



April 4, 2025

City of Aurora – Planning Department

Erik Gates

15151 E. Alameda Parkway, 2nd Floor
Aurora, Colorado 80012

RE: Letter of Introduction for Majestic Commercenter Subdivision Filing No. 16

Dear Mr. Gates,

On behalf of the Applicant, CAGE Civil Engineering, I am pleased to submit this Letter of Introduction for Site Plan No. 16 at the Majestic Commercenter

The following team of consultants has been assembled to complete this application:

Owner / Master Developer: Supply Properties II LLC. Attn: Tasiana Wells 5200 Buffington Road Atlanta, GA 30349 tasiana.wells@streamrealty.com	Applicant / Builder: Ryan Companies US, Inc. Attn: Dan Woodward 533 South Third Street, Suite 100 Minneapolis, MN 55415 Dan.Woodward@RyanCompanies.com	Civil Engineer: CAGE Engineering Attn: Eric Pearson, P.E. 405 Urban Street – Suite 404 Lakewood, CO, 80228 Epearson@cagecivil.com
Architect: Ryan Companies US, Inc. Attn: Brian Glur 533 South Third Street, Suite 100 Minneapolis, MN 55415 Brian.Glur@RyanCompanies.com	Landscape Architect: THK Associates, Inc. Attn: Julie Gamec 2953 S. Peoria Street – Suite 101 Aurora, CO 80014 JGamec@thkassoc.com	Surveyor: CAGE Engineering Attn: Gavin Puckett, PLS 405 Urban Street – Suite 404 Lakewood, CO, 80228 GPuckett@cagecivil.com

Site Location

The Majestic Commercenter is a ~1,600-acre logistics, warehouse, and distribution development located in northeastern Aurora, Colorado. The development is generally bordered by Tower Road to the west, E-470 to the east, E. 38th Avenue to the north, and I-70 to the south.

Site Plan No. 16, located at the northwest corner of E. 32nd Parkway and E. 33rd Drive, covers 13.4 acres and is accessed via E. 32nd Parkway and E. 33rd Drive.

Project Overview

The proposed development consists of a ±119,000-square-foot build-to-suit industrial warehouse and cold storage facility, along with a ±11,700-square-foot private vehicle maintenance building (VMB). The VMB will feature a maintenance bay capable of servicing up to six vehicles, a dedicated drive-through wash bay, a 350-square-foot storage room, an office, a breakroom, restrooms, and a mechanical room. Additionally, the facility will include a vehicle canopy and a fuel canopy with two fueling lanes.

The VMB will operate with only three to four employees, who will utilize the main cafeteria within the primary building for meals. Given the limited staff and available amenities in the main facility, we request that a patio not be required for the VMB, as it would go unused.

The primary use of the site will be for cold storage, warehousing, and distribution, with no retail food services proposed as part of the development. The site will maintain high security standards, including 24-hour surveillance and guarded entrances, ensuring a secure environment for the warehouse operations. As is typical in an industrial park, cars and trucks will be parked on-site overnight to support daily logistics and operational needs.

Designed to align with the intent of the I-1 zoning district, the project will maintain a high standard of architectural and functional quality, ensuring compatibility with surrounding industrial developments.

Architecture

Character, forms, and materials are designed to be consistent with the FDP architectural standards, including elements needed to create clearly defined entry points into the building, visual interest in overall facades, and consistency in materials and coloring. Architecture will be coordinated with the City's planning and building permit review staff separate from this Site Plan application.

Approval Criteria:

- A. The application complies with the applicable standards in this UDO, other adopted City regulations, any approved Master Plan that includes the property, and any conditions specifically applied to development of the property by the Planning and Zoning Commission or City Council in a prior decision affecting the property.

The proposed Site Plan application is in full compliance with the UDO, the approved FDP for the Majestic Commercenter development, as well as the City's Comprehensive Plan, Aurora Places.

- B. The City's existing infrastructure and public improvements, including but not limited to its water, wastewater, street, trail, and sidewalk systems, have adequate capacity to serve the proposed development, and any burdens on those systems have been mitigated to the degree practicable.

A Public Improvements Phasing Plan was approved with the FDP and has been designed to accommodate the proposed development. The site plan proposed with this application is consistent with the planned land use and will include and sustain the existing city infrastructure. We respectfully request a waiver for the removal and replacement of the existing sidewalk infrastructure along E. 33rd Drive. Based on feedback from Xcel, we understand that their existing infrastructure—including multiple fiber optic lines, gas mains, electrical mains, pedestals, and cabinets—currently serves the park and is already in place. Given the potential disruption and significant burden associated with relocating or replacing this infrastructure, we believe maintaining the existing sidewalk is the most practical approach for continuity within the park. However, we acknowledge the importance of ADA compliance and are committed to replacing any non-compliant handicap ramps within and

adjacent to the site to meet the latest ADA standards.

- C. Major Site Plans shall be designed to preserve and protect natural areas, ridgelines, swales, natural landforms, water quality and wildlife habitat of riparian corridors, wetlands, and floodplains affected by the proposed development and to integrate those areas into site design where practicable.

The proposed development intends to minimize the impact to the existing topography and maintain the drainage patterns outlined in the approved in the Master Drainage Study where applicable. There are no intended negative impacts to environmentally sensitive areas as outlined above. To achieve this, the project proposes the use of a drainage pipe adjacent to the building, which will allow for a lower point of connection for the underground roof drains. This approach ensures compliance with the required 1 foot of freeboard to the top of the foundation while preserving the existing site conditions as much as possible. By implementing this solution, the need to import thousands of cubic yards of fill material is avoided, reducing site disturbance and construction costs. Additionally, this drainage strategy enhances the longevity of the building by efficiently conveying water away from the structure and loading docks. This prevents prolonged soil saturation around the foundation, protecting the structural integrity of the surrounding area.

- D. The application is compatible with surrounding uses in terms of size, scale and building façade materials.

This application is compatible with the surrounding industrial uses.

- E. The application mitigates any adverse impacts on the surrounding area to the degree practicable.

There are no anticipated adverse impacts associated with the proposed Site Plan application.

Adjustments

1. We respectfully request an exception to the commercial access specification of a 40-foot width for the truck access on East 33rd Drive. The proposed width is necessary to accommodate the turning radii of large trucks (WB-67) and to ensure proper fit within the lanes for stacking. Included in this submittal are turning movement exhibits to support this request.
2. Tree Lawn and Sidewalk Configuration along East 32nd Parkway:
We respectfully request an adjustment to the streetscape section along E. 32nd Parkway, as outlined in the current FDP, which specifies a 10-foot tree lawn and an 8-foot detached sidewalk. While this section is called for in the FDP, it is not typical of the existing built condition along this portion of E. 32nd Parkway, where all developments have installed narrower tree lawns. In particular to this site, the frontage is encumbered by multiple fiber optic lines, electric lines, gas lines, and utility boxes, making the 10-foot tree lawn impractical for supporting landscape trees as originally intended.

To accommodate these constraints while maintaining a high-quality pedestrian environment, we propose a modified section consisting of an 8-foot tree lawn and an 8-foot detached

sidewalk. This adjustment was discussed with City staff, and there was general support for this approach due to the physical limitations present along the frontage.

Additionally, the 2-foot reduction in tree lawn width is critical to achieving internal site planning goals. It enables the development to preserve required drive aisle widths and accommodate truck turning movements without compromising functionality. The adjustment also allows the site to retain the full 25-foot landscape buffer along the Parkway frontage, supporting compliance with the FDP and contributing to a cohesive and attractive street edge.

This adjustment satisfies the criteria set forth in UDO Section 146-5.4.4.D.3, as follows:

- a. The adjustment will have no material adverse impacts on any abutting lot, or any material adverse impacts have been mitigated by conditions attached to the adjustment. The proposed design maintains an 8-foot sidewalk and tree lawn, ensuring a safe and functional pedestrian environment while posing no negative impact to adjacent properties.
- b. The adjustment does not violate any conditions of approval specifically applied to development of the property by the Planning and Zoning Commission or City Council. The proposed configuration remains consistent with the FDP's broader goals and does not conflict with any known conditions of approval.
 - c.i. The adjustment will result in a perception of development quality as viewed from adjacent streets and abutting lots that is equal to or better than would have been required without the adjustment. The modified streetscape responds to real utility constraints while preserving key site elements like pedestrian access and landscape buffering. As such, it maintains a development quality equal to or greater than the standard section.
 - c.iv. The adjustment will not result in a material increase in on-street parking or traffic congestion on any local street in any residential zone district within 200 feet of the applicant's site. The subject site is located within a fully industrial context, and the proposed adjustment pertains only to the frontage streetscape configuration. It does not alter traffic generation or parking patterns in any way and has no impact on residential streets or zones.

We look forward to working with the City of Aurora on the review and approval of this next phase of Majestic Commercenter. Feel free to contact me directly should you have any comments, questions, and/or requests for additional information.

Sincerely,
CAGE ENGINEERING, INC.



Eric A. Pearson, P.E.
Area Manager

cc: Michael V. Kapoor, Majestic Realty