

NEXUS NORTH AT DIA, PA-3

PUD Amendment

17.81 ACRES

COMMERCE CITY, CO



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- Introductions
- Nexus North at DIA Overview
- PA-3 Site Plan
- Background
- PUD Amendment Request
- Review of Applicable Criteria
- Questions

171

In-service Properties

98.3%

In-service Occupancy

24+ MM SF

Current In-service Real Estate Portfolio

8+ MM

Square-Foot Currently Under Development

11+ MM

Square-Foot of Developable Land

30+ YEARS

Providing Industrial Real Estate Solutions

30

Projects Currently Under Development

130+

Projects Developed

1040+

Acres of Land Owned Across the Country

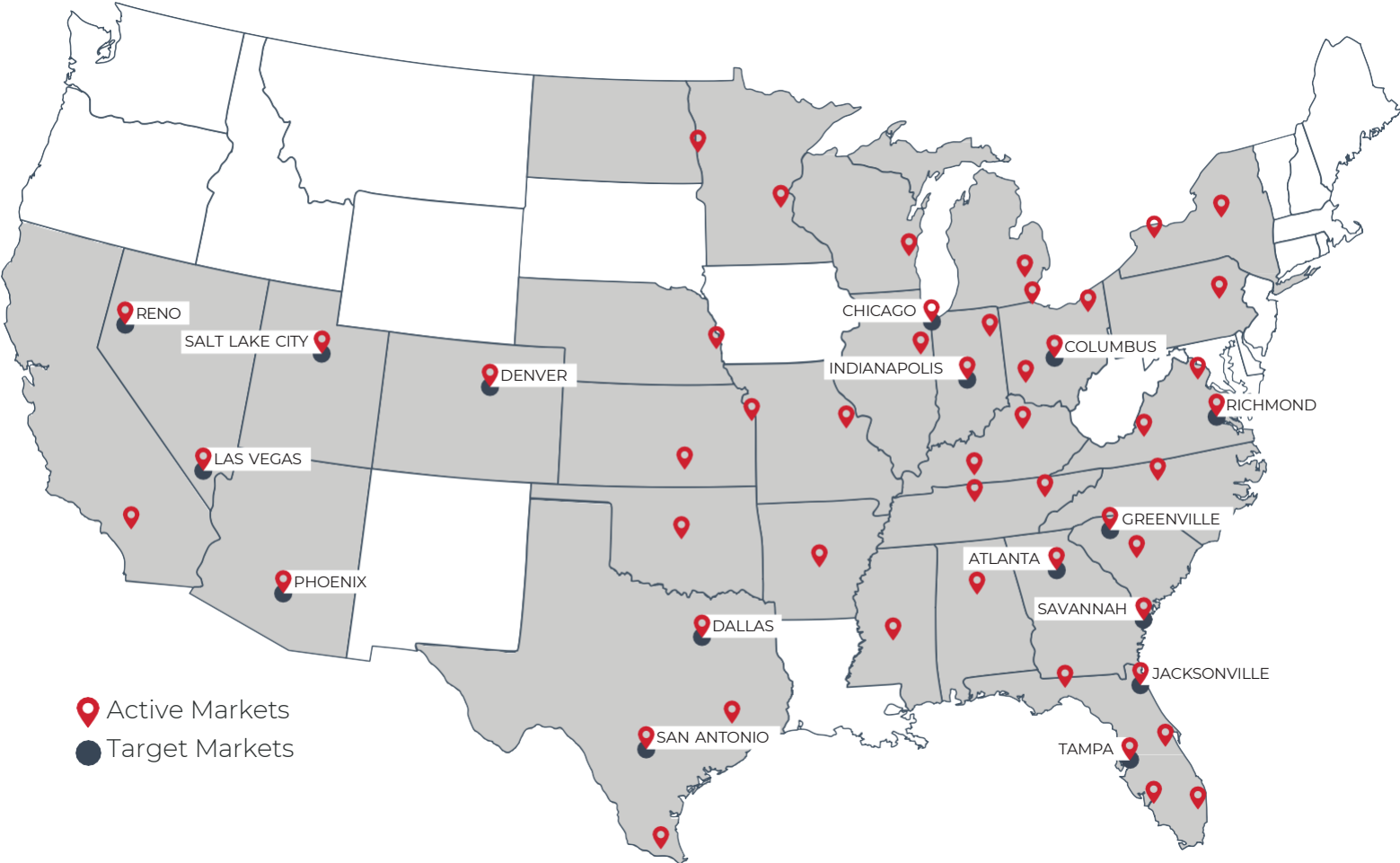
*Numbers reflect portfolio as of December 31, 2022

200+ CLIENTS NATIONWIDE



ACTIVE MARKETS

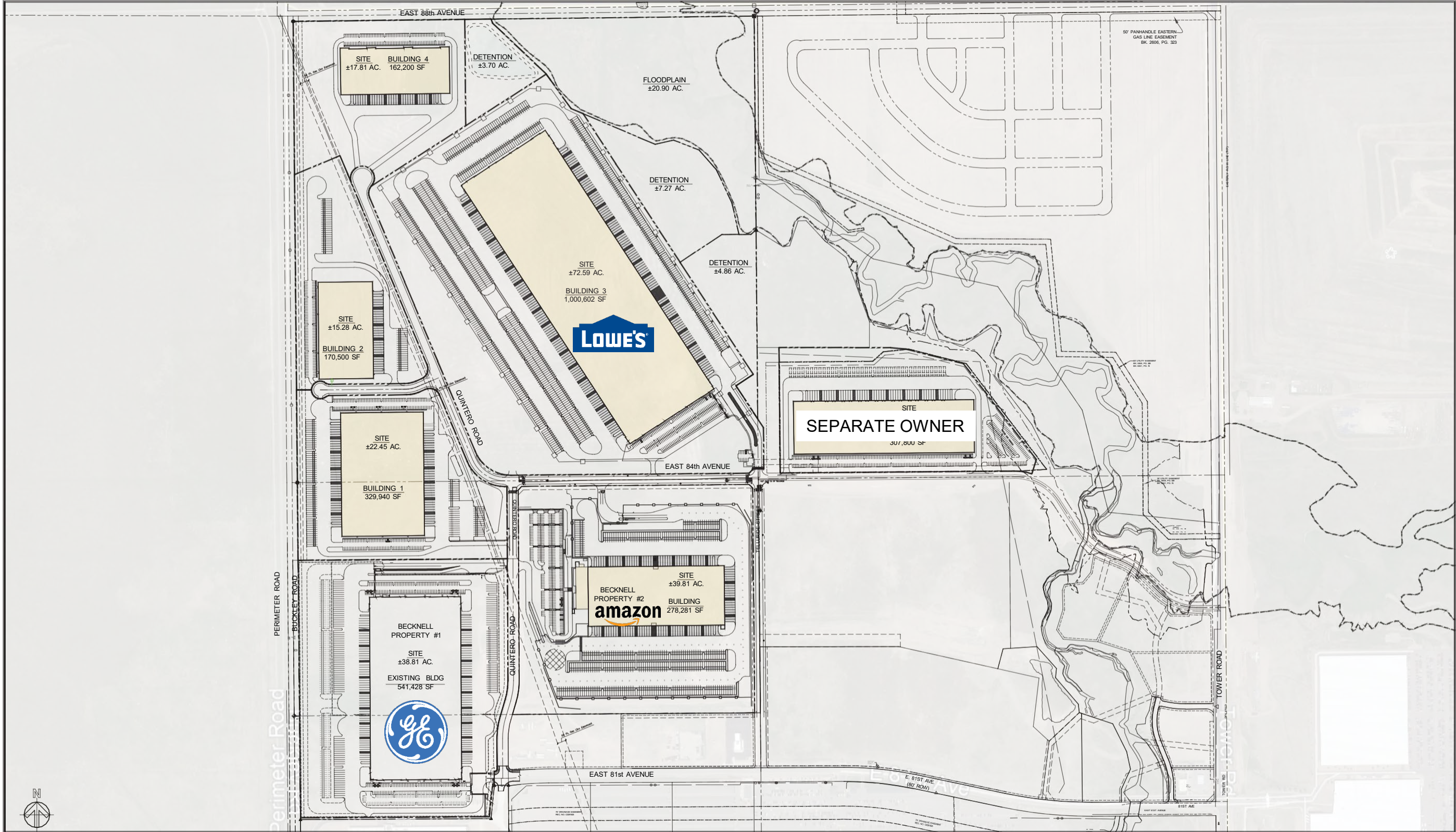
Currently Active in 30 States

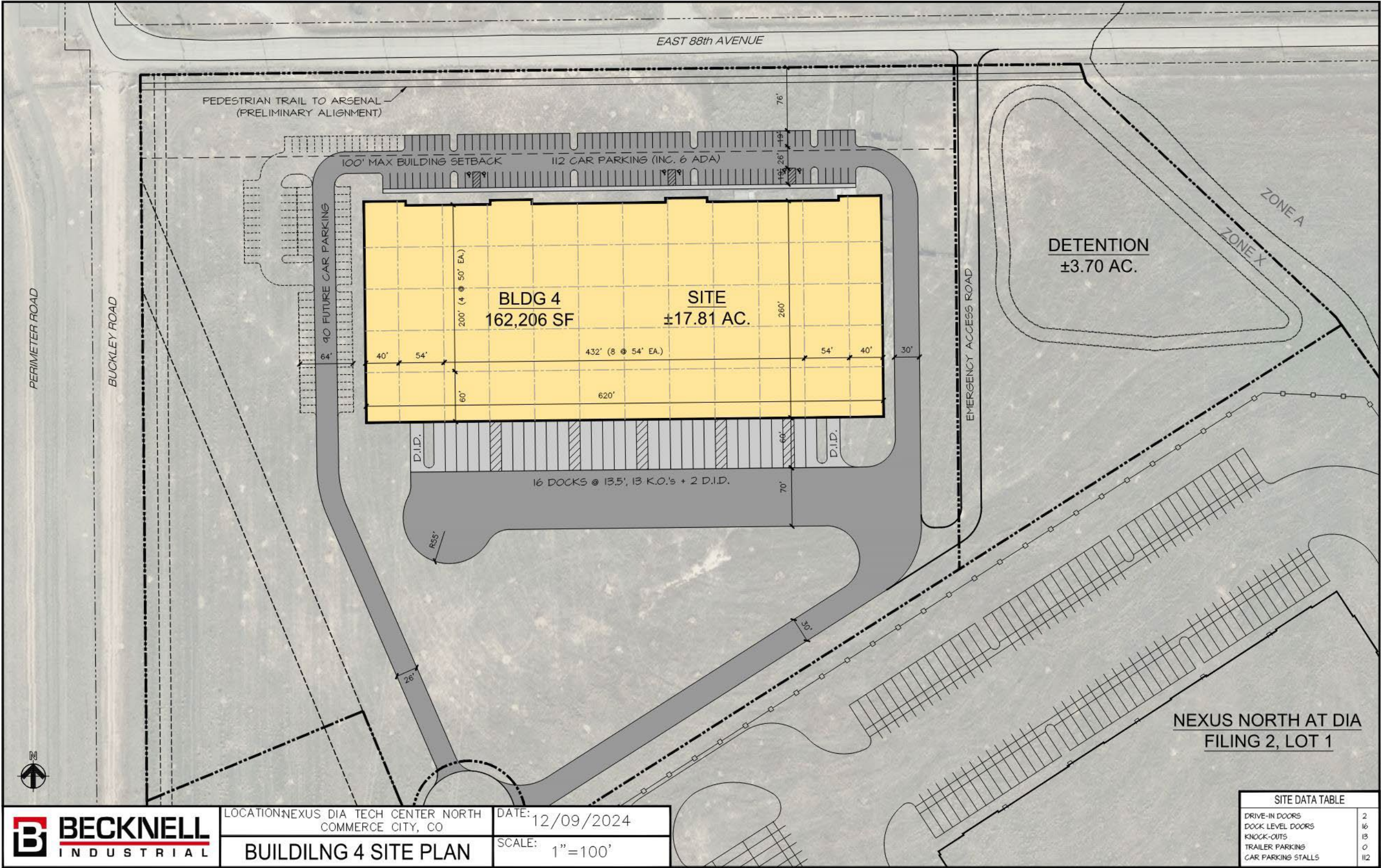


📍 Active Markets
● Target Markets

Nexus at DIA - 2023.03







Design was a partnership with Commerce City staff and Local Partners.



(a) Traffic - All traffic has been directed through the Nexus North at DIA PUD and the cul-de-sac. Signage has been added along E 88th Avenue to ensure that no trucks will enter the site from the north (along 88th Avenue). Emergency vehicles will be the only vehicles allowed to enter the site from 88th Avenue. In addition, it has been determined that overall trips for automobiles and trucks for the site and PUD are down compared to what we previously planned (and approved with the original traffic study).



(b) Landscape – Landscaping provided along the office storefront on the north side of the building in addition to screening and landscape buffering will help separate the site from the surrounding area.



(c) Buffer – A buffer will be provided along the northern property line that will be determined with final design. Early concepts have determined that an earthen berm or screened fence will shield the site from 88th Avenue. Elevation will also work to help shield the building as the finished floor elevation will be 10-15 feet higher than the surrounding are.



(d) Building Design – The building has been placed to ensure that any trucks on the site will be shielded by the building with the office storefront facing towards the north (and the residential). The office storefront will include clerestory windows and building reveals that should accentuate the design.

- Originally approved in March 2019, the Nexus North at DIA PUD zone document sets forth the various permitted industrial distribution, warehouse, flex and office land uses, as well as details the specific Planning Areas for these various land uses, within the project.
 - First Amendment (2019): Allowed for administrative modification of the planning area acreages up to a certain threshold.
 - Second Amendment (2021): Expanded the boundary of the PUD and modified the acreage of each planning area.
- Warehousing and distribution uses are permitted by right in Planning Area 1 and with a Conditional Use Permit in Planning Area 2.
- The original Nexus North at DIA PUD did not allow warehousing and distribution in Planning Area 3 to mitigate potential adverse impacts on the Buffalo Highlands and Second Creek Farm subdivisions. However, residential development has not occurred as originally anticipated.
 - North: Open space
 - East: Floodplain, owned by the City of Commerce City

1) Include warehousing and distribution uses for the last parcel (PA-3) in the northwest corner of Nexus North at DIA.





- Permitted uses for this parcel already include food, machinery, metal, textile and wood manufacturing uses, as well as wholesale establishments. The additional proposed uses are typical of light industrial and are allowed in a traditional I-1 district.
- The most likely uses of the proposed building are distribution, warehouse, office, and some level of light manufacturing. This aligns with the intent of the park.
- All other parcels within Nexus North are developed with similar warehouse and distribution uses.





2) Remove the maximum front yard setback of 100’.

- Allows the proposed building to sit further back from the property line, which will allow more flexibility to locate loading docks facing to the south, better screening commercial traffic.

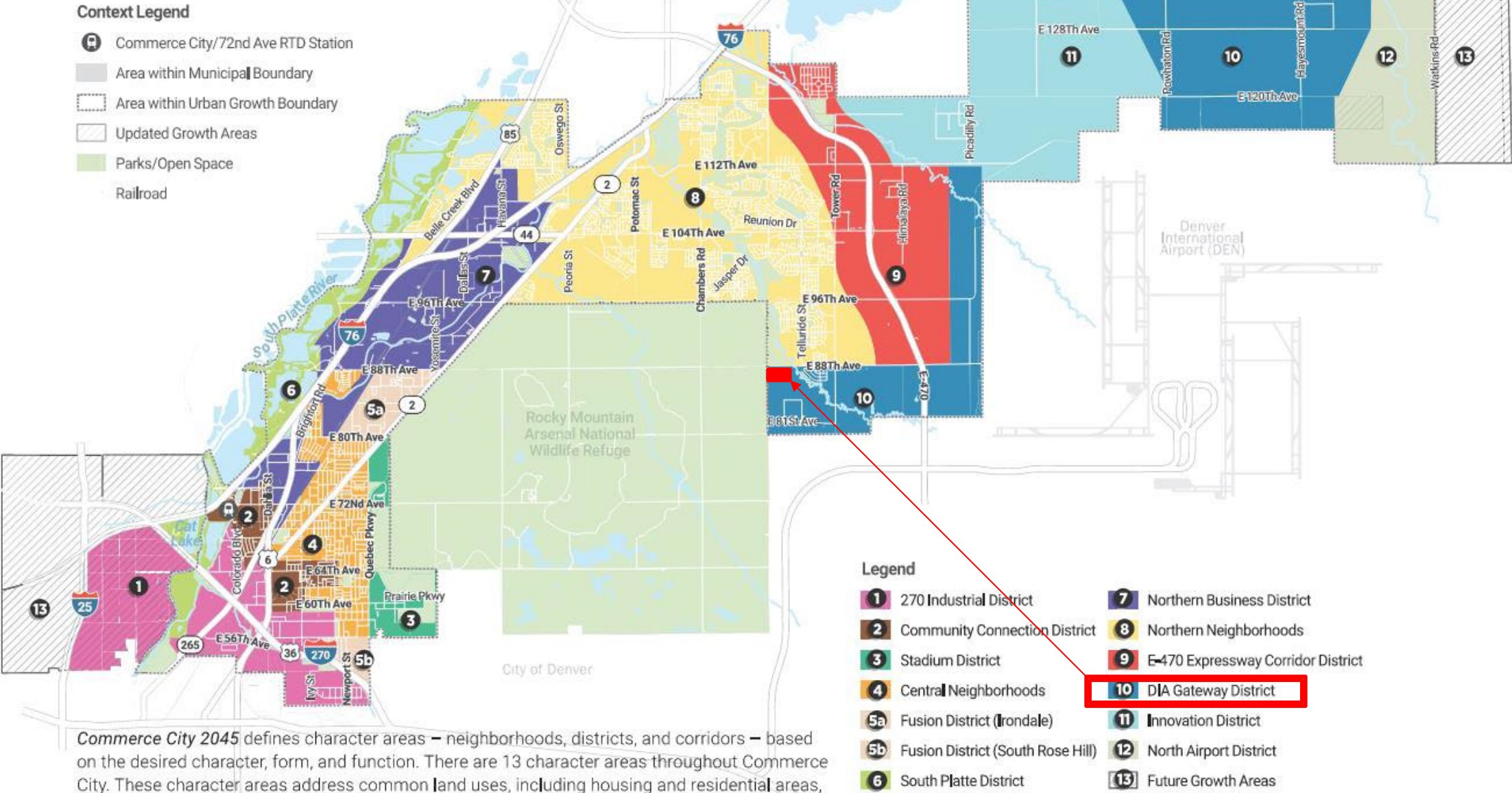
PLANNING AREAS		PA-1	PA-2	PA-3	PA-4
Outdoor Storage (See Note 4 and 5)	Above-ground storage tanks < 48,000 gallons (accessory use only)	R-A	NA	NA	NA
	Above-ground storage tanks of propane < 10,000 cubic feet capacity	R-A	NA	NA	NA
Printing and Publishing	Printing and related support activities	R	R	R	NA
	Publishing industry	R	R	R	NA
Research and Development Services	Bio-medical, Pharmaceutical, Other Medical Manufacturing	R	R	R	NA
	Scientific R&D services	R	R	R	NA
	Testing laboratories, medical	R	R	R	NA
	Testing laboratories, non-medical	R	R	R	NA
	Trade and technical uses	R	R	R	NA
Truck/Transportation Services	Transportation terminal	R	NA	NA	NA
	Trailer sales and service limited to use for private passenger motor vehicles	R	NA	NA	NA
	Truck sales (non-trailer)	R	NA	NA	NA
	Truck stop (natural gas sales) (accessory use only)	R-A	NA	NA	NA
Warehousing & Distribution	Data Center	R	R	R	NA
	Household moving center	R	C	NA	NA
	Motor freight transportation terminal and shipping, excluding couriers	R	C	NA	NA
	Mini-storage and warehouse without outdoor storage	C	C	NA	NA
	Produce storage and warehousing	R	C	R	NA
	Retail sales in conjunction with warehouse establishment	R	C	R	NA
Wholesale Establishments (including accessory offices)	Warehousing and storage, general	R	C	R	NA
	Building materials, garden equipment, and supply dealers	R	R	R	NA
	Food production	R	R	R	R
	Grocery and related product wholesale	R	R	R	NA
	Retail sales in conjunction with wholesaling	R	R	R	NA
	Warehousing and wholesaling establishments excluding explosives and live animals	R	C	P	NA
	Wholesale establishments incidental to other principal uses	R	R	R	NA
	Wholesale houses and distributors (including warehouse clubs)	R	R	R	NA

Sec. 21-3251(3) of the Land Development Code

	(a) The PUD zone document is consistent with the policies and goals of the comprehensive plan, any applicable adopted area plan, or community plan of the city, or reflects conditions that have changed since the adoption of the comprehensive plan.
	(b) The PUD zone document is consistent with any previously reviewed PUD concept schematic.
	(c) The PUD addresses a unique situation, confers a substantial benefit to the city, or incorporates creative site design such that it achieves the purposes set out in <u>Section 21-4370</u> (PUD Zone District) and represents an improvement in quality over what could have been accomplished through strict applications of the otherwise applicable district or development standards. This may include but is not limited to improvements in open space; environmental protection; tree/vegetation preservation; efficient provision of streets, roads, and other utilities and services; unique architecture or design, or increased choice of living and housing environments.
	(d) The PUD complies with all applicable city standards not otherwise modified or waived by the city.

	(e) The PUD is integrated and connected with adjacent development through street connections, sidewalks, trails, and similar features.
	(f) To the maximum extent feasible, the proposal mitigates any potential significant adverse impacts on adjacent properties or on the general community.
	(g) Sufficient public safety, transportation, and utility facilities and services are available to serve the subject property, while maintaining sufficient levels of service to existing development.
N/A	(h) As applicable, the proposed phasing plan for development of the PUD is rational in terms of available infrastructure, capacity, and financing.
	(i) The same development could not be accomplished through the use of other techniques, such as height exceptions, variances, or minor modifications.

CHARACTER AREAS
LAND USE MAP



Commerce City 2045 defines character areas — neighborhoods, districts, and corridors — based on the desired character, form, and function. There are 13 character areas throughout Commerce City. These character areas address common land uses, including housing and residential areas, commercial areas, and industrial areas. The map depicts the general location of each character area rather than the land use designation of each parcel, focusing on the mix of uses that function together to establish an identifiable place within the community.

DIA GATEWAY DISTRICT

The DIA Gateway District benefits from its proximity to the airport and strategic location near E-470. Light industrial uses, such as manufacturing, assembly, fulfillment centers, and warehousing and distribution facilities that benefit from large land areas, proximity to the airport, and easy access to the interstate are ideally suited. Because uses in this character area can generate high volumes of traffic from employees and trucks, efforts should be made to minimize impacts on local streets and residential areas. Commercial retail and service uses can play a supporting role and provide goods and services to district employees.



Primary Land Uses

- Technology and Research
- Airport Logistics
- Hospitality and Travel Services
- Warehousing and Distribution/Logistics
- Utility
- Public Gathering Spaces
- Parks and Open Spaces
- Commercial (Retail, Service Hospitality)
- Office

Excluded Uses

- Residential (all types)
- Heavy Industrial

Areas/Points of Special Consideration

- Tower Landfill



Character Areas
Commerce City, CO Comprehensive Plan

DRAFT

