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ARCHITECTURE	CIVIL ENGINEERING
PLANNING	BRANDING
INTERIORS	BUILDING MEASUREMENT

August 22, 2024

Planning Division

15151 E. Alameda Parkway, Ste. 2300

Aurora, Colorado 80012

From: Max

Newstrom

Ware Malcomb

900 S Broadway Suite 320

Denver, CO 80209

Letter of Introduction

Stafford Logistic Center Commercial (#1747692)

Dear Mr. Timms,

We are pleased to submit our Site Plan package for The Stafford Logistic Center Commercial project. Please find our narrative for the project below.

Narration

Due to streets changing and the rezoning of PA-13, several masterplan documents needed to be amended including the Master Utility Study, Public Improvement Plan, Tab 8, and Tab 9. Currently, the Multi-Family architectural design standards are not included in this master plan and will not be included along with this master plan amendment. Tabs 10 and 12 are required to be amended as part of the specific multi-family planning area site plan. The architectural guidelines on Tabs 10 and 12 are to be deferred to the specific multi-family planning area site plan as well.

This project is situated in the Northeast corner of Section 2, Township 4 South, Range 66 West of the Sixth Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado. In its full buildout condition, the site will serve as a commercial center with six lots on the West side of Picadilly Road and four lots on the East side of Picadilly Road. The project requires an amendment to the Master Plan, an Infrastructure Site Plan, and Plat. Below you will find more details on each of the required documents submitted with this letter.

The Master Plan Amendment is specifically to account for the allowed residential use, includes an amendment to update Tab 8 Land Use Map and Matrix and Tab 9 Open Space and Circulation Plan to account for the new residential areas, and adds the following standards conceptually, to be reflected on future site plans:

- a) All development that includes residential land uses shall dedicate land on-site for neighborhood parks in accordance with PROS standards.
- b) At least one public plaza or outdoor meeting area clearly visible from an adjacent street is requested to be provided. This will be designed and entitled as a part of the specific Site Plan.
- c) At least one pedestrian and one auto connection to the local street system in an adjacent residential neighborhood shall be provided. This connection shall function as a main street through the commercial portion of the development and connect to and through the multifamily section. The proposed connection from Picadilly Rd to the east may function to meet this requirement and (d) below. If this street is to be compliant with the requirements in (d) it needs to be highly walkable and designed to be an urban street section.
- d) At least one walkable internal street is required that:
 - a. Has a minimum travel width of 23’;
 - b. Is bordered by on-street parking and street trees;
 - c. Connects the MU-C zone to one of the adjacent arterial or local streets;
 - d. Is bordered along at least 40% of its length by plazas or buildings with a setback of no more than 15’ from the walk; and
 - e. Is interrupted by no more than one driveway per 100 linear feet.

PA-13, as described in this Master Plan amendment is a Planning Area designated for a residential use, to be designed and entitled as a separate, future, project. At the time of PA-13 site plan development, the High Plains trail extension is to be constructed as part of the land dedication for park and open space requirements. The easement and any construction of the High Plains Trail is to be credited to the multi-family open space and park requirements.

The rest of the project consists of lots zoned for commercial use. This project is for the infrastructure to support both the commercial areas, as well as the multifamily area in PA-13. The future commercial lots are to be designed and entitled under the separate Site Plan process through the City of Aurora.

Submitted along with the Master Plan Amendment will be an Infrastructure Site Plan. This project proposes the commercial construction of two private local Type 2 roadways that are to be named as part of Infrastructure Site Plan completion. Within the roadway contain water, sanitary, and storm utilities on a ±28 acre site in the Stafford Logistic Center. This infrastructure will support multiple commercial and multifamily lots to be permitted separately. The project is broken up into two phases, to be constructed separately as necessitated by future tenants. Phase 1 is located east of Picadilly Road and Phase 2 occupies the area West of Picadilly. Each phase will contain a private road labeled as Tract A and Tract B and will be constructed to city standards with associated site landscaping, lighting, and utilities.

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A Plat is to be submitted along with the documents stated above. There are six lots to the West and four lots to the East of Picadilly Road proposed for this site. The plat is provided to record the boundaries of these lots and the associated easements that will be provided per city standards. Tracts A and B will provide fire access for the site and fire access easements will be proposed upon individual lot buildout. The site proposes a Drainage Easement, Water Easements and Utility Easements which will be described in the plat.

Currently the project does not request any waivers or adjustments from City standards.

The ownership and consultants for this project can be found below:

Northpoint Development -- Owner
Alex Knorr
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Ware Malcomb – Civil Engineer
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Sitepoint Design – Landscape Architect
James Kraatz
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Thank you for your consideration and insights into this project. We look forward to working with you through the course of this project.

Sincerely,



Max Newstrom
Project Manager
Ware Malcomb