

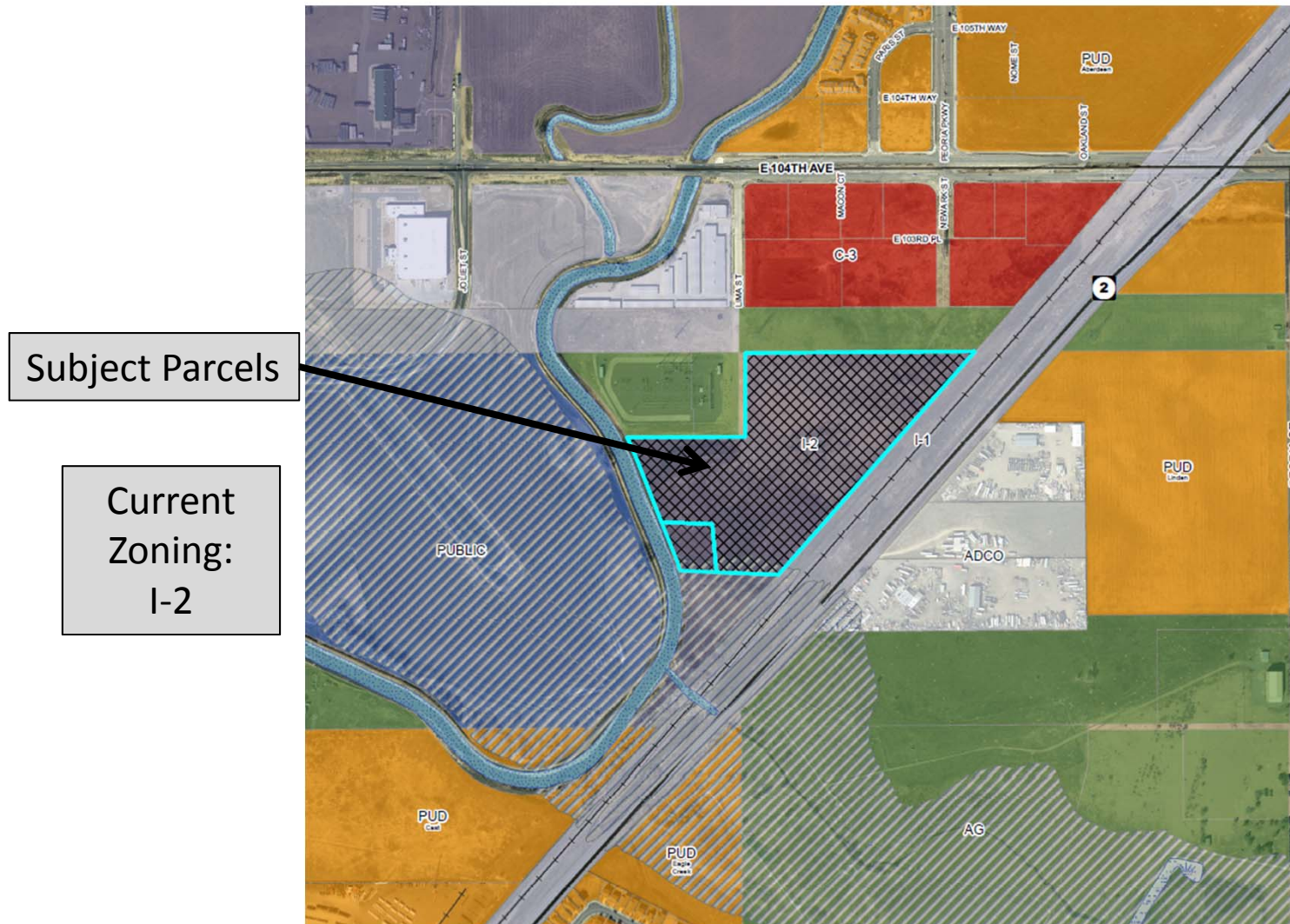


## D-305-17 & S-662-17

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Location:	10251 Newark Street, South of 104th Ave. and West of Hwy 2
Applicant:	Crown Enterprises Inc.
Request:	Development Plan & Consolidation Plat for Transportation Terminal

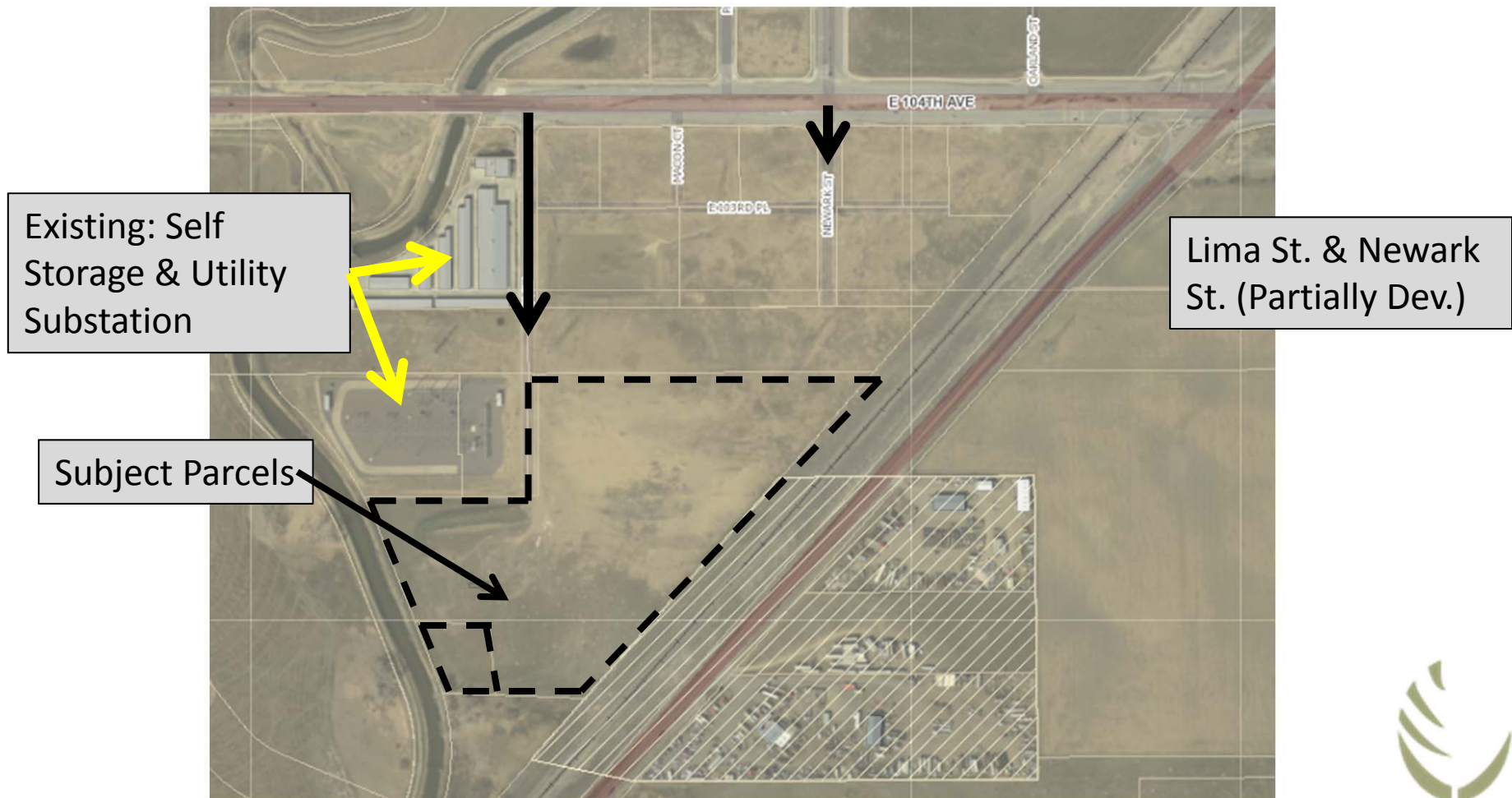
# Vicinity Map







# Aerial & Location: 10251 Newark St.



# Case History

- Originally annexed and zoned (Ag.) in 1985
- In 2005:
  - Subdivided into its current configuration via case S-458-05
  - Zoned I-2 via case Z-833-05
- Case Z-833-05 requirement:
  - *Prior to development of Lot 1, Block 3, a development plan must be reviewed by the Planning Commission and approved by City Council.*
  - Condition was required because near a regional park, and pre-LDC design standards.

\*\* Note: These applications are to review lot configuration, site layout and architectural design. They are not to rezone the I-2 zoning and Transportation Terminal use, which is by-right.\*\*

# Case History

- 1<sup>st</sup> comp. plan, The Commerce City 1985 - 2010 Comprehensive Plan, designated subject area as Industrial
- In 1985, the area was predominantly agricultural in use and sparsely populated
- Subject parcel is part of a subarea/corridor north of E. 88th Avenue, bounded by Union Pacific and Burlington Northern rail lines
- Therefore, the city's expectation when the property was rezoned for development in 2005, that zoning would be industrial.

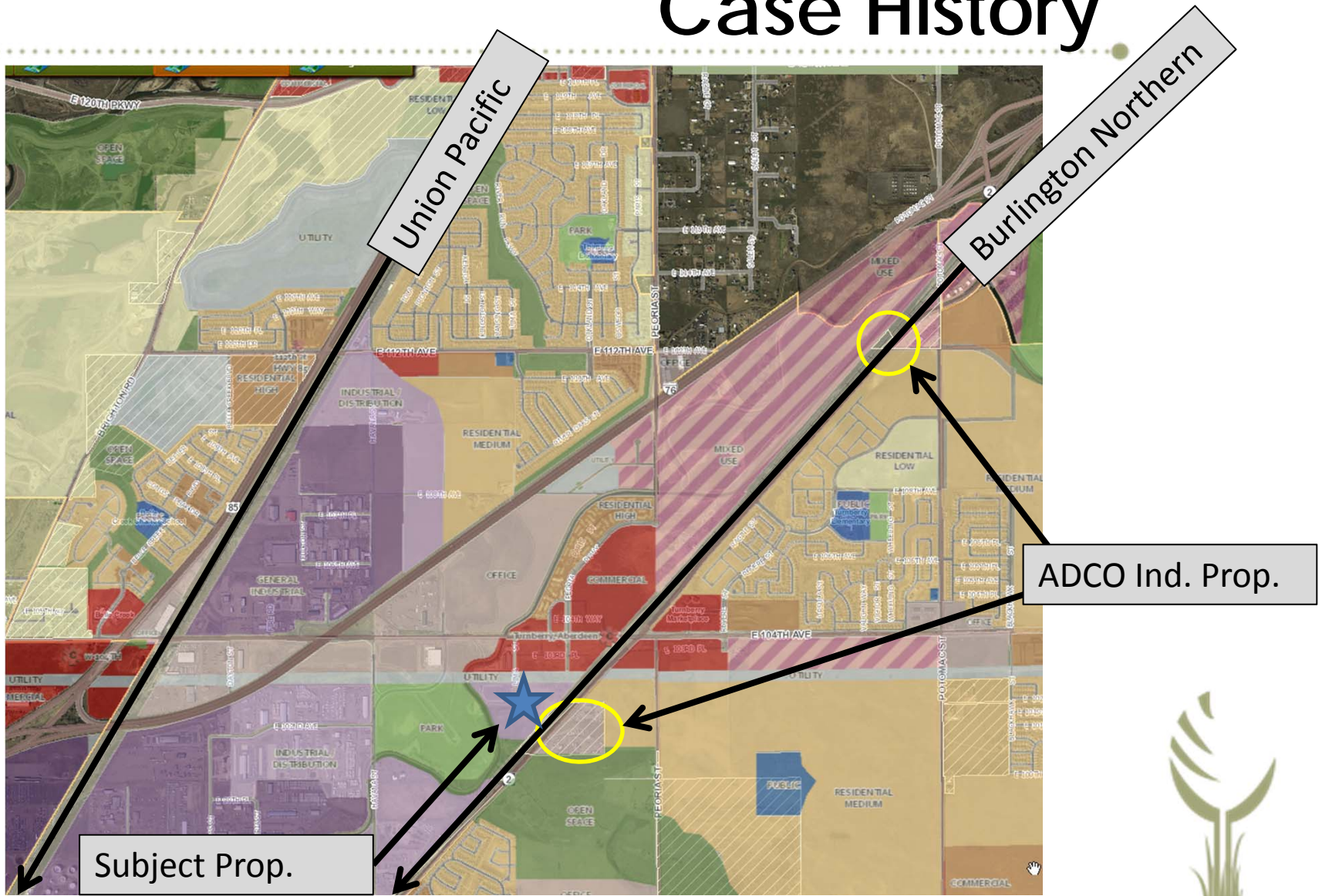
# Case History

- Historically, both city and county expected continued industrial development in this corridor due to the proximity of rail and highway access
- ADCO Examples:
  - Parcels (East of Highway 2 & south of E. 104th Ave.
  - Parcels near E. 112th Ave. & Highway 2.
- City Examples:
  - Power Substation, the Self-storage business immediately adjacent to the subject property
  - Cast Transportation to the south, across 1<sup>st</sup> Creek floodplain.

\*\* See next slide.\*\*



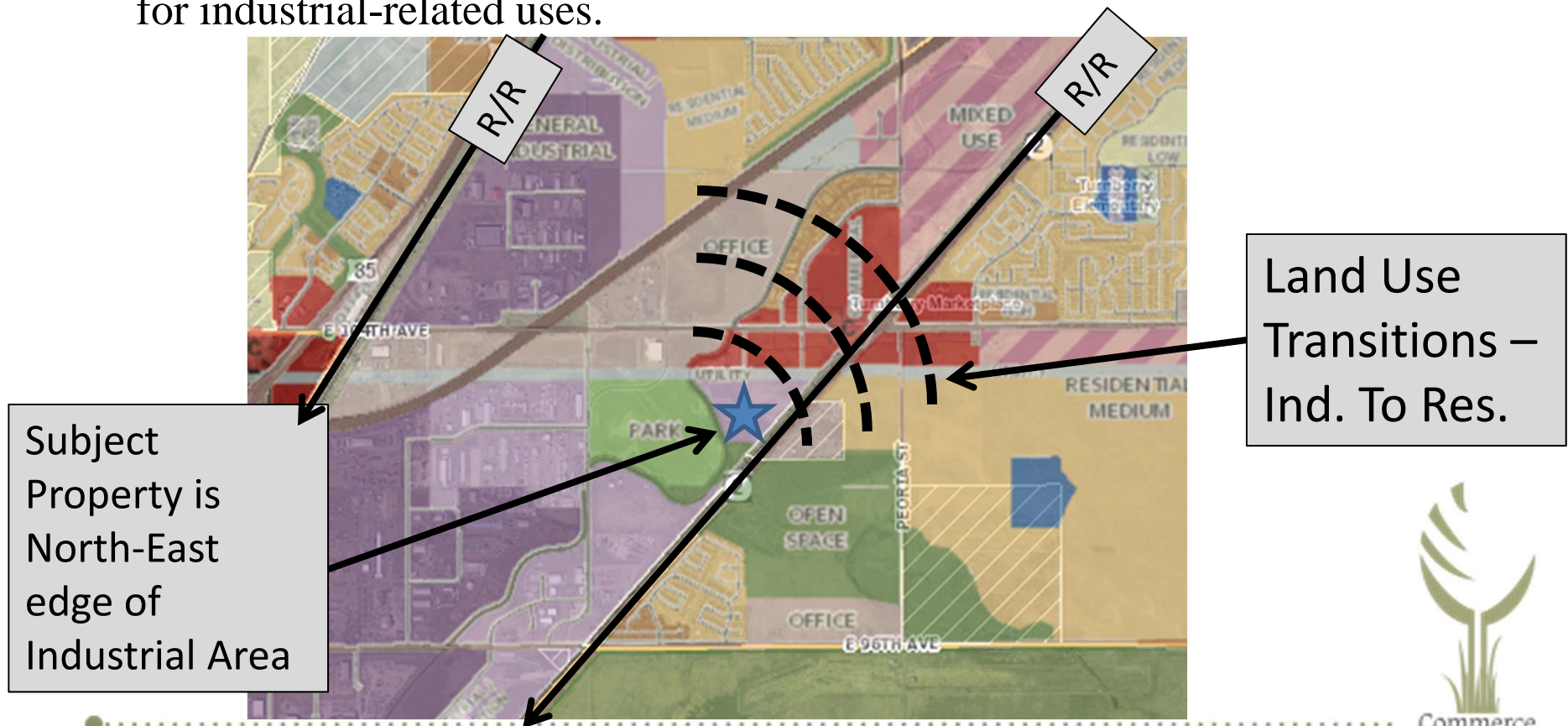
# Case History





# Case History – N. Range & Comp. Plan

- Starting in the 1990's, with addition of DIA and E-470, market for northern range evolved into residential and commercial.
- Area west of Hwy 2 and south of E. 104th Ave. have always been planned for industrial-related uses.

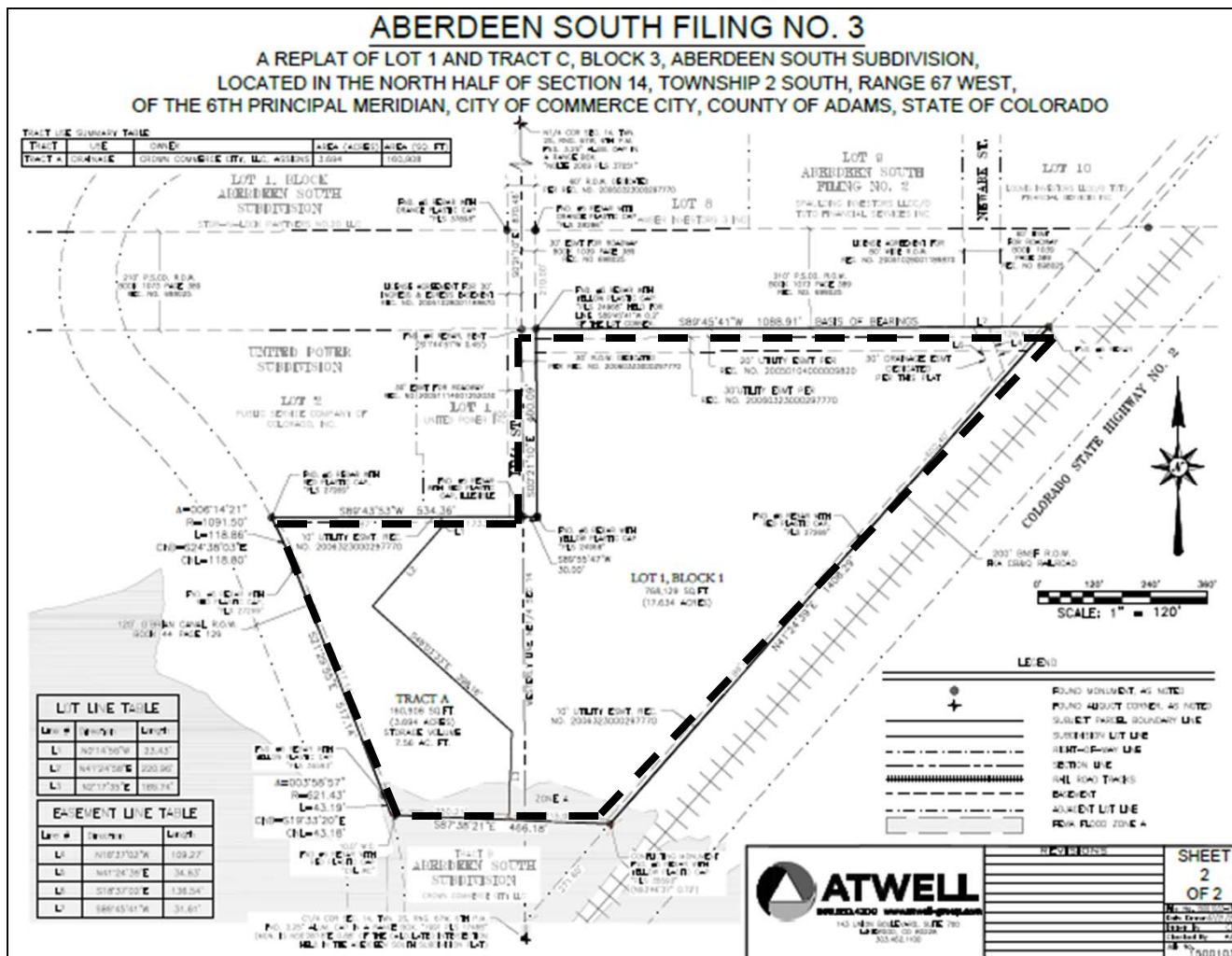


# Current Request

- The applicant requests a Consolidation Plat to:
  - Consolidate to combine 1 existing lot, and 1 existing tract into 1 lot, to support proposed Transportation Terminal development, D-305-17
  - The overall boundaries remain the same
  - 2 lots currently recognized as 20.65 acre Lot 1, Block 3, and 1.07 acre Tract C, Block 3 of the Aberdeen South Subdivision
  - Together, they are proposed to form a 21.72 acre parcel



# Current Request





# PC Analysis

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- Proposed Consolidation Plat
  - Properties are identified by Future Land Use Plan as Industrial Distribution, are both currently zoned I-2
  - Plat will facilitate proposed D-305-17, Transportation Terminal development to occur



# LDC Requirements

## **LDC, Sec. 21-3241. Consolidation Plat**

- 1) Consistent with approved land use document
  - 2) Consistent with & implements zoning district intent
  - 3) Does not violate laws, or requirements
  - 4) Complies with city standards
  - 5) Does not create non-compliance lots
  - 6) Does not create adverse effects
  - 7) Adequate service & facilities
  - 8) Executed Development Agreement
  - 9) Phasing of Development (N/A)
- This application meets 8 of 8 applicable criteria (#9 N/A)

## Recommendation – S-662-17

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- On August 2, 2016, the Planning Commission held a public hearing, took testimony, and voted 5 to 0 to recommend approval.





# Current Request

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- The applicant requests a Development Plan to:
  - Build a new Transportation Terminal,
  - A 65,130 sq.ft. Terminal Building with Office
  - A 11,200 sq.ft. Shop/Maintenance Building
  - No outdoor storage of material will be required with this operation.
  - Number of Employees: 80 (45 Day and 35 Night)



# Views

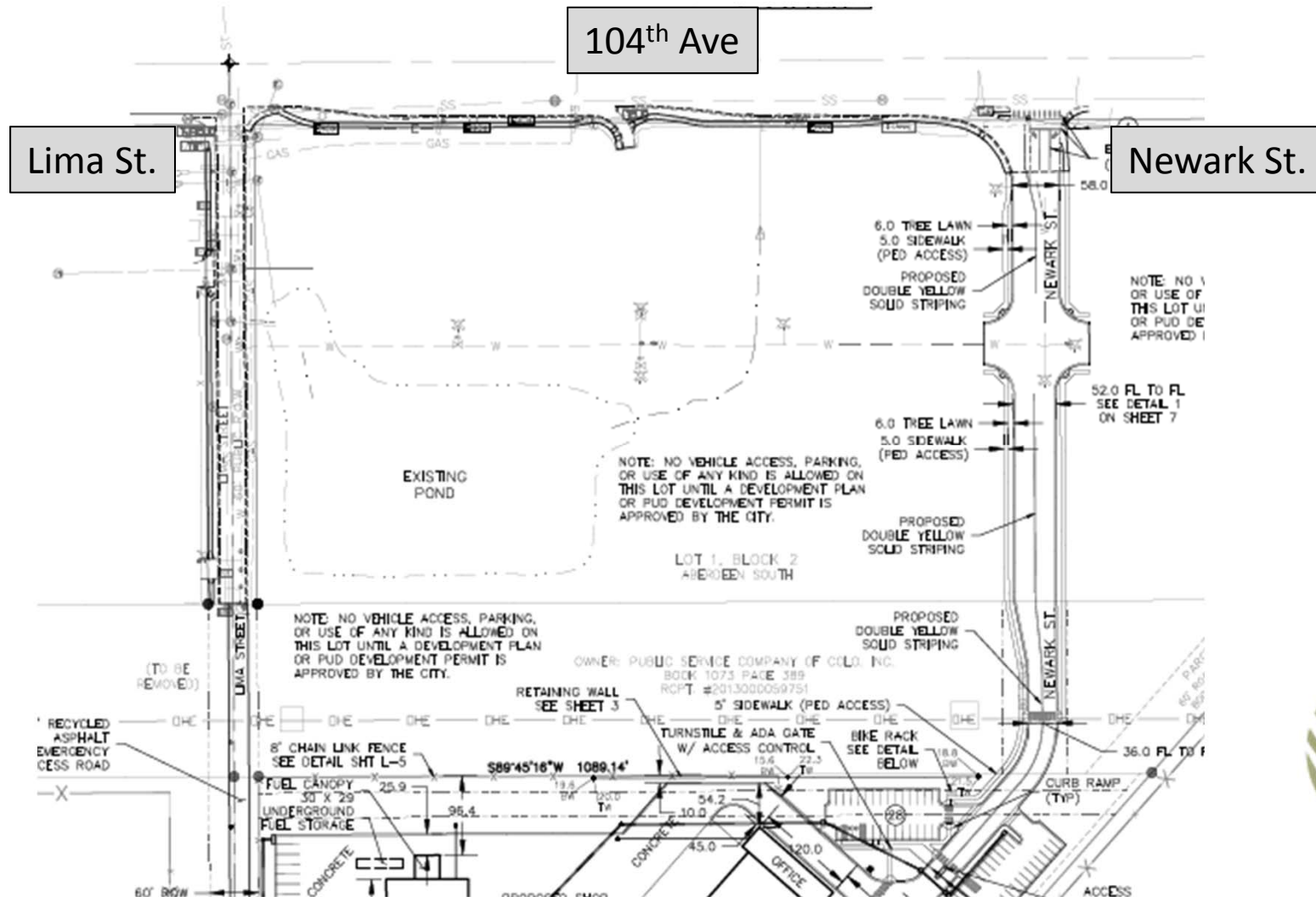


# Site Improvements

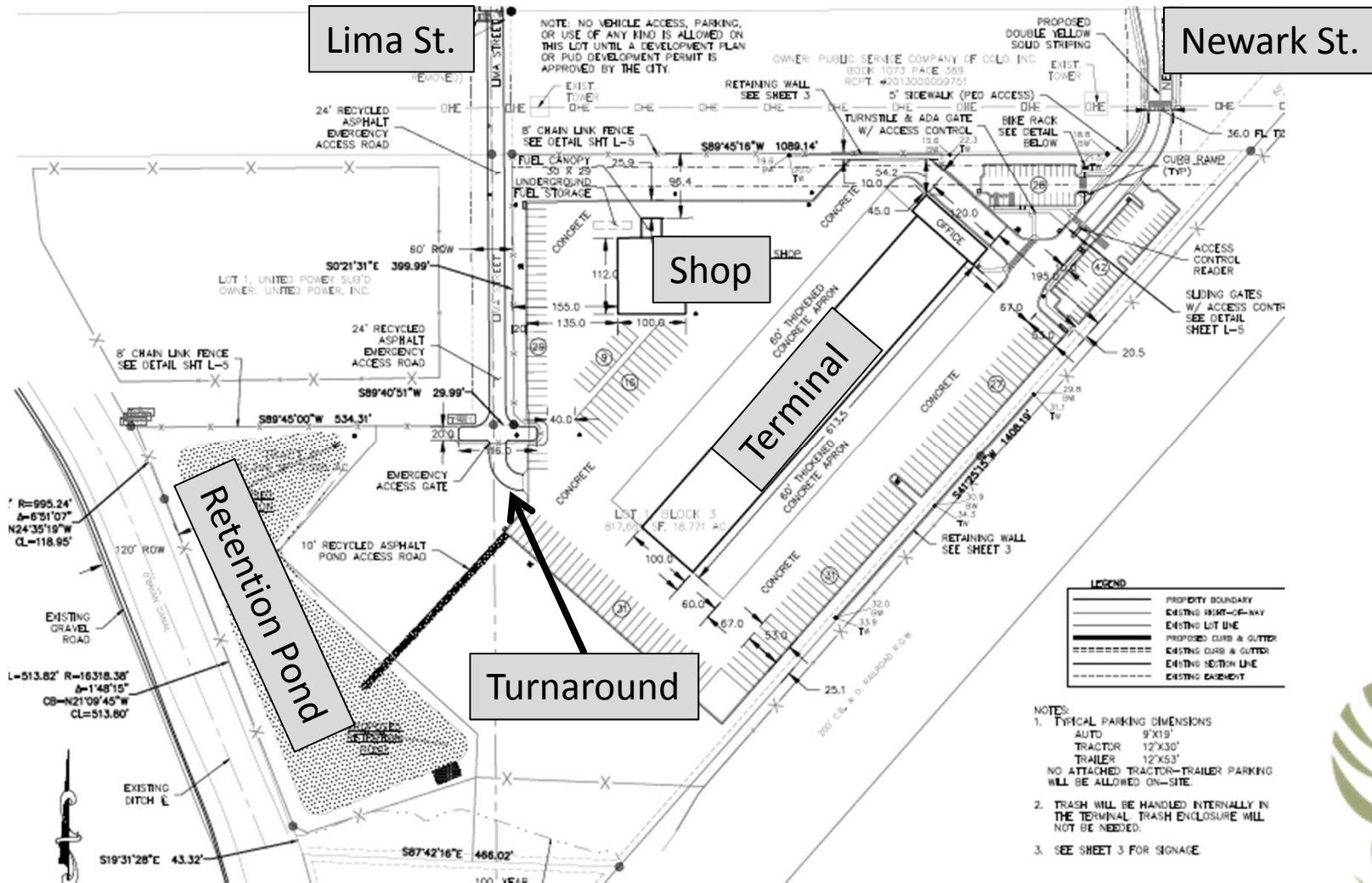
- This application includes the following site improvements:
  - Extending both Lima St. and Newark St. to the south from E. 104<sup>th</sup> Ave. to provide access.
    - Newark St. is Primary access, with curb, gutter, sidewalk
    - Lima St. provides access to Utility Substation, & emergency access to subject property. To include turnaround at southern terminus.
  - Concrete Drive & Parking surfaces
  - Landscape buffer to mitigate views from Hwy 2, Future City Park and Trail
  - PIA for Future light at Newark St./Peoria Pkwy & 104<sup>th</sup> Ave.



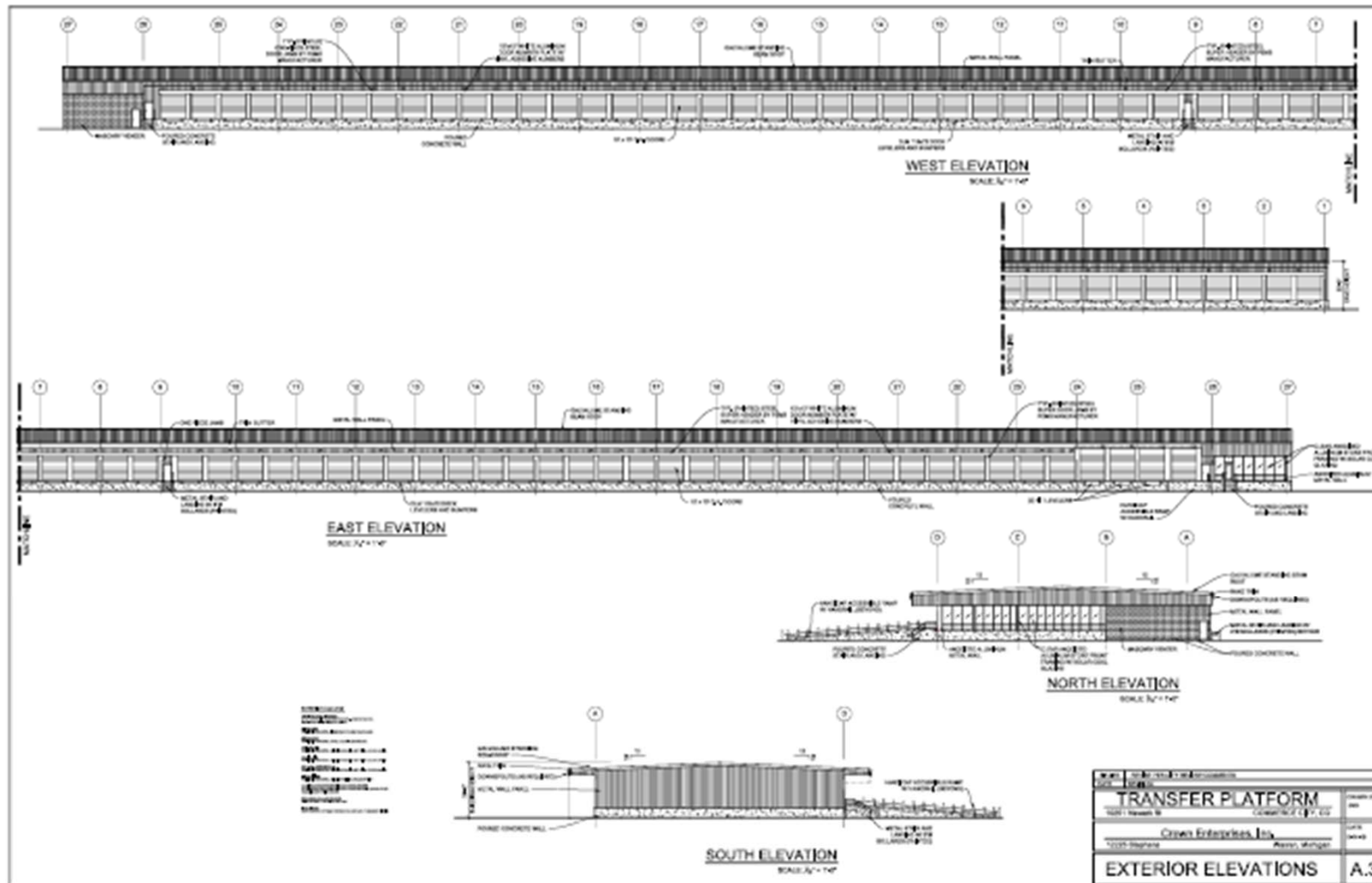
# Proposal - Site Plan



# Proposal - Site Plan



# Proposal – Terminal Elevations





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# Traffic Impact

- Traffic Study estimates 330 daily vehicle trips in 2017 & 500 in 2035
- Peak-hour trip generation: 1 hour between 6:30 and 8:30 a.m., and 1 hour between 4:00 and 6:00 p.m.

Land Use	Vehicle-Trips				
	Average Daily Traffic	Morning Peak-Hour		Afternoon Peak-Hour	
		AM In	AM Out	PM In	PM Out
<b>Proposed Land Use - 2017 - 103 Loading Doors</b>					
Tractor-Trailers <sup>(1)</sup>	130	0	20	10	0
Passenger Vehicles <sup>(1)</sup>	186	30	30	30	30
Deliveries <sup>(2)</sup>	14	0	0	0	0
<b>Total =</b>	<b>330</b>	<b>30</b>	<b>50</b>	<b>40</b>	<b>30</b>
<b>Proposed Land Use Potential - 2035 - 157 Loading Doors</b>					
Tractor-Trailers	198	0	30	15	0
Passenger Vehicles	282	45	45	45	45
Deliveries	20	0	0	0	0
<b>Total =</b>	<b>500</b>	<b>45</b>	<b>75</b>	<b>60</b>	<b>45</b>

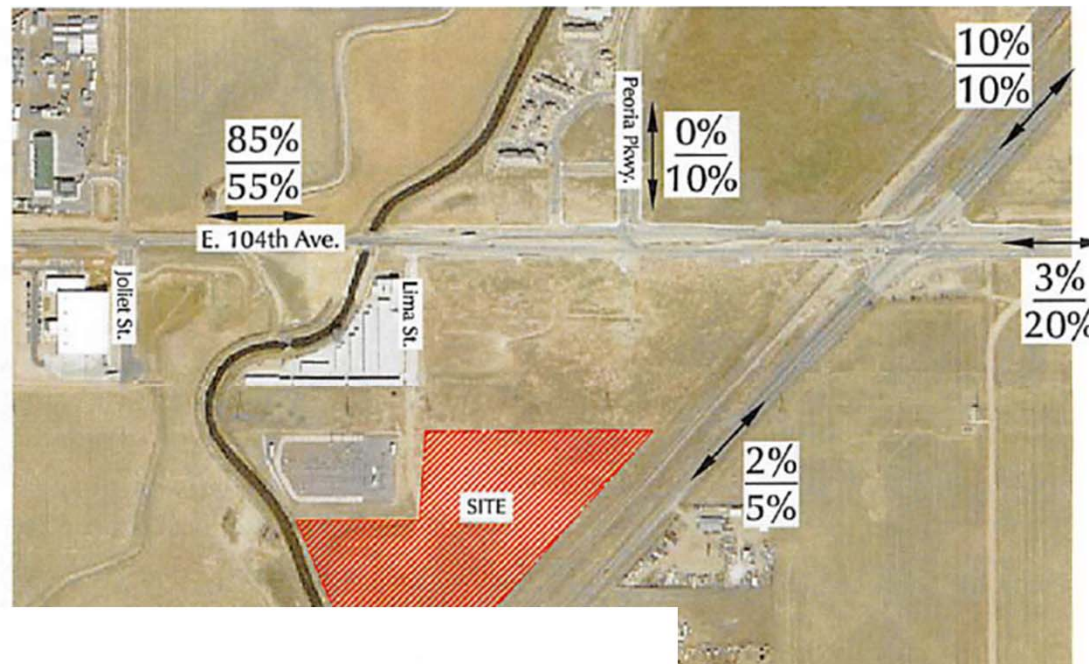


Commerce  
CITY



# Traffic Impact

- Directional Distribution = 85% of Tractor-Trailers will be using E.104<sup>th</sup> Ave., west of the subject site, with remaining 12% using Hwy 2, and 3% going east on 104<sup>th</sup> Ave.



LEGEND:

$\frac{25\%}{25\%}$  =  $\frac{\text{Tractor-Trailers Percent Directional Distribution}}{\text{Non-Tractor-Trailers Percent Directional Distribution}}$

# Traffic Impact

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- Traffic Analyses - existing roadway system will continue to operate at an acceptable Level of Service (LOS) upon opening the new facility and into the future.
- Peoria Pkwy (Newark St.) / E. 104<sup>th</sup> Ave - the southbound and northbound left turns will operate at a LOS “E” or “F” until a traffic signal is installed.
- Traffic signal already warranted at Peoria Pkwy / Newark St. and East 104<sup>th</sup> Avenue
- Proposed condition requires contribution to a traffic signal based on proportional impact and \$87,474 road impact fee due at building permit



# PC Analysis

- Site already zoned Industrial
- On / off site improvements
  - Drainage (Regional)
  - Road & Infrastructure Improvements (Newark & Lima)
    - Future Signal to be installed
  - Additional Jobs and Employment
  - Activate Commercial Area
- Architectural requirements met
- Landscape requirements met
- Site plan does not require variances to go forward

# LDC Requirements

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- Transportation Terminals in the I-2 zone district are a Use-by-Right.
- Sec. 21-3212 Development Plan criteria apply:
  - a. Complies with city standards;
  - b. Is consistent with any previously approved subdivision plat, rezoning concept plan, or other plans or land use approvals;
  - c. Provides adequate mitigation for any significant adverse impacts resulting from the use; and
  - d. Creates a positive precedent for the future cumulative development of the immediate area.
- This application meets 4 of 4 applicable criteria





# Public Notification

- As of March 10, 2017, staff has received
- 2 response to public notice
  - 1 response in support
  - 1 response of concern about Truck Traffic and Industrial Use in Northern Range
- 2 response at Planning Commission hearing on March 7th.
  - Both responses expressed concern about Truck Traffic and Industrial Use in Northern Range
  - Provided 333 person signed petition in opposition

# Recommendation – D-305-17

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- The Planning Commission made no recommendation.





Staff is available to answer any questions.

The applicant is also present to speak on behalf of this request and to answer any questions that the Council may have.

