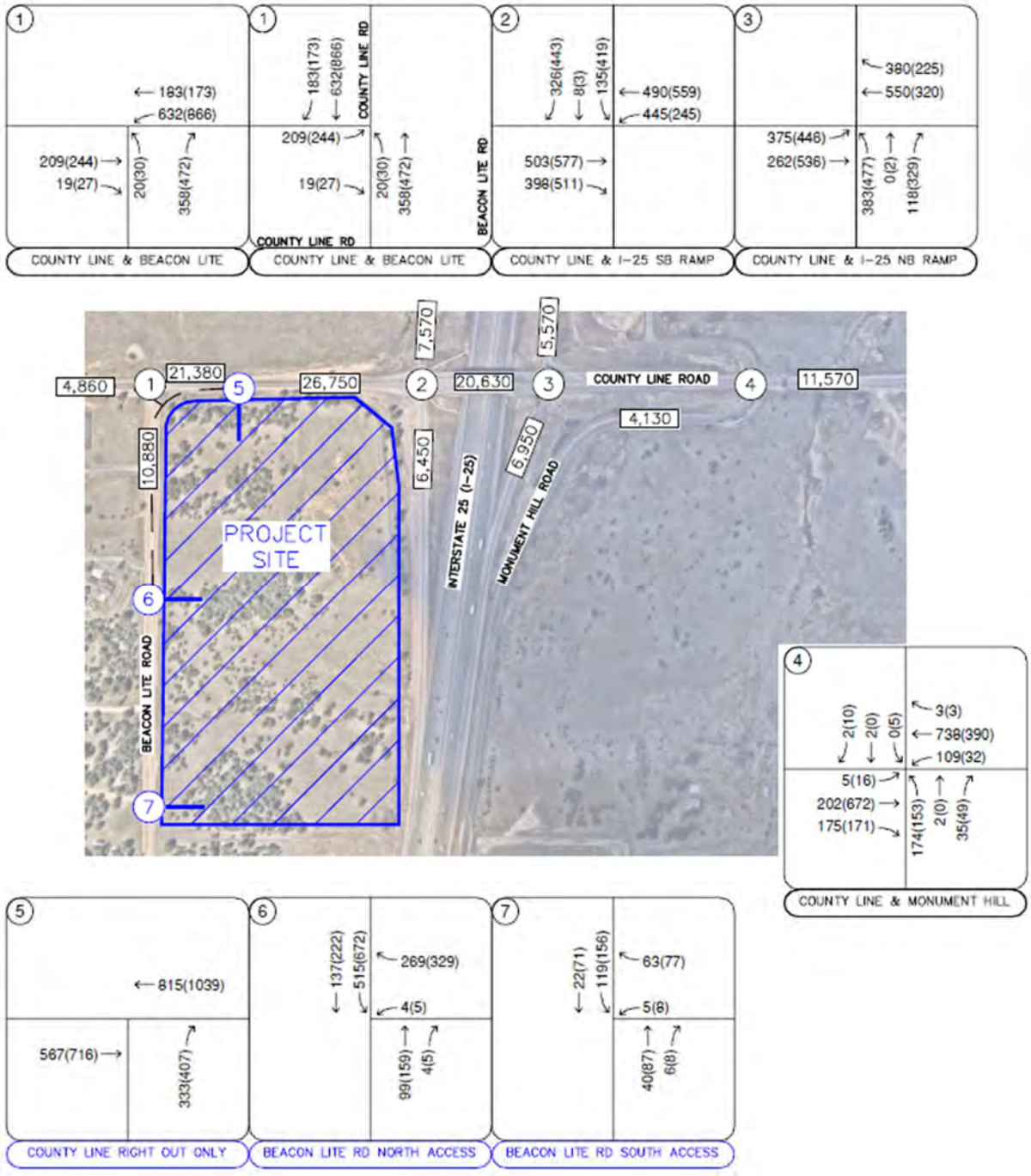


Figure 1 – 2045 Total Traffic Volumes

Signal timings used in the analysis were based on the Synchro analysis results from the Buc-ee's Palmer Lake traffic study, with minor modifications made to optimize traffic operations as was deemed appropriate based upon the results of the Vissim analysis conducted in this study. A 90-second cycle was assumed at the County Line Road & I-25 Ramps (#2 and #3) intersections in the standard diamond interchange alternative, with the eastbound and westbound left turning movements operating with protected-permissive left turn phasing. A 70-second cycle was assumed at the I-25 Ramps intersections in the DDI alternative. A 60-second cycle was used at the County Line Road & Monument Hill Road (#4) intersection in all alternatives, with all four approaches to this intersection operating with permissive only left turn phasing.

TRAFFIC OPERATIONAL ANALYSIS

Traffic operations were analyzed for all build alternatives during the morning and afternoon peak hours in the 2045 horizon. All build alternatives assumed that the County Line Road & Beacon Lite Road (#1) intersection would be configured as a roundabout, with two entry and exit lanes on the south and west legs of the intersection and one entry/exit lane on the west leg of the intersection. This is consistent with the roundabout configuration assumed in the Buc-ee's traffic study. A screenshot of this intersection from the Vissim analysis is provided in **Figure 2**.

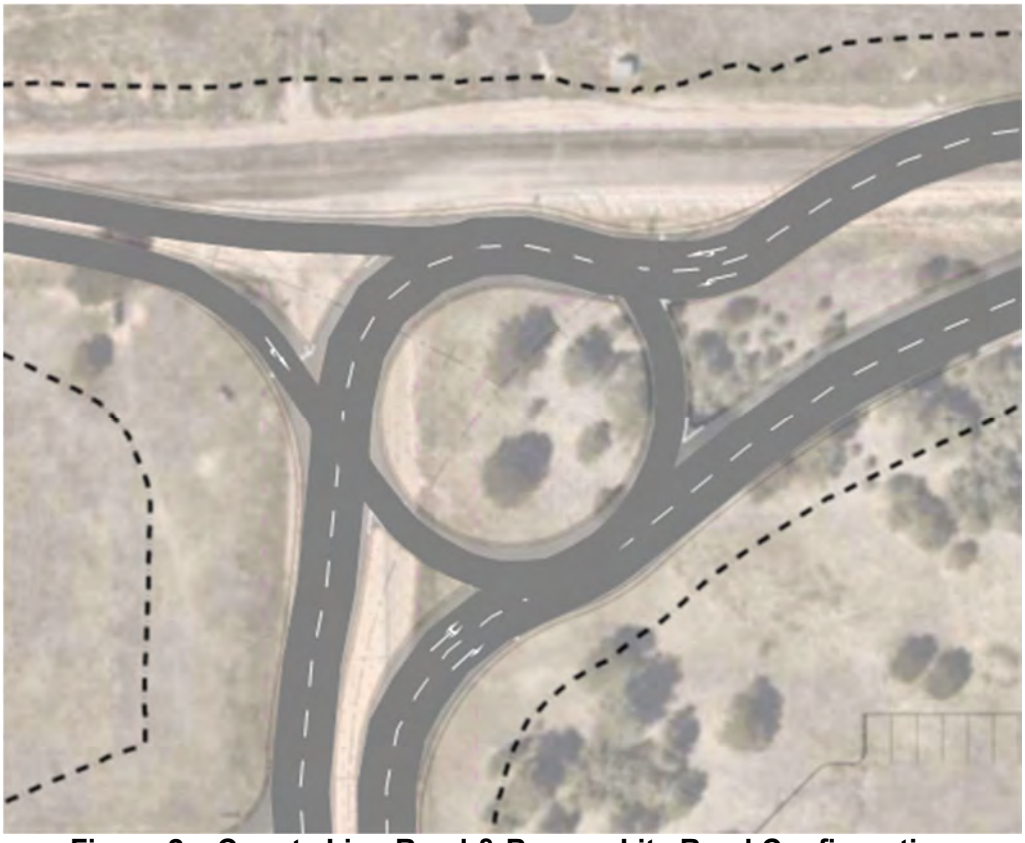


Figure 2 – County Line Road & Beacon Lite Road Configuration

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The County Line Road & Monument Hill Road (#4) intersection was also assumed to generally be of the same intersection configuration in all alternatives. The eastbound approach was assumed to provide a left turn lane, one through lane, and a right turn lane, while the westbound approach assumed a left turn lane and a shared through/right turn lane. The northbound Monument Hill Road approach was assumed to operate with a shared left/through lane and a separate right turn lane, while the southbound approach was assumed to provide one lane for shared left/through/right turning movements. A screenshot of this intersection from the Vissim analysis is provided in **Figure 3**.

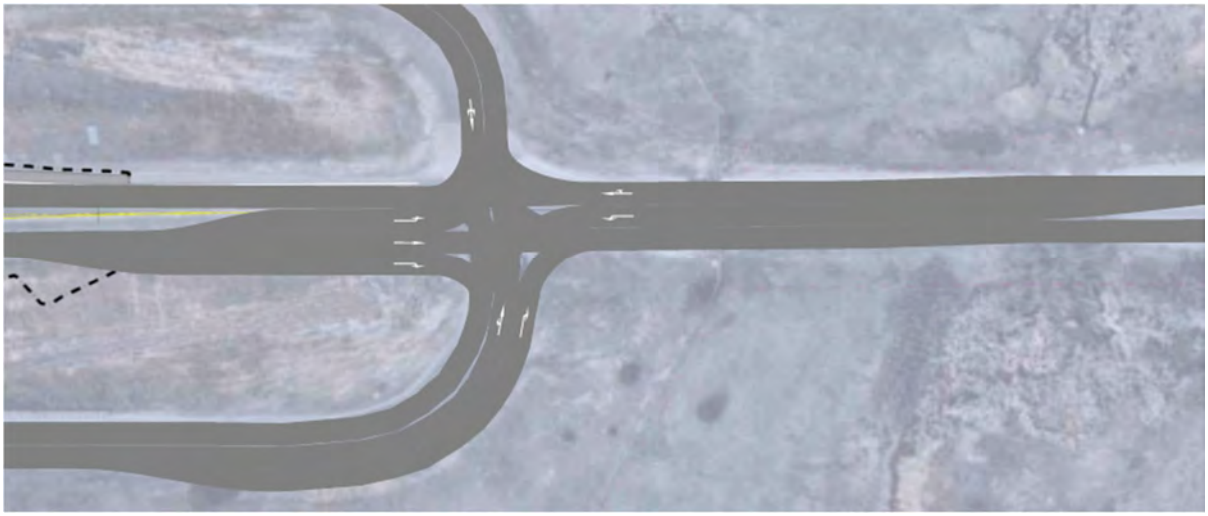


Figure 3 – County Line Road & Monument Hill Road Configuration

The following describes the results of each of these alternatives. Full exhibits along County Line Road spanning from west of Beacon Lite Road to just west of Monument Hill Road are attached. It should be noted that Vissim results are different from Synchro analysis results as the two software analyze traffic patterns differently. As such, the results presented in this analysis should not be compared directly to the Synchro results presented in the Buc-ee's Palmer Lake traffic study. The intersection delay, level of service, and average maximum reported queues during the 30 simulation runs will be presented in this section for each alternative.

Alternative 1: Standard Diamond Interchange

A standard signalized diamond interchange was analyzed at the County Line Road & I-25 interchange. This interchange configuration is likely the most cost effective of the alternatives considered, as there should be no impacts to the adjacent frontage road or right of way.

The County Line Road & I-25 Southbound Ramps (#2) intersection assumed the eastbound approach would provide two through lanes and a channelized free right turn lane, with the upper through lane becoming a forced eastbound left turn lane at the I-25 Northbound Ramps (#3) intersection. The westbound approach assumed a left turn lane and two through lanes. The I-25 southbound off-ramp assumed a shared left/through lane and a separate channelized yield-controlled right turn lane.

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The County Line Road & I-25 Northbound Ramps (#3) intersection assumed a left turn lane and one through lane on the eastbound approach, with the westbound approach providing a turn bay prior to the intersection for eventual westbound left turning movements onto the I-25 southbound on-ramp, one through lane, and a shared through/right turn lane. The I-25 northbound off-ramp assumed a left turn lane and a shared left/through/right turn lane. A screenshot of the Alternative 1 County Line Road & I-25 standard diamond interchange is shown in **Figure 4**.

The level of service and maximum queue results for this alternative are shown in **Table 1**. As shown in the table, both ramp terminal intersections are anticipated to operate at LOS B during the morning peak hour and LOS C or better during the afternoon peak hour through the 2045 horizon with a standard diamond interchange configuration. The average maximum vehicle queues along the I-25 southbound and northbound off-ramps did not exceed 418 and 380 feet, respectively, during the morning or afternoon peak hours in this analysis. As such, it is not believed that this interchange configuration would cause vehicles queues to spill onto the mainline or other notable impacts to the mainline of I-25 traffic in either direction.

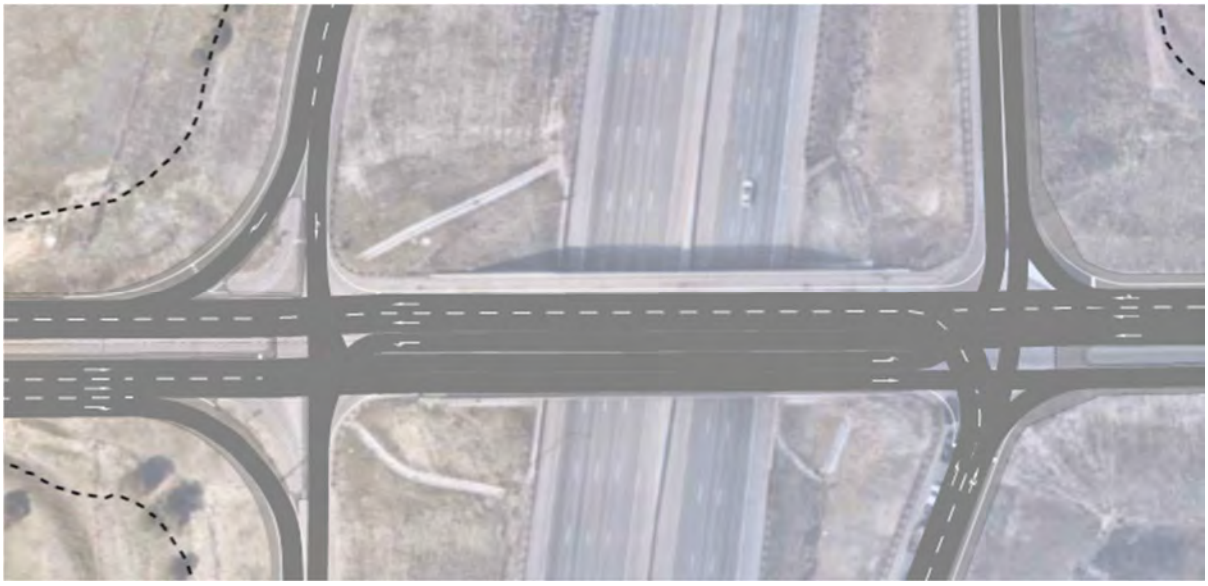


Figure 4 – Alternative 1: County Line Road & I-25 Diamond Interchange Configuration

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Table 1 – Alternative 1 LOS, Delay, and Queues

Intersection	Mvmt./ App./ Int.	2045 AM		2045 PM	
		LOS (Delay, sec/veh)	Maximum Queue (ft)	LOS (Delay, sec/veh)	Maximum Queue (ft)
County Line Rd & I-25 SB Ramp	SB	B (12.3)	165	B (18.5)	418
	SBL	C (33.7)	165	C (34.1)	418
	SBT	C (34.7)	165	D (43.4)	418
	SBR	A (2.8)	111	A (3.9)	379
	EB	A (8.7)	266	B (11.9)	334
	EBT	B (12.8)	266	B (18.0)	334
	EBR	A (0.6)	170	A (0.9)	238
	WB	B (14.7)	369	C (26.0)	339
	WBL	C (20.3)	369	D (47.0)	339
	WBT	A (9.6)	209	B (17.1)	238
	Int.	B (11.9)	-	B (18.1)	-
County Line Rd & I-25 NB Ramp	NB	C (32.1)	270	C (27.2)	380
	NBL	D (35.1)	220	C (28.7)	330
	NBT	D (41.2)	220	C (33.4)	330
	NBR	C (22.6)	270	C (24.9)	380
	EB	B (12.6)	285	B (18.3)	368
	EBL	B (16.1)	285	C (20.0)	319
	EBT	A (7.6)	190	B (16.8)	368
	WB	A (9.0)	385	B (16.4)	289
	WBT	B (11.7)	385	C (23.5)	289
	WBR	A (5.0)	179	A (6.3)	150
	Int.	B (16.0)	-	C (21.4)	-

Alternative 1b: Standard Diamond Interchange with Additional Improvements
It is understood that there are future developments to the east of the County Line Road and I-25 Northbound Ramps (#3) intersection that are planning to install a separate northbound right turn lane on the I-25 northbound off-ramp. As requested by CDOT, additional analysis was conducted to assess overall network operations with the northbound off-ramp providing a designated left turn lane, a shared left/through lane, and a separate right turn lane. In addition to this improvement, Alternative 1b also widened the westbound County Line Road approach to the I-25 Northbound Ramps (#3) intersection from one lane to three lanes further to the east than the Alternative 1 analysis. Compared to Alternative 1, Alternative 1b includes an additional approximately 275 feet of storage length for both the innermost westbound through lane—which serves as a spillback lane for the eventual westbound left turning movement at the I-25 Southbound Ramps (#2) intersection—and in the shared westbound through/right turn lane.

While it is likely these improvements could require some additional widening and grading to accommodate these lanes, it is believed that these improvements could be constructed feasibly. The additional storage length on westbound County Line Road would be

constructed in conjunction with Buc-ee's Palmer Lake development. Based on discussion with CDOT, the separate right turn lane on the I-25 northbound off-ramp is expected to be constructed by future developments to the east of I-25, such as Monument Ridge East. A detailed exhibit displaying these additional improvements is attached. A screenshot of the Alternative 1b standard diamond interchange configuration is provided in **Figure 5**.

The level of service and maximum queue results for this alternative are shown in **Table 2**. As shown in the table, both ramp terminal intersections are anticipated to operate at LOS B during both the morning and afternoon peak hours through the 2045 horizon with a standard diamond interchange configuration and additional improvements compared to Alternative 1. The average maximum vehicle queues along the I-25 southbound and northbound off-ramps did not exceed 402 feet and 256 feet, respectively, during the morning or afternoon peak hours in this analysis. As such, it is not believed that this interchange configuration would cause vehicles queues to spill onto the mainline or other notable impacts to the mainline of I-25 traffic in either direction. Compared to Alternative 1, Alternative 1b with the additional improvements would generally be expected to improve both overall intersection operations and lessen vehicle queues. Of note, the absolute maximum queue on the I-25 northbound off-ramp during all 30 simulation runs did not exceed 327 feet during either peak hour.



Figure 5 – Alternative 1b: County Line Road & I-25 Diamond Interchange Configuration

Table 2 – Alternative 1b LOS, Delay, and Queues

Intersection	Mvmt./ App./ Int.	2045 AM		2045 PM	
		LOS (Delay, sec/veh)	Maximum Queue (ft)	LOS (Delay, sec/veh)	Maximum Queue (ft)
County Line Rd & I-25 SB Ramp	SB	B (12.5)	168	B (19.0)	402
	SBL	C (34.7)	168	D (35.2)	402
	SBT	C (34.7)	168	D (42.7)	402
	SBR	A (2.7)	110	A (3.8)	362
	EB	A (8.1)	260	B (11.3)	334
	EBT	B (12.0)	260	B (17.2)	334
	EBR	A (0.6)	164	A (1.0)	238
	WB	B (13.9)	350	C (25.2)	343
	WBL	B (18.8)	350	D (42.7)	343
	WBT	A (9.5)	210	B (17.8)	249
	Int.	B (11.3)	-	B (17.8)	-
County Line Rd & I-25 NB Ramp	NB	C (28.7)	233	C (21.2)	256
	NBL	D (35.6)	182	C (26.8)	204
	NBT	D (45.5)	182	C (31.4)	204
	NBR	A (6.7)	233	B (12.7)	256
	EB	B (11.0)	270	B (16.9)	363
	EBL	B (13.8)	270	B (17.8)	324
	EBT	A (7.1)	189	B (16.2)	363
	WB	A (7.4)	278	B (13.6)	227
	WBT	A (9.6)	278	B (20.0)	227
	WBR	A (4.3)	182	A (4.6)	149
	Int.	B (13.7)	-	B (17.6)	-

Alternative 2: Diverging Diamond Interchange (DDI)
A diverging diamond interchange (DDI) was analyzed at the County Line Road & I-25 interchange. This interchange is likely able to be constructed without bridge reconstruction. However, this configuration will require extensive widening to the east and west of the bridge structure, likely also resulting in impacts to the existing frontage road. There are several constraints impacting the feasibility of construction of this alternative, such as the existing conservation easement on the northwest corner of the interchange as well as the drainage structures on the southeast corner of the interchange.

As is typical with DDIs, the eastbound and westbound left turning movements onto the on-ramps would each operate with free movement. The northbound and southbound left turning movements on their respective off-ramps were conservatively assumed to operate with signal control with left turn on red allowed after stop. It is recognized that many DDIs with only one left turn off-ramp lane today instead operate with yield control and a posted R1-2 "YIELD" sign, however, it is believed the method used in this study for off-ramp left turns provides a conservative analysis of interchange operations as opposed to yield control. The northbound and southbound right turning movements on their respective off-ramps were

assumed to operate with signal control and a no right turn on red restriction. This restriction of no right turn on red is consistent with other existing DDIs throughout Colorado, such as at Fillmore Street and I-25 in Colorado Springs and at US-36 and McCaslin Boulevard in Louisville.

The eastbound approach to the County Line Road & I-25 Southbound Ramps (#2) intersection would provide two through lanes and a channelized free right turn lane, while the westbound approach would provide a left turn lane and one through lane. The I-25 southbound off-ramp would provide separate left and right turn lanes and as mentioned, the left turn would operate with signal control and left turns allowed on red after stop, while the right turn would be signalized with a no right turn on red restriction. Although the southbound right turning movement was assumed to operate with this restriction to provide a conservative analysis, this movement could be considered for right turns allowed on red after stop or even yield control because this turning movement would add a westbound travel lane on approach to Beacon Lite Road. A screenshot of the Alternative 2 DDI configuration is provided in **Figure 6**.

The County Line Road & I-25 Northbound Ramps (#3) intersection would provide a left turn lane and one through lane on the eastbound approach to the intersection. The westbound approach would provide one through lane and a channelized right turn lane operating with free right turning movement. The I-25 northbound off-ramp would provide separate left and right turn lanes and as mentioned, the left turn would operate with signal control and left turns allowed on red after stop, while the right turn would be signalized with a no right turn on red restriction. As with the I-25 southbound off-ramp right turning movement, although the northbound right turning movement was assumed to operate with this restriction to provide a conservative analysis, this movement could be considered for right turns allowed on red after stop or even yield control because this turning movement would add an eastbound travel lane on approach to Monument Hill Road. A screenshot of the County Line Road & I-25 DDI configuration is shown in **Table 3**. As shown in the table, both ramp terminal intersections are anticipated to operate at LOS B or better during both the morning and afternoon peak hours through the 2045 horizon with a DDI configuration. The average maximum vehicle queue reported during the 30 simulation runs in this analysis was 348 feet on the I-25 off-ramps. As such, it is not believed that this interchange configuration would cause vehicles queues to spill onto the mainline or result in other notable impacts to the mainline of I-25 traffic in either direction.

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Figure 6 – County Line Road & I-25 Diverging Diamond Interchange Configuration

Table 3 – Alternative 2 LOS, Delay, and Queues

Intersection	Mvmt./ App./ Int.	2045 AM		2045 PM	
		LOS (Delay, sec/veh)	Maximum Queue (ft)	LOS (Delay, sec/veh)	Maximum Queue (ft)
County Line Rd & I-25 SB Ramp	SB	B (14.7)	233	B (18.4)	348
	SBL	A (9.2)	89	B (14.6)	281
	SBR	B (17.0)	233	C (21.8)	348
	EB	A (8.9)	227	B (10.2)	265
	EBT	B (15.4)	227	B (18.4)	265
	EBR	A (0.6)	94	A (0.9)	132
	WB	A (6.5)	238	A (7.9)	260
	WBL	A (1.6)	127	A (1.0)	149
	WBT	B (11.0)	238	B (10.7)	260
	Int.	A (9.1)	-	B (12.0)	-

Intersection	Mvmt./ App./ Int.	2045 AM		2045 PM	
		LOS (Delay, sec/veh)	Maximum Queue (ft)	LOS (Delay, sec/veh)	Maximum Queue (ft)
County Line Rd & I-25 NB Ramp	NB	B (14.3)	246	B (14.7)	272
	NBL	B (14.2)	246	B (12.1)	272
	NBR	B (14.6)	110	B (18.7)	241
	EB	A (6.7)	199	A (7.2)	286
	EBL	A (1.9)	115	A (2.5)	194
	EBT	B (13.6)	199	B (11.1)	286
	WB	B (13.2)	473	B (10.6)	246
	WBT	C (21.3)	473	B (17.6)	246
	WBR	A (1.3)	345	A (0.8)	117
	Int.	B (11.4)	-	B (10.6)	-

Alternative 3: Roundabout Interchange
The roundabout interchange was considered for the County Line Road & I-25 interchange. This interchange is likely able to be constructed without bridge reconstruction, however the configuration will require extensive widening to the east and west of the bridge structure, likely also resulting in impacts to the adjacent right of way and existing frontage road.

The County Line Road & I-25 Southbound Ramps (#2) intersection would provide two eastbound/westbound approach and exit lanes along County Line Road. The eastbound approach would operate with a through lane and a shared through/right turn lane within the roundabout while a bypass channelized free right turn lane onto the I-25 southbound on-ramp would also be provided. The westbound approach would provide a shared left/through lane and a second through lane. The I-25 southbound off-ramp would provide a shared left/through/right turn lane within the roundabout while a bypass channelized yield-controlled right turn lane would also be provided.

The County Line Road & I-25 Northbound Ramps (#3) intersection would provide two eastbound entry lanes, one eastbound exit lane, two westbound approach and exit lanes, three northbound approach lanes, and one northbound exit lane. As such, the eastbound approach would provide a left turn only lane and a through movement only lane. The westbound approach would provide a through lane and a shared through/right turn lane. The northbound approach as mentioned would require three approach lanes to provide an acceptable level of service and avoid queue spillback onto the I-25 northbound mainline; one lane would be a left turn only lane, while the center lane would be designated for left/through movements, and the right lane would serve northbound right turning movements only. A screenshot of the County Line Road & I-25 roundabout interchange is shown in **Figure 7**.

The level of service and average maximum queue results for this alternative are shown in **Table 4**. As shown in the table, the ramp terminal intersections are anticipated to operate at LOS C or better during both the morning and afternoon peak hours through the 2045

horizon with the roundabout interchange configuration. However, several movements at both ramp terminal intersections would be expected to operate at LOS E conditions, nearing LOS F operations. Additionally, during the morning peak hour the westbound approach to the County Line Road & I-25 Northbound Ramps (#3) intersection would experience long vehicle queues, at times extending beyond the County Line Road & Monument Hill Road (#4) intersection. Both the I-25 southbound off-ramp and I-25 northbound off-ramp vehicle queues could also be over 572 feet in length at times during the afternoon peak hour. These queues were evident even with a proposed configuration of three northbound off-ramp approach lanes. As such, it is believed that this proposed interchange configuration could cause negative impacts to the I-25 mainline with extensive vehicle queues along both off-ramp approaches to these roundabouts and less length available for off-ramp vehicles to decelerate from freeway speed.

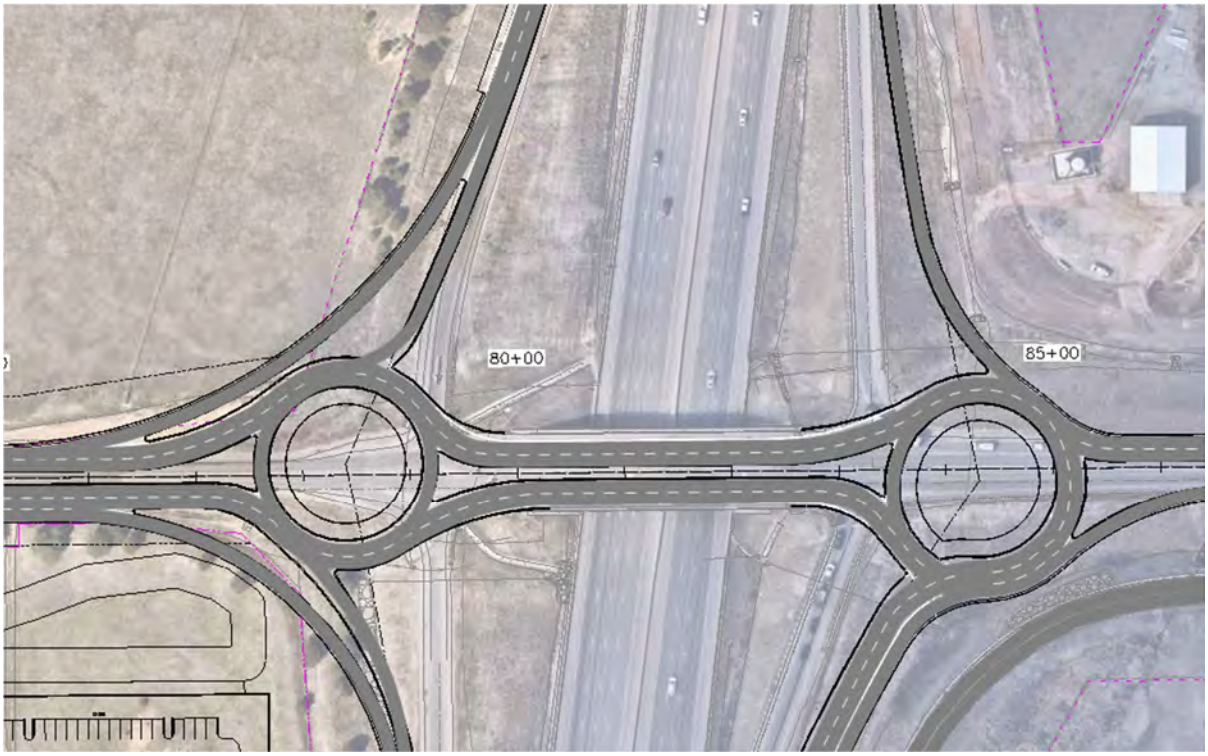


Figure 7 – County Line Road & I-25 Roundabout Interchange Configuration

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Table 4 – Alternative 3 LOS, Delay, and Queues

Intersection	Mvmt./ App./ Int.	2045 AM		2045 PM	
		LOS (Delay, sec/veh)	Maximum Queue (ft)	LOS (Delay, sec/veh)	Maximum Queue (ft)
County Line Rd & I-25 SB Ramp	SB	B (11.2)	192	C (21.2)	634
	SBL	D (28.2)	192	E (37.5)	634
	SBT	D (28.6)	192	E (46.7)	634
	SBR	D (26.4)	192	E (36.4)	634
	EB	C (23.9)	423	C (27.2)	474
	EBT	E (37.4)	423	E (43.6)	474
	EBR	D (30.8)	423	D (34.9)	474
	WB	A (0.4)	0	A (0.5)	0
	WBL	A (0.5)	0	A (0.4)	0
	WBT	A (0.3)	0	A (0.5)	0
	Int.	B (11.8)	-	C (17.6)	-
County Line Rd & I-25 NB Ramp	NB	A (8.0)	123	E (46.2)	572
	NBL	A (8.8)	123	E (45.8)	403
	NBT	A (8.2)	123	E (47.5)	403
	NBR	A (5.6)	74	E (46.7)	572
	EB	A (0.6)	2	A (0.7)	5
	EBL	A (0.8)	2	A (1.0)	5
	EBT	A (0.2)	2	A (0.5)	5
	WB	C (31.5)	541	B (18.9)	272
	WBT	D (34.5)	541	C (19.7)	272
	WBR	D (27.2)	541	C (17.7)	272
	Int.	C (16.2)	-	C (20.6)	-

ALTERNATIVES COMPARISON

The following build alternatives were analyzed during the 2045 morning and peak hour traffic conditions to determine variation in both intersection and overall network operations:

- Alternative 1: Standard Diamond Interchange
  - Alternative 1b: Standard Diamond Interchange with additional improvements
- Alternative 2: Diverging Diamond Interchange (DDI)
- Alternative 3: Roundabout Interchange

The following intersections were included in each of the build alternatives:

- County Line Road & Beacon Lite Road (#1)
- County Line Road & I-25 Southbound Ramps (#2)
- County Line Road & I-25 Northbound Ramps (#3)
- County Line Road & Monument Hill Road (#4)

The proposed right-out only access from the Buc-ee's site located between Beacon Lite Road and the I-25 Southbound Ramps was also included in the model.

Level of Service Comparison

The overall intersection level of service and intersection delay—measured in seconds/vehicle (sec/veh)—between the build alternatives is similar at each intersection. The County Line Road & I-25 Southbound Ramps (#2) intersection was found to operate at LOS B in all build alternatives during both the morning and afternoon peak hours with the exception of the morning peak hour in Alternative 2, operating at LOS A, and the afternoon peak hour in Alternative 3, which would be expected to operate at overall LOS C.

The County Line Road & I-25 Northbound Ramps (#3) intersection operated at LOS B during the morning peak hour in Alternatives 1, 1b, and 2, while Alternative 3 operated at LOS C. During the afternoon peak hour, this intersection operated at LOS C in Alternatives 1 and 3, while at LOS B in Alternatives 1b and 2.

Table 5 provides a comparison of the overall intersection level of service and delay for each of the alternatives. As shown in the table, generally the best-performing alternative from an intersection level of service and delay perspective is Alternative 2—the DDI. Alternative 3—the Roundabout Interchange—yields relatively similar overall intersection level of service and delay conditions, however, as shown previously in **Table 4**, this alternative resulted in several approaches to intersections with extensive vehicle queues or poor level of service conditions. Alternative 1b was reported to operate better than Alternative 1, as the additional improvements improve overall intersection operations at both ramp interchange intersections.

Table 5 – Intersection LOS and Delay Comparison

Intersection	Peak Period	Scenario			
		Alt. 1 LOS (Delay, sec/veh)	Alt. 1b LOS (Delay, sec/veh)	Alt. 2 LOS (Delay, sec/veh)	Alt. 3 LOS (Delay, sec/veh)
County Line Rd & I-25 SB Ramp	2045 AM	B (11.9)	B (11.3)	A (9.1)	B (11.8)*
	2045 PM	B (18.1)	B (17.8)	B (12.0)	C (17.6)*
County Line Rd & I-25 NB Ramp	2045 AM	B (15.7)	B (13.7)	B (11.4)	C (16.2)
	2045 PM	C (20.9)	B (17.6)	B (10.6)	C (20.6)*

*At least one approach operating at LOS E or vehicle queues exceeding 570 feet

Network Comparison

To provide a more representative comparison of the impact of the various interchange alternatives on the overall street network surrounding the County Line Road & I-25 interchange, overall network results were also collected from the Vissim simulation runs. **Table 6** provides overall average network delay for each of the alternatives during the morning and afternoon peak hours. Network delay as a measure of effectiveness refers to

the additional travel time that vehicles experience due to various factors within the simulated traffic network, such as congestion, traffic signals, and roadway configurations. It represents the difference between the actual travel time reported in the simulation and the travel time that would have occurred under free-flow conditions.

As shown in the table, the lowest average network delay experienced by the analyzed alternatives was Alternative 2 in the DDI configuration, while Alternative 3 in the Roundabout Interchange configuration would experience the highest level of delay by a notable margin. Alternative 1—the Standard Diamond Interchange—would experience a similar amount of network delay compared to the DDI alternative during the morning peak hour, and approximately 12 seconds of additional network delay during the afternoon peak hour. Alternative 1b resulted in improved operations compared to Alternative 1, with a decrease of 1.6 seconds and 2.5 seconds during the morning and afternoon peak hours, respectively.

Table 6 – Overall Average Network Delay Comparison

Peak Period	Scenario			
	Alt. 1 (sec/veh)	Alt. 1b (sec/veh)	Alt. 2 (sec/veh)	Alt. 3 (sec/veh)
2045 AM	27.2	25.6	22.4	33.9
2045 PM	36.1	33.6	24.1	37.4

Other Considerations

In addition to the operational results presented in this study, it is important to assess other considerations when comparing the different build alternatives, including but not limited to, feasibility, driver expectations, and maintenance requirements.

The area surrounding the County Line Road & I-25 interchange—both to the north and south of County Line Road—has a steep grade adjacent to the roadway. With extensive widening and reconfiguration that would be required, particularly with the DDI and Roundabout Interchange alternatives, the steep grades on either side of County Line Road near the I-25 interchange could cause impacts to the adjacent frontage road, storm water ditches and right of way. Both of these alternatives, because of the reconstruction that would be required, would likely require a longer construction duration, resulting in regional impacts in travel patterns and delay until construction is complete. With the Standard Diamond Interchange alternatives (1 and 1b), several proposed improvements would still be required such as roadway widening, channelized right turn lanes, signalization, and pavement restriping, but these improvements would likely occur in a shorter duration construction timeline. In addition to construction feasibility considerations, it is likely that the Standard Diamond Interchange configuration (1 or 1b) would be the most cost-effective improvement.

According to FHWA, a standard diamond interchange is the most common type of interchange throughout the United States and as such, drivers are most familiar with this interchange type. A diamond interchange meets driver expectations for both drivers entering/exiting the interchange and for those passing through the interchange. While drivers are becoming more familiar with other interchange types as they are implemented

throughout the state and country, the potential for driver confusion can be increased for DDIs and multilane roundabout interchanges. In the case of an incident along the I-25 mainline in this area where vehicles need to exit the mainline, a standard diamond interchange would allow for vehicles to safely exit while maintaining the ability to enter onto the mainline again via the on-ramp at this same interchange. As such, a standard diamond interchange allows for greater flexibility in the case of traffic incidents on the mainline. Meanwhile, vehicles cannot perform this maneuver in a DDI because of the raised channelized median islands.

A primary area of concern for jurisdictions and citizens alike is with respect to emergency vehicles and other emergency situations. While emergency vehicles are typically able to maneuver successfully through interchanges of any configuration with proper considerations in place, because of the raised medians and unique configurations in the DDI and Roundabout Interchange alternatives, this could be more difficult than a Standard Diamond Interchange. In the Standard Diamond Interchange alternatives, the bridge structure in particular would likely remain as is today with no raised median and all lane and directionality distinctions made via pavement marking alone. This would allow both for drivers to pull over to the side while emergency vehicles could more easily maneuver the interchange with fewer potential complications. In emergency or evacuation situations, a standard diamond interchange could provide the greatest flexibility for vehicles to travel to and from I-25 as needed, with fewer restrictions such as raised medians and complicated maneuvers.

The DDI and Roundabout Interchange alternatives would consist of installation of additional length of curb and storm drain inlets, when compared to the Standard Diamond Interchange. These improvements would require ongoing maintenance operations to preserve appropriate functionality. For winter conditions and snowplow clearing of the interchange, a standard diamond interchange is simpler and more intuitive for snowplows to clear the area.

The weaving distance available for eastbound drivers on County Line Road desiring to turn eastbound right onto the I-25 southbound on-ramp versus vehicles turning northbound right out of the right-out only access is greatest in the Standard Diamond Interchange, while it would be reduced in the DDI alternative, and further reduced in the Roundabout Interchange alternative, due to the realignment required in these alternatives. A smaller weaving distance available for these vehicles could lead to additional delay and difficulty for drivers to successfully perform these maneuvers.

It should be noted that as currently proposed, the facilities for both pedestrians and bicyclists at this location are limited. While it is unlikely that many pedestrians or bicyclists would attempt to travel through this interchange due to the scale and type of development being generally of a rural form in this area, none of these interchange alternatives have specific considerations for pedestrians and bicyclists.

For all interchange alternatives, the proposed on-ramps provide sufficient length from the intersection control to the merge point to allow a driver to accelerate to match the speed of the vehicles traveling on the mainline. Per Table 10-3 of the CDOT Roadway Design Guide, this length is a minimum of 1790 feet for the 75 mph design speed on I-25.

CONCLUSIONS

The following alternatives were prepared for interchange improvements at the County Line Road & I-25 interchange in Palmer Lake, Colorado:

- Alternative 1: Standard Diamond Interchange
  - Alternative 1b: Standard Diamond Interchange with additional improvements
- Alternative 2: Diverging Diamond Interchange (DDI)
- Alternative 3: Roundabout Interchange

Based on the analysis presented in this memorandum, the following outlines the conclusions of this analysis:

- The Standard Diamond Interchange alternatives (1 and 1b) are the most cost-effective interchange configuration, as the interchange is currently constructed in this way, and improvements would not require additional right of way.
- Although the Standard Diamond Interchange would be expected to experience slightly increased intersection delay compared to the DDI, it is believed that the Standard Diamond Interchange would provide acceptable level of service results, with each of the study intersections operating at LOS C or better during both peak hours through the 2045 horizon.
- The Standard Diamond Interchange would satisfy driver expectations as it is the most common form of freeway interchange, while it would also be expected to minimize construction delays and costs, provides the greatest flexibility for emergency vehicles, and would be expected to have the least amount of ongoing maintenance required.
- The DDI would provide the best level of service and lowest overall network delay, but there are concerns with construction feasibility with the steep grades that are present on either side of County Line Road nearby the I-25 interchange. Although DDIs have become more prevalent across Colorado and the country, this type of interchange can still lead to driver confusion.
- The Roundabout Interchange experienced the greatest intersection and overall network delay of the analyzed alternatives. This alternative also has the highest potential to affect the operations of the mainline I-25. Because of the complexity of the roundabouts required to produce near-acceptable level of service and queue conditions, it is believed this alternative should not be recommended for implementation.
- Mainline operations are not anticipated to be impacted with either the Standard Diamond Interchange or the Diverging Diamond Interchange configuration.

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Overall, Alternative 1b is recommended to be advanced to the final design phase. Alternative 1b was reported to operate better both in accommodating vehicle queues and minimizing intersection delay compared to Alternative 1. This alternative would be expected to allow for safe diverging and braking from I-25 without causing any negative impacts to the I-25 mainline. Alternative 1b should consist of the following improvements:

- The Standard Diamond Interchange alternative is the most cost effective interchange configuration, as the interchange is currently constructed in this way, and improvements would not require additional right of way.
- At the I-25 Southbound Ramps (#2) intersection, the eastbound approach would provide two through lanes and a channelized free right turn lane, the westbound approach would provide a left turn lane and two through lanes, while the southbound off-ramp would operate with a shared left/through lane and a separate channelized yield-controlled right turn lane.
- The I-25 Northbound Ramps (#3) intersection would provide a left turn lane and one through lane in the eastbound direction, while the westbound approach would provide a turn bay prior to the intersection for westbound left turning movements onto the I-25 southbound on-ramp, one through lane, and a shared through/right turn lane. The I-25 northbound off-ramp would provide a left turn lane, a shared left/through lane, and a separate right turn lane.
    - The additional storage length provided on westbound County Line Road in Alternative 1b versus Alternative 1 would be constructed in conjunction with Buc-ee's Palmer Lake development. Based on discussion with CDOT, the separate right turn lane on the I-25 northbound off-ramp is expected to be constructed by future developments to the east of I-25, such as Monument Ridge East.

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Exhibit E- Site Development Plan

SITE DEVELOPMENT PLAN

BUC-EE'S

Buc-ee's #87

INTERSTATE HIGHWAY 25 AND PALMER DIVIDE RD
MONUMENT, CO 80118

BASIS OF BEARINGS:

BEARINGS ARE BASED ON THE WEST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 2, BEARING NORTH 00°29'49" WEST, A DISTANCE OF 2767.08 FEET, AS MONUMENTED AT THE WEST QUARTER CORNER BY A RECOVERED NO. 6 REBAR WITH 2.5" ALUMINUM CAP, STAMPED "PLS 10945", 0.4' ABOVE GRADE, AND AT THE NORTHWEST CORNER BY A RECOVERED NO. 6 REBAR WITH 3.25" ALUMINUM CAP STAMPED, "LS 17496", IN MONUMENT BOX.

AS SURVEYED LEGAL DESCRIPTION:

A PARCEL OF LAND BEING A PORTION OF THAT PROPERTY DESCRIBED IN QUIT CLAIM DEED RECORDED AT BOOK 5501, PAGE 684 AND A PORTION OF THAT PROPERTY DESCRIBED IN SPECIAL WARRANTY DEED RECORDED AT RECEPTION NO. 222106819, IN THE EL PASO COUNTY OFFICE OF THE CLERK AND RECORDER, SITUATED IN THE NORTHWEST QUARTER OF SECTION 2, TOWNSHIP 11 SOUTH, RANGE 67 WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF EL PASO, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 2;

THENCE SOUTH 67°25'57" EAST, A DISTANCE OF 95.37 FEET TO THE INTERIOR SOUTHEAST CORNER OF THE PARCEL DESCRIBED IN SPECIAL WARRANTY DEED RECORDED AT RECEPTION NO. 222083003 IN SAID RECORDS AND THE POINT OF BEGINNING;

THENCE COINCIDENT WITH THE SOUTH LINE OF LAST SAID SPECIAL WARRANTY DEED SOUTH 88°38'48" EAST, A DISTANCE OF 307.26 FEET;

THENCE SOUTH 00°18'01" EAST, A DISTANCE OF 545.91 FEET;

THENCE NORTH 89°38'22" EAST, A DISTANCE OF 405.07 FEET TO THE WESTERLY RIGHT-OF-WAY OF INTERSTATE-25;

THENCE COINCIDENT WITH SAID WESTERLY RIGHT-OF-WAY LINE THE FOLLOWING TWO (2) COURSES;

1) SOUTH 04°18'32" EAST, A DISTANCE OF 429.82 FEET;

2) SOUTH 07°01'30" WEST, A DISTANCE OF 1247.08 FEET;

THENCE NORTH 89°51'03" WEST, A DISTANCE OF 224.17 FEET TO THE EAST LINE OF THE TOWN OF MONUMENT BEACON LITE WATER TANK SUBDIVISION EXEMPTION;

THENCE COINCIDENT WITH THE EAST AND NORTH LINES OF SAID TOWN OF MONUMENT BEACON LITE WATER TANK SUBDIVISION EXEMPTION THE FOLLOWING TWO (2) COURSES:

1) NORTH 00°29'49" WEST, A DISTANCE OF 157.25 FEET;

2) SOUTH 89°30'11" WEST, A DISTANCE OF 409.20 FEET TO THE EAST RIGHT-OF-WAY LINE OF BEACON LITE ROAD AS DESCRIBED IN BOOK 571, PAGE 55 IN SAID RECORDS;

THENCE COINCIDENT WITH SAID EAST RIGHT-OF-WAY LINE, NORTH 00°29'49" WEST, A DISTANCE OF 1176.84 FEET TO THE SOUTHWEST CORNER OF THE PARCEL DESCRIBED IN THE SPECIAL WARRANTY DEED RECORDED AT RECEPTION NO. 224092706 IN SAID RECORDS;

THENCE COINCIDENT WITH THE SOUTH AND EAST LINES OF LAST SAID SPECIAL WARRANTY DEED AND THE EAST LINE OF SAID PARCEL OF LAND DESCRIBED IN RECEPTION NO. 222083003 THE FOLLOWING FIVE (5) COURSES:

1) NORTH 89°51'22" EAST, A DISTANCE OF 5.91;

2) NORTH 00°08'39" WEST, A DISTANCE OF 486.79 FEET;

3) NORTH 04°08'13" EAST, A DISTANCE OF 160.73 FEET;

4) NORTH 00°08'41" WEST, A DISTANCE OF 203.28 FEET;

5) NORTH 44°02'37" EAST, A DISTANCE OF 49.33 FEET TO THE POINT OF BEGINNING.

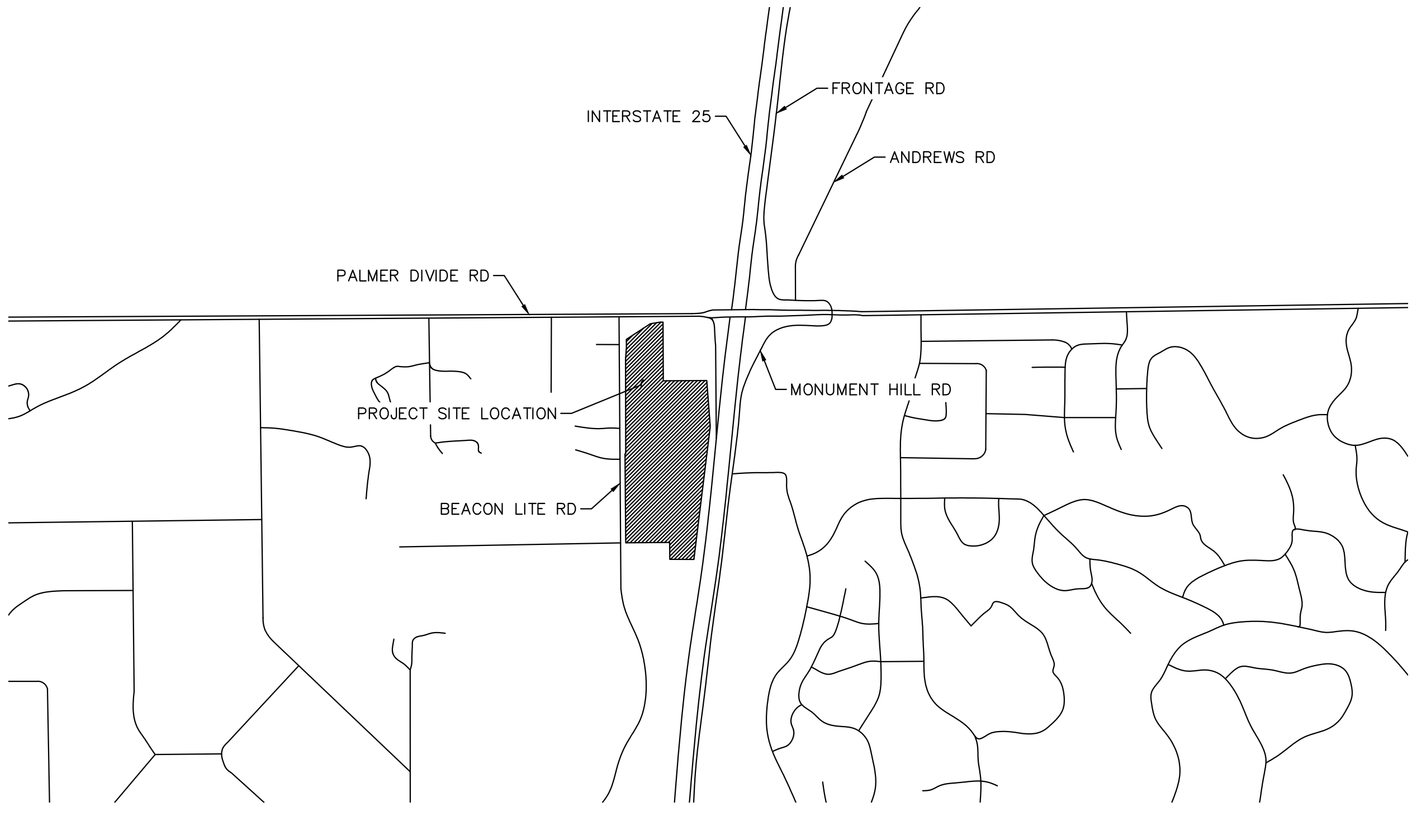
PARCEL CONTAINS 1,343,044 SQUARE FEET OR 30.8320 ACRES, MORE OR LESS.

BENCHMARK INFORMATION:

BASIS OF ELEVATIONS: ELEVATIONS ARE BASED UPON COLORADO DEPARTMENT OF TRANSPORTATION BENCHMARK NO. V395 (KK1315) BEING A STAINLESS STEEL ROD IN MONUMENT BOX (ELEVATION = 7346.61' NAVD 88)

THE OWNER AGREES ON BEHALF OF HIM/HERSELF AND ANY DEVELOPER OR BUILDER SUCCESSORS AND ASSIGNEES THAT DEVELOPER AND/OR SAID SUCCESSORS AND ASSIGNS SHALL BE REQUIRED TO PAY TRAFFIC IMPACT FEES IN ACCORDANCE WITH THE EL PASO COUNTY ROAD IMPACT FEE PROGRAM RESOLUTION (RESOLUTION NO. 25-337), OR ANY AMENDMENTS THERETO, AT OR PRIOR TO THE TIME OR BUILDING PERMIT SUBMITTALS.

NOTE:
THE PARTIES RESPONSIBLE FOR THIS PLAN HAVE FAMILIARIZED THEMSELVES WITH ALL CURRENT ACCESSIBILITY CRITERIA AND SPECIFICATIONS AND THE PROPOSED PLAN REFLECTS ALL SITE ELEMENTS REQUIRED BY THE APPLICABLE ADA DESIGN STANDARDS AND GUIDELINES AS PUBLISHED BY THE UNITED STATES DEPARTMENT OF JUSTICE. APPROVAL OF THIS PLAN BY EL PASO COUNTY DOES NOT ASSURE COMPLIANCE WITH THE ADA OR ANY REGULATIONS OR GUIDELINES ENACTED OR PROMULGATED UNDER OR WITH RESPECT TO SUCH LAWS.



VICINITY MAP
1" = 1000'

NORTH

SHEET INDEX	
SHEET NUMBER	SHEET TITLE
1	COVER SHEET
2	OVERALL SITE DEVELOPMENT PLAN
3	SITE DEVELOPMENT PLAN
4	SITE DEVELOPMENT PLAN
5	SITE DEVELOPMENT PLAN
6	SITE DEVELOPMENT PLAN
7	SITE DEVELOPMENT PLAN
8	SITE DEVELOPMENT PLAN
9	SITE DEVELOPMENT PLAN
10	SITE DEVELOPMENT PLAN
11	DETAILS

SITE SUMMARY TABLE		
PROPERTY ADDRESS	TO BE ASSIGNED THROUGH ADDRESSING	
PROPERTY TAX SCHEDULE NUMBER	7102200016	
TOTAL GROSS BUILDING SF	74,000 SF	
TOTAL PARCEL AREA	± 30.8 AC	
IMPERMEABLE SURFACE PERCENTAGE	56.80%	
LOT AREA COVERAGE CALCULATION	BUILDING: 1.7 AC (5.5%) CANOPIES: 1.4 AC (4.5%) DETENTION PONDS: 2.5 AC (8.2%) LANDSCAPE: 10.8 AC (35.0%) PAVEMENT: 14.4 AC (46.8%)	
IMPERVIOUS AREA	± 17.5 AC	
PERVIOUS AREA	± 13.3 AC	
LANDSCAPE PERCENTAGE	35%	
	EXISTING	PROPOSED
ZONING	C1	C1
LAND USE	UNDEVELOPED	CONVENIENCE STORE
BUILDING SETBACKS	REQUIRED	PROPOSED
FRONT: N PALMER DIVIDE RD	15 FT	454 FT
FRONT: BEACON LITE RD	15 FT	379 FT
REAR: I-25	15 FT	155 FT
SIDE (SOUTH)	0 FT	359 FT
SIDE (NORTH)	0 FT	454 FT
LANDSCAPE BUFFERS	REQUIRED	PROPOSED
PRINCIPAL ARTERIAL: I-25 EXPRESSWAY	25 FT	75 FT
PRINCIPAL ARTERIAL: N PALMER DIVIDE RD	25 FT	35 FT
NON-ARTERIAL: BEACON LITE RD	10 FT	66 FT
PARKING	REQUIRED	PROVIDED
STANDARD PARKING	280	791
ACCESSIBLE SPACES	7	21
TOTAL SPACES	287	812

CIVIL ENGINEER:
KIMLEY-HORN AND ASSOCIATES, INC.
6200 SOUTH SYRACUSE WAY, SUITE 300
GREENWOOD VILLAGE, CO 80111
PHONE: (303) 228-2300
CONTACT: KYLE WATSON, P.E.
EMAIL: KYLE.WATSON@KIMLEY-HORN.COM

OWNER/DEVELOPER:
BUC-EE'S, LTD
2500 NORTH HWY 228
ANGLETON, TX, 77515
PHONE: (979) 529-2704
CONTACT: SCOTT RATCLIFF, P.E.
EMAIL: SCOTT.RATCLIFF@BUC-EES.COM

MEGGAN HERINGTON
PLANNING AND COMMUNITY DEVELOPMENT EXECUTIVE DIRECTOR

DATE

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KHA PROJECT 196094001
DATE 4/29/2026
SCALE AS SHOWN
DESIGNED BY MMR
DRAWN BY ECM
CHECKED BY KEW

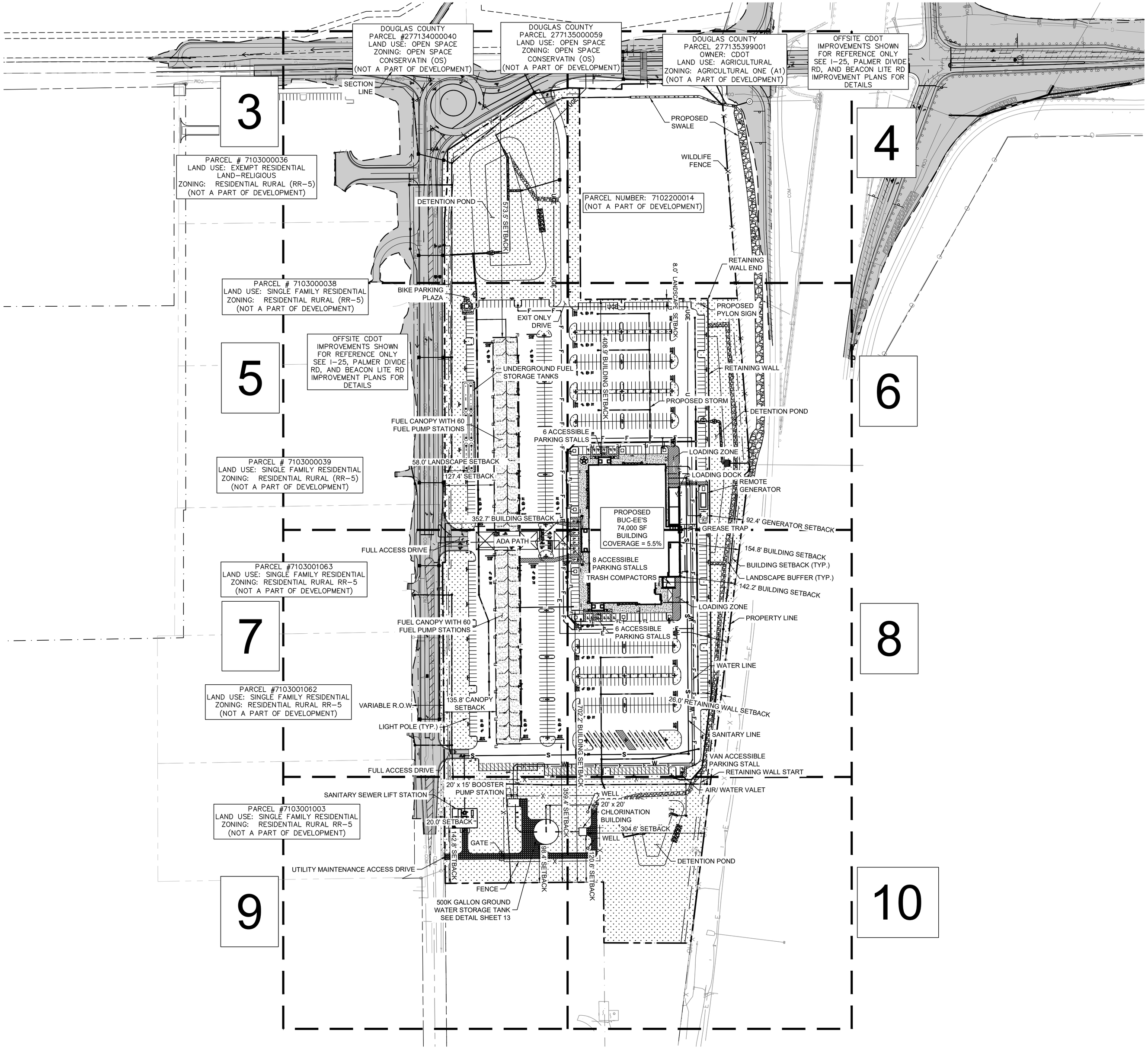
COVER SHEET

SITE DEVELOPMENT PLAN
EL PASO COUNTY
PREPARED FOR
BUC-EE'S, LTD.

COUNTY OF EL PASO COLORADO

SHEET NUMBER
1

SITE DEVELOPMENT PLAN
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LEGEND

- PROPERTY LINE
- RIGHT-OF-WAY
- BUILDING SETBACK
- EXISTING EASEMENT LINE
- PROPOSED EASEMENT LINE
- LANDSCAPE SETBACK
- FIRE LINE STRIPING
- DRIVE AISLE CENTERLINE
- PROPOSED WATER LINE
- PROPOSED SANITARY PIPE
- PROPOSED UNDERGROUND ELECTRICAL LINE
- WILDLIFE FENCE
- PROPOSED STORM PIPE
- CONCRETE SIDEWALK
- CONCRETE PAVEMENT
- SITE VEGETATION
- FUTURE EV CHARGING AREA
- SIGHT TRIANGLE
- ACCESSIBLE PARKING SYMBOL
- GRATE INLET
- CURB INLET
- FLARED END STRUCTURE
- FIRE HYDRANT
- SIGN
- LIGHT POLE
- DEER GUARD

GRAPHIC SCALE IN FEET
0 60 120 240

NORTH

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KHA PROJECT 196094001
DATE 6/19/2026
SCALE AS SHOWN
DESIGNED BY MMR
DRAWN BY ECM
CHECKED BY KEW

OVERALL SITE DEVELOPMENT PLAN
SITE DEVELOPMENT PLAN
EL PASO COUNTY
PREPARED FOR
BUC-EE'S, LTD.
COLORADO
COUNTY OF EL PASO

SHEET NUMBER
2

SITE DEVELOPMENT PLAN

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SHEET NUMBER 3

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NORTH

GRAPHIC SCALE IN FEET 0 15 30 60

MATCHLINE SHEET 5

MATCHLINE SHEET 4

PROPOSED STORM SEWER SYSTEM

DETENTION POND

BEACON LITE RD

PALMER DIVIDE RD

EXISTING 30' R.O.W. BOOK 571, PAGE 55

SOUTH LINE OF CONSERVATION EASEMENT

LANDSCAPE BUFFER

BUILDING SETBACK

DEER GUARD

EXIT ONLY DRIVE

PROPERTY LINE

WILDLIFE FENCE

PARCEL # 7103000035
LAND USE: EXEMPT RESIDENTIAL LAND-RELIGIOUS
ZONING: RESIDENTIAL RURAL (RR-5)
(NOT A PART OF DEVELOPMENT)

OFFSITE CDOT IMPROVEMENTS SHOWN FOR REFERENCE ONLY SEE I-25, PALMER DIVIDE RD, AND BEACON LITE RD IMPROVEMENT PLANS FOR DETAILS

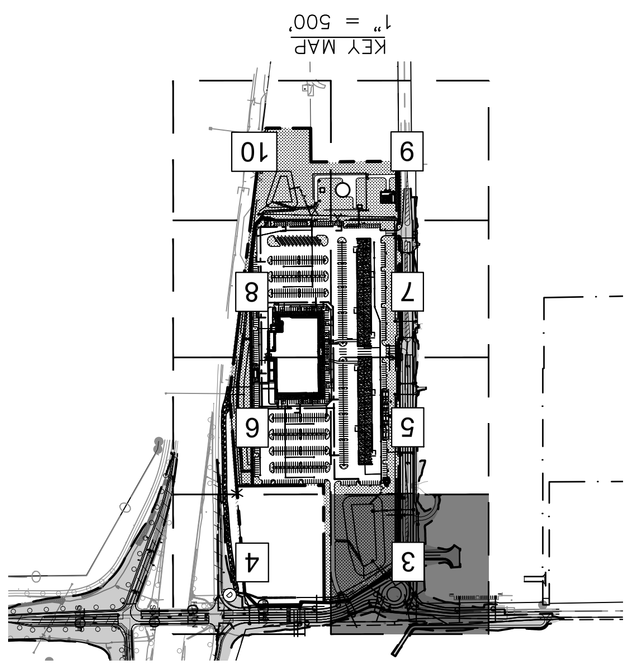
DOUGLAS COUNTY PARCEL #2771340000040
LAND USE: OPEN SPACE
ZONING: OPEN SPACE CONSERVATIN (OS)
(NOT A PART OF DEVELOPMENT)

DOUGLAS COUNTY PARCEL 2771350000059
LAND USE: OPEN SPACE
ZONING: OPEN SPACE CONSERVATIN (OS)
(NOT A PART OF DEVELOPMENT)

LEGEND

- PROPERTY LINE
- RIGHT-OF-WAY
- BUILDING SETBACK
- EXISTING EASEMENT LINE
- PROPOSED EASEMENT LINE
- LANDSCAPE SETBACK
- FIRE LINE STRIPING
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- CURB INLET
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- FIRE HYDRANT
- SIGN
- LIGHT POLE
- DEER GUARD

KEY MAP
1" = 500'



SITE DEVELOPMENT PLAN
SITE DEVELOPMENT PLAN
EL PASO COUNTY

PREPARED FOR
BUC-EE'S, LTD.

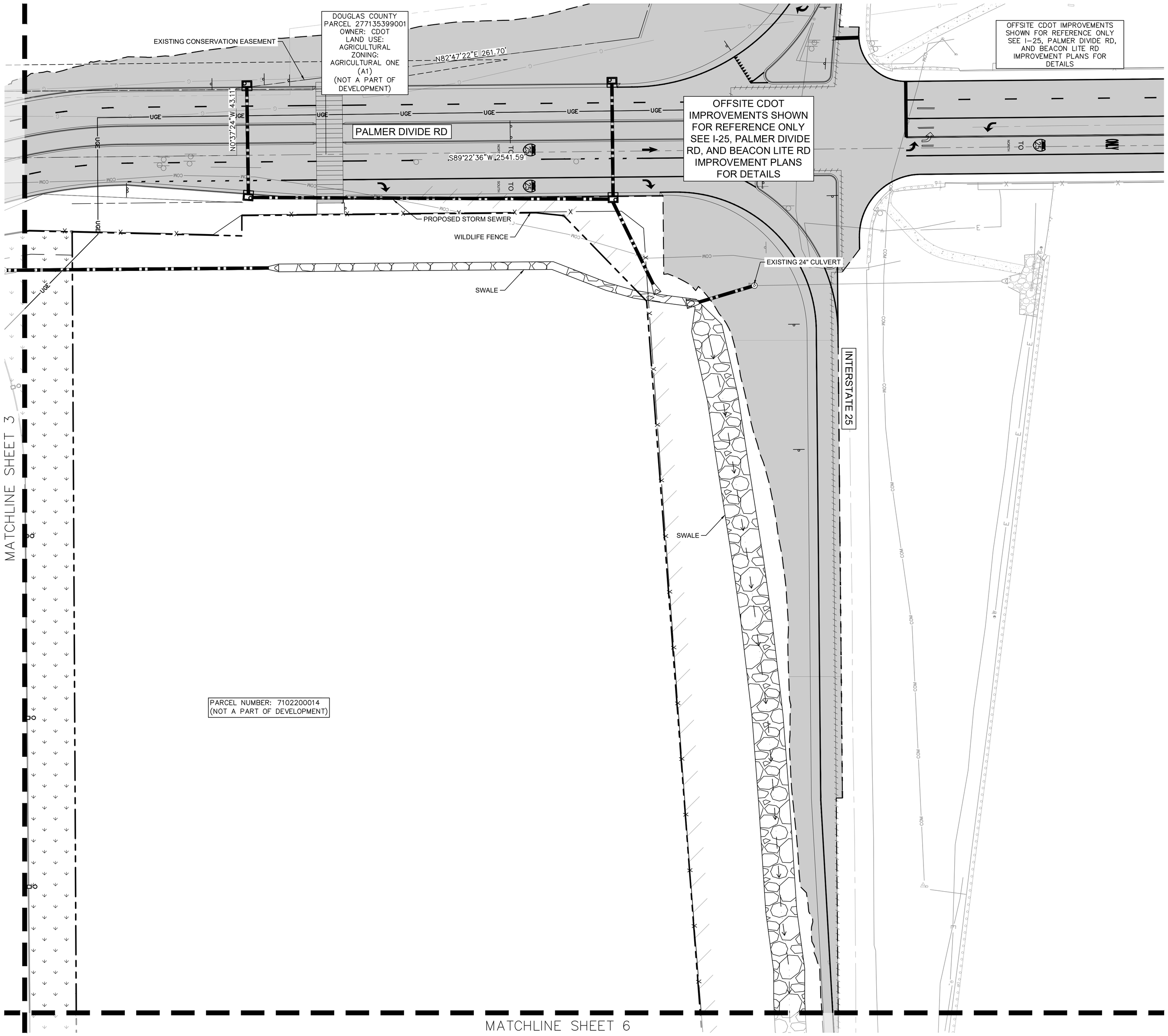
COUNTY OF EL PASO — COLORADO

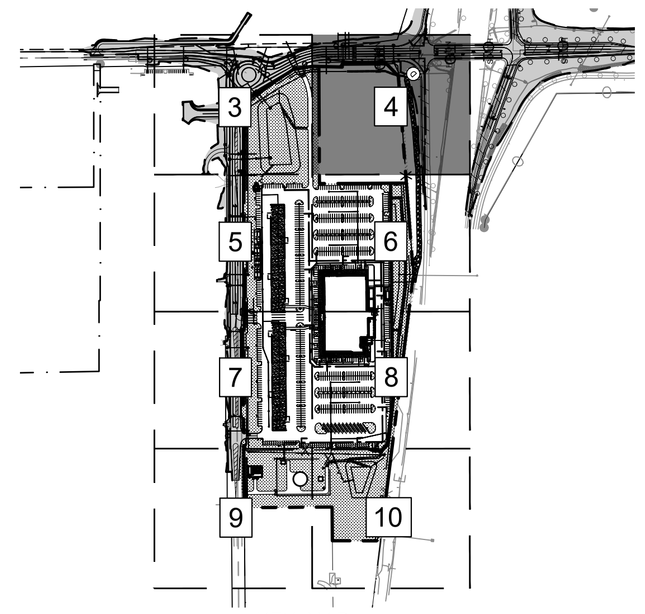
KHA PROJECT	196094001
DATE	4/29/2026
SCALE	AS SHOWN
DESIGNED BY	MMR
DRAWN BY	ECM
CHECKED BY	KEW

No.	REVISIONS	DATE	BY

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GREENWOOD VILLAGE, COLORADO 80111
PHONE: (303) 228-2300





KEY MAP
1" = 500'

LEGEND

- PROPERTY LINE
- RIGHT-OF-WAY
- BUILDING SETBACK
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- FIRE HYDRANT
- SIGN
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- DEER GUARD

GRAPHIC SCALE IN FEET
0 15 30 60

NORTH

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KHA PROJECT 196094001
DATE 4/29/2026
SCALE AS SHOWN
DESIGNED BY MMR
DRAWN BY ECM
CHECKED BY KEW

SITE DEVELOPMENT PLAN

SITE DEVELOPMENT PLAN
EL PASO COUNTY

PREPARED FOR
BUC-EE'S, LTD.

COUNTY OF EL PASO COLORADO

SHEET NUMBER
4

SITE DEVELOPMENT PLAN
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PARCEL # 7103000038
LAND USE: SINGLE FAMILY RESIDENTIAL
ZONING: RESIDENTIAL RURAL (RR-5)
(NOT A PART OF DEVELOPMENT)

OFFSITE CDOT IMPROVEMENTS SHOWN FOR REFERENCE ONLY SEE I-25, PALMER DIVIDE RD, AND BEACON LITE RD IMPROVEMENT PLANS FOR DETAILS

PARCEL # 7103000039
LAND USE: SINGLE FAMILY RESIDENTIAL
ZONING: RESIDENTIAL RURAL (RR-5)
(NOT A PART OF DEVELOPMENT)

OFFSITE CDOT IMPROVEMENTS SHOWN FOR REFERENCE ONLY SEE I-25, PALMER DIVIDE RD, AND BEACON LITE RD IMPROVEMENT PLANS FOR DETAILS

MATCHLINE SHEET 7

MATCHLINE SHEET 3

BEACON LITE RD
R.O.W. VARIES

PROPERTY LINE

VENT STACK AND OVERFILL ALARM FOR UNDERGROUND STORAGE TANKS

UNDERGROUND FUEL STORAGE TANKS

125.4' SETBACK

LANDSCAPE BUFFER

BUILDING SETBACK

BIKE PLAZA, SEE LANDSCAPE PLANS

STOP BAR (TYP.)

PROPOSED STORM SEWER SYSTEM

FUEL CANOPY

ACCESSIBLE PATHWAY STRIPING (TYP.)

THREE-HEAD LIGHT POLE (TYP.)

STOP
TO
25
MPH

STOP
TO
25
MPH

STOP
TO
25
MPH

STOP
TO
25
MPH

STOP

19.0'
10.0'
50.0'
62.0'
40.0'
45.0'
20.0'
20.0'
10.0'
19.0'

UGE
FL
COM
S
W
X

MATCHLINE SHEET 6

LEGEND

- PROPERTY LINE
- RIGHT-OF-WAY
- BUILDING SETBACK
- EXISTING EASEMENT LINE
- PROPOSED EASEMENT LINE
- LANDSCAPE SETBACK
- FIRE LINE STRIPING
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- SIGN
- LIGHT POLE
- DEER GUARD

KEY MAP
1" = 500'

GRAPHIC SCALE IN FEET
0 15 30 60

NORTH

Know what's below. Call before you dig. 811

SHEET NUMBER 5

SITE DEVELOPMENT PLAN

SITE DEVELOPMENT PLAN
EL PASO COUNTY

PREPARED FOR
BUC-EE'S, LTD.

COUNTY OF EL PASO COLORADO

KHA PROJECT 196094001
DATE 4/29/2026
SCALE AS SHOWN
DESIGNED BY MMR
DRAWN BY ECM
CHECKED BY KEW

Kimley»Horn

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GREENWOOD VILLAGE, COLORADO 80111
PHONE: (303) 228-2300

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MATCHLINE SHEET 5

MATCHLINE SHEET 4

MATCHLINE SHEET 8

PROPOSED BUC-EE'S
74,000 SF
BUILDING COVERAGE = 5.5%

OFFSITE CDOT IMPROVEMENTS SHOWN FOR REFERENCE ONLY SEE I-25, PALMER DIVIDE RD, AND BEACON LITE RD IMPROVEMENT PLANS FOR DETAILS

INTERSTATE 25

LEGEND

PROPERTY LINE
RIGHT-OF-WAY
BUILDING SETBACK
EXISTING EASEMENT LINE
PROPOSED EASEMENT LINE
LANDSCAPE SETBACK
FIRE LINE STRIPING
DRIVE AISLE CENTERLINE
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FLARED END STRUCTURE
FIRE HYDRANT
SIGN
LIGHT POLE
DEER GUARD
ACCESSIBLE PARKING SYMBOL
GRATE INLET
CURB INLET

KEY MAP
1" = 500'

GRAPHIC SCALE IN FEET
0 15 30 60

NORTH

Know what's below.
Call before you dig.

SHEET NUMBER 6

SITE DEVELOPMENT PLAN

SITE DEVELOPMENT PLAN
EL PASO COUNTY

PREPARED FOR
BUC-EE'S, LTD.

COUNTY OF EL PASO COLORADO

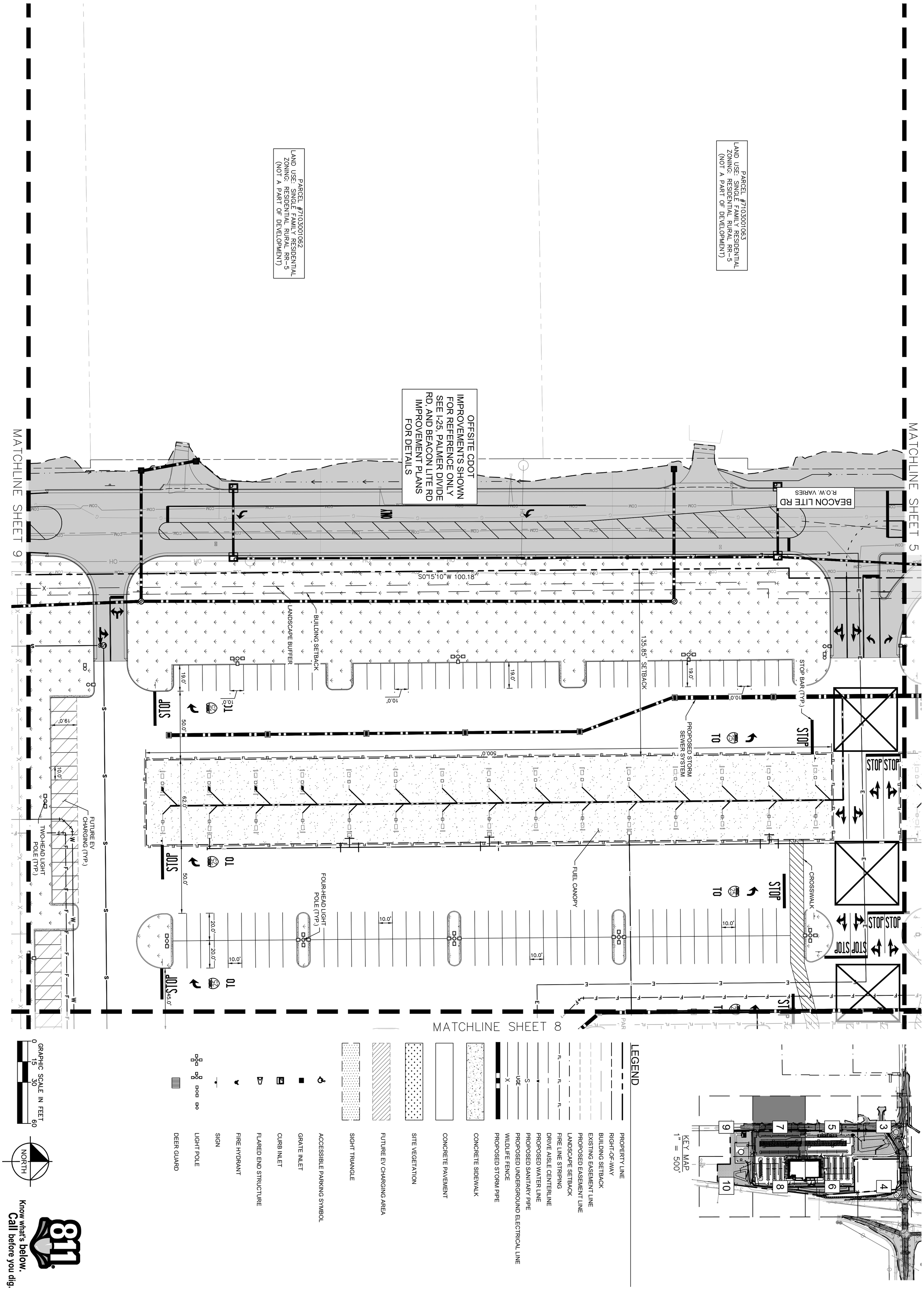
KHA PROJECT 196094001
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SCALE AS SHOWN
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DRAWN BY ECM
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LEGEND

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GRAPHIC SCALE IN FEET
0 15 30 60

NORTH

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SHEET NUMBER 7

SITE DEVELOPMENT PLAN

SITE DEVELOPMENT PLAN
EL PASO COUNTY

PREPARED FOR
BUC-EE'S, LTD.

COUNTY OF EL PASO COLORADO

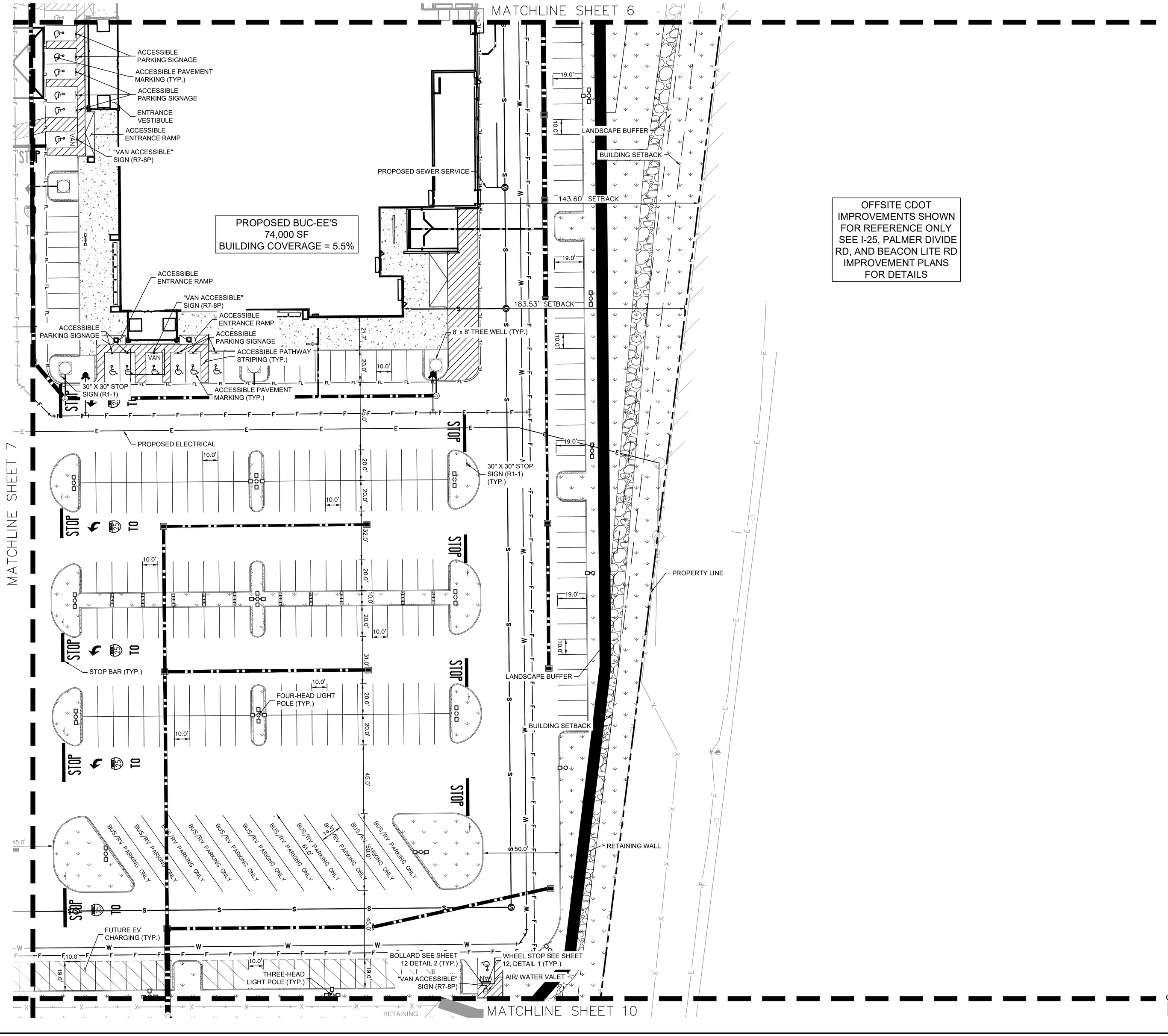
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DATE	4/29/2026
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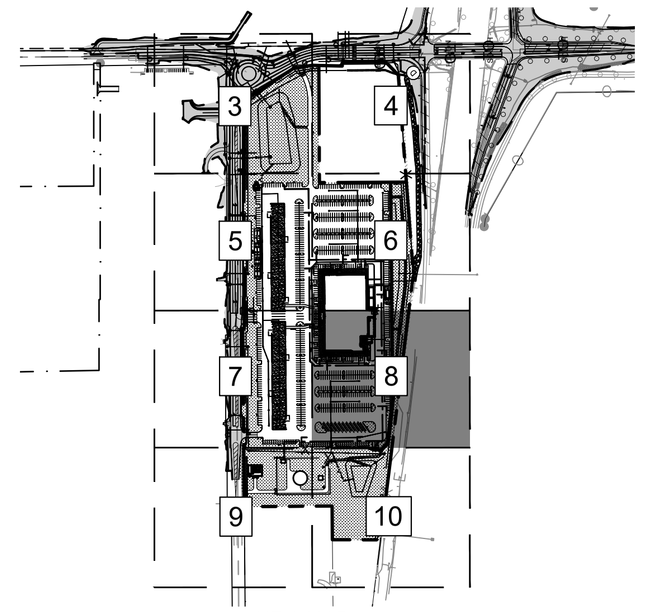
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OFFSITE CDOT IMPROVEMENTS SHOWN FOR REFERENCE ONLY SEE I-25, PALMER DIVIDE RD, AND BEACON LITE RD IMPROVEMENT PLANS FOR DETAILS



KEY MAP
1" = 500'

LEGEND

- PROPERTY LINE
- RIGHT-OF-WAY
- BUILDING SETBACK
- EXISTING EASEMENT LINE
- PROPOSED EASEMENT LINE
- LANDSCAPE SETBACK
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- FIRE HYDRANT
- SIGN
- LIGHT POLE
- DEER GUARD

GRAPHIC SCALE IN FEET
0 15 30 60

NORTH

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PHONE: (303) 228-2300

KHA PROJECT 196094001
DATE 4/29/2026
SCALE AS SHOWN
DESIGNED BY MMR
DRAWN BY ECM
CHECKED BY KEW

SITE DEVELOPMENT PLAN

SITE DEVELOPMENT PLAN
EL PASO COUNTY
PREPARED FOR
BUC-EE'S, LTD.

COUNTY OF EL PASO COLORADO

SHEET NUMBER
8

SITE DEVELOPMENT PLAN

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PARCEL #7103001003
LAND USE: SINGLE FAMILY RESIDENTIAL
ZONING: RESIDENTIAL RURAL RR-5
(NOT A PART OF DEVELOPMENT)

OFFSITE CDOT IMPROVEMENTS SHOWN FOR REFERENCE ONLY SEE I-25, PALMER DIVIDE RD, AND BEACON LITE RD IMPROVEMENT PLANS FOR DETAILS

MATCHLINE SHEET 7

BEACON LITE RD
R.O.W. VARIES

MAINTENANCE ACCESS

PROPERTY LINE

S0°29'49"E 2767.08'

S0°29'49"E 826.58'

S0°29'49"E 826.58'

142.8'

20.0'

LANDSCAPE BUFFER

BUILDING SETBACK

PROPOSED STORM SEWER SYSTEM

SANITARY SEWER LIFT STATION

FENCE

GATE

500K GALLON GROUND WATER STORAGE TANK SEE DETAIL SHEET 13

20' x 15' BOOSTER PUMP STATION

98.4'

TWO-HEAD LIGHT POLE (TYP.)

MATCHLINE SHEET 10

LEGEND

- PROPERTY LINE
- RIGHT-OF-WAY
- BUILDING SETBACK
- EXISTING EASEMENT LINE
- PROPOSED EASEMENT LINE
- LANDSCAPE SETBACK
- FIRE LINE STRIPING
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- SIGN
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- DEER GUARD

KEY MAP
1" = 500'

GRAPHIC SCALE IN FEET
0 15 30 60

NORTH

Know what's below. Call before you dig.

SHEET NUMBER 9

SITE DEVELOPMENT PLAN

SITE DEVELOPMENT PLAN
EL PASO COUNTY

PREPARED FOR
BUC-EE'S, LTD.

COUNTY OF EL PASO COLORADO

KHA PROJECT	196094001
DATE	4/29/2026
SCALE	AS SHOWN
DESIGNED BY	MMR
DRAWN BY	ECM
CHECKED BY	KEW

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MATCHLINE SHEET 9

PROPERTY LINE

WELL

CHLORINATION BUILDING SEE SHEET 14 FOR DETAIL

20' x 20'

WELL

LIGHT POLE (TYP.)

PROPOSED STORM SEWER SYSTEM

STORM SWALE

RETAINING WALL START

DETENTION POND

BUILDING SETBACK

LANDSCAPE BUFFER

EXISTING US-87 POLE SIGN

S7°01'30"W 899.08'

PROPERTY LINE

MATCHLINE SHEET 8

LEGEND

PROPERTY LINE
RIGHT-OF-WAY
BUILDING SETBACK
EXISTING EASEMENT LINE
PROPOSED EASEMENT LINE
LANDSCAPE SETBACK
FIRE LINE STRIPING
DRIVE AISLE CENTERLINE
PROPOSED WATER LINE
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FLARED END STRUCTURE
CURB INLET
GRATE INLET
ACCESSIBLE PARKING SYMBOL
DEER GUARD
LIGHT POLE
SIGN
FIRE HYDRANT

KEY MAP
1" = 500'

GRAPHIC SCALE IN FEET
0 15 30 60

NORTH

Know what's below.
Call before you dig.

SITE DEVELOPMENT PLAN

SITE DEVELOPMENT PLAN
EL PASO COUNTY

PREPARED FOR
BUC-EE'S, LTD.

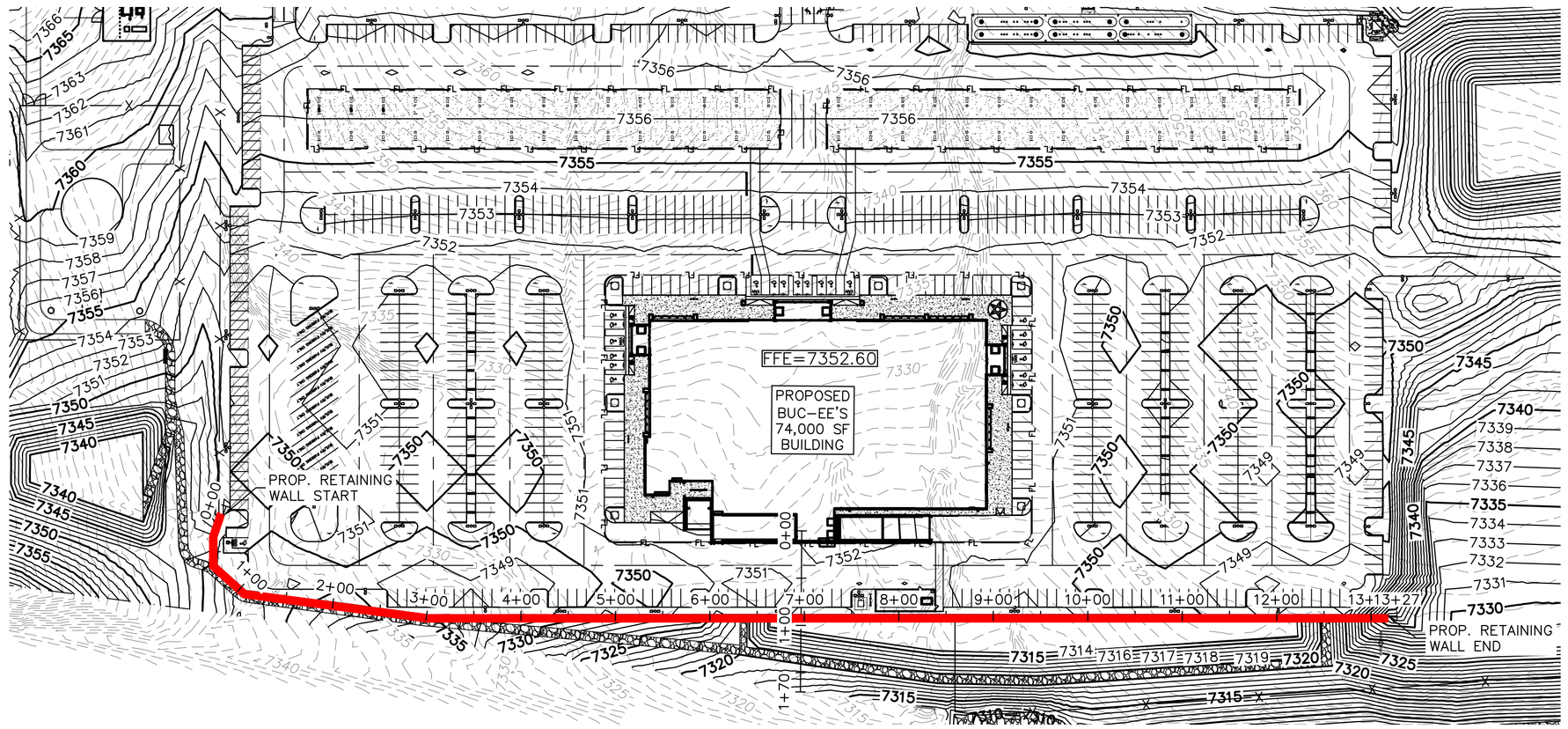
COUNTY OF EL PASO COLORADO

SHEET NUMBER 10

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GREENWOOD VILLAGE, COLORADO 80111
PHONE: (303) 228-2300

No.	REVISIONS	DATE	BY



PROPOSED WALL PLAN VIEW

GRAPHIC SCALE IN FEET
0 50 100 200

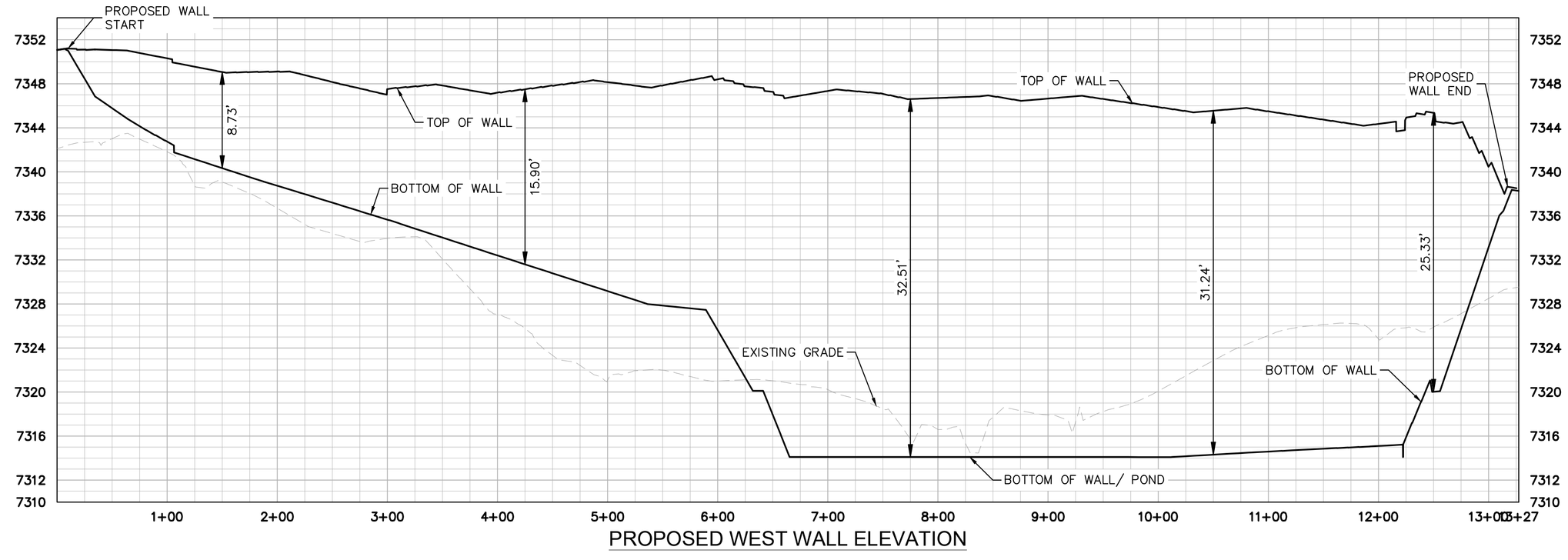
NORTH

LEGEND

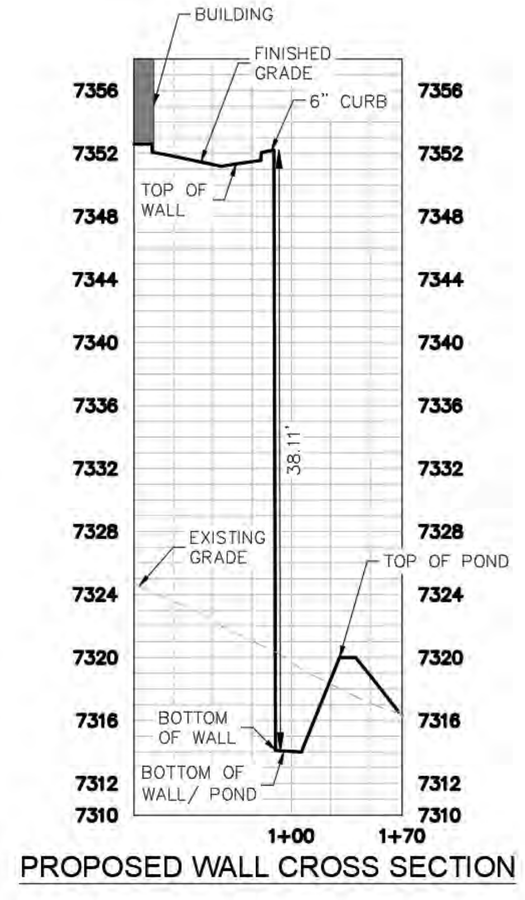
- PROPERTY LINE
- R.O.W. LINE
- XXXX — EXISTING MAJOR CONTOUR
- XXXX — EXISTING MINOR CONTOUR
- XXXX — PROPOSED MAJOR CONTOUR
- XXXX — PROPOSED MINOR CONTOUR
- XXXX% — EXISTING SLOPE
- XXXX% — PROPOSED SLOPE
- PROPOSED RETAINING WALL

NOTES:

1. ANY AREAS WITH SLOPE GREATER THAN 15% ARE LOCATED OUTSIDE OF THE PARKING LOT AND ARE TO TIE INTO EXISTING GRADES OR FOR STORMWATER DETENTION. REFER TO THE GRADING SHEETS FOR FULL SLOPE DETAILS.
2. PROJECT IS NOT A PHASED DEVELOPMENT.
3. THE PROJECT IS OUTSIDE OF ANY MAPPED FEMA SPECIAL FLOOD HAZARD AREAS (I.E. FLOOD-PLAINS). THE SITE IS LOCATED WITHIN FLOOD ZONE X.



PROPOSED WEST WALL ELEVATION



PROPOSED WALL CROSS SECTION

GRAPHIC SCALE IN FEET
0 37.5 75 150
HORIZONTAL
VERTICAL
15
8
3.8
0

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No.	REVISIONS	DATE	BY

Kimley»Horn

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6200 SOUTH SYRACUSE WAY, SUITE 300
GREENWOOD VILLAGE, COLORADO 80111
PHONE: (303) 228-2300

RETAINING WALL DETAILS

SITE DEVELOPMENT PLAN
EL PASO COUNTY

PREPARED FOR
BUC-EE'S, LTD.

COUNTY OF EL PASO COLORADO

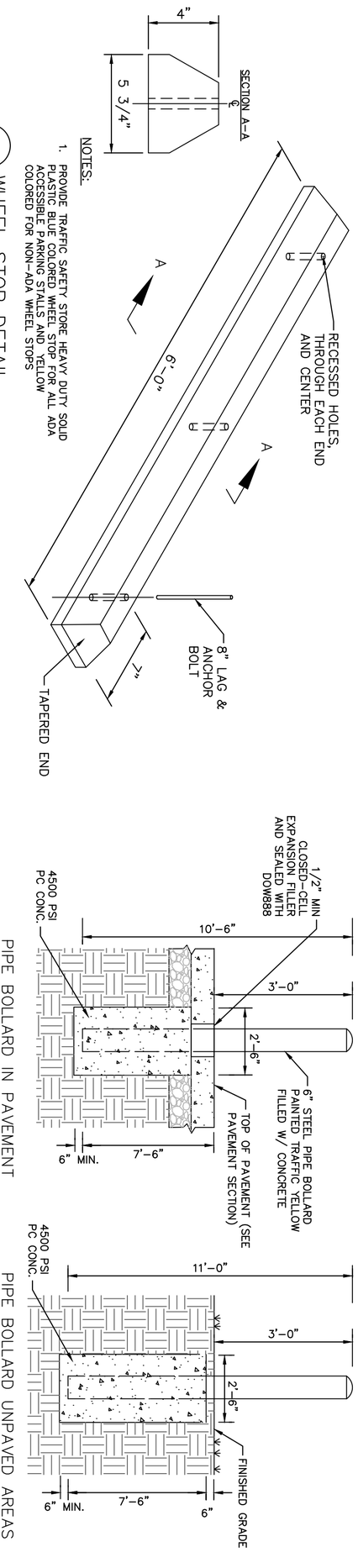
K-HA PROJECT	196094001
DATE	4/29/2026
SCALE	AS SHOWN
DESIGNED BY	MMR
DRAWN BY	ECM
CHECKED BY	KEW

SHEET NUMBER
11

RETAINING WALL DETAILS
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SDP DETAILS

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SHEET NUMBER 11

DETAILS

SITE DEVELOPMENT PLAN

EL PASO COUNTY

PREPARED FOR

BUC-EE'S, LTD.

COUNTY OF EL PASO COLORADO

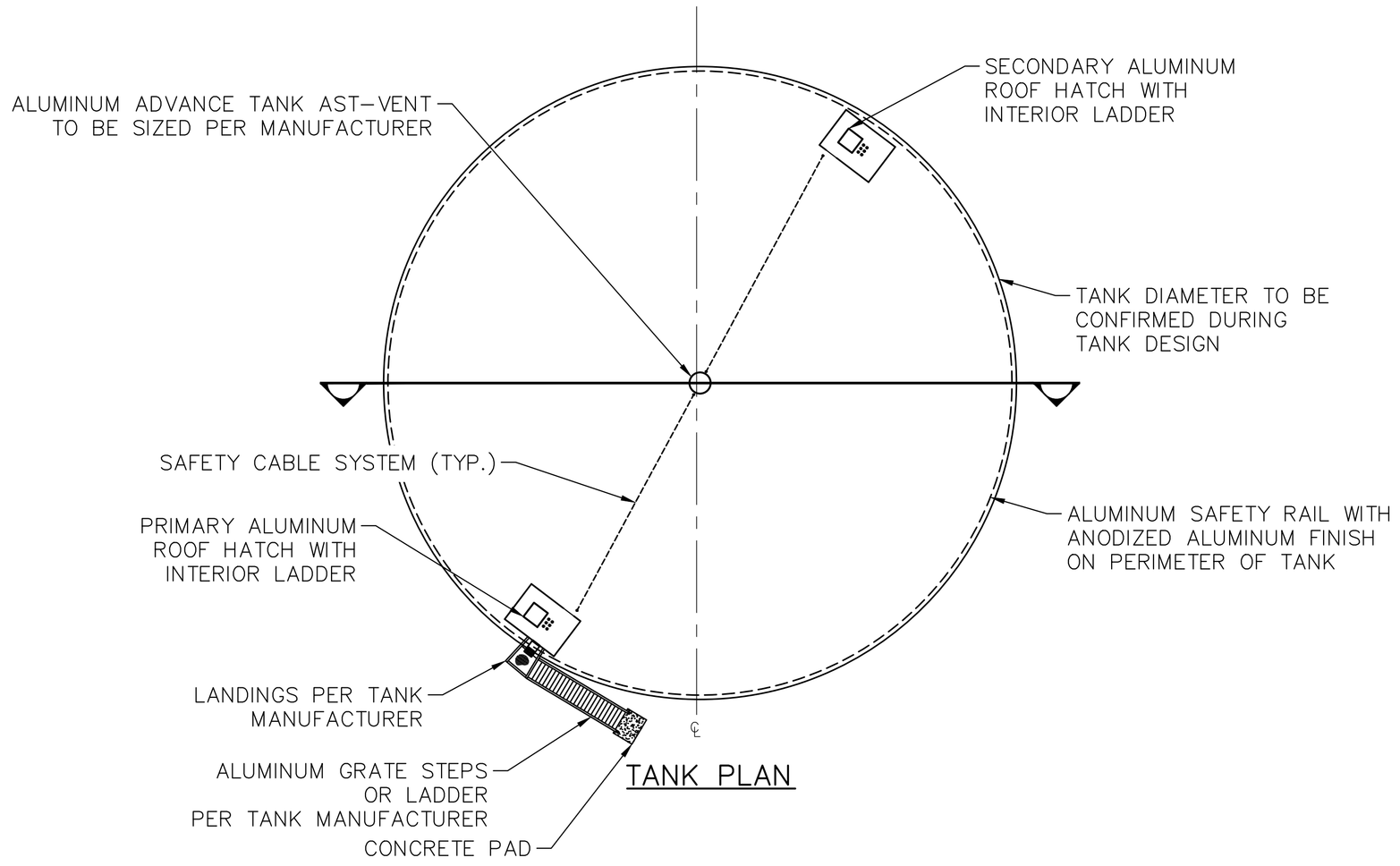
KHA PROJECT	196094001
DATE	4/29/2026
SCALE	AS SHOWN
DESIGNED BY	MMR
DRAWN BY	ECM
CHECKED BY	KEW

Kimley»Horn

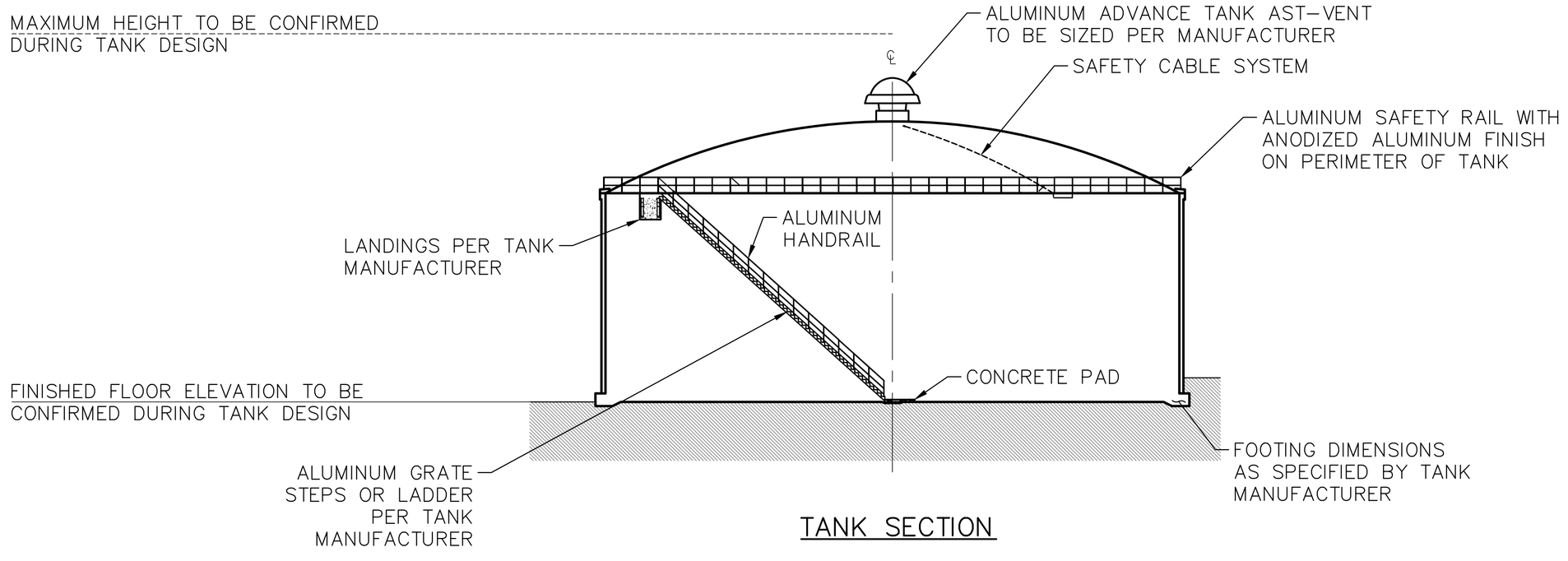
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No.	REVISIONS	DATE	BY



TANK PLAN



TANK SECTION

NOTES:

1. STAIR DETAILS AND STAIR STRUCTURAL DESIGN, INCLUDING STAIR PAD/LANDING, TO BE PERFORMED BY TANK MANUFACTURER.
2. TANK STRUCTURE HEIGHT WILL BE CONFIRMED DURING THE CONSTRUCTION PHASE.

AWWA D110, TYPE III TANK
DETAIL

SCALE: NTS

NORTH

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GREENWOOD VILLAGE, COLORADO 80111
PHONE: (303) 228-2300

K:\HA PROJECT
196094001

DATE
4/29/2026

SCALE AS SHOWN
DESIGNED BY MMR
DRAWN BY ECM
CHECKED BY KEW

TANK DETAIL

SITE DEVELOPMENT PLAN
EL PASO COUNTY

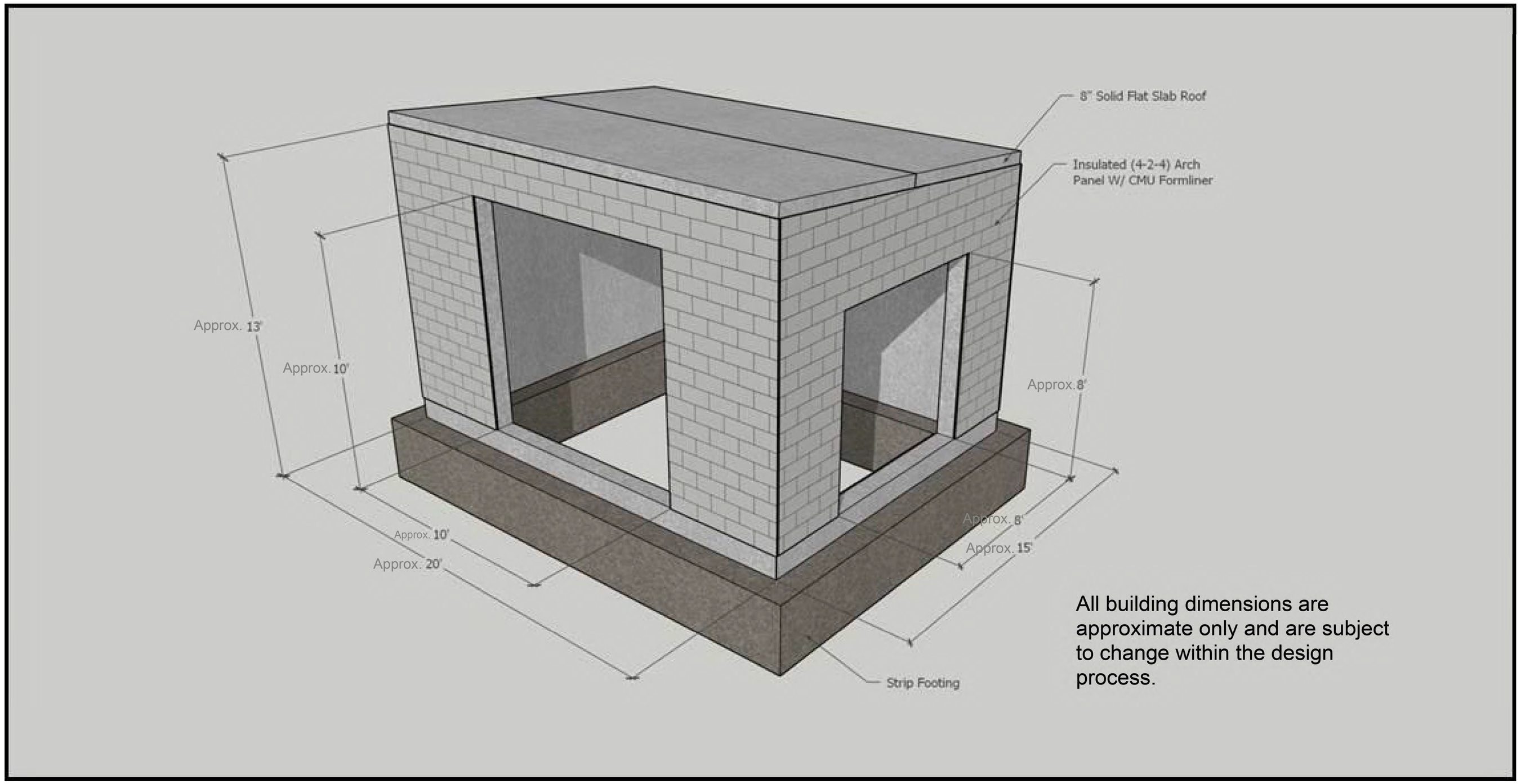
PREPARED FOR
BUC-EES, LTD.

COLORADO

COUNTY OF EL PASO

SHEET NUMBER
13

TANKDT–196094002
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CHLORINATION BUILDING DETAIL
DETAIL
SCALE: NTS

NORTH

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PHONE: (303) 228-2300

KHA PROJECT	196094001
DATE	4/29/2026
SCALE	AS SHOWN
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DRAWN BY	ECM
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CHLORINATION BUILDING DETAIL
SITE DEVELOPMENT PLAN
EL PASO COUNTY
PREPARED FOR
BUC-EE'S, LTD.
COUNTY OF EL PASO
COLORADO

SHEET NUMBER
14

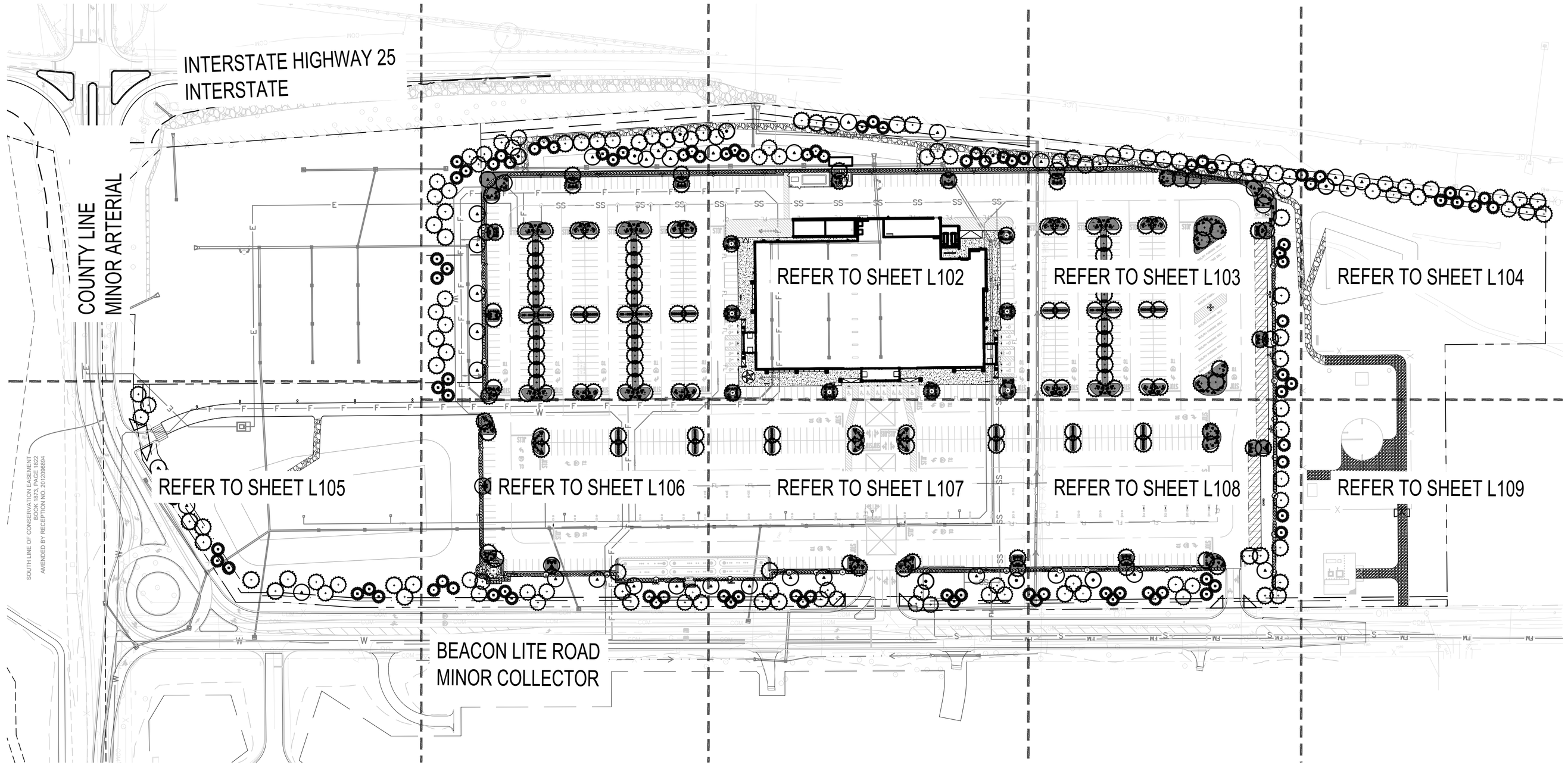
TANKDT–196094002
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LANDSCAPE PLANTING NOTES:

1. ALL WEEDS WITHIN THE LIMITS OF CONSTRUCTION ARE TO BE REMOVED AND TAKEN OFF SITE BY THE CONTRACTOR. ROOT SYSTEMS SHOULD BE ERADICATED.
2. FINISH GRADES OF PLANT BED AREAS (TOP OF MULCH), SOD (TOP OF SOD), HYDROMULCH (TOP OF TOPSOIL), SHALL BE FLUSH WITH ADJACENT PAVING.
3. TRENCHING AND SITE WORK PERFORMED WITHIN THE PROMINENT ROOT ZONES OF EXISTING TREES SHALL BE DONE BY HAND OR AIR SPADE UNLESS OTHERWISE SPECIFIED BY THE LANDSCAPE ARCHITECT. NO ROOTS OVER 1" DIA. SHALL BE CUT.
4. VERIFY PLANT COUNTS AND SQUARE FOOTAGES: IF QUANTITIES ON PLANT SCHEDULE DIFFER FROM GRAPHIC INDICATIONS, THEN GRAPHICS SHALL PREVAIL.
5. LANDSCAPE ARCHITECT TO REVIEW PLANT MATERIALS AT SOURCE OR BY PHOTOGRAPHS OF ACTUAL MATERIAL TO BE PLANTED PRIOR TO PURCHASE, DIGGING, OR SHIPPING OF PLANT MATERIALS.
6. PROVIDE MATCHING FORMS AND SIZES FOR PLANT MATERIALS WITHIN EACH SPECIES AND SIZE DESIGNATED ON THE DRAWINGS.
7. PLANT NAMES USED ON THE PLANS COMPLY WITH STANDARD HORTICULTURAL NOMENCLATURE, AND NAMES GENERALLY ACCEPTED IN THE NURSERY TRADE. THE LANDSCAPE ARCHITECT, OR OWNERS REPRESENTATIVE SHALL REVIEW ALL PLANTS AT THE TIME OF DELIVERY TO THE SITE. IF THE CONTRACTOR FAILS TO NOTIFY THE LANDSCAPE ARCHITECT, OR OWNERS REPRESENTATIVE FORTY-EIGHT (48) HOURS IN ADVANCE OF THE DELIVERY TIME, AND/OR DOES NOT CALL FOR OBSERVATION OF THE MATERIAL, THE CONTRACTOR SHALL BE LIABLE FOR ALL REMOVAL AND REPLACEMENT COSTS OF THE PLANT MATERIAL. THE PLANT MATERIAL WILL BE JUDGED AND ACCEPTED OR REJECTED ON BASIS OF THE FOLLOWING CRITERIA:
   a. PROVIDE PLANTS OF QUALITY, SIZE, GENUS, SPECIES, AND VARIETY AS INDICATED ON THE PLANS AND AS COORDINATED WITH THE LANDSCAPE ARCHITECT.
   b. PLANTS SHALL BE FREE OF DISEASE, INSECTS, EGGS, LARVAE, AND DEFECTS, CONFORMING TO ANSI Z60.1
   c. TREE CANOPIES SHALL HAVE AN INTACT AND UNDAMAGED CENTRAL LEADER.
   d. TREES ARE REQUIRED TO STAND UPRIGHT WITH NO SUPPORT AND HAVE PROPER TRUNK CALIPER AND TAPER. TREES HAVING "BROOM STICK" TRUNKS WITH "POODLE" TOPS WILL NOT BE ACCEPTED.
   e. BARK SHALL BE DAMAGE FREE WITH ALL MINOR CUTS AND ABRASIONS SHOWING HEALING TISSUE. FOLIAGE, ROOTS AND STEMS OF ALL PLANTS SHALL BE OF VIGOROUS HEALTH AND NORMAL HABIT OF GROWTH FOR ITS SPECIES. ALL PLANTS SHALL BE FREE OF INSECT INFESTATIONS AND DISEASES. TOP GROWTH SHALL BE PROPORTIONATE TO BOTTOM GROWTH.
   f. SHRUBS TRANSPLANTED IN AN UP-SIZED CONTAINER LARGER THAN SPECIFIED SIZE, SHALL HAVE BEEN GROWN IN THAT CONTAINER FOR A SUFFICIENT LENGTH OF TIME TO DEVELOP NEW FIBROUS ROOTS, SO THAT ROOT MASS WILL FILL THE CONTAINER.
   g. AREAS DISTURBED BY CONSTRUCTION AND ARE NOT SCHEDULED TO BE IMPROVED SHALL BE REPAIRED TO THE STATE THAT IT WAS PRIOR TO THE START OF CONSTRUCTION.
8. ALIGN AND EQUALLY SPACE IN ALL DIRECTIONS PLANTS SO DESIGNATED PER THESE NOTES AND DRAWINGS.
9. EXACT LOCATIONS OF PLANT MATERIALS TO BE APPROVED BY THE LANDSCAPE ARCHITECT IN THE FIELD PRIOR TO INSTALLATION. LANDSCAPE ARCHITECT RESERVES THE RIGHT TO DIRECT THE ADJUSTMENT OF PLANTS TO EXACT LOCATION IN FIELD.
10. IF PLANT MATERIAL IS BALL AND BURLAP, CUT AND REMOVE BURLAP FROM TOP 1/3 OF BALL. CONTAINER GROWN STOCK WILL HAVE THE OUTSIDE EDGE OF THE ROOTBALL LOOSENED BY HAND AFTER REMOVING FROM THE CONTAINER. PRUNE NEWLY PLANTED TREES ONLY AS DIRECTED BY LANDSCAPE ARCHITECT.
11. PROVIDE SPECIFIED EDGING AS DIVIDER BETWEEN PLANTING BEDS AND LAWN AREAS.
12. PLANT SPACING LISTED IN PLANT SCHEDULE IS A MAXIMUM TYPICAL SPACING. IF PLANTS ARE SHOWN CLOSER ON THE PLAN THEY SHOULD BE INSTALLED PER THE PLAN.
13. ALL PROPOSED TURF GRASS AREAS SHALL HAVE 6" DEPTH OF CLEAN (NO WEEDS, ROOTS, DEBRIS, VEGETATION) TOPSOIL, UNLESS A LESSOR DEPTH IS REQUIRED BY THE LOCAL JURISDICTION. TOP SOIL SHOULD BE ATTAINED FROM A REPUTABLE SOURCE LOCATED WITHIN 50 MILES OF THE PROJECT SITE.
14. ALL PLANTING BED SOIL MIX SHALL BE AMENDED TOPSOIL. CONTRACTOR TO PROVIDE SOIL TEST RESULTS TO THE LANDSCAPE ARCHITECT FOR REVIEW AND APPROVAL OF TOPSOIL TO BE USED, AND THE APPROPRIATE AMENDMENTS TO BE ADDED TO THE TOPSOIL TO PROVIDE OPTIMUM GROWING CONDITIONS. ALL TOPSOIL SHALL BE FREE OF ROCKS LARGER THAN $\frac{3}{4}$" DIAMETER, DELETERIOUS MATERIAL AND ANY DEBRIS.
15. SUBMITTALS
   a. PRODUCT DATA
      a.a. PESTICIDES AND HERBICIDES: INCLUDE PRODUCT LABEL AND MANUFACTURERS INSTRUCTIONS SPECIFIC TO THIS PROJECT. PROVIDE THE QUALIFICATIONS OF THE PERSON CERTIFIED TO APPLY THE PESTICIDES AND HERBICIDES.
      a.b. SOD & HYDROMULCH: INCLUDE PRODUCT LABEL AND MANUFACTURER'S APPLICATION INSTRUCTIONS SPECIFIC TO THIS PROJECT.
      a.c. IMPORTED TOPSOIL: INCLUDE PRODUCT LABEL AND MANUFACTURER'S APPLICATION INSTRUCTIONS SPECIFIC TO THIS PROJECT.
16. LABORATORY TEST RESULTS OF ALL SOIL MATERIALS INSTALLED ON SITE
   a. IF ON SITE SOIL IS USED, ONE TEST RESULT SHALL BE SUBMITTED FOR EACH ONE TON OF SOIL TO BE INSTALLED. FOR IMPORTED SOIL FROM A QUALIFIED SUPPLIER, ONE TEST RESULT PER TEN TONS WILL BE REQUIRED.
      a.a. PLEASE PROVIDE SOIL TEST ANALYSIS FROM ONE OF THE FOLLOWING LABS: LABORATORY REPORTS FROM TEXAS PLANT & SOIL LAB (956) 383-0739, TEXAS A&M AGRILIFE EXTENSION (979) 845-4816, WALLACE LABORATORIES LLC (310) 615-0116 OR APPROVED EQUAL.
      a.b. TESTS SHOULD PROVIDE RESULTS FOR: pH, NO3-N, P, K, Ca, Mg, Na, S, AND CONDUCTIVITY. THIS TEST IS A BASE TEST FOR BASIC FERTILIZER RECOMMENDATIONS. ADDITIONAL INFORMATION TO BE TESTED FOR IS MICRO + B + OM + TEXTURE ANALYSES (MICRONUTRIENT, BORON, ORGANIC MATTER AND TEXTURAL ANALYSIS).
      a.c. TEST RESULTS SHALL BE ACCOMPANIED WITH A LETTER FROM THE TESTING LAB SUMMARIZING THE TEST RESULTS AND CLEARLY IDENTIFYING IF THE SOIL IS SUITABLE FOR PLANT GROWTH OF THE TYPE OF PLANTS PROPOSED (TURF GRASS, SHRUBS, GROUND COVERS, PERENNIALS, TREES AND OTHER PLANTS) FOR THIS PROJECT. IF AMENDMENTS ARE NEEDED THE TYPE AND QUANTITY OF AMENDMENTS TO BE ADDED TO ATTAIN THE OPTIMUM GROWING CONDITION SHALL BE CLEARLY DESCRIBED.
   b. OBTAINING A SAMPLE:
      b.a. A SEPARATE SAMPLE SHALL BE TAKEN FOR:
         b.a.a. AREAS WITH DIFFERENT SOIL TYPES
         b.a.b. AREAS WITH DIFFERENT LAND USES OR FERTILIZER APPLICATION RATES
         b.a.c. AREAS WITH DIFFERENT CROPPING HISTORIES (SPECIES AND YIELDS)
         b.a.d. AREAS WITH DIFFERENT TERRAIN
      b.b. AVOID SAMPLING AREAS SUCH AS SMALL GULLIES, SLIGHT FIELD DEPRESSIONS, TERRACE, WATERWAYS, OR UNUSUAL AREAS
      b.c. WHEN SAMPLING FERTILIZED FIELDS, AVOID SAMPLING DIRECTLY IN THE FERTILIZED BAND AND WAIT AT LEAST 2 MONTHS AFTER LAST FERTILIZATION.
      b.d. WHEN TAKING A SAMPLE TAKE A 0-6" DEPTH SAMPLE.
         b.d.a. USE A SPADE, SOIL AUGER, OR SOIL SAMPLING TUBE.
         b.d.b. CLEAR PLANTS AND PLANT RESIDUE FROM THE SURFACE (DO NOT REMOVE DECOMPOSED BLACK MATERIAL THAT CAN NO LONGER BE IDENTIFIED AS A PLANT).
         b.d.c. PLACE EACH COLLECTED CORE/SAMPLE IN A CLEAN PLASTIC BUCKET OR OTHER NON-METALLIC CONTAINER AND THOROUGHLY MIX THE SOIL WHILE REMOVING ANY LARGE ROOTS/PLANT TISSUES THAT MIGHT HAVE BEEN COLLECTED.
         b.d.d. APPROXIMATELY $\frac{1}{2}$ TO $\frac{2}{3}$ FULL QUART-SIZED FREEZER RESEALABLE BAG OR A FULL SOIL SAMPLE BAG IS REQUIRED FOR ROUTINE ANALYSES.

GENERAL CONSTRUCTION NOTES:

1. CONTRACTOR SHALL BE FAMILIAR WITH ALL EXISTING SITE CONDITIONS INCLUDING UNDERGROUND UTILITIES, PIPES, AND STRUCTURES.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR BODILY INJURY AND/OR ANY COST INCURRED DUE TO DAMAGE OF OWNER'S PROPERTY OR UTILITIES.
3. CONTRACTOR IS RESPONSIBLE FOR CONTACTING ALL UTILITY COMPANIES PRIOR TO ANY EXCAVATION TO ENSURE UTILITIES ARE NOT DISTURBED. REFER TO CIVIL DRAWINGS FOR ALL SITE UTILITIES.
4. ANY CONFLICTING INFORMATION SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT DURING BIDDING AND PRIOR TO CONTRACTS BEING AWARDED TO CONTRACTORS, OR IT SHALL BE ASSUMED THAT THE CONTRACTOR CAN IMPLEMENT THE PLANS AS DRAWN AND SPECIFIED.
5. EXISTING CONDITIONS ARE SHOWN SHADED BACK TO ALLOW ALL PROPOSED IMPROVEMENTS TO STAND OUT. EXISTING BASE INFORMATION HAS BEEN IMPORTED FROM CIVIL AND ARCHITECTURAL DRAWINGS. REFER TO THESE DRAWINGS FOR SUPPLEMENTAL INFORMATION.
6. THE CONTRACTORS (GENERAL AND SUBCONTRACTORS) SHALL PROVIDE UNIT COSTS FOR ALL SOFTSCAPE AND HARDSCAPE MATERIAL SPECIFIED ON THE DRAWINGS AND SPECIFICATIONS. UNIT COSTS SHALL BE PROVIDED FOR MATERIALS AND INSTALLATION SEPARATELY. UNIT COSTS SHALL BE: 'EACH' FOR PLANT MATERIAL, 'SQUARE FOOT' OR 'SQUARE YARD' FOR PAVEMENTS, LINEAR FOOT FOR WALL AND FENCE, 'EACH' FOR SITE FURNISHINGS AND SITE AMENITIES, 'CUBIC YARD' OR 'CUBIC FOOT' FOR SOIL, MULCH AND OTHER BULK PRODUCTS AND 'EACH' OR 'LUMP SUM' FOR MISCELLANEOUS ITEMS. THE UNIT COST SHALL BE FORMATTED TO HAVE COLUMNS FOR; ITEMS, UNIT, UNIT COST, TOTAL ITEM COST.
7. LOCATE JOINTS IN CONCRETE PAVING ACCORDING TO PLAN. IF NONE SHOWN, CONTROL JOINTS SHALL CREATE SQUARE PANELS AND NOT EXCEED 10 FOOT SPACING AND SHALL BE 1/4 OF THE DEPTH OF THE PAVING. EXPANSION JOINTS SHALL NOT EXCEED 50 FOOT SPACING AND SHALL INCLUDE AN ASPHALT JOINT WITH FLEXIBLE SEALANT TO MATCH THE PAVEMENT COLOR. EXPANSION JOINTS TO HAVE 12" LONG #3 SMOOTH GALANIZED DOWEL IN VERTICAL CENTER OF JOINT, SPACED HORIZONTALLY EQUALLY 10 INCHES APART OR A MINIMUM OF TWO PER JOINT, WHICHEVER IS GREATER.



TREE KEY:

- BUR OAK
- SKYLINE HONEY LOCUST
- 20' HT. PONDEROSA PINE
- PINON PINE
- ROCKY MOUNTAIN JUNIPER
- BLUE SPRUCE
- 16' HT. PONDEROSA PINE

* REF. SHEET L111 FOR FULL PLANT SCHEDULE

NORTH
SCALE IN FEET (1"=100'-0")
0 50 100 250

CIVIL BASE FILES: 05/07/2025

BLU FISH COLLABORATIVE
Landscape Architecture
107 Leland Street, Suite 2
Austin, TX 78704
P.O. BOX 40792
Austin, TX 78704
Phone: (512)388-4115

PROFESSIONAL SEAL:
MICHAEL FISHBAUGH 1487 12/09/20 Original Date of Licensure STATE OF COLORADO LICENSED LANDSCAPE ARCHITECT
DATE SEALED: 05/27/2026

PROJECT NAME:
BUC-EE'S EL PASO COUNTY

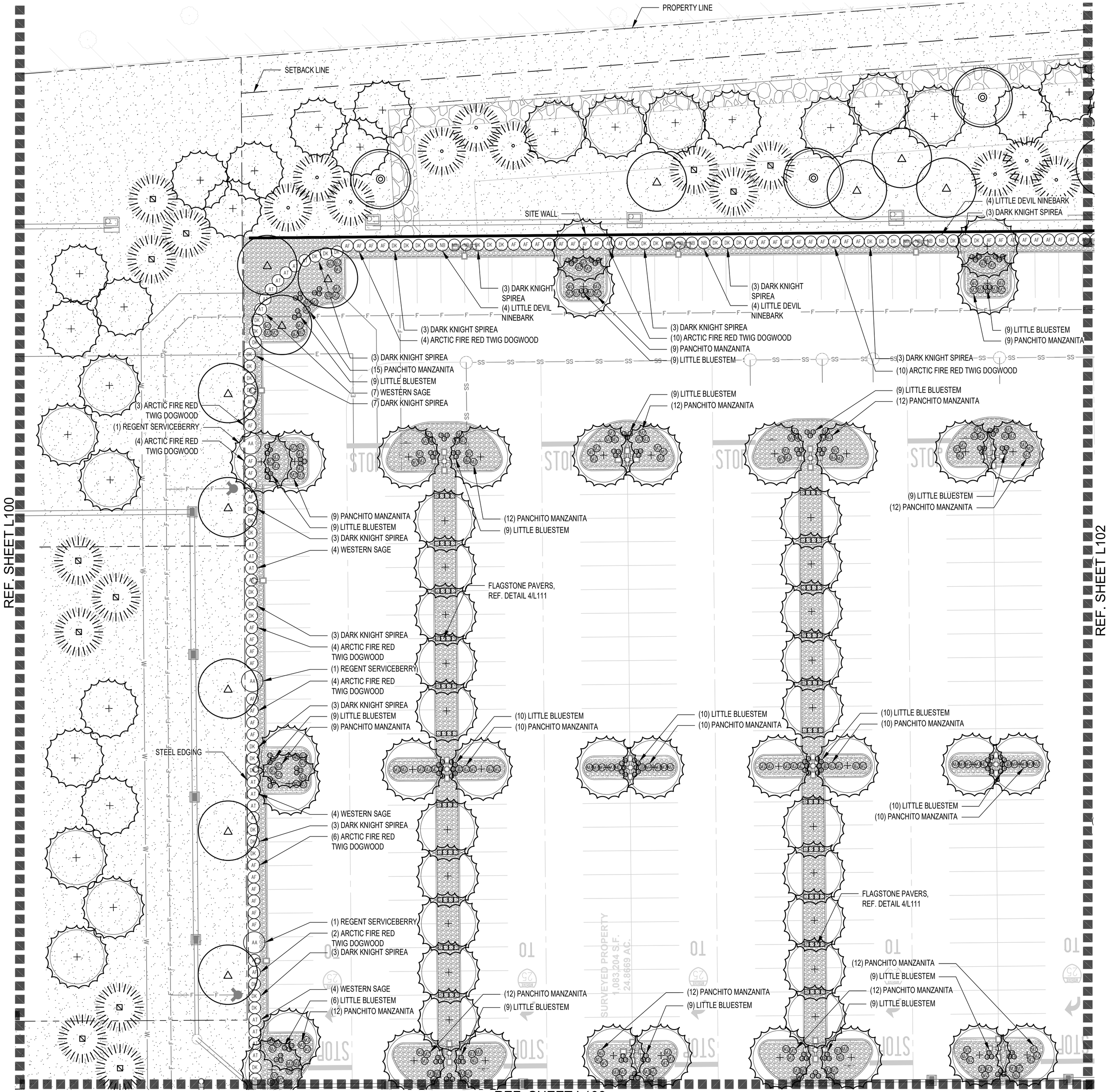
OWNER:
BUC-EE'S LTD.

PROJECT LOCATION:
INTERSTATE HWY 25 & PALMER DIVIDE ROAD, MONUMENT, CO

REVISIONS:

PROJECT #: 001-24-04
DATE PRINTED: 05/27/2026
DRAWING TITLE:
OVERALL PLANTING PLAN

SHEET NO.:
L100



TREE KEY:

- BUR OAK
- SKYLINE HONEY LOCUST
- PINON PINE
- ROCKY MOUNTAIN JUNIPER
- BLUE SPRUCE
- 16' HT. PONDEROSA PINE

* REF. SHEET L111 FOR FULL PLANT SCHEDULE

LEGEND

- TURF MASTER LLC'S NATURES PRAIRIE TURF
- 2"-3" DIA. BULL ROCK, 6" DEPTH
- FLAGSTONE PAVERS, REF. DETAIL 4/L111
- PROPERTY LINE
- STEEL EDGING

BLU FISH COLLABORATIVE
Landscape Architecture

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Austin, TX 78704

P.O. BOX 40792
Austin, TX 78704

Phone: (512)388-4115

PROFESSIONAL SEAL:

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DATE SEALED: 05/27/2026

PROJECT NAME:
BUC-EE'S EL PASO COUNTY

OWNER:
BUC-EE'S LTD.

PROJECT LOCATION:
INTERSTATE HWY 25 & PALMER DIVIDE ROAD, MONUMENT, CO

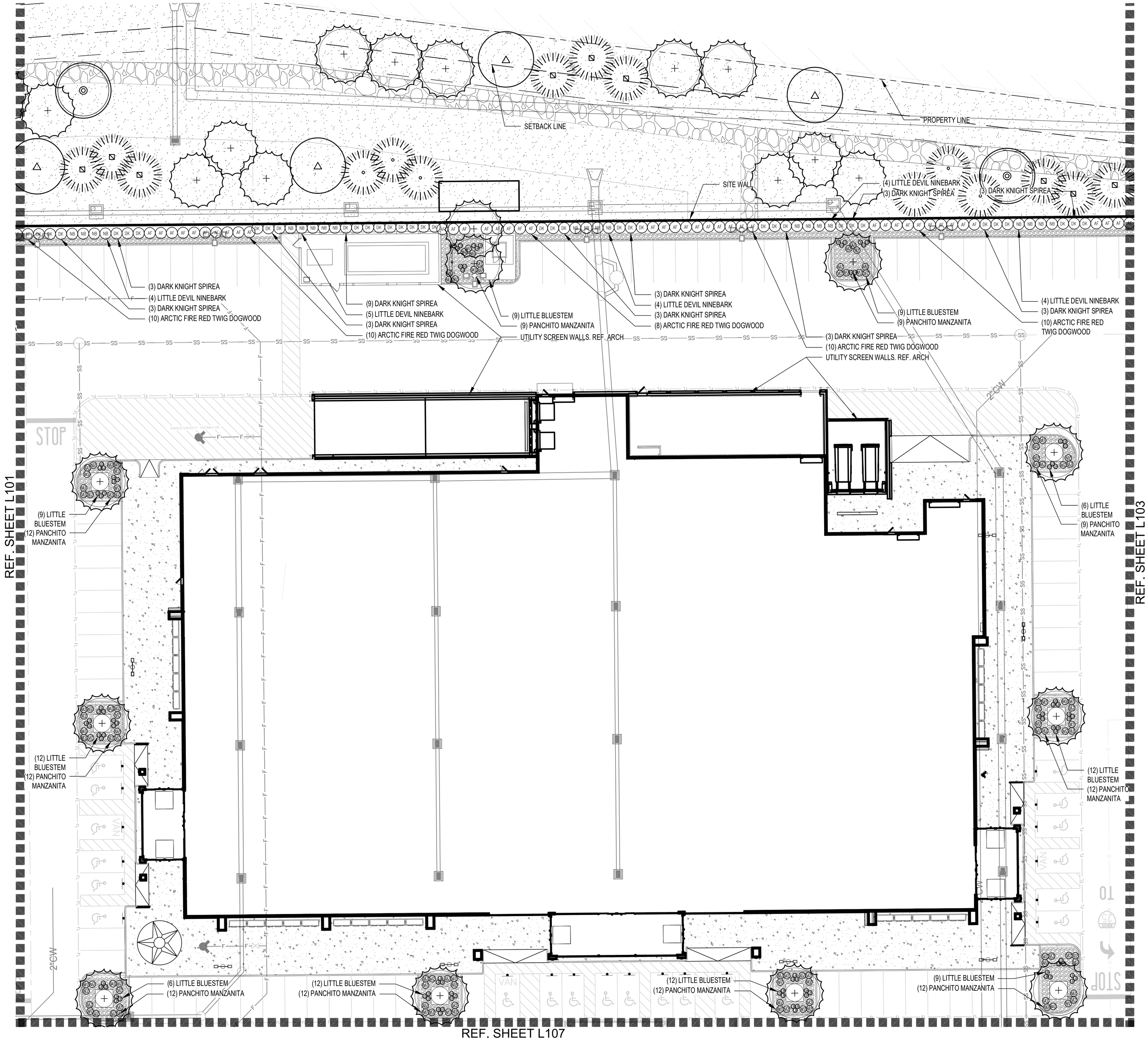
REVISIONS:

PROJECT #: 001-24-04
DATE PRINTED: 05/27/2026
DRAWING TITLE:
PLANTING PLAN

NORTH
SCALE IN FEET (1"=20'-0")
0 10 20 50

CIVIL BASE FILES: 05/07/2025

SHEET NO.:
L101



TREE KEY:

- BUR OAK
- SKYLINE HONEY LOCUST
- PINON PINE
- ROCKY MOUNTAIN JUNIPER
- BLUE SPRUCE
- 16' HT. PONDEROSA PINE

* REF. SHEET L111 FOR FULL PLANT SCHEDULE

LEGEND

- TURF MASTER LLC'S NATURES PRAIRIE TURF
- 2"-3" DIA. BULL ROCK, 6" DEPTH
- PROPERTY LINE
- STEEL EDGING

BLU FISH COLLABORATIVE
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MICHAEL FISHBAUGH 1487 12/09/20 Original Date of Licensure STATE OF COLORADO LICENSED LANDSCAPE ARCHITECT

DATE SEALED: 05/27/2026

PROJECT NAME:
BUC-EE'S EL PASO COUNTY

OWNER:
BUC-EE'S LTD.

PROJECT LOCATION:
INTERSTATE HWY 25 & PALMER DIVIDE ROAD, MONUMENT, CO

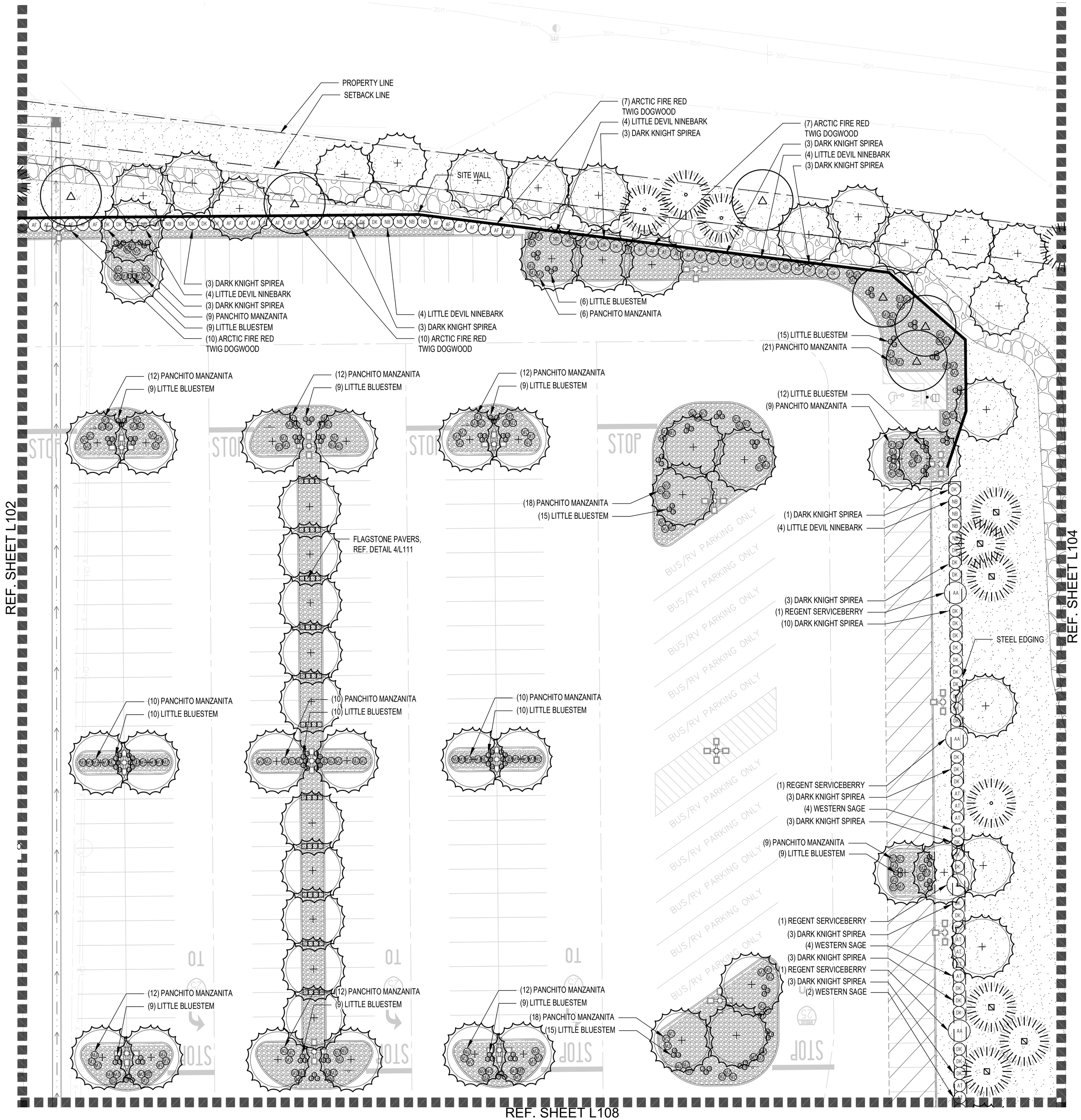
REVISIONS:

PROJECT #: 001-24-04
DATE PRINTED: 05/27/2026
DRAWING TITLE:
PLANTING PLAN

NORTH
SCALE IN FEET (1"=20'-0")
0 10 20 50

CIVIL BASE FILES: 05/07/2025

SHEET NO.:
L102



TREE KEY:

- BUR OAK
- SKYLINE HONEY LOCUST
- PINON PINE
- ROCKY MOUNTAIN JUNIPER
- BLUE SPRUCE
- 16' HT. PONDEROSA PINE

* REF. SHEET L111 FOR FULL PLANT SCHEDULE

LEGEND

- TURF MASTER LLC'S NATURES PRAIRIE TURF
- 2"-3" DIA. BULL ROCK, 6" DEPTH
- FLAGSTONE PAVERS, REF. DETAIL 4/L111
- PROPERTY LINE
- STEEL EDGING

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PROJECT LOCATION:
INTERSTATE HWY 25 & PALMER DIVIDE ROAD, MONUMENT, CO

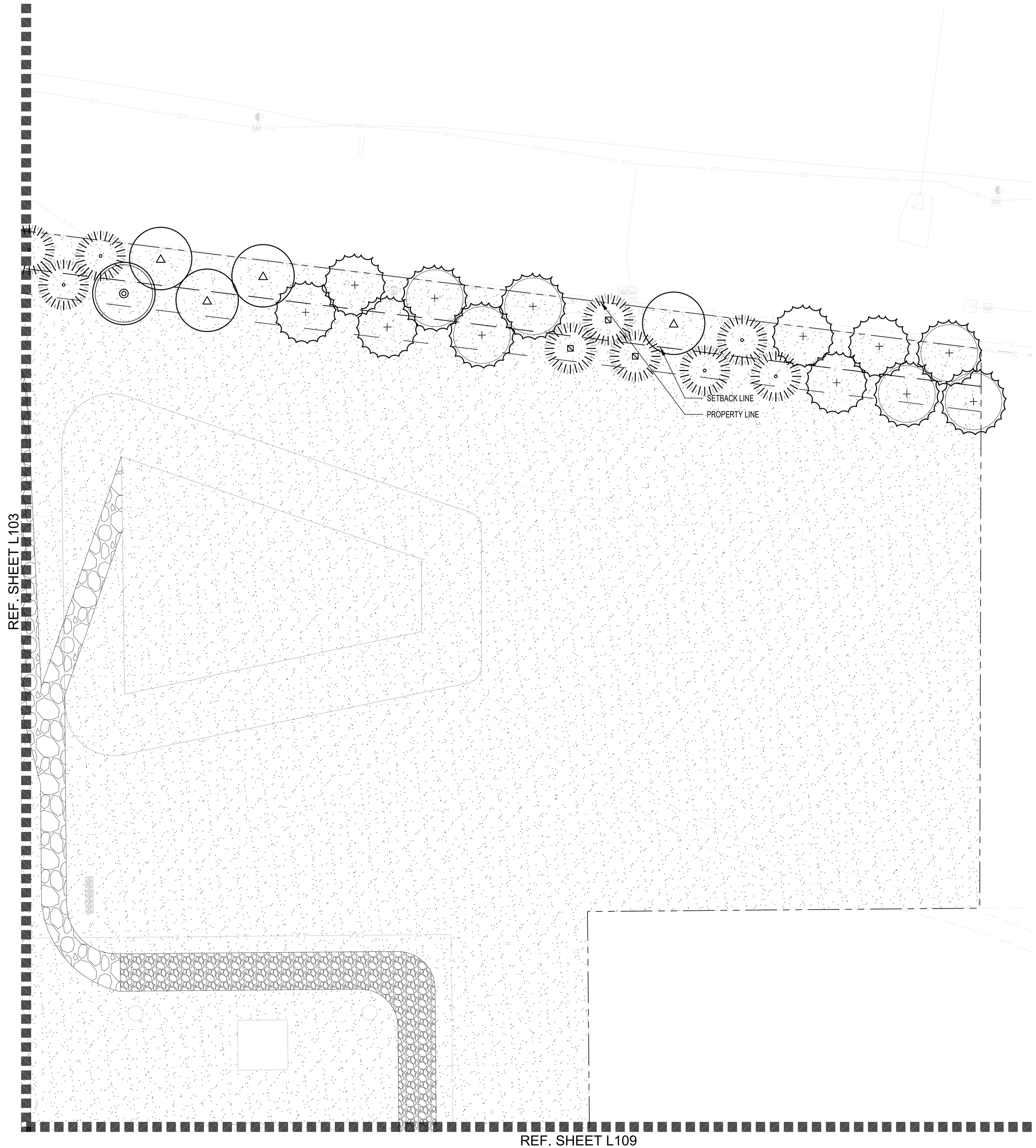
REVISIONS:

PROJECT #: 001-24-04
DATE PRINTED: 05/27/2026
DRAWING TITLE:
PLANTING PLAN

NORTH
SCALE IN FEET (1"=20'-0")
0 10 20 50

CIVIL BASE FILES: 05/07/2025

SHEET NO.:
L103



TREE KEY:

- BUR OAK
- SKYLINE HONEY LOCUST
- PINON PINE
- ROCKY MOUNTAIN JUNIPER
- BLUE SPRUCE
- 16' HT. PONDEROSA PINE

* REF. SHEET L111 FOR FULL PLANT SCHEDULE

LEGEND

- TURF MASTER LLC'S NATURES PRAIRIE TURF
- PROPERTY LINE

NORTH

SCALE IN FEET (1"=20'-0")

0 10 20 50

CIVIL BASE FILES: 05/07/2025

BLU FISH COLLABORATIVE
Landscape Architecture

107 Leland Street, Suite 2
Austin, TX 78704

P.O. BOX 40792
Austin, TX 78704

Phone: (512)388-4115

PROFESSIONAL SEAL:

MICHAEL FISHBAUGH
1487
12/09/20
Original Date of Licensure
STATE OF COLORADO
LICENSED LANDSCAPE ARCHITECT

DATE SEALED: 05/27/2026

PROJECT NAME:
BUC-EE'S
EL PASO
COUNTY

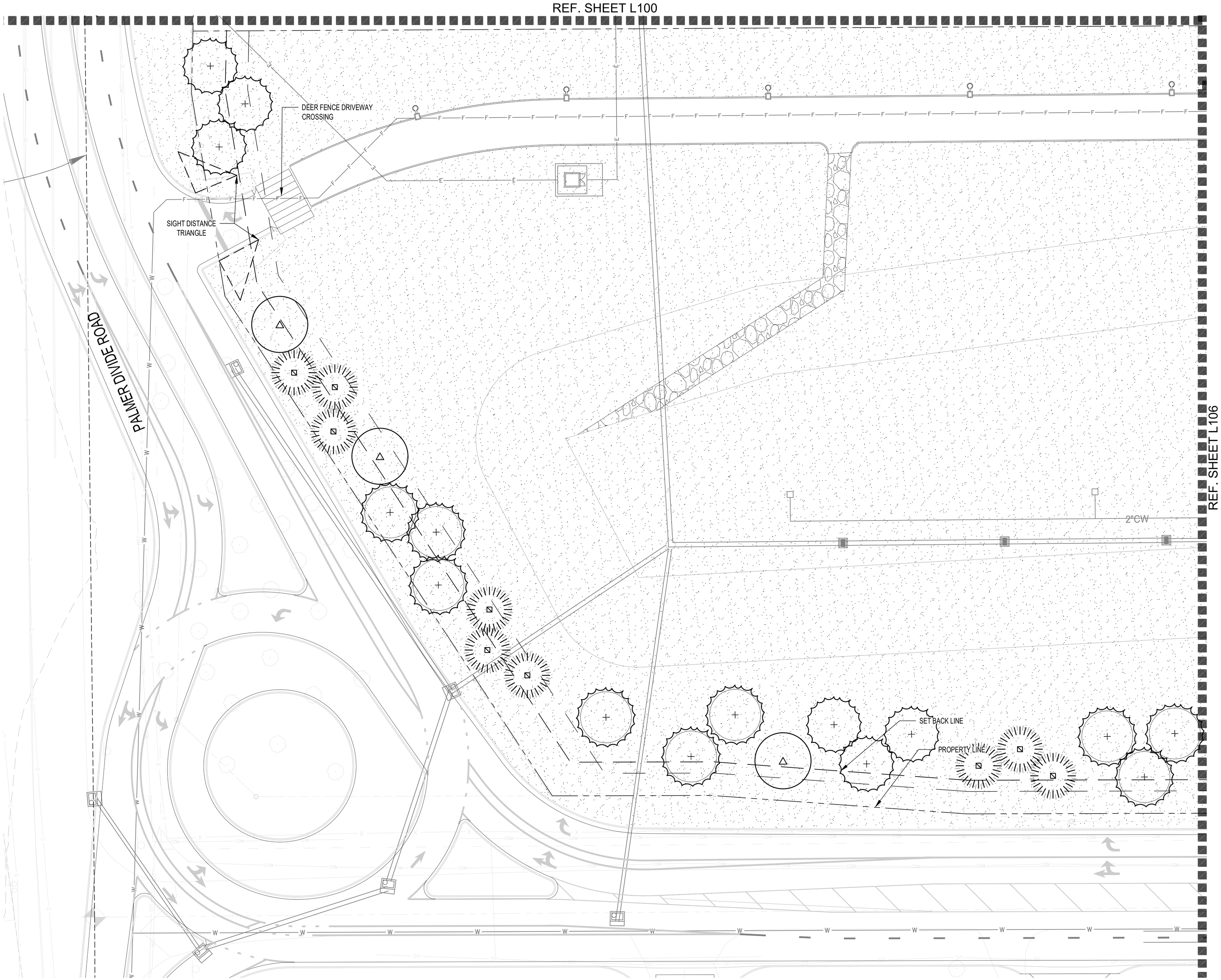
OWNER:
BUC-EE'S LTD.

PROJECT LOCATION:
INTERSTATE
HWY 25 &
PALMER DIVIDE
ROAD,
MONUMENT, CO

REVISIONS:

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DATE PRINTED: 05/27/2026
DRAWING TITLE:
PLANTING PLAN

SHEET NO.:
L104



TREE KEY:

- BUR OAK
- SKYLINE HONEY LOCUST
- PINON PINE
- ROCKY MOUNTAIN JUNIPER
- BLUE SPRUCE
- 16' HT. PONDEROSA PINE

* REF. SHEET L111 FOR FULL PLANT SCHEDULE

LEGEND

- TURF MASTER LLC'S NATURES PRAIRIE TURF
- PROPERTY LINE

BLU FISH COLLABORATIVE
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BUC-EE'S EL PASO COUNTY

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PLANTING PLAN

NORTH
SCALE IN FEET (1"=20'-0")
0 10 20 50

CIVIL BASE FILES: 05/07/2025

SHEET NO.:
L105

REF. SHEET L101

REF. SHEET L105

REF. SHEET L107

(3)ARCTIC FIRE RED TWIG DOGWOOD
(9) LITTLE BLUESTEM
(12) PANCHITO MANZANITA
(3) DARK KNIGHT SPIREA
(3) ARCTIC FIRE RED TWIG DOGWOOD
(12) PANCHITO MANZANITA
(15) LITTLE BLUESTEM
(10) PANCHITO MANZANITA
(10) LITTLE BLUESTEM
(10) PANCHITO MANZANITA
(10) LITTLE BLUESTEM
STEEL EDGING
(6) WESTERN SAGE
(6) ARCTIC FIRE RED TWIG DOGWOOD
(9) LITTLE BLUESTEM
(9) PANCHITO MANZANITA
(3) DARK KNIGHT SPIREA
(8) ARCTIC FIRE RED TWIG DOGWOOD
(3) WESTERN SAGE
(6) ARCTIC FIRE RED TWIG DOGWOOD
(9) LITTLE BLUESTEM
(9) PANCHITO MANZANITA
(12) PANCHITO MANZANITA
(15) LITTLE BLUESTEM
(3) DARK KNIGHT SPIREA
(6) ARCTIC FIRE RED TWIG DOGWOOD
(7) WESTERN SAGE
(6) ARCTIC FIRE RED TWIG DOGWOOD
(3) DARK KNIGHT SPIREA
(6) ARCTIC FIRE RED TWIG DOGWOOD
(3) LITTLE DEVIL NINEBARK
(4) ARCTIC FIRE RED TWIG DOGWOOD
(1) REGENT SERVICEBERRY
(6) ARCTIC FIRE RED TWIG DOGWOOD
(4) LITTLE DEVIL NINEBARK
(1) REGENT SERVICEBERRY
(6) ARCTIC FIRE RED TWIG DOGWOOD
(3) DARK KNIGHT SPIREA
(7) ARCTIC FIRE RED TWIG DOGWOOD
(1) REGENT SERVICEBERRY
(7) ARCTIC FIRE RED TWIG DOGWOOD
(6) ARCTIC FIRE RED TWIG DOGWOOD
(3) DARK KNIGHT SPIREA
(3) LITTLE DEVIL NINEBARK
(4) ARCTIC FIRE RED TWIG DOGWOOD
STEEL EDGING
SETBACK LINE
PROPERTY LINE
2"CW
STOP
TO
BEACON LITE ROAD

TREE KEY:

- BUR OAK
- SKYLINE HONEY LOCUST
- 20' HT. PONDEROSA PINE
- UTAH JUNIPER
- ROCKY MOUNTAIN JUNIPER
- BLUE SPRUCE
- 16' HT. PONDEROSA PINE

* REF. SHEET L111 FOR FULL PLANT SCHEDULE

LEGEND

- TURF MASTER LLC'S NATURES PRAIRIE TURF
- 2"-3" DIA. BULL ROCK, 6" DEPTH
- PROPERTY LINE
- STEEL EDGING

BLU FISH COLLABORATIVE
Landscape Architecture
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Phone: (512)388-4115

PROFESSIONAL SEAL:
MICHAEL FISHBAUGH 1487 12/09/20 Original Date of Licensure STATE OF COLORADO LICENSED LANDSCAPE ARCHITECT
NOT FOR CONSTRUCTION
DATE SEALED: 05/27/2026

PROJECT NAME:
BUC-EE'S EL PASO COUNTY

OWNER:
BUC-EE'S LTD.

PROJECT LOCATION:
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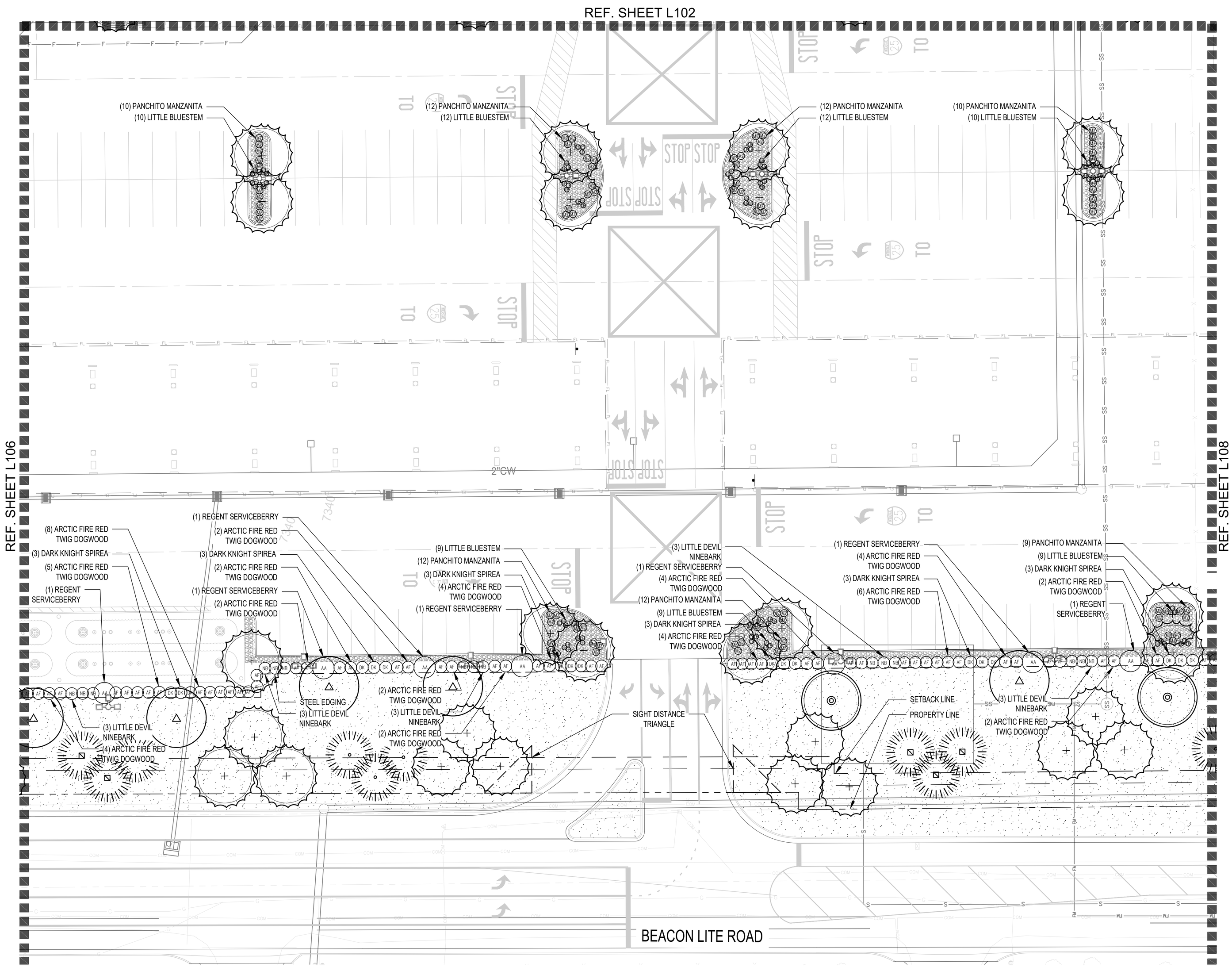
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PROJECT #: 001-24-04
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PLANTING PLAN

NORTH
SCALE IN FEET (1"=20'-0")
0 10 20 50

CIVIL BASE FILES: 05/07/2025

SHEET NO.:
L106



TREE KEY:

- BUR OAK
- SKYLINE HONEY LOCUST
- PINON PINE
- ROCKY MOUNTAIN JUNIPER
- BLUE SPRUCE
- 16' HT. PONDEROSA PINE

* REF. SHEET L111 FOR FULL PLANT SCHEDULE

LEGEND

- TURF MASTER LLC'S NATURES PRAIRIE TURF
- 2"-3" DIA. BULL ROCK, 6" DEPTH
- PROPERTY LINE
- STEEL EDGING

BLU FISH COLLABORATIVE
Landscape Architecture

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Austin, TX 78704

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Austin, TX 78704

Phone: (512)388-4115

PROFESSIONAL SEAL:



DATE SEALED: 05/27/2026

PROJECT NAME:
BUC-EE'S
EL PASO
COUNTY

OWNER:
BUC-EE'S LTD.

PROJECT LOCATION:
INTERSTATE
HWY 25 &
PALMER DIVIDE
ROAD,
MONUMENT, CO

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NORTH
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0 10 20 50

CIVIL BASE FILES: 05/07/2025

SHEET NO.:
L107

REF. SHEET L103

REF. SHEET L107

REF. SHEET L109

(10) PANCHITO MANZANITA
(10) LITTLE BLUESTEM

(10) PANCHITO MANZANITA
(10) LITTLE BLUESTEM

(2) WESTERN SAGE
(3) DARK KNIGHT SPIREA
(1) REGENT SERVICEBERRY
(3) DARK KNIGHT SPIREA
(4) WESTERN SAGE
(3) DARK KNIGHT SPIREA

(9) PANCHITO MANZANITA
(9) LITTLE BLUESTEM

(1) REGENT SERVICEBERRY
(3) DARK KNIGHT SPIREA
(4) WESTERN SAGE
(3) DARK KNIGHT SPIREA
(1) REGENT SERVICEBERRY

(3) DARK KNIGHT SPIREA
(4) WESTERN SAGE
(3) DARK KNIGHT SPIREA
(1) REGENT SERVICEBERRY
(3) DARK KNIGHT SPIREA
(4) WESTERN SAGE
(3) DARK KNIGHT SPIREA
(1) REGENT SERVICEBERRY
(4) DARK KNIGHT SPIREA

STEEL EDGING

(12) PANCHITO MANZANITA
(9) LITTLE BLUESTEM

(3) LITTLE DEVIL NINEBARK
(2) ARCTIC FIRE RED TWIG DOGWOOD
(1) REGENT SERVICEBERRY
(2) ARCTIC FIRE RED TWIG DOGWOOD
(3) LITTLE DEVIL NINEBARK
(2) ARCTIC FIRE RED TWIG DOGWOOD
(1) REGENT SERVICEBERRY

(9) PANCHITO MANZANITA
(9) LITTLE BLUESTEM
(3) LITTLE DEVIL NINEBARK
(6) ARCTIC FIRE RED TWIG DOGWOOD

(2) ARCTIC FIRE RED TWIG DOGWOOD
(1) REGENT SERVICEBERRY
(2) ARCTIC FIRE RED TWIG DOGWOOD
(4) LITTLE DEVIL NINEBARK

(4) ARCTIC FIRE RED TWIG DOGWOOD
(3) LITTLE DEVIL NINEBARK
(2) ARCTIC FIRE RED TWIG DOGWOOD
(1) REGENT SERVICEBERRY

(2) ARCTIC FIRE RED TWIG DOGWOOD
(3) LITTLE DEVIL NINEBARK
(5) ARCTIC FIRE RED TWIG DOGWOOD

STEEL EDGING

(3) DARK KNIGHT SPIREA
(2) ARCTIC FIRE RED TWIG DOGWOOD

SETBACK LINE
PROPERTY LINE

SIGHT DISTANCE TRIANGLE

STOP

TREE KEY:

- NEW MEXICO LOCUST
- SKYLINE HONEY LOCUST
- 20' HT. PONDEROSA PINE
- UTAH JUNIPER
- ROCKY MOUNTAIN JUNIPER
- BLUE SPRUCE
- 16' HT. PONDEROSA PINE

* REF. SHEET L111 FOR FULL PLANT SCHEDULE

LEGEND

- TURF MASTER LLC'S NATURES PRAIRIE TURF
- 2"-3" DIA. BULL ROCK, 6" DEPTH
- PROPERTY LINE
- STEEL EDGING

BLU FISH COLLABORATIVE
Landscape Architecture

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12/09/20
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DATE SEALED: 05/27/2026

PROJECT NAME:
BUC-EE'S EL PASO COUNTY

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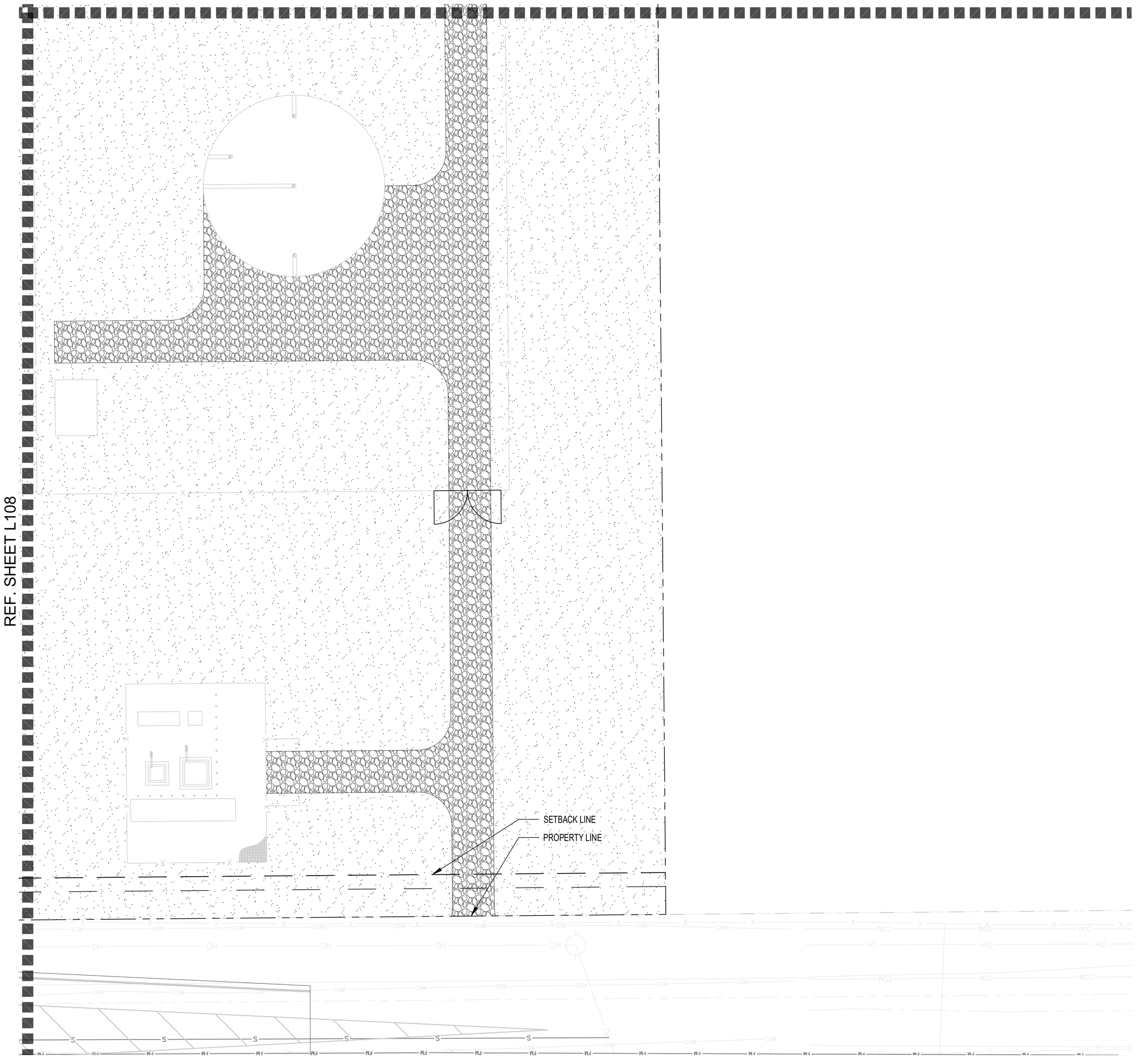
NORTH
SCALE IN FEET (1"=20'-0")
0 10 20 50

CIVIL BASE FILES: 05/07/2025

SHEET NO.:
L108

REF. SHEET L104

REF. SHEET L108



LEGEND

TURF MASTER LLC'S NATURES PRAIRIE TURF

PROPERTY LINE

BLU FISH COLLABORATIVE
Landscape Architecture

107 Leland Street, Suite 2
Austin, TX 78704

P.O. BOX 40792
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EL PASO
COUNTY

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PLANTING PLAN

NORTH

SCALE IN FEET (1"=20'-0")
0 10 20 50

CIVIL BASE FILES: 05/07/2025

SHEET NO.:
L109

PLANT LIST

NOTES:
1. THE CONTRACTORS (GENERAL AND SUBCONTRACTORS) SHALL PROVIDE UNIT COSTS FOR ALL SOFTSCAPE AND HARDSCAPE MATERIAL SPECIFIED ON THE DRAWINGS AND SPECIFICATIONS. UNIT COSTS SHALL BE PROVIDED FOR MATERIALS AND INSTALLATION SEPARATELY. UNIT COSTS SHALL BE: 'EACH' FOR PLANT MATERIAL, 'SQUARE FOOT' OR 'SQUARE YARD' FOR PAVEMENTS, LINEAR FOOT FOR WALL AND FENCE, 'EACH' FOR SITE FURNISHINGS AND SITE AMENITIES, 'CUBIC YARD' OR 'CUBIC FOOT' FOR SOIL, MULCH AND OTHER BULK PRODUCTS AND 'EACH' OR 'LUMP SUM' FOR MISCELLANEOUS ITEMS. THE UNIT COST SHALL BE FORMATTED TO HAVE COLUMNS FOR; ITEMS, UNIT, UNIT COST, TOTAL ITEM COST.
2. PLANT QUANTITIES ARE PROVIDED FOR OWNER CONVENIENCE ONLY. CONTRACTOR IS RESPONSIBLE FOR VERIFYING AND PROVIDING PLANT QUANTITIES SHOWN ON THE LANDSCAPE PLAN.
3. CONTRACTOR IS RESPONSIBLE FOR LOCATING AND SECURING TREE AND PLANT MATERIAL IN ADVANCE. BECAUSE OF THE LONG LEAD TIME ON THIS INSTALLATION AND THE RECENT SHORTAGE ON TREE CROP, CONTRACTOR SHALL RESERVE OR CONTRACT GROW TREES WITH A GROWER.

SHADE TREES

SYM.	QTY.	COMMON NAME, *BOTANICAL NAME*	MIN. SPEC.
	9	SKYLINE HONEYLOCUST, *GLEDITSIA TRIACANTHOS F. INERMIS* 'SKYCOLE' SKYLINE	B&B 3.5" CAL. MINIMUM
	42	BUR OAK, *QUERCUS MACROCARPA*	B&B 3.5" CAL. MINIMUM

EVERGREEN TREES

SYM.	QTY.	COMMON NAME, *BOTANICAL NAME*	MIN. SPEC.
	56	PINON PINE, *PINUS EDULIS*	B&B 6' HT. MINIMUM
	42	ROCK MOUNTAIN JUNIPER, *JUNIPERUS SCOPULORUM*	B&B 6' HT. MINIMUM
	62	BLUE SPRUCE, *PICEA PUNGEANS* (31 BLUE, 20 GREEN)	B&B 6' HT. MINIMUM
	207	PONDEROSA PINE, *PINUS PONDEROSA* (PONDEROSA PINE LOCATED WITHIN THE INTERIOR PARKING LOT SHALL BE LIMBED UP TO 7' ABOVE GRADE)	B&B 16' HT. MINIMUM
	1	PONDEROSA PINE, *PINUS PONDEROSA*	B&B 20' HT. MINIMUM

SHRUBS

SYM.	QTY.	COMMON NAME, *BOTANICAL NAME*	MIN. CONTAINER	MAX. SPACING
AT	63	WESTERN SAGE, *ARTEMISIA TRIDENTATA*	3 GALLON	4' O.C.
NB	91	LITTLE DEVIL NINEBARK, *PHYSOCARPUS OPULIFOLIUS 'DONNA MAY' PP22,634*	3 GALLON	4' O.C.
AA	27	REGENT SERVICEBERRY, *AMELANCHIER ALNIFOLIA 'REGENT'*	3 GALLON	4' O.C.
AF	298	ARCTIC FIRE RED TWIG DOGWOOD, *CORNUS SERICEA 'ARCTIC FIRE'*	3 GALLON	4' O.C.
DK	204	DARK KNIGHT SPIREA, *CARYOPTERIS x CLANDONENSIS 'DARK KNIGHT'*	3 GALLON	4' O.C.
	631	LITTLE BLUESTEM, *SCHIZACYRIUM SCOPARIUM*	1 GALLON	2' O.C.
MZ	712	PANCHITO MANZANITA, *ARCTOSTAPHYLOS X COLORADENSIS 'PANCHITO'*	3 GALLON	2' O.C.

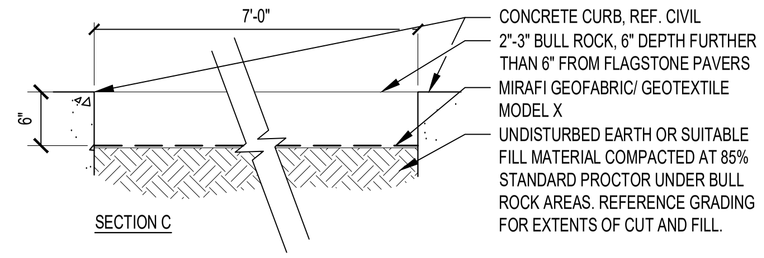
TURF

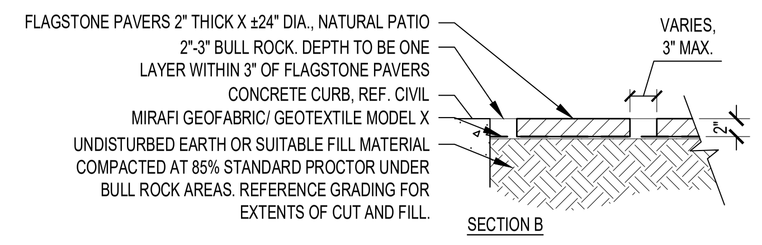
SYM.	QTY.	COMMON NAME, *BOTANICAL NAME*	CONTAINER	
	REF. PLAN	TURF MASTER LLC'S NATURES PRAIRIE TURF (CREEPING FESCUE, PRAIRIE JUNEGRASS, TUFTED HAIRGRASS, SIDEOATS GRAMA, SHEEP FESCUE)	HYDRO-MULCH	

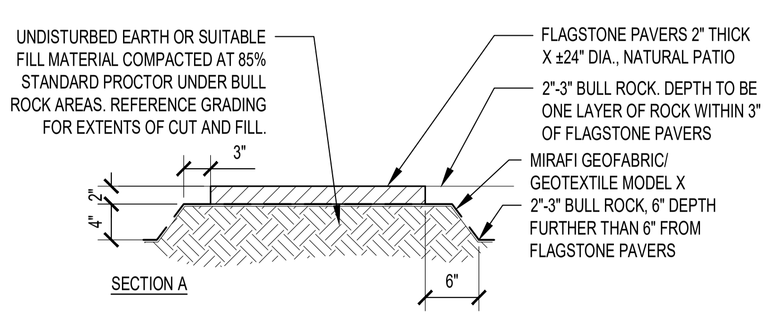
LANDSCAPE CALCULATIONS

SITE AREA: 1,529,167 SF
REQUIRED LANDSCAPE AREA (5%): 76,459 SF

	REQUIRED	PROVIDED
REQUIRED INTERNAL LANDSCAPE TREES: (1 TREE / 500 SF)	153	157
INTERSTATE 25 FRONTAGE (INTERSTATE)		
LANDSCAPE BUFFER		
LINEAR FOOTAGE	2254 FT.	
PLANTING DEPTH	8 FT.	
	REQUIRED	PROVIDED
TOTAL TREES (1TREE / 20')	113	113
BEACON LITE ROAD (MINOR COLLECTOR)		
LANDSCAPE BUFFER		
LINEAR FOOTAGE	1895 FT.	
PLANTING DEPTH	7 FT.	
	REQUIRED	PROVIDED
TOTAL TREES (1TREE / 25')	76	86
COUNTY LINE (MINOR ARTERIAL)		
LANDSCAPE BUFFER		
LINEAR FOOTAGE	780 FT.	
PLANTING DEPTH	7 FT.	
	REQUIRED	PROVIDED
TOTAL TREES (1TREE / 25')	32	37
PARKING LOT SCREENING		
PARKING ISLAND:	REQUIRED	PROVIDED
850 PARKING/ 15	57	65
PARKING TREES:	114	157

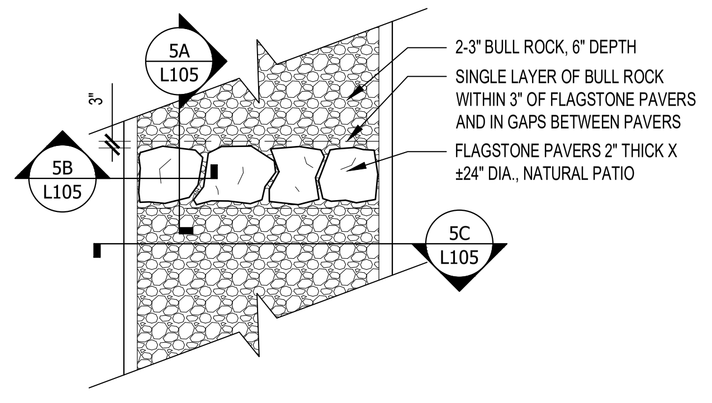






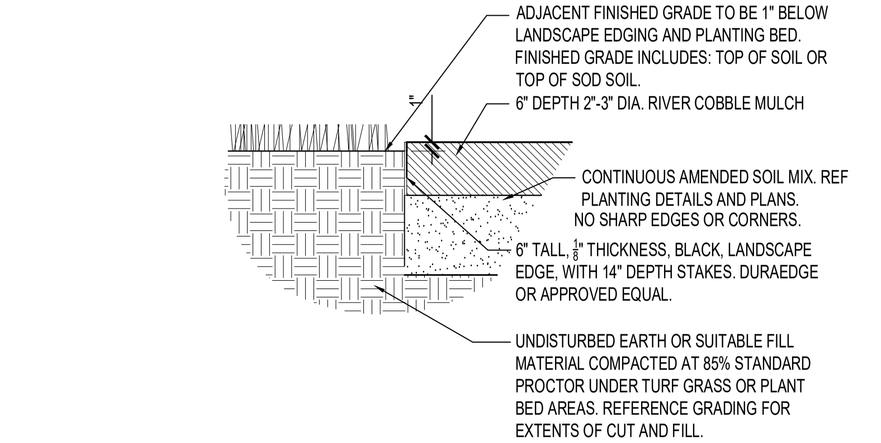
4 FLAGSTONE PATH - SECTIONS

Scale: 1" = 1'-0"



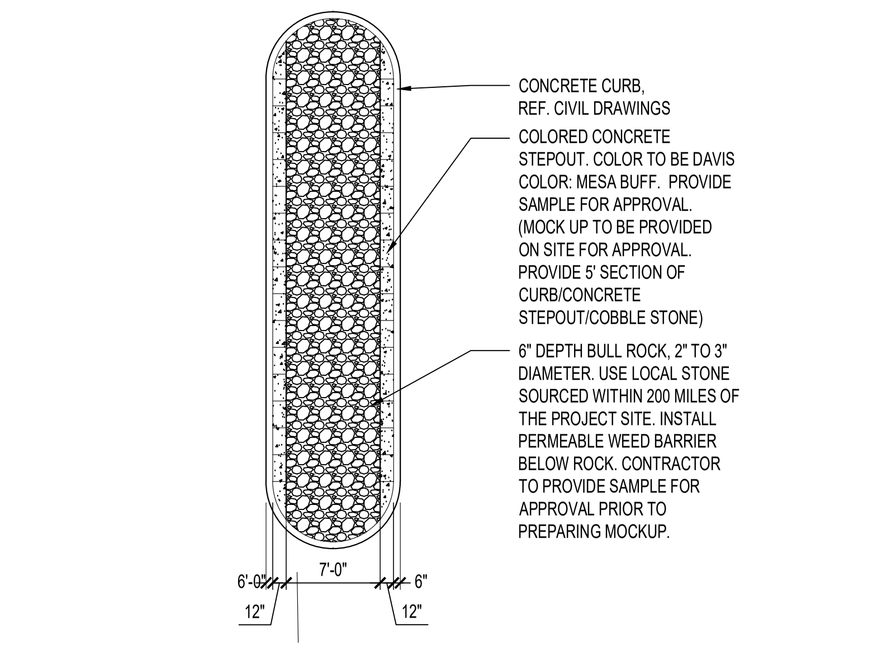
4 FLAGSTONE PATH - PLAN

Scale: 1/4" = 1'-0"



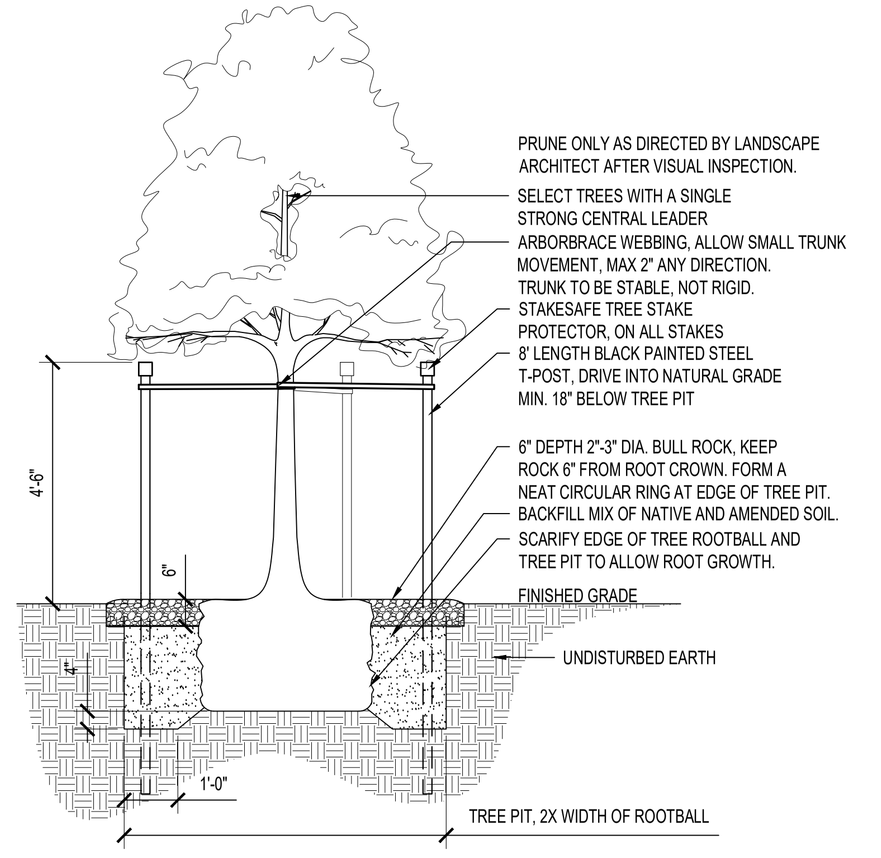
3 STEEL EDGING

Scale: 1" = 1'-0"



2 CURB ISLAND PLAN DETAIL

Scale: 1/8" = 1'-0"



1 SHADE TREE PLANTING

Scale: 1/2" = 1'-0"

BLU FISH COLLABORATIVE
Landscape Architecture
107 Leland Street, Suite 2
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PROFESSIONAL SEAL:
MICHAEL FISHBAUGH 1487 12/09/20 Original Date of Licensure STATE OF COLORADO LICENSED LANDSCAPE ARCHITECT
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PROJECT NAME:
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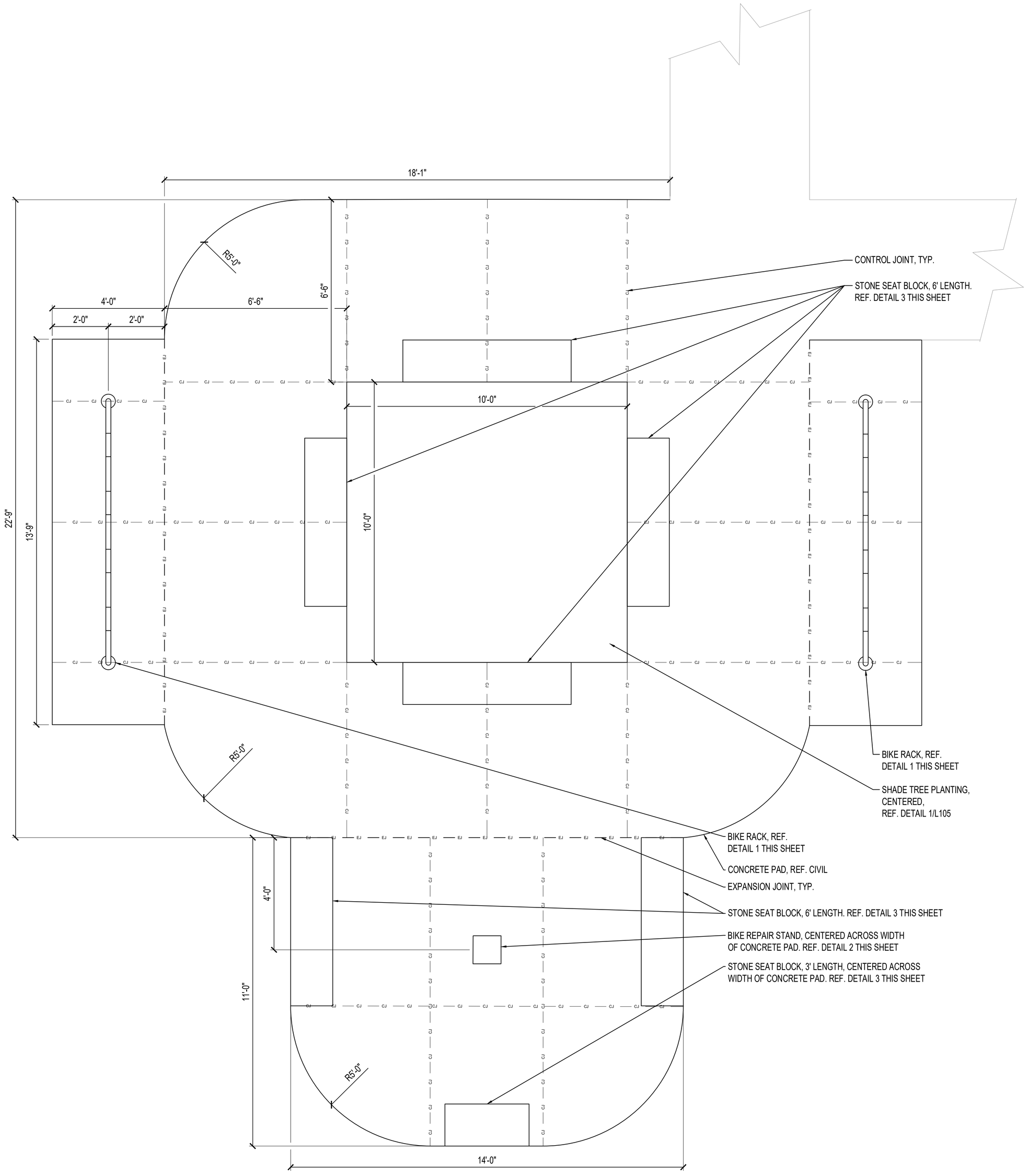
OWNER:
BUC-EE'S LTD.

PROJECT LOCATION:
INTERSTATE HWY 25 & PALMER DIVIDE ROAD, MONUMENT, CO

REVISIONS:

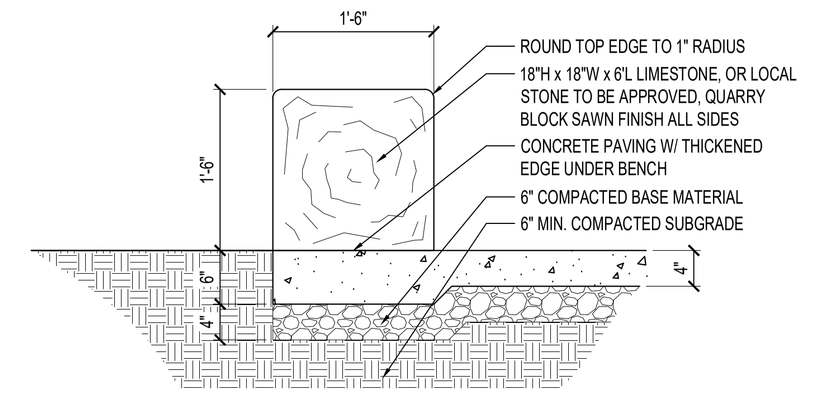
PROJECT #: 001-24-04
DATE PRINTED: 05/27/2026
DRAWING TITLE:
LANDSCAPE DETAILS

SHEET NO.:
L110



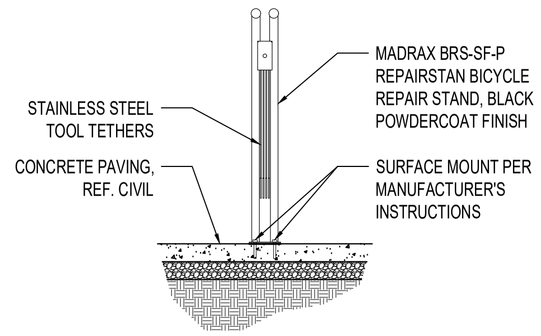
4 BIKE PLAZA - PLAN DETAIL

SCALE: 1/2" = 1'-0"



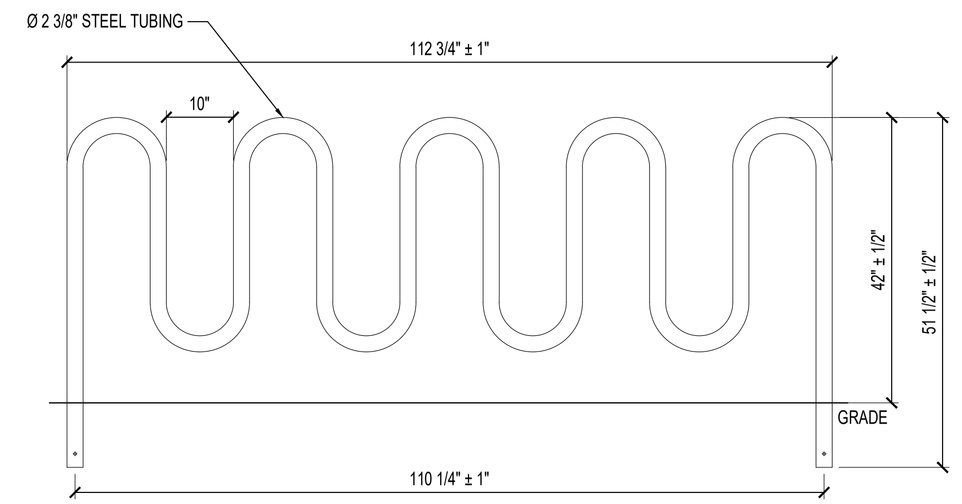
3 STONE SEAT BLOCK

SCALE: 1" = 1'-0"

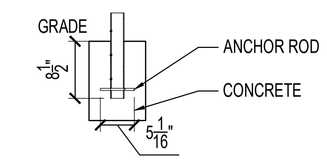


2 BIKE REPAIR STAND

SCALE: 1/2" = 1'-0"



9 LOOP - 11 BIKE



IN GROUND MOUNT

PRODUCT: HW238-11-IG(SF)
DESCRIPTION: HEAVY DUTY WINDER BIKE RACK
11 BIKE, IN GROUND MOUNT
DATE: 10-16-18
ENG: SMC
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NOTES:
1. INSTALL BIKE RACKS ACCORDING TO MANUFACTURER'S SPECIFICATIONS
2. CONSULTANT TO SELECT COLOR (FINISH), SEE MANUFACTURER'S SPECIFICATIONS.
3. SEE SITE PLAN FOR LOCATIONS OR CONSULT OWNER

1 BIKE RACK

SCALE: 3/4" = 1'-0"

BLU FISH COLLABORATIVE
Landscape Architecture

107 Leland Street, Suite 2
Austin, TX 78704

P.O. BOX 40792
Austin, TX 78704

Phone: (512)388-4115

PROFESSIONAL SEAL:

MICHAEL FISHBAUGH 1487 12/09/20 Original Date of Licensure STATE OF COLORADO LICENSED LANDSCAPE ARCHITECT

DATE SEALED: 05/27/2026

PROJECT NAME:
BUC-EE'S EL PASO COUNTY

OWNER:
BUC-EE'S LTD.

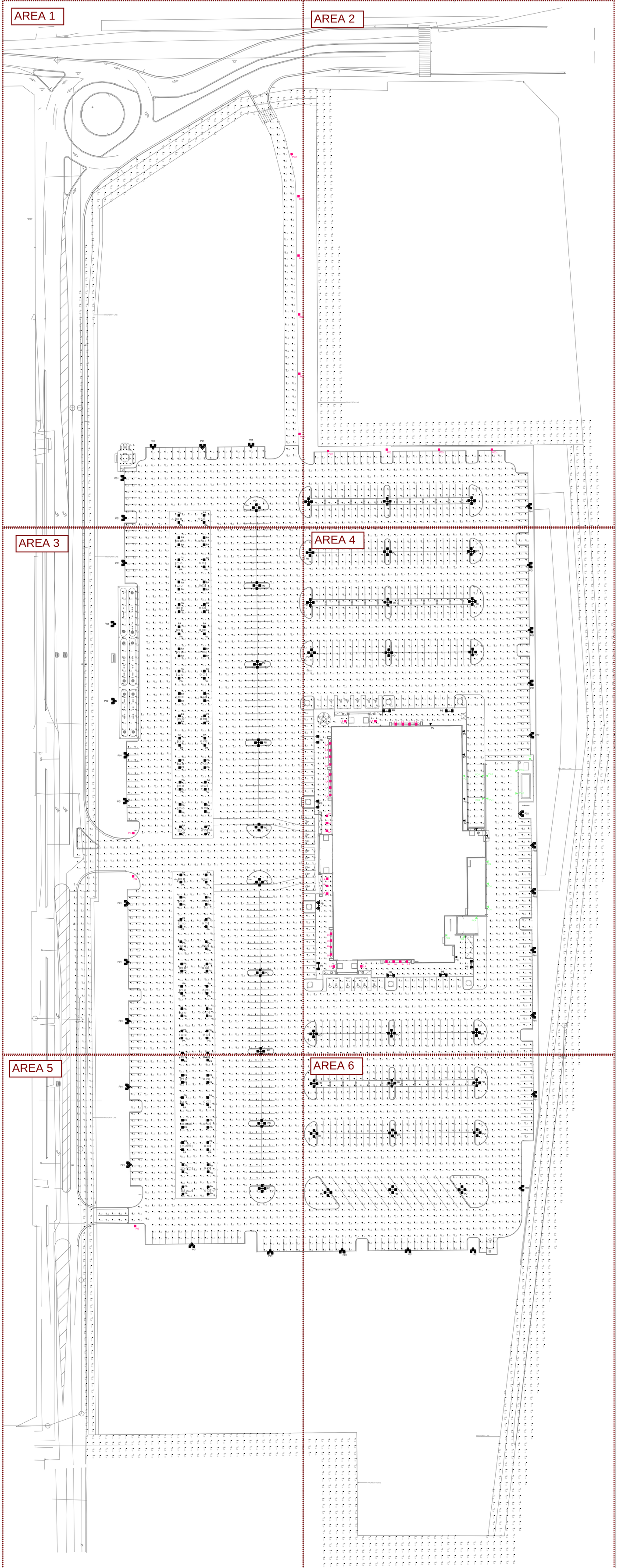
PROJECT LOCATION:
INTERSTATE HWY 25 & PALMER DIVIDE ROAD, MONUMENT, CO

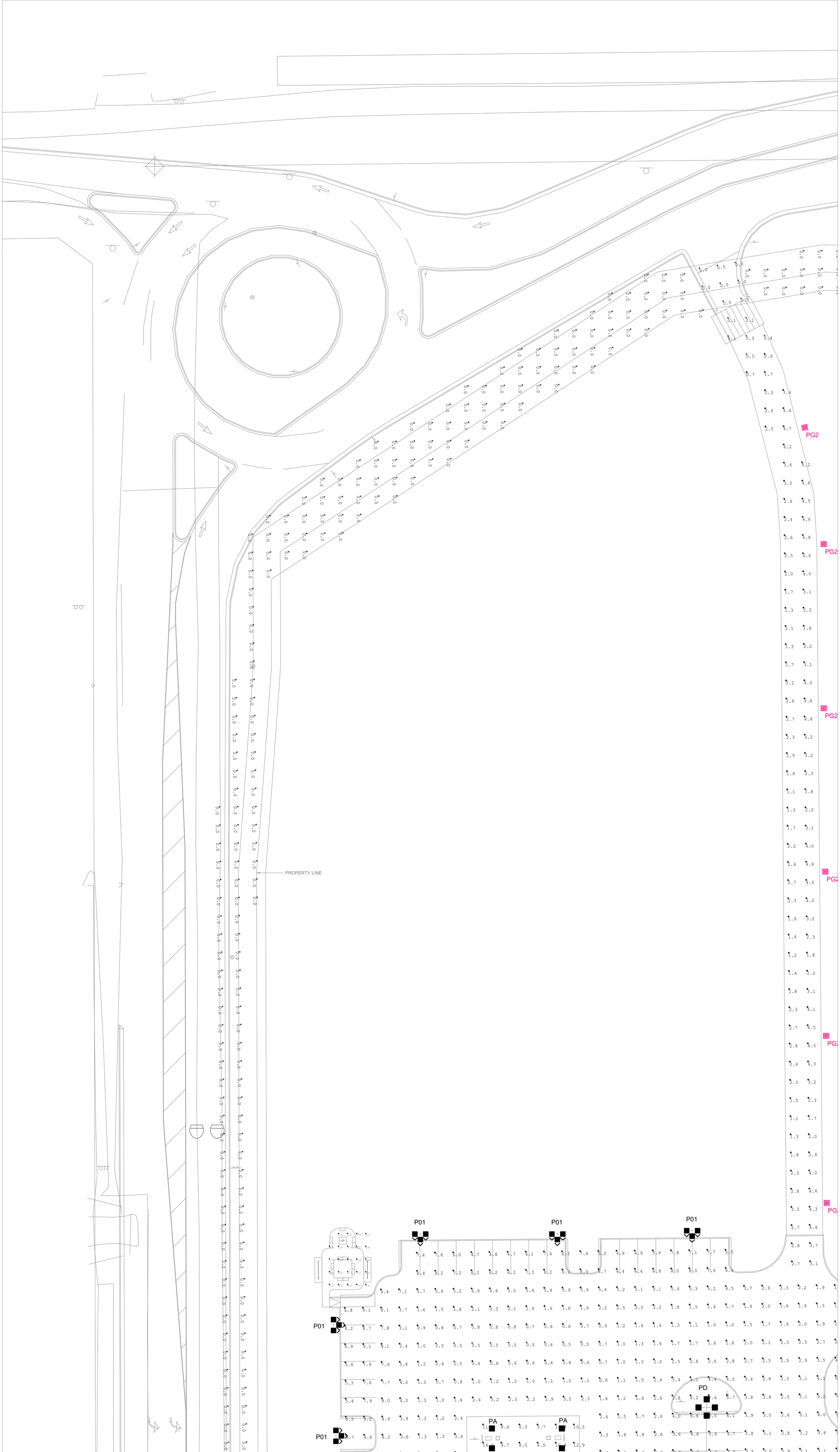
REVISIONS:

PROJECT #: 001-24-04
DATE PRINTED: 05/27/2025
DRAWING TITLE:
BIKE PLAZA DETAILS

SHEET NO.:
L111

OVERALL PLAN




PG2
PG2
PG2
PG2
PG
PROPERTY LINE
P01
P01
P01
P01
PA
PA
PA
PA
PD

PROPERTY LINE

P03

P03

P03

P03

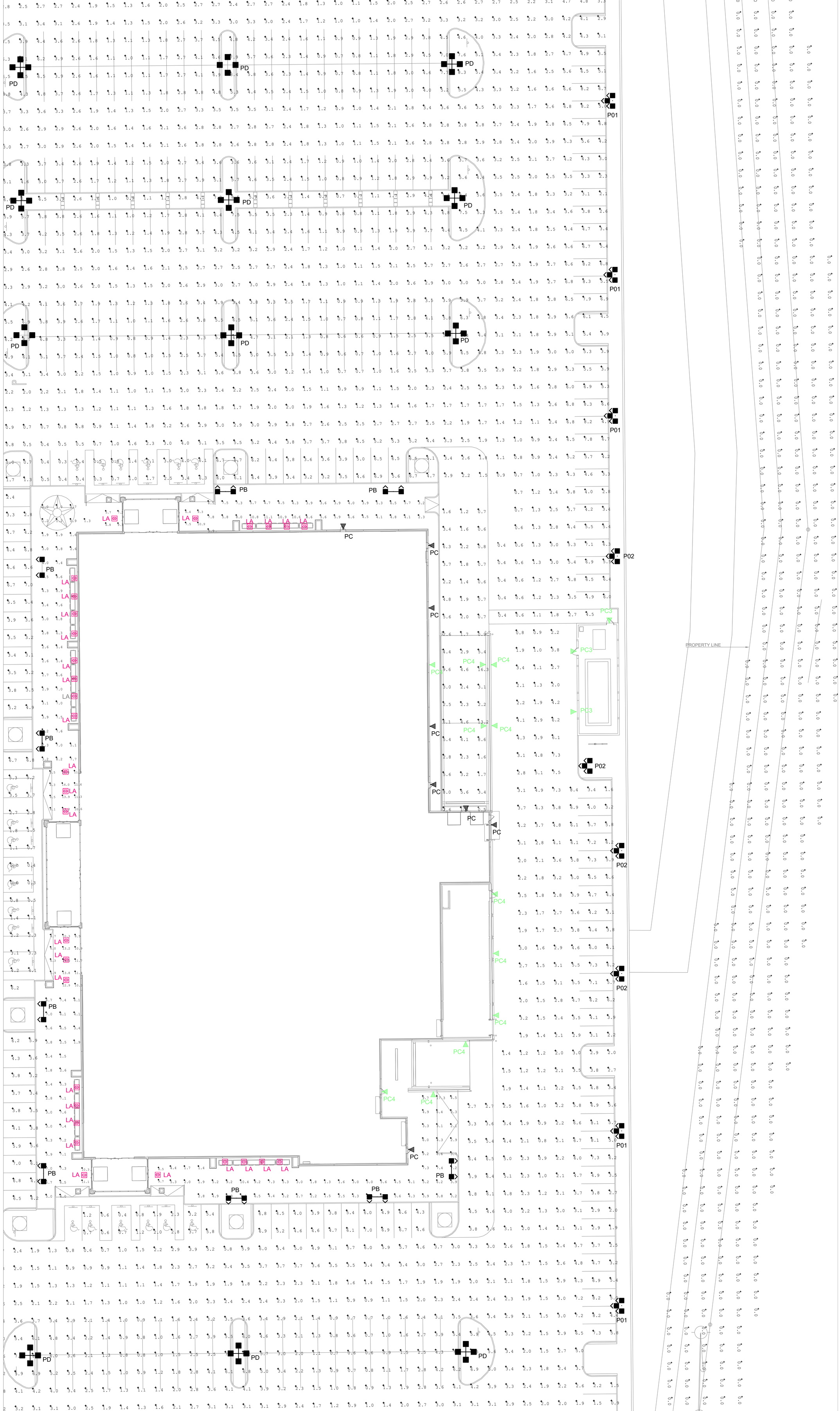
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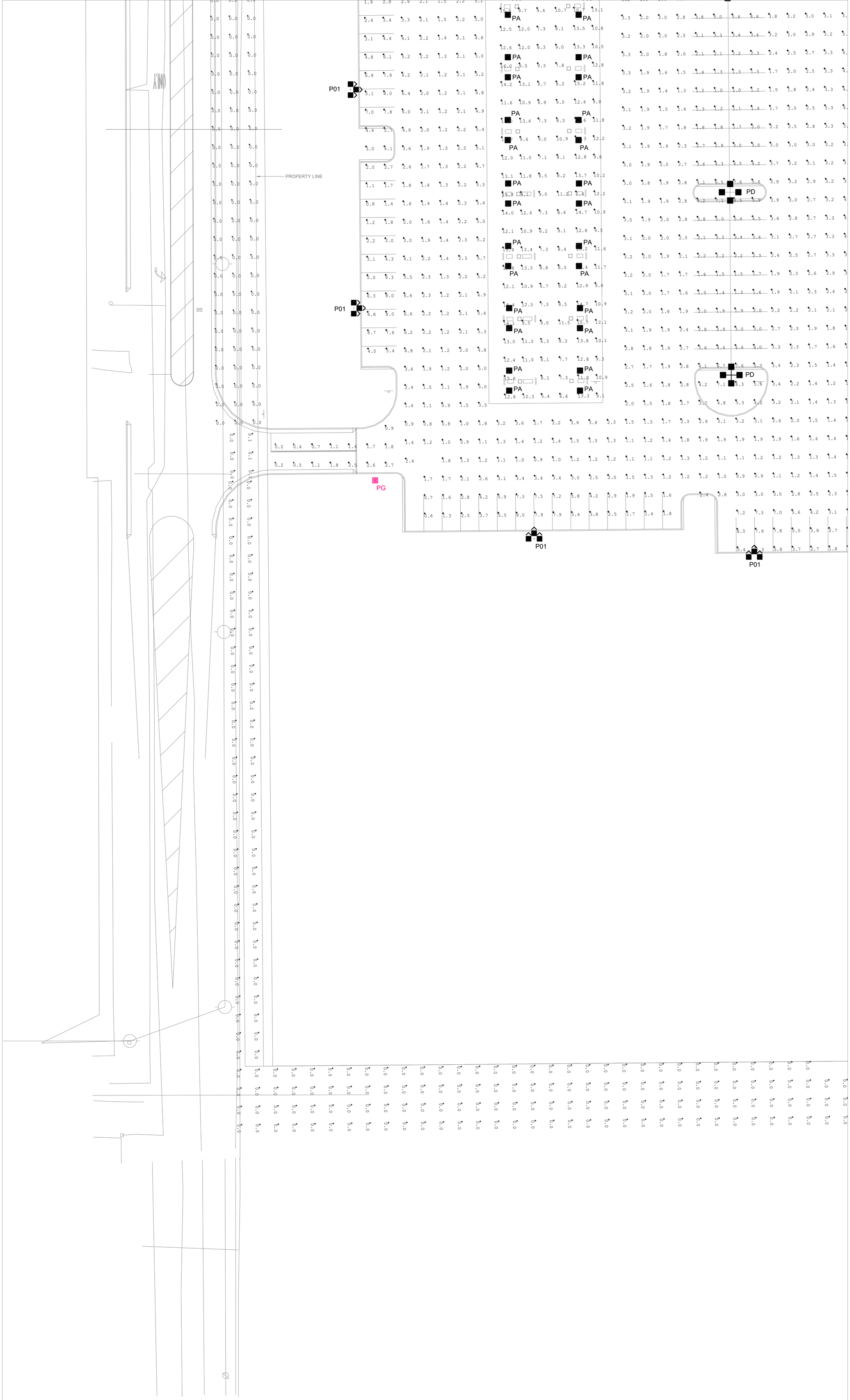
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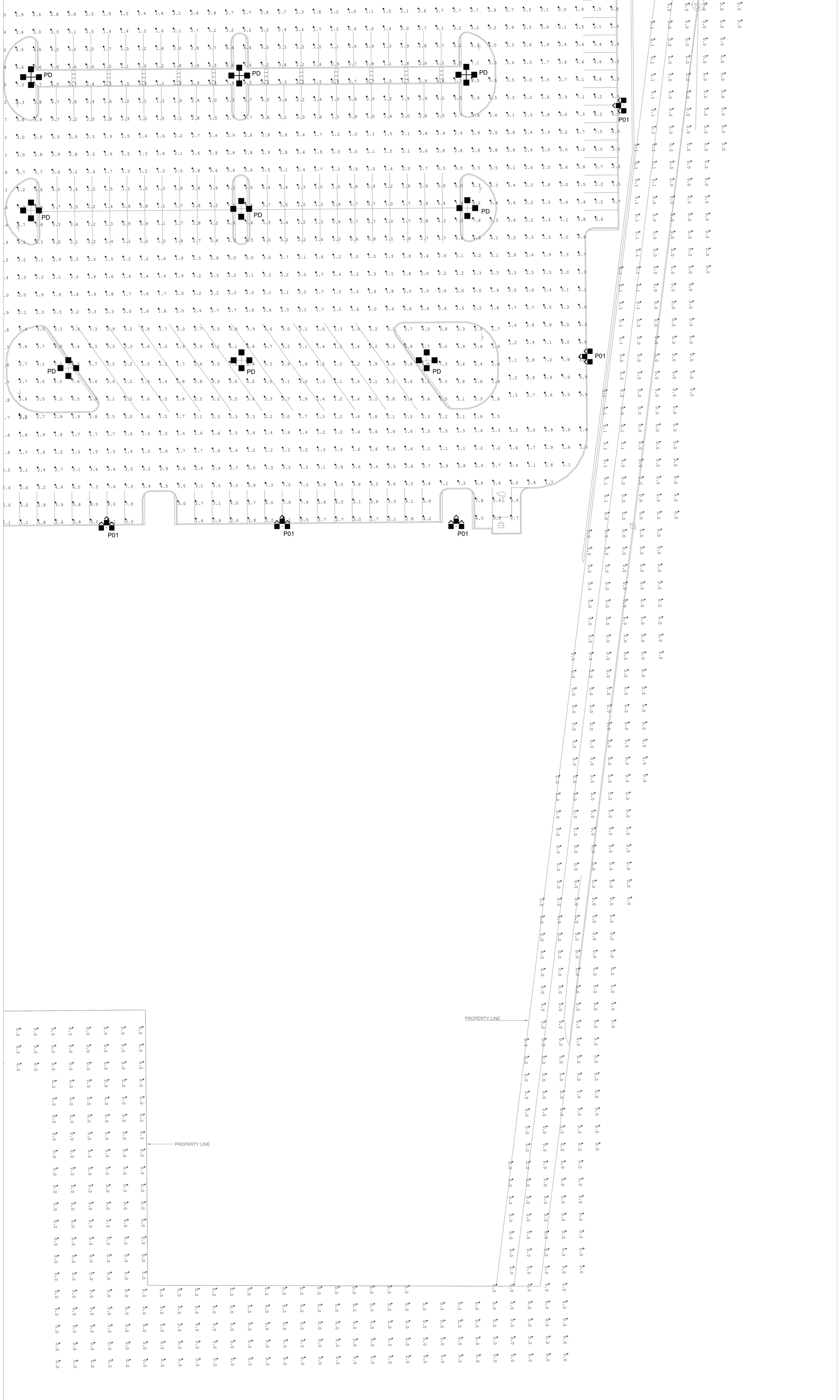
PD

P01

PROPERTY LINE
P01
P02
P01
P02
P01
PG
PG
P01
P01
PA
PD


PD
PB
LA
PC
PC4
P01
P02
PROPERTY LINE


PROPERTY LINE
P01
P01
PG
P01
PA
PD
PD


PD
PD
PD
PD
PD
PD
P01
P01
P01
P01
PROPERTY LINE
PROPERTY LINE

Luminaire Schedule											
Symbol	Qty	Label	Arrangement	Description	Tag	LLF	Luminaire Lumens	Luminaire Watts	Total Watts	Mounting Height	Color Temperature
	4	P03	SINGLE	MRM-LED-09L-SIL-2-30-70CRI-IL	P03	0.850	5990	62	248	20	3000
	3	PG	SINGLE	MRM-LED-07L-SIL-2-30-70CRI-IL	PG	0.850	4594	48	144	20	3000
	6	PG2	SINGLE	MRM-LED-12L-SIL-2-30-70CRI-IL	PG2	0.850	7984	85	510	20	3000
	26	P01	D180 2RTD 1-90	MRM-LED-09L-SIL-3-30-70CRI-IL	P01	0.850	6858	62	4836	20	3000
	6	P02	D180 2RTD 1-90	MRM-LED-09L-SIL-4-30-70CRI-IL	P02	0.850	6145	62	1116	20	3000
	11	PC4	SINGLE	WPSLL-04L-30	PC4	0.850	4147	40	440	10	3000
	3	PC3	SINGLE	WPSLL-04L-30	PC4	0.850	4147	40	120	10	3000
	30	LA	Single	XSPS-S-LED-SS-WW-DFL	LA	0.850	3817	31.1	933	12	3000
	120	PA	SINGLE	CRUS-SC-VLW-30	PA	0.850	8783	60	7200	17	3000
	9	PB	D180° 2RTD	MRM-LED-12L-SIL-3-30-70CRI	PB	0.850	13232	85	1530	20	3000
	8	PC	SINGLE	WPSLL-04L-30	PC	0.850	4147	40	320	15	3000
	34	PD	4 @ 90°	MRM-LED-07L-SIL-FT-30-70CRI	PD	0.850	7562	48	6528	20	3000

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Bicycle Parking	Illuminance	Fc	4.22	8.8	1.2	3.52	7.33
East Walkway_Entry 1	Illuminance	Fc	4.94	17.3	1.3	3.80	13.31
Front Entrance - Canopy 1	Illuminance	Fc	9.99	14.0	4.7	2.13	2.98
Front Entrance - Canopy 2	Illuminance	Fc	10.35	14.0	5.5	1.88	2.55
Front Walkway_Entry 1	Illuminance	Fc	4.39	9.6	0.7	6.27	13.71
Front Walkway_Entry 2	Illuminance	Fc	4.91	7.6	1.5	3.27	5.07
Fuel Canopy 1	Illuminance	Fc	11.34	16.9	5.6	2.03	3.02
Fuel Canopy 2	Illuminance	Fc	11.16	17.0	2.4	4.65	7.08
Fuel Tanks	Illuminance	Fc	3.18	7.3	0.8	3.98	9.13
Parking Lot	Illuminance	Fc	2.91	9.4	0.3	9.70	31.33
Propertly Line 1	Illuminance	Fc	0.00	0.1	0.0	N.A.	N.A.
Propertly Line 2	Illuminance	Fc	0.00	0.0	0.0	N.A.	N.A.
Propertly Line 3	Illuminance	Fc	0.00	0.0	0.0	N.A.	N.A.
Roadway 1	Illuminance	Fc	2.66	5.2	0.1	26.60	52.00
Receiving Area	Illuminance	Fc	3.50	16.3	0.5	7.00	32.60
Roadway 2	Illuminance	Fc	1.31	2.7	0.2	6.55	13.50
Roadway Entry 2	Illuminance	Fc	1.15	4.2	0.1	11.50	42.00
Roadway Property Line 1	Illuminance	Fc	0.03	0.1	0.0	N.A.	N.A.
Roadway Property Line 2	Illuminance	Fc	0.05	0.1	0.0	N.A.	N.A.
Roadway Property Line 3	Illuminance	Fc	0.00	0.0	0.0	N.A.	N.A.
RV Parking	Illuminance	Fc	3.05	8.5	1.0	3.05	8.50
Side Entrance 1 - Canopy 1	Illuminance	Fc	9.10	9.7	8.5	1.07	1.14
Side Entrance 1 - Canopy 2	Illuminance	Fc	10.70	11.1	10.3	1.04	1.08
Side Entrance 2 - Canopy 1	Illuminance	Fc	8.53	10.9	6.4	1.33	1.70
Side Entrance 2 - Canopy 2	Illuminance	Fc	7.38	9.3	5.7	1.29	1.63
West Walkway_Entry 1	Illuminance	Fc	6.00	11.1	2.3	2.61	4.83

Luminaire Schedule						
Symbol	Qty	Label	Tag	Arrangement Watts	Arrangement Luminaire Lumens	Total Lumens (Quanity*Arrangment Lumens)
	4	P03	P03	62	5990	7965
	3	PG	PG	48	4594	90990
	6	PG2	PG2	85	7984	32732
	26	P01	P01	186	20574	440720
	6	P02	P02	186	18435	971376
	11	PC4	PC4	40	4147	342720
	3	PC3	PC4	40	4147	45617
	30	LA	LA	31.1	3817	8294
	120	PA	PA	60	8783	171990
	9	PB	PB	170	26464	2146680
	8	PC	PC	40	4147	585824
	34	PD	PD	192	30248	63840

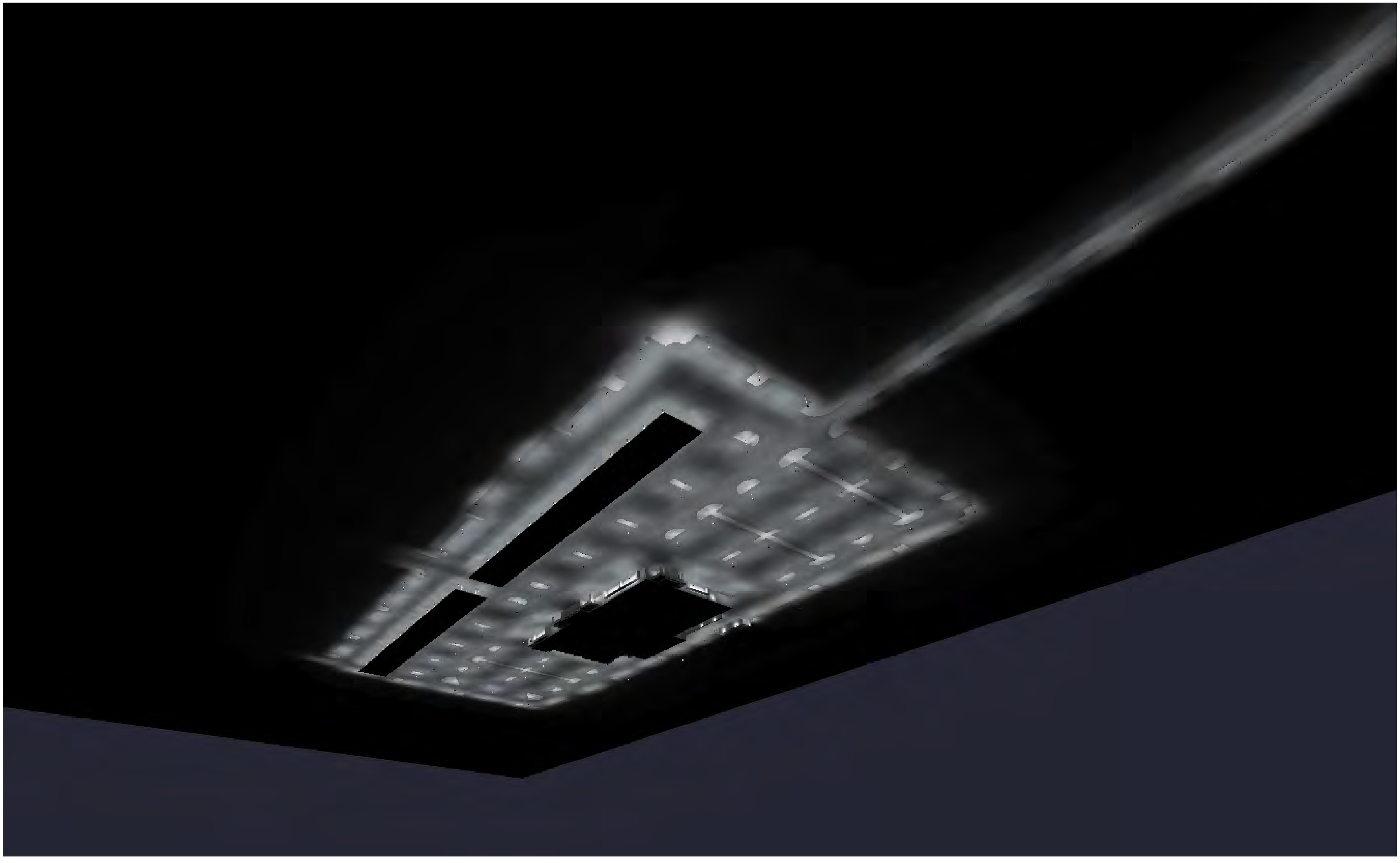
Site Plan Summary:

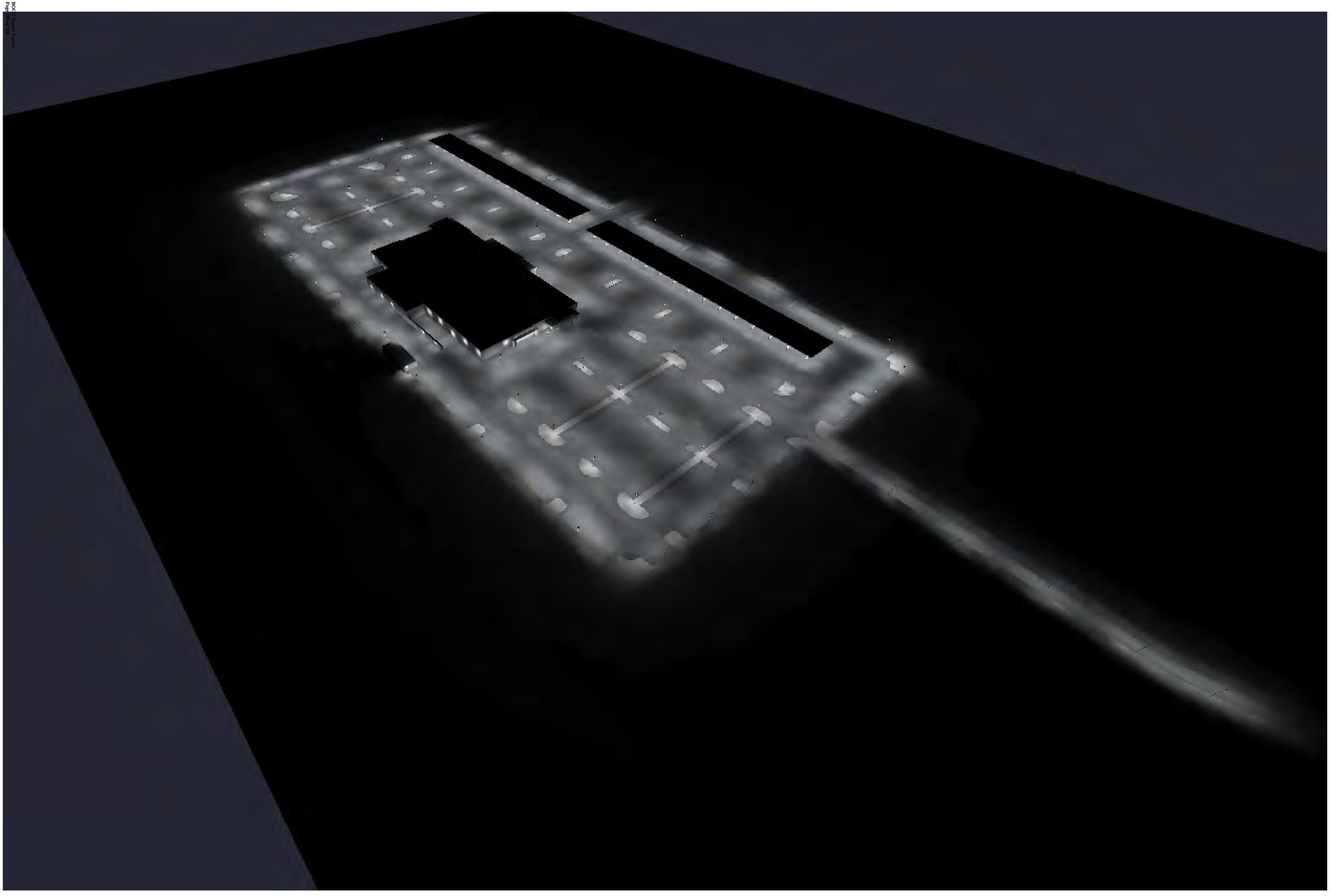
- All Site lighting is full cutoff.

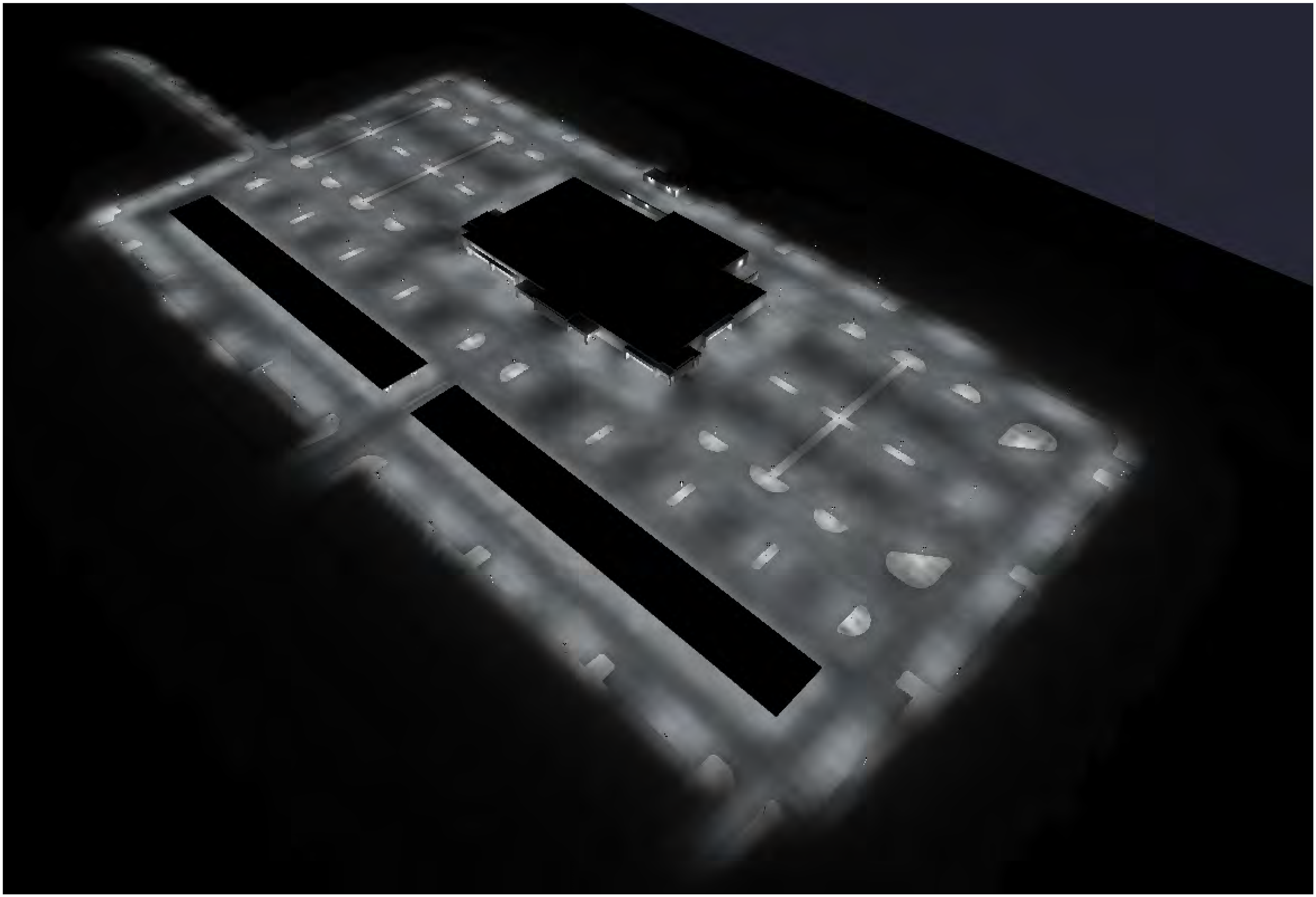
- Fuel Canopy fixtures are surface mounted, however lens is recessed in the fixture. Lighting level under fuel canopy does not exceed 20 FC.

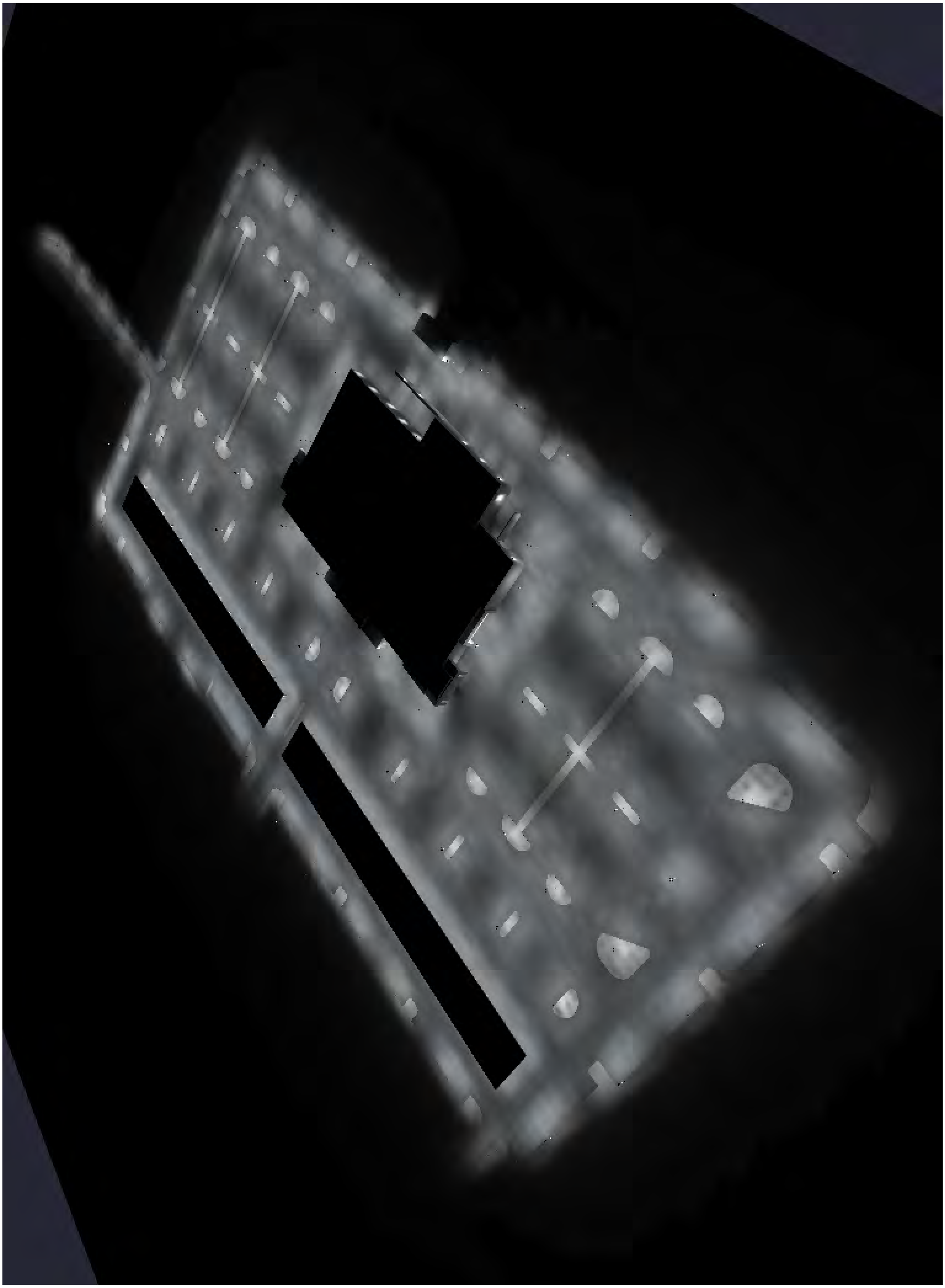
- All parking lot areas do not exceed a maximum of 10 FC. All poles are mounted a maximum of 20'. Pole heights are 17'-1/2" with 2'-1/2" base for a total height of 20'

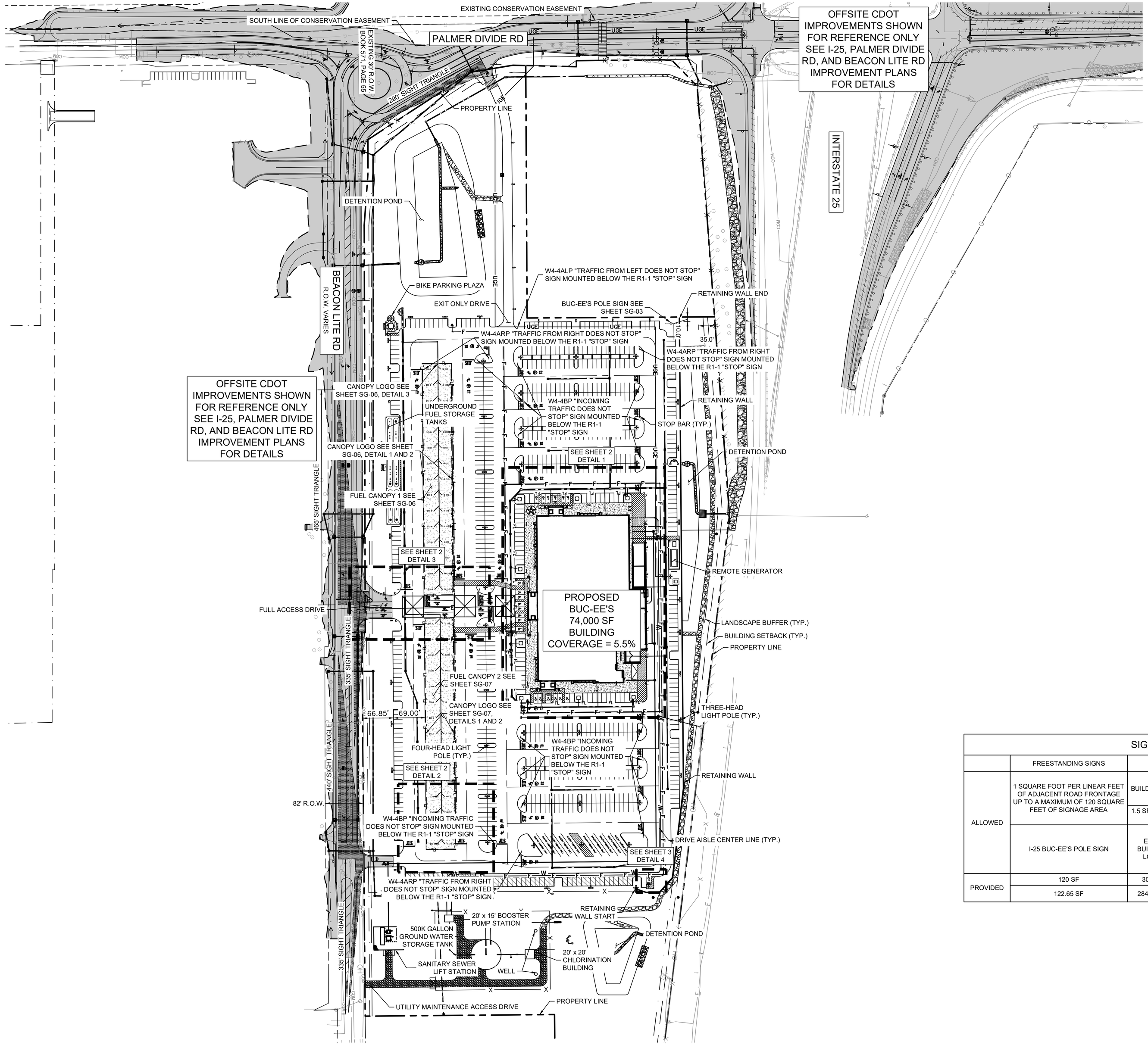
- Lighting level shown at property line do not exceed .1FC. Grass area on Bucee's property not shown for clarity.











LEGEND

- PROPERTY LINE
- RIGHT-OF-WAY
- BUILDING SETBACK
- EXISTING EASEMENT LINE
- PROPOSED EASEMENT LINE
- LANDSCAPE SETBACK
- FIRE LINE STRIPING
- DRIVE AISLE CENTERLINE
- SITE FENCE
- CONCRETE SIDEWALK
- CONCRETE PAVEMENT
- SITE VEGETATION
- FUTURE EV CHARGING AREA
- SIGHT TRIANGLE
- STRIPED PAVEMENT
- RIP RAP
- ACCESSIBLE PARKING SYMBOL
- GRATE INLET
- FIRE HYDRANT

SIGNAGE AREA TABLE

	FREESTANDING SIGNS	BUILDING SIGNS			
ALLOWED	1 SQUARE FOOT PER LINEAR FEET OF ADJACENT ROAD FRONTAGE UP TO A MAXIMUM OF 120 SQUARE FEET OF SIGNAGE AREA	BUILDING WALLS WITHIN 300 FT OF LOT LINE			BUILDING WALLS BEYOND 300 FT OF LOT LINE
		1.5 SF PER LF OF BUILDING WALL OR 300 SF, WHICHEVER IS LESS			2 SF PER LF OF BUILDING WALL OR 300 SF, WHICHEVER IS LESS
	I-25 BUC-EE'S POLE SIGN	EAST BUILDING LOGO	FUEL CANOPY 1 SOUTH LOGO AND FUEL CANOPY 2 NORTH LOGO	FUEL CANOPY 1 AND 2 EAST AND WEST LOGOS	NORTH, SOUTH, AND WEST CHANNEL LETTERS
PROVIDED	120 SF	300 SF	93 SF	300 SF	300 SF
	122.65 SF	284.92 SF	50.24 SF	50.24 SF	284.92 SF

GRAPHIC SCALE IN FEET
0 50 100 200

NORTH

Know what's below. Call before you dig.

No.	REVISIONS	DATE	BY

Kimley»Horn

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6200 SOUTH SYRACUSE WAY, SUITE 300
GREENWOOD VILLAGE, COLORADO 80111
PHONE: (303) 228-2300

KHA PROJECT 196094001
DATE 6/4/2026
SCALE AS SHOWN
DESIGNED BY MMR
DRAWN BY ECM
CHECKED BY KEW

OVERALL SIGNAGE PLAN

MASTER SIGNAGE PLAN
EL PASO COUNTY

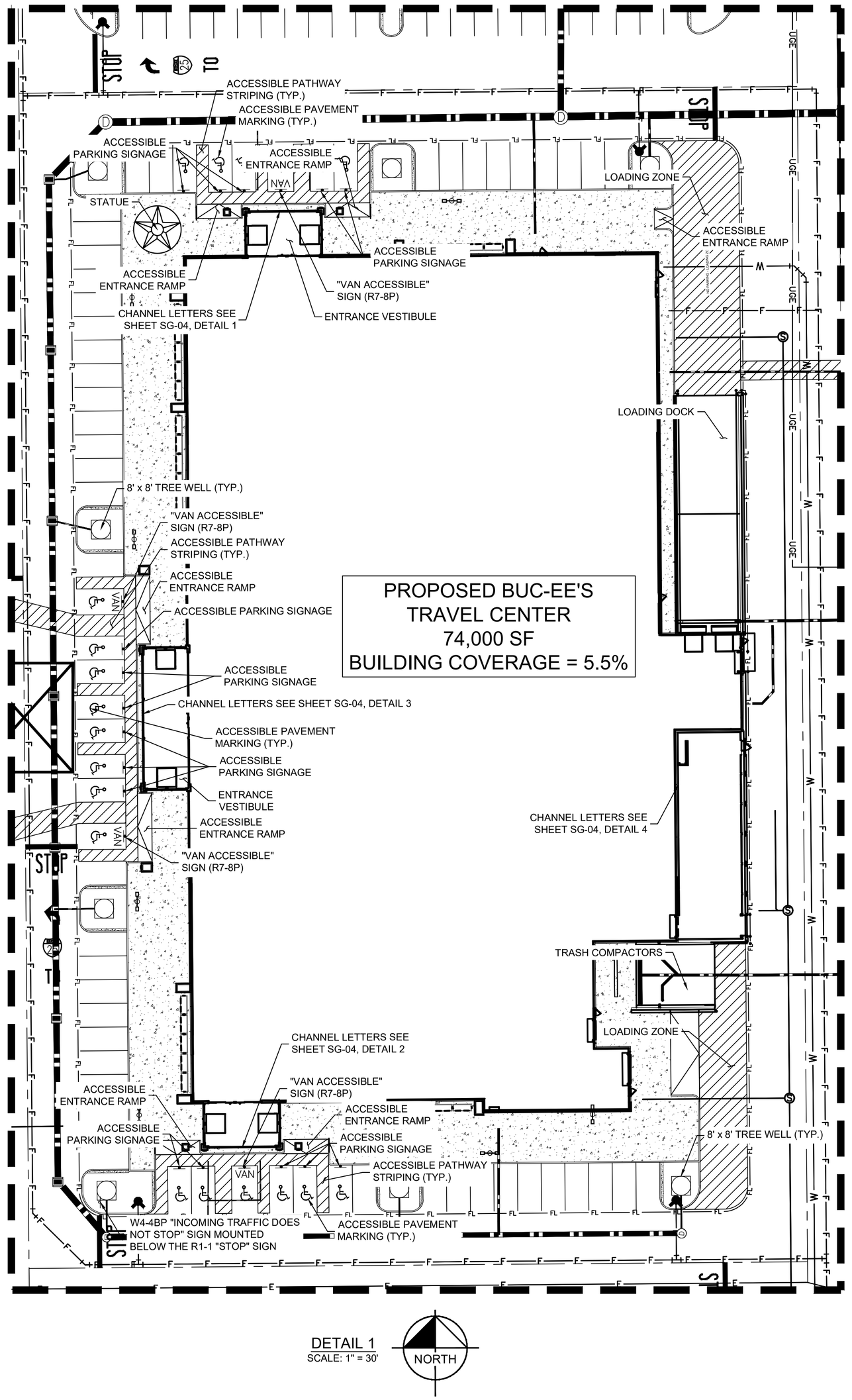
PREPARED FOR
BUC-EE'S, LTD.

COLORADO

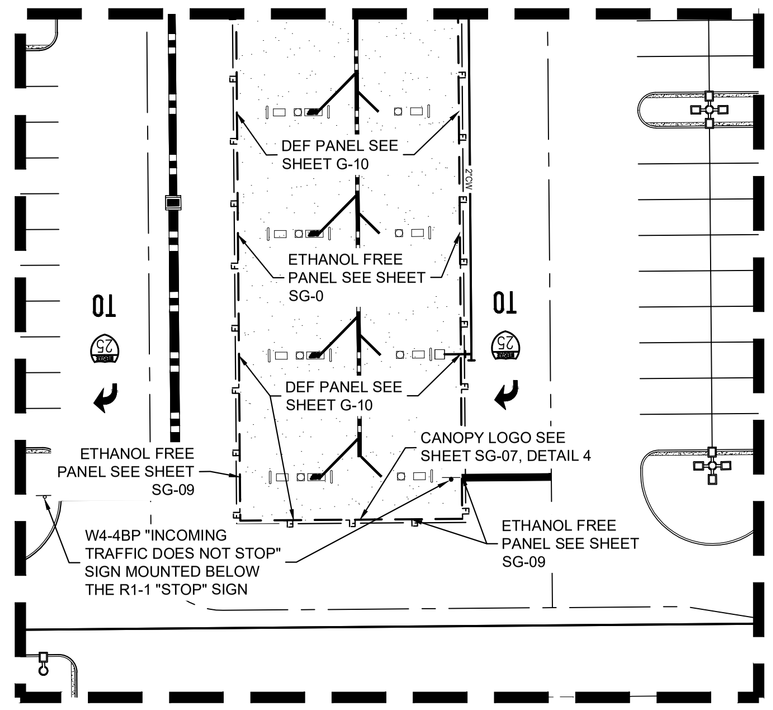
COUNTY OF EL PASO

SHEET NUMBER
1

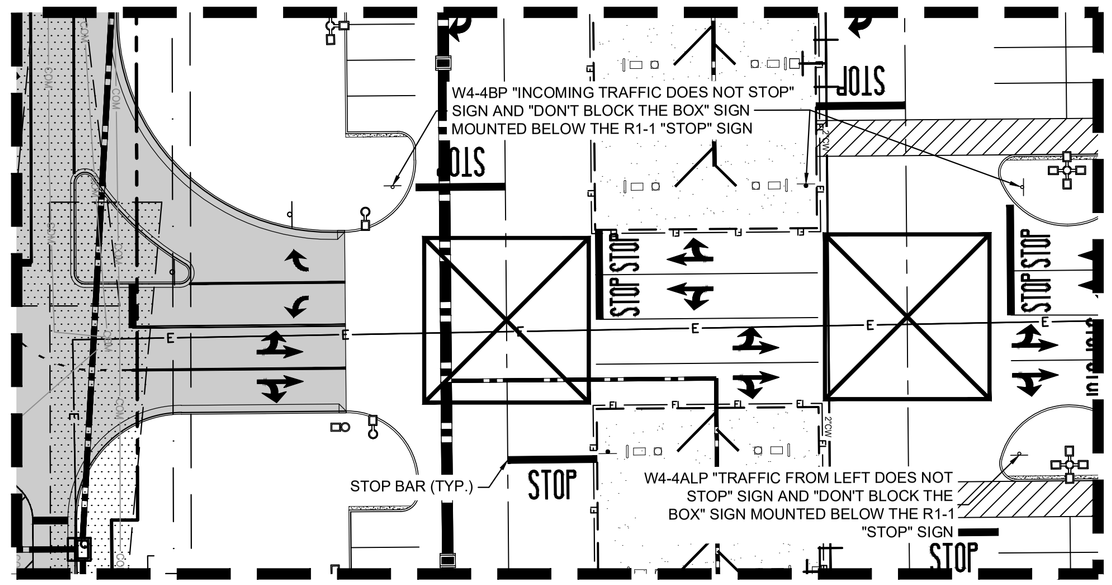
MASTER SIGNAGE PLAN
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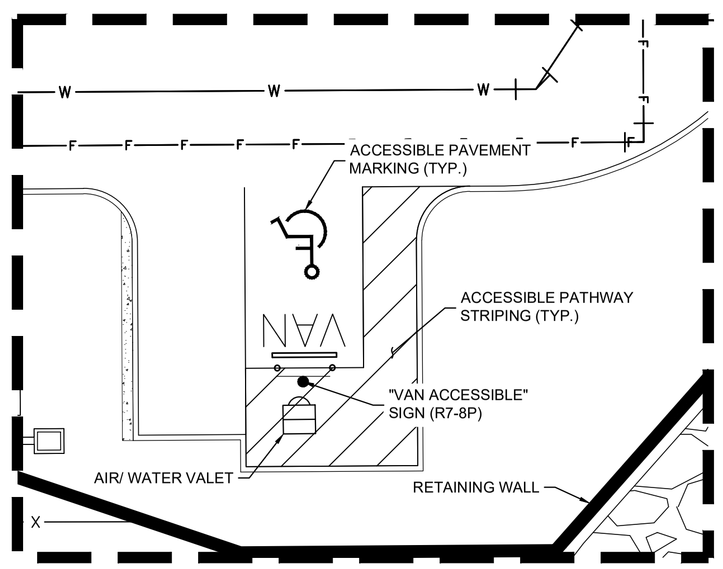
DETAIL 1
SCALE: 1" = 30'



DETAIL 2
SCALE: 1" = 30'



DETAIL 3
SCALE: 1" = 30'



DETAIL 4
SCALE: 1" = 10'

LEGEND

- PROPERTY LINE
- RIGHT-OF-WAY
- BUILDING SETBACK
- EXISTING EASEMENT LINE
- PROPOSED EASEMENT LINE
- LANDSCAPE SETBACK
- FIRE LINE STRIPING
- DRIVE AISLE CENTERLINE
- SITE FENCE
- CONCRETE SIDEWALK
- CONCRETE PAVEMENT
- SITE VEGETATION
- FUTURE EV CHARGING AREA
- SIGHT TRIANGLE
- STRIPED PAVEMENT
- RIP RAP
- ACCESSIBLE PARKING SYMBOL
- GRATE INLET

No.	REVISIONS	DATE	BY

Kimley»Horn
© 2026 KIMLEY-HORN AND ASSOCIATES, INC.
6200 SOUTH SYRACUSE WAY, SUITE 300
GREENWOOD VILLAGE, COLORADO 80111
PHONE: (303) 228-2300

KHA PROJECT	190094001
DATE	6/4/2026
SCALE	AS SHOWN
DESIGNED BY	MMR
DRAWN BY	ECM
CHECKED BY	KEW

SIGNAGE PLAN DETAIL

MASTER SIGNAGE PLAN

EL PASO COUNTY
PREPARED FOR
BUC-EE'S, LTD.

COUNTY OF EL PASO COLORADO

SHEET NUMBER
2

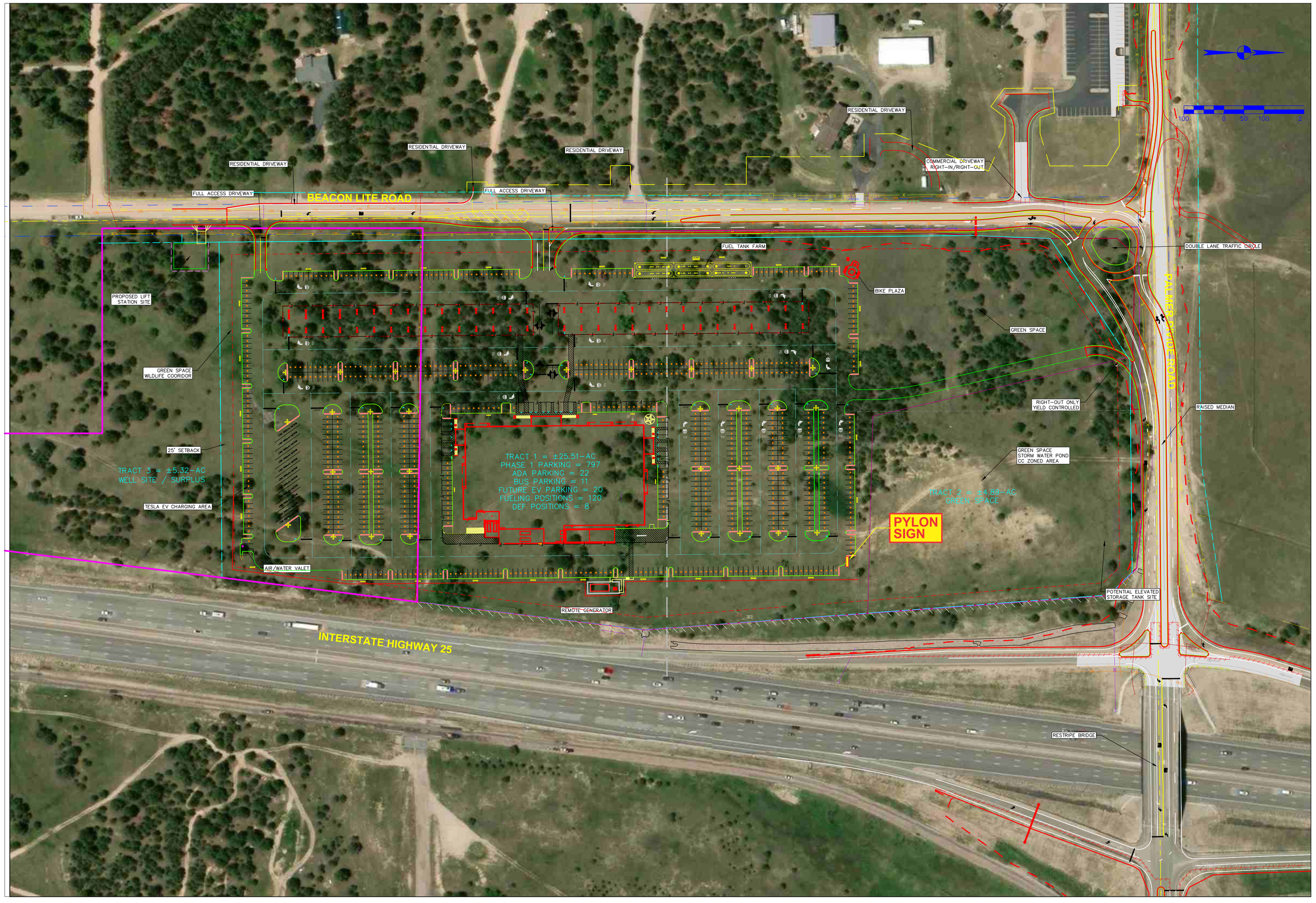
811 Know what's **below.** **Call** before you dig.

MASTER SIGNAGE PLAN

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Buc-ee's

Interstate Hwy 25 & Palmer Divide Rd. El Paso, CO



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Buc-ee's
Interstate Hwy 25 & Palmer Divide Rd.
El Paso, CO

Project ID#:	**142021**
Project Mgr:	Brenda Beams
Designer:	JR
Created on:	04/11/2026

REVISION

R1 04/13/26 JR - Relocate fuel panel signs to canopy 1 south / updated aerial & site plan
R2 04/14/26 JR - Relocate pylon sign aerial & site plan

Aerial
SG-01

RESIDENTIAL DRIVEWAY
RESIDENTIAL DRIVEWAY
RESIDENTIAL DRIVEWAY
RESIDENTIAL DRIVEWAY
COMMERCIAL DRIVEWAY
RIGHT-IN/RIGHT-OUT
FULL ACCESS DRIVEWAY
FULL ACCESS DRIVEWAY
BEACON LITE ROAD
FUEL TANK FARM
DOUBLE LANE TRAF
PROPOSED LIFT STATION SITE
BIKE PLAZA
FUEL CANOPY 1
FUEL CANOPY 2
GREEN SPACE
GREEN SPACE WILDLIFE COORIDOR
RIGHT-OUT ONLY YIELD CONTROLLED
RAISED MEDIAN
25' SETBACK
TRACT 3 = ±5.32-AC
WELL SITE / SURPLUS
TRACT 1 = ±5.51-AC
PHASE 1 = 797
ADD'L = 22
BUILDING = 11
FUTURE FUELING POSITIONS = 20
FUELING POSITIONS = 120
DEF POSITIONS = 8
GREEN SPACE
STORM WATER POND
CC ZONED AREA
TRACT 2 = ±4.89-AC
GREEN SPACE
TESLA EV CHARGING AREA
PYLON SIGN
Palmer Divide Rd
AIR/WATER VALET
REMOTE GENERATOR
POTENTIAL ELEVATED STORAGE TANK SITE
INTERSTATE HIGHWAY 25
Interstate Hwy 25
100
0

NEW SITE PLAN

3/16" = 12'- 0"

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Buc-ee's
Interstate Hwy 25 & Palmer Divide Rd.
El Paso, CO

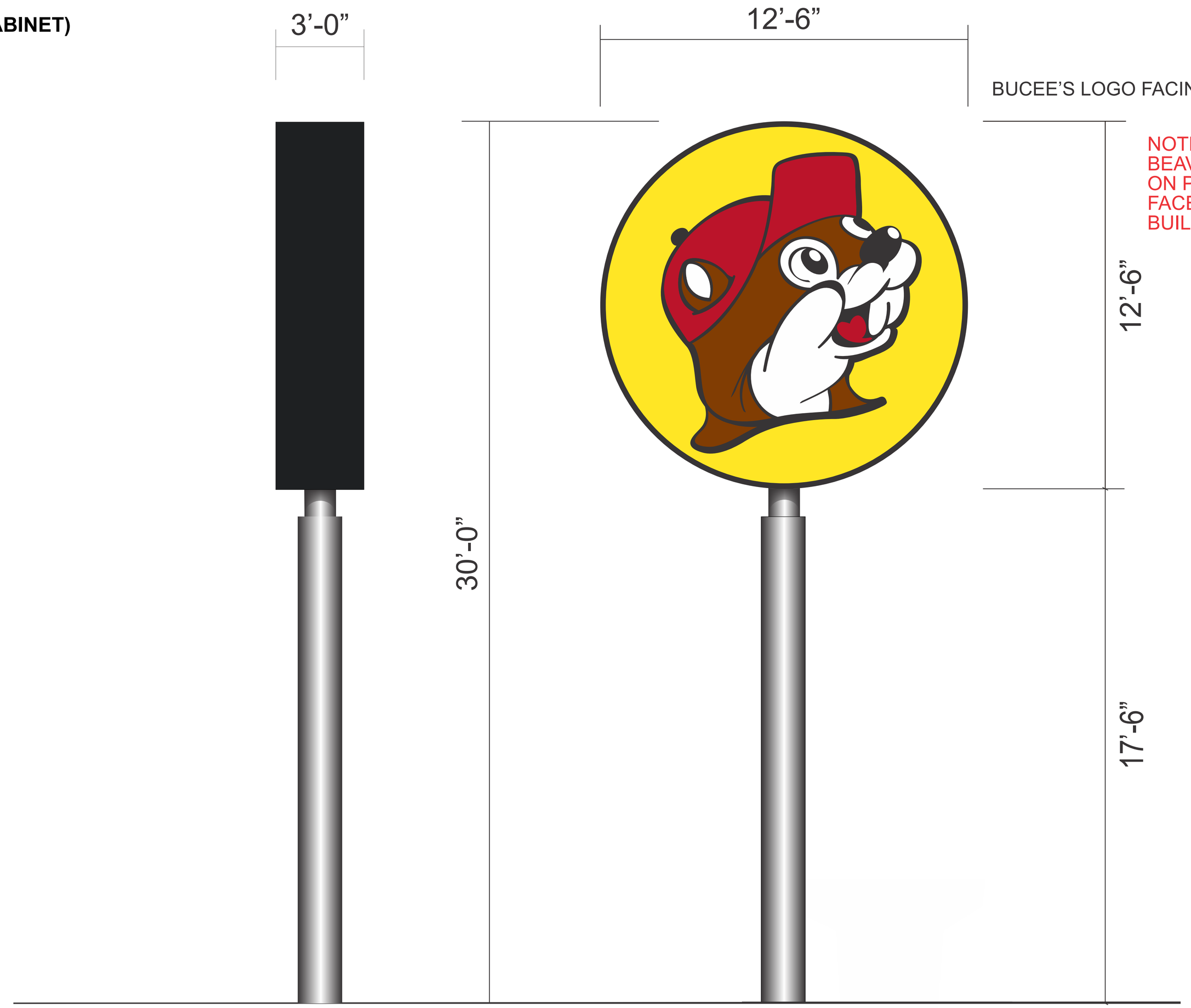
Project ID#: **142021**
Project Mgr: Brenda Beams
Designer: JR
Created on: 04/11/2026

REVISION
R1 04/13/26 JR - Relocate fuel panel signs to canopy 1 south / updated aerial & site plan
R2 04/14/26 JR - Relocate pylon sign aerial & site plan

Site Plan
SG-02

122.65 SQ. FT.

12’-6”LOGO
(NO NAME CABINET)
30’ OAH



LOGO COLOR SPECS

- ARLON 33 RED • PMS 485c
- ARLON 63 RUST • PMS 483c
- ARLON 15 YELLOW • PMS 109c
- BLACK
- WHITE

NOTE:
The orientation notation (Placed on all sign construction plans) needs to be *"as directed by GC on date of installation"* and the GC needs to take resposibility for checking with us on how we want the orientation to be.

Apex SIGN GROUP

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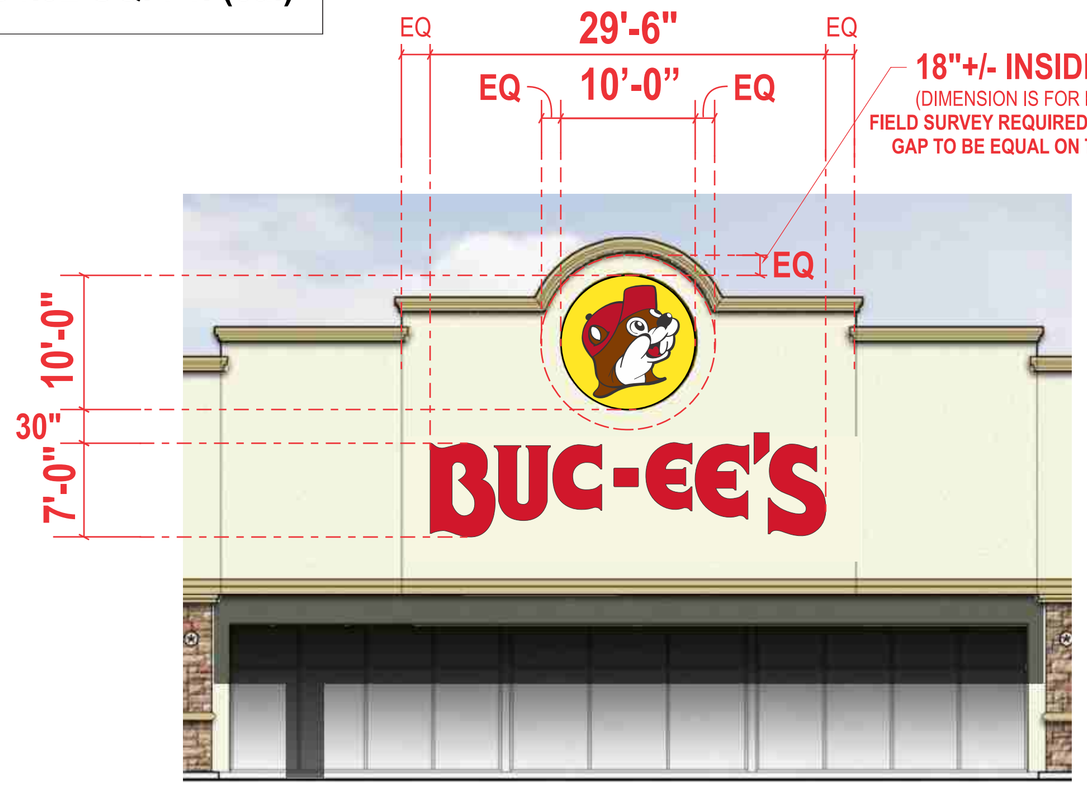
Buc-ee's
Interstate Hwy 25 & Palmer Divide Rd.
El Paso, CO

Project ID#: **142021**
Project Mgr: Brenda Beams
Designer: JR
Created on: 04/11/2026

REVISION
R1 04/13/26 JR - Relocate fuel panel signs to canopy 1 south / updated aerial & site plan
R2 04/14/26 JR - Relocate pylon sign aerial & site plan

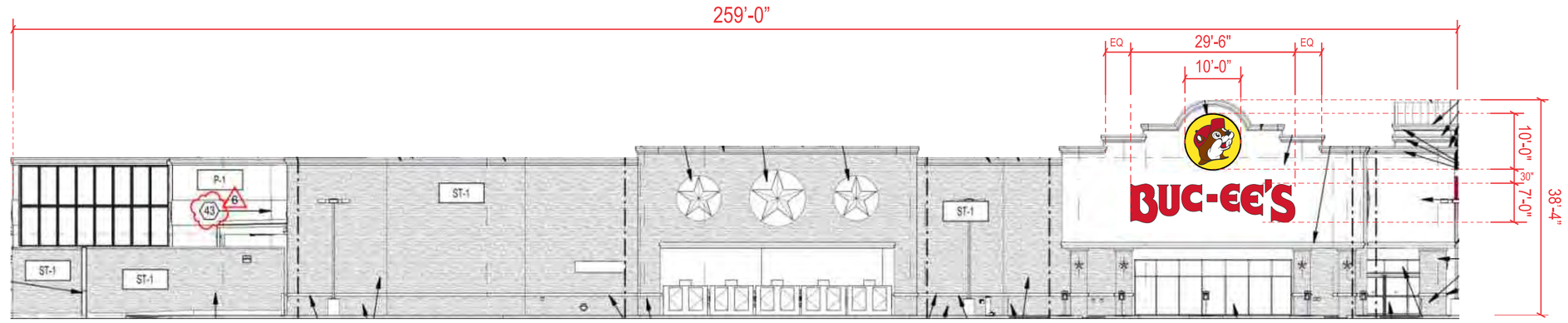
Pylon
SG-03

284.92 SQ. FT. (ea.)

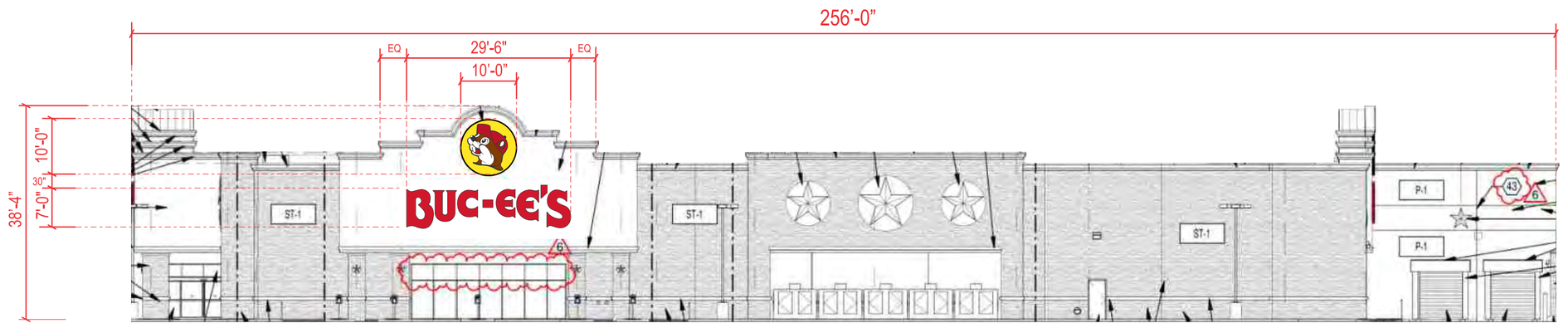


BUILDING LOGO DETAIL (TYP.)

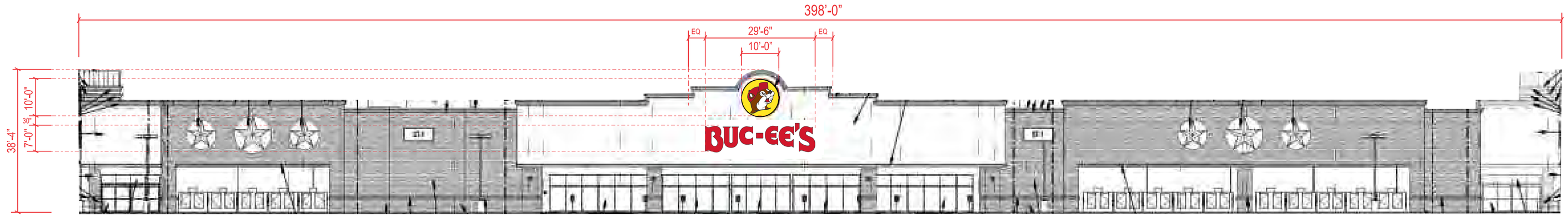
SCALE: 1/8"=1'-0"



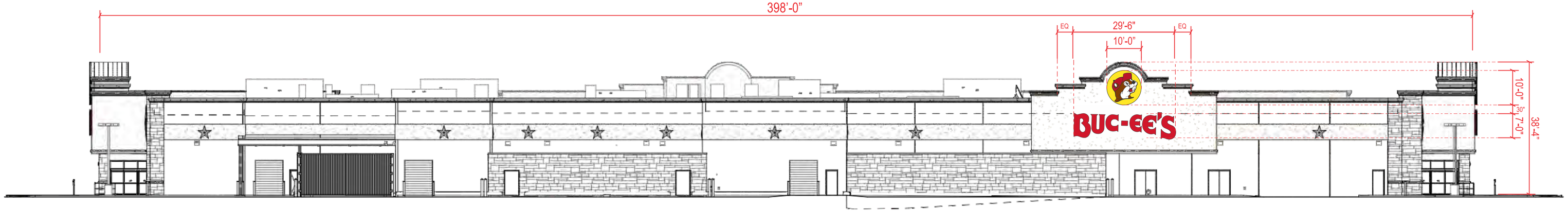
1 EXTERIOR ELEVATION - NORTH 1/16" = 1'-0"



2 EXTERIOR ELEVATION - SOUTH 1/16" = 1'-0"



3 EXTERIOR ELEVATION - WEST 1/16" = 1'-0"



4 EXTERIOR ELEVATION - EAST 1/16" = 1'-0"

Apex SIGN GROUP

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Buc-ee's
Interstate Hwy 25 & Palmer Divide Rd.
El Paso, CO

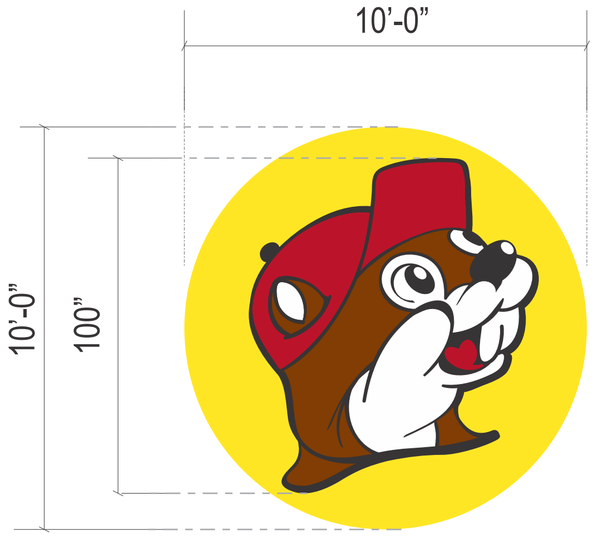
Project ID#: **142021**
Project Mgr: Brenda Beams
Designer: JR
Created on: 04/11/2026

REVISION
R1 04/13/26 JR - Relocate fuel panel signs to canopy 1 south / updated aerial & site plan
R2 04/14/26 JR - Relocate pylon sign aerial & site plan

Building Elevations
SG-04

284.92 SQ. FT.

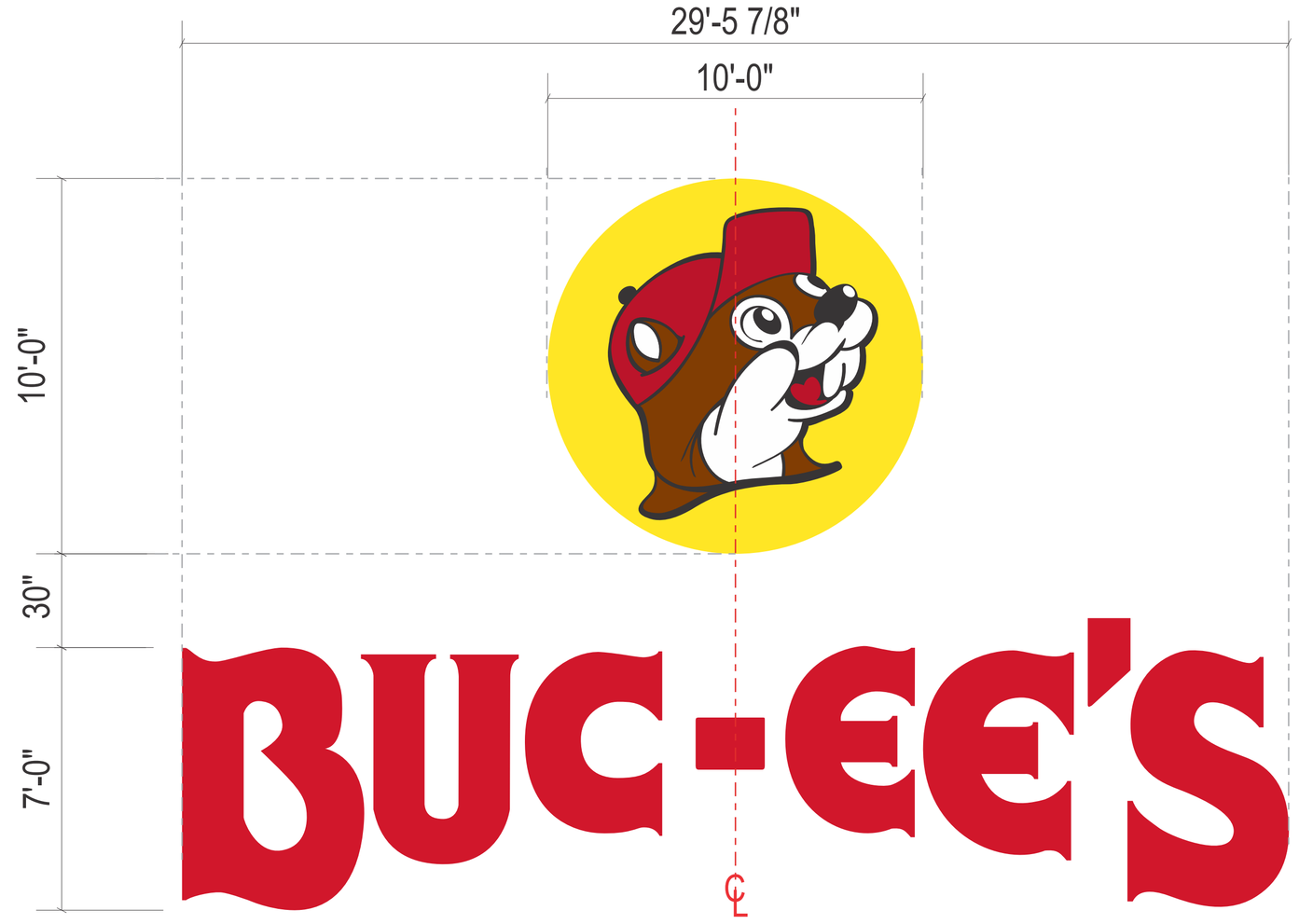
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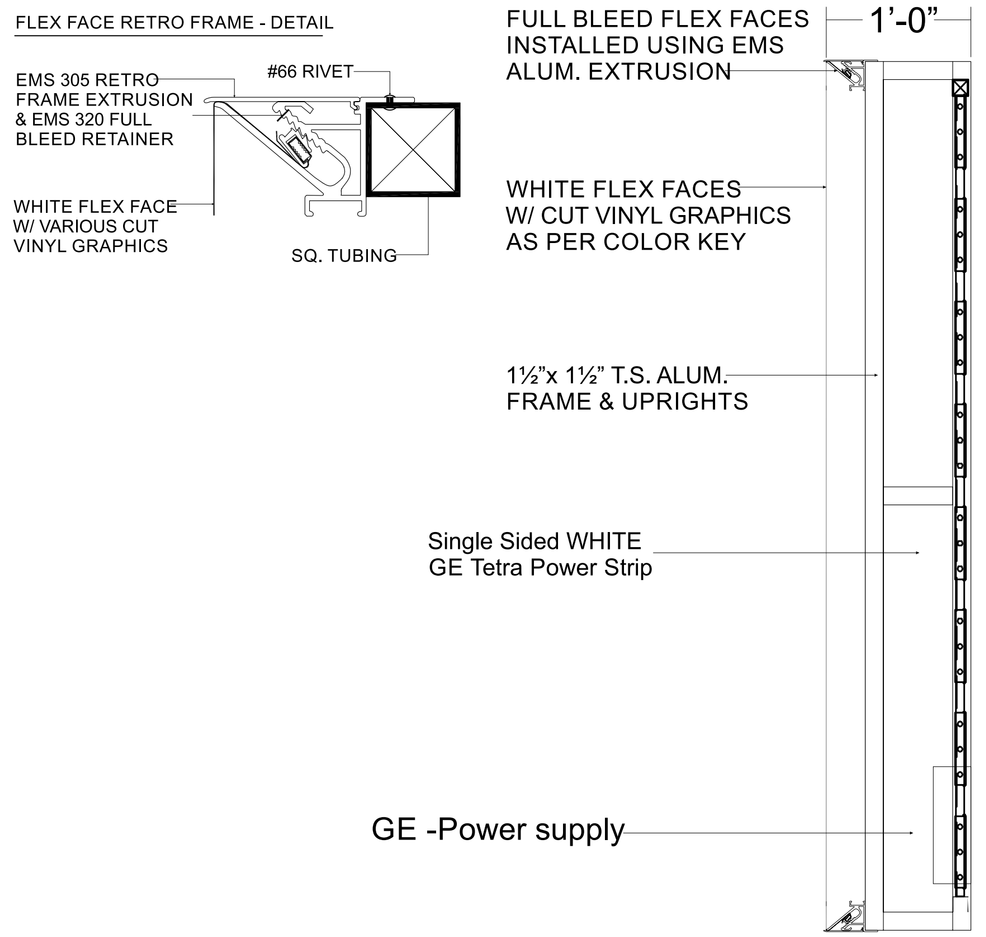


MFG. & INSTALL
THREE (3) RIGHT FACING LOGOS
TO BE INSTALLED ON THE
FRONT, LEFT & REAR ELEVATIONS



MFG. & INSTALL
ONE (1) LEFT FACING LOGO
TO BE INSTALLED ON THE
RIGHT ELEVATION





10'-0" LOGO CABINET DETAIL - NTS

ELECTRICAL REQUIREMENTS
10□ Single Face Cabinet
(1) 120 volt circuit
(1) @ 2.13 amps per cabinet

7□ Set of Channel letters
(1) 120 volt circuit
(1) @ 5 amps per set of letters

Electrical Detail:

White LEDs
(X) 60w Power Supplies
Total Amps: X.XX
(1) 20 amp 120V Circuit Req.

UL LISTED

General Notes:

This sign is to be installed in accordance with the requirements of Article 600 of the National Electrical Code.

- Grounded and bonded per NEC 600.7/NEC 250
- Existing branch circuit in compliance with NEC 600.5, not to exceed 20 amps
- Sign is to be UL listed per NEC 600.3
- UL disconnect switch per NEC 600.6- required per sign component before leaving manufacturer. For multiple signs, a disconnect is permitted but not required for each section
- The location of the disconnect switch after installation shall comply with artilcle 600.6 (A) (1) per NEC

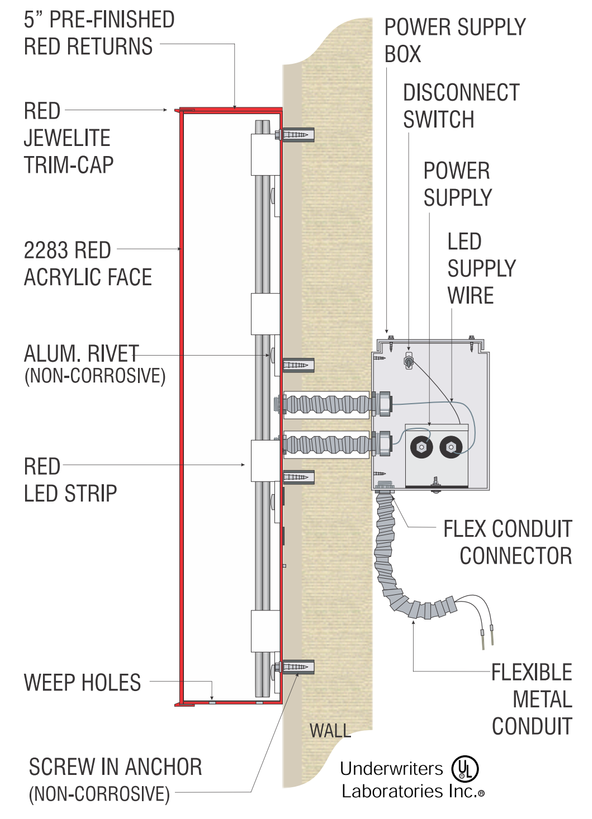
MFG. & INSTALL:
FOUR (4) SETS OF INTERN. ILLUM. S/F LOGO CABINETS w/ FLEX FACES
AND FOUR (4) SETS OF INTERN. ILLUM. LED CHANNEL LETTERS w/ RED FACES
TO BE INSTALLED ON NORTH, SOUTH, EAST & WEST ELEVATIONS

LOGO CABINET:
FACE: FULL BLEED WHITE FLEX FACE w/ CUT VINYL GRAPHICS
TO MATCH COLOR KEY
RETURNS: ALUMINUM 12" DEEP PAINTED BLACK
BACK: INTERIOR PAINTED WHITE - OUTSIDE PAINTED BLACK
ILLUMINATION: GE TETRA MAX POWER STIP
INSTALLATION: FLUSH MOUNT TO WALL FASCIA

CHANNEL LETTERS:
FACES: 2283 RED ACRYLIC
RETURNS: ALUMINUM 5" DEEP PREIFINISHED RED
BACKS: INTERIOR PAINTED WHITE - OUTSIDE PAINTED RED
ILLUMINATION: RED LED LIGHTING
INSTALLATION: FLUSH MOUNT TO WALL FASCIA

LOGO COLOR SPECS
- ARLON 33 RED • PMS 485c
- ARLON 63 RUST • PMS 483c
- ARLON 15 YELLOW • PMS 109c
- ARLON 22 BLACK □ WHITE

LETTER COLOR SPECS
- 2283 RED ACRYLIC
- 2" RED TRIMCAPS
- 5" PRE-FINISHED RED RETURNS



CHANNEL LETTERS FLUSH MOUNTED W/ REMOTE POWER SUPPLY(S)

APEX SIGN GROUP

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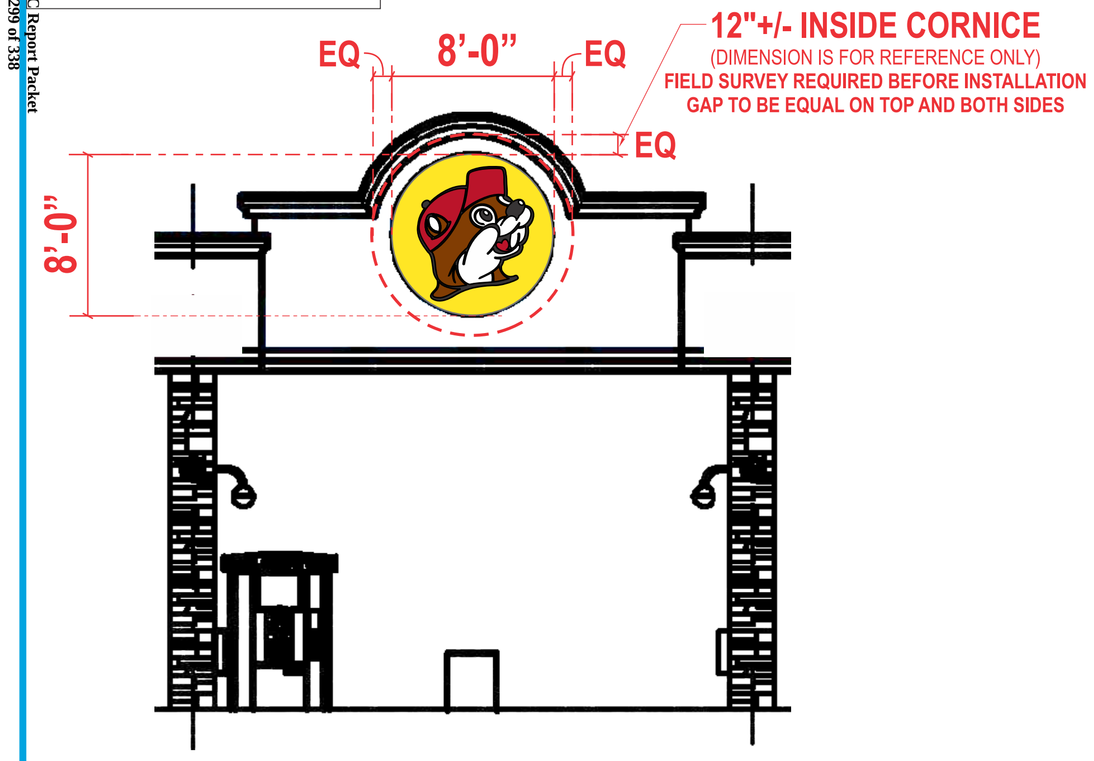
Project ID#: **142021**
Project Mgr: Brenda Beams
Designer: JR
Created on: 04/11/2026

REVISION
R1 04/13/26 JR - Relocate fuel panel signs to canopy 1 south / updated aerial & site plan
R2 04/14/26 JR - Relocate pylon sign aerial & site plan

Channel Letters
SG-05

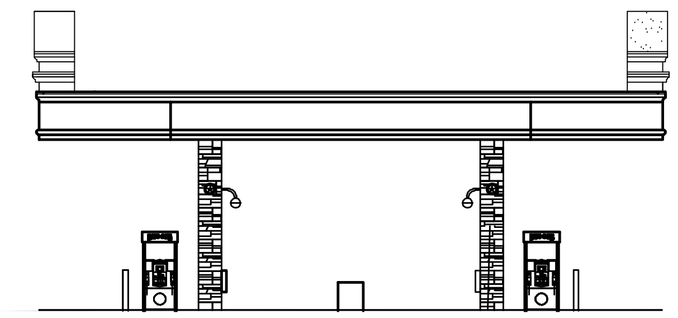
FUEL CANOPY 1

LOGO:
50.24 SQ. FT. (ea.)

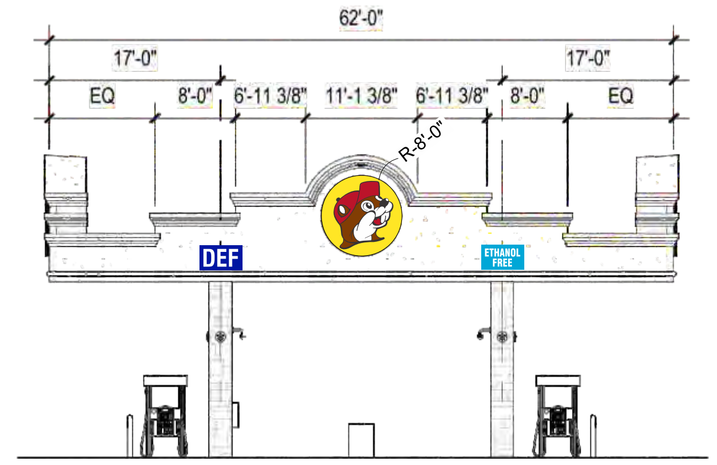


CANOPY LOGO DETAIL (TYP.)

SCALE: 3/16"=1'-0"

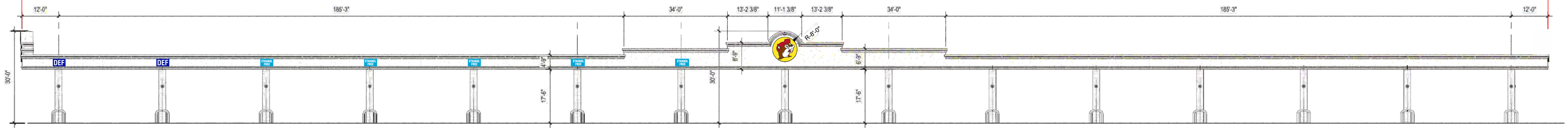


3	FUEL CANOPY 1 ELEV.- NORTH	3/32” = 1'-0"



4	FUEL CANOPY 1 ELEV.- SOUTH	3/32” = 1'-0"

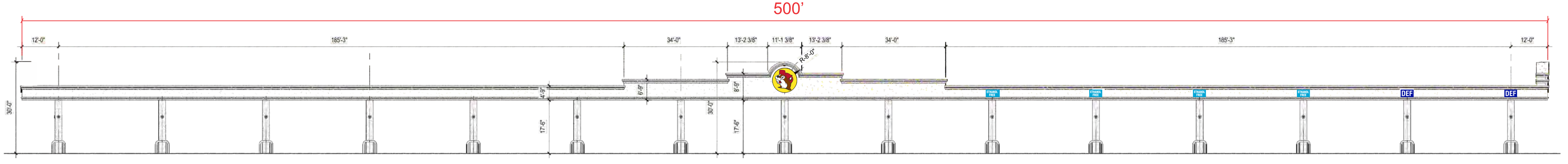
500’



14 (BAYS x 34') +(2 OVERHANGS x 12') = 500’

1	FUEL CANOPY 1 ELEVATION - EAST	1/16" = 1'-0"

500’



2	FUEL CANOPY 1 ELEVATION - WEST	1/16" = 1'-0"

NOTE: FINAL FUEL PANEL SIGN PLACEMENT LOCATION TO BE DETERMINED AT A LATER DATE

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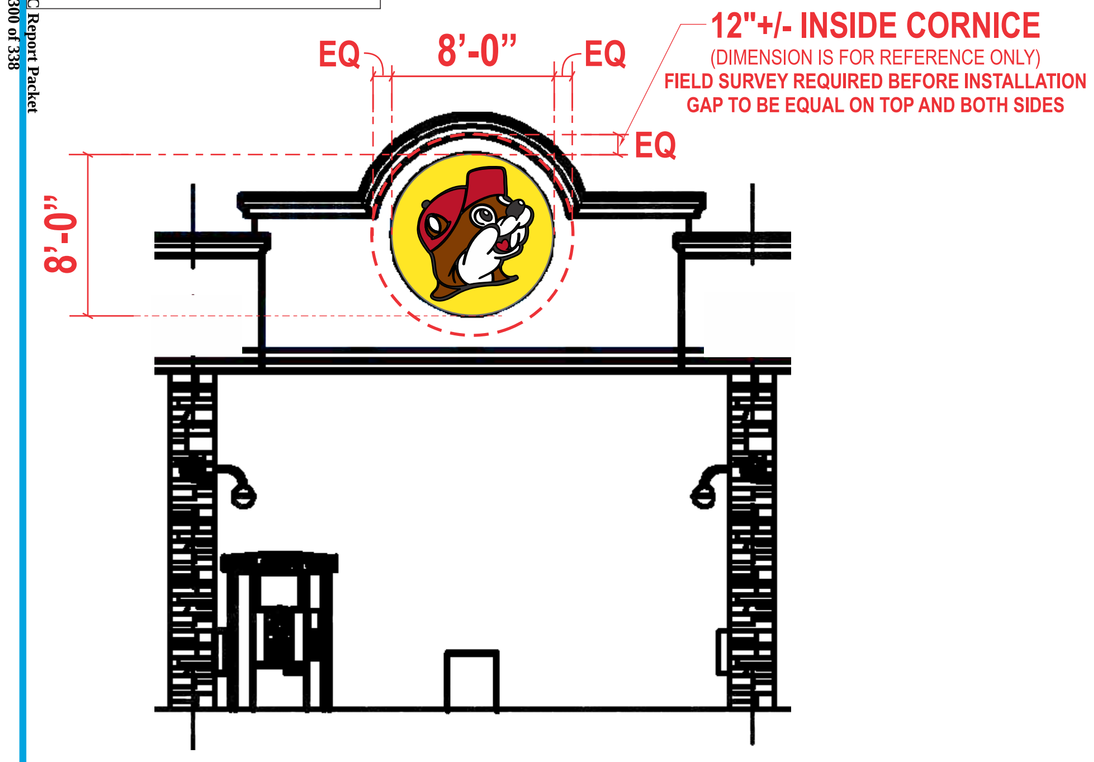
REVISION

R1 04/13/26 JR - Relocate fuel panel signs to canopy 1 south / updated aerial & site plan
R2 04/14/26 JR - Relocate pylon sign aerial & site plan

Fuel Canopy 1
SG-06

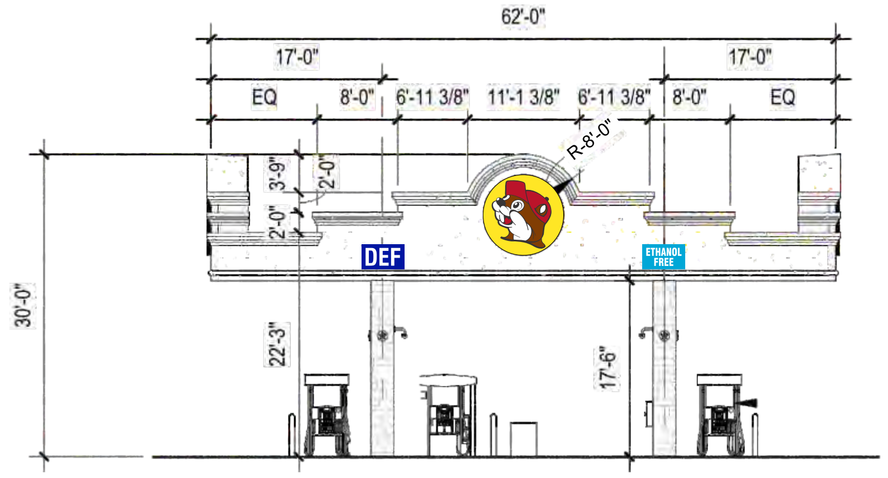
FUEL CANOPY 2

LOGO:
50.24 SQ. FT. (ea.)

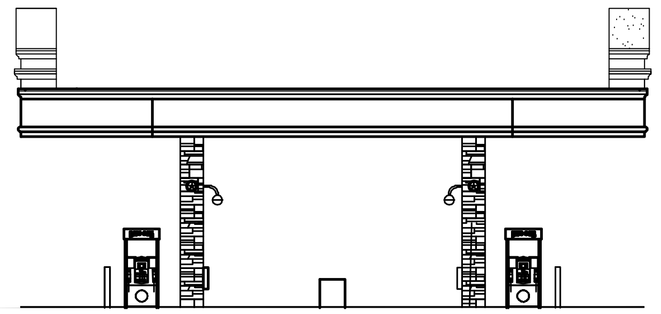


CANOPY LOGO DETAIL (TYP.)

SCALE: 3/16"=1'-0"

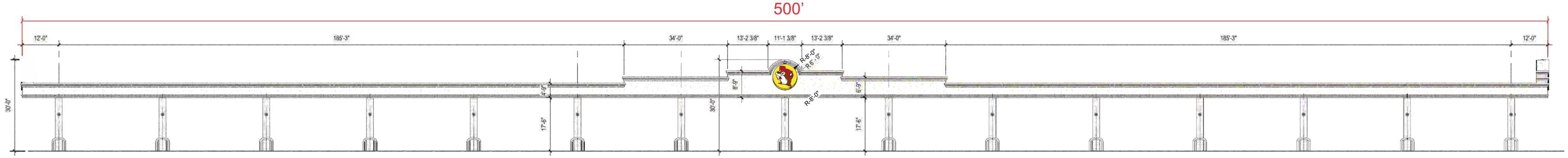


3	FUEL CANOPY 2 ELEV.- NORTH	3/32” = 1'-0"



4	FUEL CANOPY 2 ELEV.- SOUTH	3/32” = 1'-0"

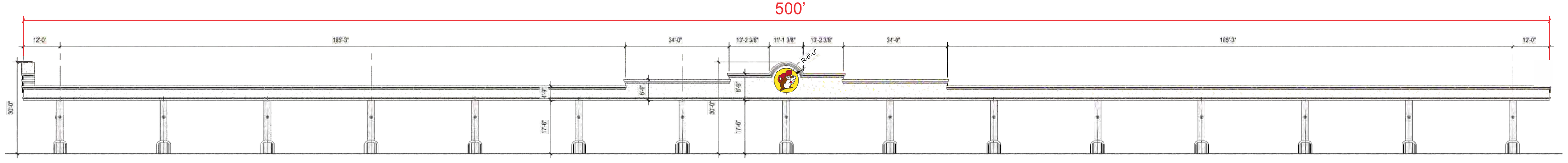
500’



14 (BAYS x 34') +(2 OVERHANGS x 12') = 500’

1	FUEL CANOPY 2 ELEVATION - EAST	1/16" = 1'-0"

500’



2	FUEL CANOPY 2 ELEVATION - WEST	1/16" = 1'-0"

NOTE: FINAL FUEL PANEL SIGN PLACEMENT LOCATION TO BE DETERMINED AT A LATER DATE

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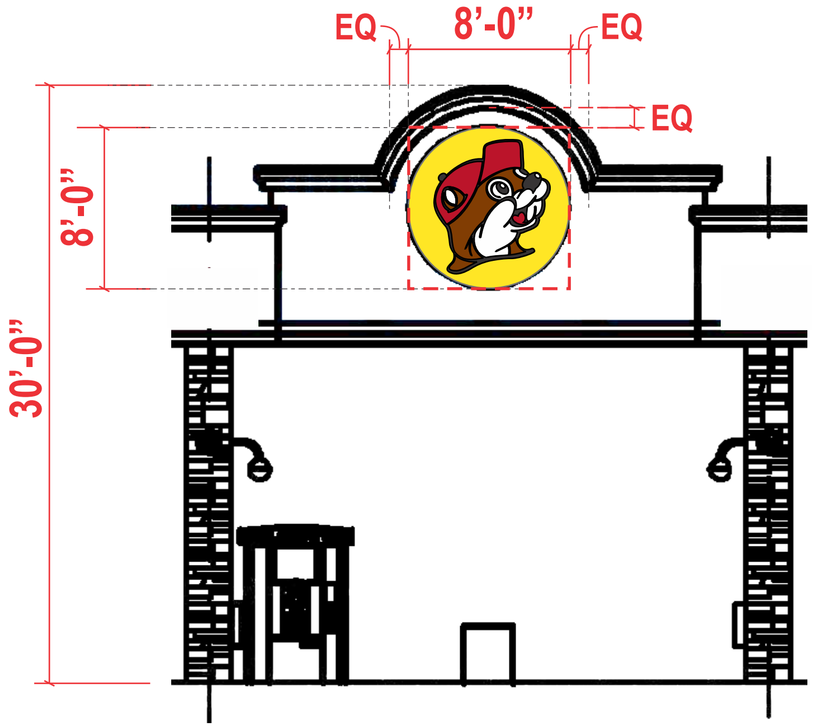
Buc-ee's
Interstate Hwy 25 & Palmer Divide Rd.
El Paso, CO

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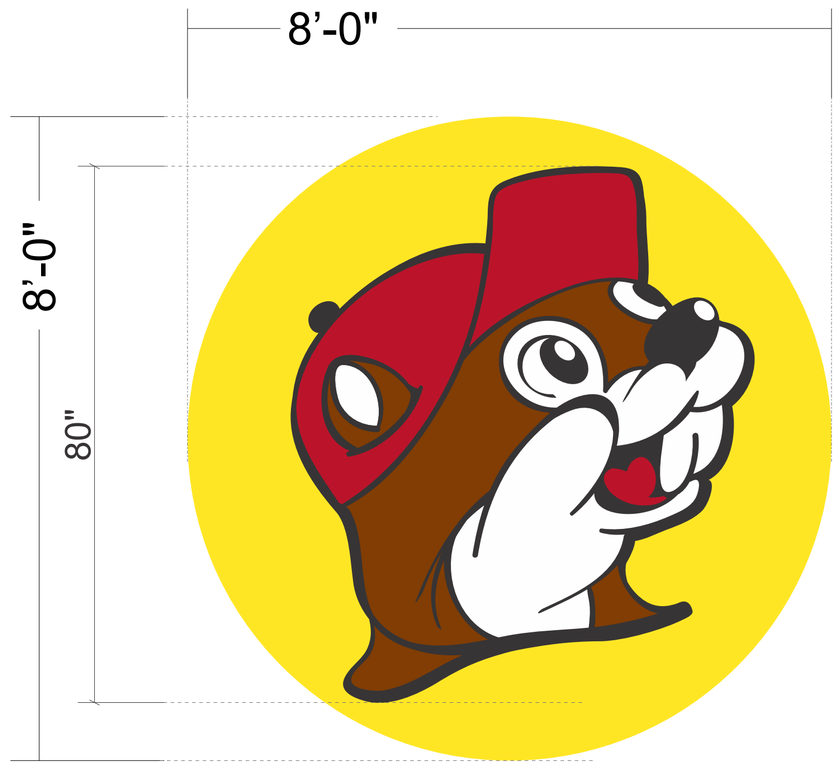
REVISION
R1 04/13/26 JR - Relocate fuel panel signs to canopy 1 south / updated aerial & site plan
R2 04/14/26 JR - Relocate pylon sign aerial & site plan

Fuel Canopy 2
SG-07

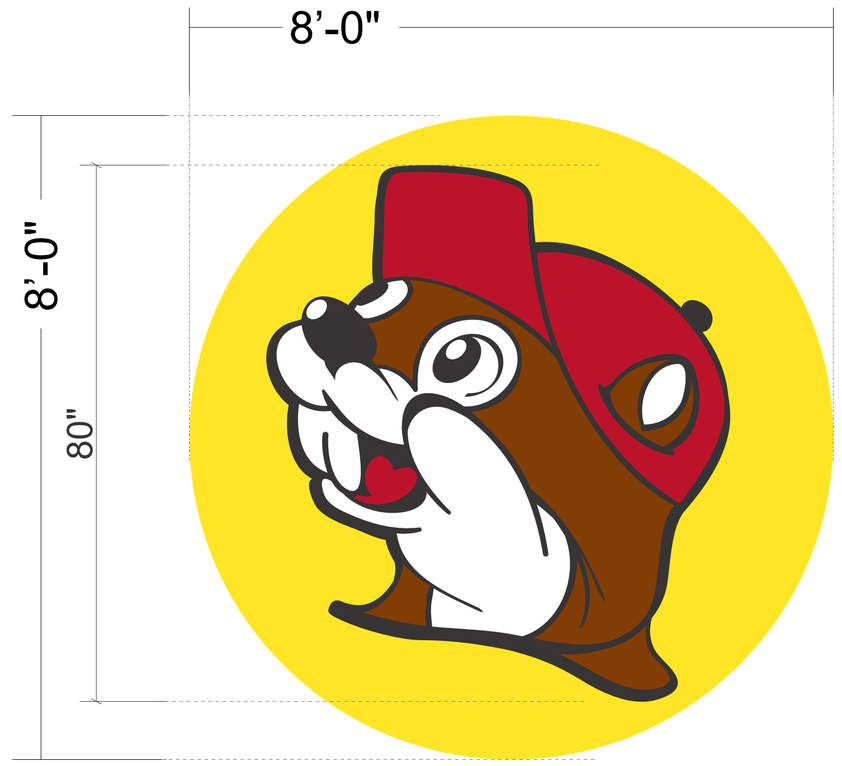
LOGO:
64.00 SQ. FT. (ea.)



CANOPY LOGO DETAIL (TYP.)
SCALE: 3/16"=1'-0"

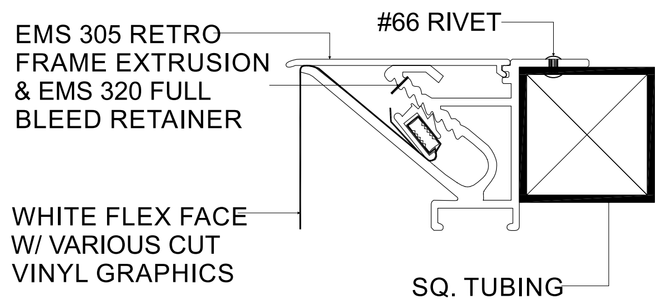


MFG. THREE (3) RIGHT FACING LOGOS

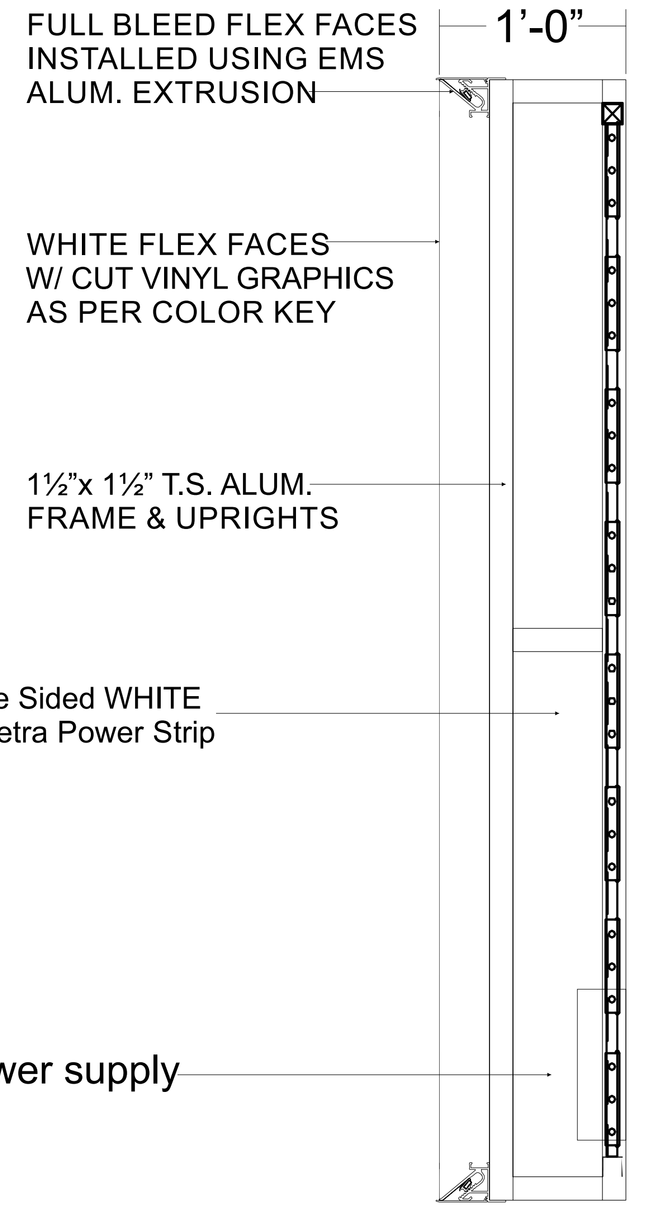


MFG. THREE (3) LEFT FACING LOGOS

FLEX FACE RETRO FRAME - DETAIL



- **MFG. & INSTALL:**
  SIX (6) INTERN. ILLUM. CABINETS W/ FLEX FACES.
  THREE (3) LOGOS FACING RIGHT - THREE (3) LOGOS FACING LEFT
  TO BE INSTALLED FLUSH ONTO GAS STATION CANOPY
- **FACES: FULL BLEED WHITE FLEX FACE W/ CUT VINYL GRAPHICS AS PER COLOR KEY**
- **RETURNS: ALUM., 12” DEEP PTD. BLACK**
- **BACKS: ALUM. PTD. BLACK**
- **ILLUMINATION: GE Tetra Max Power Strips**
- **INSTALLATION: FLUSH MOUNT TO WALL FASCIA**
  (GAS STATION CANOPY)



8’-0” LOGO CABINET DETAIL - NTS

Electrical Detail:

White LEDs
(X) 60w Power Supplies
Total Amps: X.XX
(1) 20 amp 120V Circuit Req.

ELECTRICAL REQUIREMENTS

8 Single Face Cabinet
(1) 120 volt circuit
(1) @ 2.13 amps per cabinet

UL LISTED

General Notes:

This sign is to be installed in accordance with the requirements of Article 600 of the National Electrical Code.

- Grounded and bonded per NEC 600.7/NEC 250
- Existing branch circuit in compliance with NEC 600.5, not to exceed 20 amps
- Sign is to be UL listed per NEC 600.3
- UL disconnect switch per NEC 600.6- required per sign component before leaving manufacturer. For multiple signs, a disconnect is permitted but not required for each section
- The location of the disconnect switch after installation shall comply with artilcle 600.6 (A) (1) per NEC

COLOR SPECS

- ARLON 33 RED • PMS 485c
- ARLON 63 RUST • PMS 483c
- ARLON 15 YELLOW • PMS 109c
- ARLON 22 BLACK
- WHITE

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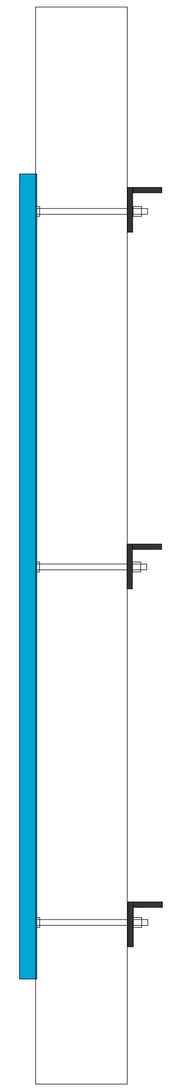
Canopy Logo
SG-08

11.78 SQ. FEET

SCALE: 3" = 1'-0"



MOUNTED FLUSH TO WALL USING THRU-BOLTS



QTY: TWELVE (12)

ETHANOL FREE SIGN

- **MFG. & INSTALL:**
  TWELVE (12) ETHANOL FREE SIGNS
  NON-ILLUMINATED .125" ALUM. PANEL PTD BLUE
  W/ WHITE VINYL LETTERING APPLIED
  INSTALL FLUSH ON EXISTING GAS CANOPY

COLOR SPECS

- PROCESS CYAN
- WHITE

*** NOTE: FINAL FUEL PANEL SIGN PLACEMENT LOCATION TO BE DETERMINED AT A LATER DATE**

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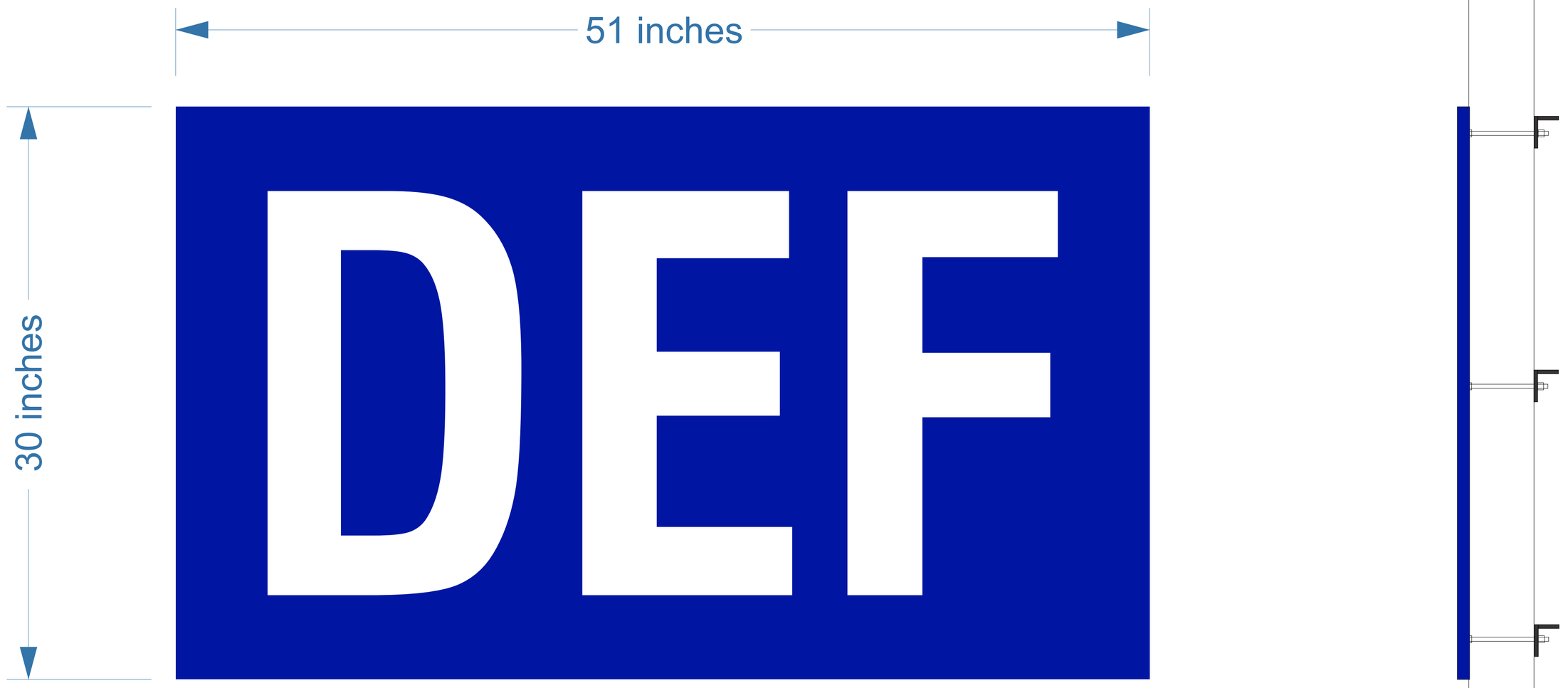
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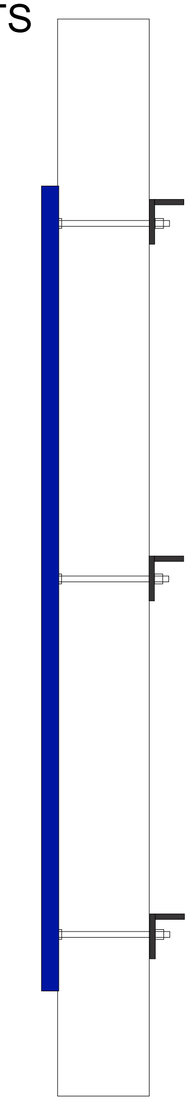
Ethanol Free
SG-09

11.78 SQ. FEET

SCALE: 3" = 1'-0"



MOUNTED FLUSH TO WALL USING THRU-BOLTS



QTY: SIX (6)

DEF SIGN

- **MFG. & INSTALL:**
  SIX (6) DEF SIGNS
  NON-ILLUMINATED .125" ALUM. PANEL PTD BLUE
  W/ WHITE VINYL LETTERING APPLIED
  INSTALL FLUSH ON EXISTING GAS CANOPY

COLOR SPECS

- PMS 072 BLUE
- WHITE

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DEF Panels
G-10

July 1, 2026

Buc-ee's EPCO, LLC
11200 West Broadway, Suite 2332
Pearland, TX 77584

RE: ADM264 - Administrative Determination for Buc-ee's

This letter is in response to the request submitted on June 19, 2026, for an administrative determination of use pursuant to Sections 2.2.4.B.8 (PCD Director, Powers and Duties) and 5.3.6 (Administrative Determinations on Use) of the El Paso County Land Development Code (LDC).

The letter submitted into the County EDARP system requests that the El Paso County Planning and Community Development Department make an administrative determination that classifies a commercial user, specifically known as Buc-ee's, as a convenience store per the LDC definition of convenience store. The site proposed for the commercial use as described in the exhibit materials associated with the request is a 30+ acre parcel zoned C-1, Commercial, and located at the southeast corner of Beacon Lite Road and County Line Road.

Applicable Code Authorities

Two chapters of the LDC govern the Planning and Community Development Director's (PCD Director) authority to make administrative use determinations. Chapter 2.2, Authorities, outlines the Director's powers, including the authority in Section 2.2.4.B.1 to interpret all provisions of the Code. Section 2.2.4(B)(8) grants the PCD director authority to issue written administrative decisions and determinations concerning the application of the Code to specific property. When issuing an interpretation, the PCD Director must reference the specific Code sections applicable to the matter.

For use determinations, Section 5.3.6 of the LDC provides the process and criteria under which an unlisted use may be evaluated. This process involves two steps:

1. Determining whether the proposed use falls within an existing, defined use category (e.g., “Convenience Store”).
2. If the use is not specifically listed, determining whether it is sufficiently similar to other uses permitted in the zoning district based on established criteria.

The Code requires that an unlisted use may be considered an allowed use only when:

- Its function, performance characteristics, and location requirements are consistent with the purpose and description of the zoning district; and
- It is compatible with uses specifically allowed in the district and similar in characteristics such as traffic and parking generation, noise, glare, vibration, and dust.

Zoning and Relevant Definitions

The subject property is zoned C-1, Commercial, an obsolete zoning district as identified in LDC Section 4.4.1 and made obsolete under Zoning Resolution 91-59 (1991). Although no longer applied to new properties, the C-1 district remains in effect for properties previously assigned this zoning. The purpose of the district is to provide for commercial activities, and the allowable uses are listed in the Use Table in Chapter 5. A complete list of allowed, special, accessory, and temporary uses in the C-1 district is attached.

To determine whether Buc-ee’s fits an existing use classification, staff reviewed the relevant definitions in LDC Section 1.15, including:

Convenience Store — An establishment for the purpose of offering for sale to the neighborhood in which it is located such items as groceries, ready to eat food, over the counter drugs, and sundries. A convenience store may include retail sale of gasoline and other petroleum products.

Gas Station — A property where the retail sale of gasoline, diesel fuel, oil, or other fuel for vehicles and which may include, as an incidental use, the retail sale and installation of vehicle accessories, the making of minor repairs, and facilities for washing and servicing of not more than 3 vehicles completely enclosed in a structure.

Truck Stop — An establishment that provides maintenance, repair, storage and other services to commercial vehicles and their drivers, which may include but are not limited to fuel, accessory or parts sales, overnight accommodations, restaurant facilities, or any combination thereof.

Retail Sales — Establishments engaged in the sale of goods or merchandise to the general public and rendering services incidental to the sale of these goods. A retail sales establishment is

usually a place of business and is engaged in activity to attract the general public to make purchases. Including but not limited to: antiques or art, clothing, department store items, drugs, dry goods, feed and seed, hay, flowers, furniture, gifts, groceries, hardware, hobby items, office supplies, package liquor, paint, pets, shoes, sporting goods, appliances and repairs, copies and toys.

Shopping Center — A group of retail and service establishments located in a complex which is planned, developed, owned or managed as a unit, with off-street parking provided on the property.

Store — An establishment operating from an enclosed building engaged in providing of services or the retail sale of products that are not primarily consumed or used upon the premises but may be assembled or installed upon the premises. The term shall not include adult uses or gasoline filling stations.

Use, Allowed — Any use permissible in a zoning district provided all provisions and standards of this Code have been satisfied.

Use, Principal — An activity or combination of activities of chief importance on the lot or parcel. The main purposes for which the land is intended, designed, or ordinarily used.

Zoning District, Obsolete — A zoning district which remains applicable to land but which has been determined by the BoCC to be outdated and which cannot be applied to any additional land within the county.

The current definition of “Convenience Store” was adopted as part of the 2007 LDC update, at which time the sentence “A convenience store may include retail sale of gasoline and other petroleum products” was added. The definition also includes the phrase “for the purpose of offering for sale to the neighborhood in which it is located”, making it difficult to determine the use classification.

Analysis

Staff reviewed all EDARP and County Assessor records for convenience store and gas station approvals, including grocery stores with fuel components. Twenty-six such approvals were identified, with staff focusing on those approved after 2007 under the current convenience store definition.

Staff also compared the proposed Buc-ee’s use with other allowed uses in the C-1 zoning district. The proposed facility includes a combination of characteristics, impacts, and design elements that are mixed and uncommon within unincorporated El Paso County. These factors make it difficult to categorize the use under any single existing definition.

Notably, there are no previous convenience store approvals within the C-1 zoning district on record. This further complicates evaluating the proposed use as an allowed use within the zone.

Conclusion and Determination

Based on the definitions, historical approvals, and comparative analysis, staff finds it difficult to classify the proposed use. Because it is unclear whether the use meets the LDC definition of a "Convenience Store," staff cannot determine whether it is sufficiently similar to allowed uses within the C-1 zoning district to qualify as an allowed use.

Appeal Process

In accordance with LDC Section 5.3.6(F), an aggrieved party may appeal an administrative determination on use within 30 days of the date of this determination. Appeals are heard by the Board of County Commissioners.

"Aggrieved" is defined in LDC Section 1.15 as the owner of the property that is the subject of the request and, when notice to adjacent property owners is required, those adjacent owners entitled to such notice.

To initiate an appeal, please contact Kylie Bagley. She is the primary contact for coordinating the establishment of an EDARP file for the appeal.

Sincerely,



Meggan Herington, AICP

Executive Director of Planning and Community Development

El Paso County

Attachments:

Exhibit 1 – Data Table

Exhibit 2 – C-1 Zone Uses Table

Gas Station and Convenience Store Developments in El Paso County

~~N~~ = No record of original approval

Record	EDARP File #	Current Zoning District	Address	Parcel #	Acres	Convenience Store Floor Area (square feet)	# Gas Pumps	Gas Canopy Floor Area (square feet)	Year built (convenience store)	Year built (gas pumps)	Name	Notes	Link to Public EDARP file
1	P71007Z	RR-5	11150 E HIGHWAY 24	5313000006	6.11	676	4	200	1956	1988	Falcon Food Store	Wasn't zoned until 1965. BOA88028 to add fuel pump? Rezoned to C3 in 1971; added fuel pump possibly in 1988, now legal nonconforming	https://epcdevplanreview.com/Public/ProjectDetails/26844
2	~~N~~	CC	5 WIDEFIELD BLVD	6524100071	0.3	1200	0	0	1963	N/A	7-11		~~N~~
3	~~N~~	CC	4140 HIGHWAY 85-87	6503400021	0.69	1005	8	1359	1972	1972	Sinclair	Assessor classification due to pre-zoning construction	~~N~~
4	PBC73021Z	CR	906 PETERSON RD	5408004002	1	2400	4	1008	1980	1980	Everyday Convenience	Approved as Accessory to Conv Store	https://epcdevplanreview.com/Public/ProjectDetails/67150
5	PPR2217	CC	4815 YUCATAN DR	6501205016	1.03	2400	8	1584	1981	2022	Clearview Food Mart	Fuel Pumps not constructed	https://epcdevplanreview.com/Public/ProjectDetails/170571
6	~~N~~	CC	1475 B Street	6505413004	0.814	2400	0	0	1982	N/A	7-11		~~N~~
7	~~N~~	CC	510 SECURITY BLVD	6514103001	0.43	2640	4	1420	1983	1983	7-11	Assessor classification due to pre-zoning construction	~~N~~
8	~~N~~	CC	1807 B Street	6504200038	2.91	4600	4	1300	1984	1984	Conoco (Gas), 7-11 (Convenience)	Assessor classification due to lack of records	~~N~~
9	~~N~~	C-2	6970 MERIDIAN SOL DR	5312402021	4.56	~~N~~	8	~~N~~	1984	~~N~~	Diamond Shamrock		~~N~~
10	PBP85029Z	CC	5805 PALMER PARK BLVD	5406304001	55	2576	8	2856	1985	1985	7-11		https://epcdevplanreview.com/Public/ProjectDetails/67444
11	R486020	CC	6859 Space Village Ave	5417001003	0.49	3621	4	1152	1986	1986	Loaf N Jug		https://epcdevplanreview.com/Public/ProjectDetails/67467
12	AL88002	CR	5810 OMAHA BLVD	5406304025	0.616	976	8	3360	1988	1988	Phillips		https://epcdevplanreview.com/Public/ProjectDetails/11707
13	~~N~~	CC	301 MAIN ST	6511416030	0.516	1980	8	1600	1988	1988	Conoco	Service Station Pre-1970	~~N~~
14	PBP93001	CC	1801 MAIN ST	6502000112	0.815	1740	8	3562	1994	1994	Diamond Shamrock		https://epcdevplanreview.com/Public/ProjectDetails/67512
15	~~N~~	CS	23580 CO-94	3412000015	4.5	3,524	8	1300	1998	1998	Fuel B's	Was legal nonconforming (built 1998, zoned 1999), rezoned to CS in 2021	https://epcdevplanreview.com/Public/ProjectDetails/177621
16	PPR00011	CR	7505 McLaughlin Rd	4306301007	1.62	2,024	12	3876	2002	2001	Safeway		https://epcdevplanreview.com/Public/ProjectDetails/37111
17	PPR1019	CC	1810-1814 MAIN ST	6502407011	0.963	3000	8	3096	2011	2011	Shell		https://epcdevplanreview.com/Public/ProjectDetails/41474
18	PPR1313	CS	8090 N Meridian Rd	5301104001	1.05	3010	12	3096	2013	2013	7-11		https://epcdevplanreview.com/Public/ProjectDetails/10050
19	PPR1423	CS	1584 Meadowbrook Parkway	5405411002	1.24	5040	12	3000	2015	2015	Carlie's Convenience & Mobil Fuel Center		https://epcdevplanreview.com/Public/ProjectDetails/20492
20	PPR1630	CC	2477 PETERSON RD	5406114001	6.76	5550	12	4306	2017	2017	Maverick		https://epcdevplanreview.com/Public/ProjectDetails/23350
21	PPR17058	CS	229 GLENEAGLE GATE VW	6206306006	1.29	2940	12	3096	2018	2018	7-11		https://epcdevplanreview.com/Public/ProjectDetails/103004
22	PPR1621	PUD	613 MEADOWBROOK PKWY	5408008001	1.742	4480	14	5484	2018	2018	Circle K		https://epcdevplanreview.com/Public/ProjectDetails/23320
23	PPR2225	CC	675 SECURITY BLVD	6511415042	1.29	3982	12	3957	2023	2023	Maverick	Permitted as Kum&go but built as Maverick	https://epcdevplanreview.com/Public/ProjectDetails/176621
24	PPR2210	CR	7595 FALCON MARKET PL	5301402001	1.31	0	18	6700	2023	2023	King Soopers		https://epcdevplanreview.com/Public/ProjectDetails/181121
25	PPR2230	CS	6970 MERIDIAN SOL DR	5312402021	4.56	5,200	16	5184	2025	2025	Circle K	* Rezoned to CS to allow	https://epcdevplanreview.com/Public/ProjectDetails/180441
26	PPR02008	CC	1540 PAONIA ST	5406304049	1.02	0	12	8,000	N/A	2002	Chief Petro Card		https://epcdevplanreview.com/Public/ProjectDetails/30225

C-1 USE	Allowed (A) or Special (S)	Definition
Amusement Center, Indoor	A	The term includes, among other things, arcades (pinball, video, etc.), theaters, dinner theaters, bowling alleys, skating rinks, billiard parlors, pool halls, teen clubs, indoor shooting ranges, laser tag, privately-owned recreational facilities, health clubs, and organizational clubs. Accessory uses may include the preparation and serving of food or sale of equipment related to the identified uses.
Bar	A	
Barber/Beauty Shop	A	
Billiard Parlor	A	
Car Wash	A	
Child Care Center	A	
Club	A	Organizations of persons for special purposes or for the promulgation of sports, arts, literature, politics or other common goals, interests or activities, characterized by membership qualifications, dues or regular meetings, including country clubs and lodges but excluding clubs operated for profit and places of worship or assembly.
CMRS	A	
Retail as part of a shopping center	A	
Convenience Store	A	An establishment for the purpose of offering for sale to the neighborhood in which it is located such items as groceries, ready to eat food, over the counter drugs, and sundries. A convenience store may include retail sale of gasoline and other petroleum products.
Coffee Shop	A	
Educational Institution, Public	A	
Emergency Facility, Public	A	
Financial institution	A	
Funeral Home	A	
Hotel	A	
Inert Material Disposal Site - Minor	A	The term includes but is not limited to, earth, sand, gravel rock, concrete which has been in a hardened state for at least 60 days, masonry, asphalt paving fragments, and other inert solids that the CDPHE or the Board of Health may identify by regulation.
Kennel, Major	A	
Kennel, Minor	A	
Laboratory	A	
Liquor Store	A	
Marijuana Land Use, Medical	A	
Nursery, Retail	A	
Off-Premise Sign	A	
Parking Lot	A	

The table is summarized from LDC Table 5.1 - Principal Uses.

LDC Section 4.4 Obsolete Zoning Districts
4.4.1. C-1, Commercial (Obsolete)

(A) Purpose. This district is established for the purpose of providing for commercial activities.

(B) Allowed, Special, Accessory, and Temporary Uses. The allowed, special, accessory, and temporary uses in the C-1 district are shown in the Use Table in Chapter 5.

(C) Use and Dimensional Standards. All uses and development in the C-1 district are subject to the Use and Dimensional Standards in Chapter 5.

(D) General Development Standards. All uses and development in the C-1 district are subject to the General Development Standards in Chapter 6.

(E) Development Standards for Building Walls. The wall of any building shall be constructed of 4 hour fire resistant material if it is located within 3 feet of a side lot line or if it is located within 5 feet of a side lot line where the lot or parcel adjoins a residential district.

(F) Maintenance Plan. A maintenance plan conforming to the requirements of Chapter 6 shall be approved by the PCD Director prior to the issuance of any building permit.

(G) Site Development Plan. Site development plan approval is required for all development prior to authorization of a building permit.

(H) Platting. No building permits shall be granted on any portion of property which is currently zoned C-1 until the property is platted in accordance with this Code, unless otherwise exempted by Statute.
If a property, at the time of its creation, was established in accordance with all applicable subdivision regulations, platting of the property is not required for issuance of a building permit. It shall be the responsibility of the person seeking a building permit to submit the necessary documentation to the PCD to substantiate the legal creation of the property.

(I) Discontinuance of Zoning or Rezoning. No land shall be zoned or rezoned to C-1 on or subsequent to May 1, 1991. All land zoned C-1 on or before May 1, 1991, shall remain zoned C-1 and shall be subject to all the provisions of the C-1 district until such time as the land is either rezoned or annexed.

(Res. No. 17-374, Exh. A, 12-12-2017)

C-1 USE	Allowed (A) or Special (S)	Definition
Public Building/Public Park/Public Open Space	A	
Rehabilitation Facility	A	
Religious Institution	A	
Rental Services	A	
Repair Shop	A	
Restaurant	A	
Retail Sales, General	A	
Sexually-Oriented Business	A	
Store	A	An establishment operating from an enclosed building engaged in providing of services or the retail sale of products that are not primarily consumed or used upon the premises but may be assembled or installed upon the premises. The term shall not include adult uses or gasoline filling stations.
Studio	A	A place, where an art is taught or studied; an artist's or photographer's
Theater	A	
Amusement Center, Outdoor	S	
Boarding House	S	
Business Event Center	S	A for-profit business whose purpose is to provide a place for people to assemble for events in the nature of, but not limited to, recreational, social, cultural, political, or educational purposes.
Community Building	S	
Educational Institution, Private	S	
Emergency Facility, Private	S	
Golf Course	S	
Hospital	S	
Hospital, Convalescent	S	The term convalescent hospital shall include sanitarium, nursing home, and long-term care facility, but not rehabilitation facility.
Hospital, Veterinary	S	
Human Service Shelter	S	
Inert Material Disposal Site	S	
Institution, Philanthropic	S	
Library	S	
Mineral and Natural Resource Extraction Operations, Commercial	S	
Museum	S	
Off-Premise Sign	S	
Theater, Outdoor	S	

C-1 USE	Allowed (A) or Special (S)	Definition
Amusement Center, Indoor	A	The term includes, among other things, arcades (pinball, video, etc.), theaters, dinner theaters, bowling alleys, skating rinks, billiard parlors, pool halls, teen clubs, indoor shooting ranges, laser tag, privately-owned recreational facilities, health clubs, and organizational clubs. Accessory uses may include the preparation and serving of food or sale of equipment related to the identified uses.
Bar	A	An establishment serving alcoholic beverages as prescribed in C.R.S. § 12-47-409 (beer and wine license) or C.R.S. § 12-47-412 (tavern license) of the Colorado Liquor Code and having an occupant load as defined in the Building Code of less than 100.
Barber/Beauty Shop	A	
Billiard Parlor	A	An establishment for the games of or relating to billiards or pool. In the event liquor is served, the establishment is classified as a bar.
Car Wash	A	A facility for the cleaning of automobiles. The term includes, among other things, truck or recreational vehicle wash.
Child Care Center	A	A facility with the capacity to care for more than 5 children who are under the age of 16 years and are not related to the owner, operator, or manager, whether the facility is operated with or without compensation for the care, and with or without stated educational purposes. The term includes facilities commonly known as day care centers, day nurseries, nursery schools, montessori school, kindergartens, preschools, day camps, summer camps, centers for developmentally disabled children and those facilities which give 24 hour care for dependent and neglected children; and includes those facilities for children under the age of 6 years with stated educational purposes operated in conjunction with a public, private, or parochial college or private or parochial school; except that the term shall not apply to a kindergarten maintained in connection with a public, private, or parochial elementary school system of at least 6 grades, which is defined as an educational institution under this Code. Kindergarten means any facility providing an educational program for children only for the year preceding their entrance to the first grade, whether the facility is called a kindergarten, nursery school, preschool, or by any other name. The term child care center shall not include any facility licensed as a family care home.
Club	A	Organizations of persons for special purposes or for the promulgation of sports, arts, literature, politics or other common goals, interests or activities, characterized by membership qualifications, dues or regular meetings, including country clubs and lodges but excluding clubs operated for profit and places of worship or assembly.
CMRS	A	
Retail as part of a shopping center	A	
Convenience Store	A	An establishment for the purpose of offering for sale to the neighborhood in which it is located such items as groceries, ready to eat food, over the counter drugs, and sundries. A convenience store may include retail sale of gasoline and other petroleum products.
Coffee Shop	A	

The table is summarized from LDC Table 5.1 - Principal Uses.

LDC Section 4.4 Obsolete Zoning Districts
4.4.1. C-1, Commercial (Obsolete)

(A) Purpose. This district is established for the purpose of providing for commercial activities.

(B) Allowed, Special, Accessory, and Temporary Uses. The allowed, special, accessory, and temporary uses in the C-1 district are shown in the Use Table in Chapter 5.

(C) Use and Dimensional Standards. All uses and development in the C-1 district are subject to the Use and Dimensional Standards in Chapter 5.

(D) General Development Standards. All uses and development in the C-1 district are subject to the General Development Standards in Chapter 6.

(E) Development Standards for Building Walls. The wall of any building shall be constructed of 4 hour fire resistant material if it is located within 3 feet of a side lot line or if it is located within 5 feet of a side lot line where the lot or parcel adjoins a residential district.

(F) Maintenance Plan. A maintenance plan conforming to the requirements of Chapter 6 shall be approved by the PCD Director prior to the issuance of any building permit.

(G) Site Development Plan. Site development plan approval is required for all development prior to authorization of a building permit.

(H) Platting. No building permits shall be granted on any portion of property which is currently zoned C-1 until the property is platted in accordance with this Code, unless otherwise exempted by Statute.
If a property, at the time of its creation, was established in accordance with all applicable subdivision regulations, platting of the property is not required for issuance of a building permit. It shall be the responsibility of the person seeking a building permit to submit the necessary documentation to the PCD to substantiate the legal creation of the property.

(I) Discontinuance of Zoning or Rezoning. No land shall be zoned or rezoned to C-1

C-1 USE	Allowed (A) or Special (S)	Definition								
Educational Institution, Public	A	Educational institution shall mean public schools, non-public schools, and schools administered and operated by the State. The following definitions shall apply to the various types of educational institutions: (a) "Public schools" shall mean those schools administered by legally organized school districts; (b) "Non-public schools" shall mean all private, parochial and independent schools which provide education of compulsory school age pupils comparable to that provided in the public schools of the State.								
Emergency Facility, Public	A	A facility at which medical care is provided for situations or occurrences that would require immediate action and providing primarily outpatient emergency care for the diagnosis and treatment of individuals. This term does not include, among other things, hospitals, medical clinics, fire stations, or ambulance headquarters.								
Financial institution	A									
Funeral Home	A	A building used for the preparation of the deceased for burial or cremation, for the display of the deceased or for ceremonies or services related thereto, including cremation and the storage of caskets, funeral urns, funeral vehicles and other funeral supplies. Shall also include funeral parlor, mortuary, and crematory.								
Hotel	A	A building occupied as the more or less temporary abiding place of individuals who are lodged with or without meals in which, generally, the rooms are occupied singly for hire. This term shall include motel but not child care center, family care home, or human service shelter.								
Inert Material Disposal Site - Minor	A	The term includes but is not limited to, earth, sand, gravel rock, concrete which has been in a hardened state for at least 60 days, masonry, asphalt paving fragments, and other inert solids that the CDPHE or the Board of Health may identify by regulation.								
Kennel, Major	A	Any place or premises used in whole or in part for the purpose of keeping, training, boarding, breeding or sale of domesticated dogs or cats in which 9 or more dogs or cats exist, and all of which exceed 4 months in age, to include animal pounds, animal daycare facilities, and shelters. Establishments where animals are offered for sale as the primary use, such as pet stores, are not classified as kennels.								
Kennel, Minor	A	Any place or premises used in whole or in part for the purpose of keeping, training, boarding, breeding or sale of domesticated dogs or cats in which 5 to 8 dogs or cats exist, and all of which exceed 4 months in age, to include animal pounds, animal daycare facilities, and shelters. Establishments where animals are offered for sale as the primary use, such as pet stores, are not classified as kennels.								
Laboratory	A	A room, rooms, or building equipped for scientific experimentation, research or testing.								
Liquor Store	A									
Marijuana Land Use, Medical	A	Medical Marijuana Land Use shall mean and include only the following land uses which are defined in and subject to licensing pursuant to § CRS 12-43-101 et. seq.								
Nursery, Retail	A	An establishment which may include a greenhouse for the retail sale of trees, shrubs, and plants to the general public. Commonly known as a garden center, products and services related to gardening, growing of plants, and outdoor landscaping may also be included.								

C-1 USE	Allowed (A) or Special (S)	Definition								
Off-Premise Sign	A	Any sign which is not on the same premises as the business or use with which it is identified, or which cannot be classified as an on-premise sign. Off-premise signs include billboards, bus bench and shelter signs (typically in Right-of-Way owned by a public entity), and directional signs (general signs that can potentially be in any zone district).								
Parking Lot	A	An area, structure, or building used for the sole purpose of parking vehicles in legal operating condition, excluding recreational vehicles, and which is generally paved and striped for parking spaces.								
Public Building/Public Park/Public Open Space	A	A lot, tract or parcel of land devoted primarily to recreation, operated by a governmental or quasi-governmental entity.								
Rehabilitation Facility	A	An institutional use-type facility, and not a group home, whether public, quasi-public, not-for-profit, providing accommodation, treatment and medical care for patients suffering from alcohol or drug-related illness.								
Religious Institution	A	An establishment primarily for the conduct of religious activities, limited to sanctuary, educational classrooms, daycare, committee and office work, a single parsonage/rectory, or religious camp.								
Rental Services	A	An establishment where home owners equipment, lawn and garden equipment, party and wedding supplies, tent and events rental, and automotive tools are rented, which are generally utilized by homeowners, rather than contractors. Incidental sales of tools, materials, and services may occur in conjunction with the rental services. This may include outside storage of equipment utilized in the business.								
Repair Shop	A	A business, the primary purpose of which is to engage in repair of household appliances, television, furniture, clocks and watches, stereos, or various types of small electronic equipment and computers.								
Restaurant	A	A food service establishment whose primary business is the sale of food in a ready-to-consume state. Any such establishment serving alcoholic beverages under C.R.S. § 12-47-119 (Hotel and Restaurant License) shall also be regarded as a restaurant.								
Retail Sales, General	A	Establishments engaged in the sale of goods or merchandise to the general public and rendering services incidental to the sale of these goods. A retail sales establishment is usually a place of business and is engaged in activity to attract the general public to make purchases. Including but not limited to: antiques or art, clothing, department store items, drugs, dry goods, feed and seed, hay, flowers, furniture, gifts, groceries, hardware, hobby items, office supplies, package liquor, paint, pets, shoes, sporting goods, appliances and repairs, copies and toys.								
Sexually-Oriented Business	A									
Store	A	An establishment operating from an enclosed building engaged in providing of services or the retail sale of products that are not primarily consumed or used upon the premises but may be assembled or installed upon the premises. The term shall not include adult uses or gasoline filling stations.								
Studio	A	A place, where an art is taught or studied; an artist's or photographer's establishment.								

C-1 USE	Allowed (A) or Special (S)	Definition								
Theater	A	An adult arcade, adult store, adult cabaret, adult motion picture theater or adult theater, except an establishment where a medical practitioner, psychologist, psychiatrist or similar professional licensed by the State of Colorado engages in approved and recognized sexual therapy and except any college, junior college or university supported, in whole or in part, by tax revenue and offering educational programs which, for educational purposes, may include the depiction of specified sexual activities or specified anatomical areas.								
Amusement Center, Outdoor	S	An establishment, which can be contained in part by a structure, but is largely exposed to the weather, designed or intended to provide entertainment or recreation for the general public characterized by being open for specific hours, receiving remuneration, advertising activities or use of the property, using sanctioned leagues, or holding organized events. The term includes, among other things, drive-in theaters, amusement parks, carousels, miniature golf courses, golf courses and driving ranges, go-cart tracks, skateboard parks, water parks, and privately-owned outdoor recreational facilities, but does not include bars, nightclubs, or sexually-oriented businesses. Accessory uses may include the preparation and serving of food or sale of equipment related to the identified uses.								
Boarding House	S	A building, other than a hotel or motel, where lodging for 5 or more persons, not including members of the operator's immediate family, is provided for compensation; meals may be provided for the lodgers where the owner or manager lives on the same ownership. This term shall not include child care center or family care home. The word compensation shall include compensation in money, services or other things of value.								
Business Event Center	S	A for-profit business whose purpose is to provide a place for people to assemble for events in the nature of, but not limited to, recreational, social, cultural, political, or educational purposes.								
Community Building	S	A facility used for the assembling of people for recreational, social, cultural, political or educational purposes operated by a not-for-profit, special district, or governmental entity, a homeowners' association, or a mobile home or recreational vehicle park owner generally designed to serve a neighborhood or development. A community building may include outdoor recreation facilities including tennis courts, basketball courts, playgrounds, bike trails, picnic areas, or other facilities approved as part of the site development plan or special use.								
Educational Institution, Private	S	Educational institution shall mean public schools, non-public schools, and schools administered and operated by the State. The following definitions shall apply to the various types of educational institutions: (a) "Public schools" shall mean those schools administered by legally organized school districts; (b) "Non-public schools" shall mean all private, parochial and independent schools which provide education of compulsory school age pupils comparable to that provided in the public schools of the State.								

C-1 USE	Allowed (A) or Special (S)	Definition								
Emergency Facility, Private	S	A facility at which medical care is provided for situations or occurrences that would require immediate action and providing primarily outpatient emergency care for the diagnosis and treatment of individuals. This term does not include, among other things, hospitals, medical clinics, fire stations, or ambulance headquarters.								
Golf Course	S	An area of land laid out for the game of golf with a series of 9 or 18 holes each including tee, fairway, and putting green and often 1 or more natural or artificial hazards. It may also include a clubhouse and other accessory structures.								
Hospital	S	A facility providing health services primarily for inpatients and medical and surgical care of the sick and injured. This includes, as an integral part of the institution, such related facilities as laboratories, outpatient departments, training facilities, emergency departments and staff offices								
Hospital, Convalescent	S	The term convalescent hospital shall include sanitarium, nursing home, and long-term care facility, but not rehabilitation facility.								
Hospital, Veterinary	S	A facility where animals requiring medical care are treated, or temporarily housed. The facilities may include veterinarian offices, administrative offices, space for examination, surgery, recovery, and may include boarding of animals while under treatment, but does not include animal boarding generally.								
Human Service Shelter	S	An establishment which is a residential operation which provides lodging and supportive services to individuals and families in need due to family medical circumstances, economic circumstances, or social difficulties.								
Inert Material Disposal Site	S	A site and facility that accepts for disposal exclusively those materials defined as inert material.								
Institution, Philanthropic	S	A not-for-profit establishment whose purpose is to increase the well-being of mankind, as by charitable aid or donations.								
Library	S									
Mineral and Natural Resource Extraction Operations, Commercial	S	An operation involved in the act of removing naturally occurring minerals from the earth for an economic use. Mineral extraction includes material washing, sorting, crushing or more intensive modification and alteration through mechanical or chemical means to a mineral resource extracted within the same ownership provided such activities are approved as part of the special use.								
Museum	S									
Off-Premise Sign	S	Any sign which is not on the same premises as the business or use with which it is identified, or which cannot be classified as an on-premise sign. Off-premise signs include billboards, bus bench and shelter signs (typically in Right-of-Way owned by a public entity), and directional signs (general signs that can potentially be in any zone district).								
Theater, Outdoor	S									

C-1 USE	Allowed (A) or Special (S)	Use Type as Defined in table 6-2 (staff then compares this to the uses defined in the use table in 5-2 to determine minimum parking)	Parking Requirement per the Land Development Code	Calculated Parking Requirement on Site	Buc-ee's Provided Parking Space On-Site (74,000 square feet of building on 30.8 acres)
Amusement Center, Indoor	A	Amusement/Recreation Center Uses	1 space per 300 square feet (arcade, game room)	247 spaces	**812 provided spaces**
Bar	A	Bar/Lounge/Night Club, or Similar Place of Assembly	1 space per 3 seats, plus 1 space per employee on maximum shift		
Barber/Beauty Shop	A	Beauty Parlor/Barber Shop	1 per 200 square feet	370 spaces	
Billiard Parlor	A	Bar/Lounge/Night Club, or Similar Place of Assembly	1 space per 3 seats, plus 1 space per employee on maximum shift		
Car Wash	A	Car Wash/Detail Shop/Quick Lube/Oil Change	1 space per bay or stall		
Child Care Center	A	Day Care/Pre-School	1 space per 400 square feet, plus 1 10' × 20' loading per 8 children licensed. Loading area shall have an unobstructed view.		
Club	A	Membership Clubs/Health Club/Community Centers	1 space per 150 square feet of floor area	493 spaces	
CMRS	A				
Retail as part of a shopping center	A	Retail, General (e.g., department store, grocery store, etc.)	1 space per 250 square feet of floor area, plus 6 stacking spaces per drive-up window	296 spaces - no stacking spaces	
Convenience Store	A	Retail, General (e.g., department store, grocery store, etc.)	1 space per 250 square feet of floor area, plus 6 stacking spaces per drive-up window	296 spaces	
Coffee Shop	A	Restaurants Sit Down	1 space per 100 square feet	740 spaces	
Educational Institution, Public	A	Educational Institutions	Elementary or Junior High 2 spaces per classroom, Senior High 1 space per 4 students, College/University 0.5 spaces per faculty member and employee, plus 1 space per 6 students.		
Emergency Facility, Public	A	Hospital	2 spaces per bed		
Financial institution	A	Financial Institution	1 space per 250 square feet of floor area, plus 6 stacking per drive-up window	296 spaces - no stacking spaces	
Funeral Home	A	Funeral Home/Mortuary	1 space per 100 square feet of floor area open for public use, plus 1 space per 400 square feet of office area		
Hotel	A	Hotel/Motel	1 space per 1 quest room or suite, plus ½ space per 100 square feet of restaurant space and ½ space per 4 seats of meeting space		
Inert Material Disposal Site - Minor	A	Industrial Use	1 space per 750 square feet	99 spaces	
Kennel, Major	A				
Kennel, Minor	A				

C-1 USE	Allowed (A) or Special (S)	Use Type as Defined in table 6-2 (staff then compares this to the uses defined in the use table in 5-2 to determine minimum parking)	Parking Requirement per the Land Development Code	Calculated Parking Requirement on Site	Buc-ee's Provided Parking Space On-Site (74,000 square feet of building on 30.8 acres)
Laboratory	A	Research and Development	1 space per 400 square feet	185 spaces	
Liquor Store	A	Retail, General (e.g., department store, grocery store, etc.)	1 space per 250 square feet of floor area, plus 6 stacking spaces per drive-up window	296 spaces - no stacking spaces	
Marijuana Land Use, Medical	A				
Nursery, Retail	A	Nursery, Wholesale	5 spaces, plus 1 space per acre of indoor/outdoor display		
Off-Premise Sign	A				
Parking Lot	A				
Public Building/Public Park/Public Open Space	A	Membership Clubs/Health Club/Community Centers	1 space per 150 square feet of floor area	493 spaces	
Rehabilitation Facility	A	Hospital	2 spaces per bed		
Religious Institution	A	Religious Institution	1 space per 4 seats		
Rental Services	A				
Repair Shop	A	Gasoline Filling Station/Repair Garage	1 space per employee on maximum shift, plus 3 spaces per bay or stall		
Restaurant	A	Restaurants	1 space per 100 square feet	740 spaces	
Retail Sales, General	A	Retail, General (e.g., department store, grocery store, etc.)	1 space per 250 square feet of floor area, plus 6 stacking spaces per drive-up window	296 spaces - no stacking spaces	
Sexually-Oriented Business	A	Retail, General (e.g., department store, grocery store, etc.)	1 space per 250 square feet of floor area, plus 6 stacking spaces per drive-up window	296 spaces - no stacking spaces	
Store	A	Retail, General (e.g., department store, grocery store, etc.)	1 space per 250 square feet of floor area, plus 6 stacking spaces per drive-up window	296 spaces - no stacking spaces	
Studio	A	Professional Offices	1 space per 200 square feet	370 spaces	
Theater	A	Theater	1 space per 4 seats		
Amusement Center, Outdoor	S	Amusement Park	30 spaces per acre (amusement park)	900 spaces	based only on the acres shown in the comparable plan for development
Boarding House	S	Boarding House, Group Home, Dormitory, Fraternity, Sorority or other Communal Living (i.e., common kitchen facilities service the occupants)	0.5 space per bed		
Business Event Center	S	Auditorium or similar place of Public Assembly	The greater of 1 space per 4 fixed seats or 1 space per 100 square feet of floor area	740 spaces	
Community Building	S	Membership Clubs/Health Club/Community Centers	1 space per 150 square feet of floor area	493 spaces	
Educational Institution, Private	S				
Emergency Facility, Private	S	Hospital	2 spaces per bed		
Golf Course	S	Golf Course	4 spaces per hole		
Hospital	S	Hospital	2 spaces per bed		
Hospital, Convalescent	S	Hospital	2 spaces per bed		
Hospital, Veterinary	S	Hospital	2 spaces per bed		

C-1 USE	Allowed (A) or Special (S)	Use Type as Defined in table 6-2 (staff then compares this to the uses defined in the use table in 5-2 to determine minimum parking)	Parking Requirement per the Land Development Code	Calculated Parking Requirement on Site	Buc-ee's Provided Parking Space On-Site (74,000 square feet of building on 30.8 acres)
Human Service Shelter	S				
Inert Material Disposal Site	S	Industrial Use	1 space per 750 square feet	99 spaces	
Institution, Philanthropic	S				
Library	S	Library/Museum/Gallery	1 space per 400 square feet of floor area	185 spaces	
Mineral and Natural Resource Extraction Operations, Commercial	S	Industrial Use	1 space per 750 square feet	99 spaces	
Museum	S	Library/Museum/Gallery	1 space per 400 square feet of floor area	185 spaces	
Off-Premise Sign	S				
Theater, Outdoor	S	Theater	1 space per 4 seats		

Parking taken from LDC Table 6-2 - Minimum Parking Requirements by Use

Parking for Uses Not Listed. The required parking spaces for a use which is not specifically listed in Table 6-2 shall be determined by the PCD Director based on the requirements of other similar uses.

Some uses calculate parking space requirements on the number of seats or a numerical value that is not comparable to square footage. Those have been left uncalculated and not comparable.

Buc-ee's letter states that 812 parking spaces will be provided on-site.

The trip generation rates provided come from the 2025 ITE Trip Generation Manual, 12th Edition.

The manual is the industry standard used throughout the United States to estimate how many trips a proposed development will generate. These rates are based on real world data. There is typically a minimum and maximum size of land use that were used to develop the trip generation rates.

It is not recommended to use this data to estimate trips for proposed land use outside of the collected data range.

When proposed land use is beyond the range of data provided by ITE, it is typically recommended that the applicant review similarly sized land uses and develop their own trip generation rate.

Trip rates are typically provided for the following scenarios:

- Weekday trips (daily trips)
- AM Peak Hour trips
- PM Peak Hour trips

C-1 Zone Allowed Use ITE Trip Generation Rates

	Land Development Code Land Use	ITE Comparable Land Use	ITE Trip Rate	Unit
1*	***Buc-ees Estimated Trip Generation***	***N/A***	***300.00***	***1,000 SF***
2	Convenience Store	Convenience Store with Gas Station	878.13	1,000 SF
3	Restaurant	High-Volume Fast-Food Restaurant	653.22	1,000 SF
4	Convenience Store	Convenience Store without Gas Station	651.94	1,000 SF
5	Car Wash	Automated Car Wash	253.51	1,000 SF
6	Medical Marijuana Land Use	Cannabis Dispensary	227.79	1,000 SF
7	Restaurant	Fast Casual Restaurant	225.89	1,000 SF
8	Convenience Store	Convenience Store with Gas Station (GFA > 10k, VFP 120)	147.00	VFP
9	Store	Book Superstore	143.60	1,000 SF
10	Liquor Store	Liquor Store	107.21	1,000 SF
11	Commercial or Retail as Part of Overall Shopping Center	Shopping Plaza with Supermarket	101.43	1,000 SF
12	General Retail Sales	Strip Retail Plaza (<40k)	54.45	1,000 SF
13	Child Care Center	Day Care Center	39.30	1,000 SF
14	Public Emergency Facility	Free-Standing Emergency Room	24.94	1,000 SF
15	Public Building, Way or Space	Government Office Building	22.59	1,000 SF
16	Theater	Movie Theater	18.62	1,000 SF
17	Copy Shop	Copy, Print, and Express Ship Store	12.30	1,000 SF
18	Minor Inert Material Disposal Site	Utility	12.29	1,000 SF
19	Financial Institution	Walk-in Bank	12.13	1,000 SF
20	Religious Institution	Church	11.20	1,000 SF
21	Over the Air Reception Devices	Hardware/Paint Store	8.07	1,000 SF
22	General Office	General Office Building	7.83	1,000 SF
23	Retail Nursery	Nursery (Garden Center)	6.58	1,000 SF
24	Bar	Drinking Place	6.44	1,000 SF
25	Hotel	Hotel	5.84	Room
26	Laboratory	General Light Industrial	3.60	1,000 SF
27	Club	Athletic Club	3.40	1,000 SF
28	Public Educational Institution	Elementary School	2.27	Students
29	Barber/Beauty Shop	Hair Salon/Spa	1.94	1,000 SF
30	Parking Lot	Park-and-Ride Lot with Bus or Light Rail Service	1.65	Spaces
31	Rental Services	Construction Equipment Rental Store	0.99	1,000 SF
32	Public Park and Open Space	Public Park	0.78	Acres

*** Trip rate based on projected Average Daily Traffic (ADT) information provided by applicant**

Notes: ADT was used unless otherwise specified

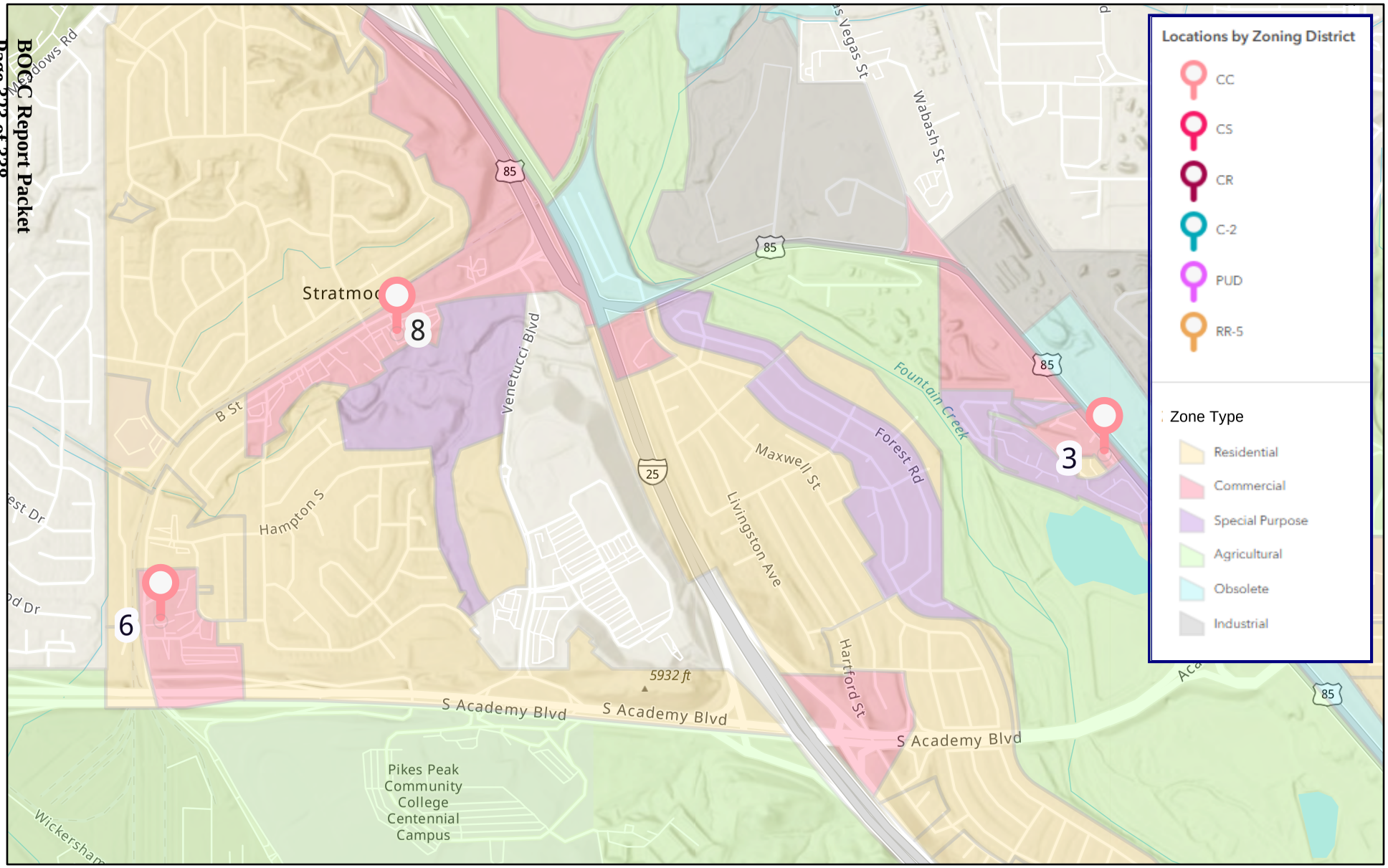
Index	EDARP File #	Current Zoning District	Address	PARCEL	Acres	Convenience Store Floor Area (square feet)	# Gas Pumps	Gas Canopy Floor Area (square feet)	Year built (convenience store)	Year built (gas pumps)	Name
1	P71007Z	RR-5	11150 E HIGHWAY 24	5313000006	6.11	676	4	200	1956	1988	Falcon Food Store
2	₦	CC	5 WIDEFIELD BLVD	6524100071	0.3	1200	0	0	1963	N/A	7-11
3	₦	CC	4140 HIGHWAY 85-87	6503400021	0.69	1005	8	1359	1972	1972	Sinclair
4	PBC73021Z	CR	906 PETERSON RD	5408004002	1	2400	4	1008	1980	1980	Everyday Convenience
5	PPR2217	CC	4815 YUCATAN DR	6501205016	1.03	2400	8	1584	1981	2022	Clearview Food Mart
6	₦	CC	1475 B Street	6505413004	0.814	2400	0	0	1982	N/A	7-11
7	₦	CC	510 SECURITY BLVD	6514103001	0.43	2640	4	1420	1983	1983	7-11
8	₦	CC	1807 B Street	6504200038	2.91	4600	4	1300	1984	1984	Conoco (Gas), 7-11 (Convenience)
9	₦	*C-2*	*6970 MERIDIAN SOL DR*	5312402021	*4.56*	₦	*8*	₦	*1984*	₦	*Diamond Shamrock*
10	PBP85029Z	CC	5805 PALMER PARK BLVD	5406304001	55	2576	8	2856	1985	1985	7-11
11	R486020	CC	6859 Space Village Ave	5417001003	0.49	3621	4	1152	1986	1986	Loaf N Jug
12	AL88002	CR	5810 OMAHA BLVD	5406304025	0.616	976	8	3360	1988	1988	Phillips
13	₦	CC	301 MAIN ST	6511416030	0.516	1980	8	1600	1988	1988	Conoco
14	PBP93001	CC	1801 MAIN ST	6502000112	0.815	1740	8	3562	1994	1994	Diamond Shamrock
15	₦	CS	23580 CO-94	3412000015	4.5	3,524	8	1300	1998	1998	Fuel B's
16	PPR00011	CR	7505 McLaughlin Rd	4306301007	1.62	2,024	12	3876	2002	2001	**Safeway**

17	PPR1019	CC	1810-1814 MAIN ST	6502407011	0.963	3000	8	3096	2011	2011	Shell
18	PPR1313	CS	8090 N Meridian Rd	5301104001	1.05	3010	12	3096	2013	2013	7-11
19	PPR1423	CS	1584 Meadowbrook Parkway	5405411002	1.24	5040	12	3000	2015	2015	Carlie's Convenience & Mobil Fuel Center
20	PPR1630	CC	2477 PETERSON RD	5406114001	6.76	5550	12	4306	2017	2017	Maverick
21	PPR17058	CS	229 GLENEAGLE GATE VW	6206306006	1.29	2940	12	3096	2018	2018	7-11
22	PPR1621	PUD	613 MEADOWBROOK PKWY	5408008001	1.742	4480	14	5484	2018	2018	Circle K
23	PPR2225	CC	675 SECURITY BLVD	6511415042	1.29	3982	12	3957	2023	2023	Maverick
24	PPR2210	CR	7595 FALCON MARKET PL	5301402001	1.31	0	18	6700	2023	2023	**King Soopers**
25	PPR2230	CS	6970 MERIDIAN SOL DR	5312402021	4.56	5,200	16	5184	2025	2025	Circle K
26	PPR02008	CC	1540 PAONIA ST	5406304049	1.02	0	12	8,000	N/A	2002	Chief Petro Card
	AVERAGE				**3.95**	**2,765**		**2,825**			

Notes:

N	This project did not have a record associated for this data point.

Fuel Stations and Convenience Store locations in EPC
Stratmoor snapshot



Locations by Zoning District: Fuel Stations and Convenience Store sites mapped by specific Zone District.

Zone Type: an aggregate (more general, or area-level) land use of the underlying Zone District.

Number: identifier for indexed excel spreadsheet Exhibit 6.

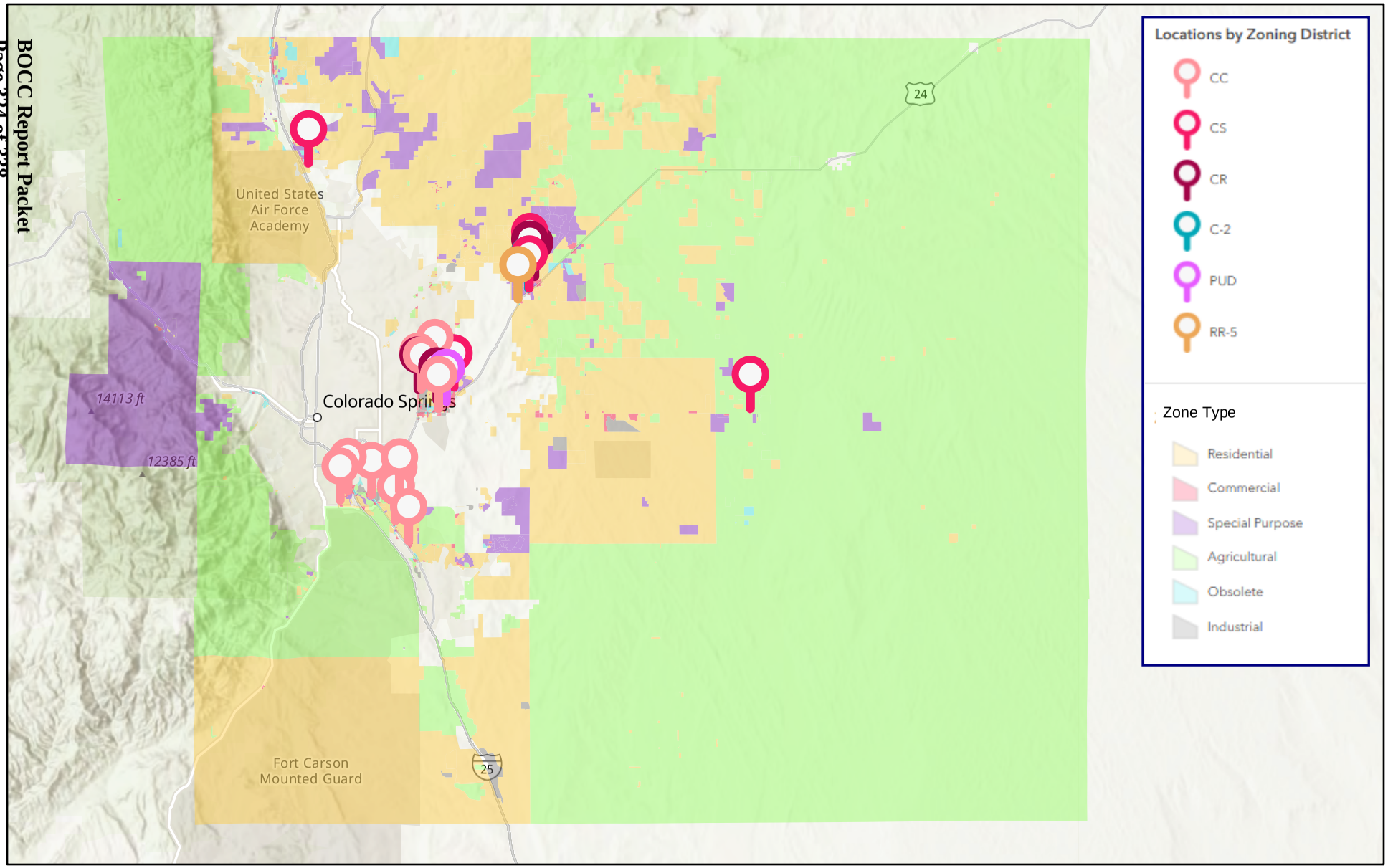
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0 0.2 0.4 0.8 km

El Paso County Development Services, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User

Fuel Stations and Convenience Store locations in EPC
County Map



Locations by Zoning District: Fuel Stations and Convenience Store sites mapped by specific Zone District.

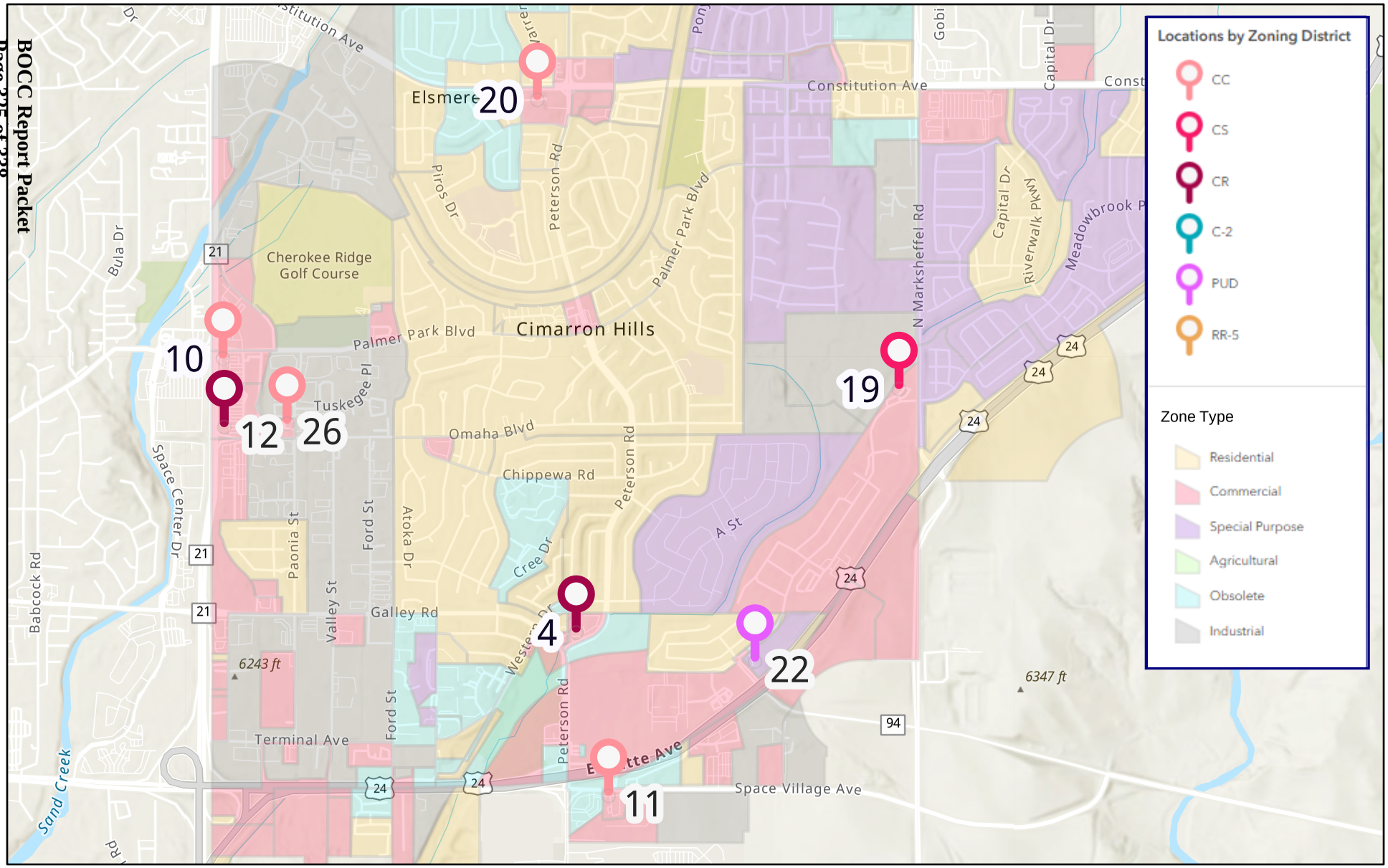
Zone Type: an aggregate (more general, or area-level) land use of the underlying Zone District.

Individual sites identified by index number on detail pages, corresponding to Exhibit 6 spreadsheet.

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0 5 10 20 km

El Paso County Development Services, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User

Fuel Stations and Convenience Store locations in EPC
Cimarron Hills snapshot



Locations by Zoning District: Fuel Stations and Convenience Store sites mapped by specific Zone District.

Zone Type: an aggregate (area-level) land use of the underlying Zone District.

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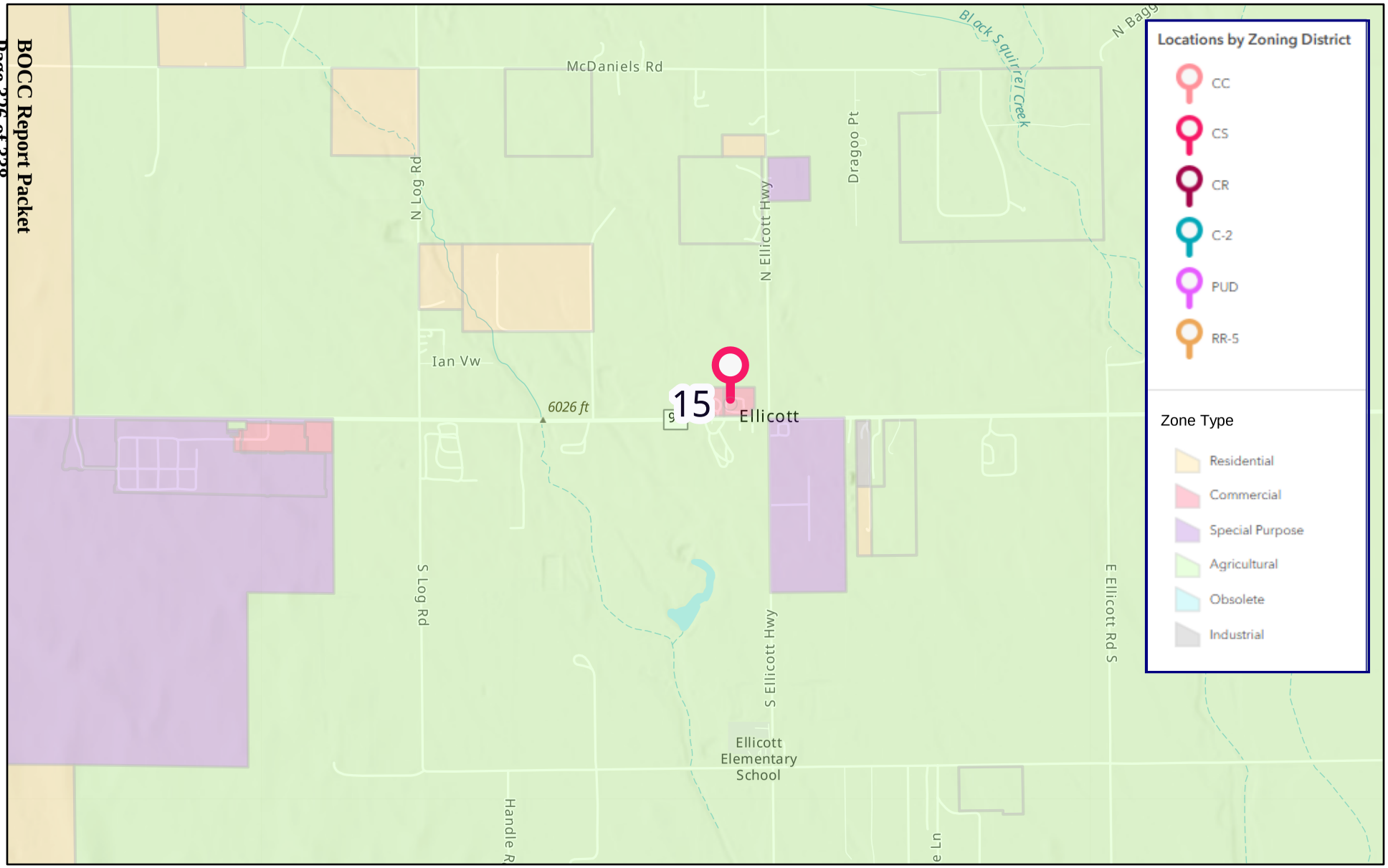
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El Paso County Development Services, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User

Fuel Stations and Convenience Store locations in EPC
Ellicott snapshot



Locations by Zoning District: Fuel Stations and Convenience Store sites mapped by specific Zone District.

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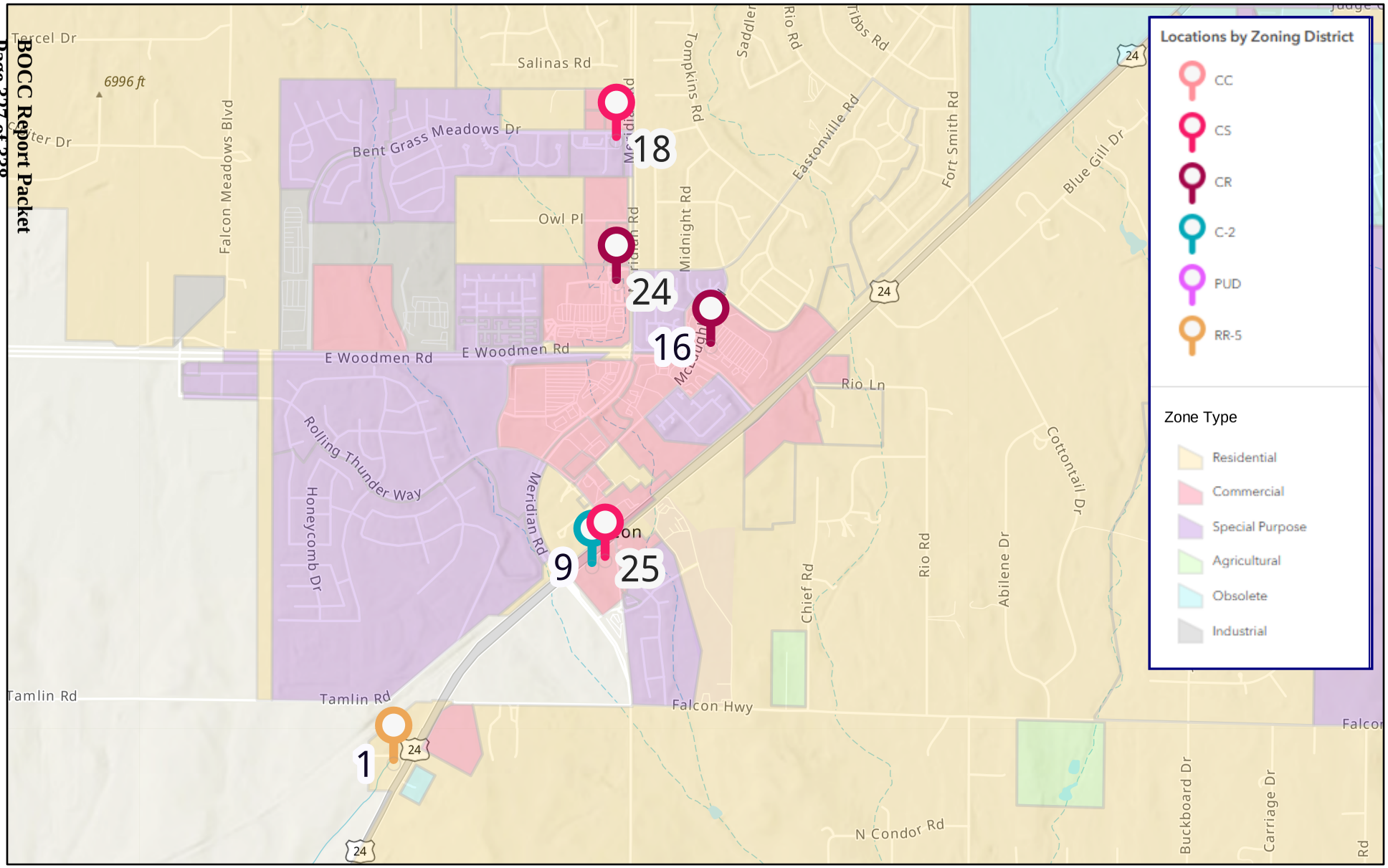
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0 0.33 0.65 1.3 km

El Paso County Development Services, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User

Fuel Stations and Convenience Store locations in EPC
Falcon snapshot



Locations by Zoning District: Fuel Stations and Convenience Store sites mapped by specific Zone District.

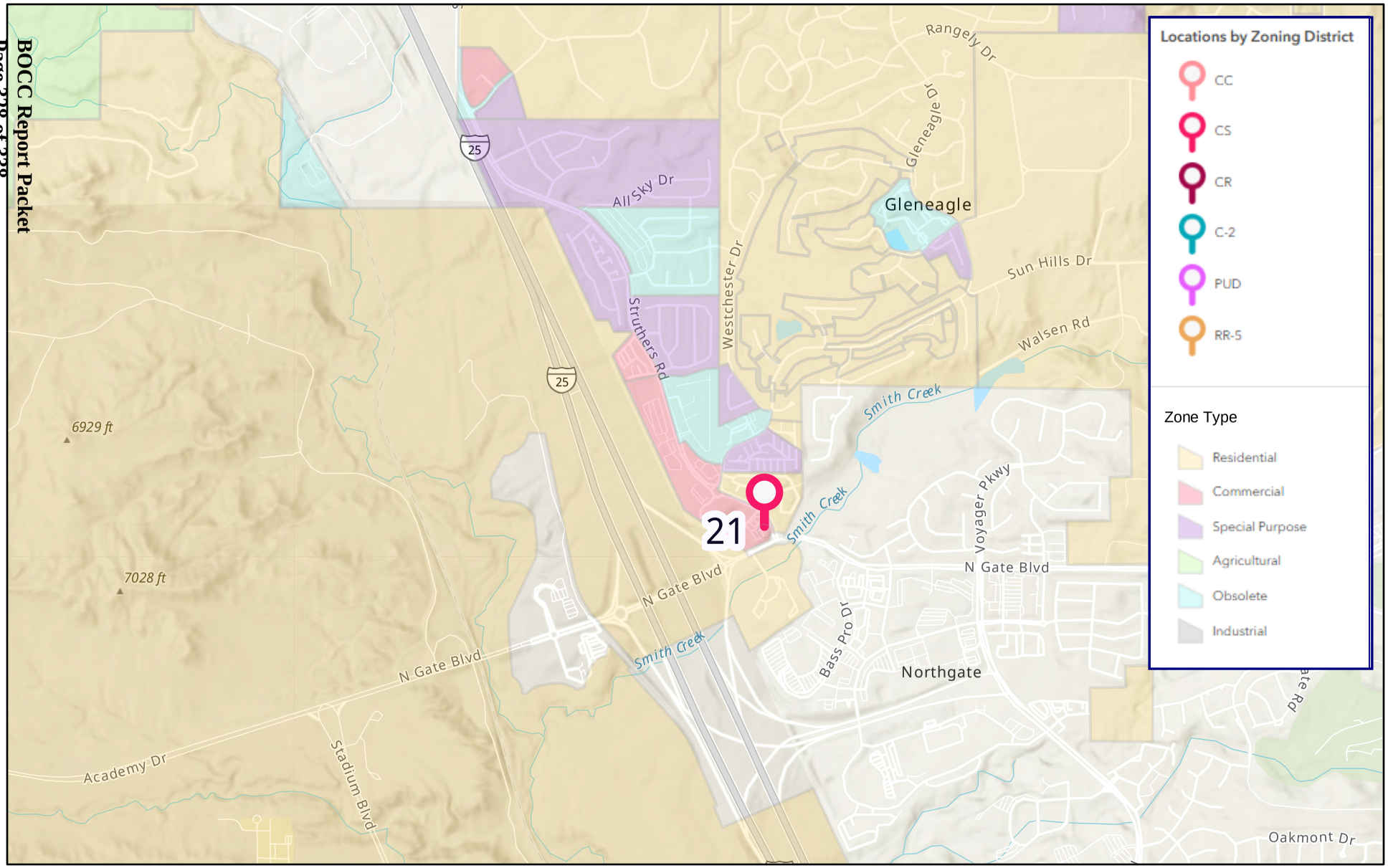
Zone Type: an aggregate (more general, or area-level) land use of the underlying Zone District.

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El Paso County Development Services, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User

Fuel Stations and Convenience Store locations in EPC
Gleneagle snapshot



Locations by Zoning District: Fuel Stations and Convenience Store sites mapped by specific Zone District.

Zone Type: an aggregate (more general, or area-level) land use of the underlying Zone District.

Number: identifier for indexed excel spreadsheet Exhibit 6.

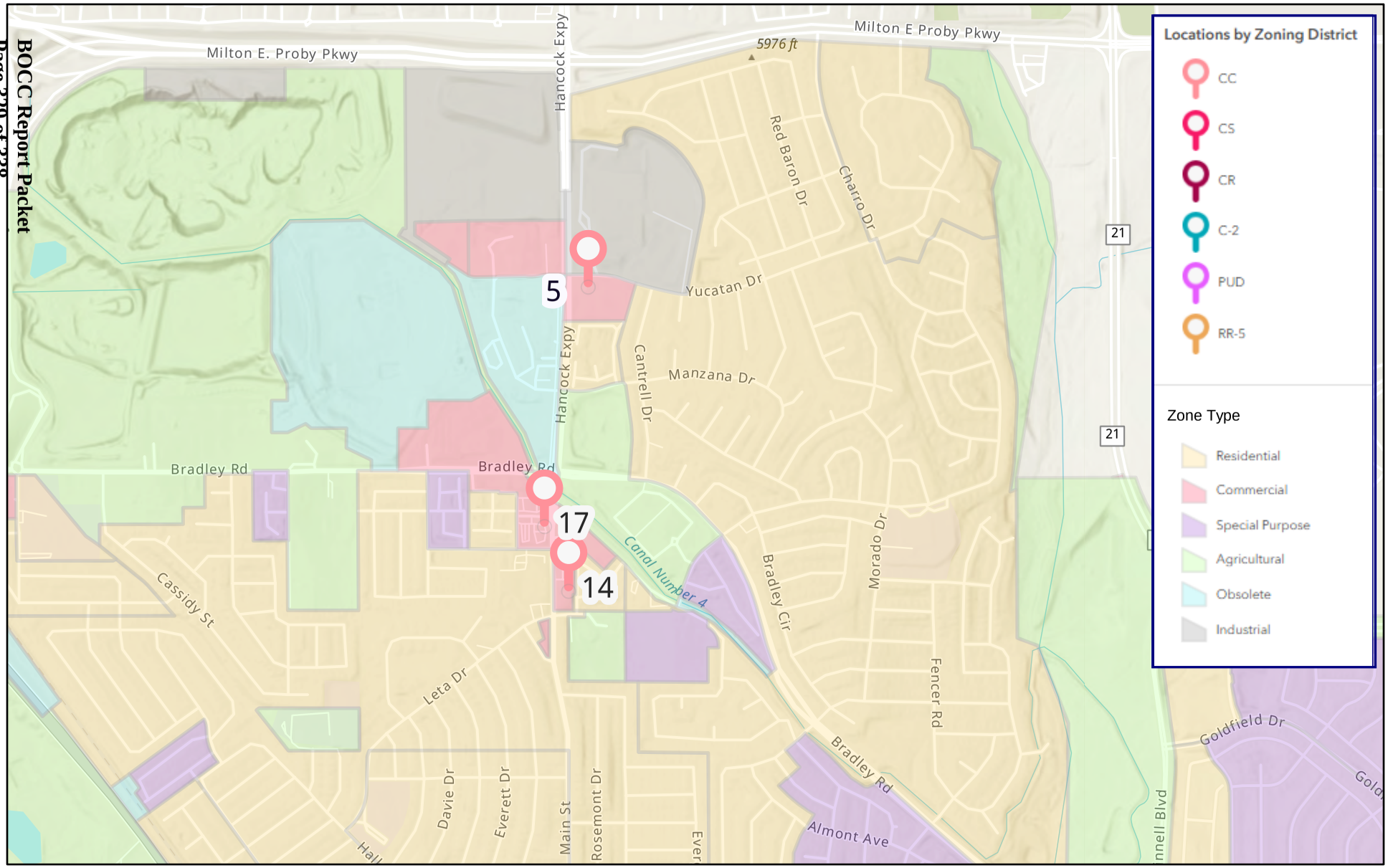
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El Paso County Development Services, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User

Fuel Stations and Convenience Store locations in EPC
Hancock Expressway snapshot



Locations by Zoning District: Fuel Stations and Convenience Store sites mapped by specific Zone District.

Zone Type: an aggregate (more general, or area-level) land use of the underlying Zone District.

Number: identifier for indexed excel spreadsheet Exhibit 6.

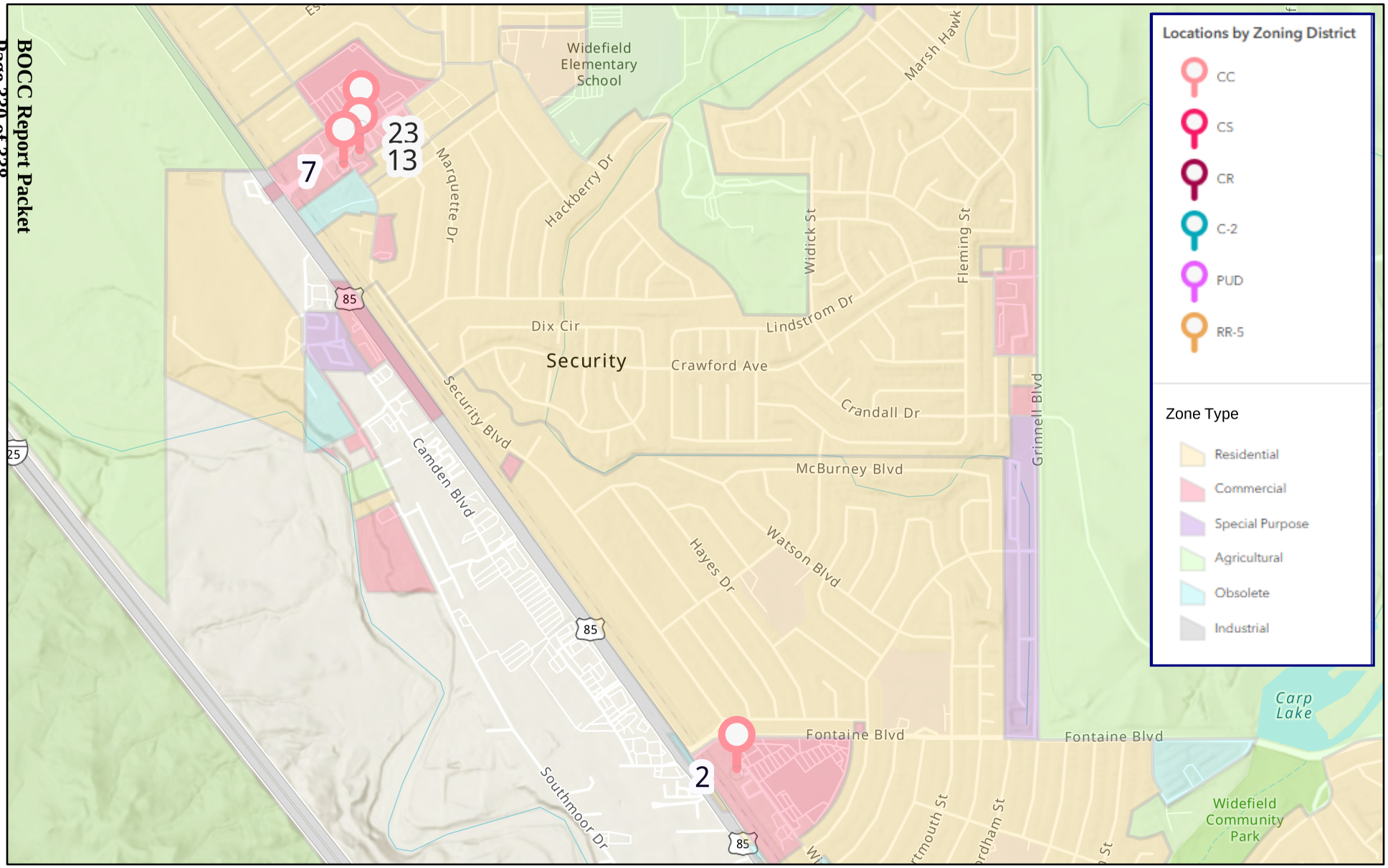
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El Paso County Development Services, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User

Fuel Stations and Convenience Store locations in EPC
Security snapshot



Locations by Zoning District: Fuel Stations and Convenience Store sites mapped by specific Zone District.

Zone Type: an aggregate (more general, or area-level) land use of the underlying Zone District.

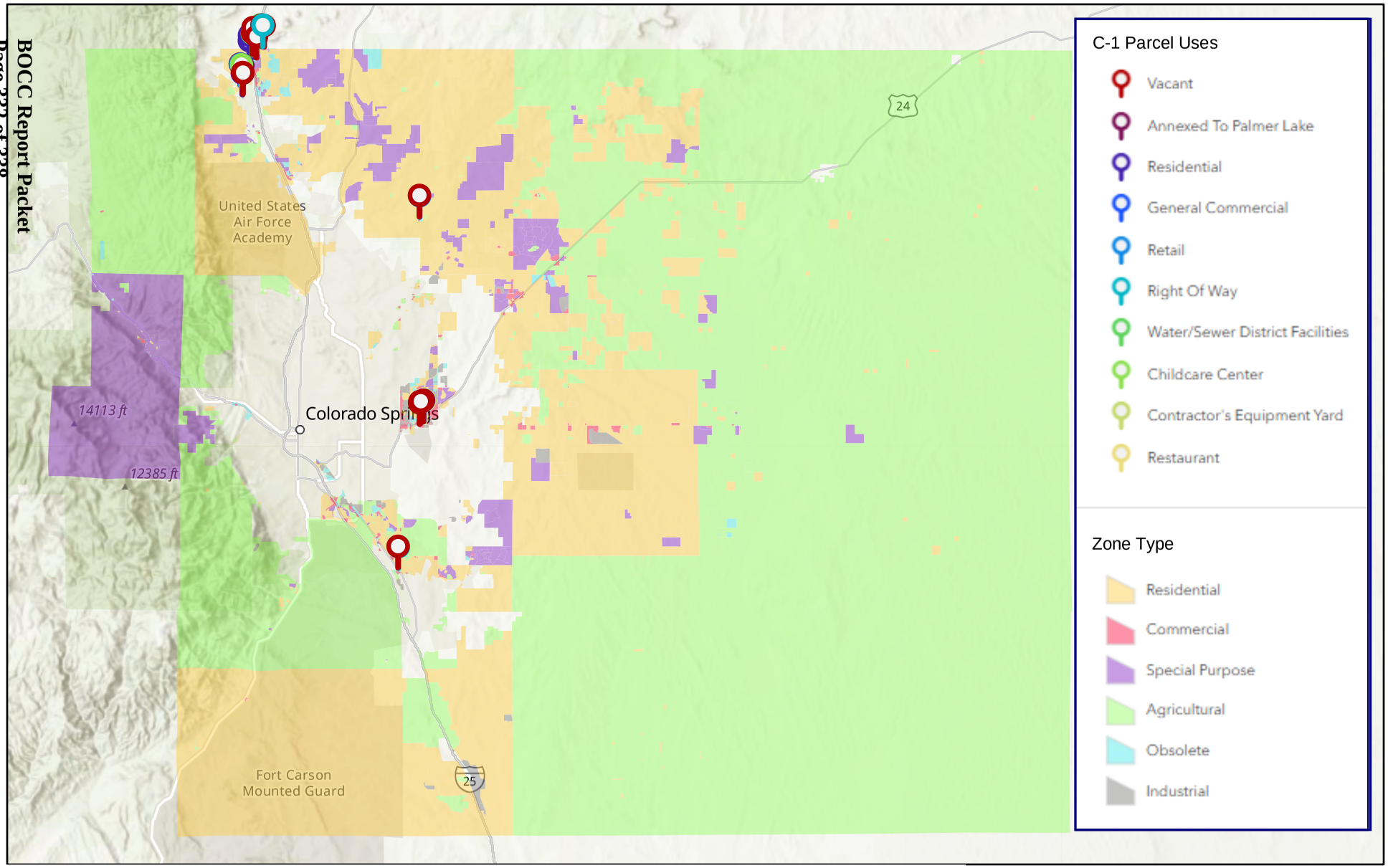
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El Paso County Development Services, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User

Index	PARCEL	LOCATION	ZONING ALL	Description of Primary Land Use Code (Assessor)	Acreage	YearBlt	EPC Planning Land Use Classification	Improvement Square Feet
1	7115204017	876 HIGHWAY 105	C-1			2007	Annexed to Palmer Lake	1250
2	5408001024	7006 SPACE VILLAGE AVE	C-1 CAD-O	WAREHOUSE/STORAGE	1.85	2015	Contractor's Equipment Yard	14000
3	7102200009	COUNTY LINE RD	C-1	EXEMPT NONRESIDENTIAL LAND - POLITICAL SUBDIVISIO	0.303122	1999	Water/Sewer District Facilities	175
4	7115201012	2810 ROBERTS DR	C-1	WAREHOUSE/STORAGE	0.344353	2013	Annexed to Palmer Lake	2250
5	5417001008	6809 SPACE VILLAGE AVE	C-1	MERCHANDISING	1.97	1986	General Commercial	14400
6	7102300003	19925 MONUMENT HILL RD	C-1	OFFICES	8.23	1997	General Commercial	2202
7	5408001023	6940 SPACE VILLAGE AVE	C-1 CAD-O	MULTI-UNITS (4-8)	0.256198	1979	Restaurant	3339
8	7115203014	2805 ROBERTS DR	C-1	SPECIAL PURPOSE	0.688705	1972	Retail	1344
9	7115204009	860 HIGHWAY 105	C-1			2007	Annexed to Palmer Lake	1250
10	7115204010	862 HIGHWAY 105	C-1			2007	Annexed to Palmer Lake	1250
11	7115204011	864 HIGHWAY 105	C-1			2007	Annexed to Palmer Lake	1250
12	7115204012	866 HIGHWAY 105	C-1			2007	Annexed to Palmer Lake	1250
13	7115204013	868 HIGHWAY 105	C-1			2007	Annexed to Palmer Lake	2616
14	7115204014	870 HIGHWAY 105	C-1			2007	Annexed to Palmer Lake	1250
15	7115204015	872 HIGHWAY 105	C-1			2007	Annexed to Palmer Lake	1250
16	7115204016	874 HIGHWAY 105	C-1			2007	Annexed to Palmer Lake	1250
17	6524400012	7270 HIGHWAY 85-87	C-1 CAD-O	EXEMPT NONRESIDENTIAL LAND - STATE	0.688705	1974	Right of Way	4590
18	7102110066	1650 PINEY HILL PT	C-1	SINGLE FAMILY RESIDENTIAL	0.053352	2017	Residential	1656
19	7103001054	19680 BEACON LITE RD	C-1 RR-5	SINGLE FAMILY RESIDENTIAL	31.18	1995	Residential	2016
20	7115400007	19800 MITCHELL AVE	C-1	SINGLE FAMILY RESIDENTIAL	7.24	1915	Residential	3278
21	7103001052	19870 BEACON LITE RD	RR-5 C-1	SINGLE FAMILY RESIDENTIAL	8.53	1999	Residential	2893
22	7103001053	19890 BEACON LITE RD	RR-5 C-1	SINGLE FAMILY RESIDENTIAL	5.03	1999	Residential	2939
23	5408001021	6951 E HIGHWAY 24	C-1 CAD-O	SINGLE FAMILY RESIDENTIAL	1.019996	1953	Residential	1088
24	7102300010	BEACON LITE RD	C-1	SINGLE FAMILY RESIDENTIAL	35.29	1925	Residential	864
25	7115400002	MITCHELL AVE	C-1	SINGLE FAMILY RESIDENTIAL	0.431084	1950	Residential	504
26	7102200004	BEACON LITE RD	C-1	EXEMPT NONRESIDENTIAL LAND - POLITICAL SUBDIVISIO	0.97904	1978	Water/Sewer District Facilities	625
27	7115203010	2720 MCSHANE DR	C-1	SPECIAL PURPOSE	0.344353	1973	Childcare Center	1568
28	5219000111	11480 BLACK FOREST RD	C-1	WAREHOUSE/STORAGE	1.06	1998	Retail	10500
29	7115400044	15-11-67	C-1	VACANT LAND, LESS THAN 1.0	0.549265		Vacant	
30	7115400045	15-11-67	C-1	VACANT LAND, LESS THAN 1.0	0.332645		Vacant	
31	5417001002	297 PETERSON RD	C-1 CAD-O	VACANT COMMERCIAL LOTS	0.459986		Vacant	
32	5219000110	6765 BURGESS RD	C-1 CR	VACANT COMMERCIAL LOTS	0.492241		Vacant	
33	5417001007	6807 SPACE VILLAGE AVE	C-1	VACANT COMMERCIAL LOTS	1.77		Vacant	
34	5417001009	6849 SPACE VILLAGE AVE	C-1	VACANT COMMERCIAL LOTS	0.397521		Vacant	
35	6524400086	7250 HIGHWAY 85-87	C-1	MANUFACTURED HOUSING	2.97		Vacant	
36	7102200003	BEACON LITE RD	C-1	VACANT LAND, 1.0 TO 4.99	3.53		Vacant	
37	7102200016	COUNTY LINE RD	C-1	VACANT LAND, 10.0 TO 34.99	20.01		Vacant	
38	7102110008	DOEWOOD DR	C-1	EXEMPT NONRESIDENTIAL LAND - COUNTY	0.036731		Vacant	
39	7102300009	MISTY ACRES BLVD	PUD C-1	VACANT LAND, LESS THAN 1.0	0.632713		Vacant	
40	7102110040	PINEY HILL PT	C-1 PUD	HOMEOWNERS ASSOCIATION	1.9		Vacant	
41	7102110043	PINEY HILL PT	C-1 PUD	HOMEOWNERS ASSOCIATION	0.92096		Vacant	
42	5408001022	SPACE VILLAGE AVE	C-1 CAD-O	VACANT COMMERCIAL LOTS	0.191988		Vacant	
43	5417001001	SPACE VILLAGE AVE	C-1 CAD-O	VACANT COMMERCIAL LOTS	0.460009		Vacant	

C-1 Parcels by Existing Land Use
County Map



C-1 Parcel Uses: Land use of each site approved by Planning Department under applicable Land Development Code, or legally established land use prior to adoption of Land Development Code regulations.

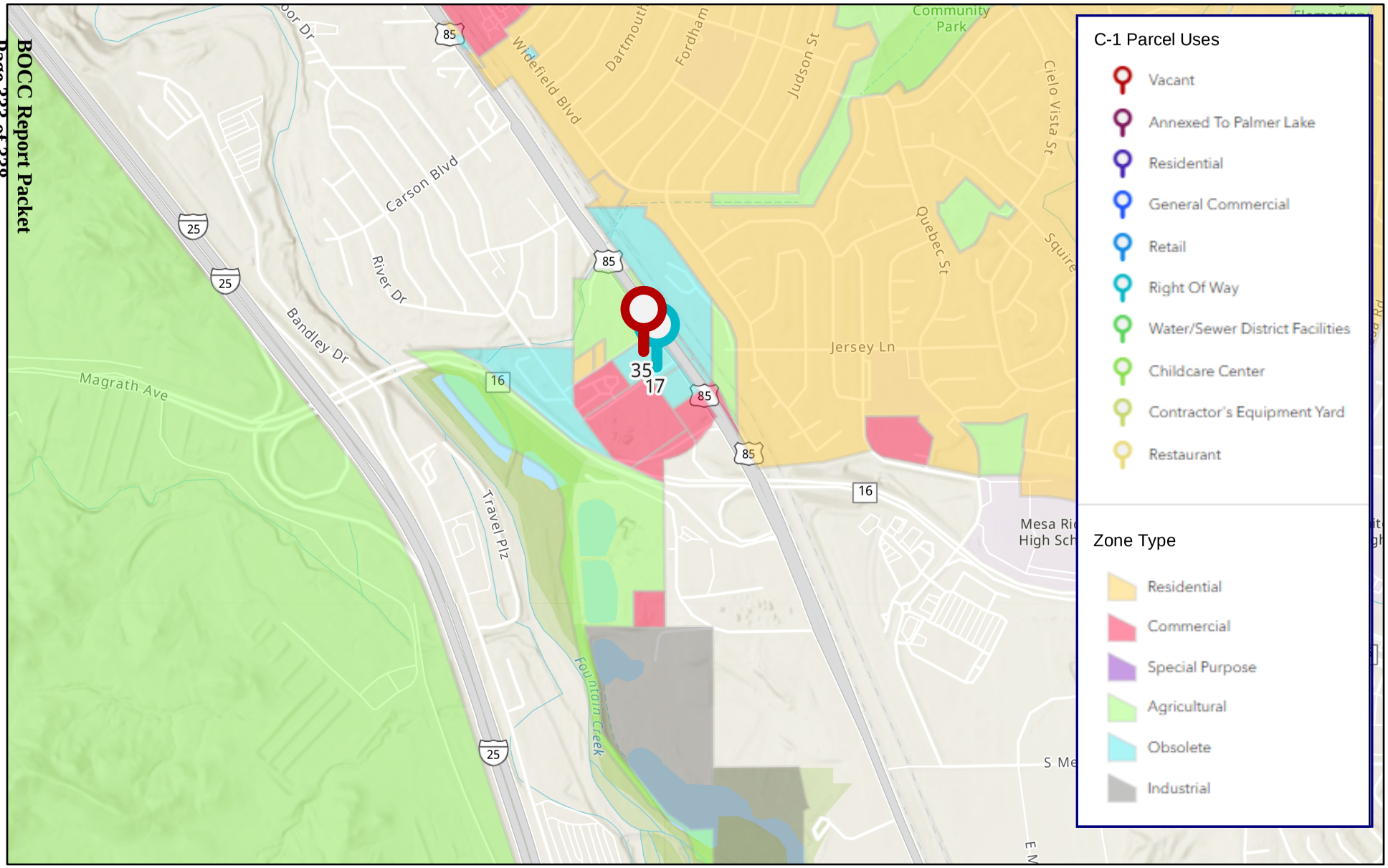
Zone Type: an aggregate (area-level) land use of the underlying Zone District.

Individual sites identified by index number on detail pages, corresponding to Exhibit 7 spreadsheet.

1:600,000
0 4 8 16 mi
0 5 10 20 km

El Paso County Development Services, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User

C-1 Parcels by Existing Land Use
Security south detail



C-1 Parcel Uses: Land use of each site approved by Planning Department under applicable Land Development Code, or legally established land use prior to adoption of Land Development Code regulations.

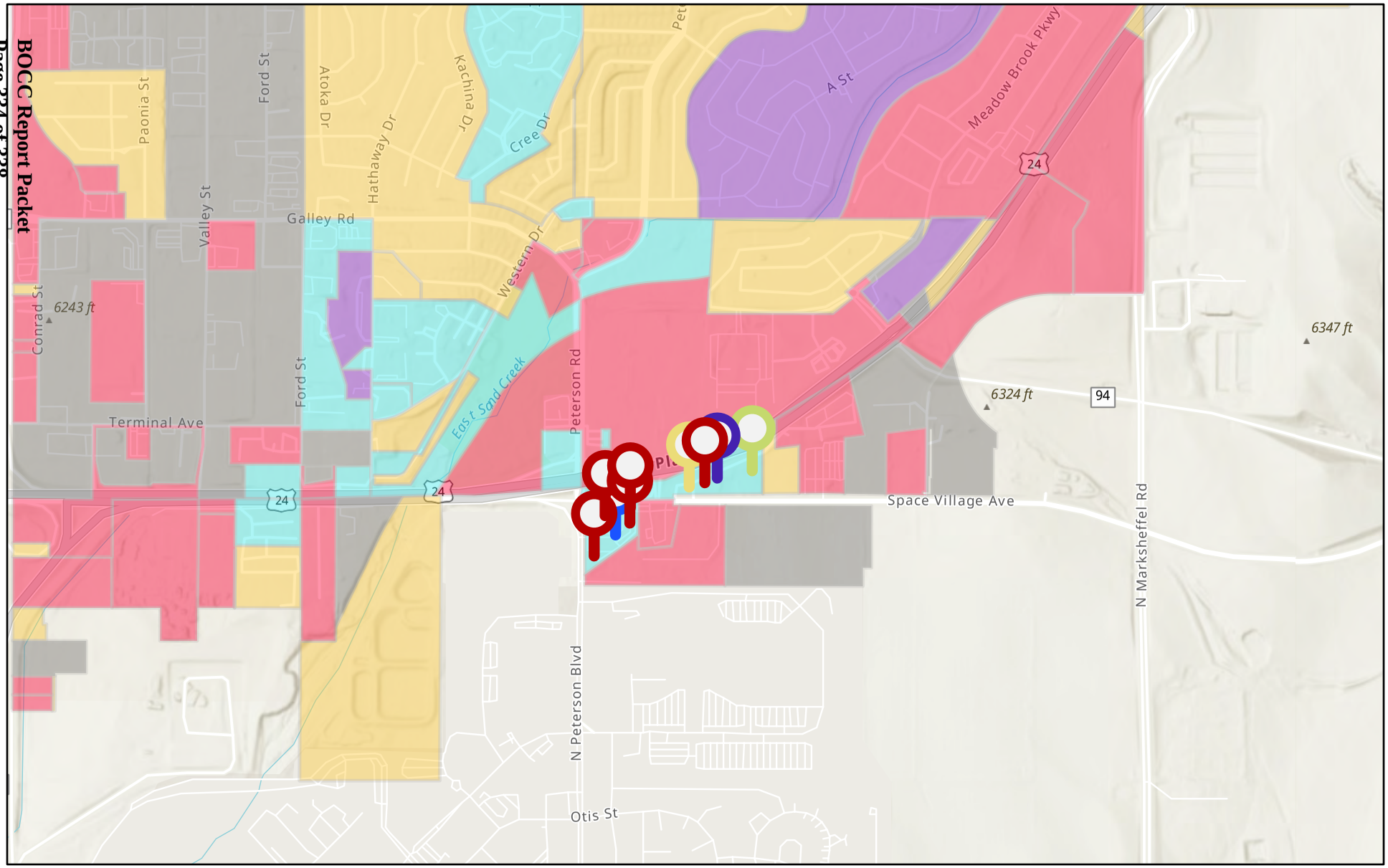
Zone Type: an aggregate (area-level) land use of the underlying Zone District.

Number: identifier for indexed excel spreadsheet Exhibit 7.

1:20,000
0 0.13 0.25 0.5 mi
0 0.2 0.4 0.8 km

El Paso County Development Services, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User

space village index_base



8/14/2026

C_1 parcels for GIS_index

C-1 parcel uses

- Vacant
- Residential
- General Commercial
- Contractor's Equipment Yard
- Restaurant

ZoningAreas

- Residential
- Commercial
- Special Purpose
- Obsolete
- Industrial
- World_Hillshade

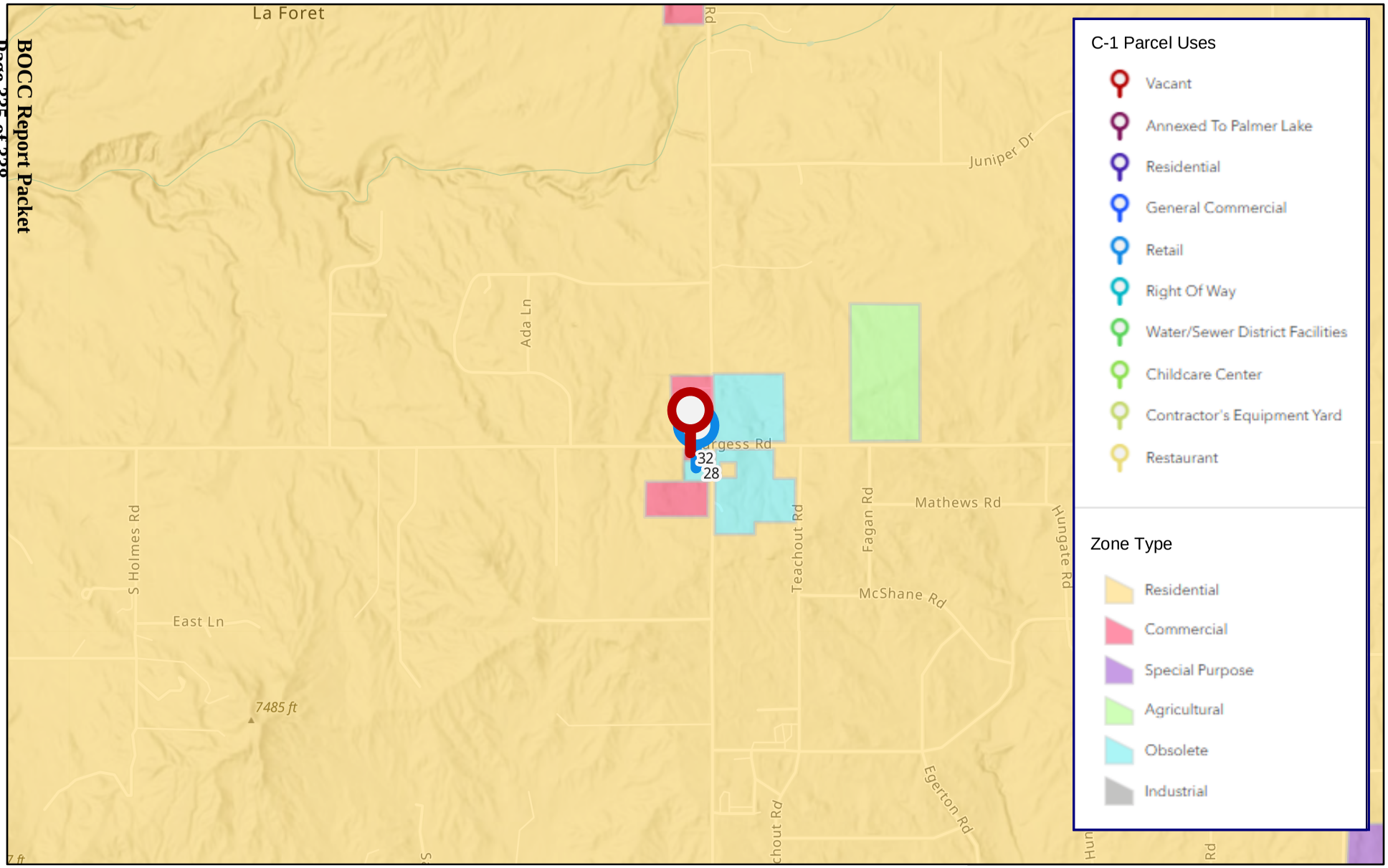
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0 0.2 0.4 0.8 km

El Paso County Development Services, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User

C-1 Parcels by Existing Land Use
Burgess Road detail



C-1 Parcel Uses: Land use of each site approved by Planning Department under applicable Land Development Code, or legally established land use prior to adoption of Land Development Code regulations.

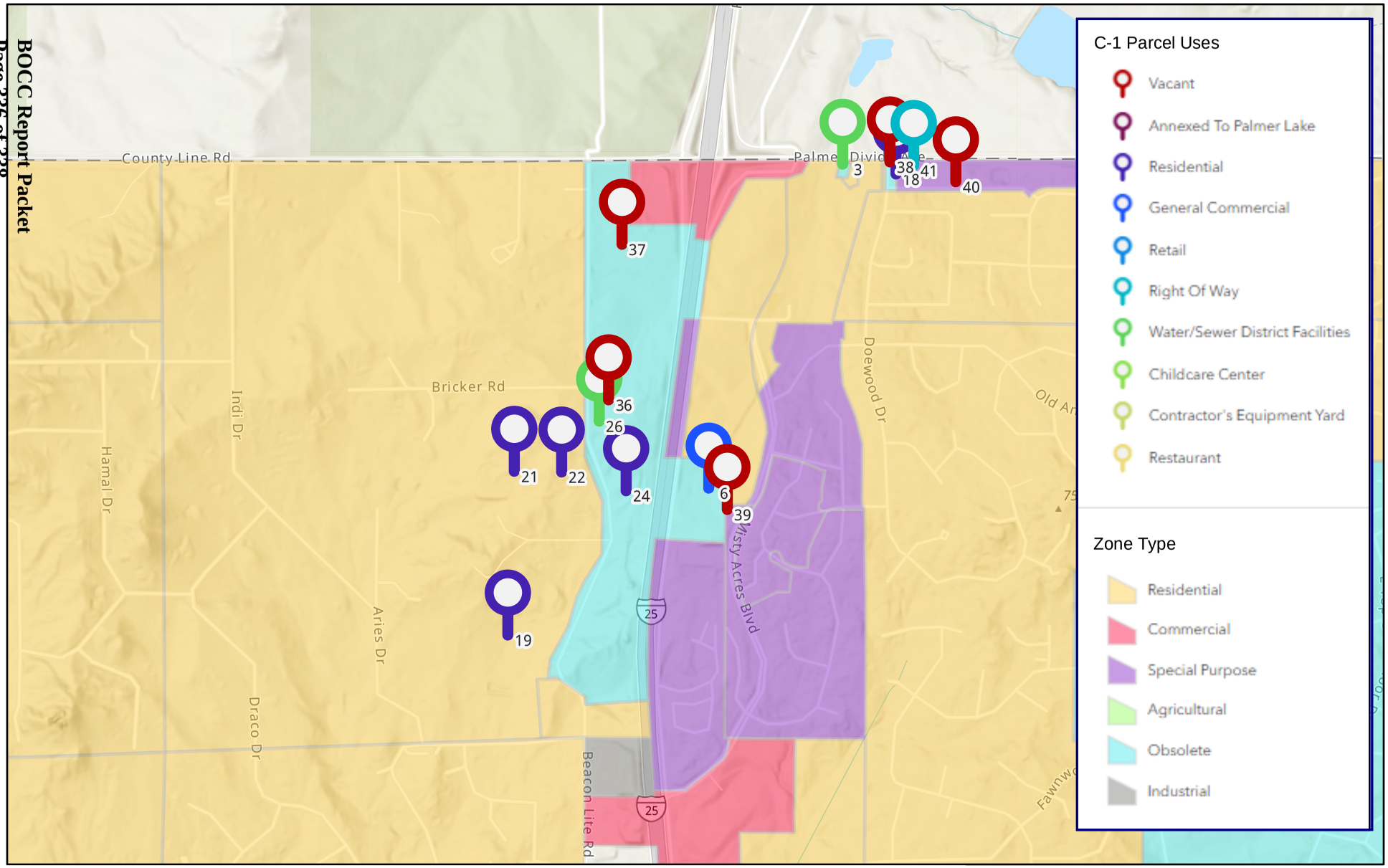
Zone Type: an aggregate (area-level) land use of the underlying Zone District.

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El Paso County Development Services, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User

C-1 Parcels by Existing Land Use
Monument north detail



C-1 Parcel Uses: Land use of each site approved by Planning Department under applicable Land Development Code, or legally established land use prior to adoption of Land Development Code regulations.

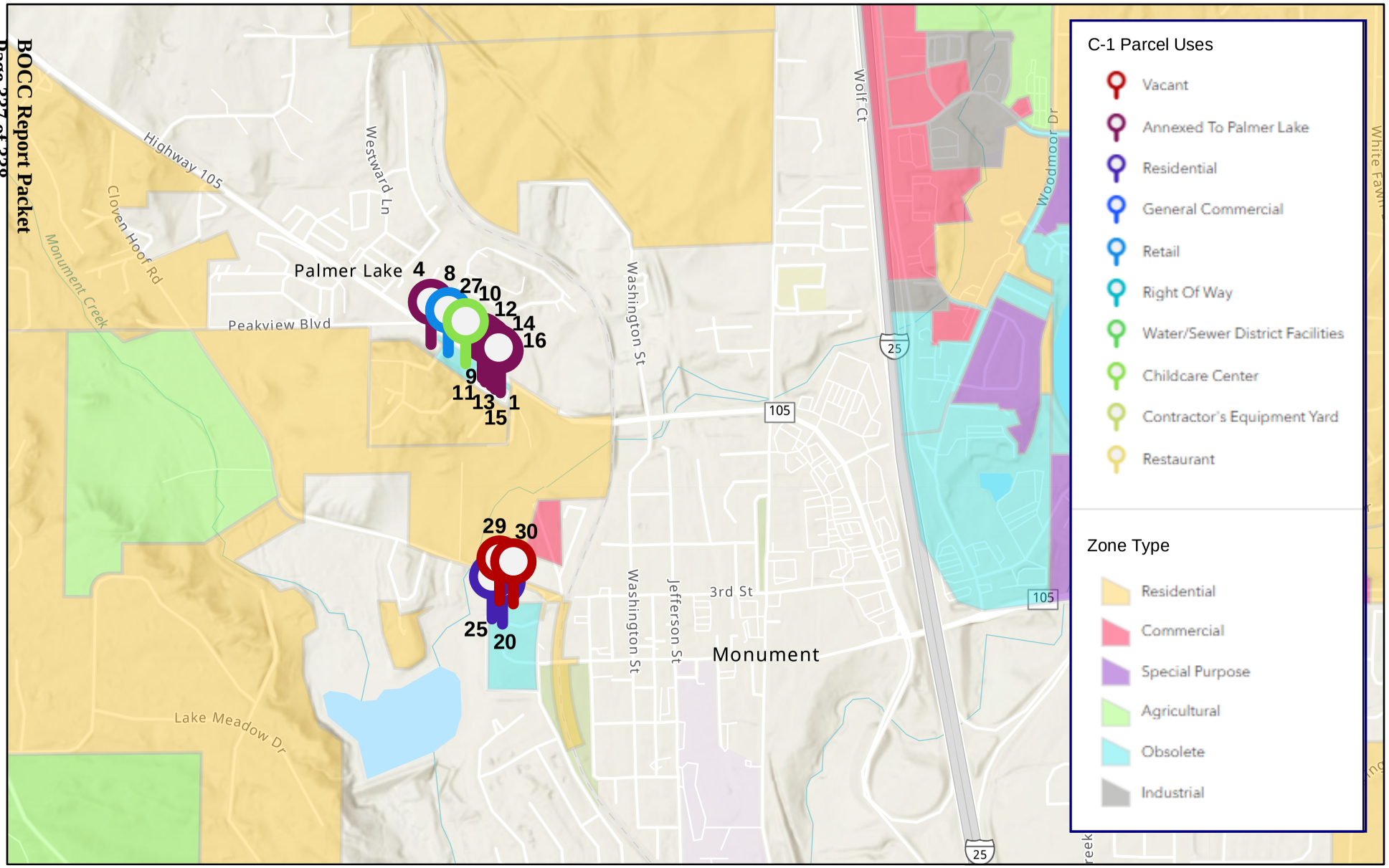
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C-1 Parcels by Existing Land Use
Monument detail



C-1 Parcel Uses: Land use of each site approved by Planning Department under applicable Land Development Code, or legally established land use prior to adoption of Land Development Code regulations.

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City	State	Expected	Process	Use	Travel Center Definition	Zoning	Notes
Johnstown	CO	Existing	Built	Commercial Fuel Station/Commercial	Under Gas Station (Large): (17+ pumps). A vehicle gas station that contains more than 16 fueling stations, more than 4 islands, and up to 4 accessory vehicle service bays and no more than 8,000 square feet of accessory retail or service areas. Examples include a large convenience center and gas station, or truck stops and **travel centers**.	PUD-MU-Welty Ridge PUD	Site Development Plan (DEV21-0018) for Site, Architecture, and Landscap/Traffic Study
Springville	UT	2028	Early Planning/Site Acquisition	Travel Stop/Convenience Store	No (Also no definition for a convenience store, but have use)	Highway Commercial & Regional Commercial (Multiple Parcels)Regional Commercial is "Sales Tax Retail Oriented"	Large amount of work with the state U-DOT. Convenience store with gasoline sales. Met General Retail standards by sqft.
Meridian	ID	TBD	Early Planning/Site Acquisition	N/A	N/A	Travel Center was looking to purchase a Highway Commerical zoned property.	Applicant ran into issues with property after review by I-DOT. Significant interchange improvements were identified. Likely not to pursue in this location. Property owner identified that Buc-ee's pulled out. No notice to city.
Gretna	NE	2028	Early Planning/Site Acquisition	convenience Store w/ limited retail	No	Highway Commercial	Conditional Use
Benton	AR	2026	Under Construction	Convenience Store/High Impact Retail.	No (They are amending their "Truck Stop" definition)	C3 – Highway Commercial (standard for a larger convenience store)	
Ruston	LA	2027	Under Construction	B4? Automobile Convience Store/Gas Station Retail Business	No	Highway Business	Needed Overlay for Signage and Parking
Boerne	TX	2026	Under Construction	"...project was reviewed under our commercial zoning regulations and applicable development standards."	No	C-3 Highway Commercial	Scenic Interstate Corridor Overlay District-standards related to landscaping, site design, lighting, signage, and building placement. Project is governed by a Chapter 380 Economic Development Agreement between the City and Buc-ee's. That agreement addresses economic incentives and infrastructure commitments but does not replace or waive the City's development regulations. The project required normal zoning, platting, permitting, and technical review processes. (City/County Economic Development sought out Buc-ee's (10-year project))
Goodyear	AZ	Existing	Built	Commercial use with PAD Overlay (as opposed to a Use Permit for Convenience Use Gas Station)	They have a "Truck Stop/Travel Center" BUT it is defined as: "a building or buildings providing facilities used for commercial truck drivers during stopovers at the facility and may include overnight parking, maintenance of semi-trucks or commercial vehicles, showering facilities and laundry facilities"	I-1 (Light Industrial Park) with PAD Overlay (this allows for Permitted Additional Uses in the Light Industrial Zoning District) (Developed under the C-2 (General Commercial) standards)	Extensive conditions and overlay regulations included in the PAD overlay.
Lafayette	LA	2027	Under Construction	Gas Station and Mercantile Store/Convenience Store with Gas Sales (Combined the definitions to fit)	No (Closest definition that they had was "truck stop" so they combined the other two definitions)	CH (Commercial-Heavy) *Already zoned as	Buc-ee's was also described in one of the permits as MERCANTILE/BUSINESS/KITCHEN and STORAGE